



The Hippodrome, North End Road,
Golders Green

Transport Statement

for

Markaz Eltathgheef

Document Control Sheet

Transport Statement

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Markaz Eltathgheef

This document has been issued and amended as follows:

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1.0 Introduction

- 1.1 Motion has been appointed by the Markaz Elathgheef to provide transport planning advice in respect of its use of The Hippodrome, North End Road, within Golders Green town centre, next to Golders Green London Underground Station, within the London Borough of Barnet (LBB) (herein referred to as 'the site').
- 1.2 The site is located in Golders Green town centre on North End Road (A502). To the immediate east of the Golders Green London Underground Northern Line station and the North End Road / Finchley Road signalised junction. The site is bounded by the bus station to the west, with a bus stop immediately in front of the site, the underground Northern Line track to the north, two-storey former residential properties to the east now in use as either accountant offices or dental practices. There is an on-site car park providing 30 spaces, with a barrier, which can be accessed from North End Road. The site is located within a highly sustainable location, with excellent proximity to public transport, as demonstrated by its PTAL 6a/6b rating.
- 1.3 In May 2007, LBB approved planning permission (application reference C00222W/07) "To use building as a church to enrich community with schemes for children, unemployed, elderly etc. To hold concerts, conferences, drama and dance festivals".
- 1.4 An enforcement notice was issued by LBB dated 25/04/2019, in which LBB states the matters which appear to constitute the breach of planning control are:
- "Use of the land as a cultural centre, not comprising use as a church, to hold concerts, conferences, drama and dance festivals, in breach of Condition 2 of planning permission reference C00222W/07 granted on 9th May 2007."*
- 1.5 The enforcement notice, inter alia, cites the absence of an up to date Transport Assessment.
- 1.6 The site is currently operating as a community centre which provides events and activities for the local community. No physical changes are proposed to the existing site or building.
- 1.7 This Transport Statement addresses transport implications relating to the site use and is set out as follows:
- ▶ Section two provides an analysis of national, regional and local transport planning policy;
 - ▶ Section three describes the existing situation, accessibility by non-car modes and existing travel patterns;
 - ▶ Section three sets out the effects of the current use; and
 - ▶ Section four provides a summary and conclusion.

2.0 Transport Planning Policy

National Policy

- 2.1 The National Planning Policy Framework (NPPF) February 2019 sets out the Government's planning policies for England and how they are expected to be applied.
- 2.2 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. *"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*
- a) the potential impacts of development on transport networks can be addressed;*
 - b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
 - c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
 - d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
 - e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."*
- 2.3 Section 9 of the NPPF deals with 'Promoting Sustainable Transport'. Paragraph 103 states that:
- "Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."*
- 2.4 Off-street parking provision is referred to by Paragraph 105, which says that, in setting local parking standards for development, local planning authorities should take into account accessibility; the type, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and an overall need to reduce the use of high-emission vehicles.
- 2.5 Paragraph 106 states:
- "Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."*
- 2.6 Paragraph 108 addresses the relationship between development and sustainable transport as follows:
- "In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - b) safe and suitable access to the site can be achieved for all users; and*
 - c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

2.7 Paragraph 110 suggests that development should be located and designed where practical to, among other things, give priority to pedestrians and cycle movements, have access to high quality public transport facilities, create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians and consider the needs of people with disabilities by all modes of transport. Additionally, allow efficient delivery of goods and access by emergency vehicles and be designed to enable charging of plug-in and other ultra-low emission vehicles.

2.8 Paragraph 111 states:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

Regional Policy

Current London Plan

2.1 'The London Plan: Spatial Development Strategy for London Consolidated with Alterations since 2011' was adopted by the Mayor of London in March 2016. It sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20 – 25 years. The updates to the London Plan adopted in March 2016 relate only to residential parking standards, with the remainder of the Plan unchanged from the previous update in March 2015.

2.2 One of the Mayor's six objectives for London, which is reiterated in Policy 1.1 in terms of delivering the strategic vision and objectives for London is:

"A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling, makes better use of the Thames and supports delivery of all the objectives of this Plan."

2.3 Policy 6.1 identifies the strategic approach to integrating transport and development and states that the Mayor will work with relevant partners to encourage the closer integration of transport and development by:

- ▶ *"Encouraging patterns and nodes of development that reduce the need to travel, especially by car;*
- ▶ *Seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand;*
- ▶ *Supporting development that generates high levels of trips at locations with high levels of public transport accessibility and/or capacity, either currently or via committed, funded improvements including, where appropriate, those provided by developers through the use of planning obligations; and*
- ▶ *Supporting measures that encourage shifts to more sustainable modes and appropriate demand management."*

2.4 Policy 6.3 considers the assessment of effects of development on transport capacity and states:

- ▶ *"Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network..."*
- ▶ *Transport assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications. Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds in, and produced in accordance with, the relevant TfL guidance. Construction logistics plans and delivery and servicing plans should be secured in line with the London Freight Plan and should be co-ordinated with travel plans."*

Draft London Plan

- 2.5 The draft London Plan will replace the current London Plan, which was published in March 2016. The purpose of the replacement plan is to promote economic and social development and the environmental improvement of Greater London. The draft London Plan is currently under consideration by a formal Examination in Public (EIP), and therefore, at present, the policies carry limited weight. As the draft London Plan proceeds through the adoption process more weight will be given to the below policies.
- 2.6 With regard to a strategic approach to transport, Policy T1 states:
- ▶ *"Development Plans and development proposals should support the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made on foot, cycle or public transport by 2041.*
 - ▶ *All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."*
- 2.7 With regard to healthy streets, Policy T2 states that development proposals should:
- ▶ *"Reduce the dominance of vehicles on London's streets whether stationary or moving.*
 - ▶ *Be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport."*
- 2.8 With regard to assessing and mitigating transport impacts, Policy T4 states:
- ▶ *"Development Plans and development proposals should reflect and be integrates with current and planned transport access, capacity and connectivity.*
 - ▶ *Transport assessments should be submitted with development proposals to ensure that any impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new developments. Travel Plans, parking design and management plans, construction logistics plans and delivery and servicing plans will be required in accordance with relevant Transport for London guidance.*
 - ▶ *Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highway improvements or through financial contributions, will be required to address any adverse transport impacts that are identified.*
 - ▶ *The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.*
 - ▶ *Development proposals should not increase road danger".*
- 2.9 With regard to cycling, Policy T5 states:
- "Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:*
- ▶ *Supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure,*
 - ▶ *Securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking in accordance with the minimum standards...and should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards."*

Local Policy

- 2.10 LBB Core Strategy was adopted in 2012 and sets out the vision, objectives and related strategic policies. Within the Core Strategy, the following strategic policies are related to this application:

Policy CS9: Providing safe, effective and efficient travel

"We will promote the delivery of appropriate transport infrastructure in order to support growth, relieve pressure on Barnet's transport network and reduce the impact of travel whilst maintaining freedom and ability to move at will."

Ensuring more efficient use of the local road network

- ▶ *"In order to enable traffic to flow more smoothly we will prioritise the reduction of congestion, including through encouraging trips to route according to the road hierarchy, the implementation of development related schemes that also address pinch-points, a review of traffic signals, parking management measures and more efficient freight movements*
- ▶ *We will continue to invest in improvements to the condition of roads and footways in the borough to ensure that the local road network operates efficiently and safely, and seek to improve co-ordination of maintenance and utility works*
- ▶ *We will continue to manage a parking regime which recognises that many Barnet residents will continue to own and travel by car*
- ▶ *We will work with TfL to review and improve the bus network*
- ▶ *We will continue to make travel safer and more attractive by improving street lighting, security coverage and accessibility at transport interchanges and around bus stops as well as delivering, where resources permit, targeted local safety schemes."*

- 2.11 The Development Management Document was also adopted in 2012 and sets out policy framework for decision making on planning applications. Within this document, the following policies are relevant to this application:

Policy DM17: Travel impact and parking standards

c: Development, location and accessibility. The council will expect major development proposals with the potential for significant trip generation to be in locations which are, or will be made, highly accessible by a range of transport modes

d: Transport assessment. In considering planning applications for new development, the council will require developers to submit a full Transport Assessment (as defined by Department for Transport threshold) where the proposed development is anticipated to have significant transport implications in order to ensure that these impacts are considered. This assessment should include an analysis of accessibility by all modes of transport.

e: Travel planning. For significant trip generating developments, (defined by Transport for London thresholds), the council will require the occupier to develop, implement and maintain a satisfactory Travel Plan (or plans) to minimise increases in road traffic and meet mode split targets. In order to ensure that they are delivering this the travel plan will need to contain measurable outputs so that they can be monitored.

f: Local infrastructure needs

- ▶ *Developments should be located and designed to make the use of public transport more attractive for all users by providing improved access to existing facilities, and if necessary the development of new routes and services, including improved and fully accessible interchange facilities.*

- ▶ *The council will expect development to provide safe and suitable access arrangements for all road users to new developments. Where improvements or changes to the road network are necessary by virtue of an approved development, the council will secure a Legal Agreement from the developer.*
- ▶ *The council will require appropriate measures to control vehicle movements, servicing and delivery arrangements. Where appropriate the council will require Construction Management and/or Delivery and Servicing Plans.*
- ▶ *Where appropriate, development will be required to improve cycle and pedestrian facilities in the local catchment area by providing facilities on site and/or funding improvements off site.*

Section Summary

- 2.12 The site is considered to accord with the broad principles of planning policy at all levels. The site's location in a PTAL 6a / 6b, with 'excellent' connections to public transport, ensures that there is a real opportunity to promote sustainable travel use for staff and members at all times of the day. In addition, there are no proposals to increase the existing car park and additional on-site cycle parking will be provided.

3.0 Existing Situation and Accessibility by Non-Car Modes of Transport

Site Location and Existing Situation

- 3.1 The site is located in Golders Green town centre, to the immediate east of Golders Green London Underground station and the North End Road / Finchley Road signalised junction. The site is bounded by the bus station to the west, with a bus stop immediately in front of the site, the underground Northern Line track to the north, two-storey former residential properties to the east now in use as either accountant offices or dental practices.
- 3.2 The site is currently used as a community centre, with a weekly schedule providing a variety of events for the local community. The site generates a typical demand of between 80 and 100 visitors on some evenings and very few on others, although this figure can rise to 500 visitors for certain programmed lectures / seminars, etc. During festival periods, visitor numbers may rise to 1,400, although this remains within its capacity as a former concert venue of c.2,000.
- 3.3 The current opening hours are 08:00 to 23:00, seven days a week and the site currently employs up to 10 members of staff.

Travel Patterns

3.4 As part of the Travel Plan, travel surveys were undertaken by the Markaz on Friday 29th March 2019. These identified the following modal splits:

- ▶ Car - 37%
- ▶ Bus - 35.8%
- ▶ Train/Underground - 16%
- ▶ Walking - 7.4%
- ▶ Motorcycle - 2.5%
- ▶ Bicycle - 1.2%

Figure 3.1 below summarises these above findings.

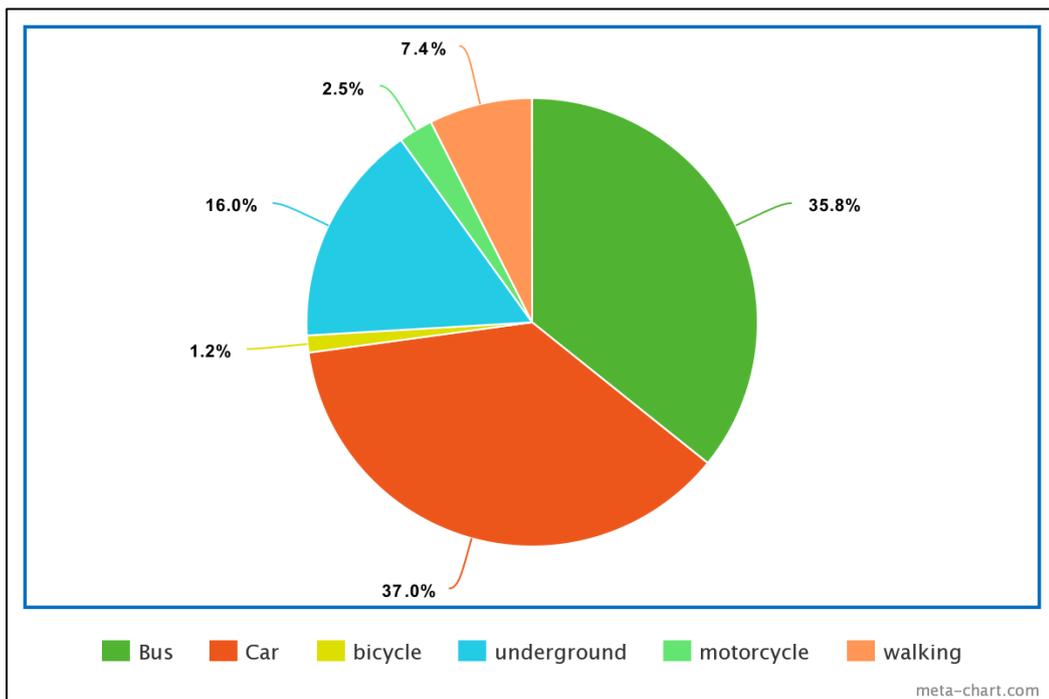


Figure 3.1: Travel Survey Results

3.5 As shown above, 60% of visitors travelled by bus, train, underground or foot and 37% drove a car.

Accessibility by Non-Car Modes of Transport

3.6 The PTAL of the site is 6a / 6b and it therefore has excellent accessibility to public transport modes. On this basis, it is considered that most of the existing visitors would attend evening services via public transport, walking or cycling. The above existing modal share shows the majority (60%) of visitors travel to the site via sustainable modes.

Bus

3.7 Golders Green bus station is located immediately adjacent to the west of the site, with a bus stop immediately to the front of the site on North End Road. The bus station provides immediate access to 14 routes and over 90 one-way services during peak hours.

3.8 A TfL bus spider map is located at **Appendix A** and indicates that's the services provide access to locations such as Finchley, Edmonton, Finsbury, Central London, Shepherd's Bush, Brent, Cricklewood, Wembley, etc and provide connections to a large number of underground stops / stations.

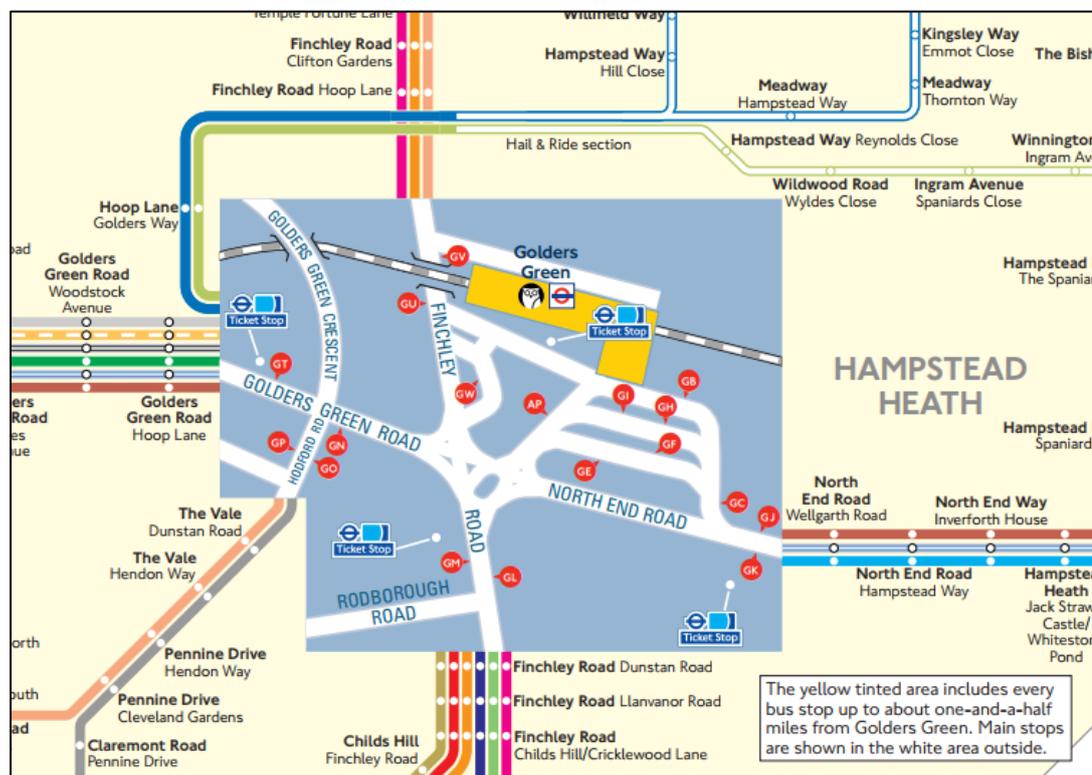


Figure 3.2: Bus Spider Map Extract

3.9 As shown above, Golders Green bus station and surrounding streets provide access to a significant number of bus services serving Greater London.

London Underground

3.10 Golders Green London Underground station is also located adjacent to the site and provides services on the Northern Line between Edgware, Kennington and Morden. In the region of 29 underground trains per hour stop at Golders Green during peak hours. Visitors can therefore make use of highly frequent services linking into Central London.

Walking

- 3.11 Immediately outside the site, on the northern side of North End Road, there is a wide footway which contains two bus stops, cycle parking, bins, trees and a post-box. All other roads in the surrounding area provide footways on both sides of the carriageway.
- 3.12 With regard to crossings, there are a number of signalised / controlled crossing immediately outside the site, that contain dropped kerbs, tactile paving and rotating cones. In addition, street lighting is provided at regular intervals. Routes to / from Golders Green bus and Underground station are considered to be straightforward, given their immediate proximity and the level of pedestrian provision.

Cycling

- 3.13 TfL's Cycle Guide 4 indicates that there are cycle parking facilities at Golders Green bus / underground station, immediately adjoining. There a number of routes surrounding the site that consist of '*routes signed or marked for use by cyclists on a mixture of quiet or busier roads*', '*other roads that have been recommended by cyclists*', and '*off-road routes*'. In addition to this, there are also cycle stands outside the site on the North End Road footway.
- 3.14 Government guidance in respect of cycling proposes that people are prepared to cycle up to five kilometres to access local amenities. Within five kilometres cyclists can reach Golders Green, Hampstead, Queens Park, Brent Cross, Finchley and Hendon.
- 3.15 There is scope therefore for visitors to travel by cycle either as their main mode of travel or as a linked trip with rail/underground.

Public Transport Accessibility Level (PTAL)

- 3.16 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability. This method is a way of measuring the density of the public transport network at a particular point.
- 3.17 Walk times are calculated from the specified point of interest to all public transport access points including bus stops and stations within pre-defined catchments. The PTAL incorporates a measure of service frequency to calculate an average wait time based on the frequency of service at each public transport access point. A reliability factor is added and the total access time is calculated. A measure known as an Equivalent Doorstep Frequency (EDF) is then derived for each point. These are summed for all routes within the catchment and the PTALs for the different modes are then added together to give a single value. The PTAL is categorised in nine levels, 1a to 6b where 6b represents a high level of accessibility and 1a, a low level of accessibility.
- 3.18 The site is classified as a PTAL 6a / 6b representing 'excellent' access to public transport. The PTAL tiles for the site show part of the appeal building including its entrance to be within PTAL 6b, the highest public transport accessibility level, see Figure 3.3. The full PTAL output for the site is contained within **Appendix B**. This suggests that members do not have a need for a car, and can instead make use of more sustainable modes of travel.

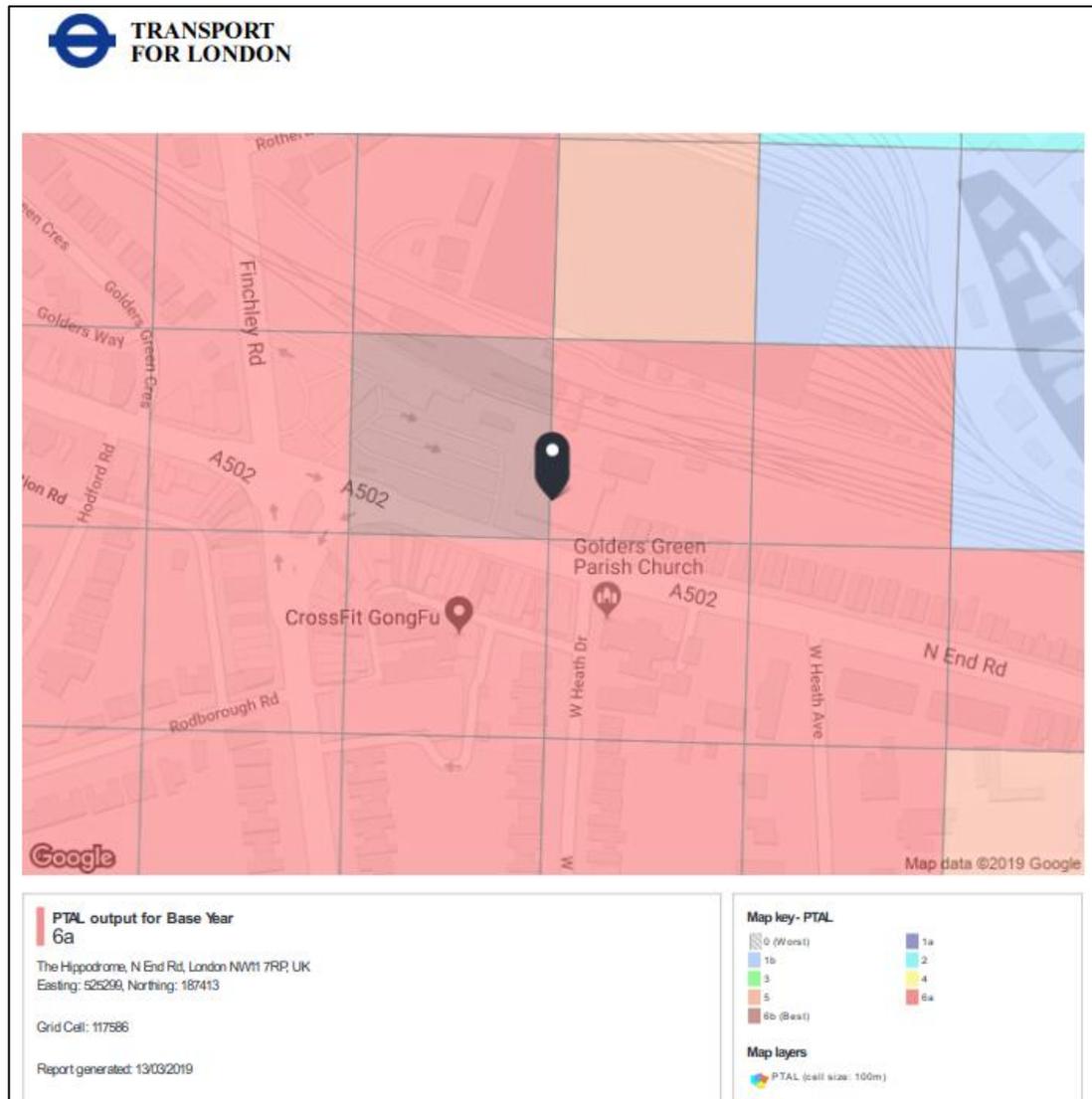


Figure 3.3: PTAL Report Extract

4.0 Effects of Development Proposals

Development Proposals

- 4.1 The Markaz is to appeal against the enforcement notice issued by LBB dated 25/04/2019, in which LBB states that the matters which appear to constitute the breach of planning control are:

"Use of the land as a cultural centre, not comprising use as a church, to hold concerts, conferences, drama and dance festivals, in breach of Condition 2 of planning permission reference C00222W/07 granted on 9th May 2007."

- 4.2 The site is currently operating a weekly schedule providing a variety of events for the local community (use class D1) and is not operating as a 'church'.

Trip Generation

- 4.3 The travel surveys undertaken on Friday 29th March identified that 60% of members travelled by bus, train, underground or foot and 37% drove a car. 81 members participated in the travel survey, of which 30 travelled by car, 10 parked on single yellow lines, 11 parked in resident permit holder bays and 9 parked within the on-site parking. Therefore, it can be assumed that approximately 20 vehicles were parked in the local area.
- 4.4 A Travel Plan has been prepared and will be implemented if the enforcement appeal is allowed, including baseline surveys, targets and monitoring, all to be agreed in advance with the Council. Given the site's sustainable location in transport terms, it is considered that active travel planning will mitigate the transport effects of the current use, including the festival periods.

Car Parking

- 4.5 The existing on-site car park provides space for up to 30 vehicles, which is access controlled via an electronic barrier.
- 4.6 The proposals will result in no additional spaces within the car park. A short-stay cycle storage area will be provided within the car park, this will result in the loss of 2-3 parking spaces. This is deemed appropriate taking into consideration the 'excellent' accessibility of the site by public transport modes, and the opportunity to encourage sustainable and active travel.

Cycle Parking

- 4.7 The Markaz will provide and maintain secure parking for 55 short-stay cycles and two long-stay cycles on site. 28 'Sheffield' bike stands will be installed within the existing parking area, providing storage for 56 short-stay bicycles. Whilst two long-stay cycle parking spaces will be accommodated within the appeal building. This is in accordance with the London Plan minimum cycle parking standards for use class D1, based on 5,437sqm of floor space and 10 staff.

Servicing, Deliveries and Refuse Collection

- 4.8 It is understood that the proposals will result in no material changes to the schedule for servicing, deliveries or refuse collection, all of which will be undertaken as per the existing situation.

Parking

- 4.9 The existing on-street parking levels, or "parking stress", surrounding the Hippodrome (herein referred to as 'the site') has been assessed by means of a manual survey in accordance with the 'Lambeth Council Parking Survey Guidance Note' (Lambeth Council, 2009).

- 4.10 Lambeth Council's parking survey methodology is broadly accepted across Greater London and involves snapshot surveys intended to capture the maximum parking demand within a 200-metre radius of the identified site. The local parking network is considered to be 'stressed' when on-street occupancy exceeds the 85% capacity.

Survey Design

- 4.11 Three periods were surveyed to provide an indication of on-street parking in the area at different times of the week/year, the following events and dates were selected:

- ▶ Parking occupancy when a large event is occurring at the Hippodrome - Friday 18th, Saturday 19th and Sunday 20th January 2019, between the hours of 19:00 and 22:00;
- ▶ Parking occupancy when a standard event is taking place at the Hippodrome - Friday 22nd March 2019, between the hours of 19:00 and 22:00; and
- ▶ Parking occupancy when there is no activity at the Hippodrome - Wednesday 27th March 2019, between the hours of 19:00 and 22:00.

- 4.12 The Lambeth methodology requires a 200-metre distance from an identified location to be surveyed, where the 200-metre boundary occurs part-way along a street, the survey area should be shortened or extended to the nearest junction.

- 4.13 The survey area has been designed to extend 200 metres from the site, with the 200-metre radius comprising of the following roads:

- ▶ North End Road;
- ▶ West Heath Drive;
- ▶ West Heath Avenue;
- ▶ St Albans Lane;
- ▶ Finchley Road (South);
- ▶ Finchley Road (North);
- ▶ Rodborough Road;
- ▶ Golders Green Road; and
- ▶ Hodford Road.

- 4.14 The above roads in the immediate vicinity of the site are shown in Figure 1 below.

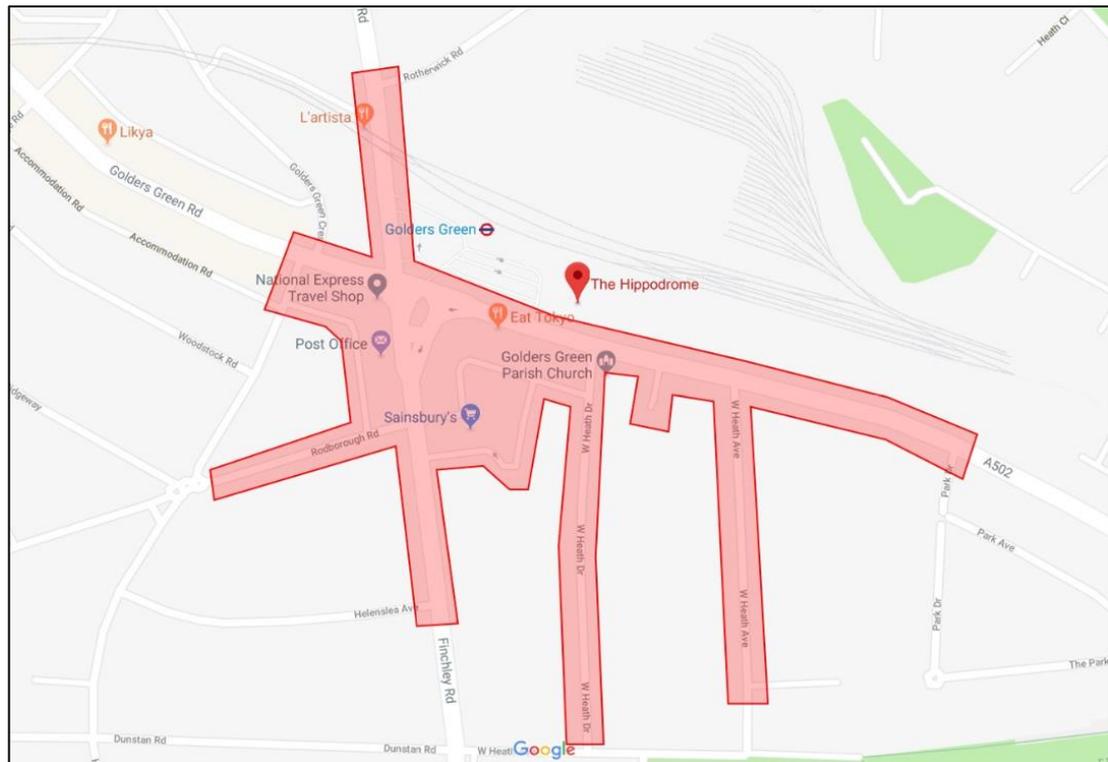


Figure 1: Parking Study – Local Area

- 4.15 The number of existing parking spaces in the survey area was identified as part of the analysis. For the purposes of calculating parking stress as defined by the guidance document, it is assumed that each vehicle takes up an average kerb space of 5.0 metres. Therefore, where parking bays are not physically marked out, lengths of kerb space were measured and split into increments of 5.0 metres. Physical bays have been divided into 5.0 metre intervals and rounded down to the nearest whole number to calculate the capacity of each space. Any locations with a length of kerb shorter than 5.0 metres or along vehicle crossovers, have been eliminated from the available kerb space, in accordance with the guidance.

Survey Results and Analysis

- 4.16 The parking survey outputs are attached for reference at **Appendix C** and indicate that, across the assessment area, there are an equivalent of 135 resident only bays Monday to Saturday (operating between 08:00 - 18:30 hours), some residents bays also operate as pay and display bays. Additional restrictions apply on Sundays in some locations between the hours of 09:30 and 18:30 hours. In addition, 48 parking spaces are available on single yellow lines and are therefore available for overnight use.
- 4.17 The number of spaces observed during a snapshot survey varies based on how efficiently people park. If parking takes place inefficiently then the number of available spaces added to the occupied spaces will not reach the aforementioned numbers. Likewise, if parking takes place more efficiently the number of occupied spaces may be above the aforementioned numbers.

Large Event

- 4.18 In terms of car occupancy, the following tables set out the results for Friday 18th, Saturday 19th and Sunday 20th January 2019 parking beat surveys. These surveys were undertaken during a large event attracting approximately 500 people.

Street Name	Resident Permit Holder Bays			Single Yellow Lines		
	Spaces	Used	% Stress	Spaces	Used	% Stress
North End Road	54	47	87	-	6	-
West Heath drive	28	33	118	15	21	140
West Heath Avenue	37	37	100	-	1	-
St Albans Lane	0	0	0	2	2	100
Finchley Road (south)	0	0	0	24	18	75
Finchley Road (north)	0	0	0	3	5	167
Rodborough Road	16	16	100	4	3	75
Golders Green Road	0	0	0	-	-	-
Hodford Road	0	0	0	-	-	-
TOTAL	135	133	99	48	56	117

Table 5.1: Friday 18th January 20:00 Parking Beat Survey Results

- 4.19 Table 5.1 indicates that two spaces are available on resident permit holder bays, with single yellow lines above capacity in most locations.

Street Name	Resident Permit Holder Bays			Single Yellow Lines		
	Spaces	Used	% Stress	Spaces	Used	% Stress
North End Road	54	52	96	-	8	-
West Heath drive	28	34	121	15	18	120
West Heath Avenue	37	35	95	-	3	-
St Albans Lane	0	0	0	2	3	150
Finchley Road (south)	0	0	0	24	22	92
Finchley Road (north)	0	0	0	3	6	200
Rodborough Road	16	16	100	4	5	125
Golders Green Road	0	0	0	-	-	-
Hodford Road	0	0	0	-	-	-
TOTAL	135	137	101	48	65	135

Table 5.2: Saturday 19th January 20:00 hours Parking Beat Survey Results

- 4.20 Table 5.2 indicates that the on-street car parking occupancy exceeds 100%, and therefore no additional vehicles are able to park within the 200-metre radius of the site.

Street Name	Resident Permit Holder Bays			Single Yellow Lines		
	Spaces	Used	% Stress	Spaces	Used	% Stress
North End Road	54	41	76	-	4	-
West Heath drive	28	26	93	15	10	67
West Heath Avenue	37	11	30	-	1	-
St Albans Lane	0	0	0	2	2	100
Finchley Road (south)	0	0	0	24	15	63
Finchley Road (north)	0	0	0	3	4	133
Rodborough Road	16	17	106	4	3	75
Golders Green Road	0	0	0	-	-	-
Hodford Road	0	0	0	-	-	-
TOTAL	135	95	70	48	39	81

Table 5.3: Sunday 20th January 20:00 hours Parking Beat Survey Results

- 4.21 Table 5.3 indicates that there were 40 spaces available in the local area during the evening survey period. This equates to an overall occupancy of 70%. Additionally, nine spaces were available along single yellow lines.

Typical Friday Evening

- 4.22 Table 5.4 below set out the results for the Friday 22nd March 2019 parking survey. This was undertaken on a typical Friday evening which attracts approximately 100 people.

Street Name	Resident Permit Holder Bays			Single Yellow Lines		
	Spaces	Used	% Stress	Spaces	Used	% Stress
North End Road	54	53	98	-	5	-
West Heath drive	28	31	111	15	18	120
West Heath Avenue	37	36	97	-	1	-
St Albans Lane	0	0	0	2	3	150
Finchley Road (south)	0	0	0	24	19	79
Finchley Road (north)	0	0	0	3	4	133
Rodborough Road	16	19	119	4	4	100
Golders Green Road	0	0	0	-	-	-
Hodford Road	0	0	0	-	-	-
TOTAL	135	139	103	48	54	113

Table 5.4: Friday 22nd March 20:10 hours Parking Beat Survey Results

- 4.23 Table 5.4 indicates that the on-street car parking occupancy exceeds 100%, and therefore no additional vehicles are able to park within the 200-metre radius of the site.

Typical Wednesday Evening

- 4.24 Table 5.5 below set out the results for the Wednesday 27th March 2019 parking survey, when no events were occurring at the Hippodrome, as is usually the case.

Street Name	Resident Permit Holder Bays			Single Yellow Lines		
	Spaces	Used	% Stress	Spaces	Used	% Stress
North End Road	54	43	80	2	3	150
West Heath drive	28	25	89	15	8	53
West Heath Avenue	37	7	19	-	1	-
St Albans Lane	0	0	0	2	0	0
Finchley Road (south)	0	0	0	24	11	46
Finchley Road (north)	0	0	0	3	0	0
Rodborough Road	16	17	106	4	2	50
Golders Green Road	0	0	0	-	-	-
Hodford Road	0	0	0	-	-	-
TOTAL	135	92	68	50	25	50

Table 5.5: Wednesday 27th March 20:00 hours Parking Beat Survey Results

- 4.25 Table 5.5 indicates that there were 43 spaces available in the local area during the evening survey period. This equates to an overall occupancy of 68%. Additionally, 25 spaces were available along single yellow lines.

Summary

- 4.26 The surveys described above suggest that current travel behaviour by visitors to the Hippodrome for the purposes of events can lead to on-street car parking in excess of the 85% threshold at which streets are considered to be 'stressed'. This is very likely to have been true of the previous uses, i.e. a church and a concert hall.
- 4.27 Notwithstanding the above, the site is exceptionally well located relative to sustainable modes of transport and therefore lends itself to a community based use. The Travel Plan will implemented with vigour by the Markaz to influence travel behaviours and patterns that encourage more sustainable modes of travel and thereby minimise parking impacts on the surrounding streets.

5.0 Summary and Conclusion

- 5.1 Motion has been appointed by Markaz Eltiathgheef to provide transport planning advice in respect of its use of The Hippodrome, North End Road, Golders Green, London Borough of Barnet (LBB).
- 5.2 The site is located in Golders Green town centre, immediately east of Golders Green London Underground station and the North End Road / Finchley Road signalised junction. The site is bounded by the bus station to the west, the underground line to the north, residential properties to the east and the A502. There is an on-site car park providing 30 spaces, with a barrier, which can be accessed from North End Road. The site is located within a highly sustainable location, with excellent proximity to public transport, as demonstrated by its PTAL 6a/6b rating.
- 5.3 Travel surveys undertaken on Friday 29th March identified that 60% of visitors travelled by bus, train, underground or foot and 37% drove a car.
- 5.4 A Travel Plan has been prepared including an initial baseline survey, targets and monitoring. It will be agreed in advance with the Council and vigorously implemented. The surveys will be conducted for both festival and non-festival periods in order to gain a detailed understanding of existing travel habits.
- 5.5 Given the location of the site relative to sustainable modes of transport, the opportunities to influence travel behaviour are substantial.

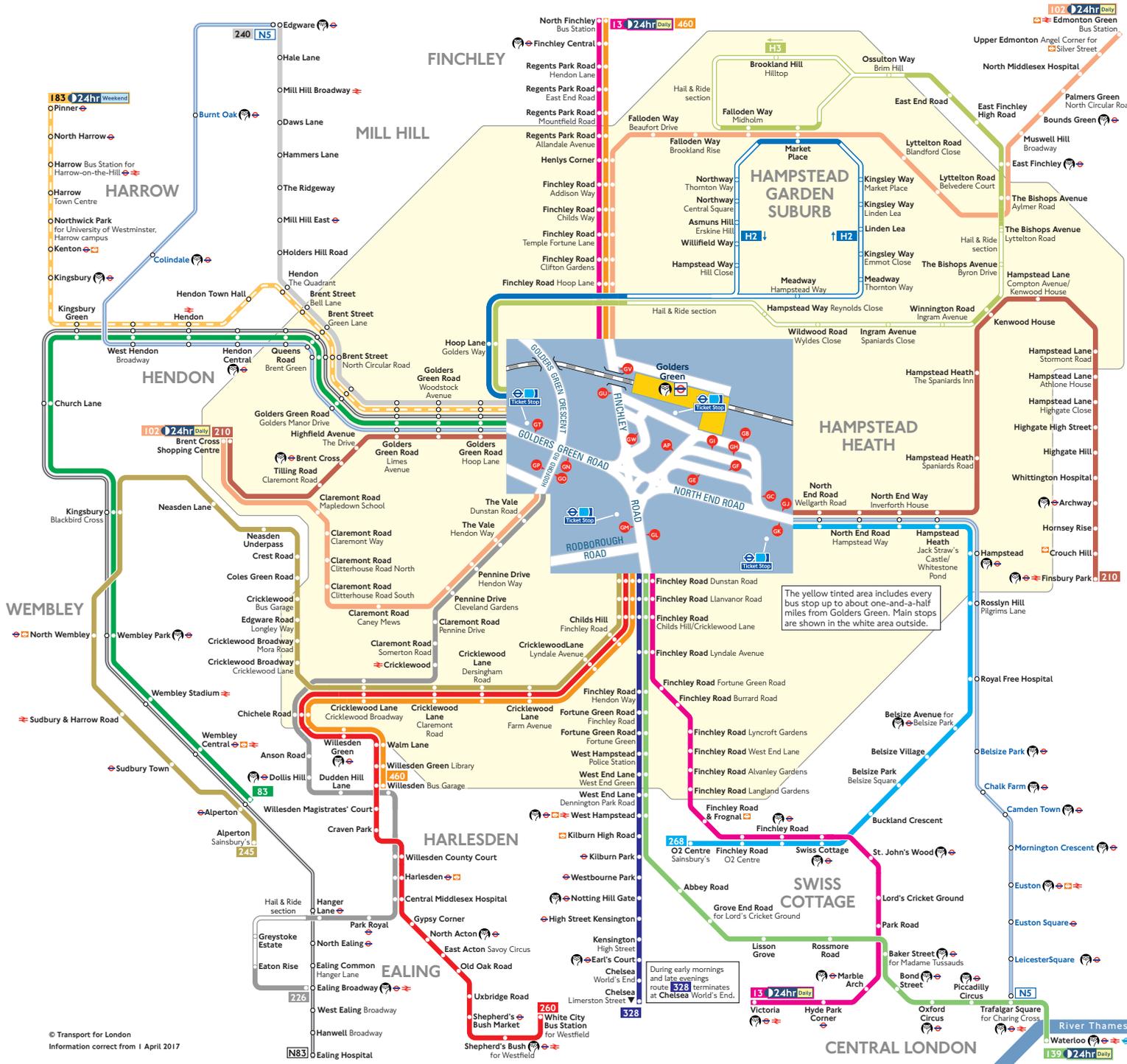
Conclusion

- 5.6 The site is highly sustainable in transport accessibility terms, ideally located to provide for a community use such as the Markaz Eltiathgheef, particularly in relation to public transport facilities. The travel behaviour of staff and visitors will be actively influenced by the Travel Plan and it is anticipated that, by comparison with the established planning use of the site, no material transport impact will arise from the current use.

Appendix A

TfL Spider Map

Buses from Golders Green



Route finder

Bus route	Towards	Bus stops
13 24hr Daily	North Finchley	GM GU
83	Victoria	GL QV
102 24hr Daily	Alperton	GH GN
	Brent Cross Shopping Centre	GO QV
	Edmonton Green	GH QV
139 24hr Daily	Waterloo	GF GL
183 24hr Weekend	Pinner	GH GN
210	Brent Cross Shopping Centre	GH GN
	Finsbury Park	GH GT
226	Ealing Broadway	GB GC
240	Edgeware	GH GN
245	Alperton	GB GL
260	White City	GF GL
268	Finchley Road O2 Centre	GF GL
328	Chelsea	GC GL
460	North Finchley	GM GU
	Willesden Bus Garage	GL QV
H2	Hampstead Garden Suburb	GN QW
H3	Hill Top	GN QW

Night buses

Bus route	Towards	Bus stops
N5	Edgeware	GH GN
	Trafalgar Square	GJ GT
N83	Ealing Hospital	GH GN

Other buses

Bus route	Towards	Bus stops
631 School journey	Henrietta Barnett School	GW

Coaches

Coach route	Bus stops
All coaches	GE

Key

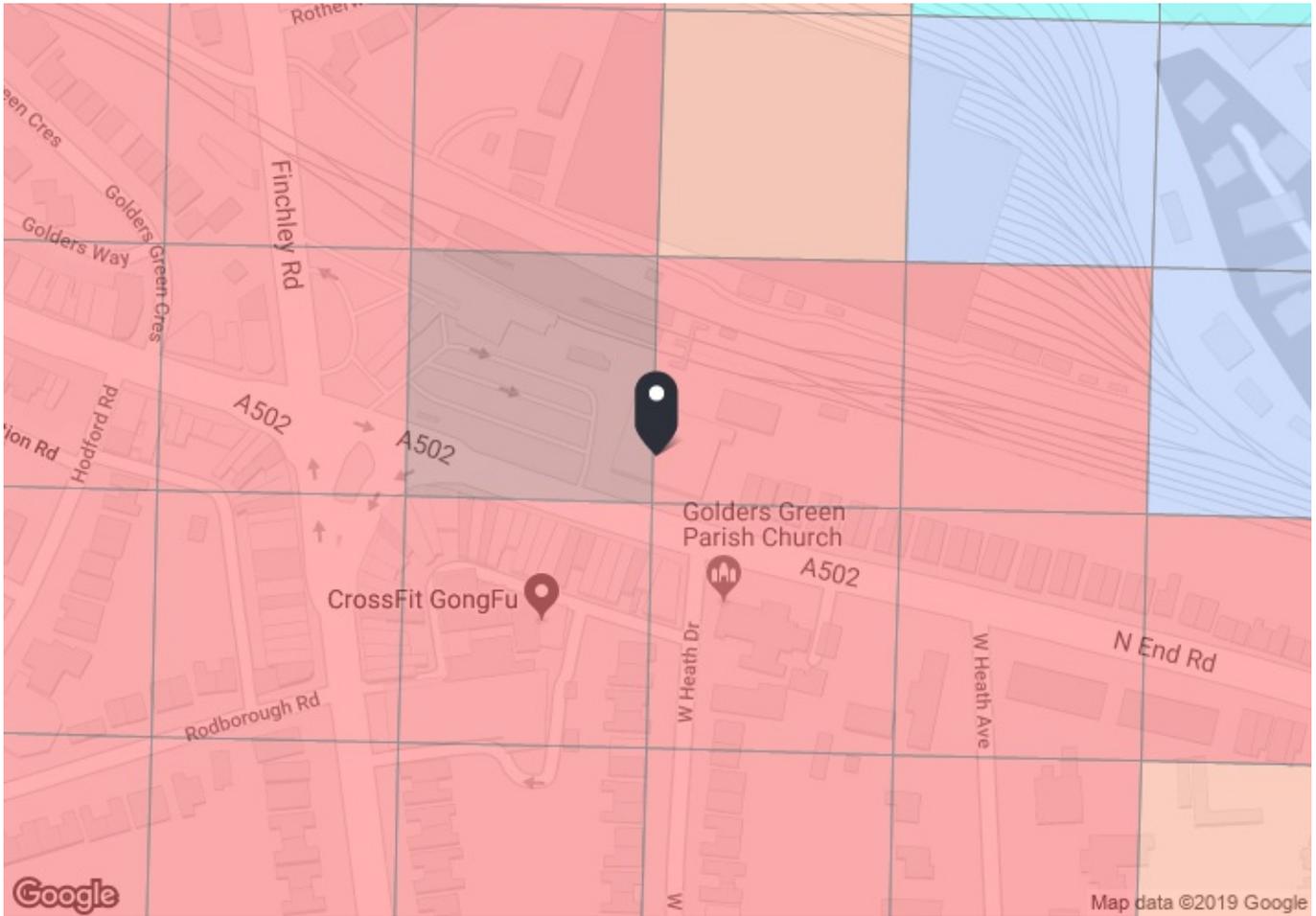
- 13** Day buses in black
- N5** Night buses in blue
- Connections with London Underground
- Connections with London Overground
- Connections with National Rail
- Connections with river boats
- Operates daily with 24-hour service Friday and Saturday nights
- Tube station with 24-hour service Friday and Saturday nights
- Mondays to Saturdays daytime only
- Route 102 is a 24-hour service between Golders Green and Edmonton Green
- Not served early mornings or late evenings

Ways to pay

Top up your Oyster pay as you go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London.

Appendix B

TfL WebCAT PTAL Output



PTAL output for Base Year 6a

The Hippodrome, N End Rd, London NW11 7RP, UK
Easting: 525299, Northing: 187413

Grid Cell: 117586

Report generated: 13/03/2019

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

- PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	GOLDERS GREEN STATION	H2	186.31	5	2.33	8	10.33	2.9	0.5	1.45
Bus	GOLDERS GREEN STATION	102	186.31	7.5	2.33	6	8.33	3.6	0.5	1.8
Bus	GOLDERS GREEN STATION	183	186.31	7.5	2.33	6	8.33	3.6	0.5	1.8
Bus	GOLDERS GREEN STATION	13	186.31	8	2.33	5.75	8.08	3.71	0.5	1.86
Bus	GOLDERS GREEN STATION	83	186.31	7.5	2.33	6	8.33	3.6	0.5	1.8
Bus	GOLDERS GREEN STATION	226	186.31	5	2.33	8	10.33	2.9	0.5	1.45
Bus	GOLDERS GREEN STATION	240	186.31	5	2.33	8	10.33	2.9	0.5	1.45
Bus	GOLDERS GREEN STATION	245	186.31	7.5	2.33	6	8.33	3.6	0.5	1.8
Bus	GOLDERS GREEN STATION	328	186.31	9	2.33	5.33	7.66	3.92	0.5	1.96
Bus	GOLDERS GREEN STATION	260	186.31	5	2.33	8	10.33	2.9	0.5	1.45
Bus	GOLDERS GRN POST OFFICE	460	298.95	5	3.74	8	11.74	2.56	0.5	1.28
Bus	GOLDERS GRN POST OFFICE	82	298.95	8.75	3.74	5.43	9.17	3.27	0.5	1.64
Bus	GOLDERS GREEN NTH END RD	210	127.2	7.5	1.59	6	7.59	3.95	1	3.95
Bus	GOLDERS GREEN NTH END RD	268	127.2	5	1.59	8	9.59	3.13	0.5	1.56
LUL	Golders Green	'Edgware-Morden'	177.39	9	2.22	4.08	6.3	4.76	0.5	2.38
LUL	Golders Green	'Morden-Edgware'	177.39	4.67	2.22	7.17	9.39	3.19	0.5	1.6
LUL	Golders Green	'Kennington-Edgware'	177.39	14.67	2.22	2.79	5.01	5.99	1	5.99
Total Grid Cell AI:										35.23

Appendix C

Parking Survey Results

THE HIPPODROME, NORTH END ROAD, GOLDERS GREEN, NW11 7RP

PARKING STRESS SURVEY

RESULTS

SURVEY LOCATION PLAN

PARKED VEHICLE LOCATION PLANS

PARKING RESTRICTION PLANS

LAMBETH METHODOLOGY

JANUARY 2019

BENCHMARK DATA COLLECTION

THE HIPPODROME, GOLDERS GREEN, NW11 7RP - PARKING STRESS SURVEY - FRIDAY 18/01/2019 20:00

ROAD NAME	AREA WITHIN A CONTROLLED PARKING ZONE						
	TOTAL LENGTH (m) OF PARKING SPACE	NUMBER OF (5 m) RPH PARKING SPACES	NUMBER OF VEHICLES PARKED IN RPH BAYS	RPH PARKING STRESS %	NUMBER OF SYL 5m PARKING SPACES	NUMBER OF CARS PARKED ON SINGLE YELLOW LINE	SINGLE YELLOW LINE PARKING STRESS %
NORTH END ROAD	292.1	54	47	87	-	6	-
WEST HEATH DRIVE	175.3	28	33	118	15	21	140
WEST HEATH AVENUE	203	37	37	100	-	1	-
ST ALBANS LANE	0	0	0	0	2	2	100
FINCHLEY ROAD (SOUTH)	0	0	0	0	24	18	75
FINCHLEY ROAD (NORTH)	0	0	0	0	3	5	167
RODBOROUGH ROAD	98.4	16	16	100	4	3	75
GOLDERS GREEN ROAD	0	0	0	0	-	-	-
HODFORD ROAD	0	0	0	0	-	-	-
TOTAL	768.8	135	133	99	48	56	117

THE HIPPODROME, GOLDERS GREEN, NW11 7RP - PARKING STRESS SURVEY - SATURDAY 19/01/2019 20:00

ROAD NAME	AREA WITHIN A CONTROLLED PARKING ZONE						
	TOTAL LENGTH (m) OF PARKING SPACE	NUMBER OF (5 m) RPH PARKING SPACES	NUMBER OF VEHICLES PARKED IN RPH BAYS	RPH PARKING STRESS %	NUMBER OF SYL 5m PARKING SPACES	NUMBER OF CARS PARKED ON SINGLE YELLOW LINE	SINGLE YELLOW LINE PARKING STRESS %
NORTH END ROAD	292.1	54	52	96	-	8	-
WEST HEATH DRIVE	175.3	28	34	121	15	18	120
WEST HEATH AVENUE	203	37	35	95	-	3	-
ST ALBANS LANE	0	0	0	0	2	3	150
FINCHLEY ROAD (SOUTH)	0	0	0	0	24	22	92
FINCHLEY ROAD (NORTH)	0	0	0	0	3	6	200
RODBOROUGH ROAD	98.4	16	16	100	4	5	125
GOLDERS GREEN ROAD	0	0	0	0	-	-	-
HODFORD ROAD	0	0	0	0	-	-	-
TOTAL	768.8	135	137	101	48	65	135

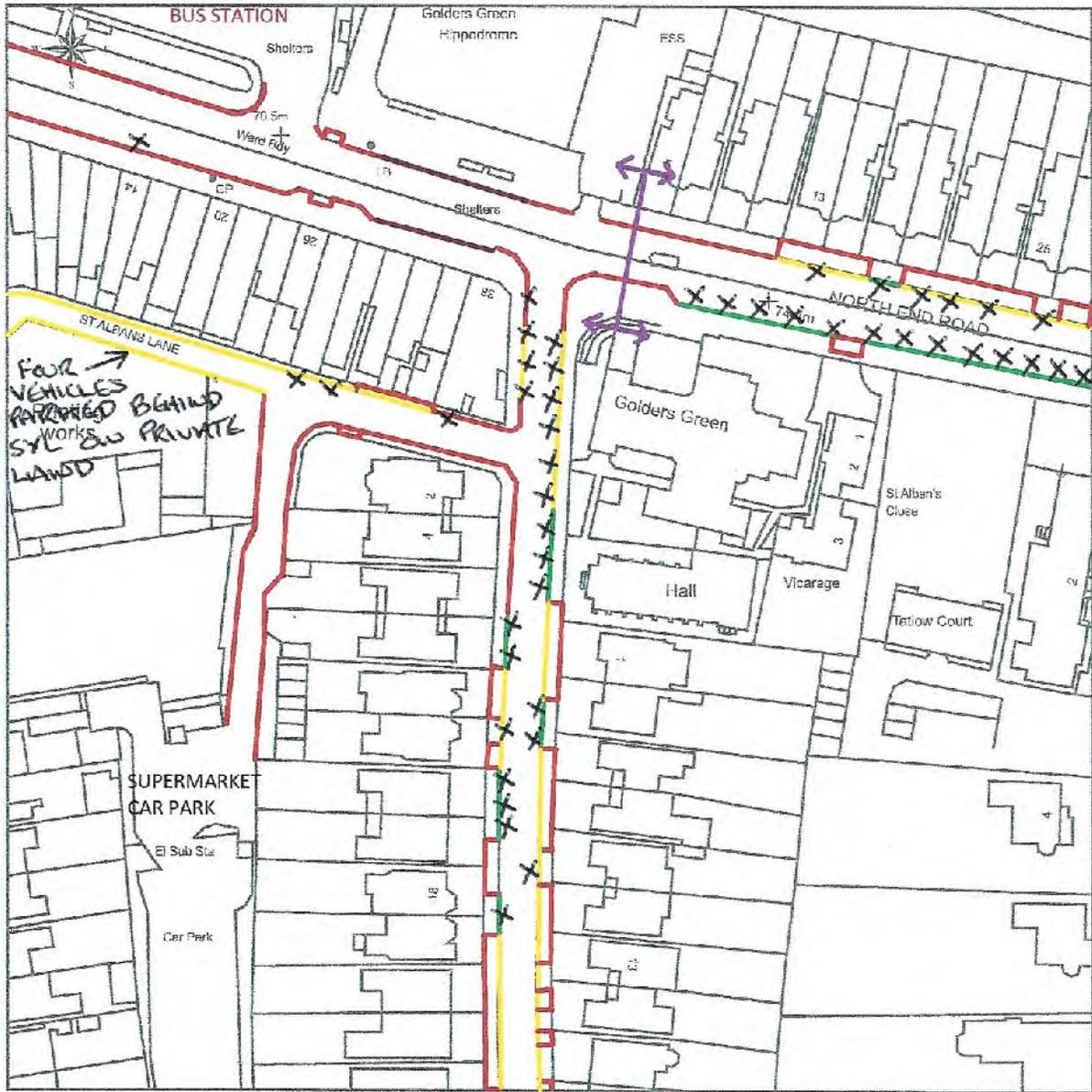
THE HIPPODROME, GOLDERS GREEN, NW11 7RP - PARKING STRESS SURVEY - SUNDAY 20/01/2019 20:00

ROAD NAME	AREA WITHIN A CONTROLLED PARKING ZONE						
	TOTAL LENGTH (m) OF PARKING SPACE	NUMBER OF (5 m) RPH PARKING SPACES	NUMBER OF VEHICLES PARKED IN RPH BAYS	RPH PARKING STRESS %	NUMBER OF SYL 5m PARKING SPACES	NUMBER OF CARS PARKED ON SINGLE YELLOW LINE	SINGLE YELLOW LINE PARKING STRESS %
NORTH END ROAD	292.1	54	41	76	-	4	-
WEST HEATH DRIVE	175.3	28	26	93	15	10	67
WEST HEATH AVENUE	203	37	11	30	-	1	-
ST ALBANS LANE	0	0	0	0	2	2	100
FINCHLEY ROAD (SOUTH)	0	0	0	0	24	15	63
FINCHLEY ROAD (NORTH)	0	0	0	0	3	4	133
RODBOROUGH ROAD	98.4	16	17	106	4	3	75
GOLDERS GREEN ROAD	0	0	0	0	-	-	-
HODFORD ROAD	0	0	0	0	-	-	-
TOTAL	768.8	135	95	70	48	39	81

HIPPODROME PARKING SURVEY SURVEY LOCATION PLAN



The Hippodrome Parking Survey



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0m 20m 40m 60m 80m 100m

Scale: 1:1250, paper size: A4

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE
- DOUBLE YELLOW LINE
- UNACCEPTABLE PARKING
- ┌ DK DROPPED KERB

PARKED VEHICLE LOCATION
FRIDAY 18/01/2019 20:00

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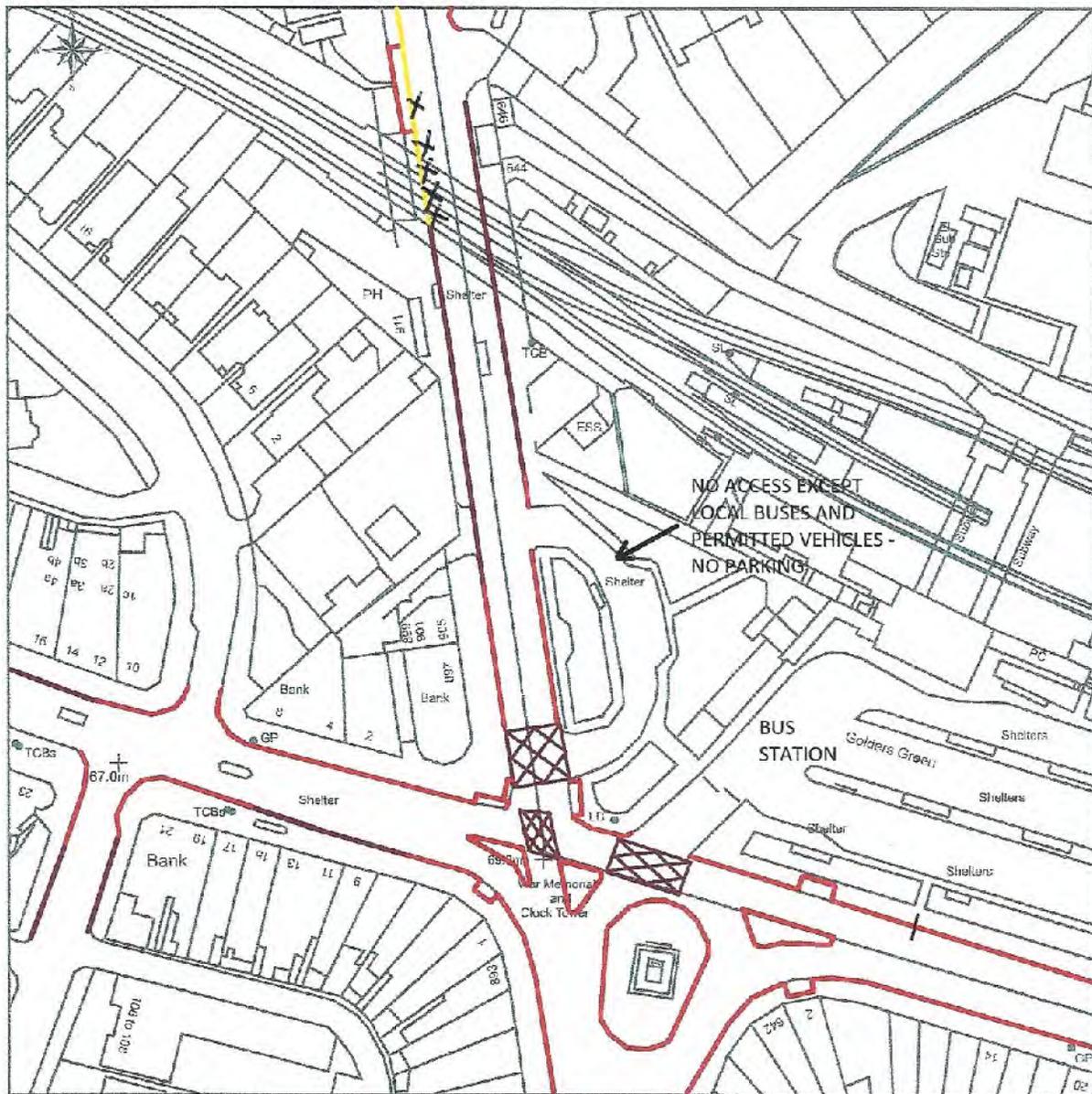
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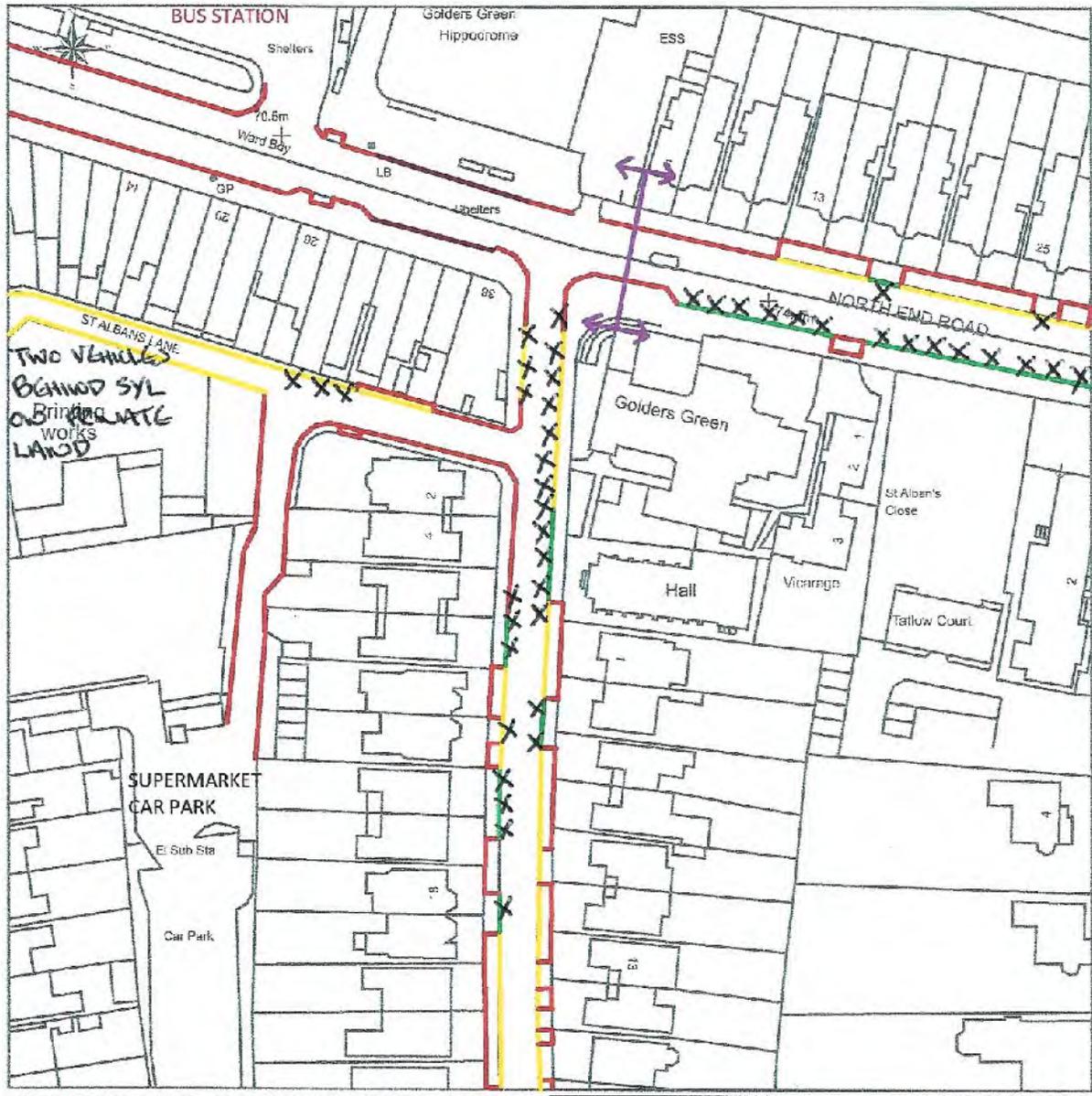
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FRIDAY 18/01/2019 20:00

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PARKED VEHICLE LOCATION
SATURDAY 19/01/2019 20:00

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PARKED VEHICLE LOCATION
SATURDAY 19/01/2019 20:00

- ACCEPTABLE PARKING
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- LDK DROPPED KERB

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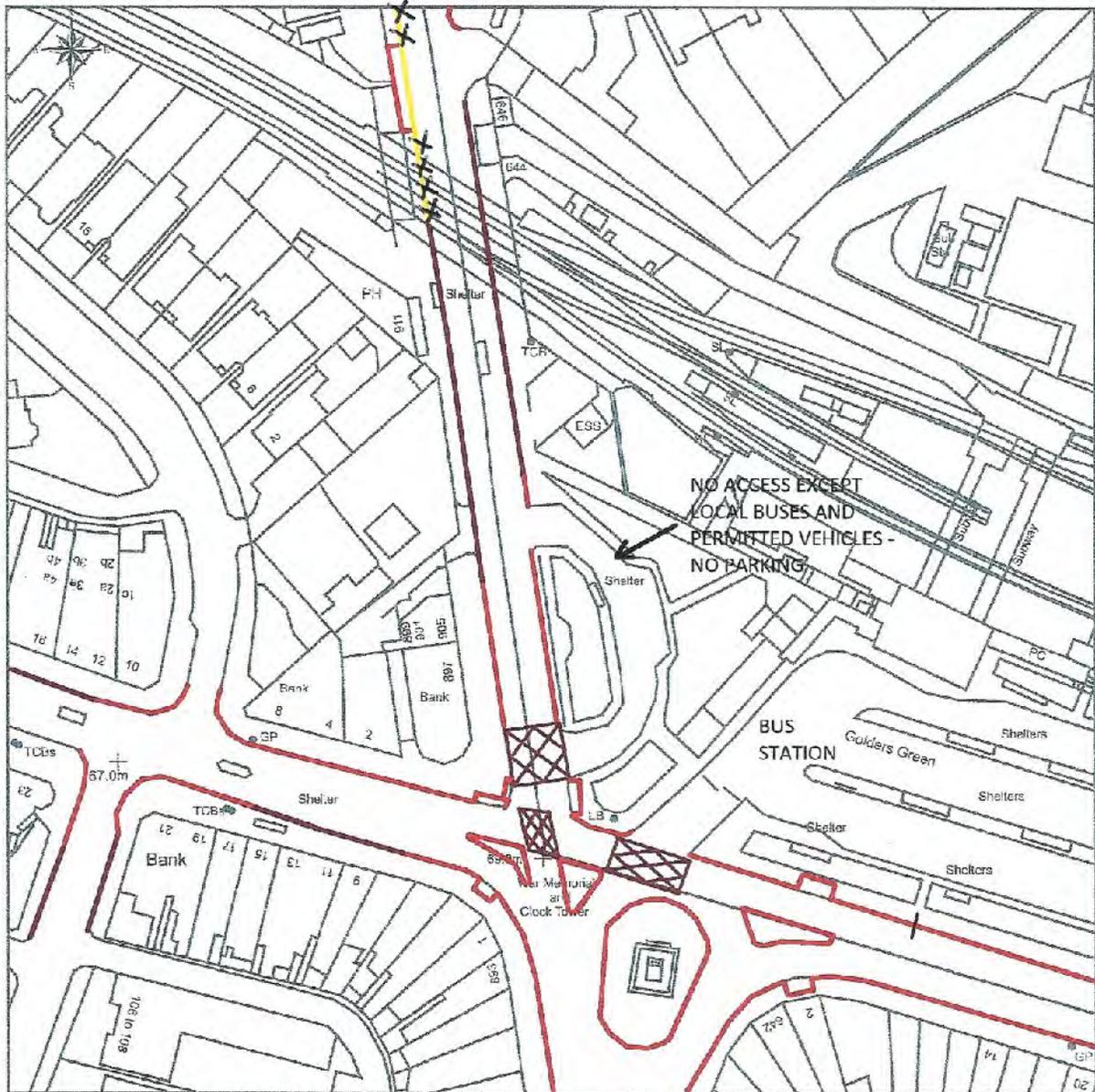


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PARKED VEHICLE LOCATION
SATURDAY 19/01/2019 20:00

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE
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The Hippodrome Parking Survey



NO ACCESS EXCEPT
LOCAL BUSES AND
PERMITTED VEHICLES -
NO PARKING

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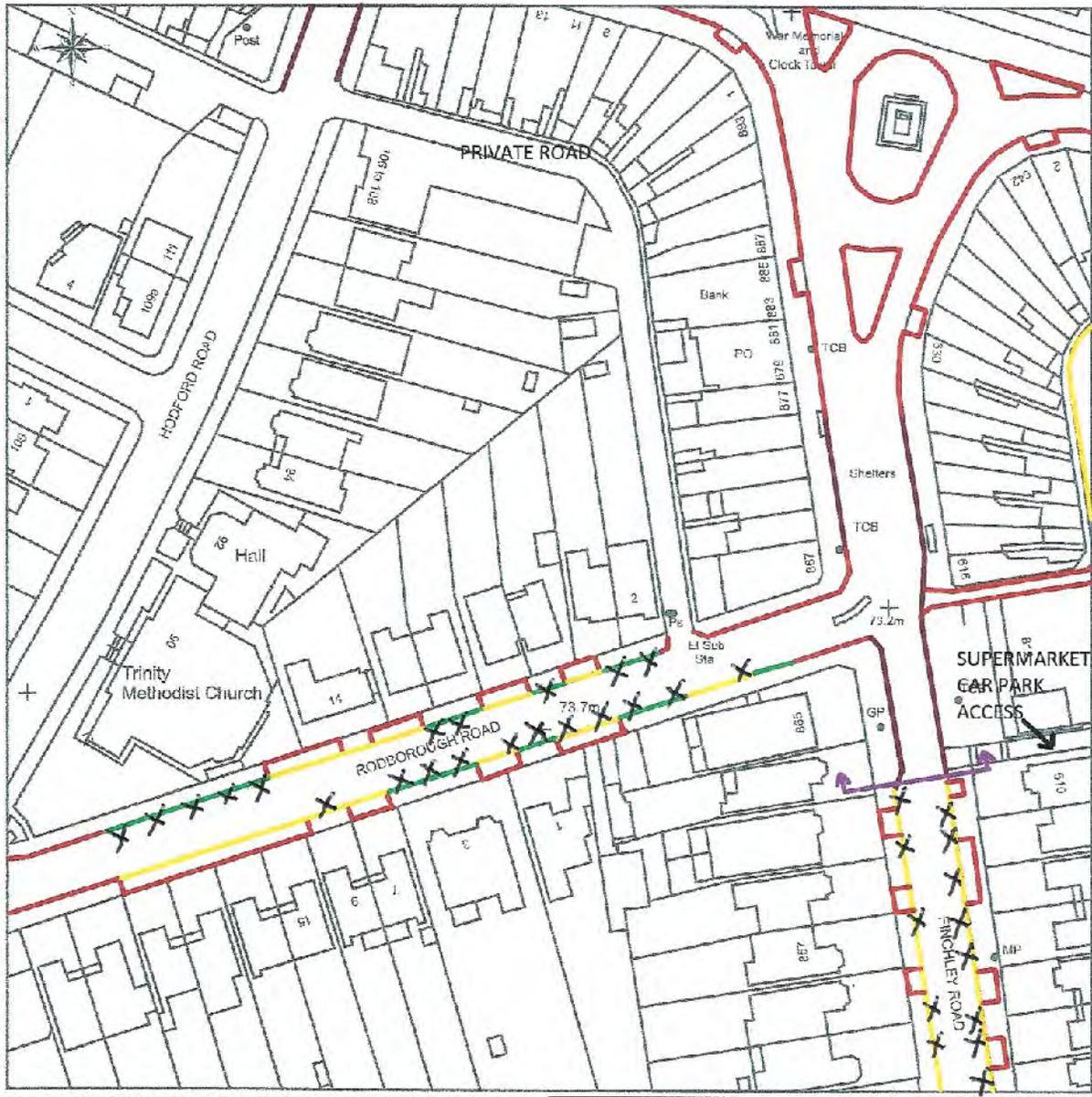
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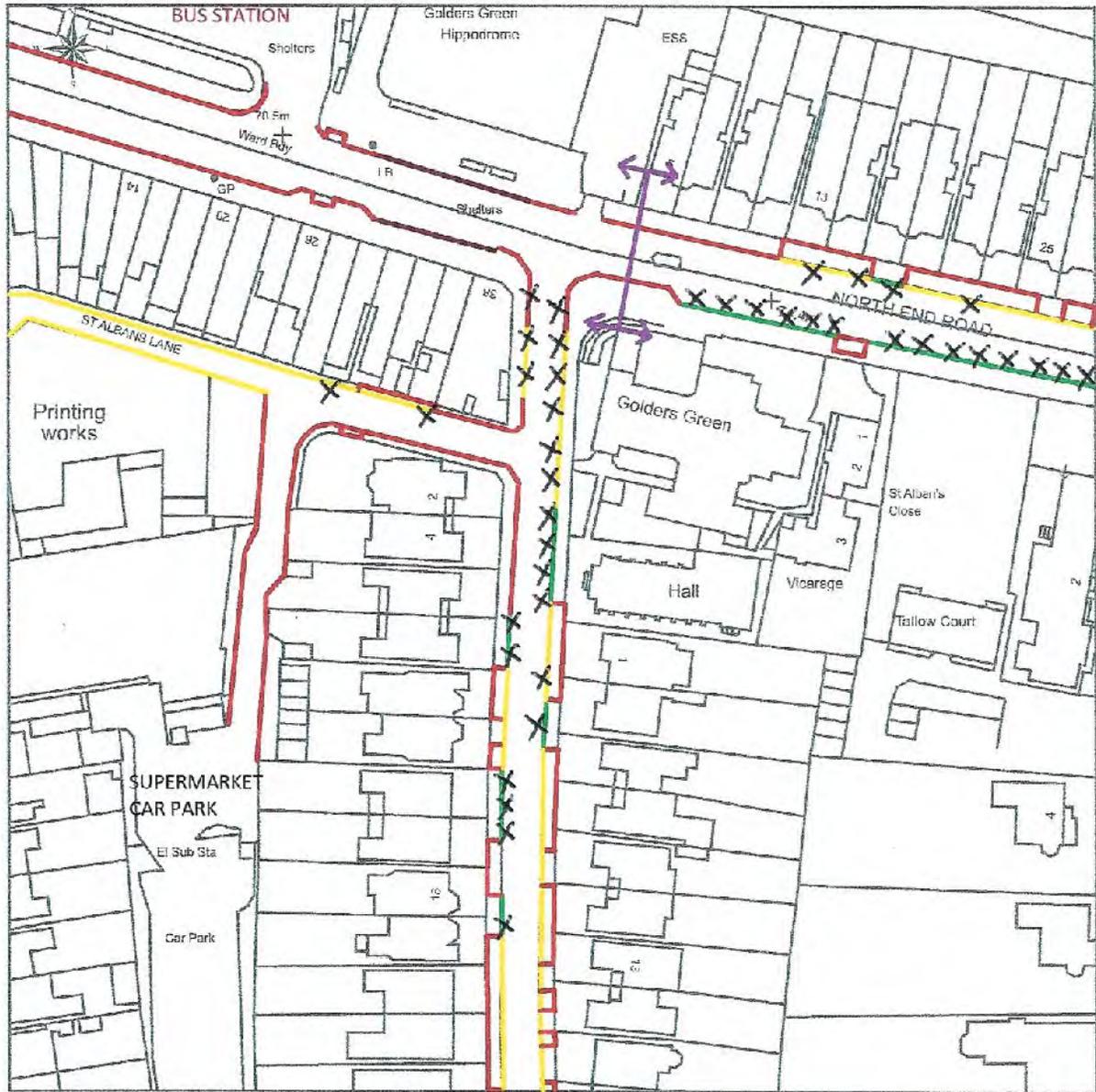
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- ACCEPTABLE PARKING
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Scale: 1:1250, paper size: A4

PARKED VEHICLE LOCATION

SUNDAY 20/01/2019 20:00

The Hippodrome Parking Survey



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Scale: 1:1250, paper size: A4

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 SUNDAY 20/01/2019 20:00

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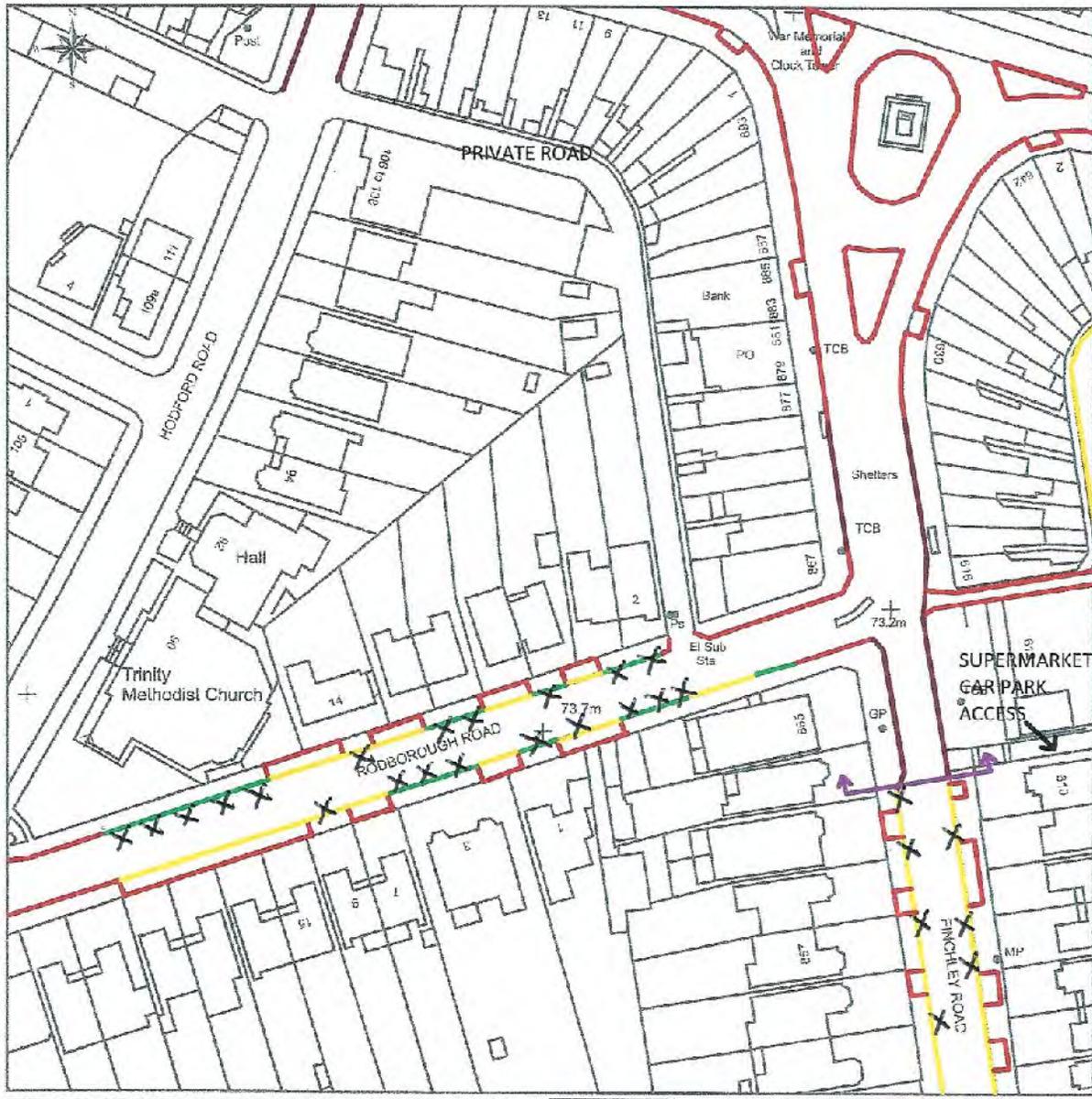
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 SUNDAY 20/01/2019 20:00

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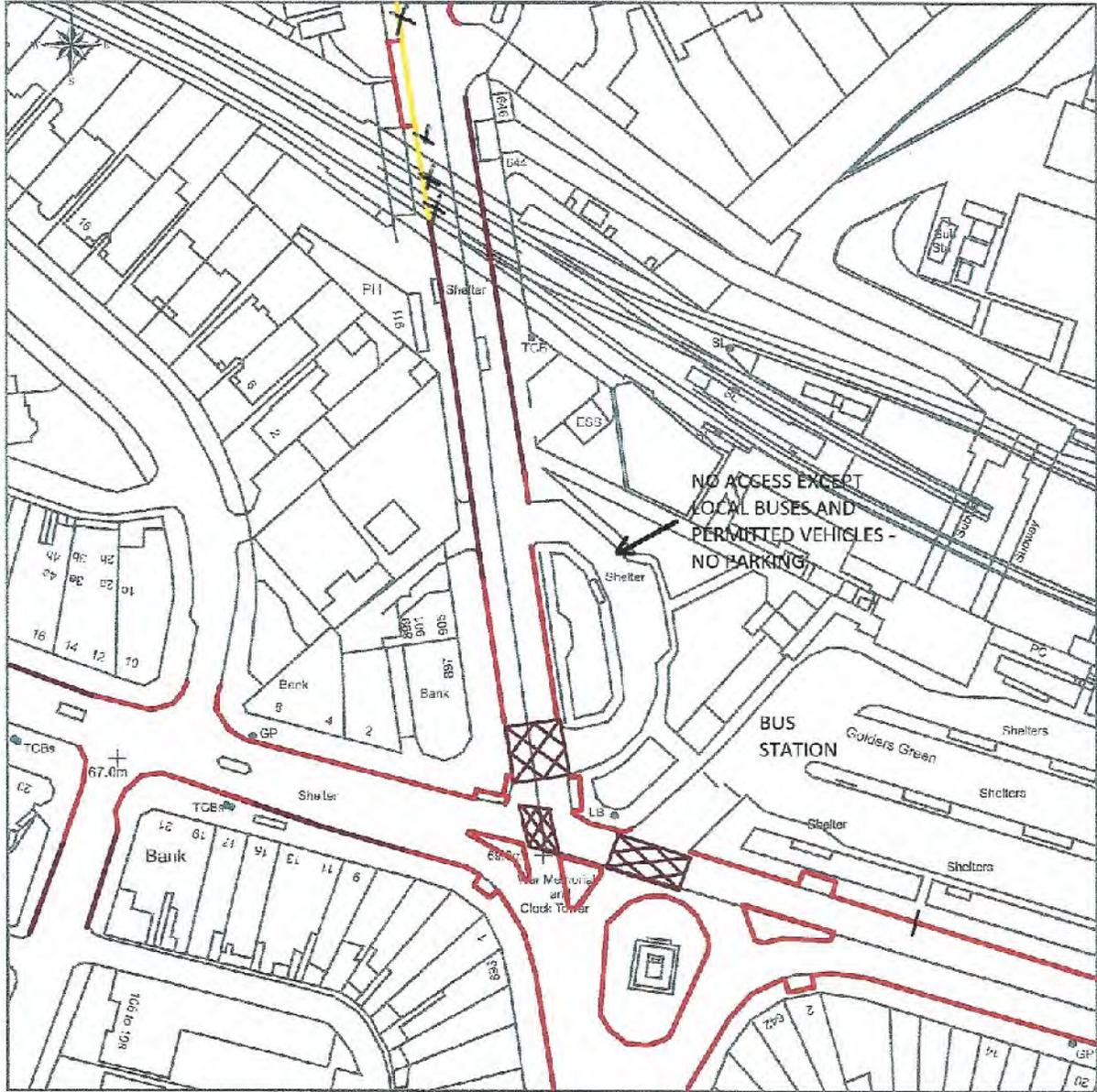
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- UNACCEPTABLE PARKING
- DK DROPPED KERB

PARKED VEHICLE LOCATION
 SUNDAY 20/01/2019 20:00

The Hippodrome Parking Survey



NO ACCESS EXCEPT
LOCAL BUSES AND
PERMITTED VEHICLES -
NO PARKING

BUS
STATION

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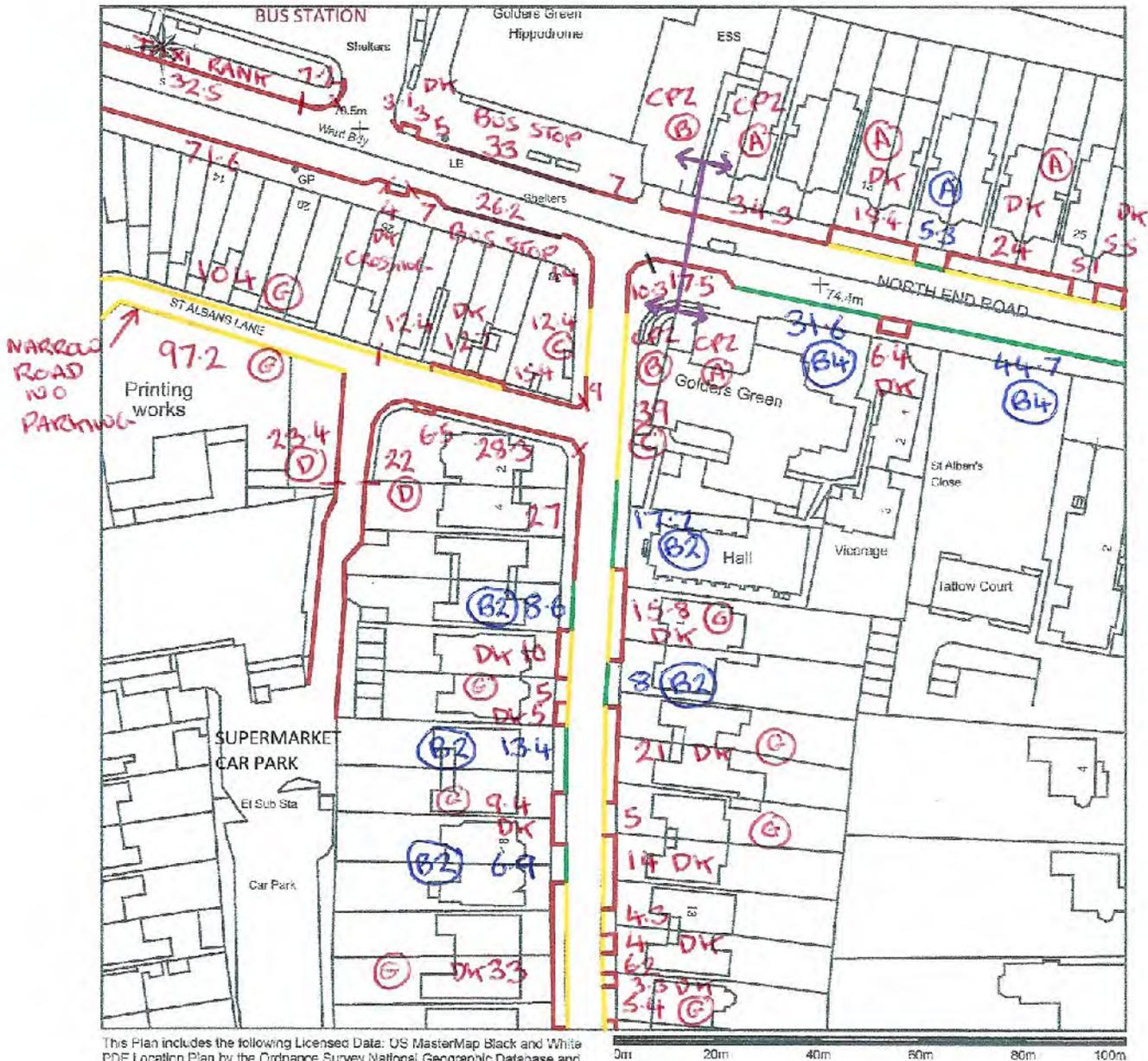
PARKED VEHICLE LOCATION
SUNDAY 20/01/2019 20:00

HIPPODROME PARKING SURVEY

PARKING RESTRICTIONS – AS PER PARKING RESTRICTION SITE PLANS

- A CPZ RESIDENT PERMIT HOLDERS (RPH) ONLY, MONDAY – FRIDAY 11:00 – 12:00 MIDDAY.
- B CPZ MONDAY – SATURDAY 08:00 – 18:30, SUNDAY 09:30 – 18:30.
- B1 CPZ MONDAY – SATURDAY 08:00 – 18:30, SUNDAY 13:30 – 18:30, RPH 'G' & 'W',
OR PAY BY PHONE.
- B2 CPZ MONDAY – SATURDAY 08:00 – 18:30, SUNDAY 09:30 – 18:30, RPH 'G' ONLY.
- B3 CPZ MONDAY – SATURDAY 08:00 – 18:30, SUNDAY 09:30 – 18:30, BUSINESS PERMIT 'W'.
- B4 CPZ MONDAY – SATURDAY 08:00 – 18:30, SUNDAY 13:30 – 18:30, RPH 'H' & 'W'.
- B5 CPZ MONDAY – SATURDAY 08:00 – 18:30, SUNDAY 09:30 – 18:30, RPH 'G' OR
PAY BY PHONE 4 HOURS MAXIMUM.
- C SINGLE YELLOW LINE MONDAY – SUNDAY, 07:00 – 18:30.
- D SINGLE YELLOW LINE MONDAY – SUNDAY, 08:30 – 20:30.
- E SINGLE YELLOW LINE MONDAY – FRIDAY, 07:00 – 10:00.
- F SINGLE YELLOW LINE MONDAY – FRIDAY, 16:00 – 19:00.
- G SINGLE YELLOW LINE MONDAY – SATURDAY, 08:00 – 18:30, SUNDAY 09:30 – 18:30

The Hippodrome Parking Survey



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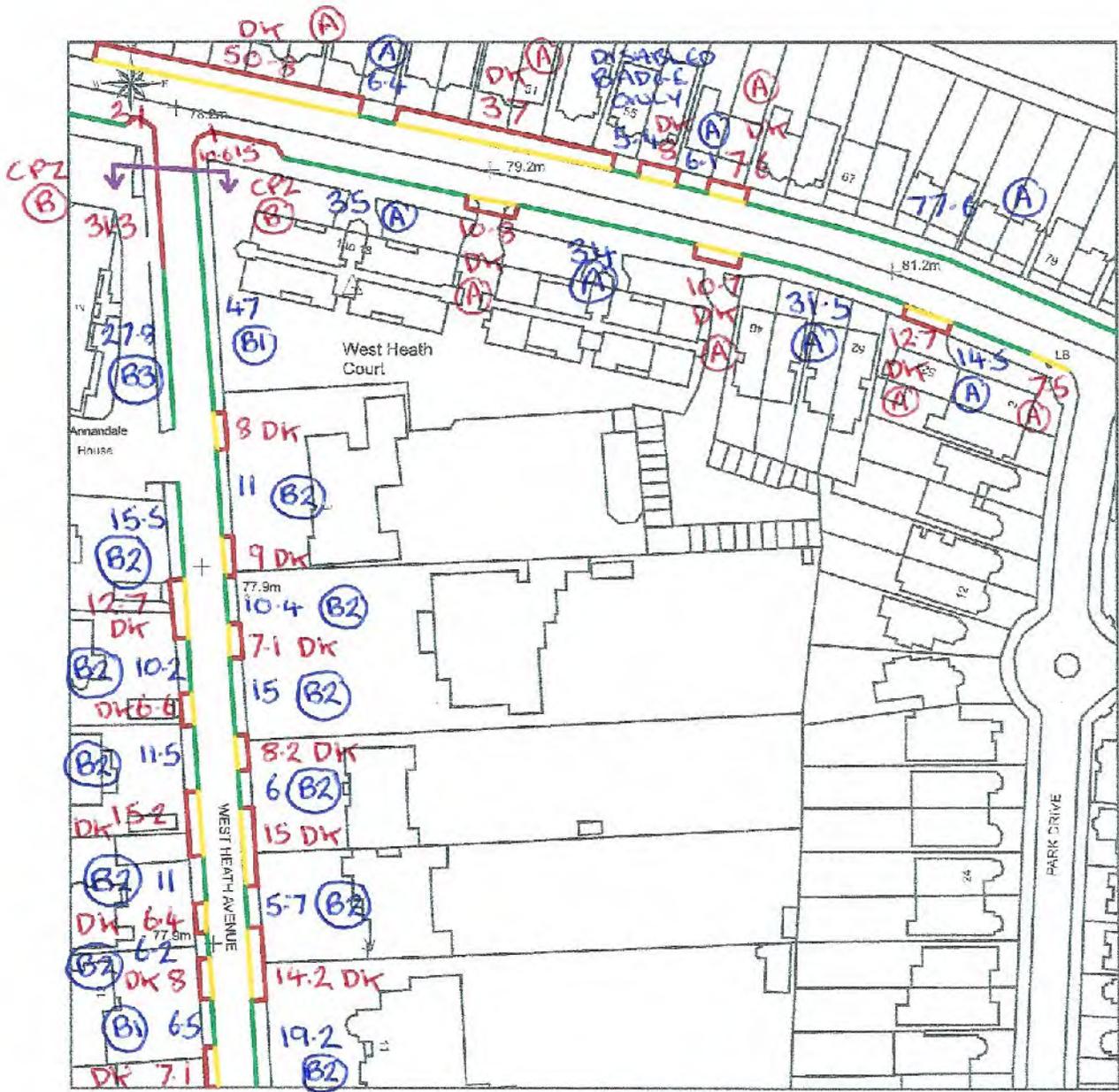
- ACCEPTABLE PARKING
- SINGLE YELLOW LINE
- DOUBLE YELLOW LINE
- UNACCEPTABLE PARKING
- └ DK DROPPED KERB

Scale: 1:1250, paper size: A4

PARKING RESTRICTIONS

ALL DIMENSIONS IN METRES

The Hippodrome Parking Survey



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0m 20m 40m 60m 80m 100m

Scale: 1:1250, paper size: A4

PARKING RESTRICTIONS
ALL DISTANCE IN METRES

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE
- DOUBLE YELLOW LINE
- UNACCEPTABLE PARKING
- ┌ DK DROPPED KERB

The Hippodrome Parking Survey



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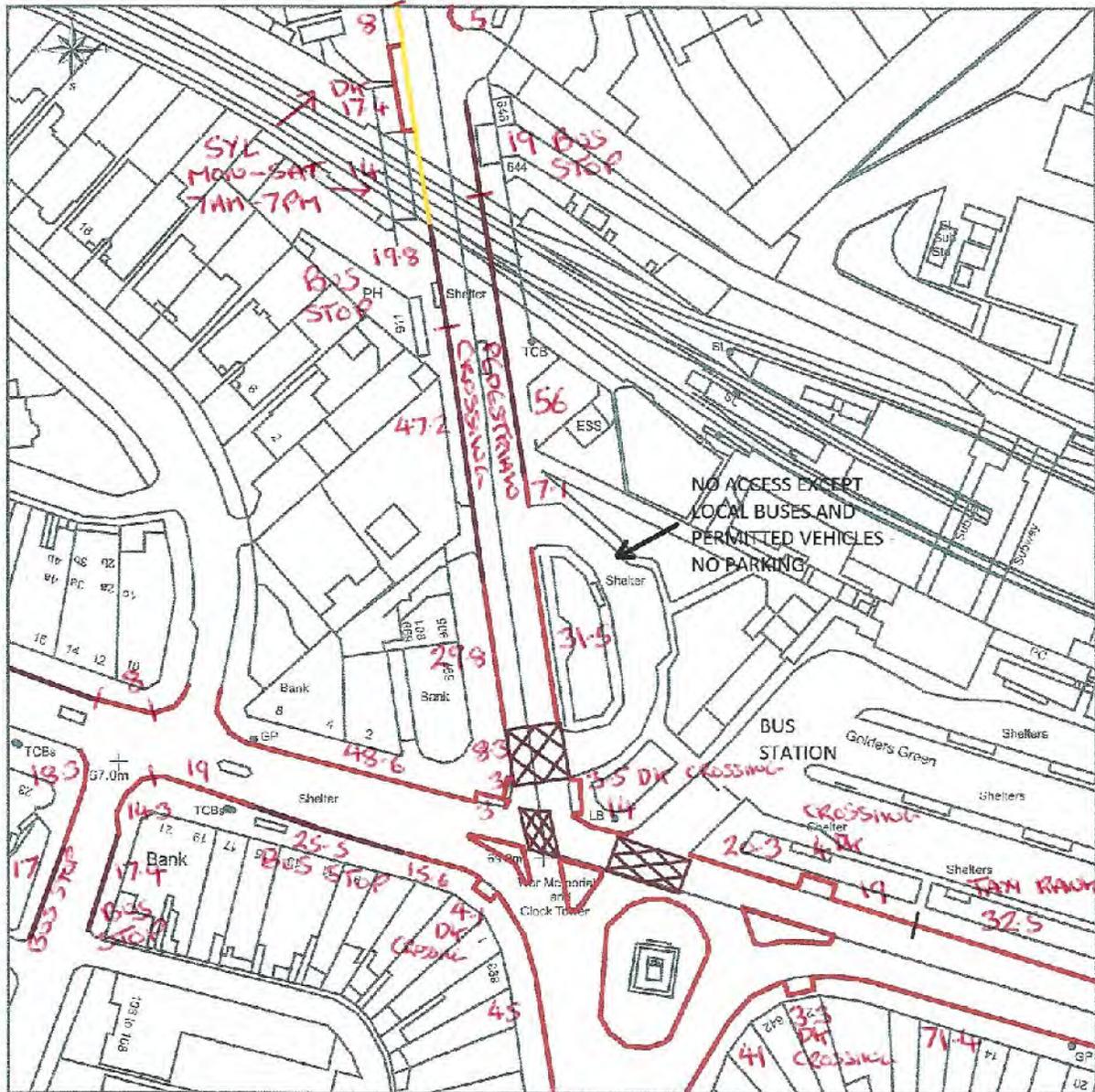
0m 20m 40m 60m 80m 100m

Scale: 1:1250, paper size: A4

PARKING RESTRICTIONS
ALL DISTANCE IN METRES

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE
- DOUBLE YELLOW LINE
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The Hippodrome Parking Survey



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0m 20m 40m 60m 80m 100m

Scale: 1:1250, paper size: A4

PARKING RESTRICTIONS
ALL DISTANCE IN METRES

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE
- DOUBLE YELLOW LINE
- UNACCEPTABLE PARKING
- └─┘ DK DROPPED KERB

THE HIPPODROME, NORTH END ROAD, GOLDERS GREEN, NW11 7RP

PARKING STRESS SURVEY

FRIDAY 22/03/2019

RESULTS

SURVEY LOCATION PLAN

PARKED VEHICLE LOCATION PLAN

PARKING RESTRICTION PLAN

LAMBETH METHODOLOGY

MARCH 2019

BENCHMARK DATA COLLECTION

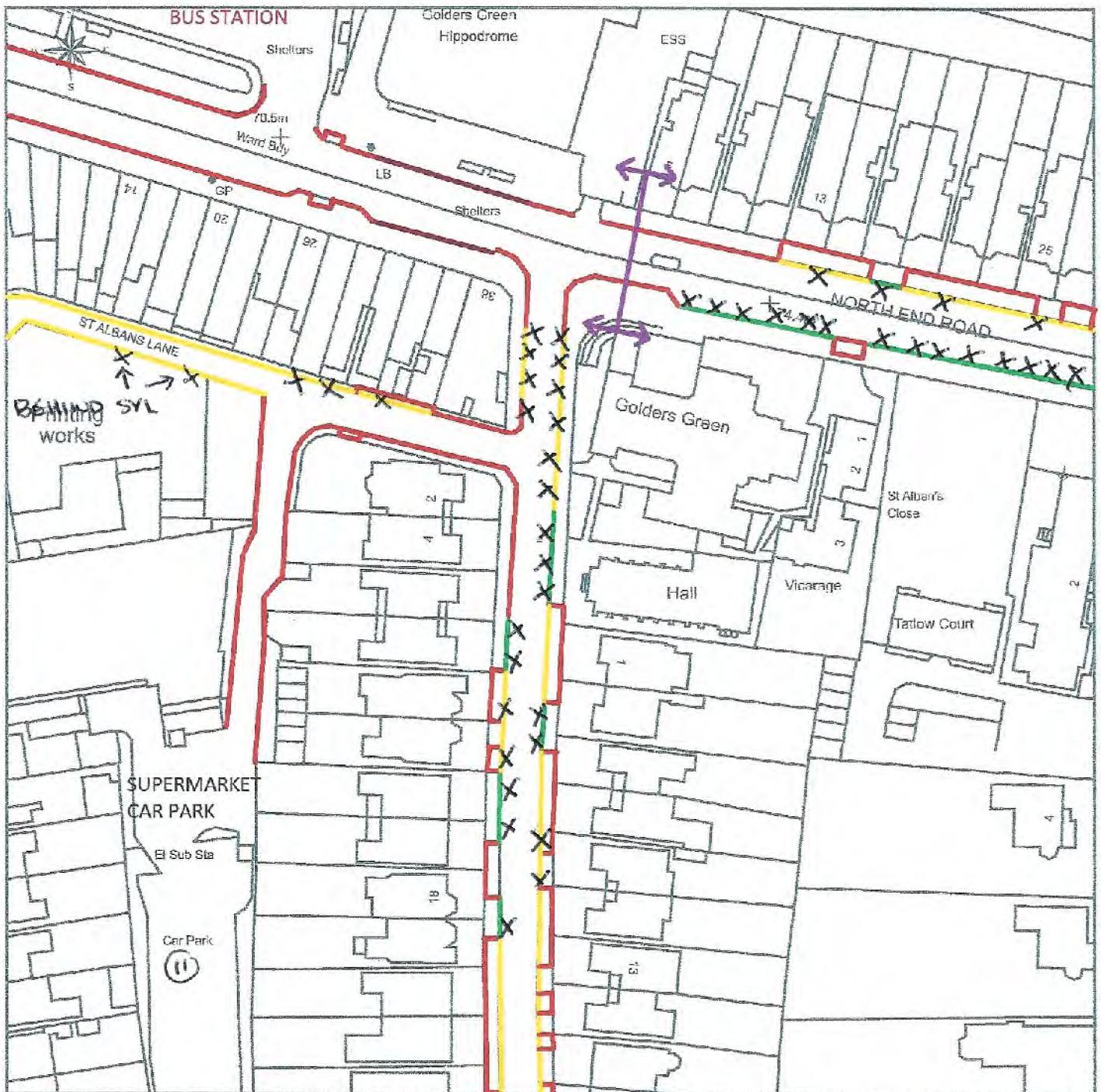
THE HIPPODROME, GOLDERS GREEN, NW11 7RP - PARKING STRESS SURVEY - FRIDAY 22/03/2019 20:10

ROAD NAME	AREA WITHIN A CONTROLLED PARKING ZONE						
	TOTAL LENGTH (m) OF PARKING SPACE	NUMBER OF (5 m) RPH PARKING SPACES	NUMBER OF VEHICLES PARKED IN RPH BAYS	RPH PARKING STRESS %	NUMBER OF SYL 5m PARKING SPACES	NUMBER OF CARS PARKED ON SINGLE YELLOW LINE	SINGLE YELLOW LINE PARKING STRESS %
NORTH END ROAD	292.1	54	53	98	-	5	-
WEST HEATH DRIVE	175.3	28	31	111	15	18	120
WEST HEATH AVENUE	203	37	36	97	-	1	-
ST ALBANS LANE	0	0	0	0	2	3	150
FINCHLEY ROAD (SOUTH)	0	0	0	0	24	19	79
FINCHLEY ROAD (NORTH)	0	0	0	0	3	4	133
RODBOROUGH ROAD	98.4	16	19	119	4	4	100
GOLDERS GREEN ROAD	0	0	0	0	-	-	-
HODFORD ROAD	0	0	0	0	-	-	-
TOTAL	768.8	135	139	103	48	54	113

HIPPODROME PARKING SURVEY SURVEY LOCATION PLAN



The Hippodrome Parking Survey



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0m 20m 40m 60m 80m 100m

Scale: 1:1250, paper size: A4

PARKED VEHICLE LOCATION

FRIDAY 22/03/2019 - 20:10

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE
- DOUBLE YELLOW LINE
- UNACCEPTABLE PARKING
- ┌DK DROPPED KERB

The Hippodrome Parking Survey



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0m 20m 40m 60m 80m 100m

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PARKED VEHICLE LOCATION
FRIDAY 22/03/2019 - 20:10

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The Hippodrome Parking Survey



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0m 20m 40m 80m 80m 100m

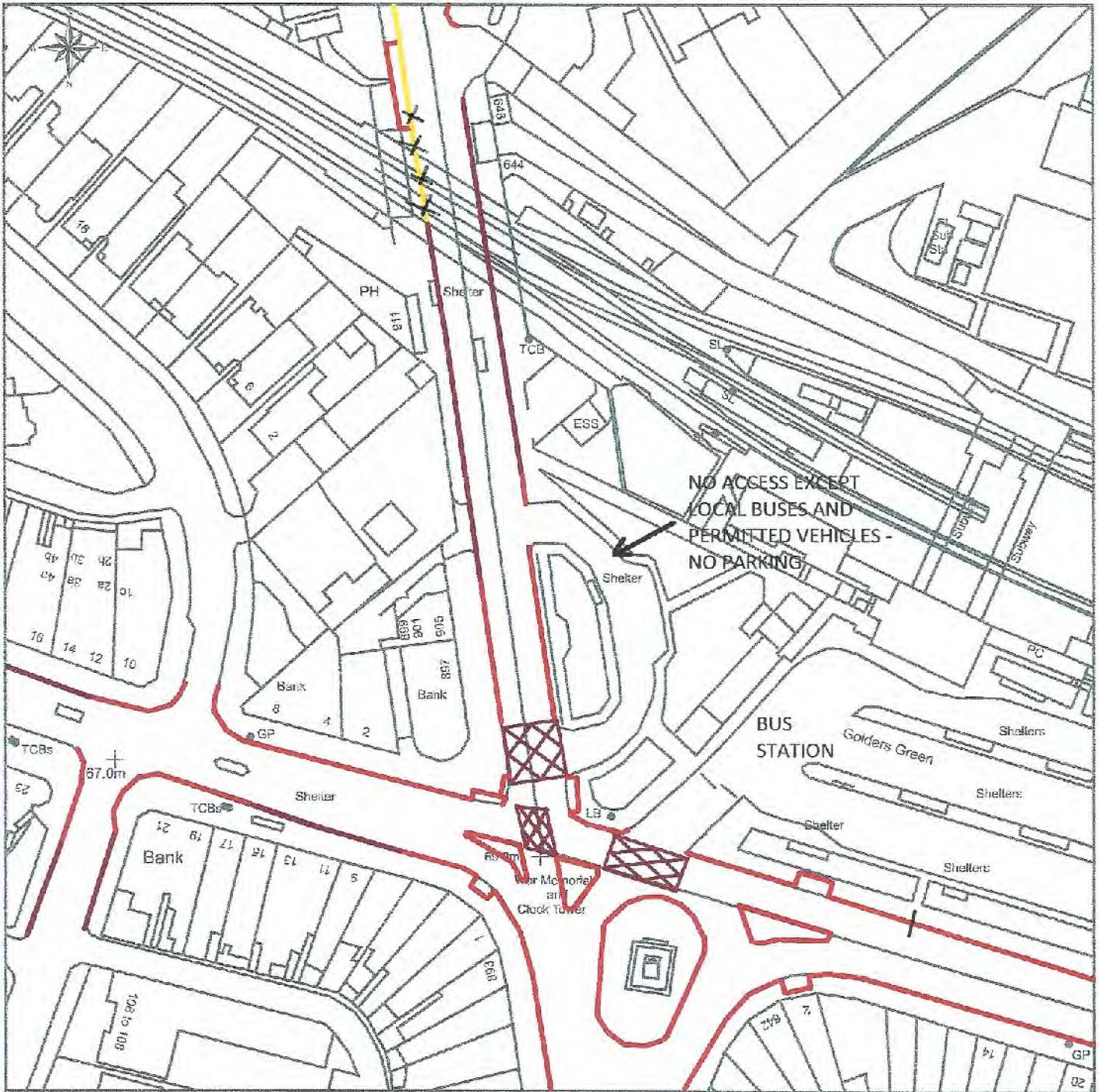
- ACCEPTABLE PARKING
- SINGLE YELLOW LINE
- DOUBLE YELLOW LINE
- UNACCEPTABLE PARKING
- ┌ DK DROPPED KERB

Scale: 1:1250, paper size: A4

PARKED VEHICLE LOCATION

FRIDAY 22/03/2019 - 20:10

The Hippodrome Parking Survey



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- ACCEPTABLE PARKING
- SINGLE YELLOW LINE
- DOUBLE YELLOW LINE
- UNACCEPTABLE PARKING
- DK DROPPED KERB

0m 20m 40m 60m 80m 100m

Scale: 1:1250, paper size: A4

PARKED VEHICLE LOCATION
FRIDAY 22/03/2019 20:10

The Hippodrome Parking Survey



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0m 20m 40m 60m 80m 100m

Scale: 1:1250, paper size: A4

PARKED VEHICLE LOCATION

FRIDAY 22/03/2019 - 20:10

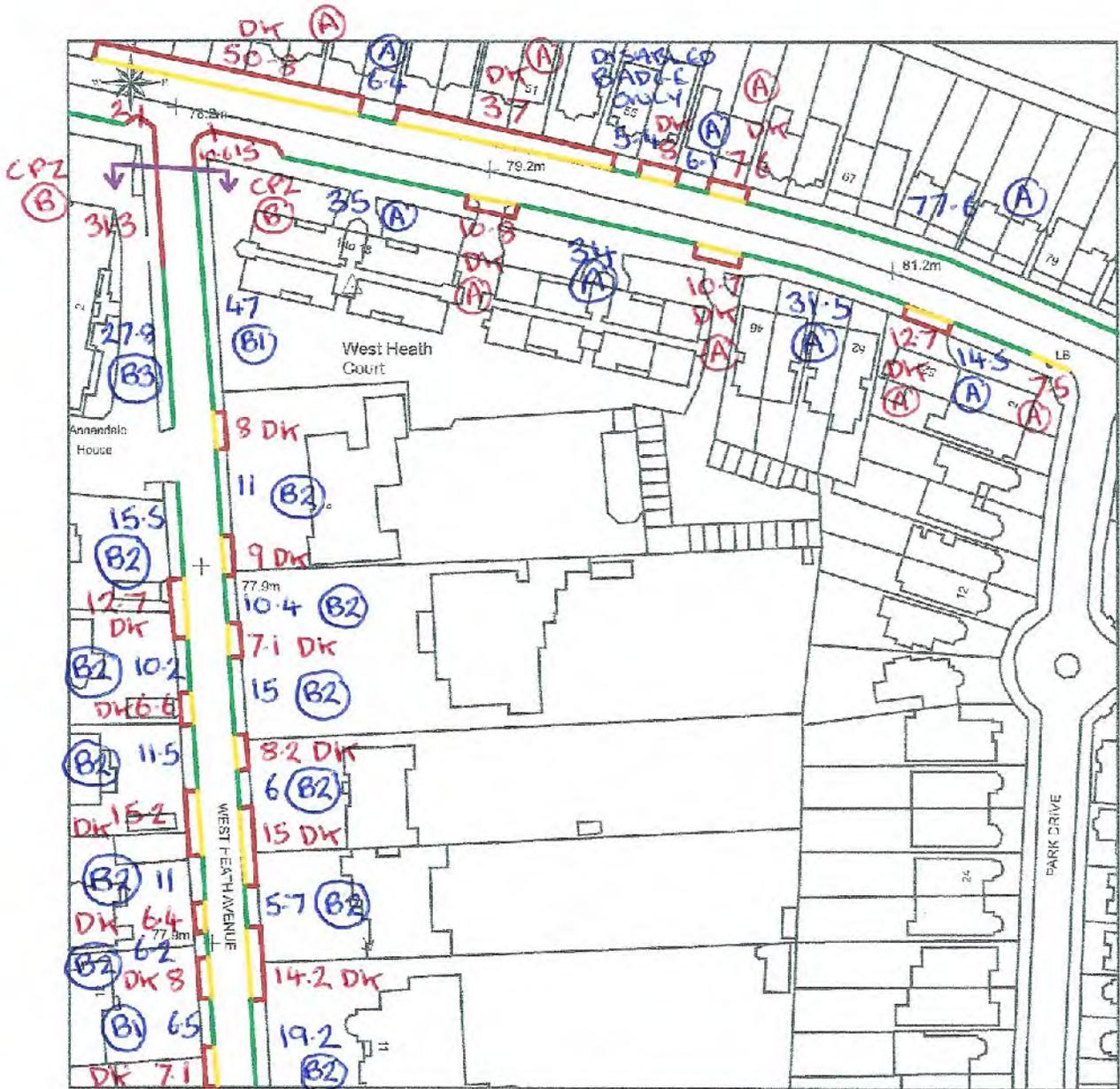
- ACCEPTABLE PARKING
- SINGLE YELLOW LINE
- DOUBLE YELLOW LINE
- UNACCEPTABLE PARKING
- ┌ DK DROPPED KERB

HIPPODROME PARKING SURVEY

PARKING RESTRICTIONS – AS PER PARKING RESTRICTION SITE PLANS

- A CPZ RESIDENT PERMIT HOLDERS (RPH) ONLY, MONDAY – FRIDAY 11:00 – 12:00 MIDDAY.
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The Hippodrome Parking Survey



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0m 20m 40m 60m 80m 100m

Scale: 1:1250, paper size: A4

PARKING RESTRICTIONS

ALL DISTANCE IN METRES

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE
- DOUBLE YELLOW LINE
- UNACCEPTABLE PARKING
- ┌ DK DROPPED KERB

The Hippodrome Parking Survey



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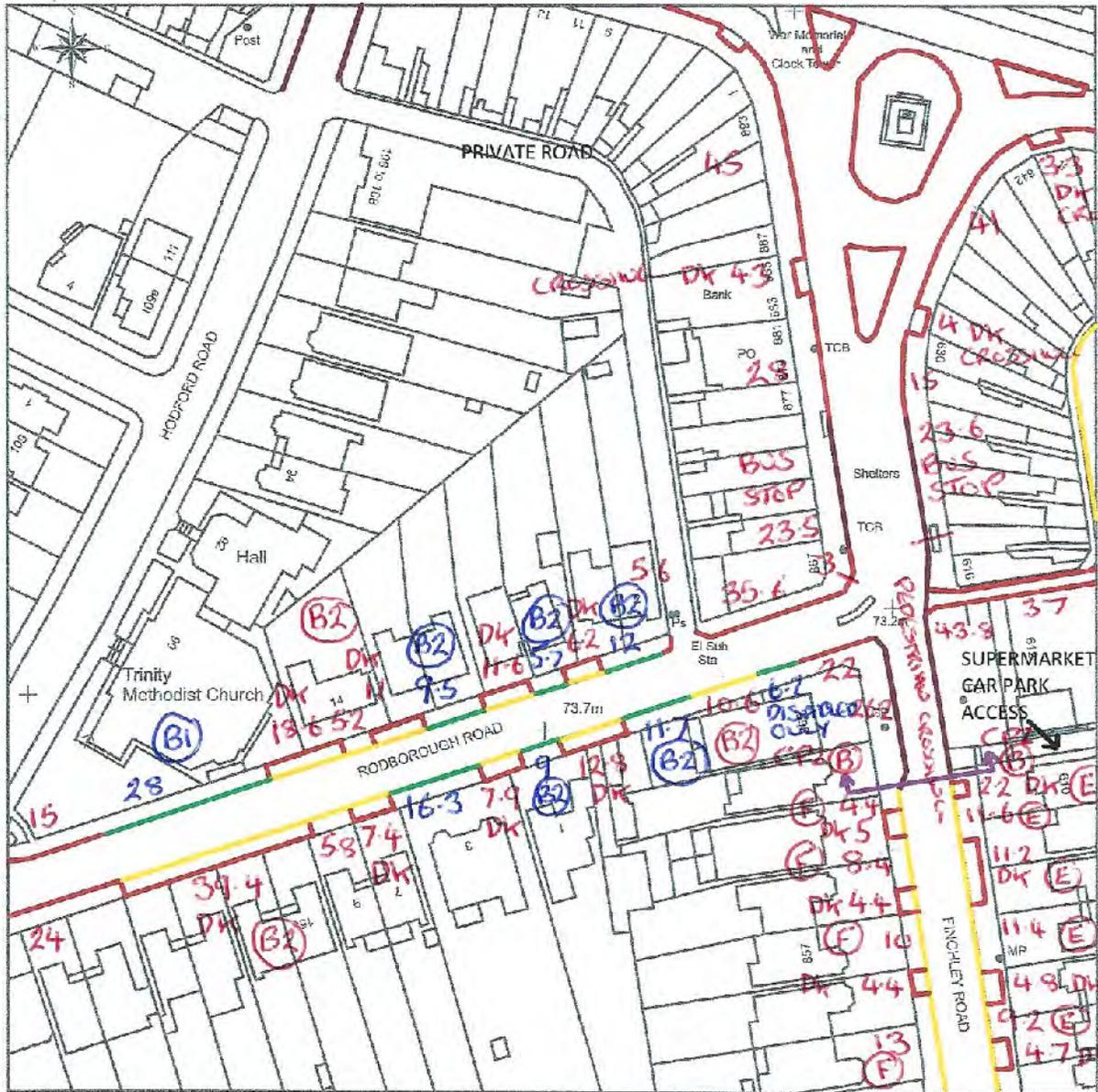
3m 20m 40m 60m 80m 100m

Scale: 1:1250, paper size: A4

PARKING RESTRICTIONS
ALL DISTANCE IN METRES

- ACCEPTABLE PARKING
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Scale: 1:1250, paper size: A4

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE
- DOUBLE YELLOW LINE
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- DK DROPPED KERB

PARKING RESTRICTIONS
ALL DISTANCE IN METRES

THE HIPPODROME, NORTH END ROAD, GOLDERS GREEN, NW11 7RP

PARKING STRESS SURVEY

WEDNESDAY 27/03/2019

RESULTS

SURVEY LOCATION PLAN

PARKED VEHICLE LOCATION PLAN

PARKING RESTRICTION PLAN

LAMBETH METHODOLOGY

MARCH 2019

BENCHMARK DATA COLLECTION

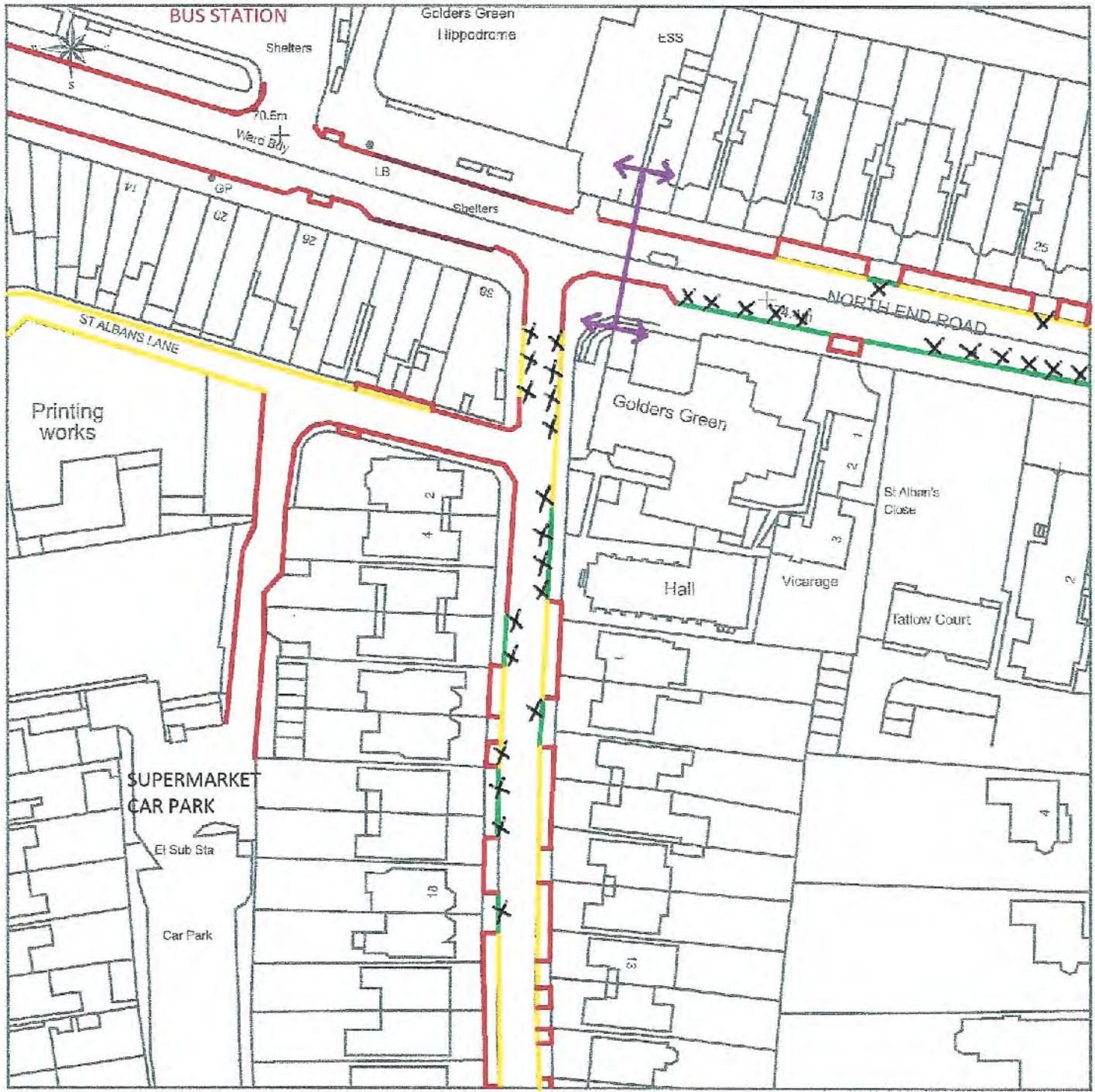
THE HIPPODROME. GOLDERS GREEN. NW11 7RP - PARKING STRESS SURVEY - WEDNESDAY 27/03/2019 20:00

ROAD NAME	AREA WITHIN A CONTROLLED PARKING ZONE						
	TOTAL LENGTH (m) OF PARKING SPACE	NUMBER OF (5 m) RPH PARKING SPACES	NUMBER OF VEHICLES PARKED IN RPH BAYS	RPH PARKING STRESS %	NUMBER OF SYL 5m PARKING SPACES	NUMBER OF CARS PARKED ON SINGLE YELLOW LINE	SINGLE YELLOW LINE PARKING STRESS %
NORTH END ROAD	292.1	54	43	80	2	3	150
WEST HEATH DRIVE	175.3	28	25	89	15	8	53
WEST HEATH AVENUE	203	37	7	19	-	1	-
ST ALBANS LANE	0	0	0	0	2	0	0
FINCHLEY ROAD (SOUTH)	0	0	0	0	24	11	46
FINCHLEY ROAD (NORTH)	0	0	0	0	3	0	0
RODBOROUGH ROAD	98.4	16	17	106	4	2	50
GOLDERS GREEN ROAD	0	0	0	0	-	-	-
HODFORD ROAD	0	0	0	0	-	-	-
TOTAL	768.8	135	92	68	50	25	50

HIPPODROME PARKING SURVEY SURVEY LOCATION PLAN



The Hippodrome Parking Survey



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0m 20m 40m 60m 80m 100m

Scale: 1:1250, paper size: A4

PARKED VEHICLE LOCATION
WEDNESDAY 27/03/2019 20:00

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE
- DOUBLE YELLOW LINE
- UNACCEPTABLE PARKING
- ┌DK DROPPED KERB

The Hippodrome Parking Survey



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0m 20m 40m 60m 80m 100m

Scale: 1:1250, paper size: A4

PARKED VEHICLE LOCATION
WEDNESDAY 27/03/2019 20:00

- ACCEPTABLE PARKING
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0m 20m 40m 60m 80m 100m

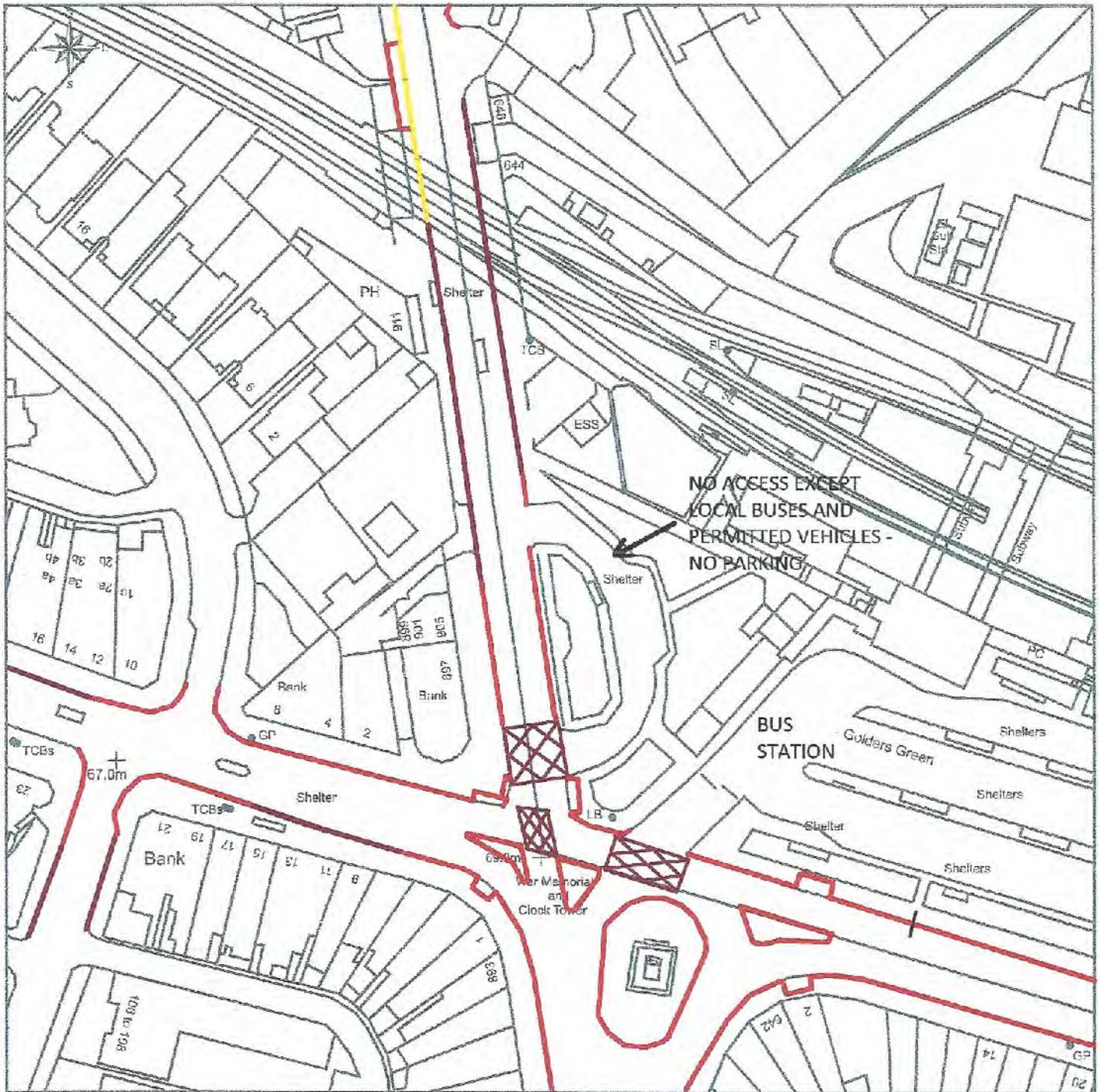
Scale: 1:1250, paper size: A4

PARKED VEHICLE LOCATION

WEDNESDAY 27/03/2019 20:00

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE
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- UNACCEPTABLE PARKING
- ┌ DK DROPPED KERB

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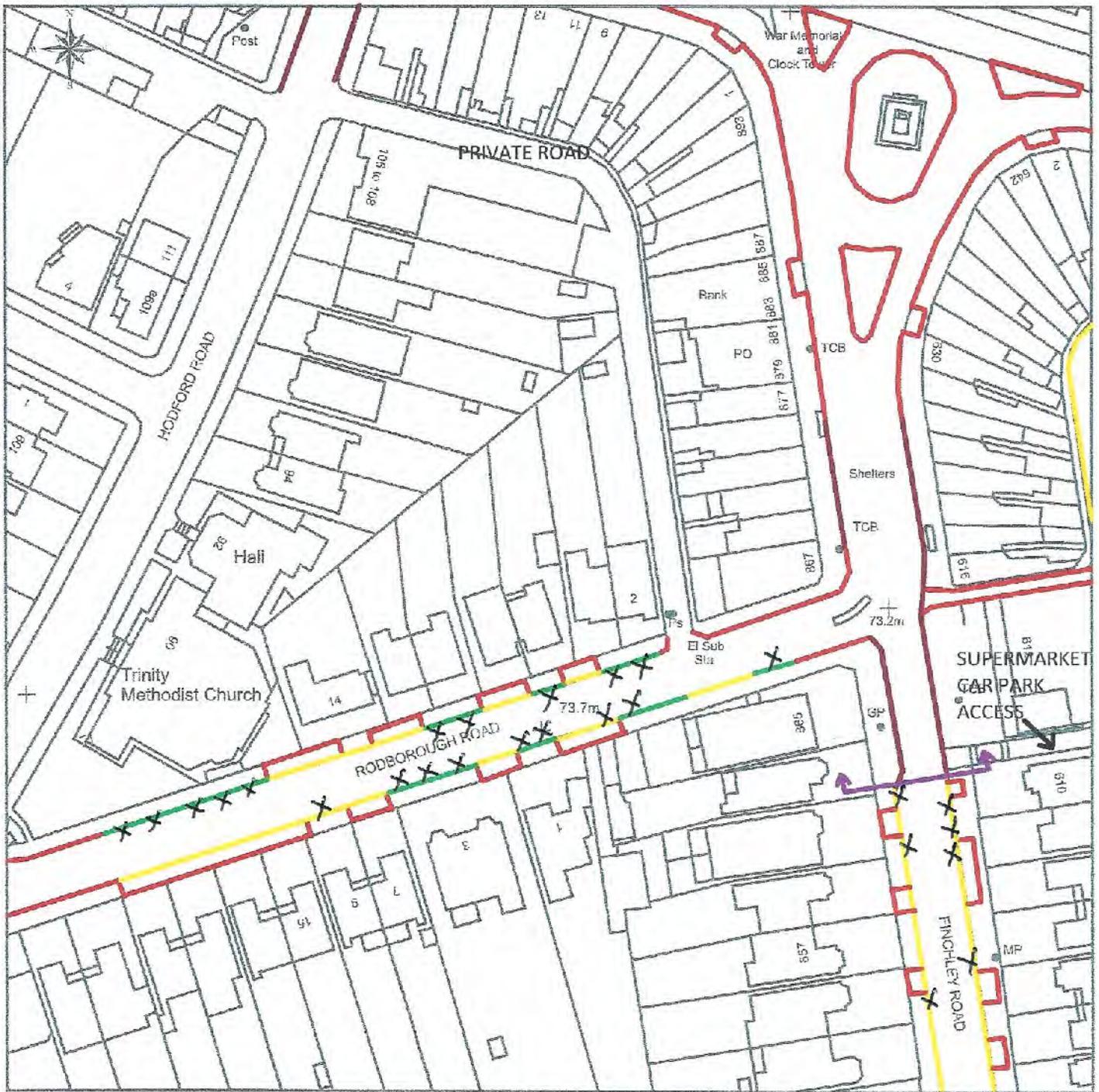


Scale: 1:1250, paper size: A4

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE
- DOUBLE YELLOW LINE
- UNACCEPTABLE PARKING
- ┌ DK DROPPED KERB

PARKED VEHICLE LOCATION
 WEDNESDAY 27/03/2019 20:00

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0m 20m 40m 60m 80m 100m

Scale: 1:1250, paper size: A4

PARKED VEHICLE LOCATION
 WEDNESDAY 27/03/2019 20:00

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE
- DOUBLE YELLOW LINE
- UNACCEPTABLE PARKING
- ┌ DK DROPPED KERB

HIPPODROME PARKING SURVEY

PARKING RESTRICTIONS – AS PER PARKING RESTRICTION SITE PLANS

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OR PAY BY PHONE.
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- B5 CPZ MONDAY – SATURDAY 08:00 – 18:30, SUNDAY 09:30 – 18:30, RPH 'G' OR
PAY BY PHONE 4 HOURS MAXIMUM.
- C SINGLE YELLOW LINE MONDAY – SUNDAY, 07:00 – 18:30.
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The Hippodrome Parking Survey



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0m 20m 40m 80m 80m 100m

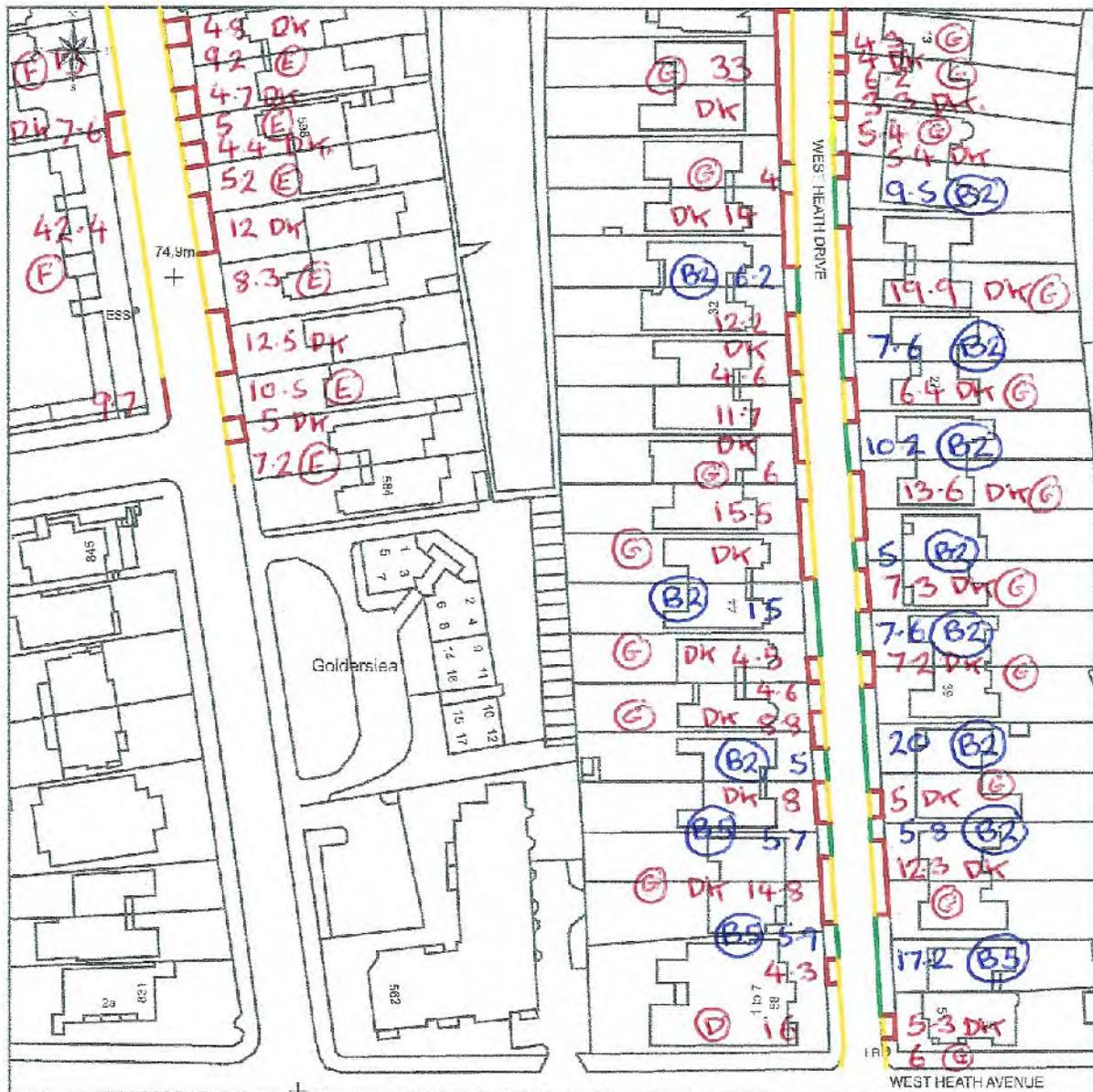
Scale: 1:1250, paper size: A4

PARKING RESTRICTIONS

ALL DISTANCE IN METRES

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE
- DOUBLE YELLOW LINE
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- └─ DK DROPPED KERB

The Hippodrome Parking Survey



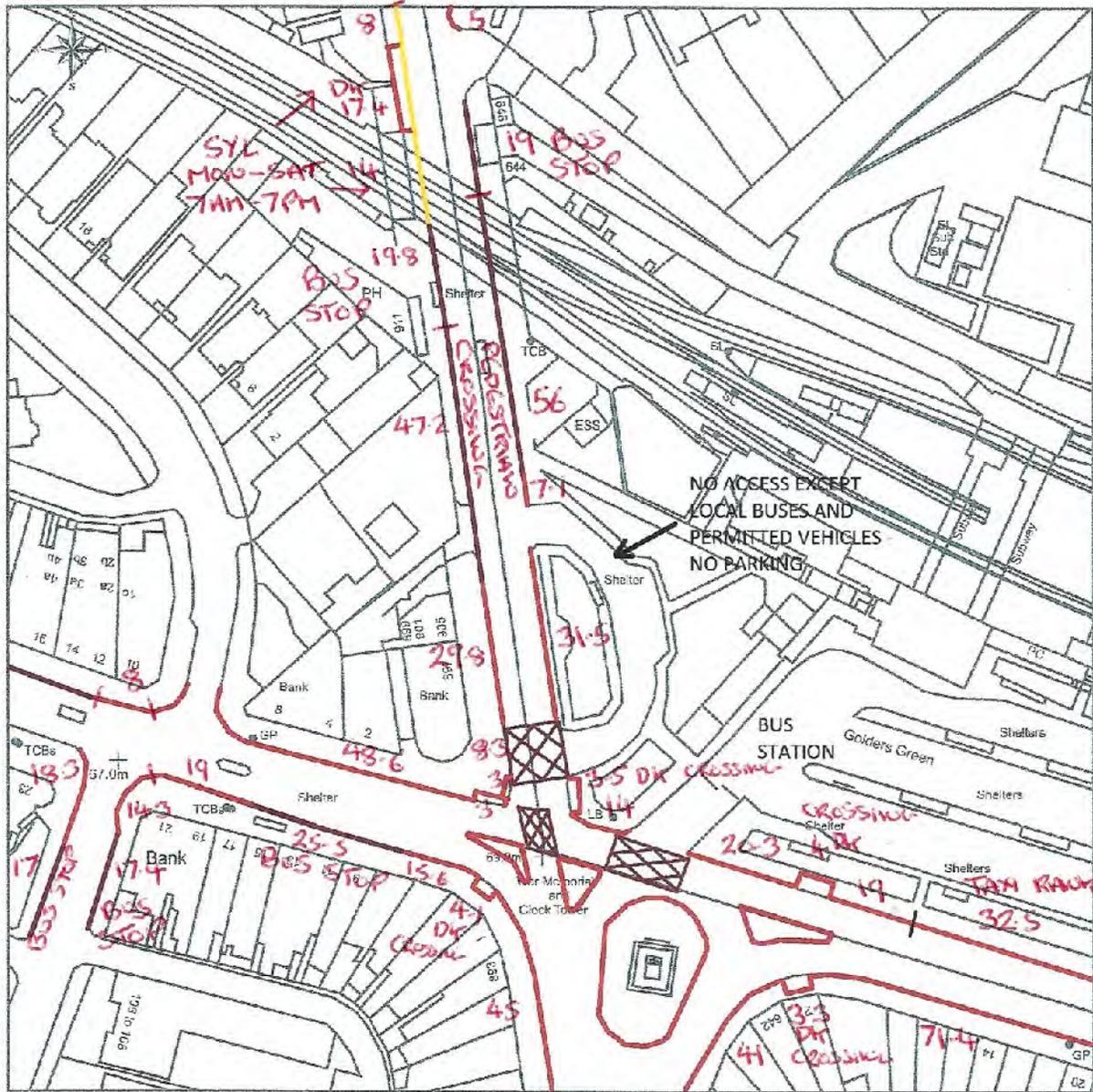
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Scale: 1:1250, paper size: A4

- ACCEPTABLE PARKING
- SINGLE YELLOW LINE
- DOUBLE YELLOW LINE
- UNACCEPTABLE PARKING
- L DK DROPPED KERB

PARKING RESTRICTIONS
ALL DISTANCE IN METRES

The Hippodrome Parking Survey



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