

LYNTON GRANGE, HARINGEY

Transport Statement

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Transport Statement
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Document Status

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Contents

1	INTRODUCTION.....	1
2	EXISTING TRANSPORT CHARACTERISTICS	2
3	ACCESSIBILITY	7
4	PLANNING POLICY	15
5	DEVELOPMENT PROPOSALS	21
6	TRIP GENERATION AND IMPACT ASSESSMENT	24
7	CONCLUSIONS.....	30

Appendices

APPENDICES

APPENDIX 1 – PROPOSED DEVELOPMENT PLANS

APPENDIX 2 – CRASHMAP EXTRACT

APPENDIX 3 – PARKING BEAT RESULTS

1 INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by RPS Consulting Services UK Ltd on behalf of Fortis Green Mews Ltd to accompany a planning application in respect of the proposed development behind Lynton Grange, Fortis Green, Haringey, London, N2 9EU.
- 1.2 The purpose of this TS is to consider the transport and highways impacts of the development, in addition to the accessibility of the site to sustainable modes of transport.

Site Description

- 1.3 The existing site is rectangular in shape and comprises of 20 lock-up garages, at the rear of Lynton Grange, Haringey. The site is currently used for private garage storage, of which the garages are rented out. The existing site has an area of 897m².
- 1.4 The site's entrance is via Lynton Grange, accessed via Fortis Green (A504). The site is bounded by residential developments to the north, south and west, whilst the east of the site is bounded by a commercial car dealership. The site is located within the jurisdiction of the London Borough of Haringey (LBH).

Development Proposals

- 1.5 The proposal is to redevelop the site to provide five residential units. The proposed development plans are included in **Appendix 1**.

Report Structure

- 1.6 This TS has been structured as follows:
- **Section 2** of the report describes the existing transport characteristics of the site and its location;
 - **Section 3** of the report describes the existing site's accessibility to facilities by sustainable modes of travel. This includes a description of the walking and cycling facilities and access to public transport;
 - **Section 4** of the report provides a review of the relevant central government and local government land use and transport planning policy and guidelines;
 - **Section 5** provides details of the development proposal including access arrangements, parking and servicing;
 - **Section 6** details the likely traffic and trip generation associated with the proposed scheme and the impact of that traffic onto the local highway network;
 - **Section 7** provides the summary and conclusions.

2 EXISTING TRANSPORT CHARACTERISTICS

- 2.1 This section of the report considers the site's transport context, the travel to work characteristics of the local residents and a review of the local highway network including collision data.

Site Context

- 2.2 The existing site is rectangular in shape and comprises of lock-up garages, at the rear of Lynton Grange, Haringey. The site is bounded by residential developments to the north, south and west, whilst the east of the site is bounded by a commercial car dealership. The site is located within the jurisdiction of LBH.
- 2.3 At present the site comprises of 20 private garages that are rented out. All of the garages are accessed directly off Fortis Green, via an access road adjacent to Lynton Grange. It is understood that the garages are predominantly used for domestic storage purposes and are not regularly used for day-to-day vehicle use. Where vehicles are stored, from experience these tend to be classic cars/motorbikes that need to be stored undercover. These vehicles are not used on a day-to-day basis. **Figure 2.1** and **Figure 2.2** shows the existing site context and images of the existing site and garages.

Figure 2.1: Existing Site Layout & Photos



Figure 2.2: Existing Site Layout & Photos



Travel to Work Characterises

- 2.4 The site is located within the ward of Fortis Green. **Table 2.1** shows how existing residents of this ward currently travel to work, as obtained from the 2011 Census data.

Table 2.1: Journey to Work Mode Split (Census 2011)

Mode	Percentage Mode Share (Fortis Green Ward)
Underground, metro, light rail, tram	40.5%
Train	3.0%
Bus, minibus or coach	14.5%
Taxi	0.2%
Motorcycle, scooter or moped	2.4%
Driving a car or van	25.6%
Passenger in a car or van	1.1%
Bicycle	5.6%
On foot	6.4%
Other method of travel to work	0.6%
Total	100.0%

(Source: Census 2011 Method of Travel to Work - Table QS701EW)

- 2.5 The census data show that circa 58% of residents use public transport to travel to work (40.5% by underground, metro, light rail or tram, 3% by train, 14.5% by bus, minibus or coach), with 12% travelling by foot/cycle. 25.6% of the existing residents travel to work by private car as a car driver. The modal split shows that 70% of local residents currently travel to work by sustainable modes.

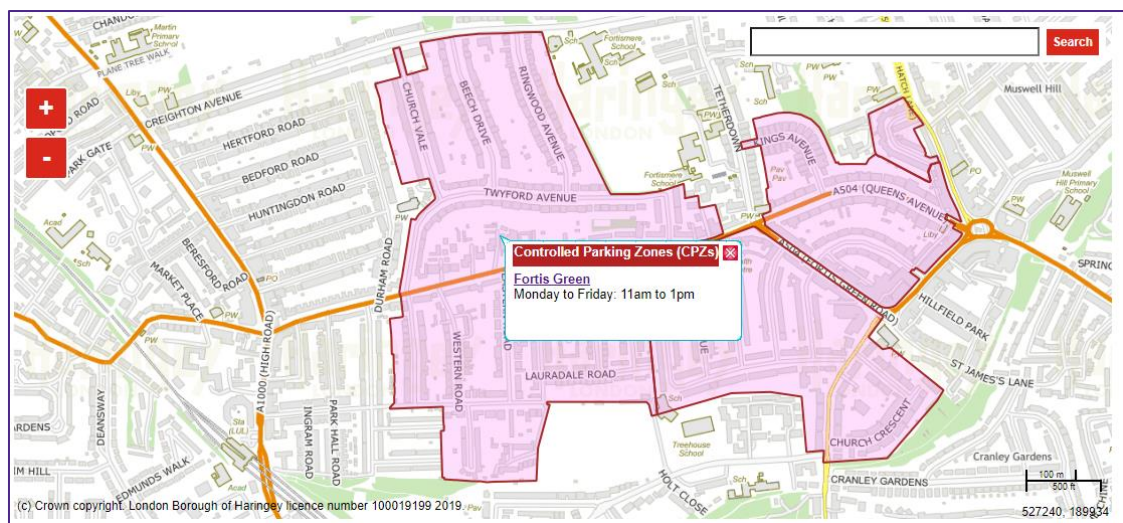
Existing Highway Network

- 2.6 The site is located behind a residential area at Lynton Grange. It is set off Fortis Green, which is a single carriageway road with a 30mph speed limit. Fortis Green has clear road markings and is street lit at regular intervals.
- 2.7 Fortis Green links to High Road (A1000) and Queens Avenue (A504). The A1000 (the Great North Road) connects inner London with Welwyn, whilst Queens Avenue provides access towards central Muswell Hill.
- 2.8 A parking survey has been undertaken to assess local demand. The results are discussed in detail in Section 6 of this report.

Controlled Parking Zone FG (Fortis Green)

- 2.9 The site is located with Controlled Parking Zone (CPZ) Fortis Green (FG). The extent of CPZ FG is shown below in **Figure 2.3**. CPZ covers all roads (See further details below) within 200 metres of the site (The extent for any Lambeth Parking Survey) and is operational between 11am to 1pm Monday to Friday.
- 2.10 As the site is within a CPZ this gives the local authority the ability to prevent any residents from future developments from applying for permits to park within this CPZ. This strategy reduces car ownership and any potential future impact from parking by future residents.

Figure 2.3: Controlled Parking Zone (Fortis Green)



Roads in the Fortis Green CPZ

- 2.11 The following roads are including with the restrictions imposed by CPZ FG.
- Annington Road
 - Bancroft Avenue (from the borough boundary to junction with Aylmer Road)
 - Beech Drive
 - Church Vale
 - Eastern Road
 - Fortis Green (from borough boundary to the junction with Eastern Road)
 - Fortis Green Avenue
 - Francis Road
 - Keynes Close
 - Lauradale Road
 - Lynmouth Road

- Midhurst Avenue
- Ringwood Avenue
- Shakespeare Gardens
- Southern Road (from the borough boundary to the road end)
- Springcroft Avenue
- Twyford Avenue
- Western Road

Road Traffic Collision Analysis

- 2.12 Personal Injury Accident (PIA) data has been obtained from Crashmap for the latest three-year period up to December 2021, a copy of which is demonstrated in **Appendix 2**.
- 2.13 During the latest three-year period a total of 11 accidents were recorded within the study area, all of which were slight in nature.
- 2.14 The study area extends along Fortis Green in close proximity to the site's entrance. The 11 accidents in the latest three-year period occurred across different points within this area, in no particular pattern or clusters.
- 2.15 One serious accident occurred to the east of the study area, on the signalised junction between Fortis Green, Fortis Green Road, Queens Avenue and Tetherdown.

Summary

- 2.16 The proposed site is set at the rear of Lynton Grange and currently contains 20 private lock-up garages used for domestic storage purposes. The site is bounded by residential use on three sides and a commercial car dealership to the east of the site. The site is located within the jurisdiction of the London Borough of Haringey (LBH).
- 2.17 The 2011 Census data show that the predominant mode to work is by public transport, equating to approximately 58%, while travelling by car is approximately 26%.
- 2.18 A PIA review of the existing accidents in the local area does not identify any clusters of incidents which would suggest an existing highway layout problem around the site. The type of incidents that have occurred over the past three years do not suggest that the increase in traffic movement associated with the scheme would exacerbate the existing level of incidents that occur.

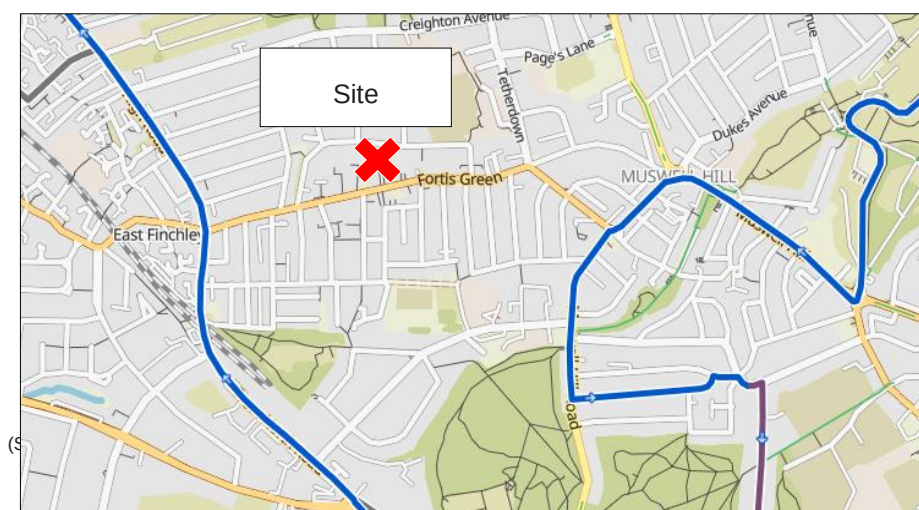
3 ACCESSIBILITY

- 3.1 The modal choice for a particular journey is dependent on a number of factors. These include the type of development, trip purpose and availability of public transport, car ownership and distance from the scheme. The mode of transport taken relates closely to the facilities available at both ends of the journey and to a lesser extent, choice of travel available to the individual. Where a choice of modes exists, the individual may prefer not to travel by private car; however, the overriding decision relates to the location and trip purpose.
- 3.2 This section of the report considers the sustainability of the site in terms of the opportunities for accessible travel, walking and cycling and public transport.

Existing Walking and Cycling Connectivity

- 3.3 Fortis Green has footways from both sides of the carriageway and is adequately street lit at regular intervals.
- 3.4 Either end of Fortis Green is connected to High Road and Queens Avenue, both of which share the same road characteristics. Fortis Green links to other streets including Eastern Road, Twyford Avenue and Fortis Green Avenue. These roads, along with all other roads off Fortis Green, share the same road characteristics.
- 3.5 The site is not located in close proximity to any designated cycle routes as outlined on the Transport for London (TfL) website. However, High Road (A1000) to the west of the site has cycling road markings that indicate the road's functioning as a cycle route, despite the lack of cycle lane.
- 3.6 Various cycle routes have been created along roads in close proximity to the site (as demonstrated in **Figure 3.1**).
- 3.7 The blue route demonstrated in **Figure 3.1** outlines the 'Swain's Lane – Alexandra Palace Loop from Arsenal'. The route along High Road (A1000) to the west of the site is also incorporated within the 'North London Escape – Kings Cross to Datchworth Café Loop'.

Figure 3.1: Cycle Routes in Close Proximity to the Site



Local Facilities

3.8 In line with current planning policy, development sites should be accessible by a variety of transport modes, in order to minimise travel by private car.

3.9 Manual for Streets (Paragraph 4.4.1) states the following:

“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.”

3.10 Furthermore, Local Transport Note 1/04a (Department for Transport 2004), considers acceptable walking and cycling distances at Paragraph 3.10.3, stating:

“There are limits to the distances generally considered acceptable for utility walking and cycling. The mean average length for walking journeys is approximately 1km (0.6miles), and for cycling, it is 4km (2.4miles), although journeys of up to three times these distances are not uncommon for regular commuters. The distances people are prepared to walk, or cycle depend on their fitness and physical ability, journey purpose, settlement size, and walking / cycling conditions. Useful guidance on desirable, acceptable and preferred maximum walking distances for different purposes is included in Tables 3.2 and 3.3 of Providing for Journeys on Foot, IHT (2000).”

3.11 The Institution of Highways and Transportation (IHT) ‘Guidelines for Providing Journeys on Foot’ (2000) suggests acceptable, desirable and maximum walking distances. **Table 3.1** contains the suggested walking distances for pedestrians without mobility impairment for some common trip purposes.

Table 3.1: IHT Guidelines on Walking Distances (Metres)

Definition	Town Centres	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

3.12 It is evident from **Table 3.1** that walking offers a great potential to replace short car trips, particularly for trips less than 2 kilometres.

3.13 Further to LTN 1/04, Local Transport Note 2/08 ‘Cycle Infrastructure Design’ (Department for Transport 2008) states:

“Many utility cycle journeys are under 3 miles although, for commuter journeys, a trip distance of over 5 miles is not uncommon.”

3.14 **Table 3.2** identifies the walking and cycling distance and time to local facilities and amenities measured from the site’s access on Lynton Grange. This table is not meant to provide an exhaustive list; rather an example of distances and travel time to local facilities and amenities.

Table 3.2: Walking and Cycling Distances to Local Facilities from the Site

			Appropriate Journey Time (minutes)*	
Facility		Distance from Site	Walking	Cycling
Education				
Pre School	Fortis Green Nursery	180m	2	2
Primary School	Tetherdown Primary School	700m	8	4
Secondary School	Fortismere School	800m	10	3
Health and Community				
Religious Institution	All Saints' Church	450m	5	3
Community Centre	Birchwood Centre	650m	8	3
Pharmacy	Oakdale Pharmacy	600m	7	4
Hospital	Nuffield Health Highgate Hospital	2.0km	26	12
Shopping / Retail				
Post Office	UOE Store East Finchley	600m	7	4
Public House	Clissold Arms	150m	2	1
Takeaway Restaurant	Indian Rasoi Restaurant	100m	1	1
Supermarket	Budgens	550m	7	3
Leisure Facilities				
Public Park	Cherry Tree Wood	650m	8	3
Sports Centre	Muswell Hill Club	300m	4	1
Public Transport				
Bus Stop	Twyford Avenue	180m	2	2
Railway Station	East Finchley LUL Station	750m	9	4

(*) distances based on Google Maps which takes into account local topography.

- 3.15 As can be seen a wide range of local facilities including schools, retail and health services are within either acceptable or the preferred walking distance and also within acceptable cycling distance of the site.

Public Transport Accessibility

PTAL

- 3.16 To obtain a site specific PTAL for the proposed development site, the PTAL has been calculated using the TfL WebCAT online calculator. The PTAL calculation for the site at Lynton Grange is a score of 3, representing a 'moderate' level of accessibility to public transport.

- 3.17 This rating is due to the site's close proximity to a railway station, East Finchley Station, from which services are frequent on the Northern Line. Buses are also frequent in nature, along routes including the 263, 234 and 102.
- 3.18 The good level of public transport provision nearby the site can help residents and visitors of the development units access a range of key destinations by a number of travel modes, providing these people with a real and genuine choice of travel modes without needing to rely on the private car. This includes local destinations within LBH primarily by bus in addition to accessing Central London by rail.

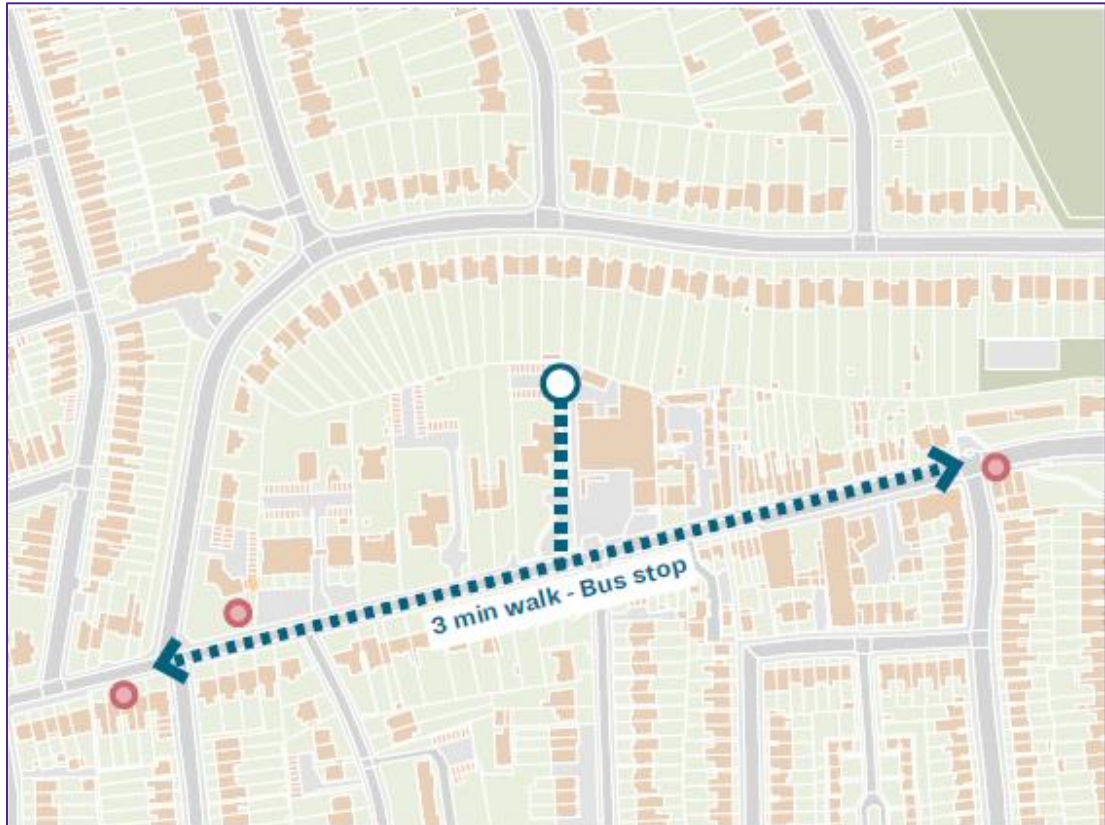
TIM Mapping and Wider Connectivity

- 3.19 A further and better representation of the level of wider public transport connectivity nearby the development site can be provided by TIM Mapping, a tool available on TfL's WebCAT connectivity toolkit website, which measures how far a person can travel in any given journey time.
- 3.20 As can be seen from the output TIM map, a number of key employment destinations within central London can be accessed within 45 minutes, such as: Camden, Kings Cross, Oxford Circus, Piccadilly Circus, Leicester Square, Covent Garden and Highbury & Islington.
- 3.21 The TIM Mapping output map provides a far more accurate representation of the level of public transport provision from the development site and shows that the site is very well connected to the wider public transport network including both for local trips and those throughout London.

Bus Services

- 3.22 The nearest bus stop pair to the site is Twyford Avenue, located on Fortis Green approximately 180 metres (2-3-minute walk) to the west of the site's entrance. These stops are served by the 102, 234, 603 and 653 buses. The 143, 263, H3 and N20 are also served approximately 600 metres from the site, at bus stop pair Fairlawn Avenue on High Road to the west of the site.
- 3.23 **Figure 3.2** shows the locations of the nearest bus stops located within a short 2-3 minute walk of the site.

Figure 3.2: Bus Stop Locations



3.24 **Table 3.3** summarizes the bus routes and frequency of the bus services, including the weekday AM and PM peaks.

Table 3.3: Bus Service Frequencies

Service	Route	Frequency (Buses per Hour)			
		AM Peak	PM Peak	Sat	Sun
102	Edmonton Green – Muswell Hill – Golders Green – Brent Cross	8	8	8	5
234	Barnet – Muswell Hill – Highgate Woods	5	5	5	3
603	Muswell Hill – East Finchley – Highgate – Hampstead Station – Swiss Cottage	4 buses per day Mon-Fri at 07:31, 07:51, 15:16 and 15:36			
653	Muswell Hill – East Finchley – Finchley Central – Hendon – Kingsbury	3 buses per day Mon-Fri at 07:18, 07:21 and 07:23			
143	Brent Cross – Hendon – Finchley Central – East Finchley – Highgate – Archway	6	5	5	4
263	Highbury Barn – Holloway Road – Archway – Highgate – East Finchley – Whetstone – Barnet Hospital	6	6	6	5
H3	Golders Green – Hampstead Heath – East Finchley Station – East Finchley, Hill Top	7 buses per day Mon-Fri at 07:00, 09:17, 10:16, 11:16, 12:16, 13:17 and 14:17			
N20	Barnet Hospital – Highgate – Camden Town – Trafalgar Square	1 bus every 30 mins Mon-Fri from 00:23 to 05:24			

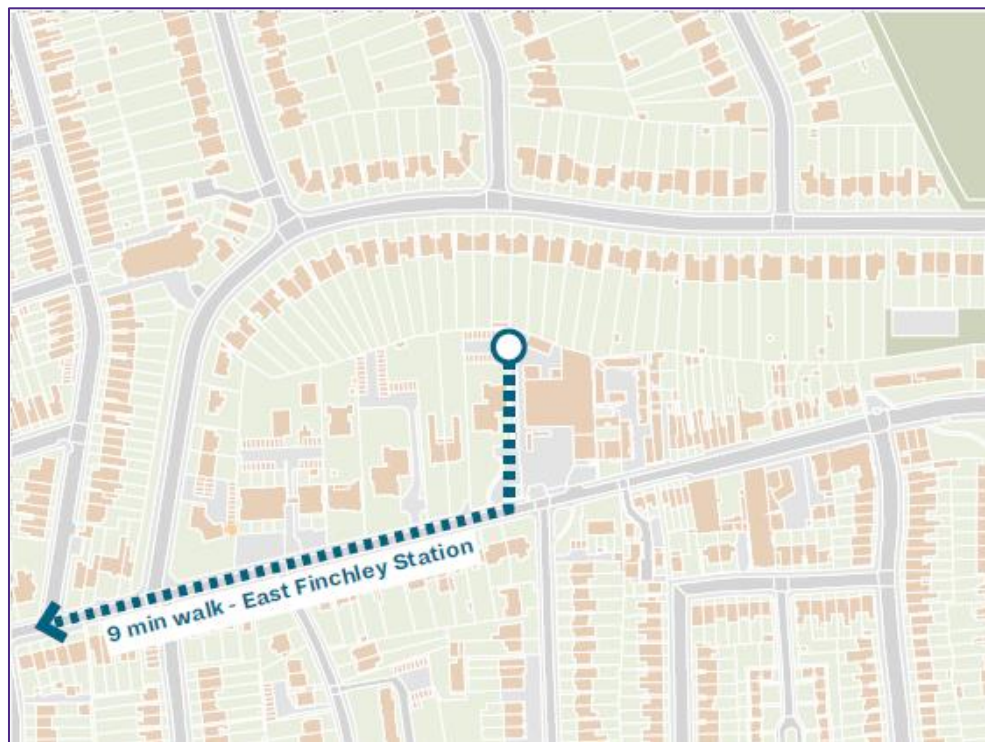
(Source: TfL)

- 3.25 **Table 3.3** shows that several of these bus services have an excellent level of frequency in the AM and PM peak hours, in addition to the off peak. It is beneficial that the bus stops are both in reasonable walking distances (180 metres and 600 metres respectively) from the site.

Rail / Underground Services

- 3.26 The closest station to the site is East Finchley Underground Station, which is approximately 750 metres (9-minute walking distance) to the southwest of the site as shown on **Figure 3.3**. The station provides underground services on the High Barnet branch of the Northern Line. The station provides northbound services towards High Barnet, as well as southbound services towards Camden Town (for Edgware), Central London, London Bridge, Waterloo, Battersea Power Station and Morden.

Figure 3.3: East Finchley Walk Time



3.27 **Table 3.4** shows the frequency of train services from East Finchley Underground Station, including the weekday AM and PM peaks.

Table 3.4: Train Service Frequencies

Destination	Start & Finish	Frequency (Trains per Hour)			
		AM Peak	PM Peak	Sat	Sun
High Barnet (Underground)	05:40 & 01:01	17	15	16	16
Camden Town (Underground)	05:35 & 00:13	24	24	20	20
London Bridge (Underground)	05:35 & 00:13	12	12	10	8
Waterloo (Underground)	05:50 & 00:09	12	12	10	10
Battersea Power Station (Underground)	06:05 & 00:09	12	10	10	10
Morden (Underground)	05:35 & 00:13	15	18	10	10

(Source: TfL)

- 3.28 East Finchley Underground Station provides a good level of service giving residents a suitable alternative mode of travel.

Accessibility Summary

- 3.29 In terms of sustainability, the scheme is in a highly sustainable location with a wide range of facilities, bus and rail services all within a reasonable walking distance of the site. The site is well placed to provide residents with a realistic travel alternative to the private car, by encouraging active and sustainable modes of transport such as walking, cycling and use of public transport.

4 PLANNING POLICY

- 4.1 This section of the TS summarises the relevant national, regional and local transport policy against which the development proposals have been considered.

National Policy

National Planning Policy Framework (NPPF, 2021)

- 4.2 The current National Planning Policy Framework (NPPF), updated in July 2021, replaces the previous Framework published in March 2012 as revised in July 2018 and February 2019.
- 4.3 The NPPF sets out several transport objectives designed to facilitate sustainable development and contribute to a wider sustainability by giving people a wider choice about how they travel, Section 9 'Providing Sustainable Transport'.
- 4.4 Paragraph 110 states:
- "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;*
 - c) The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Modal Design Guide; and*
 - d) 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."*
- 4.5 Paragraph 111 continues that:
- "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*
- 4.6 In terms of planning applications NPPF states at paragraph 112(1) that development should:
- "Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas, and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use."*
- 4.7 Paragraph 113 covers the need for Travel Plans and Transport Statements / Assessments for all developments which generate significant amounts of movement.

Planning Practice Guidance (NPPG) ‘Travel Plans, Transport Assessments and Statements in Decision-Taking’ (March 2014)

- 4.8 This guidance provides advice on when Travel Plans, Transport Assessments and Statements are required, and what they should contain. The Guidance is regularly updated, with the last update being 28 July 2017.
- 4.9 Transport Assessments and Statements are ways of assessing the potential transport impacts of developments, and they may propose mitigation measures to promote sustainable developments. Transport Assessments are thorough assessments of the transport implications of development, and Transport Statements are a ‘lighter-touch’ evaluation to be used where this would be more proportionate to the potential impact of the development.
- 4.10 Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be “severe”, which may be a reason for refusal, in accordance with NPPF.

Regional Policy

London Plan (2021)

- 4.11 The London Plan, which was adopted in March 2021, is the spatial development strategy for Greater London. It sets out a framework for how London will develop over the next 20-25 years and the Mayor’s vision for good growth.
- 4.12 Policy T1 ‘Strategic Approach to Transport’ states:

“Development Plans should support, and development proposals should facilitate:

 - a. *The delivery of the Mayor’s strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041; and*
 - The proposed transport schemes set out in Table 10.1.*
 - b. *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.”*
- 4.13 Policy T2 ‘Healthy Streets’ states:

“Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.

Development Plans should:

 - *Promote and demonstrate the application of the Mayor’s Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.*

- *Identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently, and streets are greener and more pleasant.*
- *In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.*

Development proposals should:

- *Demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance.*
- *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."*

4.14 Policy T3 'Transport Capacity, Connectivity and Safeguarding' notes the following:

"Development Plans should appropriately safeguard the schemes outlined in Table 10.1. Development proposals should provide adequate protection for and/or suitable mitigation to allow the relevant schemes outlined in Table 10.1 to come forward. Those that do not, or which otherwise seek to remove vital transport functions or prevent necessary expansion of these, without suitable alternative provision being made to the satisfaction of transport authorities and service providers, should be refused."

4.15 Policy T4 'Assessing and Mitigating Transport Impacts' asserts that:

- *"When required in accordance with national or local guidance transport assessments / statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the 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 development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance;*
- *Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address any adverse transport impacts that are identified;*
- *Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans, and funding exist for an increase in capacity to cater for the increased demand, planning permission may be contingent on the provision of necessary public transport and active travel infrastructure;*

- *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 considered and mitigated;*
- *Development proposals should not increase road danger.”*

4.16 Policy T5 ‘Cycle Parking’ states that development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through the provision of appropriate levels of cycle parking, which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.2 and should be designed and laid out in accordance with the London Cycling Design Standards.

4.17 **Table 4.1** sets out the minimum cycle parking standards for a residential development.

Table 4.1: Minimum Cycle Parking Standards (London Plan 2021)

Use Class	Long-Stay	Short-Stay
C3-C4: Dwellings (All)	• 1 space per studio or 1 person 1 bedroom dwelling • 1.5 spaces per 2-person 1 bedroom dwelling • 2 spaces per all other dwellings	• 5 to 40 dwellings: 2 spaces • Thereafter: 1 space per 40 dwellings

4.18 Long-stay cycle parking should be suitable for long-stay parking in terms of location, security and protection from the elements and inclement weather, ideally in a sheltered cycle store.

4.19 Regarding short-stay cycle parking, it is stated that provision must be convenient and readily accessible, having step-free access and located nearby the main residential entrance wherever possible.

London Cycling Design Standards (LCDS 2016)

4.20 This document sets out the recommendations for the appropriate provision of cycle parking and best practice for parking arrangements:

- Minimum height clearance of 2.6m recommended for two-tier cycle parking;
- 2.5 aisle width within cycle store for two-tier cycle parking;
- 1m spacing between Sheffield Stands;
- An external door width to cycle stores of 2m;
- 5% of all spaces should accommodate larger cycles, which can be provided by Sheffield Stands; and

- f. Doors into cycle stores should open inwards or slide.

Local Policy

Haringey's Transport Strategy (2018)

- 4.21 Haringey's Transport Strategy (2018) provides a transport vision for LBH over the next 10 years.
- 4.22 As outlined on page 3, the transport vision for the LBH is:
- "to deliver 'a transport system that matches our growth and prosperity ambitions, whilst also improving our environment, providing accessible choices and making walking, cycling and the use of public transport a first choice for all.'"*
- 4.23 This vision will be achieved through the following four outcomes:
1. A public transport network that is better connected, has greater capacity and is more accessible, supporting our growth ambitions;
 2. Active travel the default choice, with more people choosing to travel by walking or cycling;
 3. An improved air quality and a reduction in carbon emissions from transport; and
 4. A well maintained road network that is less congested and safer.
- 4.24 This strategy will be achieved through the Local Implementation Plan (LIP), allowing for detailed and focused discussions and engagement on the key transport challenges facing Haringey and a mechanism for adopting tailored responses to meeting these challenges.

Haringey Local Implementation Plan 2019-2022 (March 2019)

- 4.25 Haringey's Local Implementation Plan (LIP) is a statutory document setting out how Haringey will help to achieve regional and local transport goals, including those from the Mayor's Transport Strategy (MTS) 2018.
- 4.26 Outcome 8 of the MTS states that 'Active, efficient and sustainable travel will be the best option in new developments'.
- 4.27 The Borough's Strategic Policies Development Plan (DPD) outlines a vision statement for Haringey in 2026, and outlines that:
- "Haringey has a network of cycle lanes and secure bike parks, encouraging greater levels of cycling and walking, while also promoting the use of public and greener transport."*
- 4.28 The above will underpin the Borough's delivery of new development, as outlined in the Strategic Policies DPD. This aims to manage future growth through managing development locations to be at or near transport hubs, limiting development elsewhere.
- 4.29 The council continue to promote Outcome 8 by setting a requirement that developments with high trip generating characteristics locate where public transport accessibility is high and car parking is minimised to mitigate generated car travel.

Summary

- 4.30 The key transportation policy is to ensure that new developments are in locations which are and can be made sustainable. Future development should be in accessible locations, which can reduce the need to travel for employment, leisure and education and encourage the use of sustainable transport modes such as walking, cycling and public transport.
- 4.31 In terms of sustainability, the site benefits from good accessibility to existing bus and rail services and is accessible on foot and cycle. The site will therefore provide occupants with a realistic alternative to the private car and will promote travel using active transport modes.
- 4.32 As such, the site's location is considered to accord to relevant land use and transport policy.

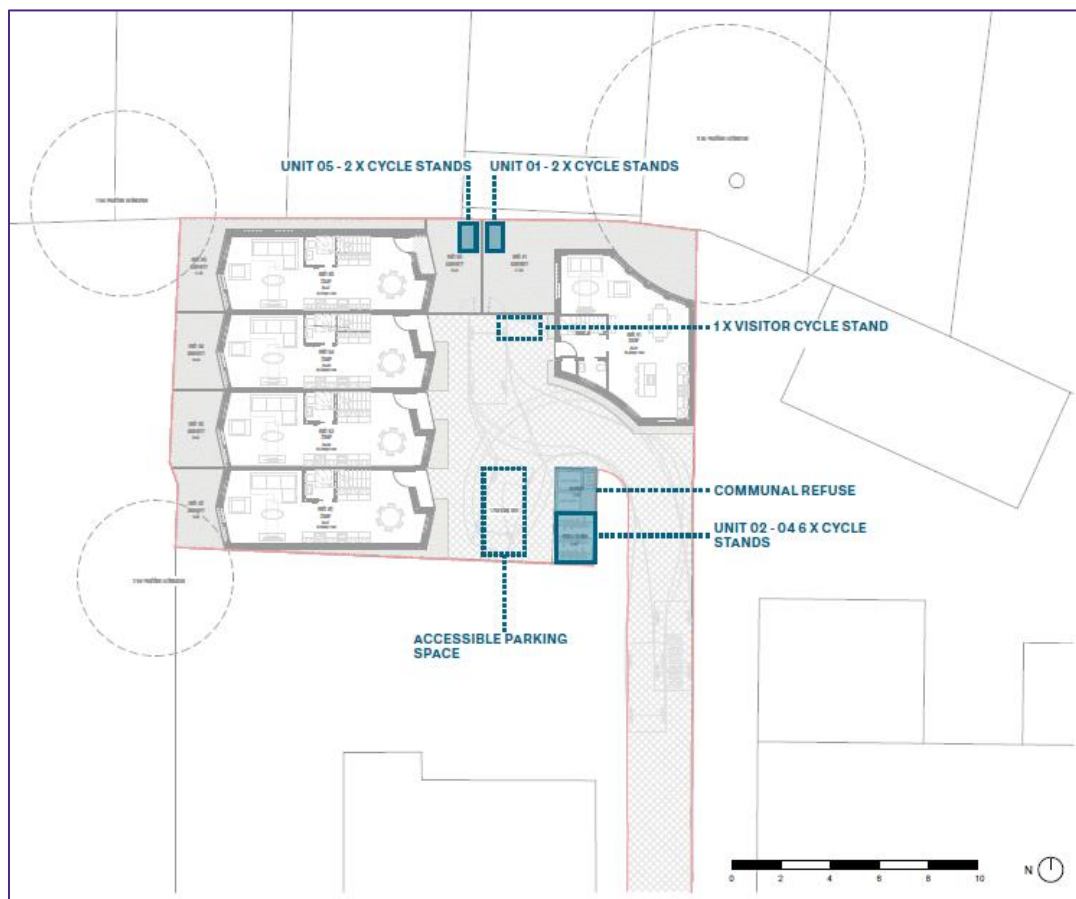
5 DEVELOPMENT PROPOSALS

- 5.1 This section of the report describes the development proposals in terms of land use, access arrangements for all modes, car and cycle parking provision, and servicing and refuse collection arrangements.

Development Description

- 5.2 The proposal is to redevelop the site set off Lynton Grange to provide up to five residential units. The houses will be mews style houses with a high quality modern design. The new building will be comprised of two blocks of two storeys each. One block will comprise four 2-bed terraced homes and the other block will contain one 3-bed family home. The proposed layout plans are provided in **Appendix 1**.
- 5.3 **Figure 5.1** is an image taken from the Design & Access statement and shows further details of the site layout.

Table 3.2: Walking and Cycling Distances to Local Facilities from the Site



Pedestrian and Vehicular Access

- 5.4 Pedestrian and vehicular access to the development site will be provided via an existing paved track single road linking to Lynton Grange. This access is existing and it is not proposed to change this route except for an improvement to the existing.

Car Parking

- 5.5 The proposed development will be car-lite with one blue badge parking bay. It is anticipated that the car parking demand derived from the five proposed residential units will be accommodated by the one proposed blue badge bay with any additional parking being accommodated within the surrounding highway network. Future parking demand will be offset by the site being in a CPZ and any future residents not being able to apply for a residents parking permit. New residents will not have the ability to park in the existing Lynton Grange residents car park.
- 5.6 A parking survey has been undertaken to assess the local demand and the results are discussed in detail in **Section 6** of this report.

Cycle Parking

- 5.7 Ten cycle spaces will be provided across the site with two cycle parking spaces provided for each residential unit thus meeting the minimum requirements of the London Plan.
- 5.8 Units 2, 3 & 4 will have access to a communal fully secure cycle store located within the central courtyard area. Units 1 & 5 will have dedicated cycle parking within each of their development plots. This cycle parking will have direct access to the central courtyard area viz a gate.
- 5.9 In addition one short stay visitor cycle parking space will be provided in the central courtyard area.
- 5.10 Overall the proposed cycle parking meets the minimum London Plan cycle standards presented in **Table 4.1**.

Servicing and Waste Collection Strategy

- 5.11 Delivery vehicles will deliver using the same way as deliveries to the existing residential units on the site. This will be via the front car parking/courtyard area towards the front of the site. Five residential units will only generate a small number of delivery vehicles a day and these will be limited to small vans who will be on-site for only a short amount of time.
- 5.12 Refuse will be collected through the same refuse vehicle that collects refuse from the existing residential units on-site. It is understood that refuse vehicles reverse into the site towards the existing refuse store located within the existing front car parking area.
- 5.13 Refuse bins from the proposed site would also need to be then manoeuvred along the short access road to the rear of the refuse vehicle at the time of collection.
- 5.14 Servicing and refuse collection are expected to be minimal (weekly collections) and will occur during off-peak times.

Fire Tender

- 5.15 Fire tender vehicles would be required to reverse as far as possible down the access road before then extending fire hoses towards the proposed residential units.

6 TRIP GENERATION AND IMPACT ASSESSMENT

- 6.1 This section of the TS considers the traffic generation for the site on the local highway network. In determining the predicted traffic generation for the site, information has been collected from similar sites on the TRICS database. This chapter has also been informed by an assessment of on-street parking occupancy levels. This will be used to assess the potential effect of the proposals on the transport network.

Proposed Trip Generation

- 6.2 The TRICS 7.9.3 database has been used as part of the assessment in determining the likely trip generation of the proposed site. To ensure sites selected are comparable to the proposed scheme the following selection parameters have been applied.
- a. Land Use: Residential;
 - b. Category: Houses Privately Owned;
 - c. Number of Dwellings: 9 – 30 selected;
 - d. PTAL Rating: 2-4 selected;
 - e. Time Period: Weekdays; and
 - f. Location: Greater London.

- 6.3 **Table 6.1** summarises the peak and daily vehicular trip rates obtained from the TRICS database.

Table 6.1: Predicted Vehicle Trip Generation

TRICS Reference	AM Network Peak (08:00-09:00)			PM Network Peak (17:00-18:00)			Daily		
	In	Out	Two Way	In	Out	Two Way	In	Out	Two Way
Vehicles Trip Rate	0.268	0.415	0.683	0.268	0.171	0.439	3.706	3.783	7.489
Vehicles Trip Generation	1	2	3	1	1	2	19	19	38

- 6.4 Based on TRICS vehicle trip rates, the development is likely to generate up to three and two two-way vehicle trips in the AM and PM Network Peak hours respectively. Similarly, during a whole day the proposed development is expected to generate up to 38 two-way vehicular movements. It should be noted that the number of trips shown in **Table 6.1** relate to the total number of five dwellings to provide a robust assessment.

Proposed Trip Generation

- 6.5 The proposed development comprises of 5 mews houses (4 X 2-bed & 1 X 3-bed) (C3 use class). The total person trip rates for the proposed residential dwelling have been established based on similar surveyed sites within the TRICS database. More specifically, the trip generation rates have been derived on surveyed private residential housing developments within greater London.
- 6.6 The total person trip rates and generation for a weekday morning and evening peak hour and daily trip rates (07:00-19:00) are set out in **Table 6.1**. The trip rates have been applied to the proposed 5 residential houses, to calculate the total person arrival and departure trip generation in the aforementioned time periods.

Table 6.1: Total Person Trip Rates and Generation (5 Private Residential Units)

	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)			Daily (07:00-21:00)		
	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way
Trip Rate	0.222	1.667	1.889	0.889	0.111	1.000	5.109	5.332	1.998
Total Person Trips	1	8	9	4	1	5	25	25	50

- 6.7 **Table 6.1** demonstrates that the proposed development will generate 9 two-way person trips in the morning peak hour, 5 two-way person trip in the evening peak hour, and 50 two-way person trips over the daily period.
- 6.8 To understand the likely modes of travel of residents associated with the proposed development, the 'Travel to Work' Census 2011 data for the Fortis Green Ward has been obtained.
- 6.9 A reduced car driver mode share has been provided in **Table 6.2** due to the fact that the proposed development is car lite, the site is well located to a number of public transport services including East Finchley London Underground Station and future residents will not be able to apply for on-street parking permits.

Table 6.2: Reduced Car Share Modal Split Data

Mode	Baseline Modal Split (%)	Reduced Car Share Modal Split (%)
Underground, metro, light rail, tram	40.5%	48%
Train	3.0%	10%
Bus, minibus or coach	14.5%	17%
Taxi	0.2%	1%
Motorcycle, scooter or moped	2.4%	1%
Driving a car or van	25.6%	3%
Passenger in a car or van	1.1%	0%
Bicycle	5.6%	10%
On foot	6.4%	12%
Other method of travel to work	0.6%	1%
Total	100%	100%

- 6.10 The person trip rates for the proposed development have been split across the reduced car share modal split outlined in **Table 6.2**. The resultant number of trips per mode, during the morning and evening peak hours and daily period is summarised in **Table 6.3** below.

Table 6.4: Multi-Modal Trip Generation (5 Private Residential Units)

Mode	Modal Split (%)	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)			Daily (07:00-21:00)		
		Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way	Arr.	Dep.	Two-Way
Underground, metro, light rail, tram	48%	0	4	4	2	0	2	11	11	22
Train	10%	0	1	1	0	0	1	3	3	5
Bus, minibus or coach	17%	0	1	2	1	0	1	4	4	9
Taxi	1%	0	0	0	0	0	0	0	0	1
Motorcycle, scooter or moped	1%	0	0	0	0	0	0	0	0	1
Driving a car or van	0%	0	0	0	0	0	0	1	1	2
Passenger in a car or van	0%	0	0	0	0	0	0	0	0	0
Bicycle	10%	0	1	1	0	0	1	3	3	5
On foot	12%	0	1	1	0	0	1	3	3	6
Other method of travel to work	1%	0	0	0	0	0	0	0	0	1
Total	100%	1	8	9	4	1	5	25	25	50

6.11 Due to the nature of the development as car lite it is assumed that all residents will travel to the site by more sustainable modes of transport such as public transport, walking and cycling. The development is likely to see a total of no morning or evening peak trips by vehicles and 9 two-way daily trips by public transport, walking or cycling.

6.12 It is therefore envisaged that the development will have a minimal impact on the local road and public transport networks due to the small trip generation calculated for the site.

Parking Beat Surveys

6.13 Parking beat surveys have been undertaken covering a study area of 200 metre walking distance from the site.

6.14 The surveys were undertaken in accordance with the widely accepted 'Lambeth Methodology'. Two overnight 'snapshot' counts were undertaken at 04:00 on Tuesday 4th and Wednesday 5th October 2022 respectively, in order to capture peak residential parking demand.

6.15 The parking beat survey data including a plan of the area surveyed is contained at **Appendix 3** for reference.

6.16 A summary of the overnight 'snapshot' counts is presented in **Table 6.5** below.

Table 6.5: Parking Survey Results Summary (Overnight Counts)

Total Spaces	Tuesday			Wednesday		
	Vehicles Parked	Available Spaces	Occupancy (%)	Vehicles Parked	Available Spaces	Occupancy (%)
89-91	75	14	82.4%	72	19	79.1%

6.17 The results presented in **Table 6.5** show that on Tuesday, a total of 14 spaces were identified as unoccupied, and on Wednesday 19 spaces, which equate to a parking stress of 82.4% and 79.1% respectively when considering the total 91 spaces that were observed on the Wednesday.

6.18 **Table 6.6** below shows the percentage number of cars per household within the Fortis Green ward and the worst-case scenario equivalent number of parking spaces needed for the proposed five residential units, as obtained from the 2011 Census data.

As highlighted earlier in the report as the site is within a CPZ the applicant would be willing to accept a restriction on future residents of this site from applying for on-street parking permits. This acts as a deterrent on future car ownership and will ensure that most residents travel sustainably making use of the site's proximity to East Finchley Station and local bus services. Therefore the numbers shown in **Table 6.6** should be seen as a worst-case scenario.

Table 6.6: Fortis Green Ward Car/Van Ownership Data (Census 2011)

Car or Van Availability	Percentage (Ward of Fortis Green)	Proposed Residential Units	Spaces Required (worst case)
No cars or vans in household	34.7%	2	0
1 car or van in household	45.5%	2	2
2 cars or van in household	16.2%	1	2
3 cars or van in household	2.8%	0	0
4 or more cars or vans in household	0.8%	0	0
Total	100.0%	5	4

(Source: Census 2011 Car or Van Availability - Table KS404EW)

6.19 Based on **Table 6.6**, it is anticipated that up to four spaces will be needed to cover the parking demand of the five proposed residential units. This ties up with the trip generation assessment that was presented at the start of this chapter, where it was shown that the development is likely to generate up to three and two two-way vehicle trips in the AM and PM Network Peak hours respectively.

6.20 Based on the parking survey results presented in **Table 6.5**, although the parking stress levels sit close to and exceed the industry typical threshold of 80%, it is expected that the parking demand derived from the proposed residential development will be minimal and will be easily accommodated at the site's surrounding streets. The four cars expected to be generated by the development can be accommodated with the spare 14-19 spaces available in close proximity to the site.

Summary

- 6.21 The trip generation assessment presented in this chapter of the TS shows that the proposed development will have minimal traffic impact to the site's surrounding highway network.
- 6.22 An on-street parking assessment was undertaken and the results show that there is residual on-street capacity to accommodate the parking demand derived from the proposed development.

7 CONCLUSIONS

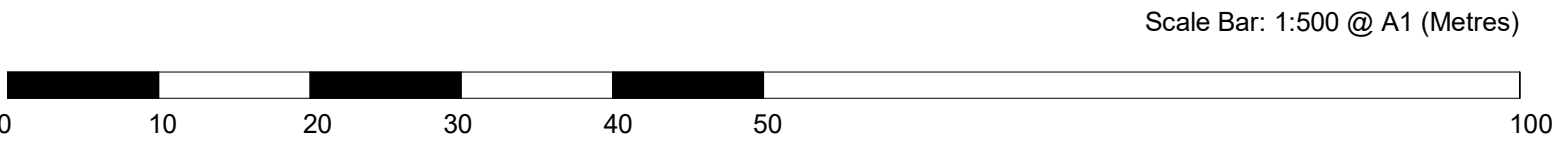
- 7.1 This Transport Statement (TS) has been prepared by RPS Transport on behalf of Capstone Group to accompany a planning application in respect of the proposed development at the rear of Lynton Grange, Haringey.
- 7.2 This Transport Statement has been prepared having regard to the national, regional and local transport policy framework relevant to Haringey.
- 7.3 The proposed site is set off Fortis Green and currently contains 20 lock-up garages. The site is bounded by residential use on three sides and is bordered by a commercial car dealership on its eastern side. The application site is located within the jurisdiction of the London Borough of Haringey (LBH).
- 7.4 Based on the 2011 Census data, the predominant mode of travel to work is by public transport (58%), followed by private car use (26%). However, the scheme is in a highly sustainable location with a wide range of bus and rail services and facilities in close proximity. Therefore, the site is well placed to provide residents and visitors with a realistic travel alternative to the private car, by encouraging active and sustainable modes of transport such as walking, cycling and use of public transport.
- 7.5 A review of the existing accidents in the local area does not identify any clusters of incidents which would suggest an existing highway layout problem, and the type of incidents that have occurred over the past three years do not suggest that the increase in traffic movements associated with the scheme would exacerbate the existing level of incidents that occur.
- 7.6 The proposal is to redevelop the site behind Lynton Grange to provide up to five residential units.
- 7.7 Pedestrian and vehicular access to the development site will be provided via an existing paved single-track road linking to Fortis Green. The development will be car-lite and cycle parking is proposed in line with the LP standards. Deliveries and refuse collection will be taken from the existing front of the site as per the existing situation during off-peak times and are expected to be minimal.
- 7.8 The TRICS database has been used as part of the assessment in determining the likely trip generation of the proposed site. The proposed scheme is anticipated to generate three and two two-way vehicle trips in the AM and PM Network Peak hours respectively.
- 7.9 An on-street parking assessment was undertaken and the results show that there is residual on-street capacity to accommodate the small amount parking demand derived from the proposed development. This is further mitigated by future residents not being able to apply for on-street parking permits.
- 7.10 The proposed development will have minimal traffic impact on the operation of the local transport or highway networks or highway safety, in accordance with the requirements of the NPPF.
- 7.11 Based on the assessment outlined in this report, it is concluded that the proposals accord fully with prevailing transport policy guidance and that the development proposals are appropriate for the location. In conclusion, there are no reasons why the development proposal should not be granted planning permission on transport grounds.

Appendices

Appendix 1 – Proposed Development Plans



1 Existing Site Plan
1:500



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Project

Lynton Grange

Project address

Land behind Lynton Grange
Fortis Green
London
N2 9ET

Client

Capstone Group

Sheet number

1073-1073-LYN-EX-GA-01

Sheet name

Existing Site Plan

Sheet scale

1:500 @ A1

Date/time

21/11/2022 17:37:37

Rev	Description	Date	Issued	Checked
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Project status

Planning

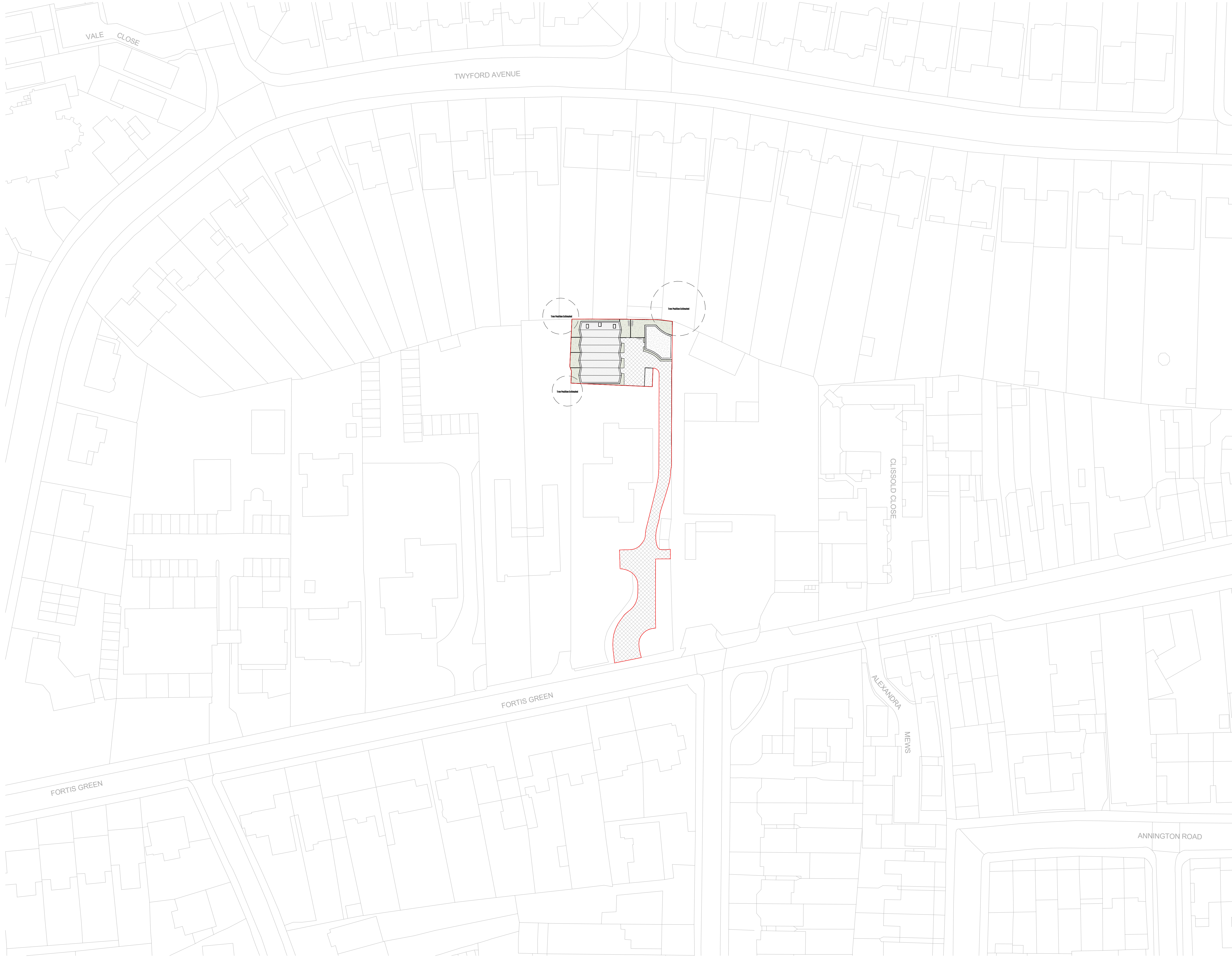
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This drawing is not for construction and is for information purposes only. Contractor to provide detailed design and construction information. This drawing is to be read in conjunction with all relevant architects' and engineers' drawings and specifications. Drawings to be read in line with the approved inspectors plan check and all dimensions to be checked on site with any discrepancies reported to the architect.

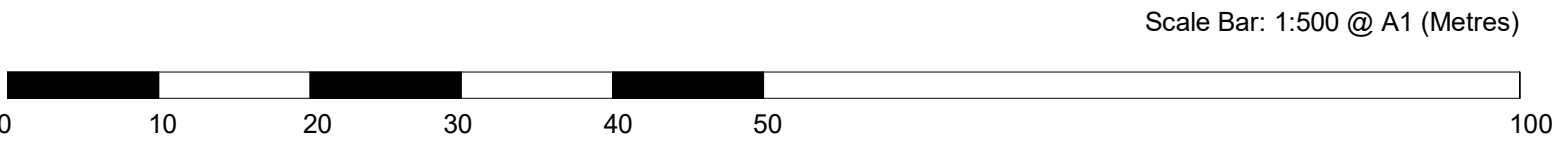
OS information no accurate and not to be used for measurements.

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1 Proposed Site Plan
1:500



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Client

Capstone Group

Sheet number

1073-1073-LYN-PR-GA-00

Sheet name

Proposed Site Plan

Sheet scale

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Date/time

21/11/2022 17:37:41

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OS information no accurate and not to be used for measurements.

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Client

Capstone Group

Sheet number

1073-1073-LVG-PR-GA-00

Sheet name

Proposed Ground Floor Plan

Sheet scale

1:100 @ A1

Date/time

21/11/2022 17:37:43

Rev	Description	Date	Issued	Checked
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Project status

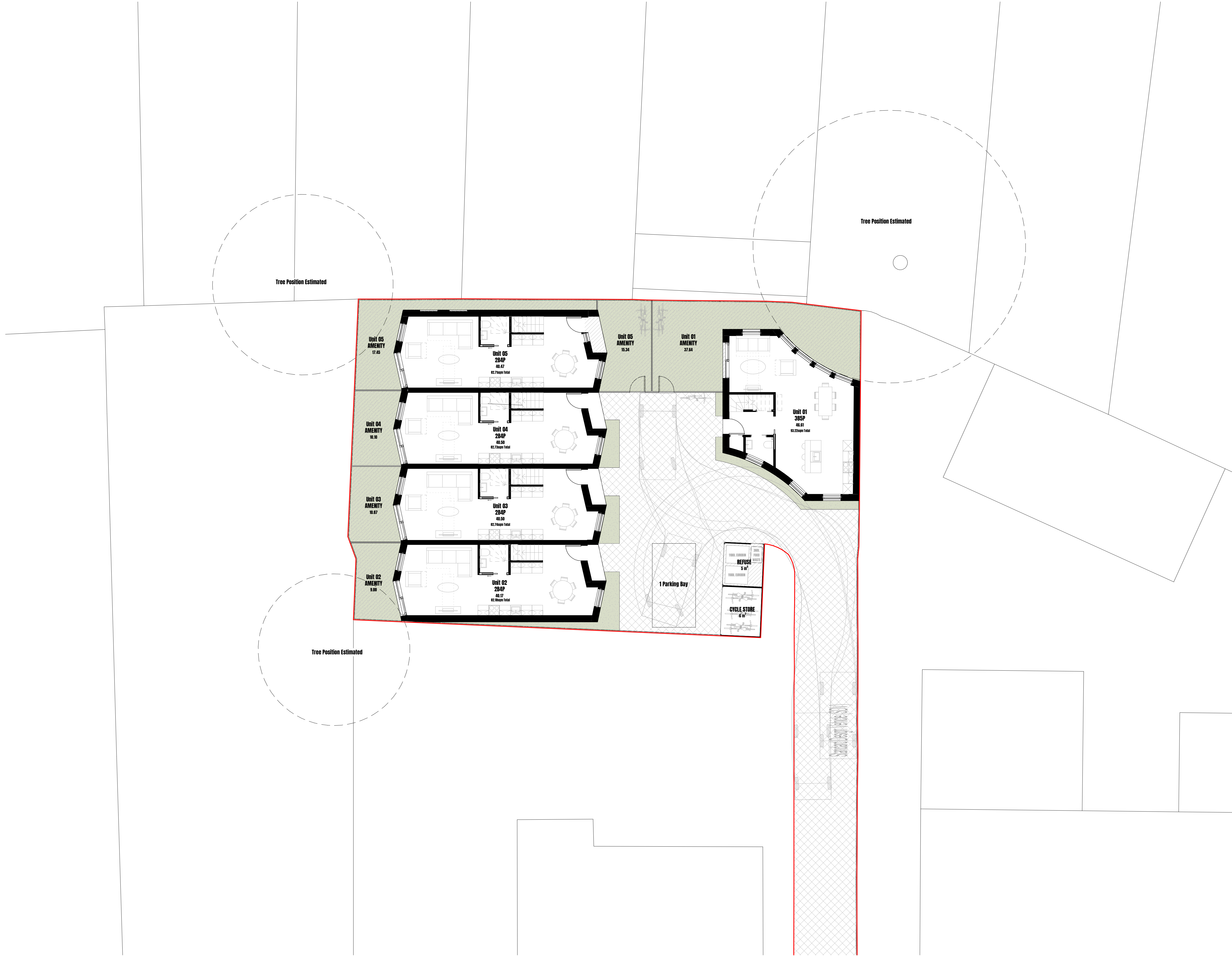
Planning

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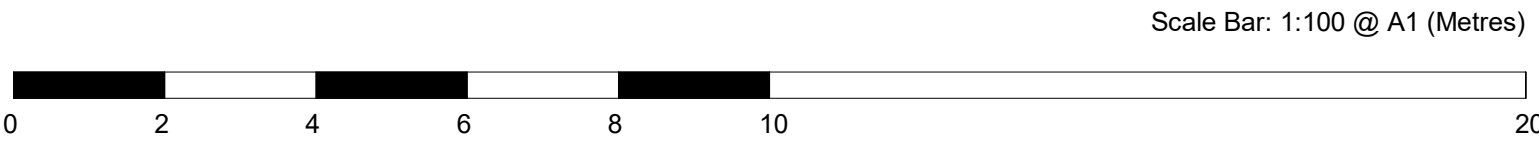
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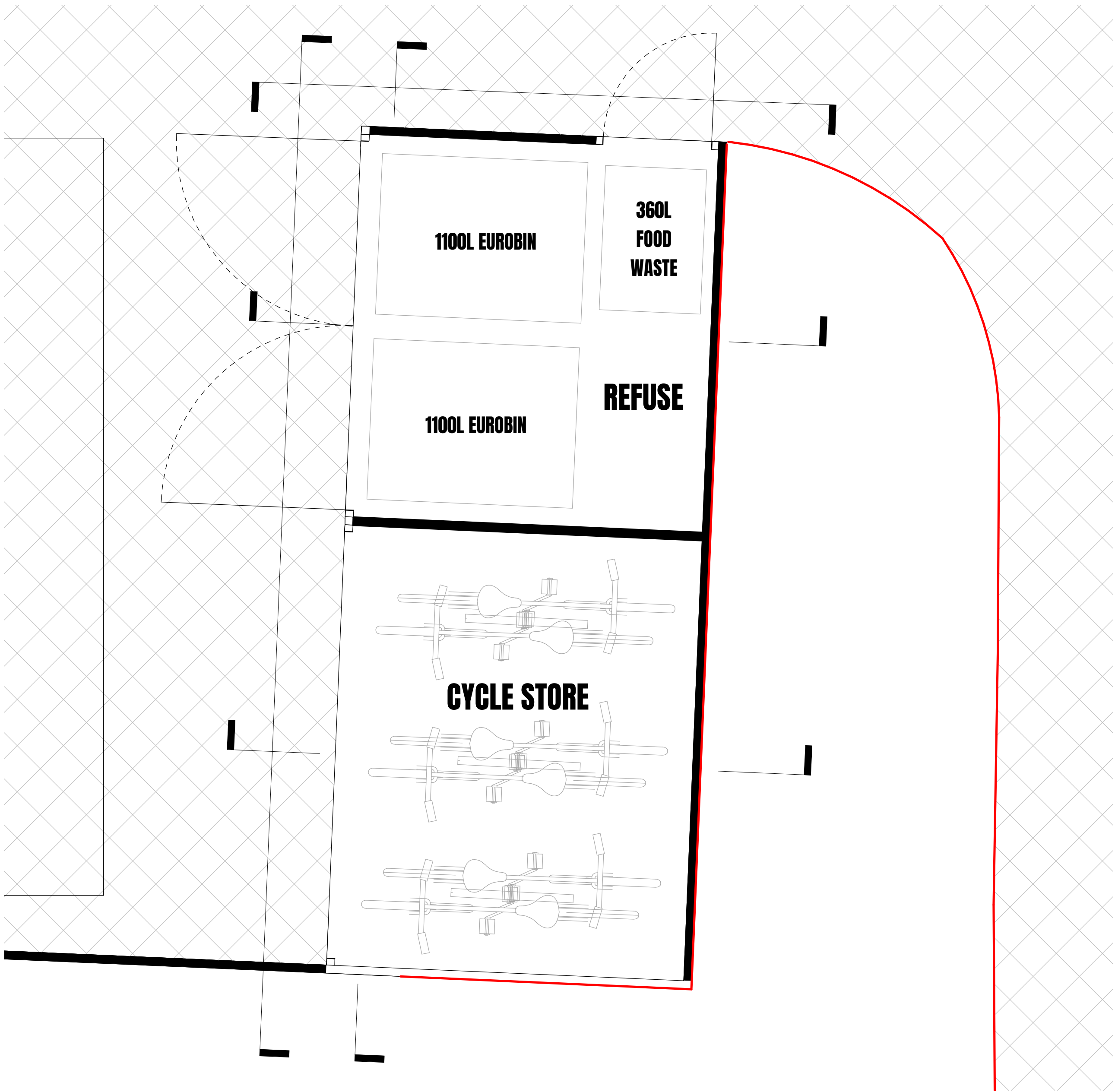
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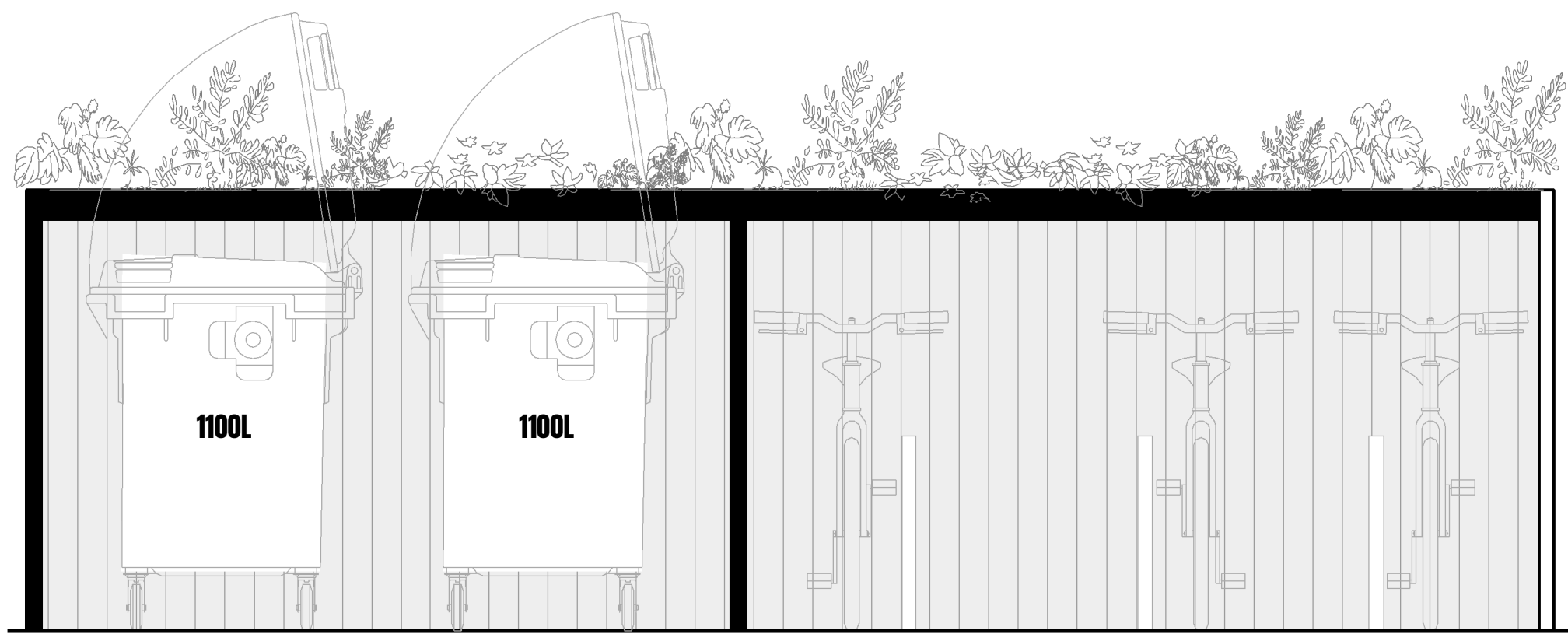


1 Proposed Ground Floor Plan
1:100

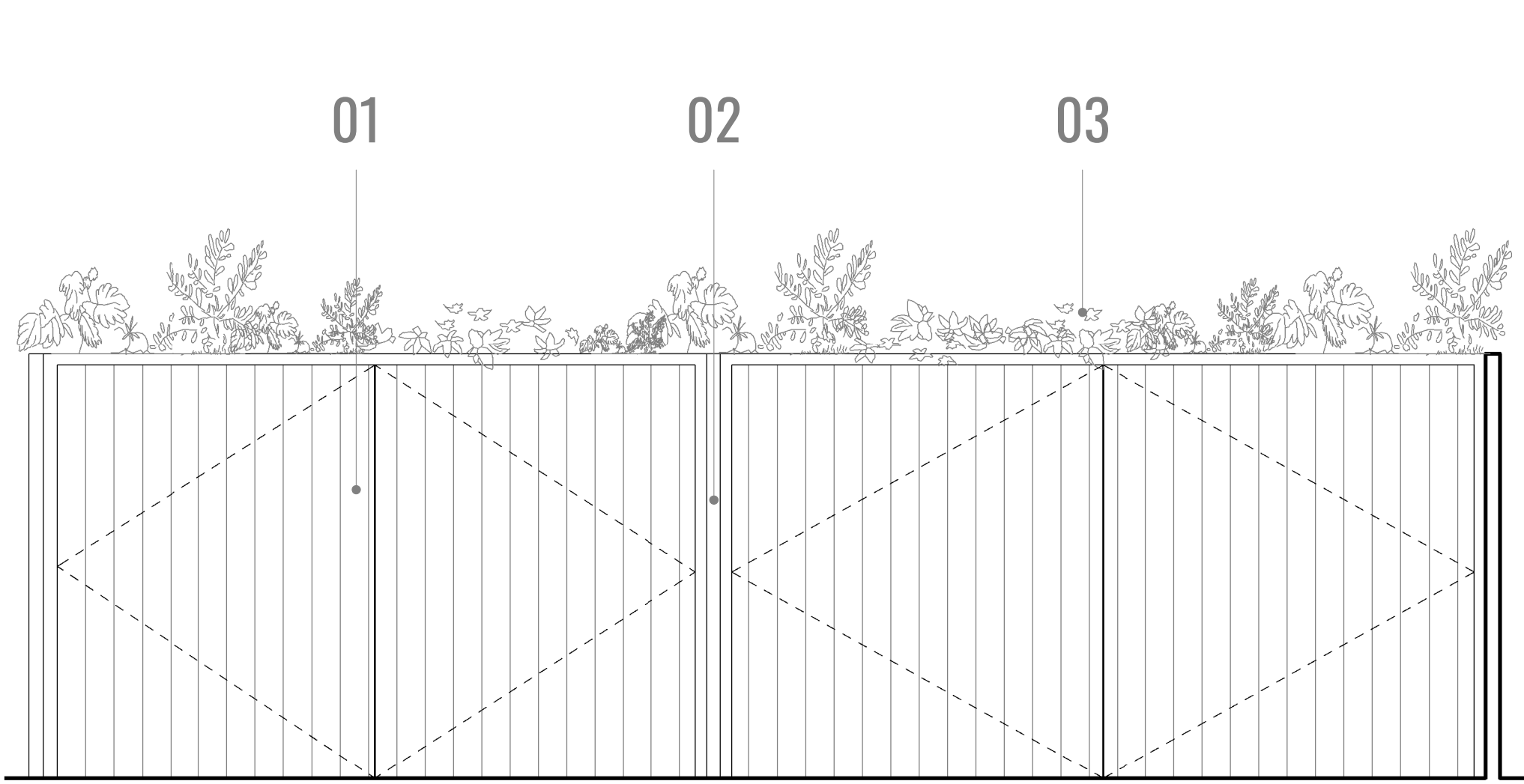




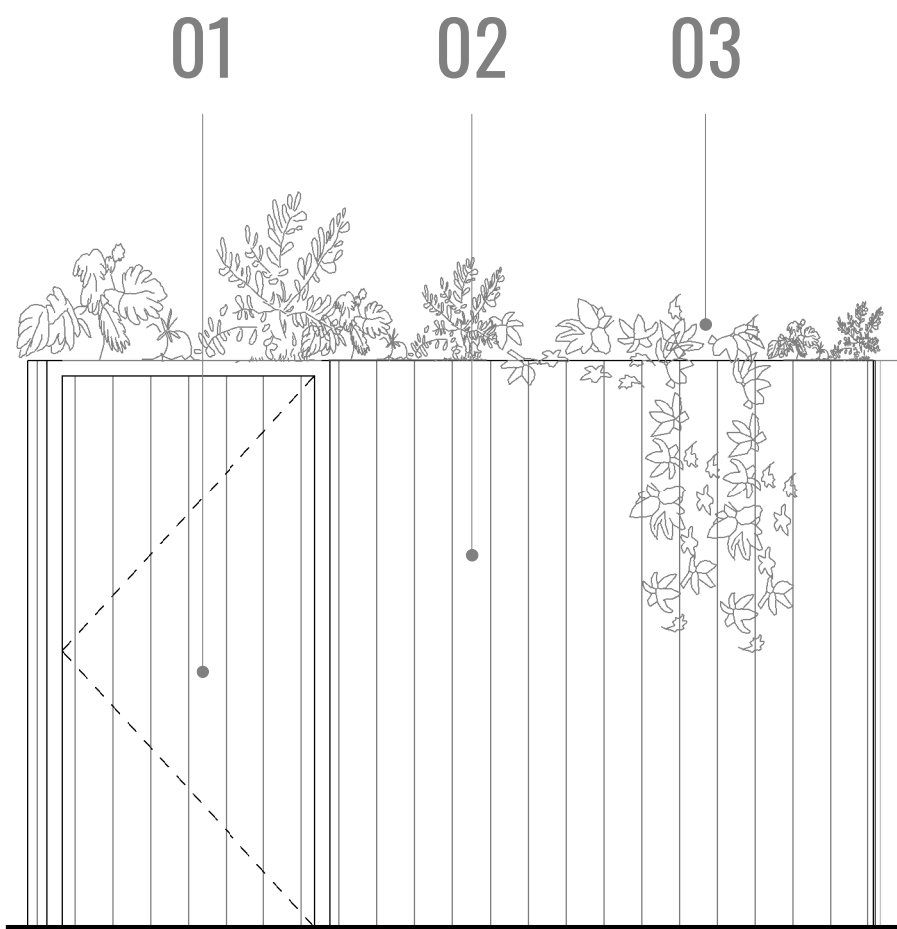
1 Proposed Refuse and Cycle Store Plan
1:20



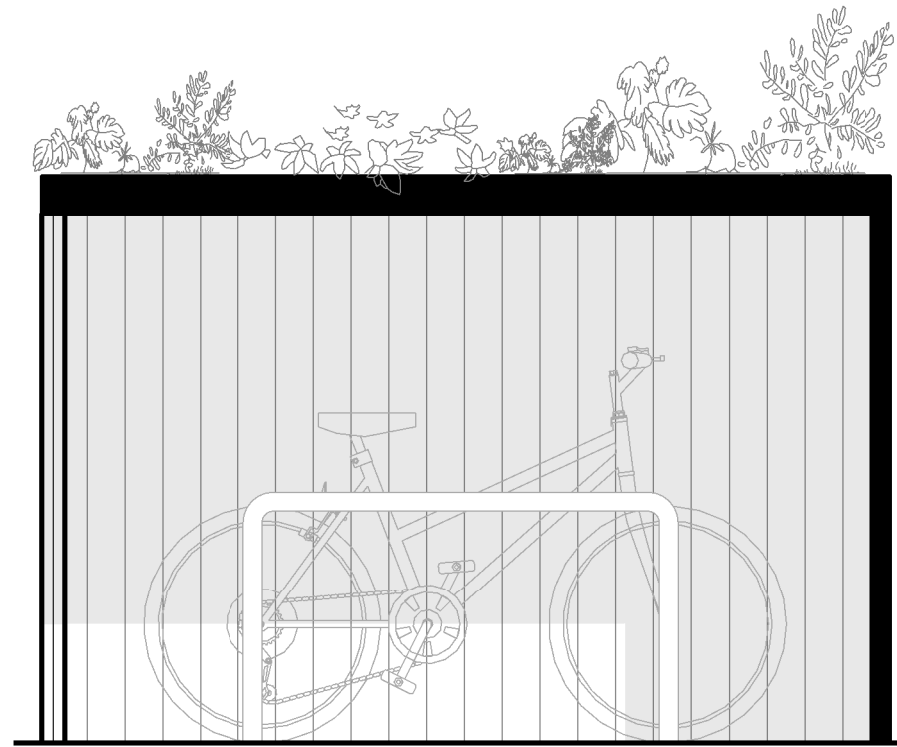
A Proposed Refuse and Cycle Section A-A
1:20



2 Proposed Refuse and Cycle West Elevation
1:20



3 Proposed Refuse and Cycle North Elevation
1:20



B Proposed Cycle Section B-B
1:20



C Proposed Refuse Section C-C
1:20

Scale Bar: 1:20 @ A1 (Metres)
0 2 4

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Capstone Group

Sheet number

1073-1073 LYG-PR-SK-00

Sheet name

Refuse and Cycle Store

Sheet scale

1:20 @ A1

Date/time

21/11/2022 17:38:02

Rev	Description	Date	Issued	Checked
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KEY:

01 - Vertically Slatted Wooden Door
02 - Vertically Slatted Wooden Fence
03 - Green Roof

Project status

Planning

GENERAL NOTES:

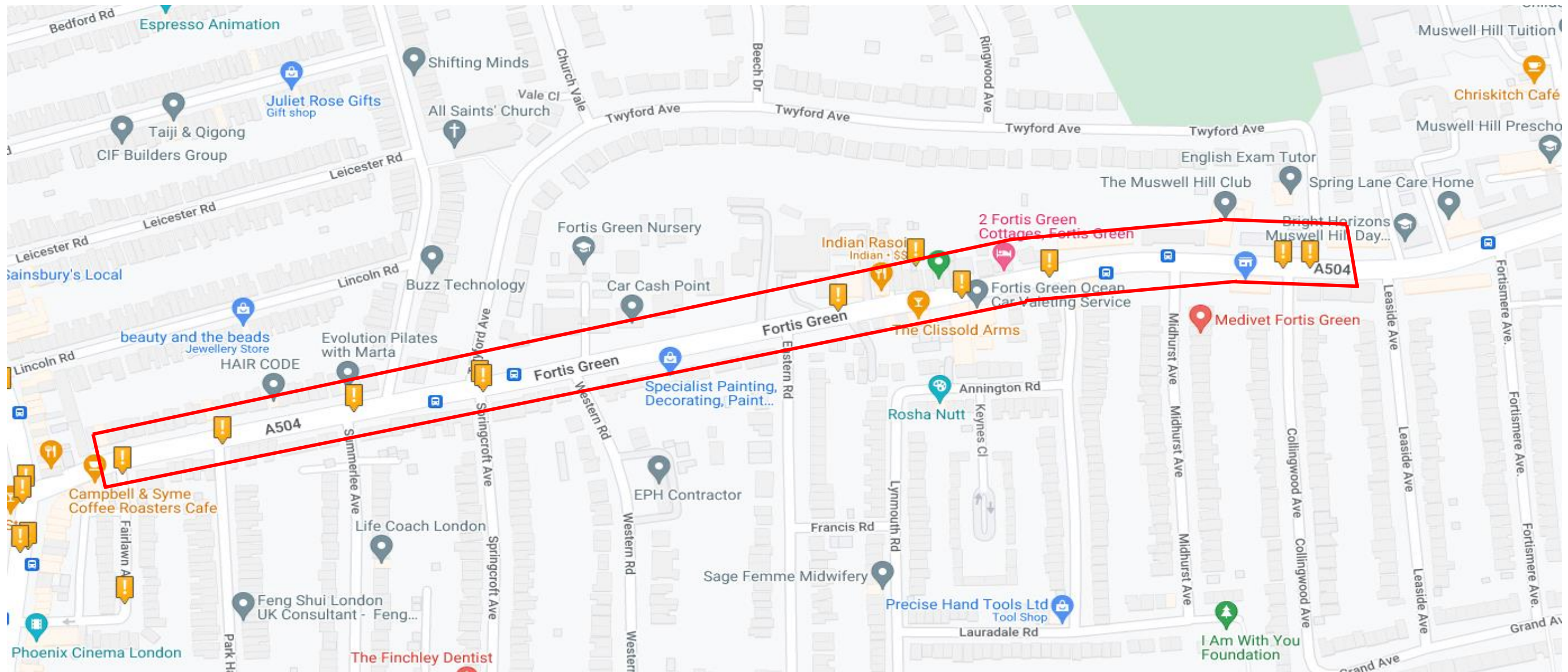
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Appendix 2 – Crashmap Extract



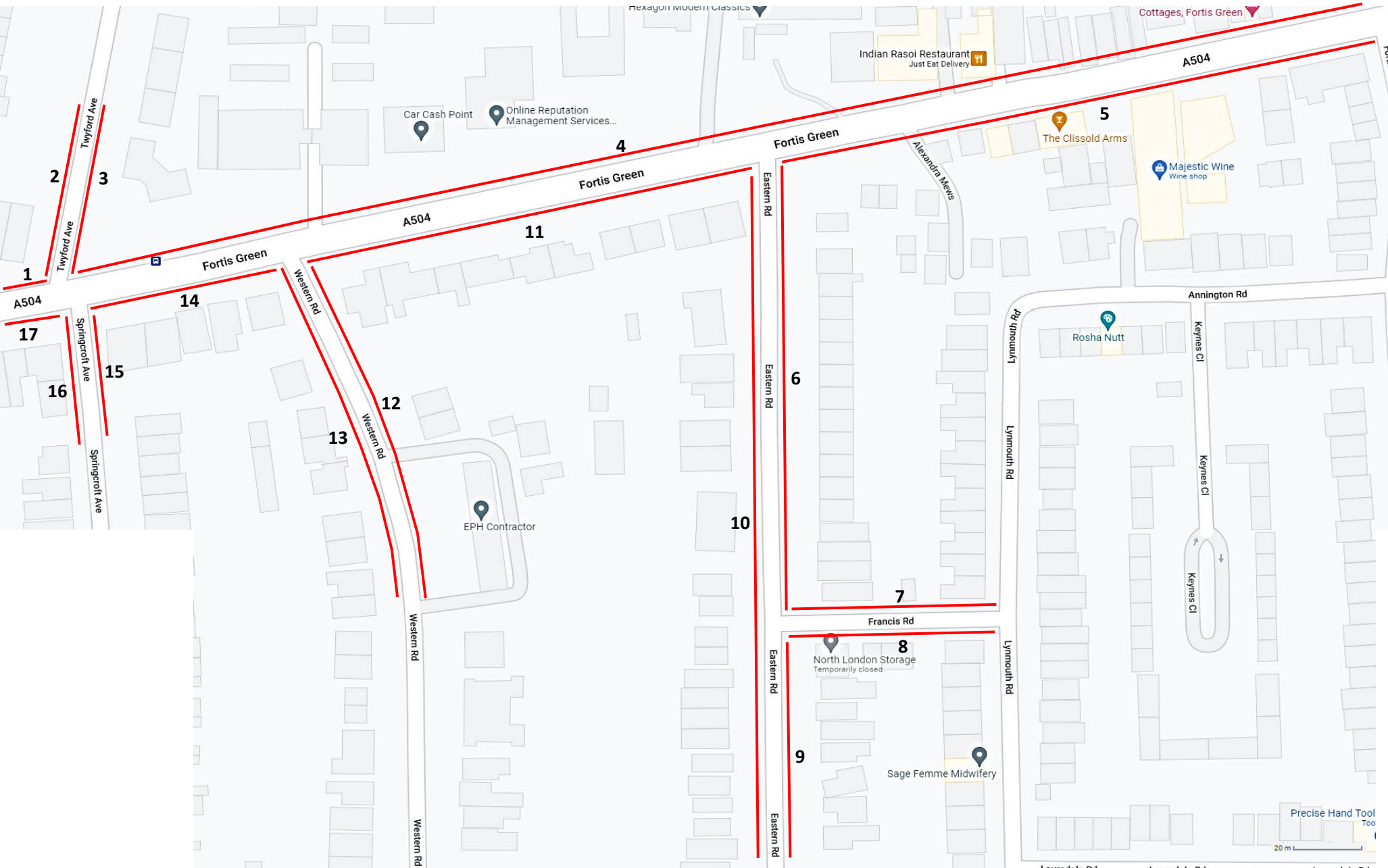
Appendix 3 – Parking Beat Results

K&M TRAFFIC SURVEYS

DAY : TUESDAY & WEDNESDAY

DATE : 4th & 5th OCTOBER 2022

LOCATION : LYNTON GRANGE, HARINGEY

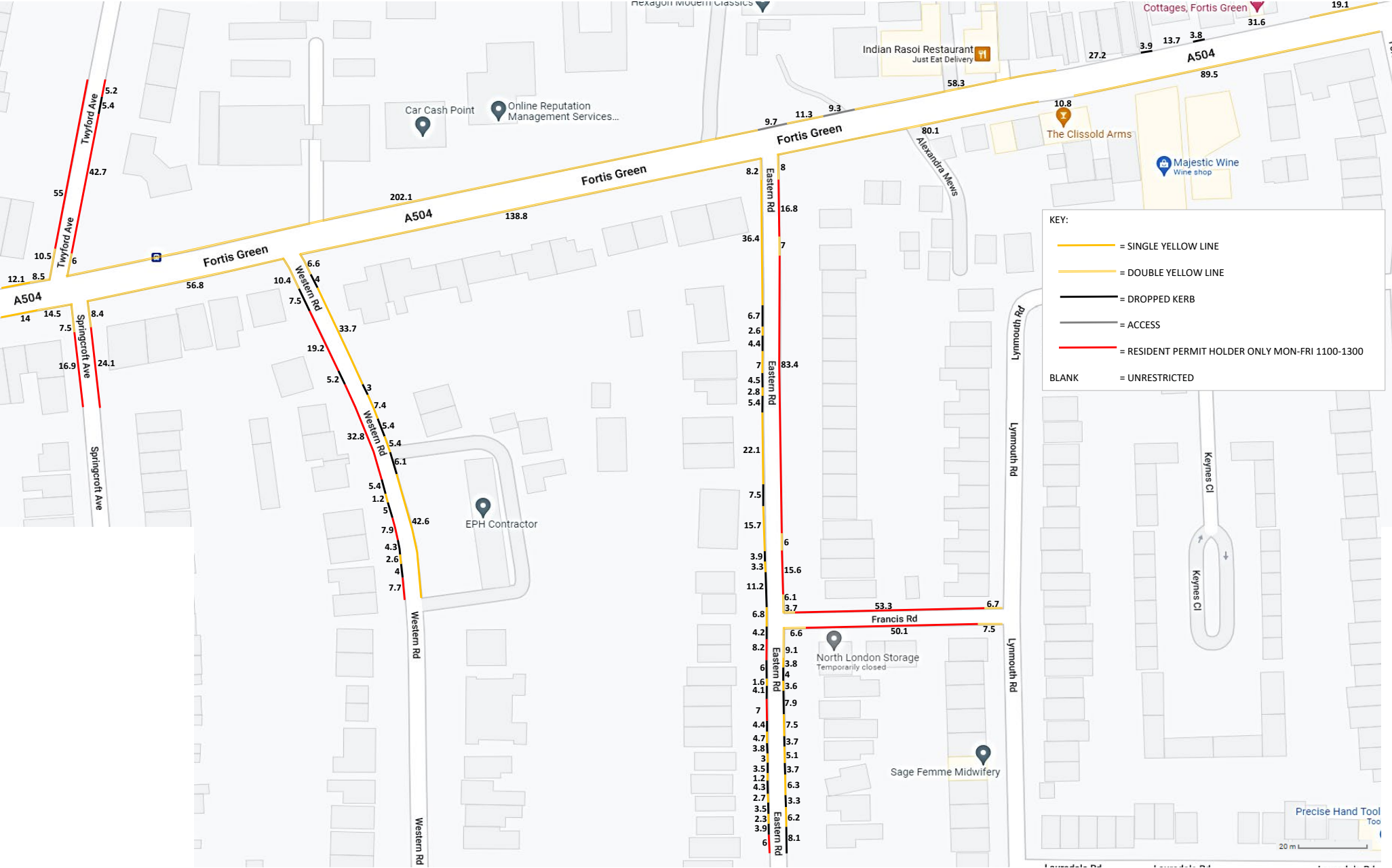


K&M TRAFFIC SURVEYS

DAY : TUESDAY & WEDNESDAY

DATE : 4th & 5th OCTOBER 2022

LOCATION : LYNTON GRANGE, HARINGEY



K&M TRAFFIC SURVEYS

DAY : TUESDAY & WEDNESDAY

DATE : 4th & 5th OCTOBER 2022

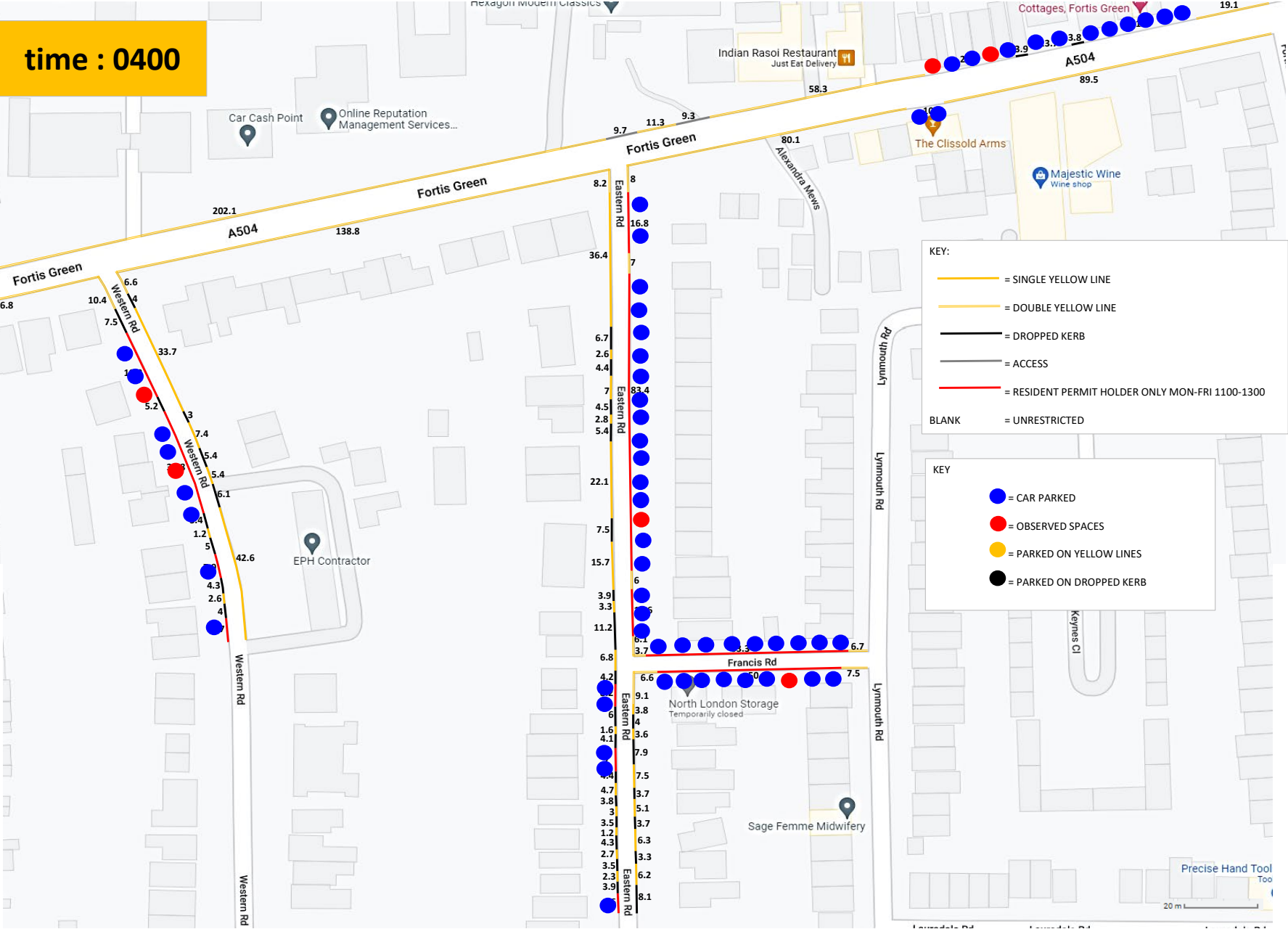
LOCATION : LYNTON GRANGE, HARINGEY

					TUESDAY 4th OCTOBER 2022		
					TIME : 0400		
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE	PARKED	OBSERVED SPACES	%RESTRICTION STRESS
FORTIS GREEN	1	SINGLE YELLOW LINE	12.1				
		DOUBLE YELLOW LINE	8.5				
TWYFORD AVE	2	DOUBLE YELLOW LINE	10.5				
		RESIDENT PERMIT HOLDER ONLY MON-FRI 1100-1300	55	11	3	6	33.3%
	3	RESIDENT PERMIT HOLDER ONLY MON-FRI 1100-1300	47.9	9	6	1	85.7%
		DROPPED KERB	5.4				
		DOUBLE YELLOW LINE	6				
FORTIS GREEN	4	DOUBLE YELLOW LINE	290.8				
		ACCESS	19				
		UNRESTRICTED	72.5	13	11	2	84.6%
		DROPPED KERB	7.7				
	5	DOUBLE YELLOW LINE	169.6				
		UNRESTRICTED	10.8	2	2	0	100.0%
EASTERN RD	6	DOUBLE YELLOW LINE	21.1				
		RESIDENT PERMIT HOLDER ONLY MON-FRI 1100-1300	115.8	22	18	1	94.7%
		DROPPED KERB	6				
FRANCIS RD	7	DOUBLE YELLOW LINE	10.4				
		RESIDENT PERMIT HOLDER ONLY MON-FRI 1100-1300	53.3	10	9	0	100.0%
	8	DOUBLE YELLOW LINE	14.1				
		RESIDENT PERMIT HOLDER ONLY MON-FRI 1100-1300	50.1	10	8	1	88.9%
EASTERN RD	9	DOUBLE YELLOW LINE	9.1				
		SINGLE YELLOW LINE	32.5				
		DROPPED KERB	30.7				
	10	RESIDENT PERMIT HOLDER ONLY MON-FRI 1100-1300	21.2	3	5	0	100.0%
		DROPPED KERB	81.3				
		SINGLE YELLOW LINE	112.2				
FORTIS GREEN	11	DOUBLE YELLOW LINE	8.2				
		DOUBLE YELLOW LINE	138.8				
WESTERN RD	12	DOUBLE YELLOW LINE	6.6				
		DROPPED KERB	18.5				
		SINGLE YELLOW LINE	89.1				
		RESIDENT PERMIT HOLDER ONLY MON-FRI 1100-1300	67.6	11	8	2	80.0%
	13	DROPPED KERB	31.4				
		SINGLE YELLOW LINE	3.8				
FORTIS GREEN	14	DOUBLE YELLOW LINE	10.4				
		DOUBLE YELLOW LINE	56.8				
SPRINGCROFT AVE	15	DOUBLE YELLOW LINE	8.4				
		RESIDENT PERMIT HOLDER ONLY MON-FRI 1100-1300	24.1	4	2	1	66.7%
	16	RESIDENT PERMIT HOLDER ONLY MON-FRI 1100-1300	16.9	3	3	0	100.0%
		DOUBLE YELLOW LINE	7.5				
FORTIS GREEN	17	DOUBLE YELLOW LINE	14.5				
		SINGLE YELLOW LINE	14				

WEDNESDAY 5th OCTOBER 2022		
TIME : 0400		
PARKED	OBSERVED SPACES	%RESTRICTION STRESS
4	5	44.4%
4	4	50.0%
11	1	91.7%
1	1	50.0%
19	1	95.0%
8	1	88.9%
9	0	100.0%
4	0	100.0%
1		
7	4	63.6%
2	1	66.7%
2	1	66.7%

K&M TRAFFIC SURVEYS

DAY : TUESDAY
DATE : 4th OCTOBER 2022
LOCATION : LYNTON GRANGE, HARINGEY



K&M TRAFFIC SURVEYS

DAY : WEDNESDAY
DATE : 5th OCTOBER 2022
LOCATION : LYNTON GRANGE, HARINGEY

