

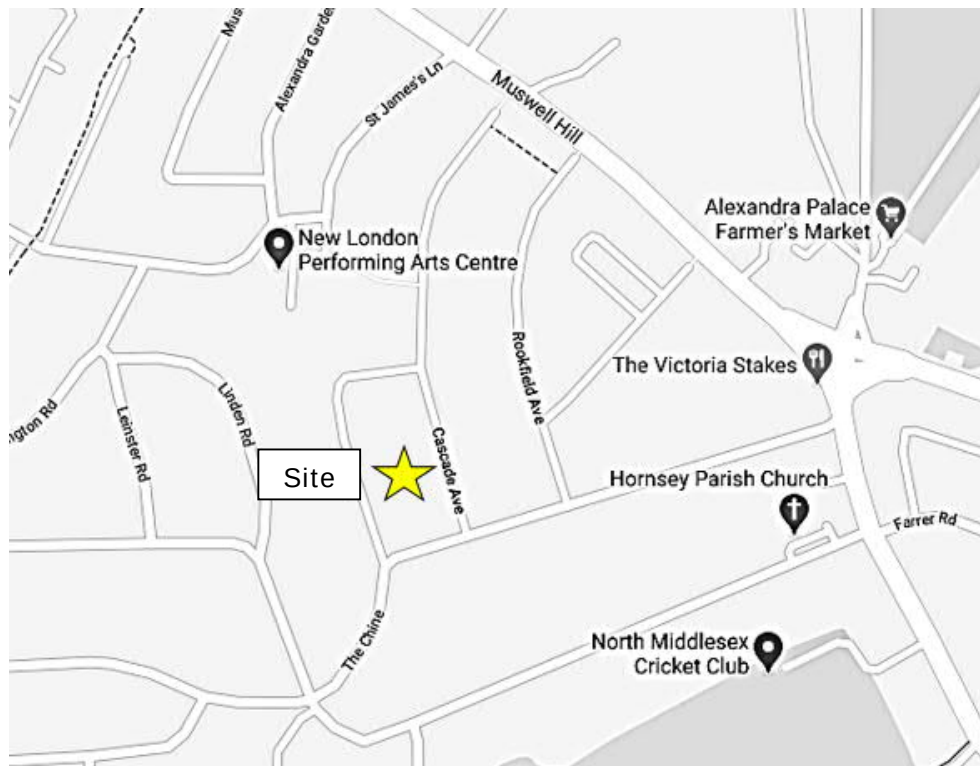
Grove Lawn Tennis Club, Cascade Avenue Haringey N10 3PY

Transport Statement

Introduction

1. Transport Planning Practice (TPP) has been appointed to provide transport advice in relation to the proposed redevelopment of The Grove Lawn Tennis Club, Cascade Avenue N10 3PY, located within the London Borough of Haringey (LBH). The location of the site is illustrated below.

Figure 1: Site location



2. The existing site comprises The Grove Lawn Tennis Club and is located in a predominantly residential area. It is bound by residential properties to the north and south, by Cascade Avenue to the east and by The Chine to the west. The proposals comprise the redevelopment of the tennis club to provide eight houses.

Transport policy

3. LBH's Development Management Development Plan Document sets out planning policies to help determine which developments are granted planning permission in the borough.

Policy DM32: Parking states that “Development proposals will be assessed against the car parking and cycle parking standards set out in the London Plan”.

4. The car and cycle parking standards in the London Plan 2021 are presented below.

Table 1 – London Plan 2021 maximum car parking standards for residential developments

Location	Number of beds	Maximum parking provision
Outer London PTAL 2 – 3	3+	Up to 1 space per dwelling

Table 2 – London Plan 2021 minimum cycle parking standards for residential developments

Use		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

Existing situation

Local highway network and parking restrictions

- The site is bound by Cascade Avenue to the east and by The Chine to the west. It is located within a gated private residential area which comprises both Cascade Avenue and a section of The Chine.
- Cascade Avenue extends northbound to link with Muswell Hill and southbound to link with Etheldene Avenue. The section of The Chine located within the private area extends northbound to link with Cascade Avenue and southbound to link with Etheldene Avenue. The Chine then extends southbound outside the private area and past Etheldene Avenue to link with Cranley Gardens, Woodland Rise and Connaugh Gardens. These are residential roads with no parking restrictions.
- Etheldene Avenue also doesn't have any parking restrictions and facilitates access to Rookfield Avenue and Cranmore Way, to the east of the site, which are also private residential roads.

Site accessibility

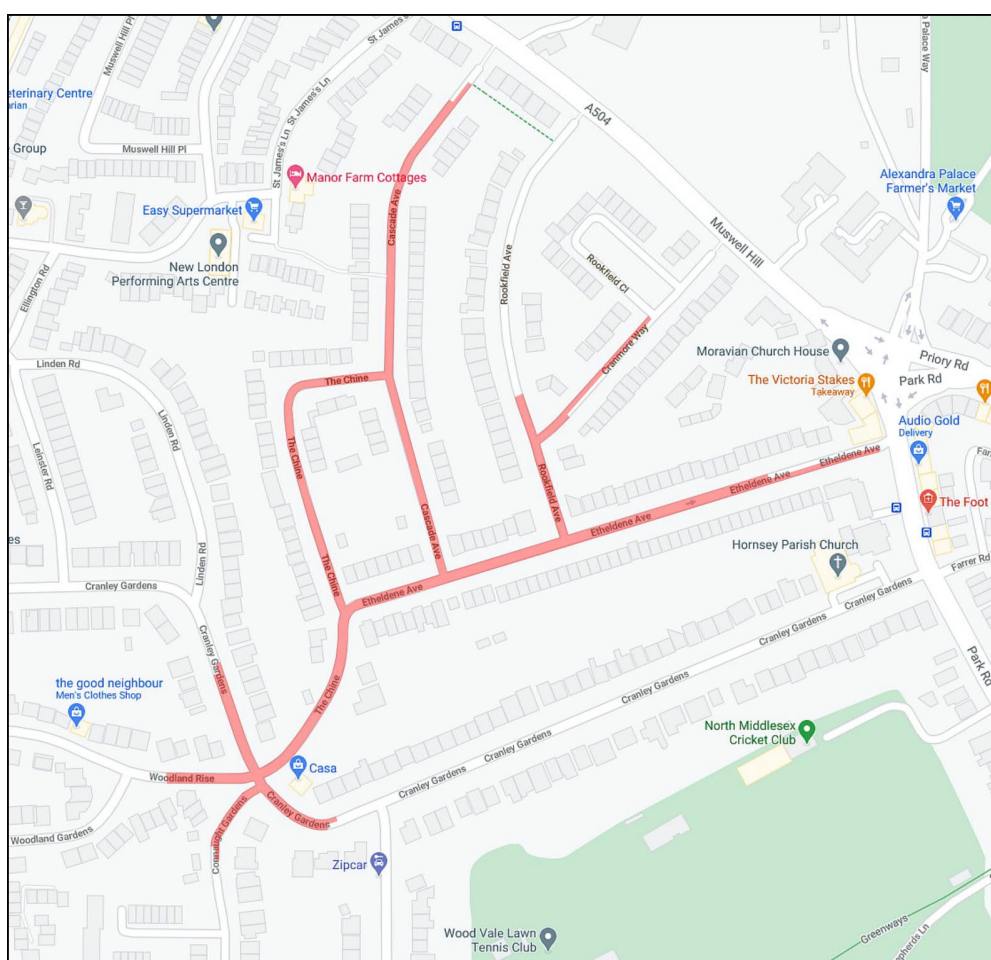
- The industry standard accessibility indicator for London, the Public Transport Accessibility Level (PTAL) rating, has been used to identify the level of accessibility the site has to the local public transport network. The site has been identified as being located in an area with a PTAL rating of 2.
- The nearest bus stops to the site are stops MA and ML, located on Muswell Hill within a 350m walking distance (3-4 minute walk) to the north. Both bus stops are served by the 144 and W7 routes. Bus stop MA provides eastbound services towards Finsbury Park and Edmonton Green. Bus stop ML provides westbound services towards Muswell Hill Broadway.

10. The nearest station to the site is Highgate London Underground Station which is located within a 1.4km walking distance (14-18 minute walk) to the south-west. The station is served by the Northern Line which provides services towards Central London, Mill Hill East and High Barnet.

Parking survey

11. An on-street parking utilisation survey was undertaken by Footmark Surveys on Tuesday 23rd of February 2021 to establish the parking capacity and demand on the local road network. The survey was conducted between 05:00 and 21:00 and parking conditions were recorded at two hour intervals. The survey area included all roads within a 200m walking distance from the site (in accordance with Lambeth methodology). The extent of the survey occasionally exceeded the 200m distance to stop at local junctions, crossovers, bays and other natural cut-off points. The extent of the survey is shown in Figure 2.

Figure 2: Extent of parking survey



12. The survey showed that there are 328 available parking locations comprising 184 unrestricted spaces and 144 spaces located in private areas restricted to residents i.e. on-street parking provided on Cascade Avenue, The Chine, Rookfield Avenue and Cranmore Way.

13. Cascade Avenue and The Chine are the roads nearest to the site and represent the most likely parking locations for parking associated with the proposed development. Cascade Avenue provides 83 private parking spaces along its length. The peak parking demand on the road was recorded at 05:00 and 07:00 with 60 vehicles parked and a spare capacity of 23 spaces. The section of The Chine located within the private area provides 43 private parking spaces along its length. The peak parking demand on the road was recorded at 13:00 with 34 vehicles parked and a spare capacity of nine spaces. Table 3 provides a summary of the findings for Cascade Avenue and the private section of The Chine.

Table 3: Parking survey results – Cascade Avenue and The Chine (private section)

Location		0500	0700	0900	1100	1300	1500	1700	1900	2100
Cascade Avenue – 83 parking spaces	Demand	60	60	58	55	59	57	56	59	57
	Spare Capacity	23	23	25	28	24	26	27	24	26
The Chine (private) – 43 parking spaces	Demand	29	29	30	29	34	31	29	27	27
	Spare Capacity	14	14	13	14	9	12	14	16	16
Total – 126 parking spaces	Demand	89	89	88	84	93	88	85	86	84
	Spare Capacity	37	37	38	42	33	38	41	40	42

14. Table 3 indicates that there was a minimum spare parking capacity of 33 spaces on Cascade Avenue and the private section of The Chine on the day of the survey.
15. The remainder of the survey area provides an additional 184 unrestricted parking spaces and 37 private parking spaces on Rookfield Avenue and Cranmore Way. The peak demand on unrestricted spaces occurred at 05:00 and 11:00 with 110 parked vehicles which resulted in a spare capacity of 74 unrestricted spaces. The peak demand on the remaining private spaces on Cascade Avenue and Cranmore Way was 28 which resulted in a spare capacity of nine private spaces. The full survey results are provided at Appendix A.

Local car ownership

16. In order to identify the existing car ownership levels in the area, the 2011 Census data for the Haringey 021A and 022B Super Lower Layer Output Areas, shown in Figure 3, where the site is situated has been analysed. It is noted that the area comprises 649 (54%) houses and 560 (46%) flats. This analysis focuses only on the car ownership levels of the 649 houses given that the proposals comprise of eight houses. The results of this analysis are provided in Table 4.

Figure 3: Extent of Haringey 021A and 022B Super Lower Layer Output Areas

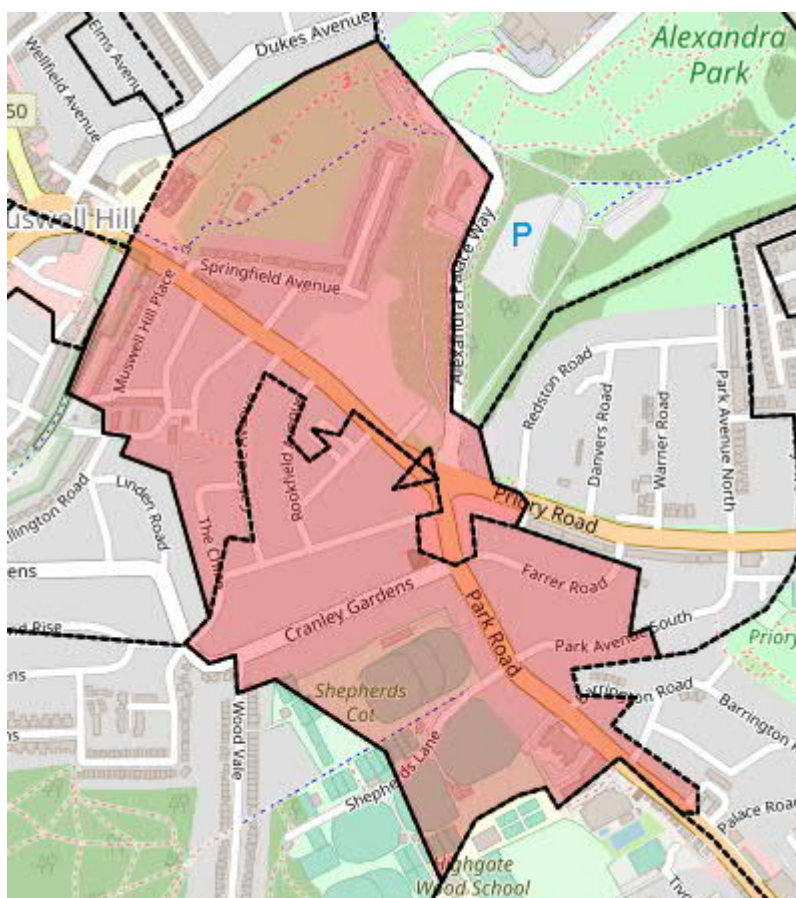


Table 4 – Car Ownership – Haringey 021A and 022B Lower Layer Output Areas

No cars or vans	13.87%
1 car or van	55.01%
2 or more cars or vans	31.12%
All cars or vans	761
All households	649
No. of cars per household	1.17

17. The census data indicates that car ownership stands at an average of 1.17 cars per house.

Proposed development

18. The proposals comprise the redevelopment of the tennis club to provide eight houses. Four houses will be fronting Cascade Avenue and four will front The Chine. Each house will be a five-bedroom dwelling.

Access

19. Pedestrian access to the proposed houses will be available from Cascade Avenue and The Chine.

Car parking

20. Based on the standards provided in Table 1, the maximum car parking provision for the proposals would be eight car parking spaces. The proposals will not comprise on-site car parking provision which is below the maximum provision set by the London Plan 2021. Hence, the proposals are in line with guidance at local and regional levels.

Cycling parking

21. Each proposed house will provide a cycle store located in their gardens which can accommodate up to three bicycles. This would result in a total of 24 cycle parking spaces for the proposals. This provision is in excess of the minimum London Plan 2021 standards provided in Table 2. Hence, the proposed cycle parking provision is in line with guidance at local and regional levels.

Delivery and servicing arrangements

22. Deliveries and waste collection will be undertaken from Cascade Avenue and The Chine as per the current arrangements for the other residential properties along both roads. The proposed houses are predicted to generate a low number of deliveries per day which are unlikely to have an adverse impact on the operation of the surrounding road network.

Impact assessmentTrip generation – Existing site

23. The TRICS database has been interrogated to obtain trip rates for the existing tennis club for peak hours and throughout the day. Details of the selected survey are presented in Table 5. The site was selected because it is located in an area with similar features to the existing site i.e. in a residential and suburban area with a PTAL of 2. This was the only available survey for tennis clubs on the database.

Table 5 - TRICS sites used to derive vehicle trips for the existing tennis club

TRICS Site	Town / City	Area	Location	No. of courts	PTAL
SU-07-G-01	Carshalton	Sutton	Suburban area	7	2

24. The derived vehicle trip rates, expressed as trips per court, have been applied to the number of courts at the existing site (3) to provide the total estimated number of vehicle trips generated. Table 6 shows the vehicle trip rates and trips for the AM peak hour, PM peak hour and throughout the day. The trips are based on the survey of another site when users arrived and departed by car on the day surveyed. This of course will vary and so although no vehicle trips are generated during the PM peak in this case, trips maybe generated depending on when the tennis courts are booked and the mode of travel of the people using the courts.

Table 6 – Existing tennis court vehicle trip rates and trips

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Vehicle Trip Rates	0.286	0.000	0.286	0.000	0.143	0.143	4.145	3.429	7.574
Vehicle Trips	1	0	1	0	0	0	13	10	23

Trip generation – Proposed development

25. The TRICS database has also been interrogated to obtain trip rates for the proposed residential development. For this assessment, person trip rates were obtained and were then multiplied by the Census 2011 'Method of travel to work' mode share for car/van drivers as this is expected to provide a more accurate reflection of the trends in the local area. Details of the selected TRICS survey are presented in Table 7. The site was selected because it has a similar number of units to the proposals i.e. 9 units.

Table 7 - TRICS sites used to derive person trips for the proposed residential development

TRICS Site	Town / City	Area	Units
WF-03-A-02	Walthamstow	Waltham Forest	9

26. The derived person trip rates, expressed as trips per unit, have been applied to the proposed number of houses (8) to provide the total estimated number of person trips generated. Table 8 shows the person trip rates and trips for the AM peak, PM peak hour and daily.

Table 8 – Proposed residential development person trip rates and trips

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Person Trip Rates	0.222	1.667	1.889	0.889	0.111	1.000	5.109	5.332	10.441
Person Trips	2	13	15	7	1	8	41	43	84

27. The above trips have been multiplied by the car/van mode share obtained from the Census 2011 'Method of travel to work' for the Haringey 021A and 022B super output lower layer areas. The 2011 Census data is presented in Table 9 and the resultant vehicle trips are presented in Table 10.

Table 9 – 2011 Census 'Method of travel to work' for Haringey 021A and 022B

Mode	%
Underground	36%
Train	6%
Bus	16%
Taxi	0%
Motorcycle	2%
Driving a car or van	22%
Passenger in a car or van	1%
Bicycle	8%
On foot	8%
Other	1%
Total	100 %

Table 10 – Proposed residential development vehicle trips

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Vehicle Trips	0	3	3	2	0	2	9	9	18

Trip generation – Net impact

28. The net impact resulting from the redevelopment of the site is presented in Table 11.

Table 11 – Net impact (proposed – existing)

Mode	AM Peak (0800-0900)			PM Peak (1700-1800)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Vehicle Trips	-1	+3	+2	+2	+0	+2	-4	-1	-5

29. The proposals would result in an uplift of two vehicle movements during both peak times. This is not expected to materially impact the local highway network.
30. The overall number of vehicle trips throughout the day is expected to decrease by five. This could be reflective of the high usage of tennis courts during summer months. During such times, attendance to courts would peak due to the warmer weather, whilst during colder months of the year the vehicle trip would be significantly lower and would probably mean the proposed residential homes would generate a higher number of daily vehicle trips.

Impact on parking conditions

31. The data presented in Table 4 indicates that car ownership stands at an average of 1.17 cars per house in the local area. Based on this, the proposed development could generate a parking demand of 10 cars by the owners.
32. The results from the parking beat presented in Table 3 indicate that Cascade Avenue and The Chine has a minimum spare parking capacity of 33, indicating that the proposed parking demand can be accommodated within local roads in the immediate vicinity of the

site. Furthermore, there is ample spare capacity in the local area (a minimum of 74 unrestricted spaces) which can also accommodate the additional demand.

Summary and conclusions

33. The existing on street parking provision has ample spare capacity as shown by the parking beat survey undertaken on Tuesday 23rd of February 2021. The results indicated a minimum spare capacity of 33 spaces on Cascade Avenue and the section of The Chine within the estate. There is also a minimum spare capacity of 74 spaces within the local area.
34. Current car ownership trends in the local area indicate an average of 1.17 vehicles per household. Based on local car ownership levels, the proposed development could generate a car parking demand of 10 vehicles. This demand can be accommodated within Cascade Avenue and The Chine as well as other local roads within the vicinity of the site.
35. The proposals would result in a very small uplift in vehicle movements during peak times which is expected to have minimal impact on the local highway network.

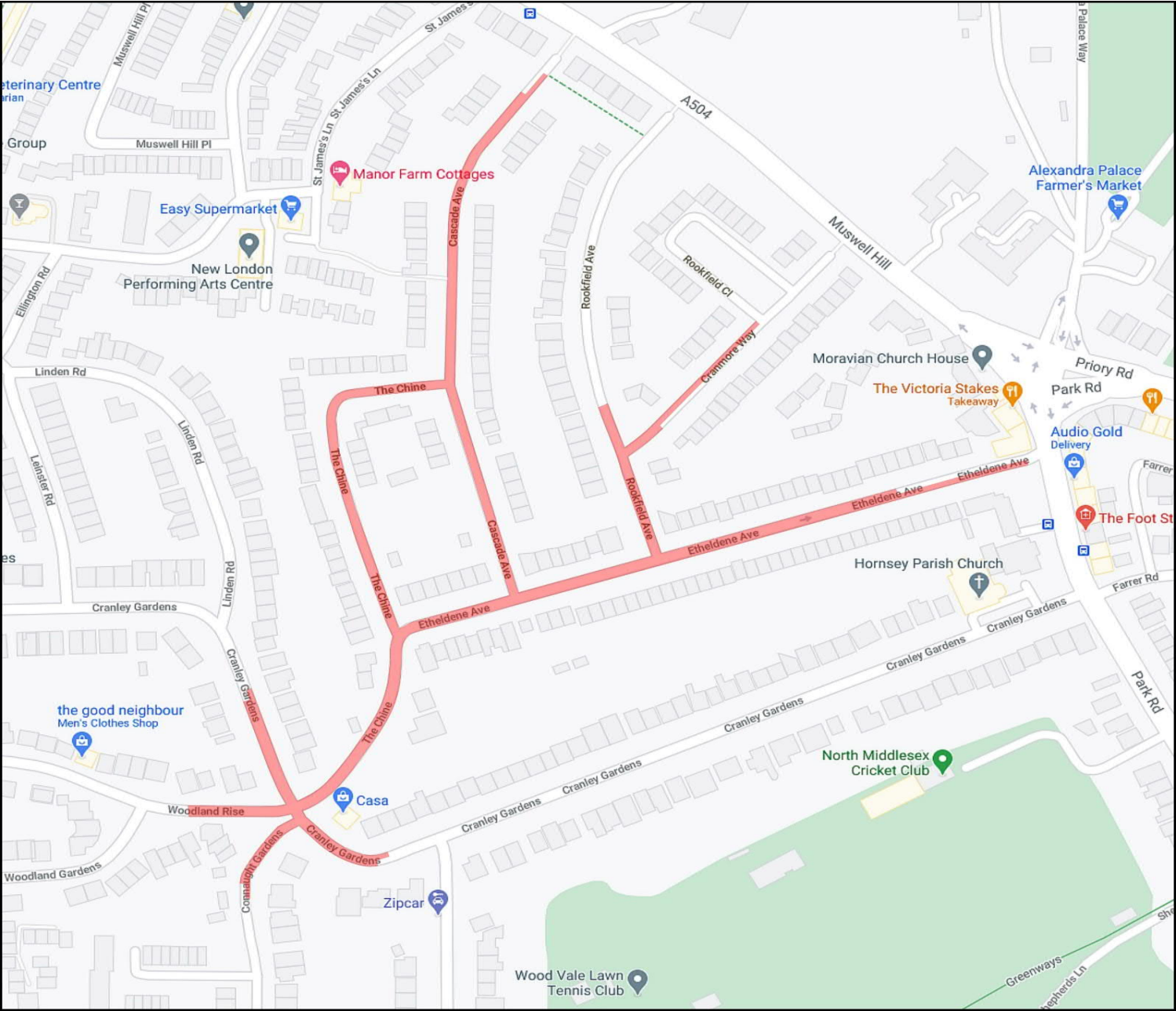
Appendix A

Parking survey data

Muswell Hill Parking Survey

Tuesday 23rd of February 2021

Survey Area



Muswell Hill Parking Survey

Tuesday 23rd of February 2021

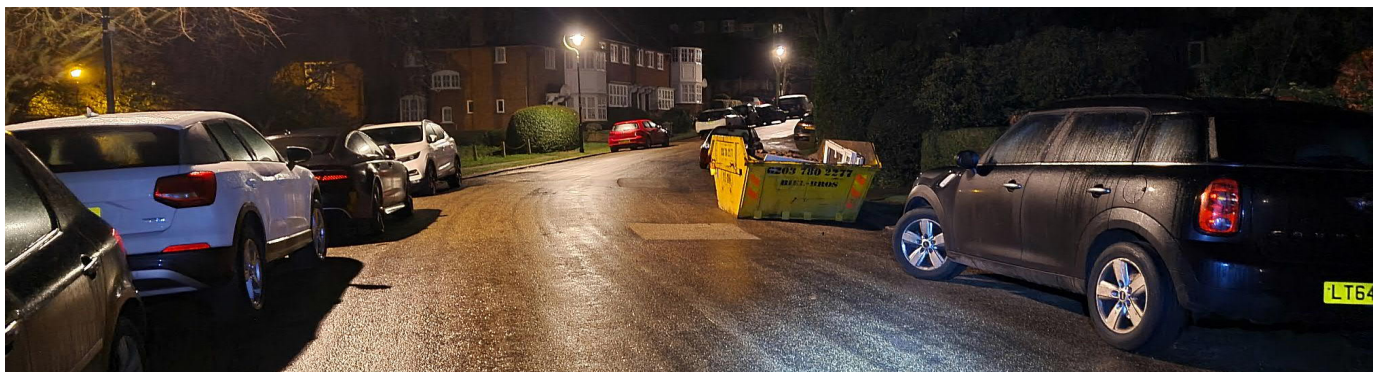
Notes

For the purposes of this survey a parking space length of 5m has been used, in accordance with the Lambeth Methodology, however this can produce stress values of over 100%. Smaller cars, as well as parking aids on vehicles, mean that some vehicles can park in smaller spaces than 5m. Conversely larger vehicles or inefficient parking may mean a space larger than 5m is occupied. The parking space length value can be changed on the parking inventory page of the spreadsheet and all values should update.

Junction protection of 5m has been used as requested in the brief, although this value can also be changed at the top of the parking inventory sheet.



Works on Etheldene Avenue were in place resulting in a loss of spaces. An 8.5 section was lost on the north side and a 7.5m section on the south side. Vehicles parked in and around signage. Due to the location within the survey area and the spaces available nearby, it is assumed vehicles were displaced nearby without a significant impact on the data.



Any skips present in the survey area were counted as a parked vehicle as they are a common occurrence.



Any sections of road too narrow to support parking on both sides had one side excluded from capacity.

Muswell Hill Parking Survey

Tuesday 23rd of February 2021

Notes



Some sections of crossover are no longer in use due to redevelopment. These have been treated as ordinary unrestricted kerb.



Extra sections were excluded on Cranley Gardens to allow safe passage through the junction.

Tuesday 23rd of February 2021

Standard Junction Protection in metres
Standard Parking Space Length in metres

5

5.5

Sections excluded due to road width

Crossover/Access	224.2	-
Double Yellow	39.2	-
No Restriction	1026.1	165
Private Residential	1080.9	163

Muswell Hill Parking Survey

Tuesday 23rd of February 2021

Data

Standard Junction Protection in metres
Standard Parking Space Length in metres

5

5.5

Standard Parking Space Length in metres						5.5		Beat Time																											
Parking Inventory						05:00			07:00			09:00			11:00			13:00			15:00			17:00			19:00			21:00					
Road Name	Side	Section	Parking Type	Length (m)	Bays	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress	Parked	Spaces	Stress			
Cascade Avenue	East	Etheldene Avenue to Squashed Pear Alley	Crossover/Access	26.4	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-			
			Pinch Point	9	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-			
			Private Residential	252.6	43	35	8	81%	35	8	81%	32	11	74%	29	14	67%	33	10	77%	32	11	74%	31	12	72%	33	10	77%	32	11	74%			
	West	Etheldene Avenue to The Chine	Crossover/Access	22.3	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-			
			Pinch Point	9.6	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-			
			Private Residential	87.6	13	8	5	62%	8	5	62%	9	4	69%	8	5	62%	7	6	54%	7	6	54%	7	6	54%	7	6	54%	7	6	54%			
Connaught Gardens	East	No.71 Connaught Gardens to Cranley Gardens	Crossover/Access	7.5	-	1	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-			
			No Restriction	41.5	6	3	3	50%	3	3	50%	3	3	50%	4	2	67%	4	2	67%	2	4	33%	4	2	67%	3	3	50%	3	3	50%			
	West	No.94 Woodland Gardens to Cranley Gardens	Crossover/Access	3	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-			
			No Restriction	37.5	6	1	5	17%	1	5	17%	0	6	0%	0	6	0%	1	5	17%	0	6	0%	1	5	17%	2	4	33%	1	5	17%			
Cranley Gardens	North	No.70 Cranley Gardens to The Chine	No Restriction	56	8	6	2	75%	6	2	75%	6	2	75%	5	3	63%	4	4	50%	4	4	50%	6	2	75%	6	2	75%	5	3	63%			
		The Chine to No.84 Cranley Gardens	Crossover/Access	5	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-			
			No Restriction	35.9	3	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%			
	South	No.109 Cranley Gardens to Woodland Rise	Crossover/Access	11.9	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-			
			No Restriction	48.7	6	2	4	33%	2	4	33%	1	5	17%	1	5	17%	1	5	17%	2	4	33%	1	5	17%	3	3	50%	2	4	33%			
		Connaught Gardens to No.115 Cranley Gardens	Crossover/Access	16.2	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-			
Cranmore Way	North	Rookfield Avenue to Rookfield Close	Private Residential	93.3	16	8	8	50%	8	8	50%	8	8	50%	10	6	63%	9	7	56%	8	8	50%	8	8	50%	9	7	56%	9	7	56%			
			No Restriction	23	3	3	0	100%	3	0	100%	3	0	100%	3	0	100%	3	0	100%	3	0	100%	3	0	100%	3	0	100%	3	0	100%			
	South	Rookfield Avenue to No.37 Cranmore Way	Private Residential	23	3	3	0	100%	3	0	100%	3	0	100%	3	0	100%	3	0	100%	3	0	100%	3	0	100%	3	0	100%	3	0	100%			
			No Restriction	23	3	3	0	100%	3	0	100%	3	0	100%	3	0	100%	3	0	100%	3	0	100%	3	0	100%	3	0	100%	3	0	100%			
Etheldene Avenue	North	The Chine to Cascade Avenue	Double Yellow	10.6	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-			
			No Restriction	45	8	6	2	75%	6	2	75%	5	3	63%	5	3	63%	4	4	50%	5	3	63%	5	3	63%	5	3	63%	5	3	63%			
		Cascade Avenue to Rockfield Avenue	Double Yellow	10.8	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-			
			No Restriction	53	9	9	0	100%	9	0	100%	8	1	89%	8	1	89%	8	1	89%	8	1	89%	9	0	100%	9	0	100%	9	0	100%			
		Rockfield Avenue to No.7 Etheldene Avenue	Double Yellow	5.6	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-			
	No Restriction	118.1	21	18	3	86%	17	4	81%	19	2	90%	18	3	86%	19	2	90%	18	3	86%	17	4	81%	17	4	81%	17	4	81%					
	South	The Chine to opp. No.205 Park Road	Crossover/Access	4	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-			
			Double Yellow	12.2	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-			
No Restriction			321	58	43	15	74%	43	15	74%	40	18	69%	44	14	76%	44	14	76%	42	16	72%	39	19	67%	41	17	71%	43	15	74%				
Rookfield Avenue	East	Etheldene Avenue to Cranmore Way	Crossover/Access	3.5	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-			
			Pinch Point	11.2	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-			
		Cranmore Way to opp. No.31 Rookfield Avenue	Private Residential	36	5	5	0	100%	5	0	100%	4	1	80%	4	1	80%	4	1	80%	4	1	80%	4	1	80%	3	2	60%	3	2	60%			
			Private Residential	20	2	3	-1	150%	3	-1	150%	3	-1	150%	3	-1	150%	3	-1	150%	3	-1	150%	3	-1	150%	3	-1	150%	3	-1	150%			
	West	Etheldene Avenue to No.31 Rookfield Avenue	Crossover/Access	10.6	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-			
			Pinch Point	11	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-			
The Chine	East	Cranley Gardens to Etheldene Avenue	Private Residential	64.3	11	8	3	73%	8	3	73%	8	3	73%	8	3	73%	9	2	82%	9	2	82%	10	1	91%	9	2	82%	10	1	91%			
			Crossover/Access	34.2	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-			
			No Restriction	78	12	0	12	0%	0	12	0%	0	12	0%	0	12	0%	0	12	0%	0	12	0%	0	12	0%	0	12	0%	0	12	0%			
		Etheldene Avenue to Cascade Avenue	Crossover/Access	18.9	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-			
			Pinch Point	6.5	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-			
	West	Cranley Gardens to Cascade Avenue	Private Residential	159	11	6	5	55%	7	4	64%	7	4	64%	5	6	45%	8	3	73%	7	4	64%	6	5	55%	6	5	55%	6	5	55%			
			Crossover/Access	31.6	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-			
			No Restriction	92.7	15	8	7	53%	8	7	53%	8	7	53%	8	7	53%	10	5	67%	9	6	60%	9	6	60%	8	7	53%	8	7	53%			
Woodland Rise	North	No.85 Woodland Rise to Cranley Gardens	Pinch Point	6.3	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-	0	-	-			
			Private Residential	182.6	32	23	9	72%	22	10	69%	23	9	72%	24	8	75%	26	6	81%	24	8	75%	23	9	72%	21	11	66%	21	11	66%			
	South	No.92 Woodland Rise to Cranley Gardens	Crossover/Access	19.4	-	0	-	-	0	-	-	1	-	-	1	-	-	1	-	-	1	-	-	1	-	-	0	-	-	0	-	-			
			No Restriction	25.9	3	2	1	67%	2	1	67%	2	1	67%	2	1	67%	2	1	67%	2	1	67%	2	1	67%	2	1	67%	2	1	67%			
			Crossover/Access	4.7	-	0	-	-	0	-	-	0	-	-	0	-																			