



2 Coningsby Road
London N4 1EG

Parking Survey

PublicHighway Ltd
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1) Introduction

- a. PublicHighway Ltd has been engaged by 365 Room Ltd to provide a Lambeth Methodology Parking Survey & Transport Note to accompany their application
- b. Due to concerns regarding a potential loss of parking, a parking survey report was commissioned by the client, to allay concerns over parking permits for the property

2) Site Location & proposals

- a. 2 Coningsby Road London N4 1EG is situated within the London Borough of Haringey, who are the applicable local Planning and Highway authorities
- b. The proposal is in relation to the determination of lawfulness for the existing use of the property as 2x2 bedroom and 1x3 bedroom self-contained flats.
- c. Coningsby Road is a non-classified two-way street running from Endymion Road B150 in the south to Lothair Road South in the north
- d. The property is situated within Controlled Parking Zone GL B, with operational hours of Mon to Fri, 8am to 6.30pm
- e. Cycle spaces are provided in accordance with the London Plan 2021, Policy T5 requirements at 1 per unit

3) Parking Survey

- a. A Lambeth Methodology parking survey was carried out over 2 nights on Tuesday the 13th and Wednesday 14th of September 2022
- b. The combined parking stress for the area was recorded at just 61% which is well below the 85% threshold and clearly demonstrates there is sufficient capacity
- c. Data sheets and tables are contained in Appendix 1

4) Public Transport Accessibility

- a. The PTAL score for the property is 5, which is considered very good and this is not predicted to change on the TfL WebCat tool

5) Conclusion

- a. Parking stress levels are just 61%; well below the threshold of 85%
- b. There is thus no necessity to prevent the issuance of parking permits to occupiers of the property
- c. We therefore commend this aspect of the application to the local planning and highway authorities

David Smith (Director)
PublicHighway Ltd

APPENDICES

1) PARKING SURVEY DATA SHEETS AND TABLES

1. Executive Summary - Key Points

- 1.1** Traffic Surveys UK Limited were requested to carry out a parking survey by **PUBLIC HIGHWAY LTD** to establish the relevant parking stress levels in the vicinity of the site 2 Coningsby Rd North London, with the survey area assessed as a 2 minute approx accepted walk from the site [approx 200m]
- 1.2** The survey was carried out on two overnight weekdays [2 x parking beat each day] in accordance with the Lambeth Methodology Parking Model.
- 1.3** The survey area is wholly residential with unrestricted parking throughout.
- 1.4** parking stress within the survey area was averaged at 61% parking stress over the two parking beats.

200m Lambeth Methodology parking Survey Parking Beat Survey - 2 overnight parking beats - 5.0m per vehicle space for this survey area

Job Number & Name: Coningsby Road, Finsbury park

Site Number/Name: No 2

Client: Public Highway Ltd

Date: Tuesday & Wednesday September 13 & 14 2022

00:45 parking beats

Weather: Dry

Survey Site Location: Red boundary Line indicates survey area



Description of column headers

Total Length of Available Kerb Space	Measured length (in metres) of kerb space [inc SV Lines] excluding individual short sections of less than 5.5m [ie between two crossovers]
Unuseable kerb Space	Measured length (in metres) of unuseable kerb space - sections left over not divisible by 5.0m - ie 12m/10m [2 spaces] - 2m unuseable
Length (m)	Measured length (in metres) of total useable kerb length per road parking type , rounded to the nearest 5m
Calculated Spaces	Calculation of number of available spaces based on 5m length
Cars Parked	Number of vehicles parked per time period
Stress	Calculated stress per restriction per road based on number of parked vehicles and number of available spaces <i>please refer to OS supplied mapping for survey area and road inventory</i>

Brief Overview & Method Summary Traffic Surveys UK were appointed by **PUBLIC HIGHWAY LTD** to carry out a Parking survey for over two days [overnight parking beats]. The survey was carried out to current Lambeth Methodology guidelines to 200m from site. The purpose of the survey is to examine the roads within 200 metres walking distance of the site and establish the existing levels of "parking stress", meaning the percentage of the kerbside parking space occupied at peak periods. This information can be used to assess whether there would be sufficient spare capacity on Robson Road for any additional parking generated by the development or whether special measures would be needed to manage the pressure for parking space. The use of a 200 metre walking distance to define the roads affected by the development is accepted as standard practice. An initial assessment was made taking into account the following factors:-

- The size and nature of the development • Setting of development – residential/industrial etc, proximity to shopping centres, schools, railway stations etc
- Parking provisions within the development • Other transport improvements linked to the development.

The survey area and the times and days of the surveys were defined taking into account the results of the background assessment and in accordance with the Lambeth methodology parking beats stipulated within the current methodology. The lengths of restricted and unrestricted parking recorded on site were converted into equivalent numbers of parking spaces, assuming a 5.0 metre length for each space (2.4 metres if echelon to the kerb). Any sections with dropped kerbs were excluded from the calculation, as were any lengths of less than 5.0 metres [between crossovers]. A Road inventory has been supplied of the area detailing road parking available and restrictions. Vehicle plots are also supplied of positions of parked vehicles on the required OS mapping. Survey area is extended to a junction if close to survey "boundary distance" - a turning point for a vehicle. Likewise survey boundary is curtailed if no parking is possible ie junction approach [maybe signalled], narrow restricted road near a bridge or pedestrian crossing, or level crossings etc.

Observations The survey area is residential. Parking is unrestricted within the survey area.

TSUK Result Overview Parking stress on day 1 of the survey was 63% with Day 2 calculated at 59%. There were approximately 70-75 clearly available spaces from the survey results. The application should have no negative impact on current parking in the surrounding streets given the available parking spaces within a two minute walk to the property.

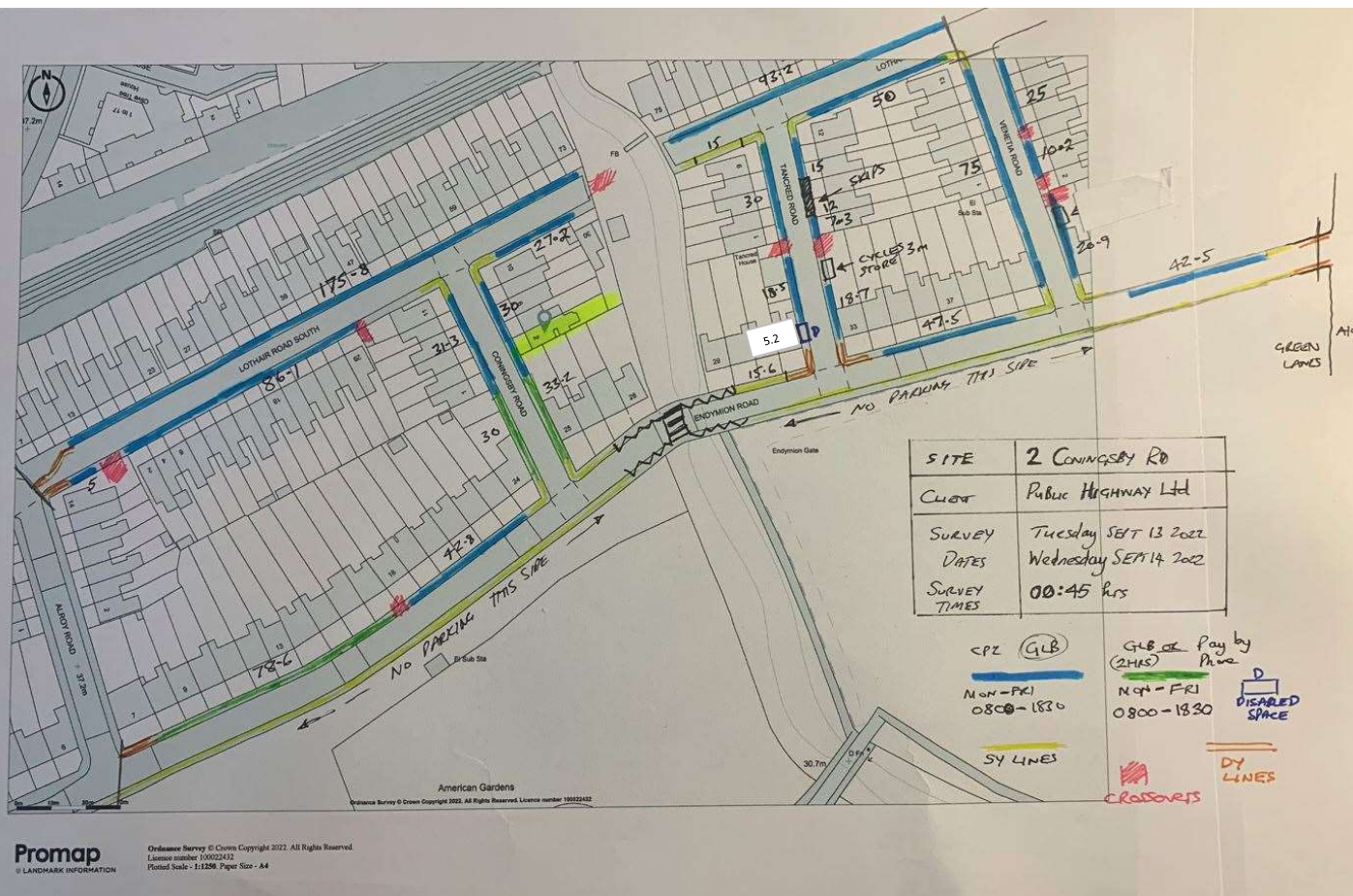
Job Number & Name: Coningsby Road, Finsbury park

Site Number/Name: **No 2**

Client: **Public Highway Ltd**

Date: Tuesday & Wednesday September 13 & 14 2022

00:45 parking beats



Traffic Surveys UK Ltd	Job Number & Name: 2 Coningsby Road
Parking Beat	Client: PUBLIC HIGHWAY LTD
Parking Stress	Date: September 13th & 14th 2022

5.0m per space unless otherwise indicated			CPZ [GLB] Mon - Fri 0830-1830				CPZ [GLB] OR Pay by Phone [2 hours] Mon - Fri 0830-1830				Disabled parking				Non Space Parking - parked over Crossover, too close to junction or on a bend [compromising sightlines]			TOTALS			Safe Single yellow Line parking				Double Yellow/Keep Clear Line/RR			
Street Name	Total Length of Available Kerb Space	unuseable kerb space	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress		Cars Parked		Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress			Cars Parked	
Coningsby Road	124.5	4.5	60	12	5	42%	60	12	3	25%						0		24	8	33%							0	
Lothair Road South	473.1	8.1	450	90	64	71%										0		90	64	71%	15	3	0	0%			0	
Tancred Road	109.7	24.7	80	16	12	75%					5	1	1	100%		0		17	13	76%							0	
Venetia Road	131.1	1.1	130	26	17	65%										0		26	17	65%							0	
Endymion Road	227	12	125	25	15	60%	75	15	7	47%						0		40	22	55%	15	3	0	0%			0	
TOTALS	1065.4	50.4	845	169	113	67%	135	27	10	37%	5	1	1	100%		0		197	124	63%	30	6	0	0%			0	

5.0m per space unless otherwise indicated			CPZ [GLB] Mon - Fri 0830-1830				CPZ [GLB] OR Pay by Phone [2 hours] Mon - Fri 0830-1830				Disabled parking				Non Space Parking - parked over Crossover, too close to junction or on a bend [compromising sightlines]			TOTALS			Safe Single yellow Line parking				Double Yellow/Keep Clear Line/RR					
00:45 Wednesday September 14th 2022	Street Name	Total Length of Available Kerb Space	unuseable kerb space	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress		Cars Parked		Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress			Cars Parked		
	Coningsby Road	124.5	4.5	60	12	7	58%	60	12	2	17%						0		24	9	38%							0		
	Lothair Road South	473.1	8.1	450	90	59	66%										0		90	59	66%	15	3	0	0%			0		
	Tancred Road	109.7	24.7	80	16	11	69%					5	1	1	100%		0		17	12	71%							0		
	Venetia Road	131.1	1.1	130	26	15	58%										0		26	15	58%							0		
	Endymion Road	227	12	125	25	13	52%	75	15	8	53%						0		40	21	53%	15	3	0	0%			0		
		TOTALS	1065.4	50.4	845	169	105	62%	135	27	10	37%	5	1	1	100%		0		197	116	59%	30	6	0	0%			0	

Job Number & Name: Coningsby Road, Finsbury park

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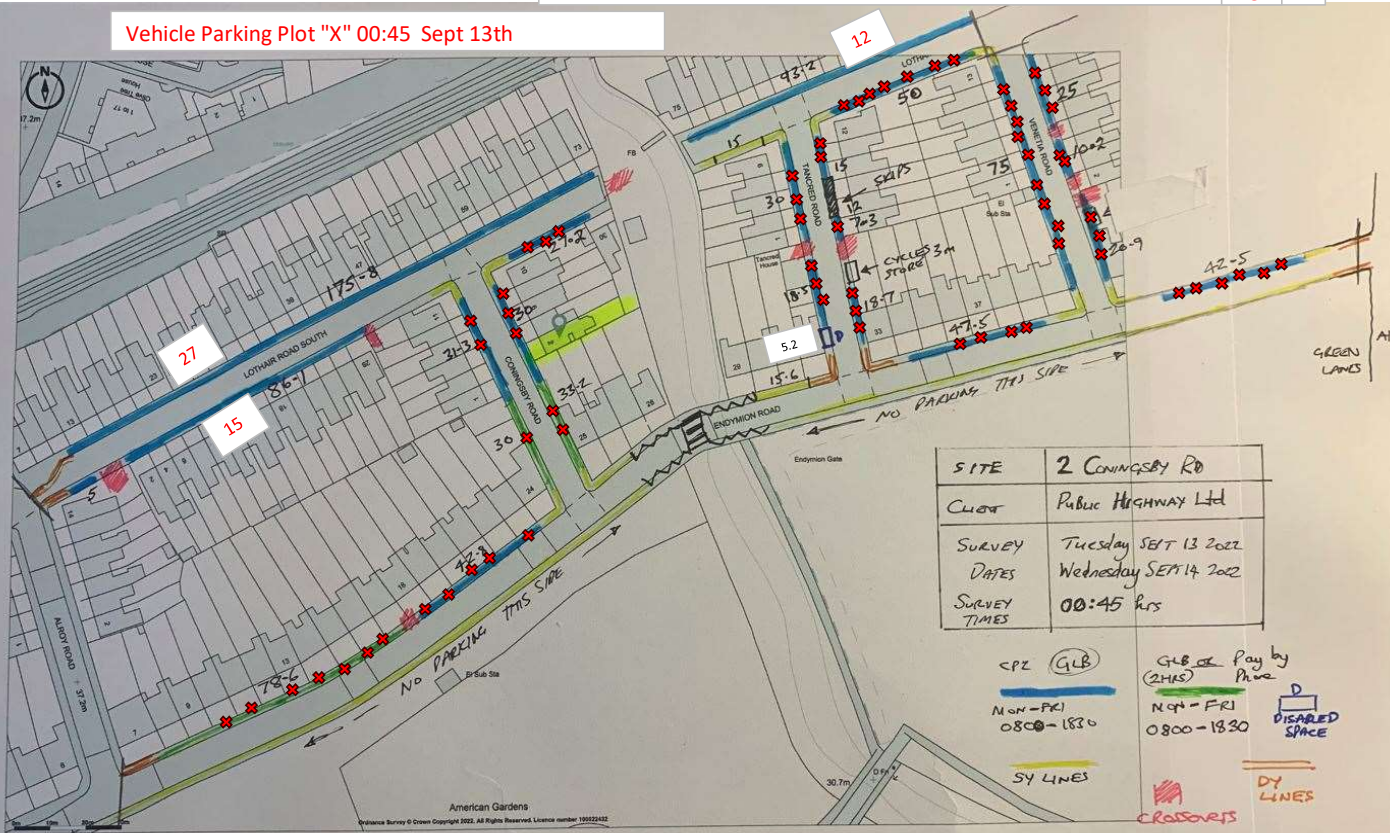
Date: Tuesday & Wednesday September 13 & 14 2022

00:45 parking beats

for long parking sections total number in the section in the box i.e.

23

Vehicle Parking Plot "X" 00:45 Sept 13th



Job Number & Name: Coningsby Road, Finsbury park

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Client: Public Highway Ltd

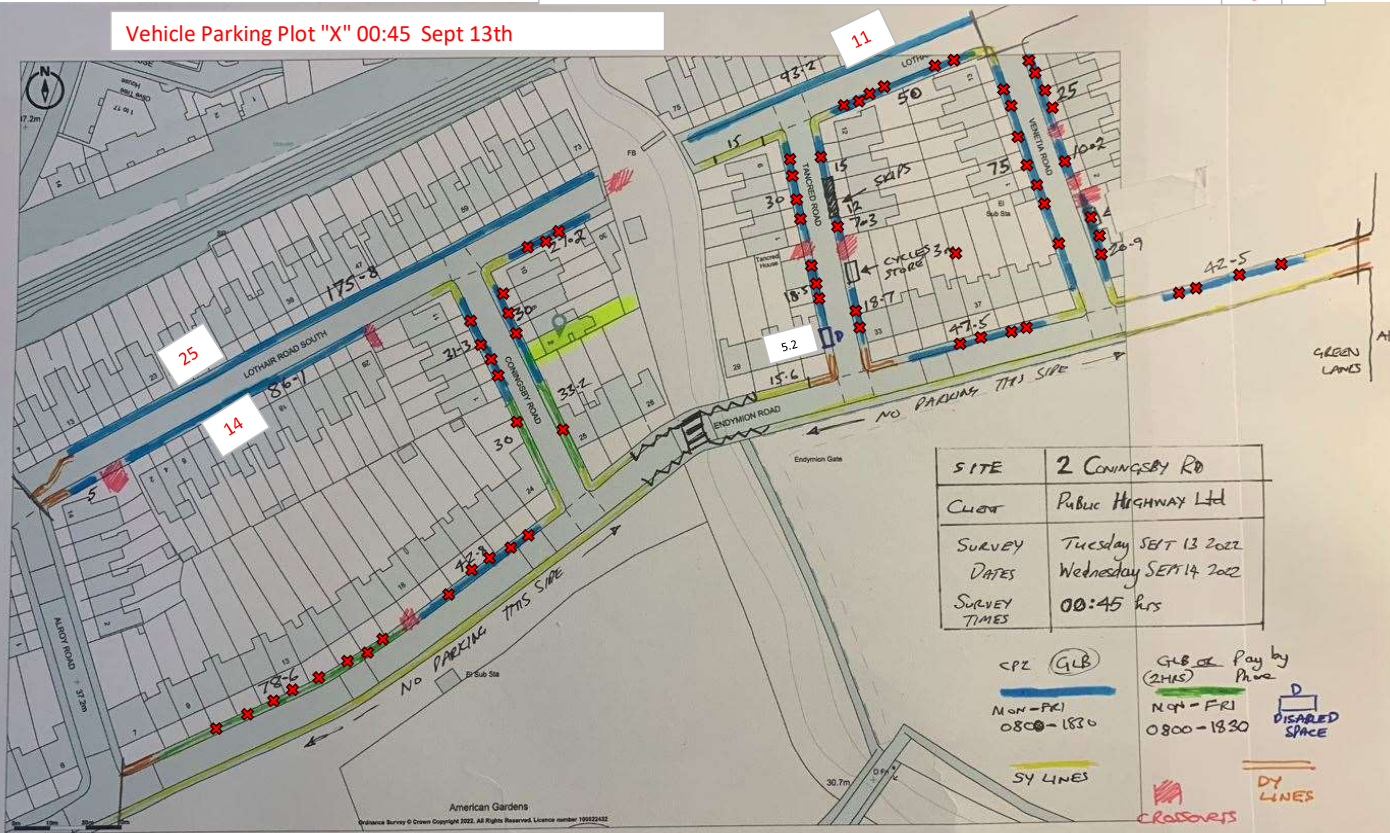
Date: Tuesday & Wednesday September 13 & 14 2022

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Job Number & Name: Coningsby Road, Finsbury park

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Date: Tuesday & Wednesday September 13 & 14
2022

00:45 parking beats

site photos taken 0045 Sept 13th

Coningsby Road



Tancred Road



Lothair Road South



Lothair Road South

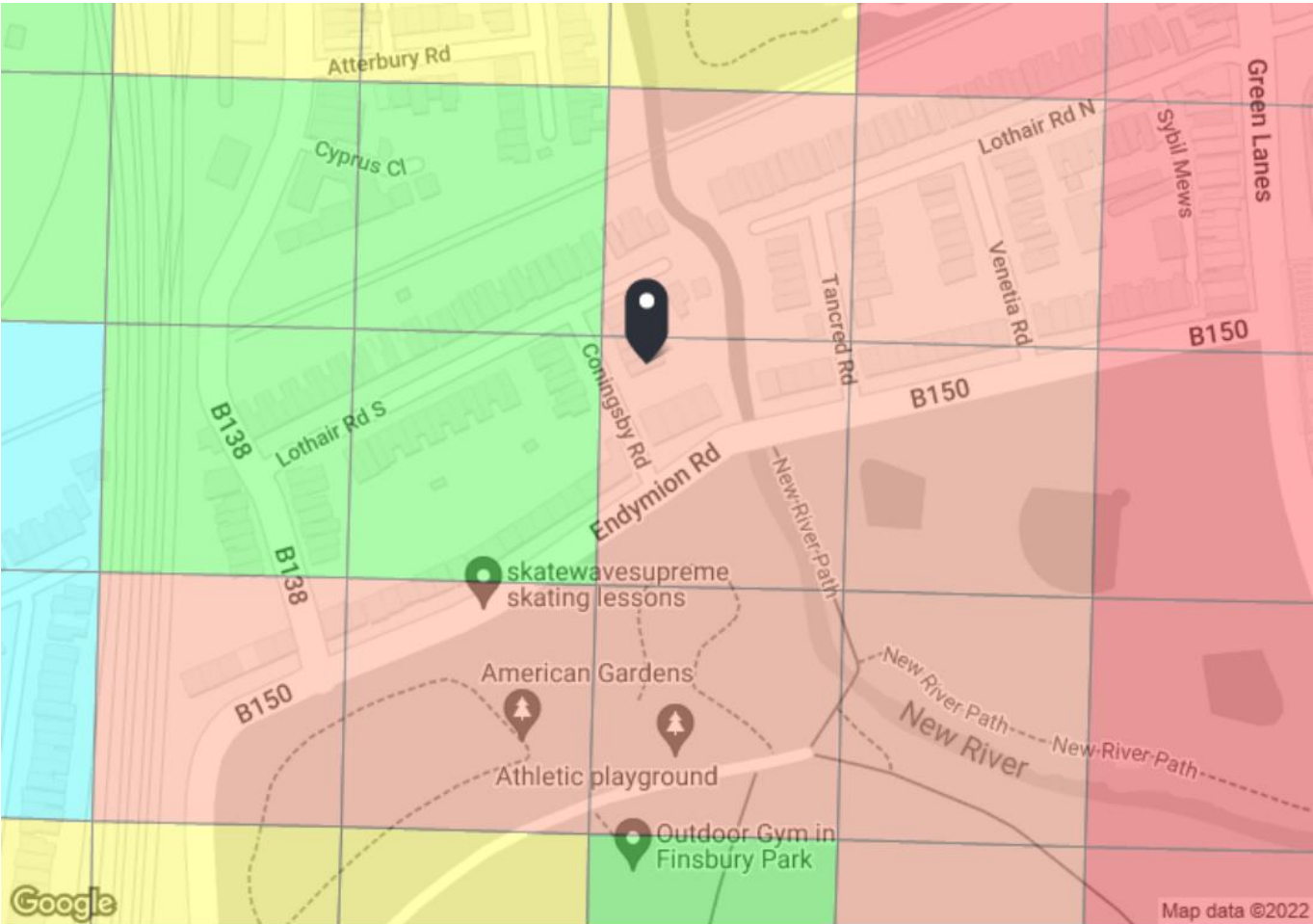


Venetia Road



2 Coningsby Road London N4 1EG

2) PTAL Map



PTAL output for Base Year
5
Easting: **531615**, Northing: **187983**

Map key - PTAL

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

Map layers

- PTAL (cell size: 100m)

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