



Highway Planning Ltd

Highways & Transportation Consultants

**10 ELLINGTON ROAD,
MUSWELL HILL,
N10 3DG**

CLARKE PROPERTY GROUP

TRANSPORT STATEMENT

FEBRUARY 2023

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1.0 INTRODUCTION

- 1.1 Highway Planning Ltd has been appointed by the Clarke Property Group to provide highway advice in respect of the proposed redevelopment of 10 Ellington Road, Muswell Hill.
- 1.2 The proposals have been the subject of pre-application discussions with the Council and the comments received have been borne in mind during the preparation of the final scheme.
- 1.3 This report has been prepared in support of the development proposals described herein. It should not be reproduced in whole or in part, or relied upon by third parties, without the express written authority of Highway Planning Ltd.

2.0 SITE LOCATION AND PROPOSED DEVELOPMENT

- 2.1 The site is located on the south side of Ellington Road and approximately 105m north of the junction of Ellington Road and Cranley Gardens. The site comprises storage units on the ground floor, a 2-bed flat on the first floor and workshops in the rear yard, all of which is accompanied by a very wide vehicle crossover to Ellington Road.
- 2.2 Ellington Road is a local access road that is predominantly residential in character. It has a wide single carriageway and footways on either side. Some dwellings have the benefit of on-plot parking but most rely on on-street parking which is unrestricted.



- 2.3 The site has a PTAL rating of 2. A copy of the PTAL report is included at **Appendix 1**. The PTAL rating does not take into account the accessibility of the site to facilities and destinations by walking and cycling. The CIHT's document "*Guidelines for Providing Journeys on Foot*" recommends the following walking distances.

	Town Centres (m)	Commuting/ School (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

- 2.4 The site has the following walking distances to key destinations:

Destination	Walk distance
Local shops – Muswell Hill Road	370m
St James C of E primary school, Woodside Ave	515m
Muswell Hill district centre	535m
Muswell Hill primary school, Muswell Hill	575m
Priory Road local centre	835m
Tetherdown primary school, Grand Avenue	940m
Highgate underground station	1.3km

- 2.5 The above table shows that the site is within recognised acceptable walking distances for town (& local/district) centres, education and commuting. The site therefore has good accessibility to services by walking and, by implication, by cycling as well.
- 2.6 The proposed development comprises the redevelopment of the site to provide 2 x 1 bed flats, 1 x 3 bed flat/duplex and 2 x 4 bed houses with



the removal of the existing wide crossover to provide additional on-street parking spaces.

3.0 HIGHWAY AND TRANSPORTATION CONSIDERATIONS

3.1 The highway considerations for the proposed development relate to the following:

- Parking requirements
- Site specific issues

3.2 These issues will be considered in detail below.

Parking requirements

3.3 The site has a PTAL rating of 2. Policy T6.1A of the London Plan 2021 states,

“New residential development should not exceed the maximum parking standards set out in Table 10.3”

3.4 Table 10.3 identifies that 1 & 2 bedroomed units in areas with PTAL 2 – 3 should provide up to 0.75 spaces per unit. Units with 3+ bedrooms should provide up to 1 parking space.

3.5 For the proposed development these maximum standards require:

2 x 1 bed flats	2 x 0.75spaces	=	1.5 spaces
3 x 3+ bed units	3 x 1.0 space	=	3 spaces
	Total	=	4.5 spaces

3.6 As such, the development should be providing no more than 4 spaces with the fractional space being rounded down to reflect the maximum



requirement. The site does not include the provision of parking spaces “on plot”. The removal of the existing wide crossover will enable additional on-street parking spaces to be created. The crossover is approximately 26m long – the standard dimension of an on-street parking space (as assessed within the Lambeth Methodology) is 5.5m. As such, the removal of the crossover will create 4.7m, say 4, parking spaces. The result is that the development will generate a demand for on-street parking that will be mitigated by the creation of additional on-street parking.

- 3.7 In order to assess the existing on-street parking conditions, a Lambeth style parking survey was undertaken of the surrounding area. The survey was commissioned from Countsequential Ltd and was carried out overnight on Tuesday 7th and Wednesday 8th February 2023. The results of the survey are included at **Appendix 2**.
- 3.8 The results show that parking conditions in the vicinity of the site were at 71% and 73% stress on the 2 survey nights. There is significant spare on-street capacity in the vicinity of the development which will be further augmented by the new parking spaces that will be created.

Site Specific Issues

- 3.9 The removal of the existing crossover will require the installation of a full height kerb and the reconstruction of the footway. This will be undertaken as part of a S278 highway work agreement with the detailed specification and design being undertaken post-planning. The highway works will be secured via a Grampian planning condition. As all of the work will be within the highway (& therefore within the ultimate control of the highway authority) there is no requirement for details to be submitted at the planning stage.



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- 3.10 The development will provide secure cycle parking for each unit. The minimum requirement under London Plan Table 10.2 is 1.5 spaces for 1 bed/2 person units and 2 spaces for all other units. As such, the development requires the provision of:

2 x 1 bed units @ 1.5 spaces	=	3 spaces
3 x 3+ bed units @ 2 spaces	=	6 spaces
Total	=	9 spaces.

- 3.11 Refuse storage will be provided at the front of each part of the building with collections made from the Ellington Road carriageway, in the same manner as all existing dwellings in the vicinity.

4.0 CONCLUSIONS

- 4.1 The site is located within an established residential area with very good access to local shops, services and schools by walking and cycling.
- 4.2 The proposals include the removal of the existing wide crossover access and the reinstatement of a full height kerb to create a safe environment for pedestrians and additional on-street parking. The on-street parking created will mitigate the parking demand that the development will generate.
- 4.3 The parking surveys that have been undertaken indicate that the area does not suffer from parking stress.
- 4.4 Overall, there are no highway related reasons why the development should not receive planning permission.

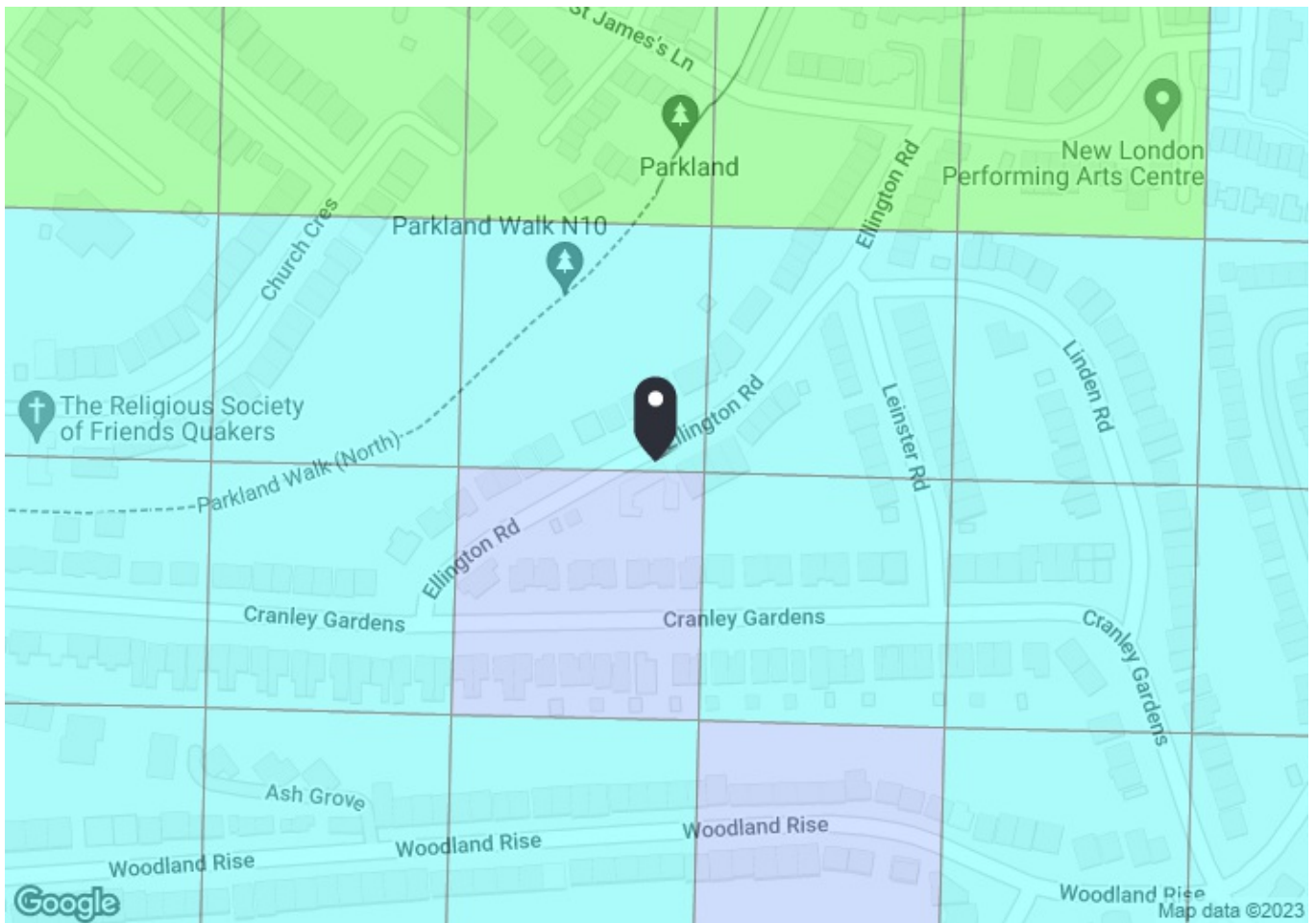


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APPENDIX 1



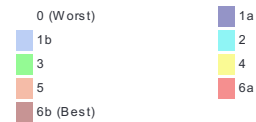
PTAL output for Base Year 2

10 Ellington Rd, Muswell Hill, London N10 3DG, UK
Easting: 528777, Northing: 189198

Grid Cell: 127396

Report generated: 21/02/2023

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

Calculation Parameters

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

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	MUSWELL HL ST JAMES'S LN	144	548.19	8	6.85	5.75	12.6	2.38	0.5	1.19
Bus	MUSWELL HL ST JAMES'S LN	W7	548.19	19	6.85	3.58	10.43	2.88	1	2.88
Bus	OPPOSITE CRANLEY GARDENS	134	479.06	12	5.99	4.5	10.49	2.86	0.5	1.43
Bus	OPPOSITE CRANLEY GARDENS	43	479.06	10	5.99	5	10.99	2.73	0.5	1.37
Bus	FORTIS G R M'WELL HILL R	234	616.3	5	7.7	8	15.7	1.91	0.5	0.96
Bus	FORTIS G R M'WELL HILL R	102	616.3	7.5	7.7	6	13.7	2.19	0.5	1.09
Total Grid Cell AI:										8.91



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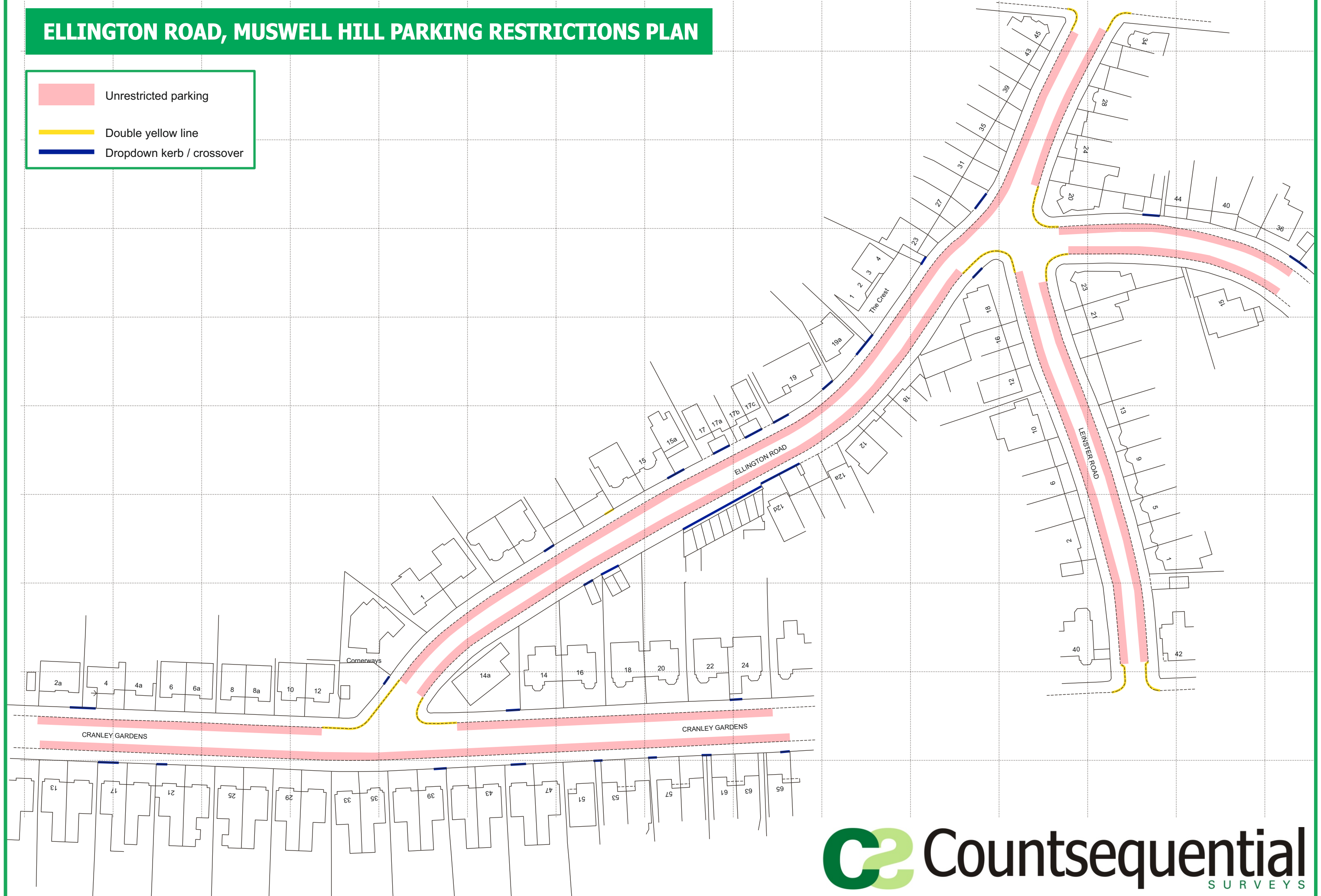
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APPENDIX 2

ELLINGTON ROAD, MUSWELL HILL PARKING RESTRICTIONS PLAN

-  Unrestricted parking
-  Double yellow line
-  Dropdown kerb / crossover



ELLINGTON ROAD, MUSWELL HILL PARKING SURVEY RESULTS

DATE: TUESDAY 07th FEBRUARY 2023 TIME: 02:15



NOTE: 1 parking space based on 5 metres. Survey undertaken to the LAMBETH METHODOLOGY.

Unrestricted Parking								
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)	No of vehicles parked on crossovers	No of vehicles parked on double yellow lines / illegal	No of vehicles parked on excluded areas of parking
ELLINGTON ROAD (W)	295	204	37	31	84%	2	0	0

STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)	No of vehicles parked on crossovers	No of vehicles parked on double yellow lines / illegal	No of vehicles parked on excluded areas of parking
ELLINGTON ROAD (E)	275	187	36	26	72%	6	0	0

STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)	No of vehicles parked on crossovers	No of vehicles parked on double yellow lines / illegal	No of vehicles parked on excluded areas of parking
LINDEN ROAD (N)	81	60	11	9	82%	0	0	0

STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)	No of vehicles parked on crossovers	No of vehicles parked on double yellow lines / illegal	No of vehicles parked on excluded areas of parking
LINDEN ROAD (S)	70	61	12	9	75%	0	0	0

STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)	No of vehicles parked on crossovers	No of vehicles parked on double yellow lines / illegal	No of vehicles parked on excluded areas of parking
CRANLEY GARDENS (N)	190	150	28	18	64%	2	0	0

STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)	No of vehicles parked on crossovers	No of vehicles parked on double yellow lines / illegal	No of vehicles parked on excluded areas of parking
CRANLEY GARDENS (S)	203	166	31	24	77%	3	0	0

STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)	No of vehicles parked on crossovers	No of vehicles parked on double yellow lines / illegal	No of vehicles parked on excluded areas of parking
LEINSTER ROAD (W)	138	107	21	12	57%	0	0	0

STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)	No of vehicles parked on crossovers	No of vehicles parked on double yellow lines / illegal	No of vehicles parked on excluded areas of parking
LEINSTER ROAD (E)	124	112	22	11	50%	0	0	0

TOTAL UNRESTRICTED SPACES	TOTAL UNRESTRICTED PARKED	TOTAL UNRESTRICTED STRESS %	TOTAL CROSSOVER PARKING	TOTAL DOUBLE YELLOW PARKING	TOTAL EXCLUDED PARKING
198	140	71%	13	0	0

ELLINGTON ROAD, MUSWELL HILL PARKING SURVEY RESULTS

DATE: WEDNESDAY 08th FEBRUARY 2023 TIME: 01:00



NOTE: 1 parking space based on 5 metres. Survey undertaken to the LAMBETH METHODOLOGY.

Unrestricted Parking								
STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)	No of vehicles parked on crossovers	No of vehicles parked on double yellow lines / illegal	No of vehicles parked on excluded areas of parking
ELLINGTON ROAD (W)	295	204	37	31	84%	2	0	0

STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)	No of vehicles parked on crossovers	No of vehicles parked on double yellow lines / illegal	No of vehicles parked on excluded areas of parking
ELLINGTON ROAD (E)	275	187	36	28	78%	5	0	0

STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)	No of vehicles parked on crossovers	No of vehicles parked on double yellow lines / illegal	No of vehicles parked on excluded areas of parking
LINDEN ROAD (N)	81	60	11	8	73%	0	0	0

STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)	No of vehicles parked on crossovers	No of vehicles parked on double yellow lines / illegal	No of vehicles parked on excluded areas of parking
LINDEN ROAD (S)	70	61	12	10	83%	0	0	0

STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)	No of vehicles parked on crossovers	No of vehicles parked on double yellow lines / illegal	No of vehicles parked on excluded areas of parking
CRANLEY GARDENS (N)	190	150	28	19	68%	2	0	0

STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)	No of vehicles parked on crossovers	No of vehicles parked on double yellow lines / illegal	No of vehicles parked on excluded areas of parking
CRANLEY GARDENS (S)	203	166	31	23	74%	2	0	0

STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)	No of vehicles parked on crossovers	No of vehicles parked on double yellow lines / illegal	No of vehicles parked on excluded areas of parking
LEINSTER ROAD (W)	138	107	21	12	57%	0	0	0

STREET NAME	Total kerb length (m)	Length of unrestricted parking (m)	No of unrestricted parking spaces	No of cars parked in unrestricted parking	Unrestricted parking stress (%)	No of vehicles parked on crossovers	No of vehicles parked on double yellow lines / illegal	No of vehicles parked on excluded areas of parking
LEINSTER ROAD (E)	124	112	22	13	59%	0	0	0

TOTAL UNRESTRICTED SPACES	TOTAL UNRESTRICTED PARKED	TOTAL UNRESTRICTED STRESS %	TOTAL CROSSOVER PARKING	TOTAL DOUBLE YELLOW PARKING	TOTAL EXCLUDED PARKING
198	144	73%	11	0	0