

KRONEN

SPECIALIST DEVELOPMENT TRANSPORT PLANNING

PARKING SURVEY NIGHTINGALE LANE, HORNSEY

PARKING SURVEY NIGHTINGALE LANE, HORNSEY

LAND ADJACENT 175 NIGHTINGALE LANE, LONDON, N8 7LJ

PARKING SURVEY
APRIL 2022

PREPARED FOR MR JKAPROPERTY LIMITED
PREPARED BY KRONEN LIMITED

© KRONEN LIMITED 2022 - "KRONEN SPECIALIST DEVELOPMENT TRANSPORT PLANNING" FIGURATIVE MARK IS A UK REGISTERED TRADE MARK OF KRONEN LIMITED - ALL RIGHTS RESERVED

KRONEN, 16 Church Road, Leatherhead, KT22 8AY 020 8541 1139 info@kronenlimited.com www.kronenlimited.com
Kronen Limited registered in England & Wales registered number 8826297

CONTENTS

- 1 INTRODUCTION
- 2 EXISTING PARKING CONDITIONS
- 3 PROPOSAL'S IMPACT
- 4 SUMMARY

FIGURES

- 1 PARKING SURVEY FIGURE

APPENDICES

- A SURVEY RESULTS
- B CENSUS DATA

1 INTRODUCTION

KRONEN has been instructed to prepare this Parking Survey to support a planning application for Land Adjacent 175 Nightingale Lane, London, N8 7LJ (in the London Borough of Haringey).

The existing site comprises garden land. The site has no vehicle access or off-street parking.

The application seeks to create a new 1-bedroom house. The proposed house has no vehicle access or off-street parking.

This Parking Survey assesses existing parking conditions on streets surrounding the site and the parking impact of the proposal. Survey work has been undertaken in accordance with "Lambeth Council Parking Survey Guidance Note" (Lambeth Council, 2012) and parameters were agreed with officers in advance of commencing the work.

2 EXISTING PARKING CONDITIONS

The site falls outside of any Haringey Council Permit Parking Zones as shown on the Council's online mapping [Online] < <https://www.haringey.gov.uk/parking-roads-and-travel/parking/controlled-parking-zones-cpzs/map-controlled-parking-zones-cpzs-haringey> > [Accessed October 2021].

Parking beat surveys have been carried out to assess existing parking conditions in detail.

Existing on-street parking "stress" has been assessed by undertaking 2 × overnight weekday manual parking surveys between 12.30am and 5.30am.

The parking surveys have been undertaken with reference to procedures outlined in "Lambeth Council Parking Survey Guidance Note" (Lambeth Council, 2012), also known as the "Lambeth Methodology", the most established / used parking survey methodology.

The extent of the survey area covered within this parking assessment is 200m walking distances from the site and is shown in Figure 1. All kerb space within the survey area was measured using a measuring wheel.

As shown in Figure 1 the parking survey area includes the following street sections:

- North View Road
- South View Road
- Nightingale Lane
- Newland Road
- Boyton Road
- Campsbourne Road

(Note to reader: Campsbourne Road and South View Road have recently been designated as "School Streets" and are included in the survey because this only restricts non SS03 exempt vehicles from entering the roads between the hours of 8.15am to 9.15am and 2.45pm to 4pm on weekdays during schools term time only, and because vehicles which are already parked on Campsbourne Road do not have to move / be parked elsewhere and can still exit it during these short durations of restrictions [Online] < <https://www.haringey.gov.uk/parking-roads-and-travel/travel/smarter-travel/school-streets/work> > and < https://www.haringey.gov.uk/sites/haringeygovuk/files/campsbourne_school_rev_b.pdf > [Accessed September 2021]).

As per the survey methodology all parkable kerb space in the survey area was split into increments of 5m.

For the purposes of calculating parking stress as defined by the guidance document, it is assumed that each vehicle takes up an average kerb space of 5m.

The number of parking spaces in the survey area were identified as part of the parking inventory measurements. The parking inventory measurements are shown in Appendix A.

Parking "beats" in the survey area were undertaken at 1.30am on 5 October 2021 and at 12.30am on 7 October 2021.

The overnight timing of the beats is in accordance with the methodology.

Full survey results and calculated parking stress are provided in Appendix A.

The results show a moderate 79% parking stress with a reserve parking capacity of approximately 45 spaces in the area during overnight conditions when residents would be expected to be home and parked up for the night.

In transport planning terms an 79% parking stress is considered moderate, as a general rule of thumb 90% figures are considered high or at "operational capacity" ("Degree of Saturation", "Ratio to Flow Capacity" etc. measures).

3 PROPOSAL'S IMPACT

As discussed this Parking Survey has been prepared to assess the on-street parking impact of the proposals.

The existing site comprises garden land. The site has no vehicle access or off-street parking.

The application seeks to create a new 1-bedroom house. The proposed house has no vehicle access or off-street parking.

3.1 PUBLIC TRANSPORT ACCESSIBILITY LEVEL - PTAL

The site has limited to access to public transport service access points within a 1km walking distance.

Public transport accessibility in London is often quantified and measured using Transport for London's Public Transport Accessibility Level (PTAL) model.

"Assessing transport connectivity in London" describes PTAL scores as follows (p.6, TfL, 2015):

"PTAL is a measure of connectivity by public transport, which has been used in various planning processes in London for many years. For any selected place, PTAL suggests how well the place is connected to public transport services."

"PTAL values are simple. They range from zero to six, where the highest value represents the best connectivity. For historical reasons, the PTAL value of one is split into two categories (1a and 1b) and the PTAL value of six is split into two categories (6a and 6b). All together there are nine possible values of PTAL: 0, 1a, 1b, 2, 3, 4, 5, 6a and 6b."

"A location will have a higher PTAL if:

- It is at a short walking distance to the nearest stations or stops
- Waiting times at the nearest stations or stops are short
- More services pass at the nearest stations or stops
- There are major rail stations nearby
- Any combination of all the above."

TfL's online GIS-based PTAL tool was used to research the site's PTAL score. The PTAL tool output shows that the site is within a 100m × 100m PTAL cells with a PTAL 1b score with access to 2 × bus services [Online] <<https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat>> [Accessed October 2021].

3.2 PARKING DEMAND - DEVELOPMENT PLAN POLICY

Local Development Plan parking policy guidance is set out in Policy DM 32 Parking of "Development Management DPD" (LB Haringey, 2017).

Policy DM 32 Parking clause A states (p.62):

"Development proposals will be assessed against the car parking and cycle parking standards set out in the London Plan".

The London Plan has recently been updated.

New "London Plan" (GLA, 2021) car parking policies are Policy T6 Car parking and T6.1 Residential Parking.

Policy T6.1 of London Plan refers to Table 10.3.

New "London Plan" (GLA, 2021) car parking policies are Policy T6 Car parking and T6.1 Residential Parking.

Policy T6.1 of London Plan refers to Table 10.3.

Table 10.3 provides a maximum parking standard of up to 1.5 spaces per dwelling for Outer London PTAL 0-1 locations.

3.3 PARKING DEMAND - CENSUS DATA

With regards to levels of residential parking "National Planning Policy Framework" states "local car ownership levels" amongst other considerations should be taken into account (MHCLG, 2021).

Census 2011 "accommodation type by car or van availability" datasets for the site's Census "Output Area", Hornsey Ward and for Haringey Authority areas has been obtained. This data is provided in Appendix B.

The data projects the following vehicle ownership for flats:

Output Area 0.73 vehicles per house
Ward 0.83 vehicles per house
Authority 0.80 vehicles per house

The data also shows the following proportion of flats with no car ownership / that are car free:

Output Area 39% car free house
Ward 32% car free house
Authority 38% car free house

Based on the datasets the house is projected to generate a demand for no more than 1 car.

3.4 PARKING IMPACT

Based on the Census data the proposal would be expected to provide / generate a parking demand for no more than 1 × space.

As discussed, the proposal has no off-street parking and the potential demand for up to 1 × space would need to be accommodated on-street.

As discussed survey results show a moderate 79% parking stress with a reserve parking capacity of approximately 45 spaces in the area during overnight conditions when residents would be expected to be home and parked up for the night.

Given the parking stress and reserved capacity recorded, even if the proposal did generate a low-level of on-street parking demand for 1 × car, stress would remain at 79% and in planning terms this potential on-street parking impact would likely be insignificant.

Accordingly proposals are considered acceptable with regards to parking provisions and impacts.

With regards to transport impacts Paragraph 111 of the National Planning Policy Framework includes guidance of only preventing or refusing development on transport grounds where "there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe" (p.32, MHCLG, 2021).

Based on the findings above the proposals' residual parking impact is not considered severe in a National Planning Policy Framework context.

The current proposal follows a refused 3-bedroom house scheme; LB Haringey application "HGY/2021/3405" for the "Erection of new two-storey dwelling with basement and associated excavated garden, front lightwell and first floor roof terrace, in conjunction with single storey rear infill rear extension to host dwelling at No.175." The application was refused but there was no parking / transport reason for refusal and on review of the transport officer consultation response and the application officer's report it is noted that the parking impact of a 3-bedroom house was considered acceptable. This planning history supports the analysis and assessment provided above.

4 SUMMARY

KRONEN has been instructed to prepare this Parking Survey to support a planning application for Land Adjacent 175 Nightingale Lane, London, N8 7LJ (in the London Borough of Haringey).

The existing site comprises garden land. The site has no vehicle access or off-street parking.

The application seeks to create a new 1-bedroom house. The proposed house has no vehicle access or off-street parking.

Based on the Development Plan and Census data analysis the proposal would be expected to provide / generate a parking demand for no more than 1 × space.

The proposal has no off-street parking and the potential demand for up to 1 × space would need to be accommodated on-street.

Surveys have recorded moderate 79% parking stress with a reserve parking capacity of approximately 45 spaces in the area during overnight conditions when residents would be expected to be home and parked up for the night.

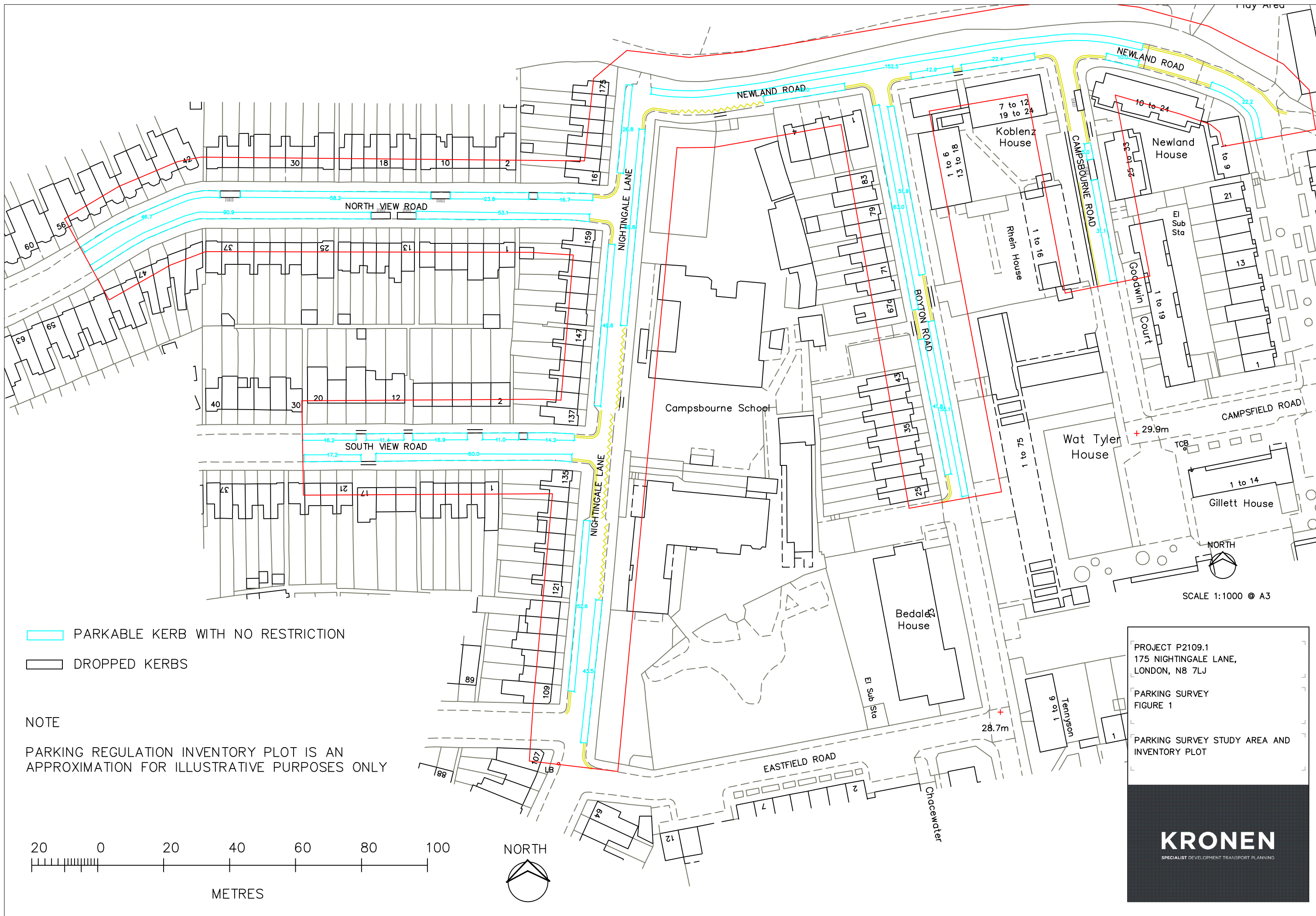
Given the parking stress and reserved capacity recorded, even if the proposal did generate a low-level of on-street parking demand for 1 × car, stress would remain at 79% and in planning terms this potential on-street parking impact would likely be insignificant.

Accordingly proposals are considered acceptable with regards to parking provisions and impacts.

With regards to transport impacts Paragraph 111 of the National Planning Policy Framework includes guidance of only preventing or refusing development on transport grounds where "there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe" (p.32, MHCLG, 2021).

Based on the findings above the proposals' residual parking impact is not considered severe in a National Planning Policy Framework context.

FIGURES



- PARKABLE KERB WITH NO RESTRICTION
- DROPPED KERBS

NOTE

PARKING REGULATION INVENTORY PLOT IS AN APPROXIMATION FOR ILLUSTRATIVE PURPOSES ONLY



PROJECT P2109.1
175 NIGHTINGALE LANE,
LONDON, N8 7LJ

PARKING SURVEY
FIGURE 1

PARKING SURVEY STUDY AREA AND
INVENTORY PLOT

KRONEN
SPECIALIST DEVELOPMENT TRANSPORT PLANNING

SCALE 1:1000 @ A3

APPENDIX A

PROJECT - P2109.1
NIGHTINGALE LANE, HORNSEY
SHEET - PARKING SURVEYS

INVENTORY

STREET	REGULATION			
	NONE		TOTAL	
	LENGTH	SPACES	LENGTH	SPACES
NORTH VIEW ROAD	225	45	225	45
SOUTH VIEW ROAD	135	27	135	27
NIGHTINGALE LANE	220	44	220	44
NEWLAND ROAD	235	47	235	47
BOYTON ROAD	205	41	205	41
CAMPSBOURNE ROAD	35	7	35	7
TOTAL	1055	211	1055	211

KEY

NONE - NO PARKING RESTRICTION

NOTES

LENGTH IN METRES

SPACES ARE 5M LONG (AS PER THE "LAMBETH METHODOLOGY")

SURVEY 1

1.30AM 5 OCTOBER 2021

STREET	CARS PARKED				
	NONE	DIS	DK	DYL / ZZ	TOTAL
NORTH VIEW ROAD	45	2	0	0	47
SOUTH VIEW ROAD	26	0	0	0	26
NIGHTINGALE LANE	24	0	0	0	24
NEWLAND ROAD	35	0	0	0	35
BOYTON ROAD	33	0	0	0	33
CAMPSBOURNE ROAD	6	2	0	0	8
TOTAL	169	4	0	0	173

KEY

NONE - NO PARKING RESTRICTION

DK - ACROSS DROPPED KERBS

DIS - DISABLED BAY

DYL / ZZ - DOUBLE YELLOW LINE / ZIG-ZAG

SURVEY 2

12.30AM 7 OCTOBER 2021

STREET	CARS PARKED				
	NONE	DIS	DK	DYL / ZZ	TOTAL
NORTH VIEW ROAD	48	2	0	0	50
SOUTH VIEW ROAD	23	0	0	0	23
NIGHTINGALE LANE	22	0	0	0	22
NEWLAND ROAD	31	0	0	0	31
BOYTON ROAD	32	0	0	0	32
CAMPSBOURNE ROAD	7	2	0	0	9
TOTAL	163	4	0	0	167

SURVEY AVERAGE

STREET	CARS PARKED				
	NONE	DIS	DK	DYL / ZZ	TOTAL
NORTH VIEW ROAD	46.5	2.0	0.0	0.0	48.5
SOUTH VIEW ROAD	24.5	0.0	0.0	0.0	24.5
NIGHTINGALE LANE	23.0	0.0	0.0	0.0	23.0
NEWLAND ROAD	33.0	0.0	0.0	0.0	33.0
BOYTON ROAD	32.5	0.0	0.0	0.0	32.5
CAMPSBOURNE ROAD	6.5	2.0	0.0	0.0	8.5
TOTAL	166.0	4.0	0.0	0.0	170.0

PROJECT - P2109.1
NIGHTINGALE LANE, HORNSEY
SHEET - PARKING SURVEYS

STRESS TABLE

STREET	REGULATION							
	NONE				TOTAL			
	LENGTH	SPACES	CARS	STRESS	LENGTH	SPACES	CARS	STRESS
NORTH VIEW ROAD	225	45	46.5	103%	225	45	46.5	103%
SOUTH VIEW ROAD	135	27	24.5	91%	135	27	24.5	91%
NIGHTINGALE LANE	220	44	23.0	52%	220	44	23.0	52%
NEWLAND ROAD	235	47	33.0	70%	235	47	33.0	70%
BOYTON ROAD	205	41	32.5	79%	205	41	32.5	79%
CAMPSBOURNE ROAD	35	7	6.5	93%	35	7	6.5	93%
TOTAL	1055	211	166.0	79%	1055	211	166.0	79%

KEY
NONE - NO PARKING RESTRICTION

NOTES
LENGTH IN METRES
SPACES ARE 5M LONG (AS PER THE "LAMBETH METHODOLOGY")

APPENDIX B

PROJECT - P2109.1
NIGHTINGALE LANE, HORNSEY
SHEET - CENSUS 2011 DATA - LC4415EW - ACCOMMODATION TYPE BY CAR OR VAN AVAILABILITY BY NUMBER OF USUAL RESIDENTS AGED 17 OR OVER IN HOUSEHOLD

LOCAL AUTHORITY HARINGEY

CARS OR VANS	ALL ACCOMM. TYPES	HOUSES ETC.	FLATS ETC.
ALL	101,955	42,110	59,845
NO VEHICLES	52,851	15,851	37,000
1 VEHICLE	38,911	18,834	20,077
2+ VEHICLES	10,193	7,425	2,768

SOURCE: ONS

CARS OR VANS	ALL ACCOMM. TYPES		HOUSES ETC.			FLATS ETC.	
	NUMBER	PROPORTION	NUMBER	PROPORTION	VEHICLES	NUMBER	PROPORTION
ALL	101,955	1.00	42,110	1.00		59,845	1.00
NO VEHICLES	52,851	0.52	15,851	0.38	0.00	37,000	0.62
1 VEHICLE	38,911	0.38	18,834	0.45	0.45	20,077	0.34
2+ VEHICLES	10,193	0.10	7,425	0.18	0.35	2,768	0.05

0.80
VEHICLES PER HOUSE

LOCAL WARD HORNSEY

CARS OR VANS	ALL ACCOMM. TYPES	HOUSES ETC.	FLATS ETC.
ALL	5,673	1,666	4,007
NO VEHICLES	2,797	538	2,259
1 VEHICLE	2,419	865	1,554
2+ VEHICLES	457	263	194

SOURCE: ONS

CARS OR VANS	ALL ACCOMM. TYPES		HOUSES ETC.		VEHICLES	FLATS ETC.	
	NUMBER	PROPORTION	NUMBER	PROPORTION		NUMBER	PROPORTION
ALL	5,673	1.00	1,666	1.00		4,007	1.00
NO VEHICLES	2,797	0.49	538	0.32	0.00	2,259	0.56
1 VEHICLE	2,419	0.43	865	0.52	0.52	1,554	0.39
2+ VEHICLES	457	0.08	263	0.16	0.32	194	0.05

0.83

LOCAL CENSUS OUTPUT AREA "E00010116"

CARS OR VANS	ALL ACCOMM. TYPES	HOUSES ETC.	FLATS ETC.
ALL	127	79	48
NO VEHICLES	56	31	25
1 VEHICLE	59	38	21
2+ VEHICLES	12	10	2

SOURCE: ONS

CARS OR VANS	ALL ACCOMM. TYPES		HOUSES ETC.		VEHICLES	FLATS ETC.	
	NUMBER	PROPORTION	NUMBER	PROPORTION		NUMBER	PROPORTION
ALL	127	1.00	79	1.00		48	1.00
NO VEHICLES	56	0.44	31	0.39	0.00	25	0.52
1 VEHICLE	59	0.46	38	0.48	0.48	21	0.44
2+ VEHICLES	12	0.09	10	0.13	0.25	2	0.04

0.73