

PARKING ACCUMULATION SURVEY NOTE
MUSWELL HILL CAR PARK,
FORTIS GREEN ROAD, LONDON N10 3HP
MAGNA REF: 26/1024/B, 15 SEPTEMBER 2026

1.0 Introduction

- 1.1 Magna Transport Planning Ltd has undertaken parking accumulation surveys at Muswell Hill Car Park in support of the proposed installation of two 150 kilowatt electric vehicle charging facilities.
- 1.2 The purpose of the surveys was to establish the existing level and timing of parking demand, including the period of greatest demand, and to assess whether the proposed reallocation of parking bays to EV charging would materially affect the availability of parking.

2.0 Survey Methodology

- 2.1 The surveys were undertaken between 07:00 and 19:00 on Friday 4 September 2026 and Saturday 5 September 2026. The surveys were therefore undertaken during school term time.
- 2.2 Classified vehicle arrivals and departures were recorded in 15-minute periods. The accumulation of vehicles within the car park was calculated from the observed arrivals and departures, taking account of vehicles present at the commencement of each survey.
- 2.3 The survey data is provided in Appendix 1.

3.0 Survey Results

- 3.1 The Friday survey recorded a maximum accumulation of 60 vehicles between 12:00 and 12:15. This comprised 56 cars and four light goods vehicles.
- 3.2 The Saturday survey recorded a lower maximum accumulation of 51 vehicles between 11:00 and 11:15. This comprised 48 cars and three light goods vehicles.
- 3.3 The Friday survey represents the surveyed maximum parking demand and is therefore used as the basis for the assessment.

4.0 Effect of the Proposed EV Charging Facilities

- 4.1 The existing car park provides approximately 68 parking spaces, including five disabled bays. Two of the disabled bays are located along the site entrance.
- 4.2 The proposal provides two 150 kilowatt EV charging units serving four marked EV charging bays. Owing to the charging infrastructure, safety clearances and the revised bay arrangement, the overall car park capacity would reduce by two spaces, from approximately 68 spaces to 66 spaces. The five disabled bays would be unaffected.
- 4.3 The parking accumulation surveys recorded a maximum of 60 vehicles within the car park between 12:00 and 12:15 on Friday 4 September 2026. The equivalent Saturday peak was 51 vehicles, recorded between 11:00 and 11:15 on Saturday 5 September 2026.
- 4.4 On the basis of the surveyed weekday peak, the proposed 66-space car park would retain a residual capacity of six spaces. At the Saturday peak, 15 spaces would remain available. The weekday survey therefore represents the more robust basis for assessment.
- 4.5 The proposed charging bays would be managed as spaces for electric vehicles actively charging. The accompanying Car Park Management Plan provides for clear bay markings and signage, restrictions on use by non-charging vehicles, and operational controls to discourage prolonged or inappropriate occupation. The EV bays would therefore remain part of the operational parking resource, albeit subject to their intended charging function.

5.0 Conclusion

- 5.1 The surveys were undertaken on a weekday and Saturday during school term time and identify the highest observed parking accumulation as 60 vehicles. Following the proposed works, the car park would provide approximately 66 spaces, including five retained disabled bays and four designated EV charging bays.
- 5.2 Although the proposal would reduce the overall parking capacity by two spaces, the survey demonstrates that the revised provision would accommodate the maximum observed demand, with six spaces remaining available at the weekday peak. When considered alongside the proposed management arrangements for the EV bays, the proposal would not result in an unacceptable effect on the availability or operation of the car park.

Appendix 1. PARKING SURVEY DATA

	Inbound									Outbound								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	5	2	0	0	0	7	7.0	0	0	0	1	0	0	0	1	1.0
07:15 - 07:30	0	0	3	1	0	0	0	4	4.0	0	0	0	1	0	0	0	1	1.0
07:30 - 07:45	0	0	2	0	0	0	0	2	2.0	0	0	1	0	0	0	0	1	1.0
07:45 - 08:00	0	0	2	1	0	0	0	3	3.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	12	4	0	0	0	16	16.0	0	0	1	2	0	0	0	3	3.0
08:00 - 08:15	0	0	4	0	0	0	0	4	4.0	0	0	1	0	0	0	0	1	1.0
08:15 - 08:30	0	0	4	0	0	0	0	4	4.0	0	0	1	0	0	0	0	1	1.0
08:30 - 08:45	0	0	2	0	0	0	0	2	2.0	0	0	2	0	0	0	0	2	2.0
08:45 - 09:00	0	0	5	0	0	0	0	5	5.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	15	0	0	0	0	15	15.0	0	0	4	0	0	0	0	4	4.0
09:00 - 09:15	0	0	4	3	1	0	0	8	8.5	0	0	2	1	0	0	0	3	3.0
09:15 - 09:30	0	0	5	1	0	0	0	6	6.0	0	0	0	0	0	0	0	0	0.0
09:30 - 09:45	0	0	4	1	1	0	0	6	6.5	0	0	3	2	2	0	0	7	8.0
09:45 - 10:00	0	0	8	0	0	0	0	8	8.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	21	5	2	0	0	28	29.0	0	0	5	3	2	0	0	10	11.0
10:00 - 10:15	0	0	9	1	0	0	0	10	10.0	0	0	3	0	0	0	0	3	3.0
10:15 - 10:30	0	0	6	1	1	0	0	8	8.5	0	0	5	1	0	0	0	6	6.0
10:30 - 10:45	0	0	8	0	0	0	0	8	8.0	0	0	7	0	1	0	0	8	8.5
10:45 - 11:00	0	0	6	0	0	0	0	6	6.0	0	0	5	1	0	0	0	6	6.0
Hourly Total	0	0	29	2	1	0	0	32	32.5	0	0	20	2	1	0	0	23	23.5
11:00 - 11:15	0	0	7	0	0	0	0	7	7.0	0	0	6	0	0	0	0	6	6.0
11:15 - 11:30	0	0	3	1	1	0	0	5	5.5	0	0	6	0	1	0	0	7	7.5
11:30 - 11:45	0	0	12	0	0	0	0	12	12.0	0	0	6	1	0	0	0	7	7.0
11:45 - 12:00	0	0	11	0	0	0	0	11	11.0	0	0	9	0	0	0	0	9	9.0
Hourly Total	0	0	33	1	1	0	0	35	35.5	0	0	27	1	1	0	0	29	29.5
12:00 - 12:15	0	0	10	0	0	0	0	10	10.0	0	0	9	0	0	0	0	9	9.0
12:15 - 12:30	0	0	4	0	0	0	0	4	4.0	0	0	7	0	0	0	0	7	7.0
12:30 - 12:45	0	0	11	0	0	0	0	11	11.0	0	0	9	0	0	0	0	9	9.0
12:45 - 13:00	0	0	11	0	0	0	0	11	11.0	0	0	10	1	0	0	0	11	11.0
Hourly Total	0	0	36	0	0	0	0	36	36.0	0	0	35	1	0	0	0	36	36.0
13:00 - 13:15	0	1	4	0	0	0	0	5	4.4	0	1	6	0	0	0	0	7	6.4
13:15 - 13:30	0	0	5	1	0	0	0	6	6.0	0	0	10	0	0	0	0	10	10.0
13:30 - 13:45	0	1	8	1	0	0	0	10	9.4	0	1	5	1	0	0	0	7	6.4
13:45 - 14:00	0	0	3	1	0	0	0	4	4.0	0	0	9	0	0	0	0	9	9.0
Hourly Total	0	2	20	3	0	0	0	25	23.8	0	2	30	1	0	0	0	33	31.8
14:00 - 14:15	0	0	7	0	0	0	0	7	7.0	0	0	11	0	0	0	0	11	11.0
14:15 - 14:30	0	0	5	1	1	0	0	7	7.5	0	0	5	0	1	0	0	6	6.5
14:30 - 14:45	0	0	5	1	1	0	0	7	7.5	0	0	10	3	0	0	0	13	13.0
14:45 - 15:00	0	0	1	3	0	0	0	4	4.0	0	0	9	2	0	0	0	11	11.0
Hourly Total	0	0	18	5	2	0	0	25	26.0	0	0	35	5	1	0	0	41	41.5
15:00 - 15:15	0	0	3	1	0	0	0	4	4.0	0	0	8	3	1	0	0	12	12.5
15:15 - 15:30	0	0	1	0	1	0	0	2	2.5	0	0	3	0	1	0	0	4	4.5
15:30 - 15:45	0	0	3	0	0	0	0	3	3.0	0	0	3	0	0	0	0	3	3.0
15:45 - 16:00	0	0	4	0	0	0	0	4	4.0	0	0	8	0	0	0	0	8	8.0
Hourly Total	0	0	11	1	1	0	0	13	13.5	0	0	22	3	2	0	0	27	28.0
16:00 - 16:15	0	0	4	0	0	0	0	4	4.0	0	0	12	1	0	0	0	13	13.0
16:15 - 16:30	0	0	1	0	0	0	0	1	1.0	0	0	1	0	0	0	0	1	1.0
16:30 - 16:45	0	0	1	0	0	0	0	1	1.0	0	0	2	0	0	0	0	2	2.0
16:45 - 17:00	0	0	4	1	0	0	0	5	5.0	0	0	2	1	0	0	0	3	3.0
Hourly Total	0	0	10	1	0	0	0	11	11.0	0	0	17	2	0	0	0	19	19.0
17:00 - 17:15	0	1	1	0	0	0	0	2	1.4	0	1	1	0	0	0	0	2	1.4
17:15 - 17:30	0	0	7	0	0	0	0	7	7.0	0	0	2	0	0	0	0	2	2.0
17:30 - 17:45	0	0	4	0	0	0	0	4	4.0	0	0	5	0	0	0	0	5	5.0
17:45 - 18:00	0	0	0	0	0	0	0	0	0.0	0	0	4	0	0	0	0	4	4.0
Hourly Total	0	1	12	0	0	0	0	13	12.4	0	1	12	0	0	0	0	13	12.4
18:00 - 18:15	0	0	2	0	0	0	0	2	2.0	0	0	5	1	0	0	0	6	6.0
18:15 - 18:30	0	0	2	0	0	0	0	2	2.0	0	0	5	0	0	0	0	5	5.0
18:30 - 18:45	0	0	1	1	0	0	0	2	2.0	0	0	4	0	0	0	0	4	4.0
18:45 - 19:00	0	0	2	0	0	0	0	2	2.0	0	0	1	0	0	0	0	1	1.0
Hourly Total	0	0	7	1	0	0	0	8	8.0	0	0	15	1	0	0	0	16	16.0
TOTAL	0	3	224	23	7	0	0	257	258.7	0	3	223	21	7	0	0	254	255.7

In at Start								
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
0	0	2	0	0	0	0	2	2.0

Accumulation								
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
0	0	7	1	0	0	0	8	8.0
0	0	10	1	0	0	0	11	11.0
0	0	11	1	0	0	0	12	12.0
0	0	13	2	0	0	0	15	15.0
0	0	16	2	0	0	0	18	18.0
0	0	19	2	0	0	0	21	21.0
0	0	19	2	0	0	0	21	21.0
0	0	24	2	0	0	0	26	26.0
0	0	26	4	1	0	0	31	31.5
0	0	31	5	1	0	0	37	37.5
0	0	32	4	0	0	0	36	36.0
0	0	40	4	0	0	0	44	44.0
0	0	46	5	0	0	0	51	51.0
0	0	47	5	1	0	0	53	53.5
0	0	48	5	0	0	0	53	53.0
0	0	49	4	0	0	0	53	53.0
0	0	50	4	0	0	0	54	54.0
0	0	47	5	0	0	0	52	52.0
0	0	53	4	0	0	0	57	57.0
0	0	55	4	0	0	0	59	59.0
0	0	56	4	0	0	0	60	60.0
0	0	53	4	0	0	0	57	57.0
0	0	55	4	0	0	0	59	59.0
0	0	56	3	0	0	0	59	59.0
0	0	54	3	0	0	0	57	57.0
0	0	49	4	0	0	0	53	53.0
0	0	52	4	0	0	0	56	56.0
0	0	46	5	0	0	0	51	51.0
0	0	42	5	0	0	0	47	47.0
0	0	42	6	0	0	0	48	48.0
0	0	37	4	1	0	0	42	42.5
0	0	29	5	1	0	0	35	35.5
0	0	24	3	0	0	0	27	27.0
0	0	22	3	0	0	0	25	25.0
0	0	22	3	0	0	0	25	25.0
0	0	18	3	0	0	0	21	21.0
0	0	10	2	0	0	0	12	12.0
0	0	10	2	0	0	0	12	12.0
0	0	9	2	0	0	0	11	11.0
0	0	11	2	0	0	0	13	13.0
0	0	11	2	0	0	0	13	13.0
0	0	16	2	0	0	0	18	18.0
0	0	15	2	0	0	0	17	17.0
0	0	11	2	0	0	0	13	13.0
0	0	8	1	0	0	0	9	9.0
0	0	5	1	0	0	0	6	6.0
0	0	2	2	0	0	0	4	4.0
0	0	3	2	0	0	0	5	5.0

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

In at End		
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	Inbound									Outbound								
TIME	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs	CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
07:00 - 07:15	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0.0
07:15 - 07:30	0	0	1	0	0	0	0	1	1.0	0	0	0	0	0	0	0	0	0.0
07:30 - 07:45	0	0	1	1	0	0	0	2	2.0	0	0	2	0	1	0	0	3	3.5
07:45 - 08:00	0	0	4	0	0	0	0	4	4.0	0	0	0	0	0	0	0	0	0.0
Hourly Total	0	0	6	1	1	0	0	8	8.5	0	0	2	0	1	0	0	3	3.5
08:00 - 08:15	0	0	0	0	0	0	0	0	0.0	0	0	0	0	0	0	0	0	0.0
08:15 - 08:30	0	0	1	0	0	0	0	1	1.0	0	0	1	0	0	0	0	1	1.0
08:30 - 08:45	0	0	1	0	0	0	0	1	1.0	0	0	0	1	0	0	0	1	1.0
08:45 - 09:00	0	0	7	0	0	0	0	7	7.0	0	0	2	0	0	0	0	2	2.0
Hourly Total	0	0	9	0	0	0	0	9	9.0	0	0	3	1	0	0	0	4	4.0
09:00 - 09:15	0	0	2	0	0	0	0	2	2.0	0	0	1	0	0	0	0	1	1.0
09:15 - 09:30	0	0	3	1	0	0	0	4	4.0	0	0	1	0	0	0	0	1	1.0
09:30 - 09:45	0	0	6	0	0	0	0	6	6.0	0	0	2	0	0	0	0	2	2.0
09:45 - 10:00	0	0	7	1	0	0	0	8	8.0	0	0	5	1	0	0	0	6	6.0
Hourly Total	0	0	18	2	0	0	0	20	20.0	0	0	9	1	0	0	0	10	10.0
10:00 - 10:15	0	0	9	1	1	0	0	11	11.5	0	0	1	0	1	0	0	2	2.5
10:15 - 10:30	0	0	5	0	0	0	0	5	5.0	0	0	2	1	0	0	0	3	3.0
10:30 - 10:45	0	0	9	0	0	0	0	9	9.0	0	0	7	0	0	0	0	7	7.0
10:45 - 11:00	0	0	11	0	0	0	0	11	11.0	0	0	5	0	0	0	0	5	5.0
Hourly Total	0	0	34	1	1	0	0	36	36.5	0	0	15	1	1	0	0	17	17.5
11:00 - 11:15	0	0	10	2	0	0	0	12	12.0	0	0	6	0	0	0	0	6	6.0
11:15 - 11:30	0	0	6	0	0	0	0	6	6.0	0	0	11	0	0	0	0	11	11.0
11:30 - 11:45	0	0	5	0	0	0	0	5	5.0	0	0	3	0	0	0	0	3	3.0
11:45 - 12:00	0	0	10	0	0	0	0	10	10.0	0	0	12	0	0	0	0	12	12.0
Hourly Total	0	0	31	2	0	0	0	33	33.0	0	0	32	0	0	0	0	32	32.0
12:00 - 12:15	0	0	6	0	0	0	0	6	6.0	0	0	13	0	0	0	0	13	13.0
12:15 - 12:30	0	0	8	0	0	0	0	8	8.0	0	0	4	0	0	0	0	4	4.0
12:30 - 12:45	0	0	7	0	0	0	0	7	7.0	0	0	11	0	0	0	0	11	11.0
12:45 - 13:00	0	0	10	0	0	0	0	10	10.0	0	0	6	0	0	0	0	6	6.0
Hourly Total	0	0	31	0	0	0	0	31	31.0	0	0	34	0	0	0	0	34	34.0
13:00 - 13:15	0	0	8	1	0	0	0	9	9.0	0	0	7	1	0	0	0	8	8.0
13:15 - 13:30	0	0	4	0	0	0	0	4	4.0	0	0	7	0	0	0	0	7	7.0
13:30 - 13:45	0	0	10	0	0	0	0	10	10.0	0	0	7	0	0	0	0	7	7.0
13:45 - 14:00	0	0	4	1	0	0	0	5	5.0	0	0	7	0	0	0	0	7	7.0
Hourly Total	0	0	26	2	0	0	0	28	28.0	0	0	28	1	0	0	0	29	29.0
14:00 - 14:15	0	0	4	0	0	0	0	4	4.0	0	0	4	0	0	0	0	4	4.0
14:15 - 14:30	0	0	4	0	0	0	0	4	4.0	0	0	9	1	0	0	0	10	10.0
14:30 - 14:45	0	0	7	0	0	0	0	7	7.0	0	0	5	0	0	0	0	5	5.0
14:45 - 15:00	0	0	8	0	0	0	0	8	8.0	0	0	4	0	0	0	0	4	4.0
Hourly Total	0	0	23	0	0	0	0	23	23.0	0	0	22	1	0	0	0	23	23.0
15:00 - 15:15	0	0	2	1	0	0	0	3	3.0	0	0	5	0	0	0	0	5	5.0
15:15 - 15:30	0	0	6	0	0	0	0	6	6.0	0	0	8	0	0	0	0	8	8.0
15:30 - 15:45	0	0	6	0	0	0	0	6	6.0	0	0	8	0	0	0	0	8	8.0
15:45 - 16:00	0	0	3	0	0	0	0	3	3.0	0	0	5	0	0	0	0	5	5.0
Hourly Total	0	0	17	1	0	0	0	18	18.0	0	0	26	0	0	0	0	26	26.0
16:00 - 16:15	0	0	3	0	0	0	0	3	3.0	0	0	3	0	0	0	0	3	3.0
16:15 - 16:30	0	0	8	0	0	0	0	8	8.0	0	0	4	0	0	0	0	4	4.0
16:30 - 16:45	0	0	8	0	0	0	0	8	8.0	0	0	9	0	0	0	0	9	9.0
16:45 - 17:00	0	0	1	0	0	0	0	1	1.0	0	0	4	0	0	0	0	4	4.0
Hourly Total	0	0	20	0	0	0	0	20	20.0	0	0	20	0	0	0	0	20	20.0
17:00 - 17:15	0	0	2	1	0	0	0	3	3.0	0	0	5	1	0	0	0	6	6.0
17:15 - 17:30	0	0	2	0	0	0	0	2	2.0	0	0	3	1	0	0	0	4	4.0
17:30 - 17:45	0	0	2	0	0	0	0	2	2.0	0	0	2	0	0	0	0	2	2.0
17:45 - 18:00	0	0	4	0	0	0	0	4	4.0	0	0	2	1	0	0	0	3	3.0
Hourly Total	0	0	10	1	0	0	0	11	11.0	0	0	12	3	0	0	0	15	15.0
18:00 - 18:15	0	0	3	1	0	0	0	4	4.0	0	0	4	1	0	0	0	5	5.0
18:15 - 18:30	0	0	1	0	0	0	0	1	1.0	0	0	5	0	0	0	0	5	5.0
18:30 - 18:45	0	0	3	0	0	0	0	3	3.0	0	0	6	0	0	0	0	6	6.0
18:45 - 19:00	0	0	7	0	0	0	0	7	7.0	0	0	2	0	0	0	0	2	2.0
Hourly Total	0	0	14	1	0	0	0	15	15.0	0	0	17	1	0	0	0	18	18.0
TOTAL	0	0	239	11	2	0	0	252	253.0	0	0	220	9	2	0	0	231	232.0

In at Start								
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
0	0	6	0	0	0	0	6	6.0

Accumulation								
CYCLE	M/CYCLE	CAR	LGV	OGV1	OGV2	BUS	TOTAL	PCUs
0	0	6	0	1	0	0	7	7.5
0	0	7	0	1	0	0	8	8.5
0	0	6	1	0	0	0	7	7.0
0	0	10	1	0	0	0	11	11.0
0	0	10	1	0	0	0	11	11.0
0	0	10	1	0	0	0	11	11.0
0	0	11	0	0	0	0	11	11.0
0	0	16	0	0	0	0	16	16.0
0	0	17	0	0	0	0	17	17.0
0	0	19	1	0	0	0	20	20.0
0	0	23	1	0	0	0	24	24.0
0	0	25	1	0	0	0	26	26.0
0	0	33	2	0	0	0	35	35.0
0	0	36	1	0	0	0	37	37.0
0	0	38	1	0	0	0	39	39.0
0	0	44	1	0	0	0	45	45.0
0	0	48	3	0	0	0	51	51.0
0	0	43	3	0	0	0	46	46.0
0	0	45	3	0	0	0	48	48.0
0	0	43	3	0	0	0	46	46.0
0	0	36	3	0	0	0	39	39.0
0	0	40	3	0	0	0	43	43.0
0	0	36	3	0	0	0	39	39.0
0	0	40	3	0	0	0	43	43.0
0	0	41	3	0	0	0	44	44.0
0	0	38	3	0	0	0	41	41.0
0	0	41	3	0	0	0	44	44.0
0	0	38	4	0	0	0	42	42.0
0	0	38	4	0	0	0	42	42.0
0	0	33	3	0	0	0	36	36.0
0	0	35	3	0	0	0	38	38.0
0	0	39	3	0	0	0	42	42.0
0	0	36	4	0	0	0	40	40.0
0	0	34	4	0	0	0	38	38.0
0	0	32	4	0	0	0	36	36.0
0	0	30	4	0	0	0	34	34.0
0	0	30	4	0	0	0	34	34.0
0	0	34	4	0	0	0	38	38.0
0	0	33	4	0	0	0	37	37.0
0	0	30	4	0	0	0	34	34.0
0	0	27	4	0	0	0	31	31.0
0	0	26	3	0	0	0	29	29.0
0	0	26	3	0	0	0	29	29.0
0	0	28	2	0	0	0	30	30.0
0	0	27	2	0	0	0	29	29.0
0	0	23	2	0	0	0	25	25.0
0	0	20	2	0	0	0	22	22.0
0	0	25	2	0	0	0	27	27.0

PCU Factors:	
CYCLE	0.2
M/CYCLE	0.4
CAR	1.0
LGV	1.0
OGV1	1.5
OGV2	2.3
BUS	2.0

0	0	25	2	0	0</
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