

Transport Statement
November 2023

The logo consists of a dark blue square with the white text "EAS" inside it.

EAS

Spring Lane Care Home

170 Fortis Green, LB Haringey

Springdene Nursing and Care Homes Ltd

Document History

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The content of this report is based on information available as of November 2023, the validity of the statements made may therefore vary over time as planning guidance / policies and the evidence base change.

Contents

1	Introduction	4	4	The Proposed Development	19
2	Policy Background	5		Introduction	19
	Introduction	5		Staffing	19
	National Planning Policy Framework (2023)	5		Pedestrian Facilities	19
	The London Plan (2021)	7		Cycle Facilities	19
	The London Borough of Haringey Local Plan: Development Management DPD (2017)	10		Vehicle Access	19
	Haringey's Local Plan: Strategic Policies 2013 (with Alterations 2017) (2013 – 2026)	11	5	Deliveries and Servicing	20
				Car Parking	20
3	Existing Site Conditions	13		Transport Impact	21
	Existing Site Function	13		Introduction	21
	Planning History	13		Parking Capacity	21
	Site Location and Local Facilities	13	6	Summary and Conclusions	23
	Walking and Cycling	14		Summary	23
	Healthy Streets and Active Travel			Conclusions	25
	Zones	14	7	Appendices	27
	Bus	15		Appendix A: Location and Facilities Plan	
	Rail	16		Appendix B: Proposed Site Layout	
	PTAL	16		Appendix C: Haringey Cycle Map	
	Staffing and Visitors	16		Appendix D: PTAL Output	
	Vehicular Access	17		Appendix E: Swept Path Analysis	
	Parking	17		Appendix F: Visibility Splays	
	Car Club Spaces	18		Appendix G: 2023 Parking Survey	
	Deliveries and Servicing	18		Appendix H: 2019 Parking Survey	
	Road Safety	18			

1 Introduction

- 1.1 This Transport Statement has been prepared by EAS on behalf of Springdene Nursing and Care Homes Ltd to support an application for full planning permission for a proposed three storey rear standalone building of Spring Lane Care Home (C2 use), 170 Fortis Green, LB Haringey N10 3PA.
- 1.2 Spring Lane Care Home is currently registered as 62 bedrooms, all of which have ensembles, plus there are ancillary and staff facilities within the building. The building is across five storeys including a basement. It has a parking area at its rear with 17 car parking spaces (inclusive of a disabled parking space). The car parking area is accessed from Spring Lane, to the west of the site, off Fortis Green. Spring Lane also leads to residential dwellings in Jubilee Court north of the site.
- 1.3 The proposal is for a three-storey standalone building at the rear of the building, to provide 6 additional bedrooms. As a result of the development the number of bedrooms will increase from 62 to 68. The existing parking provision will be reduced from 17 to 12 spaces as a result of the development, with the proposed building being situated in place of 5 existing spaces. The site's garden area at its rear will be amended to provide space for the standalone building.
- 1.4 The site is bound by Fortis Green to the south; by Spring Lane to the west, on the other side of which is the five-storey Delphi Court residential building; by flat blocks in Jubilee Court to the north, which are accessed via Spring Lane; and by a three- to four-storey residential building, Woodside, to the east.
- 1.5 **Appendix A** provides a location and facilities plan, while **Appendix B** includes the proposed site layout.
- 1.6 This Statement has been prepared with regard to the Department of Communities and Local Government Guidance on Travel Plans, Transport Assessments and Statements in Decision Taking (March 2014); also to guidance that Transport for London have published on their website. The latter includes guidance on supporting the Mayor of London's Transport Strategy and the Healthy Streets initiative.
- 1.7 The contents of each section of this document are as follows:
 - Section 2 – sets out relevant national, London and local transport policy;
 - Section 3 – describes the existing site conditions;
 - Section 4 – describes the development proposals;
 - Section 5 – sets out the likely transport and parking impacts of the proposals;
 - Section 6 – contains a summary and the conclusions of the Statement.

2 Policy Background

Introduction

2.1 The policy documents reviewed include:

- National Planning Policy Framework (NPPF)
- The London Plan 2021
- The London Borough of Haringey Local Plan: Development Management DPD (2017)
- Haringey's Local Plan: Strategic Policies 2013 (with Alterations 2017) (2013 – 2026)

2.2 A brief description of the above documents and their potential relevance is given below.

National Planning Policy Framework (2023)

2.3 The revised National Planning Policy Framework ('NPPF') was published in September 2023 and sets out the government's planning policies for England and how these are expected to be applied.

2.4 Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan and it is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

2.5 The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

2.6 In respect of that, Paragraph 10 of the NPPF states:

*"So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development** (original emphasis)."*

2.7 Section 9 of the NPPF on Promoting Sustainable Transport state in paragraphs 104 and 105:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*

- e) *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

2.8 Paragraph 107, in relation to parking standards, states that the following should be taken into account:

- a) *"the accessibility of the development;*
- b) *the type, mix and use of development;*
- c) *the availability of and opportunities for public transport;*
- d) *local car ownership levels; and*
- e) *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."*

2.9 Paragraph 108 adds that:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport. In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

2.10 Paragraphs 110 and 111 state that in assessing applications for development it should be ensured that:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users;*
- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

111. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

2.11 Furthermore, paragraphs 112 and 113 continue:

“112. Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

113. All developments that will generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed.”

The London Plan (2021)

2.12 The most recent version of the London Plan was formally published in March 2021 by the Mayor of London.

2.13 Policy T1 ‘Strategic approach to transport’ states that development proposals should facilitate the delivery of the Mayor’s strategic target of 80% of all trips in London to be made by foot, cycle or public transport by 2041. All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London’s transport networks and supporting infrastructure are mitigated.

2.14 Policy T2 accordingly states that development proposals should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. Development proposals should:

- 2) “...reduce the dominance of vehicles on London’s streets whether stationary or moving; and*
- 3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.”*

2.15 Policy T4 states that:

- A) “Development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.*
- B) When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that any impacts on the capacity of the transport network (including impacts on pedestrians and*

the cycle network), at the local, network-wide and strategic level, are fully assessed. ... Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.

C) Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address any adverse transport impacts that are identified.

D) Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.

E) The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.

F) Development proposals should not increase road danger."

2.16 Policy T5 states:

A) Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:

- 1) Supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure*
- 2) Securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.3, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.*

B) Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

C) Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.

D) Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space from other uses such as on-street car parking. Alternatively, in town centres, adding the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.

E) Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as

providing spaces in secure, conveniently-located, on-street parking facilities such as bicycle hangers.

- F) Where the use class of a development is not fixed at the point of application, the highest potential applicable cycle parking standard should be applied.*

2.17 Table 10.2 sets out the minimum cycle parking standards for car homes as below:

Use Class	Long-stay (e.g. for residents or employees)	Short-stay (e.g. for visitors or customers)
C2 Care homes / secure accommodation	1 space per 5 FTE staff	1 space per 20 bedrooms

2.18 Policy T6 Car Parking states:

- A) Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.*
- B) Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.*
- C) An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.*
- D) The maximum car parking standards set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.*
- E) Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking.*
- F) Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes.*
- G) Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6.1 Residential parking, Policy T6.2 Office Parking, Policy T6.3 Retail parking, and Policy T6.4 Hotel and Leisure uses parking. All operational parking should make this provision, including offering rapid charging. New or re-provided petrol filling stations should provide rapid charging hubs and /or hydrogen refuelling facilities.*
- H) Where electric vehicle charging points are provided on-street, physical infrastructure should not negatively affect pedestrian amenity and should ideally be located off the footway. Where charging points are located on footway, it must remain accessible to those using it including disabled people.*
- I) Adequate provision should be made for efficient deliveries and servicing and emergency access.*
- J) A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and*

managed, with reference to Transport for London guidance on parking management and parking design.

- K) Boroughs that have adopted or wish to adopt more restrictive general or operational parking policies are supported, including borough-wide or other area-based car-free policies. Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6.1 Residential parking) must only do so for parts of London that are PTAL 0-1. Inner London boroughs should not adopt minimum standards. Minimum standards are not appropriate for non-residential use classes in any part of London.*
- L) Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London.*

2.19 The London Plan does not set parking standards for residential care homes. Policy T6.4 provides guidance for 'hotel and leisure uses' which is perhaps the most applicable, and states:

- B) In locations of PTAL 0-3, schemes should be assessed on a case-by-case basis and provision should be consistent with the Healthy Streets Approach, mode share and active travel targets, and the aim to improve public transport reliability and reduce congestion and traffic levels.*

2.20 Additionally, Policy T6.5 states:

- A) Disabled persons parking should be provided in accordance with the levels set out in Table 10.6 ensuring that all non-residential elements should provide access to at least one on or off-street disabled persons parking bay.*
- B) Disabled persons parking bays should be located on firm and level ground, as close as possible to the building entrance or facility they are associated with.*
- C) Designated bays should be marked up as disabled persons parking bays from the outset.*
- D) Enlarged bays should provide enough to become disabled persons parking bays quickly and easily via the marking up of appropriate hatchings and symbols and the provision of signage, if required i.e., if it can be demonstrated that the existing level of disabled persons parking is not adequate. The process for converting enlarged bays should be set out in a Parking Design and Management Plan and secured at the planning stage.*
- E) Designated disabled persons parking bays and enlarged bays should be designed in accordance with the design guidance provided in BS8300: Vol 1.*

The London Borough of Haringey Local Plan: Development Management DPD (2017)

2.21 Section 5 of the LB Haringey Local Plan DPD 2017 sets out the policies that relate to transport and parking. The relevant policies are as follows:

2.22 Policy DM31: Sustainable Transport:

- A) *The Council will require that developments with high trip generating characteristics locate where public transport accessibility is high and car parking is minimised to mitigate generated car travel.*
- B) *The Council will support the protection, improvement and creation of pedestrian and cycle routes in the Borough to encourage walking and cycling both as a means of transport and as recreational activity. The Council will also encourage improved links between pedestrian and cycle routes and public transport facilities, particularly at transport hubs.*
- C) *The Council will require the submission of a Travel Plan and a Transport Assessment/Statement in support of development proposals in accordance with the Transport for London thresholds.*

2.23 Policy DM32: Parking

- A) *Development proposals will be assessed against the car parking and cycle parking standards set out in the London Plan.*
- B) *The Council will strongly encourage contributions to car club schemes or the provision of a car club bays as an alternative to on-site parking.*
- C) *The Council will support proposals for new development with limited or no on-site parking where:*
 - a) *There are alternative and accessible means of transport available;*
 - b) *Public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index;*
 - c) *A Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development;*
 - d) *Parking is provided for disabled people; and*
 - e) *Parking is designated for occupiers of developments specified as car capped.*

2.24 Paragraph 5.8 states:

“Appropriately located on-site disabled parking will be required with at least one on or off-site disabled parking space for each car-free development. Disabled parking spaces should be provided for all wheelchair accessible housing in car-free developments. The Council will not issue residents on-street parking permits for car free or car capped developments, which have a limited number of on-site parking spaces. However, occupiers of defined car free or car capped developments would be eligible for visitor’s permits. The Council will use legal agreements to require landowners to advise occupiers of the car free or car capped status of a development. For family sized dwellings (3 or more bedrooms) the Council would expect car parking provision in line with its car parking standards.

Haringey’s Local Plan: Strategic Policies 2013 (with Alterations 2017) (2013 – 2026)

- 2.25 Transport policy SP7 sets out the Boroughs strategic infrastructure proposals and also provides the following information on Delivering Action on Climate Change and Quality and Healthy Places:

In line with the London Plan, the Council will work with its partners to promote the following travel demand management schemes to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by:

- *Minimising congestion and addressing the environmental impacts of travel;*
- *Promoting public transport, walking and cycling (including minimum cycle parking standards);*
- *Promoting road safety and pedestrian movement particularly in town centres and close to local services;*
- *Promoting car sharing and establishing car clubs;*
- *Seeking to locate major trip generating developments in locations with good access to public transport and so better integrate transport and land use planning;*
- *Adopting maximum car parking standards and car free housing wherever feasible;*
- *Seeking to mitigate the impact of road based freight and promote alternatives;*
- *Supporting measures to influence behavioural change such as promoting low carbon vehicles; and*
- *Requiring the submission of transport assessments and travel plans for large scale proposals in line with TfL guidance.*

3 Existing Site Conditions

Existing Site Function

- 3.1 Spring Lane Care Home is currently registered as 62 bedrooms, all which have en-suites, plus there are ancillary and staff facilities within the building. The building is across five storeys including a basement. It has a parking area at its rear with 17 car parking spaces (inclusive of a disabled parking space). The car parking area is accessed from Spring Lane, to the west of the site, off Fortis Green. Spring Lane also leads to residential dwellings in Jubilee Court north of the site.
- 3.2 There is a lay-by on Spring Lane for ambulance use only, suitably sized for at least two ambulances.
- 3.3 The site provides full-time accommodation and care for up to 62 elderly residents. The site caters to residents with dementia, and specifically Alzheimer's, as well as general old age and other physical disability.

Planning History

- 3.4 An application to add 14 bedrooms, requiring the removal of three parking spaces, was submitted in 2020 (ref. HGY/2020/0618). This application was refused, however, the officer's report identified that there were no transport or highways issues associated with the proposals.
- 3.5 With the current application comprising a smaller number of proposed bedrooms, and with fewer existing car parking spaces to be removed, it is expected that there would again be no concerns associated with transport or highways.

Site Location and Local Facilities

- 3.6 The site is located on Fortis Green (A504) which runs east-west through the Fortis Green area of LB Haringey, joining the areas of East Finchley and Muswell Hill. The site is near the eastern extent of Fortis Green, around 70m from a crossroads where Fortis Green becomes Queens Avenue and joins Fortis Green Road and Tetherdown. This crossroads is a traffic light-controlled yellow box junction.
- 3.7 The site is bounded by Fortis Green to the south; by Spring Lane to the west, the other side of which is the five-storey Delphi Court residential building; by flat blocks in Jubilee Court to the north, which are accessed via Spring Lane; and by a three- to four-storey residential building, Woodside, to the east.
- 3.8 There are a range of services and facilities available within walking distance of the site. These will be primarily be utilised by staff, visitors, and possibly by residents.
- 3.9 A wide range of services are available in the Muswell Hill area, within a ten-minute walk from the site. These are primarily on Muswell Hill Broadway, Fortis Green Road and their connecting roundabouts. Key services include Sainsburys, Waitrose and M&S supermarkets, various banks, a range of eateries, churches, a pharmacy and a variety of other shops. There is also a general practice at 46 Queens Avenue, a 2-minute walk from the site.

- 3.10 Table 3.1 below details the distance and duration to reach a range of typical everyday services from the site.

Facility	Distance (km)	Walk Time (mins)	Cycle Time (mins)
Bus Stop	0.02	1	-
United Reformed Church	0.16	2	1
General Practice	0.2	2	1
Muswell Hill Pharmacy	0.27	4	2
Sainsburys supermarket	0.35	5	2
ATM	0.35	5	2
Green space (Highgate Wood)	0.8	10	4
East Finchley underground station	1.2	15	5

Table 3.1 – Local everyday services and facilities

Walking and Cycling

- 3.11 There are footways leading in both directions on Fortis Green from the site. There is a zebra-style pedestrian crossing around 110m west of the site and traffic light-controlled crossings at the crossroads around 90m east of the site.
- 3.12 There are opportunities for leisure walking in the nearby Alexandra Park, which connects to Queens Wood through Parkland Walk, creating a relatively extensive area of rural feel within a 10-minute walk from the site. This forms part of the Capital Ring Walk.
- 3.13 **Appendix C** contains a map produced by LB Haringey which shows cyclist-designated or cyclist-friendly networks in the borough. There are some Quietways and Cyclist Recommended Routes in the vicinity of the site.
- 3.14 There are advanced cyclist stop lines at controlled junctions near to the site, such as at the crossroads east of the site. There are also Sheffield cycle stands distributed around Muswell Hill town centre. This infrastructure supports cycling in the local area.

Healthy Streets and Active Travel Zones

- 3.15 A component of the Mayor's new transport strategy is the Healthy Streets initiative and the Active Travel Zone (ATZ) concept. These aim that all key everyday services are available within a 20-minute cycle from a site, and that the active travel environment meets a set of 10 indicators that determine the 'healthiness' of a street.
- 3.16 The ten indicators seek that pedestrians from all walks of life choose to use a range of sustainable transport modes; in streets that are easy to cross; with places to stop and rest; shade and shelter; clean air; aren't too noisy; with things to see and do; in environments that people feel safe; and relaxed.
- 3.17 A full ATZ assessment has not been carried out given the magnitude of the development and scope of this Transport Statement. However, from assessing the local area and particularly the routes to the Muswell Hill area and East Finchley underground station, it is apparent that in general the site's ATZ meets the healthy streets indicators well.
- 3.18 Footways are of sufficient width, with appropriately positioned drop kerbs and tactile paving, and regular opportunities to cross the roads with dedicated crossing provision. There are lots of trees and other vegetation which provide a range of benefits and the environment appears clean; free from litter or other debris. There are also a good density and range of services and facilities, which in addition create more varied and interesting streetscape, for instance with displays and street art on shutters. There are facilities such

as benches, bins and bicycle stands at appropriate places, where people are likely to meet and socialise.

- 3.19 There are also good provision and opportunities for recreational walking and cycling in the area, which can support higher rates of active transport for 'necessary' trip purposes.

Bus

- 3.20 The Fortismere Avenue bus stop (Stop ID 48541) is situated at the front of the site on Fortis Green, serving the 102, 234, 603 and 634 bus routes eastbound. The corresponding westbound stop is Birchwood Avenue (Stop K) (Stop ID 76916) on Fortis Green Road.
- 3.21 Up to 16 peak hour services pass the site in each direction.
- 3.22 Table 3.2 below summarises these routes.

102	Buses per hour		Eastbound to Edmonton Green		Westbound to Brent Cross	
	Daytime	Evening / Night	First bus	Last bus	First bus	Last bus
M – F	5 – 10	2 – 5	24-hour	24-hour	24-hour	24-hour
Sat	4 – 6	2 – 5	24-hour	24-hour	24-hour	24-hour
Sun	4 – 6	2 – 5	24-hour	24-hour	24-hour	24-hour
234	Buses per hour		Northbound to Chipping Barnet		Southbound to Highgate	
	Daytime	Evening	First bus	Last bus	First bus	Last bus
M – F	3 – 5	3	05:37	00:37	05:18	00:16
Sat	3 – 5	3 – 4	05:37	00:37	05:18	00:16
Sun	3	3	07:37	00:37	07:11	00:16
603	Buses per hour		Northbound to Muswell Hill		Southbound to Swiss Cottage	
	Daytime	Evening	First bus	Last bus	First bus	Last bus
M – F	4 per day	-	09:06	16:00	07:28	15:33
Sat	-	-	-	-	-	-
Sun	-	-	-	-	-	-
653	Buses per hour		Eastbound to Muswell Hill		Westbound to Kingsbury (Jewish Free School)	
	Daytime	Evening	First bus	Last bus	First bus	Last bus
M – F	3 per day	-	07:12	07:17	16:40	16:45
Sat	-	-	-	-	-	-
Sun	-	-	-	-	-	-

Table 3.2 – Summary of bus services from Fortismere Avenue / Birchwood Avenue bus stops

Rail

- 3.23 East Finchley underground station is located an approximately 1.25km, 16-minute walk or 6-minute cycle from the site. A pelican-style pedestrian crossing outside of the station provides access to it across High Road. This station is on the Northern Line, which comprises multiple arms. Northbound from East Finchley, the line serves to High Barnet, and to Mill Hill East via Finchley Central. Southbound, at Camden Town the route joins a separate arm coming from Edgware, before diverging again. Here, one arm goes through the West End stopping at major stations including Euston, Charing Cross, Embankment and Waterloo; the other goes through the City, stopping at major stations including Euston, King's Cross St Pancras, Moorgate and Bank. The branches join again at Kennington, both continuing south to the terminus at Morden.
- 3.24 From East Finchley, there are up to 18 peak hour services in both directions, with services running throughout the day between around 05:30 and 00:30. There are also good connections to the rest of the underground network and National Rail services within a 15- to 20- minute journey from East Finchley underground station.

PTAL

- 3.25 The Public Transport Accessibility Level Index is used to derive accessibility maps for London. Details of the methodology can be found in the TfL Transport Assessment Best Practice guidance document Appendix B (April 2010). This guidance states that:

Public Transport Accessibility Levels (PTALs) are a detailed and accurate measure of the accessibility of a point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at any location within Greater London.

- 3.26 The site receives a PTAL score of 3, indicating a moderate level of accessibility to public transport. The PTAL report is included in **Appendix D**.
- 3.27 As explained above, there is potential for both staff and visitors to access the site via a range of sustainable transport modes. Staff, visitors and potentially residents can also access a range of everyday facilities within a comfortable walking distance from the site.

Staffing and Visitors

- 3.28 Including agency staff and external catering contractors the site has around 57 employees. A maximum of 25 to 30 staff are on site at a given time. The site is in operation 24/7, with the reception staffed between 08:30 and 20:00.
- 3.29 This maximum staff presence occurs on weekdays and particularly during the daytime, with maintenance and activity staff on site in addition to care and catering staff.
- 3.30 While visits can occur at any time, they are generally between 08:30 and 20:00, when the reception is staffed. Weekends are also more popular for visits compared to weekdays.
- 3.31 Staff working during the daytime on weekdays are encouraged not to park in the site's car park, leaving space for visitors and temporary or infrequent contractors, i.e. for maintenance works or activity staff. However, regular staff on night-time or weekend shifts are free to park in the site's car park.

- 3.32 A survey was carried out to determine the modal split of journeys to work by site staff. The results of this are summarised in Table 3.3 below. It also shows how many of each transport type would be expected to attend site in a representative sample of 30 employees: the maximum on site at any one time.

Transport Mode	Number	Percentage	Modal Split from a Representative 30 Staff Members (allow for rounding)
Walking	5	9%	3
Cycling	0	0%	0
Train / underground	0	0%	0
Bus	38.5*	69%	21
Car	12.5*	22%	7
Other	0	0%	0
Total	57	100%	31
Sustainable modes	43.5	78%	24

Table 3.3 – Surveyed modal split of employees' journeys to work

**Note: where staff labelled multiple modes of travel these have been split*

- 3.33 Over three quarters of staff (78%) use a sustainable mode of travel to get into work, i.e. not by private vehicle.
- 3.34 Based on the above proportions, a representative sample of 30 staff members as the most on site simultaneously would equate to 7 employees driving to work, with 21 travelling by public transport and 3 by active transport (allow for rounding).
- 3.35 It is unknown whether any employees car share.

Vehicular Access

- 3.36 All vehicular access is made via Spring Lane, off Fortis Green, which bound the site to the west and south, respectively. Spring Lane leads to the site's car park at its rear, before continuing to Jubilee Court to the north of the site.
- 3.37 Spring Lane is around 6m in width and can therefore serve HGVs and refuse vehicles. Although, the road is effectively a single lane whereby vehicles will often park in the unrestricted space on the eastern side of Spring Lane.

Parking

- 3.38 The site's existing parking area has 17 car parking spaces (inclusive of a disabled parking space). There is also space to park five or six vehicles on Spring Lane and around ten vehicles to park on Fortis Green opposite the site, which is free of parking restrictions.
- 3.39 St Luke's CPZ comprises the residential roads opposite the site, south of Fortis Green and Fortis Green Road. It is operational from 11:00 to 13:00 Monday to Friday, during which only permit holders are able to park.
- 3.40 Staff working during the daytime on weekdays who drive to work are encouraged to not park in the site's car park, as to leave it primarily for visitors. Although, the site management staff allow staff working weekday evenings or at the weekends to park in the site car park.

- 3.41 Existing parking at the site and in the surrounding area have been surveyed to assess the potential impact of the proposal. Details of this surveying is provided in Section 5.

Car Club Spaces

- 3.42 There is a Zipcar car club space located in Muswell Hill town centre, situated an 9-minute walk from the site.

Deliveries and Servicing

- 3.43 Smaller delivery vehicles park in the site's car park to unload, while larger vehicles that may not be able to access the car park will park either on Spring Lane or Fortis Green, where they will unload and transfer goods to the site by trolley.
- 3.44 Refuse is collected twice per week by Veolia Haringey. Vehicles reverse onto Spring Lane from Fortis Green, where they will collect bins that have presented to the kerbside from the bin store in the car park by site employees. Refuse vehicles can then exit onto Fortis Green in a forward direction.
- 3.45 Clinical waste is collected twice per week by PHS. There are 3 food deliveries per week to the site kitchen.
- 3.46 For deliveries, smaller vans will park in the site car park, while larger vehicles will park in Spring Lane.
- 3.47 Each delivery or servicing trip generally takes five to ten minutes, with 9 in total over the week, equating to an average of 1.3 per day.

Road Safety

- 3.48 Data on traffic collision incidents from 2017 to 2021 inclusive, the most recent five-year period available, were obtained from crashmap.co.uk.
- 3.49 There have been 6 accidents within close proximity to the site with 1 of these being 'serious' and 5 being 'slight' incidents. To the west of the site there are two recorded accidents at the junction of Fortis Green and Twyford Ave, both regarded as slight injuries.
- 3.50 To the east of the site there are 3 accidents recorded as slight and 1 accident recorded as serious at the signalised junction with Fortis Green, Tetherdown and Queens Ave. The serious accident occurred on 25/11/2020 at 17:43 and involved two motorcyclists with one proceeding normally not turning and the other in the act of turning, both collided and each rider had serious injuries.

4 The Proposed Development

Introduction

- 4.1 The proposal is for a three-storey standalone at the rear of the building plus amendments to the basement. 6 additional bedrooms are proposed. Therefore, the total number of bedrooms following implementation of the proposal would be 68 bedrooms. The existing parking provision will be reduced as a result of the development with the proposed building situated on 5 of the existing parking spaces. The site's garden area at its rear will be amended to provide space for the standalone building.
- 4.2 The proposed site plans are included at **Appendix B**.

Staffing

- 4.3 At present the maximum number of staff on site concurrently is 25 to 30. Following the proposed standalone building this could increase by one or two staff members. As informed by the survey as summarised in Section 3, with 22% of current staff driving to work, which equates to 7 drivers within a representative group of 30 employees, two extra staff members on site would not be expected to account for an additional driver; rising from 6.6 to 7.04.
- 4.4 This would therefore not represent a perceptible change to on the local highway network or parking amenity.

Pedestrian Facilities

- 4.5 Pedestrians will continue to access the site via its front entrance on Fortis Green.

Cycle Facilities

- 4.6 At present there are no cycle parking facilities on site. As part of the development, long-stay cycle parking for six cycles and short-stay parking for four cycles will be provided, in accordance with the London Plan.

Vehicle Access

- 4.7 **Appendix F** shows how visibility splays in excess of 2.4 x 43 metres are possible at the junction with the Ridgeway, in accordance with the Manual for Streets guidance in 30 mph areas.
- 4.8 There are to be no changes to vehicular access for the site, which will continue to be made from Spring Lane following the proposed building.
- 4.9 However, it is likely that during the construction process part of the site car park will be inaccessible, as to provide space for a construction site office, welfare office and for construction vehicles. To achieve access, particularly for larger construction vehicles, part of the wall adjacent to the site access, separating the site and Spring Lane, may have to be removed temporarily.

- 4.10 To provide parking provision for visitors and staff during the construction process, the minimum required space for construction features will be calculated and from this the availability of parking at each phase of the construction process can be determined.
- 4.11 Staff and visitors will be made well aware of this occurrence and will be provided with schedules and given advice on use of alternate modes of transport available and accessible car park locations. These aspects would be addressed in an Outline Construction Logistics Plan.

Deliveries and Servicing

- 4.12 Smaller delivery vehicles are able to park and unload in the site's car park. Alternatively, larger vehicles can park in Spring Lane, or on Fortis Green opposite the site where there are no parking restrictions. From here they can unload and transfer goods via trolley to the site.
- 4.13 Refuse collection will continue with the same procedure as at present. Bins are wheeled out from the site bin store which is located in the car park by site employees, for collection by refuse operatives. Refuse vehicle tracking showing a refuse vehicle reversing onto Spring Lane, stopping to collect refuse and then driving out in a forward direction onto Fortis Green is shown in **Appendix E**.
- 4.14 Refuse is collected by Veolia Haringey, who attend the site twice a week. This frequency is not expected to change following the increase in the number of rooms from 62 to 68.
- 4.15 On top of this the current collection of clinical waste which occurs twice per week, plus a number of deliveries per week. It is not expected that the proposed building would require an increase in the frequency of delivery and servicing trips to site.
- 4.16 Some delivery vehicles park in the site car park while others park and unload from Spring Lane. During the construction process it is likely that some of the spaces in the car park will be temporarily unavailable, in order to fit a construction site office, welfare office and construction equipment on the site.
- 4.17 All delivery and servicing contractors will be advised to this and provided with schedules of the construction process. In the case of those who park in the car park, operatives will be advised of alternate procedures. These issues can be addressed further in an Outline Construction Logistics Plan if required by LB Haringey.
- 4.18 Emergency vehicle access will be retained throughout the construction process and after its completion. The existing ambulance parking bay on Spring Lane will remain free from construction vehicles or equipment. Access between it and Fortis Green will not be impeded at any point.

Car Parking

- 4.19 To existing parking arrangement and spaces will be reduced as a result of the development. 5 spaces will be removed resulting in the sites parking changing from 17 to 12, inclusive of 1 disabled parking space. This is deemed to be unlikely to cause an issue of overspill parking.
- 4.20 The analysis and reasoning behind this are provided in Section 5 of this Statement and aforementioned in Section 3.

5 Transport Impact

Introduction

- 5.1 This section explains how the additional 6 bedrooms (9.7% increase) is not expected to cause overspill parking whilst utilising the 12 on-site car parking spaces (inclusive of the 1 disabled parking space) that would be present following implementation of the proposal. The results of the car park survey did not differentiate between the disabled space and the regular parking spaces and thus the number of parking spaces has been treated as single figure.

Parking Capacity

- 5.2 Parking in the area was surveyed by K&M Traffic Surveys which assessed both parking in the site's car park and on public streets within a circa 200m walk of the site, with 15-minute beats between 09:00 and 17:00. A survey was initially undertaken in September 2019 to support the previous application, with the survey being repeated on Saturday 16th September 2023 given the time that has passed since the initial survey.
- 5.3 The period surveyed is understood to likely include the car park's busiest periods over the week: staff working weekday daytime shifts are encouraged to not use the site car park, while this does not apply to night-time or weekend shifts. Hence, the car park likely included employees' vehicles throughout the survey. Meanwhile, it is understood that most visitors will attend site during the daytime between 08:30 and 20:00 when the reception is staffed. Also, based on EAS's experience in working with care homes, Saturdays commonly feature the most visitors.
- 5.4 Thus, it is considered that having carried out a survey of site car park capacity throughout the day on a Saturday will have given a worst-case scenario of the potential for overspill parking at the site.
- 5.5 It should be noted that on the day of the recent 2023 survey the surveyors reported that only 11 of the 17 spaces were available to use due to construction huts and storage occupying 6 spaces.
- 5.6 The 2023 car park survey recorded that of the 11 potential spaces (including a disabled parking space; this was not differentiated from the car parking spaces in the survey), there were only 1 or 2 spaces, and an average of 1.18 spaces, used by cars throughout the survey period. The survey also recorded 9 or 10 spaces, and an average of 9.81 spaces, being available throughout the survey period. In addition, of the space for 5 or 6 vehicles on Spring Lane, there was at least 1 space available for 6.5 of the 8 hours surveyed, and an average of 1.4 spaces remaining throughout the 8 hours of monitoring.
- 5.7 Nevertheless, with an average demand of 1.18 vehicles generated from 62 bedrooms, or 0.019 vehicles per bedroom, with 6 additional bedrooms (9.7% increase) this would equate to an average of 1.29 vehicles in the car park throughout the day ($68 \times 0.019 = 1.292$); even being robust and rounding this up to 2, there would still be 10 spaces available of the 12 within the proposed site, and thus sufficient space to cope with the site's parking demands throughout a Saturday; which is inferred as the busiest day of the week for parking at care homes.

- 5.8 Peak occupation of the car park during the survey was 2 vehicles, which equates to 0.032 spaces per room for the current 62 rooms. With the proposed increase to 68 bedrooms this would equate to 2.18 vehicles ($68 \times 0.032 = 2.176$): being robust and rounding this up to 3, the highest number of vehicles likely to be in the site car park concurrently. There would thus still likely be 9 spaces available, even at the busiest times of the week, which again would be accommodated within the proposed car park.
- 5.9 When comparing this data to the previously surveyed car park it is clear that the number of drivers has reduced since 2019.
- 5.10 Additionally, a parking survey of the local area, based on the Lambeth Methodology, was also carried out on Saturday 16th September 2023. Two parking beats were carried out which identified all potential parking spaces and their occupancy within a 200m walk from the site. This differed from a regular Lambeth style survey whereby they were carried out in the day, at 11:00 and 14:00 on a Saturday, as opposed to during the night on two separate weekdays.
- 5.11 This is because an ordinary Lambeth Methodology survey is performed when parking stress is likely to be highest for residential areas, i.e. at night on weekdays where many people will be at home. Conversely, it was expected that visitors are more likely to occur during the day on Saturdays, during which other members of the public may also utilise on-street parking in performing leisure or shopping activities in the Muswell Hill area.
- 5.12 The Lambeth Methodology-style survey recorded 33 of 297 spaces as available, or 11.1%, at 11:00. Although, of these 53 were unrestricted spaces of which 4 were available, or 1.3%. At 15:00, 56 of 297 spaces were available, or 18.9%. Though again, a smaller amount of 13 of the 53 unrestricted spaces were available, equating to 4.4%.
- 5.13 Whilst these figures could be interpreted the areas as having a high parking stress, it has been demonstrated that the site's car park is of sufficient capacity to cope with the parking requirements of site staff and visitors throughout probably the busiest day of the week. However, crucially to this Transport Statement and application, even following the addition of 6 bedrooms and removal of 5 spaces, the car park has been demonstrated to be of sufficient capacity.
- 5.14 It should also be noted that the 2019 survey recorded both higher use of the on-site car park and higher demand for on-street parking in the vicinity of the site. Therefore, the use of on-site parking spaces for construction huts and storage does not appear to have negatively impacted demand for on-street parking.
- 5.15 Full 2019 and 2023 parking survey data can be found contained at **Appendix G and H**.
- 5.16 The proposal is thus not expected to result in a problematic impact to parking stress given that sufficient off-street parking provision is expected to be available within the proposed development.

6 Summary and Conclusions

Summary

- 6.1 This Transport Statement has been prepared by EAS on behalf of Springdene Nursing and Care Homes Ltd to support an application for full planning permission for a proposed standalone building of Spring Lane Care Home (C2 use), 170 Fortis Green, LB Haringey, N10 3PA.
- 6.2 Spring Lane Care Home is currently registered as 62 bedrooms, all with ensembles, plus there are ancillary and staff facilities within the building. The building is across five storeys including a basement. It has a parking area at its rear with 17 car parking spaces (inclusive of a disabled parking space). The car parking area is accessed from Spring Lane, to the west of the site, off Fortis Green. Spring Lane also leads to residential dwellings in Jubilee Court north of the site.
- 6.3 The proposal is for a three-storey standalone at the rear of the building plus amendments to the basement. 6 additional bedrooms are proposed. Therefore, the total number of bedrooms following implementation of the proposal would be 68 bedrooms. The existing parking provision will be reduced as a result of the development with the proposed building situated on 5 of the existing parking spaces, thus meaning the proposed site would have 12 on-site parking spaces. The site's garden area at its rear will be amended to provide space for the proposed building.
- 6.4 The site is well served by local facilities and public transport services. Everyday facilities including supermarkets, banks, eateries, a general practice, a pharmacy and churches are all available within a 5- to 10-minute walk from the site.
- 6.5 There are footways leading in both direction on Fortis Green from the site. There is a zebra-style pedestrian crossing around 110m west of the site and traffic light-controlled crossings at the crossroads around 90m east of the site. There are advanced cycle stop lines at controlled junctions near to the site. There are Sheffield cycle stands distributed around Muswell Hill town centre.
- 6.6 There are opportunities for leisure walking in the nearby Alexandra Park, which connects to Queens Wood through Parkland Walk, creating a relatively extensive area of rural feel within a 10-minute walk from the site. This forms part of the Capital Ring Walk.
- 6.7 The Fortismere Avenue bus stop is situated at the front of the site on Fortis Green. Its corresponding westbound bus stop is the Birchwood Avenue bus stop on Fortis Green Road, a 2-minute walk from the site. These bus stops serve the 102, 234, 603 and 653 bus routes, which between them provide up to 16 peak hour services in each direction.
- 6.8 East Finchley underground station is located an approximately 1.25km, 16-minute walk or 6-minute cycle from the site. The station is on the Northern Line which comprises multiple arms. From the site, northbound services serve to High Barnet, and Mill Hill East via Finchley Central. A second northern arm from Edgware joins this at Camden Town, five stops southbound from East Finchley. After Camden Town, the line diverges again with one arm going through the West End and the other through the City. Both of these arms pass major underground and National Rail interchange stations, such as Embankment and Waterloo; and Kings Cross and Moorgate.

- 6.9 There are up to 18 peak hour services both northbound and southbound from East Finchley station, with services running between around 05:30 and 00:30. Major underground and National Rail interchange stations can be reached within a 15- to 20-minute journey from East Finchley underground station.
- 6.10 The site receives a PTAL of 3, despite the fact East Finchley underground station is beyond the 960m (12-minute walk at 4.8 kph) limit for a rail station to be included in the PTAL score.
- 6.11 There is one Car Club vehicle in the Muswell Hill town centre area.
- 6.12 Deliveries and servicing occur via the site's car park, Spring Lane or Fortis Green. Small delivery vehicles are able to access the site car park, while larger delivery vehicles will either park or unload on Spring Lane or Fortis Green, transferring the goods to site using a trolley. Bins are presented to the kerbside on Spring Lane by site staff, with a refuse vehicle, attending site twice per week, reverses onto Spring Lane, collects the bins before exiting onto Fortis Green in a forward direction.
- 6.13 There are no changes to deliveries or servicing associated with the proposed standalone building. The 6 additional bedrooms are not expected to cause an increase in the frequency of refuse collection, nor a significant increase in the number of deliveries to the site.
- 6.14 At present there are no cycle parking facilities on site. As part of the development, long-stay cycle parking for six cycles and short-stay parking for four cycle will be provided, in accordance with the London Plan.
- 6.15 There are no proposed changes to pedestrian or vehicular access which will continue to be made via Fortis Green and Spring Lane, respectively.
- 6.16 Including agency staff and external catering contractors the site has around 57 employees. A maximum of 25 to 30 staff are on site at a given time. The site is in operation 24/7, with the reception staffed between 08:30 and 20:00.
- 6.17 This maximum staff presence occurs on weekdays and particularly during the daytime, with maintenance and activities staff on site in addition to care and catering staff.
- 6.18 While visits can occur at any time, they are generally between 08:30 and 20:00, when the reception is staffed. Weekends are also more popular for visits compared to weekdays.
- 6.19 Staff working during the daytime on weekdays are encouraged not to park in the site's car park, leaving space for visitors and temporary or infrequent contractors, i.e. for maintenance works or activity staff. However, regular staff on night-time or weekend shifts are free to park in the site's car park.
- 6.20 A survey of employees' modes of journeying to work found 78% use sustainable transport modes. This includes 69% by bus, 0% by underground, 9% by walking, 0% by bicycle; and 22% by car.
- 6.21 There are up to 30 staff members on site concurrently, of which a representative sample would equate to 7 employees driving to work. However, staff with daytime shifts during the week are encouraged to not park in the site's car park. This does not apply for those working night-time or weekend shifts.
- 6.22 A survey of the site's parking area was carried out on Saturday 16th September 2023 by K&M Traffic Surveys. The survey was carried out on a Saturday as this was reasoned to be the busiest day in terms of demand for parking at the site, as staff are able use the car park

on weekends, while weekends are generally more popular for visits. Moreover, EAS's experience on working with Care Homes previously informs us that Saturdays are often the busiest day of the week for visitors.

- 6.23 The car park survey found an average of 1.18 cars in the car park from 15-minute beats over eight hours during the day (09:00 to 17:00). With an average of 1.18 vehicles generated from 62 bedrooms, or 0.019 vehicles per bedroom, with 6 additional bedrooms (9.7% increase) this would equate to an average of 1.29 vehicles in the car park throughout the day ($68 \times 0.019 = 1.292$).
- 6.24 Peak occupation of the car park during the survey was 2 vehicles, which equates to 0.032 spaces per room for the current 62 rooms. With the proposed increase to 68 bedrooms this would equate to 2.18 vehicles ($68 \times 0.032 = 2.176$); the highest number expected on likely the busiest day of the week.
- 6.25 A parking survey of the local area, based on the Lambeth Methodology, was also carried out on Saturday 16th September 2023. The Lambeth Methodology-style survey recorded 33 of 297 spaces as available, or 11.1%, at 11:00. Although, of these 53 were unrestricted spaces of which 4 were available, or 1.3%. At 15:00, 56 of 297 spaces were available, or 18.9%. Though again, a smaller amount of 13 of the 53 unrestricted spaces were available, equating to 4.4%.
- 6.26 Whilst these figures could be interpreted the areas as having a high parking stress, it has been demonstrated that the site's car park is of sufficient capacity to cope with the parking requirements of site staff and visitors throughout probably the busiest day of the week. However, crucially to this Transport Statement and application, even following the addition of 6 bedrooms and removal of 5 spaces, the car park has been demonstrated to be of sufficient capacity.
- 6.27 Demand for use of the site's car park has decreased since the 2019 survey with peak use reducing from 0.159 per bedroom to 0.032 per bedroom and average use reducing from 0.105 per bedroom to 0.019 per bedroom. Further, on-street parking stress has also decreased since the 2019 survey.
- 6.28 There is thus still sufficient capacity to cope with parking demand from the additional 6 bedrooms.
- 6.29 It is noted that some of the car parking spaces will be made unavailable during the construction process, in order to fit a construction site office, welfare office and construction equipment on site. Staff, visitors and delivery contractors will be made aware of this and advised on alternate requirements through which they can continue to use the site as at present. These aspects can be addressed in an Outline Construction Logistics Plan if requested by LB Haringey.

Conclusions

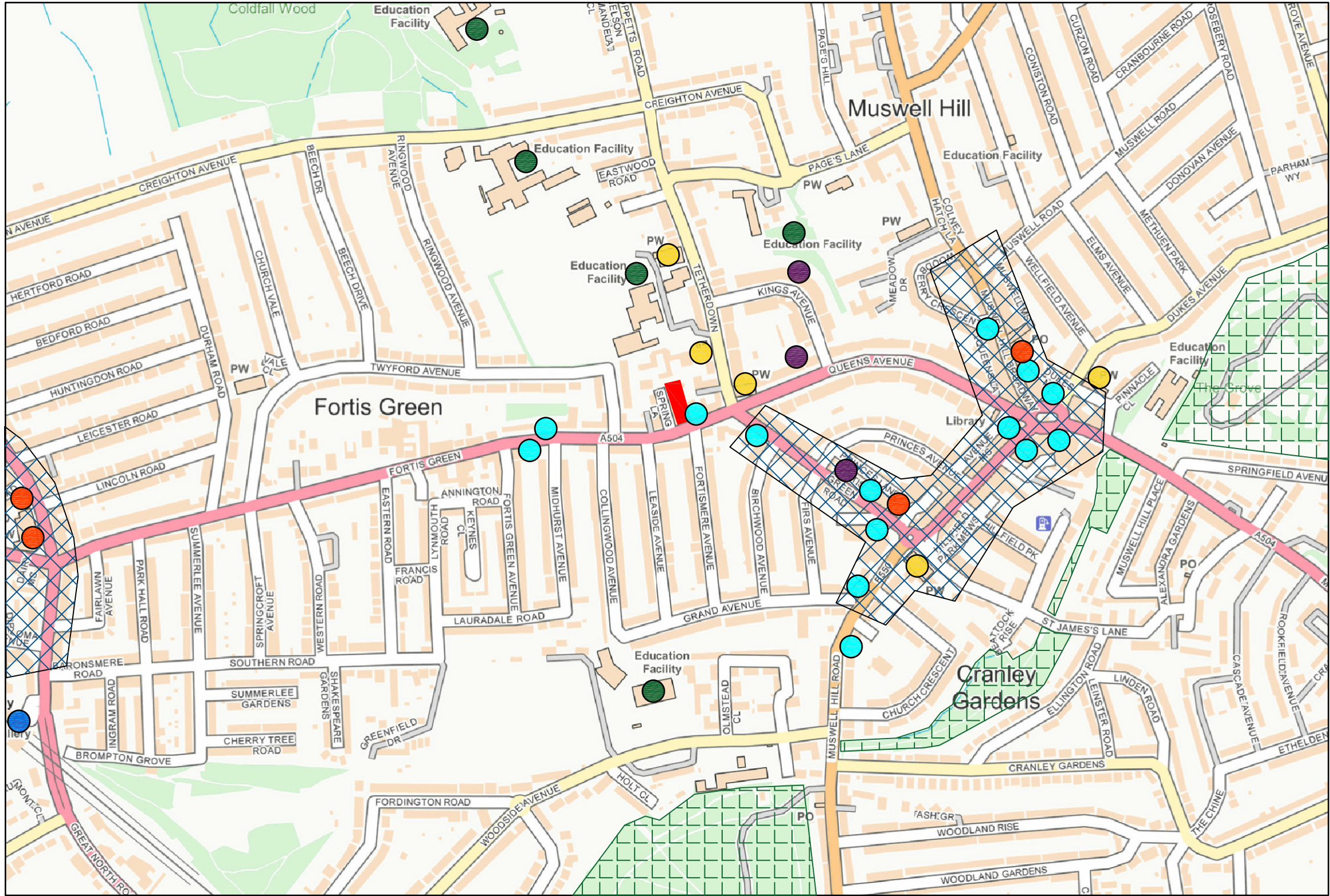
- 6.30 The proposed standalone building of Spring Lane Care Home, comprising the addition of 6 bedrooms, increasing the total to 68, will not cause issues of overspill parking.
- 6.31 Indeed, a previous application that comprised a greater increase in the number of bedrooms, as well as a reduction in the number of on-site parking spaces, was not considered to comprise notable transport or highways issues.

- 6.32 In any case, it has been demonstrated that the proposals do not constitute a material change in highway or parking amenity and thus should not be rejected on transport or highways grounds.

7 Appendices

Appendix A: Location and Facilities Plan
Appendix B: Proposed Site Layout
Appendix C: Haringey Cycle Map
Appendix D: PTAL Output
Appendix E: Swept Path Analysis
Appendix F: Visibility Splays
Appendix G: 2023 Parking Survey
Appendix H: 2019 Parking Survey

Appendix A: Location and Facilities Plan



- KEY
- SITE
 - BUS STOP
 - UNDERGROUND STATION
 - HEALTHCARE
 - SUPERMARKET
 - PLACE OF WORSHIP
 - EDUCATION
 - GREEN OPEN SPACE/WOODLAND
 - MUSWELL HILL TOWN CENTRE
 - EAST FINCHLEY TOWN CENTRE

REV	DATE	BY	DESCRIPTION	CHK	APD
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www.eastp.co.uk

CLIENT:
SRPINGDENE NURSING AND CARE HOMES LTD

ARCHITECT:

PROJECT:
**SPRING LANE CARE HOME, FORTIS GREEN
LB HARINGEY**

TITLE:
LOCATION AND FACILITIES PLAN

SCALE © A3: 1:1750	DESIGN-DRAWN: BM	DATE: 21/10/19
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PROJECT No: 2393	DRAWING No: SK03
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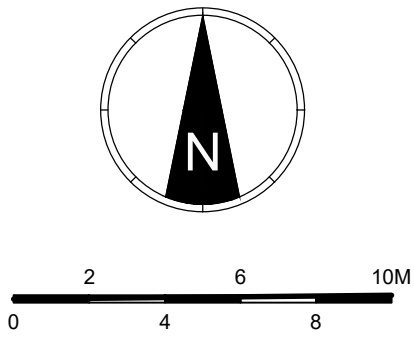
Appendix B: Proposed Site Layout

PROPOSED SITE PLAN



GENERAL NOTES:

1. ALL DIMENSIONS TO BE VERIFIED ON SITE AND ANY DISCREPANCIES REPORTED BACK TO RDT ARCHITECTS.
2. COPYRIGHT OF THIS DRAWING IS RESERVED BY RDT ARCHITECTS.
3. THIS DRAWING IS FOR PLANNING PURPOSES ONLY.



NOTE

1. ORIGINAL SURVEY INFORMATION TAKEN FROM TOPOGRAPHICAL SURVEY DRAWING TS22-201-1 PRODUCED BY TERRAN SURVEYS. REFER TO ORIGINAL SURVEY INFORMATION FOR DETAILED LEVEL INFORMATION. SITE CO-ORDINATES ARE TO OS
2. EXTERNAL GARDEN LAYOUT SUBJECT TO INPUT FROM LANDSCAPE ARCHITECTS

KEY

[Red line]	SITE BOUNDARY 0.1002 HECTARES / 0.3959 ACRES
[Grey area]	EXISTING BUILDINGS
[Light grey area]	ROAD
[Orange area]	FOOTPATH
[Yellow area]	PAVING SLABS
[Light orange area]	PARKING
[Light green area]	LAWN
[Green area]	PLANTING
[Blue area]	POND
[Green dashed line]	PROPOSED HEDGE
[Brown dashed line]	EXISTING/PROPOSED BOUNDARY/RETAINING WALL
[Black line]	CONTROLLED ACCESS POINT / FENCE LINE

UPDATED STAIRCASE TO BASEMENT		LAG	06.07.23			
P1	PRELIMINARY ISSUE	LAG	19.05.23			
REV	DESCRIPTION	BY	DATE			
PROJECT WORK STAGE						
PLANNING						
CLIENT						
SPRINGDENE NURSING AND CARE HOMES LTD						
PROJECT						
SPRING LANE CARE HOME 170 FORTIS GREEN, MUSWELL HILL, LONDON, N10 3PA						
DRWG TITLE						
PROPOSED SITE PLAN						
PROJECT	ORIGINATOR	ZONE	LEVEL	TYPE	DIS	NUMBER
1326PL	RDT	01	XX	DR	A	1100
STATUS		SUITABILITY DESCRIPTION				
-						
DRAWN BY	DATE	SCALE	CHECKED BY			
LAG	MAY 23	1:200	NS			
RDT PROJECT REF.		PAPER SIZE	REVISION			
1326		A1	P2			

Appendix C: Haringey Cycle Map

useful contacts and information

For more information on cycling in
Haringey visit
www.haringey.gov.uk/smartertravel

london cycling campaign
www.lcc.org.uk

lee valley regional park
www.leevalleypark.org.uk

british cycling
www.britishcycling.org.uk

transport for london
www.tfl.gov.uk/cycling

sustainable transport
www.sustrans.org.uk

cycle routes
www.londoncyclenetwork.org.uk

report a road problem email
streetscene@haringey.gov.uk

cycles on transport

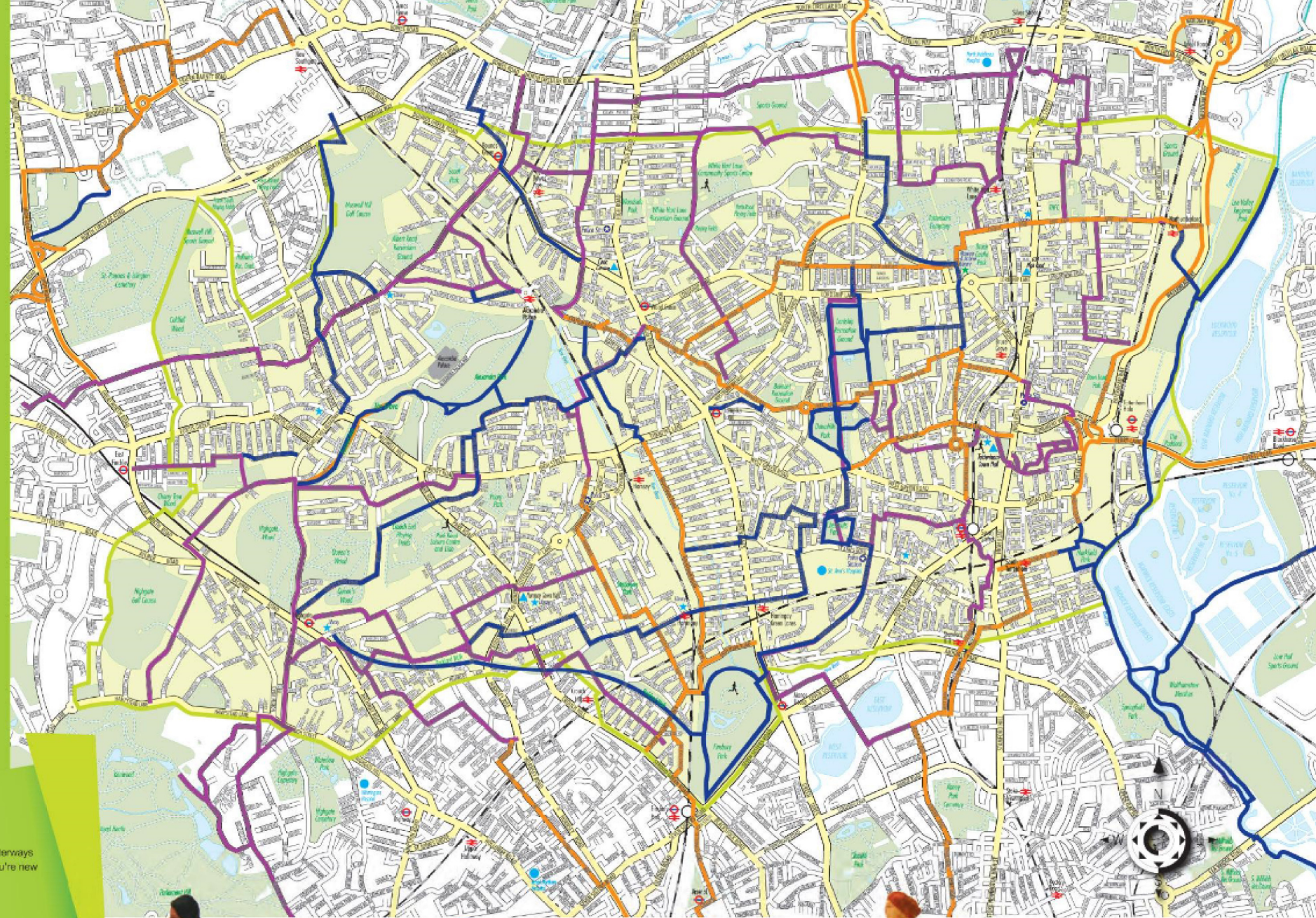
london underground
Fold-up cycles are free to take on all tubes at any time. Non fold-up cycles are free during off-peak on some lines but are not allowed on escalators.

london buses
Fold-up cycles are allowed onboard the bus at the driver's discretion and are treated as luggage or pushchairs.

national rail services
Rail operators' rules vary. Get a free "Cycling by Train" leaflet from stations or visit www.nationalrail.co.uk for guidance.

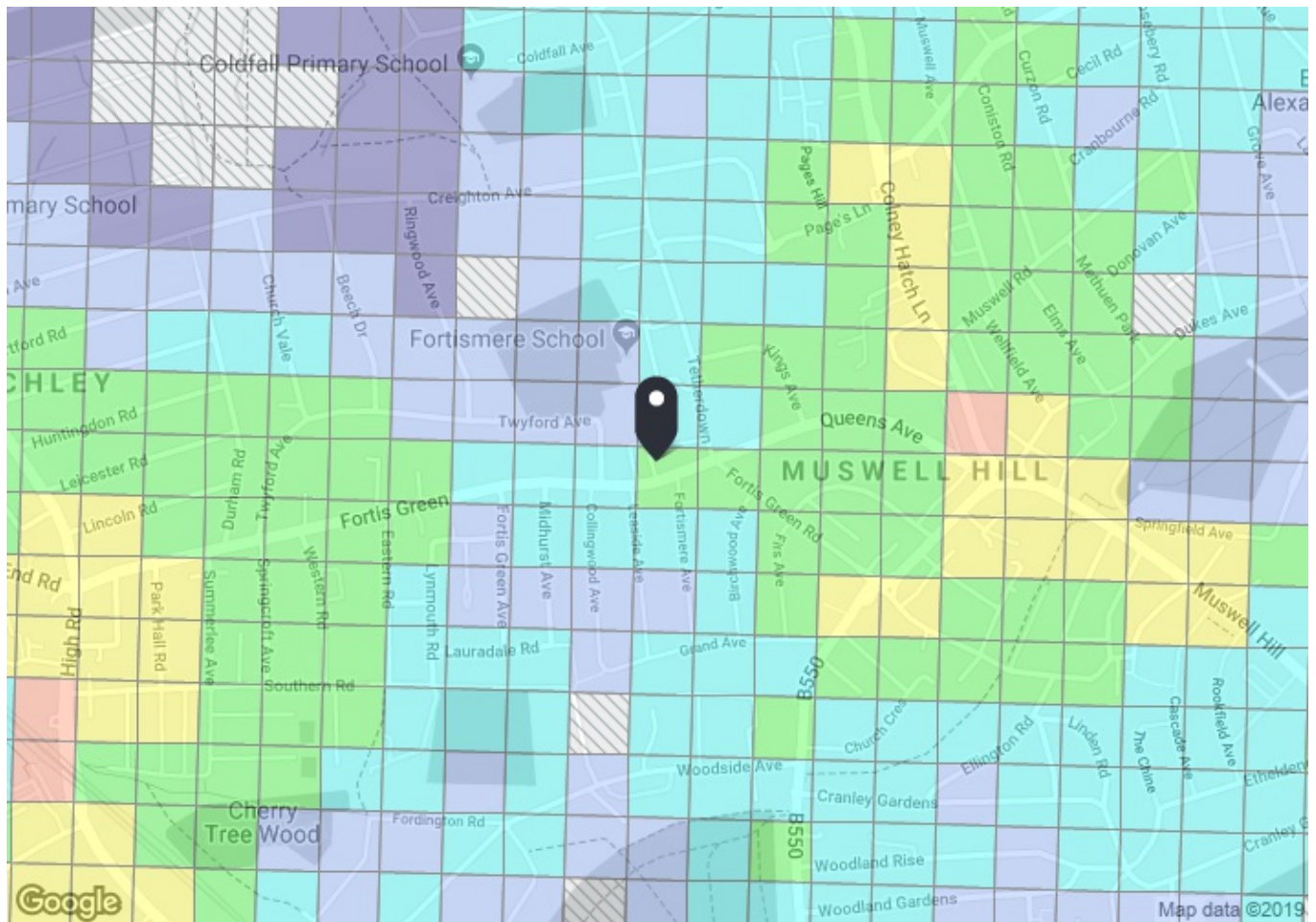
-  **Quietways**- These are safe routes running through parks, forests, waterways and quiet residential streets - perfect if you're new to cycling, or want to build confidence
-  **Local Cycle Networks**
-  **Cyclists Recommended Routes**
-  **Sports Centres**

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NB. Cycle parking is provided at locations throughout the borough.

Appendix D: PTAL Output



PTAL output for Base Year 3

N10 3PA
Fortis Green, Muswell Hill, London N10 3PA, UK
Easting: 528232, Northing: 189665

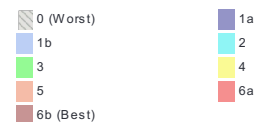
Grid Cell: 129550

Report generated: 16/09/2019

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

Map key - PTAL



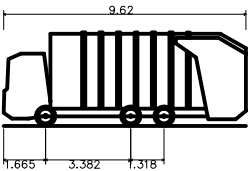
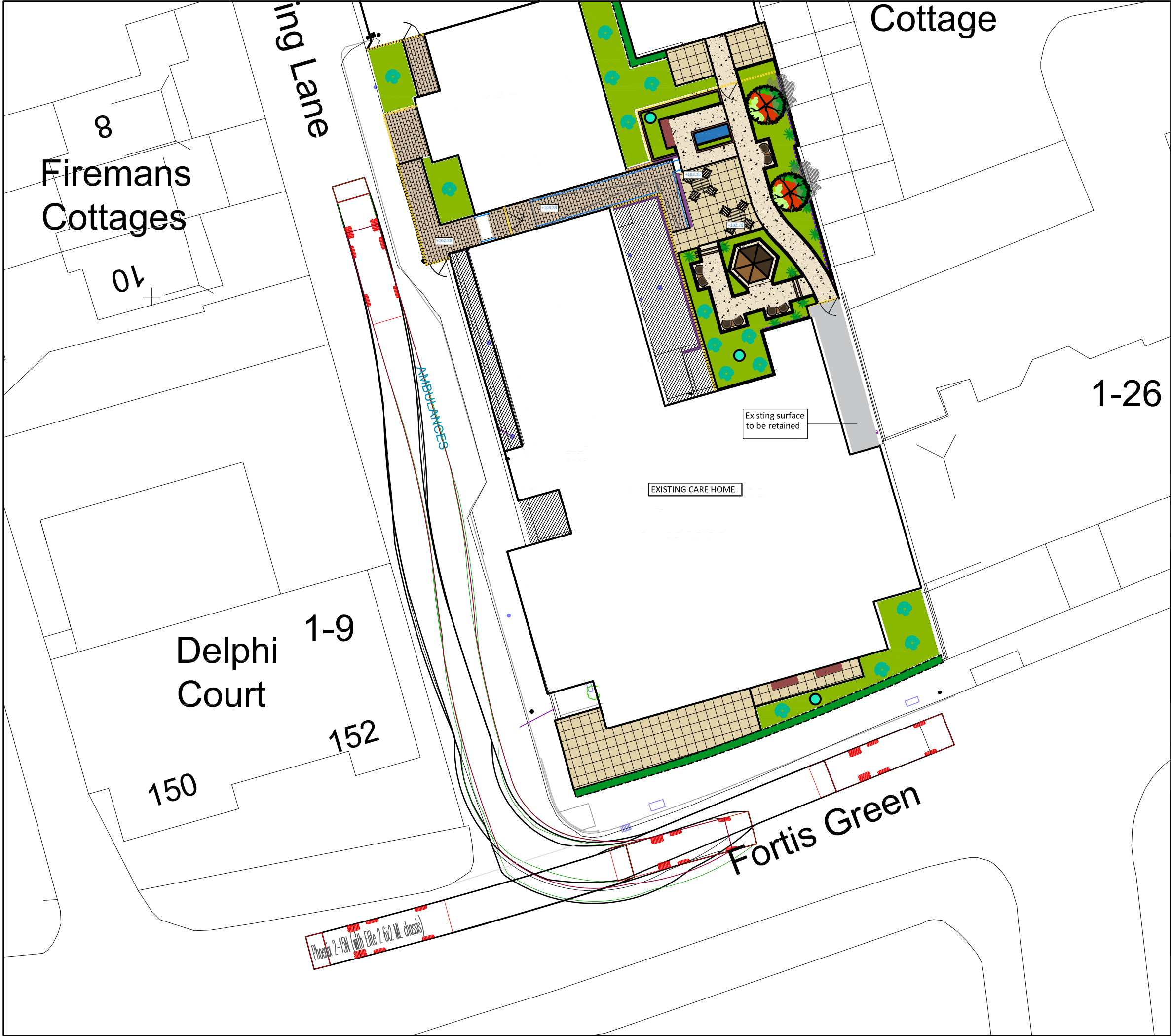
Map layers

 PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	FORTIS G TETHERDOWN	234	75.64	5	0.95	8	8.95	3.35	0.5	1.68
Bus	FORTIS G TETHERDOWN	102	75.64	7.5	0.95	6	6.95	4.32	1	4.32
Bus	MUSWELL HL BDY C HATCH L	299	638.01	4	7.98	9.5	17.48	1.72	0.5	0.86
Bus	MUSWELL HL BDY C HATCH L	144	638.01	8	7.98	5.75	13.73	2.19	0.5	1.09
Bus	MUSWELL HL BDY C HATCH L	W7	638.01	19	7.98	3.58	11.55	2.6	0.5	1.3
Bus	M'WELL HILL R FORTIS G R	134	460.08	12	5.75	4.5	10.25	2.93	0.5	1.46
Bus	M'WELL HILL R FORTIS G R	43	460.08	10	5.75	5	10.75	2.79	0.5	1.4
Total Grid Cell AI:										12.1

Appendix E: Swept Path Analysis



Phoenix 2-15N (with Elite 2 6x2 ML chassis)
Overall Length 9.620m
Overall Width 2.250m
Overall Body Height 3.707m
Min Body Ground Clearance 0.260m
Track Width 2.250m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 8.950m

REV	DATE	BY	DESCRIPTION	CHK	APD
-----	------	----	-------------	-----	-----

DRAWING STATUS:

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Unit 23, The Maltings, Stanstead Abbots, Hertfordshire, SG12 8HG
Tel: 01920 871777
www.eastp.co.uk

CLIENT:
SPRINGDENE NURSING AND CARE HOMES LTD

ARCHITECT:

PROJECT:
SPRING LANE CARE HOME, 170 FORTIS GREEN
LB HARINGEY

TITLE:
REFUSE VEHICLE TRACKING

SCALE @ A3: 1: 250	DESIGN-DRAWN: CG	DATE: 08/11/2023
-----------------------	---------------------	---------------------

PROJECT No: 2393	DRAWING No: SK01 REV A
---------------------	---------------------------

Appendix F: Visibility Splays



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REV	DATE	BY	DESCRIPTION	CHK	APD
DRAWING STATUS:					
Ordnance Survey (c) Crown Copyright 2018. All rights reserved. Licence number 100022432					
EAS Unit 23, The Maltings, Stanstead Abbots, Hertfordshire, SG12 8HG Tel: 01920 871777 www.eastp.co.uk					
CLIENT: SPRINGDENE NURSING AND CARE HOMES LTD					
ARCHITECT:					
PROJECT: SPRING LANE CARE HOME, 170 FORTIS GREEN LB HARINGEY					
TITLE: VISIBILITY SPLAYS					
SCALE @ A3: 1:500		DESIGN-DRAWN: CG		DATE: 08/11/2023	
PROJECT No: 2393		DRAWING No: SK02 REV A			

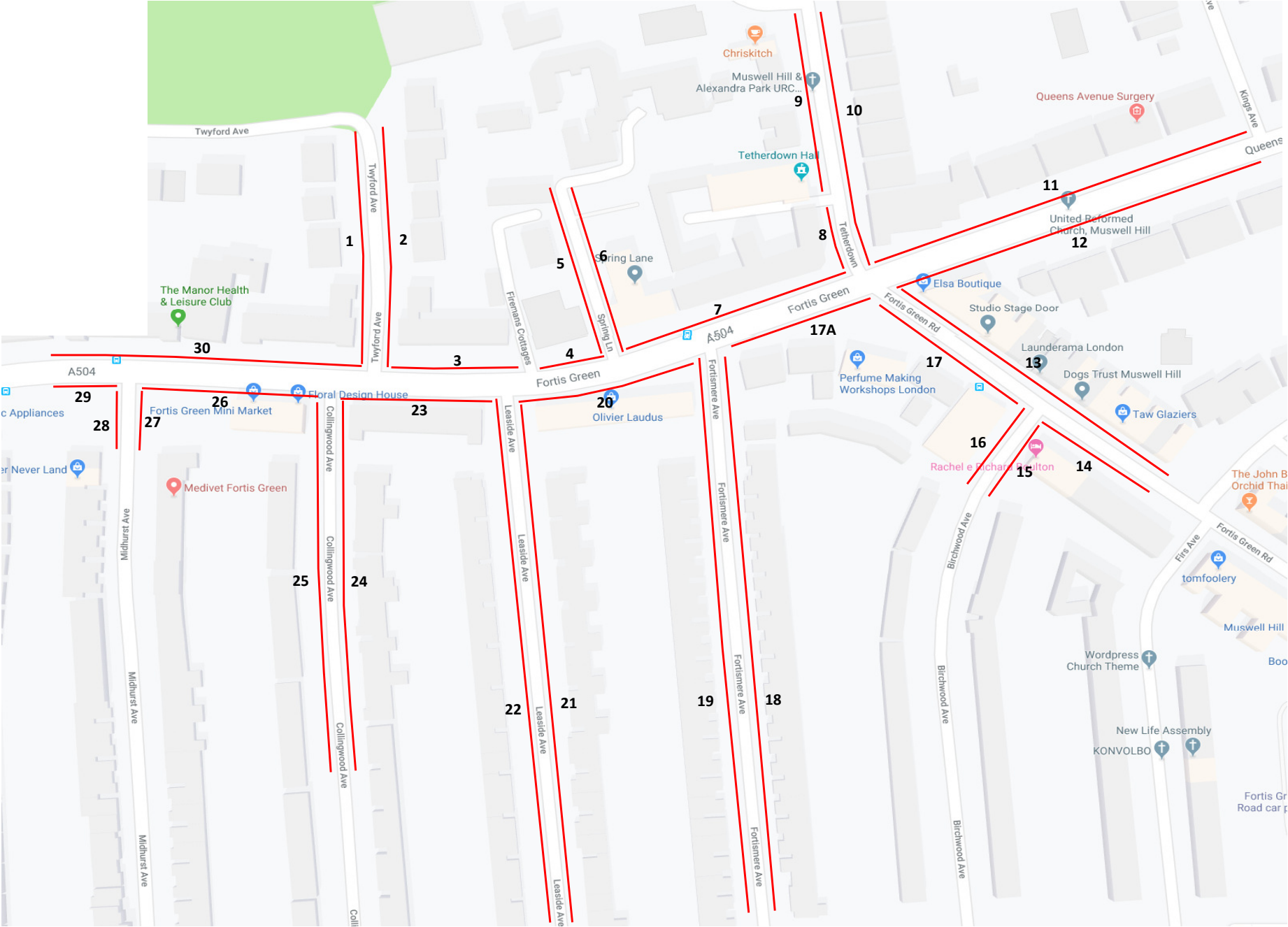
Appendix G: 2023 Parking Survey

K&M TRAFFIC SURVEYS

DATE: 16th SEPTEMBER 2023

DAY: SATURDAY

LOCATION: FORTIS GREEN, NORTH LONDON



K&M TRAFFIC SURVEYS

DATE: 16th SEPTEMBER 2023

DAY: SATURDAY

LOCATION: FORTIS GREEN, NORTH LONDON



K&M TRAFFIC SURVEYS

DATE: 16th SEPTEMBER 2023

DAY: SATURDAY

LOCATION: FORTIS GREEN, NORTH LONDON

LOCATION: FORTIS GREEN, NORTH LONDON					SATURDAY 16th SEPTEMBER 2023					
					TIME : 1100			TIME : 1500		
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES= 1 SPACE	PARKED	OBSERVED SPACES	%RESTRICTION STRESS	PARKED	OBSERVED SPACES	%RESTRICTION STRESS
TWYFORD AVE	1	DOUBLE YELLOW LINE	27.6							
		B) MON-FRI 1100-1300 PERMIT HOLDER OR PAY BY PHONE MAX STAY 1 HOUR NRW1H	25.7	4	4	0	100.0%	1	3	25.0%
		C) PERMIT HOLDER ONLY MON-FRI 1100-1300	24.3	4	5	0	100.0%	2	2	50.0%
		DROPPED KERB	28.4							
	2	SCHOOL KEEP CLEAR	30.1							
		B) MON-FRI 1100-1300 PERMIT HOLDER OR PAY BY PHONE MAX STAY 1 HOUR NRW1H	24.4	4	2	2	50.0%	3	1	75.0%
		C) PERMIT HOLDER ONLY MON-FRI 1100-1300	31.4	5	5	0	100.0%	2	3	40.0%
		DROPPED KERB	25.3							
FORTIS GREEN	3	DOUBLE YELLOW LINE	12							
		PEDESTRIAN CROSSING	4.4							
		UNRESTRICTED	34.1	6	4	1	80.0%	2	3	40.0%
	4	DOUBLE YELLOW LINE	9.3							
SPRING LANE	5	DOUBLE YELLOW LINE	21.1							
		DOUBLE YELLOW LINE	67.9							
		DOUBLE YELLOW LINE	24.6							
	6	UNRESTRICTED	25.7	4	4	1	80.0%	5	0	100.0%
AMBULANCE BAY NO STOPPING AT ANY TIME EXCEPT AMBULANCE	17.1									
FORTIS GREEN	7	DOUBLE YELLOW LINE	46.7							
		BUS STOP	13.1							
		SINGLE YELLOW LINE	25							
	TETHERDOWN	8	DOUBLE YELLOW LINE	34.8						
9		DISABLED BAY	13.1	2	2	0	100.0%	1	1	50.0%
		D) MON-FRI 1000-1400 RPH OR PBP MAX 2H NRW2H	8.9	1	2	0	100.0%	2	0	100.0%
		E) MON-FRI 1000-1400 RESIDENT PERMIT HOLDER ONLY	8.9	1	2	0	100.0%	2	0	100.0%
		DROPPED KERB	18.4							
		PEDESTRIAN CROSSING	13.1							
10		DISABLED BAY	6.8	1	1	0	100.0%	0	1	0.0%
		E) MON-FRI 1000-1400 RESIDENT PERMIT HOLDER ONLY	49.7	9	8	0	100.0%	8	0	100.0%
		DOUBLE YELLOW LINE	37.1							
		FORTIS GREEN	11	DOUBLE YELLOW LINE	29.5					
D) MON-FRI 1000-1400 RPH OR PBP MAX 2H NRW2H	25.7			4	5	0	100.0%	4	1	80.0%
E) MON-FRI 1000-1400 RESIDENT PERMIT HOLDER ONLY	56.9			11	10	0	100.0%	10	0	100.0%
DOCTORS BAY	11			2	1	1	50.0%	0	2	0.0%
SINGLE YELLOW LINE	3.3				1					
DROPPED KERB	11.1									
DISABLED BAY	7			1	1	0	100.0%	0	1	0.0%
12	E) MON-FRI 1000-1400 RESIDENT PERMIT HOLDER ONLY		69.8	12	11	2	84.6%	12	1	92.3%
	DISABLED BAY		7	1	1	0	100.0%	1	0	100.0%
	DROPPED KERB		17.2							
FORTIS GREEN ROAD	13	DOUBLE YELLOW LINE	37							
		DOUBLE YELLOW LINE	40.7							
		UNRESTRICTED	52	10	9	0	100.0%	8	1	88.9%
		DISABLED BAY	6.7	1	1	0	100.0%	1	0	100.0%
		A) MON-SAT 0930-1700 PAY BY PHONE MAX STAY 2 HOURS NRW2H	35.9	6	6	0	100.0%	6	0	100.0%
	14	UNRESTRICTED	37.2	7	6	0	100.0%	6	0	100.0%
BIRCHWOOD AVENUE	15	DOUBLE YELLOW LINE	29.9							
		DOUBLE YELLOW LINE	7							
		DISABLED BAY	6.2	1	1	0	100.0%	1	0	100.0%
		B) MON-FRI 1100-1300 PERMIT HOLDER OR PAY BY PHONE MAX STAY 1 HOUR NRW1H	26.4	5	4	0	100.0%	4	0	100.0%
	16	C) PERMIT HOLDER ONLY MON-FRI 1100-1300	30	6	6	0	100.0%	5	1	83.3%
FORTIS GREEN ROAD	17	DOUBLE YELLOW LINE	8							
		DOUBLE YELLOW LINE	55.5							
		BUS STOP	18.9							
FORTIS GREEN	17A	DOUBLE YELLOW LINE	50							
		DOUBLE YELLOW LINE	8							
		C) PERMIT HOLDER ONLY MON-FRI 1100-1300	151.3	30	26	0	100.0%	22	4	84.6%
FORTISMERE AVENUE	18	DROPPED KERB	10							
		C) PERMIT HOLDER ONLY MON-FRI 1100-1300	155	30	24	2	92.3%	21	5	80.8%
		DROPPED KERB	8.1							
	FORTIS GREEN	20	DOUBLE YELLOW LINE	7.1						
DOUBLE YELLOW LINE			7.7							
UNRESTRICTED			58.1	11	10	1	90.9%	11	0	100.0%
LEASIDE AVENUE	21	DOUBLE YELLOW LINE	6.7							
		C) PERMIT HOLDER ONLY MON-FRI 1100-1300	145.1	29	17	7	70.8%	22	2	91.7%
		C) PERMIT HOLDER ONLY MON-FRI 1100-1300	141.7	28	19	4	82.6%	18	6	75.0%
	22	DROPPED KERB	5.4							
		DOUBLE YELLOW LINE	6.4							
FORTIS GREEN	23	DOUBLE YELLOW LINE	4							
		UNRESTRICTED	27.9	5	3	2	60.0%	2	3	40.0%
		PEDESTRIAN CROSSING	23.2							
COLLINGWOOD AVENUE	24	DOUBLE YELLOW LINE	6.6							
		B) MON-FRI 1100-1300 PERMIT HOLDER OR PAY BY PHONE MAX STAY 1 HOUR NRW1H	30.3	6	5	0	100.0%	5	0	100.0%
		DROPPED KERB	21.3							
		C) PERMIT HOLDER ONLY MON-FRI 1100-1300	54.9	10	7	2	77.8%	6	3	66.7%
		C) PERMIT HOLDER ONLY MON-FRI 1100-1300	80	16	11	3	78.6%	10	5	66.7%
	25	DROPPED KERB	5							
FORTIS GREEN	26	B) MON-FRI 1100-1300 PERMIT HOLDER OR PAY BY PHONE MAX STAY 1 HOUR NRW1H	25.2	5	4	0	100.0%	3	0	100.0%
		DOUBLE YELLOW LINE	6.6							
		PEDESTRIAN CROSSING	5.1							
		UNRESTRICTED	29.2	5	5	0	100.0%	0	5	0.0%
MIDHURST AVENUE	27	DOUBLE YELLOW LINE	27.1							
		DOUBLE YELLOW LINE	8.8							
		B) MON-FRI 1100-1300 PERMIT HOLDER OR PAY BY PHONE MAX STAY 1 HOUR NRW1H	17.7	3	1	2	33.3%	3	0	100.0%
	28	ELECTRIC VEHICLES ONLY	16.5	2	0	2	0.0%	1	1	50.0%
FORTIS GREEN	29	DOUBLE YELLOW LINE	9							
		DOUBLE YELLOW LINE	7.8							
		UNRESTRICTED	12.9	2	2	0	100.0%	2	0	100.0%
	30	UNRESTRICTED	38.7	7	6	1	85.7%	6	1	85.7%
		BUS STOP	19.6							
		DOUBLE YELLOW LINE	28.2							
		PEDESTRIAN CROSSING	22.7							
		DROPPED KERB	5.1							

K&M TRAFFIC SURVEYS

DATE: 16th SEPTEMBER 2023

DAY: SATURDAY

LOCATION: FORTIS GREEN, NORTH LONDON

	PARKED ON SPRING LANE	OBSERVED SPACE	PARKED IN CAR PARK OBSERVED SPACE	OBSERVED SPACE
09:00	4	2	1	10
09:15	4	2	1	10
09:30	4	2	1	10
09:45	3	3	1	10
10:00	3	3	1	10
10:15	3	3	1	10
10:30	3	3	1	10
10:45	4	1	1	10
11:00	4	1	1	10
11:15	4	1	2	9
11:30	4	1	2	9
11:45	4	1	2	9
12:00	4	1	2	9
12:15	4	1	1	10
12:30	4	1	1	10
12:45	4	1	1	10
13:00	4	1	1	10
13:15	5	0	1	10
13:30	5	0	1	10
13:45	5	0	2	9
14:00	4	1	2	9
14:15	4	1	1	10
14:30	5	0	1	10
14:45	5	0	1	10
15:00	4	1	1	10
15:15	3	3	1	10
15:30	3	3	1	10
15:45	3	3	1	10
16:00	5	0	1	10
16:15	4	2	1	10
16:30	4	2	1	10
16:45	4	2	1	10
17:00	4	2	1	10

11 USABLE SPACES DUE TO HUTS AND
STORAGE TAKING UP SPACES

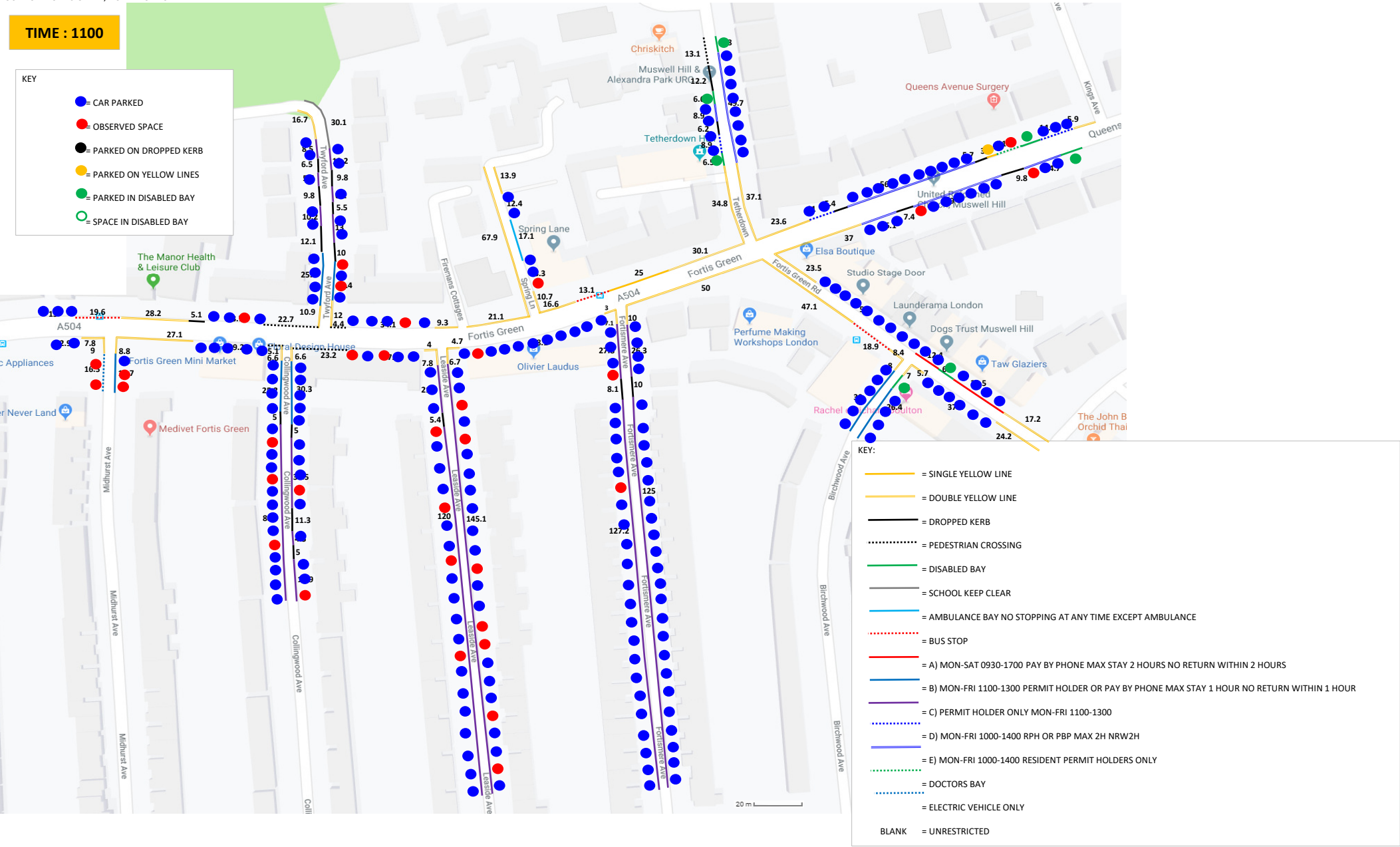
K&M TRAFFIC SURVEYS

DATE: 16th SEPTEMBER 2023

DAY: SATURDAY

LOCATION: FORTIS GREEN, NORTH LONDON

TIME : 1100



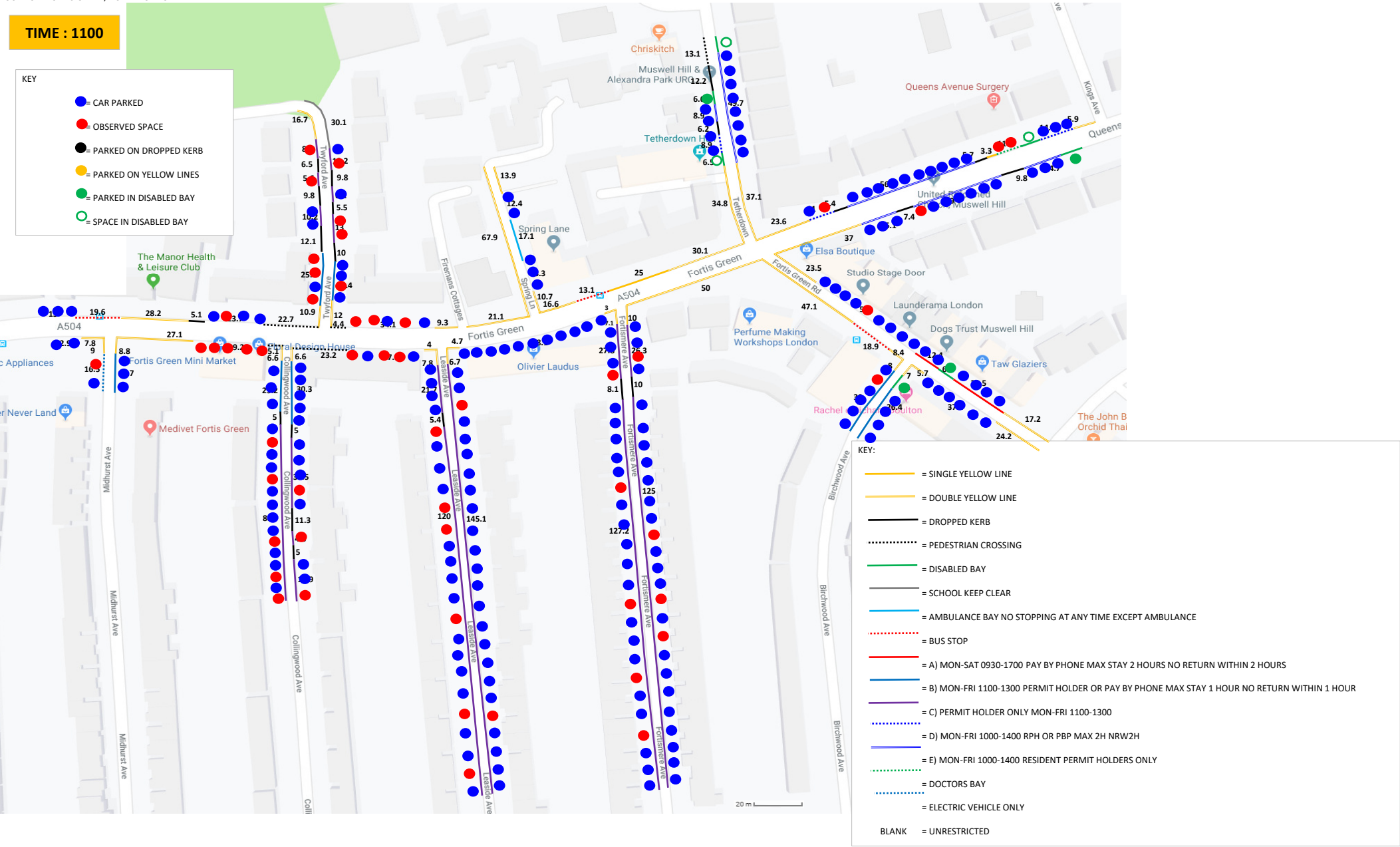
K&M TRAFFIC SURVEYS

DATE: 16th SEPTEMBER 2023

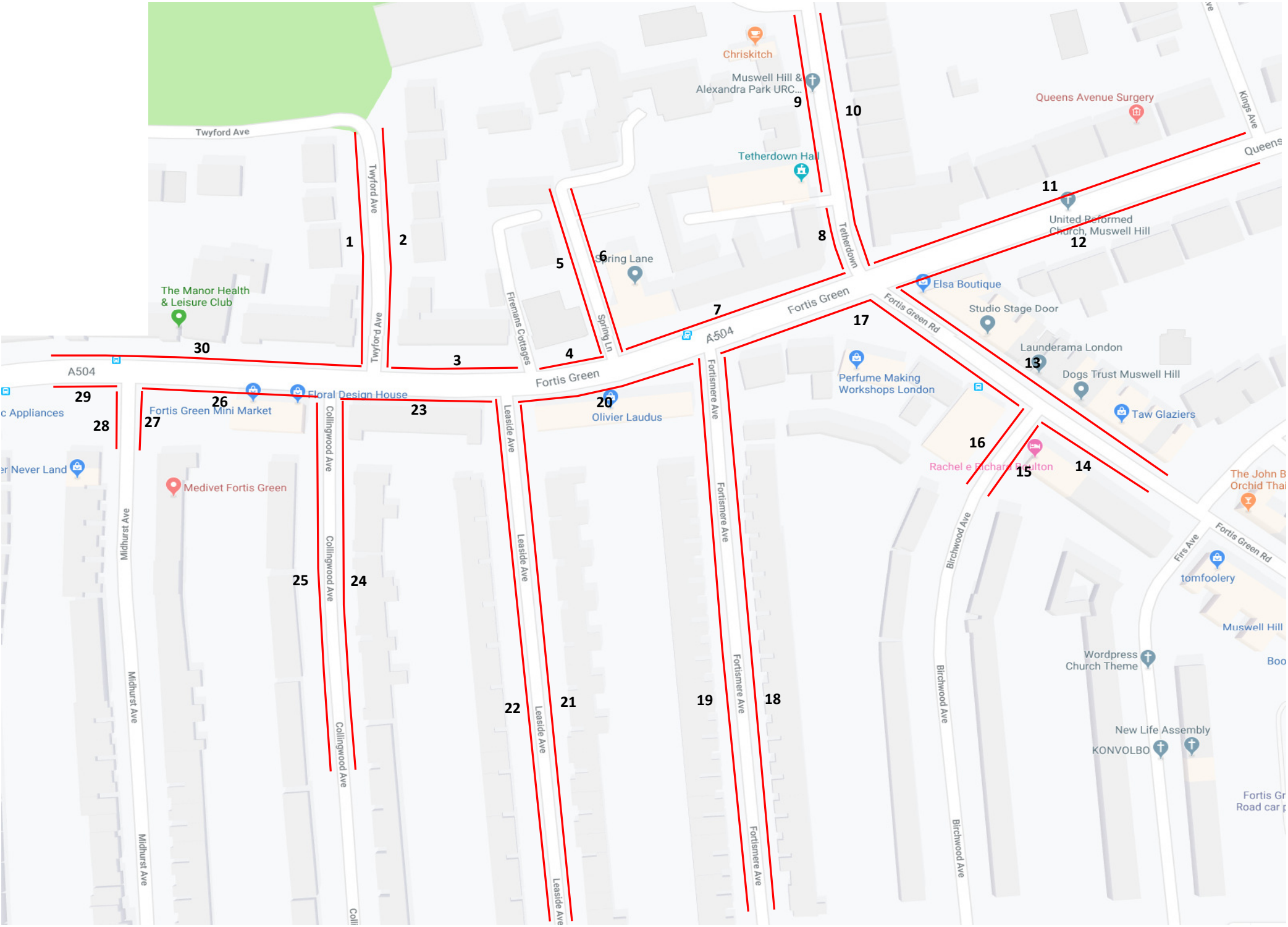
DAY: SATURDAY

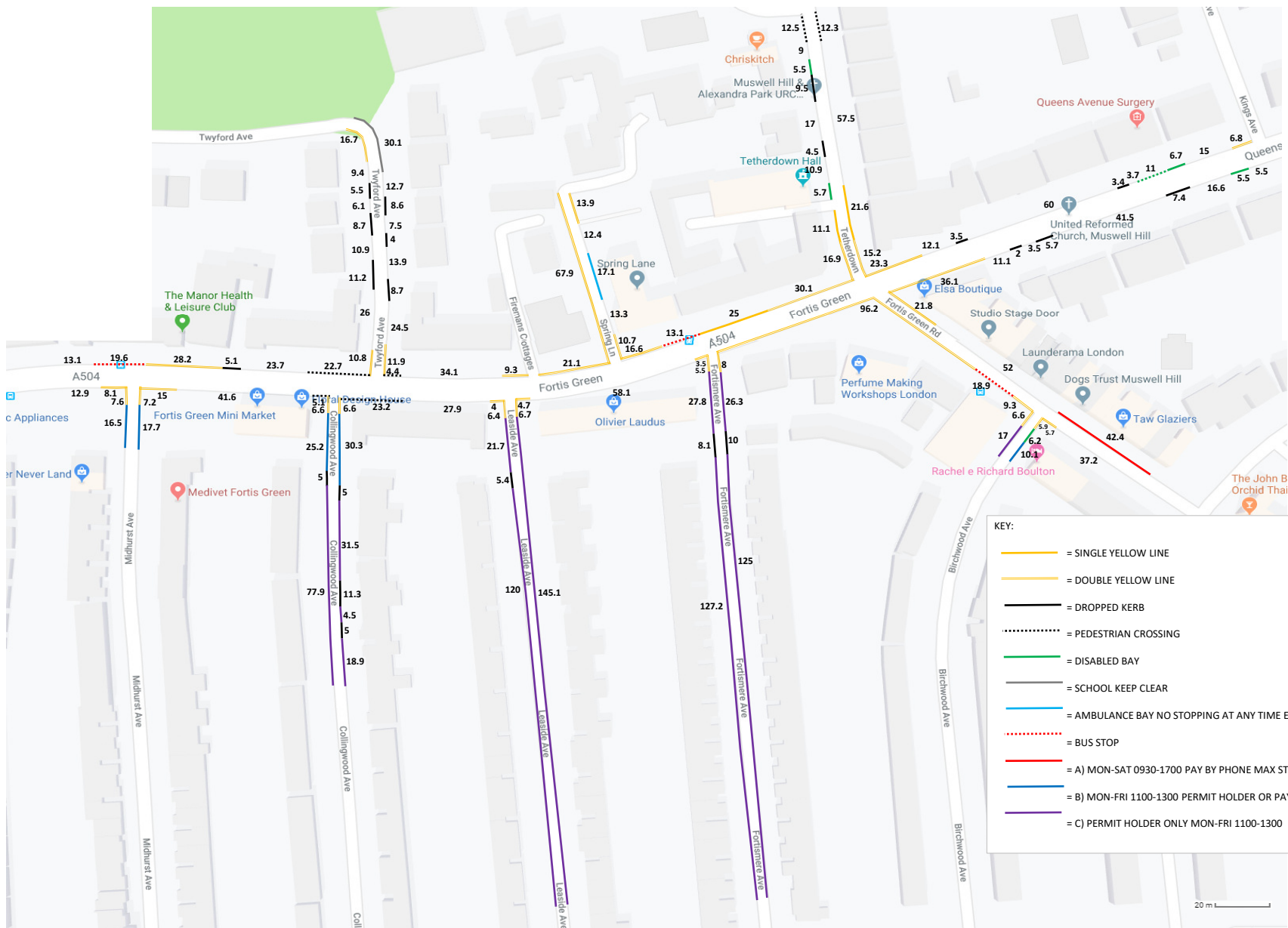
LOCATION: FORTIS GREEN, NORTH LONDON

TIME : 1100



Appendix H: 2019 Parking Survey





K&M TRAFFIC SURVEYS

DATE: 21st SEPTEMBER 2019

DAY: SATURDAY

LOCATION: FORTIS GREEN, NORTH LONDON

						SATURDAY 21st SEPTEMBER 2019					
						TIME : 1100			TIME : 1500		
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES= 1 SPACE	PARKED	OBSERVED SPACES	%RESTRICTION STRESS		PARKED	OBSERVED SPACES	%RESTRICTION STRESS
TWYFORD AVE	1	DOUBLE YELLOW LINE	27.5								
		DROPPED KERB	25.4								
		UNRESTRICTED	52.4	9	10	0	100.0%	9	1	90.0%	
	2	SCHOOL KEEP CLEAR	30.1								
		UNRESTRICTED	58.6	9	10	0	100.0%	8	2	80.0%	
		DROPPED KERB	21.3								
FORTIS GREEN	3	DOUBLE YELLOW LINE	11.9								
		PEDESTRIAN CROSSING	4.4								
		UNRESTRICTED	34.1	6	5	1	83.3%	4	1	80.0%	
	4	DOUBLE YELLOW LINE	9.3								
SPRING LANE	5	DOUBLE YELLOW LINE	21.1								
		DOUBLE YELLOW LINE	67.9								
		DOUBLE YELLOW LINE	24.6								
	6	UNRESTRICTED	25.7	4	5	0	100.0%	5	0	100.0%	
FORTIS GREEN	7	AMBULANCE BAY NO STOPPING AT ANY TIME EXCEPT AMBULANCE	17.1					1			
		DOUBLE YELLOW LINE	46.7								
		BUS STOP	13.1								
	8	SINGLE YELLOW LINE	25								
TETHERDOWN	8	DOUBLE YELLOW LINE	16.9								
		DOUBLE YELLOW LINE	11.1		2			1			
		SINGLE YELLOW LINE	11.2	2	1	1	50.0%	2	0	100.0%	
	9	DISABLED BAY	11.2	6	7	0	100.0%	7	0	100.0%	
		UNRESTRICTED	36.9								
		DROPPED KERB	14								
	10	PEDESTRIAN CROSSING	12.5								
		PEDESTRIAN CROSSING	12.3								
FORTIS GREEN	11	UNRESTRICTED	57.5	11	10	0	100.0%	10	1	90.9%	
		SINGLE YELLOW LINE	21.6								
		DOUBLE YELLOW LINE	15.2								
	12	DOUBLE YELLOW LINE	30.1								
		UNRESTRICTED	90.8	17	16	0	100.0%	14	2	87.5%	
		DOCTORS BAY	11	2	0	2	0.0%	0	2	0.0%	
		DROPPED KERB	6.9								
		DISABLED BAY	6.7	1	1	0	100.0%	0	1	0.0%	
FORTIS GREEN ROAD	13	UNRESTRICTED	78.2	14	14	0	100.0%	14	0	100.0%	
		DISABLED BAY	5.5	1	1	0	100.0%	1	0	100.0%	
		DROPPED KERB	15.1		1			1			
	14	DOUBLE YELLOW LINE	36.1								
BIRCHWOOD AVENUE	15	DOUBLE YELLOW LINE	21.8								
		UNRESTRICTED	52	10	8	0	100.0%	9	0	100.0%	
		A) MON-SAT 0930-1700 PAY BY PHONE MAX STAY 2 HOURS NRW2H	42.4	8	8	0	100.0%	8	0	100.0%	
	16	UNRESTRICTED	37.2	7	7	0	100.0%	7	0	100.0%	
FORTIS GREEN ROAD	17	DOUBLE YELLOW LINE	5.7								
		DOUBLE YELLOW LINE	5.9								
		DISABLED BAY	6.2	1	1	0	100.0%	1	0	100.0%	
	18	B) MON-FRI 1100-1300 PERMIT HOLDER OR PAY BY PHONE MAX STAY 1 HOUR NRW1H	10.1	2	2	0	100.0%	2	0	100.0%	
FORTISMERE AVENUE	19	C) PERMIT HOLDER ONLY MON-FRI 1100-1300	17	3	3	0	100.0%	3	0	100.0%	
		DOUBLE YELLOW LINE	6.6								
		DOUBLE YELLOW LINE	105.5								
	20	BUS STOP	18.9								
FORTISGREEN ROAD	21	DOUBLE YELLOW LINE	8								
		DOUBLE YELLOW LINE	151.3	30	24	2	92.3%	25	1	96.2%	
		C) PERMIT HOLDER ONLY MON-FRI 1100-1300	10								
	22	DROPPED KERB	155	30	26	2	92.9%	25	2	92.6%	
LEASIDE AVENUE	23	DROPPED KERB	8.1								
		DOUBLE YELLOW LINE	5.5								
		DOUBLE YELLOW LINE	8.2								
	24	UNRESTRICTED	58.1	11	9	0	100.0%	10	0	100.0%	
COLLINGWOOD AVENUE	25	DOUBLE YELLOW LINE	6.7								
		C) PERMIT HOLDER ONLY MON-FRI 1100-1300	145.1	29	22	4	84.6%	24	2	92.3%	
		C) PERMIT HOLDER ONLY MON-FRI 1100-1300	141.7	28	19	5	79.2%	19	5	79.2%	
	26	DROPPED KERB	5.4								
FORTIS GREEN	27	DOUBLE YELLOW LINE	6.4								
		DOUBLE YELLOW LINE	4								
		UNRESTRICTED	27.9	5	4	1	80.0%	4	1	80.0%	
	28	PEDESTRIAN CROSSING	23.2								
MIDHURST AVENUE	29	DOUBLE YELLOW LINE	6.6								
		B) MON-FRI 1100-1300 PERMIT HOLDER OR PAY BY PHONE MAX STAY 1 HOUR NRW1H	30.3	6	5	0	100.0%	5	0	100.0%	
		DROPPED KERB	21.3								
	30	C) PERMIT HOLDER ONLY MON-FRI 1100-1300	54.9	9	5	4	55.6%	4	5	44.4%	
FORTIS GREEN	31	C) PERMIT HOLDER ONLY MON-FRI 1100-1300	77.9	15	14	1	93.3%	11	3	78.6%	
		DROPPED KERB	5		1						
		B) MON-FRI 1100-1300 PERMIT HOLDER OR PAY BY PHONE MAX STAY 1 HOUR NRW1H	25.2	5	4	0	100.0%	5	0	100.0%	
	32	DOUBLE YELLOW LINE	6.6								
FORTIS GREEN	33	PEDESTRIAN CROSSING	5.1								
		UNRESTRICTED	41.6	8	7	0	100.0%	7	1	87.5%	
		DOUBLE YELLOW LINE	15								
	34	DOUBLE YELLOW LINE	7.2								
FORTIS GREEN	35	B) MON-FRI 1100-1300 PERMIT HOLDER OR PAY BY PHONE MAX STAY 1 HOUR NRW1H	17.7	3	3	1	75.0%	2	1	66.7%	
		B) MON-FRI 1100-1300 PERMIT HOLDER OR PAY BY PHONE MAX STAY 1 HOUR NRW1H	16.5	3	2	1	66.7%	3	0	100.0%	
		DOUBLE YELLOW LINE	7.6								
	36	DOUBLE YELLOW LINE	8.1								
FORTIS GREEN	37	UNRESTRICTED	12.9	2	2	0	100.0%	2	0	100.0%	
		UNRESTRICTED	36.8	6	5	1	83.3%	4	2	66.7%	
		BUS STOP	19.6								
	38	DOUBLE YELLOW LINE	28.2								
FORTIS GREEN	39	PEDESTRIAN CROSSING	22.7								
		DROPPED KERB	5.1								
	40										
Total spaces						264	26	9.0%	257	33	11.4%
Unrestricted spaces						119	3	2.5%	114	11	8.8%

K&M TRAFFIC SURVEYS

DATE: 21st SEPTEMBER 2019

DAY: SATURDAY

LOCATION: FORTIS GREEN, NORTH LONDON

	PARKED ON SPRING LANE	OBSERVED SPACE	PARKED IN CAR PARK OBSERVED SPACE	OBSERVED SPACE
09:00	4	1	4	13
09:15	4	1	4	13
09:30	4	1	4	13
09:45	4	1	4	13
10:00	5	0	4	13
10:15	5	0	5	12
10:30	5	0	6	11
10:45	5	0	6	11
11:00	5	0	5	12
11:15	6	0	5	12
11:30	5	0	6	11
11:45	5	0	6	11
12:00	5	0	6	11
12:15	5	0	6	11
12:30	5	0	7	10
12:45	5	0	7	10
13:00	5	0	7	10
13:15	5	0	6	11
13:30	5	0	6	11
13:45	5	0	7	10
14:00	4	1	7	10
14:15	4	1	8	9
14:30	4	1	8	9
14:45	5	0	8	9
15:00	6	0	8	9
15:15	6	0	9	8
15:30	6	0	10	7
15:45	5	0	10	7
16:00	4	0	9	8
16:15	4	0	8	9
16:30	5	0	8	9
16:45	4	0	8	9
17:00	4	0	7	10
			6.636363636	10.36363636

