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**PROPOSED TYRE FITTING AND REPAIR
SERVICE WORKSHOP
46c TOTTENHAM LANE, HORNSEY, LONDON N8**

TRANSPORT STATEMENT

BY

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PROPOSED TYRE FITTING AND REPAIR SERVICE WORKSHOP

46c TOTTENHAM LANE, HORNSEY, LONDON N8

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1 INTRODUCTION

- 1.1 This statement addresses the transport implications of the proposed conversion of the retail warehouse at no 46c Tottenham Lane, Hornsey, to a motor tyre fitting workshop.
- 1.2 This statement should be read in conjunction with the scheme drawings and other submissions in support of the development.

2 SITE, SURROUNDINGS AND ACCESS

- 2.1 The site location is shown in Figure 1 and its immediate surroundings in more detail in Figure 2. The site lies off the west side of the A103 Tottenham Lane, directly opposite Hornsey railway station entrance and a local bus stop, and is part of a commercial enclave within an otherwise predominantly residential area of mostly late Victorian/ Edwardian origin. Other businesses include a media photography company and a fitness centre to the north, and a fairly large car sales, repair and MoT testing business opposite the site, and a small industrial estate beyond that to the south.
- 2.2 The site consists of a single storey utilitarian warehouse/ workshop building with small ancillary offices. The building directly fronts the back of public footway, and has large concertina shutter double doors with a wide crossover, and a smaller roller shutter door that partly adjoins the crossover. The crossover also serves the adjacent small building at no 46b, which has a small roller shutter door. The site is currently occupied by an architectural mouldings retail warehouse business.
- 2.3 This northern section of Tottenham Lane is one way southbound, Church Lane providing the complementary one way northbound route. This section of Tottenham Lane is normally uncongested even at peak traffic times. The traffic signals upstream at the Hornsey High Street junction effectively regulate the traffic flow, resulting in generally moderate and sporadic traffic flows even at peak times. The nearest traffic signal junction to the south is about a kilometre away in Crouch End town centre, and traffic does not queue back to this northern section of Tottenham Lane under normal conditions. The legal traffic speed is 20 mph throughout the locality.
- 2.4 The locality including Tottenham Lane is in a controlled parking zone that operates Monday – Friday 11am – 1pm in order to exclude all-day commuter parking. There are however some parking bays on Tottenham Lane including close to the site that operate throughout weekday daytime 8am – 6.30pm.
- 2.5 There are weekday daytime single yellow line waiting restrictions across the site crossover, and designated loading bays to the north of that. To the south are zebra crossing zigzag markings prohibiting any kerbside stopping at all times, and there are 'Any time' double yellow line waiting restrictions on the east side of Tottenham Lane opposite the site adjacent to the existing car sales, repair and testing business mentioned above in paragraph 2.1. Consequently there would be ample clear roadspace for traffic to pass the site even when vehicles were entering or leaving or pulling up at the proposed tyre business.
- 2.6 There is a small café on the opposite site of Tottenham Lane just north of the station entrance, and parades of local shops and other services a few minutes walk away to the south.

- 2.7 The site in relation to the public transport network is shown in Figure 3. The site is well served by public transport, with:-
- High frequency all-day daily London bus service 41 (Archway – Tottenham Hale) calling southbound at the stop directly opposite the site, and northbound at a stop on Hornsey High Street a few minutes walk away.
 - High frequency all-day daily bus service 144 (Muswell Hill – Edmonton Green) calling at stops in both directions on Hornsey High Street.
 - Other local bus services W3 and W5 calling at stops or on a 'hail and ride' basis within a few minutes walk of the site.
 - The well served Hornsey railway station with entrance directly opposite the site, served by frequent 'Great Northern' trains between central London and Hertfordshire.
 - The even better served Turnpike Lane Piccadilly Line underground station about 10 minutes walk away.
- 2.8 This good accessibility is reflected in the site's PTAL 5 rating (high accessibility) notwithstanding the exclusion of the W3 and W5 bus services as beyond the arbitrary walk distance accepted in the PTAL assessment methodology.
- 2.9 The site in relation to the designated London Cycle Network (LCN) is shown in Figure 4. A designated LCN route runs north-south Church Lane, Tottenham Lane and local back streets, giving good access to the rest of the LCN. The generally light traffic in local roads, the availability of off-road cycle paths including through the large Alexandra Park to the north and the flat or gently undulating terrain (notwithstanding some more challenging climbs such as up to Muswell Hill town centre) are also conducive to cycling.
- 2.10 The site thus has good accessibility by all relevant non-car travel modes, and the proposed business would thus be well placed to encourage and facilitate non-car travel by staff, and by customers whose vehicles need longer than 'while-you-wait' attention.

3 THE DEVELOPMENT

- 3.1 The building will be converted internally and fitted out as a tyre fitting and minor maintenance workshop. Apart from tyre sales and fitting, light maintenance tasks will be carried out such as oil and filter change, brakes, and possibly suspension. All work will be carried out within the building. No staff car parking space will be provided, but any staff cycles will be able to be stored securely without the need to provide special cycle stands. Car parking spaces can be rented out on a monthly basis in the nearby industrial estate off Tottenham Lane mentioned in paragraph 2.1, and that facility will be used for any staff cars.
- 3.2 All deliveries and other servicing including refuse/ recycling collection will be from the highway, as for many other businesses in the locality. The refuse/ recycling bins will be kept, as currently, on the premises and only taken out for collection.

4 ASSESSMENT

- 4.1 Such a small tyre fitting workshop could accommodate no more than 2 - 4 cars or equivalent vehicles at a time with space around for working and for tools and equipment, and is likely to employ no more than 3 - 4 staff. Even the most minor job, such as checking a tyre or repairing a puncture, is likely to take at least 15 – 20 minutes including the paperwork and payment, and many jobs will take much longer. It would also be very unusual for such a small local tyre business to be working at full capacity for all or even much of the day, and car comings and goings will therefore be very sporadic and have no significant impact on highway traffic flows and conditions.
- 4.2 There is always plenty of vacant space in on-street pay parking bays close to the site, and in nearby resident permit parking bays outside the two-hour CPZ operation period when parking is unrestricted. There are therefore plenty of opportunities for prospective customers to park lawfully and conveniently to call in and enquire or make a booking. It will also do no practical harm if customers briefly pull up on the single yellow line in front of the site to enquire or drop their car off.
- 4.3 It would be rare for a vehicle to be brought in to such an establishment by towtruck or other recovery vehicle, but it may happen from time to time, and such vehicles could legitimately stop on the yellow lines in front of the site without impairing passing traffic movement or road safety.
- 4.4 Goods deliveries and other servicing of such an establishment will be infrequent and can take place in the nearby loading bays, which are not heavily used, or on the yellow line in front of the site, without impeding traffic movement or causing any road safety hazard.
- 4.5 It can therefore be safely concluded that the proposed development will have absolutely negligible, if any, impact on traffic or parking conditions on the highway.
- 4.6 At the same time, the development will clearly have negligible impact on local public transport passenger loadings.
- 4.7 The development will include satisfactory provision for secure cycle parking/ storage.

5 CONCLUSIONS

- 5.1 The proposed development is in a highly sustainable location with good access by non-car means, and is therefore well placed to facilitate and encourage non-car travel by staff and by customers whose vehicle requires longer than 'while you wait' service.
- 5.2 The development includes satisfactory secure cycle parking/ storage provision, and secure refuse/ recycling bin storage.
- 5.3 The development can be satisfactorily serviced from the highway, as are most existing businesses in the area.
- 5.4 Traffic flows on Tottenham Lane are moderate and sporadic even at peak times with no congestion or queueing under normal conditions, and there is ample roadspace adjacent to the site for traffic to pass by unimpaired even when there is vehicle activity related to the proposed business.

- 5.5 The development will result in absolutely negligible impact on local parking or traffic conditions, and on public transport passenger loadings.
- 5.6 There is therefore no transport reason why the development should not be permitted.



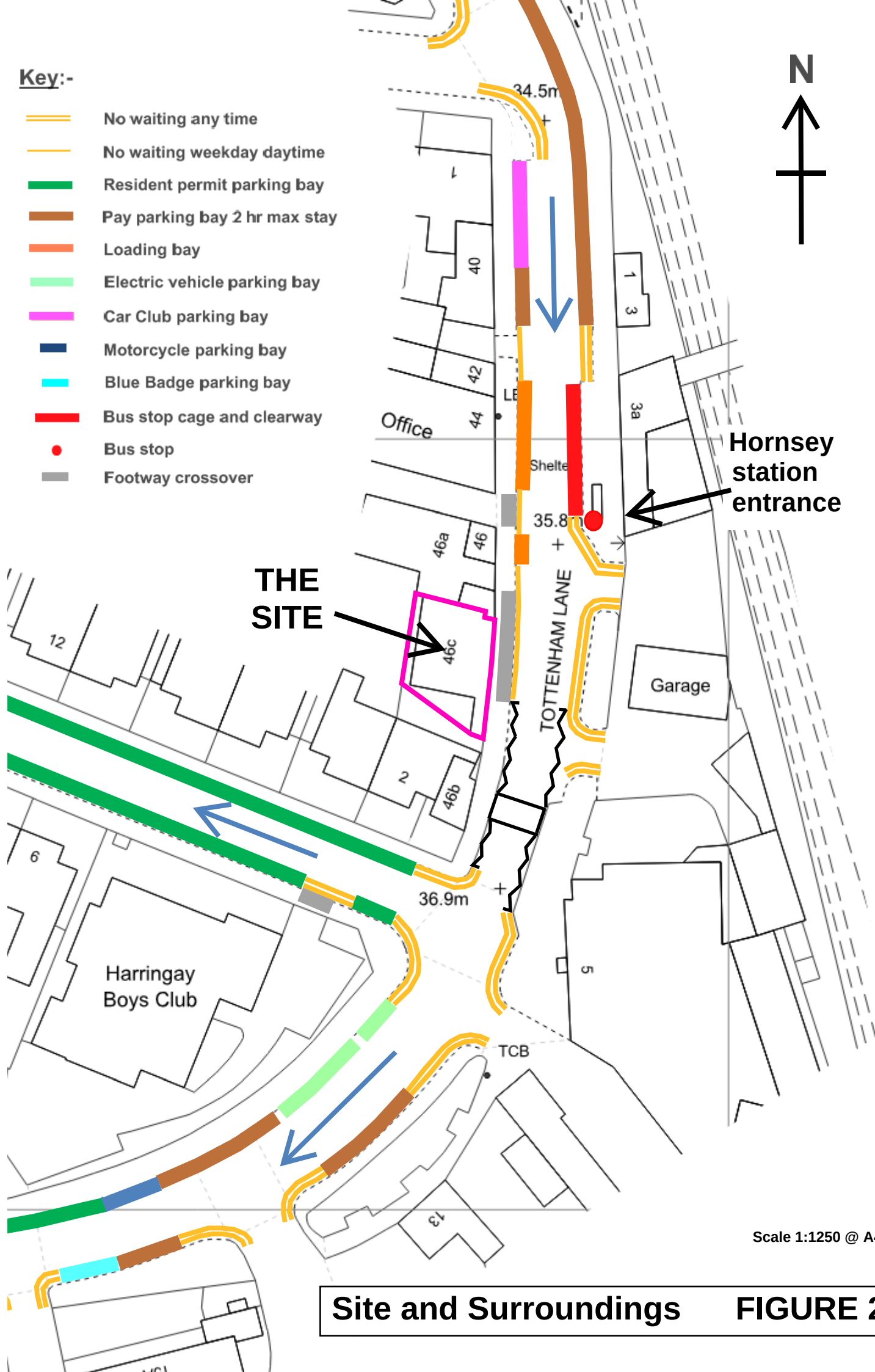
**THE
SITE**



Site Location **FIGURE 1**

Key:-

- No waiting any time
- No waiting weekday daytime
- Resident permit parking bay
- Pay parking bay 2 hr max stay
- Loading bay
- Electric vehicle parking bay
- Car Club parking bay
- Motorcycle parking bay
- Blue Badge parking bay
- Bus stop cage and clearway
- Bus stop
- Footway crossover



Site and Surroundings

FIGURE 2

THE
SITE



Site and Public Transport Network

FIGURE 3

FIGURE 3

**THE
SITE**

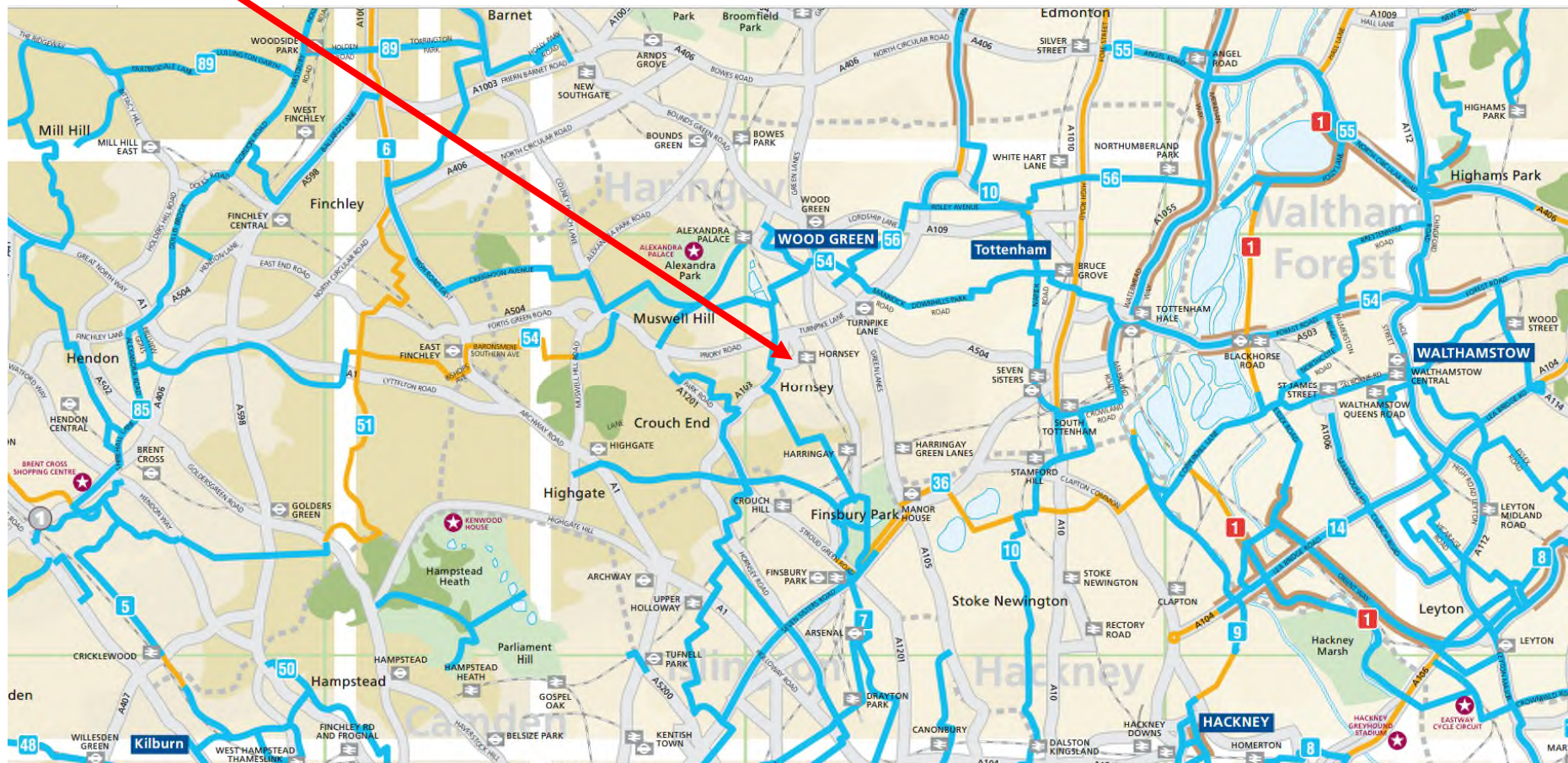


FIGURE 4

Site and London Cycle Network

FIGURE 4