

Job Title: 3 & 3a Curzon Road, Hornsey
Job No: 2023-5270
File Ref: N01-TP-SM-Parking Survey Note F1 (231117)
Date: 17th November 2023

Subject: Parking Survey Note

Introduction

1. This Parking Survey Note has been prepared by Caneparo Associates for Mayfair Trading Co Ltd. ('the Applicant') in relation to the planning application at 3 & 3a Curzon Road, Hornsey (the 'site'), located within the London Borough of Haringey ('LBH'). The application was submitted in reference number HGY/2023/2654 for:

"Erection of a three-storey rear extension, single storey ground floor extension, rear dormer extension and basement excavation with the reconfiguration of the existing two self-contained flats to form four self-contained flats comprising one 1-bedroom unit, two 2-bedroom units and one 3-bedroom unit."

2. Following submission of the application, LBM Transportation Comments dated 17th October 2023 identified that: *"Parking stress surveys / assessments are also required."*

3. It is noteworthy that the site received planning consent in June 2023 (Ref: HGY/2022/4276) for:

"Erection of a three-storey rear extension, single storey ground floor extension and rear dormer extension and the reconfiguration of the existing two self-contained flats to form three self-contained flats comprising 1x1-bedroom unit, 1x2-bedroom unit and 1x3-bedroom unit."

4. This document sets out the results of the parking beat survey, which was conducted to determine whether existing levels of parking on the surrounding roads will be impacted by the increase in residential units from 2 to 4.

Parking Beat Survey

5. A parking beat survey was undertaken on Wednesday 7th and Thursday 8th November 2023; this was undertaken in accordance with the 'Lambeth Methodology' between the hours of 03:00 – 05:00

in order to establish the level of parking on the roads within a 200m radius of the site.

6. Based on the available kerb space and a standard measurement of 5m per parking space, the survey identifies that there are a theoretical total of 478 parking spaces within the 200m radius. It is noted that available parking is often lower than this owing to inefficient parking resulting in kerb space being isolated; as such, the reported numbers are lower than this total.
7. The survey identified that 2 No. skips were placed on-street (Curzon Road and Cecil Road) during both survey beats. It has been assumed that each skip reduces the available parking by 2 spaces based on the skip itself and the spacing undertaken by nearby cars (i.e. seeking to avoid parking immediately adjacent due to concern over vehicle damage); this assumption was confirmed as being appropriate by the survey company based on site observations. As a result, the total number of vehicles parked in unrestricted and electric vehicle bays and spaces available have been recorded.
8. The results of the survey are shown within **Table 1** along with the available capacity across each parking beat. The full survey data including supporting maps of usage is attached at **Appendix A**. Consideration of the effect of the on-street skips is then summarised beneath the table.

Table 1: Parking Beat Survey Results					
Road	Date	Time	Parking Spaces in Use	Available Parking Spaces	Parking Occupancy
Curzon Road	07/11/23	04:00	87	6	93.5%
	08/11/23	03:30	86	7	92.5%
Cecil Road	07/11/23	04:00	62	0	100%
	08/11/23	03:30	61	0	100%
Cranbourne Road	07/11/23	04:00	49	13	79%
	08/11/23	03:30	55	6	90.2%
Muswell Road	07/11/23	04:00	84	21	20.0%
	08/11/23	03:30	92	14	86.8%
Methuen Park	07/11/23	04:00	21	2	91.3%
	08/11/23	03:30	18	5	78.3%
Coniston Road	07/11/23	04:00	82	9	90.1%
	08/11/23	03:30	83	6	93.3%
Total Area	07/11/23	04:00	385	51	88.3%
	08/11/23	03:30	395	38	91.2%

9. The parking beat survey results above demonstrate that during Wednesday 7th November 2023 there were at least 51 available parking spaces within walking distance of the site (200m), with a total parking occupancy rate of 88.3%. During Thursday 8th November 2023 there were at least 38 available parking spaces within walking distance of the site (200m), with a total parking occupancy rate of 91.2%.
10. As discussed above, a total of 4 spaces were unusable owing to the placement of two skips on-street. Taking these into account, the parking occupancy over the two days would be as follows:
- Wednesday 7th November 2023: 385 spaces used, 55 free, 87.5% parking occupancy; and
 - Thursday 8th November 2023: 395 spaces used, 42 free, 90.4% parking occupancy.

Proposed Parking Impact of Proposed Development

11. As discussed above, the proposal will result in a net uplift of two residential units. In order to establish the potential parking demand associated with the two additional residential units, Census 2011 car ownership data (the latest Census data available) was established from dataset LC4415EW '*Accommodation type by car or van availability by number of usual residents aged 17 or over in household*'. This identifies an average car ownership for flatted development units in this location of 0.64 cars per unit.
12. On this basis, the proposed additional two residential units would derive a theoretical increase in parking demand of 1.28 spaces (rounded up to 2 parking spaces). Taking this additional parking demand along with the skips into account, the maximum parking utilisation would be:
- Wednesday 7th November 2023: 387 spaces used, 53 free, 88.0% parking occupancy; and
 - Thursday 8th November 2023: 397 spaces used, 40 free, 90.8% parking occupancy.
13. It can be seen from the above that with the additional parking demand of the proposed development, the maximum parking utilisation would be 88.0% on the Wednesday and 90.8% on the Thursday.
14. As noted above, the site received planning consent in June 2023 for extension and reconfiguration to provide 3 residential units, therefore it is understood that the parking effects of one additional

unit were considered acceptable by LBH.

15. The current proposal therefore seeks the addition of one unit over and above that which was previously deemed acceptable, therefore in this instance the additional parking demand would be 0.64 parking spaces (rounded up to 1 space). Taking this into account, the associated parking usage would be:
 - Wednesday 7th November 2023: 386 spaces used, 54 free, 87.7% parking occupancy; and
 - Thursday 8th November 2023: 396 spaces used, 41 free, 90.6% parking occupancy.
16. The above demonstrates that the change in parking utilisation as a result of the one additional unit (over and above that previously deemed acceptable by LBH) would be 1 space or 0.2% utilisation; this is considered to represent a negligible change.

Summary

17. A parking beat survey has been undertaken to establish the spare on-street capacity to accommodate the additional parking demand associated with the proposed redevelopment of 3 and 3a Curzon Road, Hornsey.
18. The survey was undertaken in accordance with the 'Lambeth Methodology' and demonstrates that there were a minimum of 42 available unrestricted or electric parking spaces available overnight within the parking survey area.
19. The additional parking demand that could arise from the proposed development will be low (+2 spaces) and could be accommodated within the available on-street parking spaces. Taking the previous consent for one additional unit into account, the parking effect would be lower still (+1 space equivalent to +0.2% utilisation); on this basis it is considered that the development proposal will not result in unacceptable parking stress on the surrounding streets.

Appendix A

K&M TRAFFIC SURVEYS

DATE: 7th & 8th NOVEMBER 2023

DAY: TUESDAY & WEDNESDAY

LOCATION: CURZON RD, MUSWELL HILL





K&M TRAFFIC SURVEYS

DATE: 7th & 8th NOVEMBER 2023

DAY: TUESDAY & WEDNESDAY

LOCATION: CURZON RD, MUSWELL HILL.

					TUESDAY 7th NOVEMBER 2023		
					TIME : 0400		
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE	PARKED	OBSERVED SPACES	%RESTRICTION STRESS
CURZON RD	1	DOUBLE YELLOW LINES	13				
		UNRESTRICTED	47	9	7	1	87.5%
		ELECTRIC ONLY	27.6	4	2	2	50.0%
CECIL RD	2	DOUBLE YELLOW LINES	14.4				
		UNRESTRICTED	181.2	36	32	0	100.0%
		DROPPED KERB	4.3				
	3	DOUBLE YELLOW LINES	20				
		UNRESTRICTED	172.4	32	30	0	100.0%
		DROPPED KERB	6.7				
CURZON RD	4	DOUBLE YELLOW LINES	10.8				
		UNRESTRICTED	113.8	22	20	0	100.0%
CRANBOURNE RD	5	DOUBLE YELLOW LINES	13.1				
		DISABLED	6.3	1	1	0	100.0%
		UNRESTRICTED	178.7	34	25	5	83.3%
		DROPPED KERB	8.7				
	6	DOUBLE YELLOW LINES	11.3				
		UNRESTRICTED	181.9	35	24	8	75.0%
		DROPPED KERB	13.4				
CURZON RD	7	DOUBLE YELLOW LINES	7.6				
		UNRESTRICTED	76.8	15	10	2	83.3%
MUSWELL RD	8	DOUBLE YELLOW LINES	1.7				
		UNRESTRICTED	195.3	39	26	7	78.8%
		DROPPED KERB	2.9				
	9	DROPPED KERB	21.7				
		UNRESTRICTED	200.7	37	28	5	84.8%
		DOUBLE YELLOW LINES	4.4				
METHUEN PARK	10	DOUBLE YELLOW LINES	7.5				
		UNRESTRICTED	63.3	11	9	0	100.0%
		DROPPED KERB	8.1				
	11	UNRESTRICTED	72.8	13	12	2	85.7%
		DROPPED KERB	3.9				
		DISABLED	6.5	1	0	1	0.0%
		DOUBLE YELLOW LINES	7.2				
MUSWELL RD	12	DOUBLE YELLOW LINES	7.6				
		UNRESTRICTED	58.1	10	8	4	66.7%
		DROPPED KERB	14				
	13	DOUBLE YELLOW LINES	3.1				
		UNRESTRICTED	43.9	7	6	1	85.7%
		DROPPED KERB	12		1		
	14	DOUBLE YELLOW LINES	7.8				
		UNRESTRICTED	60.2	11	7	3	70.0%
		DISABLED	13	2	2	0	100.0%
		DROPPED KERB	2.2				
CONISTON RD	15	DOUBLE YELLOW LINES	13.4				
		UNRESTRICTED	224.3	39	36	4	90.0%
		DROPPED KERB	80.1		1		
		DISABLED	6.5	1	1	0	100.0%
	16	DOUBLE YELLOW LINES	14.7				
		UNRESTRICTED	295.9	58	46	5	90.2%
		CYCLE STORE	2.6				
		DROPPED KERB	4.4				
MUSWELL RD	17	CAR CLUB	7	1	0	1	0.0%
		DOUBLE YELLOW LINES	4.8				
		UNRESTRICTED	65	12	9	1	90.0%
CURZON RD	18	DROPPED KERB	5.2				
		DOUBLE YELLOW LINES	14.3				
		UNRESTRICTED	287.1	54	48	1	98.0%
		DROPPED KERB	19.3				
CURZON RD	18	DISABLED	6.6	1	1	0	100.0%

WEDNESDAY 8th NOVEMBER 2023		
TIME : 0330		
PARKED	OBSERVED SPACES	%RESTRICTION STRESS
6	2	75.0%
2	2	50.0%
31	0	100.0%
30	0	100.0%
20	0	100.0%
1	0	100.0%
28	3	90.3%
27	3	90.0%
11	2	84.6%
27	6	81.8%
32	2	94.1%
9	1	90.0%
9	4	69.2%
0	1	0.0%
9	2	81.8%
6	1	85.7%
1		
8	2	80.0%
2	0	100.0%
36	2	94.7%
1		
1	0	100.0%
47	4	92.2%
0	1	0.0%
10	1	90.9%
1		
47	1	97.9%
1	0	100.0%



LOCATION: CURZON RD, MUSWELL HILL.

