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LONDON BOROUGH OF HARINGEY

FREDERICK MORFILL HOUSE, BOUNDS GREEN ROAD
HARINGEY, LONDON, N22 8DE

TRANSPORT STATEMENT

August 2022

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Ref: File Path P:\ P2719: Frederick Morfill House Transport Statement August 2022

1.0 INTRODUCTION

- 1.1 Paul Mew Associates is instructed by the London Borough of Haringey in relation to the proposed development at Frederick Morfill House, Bounds Green Road, London, N22 9DE.
- 1.2 The application site's location is presented on a map in Figure 1, the site's boundary is displayed in Appendix A of this report. The local planning and highway authority is the London Borough of Haringey Council.

Site Location & Existing Site Details

- 1.3 The existing site currently consists of a two-storey flat roof building with a garden at the rear.
- 1.4 The site fronts onto a mews which is used to access the current building and the 2 adjacent properties. The mews is accessed 50-metres from Bounds Green Road.
- 1.5 The nearest shops, services and amenities can be found 340-metres north of the site. The surrounding area is otherwise predominantly residential in character.
- 1.6 The site falls under one of Haringey Council's control parking zones (CPZ) 'BG', which covers some of the neighbouring roads and operates Monday to Friday 10am to 12pm. Additionally the only other road in the vicinity of the site, that is not within the neighbouring CPZ is 'Imperial Road', which is a private road.
- 1.7 The site's public transport accessibility rating (PTAL) sits on the boundary between a rating of 3, 4 and 5. Accordingly we conducted a manual verification which will be discussed further in chapter 3 of this report. The site was found to have a PTAL score of 5 which is a 'very good' rating as defined by TfL. The site lies near four frequent bus services, 13 London underground services and 11 railway services.

- I.8 Wood Green town centre is located around 1km south at the A105 High Road and is within a 15-minute walk, 6-minute cycle ride, or 8-minute bus ride from the site. Wood Green town centre provides access to a large Morrisons supermarket as well as a range of other shops and amenities such as a cinema, gym facilities, restaurants, bars, and a shopping mall.

Proposed Development

- I.9 The proposal comprises of the replacement of the existing 2 storey building with 2 new three-bedroom houses which will occupying half the available footprint on the site. Each dwelling will have a private garden at the rear of the property with sperate bike stores to the front of the properties and a shared refuse store.
- I.10 No car parking is planned to be provided on-site.
- I.11 The proposed site plan is presented at Appendix A.
- I.12 The applicant has commissioned the preparation of this Transport Statement to assess the transport impacts of the proposed development on the adjoining area in support of a full planning application. The following section outlines planning policy relevant to the application site.

2.0 POLICY CONTEXT

2.1 This section of the report outlines relevant transport policy and considers how the proposed development complies with the policy. There are three tiers of transport policy relevant to the proposals at a local, regional, and national level:

- London Borough of Haringey Local Plan (July 2017)
- The London Plan (March 2021)
- National Planning Policy Framework (updated July 2021)

London Borough of Haringey

2.2 At the time of preparing this report LB Haringey's Local Plan comprises of the Strategic Policies Development Plan Document (DPD), Development Management Policies, Site Allocations and Tottenham Area Action Plan, alongside the London Plan.

2.3 For context, the Council is currently in the 'first steps engagement' stage of developing a new combined local plan, of which a draft version is expected to come out in the summer of 2022. This new local plan will set the borough planning framework for the next 15 years.

2.4 The council's DPD from the current adopted framework sets out planning policies to help determine which developments are granted planning permission in Haringey. It was adopted by the Council in July 2017.

2.5 Policy DM31 of the Development Management DPD provides policy with regard to sustainable transport:

"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 a 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."

- 2.6 Policy DM32 of the adopted Development Management Plan DPD sets out the Council's policy regarding parking provision in new development and is extracted as follows for ease of information:

"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 car club bays as an alternative to on-site car 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."

- 2.7 The Council's parking standards are therefore aligned with the London Plan.

The London Plan (March 2021)

- 2.8 The Mayor of London, through the legislation establishing the Greater London Authority (GLA), must produce a spatial development strategy (SDS) which has become known as the London Plan. Chapter 10 of the London Plan relates to London's Transport. Policy T1 of the London Plan sets out the strategic approach to transport:

"Policy T1 Strategic approach to transport

- A) Development Plans should support and development proposals should facilitate:*
- 1) the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041*
 - 2) the proposed transport schemes set out in Table 10.1.*
- B) 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."*

2.9 Policy T2 of the London Plan sets out the Mayor's strategy for 'healthy streets' and is an important feature of this version of the London Plan. Policy T2 is extracted as follows:

"Policy T2 Healthy Streets

- A) Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.*
- B) Development Plans should:*
- 1) promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.*
 - 2) identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant.*
- C) In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.*
- D) Development proposals should:*
- 1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance.*
 - 2) reduce the dominance of vehicles on London's streets whether stationary or moving.*
 - 3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport."*

2.10 Policies T5 and T6 of the London Plan relate to the provision of cycle parking and car parking respectively in new development at the regional strategic level. The policies are extracted as follows:

“Policy T5 Cycling

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 10.2, 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.”

“Policy T6 Car parking

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 the footway, it must remain accessible to all 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."

2.11 Policy T6.1 of the London Plan provides advice specific to residential car parking and is extracted as follows for ease:

"Policy T6.1 Residential Parking

A) New residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category.

B) Parking spaces within communal car parking facilities (including basements) should be leased rather than sold.

C) All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.

D) Outside of the CAZ, and to cater for infrequent trips, car club spaces may be considered appropriate in lieu of private parking. Any car club spaces should have active charging facilities.

E) Large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free.

F) The provision of car parking should not be a reason for reducing the level of affordable housing in a proposed development.

G) Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:

1) ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset

2) demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage.

H) All disabled persons parking bays associated with residential development must:

1) be for residents' use only (whether M4(2) or M4(3) dwellings)

2) not be allocated to specific dwellings, unless provided within the curtilage of the dwelling

3) be funded by the payment of a commuted sum by the applicant, if provided on-street (this includes a requirement to fund provision of electric vehicle charging infrastructure)

- 4) count towards the maximum parking provision for the development
5) be designed in accordance with the design guidance in BS8300vol.1
6) be located to minimise the distance between disabled persons parking bays and the dwelling or the relevant block entrance or lift core, and the route should be preferably level or where this is not possible, should be gently sloping (1:60-1:20) on a suitable firm ground surface."

2.12 Tables 10.2 and 10.3 of the London Plan set out the minimum cycle parking standards and maximum car parking standards, extracts of which are set out below as they relate to this site and the residential aspect of the scheme.

Table 10.2 - Minimum cycle parking standards

Use Class		Long-stay (e.g. for residents or employees)	Short-stay (e.g. for visitors or customers)
C3- C4	dwellings (all)	• 1 space per studio or 1 person 1 bedroom dwelling • 1.5 spaces per 2 person 1 bedroom dwelling • 2 spaces per all other dwellings	• 5 to 40 dwellings: 2 spaces • thereafter: 1 space per 40 dwellings

Table 10.3 - Maximum residential parking standards

Location	Number of beds	Maximum parking provision*
Central Activities Zone Inner London Opportunity Areas Metropolitan and Major Town Centres All areas of PTAL 5 – 6 Inner London PTAL 4	All	Car-Free~
Inner London PTAL 3	All	Up to 0.25 spaces per dwelling
Inner London PTAL 2 Outer London Opportunity Areas	All	Up to 0.5 spaces per dwelling
Inner London PTAL 0 – 1	All	Up to 0.75 spaces per dwelling
Outer London PTAL 4	1-2	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 4	3+	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 2 – 3	1-2	Up to 0.75 spaces per dwelling
Outer London PTAL 2 – 3	3+	Up to 1 space per dwelling
Outer London PTAL 0 – 1	1-2	Up to 1.5 space per dwelling
Outer London PTAL 0 – 1	3+	Up to 1.5 spaces per dwelling^

* Where Development Plans specify lower local maximum standards for general or operational parking, these should be followed

~ With the exception of disabled persons parking, see Part G Policy T6.1 Residential Parking shown here should be applied as a maximum

^ Boroughs should consider standards that allow for higher levels of provision where there is clear evidence that this would support additional family housing

2.13 The Borough of Haringey is classified as an outer London borough and the site has a PTAL score of 5. Accordingly, the expectation in accordance with the London Plan (March 2021) is that the new dwellings are to be car free.

2.14 TfL provides a cycle parking calculator spreadsheet which has been used to calculate the cycle parking requirements for this development. The cycle parking provision for the proposal is set out in Chapter 5 of this report. TfL also provides design and access standards for cycle parking in Chapter 8 of the London Cycle Design Standards (2016) which this scheme must comply with, alongside the requirements laid out in the West London Cycle Parking Guidance (2017).

National Planning Policy Framework (NPPF)

2.15 On a national level, the National Planning Policy Framework (updated July 2021) sets out national policy. Chapter 9 of the NPPF relates to promotion of sustainable transport. For ease of reference the relevant key extracts have been copied herein:

"104. 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.*

107. If setting local parking standards for residential and non-residential development, policies should take 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.*

110. 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; and*
- c) 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.”

2.16 The following chapter sets out the site's accessibility to local amenities and public transport nodes.

3.0 SITE ACCESSIBILITY

- 3.1 The site fronts to the west off a mews road located 50-metres from Bounds Green Road and is bounded by adjacent properties to north and south sides, as well as Imperial Road to the west. Refer to Figure 1 of this report for the location of the site.

PTAL / Public Transport

- 3.2 In terms of public transport, to demonstrate the accessibility attributes of the application site in the context of its surroundings, an accessibility audit, and a public transport accessibility level (PTAL) assessment have been undertaken. The PTAL system, widely used by local authorities and the Greater London Authority (GLA), assigns a 'score' to any given location based on the level of public transport accessible from the site within reasonable walk distances and wait times.
- 3.3 Transport for London (TfL) provides an online GIS-based PTAL tool. The GIS-based PTAL tool uses spatial data such as point data files (e.g. bus stops) and vector files (e.g. walking network) to give a specific point of interest's PTAL score.
- 3.4 TfL's online GIS-based PTAL tool was used as a basis to research the application site's PTAL score. The results indicate that the application site has a PTAL score of 4 which is a 'good' accessibility rating as defined by TfL (Appendix B).
- 3.5 However, as discussed in the introduction we have carried out a manual verification of this score and found it to be incorrect. The TfL derived PTAL score for this site does not take into account the presence of bus stops at Bounds Green Station which are around 633-metres to the north of the site following footpaths and is therefore within a PTAL prescribed walking distance (640 metres for bus stops). The Bounds Green Station bus stops provide access to routes 102, 184 and 299. In addition, the TfL derived PTAL score for this site was found to have some inaccuracies in terms of the walking distance to the nearby transport nodes.

- 3.6 The full manually verified PTAL assessment is also presented at Appendix B of this report, together with an email from TfL's WebCAT team confirming that our manually verified PTAL calculation is acceptable. We have calculated the site to have a PTAL score of 23.63 and a corresponding PTAL score of 5 which is a 'very good' level of public transport service availability as defined by TfL.
- 3.7 The full TfL PTAL output file is presented in Appendix B. TfL's PTAL table is extracted as follows:

Table 3 Public Transport Accessibility Levels

PTAL	Range of Index	Map Colour	Description
1a (Low)	0.01 – 2.50		Very poor
1b	2.51 – 5.00		Very poor
2	5.01 – 10.00		Poor
3	10.01 – 15.00		Moderate
4	15.01 – 20.00		Good
5	20.01 – 25.00		Very Good
6a	25.01 – 40.00		Excellent
6b (High)	40.01 +		Excellent

- 3.8 A total of four different bus services with high hourly service frequencies can be accessed from stops near the site, refer to Figure 2 for the locations of the nearby bus stops and bus services, as well as the walking routes from the site to them.
- 3.9 Approximately 120-metres southwest of the site on Bounds Green Road are bus stops that provide access to bus service 221. Additionally, around 630-metres north of the site on Brownlow Road there are bus stops which provide access to bus service 102, 184 and 299.
- 3.10 Approximately 580-metres north of the site is the location of Bounds Green London underground station. The station operates on the Piccadilly line network and provides access to tube services to destinations up to Cockfosters, Uxbridge or Heathrow. Additionally, 600-metres north of the site is the location of Bowes Park railway station. The station operates on the Great Northern railway network and provides access to train services to destinations up to Stevenage or Moorgate. Finally, 800-metres south of the site is the location of Alexandra Palace railway station. The station operates on the Great Northern and Thameslink railway

networks and provides access to train services to destinations up to Moorgate, Welwyn Garden City and Stevenage.

- 3.11 Refer to Figure 2 for the locations of the nearby London underground and rail stations, as well as the walking routes from the site to them.

Local Amenities

- 3.12 As discussed, Wood Green town centre is located 1km south of the site on the A105 High Road and is within a 15-minute walk, an 6-minute cycle ride, or 8-minute bus journey from the site. The town centre provides access to a large Morrisons supermarket as well as a range of other shops and amenities such as a cinema, gym facilities, restaurants, bars, and a shopping mall.
- 3.13 In terms of large public outdoor amenity space, around 1km to the south west of the site is Alexandra Palace Park which can be accessed on-foot via the station crossing at Alexandra Palace Station. The park provides access to a large green space with walking paths connecting to a cricket ground, rose garden, a lake, a children adventure playground, a park café, and the Alexandra Palace concert and events building itself. Additionally smaller commons and green spaces can be found throughout the site's surrounding area within a short walking distance.
- 3.14 The site is therefore situated within a sustainable area within a reasonable distance of shops services and general amenities which will be readily accessible on foot, by bicycle, and by public transport.
- 3.15 The location of the closest shops, services, and amenities is displayed in Figure 2 of this report.

Walking

- 3.16 The footpaths in proximity to the site are sufficiently wide and in a good state of repair. The walk routes from the site to local amenities and public transport

access points are straightforward as can be seen from the site location maps in Figure 2.

- 3.17 There are dropped kerbs and tactile paving at the road intersections along Bounds Green Road with plenty of island and signalised crossing at appropriate intervals along the highway. The area surrounding the site is mainly residential in character and therefore traffic conditions are likely to be light and slow speed.

Cycling

- 3.18 Cycling will be encouraged through the provision of appropriate cycle facilities as discussed later in this report. Secure and sheltered cycle parking will be provided for the development in accordance with local and regional policy guidelines.
- 3.19 The roads in the surround area sufficiently wide enough to allow for cycles to ride adjacent to car traffic in a safe manner. Additionally Bounds Green Road provides designated cycle lanes for both directions between Wood Green town centre and Bounds Green station.
- 3.20 The site is outside of the catchment area for TfL's cycle hire scheme.

Vehicle Access

- 3.21 The site has a direct connection to the wider highway network via the mews road onto Bounds Green Road. The mews has sufficient space for vehicles to enter and turn around at southern car park.
- 3.22 The site falls under one of Haringey Council's control parking zones (CPZ) 'BG', which covers some of the neighbouring roads and operates Monday to Friday 10am to 12pm. Imperial Road which is west of the site is also outside of the CPZ but is a private road.

- 3.23 There is only one car club vehicles located near the site on Finsbury Road, approximately 470-metres east of the site. This car club vehicle is operated by Zipcar.

4.0 BASELINE PARKING ASSESSMENT

- 4.1 The site is proposed as a car-free development and is located within a CPZ.
- 4.2 For additional context a parking survey was conducted to assess the current observed parking stress of the surround road to the site.

Parking Survey Inventory

- 4.3 The first stage of the parking assessment is to map out the parking survey area. The parking surveys has been conducted using the widely regarded industry standard 'Lambeth Parking Survey Methodology' which Haringey Council's highways officers subscribe to. The 'Lambeth Parking Survey Methodology' is presented at Appendix C of this report.
- 4.4 The Lambeth methodology prescribes a 200-metre walking distance for residential parking surveys such as this one. Refer to Figure 3 for a map illustrating the parking study area.
- 4.5 All vehicle crossovers and kerb space within five-metres of junctions have been eliminated from the surveys. The remainder of the parkable kerb space within the survey area has been measured on-site; the total distance of parallel kerb space between crossovers / junctions has been recorded and split into increments of five-metres in accordance with Lambeth Council's parking survey methodology.
- 4.6 It should be noted that there are 18 end-on parking spaces on Imperial Road and 26 end-on parking spaces on Eastern Road. These spaces have been added to the total parallel paces to get the total parkable spaces for each road in the survey area.
- 4.7 Additionally, it should also be noted that there are disabled and private parking bays within the survey area which have been excluded from the count.

- 4.8 The parking survey inventory is presented in Table I as follows, additionally refer to Figures 4 a-d for a detailed series of parking survey inventory plans.

Table I. Parking Survey Inventory

Road or Section of Road	PARKING STUDY INVENTORY	
	Length of parallel kerb side parking PHO 'BG' i (m)	Total PHO 'BG' kerb side parking spaces
Bounds Green Road *	0	0
Trinity Road	110	22
Corbett Grove	30	6
Imperial Road **	65	31
Eastern Road ***	80	42
Total	285	100

Notes:

i Permit Holders Only (PHO) 'BG' - Mon-Fri 10am-12pm

* There are 7 Private Parking spaces within the Mews Road which the site is located in, these have been excluded from the survey.

** There are 18 end-on parking bays on Imperial Road which have been added to the total parallel spaces.

*** There are 26 end-on parking bays on Eastern Road which have been added to the total parallel spaces.

There are PHO 'BGE' Parking spaces within the survey area which have been excluded from the count as PHO 'BG' permit holders will not be able to park within PHO 'BGE' spaces.

All areas of kerb side parking have been counted. To calculate parking capacity each length of parking bay has been measured and converted into parking spaces by dividing the length by 5m and rounding down to the nearest whole number in accordance with the industry standard Lambeth methodology.

There are disabled parking bays within the survey area which have been excluded from the count

Source: PMA Survey

- 4.9 The parking survey inventory demonstrates that there are 101 safe and legal 'BG' permit holder kerb side parking opportunities within the survey area.

Parking Surveys

- 4.10 In accordance with the Lambeth Parking Survey Methodology, one overnight parking survey on two separate typical weekday nights has been carried out to determine the current parking uptake on the streets and parking areas within the survey extent. The surveys are carried out overnight to capture the peak demand for parking by residents as it is reasonably expected that most people would be at home and parked for the night.

- 4.11 The surveys were carried out on Wednesday 13th and Thursday 14th July 2022 at 0300 and 0345 respectively. The average results of the two overnight parking surveys are presented in Table 2 as follows and are displayed in the format generally required. The results and location of the parked cars is presented in Figure 5 a-b, and the detailed tabulated results are presented in Appendix D.

Table 2. Permit Holder Parking Survey Results; Overnight Average

Street Name	Total PHO 'BG' parking spaces	Total no. cars parked in PHO 'BG' spaces	PHO 'BG' and parking stress (%)
Bounds Green Road *	0	0	0%
Trinity Road	22	21	93%
Corbett Grove	6	6	100%
Imperial Road **	31	27	87%
Eastern Road ***	42	30	71%
Total	101	84	83%

NB: Minor arithmetic errors are due to roundings in the spreadsheet

Source: PMA Survey

- 4.12 The results in Table 2 demonstrate that the average parking 'stress' of zone 'BG' kerb side parking spaces within the identified survey area is 83% which is high. Of the 101 total parking opportunities identified within the survey area, an average of 84 cars have been observed to be parked leaving 17 available parking opportunities during the overnight surveys.
- 4.13 To put the results into perspective, the Lambeth parking survey methodology document does not prescribe specific thresholds for when a parking survey area is deemed to suffer from undue parking stress. However, it is widely perceived that an observed parking stress of 90% or more is deemed to represent a high uptake of kerb side parking.
- 4.14 Therefore, the broad conclusion of this baseline parking assessment is that parking conditions on the streets adjoining the site are close to the maximum capacity during the peak demand for residents parking which is overnight.

5.0 PARKING PROVISION & DEVELOPMENT PARKING IMPACT

- 5.1 This chapter sets out the parking provision for the proposed development in reference to the Council's parking standards, and the projected impacts of the proposed redevelopment of the garage sites on the adjoining highway.

Parking Provision

- 5.2 As explained in Chapter 2, in accordance with the Council's maximum parking standards as per the London Plan the proposed two new dwellings are expected to be car-free.
- 5.3 The proposals will provide zero on-site parking spaces and residents will not be able to apply for parking permits to park within the associated CPZ 'BG'. This is in accordance with the Council's parking provision, the proposal is policy compliant and acceptable.
- 5.4 Furthermore, the parking survey results shows that the parking stress of area surround the site within a 200-metre catchment is 83%. This is a high stress level and is close to the accepted maximum threshold of 90%. Therefore, by the proposal being car free it avoids adding any more vehicles to the adjacent roads and compromising the surround parking stress.
- 5.5 The proposals also include the provision of a secure separate bike store for each dwelling with enough space for 4 long-stay space per dwelling. The provision of 4 long-stay cycle parking spaces per dwelling is in accordance with the Council's minimum policy requirements as per the London Plan and is therefore acceptable.
- 5.6 From a parking policy viewpoint, the development is in compliance with the Council's Local Plan and the London Plan (March 2021).
- 5.7 Therefore, this shows that the proposed impact of the development can be considered to be satisfactory and will not result in conditions prejudicial to highway capacity, safety, or neighbouring amenity.

6.0 ACCESS & SERVICING

Access

- 6.1 Pedestrian and cycle access to the site will be maintained and enhanced under the proposals. Access to the site will continue to be accommodated from Bounds Green Road via the mews that the site fronts onto.
- 6.2 Both dwelling will share a bin store accessed at the front of the building and which will include 240 litre wheelie euro bins, a separate cycle parking store and a private patio and garden space at the rear of the site will be available for each property.

Servicing

- 6.3 The existing servicing and refuse arrangement for the neighbouring properties takes place from Bounds Green Road. The euro bins for the proposed site will be collected and transported to a pre-established collection point along Bounds Green Road. The proposed new dwellings will simply integrate into these existing established arrangements with the neighbouring properties.
- 6.4 The location of the bins for each property is presented in Appendix A.
- 6.5 From an access and servicing viewpoint the proposals will therefore not result in any impact on the adjoining highway and the development is therefore considered to be satisfactory.

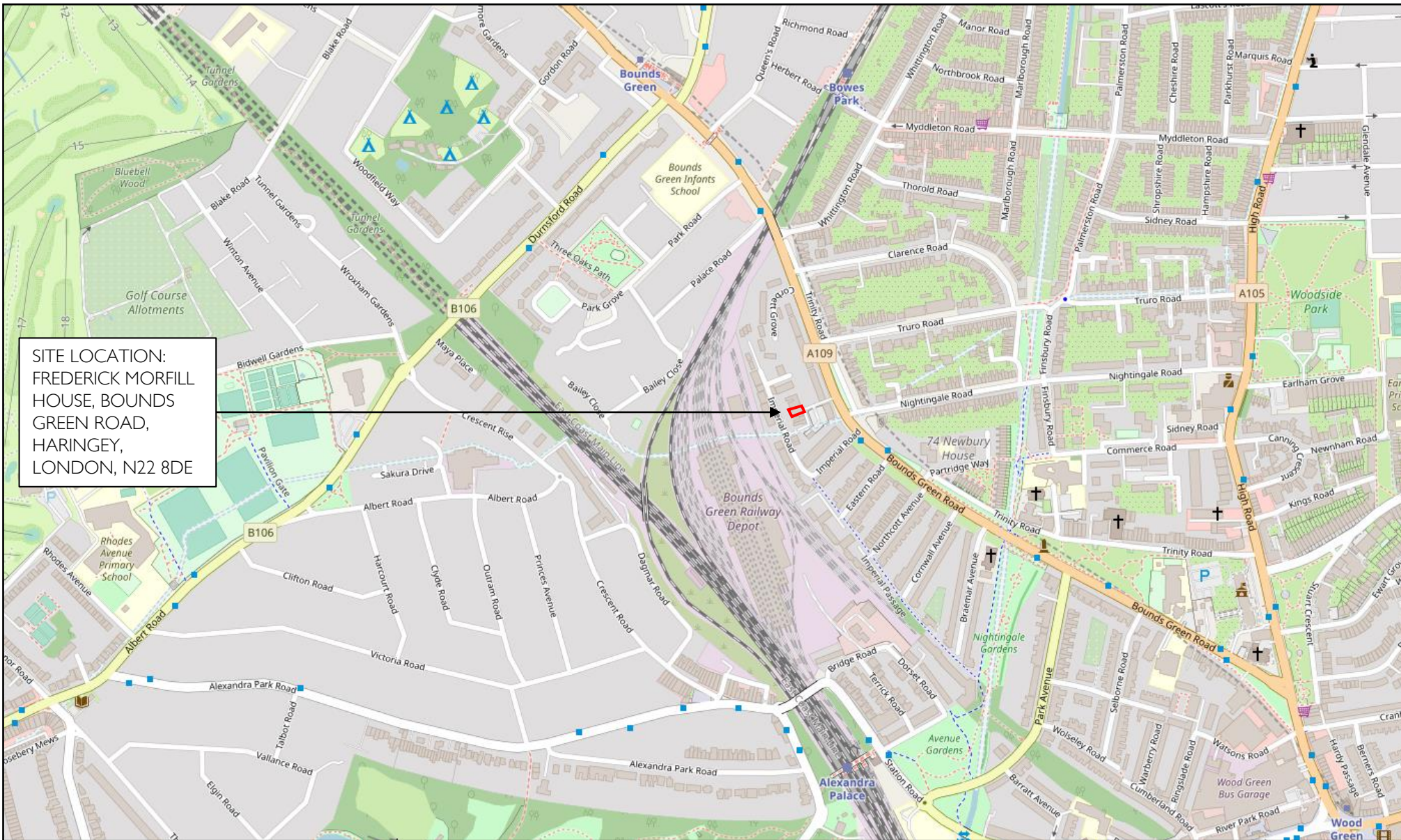
7.0 SUMMARY

- 7.1 Paul Mew Associates is instructed by the London Borough of Haringey in relation to the proposed development at Frederick Morfill House, Bounds Green Road, London, N22 9DE. The local planning and highway authority is the London Borough of Haringey Council.
- 7.2 The existing site currently consists of a two-storey flat roof building with a garden at the rear. The site fronts onto a mews which is accessed 50-metres from Bounds Green Road. The nearest shops, services and amenities can be found 340-metres north of the site. The surrounding area is otherwise predominantly residential in character.
- 7.3 The site itself does not fall under one of Haringey Council's control parking zones (CPZ) but sits on the border with the CPZ 'BG' which covers some of the neighbouring roads and operates Monday to Friday 10am to 12pm. Additionally the only other road in the vicinity of the site, that is not within the neighbouring CPZ is 'Imperial Road', which is a private road.
- 7.4 The site's public transport accessibility rating (PTAL) sits on the boundary between a rating of 3, 4 and 5. Accordingly we conducted a manual verification which will be discussed further in chapter 3 of this report. The site was found to have a PTAL score of 5 which is a 'very good' rating as defined by TfL. The site lies near four frequent bus services, 13 London underground services and 11 railway services.
- 7.5 The proposal comprises of the replacement of the existing 2 storey building with 2 new three-bedroom houses which will occupy half the available footprint on the site. Each dwelling will have a private garden at the rear of the property with separate bin storage facilities and separate a bike store. No car parking is planned to be provided on-site.
- 7.6 The provision of zero car parking spaces for the two new dwellings meets the Council's maximum parking standards as per the London Plan for a PTAL 5

scheme and is policy compliant and acceptable. The provision of two long-stay cycle parking spaces per dwelling is also in accordance with the Council's minimum policy requirements as per the London Plan and is also therefore acceptable.

- 7.7 From a parking policy viewpoint, the development is in compliance with the Council's Local Plan and the London Plan (March 2021).
- 7.8 Parking survey results demonstrate that the average overnight parking 'stress' of CPZ 'BG' kerb side parking spaces within the identified survey area is 83%, which is high. Of the 101 total parking opportunities identified within the survey area where a 'BG' permit holder can safely and legally park, an average of 84 cars have been observed to be parked leaving 17 available parking opportunities during the overnight surveys.
- 7.9 Due to the development not having parking provision within the councils adopted parking provision and the high parking stress within the area, future residents of the proposed dwelling will not be able to apply for parking permits onto the adjacent roads.
- 7.10 Therefore, this shows that the proposed impact of the development can be considered to be satisfactory and will not result in conditions prejudicial to highway capacity, safety, or neighbouring amenity.
- 7.11 From an access and servicing viewpoint the proposals will not result in any impact on the adjoining highway as the existing established arrangements will largely remain. Access to the site will continue to be accommodated from Bounds Green Road via the mews that the site fronts onto.
- 7.12 In summary, the proposal as a whole is considered to be acceptable on all highway's aspects.

FIGURES

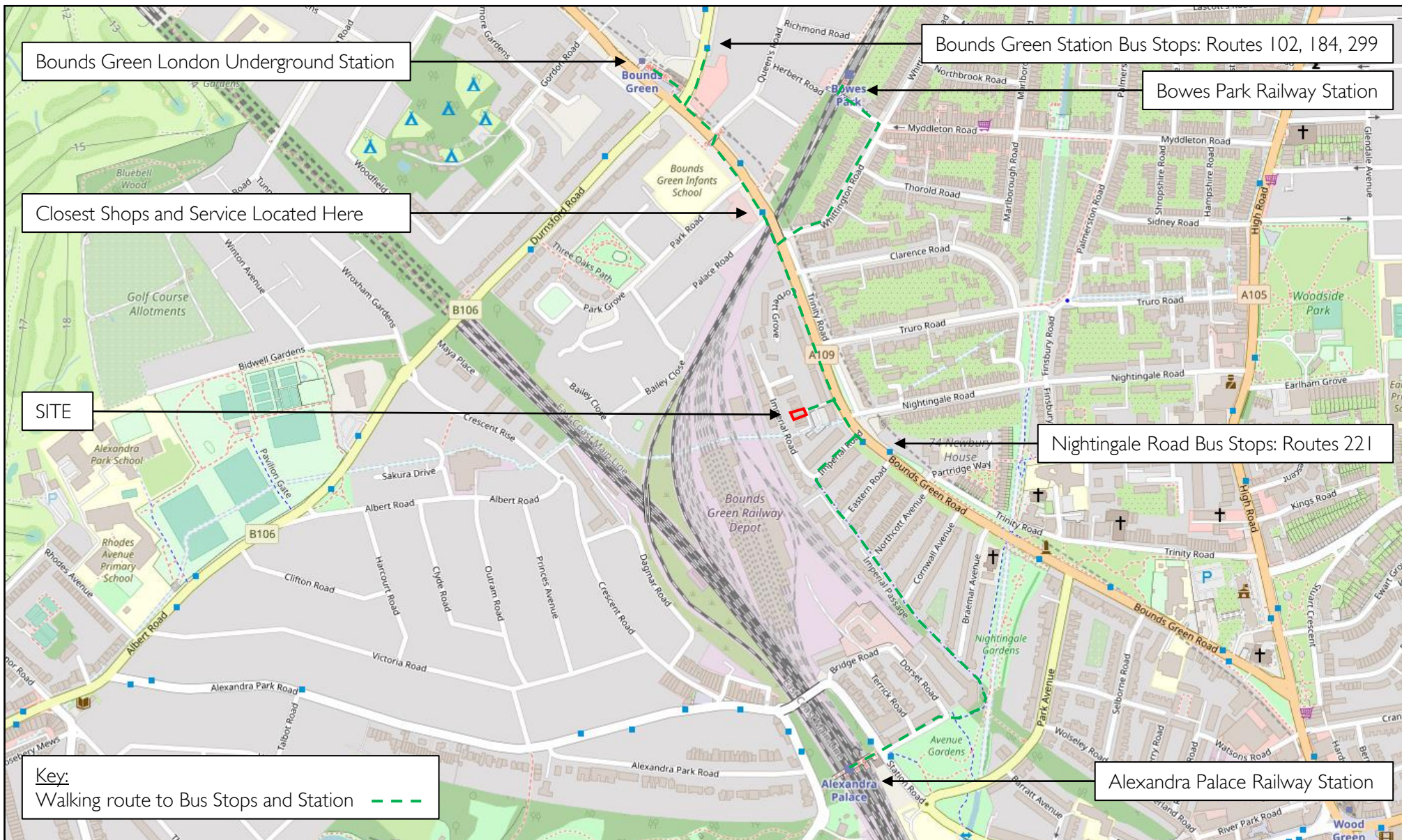


Date: 22-July-2022
 Scale: NTS
 Source: OpenStreetMap
 Drawing No: P2719/TS/01



P2719: FREDERICK MORFILL HOUSE, BOUNDS GREEN ROAD, N22 8DE

Figure 1.
 Site Location

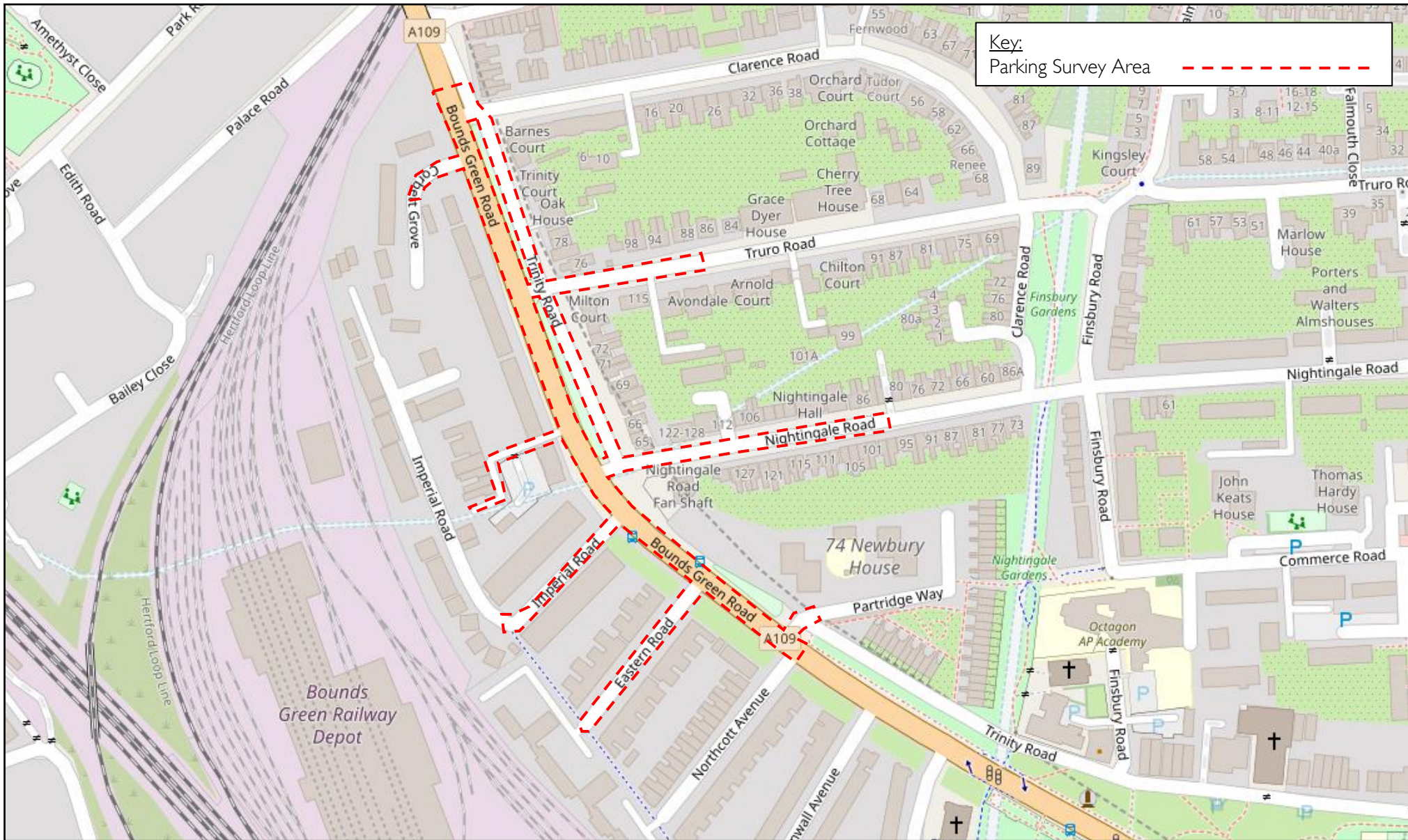


Date: 22-July-2022
 Scale: NTS
 Source: OpenStreetMap
 Drawing No: P2719 /TS/02



P2719: FREDERICK MORFILL HOUSE, BOUNDS GREEN ROAD, N22 8DE
 Figure 2.
 Local Amenities & Public Transport Accessibility Map

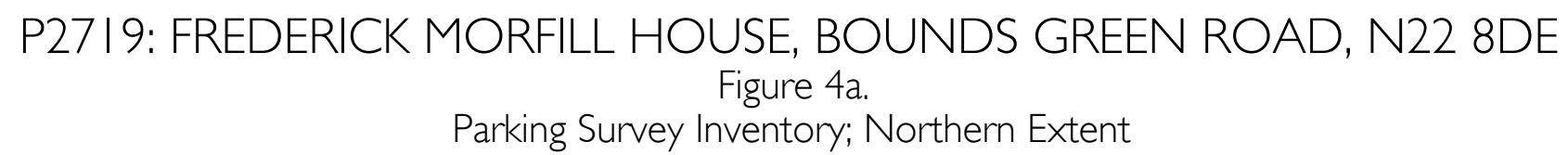
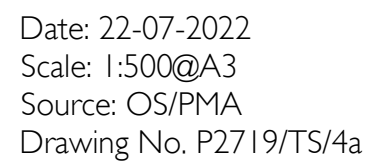

 PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS
 Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
 T: 0208 780 0426 W: www.pma-traffic.co.uk



Date: 22-July-2022
Scale: NTS
Source: OpenStreetMap
Drawing No: P2719 /TS/03



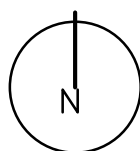
P2719: FREDERICK MORFILL HOUSE, BOUNDS GREEN ROAD, N22 8DE
Figure 3.
Parking Survey Area







Date: 22-07-2022
 Scale: 1:1500@A3
 Source: OS/PMA
 Drawing No. P2719/TS/5a

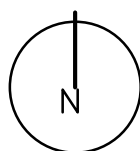


P2719: FREDERICK MORFILL HOUSE, BOUNDS GREEN ROAD, N22 8DE
 Figure 5a.
 Parking Survey I Results


 PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS
 Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
 Tel: 020 8780 0426
 E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk



Date: 22-07-2022
 Scale: 1:1500@A3
 Source: OS/PMA
 Drawing No. P2719/TS/5b

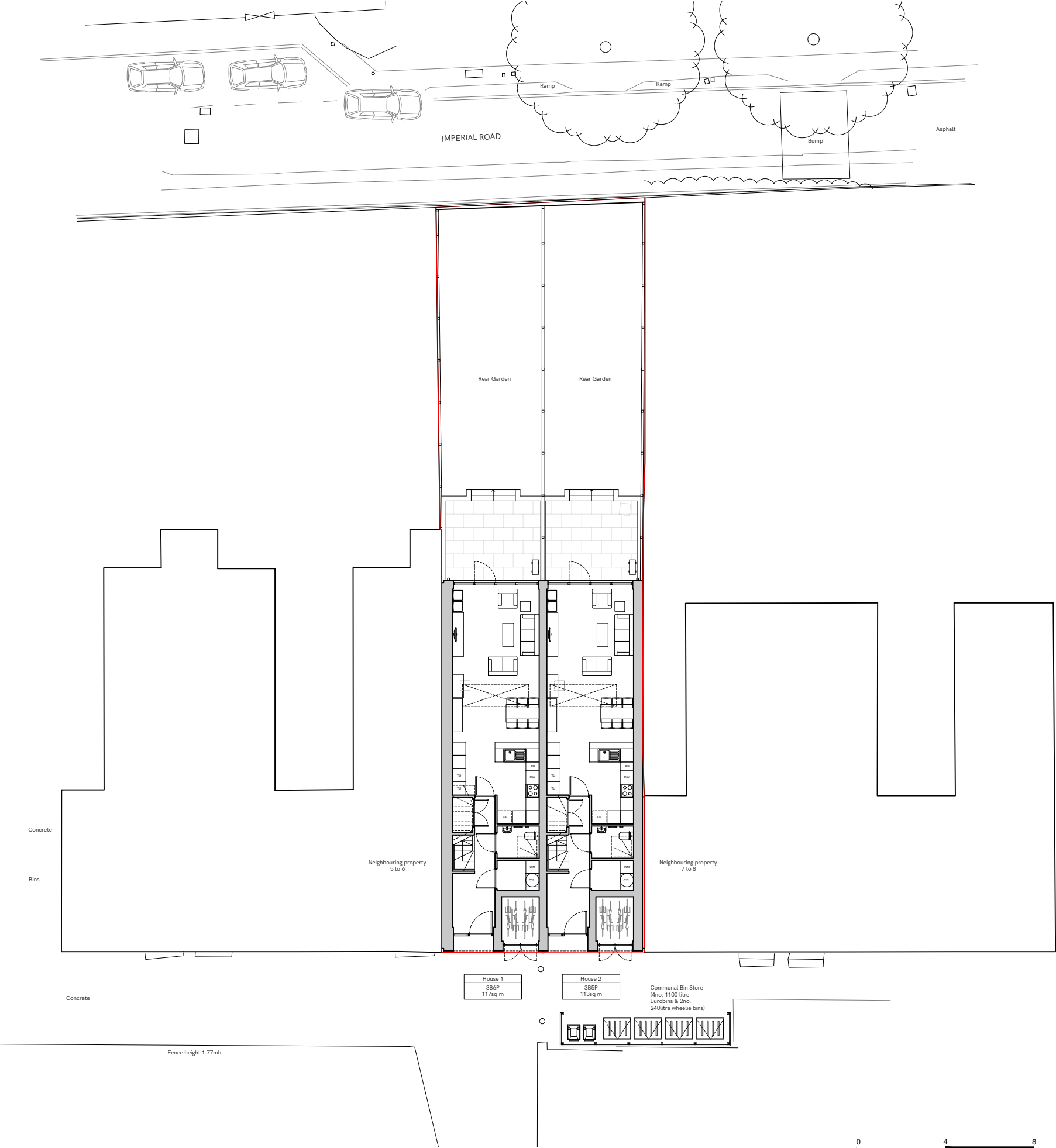


P2719: FREDERICK MORFILL HOUSE, BOUNDS GREEN ROAD, N22 8DE Figure 5b. Parking Survey 2 Results

PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS
 Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
 Tel: 020 8780 0426
 E-mail: paul.mew@pma-traffic.co.uk Website: www.pma-traffic.co.uk

APPENDIX A

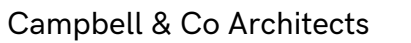
Proposed Site Boundary/ Ground Floor Plan



DRAFT

- ### Note

B		ISSUED FOR STAGE 02 - DRAFT	24/06/22
A		Updated Stage 2 draft issue	09/06/22
-		ISSUED FOR STAGE 02 - DRAFT	18/03/22
Rev	Issued by	Revision Description	Date
REVISION SCHEDULE			



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Keyplan



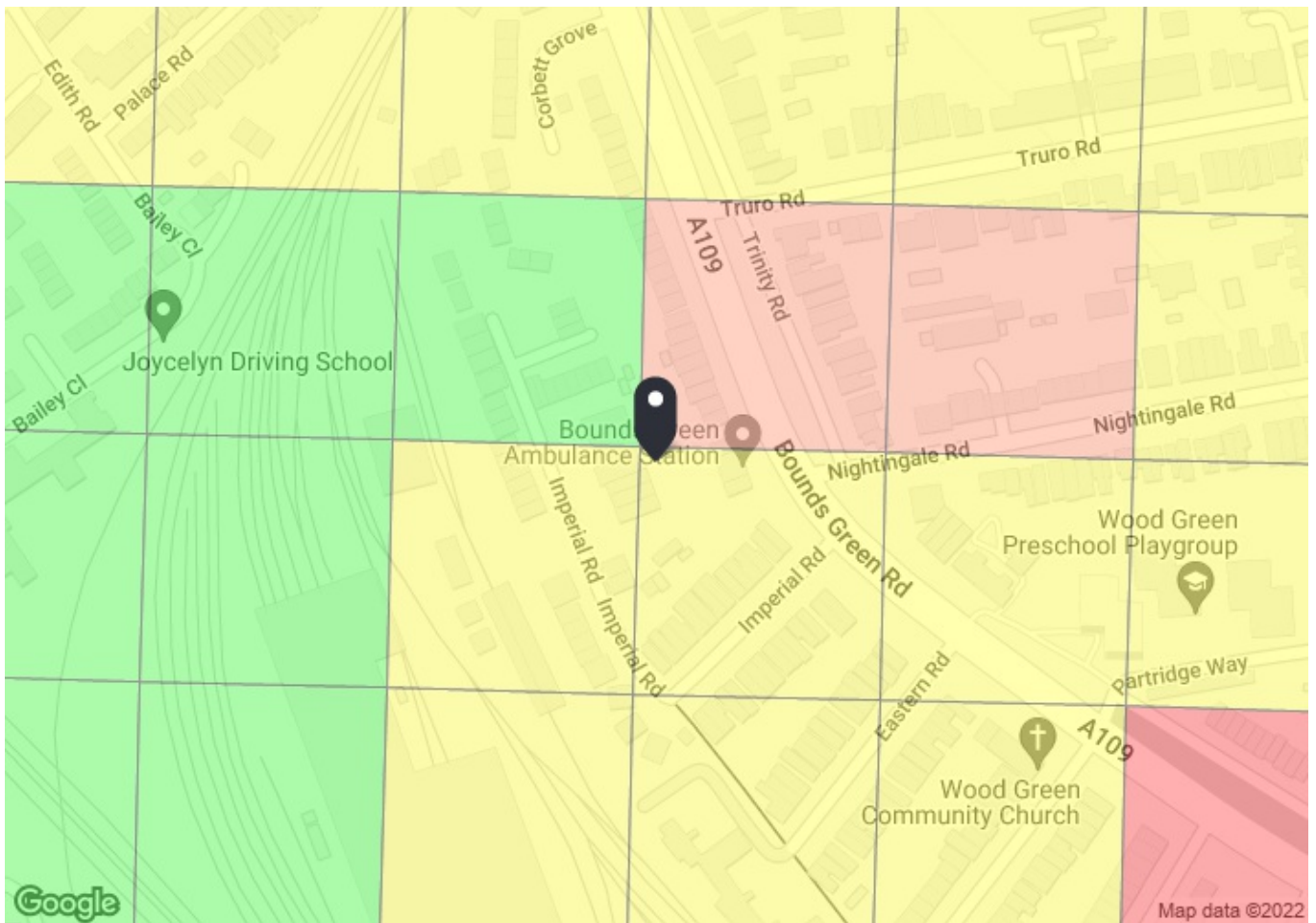
1 Proposed Site Plan



Job	Drawing No.		Rev.
1968	(01)102		B
Drawn by	Checked by	Scale at A3	Date created
SB	JC	1:200	06/22

APPENDIX C

PTAL Output File (TfL Output and Manual Verification)



PTAL output for 2021 (Forecast)

4

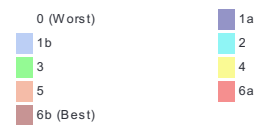
Firemens Flats, Bounds Green Rd, London N22 8DG, UK

Easting: 530203, Northing: 190988

Grid Cell: 136515

Report generated: 13/07/2022

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

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

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	BOUNDS GRN RD EASTERN RD	221	82.19	5.18	1.03	7.8	8.82	3.4	1	3.4
LUL	Bounds Green	'Cockfosters-LHRT4LT'	702.11	4.67	8.78	7.17	15.95	1.88	0.5	0.94
LUL	Bounds Green	'RayLane-Cockfosters'	702.11	3.67	8.78	8.92	17.7	1.69	0.5	0.85
LUL	Bounds Green	'LHRT4LT-ArnosGrove'	702.11	4.67	8.78	7.17	15.95	1.88	0.5	0.94
LUL	Bounds Green	'ArnosGrove-RayLane'	702.11	0.33	8.78	91.66	100.44	0.3	0.5	0.15
LUL	Bounds Green	'ArnosGrove-Nthfields'	702.11	3	8.78	10.75	19.53	1.54	0.5	0.77
LUL	Bounds Green	'Oakwood-RayLane'	702.11	0.33	8.78	91.66	100.44	0.3	0.5	0.15
LUL	Bounds Green	'Nthfields-Cockfoster'	702.11	1	8.78	30.75	39.53	0.76	0.5	0.38
LUL	Bounds Green	'LHRT5-Cockfosters'	702.11	6	8.78	5.75	14.53	2.07	1	2.07
LUL	Bounds Green	'Uxbridge-Cockfosters'	702.11	3.67	8.78	8.92	17.7	1.69	0.5	0.85
LUL	Bounds Green	'Ruislip-Cockfosters'	702.11	2.33	8.78	13.63	22.4	1.34	0.5	0.67
LUL	Bounds Green	'ArnosGrove-Uxbridge'	702.11	1	8.78	30.75	39.53	0.76	0.5	0.38
LUL	Bounds Green	'Oakwood-Uxbridge'	702.11	0.33	8.78	91.66	100.44	0.3	0.5	0.15
LUL	Bounds Green	'Oakwood-Ruislip'	702.11	0.33	8.78	91.66	100.44	0.3	0.5	0.15
Rail	Bowes Park	'HFDN-MRGT E5/6'	680.8	0.67	8.51	45.53	54.04	0.56	0.5	0.28
Rail	Bowes Park	'GORDONH-MRGT E9/10'	680.8	4	8.51	8.25	16.76	1.79	1	1.79
Rail	Bowes Park	'MRGT-GORDONH E9/10'	680.8	2	8.51	15.75	24.26	1.24	0.5	0.62
Rail	Alexandra Palace	'HFDN-MRGT E3/4'	795.98	2	9.95	15.75	25.7	1.17	0.5	0.58
Rail	Alexandra Palace	'WLWYNGC-MRGT E11/12'	795.98	2	9.95	15.75	25.7	1.17	0.5	0.58
Rail	Alexandra Palace	'MRGT-HFDN E3/4'	795.98	2	9.95	15.75	25.7	1.17	0.5	0.58
Rail	Alexandra Palace	'MRGT-WLWYNGC E11/12'	795.98	2	9.95	15.75	25.7	1.17	0.5	0.58
Rail	Alexandra Palace	'WELWYNGC-TATNHMC E13'	795.98	2	9.95	15.75	25.7	1.17	0.5	0.58
Rail	Alexandra Palace	'TATNHMC-WELWYNGC S73'	795.98	2	9.95	15.75	25.7	1.17	0.5	0.58
Rail	Alexandra Palace	'MSTONEE-CAMBDGE K81'	795.98	2	9.95	15.75	25.7	1.17	0.5	0.58
Rail	Alexandra Palace	'CAMBDGE-MSTONEE E23'	795.98	2	9.95	15.75	25.7	1.17	0.5	0.58

Total Grid Cell AI: 19.18

PTAL REPORT

Site Details	Frederick Morfill House, Bounds Green Road, London, N22 8DE
Description:	Crossrail example
Coordinates	500000 180000
Date:	27/07/2022

Calculation Parameters

Day of Week:	M-F
Time Period:	AM Peak
Walk Speed:	4.8
BUS Walk Access Time (mins):	8
BUS Reliability Factor:	2
LU LRT Walk Access Time (mins):	12
LU LRT Reliability Factor:	0.75
NATIONAL RAIL Walk Access Time (mins):	12
NATIONAL RAIL Reliability Factor:	0.75

Data			Calculations							
A	B	C	D	E	F	G	H	I	J	K
Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	Nightingale Road (BK)	221	120.3	7.5	1.50	6.00	7.50	4.00	1	4.00
Bus	Bounds Green Station (BB)	102	633.1	6.67	7.91	6.50	14.41	2.08	0.5	1.04
Bus	Bounds Green Station (BB)	184	633.1	6.67	7.91	6.50	14.41	2.08	0.5	1.04
Bus	Bounds Green Station (BB)	299	633.1	4	7.91	9.50	17.41	1.72	0.5	0.86
LU	Bounds Green	Cockfosters-LHRT4LT '	580.7	4.67	7.26	7.17	14.43	2.08	0.5	1.04
LU	Bounds Green	RayLane-Cockfosters '	580.7	3.67	7.26	8.92	16.18	1.85	0.5	0.93
LU	Bounds Green	LHRT4LT-AmosGrove	580.7	4.67	7.26	7.17	14.43	2.08	0.5	1.04
LU	Bounds Green	AmosGrove-RayLane'	580.7	0.33	7.26	91.66	98.92	0.30	0.5	0.15
LU	Bounds Green	AmosGrove-Nthfields'	580.7	3	7.26	10.75	18.01	1.67	0.5	0.83
LU	Bounds Green	Oakwood-RayLane'	580.7	0.33	7.26	91.66	98.92	0.30	0.5	0.15
LU	Bounds Green	Nthfields-Cockfoster'	580.7	1	7.26	30.75	38.01	0.79	0.5	0.39
LU	Bounds Green	LHRT5-Cockfosters '	580.7	6	7.26	5.75	13.01	2.31	1	2.31
LU	Bounds Green	Uxbridge-Cockfosters'	580.7	3.67	7.26	8.92	16.18	1.85	0.5	0.93
LU	Bounds Green	Ruislip-Cockfosters '	580.7	2.33	7.26	13.63	20.88	1.44	0.5	0.72
LU	Bounds Green	AmosGrove-Uxbridge'	580.7	1	7.26	30.75	38.01	0.79	0.5	0.39
LU	Bounds Green	Oakwood-Uxbridge'	580.7	0.33	7.26	91.66	98.92	0.30	0.5	0.15
LU	Bounds Green	Oakwood-Ruislip'	580.7	0.33	7.26	91.66	98.92	0.30	0.5	0.15
Rail	Bowes Park	HFDN-MRGT E5/6'	597.5	0.67	7.47	45.53	52.99	0.57	0.5	0.28
Rail	Bowes Park	GORDONH-MRGT E9/10'	597.5	4	7.47	8.25	15.72	1.91	1	1.91
Rail	Bowes Park	MRGT-GORDONHE9/10'	597.5	2	7.47	15.75	23.22	1.29	0.5	0.65
Rail	Alexandra Palace	HFDN-MRGT E3/4'	796.5	2	9.96	15.75	25.71	1.17	0.5	0.58
Rail	Alexandra Palace	WLWYNGC-MRGT E11/12'	796.5	2	9.96	15.75	25.71	1.17	0.5	0.58
Rail	Alexandra Palace	MRGT-HFDNE3/4'	796.5	2	9.96	15.75	25.71	1.17	0.5	0.58
Rail	Alexandra Palace	MRGT-WLWYNGCE11/12'	796.5	2	9.96	15.75	25.71	1.17	0.5	0.58
Rail	Alexandra Palace	WELWYNGC-TATNHMC E13'	796.5	2	9.96	15.75	25.71	1.17	0.5	0.58
Rail	Alexandra Palace	TATNHMC-WELWYNGC S73'	796.5	2	9.96	15.75	25.71	1.17	0.5	0.58
Rail	Alexandra Palace	MSTONEE-CAMBDGEK81/'	796.5	2	9.96	15.75	25.71	1.17	0.5	0.58
Rail	Alexandra Palace	CAMBDGE-MSTONEEE23/'	796.5	2	9.96	15.75	25.71	1.17	0.5	0.58
Sum of AI's									23.63	
PTAL									5	

Osbert Menezes

From: Osbert Menezes
Sent: 03 August 2022 14:42
To: Osbert Menezes
Subject: FW: PTAL Verification - Frederick Morfill House, Bounds Green Road, Haringey, N22 8DE

From: WebCAT <SMBWebCAT@tfl.gov.uk>
Sent: 02 August 2022 10:41
To: Osbert Menezes <osbert.menezes@pma-traffic.co.uk>
Subject: RE: PTAL Verification - Frederick Morfill House, Bounds Green Road, Haringey, N22 8DE

Hi Osbert,
Sorry for the late response and thanks for your patience. Hope you are well.

As an initial disclaimer. We do not offer sign-offs or formal confirmations on any manual PTAL calculations. However, from a purely advisory standpoint, I can say that there appear to be no issues with the method you have employed here and the calculations in the spreadsheet seem correct. I would suggest that you also provide your client with a map showing the manual measurements you have made. It is important that you disclaim that this a manual calculation and evidence all of your working in any reports you provide. It is ultimately dependent on your client if they accept those terms.

Otherwise, this looks reasonable and you should have confidence with this moving forward.

Many thanks,
Joe Marangos

From: Osbert Menezes <osbert.menezes@pma-traffic.co.uk>
Sent: 25 July 2022 16:40
To: WebCAT <SMBWebCAT@tfl.gov.uk>
Subject: PTAL Verification - Frederick Morfill House, Bounds Green Road, Haringey, N22 8DE

Hi,

I am writing to request TfLs confirmation of a manual PTAL check we have performed for a site in LB Haringey.

The site address is Frederick Morfill House, Bounds Green Road, Haringey, N22 8DE – coordinates 51.602713, -0.121455

The public transport accessibility level (PTAL) 'cell' in which the site is located scores 4 according to TfL's online PTAL calculator tool but sits on the edge of a 5 score.

The PTAL WebCAT tool doesn't account for three bus routes within a 640m catchment of the site (bus routes 102, 184 and 299). These can be accessed from the Bounds Green Stop (BB), 633m north of the site on Brownlow Road.

Also, there are some minor amendments to the distances from the site to the various train stations in the accepted 875m catchment.

We have manually calculated the site's PTAL rating as 5 which is a 'very good' score.

I attach our spreadsheet showing the details of our verification exercise.

We would respectfully ask for TfLs agreement to this manually verified PTAL rating.

Should you have any questions/queries please feel free to get back in touch.

Kind regards,

Osbert Menezes

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS

Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
Tel: 020 8780 0426 Web: <http://www.pma-traffic.co.uk/>

This e-mail is intended solely for the above mentioned recipient(s) and may contain confidential or privileged information.
If received in error, please delete this e-mail and notify us immediately.

This message has been scanned for malware by Forcepoint. www.forcepoint.com

APPENDIX C

Lambeth Council Residential Parking Survey Methodology

LAMBETH COUNCIL PARKING SURVEY GUIDANCE NOTE

1. INTRODUCTION AND POLICY BACKGROUND

Most forms of development have the potential to increase the amount of on-street parking, more commonly known as parking stress. High parking stress can affect highway safety, the free-flow of traffic, amenity, access by emergency services, refuse collection and delivery of goods. Investigation of this impact forms an important part of the Council's analysis of proposed developments and therefore it is essential that enough information is submitted by a developer to allow a full analysis of the issue. An unacceptable increase in parking stress, or the submission of an insufficient level of information, can lead to a recommendation for refusal of a planning application.

Lambeth's policies on parking related to new development are based on the Mayor's London Plan, the Core Strategy and the saved policies of the Council's Unitary Development Plan 2007 (UDP). Developers are particularly advised to read Chapter 6 (London's Transport) of The London Plan, and the policies and standards, particularly Table 6.1 Parking Standards, contained therein. Chapter 6 of The London Plan can be viewed on the GLA's website at the following address:

<http://www.london.gov.uk/shaping-london/london-plan/strategy/chapter6.jsp>

Developers are also advised to read Criteria (f) of Core Strategy Policy S4, and the saved elements of UDP policies 14 and 17, although policy 39 may also be relevant. The Core Strategy and the saved policies of the UDP can be viewed on the Council's website at the following address:

<http://www.lambeth.gov.uk/Services/HousingPlanning/Planning/PlanningPolicy/LDFCoreStrategy.htm>

Ordinarily the Planning Department will not validate a residential planning application without a parking survey. In some cases parking surveys are required for commercial developments as well, depending on the scale and nature of the development. Submitting a survey enables the Council to make an informed decision, within statutory planning timescales, and benefits applicants in obtaining a quick decision.

A developer can propose on-site parking bays up to the maximum stated in Table 6.1 of the London Plan but in areas of high PTAL and within a CPZ a car free development (and permit exempt) would be expected unless acceptable justification is provided. However, even where on-site parking is proposed this may not accommodate all cars generated by a development, so a parking survey may still be required. An assessment of likely car ownership of future occupants can then be undertaken to understand the scale of any overspill parking. The cumulative effect of other consented development in the immediate area will also need to be taken into account when assessing the effect of parking on street.

Advice on whether a survey is required can be obtained from the Council's Transport Planning team by emailing transportplanning@lambeth.gov.uk with details of the proposed development. If a survey is not required a written response will be provided confirming this and should be submitted with the planning application.

2. UNDERTAKING A SURVEY

The following guidelines should be followed when undertaking a survey. If these guidelines are not followed the Council may not be able to make a full and proper assessment of the proposal.

Residential Developments

The Council requires a parking survey to cover the area where residents of a proposed development may want to park. This generally covers an area of 200m (or a 2 minute walk) around a site. For further detail see 'Extent of survey' below.

The survey should be undertaken when the highest number of residents are at home; generally late at night during the week. A snapshot survey between the hours of 0030-0530 should be undertaken on two separate weekday nights (ie. Monday, Tuesday, Wednesday or Thursday).

Commercial Developments

Surveys for commercial developments should cover an area within 500m walking distance (or a 5 minute walk) of a site. For further detail, see 'Extent of survey' below. Surveys should generally be done during proposed opening hours on an hourly beat basis.

Excluding the extent and time of the surveys the same principles apply as a survey for a residential development as set out below, but developers should contact the Council for further advice.

Survey times

For sites close to any of the following land uses, additional survey times may be necessary:

- Town centre locations: surveys should be undertaken Monday-Wednesday only.
- Regular specific evening uses close to the site (eg. church, etc): additional surveys should be undertaken when these uses are in operation.
- Commercial uses close to the site: morning and early evening surveys may also be required due to conflict with commuter parking. In these cases surveys between the hours of 0700-0830 and 1800-1900 may be required, noting the amount of parking on a 15-minute basis over this time.
- Railway stations/areas of commuter parking: additional morning and evening peak hour surveys will be required in order to assess the impact of commuter parking. These should be done between 0700-0800 and 1730-1830.

Surveys ***should not*** be undertaken:

- in weeks that include Public Holidays and school holidays and it is advised that weeks preceding and following holidays should also be avoided;
- on or close to a date when a local event is taking place locally since this may impact the results of the survey.

In some cases, the hours of the survey may need to be extended or amended. Applicants should contact the Council prior to undertaking a survey if there is any doubt.

Extent of survey

All roads within 200 metres (or 500m for commercial uses) walking distance of the site. Note this area is **NOT** a circle with a 200/500m radius but a 200/500m walking distance as measured along all roads up to a point 200/500m from the site.

Since people are unlikely to stop half way along a road at an imaginary 200/500m line so the survey should be extended to the next junction or shortened to the previous one, or taken to a suitable location along a road.

The following areas should be *excluded* from surveys:

- If the site is in a CPZ any parking bays in an adjoining CPZ should be excluded.
- If the site lies adjacent to, but not in, a CPZ then all roads in that CPZ should be excluded.
- Areas that fall outside of Lambeth should be excluded.
- Places where drivers are unlikely to want to park, for example:
 - If there is no possibility of parking somewhere within the 200m boundary
 - If drivers would not wish to park in an area, due to perceived safety issues, or difficulty in accessing the parking for example.

Common sense should be applied in all cases and the extent of the survey area and justification for any amendments should be included in the survey. If inadequate justification is provided for a survey area then amendments may be required or a recommendation made accordingly.

Required Information

The following information should be included in the survey results, to be submitted to the Council:

- The date and time of the survey.
- A description of the area noting any significant land uses in the vicinity of the site that may affect parking within the survey area (eg. churches, restaurants, bars and clubs, train stations, hospitals, large offices, town centres etc).
- Any unusual observations, e.g. suspended parking bays, spaces out of use because of road works or presence of skips, etc.
- A drawing (preferably scaled at 1:1250) showing the site location and extent of the survey area. All other parking and waiting restrictions such as Double Yellow Lines and Double Red Lines, bus lay-bys, kerb build-outs, and crossovers (vehicular accesses) etc should also be shown on the plan.
- The number of cars parked on each road within the survey area on each night should be counted and recorded in a table as shown below. It would be helpful to note the approximate location of each car on the plan (marked with an X).
- Photographs of the parking conditions in the survey area can be provided to back-up the results. If submitted, the location of each photograph should be clearly marked.

Areas Within A Controlled Parking Zone (CPZ)

Only Resident Permit Holder (RPH) Bays and Shared Bays which allow residents parking (these may be shared with Pay-and-Display parking and/or Business Permit Holders) should be counted.

To calculate parking capacity each length of parking bay must be measured and then converted into parking spaces by dividing the length by 5 (each vehicle is assumed to measure 5m) and rounding down to the nearest whole number. For example a parking bay measuring 47m in length would provide 9 parking bays ($47/5=9.4=9$). The capacity of each separate parking bay must be calculated separately and then added together to give a total number of parking spaces for each road in the survey area.

The results should generally be presented in the following format (figures given as an example):

Street Name	Total Length (m) of parking spaces	No. of RPH parking spaces	No. of cars parked in RPH bays	RPH Parking Stress (%)
A Street	350	70	70	100
B Street	250	50	40	80
C Street	150	30	10	33
Total	750	150	120	80

A separate note should be made of any areas where cars can legally park overnight. These are generally Single Yellow Lines or Single Red Lines (SYL/SRL) or short term parking or Pay-and-Display bays (ST). The number of cars parked in these areas should be counted and presented separately.

Areas Not In A Controlled Parking Zone (CPZ)

All areas of unrestricted parking should be counted. To calculate parking capacity each length of road between obstructions (such as crossovers, kerb build-outs, yellow lines, etc) must be measured and then converted into parking spaces by dividing the length by 5 and rounding down to the nearest whole number. For example a length of road measuring 47m in length would provide 9 parking bays ($47/5=9.4=9$). The capacity of each section of road must be calculated separately and then added together to give a total number of parking spaces for each road in the survey area.

The distance between crossovers should be measured in units of 5m. For example, if the distance between 2 crossovers or a crossover and a junction is 12m then only 10m should be counted in the survey, and any space between crossovers measuring less than 5m should be discounted from the calculation. For reasons of highway safety, the first 5m from a junction should also be omitted from the calculation.

A map or plan showing the measurements used in calculating parking capacity should be supplied so that this can be verified by the Council. The parking survey may not be accepted if this is not supplied.

The results should generally be presented in the following format (figures given as an example):

Street Name	Total Length (m) of kerb space	Length of unrestricted parking (m)	No. of parking spaces	No. of cars parked on unrestricted length of road	Unrestricted Parking Stress (%)
A Street	400	350	70	70	100
B Street	300	250	50	40	80
C Street	200	150	30	10	33
Total	900	750	150	120	80

UNDERSTANDING THE RESULTS

The results of the parking survey will be analysed by the Council in accordance with the London Plan and saved policies in the Council's UDP, any Supplementary Planning Documents produced by the Council in relation to parking, and any other Transport policy guidance produced by the Council, Transport for London, or nationally.

The Council will also take into consideration the impact of any recently permitted schemes in determining the acceptability or not of each proposed development.

Note that stress levels of over 100% stress (or 100% occupancy level) are possible. This is because small cars may need less space than 5 metres to park, meaning that additional cars can be accommodated.

FURTHER ASSISTANCE

For further assistance or explanation please contact the Council's Transport Planning and Strategy team at the address below

Spanish

Si desea esta información en otro idioma, rogamos nos llame al 020 7926 2618.

Portuguese

Se desejar esta informação noutro idioma é favor telefonar para 020 7926 2618.

Yoruba

Tí ẹ ba fẹ ìmoràn yí, ní èdè Òmíràn, ẹjọ, ẹ kàn wà l'ágogo 020 7926 2618.

French

Si vous souhaitez ces informations dans une autre langue veuillez nous contacter au 020 7926 2618.

Bengali

এই তথ্য অন্য কোনো ভাষায় আপনার প্রয়োজন হলে অনুগ্রহ করে ফোন করুন 020 7926 2618.

Twi

Se woƿe saa nkaeboy yi wo kasa foforo mu a fre 020 7926 2618.

Lambeth Council

Transport Planning & Strategy

1st Floor Blue Star House

234-244 Stockwell Road

London SW9 9SP

Telephone: 020 7926 9000

Fax: 020 7926 9001

Email: transportplanning@lambeth.gov.uk

www.lambeth.gov.uk

APPENDIX D

Overnight Parking Survey Results

P2719: FREDERICK MORFILL HOUSE, BOUNDS GREEN ROAD, N22 8DE

Parking Survey Inventory - 5m

Road or Section of Road	PARKING STUDY INVENTORY	
	Length of parallel kerb side parking PHO 'BG' 1 (m)	Total PHO 'BG' kerb side parking spaces
Bounds Green Road *	0	0
Trinity Road	110	22
Corbett Grove	30	6
Imperial Road **	65	31
Eastern Road ***	80	42
Total	285	101

Notes:

1 Permit Holders Only (PHO) 'BG' - Mon-Fri 10am-12pm

* There are 7 Private Parking spaces within the Mews Road the site is located within, these have been excluded from the survey.

** There are 18 end-on parking bays on Imperial Road which have been added to the total parallel spaces.

*** There are 26 end-on parking bays on Eastern Road which have been added to the total parallel spaces.

There are PHO 'BGE' Parking spaces within the survey area which have been excluded from the count as PHO 'BG' permit holders will not be able to park within PHO 'BGE' spaces.

All areas of kerb side parking have been counted. To calculate parking capacity each length of parking bay has been measured and converted into parking spaces by dividing the length by 5m and rounding down to the nearest whole number in accordance with the industry standard Lambeth methodology.

There are disabled parking bays within the survey area which have been excluded from the count

Source: PMA Survey

P2719: FREDERICK MORFILL HOUSE, BOUNDS GREEN ROAD, N22 8DE

Parking Survey Results - 5m

Overnight Parking Survey 1 - Wednesday 13th July 2022 at 03:00

Street Name	Total PHO 'BG' parking spaces	Total no. cars parked in PHO 'BG' spaces	PHO 'BG' and parking stress (%)
Bounds Green Road *	0	0	0%
Trinity Road	22	20	91%
Corbett Grove	6	6	100%
Imperial Road **	31	28	90%
Eastern Road ***	42	30	71%
Total	101	84	83%

Source: PMA Survey

Overnight Parking Survey 2 - Thursday 14th July 2022 at 03:45

Street Name	Total PHO 'BG' parking spaces	Total no. cars parked in PHO 'BG' spaces	PHO 'BG' and parking stress (%)
Bounds Green Road *	0	0	0%
Trinity Road	22	21	95%
Corbett Grove	6	6	100%
Imperial Road **	31	26	84%
Eastern Road ***	42	30	71%
Total	101	83	82%

Source: PMA Survey

Overnight Parking Average

Street Name	Total PHO 'BG' parking spaces	Total no. cars parked in PHO 'BG' spaces	PHO 'BG' and parking stress (%)
Bounds Green Road *	0	0	0%
Trinity Road	22	21	93%
Corbett Grove	6	6	100%
Imperial Road **	31	27	87%
Eastern Road ***	42	30	71%
Total	101	84	83%

NB: Minor arithmetic errors are due to roundings in the spreadsheet

Source: PMA Survey

P2719: FREDERICK MORFILL HOUSE, BOUNDS GREEN ROAD, N22 8DE

Parking Survey Inventory - 6m

Road or Section of Road	PARKING STUDY INVENTORY	
	Length of parallel kerb side parking PHO 'BG' 1 (m)	Total PHO 'BG' kerb side parking spaces
Bounds Green Road *	0	0
Trinity Road	110	18
Corbett Grove	30	5
Imperial Road **	65	28
Eastern Road ***	80	39
Total	285	90

Notes:

1 Permit Holders Only (PHO) 'BG' - Mon-Fri 10am-12pm

* There are 7 Private Parking spaces within the Mews Road the site is located within, these have been excluded from the survey.

** There are 18 end-on parking bays on Imperial Road which have been added to the total parallel spaces.

*** There are 26 end-on parking bays on Eastern Road which have been added to the total parallel spaces.

There are PHO 'BGE' Parking spaces within the survey area which have been excluded from the count as PHO 'BG' permit holders will not be able to park within PHO 'BGE' spaces.

All areas of kerb side parking have been counted. To calculate parking capacity each length of parking bay has been measured and converted into parking spaces by dividing the length by 6m and rounding down to the nearest whole number in accordance with the industry standard Lambeth methodology.

There are disabled parking bays within the survey area which have been excluded from the count

Source: PMA Survey

P2719: FREDERICK MORFILL HOUSE, BOUNDS GREEN ROAD, N22 8DE

Parking Survey Results - 6m

Overnight Parking Survey 1 - Wednesday 13th July 2022 at 03:00

Street Name	Total PHO 'BG' parking spaces	Total no. cars parked in PHO 'BG' spaces	PHO 'BG' and parking stress (%)
Bounds Green Road *	0	0	0%
Trinity Road	18	20	111%
Corbett Grove	5	6	120%
Imperial Road **	28	28	100%
Eastern Road ***	39	30	77%
Total	90	84	93%

Source: PMA Survey

Overnight Parking Survey 2 - Thursday 14th July 2022 at 03:45

Street Name	Total PHO 'BG' parking spaces	Total no. cars parked in PHO 'BG' spaces	PHO 'BG' and parking stress (%)
Bounds Green Road *	0	0	0%
Trinity Road	18	21	117%
Corbett Grove	5	6	120%
Imperial Road **	28	26	93%
Eastern Road ***	39	30	77%
Total	90	83	92%

Source: PMA Survey

Overnight Parking Average

Street Name	Total PHO 'BG' parking spaces	Total no. cars parked in PHO 'BG' spaces	PHO 'BG' and parking stress (%)
Bounds Green Road *	0	0	0%
Trinity Road	18	21	114%
Corbett Grove	5	6	120%
Imperial Road **	28	27	96%
Eastern Road ***	39	30	77%
Total	90	84	93%

NB: Minor arithmetic errors are due to roundings in the spreadsheet

Source: PMA Survey