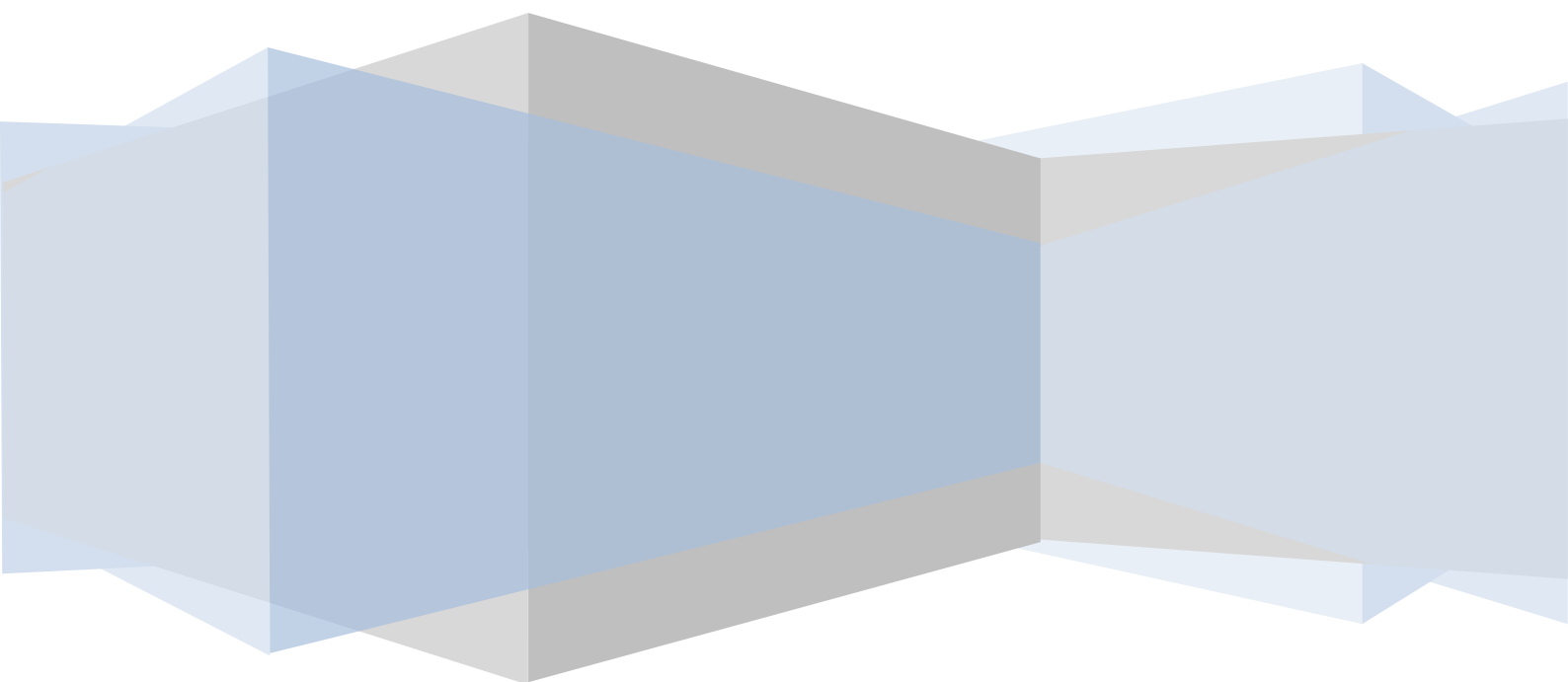


# **Philip Lane, London N15 4AB**

## **Transport Statement**

**October 2017**



# CONTENTS

| Chapter |                         | Page |
|---------|-------------------------|------|
| 1       | Introduction            | 2    |
| 2       | Background              | 3    |
| 3       | Parking Surveys         | 4    |
| 4       | Required Information    | 5    |
| 5       | Survey Results          | 6    |
| 6       | Summary and Conclusions | 8    |



© Savoy Consulting Ltd 2017 All Rights Reserved. This report contains confidential information intended solely for the recipient. No part of the report may be copied, reproduced or stored electronically without prior written consent from Savoy Consulting Ltd. This report has been prepared in accordance with the commissioning brief and it is for the client's exclusive use unless otherwise agreed in writing.

## 1 Introduction

---

Savoy Consulting, a specialist transport planning consultancy, has been instructed to carry out parking surveys within the Bruce Grove West Residents Parking Zone (RPZ).

The purpose of these parking surveys is to demonstrate to the local highway authority that there is currently sufficient on-street parking in the controlled parking zone to allow the new occupiers of the residential development of 336 Philip Lane, London N15 4AB to be allocated parking permits within this RPZ.

## 2 Background

---

336 Philip Lane is a Grade II Listed Building. It is proposed that the existing building is converted from Use Class D2 school, to Use Class C3, residential comprising two two-bedroom and three one-bedroom flats.

The application site is located on Philip Lane in the recently introduced Bruce Grove West Controlled Parking Zone.

As the existing building is Grade II listed it will not be possible to provide any off-street car parking for the new residents.

As part of the pre-application consultation the local authority requested that a “light” transport statement be prepared to justify the change of use and satisfy them that additional parking demand resulting from the residential development would not lead to an increase in parking stress levels and that the existing controlled parking zone could accommodate the change of use relative to its current use as a Class D2 school.

### 3 Parking Surveys

---

In light of the comments received from the local authority, Savoy Consulting contacted them to understand their exact requirements for a residents parking zone survey.

After examining the local highway authority's advice Savoy Consulting determined a parking stress survey was required to examine and provide an over-view on parking conditions in the locality of the development site at 336 Philip Lane.

The primary purpose of these parking surveys was to clearly demonstrate that no parking stress in the newly created residents parking zone would occur as a result of issuing permits to the occupants of the proposed new residential development.

Helpfully, the local highway authority supplied the most recent guidance which identified the correct approach to use for parking stress surveys. This is referred to as the "Lambeth" methodology.

The parking survey guidance note sets out all the details required for the surveys and Haringey Council confirmed that the surveys needed to be carried out on two mid-week nights in the early hours for an approximate walk distance of 200 metres from the application site.

In the Lambeth note under the sub heading "Undertaking a Survey" for a residential development the Council require a parking survey to cover the area where residents of a proposed development may want to park. Generally this covers an area of 200 metres (or a two minute walk) radiating from the application site.

The note goes on to say that the survey should be undertaken when the highest number of residents are at home; generally late at night through the week. A snapshot survey between the hours of 0030-0530 should be taken on two separate week day nights.

In terms of the content of the survey, all roads within a 200 metre walk distance of the site should be covered. The "up to 200 metres" distance however is not as the crow flies but a walk distance as measured along all roads from the application site.

The advice goes on to say that since people are unlikely to stop half way along a road at an imaginary 200 metre line, the survey should extend to the next junction, or shorten to the previous one, or be taken to a suitable location along any particular road.

It was also noted that the parking survey should only cover the CPZ in which the application site sits.

## 4 Required Information

---

Haringey Council requires the following information to be included in the survey results that are to be submitted to the Council:

- ❖ Date and time of the survey.
- ❖ A description of the parking area surveyed.
- ❖ Any unusual observations.
- ❖ A drawing showing the site location and extent of the survey area including parking and waiting restrictions, bus lay-bys and vehicular accesses.
- ❖ The number of cars parked on each road within the survey area on each night which should be counted and recorded in an appropriate table.

To calculate parking capacity each length of parking bay has to be measured and then converted into parking space numbers.

The capacity of each separate parking bay must be calculated separately and then added together to give a total whole number of parking spaces for each road in the survey area.

## 5 Survey Results

---

Having received competitive quotes for carrying out the parking surveys, Nationwide Data Collection were instructed to carry out the necessary surveys.

The surveys were carried out on 10 and 11 October 2017 at 0030 hours on both days. No unusual events were recorded that could affect the results.

A plan showing the roads surveyed is attached within the full output files. As a matter of record, the lengths of road surveyed were all within at least a 200 metre walk distance of 336 Philip Lane.

Using the parameters set out in the Lambeth guidance it was established that in total there were 337 parking spaces available, comprising;

|                       |     |
|-----------------------|-----|
| ❖ Dropped Kerb        | 26  |
| ❖ Single Yellow       | 20  |
| ❖ Permit Holders Only | 262 |
| ❖ Disabled Bays       | 12  |
| ❖ Doctors Bays        | 2   |
| ❖ Loading Bays        | 1   |
| ❖ Pay by Phone        | 6   |
| ❖ Shared Use          | 8   |

In terms of occupancy of the available spaces the surveys showed that:

|                     | 10 October 2017<br>% Occupied | 11 October 2017<br>% Occupied |
|---------------------|-------------------------------|-------------------------------|
| Dropped Kerb        | 8                             | 4                             |
| Single Yellow       | 30                            | 25                            |
| Permit Holders Only | 75                            | 76                            |
| Disabled Bays       | 75                            | 75                            |
| Doctors Bays        | 0                             | 50                            |
| Loading Bays        | 0                             | 0                             |
| Pay by Phone        | 0                             | 0                             |
| Shared Use          | 38                            | 63                            |

In terms of available on-street parking in the Permit Holder Bays the survey results demonstrated that for the roads surveyed the following number of spaces were available:

|                                         | 10 October 2017<br>Number of Spaces<br>Available | 11 October 2017<br>Number of Spaces<br>Available |
|-----------------------------------------|--------------------------------------------------|--------------------------------------------------|
| Philip Lane                             | 0                                                | 0                                                |
| Bourn Avenue                            | 2                                                | 1                                                |
| Mansfield Avenue                        | 5                                                | 6                                                |
| Spur Road                               | 13                                               | 12                                               |
| West Green Road                         | 8                                                | 6                                                |
| Keston Avenue                           | 10                                               | 9                                                |
| Kirkstall Avenue                        | 13                                               | 12                                               |
| <b>Total Number of Spaces Available</b> | <b>51</b>                                        | <b>46</b>                                        |

### Summary

From examining the results of the survey it can be seen that there is capacity in the RPZ to accommodate any new residents of 336 Philip Lane who require parking permits.

## 6 Summary and Conclusions

---

This Transport Statement has been prepared in order to demonstrate to Haringey Council that the allocation of parking permits for the proposed residential development at 336 Philip Lane, located in Bruce Grove West Residents Parking Zone, will not cause additional demonstrable parking stress.

Therefore, parking surveys were carried out in the early hours of 10 and 11 October 2017. These parking surveys were carried out using the guidance note referred to as the Lambeth methodology. This is the most recently published guidance on residential parking surveys and identifies the correct approach to use for parking stress surveys in Haringey.

The part of this guidance note relevant to undertaking parking stress surveys sets out all the details required to complete a survey including ensuring that the parking survey covers the area where residents of the proposed development may want to park. This generally covers an area of 200 metres or a two minute walk around the application site.

To comply with the Lambeth methodology the parking survey covered the relevant area within the Bruce Grove West RPZ.

Full details of the results of the surveys carried out by an independent survey company, Nationwide Data Collection, are attached to this report. From the results of the surveys it was established that in this part of the RPZ there were 337 parking spaces available of which 262 were available for permit holders only.

The results of the surveys showed that the permit holders' only bays had a maximum occupancy of 76% which translates into at least 46 spaces being available for future allocation to new residents.

From the results of the surveys and analysis undertaken it can be readily seen that there is capacity in the RPZ to allow permits to be allocated to new residents of 336 Philip Lane and the allocation of these spaces will not lead to any additional parking stress in this part of Haringey.