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PROPOSED RESIDENTIAL DEVELOPMENT AT
PARTRIDGE WAY, WOOD GREEN, LONDON, N22 8DT

TRANSPORT STATEMENT

June 2021

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I.0 INTRODUCTION

- I.1 Paul Mew Associates is instructed on behalf of London Borough of Haringey in relation to the proposed development of land at Partridge Way, Wood Green, London, N22 8DT.
- I.2 The application site's location and context are shown on Appendix A.
- I.3 The proposed development site currently features a hardstanding area and 18 garages with adjoining amenity space. All 18 garages are assumed to be in use. In terms of public transport accessibility, the site has a PTAL score of 5.
- I.4 It is proposed that the site will be redeveloped to provide 23 new residential dwellings comprising 14 x 1-bedroom and 9 x 2-bedroom apartments. On-site car parking for 2 disabled bays is proposed along with on-site cycle parking. Other than the on-site disabled car parking, the scheme is to be 'car-free' such that future residents would not be eligible to apply for estate or local CPZ parking permits.
- I.5 Existing and proposed site layouts are shown in Appendix B and comprise;
- Drawing 0226-001 Rev P01 – Existing Location and Block Plan
 - Drawing 0226-101 Rev P01 – Proposed Block Plan
 - Drawing 0226-103 Rev P01 – Proposed Ground Floor Plan
- I.6 This Transport Statement has been produced to provide information and analysis to assist the Local Planning Authority, the London Borough of Haringey in the determination of the Planning Application by consideration of the site's location, accessibility and current and future car parking requirements.
- I.7 The following chapter sets out local, regional and national policy guidance, thereafter an assessment of the site, its accessibility and local parking characteristics, and parking proposals relating to the planned development.

2.0 POLICY CONTEXT

- 2.1 The development proposal has been assessed in accordance with current transport planning policy guidance at the local, regional and national level.

Haringey Local Plan, London Borough of Haringey

- 2.2 At the time of preparing this report the London Borough of 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 The Council's Development Management Plan DPD sets out planning policies to help determine which developments are granted planning permission in Haringey. It was adopted by the Council in July 2017.

- 2.4 Policy DM31 Sustainable Transport, of the Development Management DPD provides policy with regard to sustainable transport. This sets out that:

- 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."*

- 2.5 Policy DM32 Parking, of the Development Management Plan DPD sets out the Council's policy regarding parking provision as part of new developments;

- 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."*

The London Plan, Mayor of London (March 2021)

- 2.6 In March 2021 the Mayor of London adopted a new version of the London Plan and is therefore of material importance to the assessment of this proposal.
- 2.7 Policy T2 Healthy Streets, of the London Plan sets out the Mayor's strategy for 'healthy streets' and is an important new feature of the London Plan. Policy T2 sets out that:
- 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 and public transport travel. 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."*
- 2.8 In terms of guidance for car parking standards, Policies T6, Parking, T6.1 Residential Parking and Table 10.3 of the London Plan sets the framework for car parking for residential developments.
- 2.9 Policy T6 states that car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity, and that 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').
- 2.10 In relation to the proposed development site's location, Policy T6.1 and Table 10.3 states that;
- New residential developments in PTAL 5 locations should be car free,
 - On-site disabled parking provision is required for developments of more than 10 dwellings.

- 2.11 With regards cycle parking, Policy T5 Cycling sets out that development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle by securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located.
- 2.12 Table 10.2 of the London Plan sets out that in relation to the proposed development, a minimum of 1.5 long-term (resident) cycle parking spaces should be provided for 2 person 1 bedroom flats, and 2 long-term (resident) cycle parking spaces should be provided for 2 bedroom flats. Short-term (visitor) cycle parking is required as the development is for more than 5 residential dwellings.

The Mayor's Transport Strategy, The Mayor of London (2018)

- 2.13 Proposal 80 of The Mayor's Transport Strategy sets out that:

The Mayor, through TfL and the boroughs, will:

- a) Impose high expectations on developers to deliver transport solutions that will promote a shift to active, efficient and sustainable modes, reduce road congestion, improve air quality and assist in the development of attractive, healthy and active places.*
- b) Restrict car parking provision within new developments, with those locations more accessible to public transport expected to be car-free. New developments should contain high levels of cycle parking and storage, and contribute to the provision of on-street cycle parking in town centres and other places of high demand.*

- 2.14 It goes on to set out the following car and cycle parking guiding principles;
- An expectation for car-free development in London's more accessible areas, and car-lite development elsewhere
 - Any residential parking spaces permitted should make provision for ultra low emission vehicles to enable carbon-free travel
 - Appropriate provision of dedicated spaces for disabled drivers
 - Outside the Central Activities Zone (CAZ), car clubs could be provided in lieu of private car parking
 - Well-located and accessible cycle parking provision

National Planning Policy Framework, Ministry of Housing, Communities and Local Government (2019)

- 2.15 The main planning policy documents which provide a context for national sustainable transport is the National Planning Policy Framework (NPPF), which was published in July 2018 and revised in February 2019.
- 2.16 The NPPF sets out key sustainable transport objectives. Promoting sustainable transport is an integral part of transportation policy.
- 2.17 An extract from section 9 'Promoting Sustainable Transport' of the NPPF February 2019 is set out as follows:

"102. 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."*

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

"106. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

- 2.18 In preparing this report and the formulation of the development proposal, the policy advice above has been taken in to consideration.

3.0 EXISTING SITE & LOCAL AREA CONDITIONS

- 3.1 This chapter sets out details of the site's location and accessibility as well as an assessment of current local parking regulations and demand.

Site Location & Local Amenities

- 3.2 The site is located on the south side of Partridge Way opposite the Finsbury House tower block, with residential development to the rear. Partridge Way serves only the Finsbury House and Newbury House tower blocks and associated parking and extends over a distance of around 89m east of its junction with Bounds Green Road. The site location and context is shown in Appendix A.
- 3.3 The area around the Bounds Green Underground station, approximately 700m (9 minutes) walk distance to the north west of the site offers a range of retail and commercial facilities, while Commerce Road / the A105 Wood Green High Road is around 400m to the east of the site and offers a range of retail and commercial facilities. Bus routes operate on Bounds Green Road adjacent to the site and from Wood Green High Road.
- 3.4 Facilities available in the area around Bounds Green station and on Commerce Road / Wood Green High Road include;
- Local Food stores / supermarket
 - Pharmacies
 - Medical Centres
 - Bars, restaurants and take-away outlets
- 3.5 In terms of nurseries / schools, local provision includes;
- Wood Green Preschool Playgroup (opposite the site between Finsbury House and Newbury House.
 - Bounds Green Infant School, Bounds Green Road (570m / 7 minutes' walk to the north of the site)
 - St Pauls Catholic Primary School, Bradley Road, (730m / 9 minutes' walk to the south of the site)
 - Heartlands High School, Station Road (690m / 9 minutes' walk to the north west of the site)
- 3.6 In terms of local green spaces and leisure amenities, there are a wide range of such facilities in the local and wider local area including;
- Nightingale Gardens (180m / 2 minutes' walk to the south east of the site)
 - Trinity Gardens (280m / 4 minutes' walk to the east of the site)
 - Finsbury Gardens which features childrens' play equipment (300m / 4 minutes' walk to the north east of the site)
 - Woodside Park with bowling club and childrens' playground, and the White Hart Lane Recreation Ground with parkland and sports pitches (around 750m / 9 minutes' walk to the north east of the site)
 - New River Sport Tennis & Fitness Centre, (1.4km / 17 minutes' walk / 5 minute cycle to the east of the site)

- Muswell Hill Golf Club and Bluebell Wood (1.6km / 21 minutes' walk / 8 minutes' cycle to the west of the site)

Public Transport

- 3.7 In terms of public transport, in order to demonstrate the accessibility attributes of the application site in the context of its surroundings, a public transport accessibility level (PTAL) assessment has 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.
- 3.8 It should be noted that a manual assessment of the site's PTAL score has been carried out as the TfL online tool ignores bus routes available from Wood Green High Road which is within the PTAL prescribed 640m walk distance by means of the footpath link between Partridge Way and Commerce Road. The TfL online tool also incorrectly overestimates the distance to bus stops on Bounds Green Road, Bounds Green station and Alexandra Palace station. Taking in to account the additional bus services and the correct distances the PTAL of the site has been determined as 5. A copy of the PTAL calculation is shown in Appendix C along with map extracts showing the walk distances to local public transport nodes.
- 3.9 A total of 4 bus services are accessible from bus stops within the PTAL prescribed 'bus' walk distance of 640m from the development site (as per the manual PTAL assessment) as detailed in Table 1. Local bus routes are shown in Appendix C.

Table 1. Local Bus Services

Bus Stop & Distance	Route	Route Details	Hourly Frequency
High Rd, Wood Green Police Station (500m)	221	Edgware to Wood Green	5
	121	Enfield Lock to Wood Green	6
	232	St Raphael's Estate to Wood Green	4
	329	Enfield to Wood Green	10

Source: TfL

- 3.10 All London buses are wheelchair accessible. Local bus stops provide shelters, seating, lighting and timetable information.
- 3.11 In terms of rail accessibility, Bounds Green and Wood Green Underground stations and Alexandra Palace national rail stations fall within the PTAL prescribed 'rail' walk distance of 960m from the site.
- 3.12 The nearest Underground station to the site is Bounds Green station (700m from the site). Piccadilly Line services operate from Bounds Green station north to Cockfosters, and south to central London, Heathrow and Uxbridge. High service frequencies apply to services in both directions, with services operational 24 hours a day Friday to Sunday. Bounds Green station is not wheelchair accessible. The nearest wheelchair accessible stations are Oakwood and Finsbury Park which can be accessed by wheelchair accessible bus from stops close to the site.

- 3.13 Wood Green station which is located 830m to the south of the site, offers access to the same Piccadilly Line services that operate from Bounds Green station.
- 3.14 The nearest National Rail station is Alexandra Palace which is a 596m walk from the site. On weekdays, 6 trains per hour to Moorgate, 3 trains per hour to Welwyn Garden City and 3 trains per hour to Hertford North (1 trains per hour extended to Letchworth Garden City) via Hertford Loop Line call at Alexandra Palace. A limited Great Northern service to / from King's Lynn, Cambridge and Peterborough via Potters Bar also calls at Alexandra Palace in the late evening and at night calling at all stations en route. A few weekday business peak trains to/from Kings Cross also stop
- 3.15 Appendix C includes an extract of the local rail map.

Walking

- 3.16 The footpaths in proximity to the site are wide and in a good state of repair. The walk routes from the site to local public transport access points are straightforward.
- 3.17 All local junctions provide dropped kerb crossings with tactile paving.
- 3.18 Bounds Green Road adjacent to the site features a 'ghost' island along the centre of the carriageway with frequent traffic islands where pedestrian crossing is possible, however these are not formal pedestrian crossing locations and do not feature dropped kerbs / tactile paving. Formal signalised (pelican) crossings are however provided on Bounds Green Road 137m to the south and 245m to the north of Partridge Way. As mentioned above there is a pedestrian link to Commerce Street from the eastern end of Partridge Way.

Cycling

- 3.19 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.
- 3.20 The site is in close proximity to a number of cycle routes as shown in Appendix C, including a local cycle route with lane markings which runs along Bounds Green Road adjacent to the site and links Wood Green to Northumberland Park.
- 3.21 There are 3 'Sheffield' cycle stands able to accommodate 6 bicycles in the parking area adjacent to Newbury House opposite the site. The Council are examining options of providing additional cycle parking within Partridge Way for the benefit of existing residents to encourage more sustainable forms of travel.

Vehicle Access

- 3.22 The site is well connected to the wider highway network. Bounds Green Road (the A109) connects to the A105 Wood Green High Road at Wood Green to

the south east of the site, and to the A406 North Circular Road at New Southgate to the north west of the site.

- 3.23 The site and roads adjoining the site are within the Wood Green (WG) Outer controlled parking zone where regulations apply only on event days Monday to Saturday, 8am to 6.30pm. A map extract of the local parking zone is shown in Appendix C.

Car Ownership, Car Clubs & Car Sharing

- 3.24 Data from the 2011 Census has been examined in relation to local car ownership levels as presented in Table 2 and shows that 42% of households in the area do not have access to a car. This in part will relate to the fact that the site is located in an area of good sustainable transport.

Table 2. Local Car Ownership

	No. Households	% of Households
No cars or vans in household	1,296	42%
1 car or van in household	1,380	45%
2 cars or vans in household	312	10%
3 cars or vans in household	54	2%
4 or more cars or vans in household	19	1%
Total	3,061	100%

Source: ONS 2011 SOA Middle Layer E02000400: Haringey 004

- 3.25 There are a number of local car clubs as shown in the map extract in Appendix C. The closest permanent car club vehicle is located on Finsbury Road, 260m to the north east of the site. The car club facility at this location is operated by ZipCar. The area around the site is also covered by ZipCar's 'Flex' system whereby vehicles can be dropped-off / pick-up from any location. In addition to ZipCar, there are numerous HiyaCar vehicles in the area. HiyaCar is a peer-to-peer car rental scheme.
- 3.26 London Lift Share is a scheme that matches people to car trips offered by other members so that more than one person can share a journey and the associated costs. Lift Share operates in the area.

Local Travel Mode Shares

- 3.27 Data from the 2011 Census has also been examined in relation to the mode of transport used by people for their journey to work as presented in Table 3.

Table 3. Local Journey to Work Travel

Mode	No. Households	% of Households
Underground, metro, light rail, tram	1,425	43%
Train	348	10%
Bus, minibus or coach	390	12%
Taxi	16	0%
Motorcycle, scooter or moped	41	1%
Driving a car or van	801	24%
Passenger in a car or van	44	1%
Bicycle	104	3%
On foot	150	5%

Other method of travel to work	11	0%
	3,330	100%

Source: ONS 2011 SOA Middle Layer E02000400: Haringey 004

- 3.28 The Census data shows that 65% of people in the area travel to work by public transport and a further 8% travel by active modes (walking and cycling). Again, this in part will relate to the fact that the site is located in an area of good sustainable transport.

Road Traffic Accident Data

- 3.29 The most recent 5 year road traffic accident data for the area around the site has been assessed. During this period there have been no pedestrian or cyclist accidents reported. Extracts from the road traffic accident database are shown in Appendix C.

Current Parking Assessment

- 3.30 The first stage of the parking assessment is to carry out an inventory of all kerbside space within parking survey area. All kerb space largely within a 200m distance of the application site has been measured using a measuring wheel and the on-street parking opportunities have been recorded to-scale onto OS mapping.
- 3.31 This parking survey has been conducted in accordance with the Lambeth Methodology, which is accepted within LB Haringey. A copy of the methodology is presented in Appendix D.
- 3.32 The parking study area has been curtailed or extended where it has been deemed appropriate as it is unlikely that someone seeking a parking spot would simply stop at an imaginary 200m line. Surveyor discretion has therefore been applied. The full extent of the area included within this parking study, and the results of the inventory survey are presented in Appendix E.
- 3.33 The survey area has been split into individual streets or sections of streets comprising the following: Bounds Green Road, Braemar Ave, Commerce Road, Cornwall Ave, Eastern Road, Finsbury Road, Imperial Road, Nightingale Road, Northcott Ave, Partridge Way and Trinity Road.
- 3.34 All vehicle crossovers and kerb space within 5m 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 kerb space between crossovers / junctions has been recorded and split into increments of 5m in accordance with the London Borough of Lambeth's parking survey methodology. In addition, as requested by the London Borough of Haringey, the total distance of kerb space between crossovers / junctions has also been split into increments of 6 metres to test for sensitivity. It should be noted that on Imperial Road, Eastern Road, Northcott Avenue and Cornwall Avenue there are echelon (angled) parking bays, and on Partridge Way there are estate parking bays that are 'end-on' to the kerb - all of which are marked as individual parking bays and as such these have been excluded from the sensitivity assessment.

- 3.35 The next stage of the on-street parking assessment is to carry out a series of parking beat surveys. The Lambeth methodology states that one survey between the hours of 0030-0530 must be undertaken on two separate weekday nights (i.e. Monday, Tuesday, Wednesday or Thursday). Overnight parking surveys are designed to capture the peak resident demand for on-street parking in a given area. The overnight surveys were undertaken on Monday 22nd June 2020 and Tuesday 23rd June at 04:30am and 03:30am respectively.
- 3.36 The results of each overnight parking survey are presented in Appendix E and have been produced to the standards prescribed within the Lambeth methodology.
- 3.37 The results of the inventory surveys and the average overnight parking demand within the study area based on a 5m bay size are presented in Table 4, while the same assessment based on the sensitivity test bay size of 6m is presented in Table 5.

Table 4. Parking Assessment Summary (5m bay length)

	Kerb Type Description	Length (m)	Theoretical Spaces	Ave No. Cars Parked	Ave Parking Stress	Ave No. Vacant Spaces
Local Public Highway (Excludes Partridge Way)	Permit BG (Mon-Fri 10am-Noon) Parallel	139.1	26	17	64%	9
	Permit BG (Mon-Fri 10am-Noon) Echelon	122.0	40	34	84%	7
	Permit BGE (Mon-Fri 11am-1pm) Parallel	240.5	43	40	91%	4
	Bicycles	5.5	0	0	-	-
	Bus Stop	97.8	0	0	-	-
	Disabled	28.6	7	4	56%	3
	Double Yellow Line	618.8	0	5	-	-5
	Drop Kerb	3.0	0	0	-	-
	Pedestrian Crossing	20.1	0	0	-	-
	Road Works	12.0	0	0	-	-
	Single Yellow Line & Dropped Kerb	90.6	0	1	-	-1
	Single Yellow Line (Mon-Sat 8am-6.30pm)	444.3	70	1	1%	69
	Permit WG (Mon-Sat 8am-6.30pm) Parallel	496.7	90	63	70%	27
	Permit WG (Mon-Sat 8am-6.30pm) Echelon	153.4	55	39	71%	16
	Permit WG & Pay By Phone (M-S 8am-6.30pm Max 2hrs No Return 2 hrs) Parallel	65.2	11	6	51%	5
	Combined WG Spaces	715.3	156	108	69%	48
	White Zigzag	69.0	0	0	-	-
	Yellow Zigzag (Mon-Fri 8am-4.30pm)	25.8	5	2	31%	3
Partridge Way (Estate)	Bicycles	2.2	4	0	0%	4
	Disabled	2.7	1	1	100%	0
	Double Yellow Line	4.7	0	0	-	0
	Forecourt Parking (in front of lock-up garages)	45.0	8	4	42%	5
	Motorcycles Only	5.2	5	0	0%	5
	Private Parking (End On)	178.2	69	72	104%	-3
	Unsuitable	64.5	0	4	-	-4
	Yellow Hatch	34.6	0	0	-	0

Source: PMA Surveys June 2020. Note: Errors due to statistical rounding.

Table 5. Parking Assessment Sensitivity Test Summary (6m bay Length)

	Kerb Type Description	Length (m)	Theoretical Spaces	Ave No. Cars Parked	Ave Parking Stress	Ave No. Vacant Spaces
Local Public Highway (Excludes Partridge Way)	Permit BG (Mon-Fri 10am-Noon) Parallel	139.1	22	17	77%	5
	Permit BG (Mon-Fri 10am-Noon) Echelon	122.0	40	34	84%	7
	Permit BGE (Mon-Fri 11am-1pm) Parallel	240.5	36	40	110%	-4
	Bicycles	5.5	0	0	-	0
	Bus Stop	97.8	0	0	-	0
	Disabled	28.6	6	4	67%	2
	Double Yellow Line	618.8	0	5	-	-5
	Drop Kerb	3.0	0	0	-	0
	Pedestrian Crossing	20.1	0	0	-	0
	Road Works	12.0	0	0	-	0
	Single Yellow Line & Dropped Kerb	90.6	0	1	-	-1
	Single Yellow Line (Mon-Sat 8am-6.30pm)	444.3	58	1	2%	57
	Permit WG (Mon-Sat 8am-6.30pm) Parallel	496.7	75	63	84%	12
	Permit WG (Mon-Sat 8am-6.30pm) Echelon	153.4	55	39	71%	16
	Permit WG & Pay By Phone (M-S 8am-6.30pm Max 2hrs No Return 2 hrs) Parallel	65.2	9	6	61%	4
	Combined WG Spaces	715.3	139	108	77%	32
	White Zigzag	69.0	0	0	-	0
	Yellow Zigzag (Mon-Fri 8am-4.30pm)	25.8	4	2	38%	3
Partridge Way (Estate)	Bicycles	2.2	3	0	0%	3
	Disabled	2.7	1	1	100%	0
	Double Yellow Line	4.7	0	0	-	0
	Forecourt Parking (in front of lock-up garages)	45.0	7	4	50%	4
	Motorcycles Only	5.2	4	0	0%	4
	Private Parking (End On)	178.2	69	72	104%	-3
	Unsuitable	64.5	0	4	-	-4
	Yellow Hatch	34.6	0	0	-	0

Source: PMA Surveys June 2020 Note: Errors due to statistical rounding.

- 3.38 Within the study area there are Zone WG resident permit bays which can only be used by permit holding residents and 'Shared Use' bays which can be used by Zone WG permit holding residents and non-residents who are required to 'pay by phone'. The site is located in Controlled Parking Zone WG, hence permit parking bays in the neighbouring Controlled Parking Zone BG have been excluded from further assessment.
- 3.39 The observed average overnight parking stress of Controlled Parking Zone WG where permit holding residents can park within the survey area was found to be 69% or 77% when splitting kerb space into increments of 5 metres or 6 metres respectively. Of the 156 total Zone WG Permit Holder kerb side parking opportunities within the study area (5 metre increments), an average of 108 cars have been observed to be parked leaving 48 available spaces.
- 3.40 Outside of controlled hours parking is also permitted on Single Yellow Line regulations. The observed average overnight parking stress of Single Yellow Lines spaces within the survey area was found to be 1% or 2% when splitting kerb space into increments of 5 metres or 6 metres respectively. Of the 70 total Single Yellow Line kerb side parking opportunities within the study area (5 metre increments), an average of 1 car has been observed to be parked leaving 69 available spaces. The use of Single Yellow Line spaces for resident parking is not considered to be

practical as during controlled hours, residents would need to move their car to a legal parking space.

- 3.41 Within the estate (Partridge Way) the surveys found a total of 69 individually marked parking bays, with on average 72 cars parked, equating to a parking stress of 104%. The over demand of cars parked compared to spaces provided, was due to additional cars parking immediate adjacent to the marked parking bays. In addition, on Partridge Way cars were also noted parking in front of the 'lock-up' garages and on sections of kerbside space identified as 'unsuitable' (i.e. on corners or where parking would block vehicle access). The proposed development site is currently occupied by 18 'lock-up' garages, all of which are assumed to be currently in use. Efforts have been made to determine if in reality all 18 current 'lock-up' garages are in use, but it has not been possible to obtain this data at this stage. As such, the presumption that all 18 garages are used for parking cars has been used throughout this report as a worst case assessment.
- 3.42 The Lambeth methodology 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.
- 3.43 The results of the parking surveys demonstrate that the parking stress of WG Permit Holder kerb side parking in proximity to the application site is not considered to be high when assessed on the basis of 5m or 6m bay lengths coming in at 69% and 77% respectively.

4.0 DEVELOPMENT PROPOSALS ASSESSMENT

- 4.1 The proposed development site is currently occupied by 18 'lock-up' garages, all of which are assumed to be currently in use as the worst-case assessment.
- 4.2 It is proposed that the site will be redeveloped to provide 23 new residential dwellings comprising 14 x 1-bedroom and 9 x 2-bedroom apartments. On-site car parking for 2 disabled bays is proposed along with on-site cycle parking. Other than the on-site disabled car parking, the scheme is to be 'car-free' such that future residents would not be eligible to apply for estate or local CPZ parking permits.

Trip Generation

- 4.3 In order to assess the trip generating potential for the proposed development, the TRICS database has been consulted for flats in areas with similar PTAL scores. The assessment suggests that 23 houses at the proposed site would generate a potential for 125 'person' trips per day.
- 4.4 To gain an indication of how these 125 'person' trips would be apportioned over available transport modes at the site, data from the 2011 Census has been examined for 'method of travel for journey to work'. While this only relates to journeys to work, it does give a good indication of how the availability of local transport options affect how people travel.
- 4.5 Table 6 shows how the 'person' trips for the proposed development would be split amongst transport modes based on a 'car-free' scheme (i.e. with car trips reassigned to sustainable modes). Full details are shown in Appendix F.

Table 6. Trip Generation Assessment - 'Car-Free' Scheme

	Car Driver		Public Transport		Walk, Cycle, Car Passenger	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
07:00	0	0	1	5	0	1
08:00	0	0	2	8	0	1
09:00	0	0	2	4	0	1
10:00	0	0	2	3	0	0
11:00	0	0	3	3	0	0
12:00	0	0	3	3	0	0
13:00	0	0	3	3	0	0
14:00	0	0	3	3	0	0
15:00	0	0	5	2	1	0
16:00	0	0	5	3	1	0
17:00	0	0	6	3	1	0
18:00	0	0	6	3	1	0
19:00	0	0	6	3	1	0
20:00	0	0	4	2	0	0
21:00	0	0	5	2	1	0
Total	0	0	54	52	7	7

Source: TRICS / Census

- 4.6 The trip generation assessment suggests that as a car free scheme, the proposed development could generate 106 public transport trips per day along with 14 walk and cycle trips.

- 4.7 Under this scenario, the levels of forecast trip generation would have a negligible impact on local roads and public transport services.

Parking

- 4.8 Based on the assumption that all of the 18 current 'lock-up' garages are used, these 18 parking acts would be displaced by the proposed development and would need to be accommodated on local roads. The survey results discussed previously show that there is no scope for additional parking within the estate on Partridge Way.
- 4.9 Assuming cars relating to the current use of the site belong to local residents (living within the Controlled Parking Zone WG area), an assessment has been carried out to show how such additional local resident permit parking would be affected if these 18 cars parked on-street in Zone WG permit bays. With these additional 18 cars, overnight parking stress on Zone WG Permit holder spaces would increase from the current level of 69% to 81% for the 5m bay length assessment, and from 77% to 90% for the 6m sensitivity test bay length assessment. It should be noted that this is based on a worst case assumption that all current 'lock-up' garages are in use for parking. In reality some may be vacant or used for storage.
- 4.10 As set out previously, the Lambeth methodology 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.
- 4.11 The results of the above assessments show that under the worst case scenario with 18 cars displaced from the current site overnight parking stress would not reach a level where parking stress is considered to be high if assessed on a 5m bay length basis. Is assessed on a 6m bay length basis overnight parking stress would reach a level where parking stress is considered to be high, but as above this is based on a worst case assumption that all current 'lock-up' garages are in use for parking. In reality some may be vacant or used for storage.
- 4.12 With regards the proposed development, the London Plan sets out that residential development in PTAL 5 locations should be car free / permit free. It is proposed that the development will be car-free, in that no on-site parking is provided (with the exception of 2 disabled bays) and permit free in that residents would not be permitted to apply for on-street parking permits, secured under a legal agreement or as a condition of planning consent. Under this car free / permit free scenario, the proposed development would have a negligible impact on local on-street parking activity.

Disabled Parking

- 4.13 With regards the provision of disabled parking for the proposed development, Policy T6.1 of the London Plan requires that;

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*

4.14 In short, the London Plan requires the future level of disabled parking to equate to 10% of the number of dwellings proposed. In this case, the proposal is for 23 new dwellings, such that the future level of disabled parking provision should equate to 2 spaces.

4.15 It is proposed that 2 disabled parking spaces will be provided from the outset

Car Club

4.16 It is recommended that membership to the local (ZipCar) car club scheme will be provided to residents of the new scheme. This could be achieved by one of two options; the developer could fund free membership, or residents would be encouraged to sign up to ZipCar's 'Basic' scheme which is free to join.

Cycle Parking

4.17 With regards cycle parking, each of the 1 bedroom (2 person) dwellings of the proposed development would be required to provide 1.5 secure cycle parking spaces in line with London Plan requirements, while the 2 bedroom dwellings would be required to provide 2.0 secure cycle parking spaces. In total the proposed development would be required to provide a minimum of 39 secure long-term (residential) cycle parking spaces. In addition, the scheme is required to provide 2 short-term visitor cycle parking spaces.

4.18 The proposed development will provide a secure cycle storeroom at ground level able to accommodate 39 cycles as shown in Appendix B. This provision will be split to provide 16 'Sheffield' stand spaces (8 Sheffield stands) and 23 vertical cycle stand spaces. A 'Sheffield' stand (2 spaces) will be provided externally for short-term visitor provision. A bicycle maintenance area will also be provided adjacent to the internal cycle store room.

4.19 There are also 3 'Sheffield' cycle stands able to accommodate 6 bicycles in the parking area adjacent to Newbury House opposite the site. As set out previously, the Council are examining options of providing additional cycle parking within Partridge Way for the benefit of existing residents to encourage more sustainable forms of travel.

Access & Layout

- 4.20 The development will provide 2 disabled parking spaces as shown in Appendix B. These spaces will be 2.4m by 4.8m with additional 1.2m widths to both sides of each space for wheelchair manoeuvring.
- 4.21 A refuse bin store for the development will be located as shown in Appendix B. Bins will be collected from Partridge Way as part of existing refuse collection schedules. Bins will be within the industry standard bin transfer distance of 15m from kerbside to refuse vehicle.
- 4.22 The current bin store for Finsbury House, which is located adjacent to the site, would be moved to a position adjacent to Finsbury House, as shown in Appendix B.
- 4.23 A new footpath will be provided on the site frontage to link into the existing footway network.
- 4.24 The proposed scheme will not affect the ability of emergency, refuse or servicing vehicles from entering, exiting and turning in Partridge Way.

5.0 TRAVEL PLAN STATEMENT

- 5.1 This chapter presents details of a range of sustainable transport options that will be promoted to residents of the development with the aim of reducing car-based trips to and from the site and which will be adopted upon the development being brought into use.
- 5.2 Despite falling below the Transport for London threshold to produce a Travel Plan (more than 80 dwellings) or Travel Pan Statement (50 to 80 dwellings) the measures set out in this chapter are presented as a Travel Plan Statement and will relate to residents. All opportunities will be taken to encourage residents and visitors to adopt more sustainable travel patterns.
- 5.3 The purpose of a travel plan measures is to influence behaviour change towards sustainable modes of travel. This is critical for new developments in order to facilitate the use of sustainable modes among site users from the outset.
- 5.4 In this case, the types of occupiers are known at the planning application stage, and as such this travel plan statement includes specific objectives and measures. This Travel Plan Statement contains the following essential elements:
- Objectives – the key goals that the travel plan statement will seek to achieve
 - Measures – the initiatives that will be introduced to achieve these objectives.
 - Management – details of individuals identified to oversee implementation the travel plan measures. Adequate resourcing will be made with an appropriate amount of the individual's time allocated
 - Action plan – a programme for delivering the measures and a means of communicating the above to site users, including identification of who will oversee delivery of the Travel Plan measures
 - Securing – confirmation that the Travel Plan Statement is effectively secured through legal mechanisms.

Objectives

- 5.5 The objectives of the travel plan statement are:
- To promote the travel plan ethos, measures and benefits to residents and visitors.
 - To minimise from the time of opening and reduce over the life of the travel plan, the environmental impact of the resident travel demands through raising travel awareness amongst residents and encouraging environmentally friendly travel behaviour.
 - To improve the choice of transport mode available to residents by means of new or improved facilities and the provision of suitable information.
 - To encourage the use of active travel (walking and cycling).

Action Type Targets

- 5.6 Action-type targets are non-quantifiable targets and take the form of actions that need to be achieved. As part of the implementation of the travel plan statement, the action targets and target dates will be:
- Appoint a travel plan co-ordinator. Target date: As soon as practicable and prior to the development opening.
 - Provide up to date and easily accessible public transport information on site, in promotional literature, on websites, by means of Travel Guides to be produced and distributed to all households and at all other opportunities for use by residents. Target date: Prior to opening.
 - Review the provision of on-site secure cycle parking facilities. Target Date: Following the initial resident travel surveys.

Travel Plan Operation

- 5.7 Travel plan strategies that set out clearly the stages by which the travel plan will be developed and implemented is very important. Elements of a travel plan strategy usually relate to:
- Securing the resources (including time) that are necessary to develop and implement the travel plan;
 - Consulting with residents; and
 - Identifying and engaging with partners.

Travel Plan Management

- 5.8 The Travel Plan Statement will have the full support of the developer and site management. The proposals contained will be promoted by Travel Plan Co-ordinator. At this stage contact details of the Travel Plan Co-ordinator are unknown. As soon as such information becomes available it will be passed to the relevant officer at the London Borough of Haringey. Until such time the Travel Plan Co-ordinator contact will be John Ross of Paul Mew Associates, Unit 1, Plym House, Enterprise Way, London, SW18 1FZ. Telephone 0208 780 0426, Fax 0208 780 0428 or e-mail john.ross@pma-traffic.co.uk.
- 5.9 The Travel Plan Co-ordinator's responsibility will be to encourage and promote the proposed measures of the plan to all site users.

Implementation & Funding

- 5.10 The Travel Plan Statement will be secured by a condition and / or as part of a Section 106 Agreement.
- 5.11 The Travel Plan Coordinator will be responsible for the encouragement and promotion of the proposed measures of the plan amongst all residents.
- 5.12 The operator confirms that all necessary funding and resources will be made available to the Travel Plan Coordinator such that they can carry out all required work in connection with the Travel Plan as detailed in this report. With regards the amount of time that will be required by the Travel Plan Coordinator, at this

stage it is not possible to be specific, but it is confirmed that such allocation will be sufficient for the Travel Plan Coordinator to fully execute their role.

Partners and Stakeholders

- 5.13 Travel plans need partnerships for success. Organisations / developers need to work with a number of partners and internal stakeholders during the implementation process. It is expected that all partners will make an active contribution to the process. Key partners are likely to include:
- The Travel Plan Co-ordinator,
 - The London Borough of Haringey's Travel Plan Officer who will provide advice on the operation and implementation of the Travel Plans Statement.
 - Public transport operators who will be contacted to pass on comments from residents on how patronage could be increased and to determine what measures they can assist with such as the provision of information, and,
 - Residents will be able to suggest initiatives which will be considered for implementation.

Marketing

- 5.14 Marketing and awareness raising strategies form an important part of all travel plans. They cover the involvement / engagement of residents and the raising of awareness about travel options and the benefits of more sustainable or efficient travel. The marketing of the Travel Plan initiatives will be carried out via a Travel Guide and other promotional literature that will be distributed to residents. The travel plan statement will be marketed to residents.

Travel Surveys

- 5.15 One of the first tasks of the Travel Plan Co-ordinator will be to conduct a survey to determine how residents travel to and from the site. The travel surveys, to be carried out when 75% of the dwellings are occupied or within 6 months of being brought in to use (whichever is sooner), will be in a TRICS SAM (Standard Assessment Methodology) compatible format and will gather information relating to;
- Existing or proposed journey details including mode of travel, and where applicable, comments on traffic problems
 - Journeys by non-car users
 - Existing or considered use of alternatives to the car such as public transport, cycling, walking and car sharing.
 - Any other comments
- 5.16 A transport audit, similar to the connectivity assessment presented earlier in this document, would be carried out detailing the use of on-site parking facilities including car and blue badge users as well as on-site cycle parking spaces and car club membership. In addition, the audit would include on-site sustainable transport facilities and local pedestrian / cycle route information.

- 5.17 Based on the findings of these studies, the Travel Plan Co-ordinator will identify measures suitable to promote to residents to reduce car use and promote sustainable travel.

Package of Measures & Action Plan

- 5.18 The main core of the travel plan statement will be packages of measures, which can be comprised of a mixture of different kinds of actions, incentives and infrastructural improvements. Measures might be motivational, for awareness raising or for information provision.

Walking & Cycling

- 5.19 Both cycling and walking are almost always encouraged within a Travel Plan. Walking is the most sustainable methods of travel, has a number of proven health benefits and is an important source of personal freedom. It potentially has an important role to play in journeys particularly for those whose journey to the site is up to 2km in length. Walking is free and offers predictable journeys. Furthermore, it does not cause negative impacts in the same manner as vehicular travel (e.g. emissions, pollutants, severance etc).
- 5.20 Cycling is cheap, offers reliable journey times and is environmentally friendly. Within the workplace, encouragement of cycling can lead to a healthier, more productive work force. It is generally suggested that cycling is a viable sustainable mode for journeys up to 5km in length.
- 5.21 Active travel is a means by which people can fit exercise into their busy lives and has been shown to have both physical and psychological benefits, including improved concentration upon arrival at their destination. The health benefits of cycling outweigh the risk of accidental death whilst cycling by a ratio of 20:1.
- 5.22 The Travel Plan Statement will encourage, support and facilitate walking and cycling to the site through the following measures;
- A total of 39 long stay and 2 short stay cycle parking spaces will be provided within the development at the build stage. Regular reviews of the level of provision of secure on-site cycle parking will be carried out.
 - The Council are examining options of providing additional cycle parking within Partridge Way for the benefit of existing residents to encourage more sustainable forms of travel.
 - Provision of information on local cycle and walk routes between the site, local shops, stations other local amenities / attractions.
 - Provision of a printed Travel Guide that will be prepared and distributed to all households within the development which will include details of local cycle routes, shops, and events / sessions.
 - Promotion of Walkit and Walk4life websites / apps.
 - Promotion of the Council's cycle training courses, Dr Bike repair scheme and 'Try Before you Bike' scheme.
 - Promotion of Cycle to Work equipment purchase schemes.

Public Transport

- 5.23 Increased use of public transport is a fundamental aspect of the Government's sustainable transport strategy. The benefits of travelling by public transport can include:
- No need to park.
 - Traffic free routes (with rail or bus priority existing).
 - Being able to relax, read or work.
- 5.24 It is important to recognise that, where possible, walking and cycling are usually favourable to public transport because they have fewer environmental impacts and offer health benefits. Nevertheless, public transport remains important, particularly for journeys to work of more than 5km. The sections below highlight the measures that will be introduced to encourage and support the use of public transport for trips to and from the site.
- 5.25 Measures to promote public transport use across the development include;
- Provision of a printed Travel Guide that will be prepared and distributed to all households within the development which will include details of local public transport routes, services, times, fares, and discounts.
 - Promotion of discount schemes such as National Rail railcards.
 - Promotion of local bus operator discount season tickets.
 - Promotion of interest free season ticket purchase.

Powered Two Wheelers

- 5.26 Powered two wheelers have both benefits and disbenefits as compared to travel by private car and by more sustainable modes. As a result, they do not always feature within a travel plan and greater effort is generally expended promoting other, more sustainable modes. One issue with powered two wheelers is that motorcycle casualty rates are substantially higher than for other forms of road transport. In addition, motorcycles can generate relatively more pollution and noise than private cars and other forms of transport. More positively, motorcycles, mopeds and scooters can offer quick, relatively low cost private transport and are more space and fuel efficient than cars.

Car Use

- 5.27 Car use will be limited due to the zero level of on-site car parking spaces (except for two on-site disabled parking spaces) and local on-street parking regulations that prevent long term parking. Measures to promote sustainable car use include;
- Promotion of local ZipCar car club facilities and signing up residents to ZipCar's free membership on 'handover' day to the scheme.
 - The 'car-free' clause of the Section 106 Agreement that will prevent residents for applying for on-street parking permits for the local Controlled Parking Zone.
 - Promotion of local 'Car Sharing' schemes where two or more people travel by car together, for all or part of the car trip, such as the London Lift Share scheme.

Travel Information and Planning

- 5.28 Complete and easy to understand information about travel information is an essential ingredient for a travel plan, since the first step towards behavioural change is for an individual to understand and consider the options which are realistically available to him/her and the benefits / dis-benefits of each. Equally, it is unrealistic to expect behavioural change where there are no viable alternatives.
- 5.29 This will be achieved by the provision of a printed Travel Guide that will be prepared and distributed to all households within the development which will include details of local public transport routes, services, times, fares, and discounts.

Action Plan

- 5.30 The action plan tasks, responsibilities and timings are shown in Table 7.

Table 7. Action Plan

Task	Responsibility	Time
Travel plan co-ordinator to be appointed	Developer	As soon as practicable and prior to the new development being brought in to use.
Collate public transport route / timetable information for residents	Travel Plan Co-ordinator	Prior to the new development being brought in to use
Promotion of Walkit and Walk4life websites / apps.		
Promotion of free ZipCar Car Club Membership		
Promotion of the Council's free cycle training courses and Try Before you Bike schemes		
Promotion of Cycle to Work equipment purchase schemes		
Promotion of relevant railcards		
Promotion of local bus operator discount season tickets		
Promotion of interest free season ticket purchase		
Promote local car share schemes		
Provision of Travel Guide		

6.0 BREEAM CONSIDERATION

- 6.1 Whilst there is not a definitive BREEAM accreditation for this scheme, the opportunity has been taken to assess the proposals against the requirements of BREEAM (2018) TRA 01 and TRA 02. In doing so, it demonstrates the sustainable credentials of the proposed development.

TRA 01 Transport Assessment and Travel Plan

- 6.2 TRA 01 aims to reward awareness of existing local transport and identify improvements to make it more sustainable.
- 6.3 The specification sets out that the site-specific travel assessment (or statement) shall cover as a minimum;
- Travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities.
 - Predicted travel patterns and transport impact of future building or site users.
 - Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors.
 - Reporting of the number and type of existing accessible amenities, within 500m of the site.
 - Disabled access accounting for varying levels and types of disability, including visual impairment.
 - Calculation of the existing Public Transport Accessibility Index (AI)
- 6.4 In response to the above;
- While the existing site is in use as a car park, the travel patterns of existing users will be by car. On the wider level, local Census mode split data has been presented in this report that shows 65% of journeys to work in the area are made by public transport with a further 9% on foot, by bicycle or car-sharing. As such the local sustainable transport environment is considered to be good, as it supports 74% of local trip making.
 - A trip generation impact assessment has been presented in this report for future site users and demonstrates that the development will not impact on local roads and public transport, especially as the development is to be car-free (no car parking spaces except 2 disabled spaces) and permit-free (residents will be ineligible to apply for parking permits).
 - An audit of the local environment has been provided and details footway conditions and pedestrian crossing facilities in the area, along with details of local cycle routes and accessibility to local public transport services.
 - This report has detailed the range of local amenities available to the site including retail, healthcare, leisure and public transport, many within 500m from the site as per the BREEAM requirements
 - The PTAL assessment presented in this report demonstrates that the site has a Public Transport Accessibility Index of 20.58.
- 6.5 With regards Travel Plan requirements, the scheme is below the size threshold for the preparation of a Travel Plan or Travel Plan Statement. Despite this a Travel

Plan Statement will be adopted (as detailed in the previous chapter) and the scheme has been designed with sustainable travel initiatives including on-site secure / covered cycle parking, being car-free / permit-free, facilities to enable deliveries for home shopping and high-speed internet access to enable working from home.

TRA 02 Sustainable Transport Measures

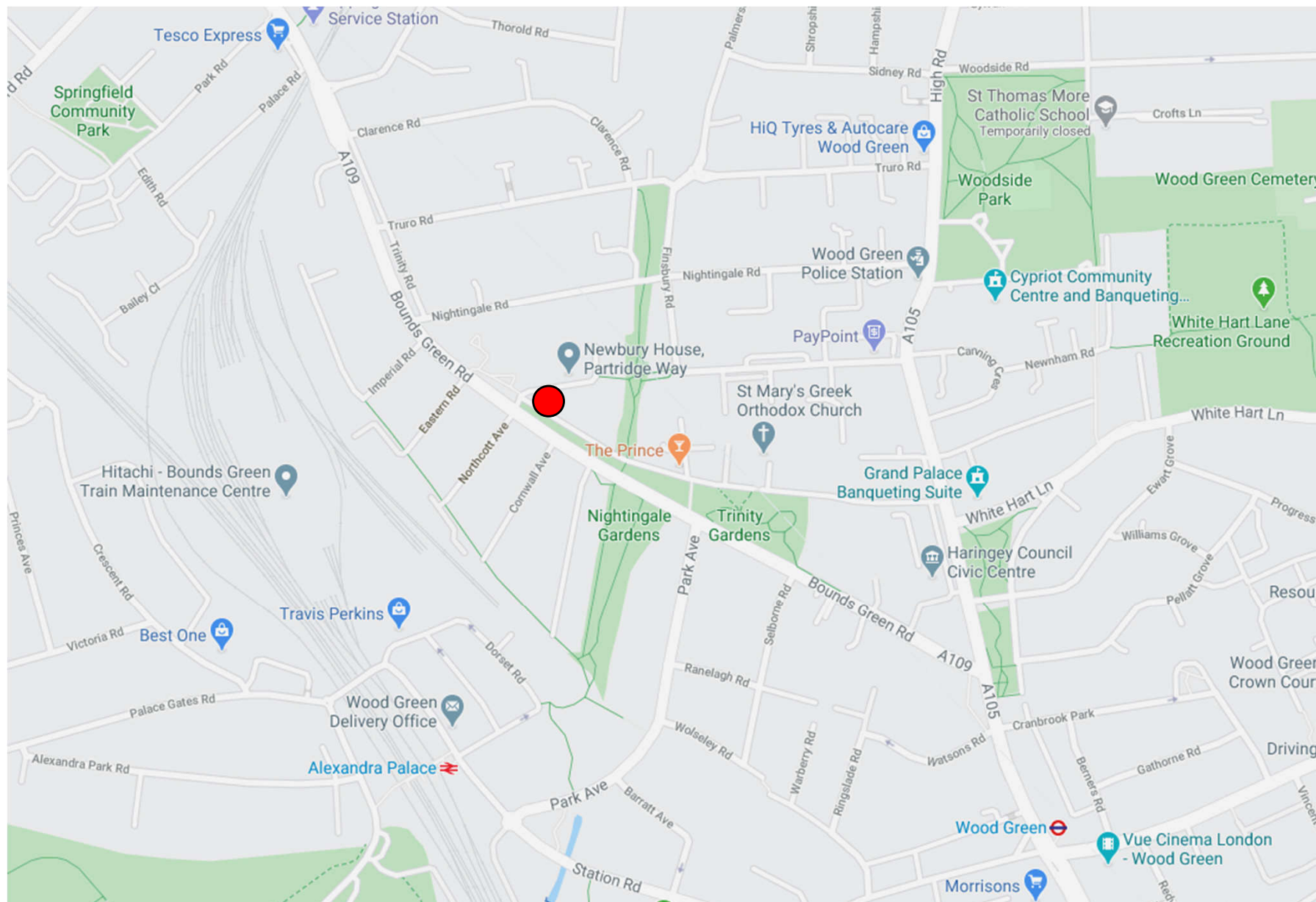
- 6.6 The aim of TRA 02 is to maximise the potential for local public, private and active transport through provision of sustainable transport measures appropriate to the site.
- 6.7 The proposed scheme due to its small scale will satisfy a range of the active travel measures set out in the criteria for TRA 02. These include:
- A Public Transport Accessibility Index (PTAI) greater than 8
 - A 'very good' Public Transport Accessibility Level (PTAL) of 5
 - Access to 4 local bus routes accessible from stops between 100m and 500m from the site
 - All London buses are wheelchair accessible.
 - Local bus stops provide shelters, seating, lighting and timetable information
 - Access to Piccadilly line underground services from 2 Underground stations 700m to 830m from the site.
 - Access to up to 12 National Rail services per hour from Alexandra Palace station 600m from the site.
 - Good local footways and pedestrian links to amenities, facilities and public transport access
 - Access to a wide range of local cycle routes, including on the adjacent Bounds Green Road
 - Provision of cycle parking facilities both for residents and visitors
 - A range of retail, healthcare, leisure and public transport amenities within 500m.

7.0 SUMMARY & CONCLUSIONS

- 7.1 The proposals comprise the construction of a residential block of 23 dwellings on a site that currently provides 18 'lock-up' garages. On-site car parking is proposed to be limited to 2 disabled parking spaces, plus on-site cycle parking in excess of London Plan standards.
- 7.2 The site is located with easy access to a range of local amenities, has a PTAL of 5 and good pedestrian and cycle links.
- 7.3 The site and roads adjoining the site are within the Wood Green (WG) Outer controlled parking zone where regulations apply Monday to Saturday 8am to 6.30pm.
- 7.4 Trip generation assessment has shown that the proposed development would have a negligible impact on local roads and public transport services.
- 7.5 Surveys have revealed that the average overnight parking stress of Controlled Parking Zone WG where permit holding residents can park within the survey area was found to be 69% or 77% when splitting kerb space into increments of 5 metres or 6 metres respectively. Of the 156 total Zone WG Permit Holder kerb side parking opportunities within the study area (5 metre increments), an average of 108 cars have been observed to be parked leaving 48 available spaces.
- 7.6 Based on the worst case assessment that 18 cars will be displaced from the current site as a result of the proposals, overnight parking stress on Zone WG Permit holder spaces would increase from the current level of 69% to 81% for the 5m bay length assessment, and from 77% to 90% for the 6m sensitivity test bay length assessment. In reality some of the current 'lock-up' garages may be vacant or used for storage.
- 7.7 The London Plan sets out that residential developments in PTAL 5 areas should be car free. It is proposed that the proposed development will be car-free in that no on-site parking is provided (other than 2 disabled bays), and permit-free in that residents would not be permitted to apply for on-street parking permits. Under this car-free / permit-free scenario, the development would not increase overnight parking stress on Zone WG Permit holder spaces above the level described above for the worst-case displacement of 18 cars from the current site.
- 7.8 The refuse servicing arrangements and cycle parking arrangements for the proposed development are in accordance with local policy requirements and are considered to be satisfactory.
- 7.9 On-site cycle parking will be provided in line with London Plan standards and residents will be encouraged to take up 'free' car club membership.
- 7.10 A Travel Plan Statement will be adopted to promote sustainable travel with residents being issued with a Travel Guide setting out details of local public and sustainable travel options.

- 7.11 In summary, the proposal is considered to be acceptable in all highways aspects if the scheme is to be assessed on the basis of 5m bay lengths. The scheme will also be car-free / permit-free.

Appendix A Site Location & Context



Date: 01/07/20
 Scale: NTS
 Source: Google
 Site Location



P2339. Partridge Way, Wood Green, London, N22 8DT
 Site Location



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: 07/05/20
 Scale: NTS
 Source: Google
 Site Location



P2339. Partridge Way, Wood Green, London, N22 8DT
 Site Context



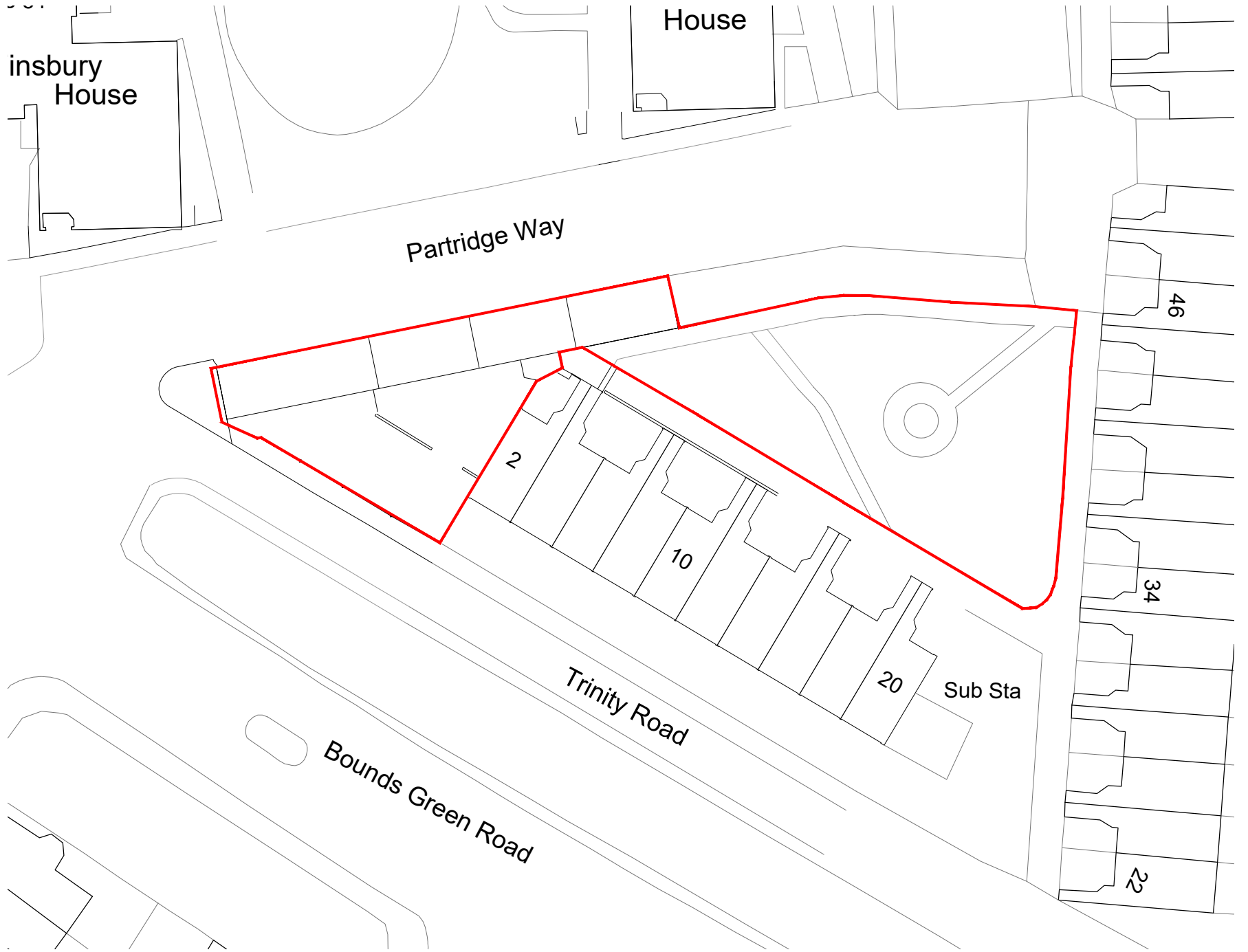
PAUL MEW ASSOCIATES
 TRAFFIC CONSULTANTS
 Unit 1, Plym House, 21 Enterprise Way, London, SW18 1FZ
 T: 0208 780 0426 W: www.pma-traffic.co.uk

Appendix B

Current & Proposed Site Layouts



01 EXISTING LOCATION PLAN
001 1:1250



02 EXISTING BLOCK PLAN
001 1:500

CONTRACTORS ARE NOT TO SCALE OFF THIS DRAWING
ALL DIMENSIONS MUST BE CHECKED ON SITE
INFORM THE ARCHITECT OF ANY
DISCREPANCIES PRIOR TO CONSTRUCTION
PLOT SIZE: A3

NOTES:
SCALE: 1:500 @ A3
0 5 10

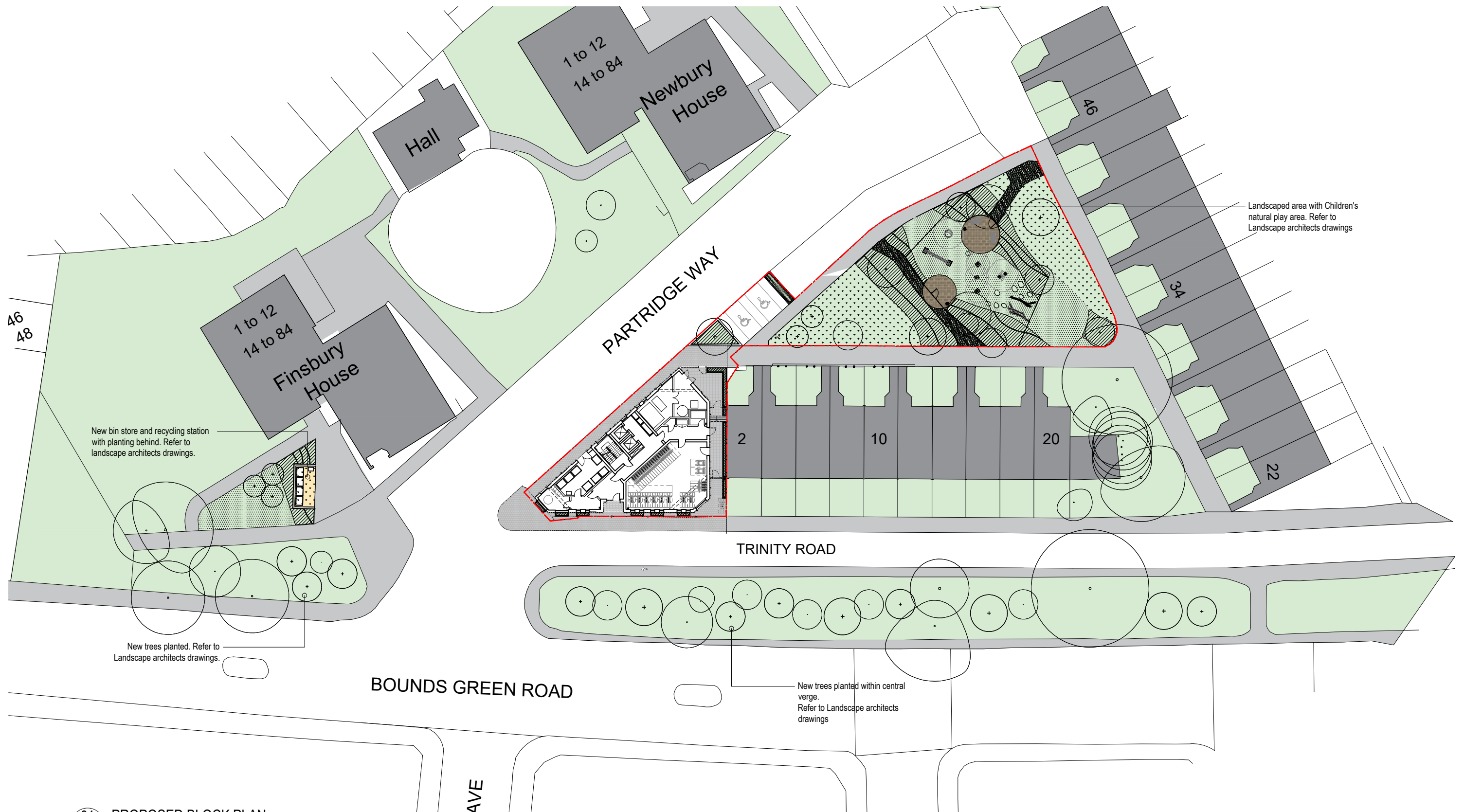
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0m 25m 50m

P01	08.04.2021	SCHEME FREEZE FOR PLANNING	VL	CP
REV	DATE	DESCRIPTION	DRN	CHK
REVISION HISTORY				

PROJECT:
PARTRIDGE WAY
HARINGEY
CLIENT:
HARINGEY COUNCIL
DRAWING NO:
0226 - 001

DRAWING TITLE:
EXISTING
LOCATION AND BLOCK PLAN
SCALE @ A3: 1:1250 / 1:500
REV:
P01

UNIT
Unit One Architects Ltd
The Junction, Station Road, Watford, WD17 1EU
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www.unit1architects.com



01 PROPOSED BLOCK PLAN
101 1:500

CONTRACTORS ARE NOT TO SCALE OFF THIS DRAWING
ALL DIMENSIONS MUST BE CHECKED ON SITE
INFORM THE ARCHITECT OF ANY
DISCREPANCIES PRIOR TO CONSTRUCTION
PLOT SIZE: A3

NOTES:

SCALE: 1:500 @ A3

0 5 10



REV	DATE	DESCRIPTION	DRN	CHK
P01	08.04.2021	SCHEME FREEZE FOR PLANNING	VL	CP
REVISION HISTORY				

PROJECT:
PARTRIDGE WAY
HARINGEY
CLIENT:
HARINGEY COUNCIL

DRAWING NO:
0226 - 101

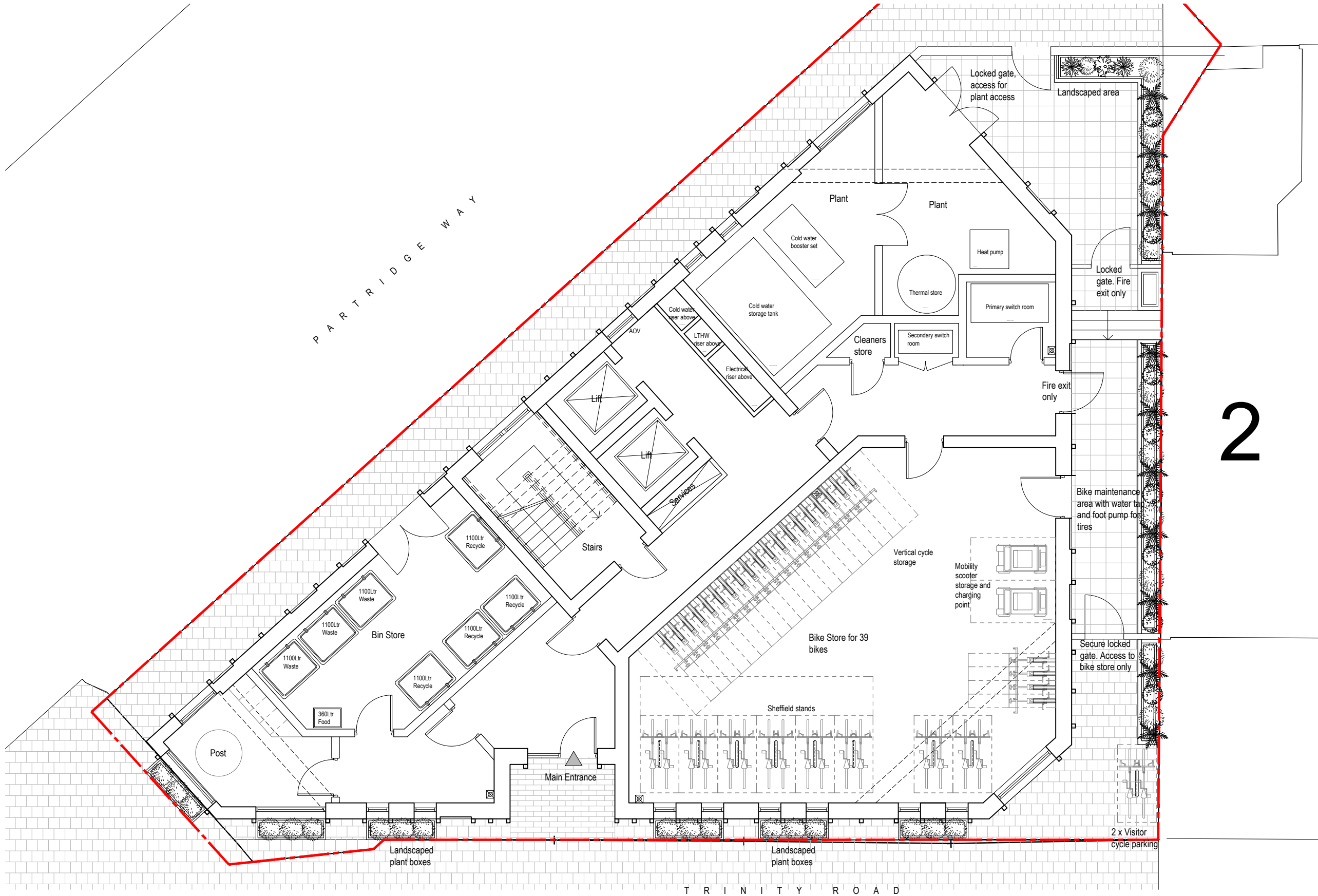
DRAWING TITLE:
PROPOSED
BLOCK PLAN

SCALE @ A3: 1:500

REV:
P01

UNIT
Unit One Architects Ltd

The Junction, Station Road, Watford, WD17 1EU
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2

SCHEDULE		
Unit Number	Unit Type	Size
1	2B3P	82.02sqm
2	2B4P	96.81sqm
3	1B2P	51.92sqm
4	2B4P	72.61sqm
5	1B2P	51.08sqm
6	1B2P	51.92sqm
7	2B4P	72.61sqm
8	1B2P	51.08sqm
9	1B2P	51.92sqm
10	2B4P	72.61sqm
11	1B2P	51.08sqm
12	1B2P	51.92sqm
13	2B4P	72.61sqm
14	1B2P	51.08sqm
15	1B2P	51.92sqm
16	2B4P	72.61sqm
17	1B2P	51.08sqm
18	1B2P	51.92sqm
19	2B4P	72.61sqm
20	1B2P	51.08sqm
21	1B2P	51.92sqm
22	2B4P	72.61sqm
23	1B2P	51.08sqm

01
103

PROPOSED GROUND FLOOR PLAN

1:100

CONTRACTORS ARE NOT TO SCALE OFF THIS DRAWING
ALL DIMENSIONS MUST BE CHECKED ON SITE
INFORM THE ARCHITECT OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION
PLOT SIZE: A3

NOTES:
SCALE: 1:100 @ A3

0 1 2

P01	08.04.2021	SCHEME FREEZE FOR PLANNING	VL	CP
REV	DATE	DESCRIPTION	DRN	CHK
REVISION HISTORY				

PROJECT:
PARTRIDGE WAY
HARINGEY

CLIENT:
HARINGEY COUNCIL

DRAWING NO:
0226 - 103

DRAWING TITLE:
PROPOSED
GROUND FLOOR PLAN

SCALE @ A3: 1:100

REV:
P01

UNIT

Unit One Architects Ltd

The Junction, Station Road, Watford, WD17 1EU
t: 0207 183 1456 | e: studio@unit1architects.com
www.unit1architects.com

Appendix C Accessibility Assessment

Bus route	Towards	Bus stops
184	Barnet	HSR2 K L
221	Edgware	HSR1 G H
W3 24hr Weekend	Turnpike Lane	BE
	Finsbury Park	K L M N P R S
	Northumberland Park	A B C D E F G H

Night buses

Bus route	Towards	Bus stops
N91	Cockfosters	N
	Trafalgar Square	BE



Date: 01/07/20
Scale: NTS
Source: TfL
 Site Location



P2339. Partridge Way, Wood Green, London, N22 8DT
Local Public Bus 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

- Bakerloo
- Central
- Circle
- District
- Hammersmith & City
- Jubilee
- Metropolitan
- Northern
- Piccadilly
- Victoria
- Waterloo & City
- DLR
- London Overground
- London Trams
- TfL Rail
- Emirates Air Line cable car
- Chiltern Railways
- c2c
- East Midlands Railway
- Gatwick Express
- Great Northern
- Great Western Railway
- Greater Anglia
- Heathrow Express
- London Northwestern Rail
- South Western Railway
- Southeastern
- Southeastern high speed
- Southern
- Thameslink



Date: 01/07/20

Scale: NTS

Source: TfL

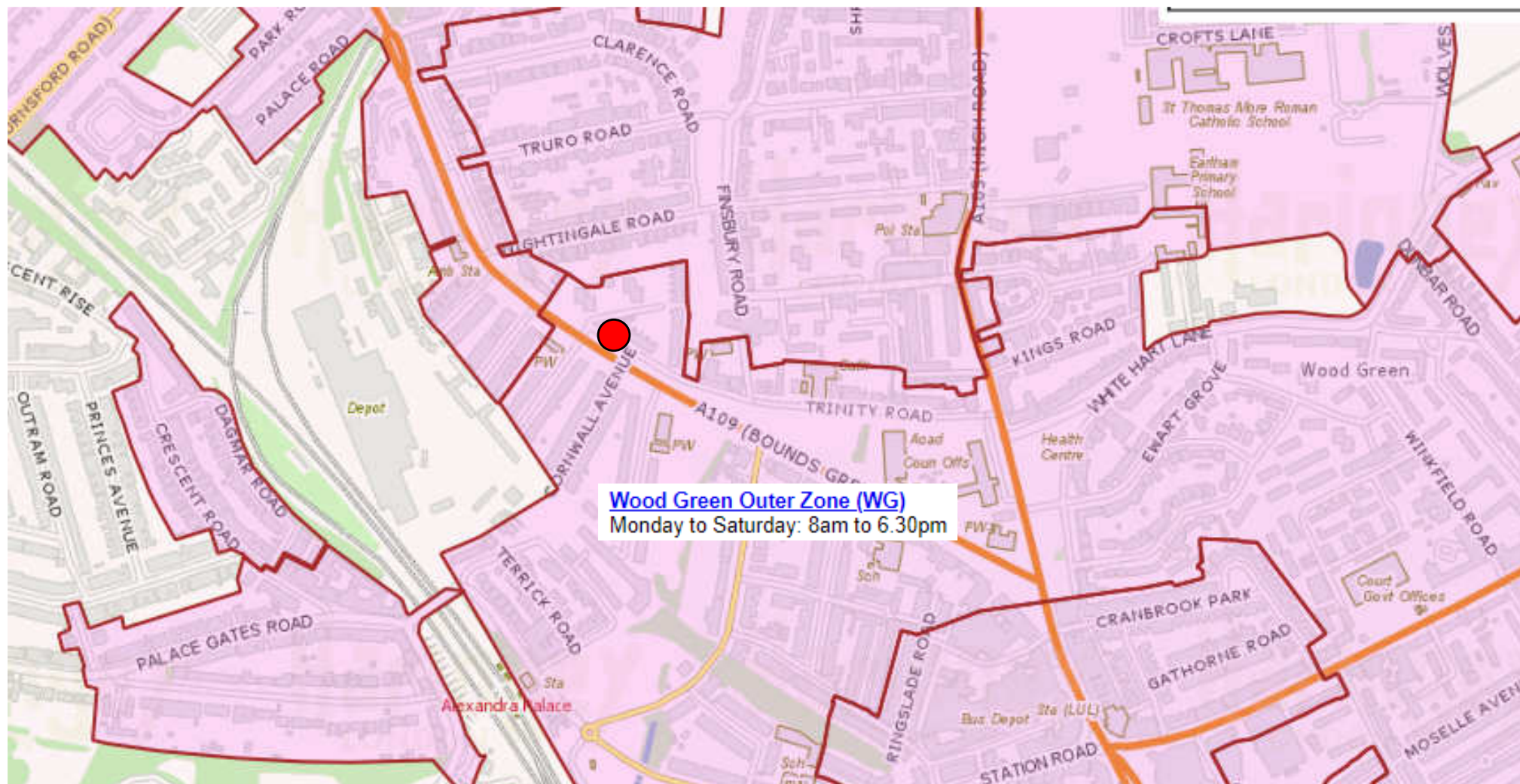
Site Location



P2339. Partridge Way, Wood Green, London, N22 8DT
Local Rail 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



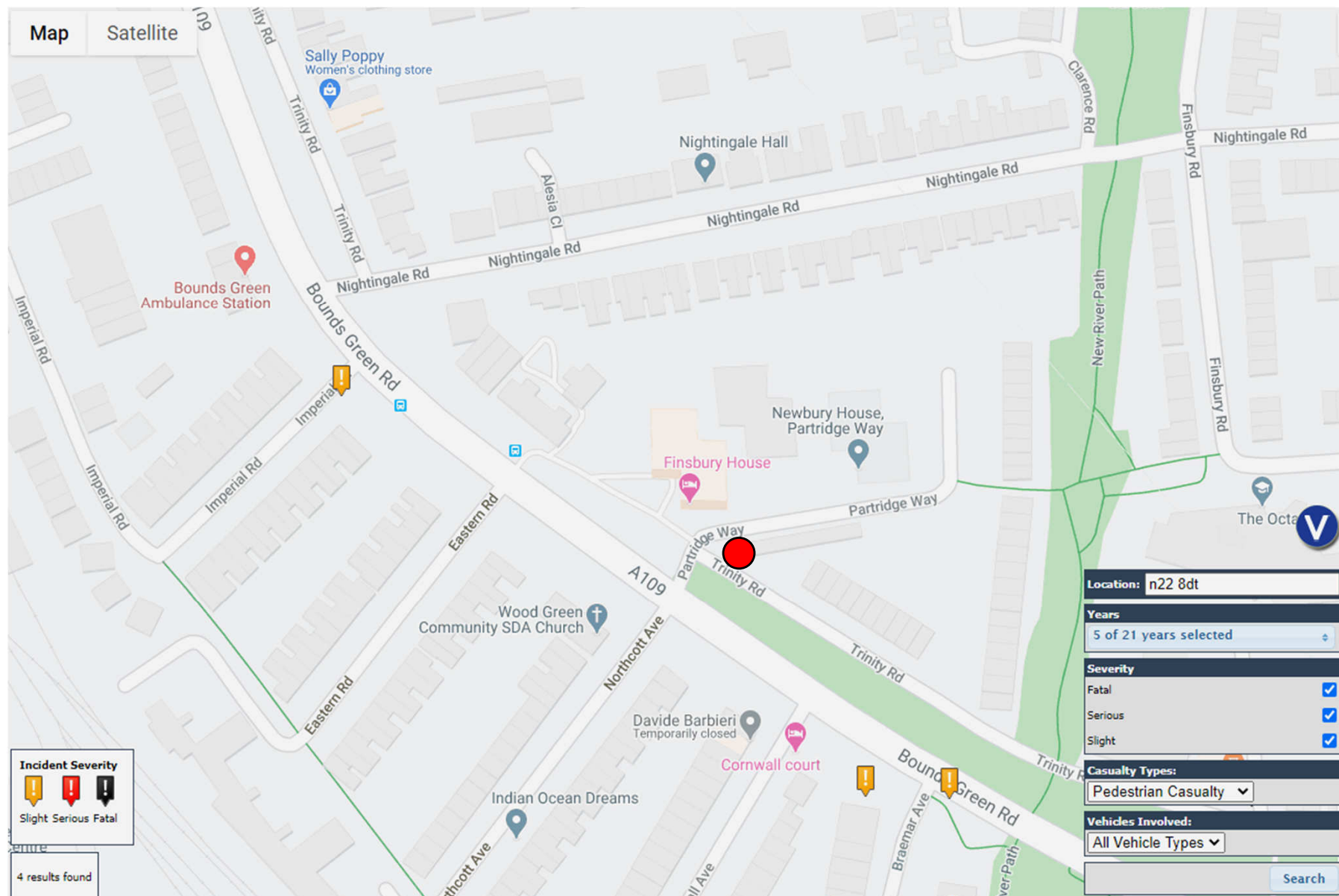
Date: 07/05/20
Scale: NTS
Source: LB Haringey
 Site Location



P2339. Partridge Way, Wood Green, London, N22 8DT
Local Controlled Parking Zones



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: 07/05/20
 Scale: NTS
 Source: CrashMap
 Site Location



P2339. Partridge Way, Wood Green, London, N22 8DT
 Local Road Traffic Accidents (2017-2019) – Pedestrian Casualties

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

PTAL REPORT

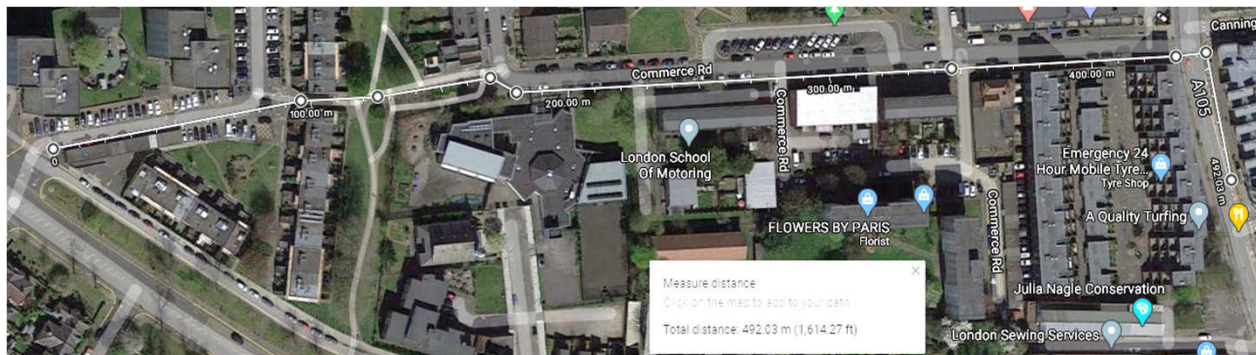
Site Details

Description: **Standard PTAL calculation**
Partridge Way, N22 8DT
Coordinates: 530407
190911
Date: 02/02/2021

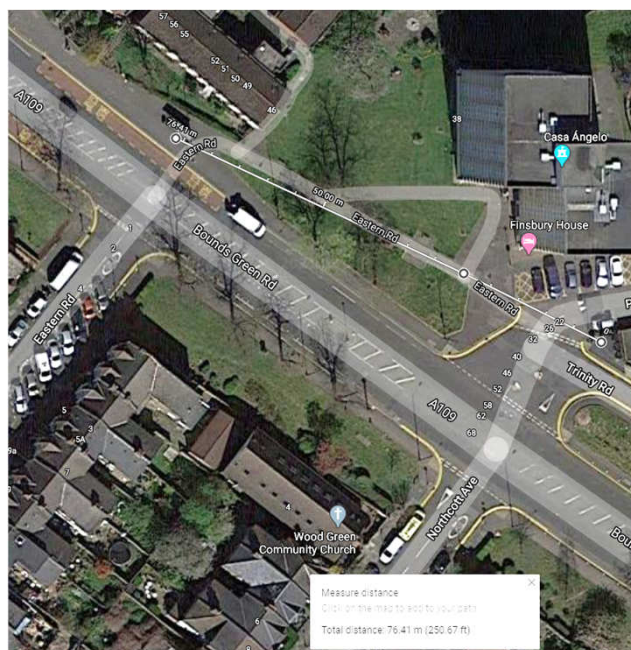
Calculation Parameters

Day of Week: M-F
Time Period: AM Peak
Walk Speed: 4.8
Bus Walk Access Time (mins): 8
BUS Reliability Factor: 2
LU Max. Walk Access Time (mins): 12
LU Reliability Factor: 0.75
Rail Walk Access Time (mins): 12
Rail Reliability Factor: 0.75

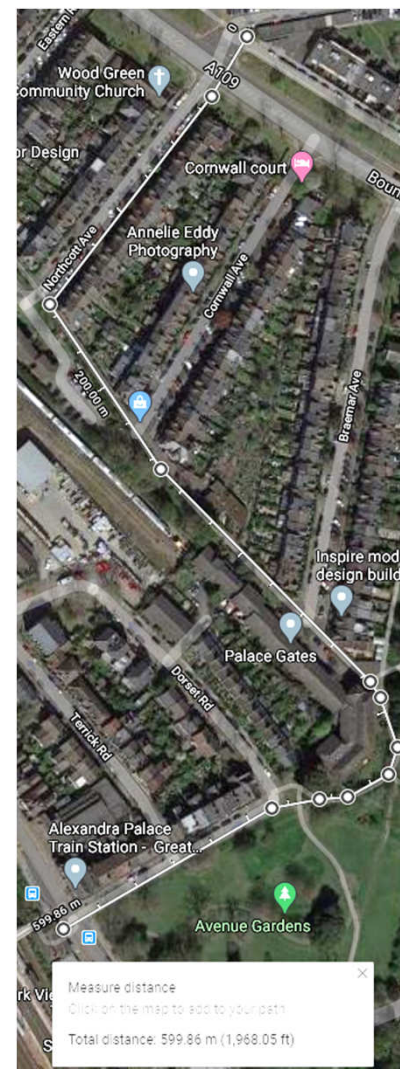
Data					Calculations					
A	B	C	D	E	F	G	H	I	J	K
Mode	Stop	Route	Distance (meter)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	BOUNDS GRN RD EASTERN RD	221	76	5	0.95	8.00	8.95	3.35	1	3.35
Bus	HIGH RD, WOOD GREEN POLICE STATION	121	492	6	6.15	7.00	13.15	2.28	0.5	1.14
Bus	HIGH RD, WOOD GREEN POLICE STATION	232	492	4	6.15	9.50	15.65	1.92	0.5	0.96
Bus	HIGH RD, WOOD GREEN POLICE STATION	329	492	10	6.15	5.00	11.15	2.69	0.5	1.35
LUL	Bounds Green	'Cockfosters-LHRT4LT '	726	4.67	9.08	7.17	16.25	1.85	0.5	0.92
LUL	Bounds Green	'RayLane-Cockfosters '	726	3.67	9.08	8.92	18.00	1.67	0.5	0.83
LUL	Bounds Green	'LHRT4LT-ArnosGrove '	726	4.67	9.08	7.17	16.25	1.85	0.5	0.92
LUL	Bounds Green	'ArnosGrove-RayLane '	726	0.33	9.08	91.66	100.73	0.30	0.5	0.15
LUL	Bounds Green	'ArnosGrove-Nthfields '	726	3	9.08	10.75	19.83	1.51	0.5	0.76
LUL	Bounds Green	'Oakwood-RayLane '	726	0.33	9.08	91.66	100.73	0.30	0.5	0.15
LUL	Bounds Green	'Nthfields-Cockfoster '	726	1	9.08	30.75	39.83	0.75	0.5	0.38
LUL	Bounds Green	'LHRT5-Cockfosters '	726	6	9.08	5.75	14.83	2.02	1	2.02
LUL	Bounds Green	'Uxbridge-Cockfosters '	726	3.67	9.08	8.92	18.00	1.67	0.5	0.83
LUL	Bounds Green	'Ruislip-Cockfosters '	726	2.33	9.08	13.63	22.70	1.32	0.5	0.66
LUL	Bounds Green	'ArnosGrove-Uxbridge '	726	1	9.08	30.75	39.83	0.75	0.5	0.38
LUL	Bounds Green	'Oakwood-Uxbridge '	726	0.33	9.08	91.66	100.73	0.30	0.5	0.15
LUL	Bounds Green	'Oakwood-Ruislip '	726	0.33	9.08	91.66	100.73	0.30	0.5	0.15
Rail	Alexandra Palace	'WLWYNGC-KNGX 2Y13 '	599	0.67	7.49	45.53	53.01	0.57	0.5	0.28
Rail	Alexandra Palace	'MRGT-HFDN 2B09 '	599	0.67	7.49	45.53	53.01	0.57	0.5	0.28
Rail	Alexandra Palace	'MRGT-HFDN 2B99 '	599	0.67	7.49	45.53	53.01	0.57	0.5	0.28
Rail	Alexandra Palace	'MRGT-STEVENGE 2F05 '	599	0.67	7.49	45.53	53.01	0.57	0.5	0.28
Rail	Alexandra Palace	'MRGT-LTCE 2F06 '	599	1	7.49	30.75	38.24	0.78	0.5	0.39
Rail	Alexandra Palace	'MRGT-GORDONH 2G98 '	599	0.33	7.49	91.66	99.15	0.30	0.5	0.15
Rail	Alexandra Palace	'HFDN-MRGT 2J08 '	599	1	7.49	30.75	38.24	0.78	0.5	0.39
Rail	Alexandra Palace	'GORDONH-MRGT 2J10 '	599	1.67	7.49	18.71	26.20	1.14	0.5	0.57
Rail	Alexandra Palace	'HFDN-MRGT 2J14 '	599	0.67	7.49	45.53	53.01	0.57	0.5	0.28
Rail	Alexandra Palace	'STEVENGE-MRGT 2J17 '	599	0.67	7.49	45.53	53.01	0.57	0.5	0.28
Rail	Alexandra Palace	'HFDN-MRGT 2J18 '	599	0.33	7.49	91.66	99.15	0.30	0.5	0.15
Rail	Alexandra Palace	'GORDONH-MRGT 2J22 '	599	0.67	7.49	45.53	53.01	0.57	0.5	0.28
Rail	Alexandra Palace	'HFDN-MRGT 2J23 '	599	0.33	7.49	91.66	99.15	0.30	0.5	0.15
Rail	Alexandra Palace	'STEVENGE-MRGT 2J25 '	599	0.33	7.49	91.66	99.15	0.30	0.5	0.15
Rail	Alexandra Palace	'WLWYNGC-MRGT 2K03 '	599	2.67	7.49	11.99	19.47	1.54	0.5	0.77
Rail	Alexandra Palace	'MRGT-WLWYNGC 2V05 '	599	2.67	7.49	11.99	19.47	1.54	0.5	0.77



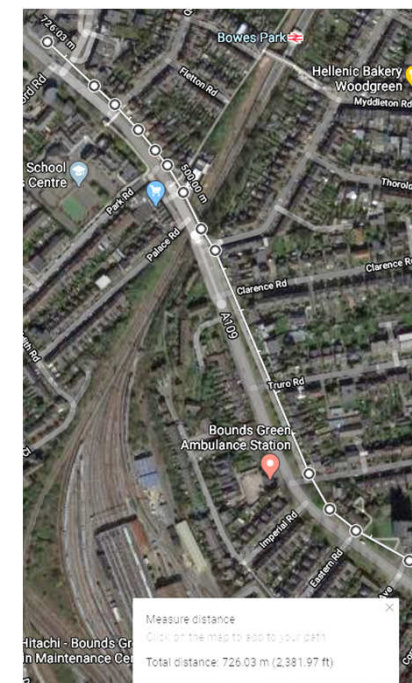
Walk Distance to High Road Bus Stops



Walk Distance to Bounds Green Road Bus Stops



Walk Distance to
Alexandra Palace Station



Walk Distance to
Bounds Green Station

Date: 01/02/21
Scale: NTS
Source: Google
Site Location



P2339. Partridge Way, Wood Green, London, N22 8DT
Manual PTAL Assessment Walk Distances

Appendix D

Lambeth 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

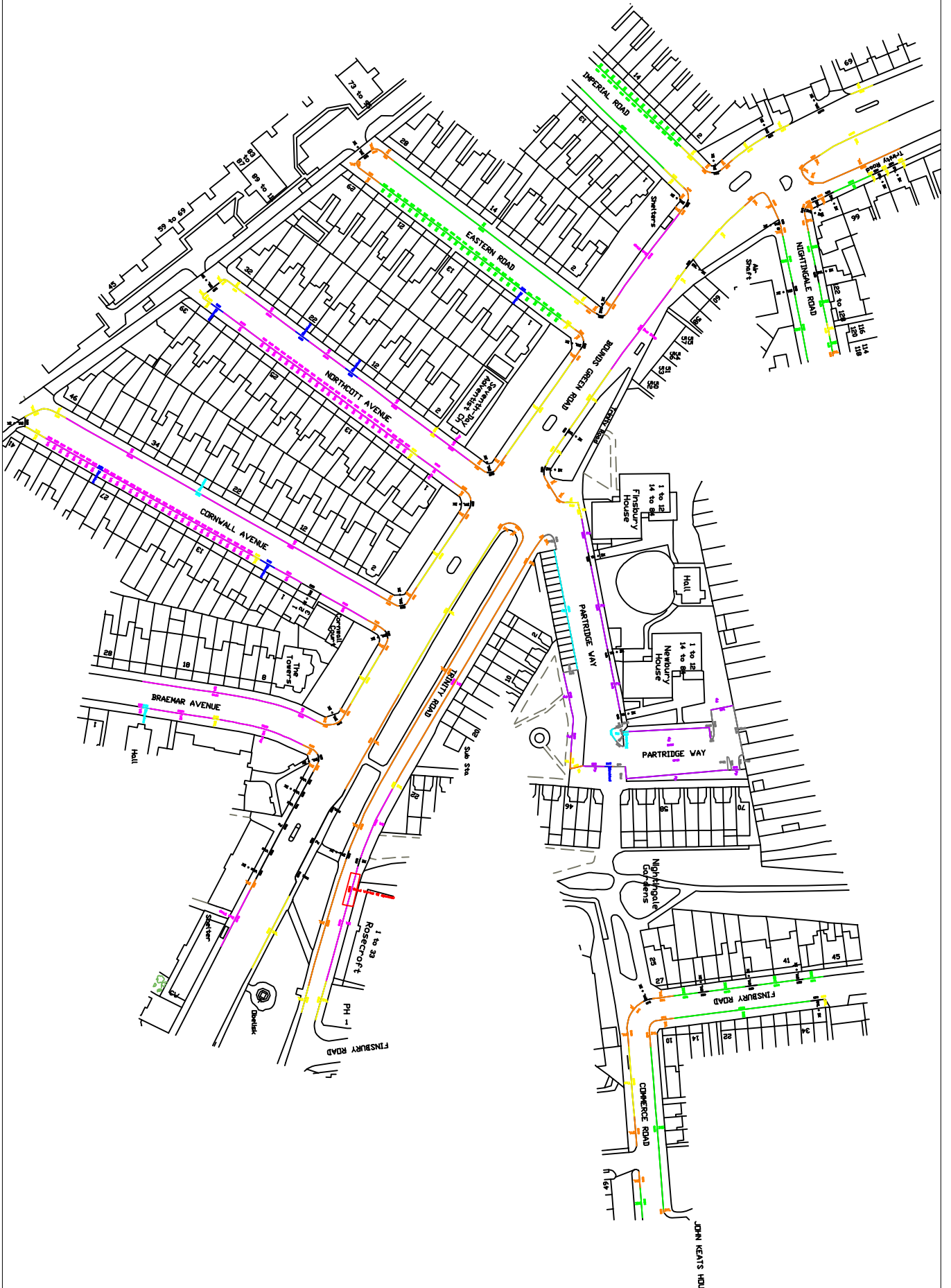
Fax: 020 7926 9001

Email: transportplanning@lambeth.gov.uk

www.lambeth.gov.uk

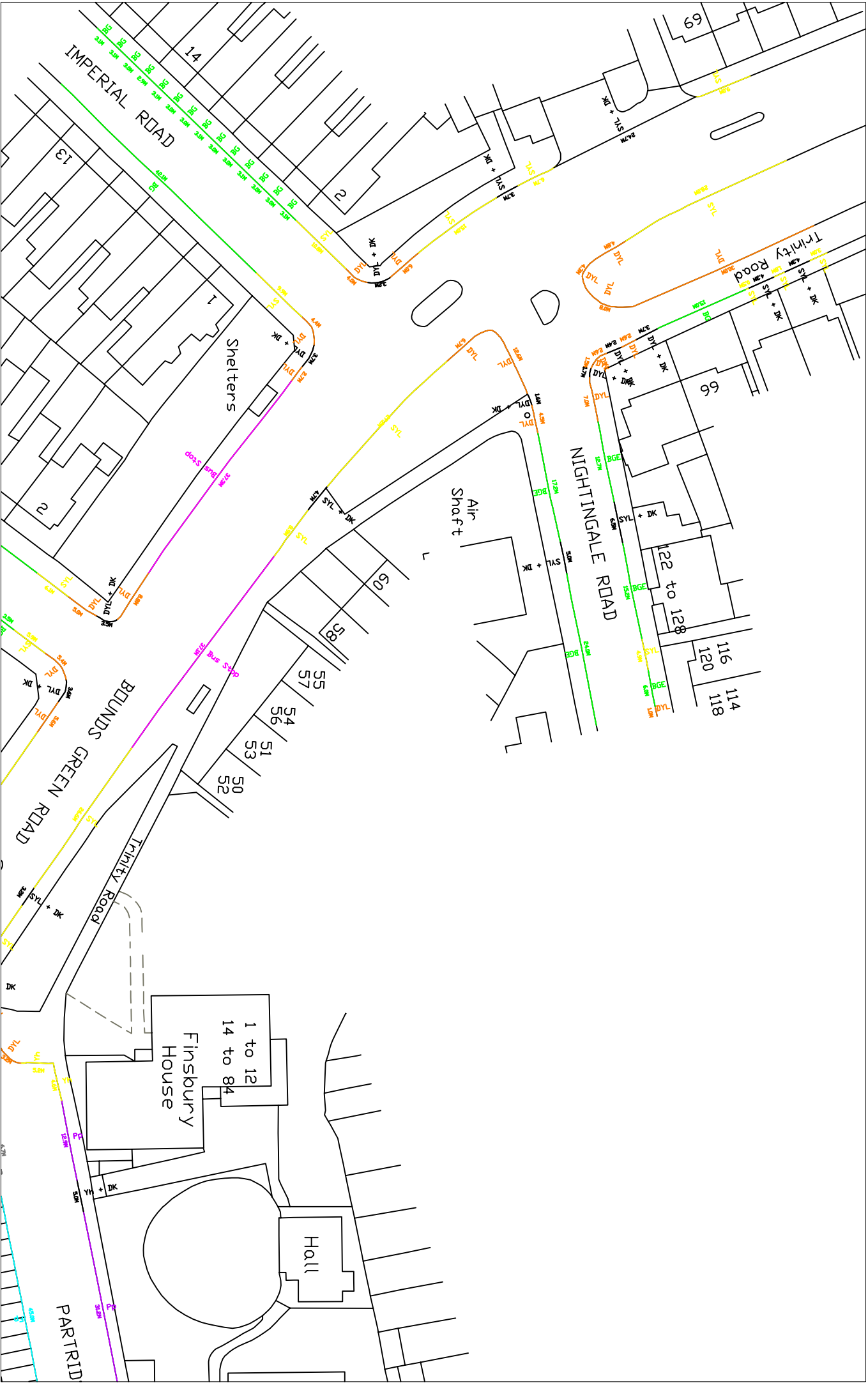
Appendix E

Parking Survey Results



P2339. Partridge Way, London, N22 8DT
 Survey Area & Inventory Results - Overview





Date: 13/07/20
Scale: 1/750@A4
Source: OS / PMA Survey



P2339, Partridge Way, London, N22 8DT
Survey Area & Inventory Results - Section I

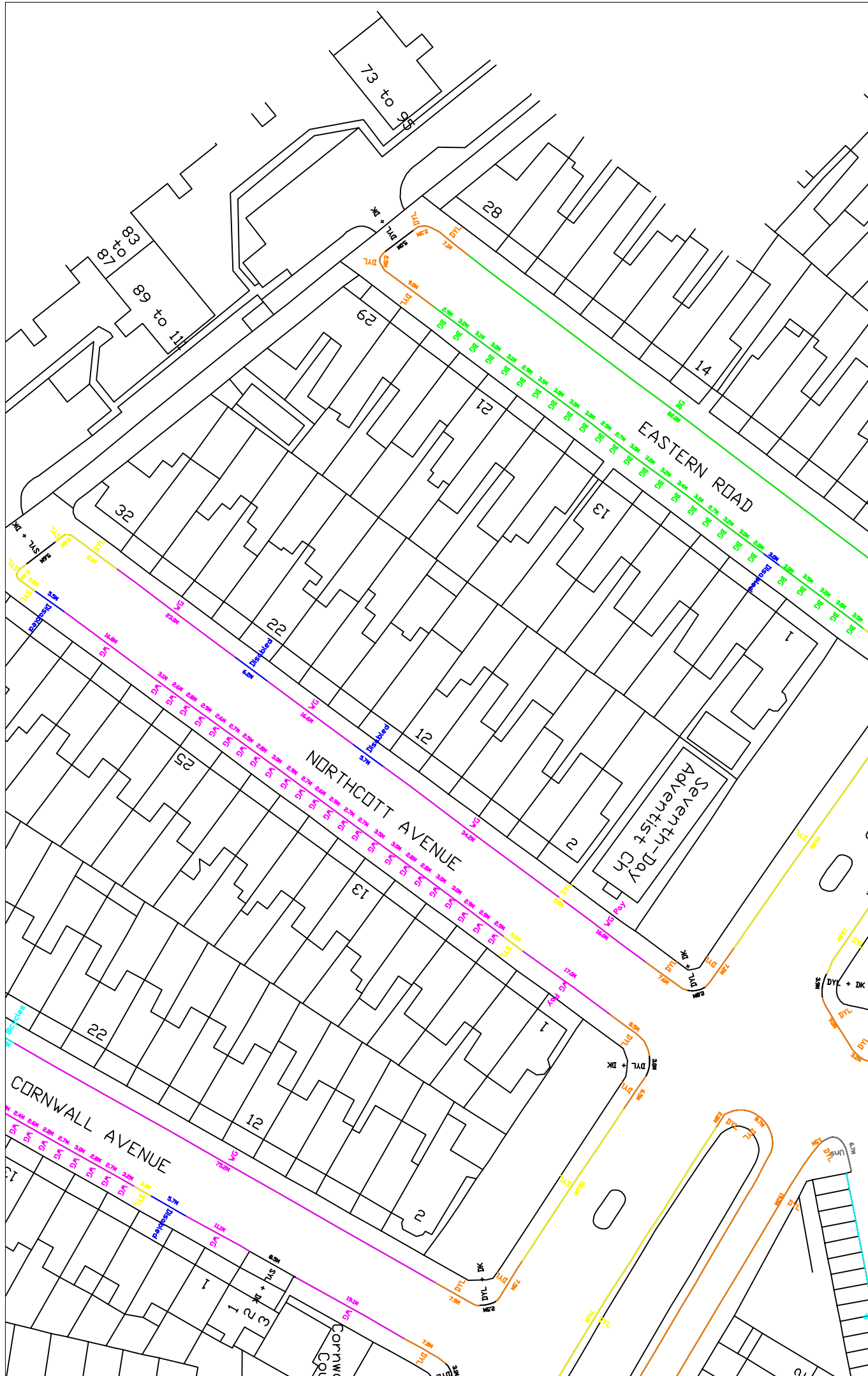


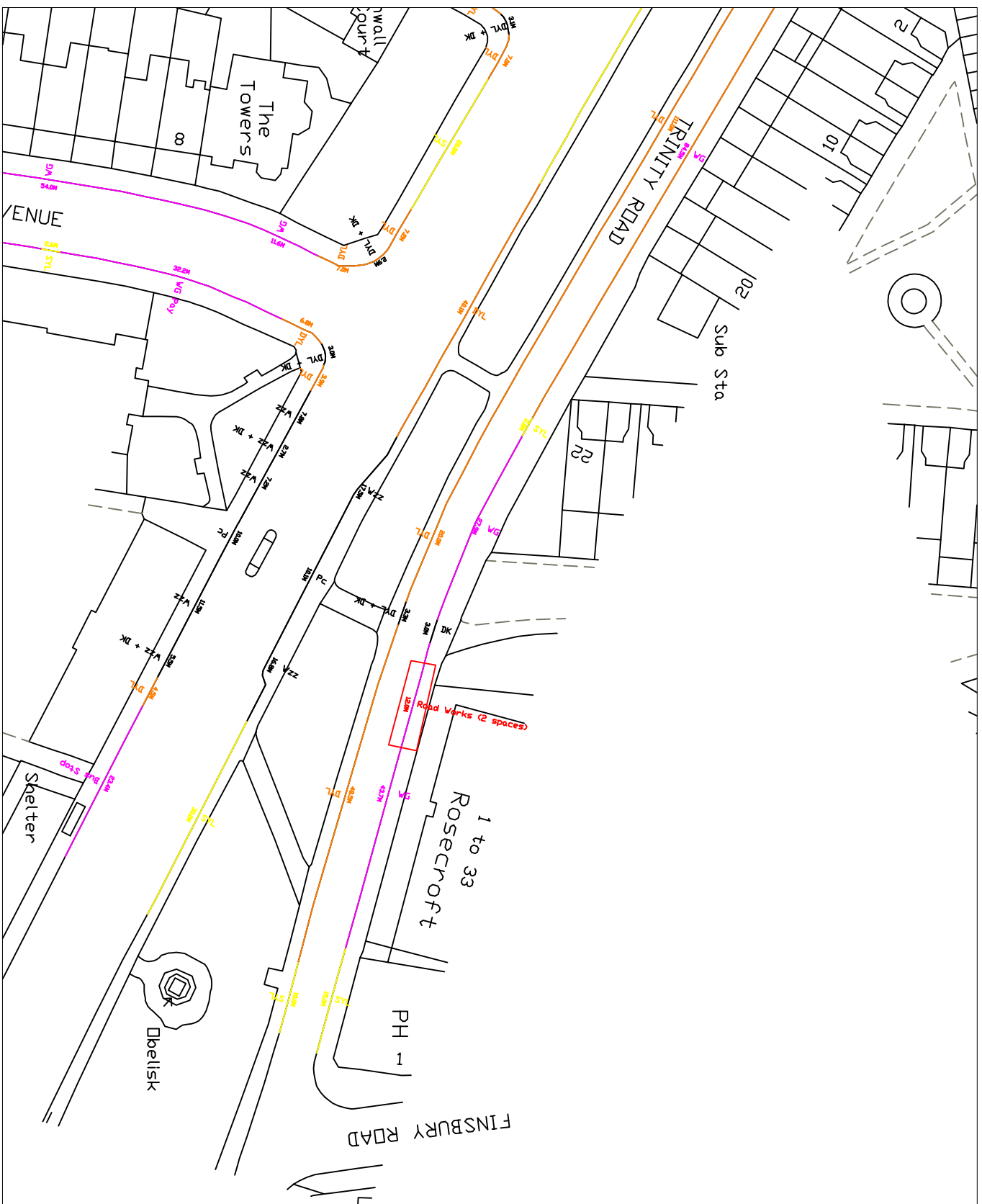
PAUL NEW ASSOCIATES
TRAFFIC CONSULTANTS
First Floor, 11 Partridge Way, London N22 8DT
Email: paul@pna.co.uk Website: www.pna.co.uk



P2339. Partridge Way, London, N22 8DT
Survey Area & Inventory Results - Section 2





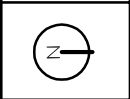


Date: 1/3/07/20
Scale: 1/7500@A4
Source: OS / PMA Survey



P2339. Partridge Way, London, N22 8DT
Survey Area & Inventory Results - Section 4

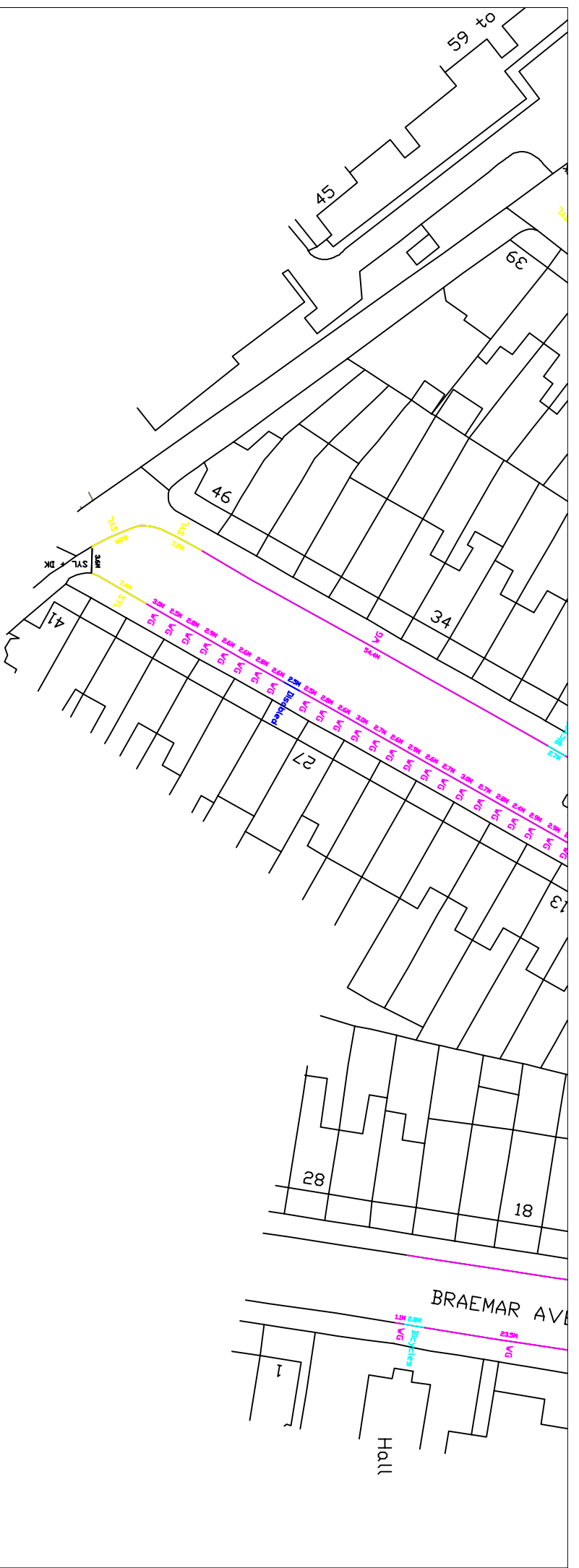
Date: 1/3/07/20
Scale: 1/750@A4
Source: OS / PMA Survey



P2339. Partridge Way, London, N22 8DT
Survey Area & Inventory Results - Section 5



PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS
First House, 21 Brompton Way, London SW1B 1PZ
Tel: 020 700 0066
Email: paul@mewa.co.uk Website: www.paulmewa.co.uk



P2339 Partridge Way
Parking Survey Results

ID	Road Name	Kerb Type (Report)	Kerb Type (Layer)	Regulation Length (m)	No. Parking Spaces (6m bay length) *	No. Cars Parked on 22/06/2019 at 04:30	No. Cars Parked on 23/06/2019 at 03:30
91	Bounds Green Road	Bus Stop	Bus Stop	37.3	0	0	0
158	Bounds Green Road	Bus Stop	Bus Stop	37.1	0	0	0
245	Bounds Green Road	Bus Stop	Bus Stop	23.4	0	0	0
239	Bounds Green Road	Double Yellow Line (No Parking At Any Time)	DYL	40.1	0	0	0
90	Bounds Green Road	Double Yellow Line (No Parking At Any Time)	DYL	8.8	0	0	0
317	Bounds Green Road	Double Yellow Line (No Parking At Any Time)	DYL	7.5	0	0	0
48	Bounds Green Road	Double Yellow Line (No Parking At Any Time)	DYL	7.2	0	0	0
266	Bounds Green Road	Double Yellow Line (No Parking At Any Time)	DYL	7.2	0	0	0
268	Bounds Green Road	Double Yellow Line (No Parking At Any Time)	DYL	7	0	0	0
154	Bounds Green Road	Double Yellow Line (No Parking At Any Time)	DYL	6.7	0	0	0
319	Bounds Green Road	Double Yellow Line (No Parking At Any Time)	DYL	6.5	0	0	0
320	Bounds Green Road	Double Yellow Line (No Parking At Any Time)	DYL	6.5	0	0	0
115	Bounds Green Road	Double Yellow Line (No Parking At Any Time)	DYL	6	0	0	0
50	Bounds Green Road	Double Yellow Line (No Parking At Any Time)	DYL	5.6	0	0	0
123	Bounds Green Road	Double Yellow Line (No Parking At Any Time)	DYL	4.8	0	0	0
246	Bounds Green Road	Double Yellow Line (No Parking At Any Time)	DYL	4.5	0	0	0
253	Bounds Green Road	Double Yellow Line (No Parking At Any Time)	DYL	3.9	0	0	0
92	Bounds Green Road	Double Yellow Line (No Parking At Any Time)	DYL	2.7	0	0	0
241	Bounds Green Road	Pedestrian Crossing	Pedestrian Crossing	10.1	0	0	0
249	Bounds Green Road	Pedestrian Crossing	Pedestrian Crossing	10	0	0	0
119	Bounds Green Road	Single Yellow Line & Dropped Kerb	SYL + DK	24.7	0	0	0
156	Bounds Green Road	Single Yellow Line & Dropped Kerb	SYL + DK	4.7	0	0	0
117	Bounds Green Road	Single Yellow Line & Dropped Kerb	SYL + DK	3.7	0	0	0
160	Bounds Green Road	Single Yellow Line & Dropped Kerb	SYL + DK	3.2	0	0	0
238	Bounds Green Road	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	70.1	11	0	0
49	Bounds Green Road	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	41.3	6	0	0
243	Bounds Green Road	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	30	5	0	0
318	Bounds Green Road	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	28.6	4	0	0
122	Bounds Green Road	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	28	4	0	0
155	Bounds Green Road	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	27.2	4	0	0
159	Bounds Green Road	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	26.6	4	0	0
267	Bounds Green Road	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	20.8	3	0	0
116	Bounds Green Road	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	15	2	0	0
161	Bounds Green Road	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	13.3	2	0	0
120	Bounds Green Road	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	9	1	0	0
157	Bounds Green Road	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	8.9	1	0	0
118	Bounds Green Road	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	6.7	1	0	0
240	Bounds Green Road	White Zigzag	White Zigzag	17.5	0	0	0
242	Bounds Green Road	White Zigzag	White Zigzag	16.8	0	0	0
248	Bounds Green Road	White Zigzag	White Zigzag	11.5	0	0	0
252	Bounds Green Road	White Zigzag	White Zigzag	7.8	0	0	0
250	Bounds Green Road	White Zigzag	White Zigzag	7.2	0	0	0
247	Bounds Green Road	White Zigzag	White Zigzag + DK	5.5	0	0	0
251	Bounds Green Road	White Zigzag	White Zigzag + DK	2.7	0	0	0
259	Braemar Avenue	Bicycles	Bicycles	2.8	0	0	0
264	Braemar Avenue	Double Yellow Line (No Parking At Any Time)	DYL	7	0	0	0
255	Braemar Avenue	Double Yellow Line (No Parking At Any Time)	DYL	6.8	0	0	0
254	Braemar Avenue	Double Yellow Line (No Parking At Any Time)	DYL + DK	3	0	0	0
265	Braemar Avenue	Double Yellow Line (No Parking At Any Time)	DYL + DK	2.9	0	0	0
257	Braemar Avenue	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	2.6	0	0	0
262	Braemar Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Parallel	PHO WG	54	9	0	0
258	Braemar Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Parallel	PHO WG	23.5	3	6	6
263	Braemar Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Parallel	PHO WG	11.59	1	0	0
260	Braemar Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Parallel	PHO WG	1.1	0	0	0
256	Braemar Avenue	LBH Permit WG & Pay By Phone Parallel (M-S 8am-6.30pm Max 2hrs No Return 2 hrs)	WG Pay By Phone	32.2	5	0	0
205	Commerce Road	LBH Permit BGE (Mon-Fri 11am-1pm) Parallel	PHO BGE	60	10	9	9
208	Commerce Road	LBH Permit BGE (Mon-Fri 11am-1pm) Parallel	PHO BGE	10.8	1	2	2
211	Commerce Road	Double Yellow Line (No Parking At Any Time)	DYL	10.7	0	0	0
213	Commerce Road	Double Yellow Line (No Parking At Any Time)	DYL	10	0	0	0
204	Commerce Road	Double Yellow Line (No Parking At Any Time)	DYL	9.4	0	0	0
214	Commerce Road	Double Yellow Line (No Parking At Any Time)	DYL	7.4	0	0	0
209	Commerce Road	Double Yellow Line (No Parking At Any Time)	DYL	5.7	0	0	0
215	Commerce Road	Double Yellow Line (No Parking At Any Time)	DYL + DK	3.4	0	0	0
206	Commerce Road	Double Yellow Line (No Parking At Any Time)	DYL	0.8	0	0	0
212	Commerce Road	Yellow Zigzag (Mon-Fri 8am-4.30pm)	Yellow Zigzag	25.8	4	1	2
313	Comwall Avenue	Bicycles	Bicycles	2.7	0	0	0
274	Comwall Avenue	Disabled	Disabled	5.7	1	0	0
299	Comwall Avenue	Disabled	Disabled	2.5	1	1	1
315	Comwall Avenue	Double Yellow Line (No Parking At Any Time)	DYL	7.9	0	0	0
270	Comwall Avenue	Double Yellow Line (No Parking At Any Time)	DYL	7.8	0	0	0
269	Comwall Avenue	Double Yellow Line (No Parking At Any Time)	DYL + DK	3.1	0	0	0
316	Comwall Avenue	Double Yellow Line (No Parking At Any Time)	DYL + DK	2.5	0	0	0
272	Comwall Avenue	Single Yellow Line & Dropped Kerb	SYL + DK	8.5	0	0	0
309	Comwall Avenue	Single Yellow Line & Dropped Kerb	SYL + DK	3.6	0	0	0
310	Comwall Avenue	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	8.2	1	0	0
308	Comwall Avenue	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	7.4	1	0	0
311	Comwall Avenue	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	7.2	1	0	0

275	Cornwall Avenue	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	3	0	0	0
314	Cornwall Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Parallel	PHO WG	75.2	12	0	0
312	Cornwall Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Parallel	PHO WG	54.4	9	17	17
271	Cornwall Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Parallel	PHO WG	19.1	3	2	3
273	Cornwall Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Parallel	PHO WG	11.1	1	1	1
276	Cornwall Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	3.2	1	20	19
279	Cornwall Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	3	1	0	0
289	Cornwall Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	3	1	0	0
295	Cornwall Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	3	1	0	0
307	Cornwall Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	3	1	0	0
284	Cornwall Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	2.9	1	0	0
285	Cornwall Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	2.9	1	0	0
292	Cornwall Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	2.9	1	0	0
304	Cornwall Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	2.9	1	0	0
278	Cornwall Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	2.8	1	0	0
281	Cornwall Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	2.8	1	0	0
287	Cornwall Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	2.8	1	0	0
297	Cornwall Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	2.8	1	0	0
301	Cornwall Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	2.8	1	0	0
305	Cornwall Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	2.8	1	0	0
277	Cornwall Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	2.7	1	0	0
280	Cornwall Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	2.7	1	0	0
288	Cornwall Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	2.7	1	0	0
290	Cornwall Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	2.7	1	0	0
294	Cornwall Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	2.7	1	0	0
282	Cornwall Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	2.6	1	0	0
291	Cornwall Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	2.6	1	0	0
293	Cornwall Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	2.6	1	0	0
296	Cornwall Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	2.6	1	0	0
300	Cornwall Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	2.6	1	0	0
302	Cornwall Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	2.6	1	0	0
303	Cornwall Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	2.6	1	0	0
298	Cornwall Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	2.5	1	0	0
306	Cornwall Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	2.5	1	0	0
283	Cornwall Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	2.4	1	0	0
286	Cornwall Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	2.4	1	0	0
86	Eastern Road	LBH Permit BG (Mon-Fri 10am-Noon) Parallel	PHO BG	82	13	9	9
54	Eastern Road	LBH Permit BG (Mon-Fri 10am-Noon) Echelon	PHO BG	3.5	1	24	23
57	Eastern Road	LBH Permit BG (Mon-Fri 10am-Noon) Echelon	PHO BG	3.5	1	0	0
65	Eastern Road	LBH Permit BG (Mon-Fri 10am-Noon) Echelon	PHO BG	3.4	1	0	0
56	Eastern Road	LBH Permit BG (Mon-Fri 10am-Noon) Echelon	PHO BG	3.2	1	0	0
62	Eastern Road	LBH Permit BG (Mon-Fri 10am-Noon) Echelon	PHO BG	3.2	1	0	0
66	Eastern Road	LBH Permit BG (Mon-Fri 10am-Noon) Echelon	PHO BG	3.2	1	0	0
79	Eastern Road	LBH Permit BG (Mon-Fri 10am-Noon) Echelon	PHO BG	3.2	1	0	0
64	Eastern Road	LBH Permit BG (Mon-Fri 10am-Noon) Echelon	PHO BG	3.1	1	0	0
74	Eastern Road	LBH Permit BG (Mon-Fri 10am-Noon) Echelon	PHO BG	3.1	1	0	0
76	Eastern Road	LBH Permit BG (Mon-Fri 10am-Noon) Echelon	PHO BG	3.1	1	0	0
78	Eastern Road	LBH Permit BG (Mon-Fri 10am-Noon) Echelon	PHO BG	3.1	1	0	0
55	Eastern Road	LBH Permit BG (Mon-Fri 10am-Noon) Echelon	PHO BG	3	1	0	0
58	Eastern Road	LBH Permit BG (Mon-Fri 10am-Noon) Echelon	PHO BG	3	1	0	0
61	Eastern Road	LBH Permit BG (Mon-Fri 10am-Noon) Echelon	PHO BG	3	1	0	0
67	Eastern Road	LBH Permit BG (Mon-Fri 10am-Noon) Echelon	PHO BG	3	1	0	0
68	Eastern Road	LBH Permit BG (Mon-Fri 10am-Noon) Echelon	PHO BG	3	1	0	0
71	Eastern Road	LBH Permit BG (Mon-Fri 10am-Noon) Echelon	PHO BG	3	1	0	0
72	Eastern Road	LBH Permit BG (Mon-Fri 10am-Noon) Echelon	PHO BG	3	1	0	0
73	Eastern Road	LBH Permit BG (Mon-Fri 10am-Noon) Echelon	PHO BG	3	1	0	0
77	Eastern Road	LBH Permit BG (Mon-Fri 10am-Noon) Echelon	PHO BG	3	1	0	0
70	Eastern Road	LBH Permit BG (Mon-Fri 10am-Noon) Echelon	PHO BG	2.9	1	0	0
75	Eastern Road	LBH Permit BG (Mon-Fri 10am-Noon) Echelon	PHO BG	2.9	1	0	0
80	Eastern Road	LBH Permit BG (Mon-Fri 10am-Noon) Echelon	PHO BG	2.9	1	0	0
60	Eastern Road	LBH Permit BG (Mon-Fri 10am-Noon) Echelon	PHO BG	2.8	1	0	0
63	Eastern Road	LBH Permit BG (Mon-Fri 10am-Noon) Echelon	PHO BG	2.7	1	0	0
69	Eastern Road	LBH Permit BG (Mon-Fri 10am-Noon) Echelon	PHO BG	2.7	1	0	0
59	Eastern Road	Disabled	Disabled	3	1	1	1
81	Eastern Road	Double Yellow Line (No Parking At Any Time)	DYL	9	0	0	0
85	Eastern Road	Double Yellow Line (No Parking At Any Time)	DYL	7.1	0	0	0
52	Eastern Road	Double Yellow Line (No Parking At Any Time)	DYL	5.4	0	0	0
83	Eastern Road	Double Yellow Line (No Parking At Any Time)	DYL + DK	5	0	0	0
88	Eastern Road	Double Yellow Line (No Parking At Any Time)	DYL	5	0	0	0
51	Eastern Road	Double Yellow Line (No Parking At Any Time)	DYL + DK	3.6	0	0	0
89	Eastern Road	Double Yellow Line (No Parking At Any Time)	DYL + DK	3.5	0	0	0
82	Eastern Road	Double Yellow Line (No Parking At Any Time)	DYL	2.5	0	0	0
84	Eastern Road	Double Yellow Line (No Parking At Any Time)	DYL	2.3	0	0	0
87	Eastern Road	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	6.1	1	0	0
53	Eastern Road	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	5.9	0	0	0
202	Finsbury Road	LBH Permit BGE (Mon-Fri 11am-1pm) Parallel	PHO BGE	50.6	8	17	17
196	Finsbury Road	LBH Permit BGE (Mon-Fri 11am-1pm) Parallel	PHO BGE	14	2	0	0
194	Finsbury Road	LBH Permit BGE (Mon-Fri 11am-1pm) Parallel	PHO BGE	13.3	2	0	0
192	Finsbury Road	LBH Permit BGE (Mon-Fri 11am-1pm) Parallel	PHO BGE	9.2	1	0	0
198	Finsbury Road	LBH Permit BGE (Mon-Fri 11am-1pm) Parallel	PHO BGE	7.5	1	0	0
191	Finsbury Road	Double Yellow Line (No Parking At Any Time)	DYL	7.8	0	0	0
203	Finsbury Road	Double Yellow Line (No Parking At Any Time)	DYL	7.3	0	0	0
201	Finsbury Road	Single Yellow Line & Dropped Kerb	SYL + DK	4.8	0	1	1

195	Finsbury Road	Single Yellow Line & Dropped Kerb	SYL + DK	4.7	0	0	0
193	Finsbury Road	Single Yellow Line & Dropped Kerb	SYL + DK	4.2	0	0	0
197	Finsbury Road	Single Yellow Line & Dropped Kerb	SYL + DK	2.8	0	0	0
200	Finsbury Road	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	0.8	0	0	0
96	Imperial Road	LBH Permit BG (Mon-Fri 10am-Noon) Parallel	PHO BG	42.1	7	5	5
98	Imperial Road	LBH Permit BG (Mon-Fri 10am-Noon) Echelon	PHO BG	3.1	1	10	10
99	Imperial Road	LBH Permit BG (Mon-Fri 10am-Noon) Echelon	PHO BG	3.1	1	0	0
102	Imperial Road	LBH Permit BG (Mon-Fri 10am-Noon) Echelon	PHO BG	3.1	1	0	0
105	Imperial Road	LBH Permit BG (Mon-Fri 10am-Noon) Echelon	PHO BG	3.1	1	0	0
108	Imperial Road	LBH Permit BG (Mon-Fri 10am-Noon) Echelon	PHO BG	3.1	1	0	0
111	Imperial Road	LBH Permit BG (Mon-Fri 10am-Noon) Echelon	PHO BG	3.1	1	0	0
100	Imperial Road	LBH Permit BG (Mon-Fri 10am-Noon) Echelon	PHO BG	3	1	0	0
103	Imperial Road	LBH Permit BG (Mon-Fri 10am-Noon) Echelon	PHO BG	3	1	0	0
104	Imperial Road	LBH Permit BG (Mon-Fri 10am-Noon) Echelon	PHO BG	3	1	0	0
106	Imperial Road	LBH Permit BG (Mon-Fri 10am-Noon) Echelon	PHO BG	3	1	0	0
107	Imperial Road	LBH Permit BG (Mon-Fri 10am-Noon) Echelon	PHO BG	3	1	0	0
109	Imperial Road	LBH Permit BG (Mon-Fri 10am-Noon) Echelon	PHO BG	3	1	0	0
110	Imperial Road	LBH Permit BG (Mon-Fri 10am-Noon) Echelon	PHO BG	3	1	0	0
101	Imperial Road	LBH Permit BG (Mon-Fri 10am-Noon) Echelon	PHO BG	2.9	1	0	0
94	Imperial Road	Double Yellow Line (No Parking At Any Time)	DYL	4.4	0	0	0
113	Imperial Road	Double Yellow Line (No Parking At Any Time)	DYL	4	0	0	0
93	Imperial Road	Double Yellow Line (No Parking At Any Time)	DYL + DK	3.7	0	0	0
114	Imperial Road	Double Yellow Line (No Parking At Any Time)	DYL + DK	3.2	0	0	0
112	Imperial Road	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	10.8	1	0	0
95	Imperial Road	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	9.9	1	0	0
148	Nightingale Road	LBH Permit BGE (Mon-Fri 11am-1pm) Parallel	PHO BGE	24	4	0	0
150	Nightingale Road	LBH Permit BGE (Mon-Fri 11am-1pm) Parallel	PHO BGE	17.2	2	0	0
143	Nightingale Road	LBH Permit BGE (Mon-Fri 11am-1pm) Parallel	PHO BGE	15.2	2	0	0
141	Nightingale Road	LBH Permit BGE (Mon-Fri 11am-1pm) Parallel	PHO BGE	12.7	2	12	11
145	Nightingale Road	LBH Permit BGE (Mon-Fri 11am-1pm) Parallel	PHO BGE	6	1	0	0
153	Nightingale Road	Double Yellow Line (No Parking At Any Time)	DYL	12.6	0	0	0
140	Nightingale Road	Double Yellow Line (No Parking At Any Time)	DYL	7	0	0	0
151	Nightingale Road	Double Yellow Line (No Parking At Any Time)	DYL	4.5	0	0	0
139	Nightingale Road	Double Yellow Line (No Parking At Any Time)	DYL + DK	1.7	0	0	0
152	Nightingale Road	Double Yellow Line (No Parking At Any Time)	DYL + DK	1.6	0	0	0
138	Nightingale Road	Double Yellow Line (No Parking At Any Time)	DYL	1.5	0	0	0
146	Nightingale Road	Double Yellow Line (No Parking At Any Time)	DYL	1	0	0	0
142	Nightingale Road	Single Yellow Line & Dropped Kerb	SYL + DK	6.5	0	0	0
149	Nightingale Road	Single Yellow Line & Dropped Kerb	SYL + DK	5	0	0	0
144	Nightingale Road	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	4.9	0	0	0
40	Northcott Avenue	Disabled	Disabled	6.2	1	1	1
42	Northcott Avenue	Disabled	Disabled	5.7	1	0	0
33	Northcott Avenue	Disabled	Disabled	5.5	1	1	1
5	Northcott Avenue	Double Yellow Line (No Parking At Any Time)	DYL	8.5	0	1	1
46	Northcott Avenue	Double Yellow Line (No Parking At Any Time)	DYL	7.6	0	0	1
4	Northcott Avenue	Double Yellow Line (No Parking At Any Time)	DYL + DK	3	0	0	0
47	Northcott Avenue	Double Yellow Line (No Parking At Any Time)	DYL + DK	2.8	0	0	0
36	Northcott Avenue	Single Yellow Line & Dropped Kerb	SYL + DK	5.6	0	0	0
38	Northcott Avenue	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	8.1	1	1	1
7	Northcott Avenue	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	3.2	0	0	0
35	Northcott Avenue	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	2.4	0	0	0
37	Northcott Avenue	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	2.4	0	0	0
34	Northcott Avenue	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	2	0	0	0
44	Northcott Avenue	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	0.8	0	0	0
43	Northcott Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Parallel	PHO WG	34.2	5	0	0
39	Northcott Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Parallel	PHO WG	23	3	13	13
32	Northcott Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Parallel	PHO WG	16.8	2	3	3
41	Northcott Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Parallel	PHO WG	16.6	2	0	0
16	Northcott Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	3.5	1	0	0
31	Northcott Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	3.1	1	20	19
11	Northcott Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	3	1	0	0
12	Northcott Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	3	1	0	0
15	Northcott Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	3	1	0	0
23	Northcott Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	3	1	0	0
8	Northcott Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	2.9	1	0	0
9	Northcott Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	2.9	1	0	0
10	Northcott Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	2.9	1	0	0
19	Northcott Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	2.9	1	0	0
22	Northcott Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	2.9	1	0	0
28	Northcott Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	2.9	1	0	0
13	Northcott Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	2.8	1	0	0
14	Northcott Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	2.8	1	0	0
24	Northcott Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	2.8	1	0	0
29	Northcott Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	2.8	1	0	0
17	Northcott Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	2.7	1	0	0
18	Northcott Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	2.7	1	0	0
21	Northcott Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	2.7	1	0	0
26	Northcott Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	2.7	1	0	0
20	Northcott Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	2.6	1	0	0
27	Northcott Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	2.6	1	0	0
30	Northcott Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	2.6	1	0	0
25	Northcott Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	2.5	1	0	0
6	Northcott Avenue	LBH Permit WG & Pay By Phone Parallel (M-S 8am-6.30pm Max 2hrs No Return 2 hrs)	WG Pay By Phone	17	2	5	3

45	Northcott Avenue	LBH Permit WG & Pay By Phone Parallel (M-S 8am-6.30pm Max 2hrs No Return 2 hrs)	WG Pay By Phone	16	2	0	3
177	Partridge Way	Bicycles	Bicycles	2.2	3	0	0
188	Partridge Way	Disabled	Disabled	2.7	1	1	1
164	Partridge Way	Double Yellow Line (No Parking At Any Time)	DYL	3.2	0	0	0
222	Partridge Way	Double Yellow Line (No Parking At Any Time)	DYL	1.5	0	0	0
220	Partridge Way	Forecourt Parking (in front of lock-up garages)	Forecourt Parking	45	7	3	4
175	Partridge Way	Motorcycles Only	Motorcycles Only	5.2	4	0	0
186	Partridge Way	Private Parking Parallel	Private Parking	37.4	14	35	34
169	Partridge Way	Private Parking Parallel	Private Parking	31.2	12	0	0
178	Partridge Way	Private Parking Parallel	Private Parking	29.7	12	0	0
171	Partridge Way	Private Parking Parallel	Private Parking	18.4	7	0	0
218	Partridge Way	Private Parking Parallel	Private Parking	17.5	7	0	0
167	Partridge Way	Private Parking Parallel	Private Parking	12.9	5	34	34
217	Partridge Way	Private Parking Parallel	Private Parking	12.5	5	0	0
189	Partridge Way	Private Parking Parallel	Private Parking	8	3	0	0
181	Partridge Way	Private Parking Parallel	Private Parking	7.6	3	3	3
184	Partridge Way	Private Parking Parallel	Private Parking	3	1	0	0
182	Partridge Way	Unsuitable	Unsuitable	18.4	0	2	3
180	Partridge Way	Unsuitable	Unsuitable	10.8	0	1	1
221	Partridge Way	Unsuitable	Unsuitable	6.7	0	0	0
183	Partridge Way	Unsuitable	Unsuitable	5	0	0	0
185	Partridge Way	Unsuitable	Unsuitable	5	0	0	0
219	Partridge Way	Unsuitable	Unsuitable	5	0	0	0
187	Partridge Way	Unsuitable	Unsuitable	4.1	0	0	0
176	Partridge Way	Unsuitable	Unsuitable	3.7	0	0	0
174	Partridge Way	Unsuitable	Unsuitable	3.4	0	0	0
173	Partridge Way	Unsuitable	Unsuitable	1.4	0	0	0
179	Partridge Way	Unsuitable	Unsuitable	1	0	0	0
216	Partridge Way	Yellow Hatch	Yellow Hatch	5.7	0	0	0
165	Partridge Way	Yellow Hatch	Yellow Hatch	5.2	0	0	0
190	Partridge Way	Yellow Hatch	Yellow Hatch	5	0	0	0
168	Partridge Way	Yellow Hatch	Yellow Hatch + DK	5	0	0	0
172	Partridge Way	Yellow Hatch	Yellow Hatch + DK	4.7	0	0	0
166	Partridge Way	Yellow Hatch	Yellow Hatch	4.6	0	0	0
170	Partridge Way	Yellow Hatch	Yellow Hatch + DK	4.4	0	0	0
133	Trinity Road	LBH Permit BG (Mon-Fri 10am-Noon) Parallel	PHO BG	15	2	3	3
235	Trinity Road	Double Yellow Line (No Parking At Any Time)	DYL	11.1	0	0	0
232	Trinity Road	Double Yellow Line (No Parking At Any Time)	DYL	48.5	0	0	0
126	Trinity Road	Double Yellow Line (No Parking At Any Time)	DYL	30	0	0	0
234	Trinity Road	Double Yellow Line (No Parking At Any Time)	DYL	20	0	0	0
223	Trinity Road	Double Yellow Line (No Parking At Any Time)	DYL	19	0	3	3
163	Trinity Road	Double Yellow Line (No Parking At Any Time)	DYL	9	0	0	0
236	Trinity Road	Double Yellow Line (No Parking At Any Time)	DYL	8.7	0	0	0
125	Trinity Road	Double Yellow Line (No Parking At Any Time)	DYL	8	0	0	0
124	Trinity Road	Double Yellow Line (No Parking At Any Time)	DYL	4.3	0	0	0
162	Trinity Road	Double Yellow Line (No Parking At Any Time)	DYL + DK	3.9	0	0	0
134	Trinity Road	Double Yellow Line (No Parking At Any Time)	DYL + DK	3.7	0	0	0
233	Trinity Road	Double Yellow Line (No Parking At Any Time)	DYL + DK	3.3	0	0	0
237	Trinity Road	Double Yellow Line (No Parking At Any Time)	DYL	2.8	0	0	0
137	Trinity Road	Double Yellow Line (No Parking At Any Time)	DYL	2.6	0	0	0
135	Trinity Road	Double Yellow Line (No Parking At Any Time)	DYL	2.6	0	0	0
136	Trinity Road	Double Yellow Line (No Parking At Any Time)	DYL + DK	2.4	0	0	0
227	Trinity Road	Drop Kerb	DK	3	0	0	0
321	Trinity Road	Road Works	Road Works	12	0	0	0
129	Trinity Road	Single Yellow Line & Dropped Kerb	SYL + DK	4.3	0	0	0
131	Trinity Road	Single Yellow Line & Dropped Kerb	SYL + DK	4.3	0	0	0
229	Trinity Road	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	15	2	0	0
231	Trinity Road	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	10	1	0	0
128	Trinity Road	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	3	0	0	0
225	Trinity Road	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	2.8	0	0	0
130	Trinity Road	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	1.8	0	0	0
132	Trinity Road	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	0.5	0	0	0
224	Trinity Road	LBH Permit WG (Mon-Sat 8am-6.30pm) Parallel	PHO WG	84.5	14	20	21
228	Trinity Road	LBH Permit WG (Mon-Sat 8am-6.30pm) Parallel	PHO WG	43.7	7	0	0
226	Trinity Road	LBH Permit WG (Mon-Sat 8am-6.30pm) Parallel	PHO WG	27.9	4	0	0

* excludes echelon bays which are marked on-street as individual bays

Summary by Road & Regulation Type (6m bay length)

Road Name	Kerb Type (Report)	Kerb Type (Layer)	Regulation Length (m)	No. Parking Spaces (6m bay length) *	No. Cars Parked on 22/06/2019 at 04:30	No. Cars Parked on 23/06/2019 at 03:30
Bounds Green Road	Bus Stop	Bus Stop	97.8	0	0	0
Bounds Green Road	Double Yellow Line (No Parking At Any Time)	DYL	125	0	0	0
Bounds Green Road	Pedestrian Crossing	Pedestrian Crossing	20.1	0	0	0
Bounds Green Road	Single Yellow Line & Dropped Kerb	SYL + DK	36.3	0	0	0
Bounds Green Road	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	325.5	48	0	0
Bounds Green Road	White Zigzag	White Zigzag	69	0	0	0
Braemar Avenue	Bicycles	Bicycles	2.8	0	0	0
Braemar Avenue	Double Yellow Line (No Parking At Any Time)	DYL	19.7	0	0	0
Braemar Avenue	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	2.6	0	0	0
Braemar Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Parallel	PHO WG	90.19	13	6	6
Braemar Avenue	LBH Permit WG & Pay By Phone (M-S 8am-6.30pm Max 2hrs No Return 2 hrs) Parallel	WG Pay By Phone	32.2	5	0	0
Commerce Road	LBH Permit BGE (Mon-Fri 11am-1pm) Parallel	PHO BGE	70.8	11	11	11
Commerce Road	Double Yellow Line (No Parking At Any Time)	DYL	47.4	0	0	0
Commerce Road	Yellow Zigzag (Mon-Fri 8am-4.30pm)	Yellow Zigzag	25.8	4	1	2
Cornwall Avenue	Bicycles	Bicycles	2.7	0	0	0
Cornwall Avenue	Disabled	Disabled	8.2	2	1	1
Cornwall Avenue	Double Yellow Line (No Parking At Any Time)	DYL + DK	21.3	0	0	0
Cornwall Avenue	Single Yellow Line & Dropped Kerb	SYL + DK	12.1	0	0	0
Cornwall Avenue	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	25.8	3	0	0
Cornwall Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Parallel	PHO WG	159.8	25	20	21
Cornwall Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	85.1	31	20	19
Eastern Road	LBH Permit BG (Mon-Fri 10am-Noon) Parallel	PHO BG	82	13	9	9
Eastern Road	LBH Permit BG (Mon-Fri 10am-Noon) Echelon	PHO BG	79.5	26	24	23
Eastern Road	Disabled	Disabled	3	1	1	1
Eastern Road	Double Yellow Line (No Parking At Any Time)	DYL	43.4	0	0	0
Eastern Road	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	12	1	0	0
Finsbury Road	LBH Permit BGE (Mon-Fri 11am-1pm) Parallel	PHO BGE	94.6	14	17	17
Finsbury Road	Double Yellow Line (No Parking At Any Time)	DYL	15.1	0	0	0
Finsbury Road	Single Yellow Line & Dropped Kerb	SYL + DK	16.5	0	1	1
Finsbury Road	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	0.8	0	0	0
Imperial Road	LBH Permit BG (Mon-Fri 10am-Noon) Parallel	PHO BG	42.1	7	5	5
Imperial Road	LBH Permit BG (Mon-Fri 10am-Noon) Echelon	PHO BG	42.5	14	10	10
Imperial Road	Double Yellow Line (No Parking At Any Time)	DYL + DK	15.3	0	0	0
Imperial Road	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	20.7	2	0	0
Nightingale Road	LBH Permit BGE (Mon-Fri 11am-1pm) Parallel	PHO BGE	75.1	11	12	11
Nightingale Road	Double Yellow Line (No Parking At Any Time)	DYL	29.9	0	0	0
Nightingale Road	Single Yellow Line & Dropped Kerb	SYL + DK	11.5	0	0	0
Nightingale Road	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	4.9	0	0	0
Northcott Avenue	Disabled	Disabled	17.4	3	2	2
Northcott Avenue	Double Yellow Line (No Parking At Any Time)	DYL + DK	21.9	0	1	2
Northcott Avenue	Single Yellow Line & Dropped Kerb	SYL + DK	5.6	0	0	0
Northcott Avenue	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	18.9	1	1	1
Northcott Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Parallel	PHO WG	90.6	12	16	16
Northcott Avenue	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	68.3	24	20	19
Northcott Avenue	LBH Permit WG & Pay By Phone (M-S 8am-6.30pm Max 2hrs No Return 2 hrs) Parallel	WG Pay By Phone	33	4	5	6
Partridge Way	Bicycles	Bicycles	2.2	3	0	0
Partridge Way	Disabled	Disabled	2.7	1	1	1
Partridge Way	Double Yellow Line (No Parking At Any Time)	DYL	4.7	0	0	0
Partridge Way	Forecourt Parking (in front of lock-up garages)	Forecourt Parking	45	7	3	4
Partridge Way	Motorcycles Only	Motorcycles Only	5.2	4	0	0
Partridge Way	Private Parking Parallel	Private Parking	178.2	69	72	71
Partridge Way	Unsuitable	Unsuitable	64.5	0	3	4
Partridge Way	Yellow Hatch	Yellow Hatch	34.6	0	0	0
Trinity Road	LBH Permit BG (Mon-Fri 10am-Noon) Parallel	PHO BG	15	2	3	3
Trinity Road	Double Yellow Line (No Parking At Any Time)	DYL	279.8	0	3	3
Trinity Road	Drop Kerb	DK	3	0	0	0
Trinity Road	Road Works	Road Works	12	0	0	0
Trinity Road	Single Yellow Line & Dropped Kerb	SYL + DK	8.6	0	0	0
Trinity Road	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	33.1	3	0	0
Trinity Road	LBH Permit WG (Mon-Sat 8am-6.30pm) Parallel	PHO WG	156.1	25	20	21

* excludes echelon bays which are marked on-street as individual bays

P2339 Survey Summary Sensibility Test (6m bay length)

Area	Kerb Type (Report)	Kerb Type (Layer)	Regulation Length (m)	No. Parking Spaces (6m bay length) *	No. Cars Parked on 22/06/2019 at 04:30	No. Cars Parked on 23/06/2019 at 03:30	Average No. Cars Parked	Average Occupancy	Average No. Vacant Bays
Local Public Highway (Excludes Partridge Way)	LBH Permit BG (Mon-Fri 10am-Noon) Parallel	PHO BG	139.1	22	17	17	17	77%	5
	LBH Permit BG (Mon-Fri 10am-Noon) Echelon	PHO BG	122.0	40	34	33	34	84%	7
	LBH Permit BGE (Mon-Fri 11am-1pm)	PHO BGE	240.5	36	40	39	40	110%	-4
	Bicycles	Bicycles	5.5	0	0	0	0	-	0
	Bus Stop	Bus Stop	97.8	0	0	0	0	-	0
	Disabled	Disabled	28.6	6	4	4	4	67%	2
	Double Yellow Line (No Parking At Any Time)	DYL	618.8	0	4	5	5	-	-5
	Drop Kerb	DK	3.0	0	0	0	0	-	0
	Pedestrian Crossing	Pedestrian Crossing	20.1	0	0	0	0	-	0
	Road Works	Road Works	12.0	0	0	0	0	-	0
	Single Yellow Line & Dropped Kerb	SYL + DK	90.6	0	1	1	1	-	-1
	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	444.3	58	1	1	1	2%	57
	LBH Permit WG (Mon-Sat 8am-6.30pm) Parallel	PHO WG	496.7	75	62	64	63	84%	12
	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	153.4	55	40	38	39	71%	16
	LBH Permit WG & Pay By Phone (M-S 8am-6.30pm Max 2hrs No Return 2 hrs)	WG Pay By Phone	65.2	9	5	6	6	61%	4
	Combined WG Spaces	PHO WG	715.3	139	107	108	108	77%	32
	White Zigzag	White Zigzag	69.0	0	0	0	0	-	0
	Yellow Zigzag (Mon-Fri 8am-4.30pm)	Yellow Zigzag	25.8	4	1	2	2	38%	3
Partridge Way (Estate)	Bicycles	Bicycles	2.2	3	0	0	0	0%	3
	Disabled	Disabled	2.7	1	1	1	1	100%	0
	Double Yellow Line (No Parking At Any Time)	DYL	4.7	0	0	0	0	-	0
	Forecourt Parking (in front of lock-up garages)	Forecourt Parking	45.0	7	3	4	4	50%	4
	Motorcycles Only	Motorcycles Only	5.2	4	0	0	0	0%	4
	Private Parking (End On)	Private Parking	178.2	69	72	71	72	104%	-3
	Unsuitable	Unsuitable	64.5	0	3	4	4	-	-4
	Yellow Hatch	Yellow Hatch	34.6	0	0	0	0	-	0

* excludes echelon bays which are marked on-street as individual bays

P2339 Survey Summary (5m bay length)

Area	Kerb Type (Report)	Kerb Type (Layer)	Regulation Length (m)	No. Parking Spaces (5m bay length) *	No. Cars Parked on 22/06/2019 at 04:30	No. Cars Parked on 23/06/2019 at 03:30	Average No. Cars Parked	Average Occupancy	Average No. Vacant Bays
Local Public Highway (Excludes Partridge Way)	LBH Permit BG (Mon-Fri 10am-Noon) Parallel	PHO BG	139.1	26	17	17	17	64%	9
	LBH Permit BG (Mon-Fri 10am-Noon) Echelon	PHO BG	122	40	34	33	34	84%	7
	LBH Permit BGE (Mon-Fri 11am-1pm)	PHO BGE	240.5	43	40	39	40	91%	4
	Bicycles	Bicycles	5.5	0	0	0	0	-	-
	Bus Stop	Bus Stop	97.8	0	0	0	0	-	-
	Disabled	Disabled	28.6	7	4	4	4	56%	3
	Double Yellow Line (No Parking At Any Time)	DYL	618.8	0	4	5	5	-	-5
	Drop Kerb	DK	3	0	0	0	0	-	-
	Pedestrian Crossing	Pedestrian Crossing	20.1	0	0	0	0	-	-
	Road Works	Road Works	12	0	0	0	0	-	-
	Single Yellow Line & Dropped Kerb	SYL + DK	90.6	0	1	1	1	-	-1
	Single Yellow Line (Mon-Sat 8am-6.30pm)	SYL	444.3	70	1	1	1	1%	69
	LBH Permit WG (Mon-Sat 8am-6.30pm) Parallel	PHO WG	496.69	90	62	64	63	70%	27
	LBH Permit WG (Mon-Sat 8am-6.30pm) Echelon	PHO WG	153.4	55	40	38	39	71%	16
	LBH Permit WG & Pay By Phone (M-S 8am-6.30pm Max 2hrs No Return 2 hrs)	WG Pay By Phone	65.2	11	5	6	6	51%	5
	Combined WG Spaces	PHO WG	715.29	156	107	108	108	69%	48
	White Zigzag	White Zigzag	69	0	0	0	0	-	-
	Yellow Zigzag (Mon-Fri 8am-4.30pm)	Yellow Zigzag	25.8	5	1	2	2	31%	3
Partridge Way (Estate)	Bicycles	Bicycles	2.2	4	0	0	0	0%	4
	Disabled	Disabled	2.7	1	1	1	1	100%	0
	Double Yellow Line (No Parking At Any Time)	DYL	4.7	0	0	0	0	-	0
	Forecourt Parking (in front of lock-up garages)	Forecourt Parking	45	8	3	4	4	42%	5
	Motorcycles Only	Motorcycles Only	5.2	5	0	0	0	0%	5
	Private Parking (End On)	Private Parking	178.2	69	72	71	72	104%	-3
	Unsuitable	Unsuitable	64.5	0	3	4	4	-	-4
	Yellow Hatch	Yellow Hatch	34.6	0	0	0	0	-	0

* excludes end on bays which are marked on-street as individual bays

Notes	On 22/06/2019 at 04:30 a total of 5 cars parked in the Estate did not have an Estate Parking Permit On 22/06/2019 at 03:30 a total of 4 cars parked in the Estate did not have an Estate Parking Permit
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Appendix F Trip Generation Assessment

TRIP RATE for Land Use 03 - RESIDENTIAL/A - FLATS PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: TOTAL PEOPLE

Proposal = 23

	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Proposed Trips	No. Days	Ave. DWELLS	Trip Rate	Proposed Trips	No. Days	Ave. DWELLS	Trip Rate	Proposed Trips
Time Range												
00:00-01:00												
01:00-02:00												
02:00-03:00												
03:00-04:00												
04:00-05:00												
05:00-06:00												
06:00-07:00												
07:00-08:00	32	65	0.064	1	32	65	0.261	6	32	65	0.325	7
08:00-09:00	32	65	0.106	2	32	65	0.421	10	32	65	0.527	12
09:00-10:00	32	65	0.101	2	32	65	0.209	5	32	65	0.31	7
10:00-11:00	32	65	0.112	3	32	65	0.176	4	32	65	0.288	7
11:00-12:00	32	65	0.128	3	32	65	0.145	3	32	65	0.273	6
12:00-13:00	32	65	0.154	4	32	65	0.163	4	32	65	0.317	7
13:00-14:00	32	65	0.153	4	32	65	0.166	4	32	65	0.319	7
14:00-15:00	32	65	0.138	3	32	65	0.155	4	32	65	0.293	7
15:00-16:00	32	65	0.23	5	32	65	0.123	3	32	65	0.353	8
16:00-17:00	32	65	0.24	6	32	65	0.155	4	32	65	0.395	9
17:00-18:00	32	65	0.313	7	32	65	0.173	4	32	65	0.486	11
18:00-19:00	32	65	0.303	7	32	65	0.139	3	32	65	0.442	10
19:00-20:00	5	85	0.282	6	5	85	0.153	4	5	85	0.435	10
20:00-21:00	5	85	0.181	4	5	85	0.12	3	5	85	0.301	7
21:00-22:00	3	34	0.255	6	3	34	0.108	2	3	34	0.363	8
22:00-23:00												
23:00-24:00												
Daily Trip Rates:			2.76	63			2.667	61			5.427	125

Q5703EW - Method of Travel to Work (2001 specification)
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population All usual residents aged 16 to 74
units Persons
area type 2011 super output areas - middle layer
area name E02000400 : Haringey 004

	With Parking		Car Free			
	Persons	Split	Persons	Split		
Underground, metro, light rail, tram	1,425	43%	1876	56%	1,425	56%
Train	348	10%	458	14%	348	14%
Bus, minibus or coach	390	12%	514	15%	390	15%
Taxi	16	0%	21	1%	16	1%
Motorcycle, scooter or moped	41	1%	54	2%	41	2%
Driving a car or van	801	24%	-	-		0%
Passenger in a car or van	44	1%	58	2%	44	2%
Bicycle	104	3%	137	4%	104	4%
On foot	150	5%	198	6%	150	6%
Other method of travel to work	11	0%	14	0%	11	0%
Total	3,330	100%	3330	100%	2,529	100%

With Parking	Underground, metro, light rail, tram		Train		Bus, minibus or coach		Taxi		Motorcycle, scooter or moped		Driving a car or van		Passenger in a car or van		Bicycle		On foot		Other method of travel to work		Total	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
07:00	1	3	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	6
08:00	1	4	0	1	0	1	0	0	0	0	1	2	0	0	0	0	0	0	0	0	2	10
09:00	1	2	0	1	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	5
10:00	1	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3	4
11:00	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3	3
12:00	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	4	4
13:00	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	4	4
14:00	1	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3	4
15:00	2	1	1	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	5	3
16:00	2	2	1	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	6	4
17:00	3	2	1	0	1	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	7	4
18:00	3	1	1	0	1	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	7	3
19:00	3	2	1	0	1	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	6	4
20:00	2	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	4	3
21:00	3	1	1	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	6	2
Total	27	26	7	6	7	7	0	0	1	1	15	15	1	1	2	2	3	3	0	0	63	61

Car Free	Underground, metro, light rail, tram		Train		Bus, minibus or coach		Taxi		Motorcycle, scooter or moped		Driving a car or van		Passenger in a car or van		Bicycle		On foot		Other method of travel to work		Total	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
07:00	1	3	0	1	0	1	0	0	0	0			0	0	0	0	0	0	0	0	1	6
08:00	1	5	0	1	0	1	0	0	0	0			0	0	0	0	0	1	0	0	2	10
09:00	1	3	0	1	0	1	0	0	0	0			0	0	0	0	0	0	0	0	2	5
10:00	1	2	0	1	0	1	0	0	0	0			0	0	0	0	0	0	0	0	3	4
11:00	2	2	0	0	0	1	0	0	0	0			0	0	0	0	0	0	0	0	3	3
12:00	2	2	0	1	1	1	0	0	0	0			0	0	0	0	0	0	0	0	4	4
13:00	2	2	0	1	1	1	0	0	0	0			0	0	0	0	0	0	0	0	4	4
14:00	2	2	0	0	0	1	0	0	0	0			0	0	0	0	0	0	0	0	3	4
15:00	3	2	1	0	1	0	0	0	0	0			0	0	0	0	0	0	0	0	5	3
16:00	3	2	1	0	1	1	0	0	0	0			0	0	0	0	0	0	0	0	6	4
17:00	4	2	1	1	1	1	0	0	0	0			0	0	0	0	0	0	0	0	7	4
18:00	4	2	1	0	1	0	0	0	0	0			0	0	0	0	0	0	0	0	7	3
19:00	4	2	1	0	1	1	0	0	0	0			0	0	0	0	0	0	0	0	6	4
20:00	2	2	1	0	1	0	0	0	0	0			0	0	0	0	0	0	0	0	4	3
21:00	3	1	1	0	1	0	0	0	0	0			0	0	0	0	0	0	0	0	6	2
Total	36	35	9	8	10	9	0	0	1	1	0	0	1	1	3	3	4	4	0	0	63	61

TRICS 7.3.2

Trip Rate Parameter: Number of dwellings

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use 03 - RESIDENTIAL

Category C - FLATS PRIVATELY OWNED

MULTI-MODAL VEHICLES

Selected regions and areas:

1 GREATER LONDON

CN	CAMDEN	1 days
HG	HARINGEY	1 days
HK	HACKNEY	3 days
HM	HAMMERSMITH AND FULHAM	1 days
HO	HOUNSLOW	2 days
HV	HAVERING	1 days
IS	ISLINGTON	3 days
KI	KINGSTON	1 days
KN	KENSINGTON AND CHELSEA	3 days
NH	NEWHAM	1 days
SK	SOUTHWARK	2 days
TH	TOWER HAMLETS	3 days
WH	WANDSWORTH	1 days

2 SOUTH EAST

EX	ESSEX	2 days
HC	HAMPSHIRE	1 days
HF	HERTFORDSHIRE	1 days
OX	OXFORDSHIRE	1 days
SC	SURREY	4 days

Filtering Stage 2 selection:

Parameter: Number of dwellings

Actual Range: 6 to 530 (units:)

Range Selected by User: 6 to 20 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 23/04/15

Selected survey days:

Monday	3 days
Tuesday	5 days
Wednesday	10 days
Thursday	5 days
Friday	3 days
Saturday	4 days
Sunday	2 days

Selected survey types:

Manual count	32 days
Directional ATC Count	0 days

Selected Locations:

Town Centre	4
Edge of Town Centre	12
Suburban Area (PPS6 Out of Centre)	13
Edge of Town	2
Neighbourhood Centre (PPS6 Local)	1
Free Standing (PPS6 Out of Town)	0
Not Known	0

Selected Location Sub Categories:

Industrial Zone	0
Commercial Zone	1
Development Zone	0
Residential Zone	18
Retail Zone	0
Built-Up Zone	9
Village	0
Out of Town	0
High Street	1

No Sub Category 3

Filtering Stage 3 selection:

Use Class:
C1 1 days
C3 31 days

Population within 1 mile:
1,001 to 5,000 3 days
5,001 to 10,000 2 days
10,001 to 15,000 3 days
15,001 to 20,000 1 days
25,001 to 50,000 7 days
50,001 to 100,000 12 days
100,001 or More 4 days

Population within 5 miles:
100,001 to 125,000 2 days
125,001 to 250,000 8 days
250,001 to 500,000 2 days
500,001 or More 20 days

Car ownership within 5 miles:
0.5 or Less 9 days
0.6 to 1.0 12 days
1.1 to 1.5 11 days

Travel Plan:
Yes 3 days
No 29 days

LIST OF SITES relevant to selection parameters

1	CN-03-C-01 OVAL ROAD REGENTS PARK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 12 Survey date: FRIDAY 07/11/2008	BLOCK OF F CAMDEN		Survey Type: MANUAL
2	EX-03-C-01 WESTCLIFF PARADE WESTCLIFF SOUTHEND-ON-SEA Edge of Town Centre Residential Zone Total Number of dwellings: 6 Survey date: TUESDAY 22/10/2013	FLATS ESSEX		Survey Type: MANUAL
3	EX-03-C-02 WESTCLIFF PARADE WESTCLIFF SOUTHEND-ON-SEA Edge of Town Centre Residential Zone Total Number of dwellings: 94 Survey date: TUESDAY 22/10/2013	BLOCK OF F ESSEX		Survey Type: MANUAL
4	HC-03-C-02 WORTING ROAD BASINGSTOKE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 16 Survey date: THURSDAY 21/10/2010	FLATS HAMPSHIRE		Survey Type: MANUAL
5	HF-03-C-02 BRIDGE ROAD EAST WELWYN GARDEN CITY Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings: 86 Survey date: WEDNESDAY 16/07/2008	FLATS HERTFORDSHIRE		Survey Type: MANUAL

6	HG-03-C-02 HIGH ROAD WOODSIDE PARK WOOD GREEN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 30 Survey date: WEDNESDA 01/10/2014	BLOCK OF F HARINGEY	Survey Type: MANUAL
7	HK-03-C-01 UNION WALK SHOREDITCH Edge of Town Commercial Zone Total Number of dwellings: 17 Survey date: SATURDAY 15/11/2008	BLOCK OF F HACKNEY	Survey Type: MANUAL
8	HK-03-C-02 HOXTON SHOREDITCH Town Centre Built-Up Zone Total Number of dwellings: 9 Survey date: TUESDAY 11/11/2008	BLOCK OF F HACKNEY	Survey Type: MANUAL
9	HK-03-C-03 GREEN LANES MANOR HOUSE FINSBURY PARK Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 10 Survey date: WEDNESDA 24/09/2014	BLOCK OF F HACKNEY	Survey Type: MANUAL
10	HM-03-C-01 VANSTON PLACE FULHAM Town Centre High Street Total Number of dwellings: 42 Survey date: WEDNESDA 16/07/2014	BLOCK OF F HAMMERSMITH AND FULHAM	Survey Type: MANUAL
11	HO-03-C-01 VINE PLACE HOUNSLOW Edge of Town Centre No Sub Category Total Number of dwellings: 15 Survey date: SATURDAY 19/06/2010	BLOCK OF F HOUNSLOW	Survey Type: MANUAL
12	HO-03-C-02 HIGH STREET BRENTFORD Town Centre Built-Up Zone Total Number of dwellings: 86 Survey date: WEDNESDA 03/09/2014	BLOCK OF F HOUNSLOW	Survey Type: MANUAL
13	HV-03-C-01 WATERLOO ROAD ROMFORD Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Number of dwellings: 530 Survey date: WEDNESDA 25/06/2014	BLOCKS OF HAVERING	Survey Type: MANUAL
14	IS-03-C-01 RAMSEY WALK ISLINGTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 31 Survey date: TUESDAY 04/11/2008	FLATS ISLINGTON	Survey Type: MANUAL
15	IS-03-C-02 COLLINS YARD	FLATS ISLINGTON	

	ANGEL ISLINGTON Town Centre Built-Up Zone Total Number of dwellings: 21 Survey date: SUNDAY 16/11/2008	Survey Type: MANUAL
16	IS-03-C-03 FLORENCE STREET ISLINGTON Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 9 Survey date: THURSDAY 21/11/2013	Survey Type: MANUAL
17	KI-03-C-02 SOPWITH WAY KINGSTON UPON THAMES Edge of Town Centre No Sub Category Total Number of dwellings: 132 Survey date: MONDAY 14/06/2010	Survey Type: MANUAL
18	KN-03-C-01 UXBRIDGE STREET NOTTING HILL Edge of Town Centre Residential Zone Total Number of dwellings: 16 Survey date: THURSDAY 15/10/2009	Survey Type: MANUAL
19	KN-03-C-02 BECKFORD CLOSE SOUTH KENSINGTON Edge of Town Centre Residential Zone Total Number of dwellings: 294 Survey date: TUESDAY 15/06/2010	Survey Type: MANUAL
20	KN-03-C-03 ALLEN STREET KENSINGTON Edge of Town Centre Residential Zone Total Number of dwellings: 72 Survey date: FRIDAY 11/05/2012	Survey Type: MANUAL
21	NH-03-C-01 ARTHINGWORTH STREET STRATFORD Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of dwellings: 12 Survey date: THURSDAY 14/11/2013	Survey Type: MANUAL
22	OX-03-C-01 OXFORD ROAD COWLEY OXFORD Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 14 Survey date: WEDNESDAY 20/10/2010	Survey Type: MANUAL
23	SC-03-C-01 HEATHCOTE ROAD CAMBERLEY Edge of Town Centre Residential Zone Total Number of dwellings: 140 Survey date: MONDAY 21/07/2008	Survey Type: MANUAL
24	SC-03-C-02 CONSTITUTION HILL WOKING Suburban Area (PPS6 Out of Centre)	

	Built-Up Zone Total Number of dwellings: 36 Survey date: WEDNESDA 23/07/2008	Survey Type: MANUAL
25	SC-03-C-03 KINGS ROAD WOKING Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 52 Survey date: SATURDAY 19/07/2008	Survey Type: MANUAL
26	SC-03-C-04 LONDON ROAD BURPHAM GUILDFORD Edge of Town Residential Zone Total Number of dwellings: 72 Survey date: SATURDAY 23/10/2010	Survey Type: MANUAL
27	SK-03-C-01 PARK STREET SOUTHWARK Edge of Town Centre Built-Up Zone Total Number of dwellings: 53 Survey date: FRIDAY 19/09/2014	Survey Type: MANUAL
28	SK-03-C-02 LAMB WALK BERMONDSEY Edge of Town Centre Built-Up Zone Total Number of dwellings: 29 Survey date: THURSDAY 23/04/2015	Survey Type: MANUAL
29	TH-03-C-01 BACK CHURCH LANE ALDGATE Edge of Town Centre Built-Up Zone Total Number of dwellings: 32 Survey date: SUNDAY 09/11/2008	Survey Type: MANUAL
30	TH-03-C-02 BURNHAM STREET BETHNAL GREEN Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Number of dwellings: 24 Survey date: MONDAY 10/11/2008	Survey Type: MANUAL
31	TH-03-C-03 PALMERS ROAD BETHNAL GREEN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 69 Survey date: WEDNESDA 12/11/2008	Survey Type: MANUAL
32	WH-03-C-01 AMIES STREET CLAPHAM JUNCTION Edge of Town Centre Residential Zone Total Number of dwellings: 30 Survey date: WEDNESDA 09/05/2012	Survey Type: MANUAL