

Proposed Mixed Use Development 613 – 615 Green Lanes, Palmers Green London N13 4EP

Transport Statement

November 2023



PTP

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Green Lanes, Palmers Green

Transport Statement

November 2023

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Approved

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Document Number 21469-PTPR-01

Date Issued

November 2023

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1 Introduction

- 1.1 PT Planners (PTP) has been appointed to advise on the transport issues associated with a planning application proposing the redevelopment and refurbishment of the existing property at 613-615 Green Lanes, Palmers Green, London N13 4EP.
- 1.2 The site is situated on the western side of Green Lanes close to its junctions with Woodberry Avenue and Barrowell Green and is located within a short walking distance of a wide range of local facilities and public transport services. These include Palmers Green District Centre to the south, Winchmore Hill local facilities to the north, bus services along Green Lanes and a number of local schools. The site also lies within walking distance of both Winchmore Hill and Palmers Green rail stations. The site is therefore a highly sustainable location in transport terms for the type and scale of development proposed.
- 1.3 The site is currently occupied by a part single part two-storey mixed use building comprising commercial units plus 4 residential units. The proposals involve the refurbishment, internal reconfiguration and extension to the existing building with the retention of two commercial units and the provision of 8 residential units with improved access, cycle parking and servicing arrangements. A total of 4 additional residential units are proposed. when compared with the existing situation with a reduction in commercial floor space. Due to the site proximity to extensive local facilities and public transport services no on-site vehicle parking is proposed. To demonstrate that this will not impact on existing parking within adjacent streets a parking stress survey has been undertaken in accordance with the Lambeth Methodology.
- 1.4 This Transport Statement (TS) investigates the transport implications of the proposed development having consideration to the following issues:
- (i) The site accessibility by non-car modes of transport and the opportunities for residents to travel by public transport, on foot and by cycle.
 - (ii) The relevant transport and parking policies published within the NPPF and London Plan.

- (iii) The proposed on-site car and cycle parking provision with reference to the relevant adopted standards and the needs of the development.
- (iv) The proposed servicing arrangements.
- (v) The peak hour trip generation associated with the 4 additional dwellings proposed to establish the potential impact of the development over the local transport network.
- (vi) The potential impact on parking within adjacent streets.

1.5 Following this introduction, the TS is structured as follows:

Section 2.0, Existing Conditions: Provides a description of the site, the surrounding area, the local highway / transport networks and the facilities available to facilitate access by modes of transport other than the car.

Section 3.0, Proposed Development: Provides a summary of the development proposals including the access arrangements for all modes of transport. This section also includes proposals for servicing and provides details and a justification for the level of car and cycle parking proposed in accordance the London Plan and LB Redbridge standards and requirements.

Section 4.0, Transport Issues: Makes predictions for the level of peak hour trips by all modes generated by the development to determine the potential impact on the local transport network. This section also presents the results of an on-street parking stress survey recently undertaken which demonstrates that there will be ample capacity within local streets to accommodate any parking demands generated by the 4 additional dwellings proposed.

Section 5.0, Summary and Conclusions: Presents a summary of the report and draws together its conclusions.

2 Existing Conditions

Development Site

- 2.1 The site is situated on the western side of Green Lanes close to its junctions with Woodberry Avenue and Barrowell Green. It is occupied by a mixed use building in three sections. The front and middle sections are two storey with the rear section being single storey. The front element is purely commercial, the middle section is predominantly residential and the rear section is residential with an element of commercial. At present the building accommodates a total of 4 residential and 5 commercial units.
- 2.2 The site is bounded to the north by the rear gardens of dwellings fronting Woodberry Avenue, to the east by Green Lanes, to the south by a wide public footpath linking Green Lanes with Lytton Avenue and to the west by a bungalow within Lytton Avenue. The area surrounding the site is predominantly residential with some commercial properties fronting Green Lanes. It falls under the jurisdiction of the London Borough of Enfield (LB Enfield) as the planning / highway authority. **Figure 2.1** illustrates the site location and the existing site and building layout can be seen at **Appendix A**.

Existing Access Arrangements

- 2.3 For vehicles the site is currently accessed via a surfaced dropped kerb crossover which connects to the western side of Green Lanes. This serves a hardstanding area to the front of the building which is used for parking and deliveries. This area has capacity for two parked vehicles at present. Access for pedestrians is gained directly to Green Lanes and to the footway at the site southern boundary. The existing access layout can be seen at **Appendix A** and **Image 2.1** below illustrates the Green Lanes frontage.

Image 2.1: Green Lanes Site Frontage



The Local Highway Network

2.4 Green Lanes at the site frontage forms part of the A105 which is a primary route and runs from Canonbury to Enfield Town. In the local site area it links the Winchmore Hill Local Centre to the north with Palmers Green District Centre to the south. At the frontage Green Lanes is street lit, subject to a 30 mph speed limit and benefits from wide footways that run on either side of the carriageway. It is also a bus route with numerous stops located a short distance from the site and a designated cycle route number C20 with a dedicated off-road cycle lane located at the site frontage.

2.5 In the immediate site area Green Lanes serves predominantly residential uses along with a parade of shops / businesses opposite the site and a large Sainsbury's supermarket located a short distance to the north. To the north of the site this road provides pedestrian and cycle access to the wide range of facilities available within the Winchmore Hill Local Centre which includes Winchmore Hill rail station via Station Road. To the south Green Lanes provides access to a wider range of facilities available within the Palmers Green District Centre including Palmers Green Station. Both stations are located within a reasonable walking and short cycling distance. **Figure 2.1** illustrates that site in relation to the highway and transport networks described.

Accessibility

2.6 The application site is located within a short walking / cycling distance of a wide range of local facilities available including shops and businesses along Green Lanes, the Winchmore Hill Local Centre, Palmers Green District Centre and local bus services. The site is also within a reasonable walking and short cycling distance of local schools and Winchmore Hill / Palmers Green rail stations. The site location will therefore enable residents to travel on foot, by cycle and using public transport for a wide range of day to day journeys.

Access on Foot

2.7 Walking is the most important mode of transport for journeys at a local level with data from the National Travel Survey (NTS) confirming that 76% of trips over distances of up to one mile, which equates to 1600m, were undertaken on foot. More detailed advice on locating developments to encourage pedestrian trips can be found within the document “Providing for Journeys on Foot” published by the Chartered Institute of Highways and Transportation (CIHT). This document gives advice on the acceptable walking distances to a variety of local facilities. It recommends a maximum walking distance of 800m for local / town centre facilities and 2000m for schools.

2.8 The application site area benefits from an existing well developed footway network that enables connections between the site and local facilities / public transport services. **Table 2.1** illustrates the walking / cycling distances between the application site entrance and key local amenities / services. **Figure 2.1** illustrates the site in relation to these facilities and **Figure 2.2** illustrates the 1600m pedestrian catchment.

Table 2.1: Access to Local Facilities

Facility	Walking Distance From Site Entrance
Local Shops Green Lanes	20m – 60m
Bus Stops Green Lanes	80m
Local Food Retail Sainsburys Supermarket	300m
Local Centre Facilities Winchmore Hill	500m
District Centre Facilities Palmers Green	600m
Education Facilities Palmers Green High School Winchmore School Highfield Primary School	750m 800m 800m
Rail Services Winchmore Hill Palmers Green	1000m 1200m

2.9 The table illustrates that key local facilities, including public transport services, can be accessed on foot well within 1600m and within the CIHT distance thresholds. The application site is therefore well placed to enable residents to undertake a wide range of day to day to day journeys on foot.

Access by Bicycle

2.10 It is commonly accepted that trips made by cycle have the potential to substitute for car journeys for distances up to 5 km. This catchment, centred on the site can be seen at **Figure 2.2**. **Table 2.1** illustrates key local facilities are accessible within a very short cycling distance and well within 5 km. In addition, Green Lanes which runs past the site is a designated cycle route number C20 which includes a segregated off-road cycle lane at the site frontage. This connects to a further cycle route between Palmers Green and Edmonton via Barrowell Green which

has recently been implemented. Plans illustrating the designated local cycle routes can be seen at **Appendix B**. Overall the application site is well placed to promote cycle trips.

Access by Bus

- 2.11 The nearest bus stops are located on Green Lanes only 80m from the site entrance. These stops are served by the 329 and N29 bus routes which provide a high frequency service of 1 bus every 10 minutes or better at peak times between Enfield Town, Turnpike Lane and Central London. These routes also provide access to London Underground services, the closest being Wood Green. The relevant advice on locating developments to encourage journeys by bus can be found within the document “Planning for Public Transport in Developments”, published by the CIHT. This advises that bus stops should be located 400m from a development although slightly longer walking distances are not considered to be a significant deterrent to bus use. **Figure 2.1** and **Table 2.1** illustrate that the closest stops located on Green Lanes are well within the 400m CIHT distance threshold.

Access by Rail

- 2.12 The nearest rail stations to the site are Winchmore Hill and Palmers Green located to the north and south of the site respectively. Both stations are located within a reasonable walking a short cycling distance. The distance between the site and Winchmore Hill (1000m) equates to a walking time only 12 minutes. Trains at both stations are operated by Great Northern between Stevenage and Central London (Moorgate) with a good service frequency of 4 trains per hour at peak times. The application site is therefore well placed for residents to commute by train.

Accessibility Summary

- 2.13 Overall, the review of the sites accessibility by non-car modes demonstrates that it is located within a short walking / cycling distance of local facilities in including frequent bus services, local and district centre facilities plus rail services. The site is also well placed to facilitate cycle trips with Green Lanes immediately adjacent to the site being a designated cycle route with off-road provision. The application

site is therefore highly accessible and can promote sustainable travel patterns and encourage travel by non-car modes. This conclusion is supported by London Plan Policy H2 which advises that residential developments within 800m of a town centre boundary should be considered sustainable and should be supported. As shown at **Table 2.1** the site is located within 800m of the Winchmore Hill Local Centre and Palmers Green District Centre.

3 Proposed Development

Development Proposals

- 3.1 The site is currently occupied by a mixed – use, predominantly two storey building which accommodates a total of 4 residential and 5 commercial units. The planning application involves the refurbishment, internal reconfiguration and extension to the existing building with the retention of two commercial units and the provision of 8 residential units with improved access, cycle parking and servicing arrangements. The residential element will comprise 3 x 3 beds, 2 x 2 beds, 2 x 1 bed and 1x studio. When compared with the existing situation a total of 4 additional residential units are proposed with a reduction in commercial floor space. The proposed scheme layout plans can be seen at **Appendix C** which illustrates that the section of the site fronting Green Lanes will be retained for a commercial use, with residential units arranged to the rear.

Access / Parking / Servicing Proposals

- 3.2 As shown by the scheme layout plans the development will continue to provide pedestrian access to Green Lanes and the footway at the site southern boundary. Given its sustainable location in transport terms the site will however no longer provide dedicated vehicle parking with the existing hardstanding area at the Green Lanes frontage re-configured to improve the pedestrian realm and access and this area will also now accommodate additional cycle parking and new bin stores.
- 3.3 In relation to vehicle parking, London Plan Policy T6 outlines that car-free development should be the starting point for all development proposals in places that are well-connected by public transport. It also advises that developments in town centres generally have good access to a range of services within walking distance, and so car-free lifestyles are a realistic option. Section 2 of the TS has demonstrated that the application site is highly sustainable in transport terms, being located within a convenient walking distance of local bus services and Winchmore Hill / Palmers Green rail stations. In addition, it is located within a short walking distance of a wide range of local services and amenities including food retail at Green Lanes, a number of local schools plus the Winchmore Hill

Local Centre and Palmers Green District Centre. For these reasons it is considered that the application site is a suitable location for a car-free development that will be in keeping with London Plan Policy T6. To demonstrate that this proposal will not impact on parking within adjacent streets, Section 4 of the TS presents the results of a parking stress survey recently undertaken.

3.4 The development will provide 8 residential units comprising 3 x 3 bed, 2 x 2 beds and 2 x 1 bed units plus 1 studio. In addition, two commercial units will be retained. In relation to cycle parking Policy T5 of the London Plan and its associated cycle parking standards require the provision of a total of 13 long stay spaces for the dwellings proposed plus 3 short stay spaces. The scale of retained commercial space would require the provision of one long stay cycle space. As shown by the scheme layout plan at **Appendix C** cycle parking provision in accordance with these standards will be provided within secure and covered cycle stores in accordance with the London Cycle Design standards. These will be located within the hardstanding area at the site frontage and a number of other locations within development that will be easily accessible for residents. The commercial cycle store will be within its own enclosure within the commercial frontage.

3.5 The hardstanding area will also accommodate enclosed bin stores which will provide sufficient capacity for the proposed general and recyclable refuse storage demands in accordance with the LB Enfield requirements. Refuse collections and deliveries will take place from Green Lanes as per the existing situation.

4 Transport Issues

Transport Impacts

- 4.1 The proposed scheme will be a car free development and therefore no material traffic generation is anticipated. In addition, the commercial element of the development will be reduced in scale when compared with the existing situation and therefore only it is only necessary to consider transport impact issues for the additional residential units proposed. To establish the potential impact of the 4 additional residential units on existing transport networks and facilities in the vicinity of the site, this section of the report makes predictions for the weekday peak hour person trips by all modes generated by the development. Trip predictions have been derived from surveys undertaken at suitable comparison sites provided by the TRICS Database. Weekday 08.00-09.00 and 17.00-18.00 peak hour assessment periods have been chosen when a combination of network trips and trips associated with the development will reach a maximum. The resulting trip rates per dwelling are shown within **Table 4.1**. **Table 4.2** illustrates the resulting person trips with these rates applied to the additional 4 units proposed. The full TRICS data used can be seen at **Appendix D**.

Table 4.1: Residential Trip Rates (All Modes)

Time Period	Trip Rate (Per Dwelling)		
	Arrivals	Departures	Totals
08.00-09.00	0.093	0.434	0.527
17.00-18.00	0.296	0.154	0.450

Table 4.2: Residential Person Trips

Time Period	Person Trips		
	Arrivals	Departures	Totals
08.00-09.00	0	2	2
17.00-18.00	1	1	2

- 4.2 The above tables illustrate that the additional dwellings proposed will generate a negligible number of trips during weekday AM and PM peak hours. This is not

likely to impact on the operation of existing transport networks given the current scale of provision within the application site area which includes frequent rail and bus services along with dedicated cycle routes.

Parking Impacts

- 4.3 Being a car free development and given the site proximity to local facilities and frequent public transport services, the proposals are not anticipated to generate a material demand for parking either on or off site. However, to demonstrate that the development will not impact on existing parking within adjacent streets a parking stress survey has been commissioned in accordance with the Lambeth Methodology. The survey was undertaken during two weekday nights on Wednesday 27th and Friday 29th September 2023 and recorded the number of parked vehicles and available spaces within a 200m walking distance of the site. The full results and plans illustrating the parking beats can be seen at **Appendix E**.
- 4.4 **The survey results confirm that within the survey area as a whole on both days a significant number of vacant parking spaces were available amounting to 21 spaces on Wednesday and 27 spaces on Friday. Given the modest scale of additional development proposed (4 residential units) it is evident that adjacent streets will provide more than ample capacity to accommodate any potential parking demand generated. In addition, any parking demand associated with the residential element of the scheme will be offset by the reduction in the site commercial element. This will further mitigate any potential impact and the development will not therefore have a detrimental impact on existing resident on-street parking in the local area.**

5 Summary and Conclusions

Summary

- 5.1 This Transport Statement (TS) has investigated the transport issues associated with a planning application proposing the redevelopment and refurbishment of the existing property at 613-615 Green Lanes, Palmers Green, London N13 4EP. The site is currently occupied by a part single part two-storey mixed use building comprising commercial units plus 4 residential units. The proposals involve the refurbishment, internal reconfiguration and extension to the existing building with the retention of two commercial units and the provision of 8 residential units with improved access, cycle parking and servicing arrangements. A total of 4 additional residential units are proposed when compared with the existing situation with a reduction in commercial floor space.
- 5.2 The report has considered the accessibility of the site to modes of transport other than the car and put forward access proposals involving the retention of the existing site access points to Green Lane and a footway to the south of the site. It has also presented details for servicing and on-site cycle parking provision with reference to the relevant London Plan standards. No on-site car parking is envisaged in accordance with London Plan policy requirements. Transport impact issues have been investigated via an assessment of the peak hour trip generation associated with 4 additional dwellings to determine the potential impact on local transport networks. In addition, the report has presented the results of a parking stress survey recently undertaken to establish the available on-street parking capacity in the vicinity of the site.

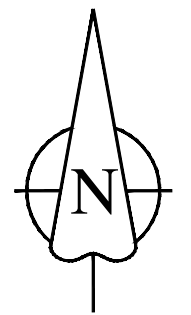
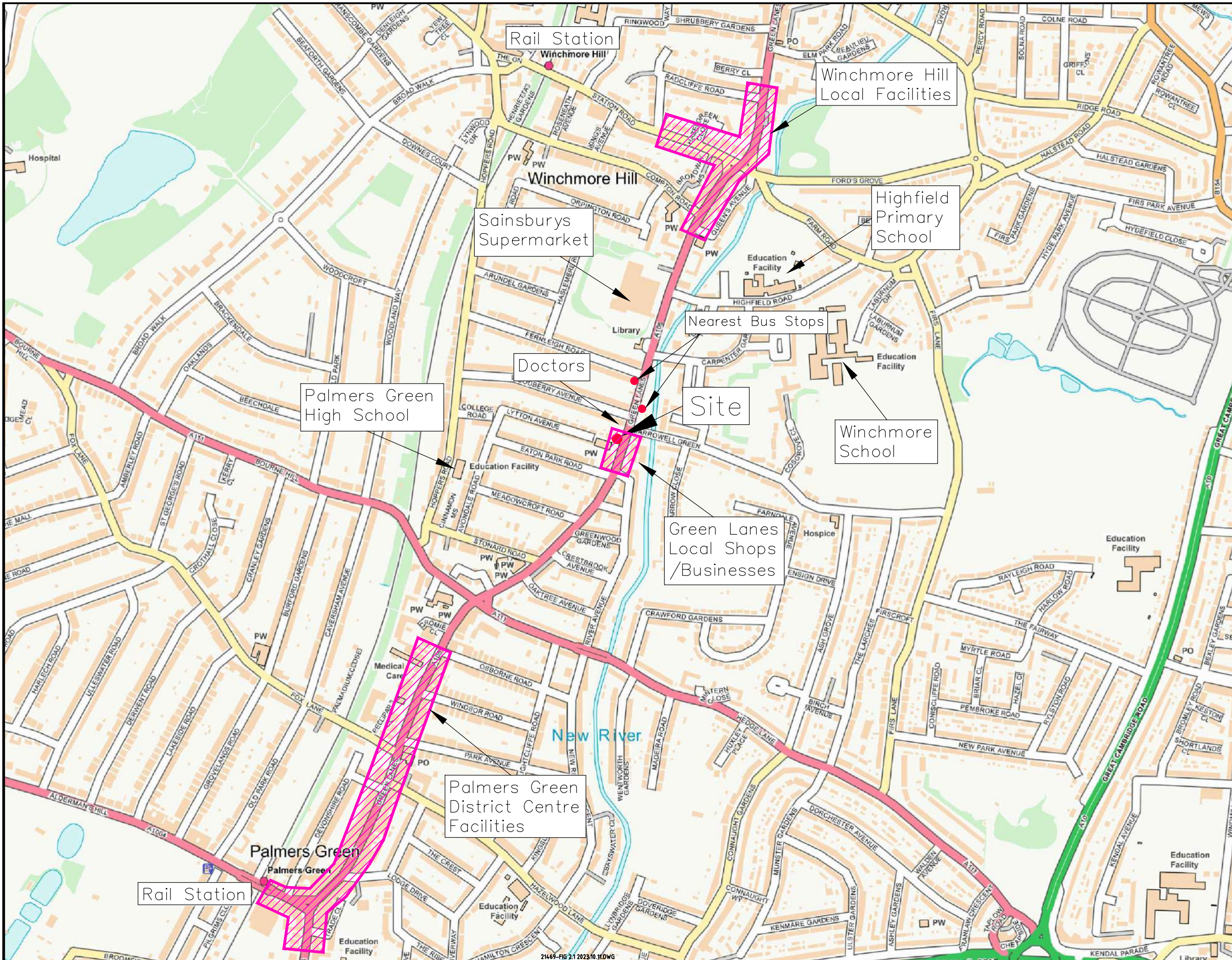
Conclusions

- 5.3 Further to the assessments undertaken, the following main conclusions can be drawn:
- (i) The site is highly sustainable in transport terms, being located within a convenient walking distance of local bus services and Winchmore Hill / Palmers Green rail stations. In addition, it is located within a short walking distance of a wide range of local services and amenities including food

retail at Green Lanes, a number of local schools plus the Winchmore Hill Local Centre and Palmers Green District Centre. The site is also well placed to facilitate cycle trips with Green Lanes immediately adjacent being a designated cycle route with off-road provision. For these reasons it is considered that the application site is a suitable location for a car-free development that will be in keeping with London Plan Policy T6. This conclusion is supported by London Plan Policy H2 which advises that residential developments within 800m of a town centre boundary should be considered sustainable and should be supported. The TS has demonstrated that the site is located within 800m of the Winchmore Hill Local Centre and Palmers Green District Centre.

- (ii) Suitable access and servicing for the development can be provided via the retained hardstanding area at the building frontage to Green Lanes which will benefit from an improved bin store area and the addition of covered and secure cycle parking facilities. The level of cycle parking proposed for the development complies with Policy T5 of the London Plan and its associated cycle parking standards.
- (iii) The development will generate a negligible number of additional peak hour trips by all modes at peak times amounting to a maximum of only 2 trips during a weekday AM and PM peak hours. Given the current scale of transport provision within the application site area which includes frequent rail and bus services along with dedicated cycle routes it is reasonable to conclude that the development will not have a detrimental impact on the local or wider transport network.
- (iv) A parking stress survey undertaken in accordance with the Lambeth Methodology during September 2023 has demonstrated ample on-street parking capacity being available within a short 200m walk of the application site. It is therefore reasonable to conclude that the development will not have a detrimental impact on existing resident parking in the local area.

5.4 Overall the TS draws the conclusion that the development is acceptable in transport terms.



Issue	Description	Date
Status	PRELIMINARY NOT TO BE USED FOR CONSTRUCTION	
Scales	1:7500	Current Issue Signatures
Original Size	A3	Author: LJS
Height Datum	O.S.	Checker: A.RODERICK
Grid	O.S.	Approver: A.RODERICK
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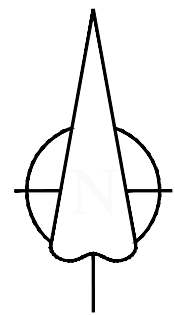
Project

**613-615 GREEN LANES
PALMERS GREEN**

Title

LOCAL FACILITIES

Drawing No.	Project No.	Rev
Fig 2.1	21469	01



Issue	Description	Date
Status	PRELIMINARY NOT TO BE USED FOR CONSTRUCTION	
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Original Size	A3	Author: LJS
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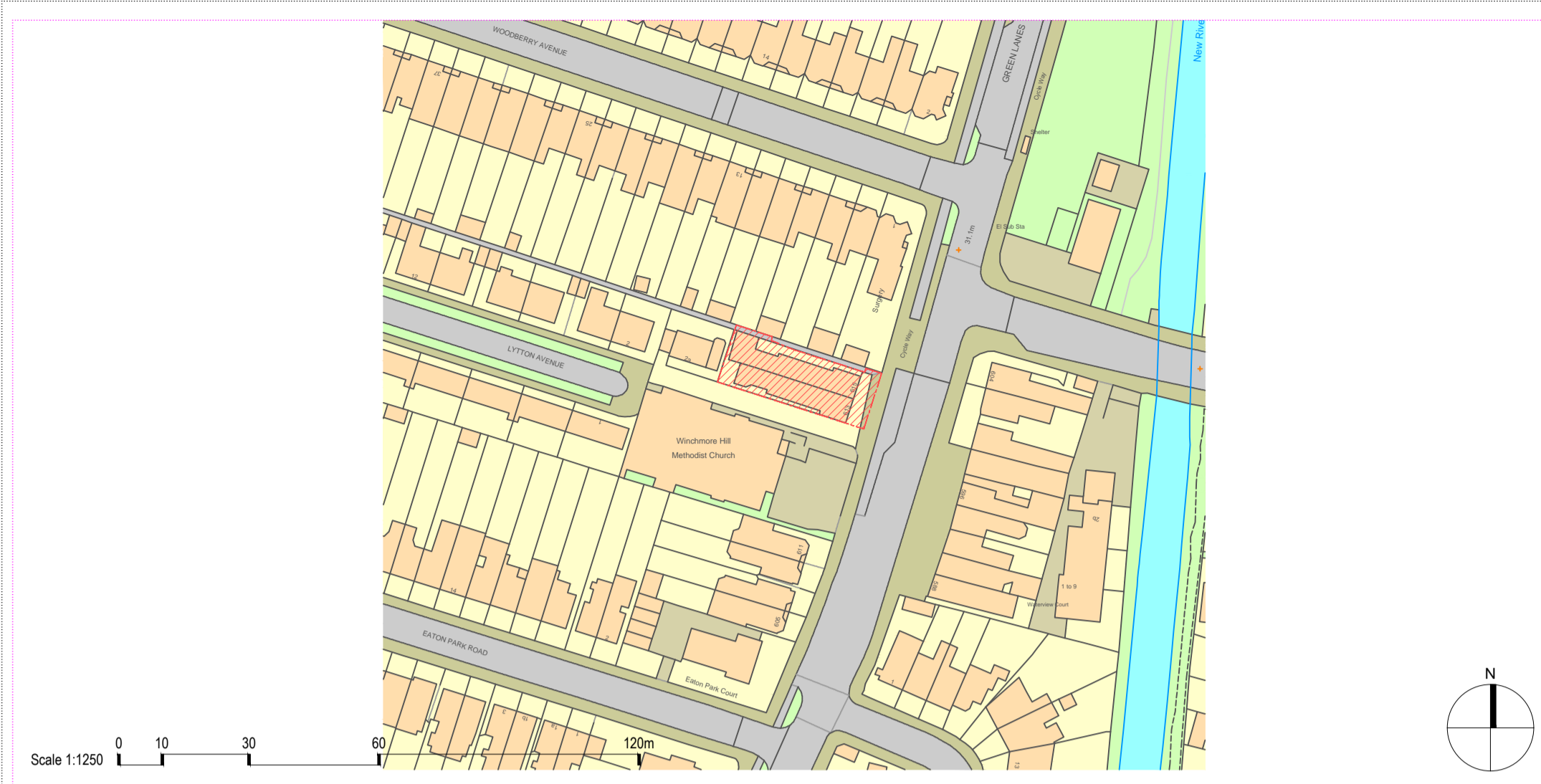
**613-615 GREENS LANE
PALMERS GREEN**

Title

**1.6KM PEDESTRIAN &
5KM CYCLE ISOCHRONES**

Drawing No.	Project No.	Rev
Fig 2.2	21469	01

Appendix A
Existing Site Layout



[01] O.S. MAP (LOCATION PLAN) 1:1250 @ A1



[02] EXISTING BLOCK PLAN 1:500 @ A1



[03] AERIAL VIEWS N/A



[04] SITE VIEWS N/A



[05] EXISTING TOPOGRAPHICAL SURVEY 1:100 @ A1

NOTE:
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P1 15/11/22 Pre planning application Issue

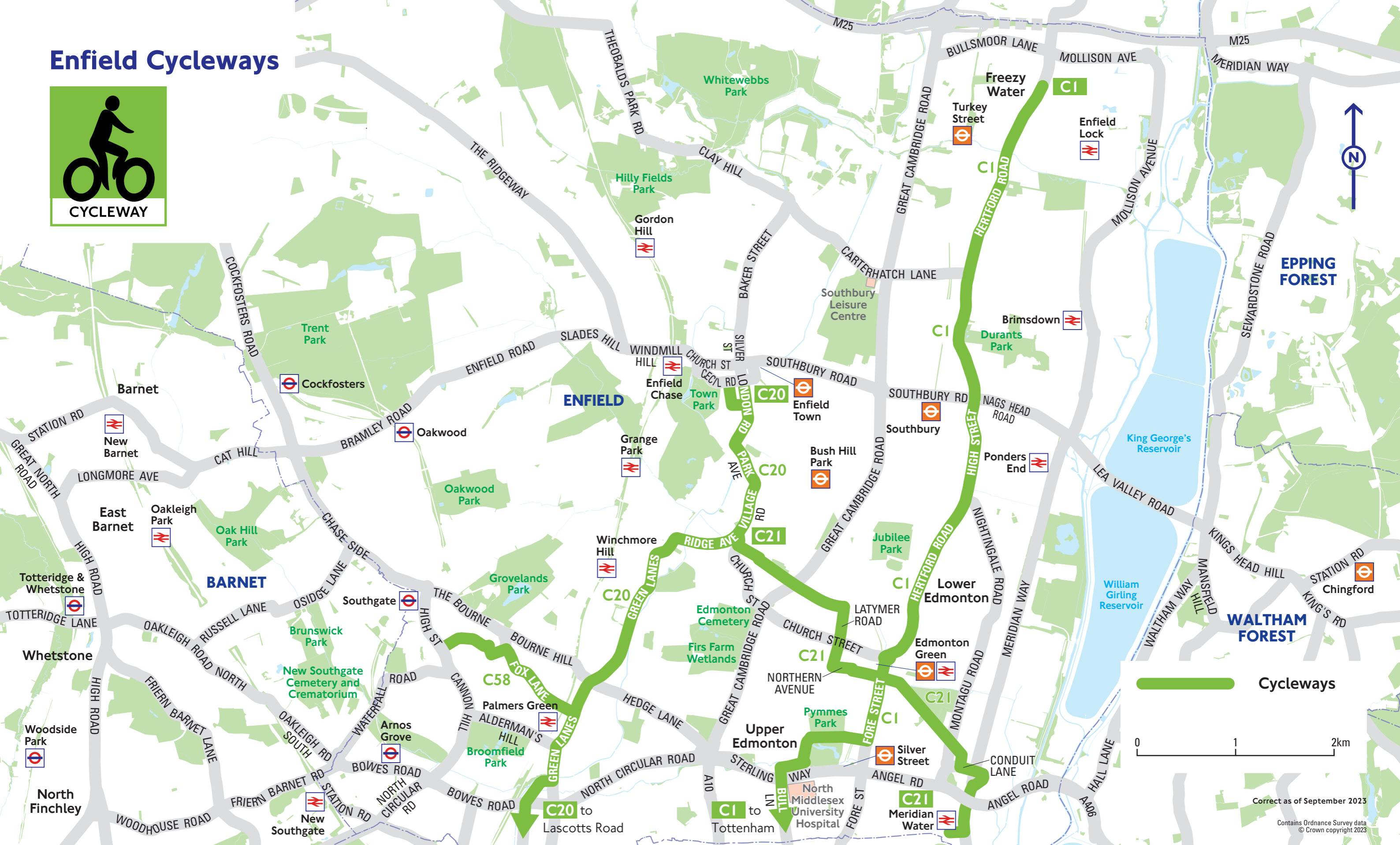
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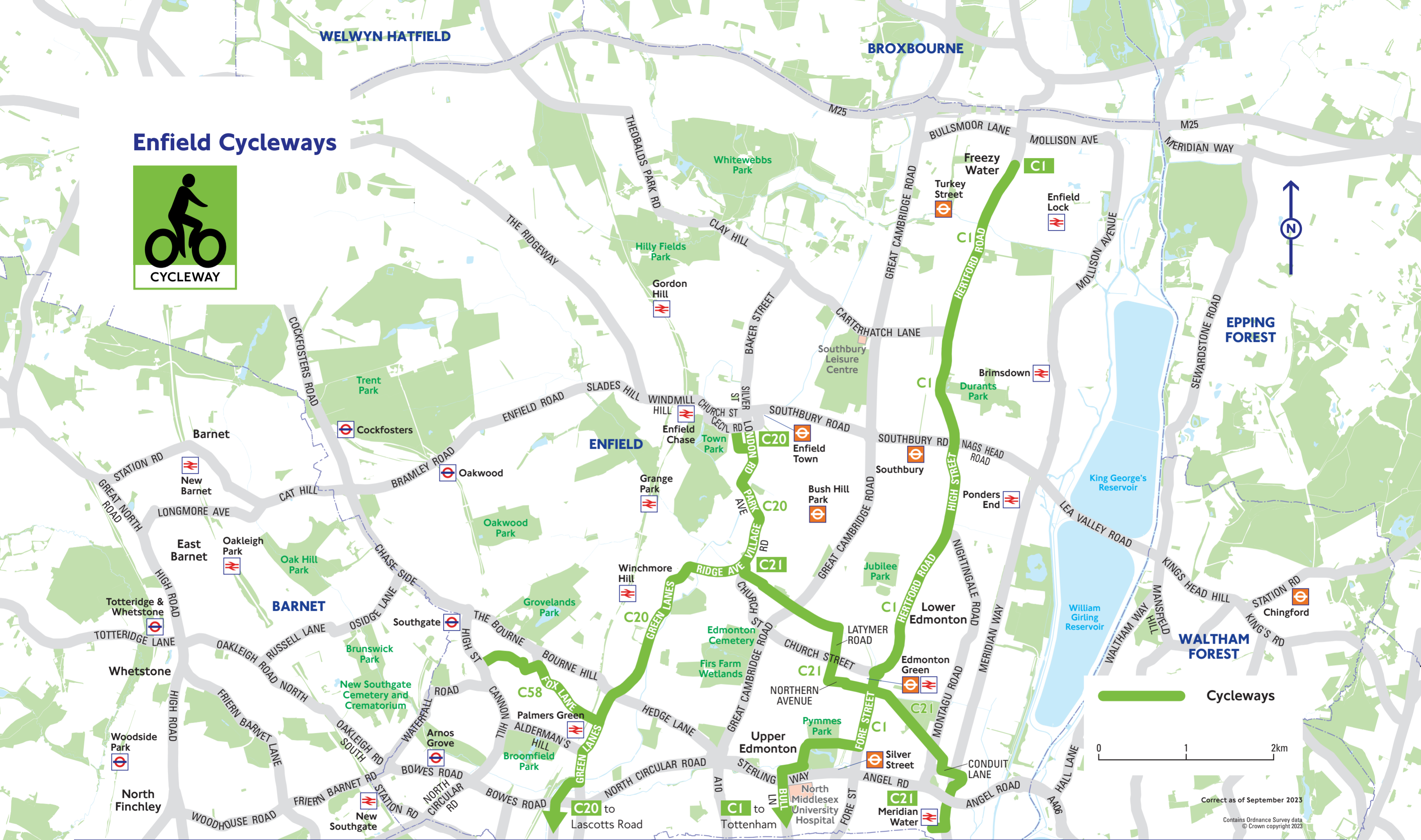
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613-615 Green Lanes, Palmers Green, London N13 4EP
Existing Ground Floor Plan

Appendix B
Local Cycle Routes

Enfield Cycleways



Enfield Cycleways



Quiet Route: Palmers Green to Edmonton

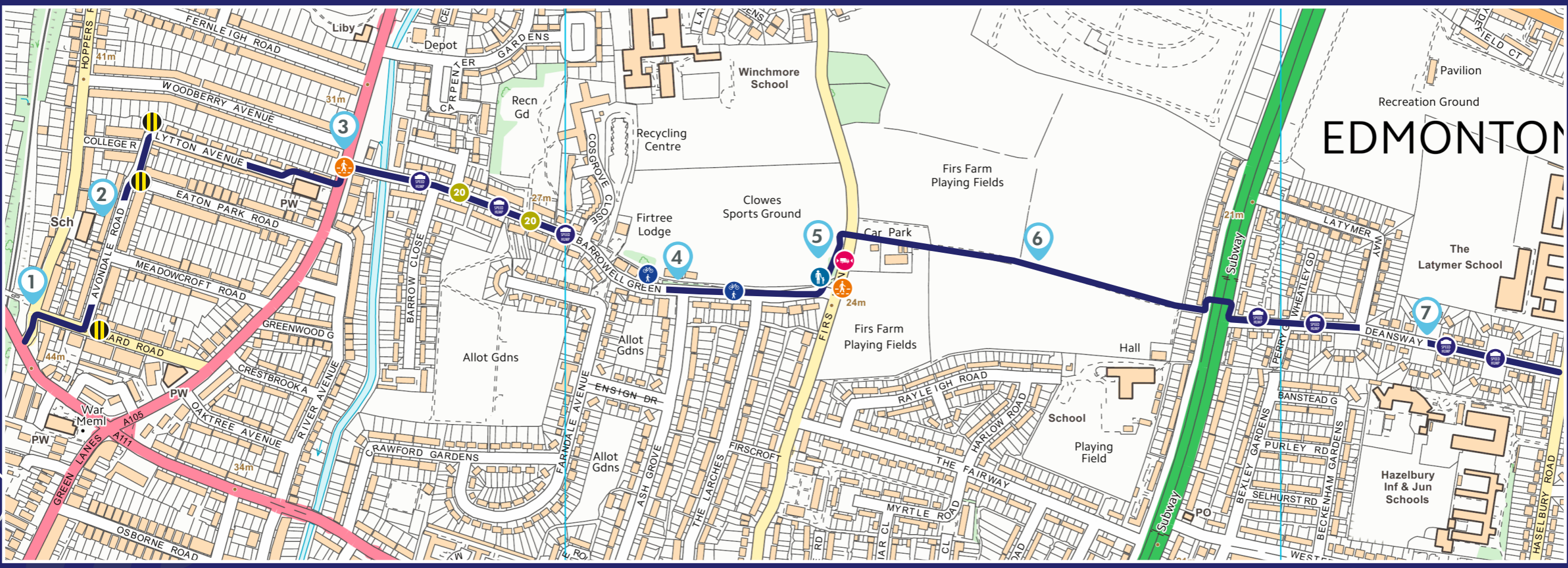
We are delivering walking and cycling improvements between Hoppers Road in Palmers Green to Deansway in Edmonton. These plans form part of the Mayor of London's Transport Strategy to increase active travel in London and will be fully funded by Transport for London (TfL). Forming part of the wider network, these plans are expected to deliver health and transport benefits for both local residents and visitors to Enfield. Following two stages of engagement and consultation in 2018 the following measures are to be implemented.

1 HOPPERS ROAD
Footway buildouts (including rain gardens) on Hoppers and Stonard Road will reduce pedestrian crossing distances below 7m as well as calming traffic.

2 SAFER JUNCTIONS
Double yellow lines on the corners of Stonard Road, Avondale Road, Meadowcroft Road, Eaton Park Road and Lytton Avenue will improve visibility for pedestrians, cyclists and drivers. No parking in junction corners is in line with Highway Code guidance.

3 A105 GREEN LANES
This route will utilise the newly constructed parallel cycle/zebra crossing on Green Lanes to provide a safe crossing point to and from Barrowell Green.

4 BARROWELL GREEN
The bend in the carriageway causes visibility problems and since pedestrian activity in this area is low. We will widen the footpath alongside Clowes Sports Ground so that it can be shared by pedestrians and cyclists. Cycle friendly speed humps are proposed where cyclists share the road with vehicles. Following consultation feedback we are implementing a 20mph speed limit to reduce vehicle speeds.



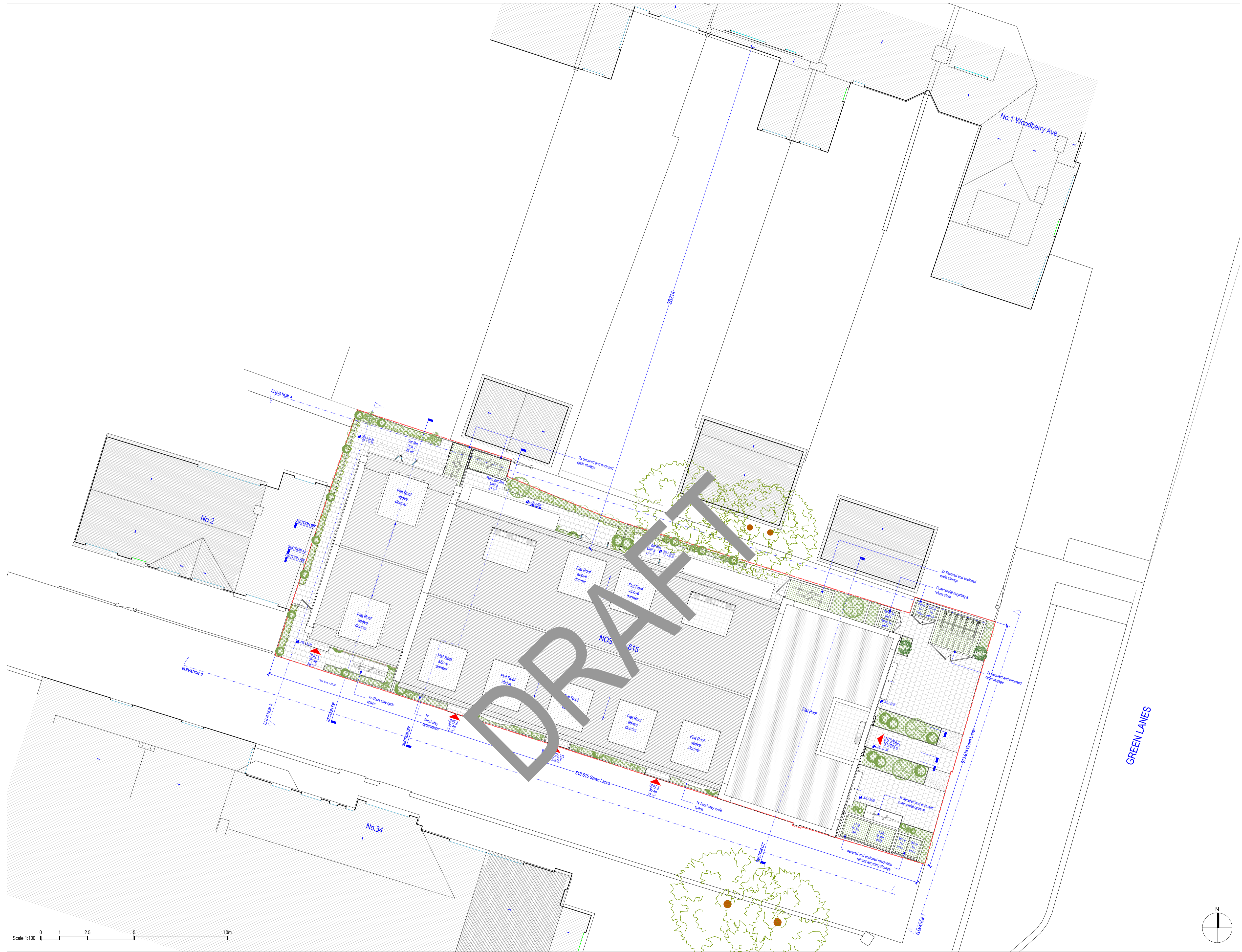
- KEY**
- ZEBRA / PARALLEL CROSSING
 - 20MPH ROAD
 - DOUBLE YELLOW LINES ON JUNCTION CORNERS
 - SHARED USE FOOTWAY
 - FOOTWAY WIDENING
 - WEIGHT AND WIDTH RESTRICTIONS
 - SPEED HUMP

5 FIRS LANE
The footway will be widened here to create a cycle track connecting cyclists to a new raised parallel cycle/zebra crossing to Firs Farm and the new tennis courts. The existing width restriction on Firs Lane will be relocated to accommodate the new cycle/zebra crossing. The raised crossing will improve safety for pedestrians and cyclists as well as calm traffic.

6 FIRS FARM
The recently constructed shared use path through Firs Farm will connect with the subway under the A10 at Deansway. This path will be lit for night time use.

7 DEANSWAY
Cyclists can also connect with the A10 off-carriageway cycle route at this location. The existing A10 underpass will be opened up to cyclists. The speed humps which are in poor condition will be replaced along this road with a cycle friendly profile.

Appendix C
Scheme Layout Plans



[01] PROPOSED SITE PLAN

1:100 @ A1

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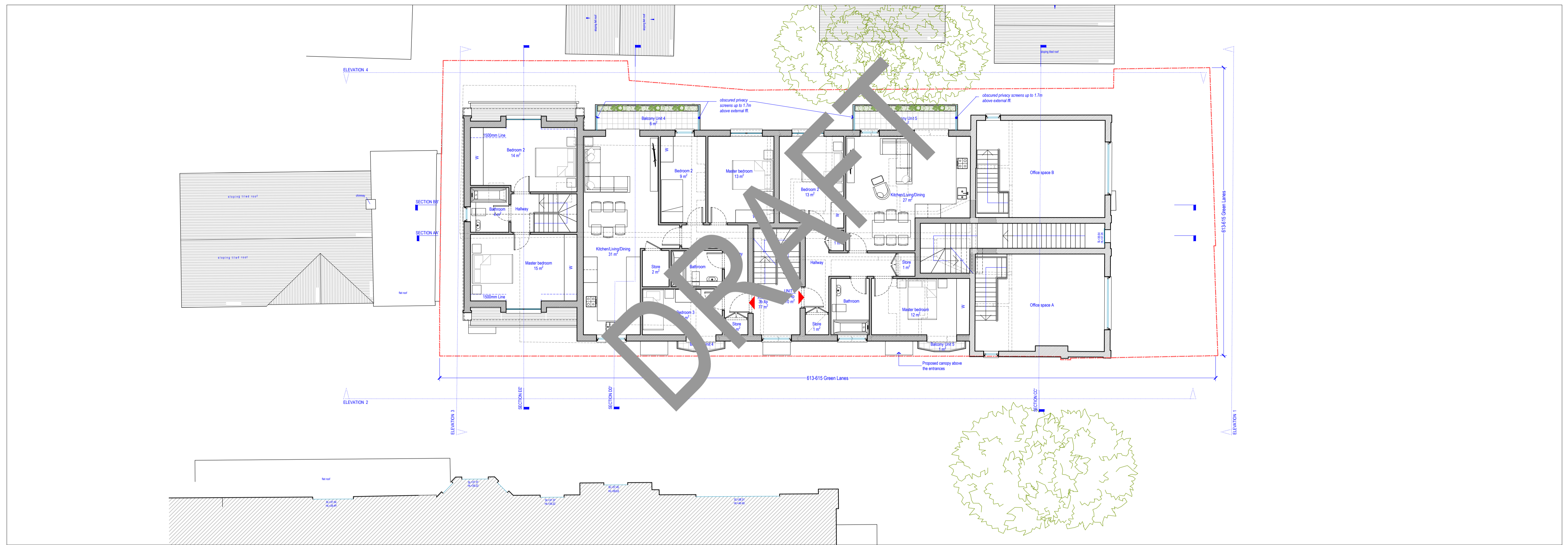
P1 15/11/22 Pre planning application issue
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Proposed Site Plan

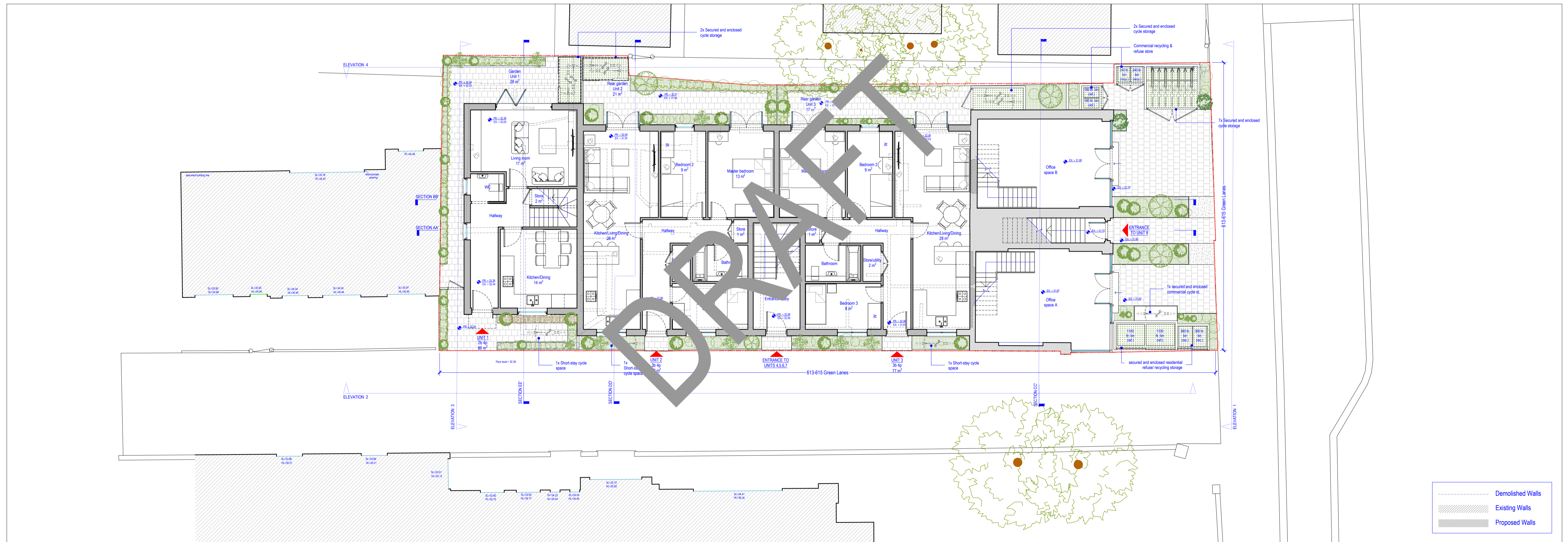
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[02] PROPOSED FIRST FLOOR PLAN

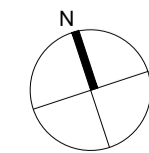
1:100 @ A1



[01] PROPOSED GROUND FLOOR PLAN

1:100 @ A1

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CLIENT
Mr. P. Joannou

DESIGN SM	STATUS PLA
CHECKED PK	SCALE AT A1 1:100
ISSUED BY PK	REVISION P2
JOB AND DRAWING NO. 1849-P02-00	

Appendix D
TRICS Data

Calculation Reference: AUDIT-848401-231012-1023

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

01	GREATER LONDON	
	BE BEXLEY	1 days
	BM BROMLEY	1 days
	BT BRENT	2 days
	EN ENFIELD	1 days
	HM HAMMERSMITH AND FULHAM	1 days
	HO HOUNSLOW	1 days
	HV HAVERING	1 days
	IS ISLINGTON	3 days
	KI KINGSTON	1 days
	RD RICHMOND	1 days
	SK SOUTHWARK	1 days
	WF WALTHAM FOREST	5 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 6 to 493 (units:)
Range Selected by User: 6 to 493 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 20/10/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	3 days
Tuesday	8 days
Wednesday	5 days
Thursday	2 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	19 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre	2
Edge of Town Centre	11
Suburban Area (PPS6 Out of Centre)	6

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Development Zone	4
Residential Zone	10
Built-Up Zone	5

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	20 days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

C3 19 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS@.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	10 days
50,001 to 100,000	4 days
100,001 or More	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	1 days
500,001 or More	18 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	5 days
0.6 to 1.0	12 days
1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	7 days
No	12 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	1 days
1a (Low) Very poor	2 days
2 Poor	3 days
3 Moderate	2 days
4 Good	3 days
5 Very Good	3 days
6a Excellent	3 days
6b (High) Excellent	2 days

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	BE-03-C-01 CROOK LOG BEXLEYHEATH	BLOCKS OF FLATS		BEXLEY
	Edge of Town Centre Residential Zone Total No of Dwellings:		79	
	<i>Survey date: WEDNESDAY</i>		<i>19/09/18</i>	<i>Survey Type: MANUAL</i>
2	BM-03-C-01 RINGER'S ROAD BROMLEY	BLOCKS OF FLATS		BROMLEY
	Town Centre Built-Up Zone Total No of Dwellings:		160	
	<i>Survey date: MONDAY</i>		<i>12/11/18</i>	<i>Survey Type: MANUAL</i>
3	BT-03-C-01 LAKESIDE DRIVE PARK ROYAL	BLOCKS OF FLATS		BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings:		170	
	<i>Survey date: WEDNESDAY</i>		<i>28/09/16</i>	<i>Survey Type: MANUAL</i>
4	BT-03-C-02 ENGINEERS WAY WEMBLEY	BLOCKS OF FLATS		BRENT
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings:		472	
	<i>Survey date: WEDNESDAY</i>		<i>30/11/16</i>	<i>Survey Type: MANUAL</i>
5	EN-03-C-03 NORTH CIRCULAR ROAD PALMERS GREEN	BLOCKS OF FLATS		ENFIELD
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		27	
	<i>Survey date: WEDNESDAY</i>		<i>08/11/17</i>	<i>Survey Type: MANUAL</i>
6	HM-03-C-02 GLENTHORNE ROAD HAMMERSMITH	BLOCKS OF FLATS		HAMMERSMITH AND FULHAM
	Town Centre Built-Up Zone Total No of Dwellings:		194	
	<i>Survey date: TUESDAY</i>		<i>30/04/19</i>	<i>Survey Type: MANUAL</i>
7	HO-03-C-03 COMMERCE ROAD BRENTFORD	BLOCKS OF FLATS		HOUNSLOW
	Edge of Town Centre Development Zone Total No of Dwellings:		150	
	<i>Survey date: FRIDAY</i>		<i>18/11/16</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

8	HV-03-C-02 WATERLOO ROAD ROMFORD	BLOCKS OF FLATS		HAVERING
	Suburban Area (PPS6 Out of Centre) Built-Up Zone Total No of Dwellings:		493	
	Survey date: <i>TUESDAY</i>		<i>22/11/16</i>	<i>Survey Type: MANUAL</i>
9	IS-03-C-05 LEVER STREET FINSBURY	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		15	
	Survey date: <i>WEDNESDAY</i>		<i>29/06/16</i>	<i>Survey Type: MANUAL</i>
10	IS-03-C-06 CALEDONIAN ROAD HOLLOWAY	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Residential Zone Total No of Dwellings:		14	
	Survey date: <i>MONDAY</i>		<i>27/06/16</i>	<i>Survey Type: MANUAL</i>
11	IS-03-C-08 CITY ROAD ISLINGTON	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Development Zone Total No of Dwellings:		190	
	Survey date: <i>THURSDAY</i>		<i>20/10/22</i>	<i>Survey Type: MANUAL</i>
12	KI-03-C-03 PORTSMOUTH ROAD SURBITON	BLOCK OF FLATS		KINGSTON
	Edge of Town Centre Residential Zone Total No of Dwellings:		20	
	Survey date: <i>MONDAY</i>		<i>11/07/16</i>	<i>Survey Type: MANUAL</i>
13	RD-03-C-06 BESSANT DRIVE KEW	BLOCKS OF FLATS		RICHMOND
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		170	
	Survey date: <i>TUESDAY</i>		<i>28/06/22</i>	<i>Survey Type: MANUAL</i>
14	SK-03-C-02 LAMB WALK BERMONDSEY	BLOCK OF FLATS		SOUTHWARK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		29	
	Survey date: <i>THURSDAY</i>		<i>23/04/15</i>	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

15	WF-03-C-01 ERSKINE ROAD WALTHAMSTOW	BLOCKS OF FLATS		WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings:		97	
	<i>Survey date: TUESDAY</i>		<i>05/11/19</i>	<i>Survey Type: MANUAL</i>
16	WF-03-C-02 GROSVENOR ROAD WANSTEAD	BLOCKS OF FLATS		WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings:		28	
	<i>Survey date: TUESDAY</i>		<i>25/05/21</i>	<i>Survey Type: MANUAL</i>
17	WF-03-C-04 GROSVENOR ROAD WANSTEAD	BLOCKS OF FLATS		WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings:		42	
	<i>Survey date: TUESDAY</i>		<i>25/05/21</i>	<i>Survey Type: MANUAL</i>
18	WF-03-C-05 NEW WANSTEAD WANSTEAD	BLOCK OF FLATS		WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings:		6	
	<i>Survey date: TUESDAY</i>		<i>25/05/21</i>	<i>Survey Type: MANUAL</i>
19	WF-03-C-06 BELGRAVE ROAD WANSTEAD	BLOCKS OF FLATS		WALTHAM FOREST
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		44	
	<i>Survey date: TUESDAY</i>		<i>25/05/21</i>	<i>Survey Type: MANUAL</i>

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
 MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 3.74

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
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	1	42	0.048	1	42	0.000	1	42	0.048
07:00 - 08:00	19	126	0.060	19	126	0.278	19	126	0.338
08:00 - 09:00	19	126	0.093	19	126	0.434	19	126	0.527
09:00 - 10:00	19	126	0.110	19	126	0.188	19	126	0.298
10:00 - 11:00	19	126	0.115	19	126	0.170	19	126	0.285
11:00 - 12:00	19	126	0.140	19	126	0.149	19	126	0.289
12:00 - 13:00	19	126	0.138	19	126	0.138	19	126	0.276
13:00 - 14:00	19	126	0.137	19	126	0.161	19	126	0.298
14:00 - 15:00	19	126	0.139	19	126	0.139	19	126	0.278
15:00 - 16:00	19	126	0.220	19	126	0.160	19	126	0.380
16:00 - 17:00	19	126	0.244	19	126	0.153	19	126	0.397
17:00 - 18:00	19	126	0.296	19	126	0.154	19	126	0.450
18:00 - 19:00	19	126	0.307	19	126	0.160	19	126	0.467
19:00 - 20:00	18	106	0.286	18	106	0.139	18	106	0.425
20:00 - 21:00	18	106	0.171	18	106	0.104	18	106	0.275
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.504			2.527			5.031

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Appendix E
Parking Stress Survey

K&M TRAFFIC SURVEYS

DATE: 27th & 29th SEPTEMBER 2023

DAY: WEDNESDAY & FRIDAY

LOCATION: GREEN LANES, WINCHMORE HILL



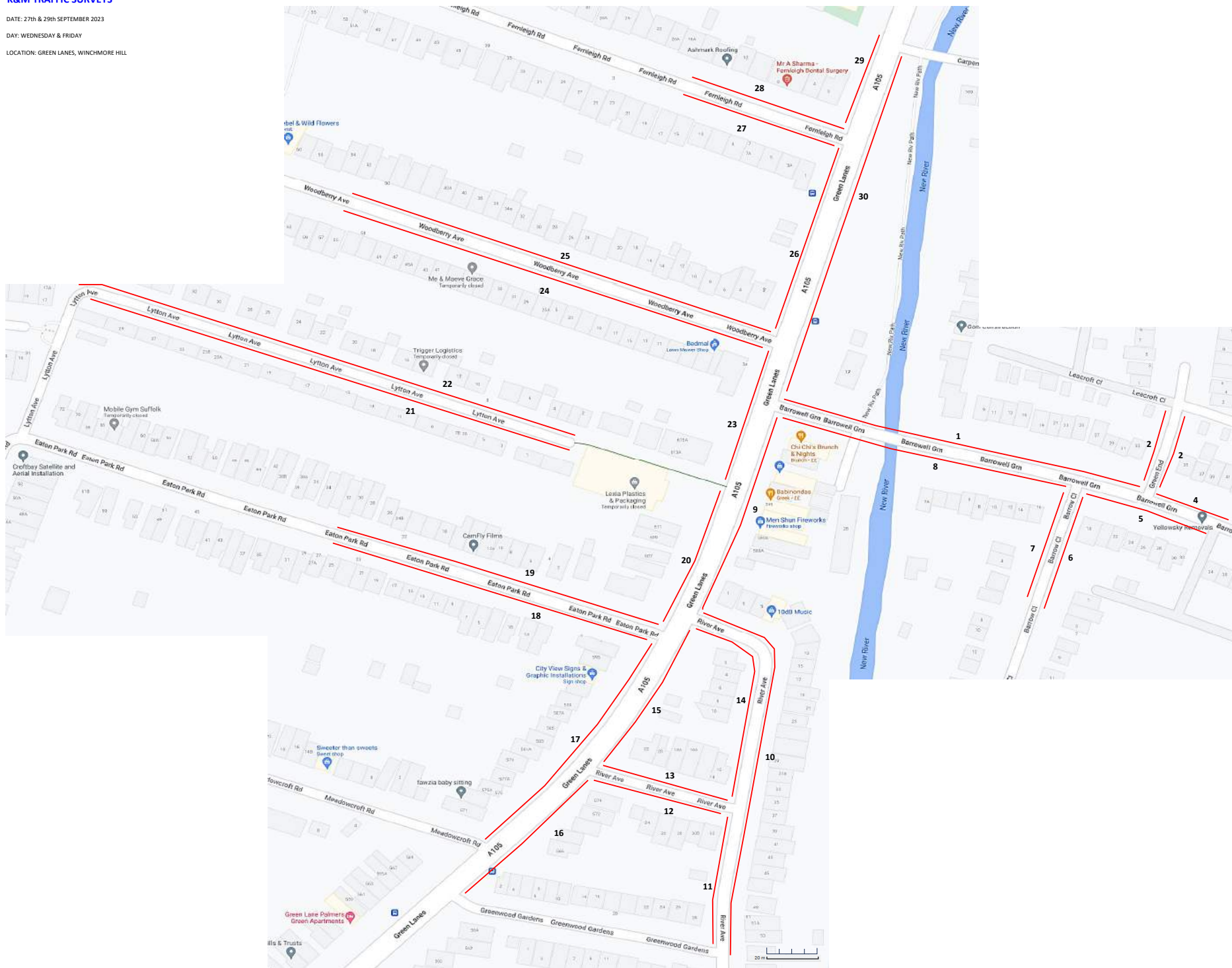
KEY	
	= DOUBLE YELLOW LINES
	= ON PATH PARKING
	= UNRESTRICTED
	= PEDESTRIAN CROSSING
	= CYCLE LANES / DOUBLE YELLOW LINES
	= UNRESTRICTED BUT WOULD NOT PARK
	= BUS STOP
	= UNRESTRICTED BAY
	= UNRESTRICTED TOO NARROW
	= DISABLED
	= DOCTORS

K&M TRAFFIC SURVEYS

DATE: 27th & 29th SEPTEMBER 2023

DAY: WEDNESDAY & FRIDAY

LOCATION: GREEN LANES, WINCHMORE HILL



K&M TRAFFIC SURVEYS

DATE: 27th & 29th SEPTEMBER 2023

DAY: WEDNESDAY & FRIDAY

LOCATION: GREEN LANES, WINCHMORE HILL

ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE	WEDNESDAY 27th SEPTEMBER 2023 TIME : 0345		
					PARKED	OBSERVED SPACES	%RESTRICTION STRESS
BARROWELL GREEN	1	DOUBLE YELLOW LINES	21.9				
		UNRESTRICTED	77.4	12	10	0	100.0%
		DROPPED KERB	48.9		1		
GREEN END	2	DOUBLE YELLOW LINES	5.4				
		VEHICLES PARKED HALF ON/HALF OFF PATH/ROAD UNRESTRICTED	29.4	5	5	0	100.0%
	3	VEHICLES PARKED HALF ON/HALF OFF PATH/ROAD UNRESTRICTED	30.9	6	5	0	100.0%
BARROWELL GREEN	4	DOUBLE YELLOW LINES	6.8				
		DROPPED KERB	22		1		
		UNRESTRICTED	9		2		
	5	DROPPED KERB	21.5				
		UNRESTRICTED	27.1	3	3	1	75.0%
BARROW CLOSE	6	DOUBLE YELLOW LINES	11.5				
		ON PATH PARKING	41.1	7	8	0	100.0%
		DROPPED KERB	8.9				
	7	DROPPED KERB	4				
		ON PATH PARKING	45.6	9	7	2	77.8%
BARROWELL GREEN	8	DOUBLE YELLOW LINES	22.7				
		UNRESTRICTED	64.1	10	8	1	88.9%
		DROPPED KERB	33.7		1		
GREEN LANES	9	PEDESTRIAN CROSSING	30.8				
		DOUBLE YELLOW LINES / CYCLE LANE	58.2				
RIVER AVENUE	10	DOUBLE YELLOW LINES	11.5				
		DROPPED KERB	21.1				
	11	UNRESTRICTED	136.4	26	21	3	87.5%
		UNRESTRICTED	42.8	7	6	1	85.7%
RIVER AVENUE	12	DROPPED KERB	7.6		1		
		UNRESTRICTED BUT WOULD NOT PARK	3.5				
		UNRESTRICTED	40.4	7	7	0	100.0%
	13	DROPPED KERB	5.2		1		
		DOUBLE YELLOW LINES	10.6				
		DOUBLE YELLOW LINES	10.3				
RIVER AVENUE	14	UNRESTRICTED	40.5	8	7	0	100.0%
		UNRESTRICTED BUT WOULD NOT PARK	3.5				
		UNRESTRICTED	68	12	11	1	91.7%
GREEN LANES	15	DROPPED KERB	10.4		1		
		DOUBLE YELLOW LINES	12.4				
		DOUBLE YELLOW LINES / CYCLE LANE	66.4				
	16	DOUBLE YELLOW LINES / CYCLE LANE	44.1				
		BUS STOP	20.1				
EATON PARK	17	DOUBLE YELLOW LINES / CYCLE LANE	67.9				
		UNRESTRICTED BAY	41.3	7	8	0	100.0%
	18	DOUBLE YELLOW LINES	8.1				
UNRESTRICTED		98.4	16	17	0	100.0%	
DROPPED KERB		27.6					
DROPPED KERB		29.6		2			
GREEN LANES	19	UNRESTRICTED	95.7	18	17	0	100.0%
		DOUBLE YELLOW LINES	9.4				
		DOUBLE YELLOW / CYCLE LANE	41				
LYTTON AVENUE	20	UNRESTRICTED BAY	34.2	6	5	0	100.0%
		DROPPED KERB	9.6				
	21	UNRESTRICTED	201.1	40	36	0	100.0%
		DOUBLE YELLOW LINES	7				
GREEN LANES	22	UNRESTRICTED - TOO NARROW	158.3				
		DROPPED KERB	51.4				
		PEDESTRIAN CROSSING	32.3				
WOODBERRY AVE	23	DISABLED	15	3	3	0	100.0%
		DOUBLE YELLOW LINES / CYCLE LANE	10.3				
		DOUBLE YELLOW LINES	10.3				
	24	UNRESTRICTED	72.6	6	10	0	100.0%
		DOCTORS ONLY	5.9	1	0	1	0.0%
GREEN LANES	25	DROPPED KERB	91.3		3		
		DROPPED KERB	102.1		3		
		UNRESTRICTED	63.5	5	7	2	77.8%
GREEN LANES	26	DOUBLE YELLOW LINES	7.8				
		DOUBLE YELLOW LINES / CYCLE LANE	39.6				
		UNRESTRICTED BAY	23.9	4	2	1	66.7%
FERNLEIGH ROAD	27	BUS STOP	24.7				
		DOUBLE YELLOW LINES	7.4				
		UNRESTRICTED	47.7	8	5	4	55.6%
	28	DROPPED KERB	13.9		1		
		DROPPED KERB	22.7		2		
		UNRESTRICTED	36.4	5	6	1	85.7%
GREEN LANES	29	DOUBLE YELLOW LINES	7.4				
		DOUBLE YELLOW LINES / CYCLE LANE	29.5				
		UNRESTRICTED BAY	16.2	3	0	3	0.0%
GREEN LANES	30	DOUBLE YELLOW LINES / CYCLE LANE	119.4				
		BUS STOP	33.7				

FRIDAY 29th SEPTEMBER 2023 TIME : 0245		
PARKED	OBSERVED SPACES	%RESTRICTION STRESS
8	2	80.0%
1		
4	1	80.0%
5	0	100.0%
1		
1		
1		
3	0	100.0%
8	0	100.0%
9	0	100.0%
6	2	75.0%
1		
19	4	82.6%
7	0	100.0%
1		
8	0	100.0%
1		
1		
7	0	100.0%
10	1	90.9%
1		
7	0	100.0%
16	0	100.0%
1		
15	2	88.2%
5	1	83.3%
33	3	91.7%
3	0	100.0%
10	0	100.0%
0	1	0.0%
2		
3		
8	1	88.9%
1	2	33.3%
5	4	55.6%
1		
5	2	71.4%
1	1	50.0%

K&M TRAFFIC SURVEYS

DATE: 27th SEPTEMBER 2023

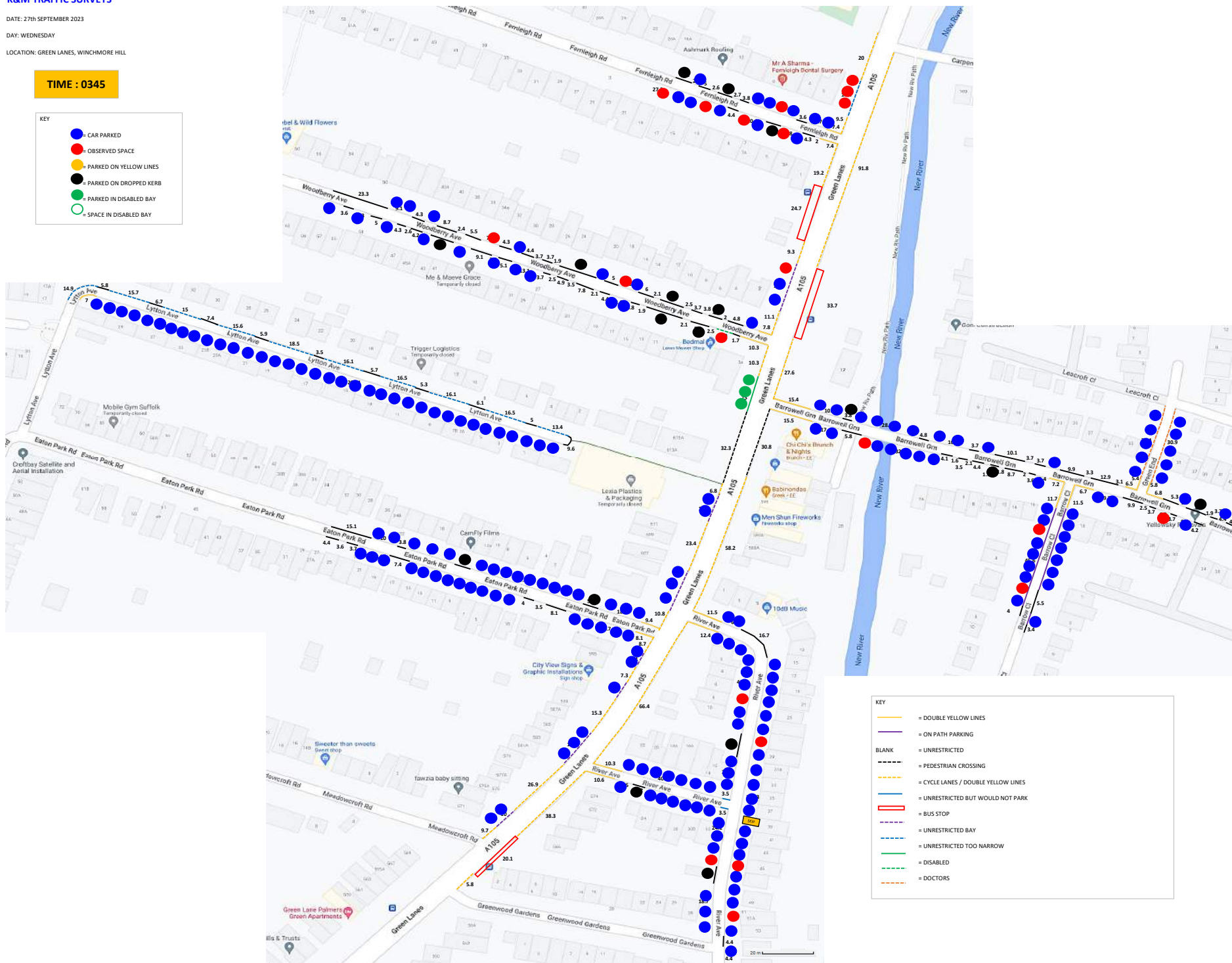
DAY: WEDNESDAY

LOCATION: GREEN LANES, WINCHMORE HILL

TIME : 0345

KEY

- CAR PARKED
- OBSERVED SPACE
- PARKED ON YELLOW LINES
- PARKED ON DROPPED KERB
- PARKED IN DISABLED BAY
- SPACE IN DISABLED BAY



- ## KEY
- = DOUBLE YELLOW LINES
 - = ON PATH PARKING
 - BLANK = UNRESTRICTED
 - = PEDESTRIAN CROSSING
 - = CYCLE LANES / DOUBLE YELLOW LINES
 - = UNRESTRICTED BUT WOULD NOT PARK
 - = BUS STOP
 - = UNRESTRICTED BAY
 - = UNRESTRICTED TOO NARROW
 - = DISABLED
 - = DOCTORS

K&M TRAFFIC SURVEYS

DATE: 29th SEPTEMBER 2023

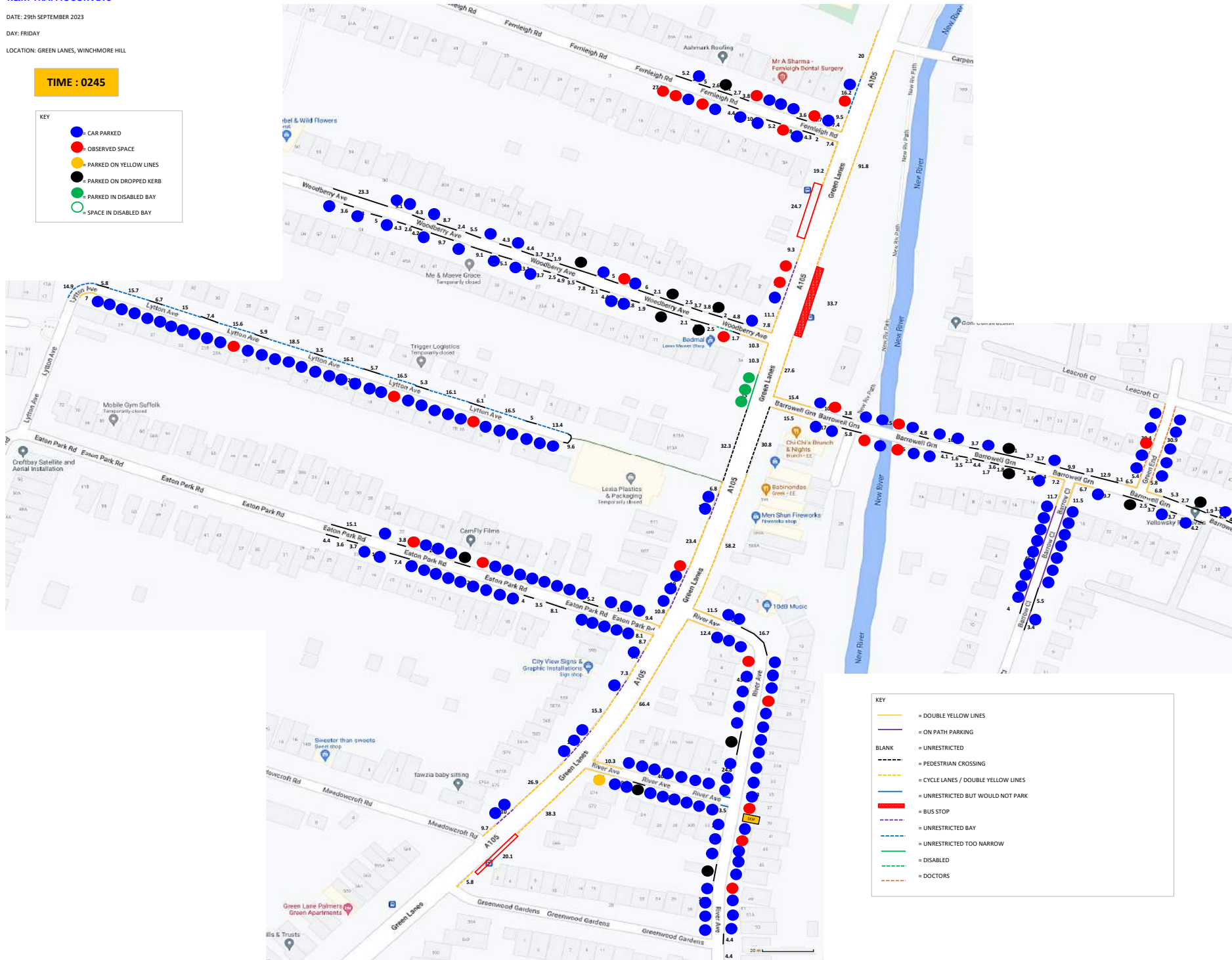
DAY: FRIDAY

LOCATION: GREEN LANES, WINCHMORE HILL

TIME : 0245

KEY

- CAR PARKED
- OBSERVED SPACE
- PARKED ON YELLOW LINES
- PARKED ON DROPPED KERB
- PARKED IN DISABLED BAY
- SPACE IN DISABLED BAY



KEY

- = DOUBLE YELLOW LINES
- = ON PATH PARKING
- = UNRESTRICTED
- = PEDESTRIAN CROSSING
- = CYCLE LANES / DOUBLE YELLOW LINES
- = UNRESTRICTED BUT WOULD NOT PARK
- = BUS STOP
- = UNRESTRICTED BAY
- = UNRESTRICTED TOO NARROW
- = DISABLED
- = DOCTORS