APPEAL BY MR. PATRICK CASEY, LAND ON NORTH WEST SIDE OF MAYS LANE, ARKLEY, BARNET, EN5 2AH

Hearing Statement on Highway Matters of
Jeremy P. Hurlstone BSc (Hons), CMILT, MCIHT

APPENDICES

APPEAL REF: TBC

LPA REF: 23/3816/FUL

June 2024

JPH/240302/D1

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APPEAL BY MR. PATRICK CASEY, LAND ON NORTH WEST SIDE OF MAYS LANE, ARKLEY, BARNET, EN5 2AH

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Transportation Planning, Highway Design and Environmental Assessment

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APPENDICES

APPENDIX JPH-A

Correspondence with Planning Authority

Jeremy Hurlstone

From: Jade Waistnidge <jade.waistnidge@gpsltd.co.uk>
Sent: 10 April 2024 15:53
To: Matthew Green
Cc: Eleanor Simmons; Jeremy Hurlstone
Subject: Fwd: 23/3816/FUL Land on the North West side of Mays Lane

FYI

Kind regards,

Jade Waistnidge

Appeals Assistant and Researcher
For and on behalf of:
Green Planning Studio Ltd

Unit D Lunesdale
Upton Magna Business Park
Upton Magna
Shrewsbury
SY4 4TT

Tel: 01743 709364
www: http://greenplanning.co.uk/
Company no. 8736963

---------- Forwarded message ---------
From: **Planning Appeals** <PlanningAppeals@barnet.gov.uk>
Date: Wed, 10 Apr 2024 at 15:47
Subject: RE: 23/3816/FUL Land on the North West side of Mays Lane
To: Jade Waistnidge <jade.waistnidge@gpsltd.co.uk>
Cc: gps appeals <appeals@gpsltd.co.uk>

Dear Jade Waistnidge

For advice on making an appeal against a refusal of planning permission please contact the Planning Inspectorate, they are the independent body that will adjudicate upon the appeal itself.

Details for making an appeal : http://www.planningportal.gov.uk/planning/appeals/

further information: http://planningguidance.planningportal.gov.uk/blog/guidance/appeals/appeals-against-refusal-of-planning-permission/

If you would like to speak to the Planning Inspectorate directly about the appeal process, please contact them on: 0303 444 5000

I have also discussed your email below with the Planning Officer for the application (Stephen Volley) and they have advised the following:

“In accordance with normal process, any decision to concede a particular reason for refusal can only be agreed through the appeal process itself. Please clearly identify in your grounds of appeal how the highway safety implications of the proposal have been addressed at appeal (this should be supported by drawings depicting path analysis and visibility splays). The Council will then be tasked with robustly defending the reason for refusal at appeal unless an agreement can be reached. A statement of common ground can also assist in seeking agreement with the Council through the appeal process. “

If you have any further queries please do not hesitate to contact me,

Simon Aquilina

Specialist Technical Support Officer, Planning and Building Control.

London Borough of Barnet, 2 Bristol Avenue, Colindale, NW9 4EW

Tel: 020 8359 4678 | Web: barnet.gov.uk | Email: planningappeals@barnet.gov.uk

From: Jade Waistnidge <jade.waistnidge@gpsltd.co.uk>
Sent: Tuesday, April 9, 2024 5:14 PM
To: Planning Appeals <PlanningAppeals@Barnet.gov.uk>
Cc: gps appeals <appeals@gpsltd.co.uk>
Subject: 23/3816/FUL Land on the North West side of Mays Lane

Dear Sirs,

We have been instructed by Mr Casey to submit an appeal against the planning refusal named above. Refusal reason 7 raised highways safety concerns. GPS have approached a Highways Consultant who reviewed the Decision notice, Officer's report and application documents and stated the following:

As we discussed, there is conflicting information within the delegated report, which indicates the Highway Authority raised no objection subject to S184 and planning conditions on page 4, but then goes on to describe on page 15: *"Transport Officers have been consulted and based on the limited information submitted (site plan only) they raise significant concerns for highway safety at the proposed access junction with Mays Lane. The proposal presents one way lane vehicle movement only, which could result in safety concerns with vehicles, caravans and emergency vehicles needing to reverse back into Mays Lane to allow for oncoming vehicles. This safety issue is compounded by the fact that potential turning conflict may arise with the existing access located directly opposite, serving Cottage Farm, and the absence of a pedestrian footway on this srection of Mays Lane. Although appropriate visibility splays can be secured by condition, the day to day manoeuvring of vehicles cannot be controlled on Mays lane."*

As a result of this conflicting information, I contacted Stephen Volley, the case officer at about midday, as the Highway consultation response does not appear on the website. Mr Volley did confirm that the Highway Authority considered there were no matters that could not be addressed or would justify the refusal of planning permission, but they did raise concerns based on the limited information provided. The Case Officer then considered these comments and formed their view, which led to the reason for refusal given. I explained I was a Highway Consultant who had been asked to look at the refusal and asked Mr Volley if we could have a copy of the Highway Officer's comments. I was asked if we were appealing the decision and if so the comments would be provided as part of the Council's submissions.

As I explained to Mr. Volley, I had been asked to prepare a fee proposal to allow the applicant to consider whether to appeal and was therefore trying to establish precisely what the issues were, so we could confirm what work would be required and the associated costs. Having already confirmed the Highway Officer did not object, I then sought confirmation that it was indeed Mr. Volley who wrote the delegated report and took the decision. Mr. Volley confirmed it was him, but was still unwilling to confirm precisely what his concerns were, only repeating that it would be dealt with in the response to any appeal.

I tried pushing to establish whether it was based on the design of the access and the inability for vehicles to enter and leave at the same time, and the impact of turning traffic on the road, or the impact of the additional traffic on the road. Similarly, is it the impact of the turning and additional traffic on pedestrians using the road or the ability of pedestrians from the site to access services. Mr. Volley would not answer the question, only repeating it would be addressed in response to an appeal and that the delegated report / reasons for refusal were clear.

I tried again, asking specifically whether, given the Highway Authority's response, he believed that he concerns could not be overcome by conditions. For example, given there does not appear to be a concern regarding visibility at the access, its layout could have been amended to facilitate two-way movement by way of condition, and radii could have been increased if it was an access design issue. Mr. Volley was unwilling to provide any clarification whatsoever regarding the basis of his concern or the provision. I did ask if, in preparing an appeal statement, he was therefore content for me to record that the Case Officer who had received the Highway Officer's confirmation of no objection subject to conditions, had then considered their comments, concluded that despite their advice the matters they raised were incapable of being resolved by the imposition, added a highway reason for refusal but was either unable or unwilling to provide any clarification about the specific concerns which underpin the reason for refusal he had given. Mr. Volley considered the reason for refusal and delegated report were clear and provided the explanation, which would be expanded upon in response to any appeal lodged.

This is obviously a surprising and very unhelpful response from the Case Officer, which is likely to result in us undertaking unnecessary work and the appellant incurring the associated unnecessary expense, which we consider is unreasonable.

The 7th reason for refusal states: "*In the absence of a transport statement, including swept path analysis and highway mitigation measures, it has not been demonstrated that vehicles can safely access and egress the application site without causing detrimental harm to highway and pedestrian safety and the free-flow of traffic along Mays Lane, contrary to Policies CS4 and CS9 of the Local Plan Core Strategy DPD (2012), Policy DM17 of the Local Plan Development Management Policies DPD (2012) and emerging local plan policy HOU07.*"

The reason we were trying to confirm exactly what the concerns are is because it is clear from the plan clear from the plan that the access is relatively unconstrained in terms of neighbouring features that would limit the ability to widen the access and incorporate radii sufficient to accommodate whatever size of vehicle is necessary. It is also clear that the limited scale of development is insufficient to have a material impact on the network and existing users, as the associated traffic flows would be an insignificant proportion of the baseline flows and well within the normal range of variations experienced; particularly as there is already an existing field gateway that could cause greater impact with vehicles parking on the carriageway to open and close the gate when accessing the land. A correctly designed access would reduce such issues and would more than offset any increase in movement associated with a couple of pitches. Given the foregoing and the fact that visibility at the access is not raised as a concern, it is unsurprising that the Highway Officer responded with no objection subject to a S184 (which allows the crossing of the highway verge to

form the access) and associated conditions, as the conditions and S184 agreement could easily address any perceived shortcomings regarding the precise access layout. As a result, conditions should have been imposed and the application nor refused for reason 7.

As you are aware, following the review of several refusal reasons related to highways on other sites around the Country, the respective Authorities have considered our comments and reconsidered their position to reduce their liability for an award of costs against them, should we be forced to prepare and present evidence to address misguided, inappropriate and unreasonable refusal reasons.

Having spoken with Mr. Volley today, I have been left in no doubt that the Planning Officer's approach to the application insofar as highway matters is concerned is unreasonable, given the confirmed position of the Highway Officer, who has clearly and correctly taken a more rational and reasoned approach to the application, its highway impact and the ability for the highway concerns to be overcome by the imposition of appropriate conditions.

I can confirm I am happy to undertake the work required to prove what is already obvious, and would fully support an application for costs at the appeal. However, before embarking on the unnecessary work, I would suggest the LPA be contacted to give it the opportunity to reconsider its position. Should it fail to withdraw reason 7 from the appeal proceedings, it proceeds in full appreciation of its decision and the potential costs implications to the Authority.

I trust the foregoing is of assistance. However, should you have any queries or require any further information, please do not hesitate to contact me.

Following the above, we would like the LPA to confirm that they will withdraw their reason 7 for refusal concerning highways and transport matters.

Kind regards,

Jade Waistnidge

Appeals Assistant and Researcher

For and on behalf of:

Green Planning Studio Ltd

Unit D Lunesdale
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www: http://greenplanning.co.uk/
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APPENDIX JPH-B

Photographs

Photo 1 – Existing Field

Photo 2 – Existing Lamp Column and Mirror for Cottage Farm

Photo 3 – Visibility to Right / Southwest from Existing Gateway from 2.4m Set Back

Photo 4 - Visibility to Left / Northeast from Existing Gateway from 2.4m Set Back

Photo 5 – Visitor Parking at Existing Gateway to Care for Horses

APPENDIX JPH-C

Manual for Streets Extracts

Communities and Local Government

Department for Transport

Manual for Streets

Status and application

Manual for Streets (MfS) supersedes *Design Bulletin 32* and its companion guide *Places, Streets and Movement*, which are now withdrawn in England and Wales. It complements *Planning Policy Statement 3: Housing* and *Planning Policy Wales*. MfS comprises technical guidance and does not set out any new policy or legal requirements.

MfS focuses on lightly-trafficked residential streets, but many of its key principles may be applicable to other types of street, for example high streets and lightly-trafficked lanes in rural areas. It is the responsibility of users of MfS to ensure that its application to the design of streets not specifically covered is appropriate.

MfS does not apply to the trunk road network. The design requirements for trunk roads are set out in the *Design Manual for Roads and Bridges* (DMRB).

MfS only applies formally in England and Wales.

The policy, legal and technical frameworks are generally the same in England and Wales, but where differences exist these are made clear.

Table 7.1 Derived SSDs for streets (figures rounded).

Speed	Kilometres per hour	16	20	24	25	30	32	40	45	48	50	60
	Miles per hour	10	12	15	16	19	20	25	28	30	31	37
SSD (metres)		9	12	15	16	20	22	31	36	40	43	56
SSD adjusted for bonnet length. See 7.6.4		11	14	17	18	23	25	33	39	43	45	59
		Additional features will be needed to achieve low speeds										

7.5.7 The SSD values used in MfS are based on a perception–reaction time of 1.5 seconds and a deceleration rate of 0.45*g* (4.41 m/s²). Table 7.1 uses these values to show the effect of speed on SSD.

7.5.8 Below around 20 m, shorter SSDs themselves will not achieve low vehicle speeds: speed-reducing features will be needed. For higher speed roads, i.e. with an 85th percentile speed over 60 km/h, it may be appropriate to use longer SSDs, as set out in the *Design Manual for Roads and Bridges*.

7.5.9 Gradients affect stopping distances. The deceleration rate of 0.45g used to calculate the figures in Table 7.1 is for a level road. A 10% gradient will increase (or decrease) the rate by around 0.1g.

7.6 Visibility requirements

7.6.1 Visibility should be checked at junctions and along the street. Visibility is measured horizontally and vertically.

7.6.2 Using plan views of proposed layouts, checks for visibility in the horizontal plane ensure that views are not obscured by vertical obstructions.

7.6.3 Checking visibility in the vertical plane is then carried out to ensure that views in the horizontal plane are not compromised by obstructions such as the crest of a hill, or a bridge at a dip in the road ahead. It also takes into account the variation in driver eye height and the height range of obstructions. Eye height is assumed to range from 1.05 m (for car drivers) to 2 m (for lorry drivers). Drivers need to be able to see obstructions 2 m high down to a point 600 mm above the carriageway. The latter dimension is used to ensure small children can be seen (Fig. 7.17).

7.6.4 The SSD figure relates to the position of the driver. However, the distance between the driver and the front of the vehicle is typically up to 2.4 m, which is a significant proportion of shorter stopping distances. It is therefore recommended that an allowance is made by adding 2.4 m to the SSD.

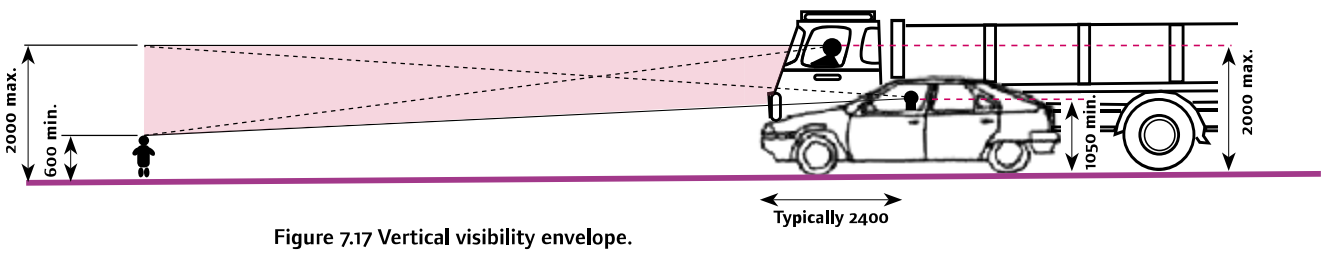


Figure 7.17 Vertical visibility envelope.

7.7 Visibility splays at junctions

7.7.1 The visibility splay at a junction ensures there is adequate inter-visibility between vehicles on the major and minor arms (Fig. 7.18).

7.7.2 The distance back along the minor arm from which visibility is measured is known as the X distance. It is generally measured back from the 'give way' line (or an imaginary 'give way' line if no such markings are provided). This distance is normally measured along the centreline of the minor arm for simplicity, but in some circumstances (for example where there is a wide splitter island on the minor arm) it will be more appropriate to measure it from the actual position of the driver.

7.7.3 The Y distance represents the distance that a driver who is about to exit from the minor arm can see to his left and right along the main alignment. For simplicity it is measured along the nearside kerb line of the main arm, although vehicles will normally be travelling a distance from the kerb line. The measurement is taken from the point where this line intersects the centreline of the minor arm (unless, as above, there is a splitter island in the minor arm).

7.7.4 When the main alignment is curved and the minor arm joins on the outside of a bend, another check is necessary to make sure that an approaching vehicle on the main arm is visible over the whole of the Y distance. This is done by drawing an additional sight line which meets the kerb line at a tangent.

7.7.5 Some circumstances make it unlikely that vehicles approaching from the left on the main arm will cross the centreline of the main arm – opposing flows may be physically segregated at that point, for example. If so, the visibility splay to the left can be measured to the centreline of the main arm.

X distance

7.7.6 An X distance of 2.4 m should normally be used in most built-up situations, as this represents a reasonable maximum distance between the front of the car and the driver's eye.

7.7.7 A minimum figure of 2 m may be considered in some very lightly-trafficked and slow-speed situations, but using this value will mean that the front of some vehicles will protrude slightly into the running carriageway of the major arm. The ability of drivers and cyclists to see this overhang from a reasonable distance, and to manoeuvre around it without undue difficulty, should be considered.

7.7.8 Using an X distance in excess of 2.4 m is not generally required in built-up areas.

7.7.9 Longer X distances enable drivers to look for gaps as they approach the junction. This increases junction capacity for the minor arm, and so may be justified in some circumstances, but it also increases the possibility that drivers on the minor approach will fail to take account of other road users, particularly pedestrians and cyclists. Longer X distances may also result in more shunt accidents on the minor arm. TRL Report No. 184[20] found that accident risk increased with greater minor-road sight distance.

Y distance

7.7.10 The Y distance should be based on values for SSD (Table 7.1).

20 Summersgill I., Kennedy, J. and Baynes, D. (1996) *Accidents at Three-arm Priority Junctions on Urban Single-carriageway Roads* TRL Report no. 184. Crowthorne: TRL.

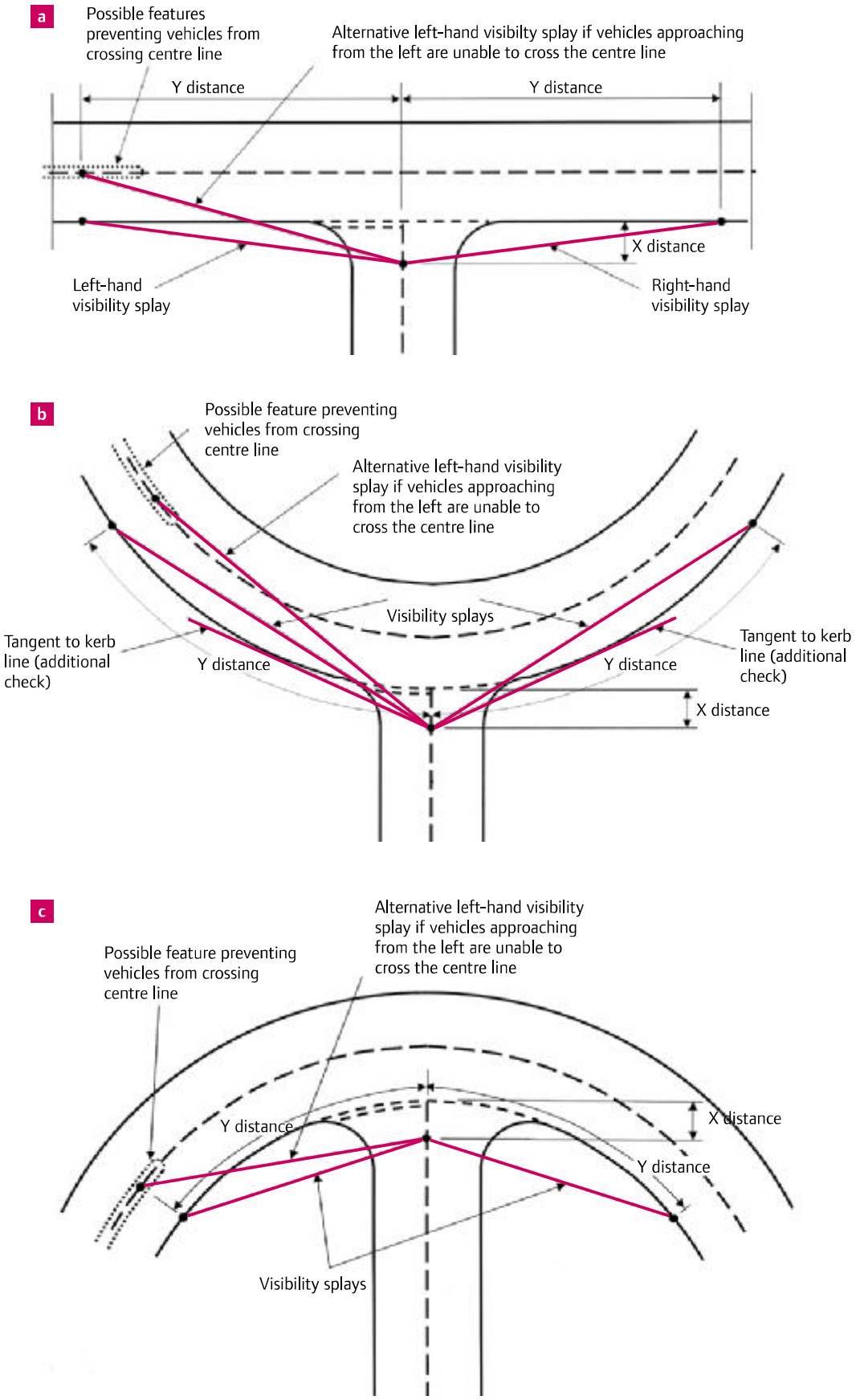


Figure 7.18 Measurement of junction visibility splays (a) on a straight road, (b) and (c) on bends.

7.8 Forward visibility

7.8.1 Forward visibility is the distance a driver needs to see ahead to stop safely for obstructions in the road. The minimum forward visibility required is equal to the minimum SSD. It is checked by measuring between points on a curve along the centreline of the inner traffic lane (see Fig. 7.19).

7.8.2 There will be situations where it is desirable to reduce forward visibility to control traffic speed – the Influence of geometry on speed box describes how forward visibility influences speed. An example is shown in Fig 7.20.

Visibility along the street edge

7.8.3 Vehicle exits at the back edge of the footway mean that emerging drivers will have to take account of people on the footway. The absence of wide visibility splays at private driveways will encourage drivers to emerge more cautiously. Consideration should be given to whether this will be appropriate, taking into account the following:

- the frequency of vehicle movements;
- the amount of pedestrian activity; and
- the width of the footway.

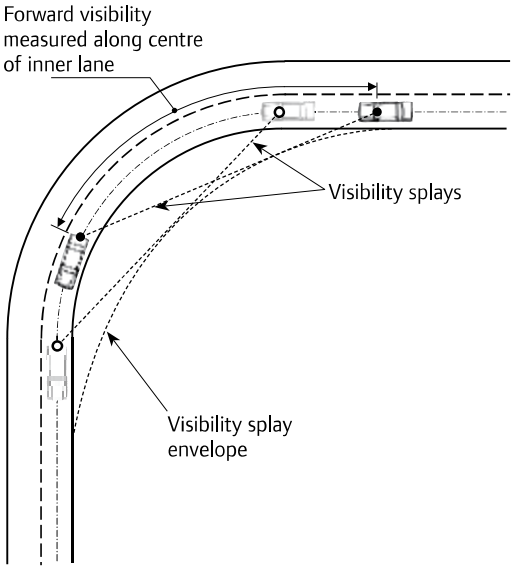


Figure 7.19 Measurement of forward visibility.

Andrew Cameron, WSP

Figure 7.20 Limiting forward visibility helps keep speeds down in Poundbury, Dorset.

7..8.4 When it is judged that footway visibility splays are to be provided , consideration should be given to the best means of achieving this in a manner sympathetic to the visual appearance of the street (Fig. 7.21). This may include:

- the use of boundary railings rather than walls (Fig. 7.22); and
- the omission of boundary walls or fences at the exit location.

Obstacles to visibility

7.8.5 Parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice. Ideally, defined parking bays should be provided outside the visibility splay. However, in some circumstances, where speeds are low, some encroachment may be acceptable.

7.8.6 The impact of other obstacles, such as street trees and street lighting columns, should be assessed in terms of their impact on the overall envelope of visibility. In general, occasional obstacles to visibility that are not large enough to fully obscure a whole vehicle or a pedestrian, including a child or wheelchair user, will not have a significant impact on road safety.

Tim Pharoah, Llewelyn Davies Yeang

Figure 7.21 Beaulieu Park, Chelmsford – low vegetation provides subtle provision of visibility at private driveway.

Tim Pharoah, Llewelyn Davies Yeang

Figure 7.22 Beaulieu Park, Chelmsford: the visibility splays are provided by railings rather than boundary walls, although the railings could have followed the property boundary.

7.9 Frontage access

7.9.1 One of the key differences between streets and roads is that streets normally provide direct access to buildings and public spaces. This helps to generate activity and a positive relationship between the street and its surroundings. Providing direct access to buildings is also efficient in land-use terms.

7.9.2 The provision of frontage vehicle access onto a street should be considered from the viewpoint of the people passing along the street, as well as those requiring access (Fig. 7.23). Factors to consider include:

- the speed and volume of traffic on the street;
- the possibility of the vehicles turning around within the property – where this is possible, then vehicles can exit travelling forward;
- the presence of gathered accesses – a single access point can serve a number of properties or a communal parking area, for example. This may be acceptable where a series of individual accesses would not be; and
- the distance between the property boundary and the carriageway – to provide adequate visibility for the emerging driver.

7.9.3 In the past, a relatively low limit on traffic flow (300 vehicles per peak hour or some 3,000 vehicles per day) has generally been used when deciding whether direct access was appropriate. This is equivalent to the traffic generated by around 400 houses. Above this level, many local-authority residential road guidelines required the provision of a 'local distributor road'.

Andrew Cameron, WSP

Figure 7.23 Frontage access for individual dwellings onto a main street into Dorchester.

7.9.4 Such roads are often very unsuccessful in terms of placemaking and providing for pedestrians and cyclists. In many cases, buildings turn their backs onto local distributors, creating dead frontages and sterile environments. Separate service roads are another possible design response, but these are wasteful of land and reduce visual enclosure and quality.

7.9.5 It is recommended that the limit for providing direct access on roads with a 30 mph speed restriction is raised to at least 10,000 vehicles per day (see box).

Traffic flow and road safety for streets with direct frontage access

The relationship between traffic flow and road safety for streets with direct frontage access was researched for MfS. Data on recorded accidents and traffic flow for a total of 20 sites were obtained. All of the sites were similar in terms of land use (continuous houses with driveways), speed limit (30 mph) and geometry (single-carriageway roads with limited side-road junctions). Traffic flows at the sites varied from some 600 vehicles per day to some 23,000 vehicles per day, with an average traffic flow of some 4,000 vehicles per day.

It was found that very few accidents occurred involving vehicles turning into and out of driveways, even on heavily-trafficked roads.

Links with direct frontage access can be designed for significantly higher traffic flows than have been used in the past, and there is good evidence to raise this figure to 10,000 vehicles per day. It could be increased further, and it is suggested that local authorities review their standards with reference to their own traffic flows and personal injury accident records. The research indicated that a link carrying this volume of traffic, with characteristics similar to those studied, would experience around one driveway-related accident every five years per kilometre. Fewer accidents would be expected on links where the speed of traffic is limited to 20 mph or less, which should be the aim in residential areas.

7.10 Turning areas

7.10.1 Connected street networks will generally eliminate the need for drivers to make three-point turns.

7.10.2 Where it is necessary to provide for three-point turns (e.g. in a cul-de-sac), a tracking assessment should be made to indicate the types of vehicles that may be making this manoeuvre and how they can be accommodated. The turning space provided should relate to its environment, not specifically to vehicle movement (see Fig. 7.24), as this can result in a space with no use other than for turning vehicles. To be effective and usable, the turning head must be kept clear of parked vehicles. Therefore it is essential that adequate parking is provided for residents in suitable locations.

7.10.3 Routeing for waste vehicles should be determined at the concept masterplan or scheme design stage (see paragraph 6.8.4). Wherever possible, routing should be configured so that the refuse collection can be made without the need for the vehicle having to reverse, as turning heads may be obstructed by parked vehicles and reversing refuse vehicles create a risk to other street users.

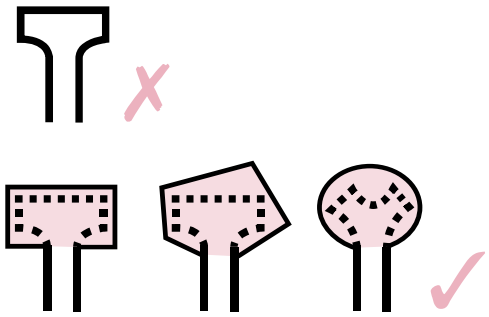


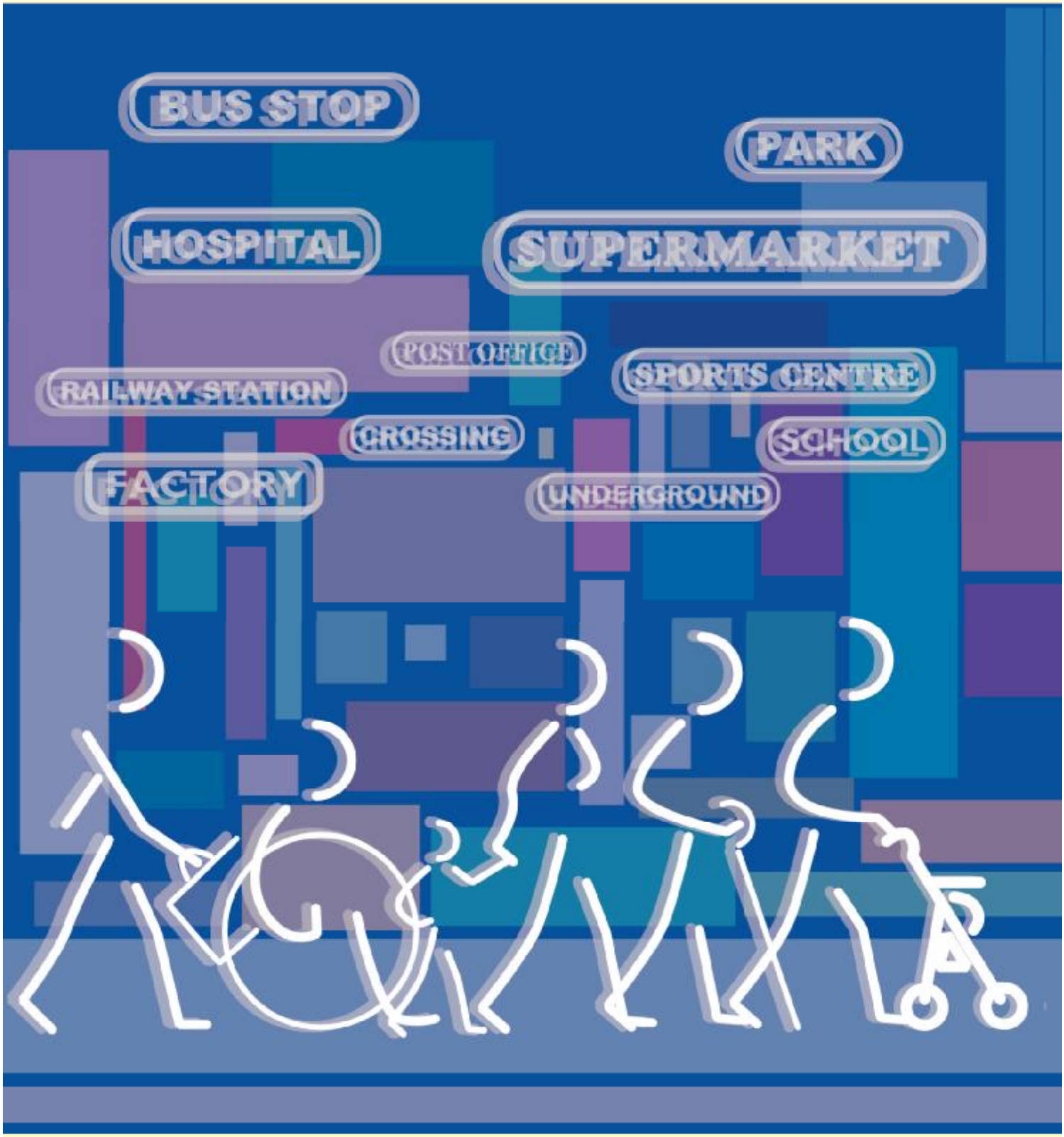
Figure 7.24 Different turning spaces and usable turning heads.

APPENDIX JPH-D

CIHT Guidelines for Providing for Journeys on Foot Extracts

Guidelines for

PROVIDING FOR JOURNEYS ON FOOT



THE INSTITUTION OF HIGHWAYS & TRANSPORTATION

Sainsbury's making life taste better. sustrans ROUTES FOR PEOPLE London Walking Forum

Table 3.2: Suggested Acceptable Walking Distance.

	Town centres (m)	Commuting/School Sight–seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

3.33. Planning Policy Guidance Note 6 states that the acceptable distance from a supermarket car park to the town centre is about 200–300m (DOE, 1996). Further sources of information on acceptable walking distances are provide by IHT (1997 and 1999) and DETR (1998).

3.34. For shopping, Carley and Donaldsons (1996) advise that that "acceptable" walking distances depend on the quality of the shops, the size of the shopping centre and the length of stay of the shopper. Specifically, they state that parking time governs the distance walked from parking. See Table 3.3) Higher quality and larger centres generate longer acceptable walking distances with up to 1250m of walking journey to 100,000m^2 of floor space.

Table 3.3: Acceptable walking distances for car–borne shoppers.

Parking time (hours)	Acceptable walking distance (metres)
30 mins	100
1	200
2	400
4	800
8	1000

Source: Carley and Donaldsons (1997)

Individual Sites/Redevelopment

3.35. For smaller areas and individual new developments or redevelopment, usually within an existing urban area, origin /destination surveys and network planning may not be appropriate. It will be important to identify the anticipated desire lines, crossing locations, volume and type of pedestrian activity. The practicality and attractiveness of walking depend not only on the general location but also on the access details. The most important considerations are likely to be:

- the ease of pedestrian access to the site
- the orientation and location of buildings within the site
- the access arrangements within the site
- the architectural style of the development (car or pedestrian oriented).

3.36. Additional walking distances or gradients, can be crucial in determining whether a development is pedestrian friendly. Layouts that require pedestrians to walk through car parks or to follow indirect footpaths should be avoided as far as possible. These are issues that should be addressed jointly by planners and engineers involved in development control.

3.37. If the development is sufficiently large to warrant a Transport Impact Assessment, the local authority should ensure that this thoroughly addresses the issues of pedestrian access, both to the site and within it. Some guidance is provided in IHT *Guidelines for Providing for Public Transport in Developments* (IHT, 1999). Further Guidelines on Transport Assessments are expected from DETR.

APPENDIX JPH-E

Traffic Survey Results Summaries

13401		BARNET		Site No: 13401001 Channel: Combined		Location	Mays Lane, Barnet (T/P S of Partridge Cl)		
TIME PERIOD	**Thu 16-May-24**	**Fri 17-May-24**	**Sat 18-May-24**	**Sun 19-May-24**	**Mon 20-May-24**	**Tue 21-May-24**	**Wed 22-May-24**	**5-Day Av**	**7-Day Av**
Week Begin: 16-May-24									
00:00	**13**	14	19	19	17	12	11	13	15
01:00	**11**	3	11	24	6	7	6	6	9
02:00	**4**	12	10	13	4	5	4	5	8
03:00	**3**	10	3	9	5	3	2	5	5
04:00	**4**	2	6	8	5	4	7	4	5
05:00	**14**	12	5	6	10	14	8	11	10
06:00	**51**	50	22	12	55	53	46	51	42
07:00	**218**	228	60	23	237	252	**259**	**239**	183
08:00	**226**	198	77	51	210	219	236	218	174
09:00	**147**	124	100	56	130	143	141	137	120
10:00	**118**	124	140	128	113	112	128	119	124
11:00	**100**	143	143	150	105	111	132	118	126
12:00	**139**	151	125	134	118	127	141	135	133
13:00	**121**	140	173	146	116	91	123	118	130
14:00	**119**	143	180	138	108	100	113	117	129
15:00	**148**	169	114	127	159	148	150	155	145
16:00	**203**	189	151	90	203	201	219	**203**	179
17:00	**222**	190	134	98	182	206	211	202	177
18:00	**172**	184	108	90	150	125	172	160	143
19:00	**130**	148	112	106	97	99	113	117	115
20:00	**95**	125	96	72	77	82	63	88	87
21:00	**44**	62	67	43	55	42	52	51	53
22:00	**36**	44	49	37	29	24	26	32	35
23:00	**20**	32	26	19	26	14	26	24	23
12H,7-19	**1933**	**1983**	**1505**	**1231**	**1831**	**1835**	**2025**	**1922**	**1763**
16H,6-22	**2253**	**2368**	**1802**	**1464**	**2115**	**2111**	**2299**	**2229**	**2059**
18H,6-24	**2309**	**2444**	**1877**	**1520**	**2170**	**2149**	**2351**	**2285**	**2117**
24H,0-24	**2358**	**2497**	**1931**	**1599**	**2217**	**2194**	**2389**	**2331**	**2169**

Data produced by
Auto Surveys Ltd

13401		BARNET		Site No: 13401001 Channel: Northeastbound		Location	Mays Lane, Barnet (T/P S of Partridge Cl)		
TIME PERIOD	**Thu 16-May-24**	**Fri 17-May-24**	**Sat 18-May-24**	**Sun 19-May-24**	**Mon 20-May-24**	**Tue 21-May-24**	**Wed 22-May-24**	**5-Day Av**	**7-Day Av**
Week Begin: 16-May-24									
00:00	**4**	7	6	5	5	5	6	5	5
01:00	**3**	0	4	15	3	2	3	2	4
02:00	**3**	6	5	5	2	3	3	3	4
03:00	**1**	4	2	6	4	0	1	2	3
04:00	**0**	1	3	4	2	2	2	1	2
05:00	**6**	4	1	2	2	6	4	4	4
06:00	**16**	14	8	2	22	18	23	19	15
07:00	**69**	73	22	12	60	81	73	71	56
08:00	**89**	76	31	19	75	86	99	85	68
09:00	**68**	44	38	23	48	60	64	57	49
10:00	**58**	55	62	47	45	60	56	55	55
11:00	**45**	66	61	60	47	48	71	55	57
12:00	**61**	71	52	52	47	60	71	62	59
13:00	**70**	68	64	69	61	35	62	59	61
14:00	**59**	80	74	78	47	48	60	59	64
15:00	**83**	87	61	67	75	68	63	75	72
16:00	**104**	116	71	46	117	116	112	113	97
17:00	**111**	95	75	50	110	112	107	107	94
18:00	**81**	80	59	44	77	57	86	76	69
19:00	**73**	76	55	47	53	56	44	60	58
20:00	**47**	72	47	33	36	39	26	44	43
21:00	**24**	29	32	19	30	21	24	26	26
22:00	**17**	20	28	22	15	9	15	15	18
23:00	**8**	12	15	10	12	9	12	11	11
12H,7-19	**898**	**911**	**670**	**567**	**809**	**831**	**924**	**875**	**801**
16H,6-22	**1058**	**1102**	**812**	**668**	**950**	**965**	**1041**	**1023**	**942**
18H,6-24	**1083**	**1134**	**855**	**700**	**977**	**983**	**1068**	**1049**	**971**
24H,0-24	**1100**	**1156**	**876**	**737**	**995**	**1001**	**1087**	**1068**	**993**

Data produced by
Auto Surveys Ltd

13401		BARNET		Site No: 13401001 Channel: Southwestbound		Location	Mays Lane, Barnet (T/P S of Partridge Cl)		
TIME PERIOD	**Thu 16-May-24**	**Fri 17-May-24**	**Sat 18-May-24**	**Sun 19-May-24**	**Mon 20-May-24**	**Tue 21-May-24**	**Wed 22-May-24**	**5-Day Av**	**7-Day Av**
Week Begin: 16-May-24									
00:00	**9**	7	13	14	12	7	5	8	10
01:00	**8**	3	7	9	3	5	3	4	5
02:00	**1**	6	5	8	2	2	1	2	4
03:00	**2**	6	1	3	1	3	1	3	2
04:00	**4**	1	3	4	3	2	5	3	3
05:00	**8**	8	4	4	8	8	4	7	6
06:00	**35**	36	14	10	33	35	23	32	27
07:00	**149**	155	38	11	177	171	186	168	127
08:00	**137**	122	46	32	135	133	137	133	106
09:00	**79**	80	62	33	82	83	77	80	71
10:00	**60**	69	78	81	68	52	72	64	69
11:00	**55**	77	82	90	58	63	61	63	69
12:00	**78**	80	73	82	71	67	70	73	74
13:00	**51**	72	109	77	55	56	61	59	69
14:00	**60**	63	106	60	61	52	53	58	65
15:00	**65**	82	53	60	84	80	87	80	73
16:00	**99**	73	80	44	86	85	107	90	82
17:00	**111**	95	59	48	72	94	104	95	83
18:00	**91**	104	49	46	73	68	86	84	74
19:00	**57**	72	57	59	44	43	69	57	57
20:00	**48**	53	49	39	41	43	37	44	44
21:00	**20**	33	35	24	25	21	28	25	27
22:00	**19**	24	21	15	14	15	11	17	17
23:00	**12**	20	11	9	14	5	14	13	12
12H,7-19	**1035**	**1072**	**835**	**664**	**1022**	**1004**	**1101**	**1047**	**962**
16H,6-22	**1195**	**1266**	**990**	**796**	**1165**	**1146**	**1258**	**1206**	**1117**
18H,6-24	**1226**	**1310**	**1022**	**820**	**1193**	**1166**	**1283**	**1236**	**1146**
24H,0-24	**1258**	**1341**	**1055**	**862**	**1222**	**1193**	**1302**	**1263**	**1176**

Data produced by
Auto Surveys Ltd

13401	BARNET	Site No: 13401001	Location	Mays Lane, Barnet (T/P S of Partridge Cl)
Thu 16-May-24 to Wed 22-May-24		Channel: Northeastbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Thu 16-May-24	**1100**	26	2.4	949	86.3	122	11.1	2	0.2	1	0.1
Fri 17-May-24	**1156**	48	4.2	991	85.7	113	9.8	2	0.2	2	0.2
Sat 18-May-24	**876**	44	5.0	768	87.7	62	7.1	2	0.2	0	0.0
Sun 19-May-24	**737**	57	7.7	637	86.4	39	5.3	3	0.4	1	0.1
Mon 20-May-24	**995**	39	3.9	847	85.1	101	10.2	8	0.8	0	0.0
Tue 21-May-24	**1001**	24	2.4	847	84.6	126	12.6	4	0.4	0	0.0
Wed 22-May-24	**1087**	18	1.7	942	86.7	126	11.6	1	0.1	0	0.0
Total Vehicles											
[--]	**6952**	256	3.9	5981	86.1	689	9.7	22	0.3	4	0.1

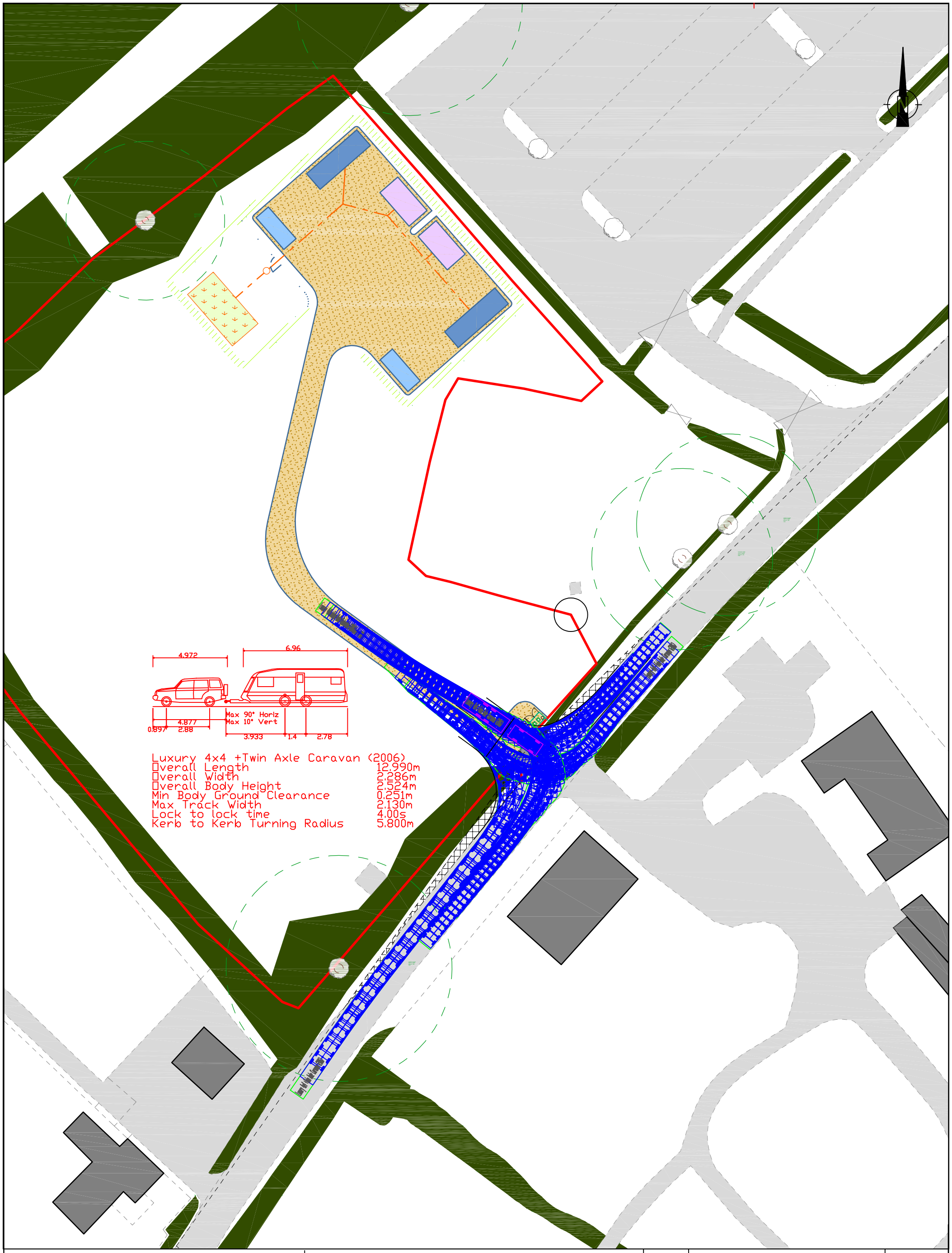
13401	BARNET	Site No: 13401001	Location	Mays Lane, Barnet (T/P S of Partridge Cl)
Thu 16-May-24 to Wed 22-May-24		Channel: Southwestbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES %	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Thu 16-May-24	**1258**	37	2.9	1110	88.2	108	8.6	2	0.2	1	0.1
Fri 17-May-24	**1341**	41	3.1	1184	88.3	113	8.4	3	0.2	0	0.0
Sat 18-May-24	**1055**	54	5.1	924	87.6	75	7.1	2	0.2	0	0.0
Sun 19-May-24	**862**	56	6.5	758	87.9	48	5.6	0	0.0	0	0.0
Mon 20-May-24	**1222**	42	3.4	1057	86.5	114	9.3	9	0.7	0	0.0
Tue 21-May-24	**1193**	21	1.8	1041	87.3	127	10.7	3	0.3	1	0.1
Wed 22-May-24	**1302**	22	1.7	1175	90.3	104	8.0	0	0.0	1	0.1
Total Vehicles											
[--]	**8233**	273	3.5	7249	88.0	689	8.2	19	0.2	3	0.0

Site 1 - 51.6422175,-0.2203116 **MAYS LANE – LOOKING NORTHEASTBOUND**

APPENDIX JPH-F

Figure JPH1



The Hurlstone Partnership
Seven Oaks Farm, Crew Green, Shrewsbury SY5 9AS
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e-mail: office@hurlstones.com

Appeal by Mr Patrick Casey - Mays Lane, Barnet
Potential Access to Accommodate 2-way Caravan Movement
Illustrative Layout

SCALE: 1:500 @ A3 | DATE: June 2024 | DWG NO. Figure JPH1

Rev	Amendments	Date