



**TRANSPORT AND TRAFFIC
CONSULTANCY**

Tel 07778 551690

*4 Tanfield Drive
Billericay
Essex CM12 9EB*

Email info@transport-traffic.co.uk

**RESIDENTIAL DEVELOPMENT
18 DENMARK STREET, TOTTENHAM, LONDON N17**

TRANSPORT STATEMENT

BY

C M VEASEY CMILT MCIHT

DECEMBER 2022

**RESIDENTIAL DEVELOPMENT
18 DENMARK STREET, TOTTENHAM, LONDON N17**

TRANSPORT STATEMENT

CONTENTS

	Page
1 Introduction	1
2 Site and Surroundings	1
3 The Development	3
4 Parking Survey	4
5 Conclusions	5

Figure 1: Site Location

Figure 2: Site and Surroundings

Figure 3: Site and Public Transport Network

Figure 4: Site and London Cycle Network

Appendix A: Parking Survey Results and Analysis

1 INTRODUCTION

- 1.1 This statement gives an assessment of the on-street parking impact of the proposed conversion of the house at no 18 Denmark Street, Tottenham into 2 nr self-contained flats, development of a terrace of 4 nr mews houses and 2 nr flats on land behind.
- 1.2 There is no other significant transport impact issue arising from this development.
- 1.3 This statement should be read in conjunction with the scheme drawings and other submissions in support of this development.

2 SITE AND SURROUNDINGS

- 2.1 The site location and surrounding area are shown in Figures 1 and 2 of this report. The site lies off the east side of Denmark Street, a local predominantly residential access road in the Northumberland Park area of Tottenham, and consists of a frontage plot occupied by a two storey terraced house, and a substantial undeveloped backland area behind this and neighbouring houses, accessed by a fully gated tunnel accessway alongside the house ground floor, with a crossover on Denmark Street.
- 2.2 Denmark Street is part of a large network of local predominantly residential access roads extending through much of east Tottenham. The predominant built form is two storey terraces houses of late Victorian/ Edwardian origin, with small front areas and fairly long back gardens or yards.
- 2.3 Park Lane, which Denmark Street joins a short distance north of the site, runs east-west and has a more mixed character with local shops and other service businesses interspersed with similar terraced housing on its south side, but with predominantly medium-rise public housing in the form of purpose built blocks of flats and some local shopping parades, evidently of mid/ late 20th century origin, on its north side.

- 2.4 Park Lane formerly provided a through traffic route to/ from Tottenham High Road, but now has a closure to all motor traffic just west of St Paul's Road, the next side road west of Denmark Street.
- 2.5 On-street parking in the area is generally unrestricted except when football matches or other major events are being held at the nearby Tottenham Hotspur Association Football Club's White Hart Lane stadium. On those occasions a controlled parking zone (CPZ) operates Noon- 8pm for weekend or bank holiday events, or 5 – 8.30pm for events on other days. Most kerbside is marked and signed as Event Days CPZ parking bays for resident or other permit holders only, but there are substantial lengths of single yellow line waiting restrictions along Park Lane, which also only operate during the prescribed CPZ hours on Event Days.
- 2.6 Traffic is generally very light and sporadic in the local roads in the area, including Denmark Street, even at peak periods.
- 2.7 Street lighting is generally of a high standard throughout the locality, using high pressure sodium or LED lanterns.
- 2.8 The site in relation to the public transport network is shown in Figure 2. The site is well served by public transport, with:-
- Frequent all-day daily bus services 341, 176 and W3 serving stops on or adjacent to Northumberland Park (road) less than 5 minutes walk away; the 341 service also running through the night throughout the week
 - Another local bus service, no 318, serving stops on Lansdowne Road a few minutes walk away to the south
 - Northumberland Park railway station less than 5 minutes walk away, well served by local trains up the Lea Valley to/ From London Liverpool Street via Tottenham Hale rail/ tube/ bus transport interchange
 - Several other frequent all-day daily and night bus services serving stops on Tottenham High Road a few minutes walk away via Park Lane.
 - White Hart Lane, on the high frequency London Overground rail network, about 1.2 km away beyond the High Road.

- 2.9 This good public transport accessibility is understated in the official TfL Webcat system which assesses the site's PTAL as only 2 (low accessibility) whose very conservative walk speed and distance criteria exclude the High Road bus services and stops, and White Hart Lane station and train services, and also fail to fully credit the full transport value of the high combined train service frequency at Northumberland Park owing to the way the high frequency combined train service is split up into six different service components for calculation and service weighting.
- 2.10 The site is very close to a good range of local shops and other services and facilities on Park Lane, some of them almost on the doorstep; and many more along the High Road a little further away but still within easy walking distance.
- 2.11 The site in relation to the designated London Cycle Network is shown in Figure 3. LCN route 56 runs along Park Lane almost directly past the site, giving good connections with the rest of the LCN. The light traffic in the surrounding local roads and the flat terrain are also conducive to cycling.
- 2.12 The proposed development could thus attract occupants who would not need or wish to own cars. However this does not make it necessary for the development to be car-free and for residents to be denied on-street parking permits if they did wish or need to own cars and would not unacceptably add to on-street parking pressure.

3 THE DEVELOPMENT

- 3.1 The existing house is to be converted into two flats – a 1-bed 2-person flat on the ground floor and a 3-bed 4-person flat on the upper floor – and a terrace of 5 nr 2-storey units (4 nr 3-bed 4-person 2-storey houses, and one containing 1 nr 1-bed 2-person flat and 1 nr 1-bed 1-person flat) – thus 8 nr dwellings in total - is to be built on the vacant backland, with pedestrian and cycle access via the existing private accessway from Denmark Road.
- 3.2 No car parking will be provided for any of the dwellings, but each will be provided with a secure cycle store. A refuse/recycling storage enclosure will be provided close to the Denmark Street frontage.

4 PARKING SURVEY

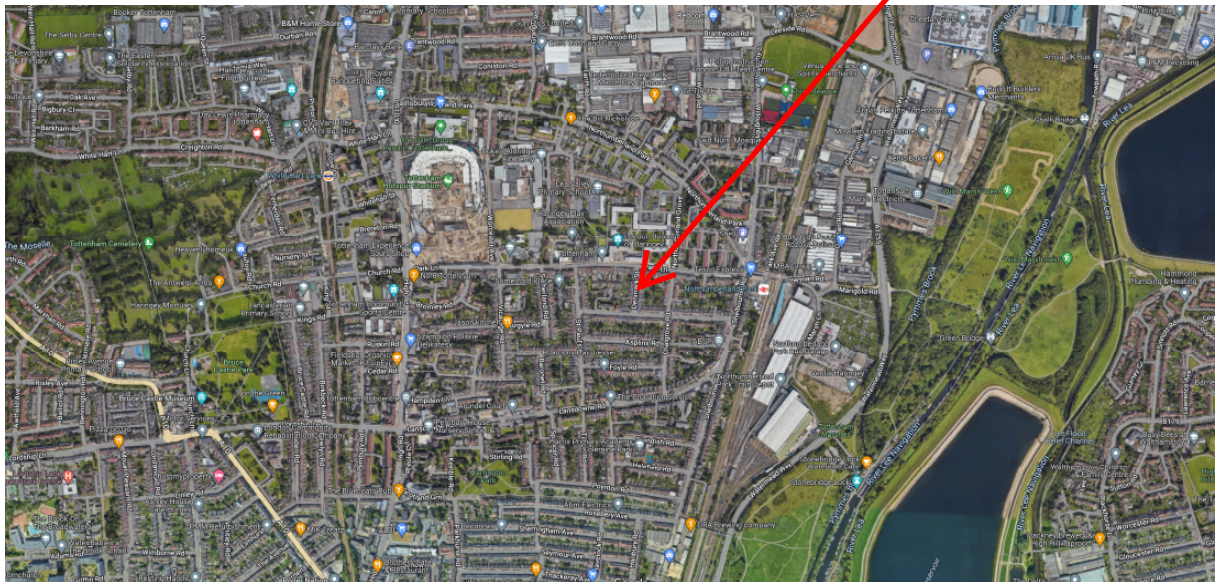
- 4.1 A survey of night time parking in the locality was carried out between the hours of 4.30 – 4.45am on Tuesday 8th and 5 - 5.15am on Wednesday 9th November 2022, in order to determine the degree of on-street parking pressure during the peak period for residential parking demand, in accordance with the widely accepted Lambeth Council prescribed methodology. The surveys were also carried out at sample daytime periods on the same days. The Event Days parking restrictions were not operating on either day.
- 4.2 The core study area, shown in figure 1, was defined as Denmark Street, Park Lane (between Briar's Close and St Paul's Road, St Paul's Road (north of Chalgrove Road), Manor Road and Chalgrove Road (between Manor Road and Park Lane), this being the area of highways within approximately 200 metres walk from the site but taking account of sensible termination points and likely natural parking search circulation routes.
- 4.3 The results of the parking survey are tabulated at Appendix A of this report, The results confirm the visual impression that there is at all times substantial vacant parking space in CPZ parking bays, with overall parking pressure well below the accepted stress level of 90%, including below 60% at all times in Denmark Street.
- 4.4 The analysis presented at Appendix A confirms that even in the (unlikely) event of all 8 new households in the development each having as many as 2 cars or equivalent vehicles each (and without offsetting against the potential on-street parking demand of the existing house on the site) the on-street parking pressure would still be low with substantial vacant space remaining, even in the unlikely event of all those additional cars remaining parked in the area throughout the day and not away with their owners at work or on other business and hence absent from the area.
- 4.5 Thus even if any or even all the new dwellings one or both the two houses did attract car-owning occupants the resultant additional cars could be parked in the locality without causing excess parking pressure or problems for other local residents or road users.

5 CONCLUSIONS

- 5.1 The proposed dwellings would have good access by public transport as well as by cycle and on foot, which would reduce the need or desire of occupants to own and use a car.
- 5.2 The parking survey has nevertheless demonstrated that there is substantial spare space in on-street parking bays very close to the site at night when residential parking demand is at its heaviest, as well as during daytime.
- 5.3 There is therefore no justifiable parking or other transport reason why the development should not be permitted, nor why occupants of the development not be allowed to have residents' parking permits for the Event Day controlled parking zone in which the site lies.



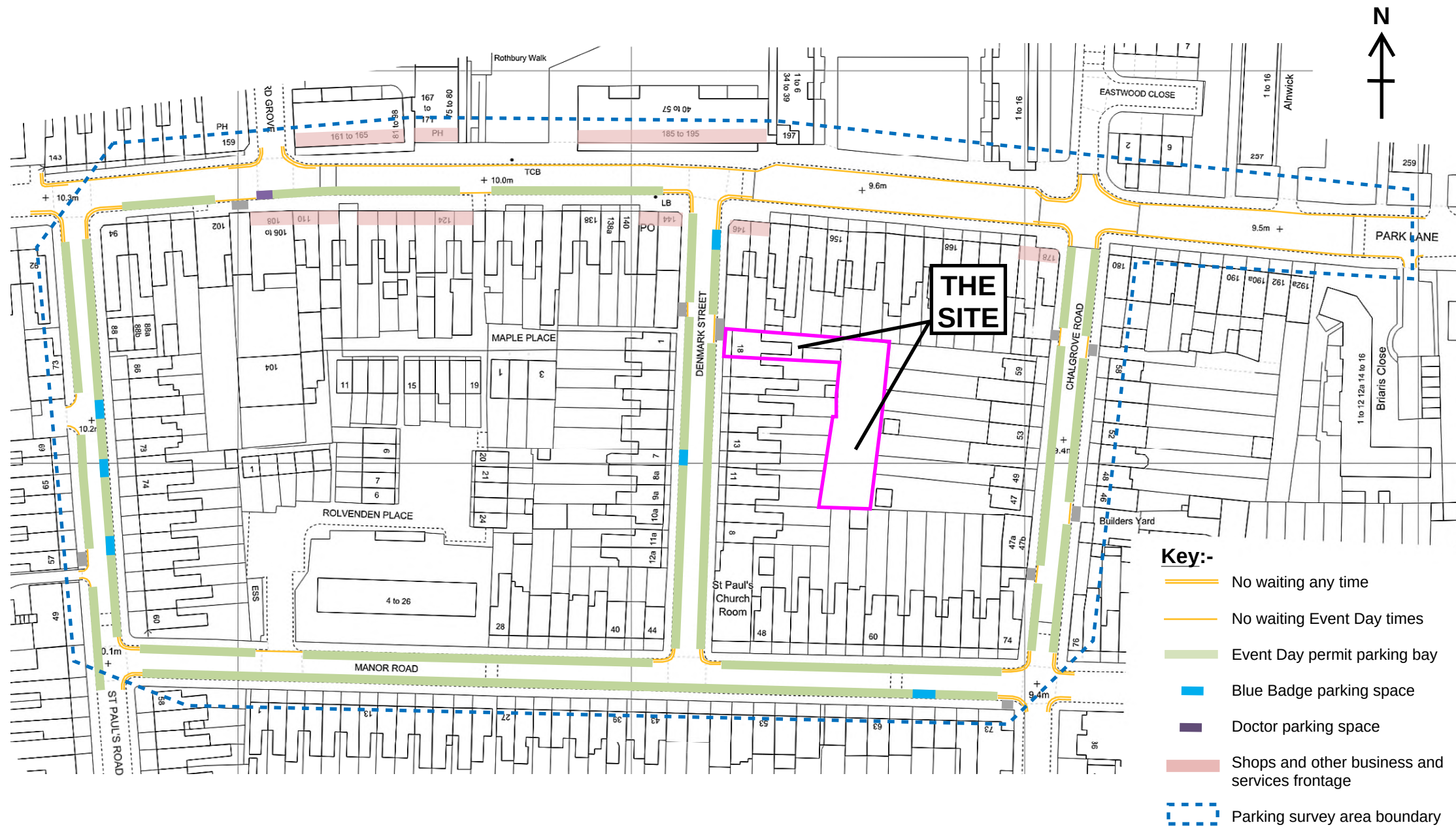
THE SITE



THE SITE



Site Location **FIGURE 1**



Scale 1:1250 @ A4

Site and Surroundings

FIGURE 2

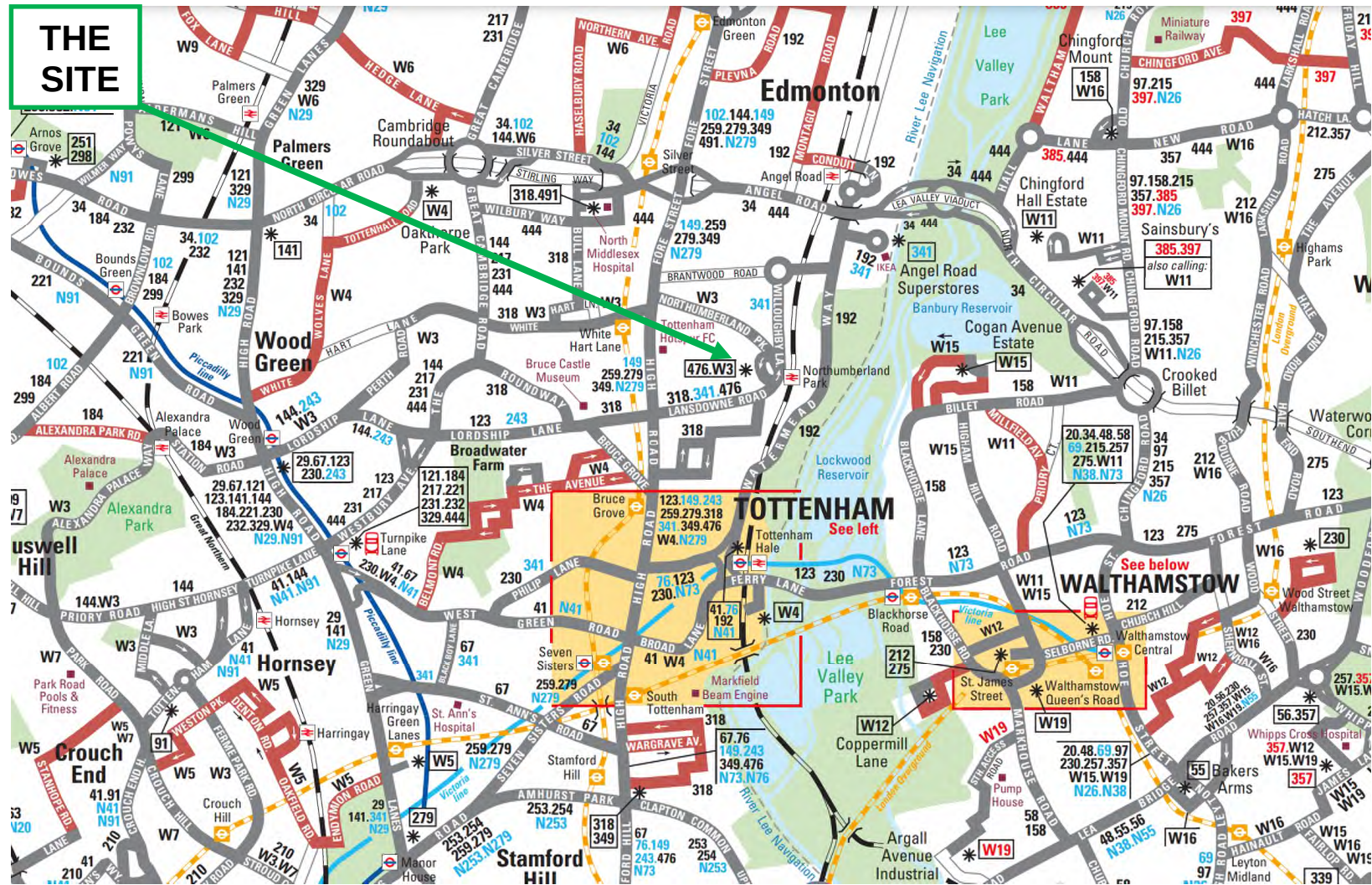
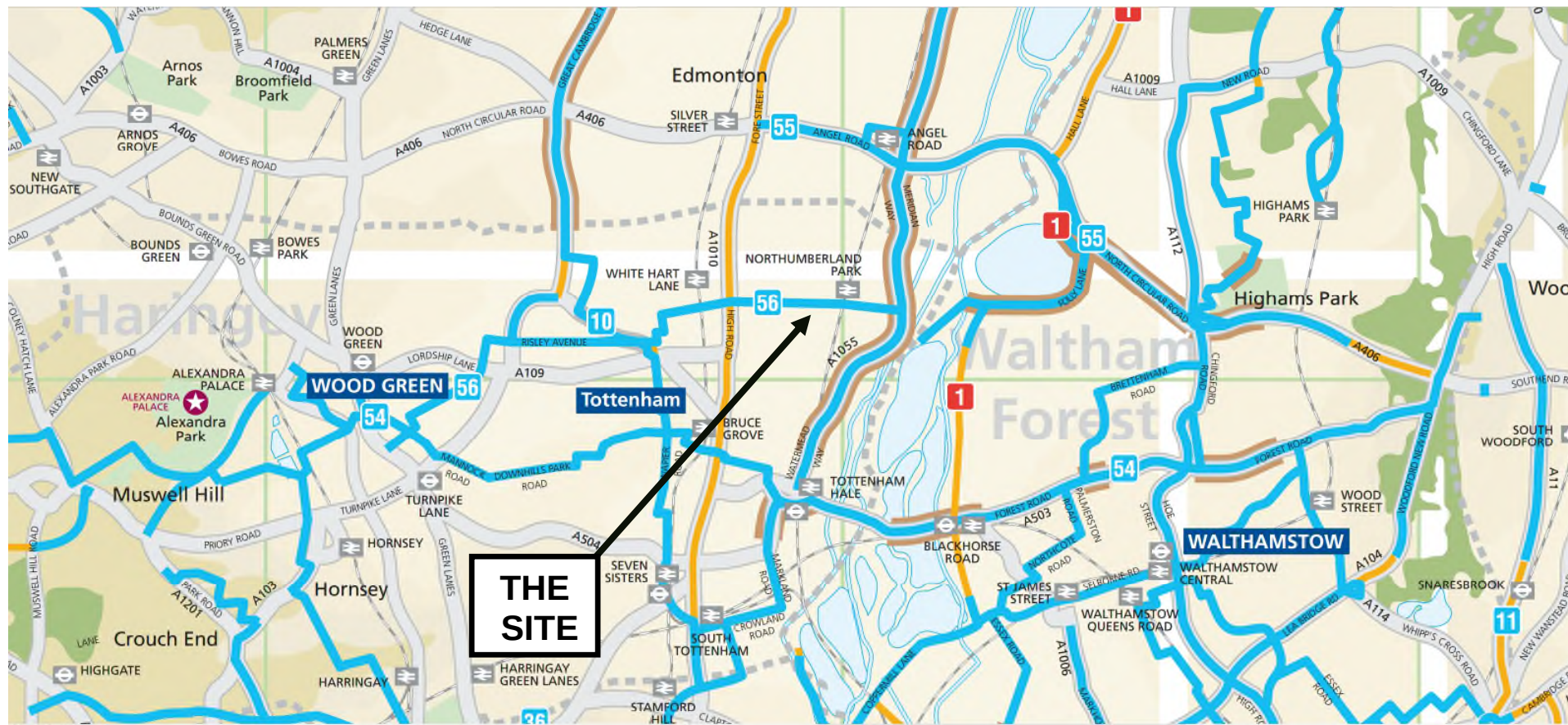


FIGURE 3

Site and Public Transport Network

FIGURE 3

FIGURE 4



Site and London Cycle Network

FIGURE 4

APPENDIX A

Parking Survey Results and Analysis

PROPOSED DEVELOPMENT

18 DENMARK STREET, TOTTENHAM, LONDON N17

Parking Survey Results and Analysis

Night time parking survey results:-

Street section:-	Kerbside supply in Event Days CPZ bays (metres)	Other kerbside supply subject to weekday daytime restrictions (metres)	Monday/ Tuesday night				Tuesday/ Wednesday night				Average (arithmetic mean) both nights	
			Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all kerbside available overnight (%)	Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all kerbside available overnight (%)	CPZ bay parking stress (%)	Parking stress at all kerbside available overnight (%)
Denmark Street	195	0	21	0	54	54	23	0	59	59	56	56
Park Lane	115	495	14	37	61	42	8	30	35	31	48	36
St Paul's Road	200	0	21	0	53	53	25	0	63	63	58	58
Manor Road	395	0	47	0	59	59	48	0	61	61	60	60
Chalgrove Road	175	0	29	0	83	83	31	0	89	89	86	86
TOTAL	1080	495	132	37	61	54	135	30	63	52	62	53

Night time parking pressure in area if (improbably) all the new dwellings had 2 cars each:-

Street section:-	Kerbside supply in Event Days CPZ bays (metres)	Other kerbside supply subject to weekday daytime restrictions (metres)	Monday/ Tuesday night				Tuesday/ Wednesday night				Average (arithmetic mean) both nights	
			Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all kerbside available overnight (%)	Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all kerbside available overnight (%)	CPZ bay parking stress (%)	Parking stress at all kerbside available overnight (%)
Denmark Street	195	0	21	0	54	54	23	0	59	59	56	56
Park Lane	115	495	14	37	61	42	8	30	35	31	48	36
St Paul's Road	200	0	21	0	53	53	25	0	63	63	58	58
Manor Road	395	0	47	0	59	59	48	0	61	61	60	60
Chalgrove Road	175	0	29	0	83	83	31	0	89	89	86	86
TOTAL	1080	385	148	37	69	63	151	30	70	62	69	62

Parking survey results Tuesday/ Wednesday daytime:-

Street section:-	Kerbside supply in Event Days CPZ bays (metres)	Other kerbside supply subject to weekday daytime restrictions (metres)	9.30-9.45am				10.30-10.45pm				1.00-1.15pm			
			Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all kerbside available overnight (%)	Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all kerbside available overnight (%)	Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all kerbside available overnight (%)
Denmark Street	195	0	21	0	54	54	16	0	41	41	18	0	46	46
Park Lane	115	495	8	17	35	20	18	43	78	50	17	45	74	51
St Paul's Road	200	0	24	0	60	60	22	0	55	55	21	0	53	53
Manor Road	395	0	38	0	48	48	33	0	42	42	35	0	44	44
Chalgrove Road	175	0	25	0	71	71	21	0	60	60	26	0	74	74
TOTAL	1080	495	116	17	54	42	110	43	51	49	117	45	54	51

Street section:-	Kerbside supply in Event Days CPZ bays (metres)	Other kerbside supply subject to weekday daytime restrictions (metres)	3.00-3.15pm				5.00-5.15pm				7.00-7.15pm			
			Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all kerbside available overnight (%)	Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all kerbside available overnight (%)	Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all kerbside available overnight (%)
Denmark Street	195	0	21	0	54	54	22	0	56	56	28	0	72	72
Park Lane	115	495	19	46	83	53	17	39	74	46	16	33	70	40
St Paul's Road	200	0	19	0	48	48	16	0	40	40	19	0	48	48
Manor Road	395	0	30	0	38	38	38	0	48	48	43	0	54	54
Chalgrove Road	175	0	24	0	69	69	26	0	74	74	28	0	80	80
TOTAL	1080	495	113	46	52	50	119	39	55	50	134	33	62	53

Daytime parking pressure in area if (improbably) all the new dwellings had 2 cars each and (improbably) all remained parked in the locality throughout the day:-

Street section:-	Kerbside supply in Event Days CPZ bays (metres)	Other kerbside supply subject to weekday daytime restrictions (metres)	9.30-9.45am				10.30-10.45pm				1.00-1.15pm			
			Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all kerbside available overnight (%)	Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all kerbside available overnight (%)	Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all kerbside available overnight (%)
Denmark Street	195	0	21	0	54	54	16	0	41	41	18	0	46	46
Park Lane	115	495	8	17	35	20	18	43	78	50	17	45	74	51
St Paul's Road	200	0	24	0	60	60	22	0	55	55	21	0	53	53
Manor Road	395	0	38	0	48	48	33	0	42	42	35	0	44	44
Chalgrove Road	175	0	25	0	71	71	21	0	60	60	26	0	74	74
TOTAL	1080	385	132	17	61	51	126	43	58	58	133	45	62	61

Street section:-	Kerbside supply in Event Days CPZ bays (metres)	Other kerbside supply subject to weekday daytime restrictions (metres)	3.00-3.15pm				5.00-5.15pm				7.00-7.15pm			
			Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all kerbside available overnight (%)	Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all kerbside available overnight (%)	Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all kerbside available overnight (%)
Denmark Street	195	0	21	0	54	54	22	0	56	56	28	0	72	72
Park Lane	115	495	19	46	83	53	17	39	74	46	16	33	70	40
St Paul's Road	200	0	19	0	48	48	16	0	40	40	19	0	48	48
Manor Road	395	0	30	0	38	38	38	0	48	48	43	0	54	54
Chalgrove Road	175	0	24	0	69	69	26	0	74	74	28	0	80	80
TOTAL	1080	385	129	46	60	60	135	39	63	59	150	33	69	62