

London Borough of Haringey

Site Adjacent to 39 and 41 Antill Road, LB Haringey

Transport Statement

June 2020

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1 INTRODUCTION

- 1.1 Caneparo Associates are appointed by the London Borough of Haringey ('the Applicant') to provide traffic and transport advice in relation to the proposed development of the site located between 39 & 41 Antill Road, ('the Site'), in the London Borough of Haringey (LBH).
- 1.2 The Site is currently in use as 3 car parking spaces and the existing layout plan is at **Appendix A**.
- 1.3 This planning application proposal seeks the redevelopment of the site to provide a 3 bed house with associated cycle parking and a bin store. The Architect's proposed ground floor layout plan is included at **Appendix B**.
- 1.4 This Transport Statement demonstrates that the planning application proposal is appropriate for this location and acceptable on transport grounds. The proposals will be successfully accommodated on the local transport network and there will be no material transport related impacts.
- 1.5 The remainder of this report is structured as follows:
- Section 2 summarises the existing situation;
 - Section 3 sets out the Site's accessibility;
 - Section 4 describes the relevant transport planning policy;
 - Section 5 reviews the development proposals; and
 - Section 6 presents a summary and conclusion.

2 EXISTING SITUATION

Site Location

- 2.1 The Site is in the London Borough of Haringey, approximately a 700m walk distance to the south west of Tottenham Hale Station and 600m to the north east of Seven Sisters Station.
- 2.2 The Site location relative to the local highway network and transport connections is provided in **Figure 2.1** below.

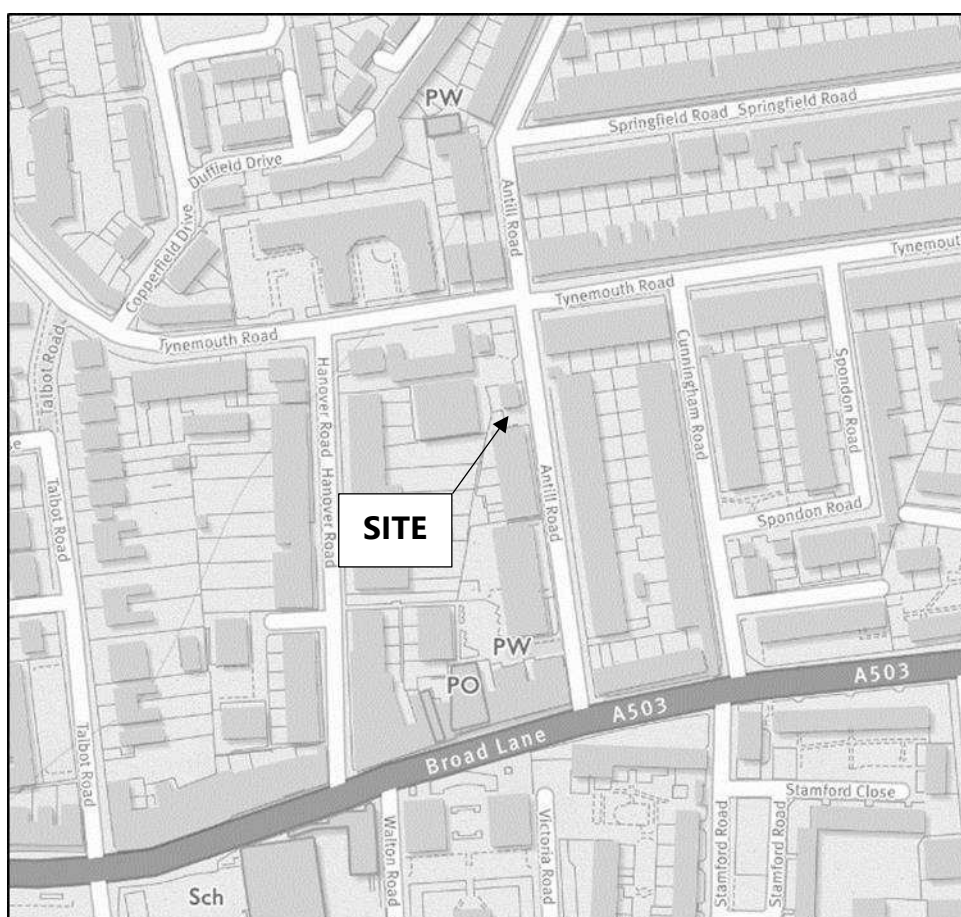


Figure 2.1 – Site Location

- 2.3 The immediate surrounding area is predominantly residential in nature, however a wide range of facilities and amenities are available within a short walking distance owing to the Site's proximity to the retail park at Tottenham Hale, High Street and the retail facilities on Broad Lane. The Site is also close to the Markfield Recreation Ground and the Down Lane Recreation Ground.

- 2.4 The proposed development is, therefore, considered to be located within an established area which benefits from services that can cater for the number of residents expected on-site.

Site Use and Operation

- 2.5 The Site comprises 3 car parking spaces, with a crossover and 10m section of single yellow line ensuring access. The car parking spaces are permit controlled and operated by Homes for Haringey.

Local Highway Network

- 2.6 The site is bounded to the east by Antill Road a 20mph road, running between Broad Lane A10 to the south and also connecting to Broad Lane to the east. Antill Road is traffic calmed and is part of a cycle route.
- 2.7 Double yellow lines at junctions discourage inappropriate parking, and the area is part of the 7S area of the Borough's Controlled Parking Zone, with controls in place 08:00 to 18:30 Monday to Saturday.

Parking

- 2.8 Overnight weekday surveys based on the standard Lambeth methodology (5m vehicle spaces) of the adjacent permit holder bays within the CPZ show a typical occupancy level of 68%, well below the 90% that we would consider represents parking stress and 75 empty spaces out of 236 still remain available for use. A Saturday survey at 11:00 recorded 52% occupancy.
- 2.9 In addition to the 3 spaces on the site, Homes for Haringey also control the spaces adjacent to 1-11 Antill Road which are also permit controlled and used by the residents of 1-11 Antill Road and Sophia House.
- 2.10 On the site itself at most 2 of the 3 car parking spaces were recorded to be in use and 12 of the 13 spaces at the rear of 1-11 Antill Road. Though the proposals would increase on-street parking demand, if the 2 cars parking on-site sought to park within the CPZ the occupancy would remain within acceptable limits, such that existing residents would not have any difficulty in parking in the surrounding area.
- 2.11 The full survey data is provided at **Appendix C**.

Census Data

- 2.12 The 2011 Census has been interrogated to show car ownership data for the area. The local Census car ownership data indicates an average car ownership of 0.4 vehicles per household, therefore the proposed 3 bed unit would be expected on average to own 1 or less cars. The Census Data is at **Appendix D**. However, given the excellent accessibility of the site to public transport (PTAL 6B) the proposed dwelling will be permit free.
- 2.13 Though the proposals may increase on-street parking demand, the occupancy would remain within acceptable limits, such that existing residents would not have any difficulty in parking in the surrounding area.

3 SITE ACCESSIBILITY

- 3.1 The Site has good accessibility by all modes with an excellent network of footpaths, cycle facilities and public transport services in the immediate vicinity.

Active Travel

Access by Foot

- 3.2 According to CIHT's publication 'Planning for Walking' (April 2015), most people will only walk if their destination is less than a mile away with a 'walking neighbourhood' characterised by facilities within 800m i.e. 10 minutes walking distance. The Transport for London guidance document "Walking Best Practice", April 2012, also refers to car journeys up to 2km in length which could easily be walked in less than 30 minutes. Finally, TfL's latest guidance dictates that an 'active travel zone' incorporates a 20 minute walking distance (1.6km) around a development.
- 3.3 Tottenham Hale and Seven Sisters stations and local facilities on the High Road are within a 2km walking distance from the Site, as well as Down Lane and Markfield recreation grounds.

Access by Cycling

- 3.4 DfT guidance highlights that three quarters of all journeys are less than 5 miles (8km), of which 60% are by car. The guidelines highlight that there is a 'substantial potential for substituting cycling for driving' for distances up to 5 miles. Furthermore, TfL's active travel zone extends to a 20 minute cycle from a development, this area includes much of North London.
- 3.5 Antill Road itself is part of a signed cycle route.

Access to Public Transport

Public Transport Accessibility Levels

- 3.6 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, considering walk access time and service availability.
- 3.7 The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. It is then further sub-sectioned into 'a' and 'b', with 'a' being at

the lower end of the spectrum and 'b' at the higher. The Site has a PTAL rating of 6b, indicating an excellent level of accessibility by public transport. The PTAL details are provided at **Appendix E**.

- 3.8 The PTAL assessment score includes bus stops that are located within 640m of the Site (approximately 8 minutes walking distance) and Underground/Rail stations within 960m of the Site (approximately 12 minutes walking distance).

Bus Services

- 3.9 The Site is well served by local bus routes with access to 14 routes within the 640m walk distance.

Rail/Underground Services

- 3.10 Seven Sisters, Tottenham Hale and South Tottenham stations are all within a reasonable walk distance of the site.

Car Clubs

- 3.11 A car club bay is available in close proximity to the site, on Antill Road itself.

Healthy Streets

- 3.12 The Healthy Streets Approach to assessing the local environment has now been adopted by TfL and the Mayor of London as the principle means of evaluating the local area with the aim of reducing car use and helping Londoners to walk, cycle and use public transport more.
- 3.13 This Approach is based on 10 indicators of what forms a Healthy Street with a focus on the experience of people using streets, as detailed within the '*Guide to the Healthy Streets Indicators – Delivering the Healthy Streets Approach, November 2017*' document.
- 3.14 The document outlines 10 Healthy Streets indicators which provide initial starting points for discussions around the quality of the pedestrian environment. The 10 Healthy Streets indicators are summarised within **Figure 3.1** below, which illustrates the Healthy Streets Indicator Wheel.



Figure 3.1 – Healthy Streets Indicator Wheel

- 3.15 It is recognised that not all the sections within the Healthy Streets Approach are necessarily relevant to each individual street, but in conjunction, form a holistic approach to street appraisal.
- 3.16 With regard to site users the proposed development will undoubtedly encourage cyclists as cycle parking spaces will be provided as part of the development. The removal of the existing crossover to the site will also improve the pedestrian environment in the area.

4 TRANSPORT POLICY CONTEXT

Introduction

4.1 This section summarises the key transport policies at a national, regional and local level that are relevant to this proposal, including:

- National Planning Policy Framework (2019);
- The London Plan (2016);
- The Draft New London Plan (2019);
- The Mayor's Transport Strategy (2018);
- Haringey Local Plan: Strategic Policies (July 2017); and
- Haringey Local Plan: Development Management DPD (July 2017).

National Transport Policy

National Planning Policy Framework (February 2019)

4.2 The National Planning Policy Framework (NPPF) was published in February 2019 and sets out the Government's planning policies for England and how these are expected to be applied.

4.3 Chapter 9 – 'Promoting Sustainable Transport' sets out central government national transport policy, with Paragraph 29 setting out that *"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*

- a) The potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and considered – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*

- e) *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places."*

4.4 A summary of the pertinent proposed policy directions taken from Chapter 9 (Promoting Sustainable Transport) is summarised below.

"108. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users; and*
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

109. Development should only be prevented or refused on highways grounds if the residual cumulative impacts on the road network or road safety would be severe.

110. Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

- 4.5 The Site has excellent accessibility to public transport and local facilities, promotes sustainable travel by incorporating cycle parking and it is considered that there are no significant residual cumulative impacts due to the proposed development.

Regional Transport Policy

The London Plan (March 2016)

- 4.6 The London Plan (March 2016) is a Spatial Development Strategy which sets out the framework for the development of London over the next 20-25 years.
- 4.7 Policy 6.1 sets out several strategic aims, key aims include:
- a) encouraging patterns and modes of development that reduce the need to travel, especially by car;*
 - b) seeking to improve the capacity and accessibility of public transport, walking and cycling, particularly in areas of greatest demand;*
 - c) supporting measures that encourage shifts to more sustainable modes and appropriate demand management; and*
 - d) promoting walking by ensuring an improved urban realm."*

The Draft New London Plan (Intend to Publish Version, December 2019)

- 4.1 Though currently in draft format, the new London Plan still forms a material consideration in planning decisions and, as such, is included within this report. Six core 'good growth' policies are identified and state the following with regards to transport:

"Policy GG2 Making the best use of land – Point E: Plan for good local walking, cycling and public transport connections to support a strategic target of 80 per cent of all journeys using sustainable travel, enabling car-free lifestyles that allow an efficient use of land, as well as using new and enhanced public transport links to unlock growth.

Policy GG3 Creating a healthy city – Point B: Promote more active and healthy lives for all Londoners and enable them to make healthy choices.

Policy GG3 Creating a healthy city – Point C: Use the Healthy Streets Approach to prioritise health in all planning decisions."

4.2 Policy T4 – Assessing and mitigating transport impacts provides the following advice:

B. "When required in accordance with national or local guidance, transport assessments / statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance."

4.3 In regard to cycle parking, **Table 4.1** below sets out the draft cycle parking minimum standards relevant to the proposed development.

Table 4.1: Cycle Parking minimum standards (Higher cycle parking area)		
Use Class	Long-stay	Short-stay
C3-C4 dwellings	1 space per studio or 1 person 1 bedroom dwelling, 1.5 spaces per 2 person 1 bedroom unit dwelling, 2 spaces per all other dwellings	5 to 40 dwellings: 2 spaces Thereafter: 1 space per 40 units dwellings

Mayor's Transport Strategy (March 2018)

4.4 The Mayor's Transport Strategy was published in March 2018 and sets out a range of policies and proposals aimed at creating Healthy Streets and healthy people with the aim for 80 per cent of trips in London to be made on foot, by cycle or using public transport by 2041.

4.5 The Mayor's Transport Strategy vision states:

"The central aim of this strategy – the Mayor's Vision – is to create a future London that is not only home to more people, but is a better place for all those people to live in.

The success of London's future transport system relies upon reducing London's dependency on cars in favour of increased walking, cycling and public transport use."

4.6 Central to this vision are the following three transport aims:

1. *"By 2041, for all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day.*

2. *For no one to be killed in or by a London bus by 2030, and for deaths and serious injuries from all road collisions to be eliminated from the streets by 2041.*
3. *To reduce freight traffic in the central London morning peak by 10 per cent on current levels by 2026, and to reduce total London traffic by 10-15 per cent by 2041”.*

Local Transport Policy

Haringey Local Plan: Strategic Policies (July 2017)

- 4.7 Haringey’s Local Plan: Strategic Policies was formally adopted in March 2013 and consolidated with alterations in July 2017 and sets out the Council’s stance towards the delivery of developments.
- 4.8 Strategic Policy 7 – Transport: Delivering Action on Climate Change and Quality and Healthy Places – states that the *‘In line with the London Plan policies, the Council will work with partners to promote the following travel demand management schemes to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by:*
- *Minimising congestion and addressing the environmental impacts of travel;*
 - *Promoting public transport, walking and cycling (including minimum cycle parking standards);*
 - *Promoting road safety and pedestrian movement particular in town centres and close to local services;*
 - *Promoting car sharing and establishing car clubs;*
 - *Seeking to located major trip generating developments in locations with good access to public transport and so better integrate transport and land use planning;*
 - *Adopting maximum car parking standards and car free housing wherever feasible;*
 - *Seeking to mitigate the impact of road based freight and promote alternatives;*
 - *Supporting measures to influence behavioural change such as promoting low carbon vehicles; and*

- *Requiring the submission of transport assessments and travel plans for large scale proposals in line with TfL guidance.*

Haringey Local Plan: Development Management DPD (July 2017)

- 4.9 Haringey's Development Management Development Plan Document (DPD) was adopted in July 2017 and sets out Haringey's spatial strategy for managing development and growth up to 2026.
- 4.10 Policy DM32 - Parking states that:
- *Development proposals will be assessed against the car parking and cycle parking standards set out in the London Plan.*
 - *The Council will support proposals for new development with limited or no on-site parking where: There are alternative and accessible means of transport available; Public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index; A Controlled Parking Zone exists or will be provided prior to the occupation of the development; Parking is provided for disabled people; and parking is designated for occupiers of developments specified as car capped.*
- 4.11 The site's PTAL rating is 6b demonstrating excellent accessibility to public transport and so there are alternative and accessible alternative available here to the use of the private car for transport. This is reflected in the low average car ownership for the area of 0.40 per household and so the proposed development is well suited to car free and permit free operation.
- 4.12 In this instance the site's crossovers can be reinstated as footway providing capacity for additional on-street parking for 2 vehicles, allowing for this change and displacement of the existing 3 car parking spaces on the site would not give rise to any material increase in parking stress in the area.

Policy Summary

- 4.13 The location of this proposed development with its existing public transport facilities and real opportunities for the use of active modes of transport means that the Site is highly suited to the proposed use.

5 DEVELOPMENT PROPOSALS

- 5.1 This proposal seeks the redevelopment of the site to provide a 3 bed house with associated cycle parking. As part of the development the existing site crossover would be reinstated as footway allowing additional on-street parking to be created.

Access Arrangement

- 5.2 Pedestrian access to the house will be provided via Antill Road.

Parking

Cycle Parking

- 5.3 A bike store is proposed to the rear of the site, which will allow space for 2 cycles.

Vehicular Parking

- 5.4 The proposals result in the removal of an existing crossover, allowing the equivalent of 2 new parking spaces to be created on-street, helping to offset any potential car parking demand due to the removal of the 3 existing car parking spaces on the site. The development itself will be permit free, taking account of the CPZ and the site's excellent accessibility to public transport.

- 5.5 In addition to the 3 spaces on the site, Homes for Haringey also control the spaces adjacent to 1-11 Antill Road which are also permit controlled and used by the residents of 1-11 Antill Road and Sophia House. Separate to the planning application the Council will review the layout and operation of this area. An initial appraisal indicates that no additional formal car parking spaces could be created within the main car parking area but that the stretch of single yellow line on the access road could potentially be converted to 2 additional parking bays or an ambulance bay. This parking area is noted as off-road parking area A in the surveys at **Appendix C.**

Servicing

- 5.6 Refuse collection and deliveries will be undertaken on-street in line with the adjacent existing properties, on average the property would be expected to receive less than one delivery per day.

6 SUMMARY AND CONCLUSION

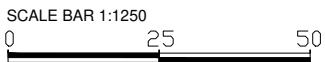
Summary

- 6.1 Caneparo Associates are appointed by the London Borough of Haringey ('the Applicant') to provide traffic and transport advice in relation to the proposed development of the site adjacent to 39 and 41 Antill Road, in the London Borough of Haringey (LBH).
- 6.2 The Site is currently in use as 3 estate parking spaces and this planning application proposal seeks the redevelopment of the Site to provide a 3 bed house with associated cycle parking.
- 6.3 In summary:
- The Site has excellent accessibility to public transport (PTAL 6B) and local facilities. As such, most trips associated with the proposals can be expected to be made by sustainable modes of travel;
 - Overnight weekday surveys of the adjacent permit holder bays within the CPZ show a typical occupancy level of 68%, well below the 90% that we would consider represents parking stress and 75 empty spaces out of 236 still remain available for use. A Saturday survey at 11:00 recorded 52% occupancy.
 - The removal of the existing Antill Road crossover as part of the redevelopment will allow space for an additional 2 vehicles to park on-street, helping to offset any potential car parking demand due to the removal of the existing 3 spaces on the site.

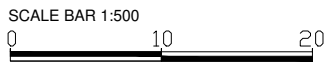
Conclusion

- 6.4 In conclusion, it is considered that the development proposal is appropriate for the location and generally accords with relevant adopted national, regional and local policy guidance.
- 6.5 Consideration of the proposed development identifies that it will not result in a material impact on the local transport network or the ability of local residents to park on-street.
- 6.6 It is therefore concluded that the development should not be prevented or refused on transport grounds.

Appendix A



01 EXISTING SITE LOCATION PLAN
001 1:1250



02 EXISTING SITE BLOCK PLAN
001 1:500

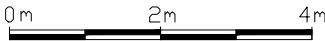
CONTRACTORS ARE NOT TO SCALE OFF THIS DRAWING ALL DIMENSIONS MUST BE CHECKED ON SITE INFORM THE ARCHITECT OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION PLOT SIZE: A3	NOTES: SCALE: 1:1250/1:500 @ A3 	<table> <tr> <td>A03</td><td>20.01.2020</td><td>ISSUED FOR COMMENT</td><td>AL</td><td>CP</td></tr> <tr> <td>A02</td><td>05.12.2019</td><td>ISSUED FOR PRE-APP</td><td>AL</td><td>CP</td></tr> <tr> <td>A01</td><td>24.10.2019</td><td>ISSUED FOR COMMENT</td><td>AL</td><td>CP</td></tr> <tr> <td>REV</td><td>DATE</td><td>DESCRIPTION</td><td>DRN</td><td>CHK</td></tr> <tr> <td colspan="5">REVISION HISTORY</td></tr> </table>	A03	20.01.2020	ISSUED FOR COMMENT	AL	CP	A02	05.12.2019	ISSUED FOR PRE-APP	AL	CP	A01	24.10.2019	ISSUED FOR COMMENT	AL	CP	REV	DATE	DESCRIPTION	DRN	CHK	REVISION HISTORY					PROJECT: ANTILL ROAD HARINGEY CLIENT: HARINGEY COUNCIL DRAWING NO: 0222 - 001 DRAWING TITLE: PROPOSED SITE LOCATION PLAN PROPOSED SITE BLOCK PLAN SCALE @ A3: 1:1250/1:500 REV: A03	UNIT © Unit One Architects Ltd The Junction, Station Road, Watford, WD17 1EU t: 0207 183 1456 studio@unit1architects.com, unit1architects.com
A03	20.01.2020	ISSUED FOR COMMENT	AL	CP																									
A02	05.12.2019	ISSUED FOR PRE-APP	AL	CP																									
A01	24.10.2019	ISSUED FOR COMMENT	AL	CP																									
REV	DATE	DESCRIPTION	DRN	CHK																									
REVISION HISTORY																													

Appendix B



01
006
EXISTING EAST ELEVATION
1:100

SCALE: 1:100@ A3



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

NOTES:

REV	DATE	DESCRIPTION	DRN	CHK
A02	20.01.2020	ISSUED FOR COMMENT	AL	CP
A01	05.12.2019	ISSUED FOR PRE-APP	AL	CP

REVISION HISTORY

PROJECT:
ANTILL ROAD
HARINGEY
CLIENT:
HARINGEY COUNCIL

DRAWING NO:
0222 - 006

DRAWING TITLE:
EXISTING
EAST ELEVATION

SCALE @ A3: 1:100

REV:
A02

UNIT
Unit One Architects Ltd

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studio@unit1architects.com, unit1architects.com

Appendix C

200m Lambeth Methodology parking Survey Parking Beat Survey - Three day parking survey [3 parking beats in total]

Job Number & Name: **Haringey - Project - 4277**

Site Number/Name: **Antill Road**

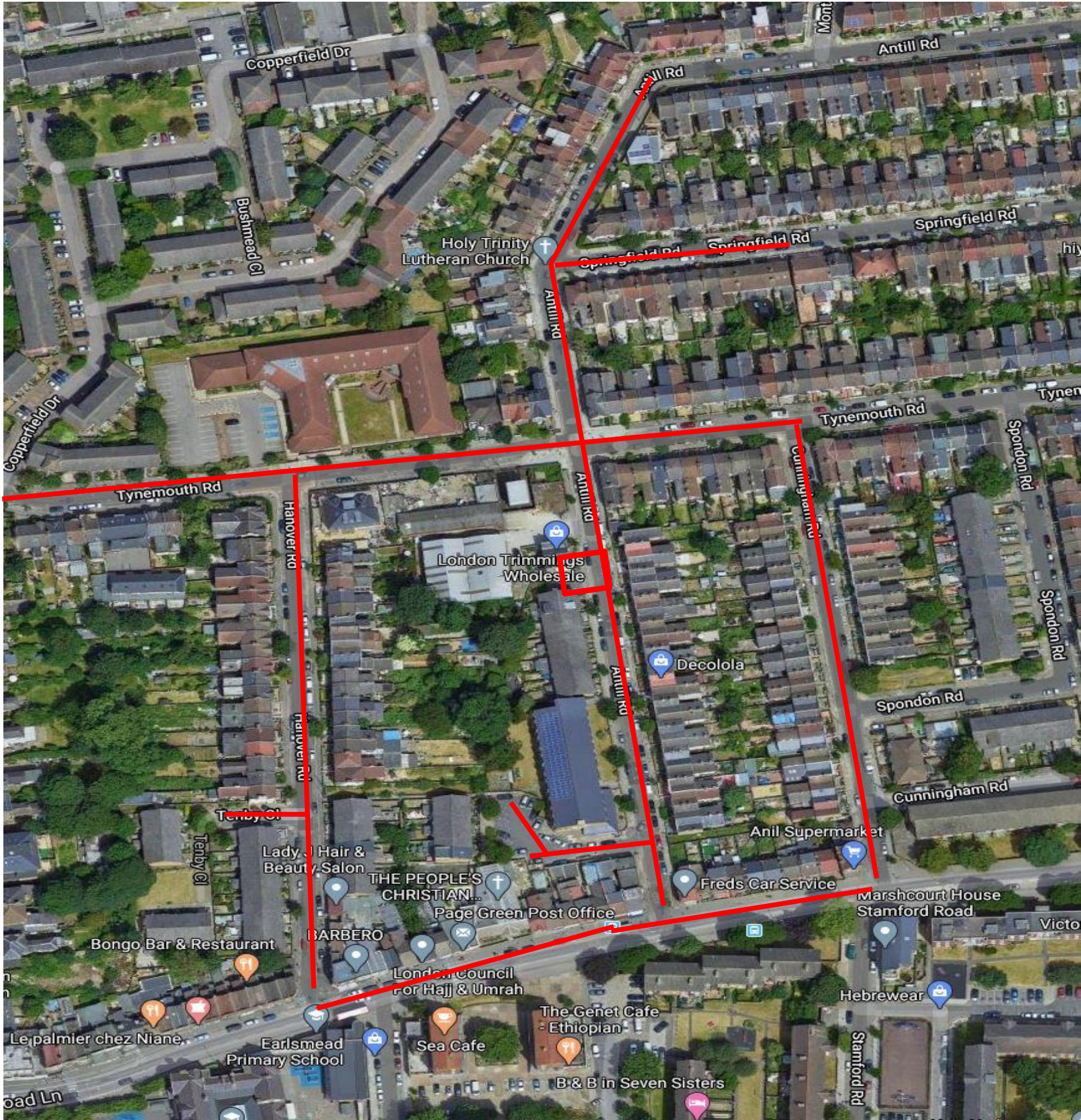
Client: **Caneparo Associates**

Date: Weds March 11 & Thurs 12th & Sat March 14th 2020

Parking beats: 01:00 overnight [2 days] & Saturday 11:00

Weather: Dry

Survey Site Location: Red Lines indicate survey boundary



Description of column headers

- Total Length of Available Kerb Space** Measured length (in metres) of kerb space [inc SY Lines] excluding individual short sections of less than 5m [ie between two crossovers]
- Unuseable kerb Space** Measured length (in metres) of unuseable kerb space - sections left over not divisible by 5m - ie 12m/10m [2 spaces] - 2m unuseable
- Length (m)** Measured length (in metres) of total useable kerb length per road parking type , rounded to the nearest 5m
- Calculated Spaces** Calculation of number of available spaces based on 5m length
- Cars Parked** Number of vehicles parked per time period
- Stress** Calculated stress per restriction per road based on number of parked vehicles and number of available spaces
please refer to OS supplied mapping for survey area and road inventory

Brief Overview Summary Traffic Surveys UK were appointed by **Caneparo Associates** to carry out a Parking survey over three days. The survey was carried out to Lambeth Methodology guidelines to approx 200m from site. A Road inventory has been supplied of the area detailing road parking available and restrictions. Vehicle plots are also supplied of positions of parked vehicles on the required OS mapping. Vehicle spaces are determined at 5m [as Lambeth Parking Survey Methodology guidelines] - Loading bays excluded as larger vehicles use these

The purpose of the survey is to examine the roads within 200 metres walking distance of the site and establish the existing levels of "parking stress", meaning the percentage of the kerbside parking space occupied at peak periods. This information can be used to assess whether there would be sufficient spare capacity on Antill Road for any additional parking generated by the development or whether special measures would be needed to manage the pressure for parking space. The use of a 200 metre walking distance to define the roads affected by the development accepted as standard practice. An initial assessment was made taking into account the following factors:-

- The size and nature of the development
- Setting of development – residential/industrial etc, proximity to shopping centres, schools, railway stations
- Parking provisions within the development
- Other transport improvements linked to the development.

The survey area and the times and days of the surveys were defined taking into account the results of the background assessment and in accordance with the Lambeth methodology parking beats stipulated within the current methodology. The lengths of restricted and unrestricted parking recorded on site were converted into equivalent numbers of parking spaces, assuming a 5.0 metre length for each space (2.4 metres if echelon to the kerb). Any sections with dropped kerbs were excluded from the calculation, as were any lengths of less than 5.0 metres [between crossovers]. A Road inventory has been supplied of the area detailing road parking available and restrictions.



5.0m per Vehicle Space				CPZ [75] Mon - Sat 0800-1830				2 Hrs Parking [Pay by Phone] Mon - Sat 0800-1830				Car Club - Anytime				Disabled Spaces				Parking areas [Bays off road]				Non-Space parking [over crossover, sub 5m spaces etc]				TOTALS				Red Route Parking Mon - Sat 0700-1900 except loading 20 mins or Disabled 3 hrs				Red Route Parking Mon - Sat 0700-1900 1 Hour - [No return 2 hrs]				Loading Only - Anytime				Double Yellow/Keep Clear Line/RR			
Street Name	Total Length of Available Kerb Space	unuseable kerb space	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Marked Bays	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Cars Parked		Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Cars Parked							
Antill Road	430.5	30.5	375	75	52	69%					5	1	0	0%	20	4	4	100%					0		76	56	74%														0						
Antill Rd [Nos 1-11]																				13	11	85%	0		13	11	85%																				
Antill Rd [Nos 39-41]																				3	2	67%	0		3	2	67%																				
Springfield Road	124.5	4.5	120	24	11	46%																	0		24	11	46%														0						
Tynemouth Road	261.5	12.2	190	38	23	61%	45	9	2	22%					5	1	0	0%					0		47	25	53%							9.3	1	0	0%		0								
Hanover Road	196.7	16.7	165	53	41	77%									5	1	1	100%					0		53	42	79%				10	2	0	0%							0						
Cunningham Road	261.5	21.5	230	46	32	70%									10	2	1	50%					0		46	33	72%														0						
Tenby Close																				5	5	100%	0		5	5	100%														0						
Broad Lane	37.2	2.2																					0		7	0	0%	35	7	0	0%										0						
TOTALS	1311.9	87.6	1080	236	159	67%	45	9	2	22%	5	1	0	0%	40	8	6	75%		21	18	86%	0		274	185	68%	35	7	0	0%	10	2	0	0%	9.3	1	0	0%		0						

5.0m per Vehicle Space				CPZ [75] Mon - Sat 0800-1830				2 Hrs Parking [Pay by Phone] Mon - Sat 0800-1830				Car Club - Anytime				Disabled Spaces				Parking areas [Bays off road]				Non-Space parking [over crossover, sub 5m spaces etc]		TOTALS			Red Route Parking Mon - Sat 0700-1900 except loading 20 mins or Disabled 3 hrs				Red Route Parking Mon - Sat 0700-1900 1 Hour - [No return 2 hrs]				Loading Only - Anytime				Double Yellow/Keep Clear Line/RR		
Street Name	Total Length of Available Kerb Space	unuseable kerb space	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Marked Bays	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Cars Parked		Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Cars Parked			
Antill Road	430.5	30.5	375	75	56	75%					5	1	0	0%	20	4	4	100%					0		76	60	79%														0		
Antill Rd [Nos 1-11]																				13	12	92%	0		13	12	92%																
Antill Rd [Nos 39-41]																				3	2	67%	0		3	2	67%																
Springfield Road	124.5	4.5	120	24	10	42%																	0		24	10	42%													0			
Tynemouth Road	261.5	12.2	190	38	21	55%	45	9	3	33%					5	1	0	0%					0		47	24	51%						9.3	1	0	0%			0				
Hanover Road	196.7	16.7	165	53	39	74%									5	1	1	100%					0		53	40	75%				10	2	0	0%					0				
Cunningham Road	261.5	21.5	230	46	35	76%									10	2	2	100%					0		46	37	80%												0				
Tenby Close																				5	5	100%	0		5	5	100%												0				
Broad Lane	37.2	2.2																					0		7	0	0%	35	7	0	0%							0					
TOTALS	1311.9	87.6	1080	236	161	68%	45	9	3	33%	5	1	0	0%	40	8	7	88%		21	19	90%	0		274	190	69%	35	7	0	0%	10	2	0	0%	9.3	1	0	0%		0		

5.0m per Vehicle Space			CPZ [75] Mon - Sat 0800-1830				2 Hrs Parking [Pay by Phone] Mon - Sat 0800-1830				Car Club - Anytime				Disabled Spaces				Parking areas [Bays off road]				Non-Space parking [over crossover, sub 5m spaces etc]				TOTALS			Red Route Parking Mon - Sat 0700-1900 except loading 20 mins or Disabled 3 hrs				Red Route Parking Mon - Sat 0700-1900 1 Hour - [No return 2 hrs]				Loading Only - Anytime				Double Yellow/Keep Clear Line/RR	
Street Name	Total Length of Available Kerb Space	unuseable kerb space	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Marked Bays	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress		Cars Parked		Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Length (m)	Calculated Spaces	Cars Parked	Stress	Cars Parked		
Antill Road	430.5	30.5	375	75	39	52%					5	1	0	0%	20	4	4	100%					0			76	43	57%													0		
Antill Rd [Nos 1-11]																				13	8	62%	0			13	8	62%															
Antill Rd [Nos 39-41]																				3	1	33%	0			3	1	33%															
Springfield Road	124.5	4.5	120	24	12	50%																	0			24	12	50%													0		
Tynemouth Road	261.5	12.2	190	38	17	45%	45	9	5	56%					5	1	1	100%					0			47	23	49%						9.3	1	0	0%		0				
Hanover Road	196.7	16.7	165	53	27	51%									5	1	1	100%					0			53	28	53%				10	2	1	50%						0		
Cunningham Road	261.5	21.5	230	46	28	61%									10	2	1	50%					0			46	29	63%												0			
Tenby Close																				5	4	80%	0			5	4	80%												0			
Broad Lane	37.2	2.2																				0			7	0	0%	35	7	4	57%								0				
TOTALS	1311.9	87.6	1080	236	123	52%	45	9	5	56%	5	1	0	0%	40	8	7	88%		21	13	62%	0			274	148	54%	35	7	4	57%	10	2	1	50%	9.3	1	0	0%		0	

11:00 Saturday March 14 2020

Appendix D

QS416EW - Car or van availability

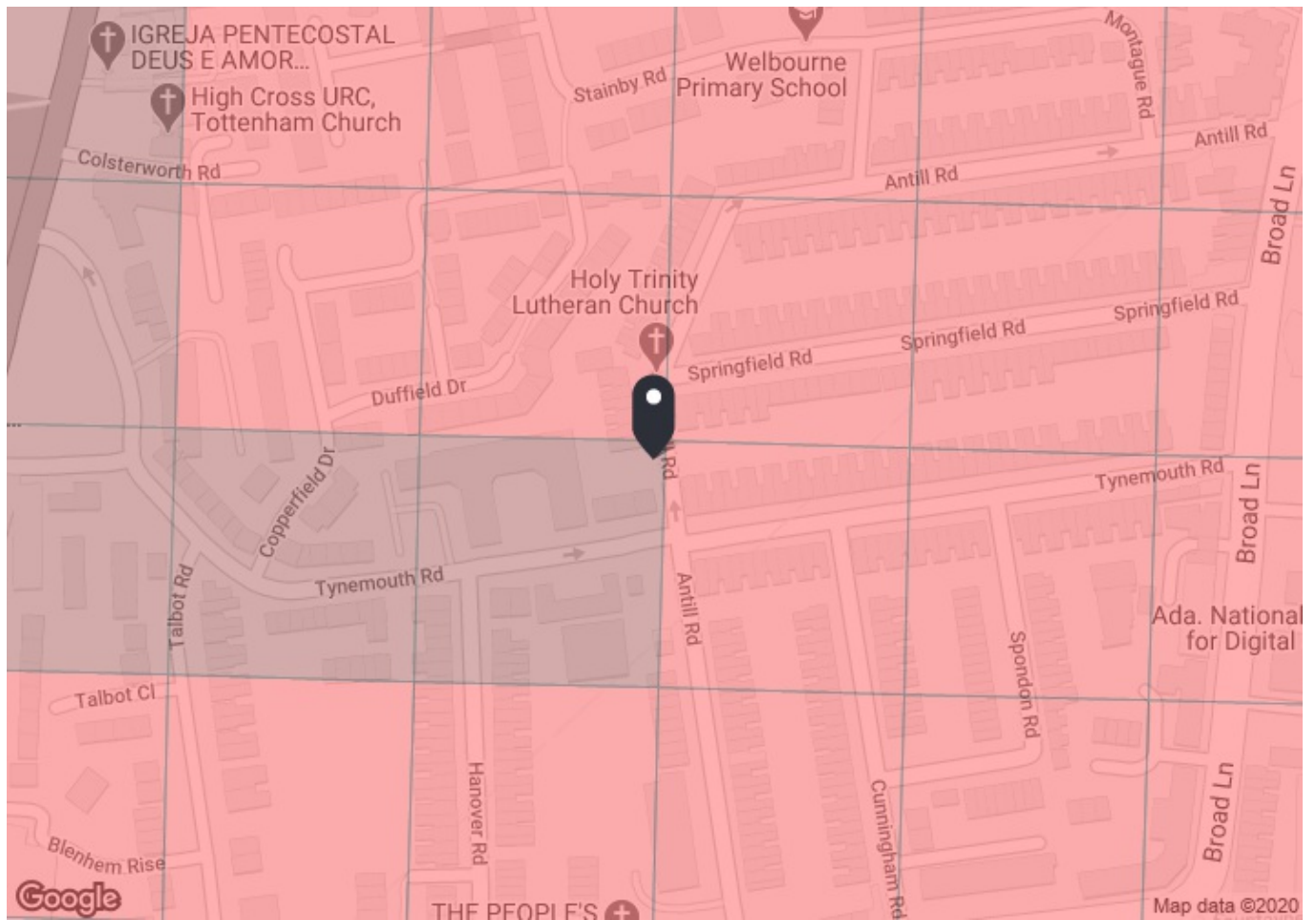
ONS Crown Copyright Reserved [from Nomis on 5 March 2020]

population	All households; All cars or vans
units	Households
date	2011
rural urban	Total

Cars	Isoa2011:E01002068 : Haringey 025B	msoa2011:E02000421 : Haringey 025	ward011qs:E05000280 : Tottenham Green
All categories: Car or van avai	739	2,875	5,925
No cars or vans in household	476	1,927	3,857
1 car or van in household	221	814	1,756
2 cars or vans in household	36	115	271
3 cars or vans in household	5	14	32
4 or more cars or vans in hous	1	5	9
sum of All cars or vans in the c	313	1,110	2,442
	0.4	0.4	0.4

In order to protect against disclosure of personal information, records have been swapped between differer

Appendix E



PTAL output for Base Year 6b

43 Antill Rd, Tottenham, London N15 4AR, UK
Easting: 533993, Northing: 189286

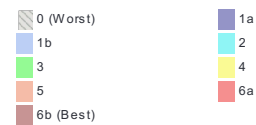
Grid Cell: 127448

Report generated: 05/03/2020

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	TOTTENHAM BUS GARAGE	230	476	5	5.95	8	13.95	2.15	0.5	1.08
Bus	TOTTENHAM BUS GARAGE	341	476	6	5.95	7	12.95	2.32	0.5	1.16
Bus	MONUMENT WAY STANBY ROAD	123	532.11	5.5	6.65	7.45	14.11	2.13	0.5	1.06
Bus	TOTTENHAM GREEN	349	288.99	7.5	3.61	6	9.61	3.12	0.5	1.56
Bus	TOTTENHAM GREEN	259	288.99	8	3.61	5.75	9.36	3.2	0.5	1.6
Bus	TOTTENHAM GREEN	279	288.99	10.5	3.61	4.86	8.47	3.54	0.5	1.77
Bus	TOTTENHAM GREEN	243	288.99	11	3.61	4.73	8.34	3.6	0.5	1.8
Bus	TOTTENHAM GREEN	318	288.99	4	3.61	9.5	13.11	2.29	0.5	1.14
Bus	TOTTENHAM GREEN	476	288.99	7.5	3.61	6	9.61	3.12	0.5	1.56
Bus	TOTTENHAM GREEN	149	288.99	12	3.61	4.5	8.11	3.7	0.5	1.85
Bus	TOTTENHAM GREEN	76	288.99	8	3.61	5.75	9.36	3.2	0.5	1.6
Bus	BROAD LANE STAMFORD ROAD	41	278.66	12	3.48	4.5	7.98	3.76	1	3.76
Bus	BROAD LANE STAMFORD ROAD	W4	278.66	6	3.48	7	10.48	2.86	0.5	1.43
Bus	TOTTENHAM HALE FERRY LANE	192	564.41	6	7.06	7	14.06	2.13	0.5	1.07
Rail	Seven Sisters	'CHESHNT-LIVST 2D03'	591.42	2	7.39	15.75	23.14	1.3	0.5	0.65
Rail	Seven Sisters	'ENFLDTN-LIVST 2U05'	591.42	2	7.39	15.75	23.14	1.3	0.5	0.65
Rail	Seven Sisters	'ENFLDTN-LIVST 2U07'	591.42	2	7.39	15.75	23.14	1.3	0.5	0.65
Rail	Seven Sisters	'LIVST-ENFLDTN 2U10'	591.42	3.33	7.39	9.76	17.15	1.75	1	1.75
Rail	Seven Sisters	'LIVST-CHESHNT 2D10'	591.42	0.33	7.39	91.66	99.05	0.3	0.5	0.15
Rail	Seven Sisters	'LIVST-CHESHNT 2D12'	591.42	1	7.39	30.75	38.14	0.79	0.5	0.39
Rail	Seven Sisters	'LIVST-CHESHNT 2D18'	591.42	0.67	7.39	45.53	52.92	0.57	0.5	0.28
LUL	Seven Sisters	'Brixton-WalthamstowC'	591.42	15.67	7.39	2.66	10.06	2.98	1	2.98
LUL	Seven Sisters	'SevenSisters-Brixton'	591.42	11.67	7.39	3.32	10.71	2.8	0.5	1.4
Rail	South Tottenham	'BARKING-GOSPLOK 2J00'	925.56	4	11.57	8.25	19.82	1.51	0.5	0.76
Rail	South Tottenham	'GOSPLOK-BARKING 2J07'	925.56	4	11.57	8.25	19.82	1.51	0.5	0.76
Rail	Tottenham Hale	'STANAIK-LIVST 1B05'	704.05	1.33	8.8	23.31	32.11	0.93	0.5	0.47
Rail	Tottenham Hale	'STANAIK-LIVST 1B07'	704.05	0.67	8.8	45.53	54.33	0.55	0.5	0.28
Rail	Tottenham Hale	'STANAIK-LIVST 1B09'	704.05	0.33	8.8	91.66	100.46	0.3	0.5	0.15
Rail	Tottenham Hale	'STANAIK-LIVST 1B11'	704.05	0.33	8.8	91.66	100.46	0.3	0.5	0.15
Rail	Tottenham Hale	'STANAIK-LIVST 1B15'	704.05	0.33	8.8	91.66	100.46	0.3	0.5	0.15
Rail	Tottenham Hale	'STANAIK-LIVST 1B17'	704.05	0.33	8.8	91.66	100.46	0.3	0.5	0.15
Rail	Tottenham Hale	'LIVST-STANAIK 1B20'	704.05	1.33	8.8	23.31	32.11	0.93	0.5	0.47
Rail	Tottenham Hale	'STANAIK-LIVST 1B21'	704.05	0.33	8.8	91.66	100.46	0.3	0.5	0.15
Rail	Tottenham Hale	'LIVST-STANAIK 1B22'	704.05	2	8.8	15.75	24.55	1.22	0.5	0.61
Rail	Tottenham Hale	'LIVST-STANAIK 1B24'	704.05	0.67	8.8	45.53	54.33	0.55	0.5	0.28
Rail	Tottenham Hale	'STANAIK-LIVST 1B25'	704.05	0.33	8.8	91.66	100.46	0.3	0.5	0.15
Rail	Tottenham Hale	'CAMBDGE-LIVST 1H81'	704.05	0.33	8.8	91.66	100.46	0.3	0.5	0.15
Rail	Tottenham Hale	'KLYNN-LIVST 1H83'	704.05	0.67	8.8	45.53	54.33	0.55	0.5	0.28
Rail	Tottenham Hale	'CAMBDGE-LIVST 1H85'	704.05	0.67	8.8	45.53	54.33	0.55	0.5	0.28
Rail	Tottenham Hale	'CAMBDGE-LIVST 1H91'	704.05	0.33	8.8	91.66	100.46	0.3	0.5	0.15
Rail	Tottenham Hale	'CAMBDGE-LIVST 2H05'	704.05	1	8.8	30.75	39.55	0.76	0.5	0.38
Rail	Tottenham Hale	'CAMBDGE-LIVST 2H07'	704.05	0.33	8.8	91.66	100.46	0.3	0.5	0.15
Rail	Tottenham Hale	'LIVST-CAMBDGE 2H08'	704.05	1.33	8.8	23.31	32.11	0.93	0.5	0.47
Rail	Tottenham Hale	'LIVST-CAMBDGE 2H12'	704.05	0.67	8.8	45.53	54.33	0.55	0.5	0.28
Rail	Tottenham Hale	'HERTFDE-LIVST 2O03'	704.05	2	8.8	15.75	24.55	1.22	0.5	0.61
Rail	Tottenham Hale	'LIVST-HERTFDE 2O08'	704.05	2	8.8	15.75	24.55	1.22	0.5	0.61
Rail	Tottenham Hale	'HERTFDE-STFD 2O61'	704.05	0.33	8.8	91.66	100.46	0.3	0.5	0.15
Rail	Tottenham Hale	'STFD-BROXBRN 2O62'	704.05	0.67	8.8	45.53	54.33	0.55	0.5	0.28
Rail	Tottenham Hale	'BROXBRN-STFD 2O63'	704.05	0.67	8.8	45.53	54.33	0.55	0.5	0.28
Rail	Tottenham Hale	'STFD-BSHPSFD 2S02'	704.05	1	8.8	30.75	39.55	0.76	0.5	0.38
Rail	Tottenham Hale	'BSHPSFD-STFD 2S05'	704.05	0.67	8.8	45.53	54.33	0.55	0.5	0.28
Rail	Tottenham Hale	'BSHPSFD-STFD 2S09'	704.05	0.33	8.8	91.66	100.46	0.3	0.5	0.15
Rail	Tottenham Hale	'ELYY-LIVST 2H13'	704.05	0.33	8.8	91.66	100.46	0.3	0.5	0.15
Rail	Tottenham Hale	'ELYY-LIVST 2H15'	704.05	0.33	8.8	91.66	100.46	0.3	0.5	0.15

Total Grid Cell AI: 41.05