
Job Title

Down Lane Park

Report Type

Transport Statement

Prepared for

London Borough of Haringey

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Contents

1. Introduction	2
1.1 Overview.....	2
1.2 Report Structure	3
2. Policy Framework.....	4
2.1 National Planning Policy Framework (2023).....	4
2.2 London Plan (2021)	5
2.3 Mayor's Transport Strategy (2018)	6
2.4 Haringey Local Plan (2017)	6
2.5 Development Management DPD (2017)	6
3. Site and Surroundings	8
3.1 Application Site Location	8
3.2 Emerging Development Context	8
3.3 Site Context – Local Amenities.....	9
3.4 Public Transport	9
3.5 Local Highways Network	11
3.6 Park Entrances	11
3.7 Pedestrian Network	12
3.7.1 Pedestrian Head Count	13
3.8 Cycle Network.....	13
3.9 Existing Cycle Parking	14
3.10 Parking and Traffic Orders.....	15
3.10.2 Parking Restrictions- Traffic Orders.....	16
3.10.3 Disabled Parking	16
3.11 Collision Data.....	17
4. Development Proposals	18
4.1 Introduction.....	18
4.2 Development Proposals	18
4.3 Access and Routes	19
4.4 Car Parking	20
4.5 Cycle Parking	21
4.6 Servicing, Deliveries and Emergency Access	21
4.6.2 Emergency Access.	22
4.6.3 Deliveries	22
4.7 LBH Parks Access	23
5. Trip Generation	24
5.1 Introduction.....	24
5.2 Trip rates and trip generation	24
6. Construction Logistics Plan.....	26

6.1 Introduction.....	26
6.2 Site Specific Requirements	26
6.3 Objectives	26
6.4 Construction Programme & Methodology.....	27
6.5 Community Consideration	27
6.6 Construction Vehicle Access.....	27
6.7 Construction Vehicle Routing.....	27
Phase 1 and 2a.....	27
Phase 2b, 3, 4a and 4b	28
6.8 Strategies to Reduce Construction Impact.....	28
6.9 Implementing, Monitoring and Updating.....	29
7. Summary and conclusions.....	31
Appendix A – Location Plan and Development Proposals	
Appendix B – PTAL Output	
Appendix C – Ashley Road Depot Headcount Survey	
Appendix D – Entrance Strategy	
Appendix E – Swept Path Analysis	
Appendix F – TRICS outputs	
Appendix G – Construction Phasing Plans	

Transport Statement

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1. Introduction

Civic Engineers has been appointed by London Borough of Haringey (LBH) to prepare a Transport Statement (TS) to support a planning application for improvement works to Down Lane Recreation Ground Park, Tottenham, London N17.

1.1 Overview

The scheme intends to maximise Down Lane Park's potential as part of the essential civic infrastructure serving the social, recreational, and environmental wellbeing needs of a growing population. LBH and the Community Design Group agreed overarching project objectives, which include addressing safety, making the park inclusive and accessible, maximizing green space, ecology, biodiversity, and climate change resilience, improving connectivity, enhancing sports and play facilities, and delivering a permanent community hub building.

This document has been prepared to support a Full Planning Application for the Park's Improvement Project at Down Lane Park (the "site") for the southern portion of the park. The northern half of the park will be completed under Permitted Development and is to be partly funded by the Green and Resilient Spaces Fund orchestrated by the Greater London Assembly (GLA) and these works are referred to in this document.

The site location plan which shows the Permitted Development (PD) and the Permitted Application (PA) boundaries is shown in Figure 1 and presented in Appendix A.

Figure 1: Site Location.



Source: Architect's DAS

1.2 Report Structure

The structure of this report following the introduction is set out below:

- Section 2 provides an overview of the planning policy considered relevant to the development proposals;
- Section 3 describes the site, its surroundings and access and transport links;
- Section 4 outlines the development proposals, including parking, servicing, deliveries and emergency access;
- Section 5 examines the trip generation and impact on the surrounding transport network;
- Section 6 puts forward the Outline Construction Plan; and
- Section 7 provides a summary of the assessment.

2. Policy Framework

This section looks at national, regional, and local planning policies relevant to the proposed development.

2.1 National Planning Policy Framework (2023)

The revised National Planning Policy Framework (NPPF)¹ was published in September 2023, setting out the government's planning policies for England and how these are expected to be applied. It provides a framework within which locally prepared plans for housing and other developments can be produced. At the heart of the document is a presumption in favour of sustainable development.

In order to achieve sustainable development, there are three identified overarching interdependent objectives outlined within the NPPF, including an economic, a social and an environmental objective.

Paragraph 104 of the NPPF states that "Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- the potential impacts of development on transport networks can be addressed;
- 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;
- opportunities to promote walking, cycling and public transport use are identified and pursued;
- the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

Paragraph 110 states that "in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- safe and suitable access to the site can be achieved for all users;
- the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- 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."

¹ National Planning Policy Framework. Ministry of Housing, Communities and Local Government, 2023. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1182995/NPPF_Sept_23.pdf

Crucially, it states in Paragraph 111 that “development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”.

It outlines in Paragraph 112 that developments should:

- 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;
- address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- 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;
- allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.2 London Plan (2021)

The newly adopted London Plan (2021) is the Mayor of London's new spatial strategy for the city, covering a period up until 2041.

The plan sets out the new direction for planning in the capital, centred around providing 65,000 new homes a year, achieving a zero-carbon target by 2050 and ensuring 80% of all trips are made by foot, cycle or public transport by 2041. Furthermore, it states that 'all development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated'.

The plan outlines a series of specific tangible policies and planning issues to address in order to formulate concrete plans for action and how and where plans for major developments and infrastructure will be delivered.

The plans and policies are centred around the concept of 'Good Growth', growth that is socially and economically integrated, inclusive and environmentally sustainable, and ensuring the plan is focused on sustainable development. Each area of the plan has been informed by the six Good Growth policies, which are:

- Policy GG1: Building strong and inclusive communities
- Policy GG2: Making best use of land
- Policy GG3: Creating a healthy city
- Policy GG4: Delivering the homes Londoners need
- Policy GG5: Growing a good growth economy
- Policy GG6: Increasing efficiency and resilience

Policies relevant to this assessment includes:

- Policy S5 Sports and recreation facilities
- G3 Metropolitan Open Land
- G4 Open Space

- G6 Biodiversity and access to nature
- G7 Trees and woodlands

2.3 Mayor's Transport Strategy (2018)

The Mayor's Transport Strategy (MTS) emphasises the need to reduce car use and increase walking, cycling and public transport. It proposes to use the Healthy Streets Approach to prioritise human health and experience in planning the city. A central pillar of the MTS is to reduce Londoners' dependency on cars in favour of active, efficient and sustainable modes of travel, with the bold aim for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041.

Three key themes are at the heart of the strategy:

- **Healthy streets and healthy people:** Creating streets and street networks that encourage walking, cycling and public transport use will reduce car dependency and the health problems it creates.
- **A good public transport experience:** Public transport is the most efficient way for people to travel over distances that are too long to walk or cycle, and a shift from private car to public transport could dramatically reduce the number of vehicles on London's streets.
- **New homes and jobs:** More people than ever want to live and work in London. Planning the city around walking, cycling and public transport use will unlock growth in new areas and ensure that London grows in a way that benefits everyone.

The MTS, therefore, provides a strategic vision of how transport and movement should function in London in the future. It is the role of TfL, London Boroughs, and all developments to help work towards these objectives and sustainable vision for the future.

Based on the above, it is considered that the proposed development, including its latest changes as will be described within this report, are in line with these emerging London policies related to transport and enshrine the vision of the MTS.

2.4 Haringey Local Plan (2017)

Relevant policies from the adopted Local Plan are as follows:

- Policy SP11: Design
- Policy SP13: Open Space and Biodiversity
- Policy SP14: Health and Well-being
- Policy SP15: Culture and Leisure

2.5 Development Management DPD (2017)

The Strategic Policies Local Plan sets out Haringey's spatial strategy for managing development and growth in the Borough up to 2026. The strategy provides a positive framework for ensuring that housing, employment, infrastructure and other needs are met in a way that contributes to the delivery of sustainable development, both in the Borough and Greater London. The Strategic Policies Local Plan is guided by a number of key objectives which are set across five overarching themes, as follows:

- People at the heart of change;
- An environmentally sustainable future;
- Economic vitality and prosperity shared by all;
- Safer for all; and

- Healthier people with a better quality of life.

The Development Management Development Plan Document (DPD) gives effect to Haringey's spatial strategy and the key objectives of the Strategic Policies Local Plan by supporting proposals that contribute to the delivery of sustainable development in accordance with the strategy, and providing a clear framework for resisting development that would be at odds with the Local Plan.

The Development Management DPD sets out criteria-based policies against which planning applications will be assessed, including policies which give effect to the designations shown on the adopted Policies Map. The Development Management policies relevant to the proposals are as follows:

- Policy DM1: Delivering High Quality Design.
- Policy DM19: Nature Conservation
- Policy DM20: Open Space and Green Grid
- Policy DM23: Environmental Protection
- Policy DM31: Sustainable Transport
- Policy DM32: Parking

3. Site and Surroundings

3.1 Application Site Location

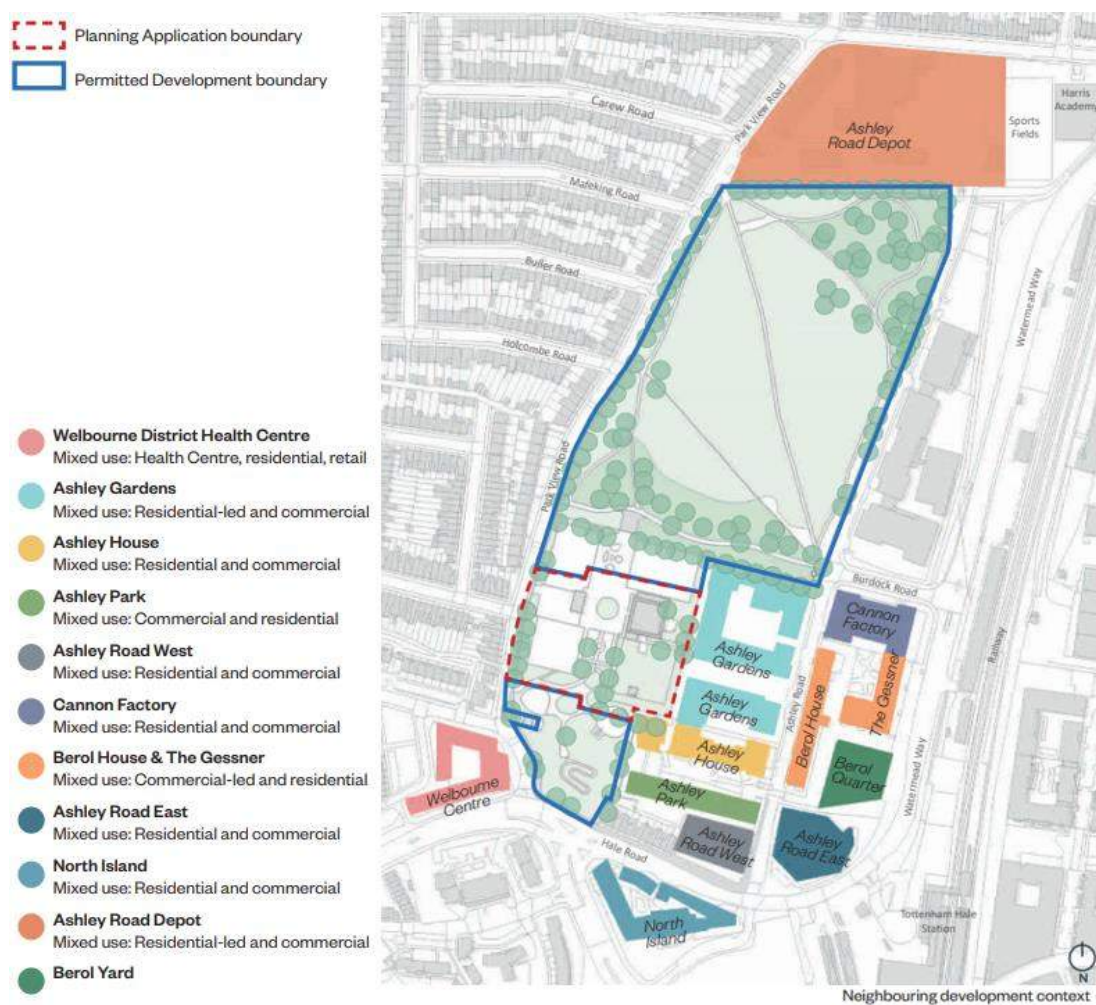
The site is located between Park View Road and Ashley Road, in the Tottenham Hale ward, London, N17. The site is occupied by a seven-hectare open space at the heart of an established community and is bounded to the north and east by areas undergoing significant new residential development. The northern part of the park (outside the red line boundary) is a Local Site of Importance for Nature Conservation.

The park abuts an area which is subject to significant new residential development, along the northeastern edge of the site 272 new homes will be delivered as part of the Ashley Road Depot development which will create a new link to the park at the northern edge. The wider Tottenham Hale regeneration projects aims to deliver 5000 new homes and 4000 new jobs in the area. With resultant demand for community services, open green areas, play and sporting facilities.

3.2 Emerging Development Context

As part of the new District Centre which aims to rebuild and enhance the social and economic landscape of Tottenham Hale, there are a number of key developments in close proximity to Down Lane Park which will quickly become the 'green heart'. This further emphasises the role the park will play within Tottenham Hale, bridging the gap between the existing and new communities and providing a place of shared interest and unity. Figure 2 highlights development that is coming forward, all which have planning consent.

Figure 2: Neighbouring Development Context



Source: Architect's DAS

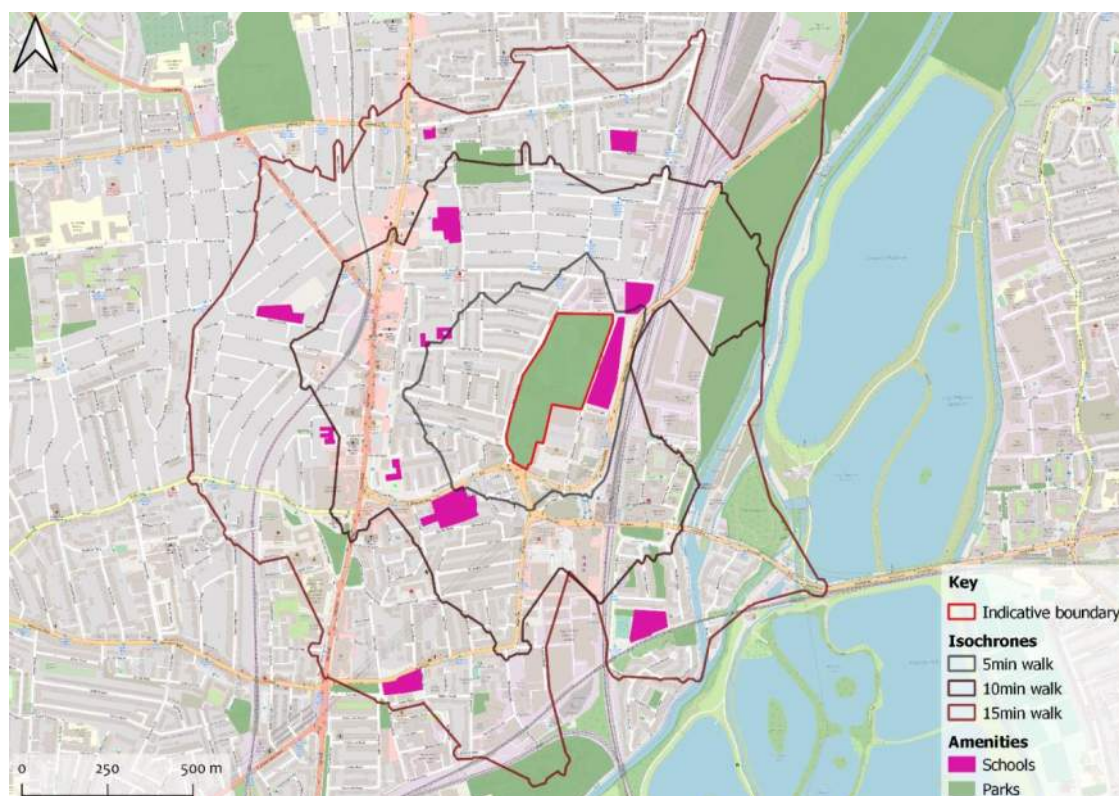
3.3 Site Context – Local Amenities

The park is located adjacent to the Tottenham Hale District Centre, comprising a mix of land uses including retail, residential and industrial/warehousing units. The area to the south is dominated by the A503 and the Tottenham Hale transport interchange which generates a high volume of traffic.

Down Lane Park is within 635m of the Lee Valley Regional Park, close to The Paddocks Community Nature Reserve, and within walking distance to Tottenham Marshes, although these sites are not directly connected, there are safe routeways to all sites including an underpass to Tottenham Marshes. The park is also located within 580m of High Road (A10) which offers several local shops and services. It should be noted that the Regeneration of Tottenham Hale which is on-going will improve access to the sites within the ward.

The walking isochrones shown in Figure 3 shows the residential areas, schools, and further green areas, which are within a 5-, 10- and 15-minute walk of the park.

Figure 3: Local amenities within walking distance of the Permitted Development



3.4 Public Transport

Tottenham Hale Tube Station lies to the southeastern corner of the park, and is on the Victoria Line, running southwest into the City and West End and east to Walthamstow.

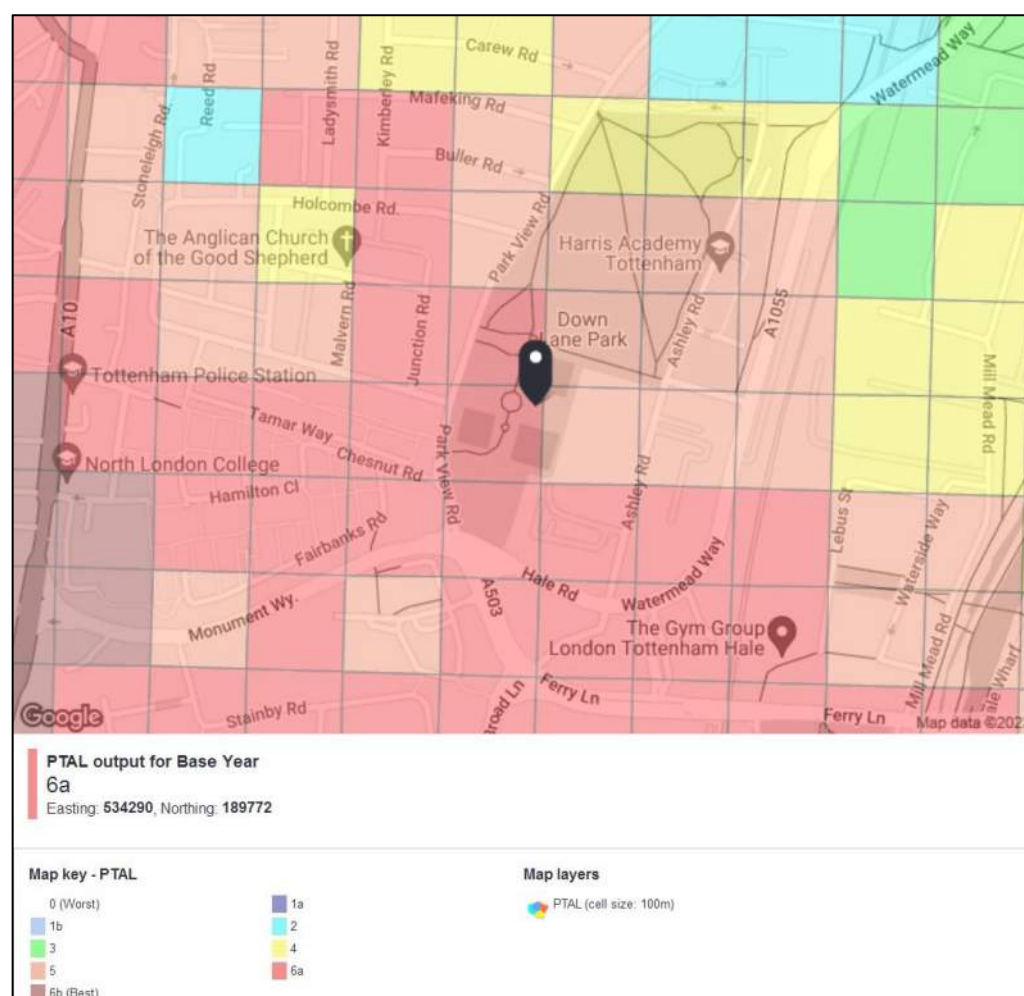
Tottenham Hale mainline station runs south into Liverpool Street and to Stratford, while northbound trains run to Stansted Airport and beyond. Tottenham Hale Bus Station lies at ground level, above the tube station providing services to the central London, to the north, east and west.

The Public Transport Accessibility Rating (PTAL) is a measure of the accessibility of a point to the public transport network – accounting for service availability and walk access time. It demonstrates the density of the public transport network at any location.

The rating splits London into 100x100m cells for analysis allocating them a rating between 0 (Worst) and 6b (Best) in relation to their public transport accessibility. According to TfL's WebCAT toolkit, the site currently has an overall PTAL rating of 6a, 5 and 4 as shown in Figure 4. This indicates that the site has a high level of accessibility. Higher levels of accessibility are present on the south on

Park View Road and Hale Road where the Community Hub is proposed reflecting the proximity to Tottenham Hale, an important transport hub.

Figure 4: Site PTAL Source TfL WebCAT toolkit



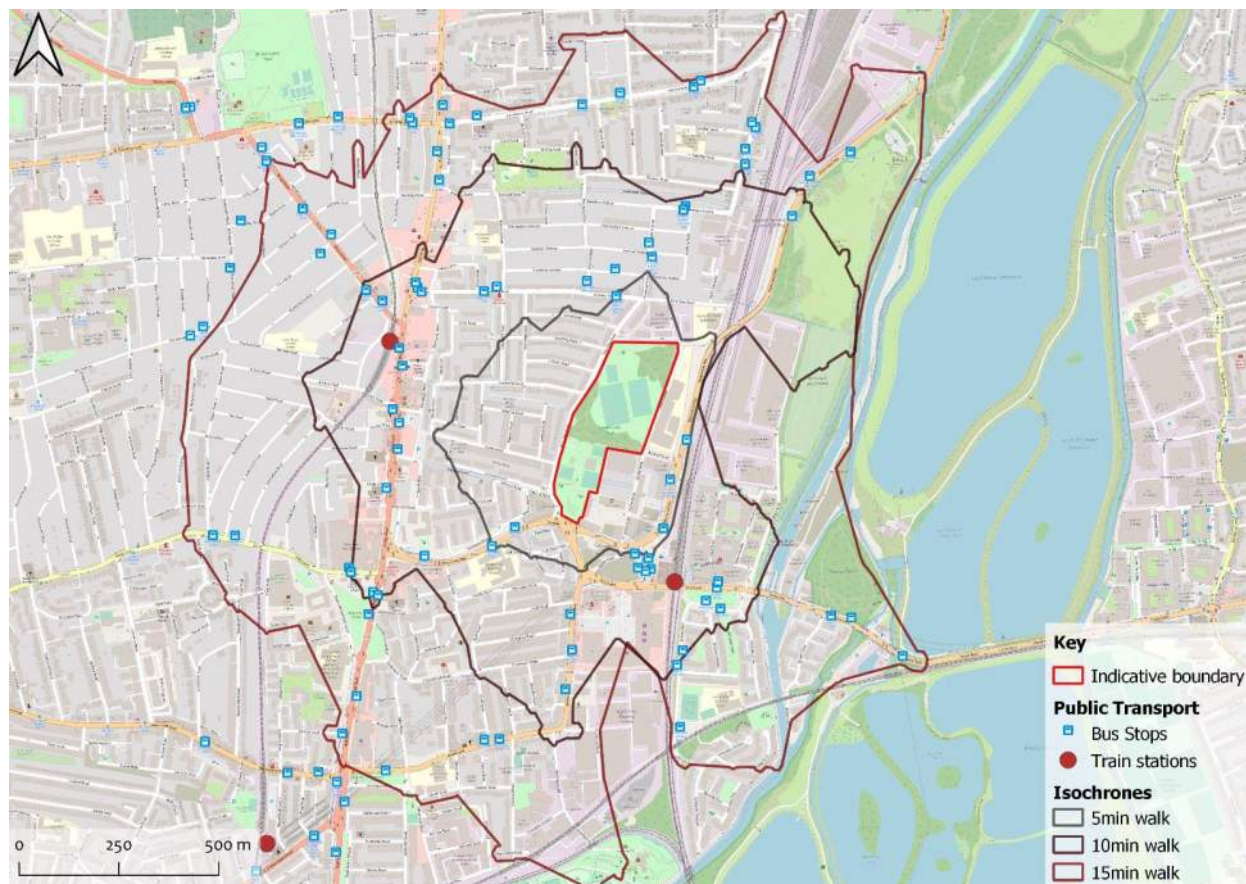
The full PTAL extracts is shown in Appendix B.

The nearest bus stops to the development are located on Watermead Way (A1055) and Monument Way (A503). The bus stop names are Burdock Road Lea Valley Technopark (Stop G) and Park View Road (Stop Z) respectively. Locations of bus stops and Tottenham Hale station are shown in Figure 5, whilst details of services are provided in Table 1.

Table 1: Nearest bus stops services

Service	Route	Frequency	
		Monday-Saturday	Sunday
76	Tottenham Hale Bus Station – Waterloo, Lower Mash	Every 7- 11 min	Every 10- 13 min
123	Hainault Street - Wood Green	Every 8-12 min	Every 15min
230	Fyfield Road – Wood Green	Every 13-14min	Every 15min
N73	Walthamstow Bus Station – Oxford Circus Stn	2 per hour	2 per hour
192	Little Park Gardens – Tottenham Hale Stn	Every 8-12 min	Every 11- 13 min

Figure 5: Nearest Bus Stops and Train Stations of the Permitted Development



3.5 Local Highways Network

Park View Road which flanks the western edge of Down Lane Park is signed as 20mph zone and is primarily a residential street. To operate as a 20mph Zone the road is equipped with vertical deflections in the form of speed humps which run along the length of the road.

Hale Road to the south is part of the Transport for London Road Network also known as a 'red route'. A section of the red route extends into the southern section of Park View Road.

Ashley Road is a one-way road from the A1055 travelling north. Access from the south is from the A1055 and from Burdock Road to the west linking to Watermead Way which forms part of the Strategic Road Network (SRN).

Ashley Road north operates as a school street associated with the Harris Academy Tottenham primary and secondary schools. The school street was approved in February 2022 and launched in March 2022. It operates on Ashley Road (north of Burdock Road) from Monday to Friday 8-9.15am and 2.30-4.15pm. The entrance from Burdock Road is signed noting the school street restriction. Camera enforcement is in place.

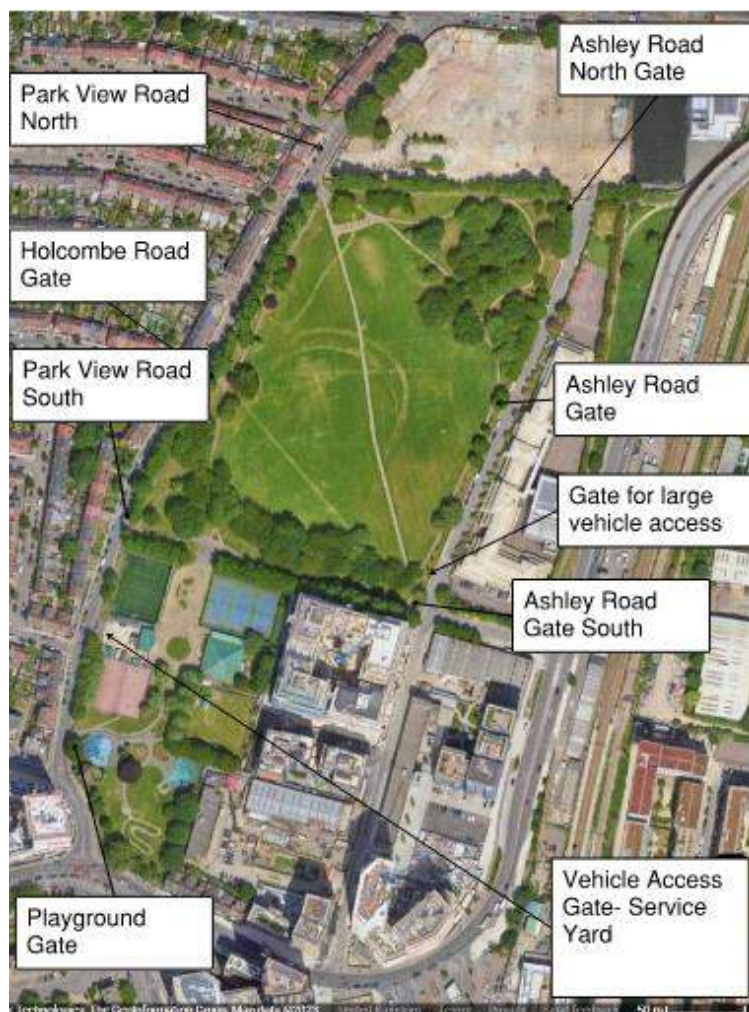
A new route along the park's northern edge will be delivered as part of the Ashely Road Depot works. It is proposed that this route, 'Park Edge' will be designed for pedestrian and cycle use and will allow controlled access for emergency vehicles and waste collection vehicles.

3.6 Park Entrances

There are eight entrances into Down Lane Park, making access from all directions possible as shown in Figure 6. There is an additional sliding gate located on Ashley Road which allows large vehicle access for events such as funfairs.

The Playground Gate off Park View Road consists of the original brick pillars and iron gates and fencing that were part of the old school that once stood onsite. Apart from the vehicle access to the service yard, and the HGV access to the north field on Ashley Road, none of the other entrances provide vehicle access.

Figure 6: Existing site entrances



3.7 Pedestrian Network

The footways on the perimeter of the park along Park View Road are comprised of inconsistent surface materials and are generally in poor condition in places. There are remnants of old crossovers and crossovers which lack dropped kerbs which impede pedestrian movement especially for those with mobility issues.

There are limited crossing facilities on Park View Road. A zebra crossing is provided between Holcombe Road and Buller Road. Approximately 288m to the south of the Zebra Crossing an informal crossing is provided at the junction with Park View Road and Chesnut Road. To the north there is no formal or informal crossing provision.

To access the northwest entrance of Down Lane Park from Park View Road west, there are no dedicated crossing facilities in the immediate vicinity. The lack of dropped kerbs and on-street parking on the western side acts as a barrier to crossing especially for wheelchair users and carers. The footway on the west side of Ashley Road adjacent to Down Lane Park is surfaced with pavers at the park entrances and elsewhere is narrow and is comprised of stones in concrete.

Access to the park will be improved in the frontage of the Permitted Application by these proposals and the overall surroundings of the Permitted Development will be improved by the future works in

the vicinity of the park. It is expected that these improvements will be delivered either by S. 278 works associated with neighbouring developments (e.g., ARDS), or as part of the council's public realm or Highways improvements programme. Works include:

- removing level changes to cross overs at park entrances to create continuous footway
- incorporating dropped kerbs
- incorporating raised tables to highway
- making good irregular surfaces to footway at Ashley Road North (school street works) & PVR adjacent park (discuss with highways)

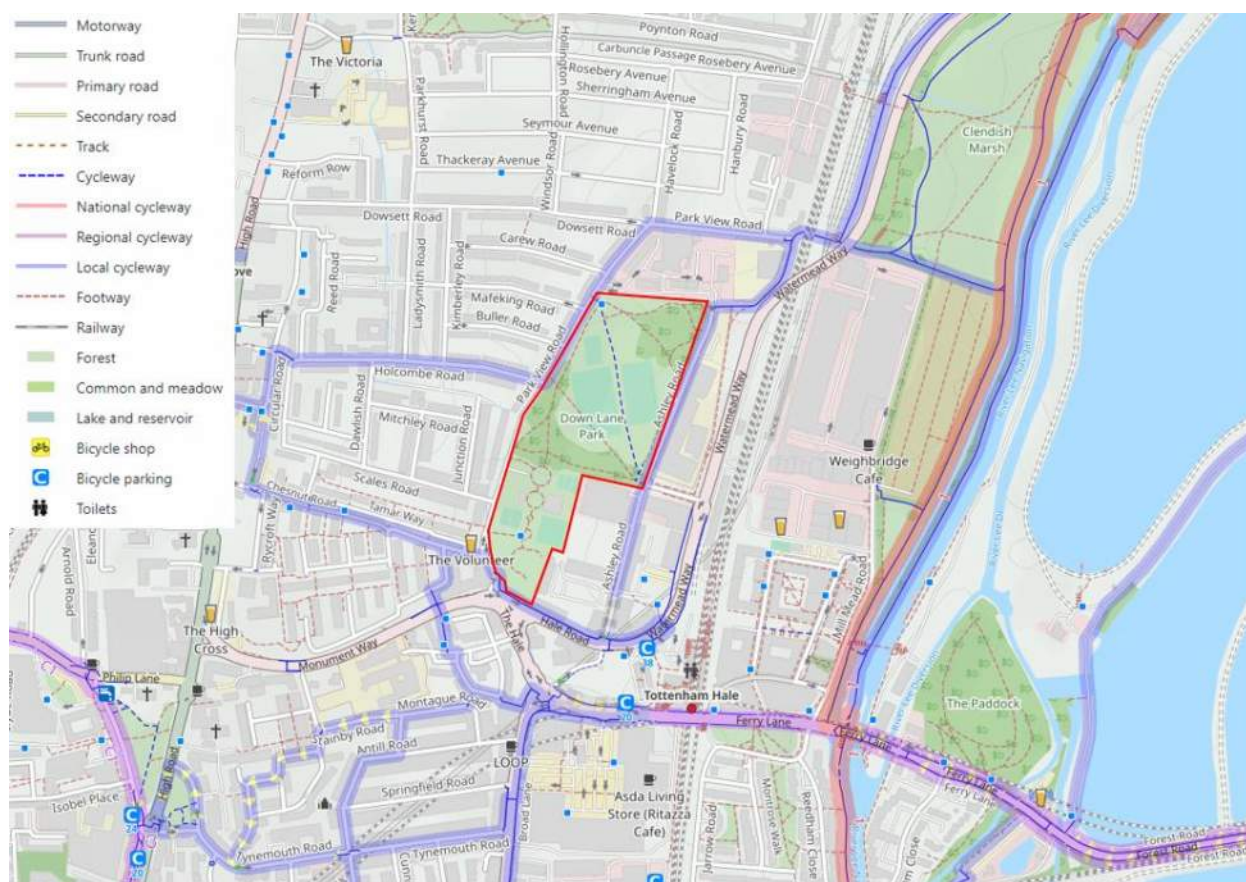
3.7.1 Pedestrian Head Count

A pedestrian headcount survey was carried at the Park View Road northwestern gate entrance. The count was undertaken as part of the Ashley Road Depot development in June 2023 and can be found in Appendix C. The headcount showed a maximum of 653 pedestrians (41% school children) between 8:00AM to 10:00AM and a maximum of 696 pedestrians (52% school children) between 14:30PM to 16:30PM. This demonstrates that there is a high flow of pedestrian movement at this location where there are no crossing facilities in the immediate area.

3.8 Cycle Network

The existing cycle network in the area surrounding the site is shown in Figure 7.

Figure 7: Open Street Maps Cycle Map (Redline indicating Permitted Development)



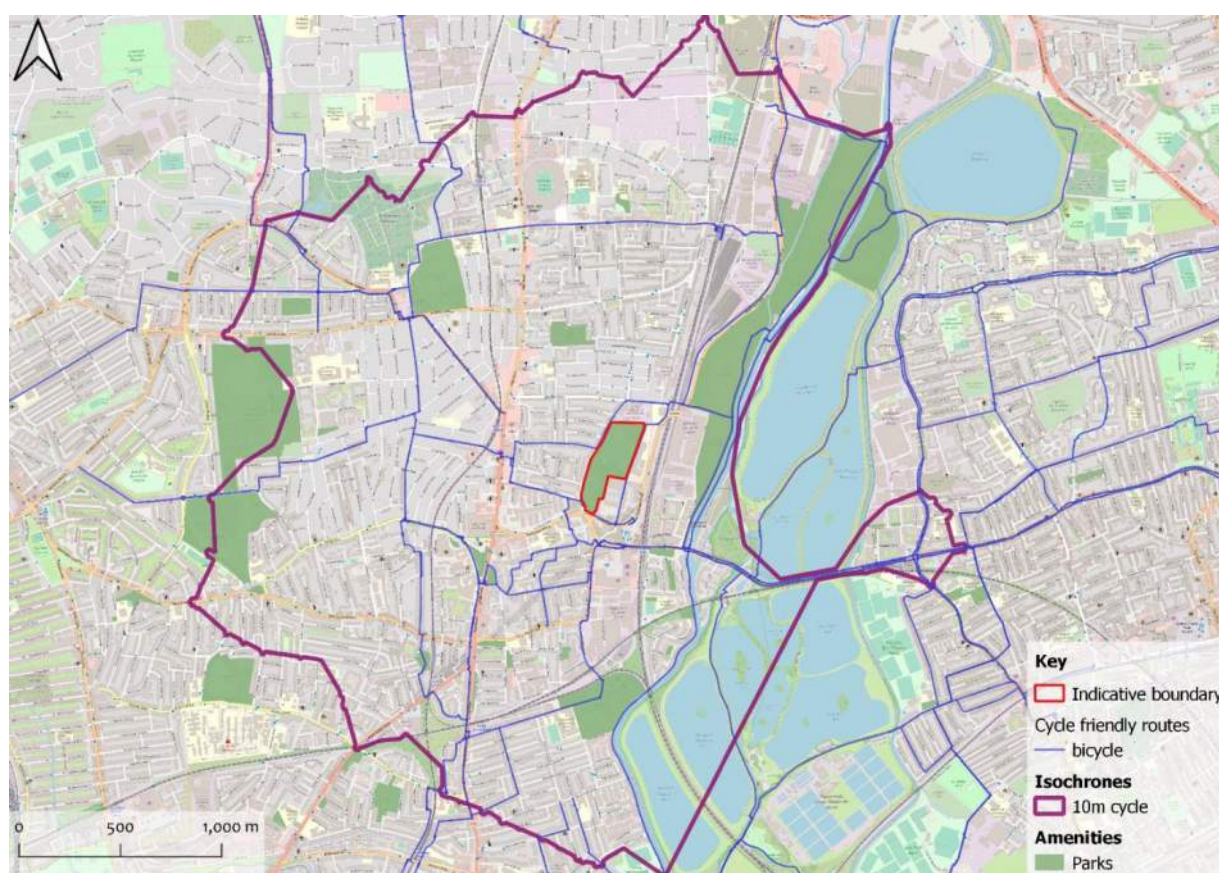
Existing and recommended future cycle routes are also presented in Haringey's walking and cycling action plan². Overall, improvements to the surrounding cycle network include:

- Ashley Road Link south of the site
- Project Centre Chesnut Road Link to tie in the Ashley Road Link to the Chesnut Road cycle route
- Ashley Road Depot public realm
- New cycle infrastructure from Tottenham Hale on Watermead Way.

In addition, improvements included in the Streets and Spaces Strategy for Tottenham Hale will enhance connectivity to the station, retail and residential destinations and unlock the cycle network in the east of the borough providing a missing link towards the Lea Valley, Walthamstow Wetlands and the Enjoy Waltham Forest network.

Figure 8 shows the area covered by a 10min cycle from the site indicating potential connectivity and good catchment area that covers residential, commercial and leisure elements of Tottenham Hale.

Figure 8: 10 minutes cycle isochrone map (Redline indicating Permitted Development)



3.9 Existing Cycle Parking

In terms of existing local cycle parking provision, from evidence shown in Figure 9, the park counts with 10 internal Sheffield stands that provide 20 cycle parking spaces. Only current on street cycle

² [Walking and Cycling Action Plan 2022-2032 Haringey](#)

parking provision is on Hale Road and evidence of informal cycle parking near entrance was also highlighted in the figure below. The internal provision is distributed as follows:

- 6 stands in Community Café
- 2 stands in playground
- 2 stands in north entrance (Park View Road)

Figure 9: Evidence of current cycle parking around the site



3.10 Parking and Traffic Orders

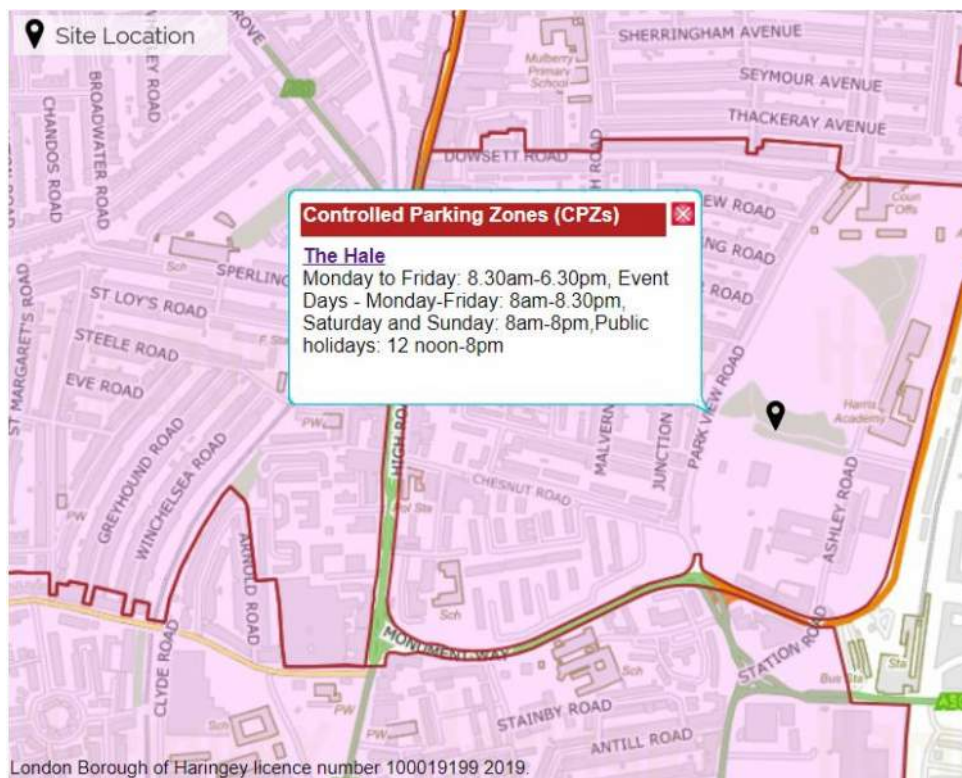
The site is within “The Hale” CPZ as shown in Figure 10, which operates with the following restrictions:

- Monday to Friday: 8.30am-6.30pm

In addition, there is an event day restriction. On days when an event is happening, the operational hours are:

- Event Days - Monday-Friday: 8am-8.30pm
- Saturday, Sunday and Bank Holidays: 12 noon to 8pm
- Public holidays: 12 noon-8pm

Figure 10: Controlled Parking Zone Map



Source: <https://www.haringey.gov.uk/parking-roads-and-travel/parking/controlled-parking-zones-cpzs/map-controlled-parking-zones-cpzs-haringey>

Residents, businesses and visitors can park in marked parking bays during operational hours by displaying a valid parking permit. Motorists who want to park for a short time can use pay by phone bays. RingoGo is the pay by phone operator.

Pay by phone bays work by phoning a number and quoting the location code. Typically, there is max stay of two hours with no return within two hours. The nearest pay by phone bays to the site are located on Ashley Road along the park edge.

3.10.2 Parking Restrictions- Traffic Orders

In addition to the Hale CPZ the following Traffic Orders (TROs) are in operation on the roads bounding the site:

Park View Road double yellow lines run along the eastern park edge.

Ashley Road is subject to a mixture of double yellow lines, CPZ bays, zig zag restrictions, school keep clear signs and as noted in section 3 a school street operates on Ashley Road (north of Burdock Road) from Monday to Friday 8-9.15am and 2.30-4.15pm.

3.10.3 Disabled Parking

No visitor parking is provided on site. Blue Badge holders can park in:

- resident permit holder bay
- resident permit holder shared-use bay (resident permit and pay-by-phone)
- permit holder bay
- permit holder shared-use bay (permit holder and pay-by-phone)
- disabled bay (except dedicated disabled bay)
- pay-by-phone only bay

- single and double yellow lines – check for loading and unloading rules (external link), shown by yellow markings on the side of the pavement and see times shown on nearby signs

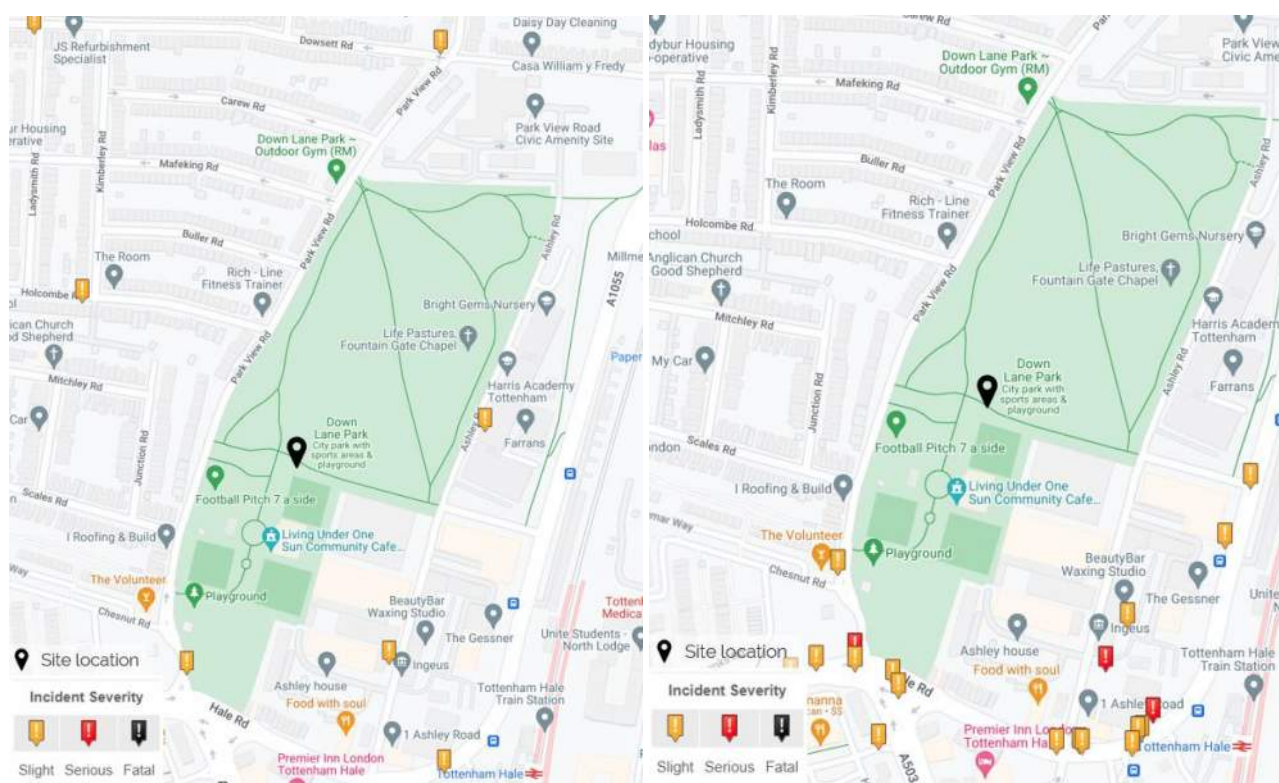
In addition, further accessible bays will be provided on Ashely Road and one on Burdock Road – to serve the business and residential drop off.

3.11 Collision Data

Available latest 5-years (2017-2021) pedestrians and cyclists' collision data on Crashmap.uk is shown in Figure 11. For cyclists' casualties one 'slight' in severity collision is shown near the informal crossing point on Park View Road and Hale Road that occurred in 2020 and involved a car. A second 'slight' collision is shown on Ashley Road that occurred in 2019 and involved a goods vehicle near the zebra crossing that was installed in 207 according to imagery evidence.

For pedestrian casualties, a cluster can be observed around the crossing points on Hale Road including one 'serious' incident involving a car in 2017. One 'slight' collision was also recorded at the junction of Park View Road and Chesnut Road near the informal crossing point in 2021.

Figure 11: Latest 5-years collision data. Cyclists' casualties (left) and Pedestrians' casualties (right)



No cluster of collisions are present on Park View Road nor Ashley Road that could be exacerbated by movements generated by the development. It is expected that the risk for pedestrian casualties at the junction on Hale Road will be reduced by the proposed provision of an alternative active travel only route on 'Ashely link', parallel to Hale Road.

4. Development Proposals

4.1 Introduction

This section of the report provides details about the proposed development including uses, proposed amenity space, vehicular access arrangements and parking.

4.2 Development Proposals

The project brief seeks the creation of a rich and well thought-out masterplan for Down Lane Park, steered by the 'lived experience' of local residents and stakeholders. A Co-Design and optioneering process was tasked to Levitt Bernstein, working with the Community Design Group to collaborate in the creation of a new shared vision for the new park.

The proposals include:

- Improved footpaths cycle connectivity
- Promotion of climate resilience
- Re-building the community hub and garden
- Enhancing sports offer
- Improved play offer and fitness
- Accessibility and inclusion
- Ecology and biodiversity enhancements
- Parks boundaries
- Improved entrances
- Improved safety

The masterplan and development proposals are presented in Figure 12 and in Appendix A.

The design brief agreed at the outset of co-design sought consideration of how the remodelled park will relate to the adjacent developments including:

- Chesnut Road public realm scheme
- De-centralised energy network being implemented in and around Down Lane Park
- East-West 'park extensions' being delivered on Ashley Road development sites
- Ashley Road Depot Site being directly developed by Homes for Haringey (architectural and landscape design led by Levitt Bernstein)

Figure 12: Site Masterplan.



Source: Architect's DAS

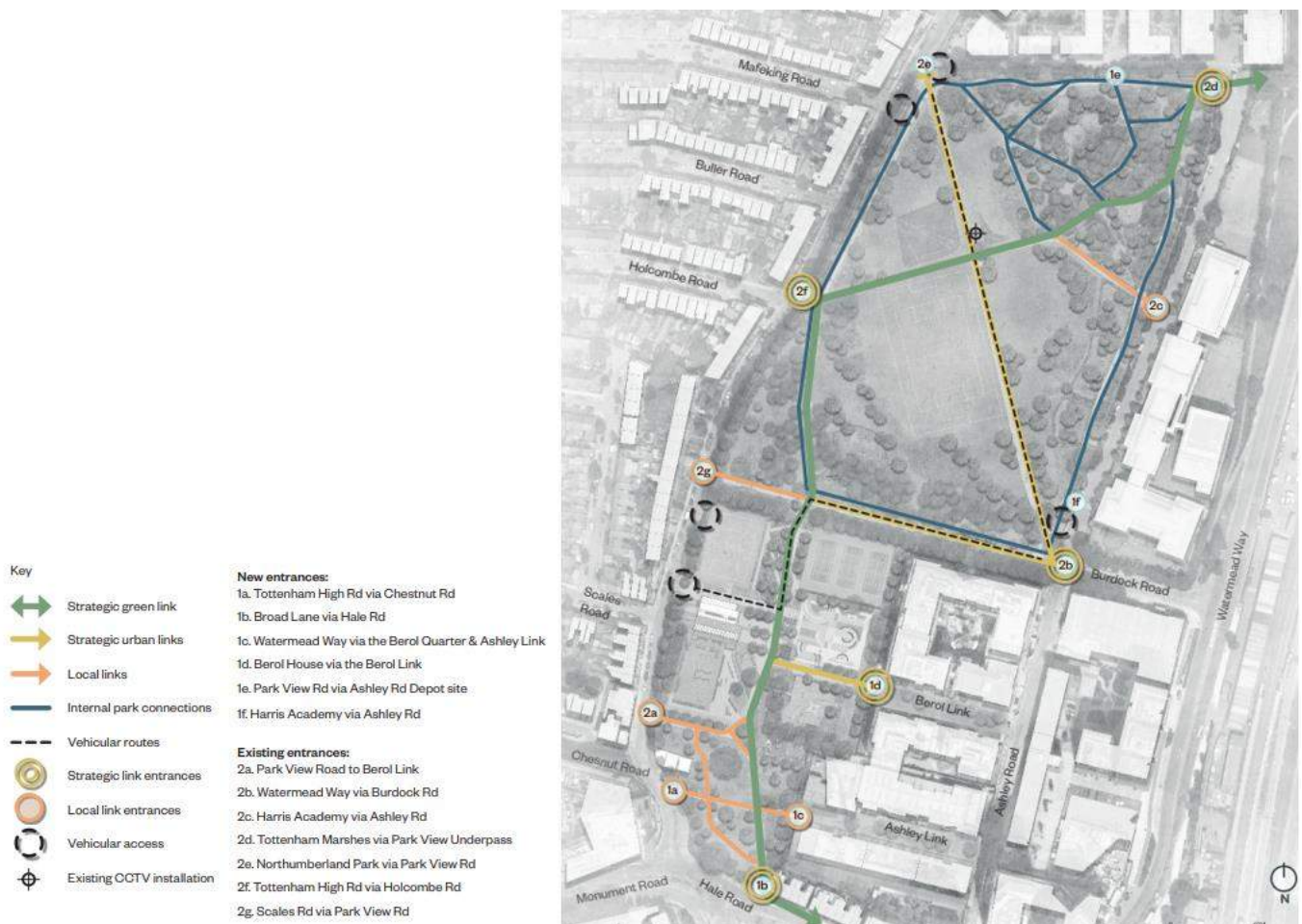
4.3 Access and Routes

The main pedestrian, cycle and vehicular accesses are shown in the access/entrance strategy in the figure below and presented in Appendix D.

Access controls measures such as bollards are to be used at entry locations that otherwise would be vulnerable to non-authorized vehicular access.

Proposed shared pedestrian and cycle routes comply with recommended minimum widths from LTN 1/20 guidance.

Figure 13: Proposed Entrance and Pathway Access Strategy



Source: Architect's DAS

New proposed entrances include 1a, 1b, 1c, 1d, 1e and 1f as shown above. These proposals respond to the intent of the Tottenham Hale District Centre Framework (DCF), the Streets and Spaces Strategy and the Tottenham Hale Green and Open Spaces Strategy (GOSS) to improve permeability and east-west links between the High Road, Tottenham Hale and the Lee Valley Regional Park (LVRP).

4.4 Car Parking

The London Plan sets out parking standards based on an area's PTAL score. The site has a PTAL score of 6a to 4.

The London Plan states that within the CAZ and locations of PTAL 4-6, any on-site provision should be limited to operational needs, disabled persons parking and parking required for taxis, coaches and deliveries or servicing. It also states that disabled persons parking should be provided in accordance with the levels set out in Table 10.6 of the London Plan, ensuring that all non-residential elements should provide access to at least one on or off-street disabled persons parking bay.

Currently staff park within the park's depot yard. As this will be redeveloped and no longer available, it is proposed that one standard staff parking space is reprovided on plot. In addition, in line with London Plan policy, it is proposed that one staff only accessible parking bay with 1.2m transference areas will be provided. It is proposed that both spaces are provided in the courtyard in proximity to entrance to the community hub building.

The location of the accessible and standard bay and the swept path drawings are presented in Appendix E.

The proposed provision will then be as follows:

- 1 no. staff only accessible bay (allows space for any future blue badge employee / community worker)
- 1 no. staff only standard bay (reprovided staff space)
- All non-staff blue badge holders visiting the park/facilities would continue to use adjacent CPZ / pay by phone bays as outlined in Section 3.10.3.

4.5 Cycle Parking

Relevant cycle parking standards for all new developments are contained within the London Plan and this covers the café and the community space. For outdoor sporting and play facilities no specific guidance is provided within the London Plan, as such cycle parking standards for the various proposed uses have been reviewed following guidance and recommendations from other districts within the UK. Table 2 summarises the long stay and short stay minimum recommended provision.

Table 2: Cycle Parking minimum standards and recommendations

Description		Sqm	No	Long Stay Cycle Parking Guidance	Long Stay No	Short Stay Cycle Parking Guidance	Short Stay No
Community Space		137		1 Space per 8FTE staff	1	1 space per 100 sqm	2
Café		103		1 space per 175 sqm	1	1 space per 20sqm	5
Admin Office		30		1 space per 75sqm	1	first 1 space per 500 sqm	1
Sports	Pitches	4150				1 cycle space per 1000 sqm adjacent to principal entrance**	5
	Artificial grass pitch	1200					2
	Multi use games area (basketball / netball)	1300					2
	Tennis courts		3			3 spaces per court*	9
	Outdoor gym	500				1 space per 100sqm	5
Kids play area			2			2 cargo bikes per area***	4
Total					3		35
Note: 4 number of staff for park depot and 4 for community hub as per meeting							
minimum 2 short stay and 2 long stay overall provision							
* from Hart guidance https://www.hart.gov.uk/sites/default/files/2022-11/Cycle_%26_Car_Parking_Standards_TAN.pdf							
** from Norwich guidance https://www.norwich.gov.uk/download/downloads/id/2916/playing_fields_sports_pitches_and_outdoor_courts.pdf							
*** recommendation							

To support sustainable travel, the development will provide a total of 12 long-stay cycle parking spaces for staff, provided within a secure area (One cluster of 6 spaces in the hub garden and one cluster of 6 spaces in the yard). To support all uses including those not listed in Table 2, it is proposed that 56 short-stay spaces are located through the park and shown in the development proposal plan in Appendix A. The overall provision exceeds the minimum required stated by the London Plan and UK guidance as presented in Table 2.

Cycle parking is proposed to be placed where there is activity (play, sports, café, community centre, etc) and at the main park entrances. Preferably these locations will be covered by CCTV coverage and/or benefit from natural surveillance. There are high rates of bike theft in the area and safer bike parking locations will encourage more use as fear of theft is a major barrier to bike use.

4.6 Servicing, Deliveries and Emergency Access

The proposed café and community centre are expected to create delivery and servicing demand. The proposed site access is off Park View Road just north of the junction with Scales Road. The

refuse store for the community centre and café is located in the northwestern corner of the service yard and is located approximately 15m from the edge of carriageway.

4.6.1 Refuse Collection

A bin store which will cater for the community centre and café is provided in the courtyard. The bin store is 3m x 3.4m with capable of storing two 1100L Eurobins (one for waste and one for recycling).

Refuse collection vehicles (RCVs) can enter the site by reversing from Park View Road and collect from the bin store located in the northeastern corner of the yard. The RCV can then leave the site in a forward gear. Vehicle tracing is presented in Appendix E and shows that a 10.2m RCV as prescribed by LBH can perform this manoeuvre without being impeded by vehicles parked in resident permit bays on the western side of Park View Road.

This strategy was confirmed as acceptable by the refuse service provider Veolia and Haringey's waste management team through correspondence with LBH in August 2023.

4.6.2 Emergency Access.

The Fire Consultant Toga Fire engineer has confirmed that a fire appliance should be within 45m of the café, community hub and associated administration office and confirmed that a fire tender parked on Park View Road would achieve the max. 45m hose distance. In the event of an emergency a fire vehicle can cover the site from Park View Road. If required, the fire appliance can also enter the site in a forward gear and reverse out. The vehicle tracking is shown in Appendix E.

Figure 14: Proposed Fire Strategy - Extract from 21.07.2023 Fire strategy Note Levitt Bernstein & Toga Fire



Other emergency vehicle access will also be possible from Burdock Road and Ashley Road entrances.

4.6.3 Deliveries

Deliveries to and from the café in the community centre are expected to take place from within the courtyard accessed from Park View Road. Deliveries associated with the park will use the same entrance but will then access the park via the LBH Parks yard which will be secured by gates. The number of delivery trips has been estimated in the Trip generation chapter of this report. It is estimated that there will be 8 one-way delivery trips per day associated with the café/community centre and 2 one-way by the admin office.

It is assumed that the majority of deliveries will be undertaken by van. Vehicle tracking within Appendix E shows that a panel van can enter the site in a forward gear, turn on plot and exit in a forward gear.

4.7 LBH Parks Access

A yard for LB Park Services will be provided. Access is from Park View Road via the main courtyard. The yard will cater for one small tipper vehicle, used primarily for refuse collection within the park and are not expected to dwell on the site. The small tipper has been tracked through from the service yard, travelling north-south across the park on the main diagonal route to exit onto Park View Road gate.

The vehicle tracking is shown in Appendix E.

5. Trip Generation

5.1 Introduction

This section of the Transport Statement will set out the trip generation associated with the proposals and assess the implications of the development upon the operation of the local road network.

5.2 Trip rates and trip generation

It is expected that the vehicle trips will be generated by the following uses:

- Café (103 sqm)
- Small hub and parks admin offices (30 sqm)
- Community centre space (137 sqm)

In addition, the overall park will be served by the Parks team using a small tipper that is not expected to dwell nor park on the site.

The TRICS database was consulted for trips generated by the community hub within the "Community Centre" subcategory, nonetheless, surveys available are not in similar London-based, or well-connected locations. The broad search resulted in 3 available surveys however these had a high car parking provision. Hence, the database was not considered relevant or applicable for the mentioned use.

The Engine Room Community Centre located nearby the site was then contacted to request vehicle trips information to represent a similarly located site with similar uses, the Community Centre also provides a café. To note that this café operates 7 days a week 9am to 10pm which is not expected to be the case for Down Lane Park. Hence, the information given is to be considered a robust estimation for the proposals. Relevant information received included the following trips:

- 3 refuse collections a week by Veolia
- Up to 2 vehicles a week for a combination of service engineers (assumed 1 OGV and 1 LGV)
- 7 vehicles for deliveries a week (LGVs)

To determine suitable trip rates for the office use, the TRICS database was examined for the latest available 7-years period (2015-2022) as per the default selection. Sites in the 'Employment' category and 'Office' sub-category were investigated. Surveys within Greater London from 'Neighbourhood Centre' and 'Suburban Areas' locations were selected.

Additional criteria consisted of selecting locations that provided none to very low car parking spaces and with a PTAL score between 4 to 6. This resulted in 3 surveys that are comparable to the proposed site's characteristics. The TRICS full detailed outputs and selection are presented in Appendix F.

However, due to the small area of 30sqm of the analysed office spaces, the total vehicle trips resulted in less than 0.5 trips (two-way) per day. It is hence assumed that the office component will generate a maximum of 3.5 (two way) vehicle trips per week or 2 one-way vehicle trip per week.

Table 3 shows the total Trip Generation estimates for the proposals:

Table 3: Estimated trip generation for the proposals

	Weekly vehicle one-way trips		
Element	Refuse	LGVs	OGVs
Café and Community Centre	3	8	1
Office		2	0
Total weekly trips	3	10	1

Based on the proposals, it is estimated that the facilities will generate a total of 14 vehicle trips (28 two-way) in a week including refuse collection, deliveries, and servicing (excluding internal park servicing).

This level of vehicle trip generation would not be considered have a material impact on the local highway network; therefore, no further assessment has been undertaken.

It is therefore considered that the provision of one disabled parking space and one staff space is appropriate for use by staff if required and provides accessible parking for the community hub.

6. Construction Logistics Plan

6.1 Introduction

This section of the report provides an overview of the expected construction and logistics activity during the construction phase of the development. It considers the programme and potential impacts associated with the construction of the development.

Once a principal contractor is appointed, it is expected that they will produce a detailed Construction Logistics Plan (CLP) prior to the beginning of construction works which will be updated through construction period.

6.2 Site Specific Requirements

A Tottenham Area CLP Forum involving all the main construction contractors, developers and the Council was set up in October 2018 with clear Terms of Reference to support the monitoring and delivery of the CLP in the area. Specifically, the Forum enables:

- The exchange all relevant information and data from individual sites, enabling works, utilities, developments and projects with wider developments within Haringey and neighbouring boroughs
- The recognition and mitigation of all safety and local environmental concerns with regard to works and site access
- Collaborative working to address any issues or challenges arising as a result of the cumulative impact of construction activity in Tottenham Hale.

There is also a Construction Logistic Officer which monitors/ manages or coordinates construction deliveries across sites to limit disturbance. The project team / appointed contractor will work closely with the construction logistics planner and Tottenham area CLP Forum. The interaction with this group will include coordination to limit disruption from deliveries and recognition and mitigation of safety concerns as mentioned above.

6.3 Objectives

An Outline CLP has been prepared outlining the strategy to reduce any negative effects from construction with a review of local sensitive receptors such as schools, bus routes, park access and residential areas and with proposed mitigation measures .and sets how construction logistics activity will be managed and the mitigation measures to reduce the potential impacts on the network and neighbouring properties.

The overall objectives of the CLP are to:

- Lower Emissions;
- Enhance Safety – Improved vehicle and road users safety; and
- Reduce Congestion – Reduced trips overall, especially in peak periods.

To support the realisation of these objectives, several sub-objectives include:

- Encouraging construction workers to travel to the site by non-car modes;
- Promote smarter operations that reduce the need for construction travel or that reduce or eliminate trips in peak periods;
- Encouraging greater use of sustainable freight modes;
- Encouraging the use of greener vehicles;
- Managing the on-going development and delivery of the CLP with construction contractors;
- Communication of site delivery and servicing facilities to workers and suppliers; and
- Encouraging the most efficient use of construction freight vehicles

6.4 Construction Programme & Methodology

Construction works for Phase 1 are expected to commence onsite in January 2024 and continue for as shown in phasing plan in . The detailed construction programme would be provided as part of the detailed CLP and agreed with contractor. An indicative programme by phases is presented as follows including pre-construction works:

- Phase 1: January – May/Jun 2024
- Phase 2a: June 2024 – November 2024
- Phase 2b: June 2024 – May 2025
- Phase 3: June 2025 – November 2025
- Phase 4: December 2025 – April 2026

Indicative phasing is provided in Appendix G, the final sequencing should be confirmed by a Contractor once appointed. The phasing is informed of all the LBH needs/constraints. Accesses needed for each phase include:

- Phase 1 – access from Burdock and Ashley Road
- Phase 2a – access from Burdock and Ashley Road
- Phase 2b, 3, 4a and 4b from Park View Road

6.5 Community Consideration

The following are considered key challenges and community considerations:

- Impact of construction access and cross-over on Woodside Avenue
- Impact of the increase levels of HGV activity and turning movements on vehicles and cyclists using Woodside Avenue
- Consider the impact that this may have on key facilities on roads within the construction routing and especially the schools sited in close proximity to the site:
- Ensuring construction vehicles use the correct routes
- Maintaining access to play

6.6 Construction Vehicle Access

The number of lorry movements, hours of operation and any lorry holding areas will be agreed upon in advance with LBH with the Contractor.

Vehicles required for on site works used on site will be informed and confirmed once a Contractor is appointed.

The Contractor will maintain an up-to-date log of all drivers that will include a written undertaking from them to adhere to approved routes for construction traffic.

6.7 Construction Vehicle Routing

Construction vehicles will route via the strategic road network to minimise travel along local streets.

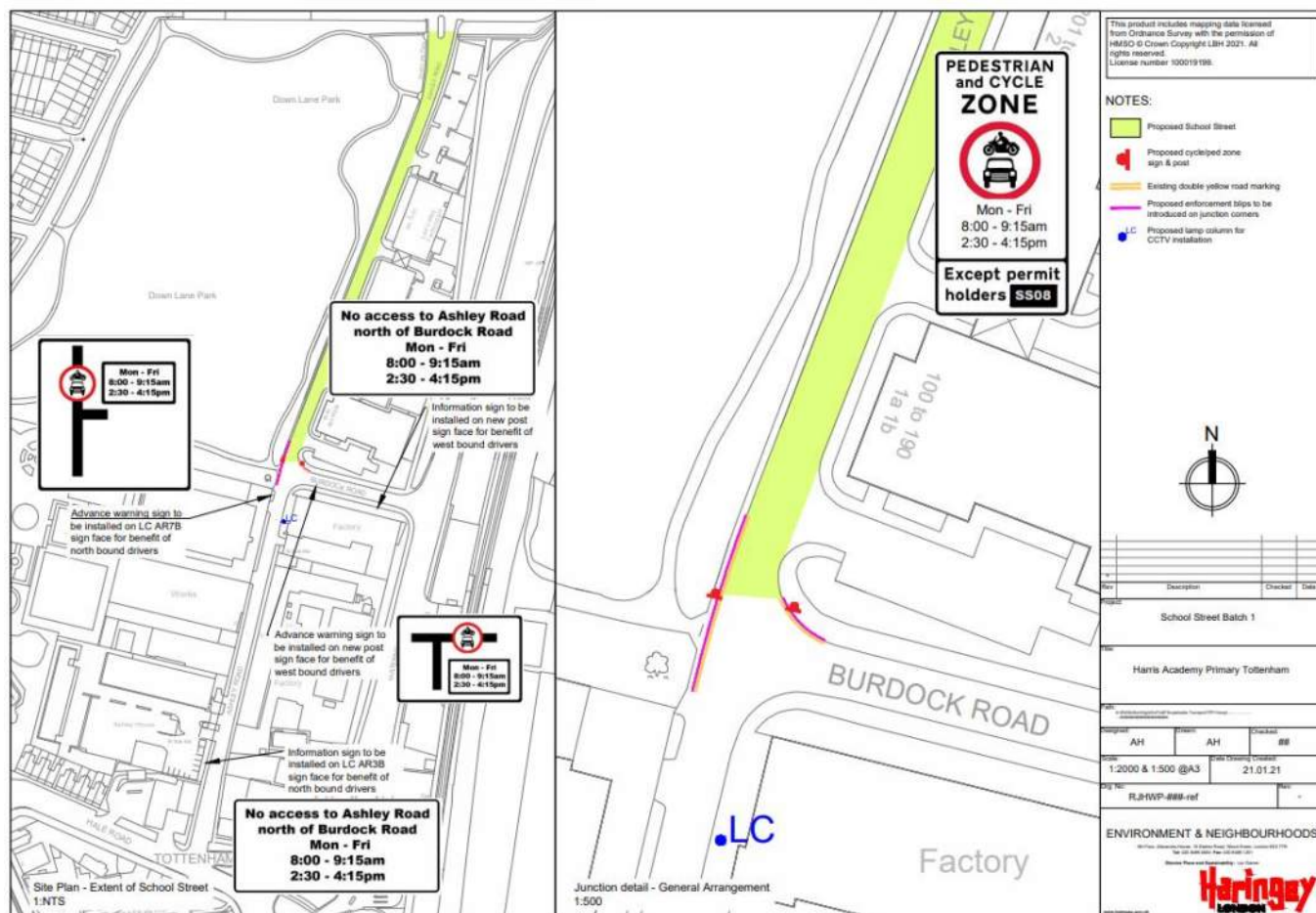
Phase 1 and 2a

For works to the north of the park, access will be from Watermead Way and Burdock Road/Ashley Road, which is the most direct route, however this section operates as a School Street which restricts this route during 08:00-09:15 and 2:30-4:15pm. Any vehicle passing Ashely Road north will be subject to a fixed penalty charge.

Access will be from the existing rolling gate which also allows access to the park for larger vehicles for fun fairs etc.

Therefore, a separate route is expected to be used during these hours. The proposed Haringey's school street plan is shown below:

Figure 15: Haringey – Harris Academy - School Street Plan



Phase 2b, 3, 4a and 4b

Phase 2 is in the southern section. Access will be from Down Lane Park. There are numerous other developments, Ashley Road Depot to the north, Canon Factory, Berol Yard, Ahshley House and Ashley Park to the east and Monument Way, Walter Tull House and Chesnut Phase 2 to the west. The installation of the further stages of the District Energy Network will also come forward in vicinity of Ashley Road North. Therefore, the cumulative construction traffic generated by the redevelopment of the area is an important consideration.

Construction vehicle routing will be confirmed and agreed once the contractors are appointed.

6.8 Strategies to Reduce Construction Impact

Table 4 outlines the considered, proposed and committed measures relevant to be contained within any future CLP for the site.

It should be noted that given the location of the site, it is not feasible for materials to be transported to the site via water nor rail.

Measure	Committed	Proposed	Considered	Further Details
Measures for influencing construction vehicles and deliveries				
Safety and Environmental Standards and Programmes	X			Commitment from contractors and suppliers to follow CLOCS and be members of FORS (where applicable)
				Operators will be encouraged to use vehicles with the highest star rated from TfL's High Direct Vision Standards
				Constructor will be encouraged to sign up to the Considerate Constructors Scheme
Adherence to Designated Routes	X			Vehicle access routes outlined in xx
Delivery Scheduling	X			A Delivery Management System (DMS) will be used to control the number of vehicles on site at any one time
Re-Timing of Out of Peak Deliveries		X		Deliveries will be scheduled to, where possible, be outside of the peak hours
Re-Timing of Out of Hours Deliveries		X		
Use of Holding Areas and Vehicle Call of Areas			X	Contractor to discuss with LB Haringey to assess the viability of a holding/call area
Use of Logistics and Consolidation Centres			X	
Material Procurement Measures				
DfMA and Off-Site Manufacture			X	
Re-Use of Materials on Site		X		Potential for this can be investigated by the Principal Contractor
Smart Procurement		X		Potential for this can be investigated by the Principal Contractor to minimise vehicle trips when selecting suppliers
Other Measures				
Collaboration with Other Sites in the Area		X		It is proposed the Principal Contractor will work with other Contractors in the area to understand the potential for collaboration
Implementation of a Staff Travel Plan		X		As part of the CLP, the Principal Contractor should provide staff with information relating to sustainable travel options

Table 4: Strategies to Reduce Construction Impacts

6.9 Implementing, Monitoring and Updating

Once planning permission is granted, and a contractor appointed, it is proposed that an appointed Construction Logistics Manager will oversee implementing the CLP developed for the site. This person will be responsible for collecting data on:

- Number of vehicle movements to the site via a delivery book-in system including types of vehicles, dwell time on site, any use of consolidation centres etc.

- Any breaches or complaints made including those relating to vehicle routing, unacceptable parking/queueing and if the suppliers have FORS/CLOCS or Low Emission Zone (LEZ) compliance
- Any safety issues such as logistics-related accidents, any associated fatalities/serious injuries, any vehicles or operators who do not meet the safety requirements etc

It is assumed that a CLP will be provided by the contractor and that the CLP will be reviewed during the construction of the project as required to ensure the CLP remains relevant addressing any challenges or changes which may occur.

7. Summary and conclusions

This Transport Statement has been prepared to support a Full Planning Application for the Park Improvement Project at Down Lane Park for the southern portion of the park with the areas outside the red line being delivered under Permitted Development.

The following summarises the key findings:

- The proposals have been demonstrated to accord with both national and local transport policy encouraging sustainable transport and open green space. Its low-car status addresses the climate emergency, while providing accessible and operational parking to account for accessibility obligations. It is to note that the surrounding roads are also protected by traffic regulation orders and hence overspill parking is very unlikely to be generated by the park's leisure uses.
- The site location presents various opportunities for walking, cycling and travel by public transport with good accessibility from many users including future residents from adjacent developments. The site also will improve permeability with a connection to current and future cycle infrastructure links.
- The proposed development is anticipated to generate very few vehicle trips mostly linked to the proposed community centre and café area. It is expected that the hub will require approximately 3 refuse collection a week (6 two-way trips) and 11 deliveries and servicing visits (22 two-way trips) a week. It is considered that this level of additional trip generation will not have a material impact on the operation of the surrounding highway network and movements have been tested with swept path analysis.
- The main vehicular access to the site will via an amended existing access from Park View Road.
- The proposed level of parking (1 no. staff bay and 1 no. disabled staff bay) is considered to be sufficient for the development proposals and meets requirements set by the London Plan.
- Additional access for small vehicles to service the park are provided at Ashley Road and the north of the park and will be protected by modal filters / bollards to avoid entry by non- authorised vehicles.
- Cycle parking will also be provided in higher levels than required by regional policy and all cycle and pedestrian routes fulfil and exceed geometric recommendations in accordance with LTN 1/20 guidance.

Given the above, it is anticipated that the development will have no material impact on the operation or capacity of the surrounding highway infrastructure and will maximise the opportunities of the site without contributing to adverse transport impacts.

Appendix A – Location Plan and Development Proposals



- KEY**
- Planning Application boundary
 - Permitted Development boundary
 - Phase 1 works boundary
 - Existing retained Category A tree
 - Existing retained Category B tree
 - Existing retained Category C tree
 - Existing retained Category U tree
 - Root Protection Area
 - Proposed tree (see planting information)
- Soft landscape**
- PL01 Amenity short grass (existing)
 - PL02 Selective mown grass to existing grass
 - PL03 Ashley woodland understory planting
 - PL04 Boundary hedge mix planting
 - PL05 SuDs planting - Type 1
 - PL06 SuDs planting - Type 2
 - PL07 Moselle walk planting
 - PL08 Boundary buffer planting
 - PL09 Playground planting
 - PL10 Sports plaza planting
 - PL11 Hub plaza planting
- Hard landscape**
- LP Log piling
 - DH Dead hedges
 - Intensive tree pit system to hub plaza (red dashed extents shown)
 - Porous asphalt (Black)
 - Porous asphalt (Coloured - Colour tbc)
 - Shredded rubber mulch safety surface
 - Wet pour safety surface
 - Open textured porous macadam to proposed sports courts with coloured acrylic anti-slip coating
 - FSC certified hardwood timber deck with inlaid carborandrum strips
 - Existing sports surfaces retained as is
- Other**
- EP External power supply
 - EW External water supply
 - Existing services

Notes

- Do not scale this drawing.
- All dimensions must be checked on site and any discrepancies verified with the architect.
- Unless shown otherwise, all dimensions are to structural surfaces.
- Drawing to be read with all other issued information. Any discrepancies to be brought to the attention of the architect.
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Project name
DOWN LANE PARK
Park Improvements

Drawing number
3862 - LB - XX - XX - D - L - 200002

Rev
C01

Drawing
Landscape General Arrangement 2 of 2

Purpose of issue
Planning

Scale
1 : 500 @ A1

Client
London Borough of Haringey

Suitability code
A3

First issue date
23/10/23

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C01	06/11/23	Planning issue	VS/KD
P01	23/10/23	Preliminary issue	VS/KD
Rev	Date	Description	Drawn / Checked