



Edmansons Close, Tottenham
The Drapers Almshouse Charity

Transport Statement

For

The Drapers Company

Document Control Sheet

Edmansons Close, Tottenham

The Drapers Almshouse Charity

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1.0 Introduction

- 1.1 This Transport Statement has been prepared on behalf of The Draper's Almshouse Charity to accompany a planning application for the redevelopment of the charity owned dwellings surrounding Edmansons Close, Tottenham (herein referred to as 'the site').
- 1.2 The site is located to the east of A10 Bruce Grove and accessed via Edmansons Close. The site benefits from close proximity to the A10 Bruce Grove and the A406 North Circular Road, as well as a number of bus stops and Bruce Grove railway station. The local centre of Bruce Grove is circa 500 metres southeast of the site. The site is situated within the administrative boundary of the London Borough of Haringey (LBH).
- 1.3 The site currently consists of 48 studios, 1 x 1 bed and 12 x 2 bed, all of which are owned and maintained by The Draper's Almshouse Charity. Facilities for residents include a Community Hall for social activities within the old Chapel and a laundry building.
- 1.4 The site is seeking planning permission to include the demolition of the laundry building and 1970s infill building; alterations and extensions to existing 44 almshouses to create 8 x 1 bed, 12 x 2 bed and 6 x 3 bed units; alterations to existing Gatehouse to provide 1 x 2 bed unit; construction of 1 x new build 3 bed almshouse to replace existing 1970s infill building; construction of a new apartment building comprising 7 x studio units and 9 x 1 bed units; construction of 4 x new build 2 bed units within two new pavilions (2 units in each pavilion, 4 units in total); with landscaping; improvements to access; car parking; and ancillary development thereto.
- 1.5 This Transport Statement has been prepared to consider the transport aspects relating to the proposal, including the proximity of the site to sustainable modes of travel, the parking, circulation and servicing of the site and any impacts of the proposal in transport terms. It also benefits from comments received by the LBH as the Highway Authority.
- 1.6 Following this introduction, this Transport Statement is split into 5 sections as follows:
 - ▶ Section 2 outlines the transport planning policies that are considered to be relevant to this application;
 - ▶ Section 3 sets out the existing use of the site and description of the surrounding area and highway network;
 - ▶ Section 4 provides an overview of the proposed development and detail of the proposed access, parking and servicing;
 - ▶ Section 5 assess the trip generation of the proposal and considers any offsite transport impacts; and,
 - ▶ Section 6 summarises the conclusions drawn by this report.

2.0 Policy

Overview

- 2.1 There are a number of documents that contain planning policies relevant to transport. The key policy documents which set the context for the development proposals are as follows:

- ▶ National Planning Policy Framework – September 2023;
- ▶ London Plan 2021; and
- ▶ Haringey Development Management Plan 2017;

National Policy

National Planning Policy Framework

- 2.2 The National Planning Policy Framework (NPPF) September 2023 sets out the Government's planning policies for England and how they are expected to be applied.

- 2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Paragraph 104 says 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 taken into account – 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."

- 2.4 Off-street parking provision is referred to in Paragraph 107, which says that, in setting local parking standards for development, local planning authorities should take into account accessibility; the type, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and an overall need to reduce the use of high-emission vehicles.

- 2.5 Paragraph 108 states:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

- 2.6 Paragraph 110 states:

"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;*
- c) 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 46; and*
- d) 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.”*

2.7 This is followed by Paragraph 111 stating:

"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."

London Plan 2021

2.8 Following the Examination in Public and acceptance by The Mayor of issues raised by the Secretary of State, the new London Plan was adopted in March 2021. With regards to transport, the most pertinent to these proposals are as follows:

2.9 Policy T2 Healthy Streets:

A) Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.

B) Development Plans should:

1) promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.

2) identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant.

C) In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.

D) Development proposals should:

1) demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance

2) reduce the dominance of vehicles on London's streets whether stationary or moving

3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

2.10 Policy T4 Assessing and mitigating transport impacts:

A) Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.

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.

C) Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.

D) Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.

E) The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.

F) Development proposals should not increase road danger.

2.11 Policy T5 Cycling:

A) Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:

1) supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure

2) securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.2, ensuring that a minimum of two short-stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision.

B) Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Development proposals should demonstrate how cycle parking facilities will cater for larger cycles, including adapted cycles for disabled people.

C) Development Plans requiring more generous provision of cycle parking based on local evidence will be supported.

D) Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space from other uses such as on street car parking. Alternatively, in town centres, adding the required provision to general town centre cycle parking is also acceptable. In such cases, a commuted sum should be paid to the local authority to secure provision.

E) Where it is not possible to provide adequate cycle parking within residential developments, boroughs must work with developers to propose alternative solutions which meet the objectives of the standards. These may include options such as providing spaces in secure, conveniently-located, on-street parking facilities such as bicycle hangers.

F) Where the use class of a development is not fixed at the point of application, the highest potential applicable cycle parking standard should be applied.

Land Use	London Plan (2021) minimum Standards	
	Long stay	Short stay
C3 Dwellings (all)	1 space per studio or 1 person 1 bedroom dwelling 1.5 spaces per 2-person 1 bedroom dwelling 2 spaces per all other Dwellings	5 to 40 dwellings: 2 spaces Thereafter: 1 space per 40 dwellings

Table 2.2 - Extract of Table 10.2 London Plan Minimum Cycle Parking Standards

2.12 Policy T6 Car parking

- A) Car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity.*
- B) Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy.*
- C) An absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets.*
- D) The maximum car parking standards set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans.*
- E) Appropriate disabled persons parking for Blue Badge holders should be provided as set out in Policy T6.1 Residential parking to Policy T6.5 Non-residential disabled persons parking.*
- F) Where provided, each motorcycle parking space should count towards the maximum for car parking spaces at all use classes.*
- G) Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles in line with Policy T6.1 Residential parking, Policy T6.2 Office parking, Policy T6.3 Retail parking, and Policy T6.4 Hotel and leisure uses parking. All operational parking should make this provision, including offering rapid charging. New or re-provided petrol filling stations should provide rapid charging hubs and/or hydrogen refuelling facilities.*
- H) Where electric vehicle charging points are provided on-street, physical infrastructure should not negatively affect pedestrian amenity and should ideally be located off the footway. Where charging points are located on the footway, it must remain accessible to all those using it including disabled people.*
- I) Adequate provision should be made for efficient deliveries and servicing and emergency access.*
- J) A Parking Design and Management Plan should be submitted alongside all applications which include car parking provision, indicating how the car parking will be designed and managed, with reference to Transport for London guidance on parking management and parking design.*
- K) Boroughs that have adopted or wish to adopt more restrictive general or operational parking policies are supported, including borough-wide or other area-based car-free policies. Outer London boroughs wishing to adopt minimum residential parking standards through a Development Plan Document (within the maximum standards set out in Policy T6.1 Residential parking) must only do so for parts of London that are PTAL 0-1. Inner London boroughs should not adopt minimum standards. Minimum standards are not appropriate for non-residential use classes in any part of London.*

L) Where sites are redeveloped, parking provision should reflect the current approach and not be re-provided at previous levels where this exceeds the standards set out in this policy. Some flexibility may be applied where retail sites are redeveloped outside of town centres in areas which are not well served by public transport, particularly in outer London.

2.13 Policy 6.1 – Residential Parking standards states the following:

"A New residential development should not exceed the maximum parking standards set out in Table 10.3. These standards are a hierarchy with the more restrictive standard applying when a site falls into more than one category.

B Parking spaces within communal car parking facilities (including basements) should be leased rather than sold.

C All residential car parking spaces must provide infrastructure for electric or Ultra-Low Emission vehicles. At least 20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces.

D Outside of the CAZ, and to cater for infrequent trips, car club spaces may be considered appropriate in lieu of private parking. Any car club spaces should have active charging facilities.

E Large-scale purpose-built shared living, student accommodation and other sui generis residential uses should be car-free.

F The provision of car parking should not be a reason for reducing the level of affordable housing in a proposed development.

G Disabled persons parking should be provided for new residential developments. Residential development proposals delivering ten or more units must, as a minimum:

- 1) ensure that for three per cent of dwellings, at least one designated disabled persons parking bay per dwelling is available from the outset*
- 2) demonstrate as part of the Parking Design and Management Plan, how an additional seven per cent of dwellings could be provided with one designated disabled persons parking space per dwelling in future upon request as soon as existing provision is insufficient. This should be secured at the planning stage.*

H All disabled persons parking bays associated with residential development must:

- 1) be for residents' use only (whether M4(2) or M4(3) dwellings)*
- 2) not be allocated to specific dwellings, unless provided within the curtilage of the dwelling*
- 3) be funded by the payment of a commuted sum by the applicant, if provided on-street (this includes a requirement to fund provision of electric vehicle charging infrastructure)*
- 4) count towards the maximum parking provision for the development*
- 5) be designed in accordance with the design guidance in BS8300vol.1*
- 6) be located to minimise the distance between disabled persons parking bays and the dwelling or the relevant block entrance or lift core, and the route should be preferably level or where this is not possible, should be gently sloping (1:60-1:20) on a suitable firm ground surface."*

2.14 The maximum residential parking standards are contained in Table 2.2.

Location	Bedrooms	Maximum Parking Provision
PTALs 5 – 6	ALL	Car-free
Outer London PTAL 4	1,2,3+	0.5-0.75 spaces per dwelling
Outer London PTAL 2 - 3	1-2	0.75 spaces per dwelling
Outer London PTAL 2 - 3	3+	1 space per dwelling
Outer London PTAL 0 – 1	1,2,3+	1.5 spaces per dwelling

Table 2.2 – Residential Car Parking Standards

Haringey Development Management Plan

- 2.15 The Haringey Unitary Development Management Plan published 2017 sets out the borough's policies for new developments and how the policies are expected to be applied.

Policy DM2 states that:

- a) Developments should be used safely, easily and with dignity by all;*
- b) Are designed so that the layout improves people's access to social and community infrastructure, including local shops and public transport;*
- c) Protect, improve and create, where appropriate, safe and accessible pedestrian and cycling routes and should not impede pedestrian and cycling permeability;*

- 2.16 Policy DM31 states that:

- A) The Council will require that developments with high trip generating characteristics locate where public transport accessibility is high and car parking is minimised to mitigate generated car travel.*
- B) The Council will support the protection, improvement and creation of pedestrian and cycle routes in the Borough to encourage walking and cycling both as a means of transport and as a recreational activity. The Council will also encourage improved links between pedestrian and cycle routes and public transport facilities, particularly at transport hubs.*
- C) The Council will require the submission of a Travel Plan and a Transport Assessment/ Statement in support of development proposals in accordance with the Transport for London thresholds.*

- 2.17 Policy DM32 states that:

- A) Development proposals will be assessed against the car parking and cycle parking standards set out in the London Plan.*
- B) The Council will strongly encourage contributions to car club schemes or the provision of car club bays as an alternative to on-site car parking.*
- C) The Council will support proposals for new development with limited or no on-site parking where:*
 - 1) There are alternative and accessible means of transport available;*
 - 2) Public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index;*
 - 3) A Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development;*
 - 4) Parking is provided for disabled people; and*
 - 5) Parking is designated for occupiers of developments specified as car capped.*

- 2.18 Policy DM37 relates to employment uses within the borough and states developments will be supported if:

A) Wherever possible, should be designed to allow for future flexibility of use including subdivision and/or amalgamation to provide for a range of business types and sizes, including small businesses;

B) Makes adequate provision of space for on-site servicing and waiting goods vehicles;

C) Improves and enhances the quality of the environment of the site and business area; and

D) Makes a demonstrable improvement in the use of the site for employment purposes, having regard to: i The quality and type of employment floorspace provided; ii The quality and density of jobs to be accommodated on-site; and The proposal's contribution to the achievement of economic objectives and outcomes set out in the Local Plan and the Council's other key plans and strategies.

Summary

- 2.19 On the basis of the above review, it is evident that the location of a site in relation to sustainable modes of transport is a key consideration when assessing the acceptability of a proposal. Furthermore, appropriate provision should be made for parking and facilitating access by more sustainable forms of travel by providing connections to existing networks.
- 2.20 The following sections of this report review the accessibility of the site and evaluate whether the development proposals will encourage sustainable modes of transport. In addition to this, a further assessment had been undertaken to establish the impact of the proposals upon the local highway network.

3.0 Baseline Conditions

Overview

- 3.1 To put the site into context, a detailed overview of the study area has been carried out. The following section provides a summary of the results of this review and refers to the location of the site. Along with the accessibility of the site by different modes of transport.

Site Details

- 3.2 The site is located some 850 metres south of Tottenham, within the administrative boundary of the London Borough of Haringey. The local centre of Bruce Grove is less than 500 metres southeast of the site. The site fronts the A10 Bruce Grove and benefits from close proximity to the A406 North Circular Road, as well as a number of bus stops and railway stations. The site is shown in relation to strategic transport links in Figure 3.1 below.

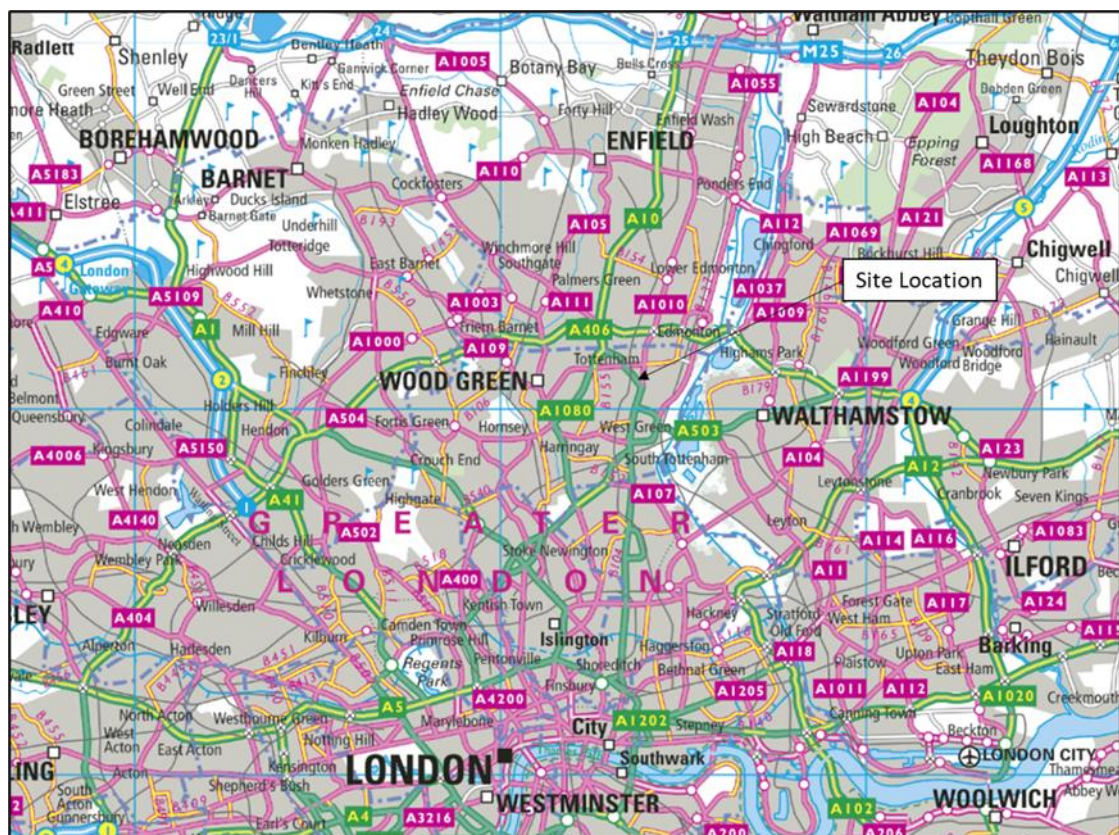


Figure 3.1 Strategic Site Location Plan

- 3.3 The site is situated to the east of the A10 Bruce Grove and accessed via Edmansons Close (private road). The A10 links the site to the A406 North Circular Road northbound and provides access to Stamford Hill, Dalston and Hackney southbound. Beyond the A406 North Circular Road the A10 provides access to the M25 providing a link to the wider road network. The site in relation to its local area is illustrated in Figure 3.2 below.

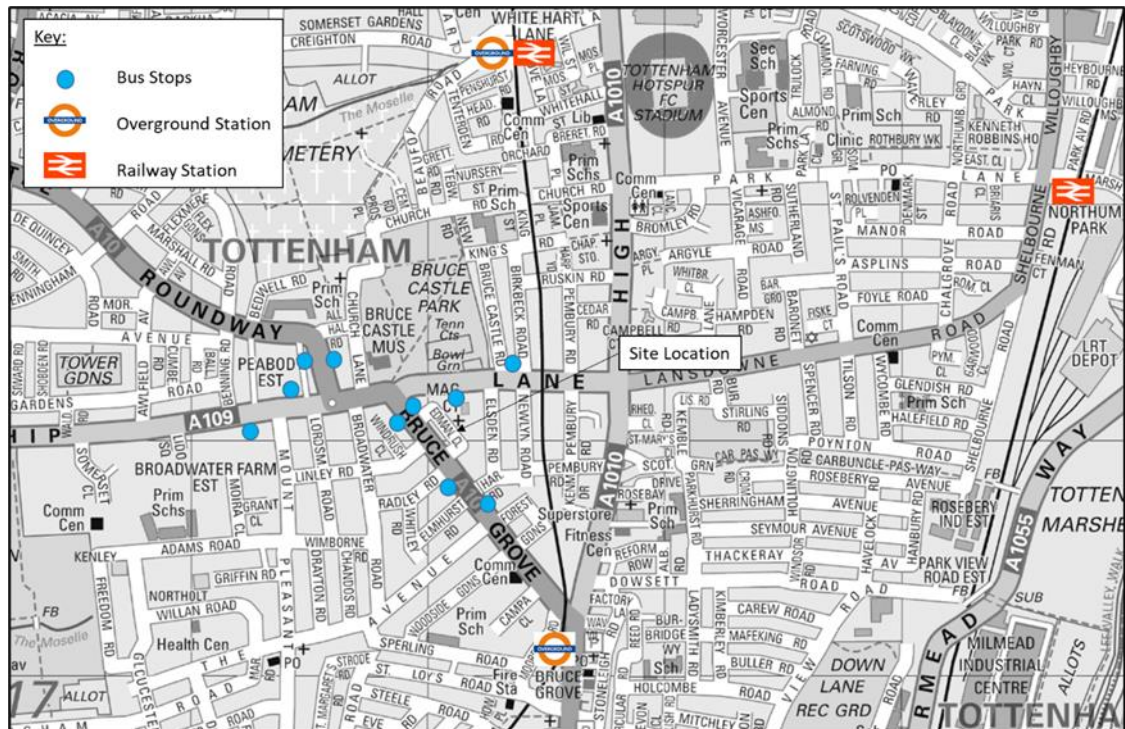


Figure 3.2 Local Site Location Plan

- 3.4 The surrounding area can be characterised as mainly residential in nature, with a range of local retail facilities surrounding Bruce Grove railway station. The A10 Bruce Grove is part of the Transport for London Strategic Road Network (TLRN) and is subject to a 30 miles per hour speed limit. Due to its TLRN status, Bruce Grove is a "Red Route" and restricts parking between 07:00 and 19:00 hour Monday to Saturday along the site frontage. The surrounding road network is located within LBH's Bruce Grove North Controlled Parking Zone (CPZ), which restricts parking to permit holders only within the following time periods:

- ▶ Monday to Saturday 08:00 – 18:30 hours;
- ▶ Event days Monday to Friday 08:00 – 20:30 hours;
- ▶ Event days Saturday and Sunday 08:00 – 20:00 hours; and
- ▶ Public holidays 12:00 – 20:00 hours.

Existing Site

- 3.5 The site currently accommodates 61 small units, which are incredibly close together and in poor condition. The site is owned and maintained by the Drapers Almshouse Charity/ The Drapers Company.
- 3.6 The site currently accommodates 61 units, including 48 studios, 1 x 1 bed and 12 x 2 bed,. Facilities for residents include a Community Hall for social activities within the old Chapel and a prefab laundry building. A guest room for the use of family and friends of residents is also available.
- 3.7 Access to the site is achieved via Edmansons Close, a private road, which has an entry only access to the north of the site and an exit only access to the south of the site. Edmansons Close is subject to a 10 miles per hour speed limit, with parking unrestricted throughout.

Availability of On-Street Parking

- 3.8 In order to determine the current parking demand on the roads in the vicinity of the site, parking beat surveys were undertaken on Thursday 9th July at 02.30am and Friday 10th July at 02.30am, when residential parking demand is at its highest. The surveys were undertaken using the nationally recognised Lambeth parking stress methodology. The methodology requires an area of a 200m radius from the site to be surveyed, this generally equates to a 2-minute walk from the site). In the case of Edmansons Close, this covers the following roads:
- ▶ Edmansons Close;
 - ▶ Elmhurst Road;
 - ▶ Whitley Road;
 - ▶ Radley Road;
 - ▶ Broadwater Road;
 - ▶ Linley Road;
 - ▶ Bruce Grove;
 - ▶ Lordship Lane;
 - ▶ Church Lane;
 - ▶ Hartham Road;
 - ▶ Newlyn Road and,
 - ▶ Elsdon Road.
- 3.9 A plan of the exact roads covered by the survey is included at **Appendix A**. While it should be noted that the survey was undertaken while Covid 19 restrictions were in place, it is considered the surveys are robust, as due to restrictions on travel a higher proportion of residents were remaining at home.
- 3.10 The number of existing on-street parking spaces are calculated through on-street observations and site measurement as part of the analysis. As defined by the Lambeth Methodology, it is assumed a vehicle takes up an average of 5 metres of kerb space. Therefore, where bays are not physically marked out, stretches of kerb are divided into 5 metre increments. Physical bays have been divided into 5 metre intervals. Any locations with a kerb line shorter than 5 meters or along a vehicle crossover have been eliminated from the available kerb space, in accordance with the Lambeth Methodology.
- 3.11 The survey compares the number of cars parked overnight with the number of available parking spaces in the survey area. A percentage is calculated from these values to determine the levels of parking demand in the survey area. It should be noted that if the parking demand in an area exceeds 85% capacity, the network is considered to be under 'parking stress'.
- 3.12 The full parking results are included within **Appendix B** and summarised in Tables 3.1 and 3.2 below.

Location	Maximum Number of Spaces Available	Number of Vehicles Parked	% Parking Stress
Edmansons Close	35	6	17%
Elmhurst Road	50	36	72%
Whitley Road	43	26	60%
Radley Road	49	39	80%
Broadwater Road	70	52	74%
Linley Road	48	36	75%
Bruce Grove	50	0	0%
Lordship Lane	34	3	9%
Church Lane	14	8	57%
Hartham Road	25	18	72%
Newlyn Road	9	7	78%
Elsdon Road	70	38	54%
Total	497	269	54%

Table 3.1 Parking Stress Survey Results Thursday 9th July 2020

Location	Maximum Number of Spaces Available	Number of Vehicles Parked	% Parking Stress
Edmansons Close	35	6	17%
Elmhurst Road	50	37	74%
Whitley Road	43	27	63%
Radley Road	49	37	76%
Broadwater Road	70	50	71%
Linley Road	48	37	77%
Bruce Grove	50	1	2%
Lordship Lane	34	4	12%
Church Lane	14	8	57%
Hartham Road	25	20	80%
Newlyn Road	9	6	67%
Elsdon Road	70	38	54%
Total	497	271	55%

Table 3.2 – Parking Stress Survey, Friday 10th July 2020

- 3.13 Table 3.2 shows that for the full study area on Thursday 9th July 2020 there were 228 on-street parking spaces available out of a total provision of 497 spaces, equating to a parking stress of 54%, while Table 3.1 shows that on Friday 10th July 2020 there were 226 parking spaces available, equating to a parking stress of 55%.
- 3.14 During both survey periods, the on-street parking levels were considerably below the 85% threshold at which a highway network is considered to be under parking 'stress'.

Accessibility by Active Modes

Accessibility on Foot

- 3.15 The site is easily accessible on foot via the adjacent footways on all local roads. Continuous lit footways provide access from the site to Bruce Grove centre to the south, as well as Tottenham to the north. A pedestrian refuge island is provided approximately 50 metres north of the northern access into

Edmansons Close, whilst a signalised pedestrian crossing is provided approximately 120 metres south of the southern access.

Accessibility by Cycle

- 3.16 Government guidance in respect of cycling proposes that people are prepared to cycle up to five kilometres to access local amenities or travel to work. Within five kilometres cyclists can reach Tottenham, Wood Green, Harringay, Stoke Newington, Walthamstow and Southgate.
- 3.17 TfL cycling guide 4 provides information pertaining to safe cycling in the vicinity of the site, including signed cycle paths, advised quieter routes, greenways and station protocols on cycle parking. There are numerous networks in the area supported by either route marked for cyclists or quiet roads recommended by cyclists. Cycle Superhighway 1 passes close to the site through Bruce Castle Park and south via Broadwater Road to the west of the site. Cycle Superhighway 1 runs between Tottenham to the north of the site and Stoke Newington to the south of the site. Additionally, Bruce Grove is provisioned with cycle lanes on either side of the carriageway, providing a safe route towards local amenities and Bruce Grove railway station.
- 3.18 The nearest bus stops are located adjacent to the northern entrance to the site, illustrated of Figure 3.2 above. Additional stops are located along the A109 Lordship Lane approximately 400 metres north of the site. A summary of the destinations served, and the frequency of the local bus services is provided below in Table 3.3.

Public Transport Connectivity

- 3.19 Public Transport Accessibility Levels (PTALs) are a measure of the accessibility of a site to the public transport network, considering walk access time and service availability. This method is a way of measuring the density of the public transport network at a particular point.
- 3.20 Walk times are calculated from the specified point of interest to all public transport access points including bus stops and stations within pre-defined catchments. The PTAL incorporates a measure of service frequency to calculate an average wait time based on frequency of service at each public transport access point. A reliability factor is added, and the total access time is calculated. A measure known as an Equivalent Doorstep Frequency (EDF) is then derived for each point. These are summed for all routes within the catchment and the PTALs for the different modes are then added together to give a single value. The PTAL is categorised in nine levels, 1a to 6b where 6b represents a high level of accessibility and 1a, a low level of accessibility.
- 3.21 The site is classified as a PTAL 5 location, which reflects its 'very good' location in relation to public transport. The full PTAL output is included at **Appendix C**.

Accessibility by Bus

- 3.22 The nearest bus stops are located adjacent to the northern entrance to the site, illustrated of Figure 3.2 above. Additional stops are located along the A109 Lordship Lane approximately 400 metres north of the site. A summary of the destinations served, and the frequency of the local bus services is provided below in Table 3.3.

Service Number	Route	Approximate Frequency		
		AM Peak	PM Peak	Sat Daytime
Bruce Grove				
123	Wood Green – Turnpike Lane – Bruce Grove – Tottenham Hale – Walthamstow – South Woodford – Gants Hill – Cranbrook - Ilford	Every 7 – 11 minutes	Every 7 – 11 minutes	Every 9 – 12 minutes
243	Wood Green – Bruce Grove – South Tottenham – Stamford Hill – Stoke Newington – West Hackney – Dalston – Haggerston – Hackney – St Lukes – Farringdon – Holborn – Waterloo	Every 5 – 8 minutes	Every 7 – 10 minutes	Every 8 – 12 minutes
Lordship Lane				
318	North Middlesex University Hospital – Tottenham – Bruce Grove – South Tottenham – Rookwood Road	Every 10-13 minutes	Every 10-13 minutes	Every 11-12 minutes

Table 3.3: Local Bus Services

Accessibility by Rail

- 3.23 The closest railway station to the site is Bruce Grove, located approximately 600 metres south of the site, which equates to an eight-minute walk or a three-minute cycle. Bruce Grove is on the TfL-operated Overground Line. Table 3.2 summarises the services available from Bruce Grove railway station.

Service	Destinations Served	Weekday AM Peak	Weekday PM Peak	Saturday Daytime Frequency
London Liverpool Street	Bruce Grove – Seven Sisters – Stamford Hill – Stoke Newington – Rectory Road – London Fields – Cambridge Heath – Bethnal Green – Liverpool Street	Every 15 minutes	Every 15 minutes	Every hour
Enfield Town	Brice Grove – White Hart Lane – Silver Street – Edmonton Green – Bush Hill Park – Enfield Town	Every 16-20 minutes	Every 15 minutes	Every hour
Cheshunt	Bruce Grove – White Hart Lane – Silver Street – Edmonton Green – Southbury – Turkey Street – Theobalds Grove – Cheshunt	Every 20-40 minutes	Every 30 minutes	Every hour

Table 2.4: Local Rail Services

Car Club

- 3.24 Zipcar is the main car club operator within the Bruce Grove area, with three vehicles located within a 15-minute walk from the site, along Marden Road to the southwest of the site and Mafeking Road to the southeast of the site.

Local Amenities

- 3.25 The site is located circa 500 metres northeast of the local centre of Bruce Grove and thus has access to numerous shops, restaurants and leisure facilities. Amenities include convenience stores, a supermarket and a post office. There are three primary schools within approximately 750 metres from the site, which are Risley Avenue Primary School, Asunnah Primary School and Bruce Grove Primary School. In addition, Bruce Castle Park is located approximately 170 metres north of the site and provides a large recreational area.

Summary of Baseline Conditions

- 3.26 The above review demonstrates that the site is readily accessible by a variety of transport modes that have the potential to reduce reliance upon the private car. In this regard, it is considered that the location of the site accords with paragraph 102 of the National Planning Policy Framework as set out in Section 2 and as such gives future residents a real choice about how they travel.

4.0 Proposed Development

Overview

- 4.1 The following text provides details of how the site is to be developed, along with details of the site access, servicing and parking strategy.
- 4.2 The site is seeking planning permission for the amalgamation and extension of the existing dwellings on site to provide larger family homes. The proposals also include the demolition of the laundry building and subsequent construction of the following dwellings:
 - ▶ 8 one-bed houses (within existing building);
 - ▶ 12 two-bed houses (within existing building);
 - ▶ 6 three-bed houses (within existing building);
 - ▶ 1 two-bed house (within existing gatehouse);
 - ▶ a new 3-bed house (within new Almshouse);
 - ▶ 4 two-bed apartments (within new corner pavilions);
 - ▶ 7 studio apartments (within new apartment building);
 - ▶ 9 one-bed apartments (within new apartment building).
- 4.3 This will bring the total number of dwellings on the site to 48.
- 4.4 The proposed site layout plan is demonstrated below in Figure 4.1.

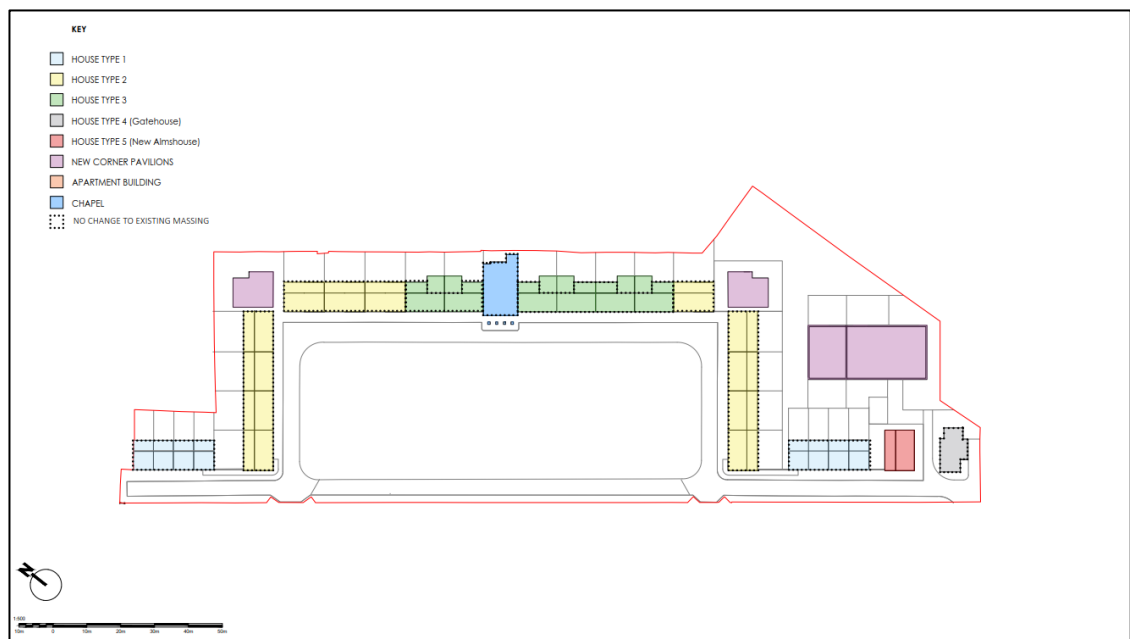


Figure 4.1: Proposed Site Layout

Access Arrangements

- 4.5 Vehicular access to the site will remain from Bruce Grove via the entry/exit access points into Edmansons Close. Edmansons Close will continue to operate as a one-way system consistent with the existing arrangement. The internal carriageway, at present, varies between 3.3 metres and 4.6 metres. This

width is substandard for large servicing and refuse vehicles to modern standards and thus needs to be widened (see below).

- 4.6 Pedestrian access to the site will also remain as existing via Bruce Grove, with a footway provided along the eastern side of Edmansons Close, alongside the dwellings. A path will also be located between the southernmost almshouses and the new apartment building.

Car Parking Arrangements

- 4.7 Parking along Edmansons Close is unrestricted which results in visitors and residents parking informally within the site. It is estimated that approximately 40 car parking spaces are available on Edmansons Close. Given the existing age of residents on the site, the majority of existing residents do not own a car. Therefore, there are currently very few cars parked on the site, mainly associated with visitors.

Proposed Car Parking Provision

- 4.8 The proposals seek to only include five blue-badge bays. This is due to the site being close to a number of public transport links. The spaces will be located along the edge of the internal access road, distributed evenly between the dwellings. Each space will be given 1.2 metres of hardstanding to allow for people to safely enter and exit the vehicle. This situation of these spaces also ensures that access to all parts of the site will be maintained at all times for use by larger vehicles (refuse trucks and delivery vehicles) and for the emergency services.

Proposed Car Parking Layout

- 4.9 The proposed car parking and cycle parking arrangements for the site are demonstrated on Drawing 1906030-03 and the tracking is shown on drawing 1906030-TK13 which are attached at **Appendix D**. Parking will be conveniently located on the inside of the vehicular route. The proposals include a reduction in on-site parking from the existing approximately 40 spaces, to 5 spaces. These spaces will include all 5 being disabled spaces.
- 4.10 The site's high PTAL 5 location indicates the development should be entirely car-free.
- 4.11 The proposed apartments (not in the pavilions) will be occupied by the Drapers Almshouse Charity residents that already reside at the site. These residents do not currently own a car and do not need a parking space allocated with the proposal.
- 4.12 The existing asphalted road is a substandard width to accommodate the movements of refuse vehicles alongside the on-site parking. As such, proposals for the site include the minor widening of the road to enable refuse and servicing vehicles to circulate.
- 4.13 The parking spaces on the site will be defined by corner markings on the surface of the carriageway or similar low-key markings, so as not to detract from the appearance of the site.
- 4.14 It is proposed to implement a 'shared surface zone' throughout. As the links serve a small number of dwellings and few parking spaces, the predicted vehicle demands, and vehicle speeds are likely to be very low. Additionally, these areas currently operate informally in this manner, as such the shared surface arrangement is fully appropriate. The 'shared surface zones' will provide sufficient space for vehicles to manoeuvre in order to access the parking spaces and return to the central area.

Cycle Parking Provision

- 4.15 LBH also refer to the London Plan in regard to cycle parking. The London Plan and current London Plan standards for residential cycle parking are outlined in Table 4.2 below.

Number of beds	Current London Plan
Studio Flat	1 space
1-bed unit	1.5 spaces
2+ bed units	2 spaces

Table 4.2: London Plan Residential Cycle Parking Standards

- 4.16 Based on a total of 7 x studios, 17 x 1-bed units and 24 x 2+ bed units, a total of 81 residential cycle parking spaces and 2 visitor spaces should be provided, in accordance with the London Plan. Given the proposed houses have gardens, it is expected that cycle parking can be accommodated within the curtilage of each dwelling. Whilst the flats will be provided within sheltered secure cycle stores.

Delivery Servicing Plan and Emergency Access

- 4.17 At present, refuse bins are left out and collected from the A10 Bruce Grove.
- 4.18 It is proposed that refuse vehicle will circulate around the site. Drawing 1906030-TK10 F attached at **Appendix E** demonstrates a large refuse vehicle entering the site at the northern entrance and exiting the site at the southern exit without conflicting with the proposed on-site parking spaces.
- 4.19 Bin stores will be provided for the flats/houses either side of the central area, west of the proposed apartment building and east of the new Almshouse building. The bin stores are within appropriate walk distance from each dwelling located less than 25m from Edmansons Close, minimising the distance bin collection personnel will be required to walk when collecting waste.
- 4.20 Other servicing activity for both the community and residential uses will, similarly, circulate around the site and will have the option of travelling along the existing service road before exiting the site to the east of the main exit at the existing position. Drawing 1906030-TK12 A shows a Delivery Van utilising the site as shown in **Appendix F**.
- 4.21 Drawing 1906030-TK11 A attached at **Appendix G** demonstrates a fire appliance entering the site at the northern entrance and exiting the site at the southern exit. The new area of 2-bed flats falls slightly outside the 45 metres required from Edmansons Close for a fire appliance. As such, either dry risers with connection pipes will be installed in the ground at 18 metre maximum distance to serve the fire appliance or, alternatively, a couple of fire hydrants will be installed to both sides of building. The fire appliance is able to get within 45 metres of all of the other dwellings.

Trip Generation

Community Use

- 4.22 The chapel is a private property and will remain so for the use of residents. It will thus not lead to any material traffic flow or parking requirement.

Net Impact

- 4.23 The proposed development will be car free. The only car parking spaces provided will be five blue-badge bays situated around the site. On this basis there will be minimal traffic flow from the site and a significant reduction from the sites existing use.

5.0 Framework Travel Plan

- 5.1 This section of the report sets out the Framework Travel Plan associated with development at the site. The Framework Travel Plan is an important document in increasing the use of sustainable transport modes for journeys generated by the site. This section outlines local policy guidance associated with travel planning and the various sustainable modes of travel which can be used to access the site.

Policy Guidance

The London Plan

- 5.2 The London Plan states that Travel Plans can be used to mitigate the transport related impacts of development, and should be written and used in accordance with Transport for London guidance. TfL has published four documents relating to Travel Plans as follows:

- ▶ The benefits of a travel plan;
- ▶ What a travel plan should contain;
- ▶ How we secure and enforce travel plan targets;
- ▶ How we monitor the progress of travel plans.

- 5.3 'What a Travel Plan should contain' states that

"The overarching purpose of a travel plan should be to encourage behaviour change which will lead to the use of more sustainable modes of travel and reduce overall travel to and from the site."

- 5.4 TfL considers Travel Plans critical in mitigating the impact of new developments.

Objectives

- 5.5 The Travel Plan objectives listed below have been derived from the policies and guidance set out above:

- ▶ Promote healthy/active travel;
i.e. walking, running and cycling
- ▶ Promote more efficient forms of car travel;
i.e. Sharing resources, such as car sharing and use of car club vehicles.
- ▶ Encourage the use of sustainable travel modes;
i.e. public transport or school provided bus services
- ▶ Raise staff/students'/parents' awareness of opportunities to adopt active/sustainable travel
i.e. Through information provision

Sustainable Modes of Travel

Access on Foot and by Cycle

- 5.6 The site is well located for access on foot and by cycle from the local area. Details on the walking and cycling environment in the vicinity of the site are given in '**Section 3 – Baseline Conditions**' of this report.
- 5.7 The site will be provided with 81 residential cycle parking spaces, with an additional 2 for visitors. This is elaborated upon in '**Section 4 – Development Proposals**'. The availability of cycle storage on the site should encourage travel by sustainable modes.

Access by Bus

- 5.8 The closest bus stops to the site are located adjacent to the northern site access on Bruce Grove, these stops are provided with sheltered seating and serve the 123 and 243 bus services. The details of these services are contained in Table 3.3.
- 5.9 There are also stops located on 400m north of the site on Lordship Lane, these stops serve bus service 318. The details of this service are contained in Table 3.3.
- 5.10 Buses in the vicinity of the site enable travel to areas such as Walthamstow, Hackney and Waterloo.

Accessibility by Train

- 5.11 Bruce Grove station is located 600m south of the site. This equates to an 8 minute walk or 3 minute cycle.
- 5.12 Bruce Grove is situated on the Overground Line and connects Liverpool Street Station with Chestnut and Enfield. Details of the services available from the station are elaborated upon in Table 3.4.

Action Plan

- 5.13 The site will encourage residents to travel via sustainable modes by implementing the following measures:
- ▶ Marked out and allocated on-site blue-badge parking bays only with the rest of the site being a car free development;
 - ▶ Residents will not be able to access permits for on-street parking;
 - ▶ Adequate cycle storage will be provided on site;
 - ▶ A notice board, displaying the details of local sustainable and active travel options will be provided.

6.0 Summary and Conclusion

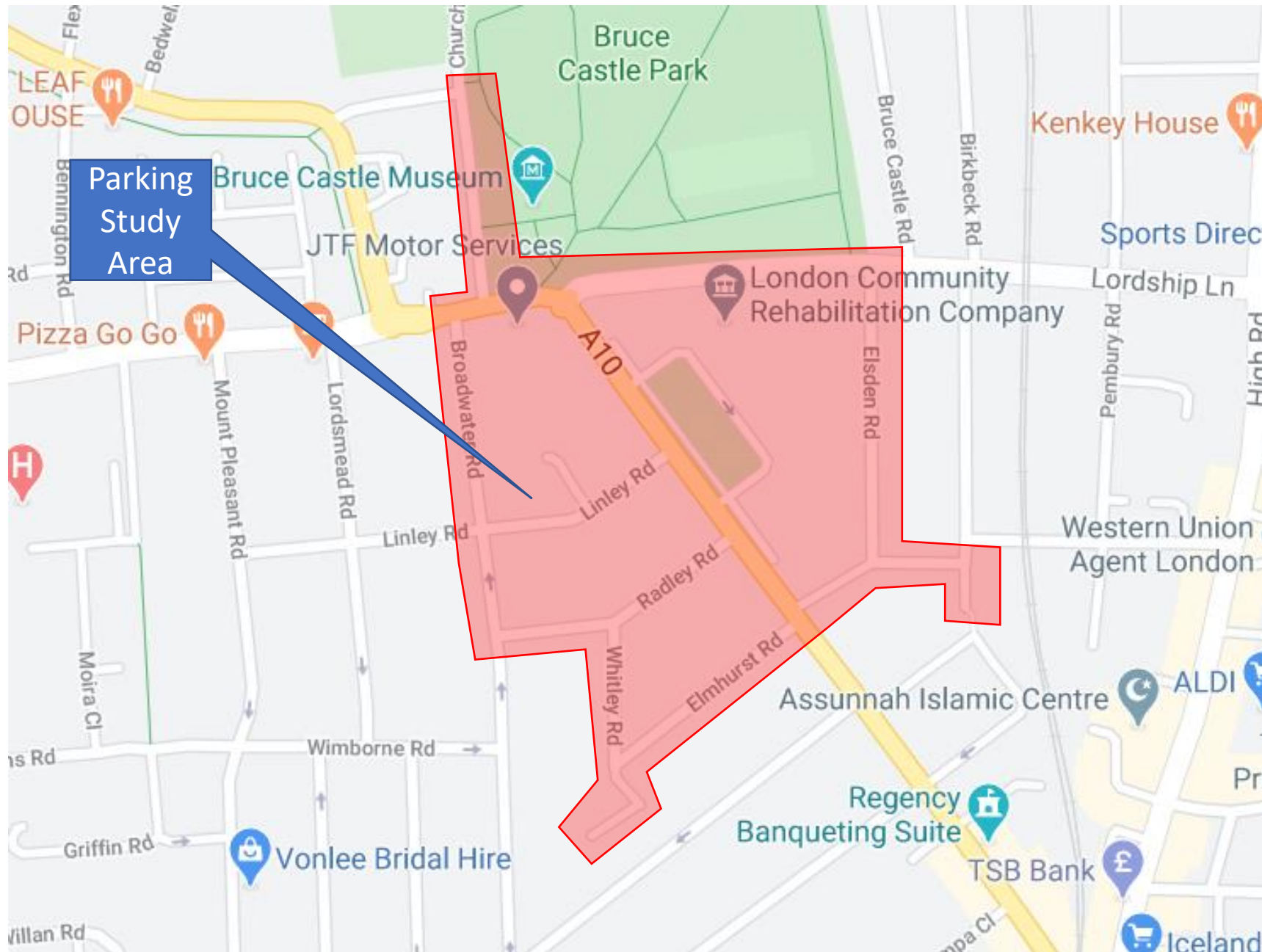
- 6.1 This Transport Statement has been prepared on behalf of The Draper's Almshouse Charity to accompany a planning application for the redevelopment of the charity owned dwellings surrounding Edmansons Close, Tottenham.
- 6.2 The site is seeking planning permission for the amalgamation and extension of the existing dwellings on site to provide larger family homes. The proposals include the demolition of the laundry building and the construction of 8 one-bed houses, 12 two/three-bed houses, 6 three/four-bed houses, within the existing almshouses; 1 two-bed house within the existing gatehouse; 1 two/three-bed house in a new Almshouse; 4 two-bed apartments in new corner pavilions; and a new apartment building containing 7 studio apartments and 9 one-bed apartments. This will bring the total number of dwellings on the site to 48 with the chapel on-site remaining a community resource. In summary, this TS has identified the following:
- ▶ Bus services are accessible within close proximity of the site;
 - ▶ Regular services are available from Bruce Grove railway station;
 - ▶ The site benefits from good access on foot and by cycle to Bruce Grove centre. Indeed, there are many local amenities within close walk and cycle distance of the site meaning that residents would have less need to own a car;
 - ▶ Vehicular and pedestrian access to the site would be achieved from Bruce Grove;
 - ▶ Cycle parking will be provided on-site;
 - ▶ The site will be a car free development except for five blue-badge bays distributed around the site; and
 - ▶ The proposals could result in no material change in traffic generation on the surrounding road network in the weekday peak hour and over a typical weekday.

Conclusion

- 6.3 In view of the above, the proposed development is considered to be acceptable in transport terms and meets with local and national policy criteria. The assessment work undertaken has shown that there would not be any demonstratable harm arising from the proposed scheme and it will not cause any severe impacts. Therefore, there are no traffic and transport related reasons why the development should not be granted planning consent.

Appendix A

Plan of Parking Survey Locations



Appendix B

Full Parking Survey Results

K&M TRAFFIC SURVEYS

DATE : 9th AND 10th JULY 2020

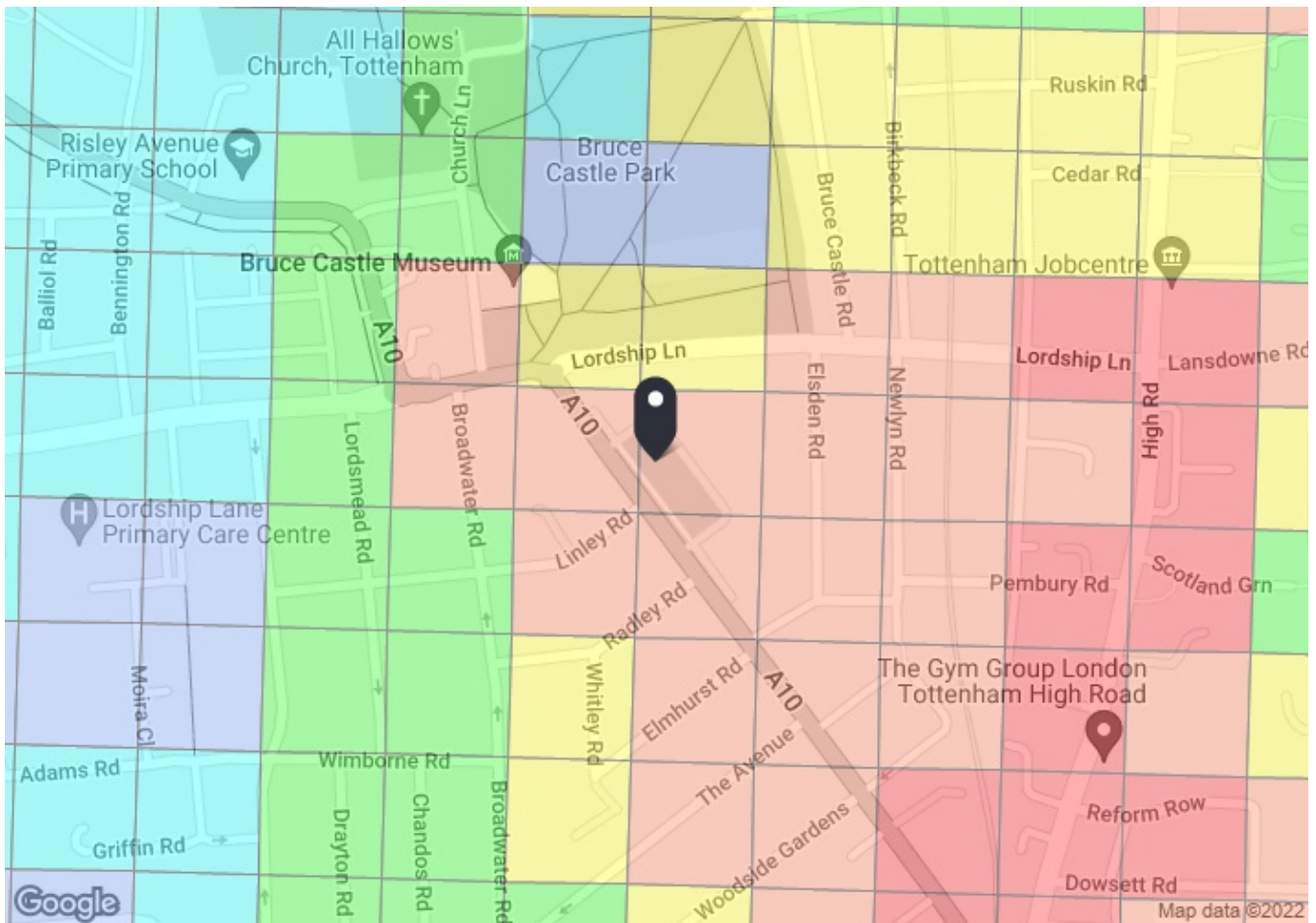
DAY : THURSDAY & FRIDAY

LOCATION : EDMANSONS CLOSE

FRIDAY 10th JULY 2020			
TIME : 0230			
ROAD NAME	PARKED	OBSERVED SPACES	%RESTRICTION STRESS
ELMHURST RD	1	1	50.0%
	2	0	100.0%
	16	2	88.9%
	1	0	100.0%
WHITLEY RD	5	0	100.0%
	12	5	70.6%
RADLEY RD	7	1	87.5%
	10	1	90.9%
BROADWATER RD	13	3	81.3%
	0	1	0.0%
	1	4	20.0%
	2	0	100.0%
	1	0	100.0%
	14	2	87.5%
	1	0	100.0%
	17	2	89.5%
	20	0	100.0%
BROADWATER RD	7	0	100.0%
	1	0	100.0%
RADLEY RD	18	1	94.7%
	1	1	50.0%
	1	0	100.0%
	10	1	90.9%
	10	2	83.3%
	14	3	82.4%
	1	0	100.0%
BRUCE GROVE	0	7	0.0%
	1	10	9.1%
CHURCH LN	0	3	0.0%
	7	2	77.8%
LORDSHIP LN	4	20	16.7%
ELSDON RD	16	12	57.1%
	1	0	100.0%
HARTHAM RD	7	0	100.0%
NEWLYN RD	4	2	66.7%
	2	1	66.7%
HARTHAM RD	10	1	90.9%
	1	0	100.0%
	1	1	50.0%
ELSDON RD	19	7	73.1%
	2	0	100.0%
LORDSHIP LN	0	8	0.0%
BRUCE GROVE	0	1	0.0%
	0	19	0.0%
	0	11	0.0%
	0	1	0.0%
EDMANSONS CLOSE	6	32	15.8%

Appendix C

Full PTAL Output



PTAL output for Base Year 5

1 Linley Rd, London N17 6RP, UK
Easting: 533511, Northing: 190535

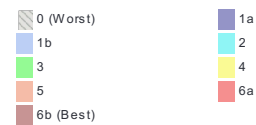
Grid Cell: 134421

Report generated: 30/03/2022

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)

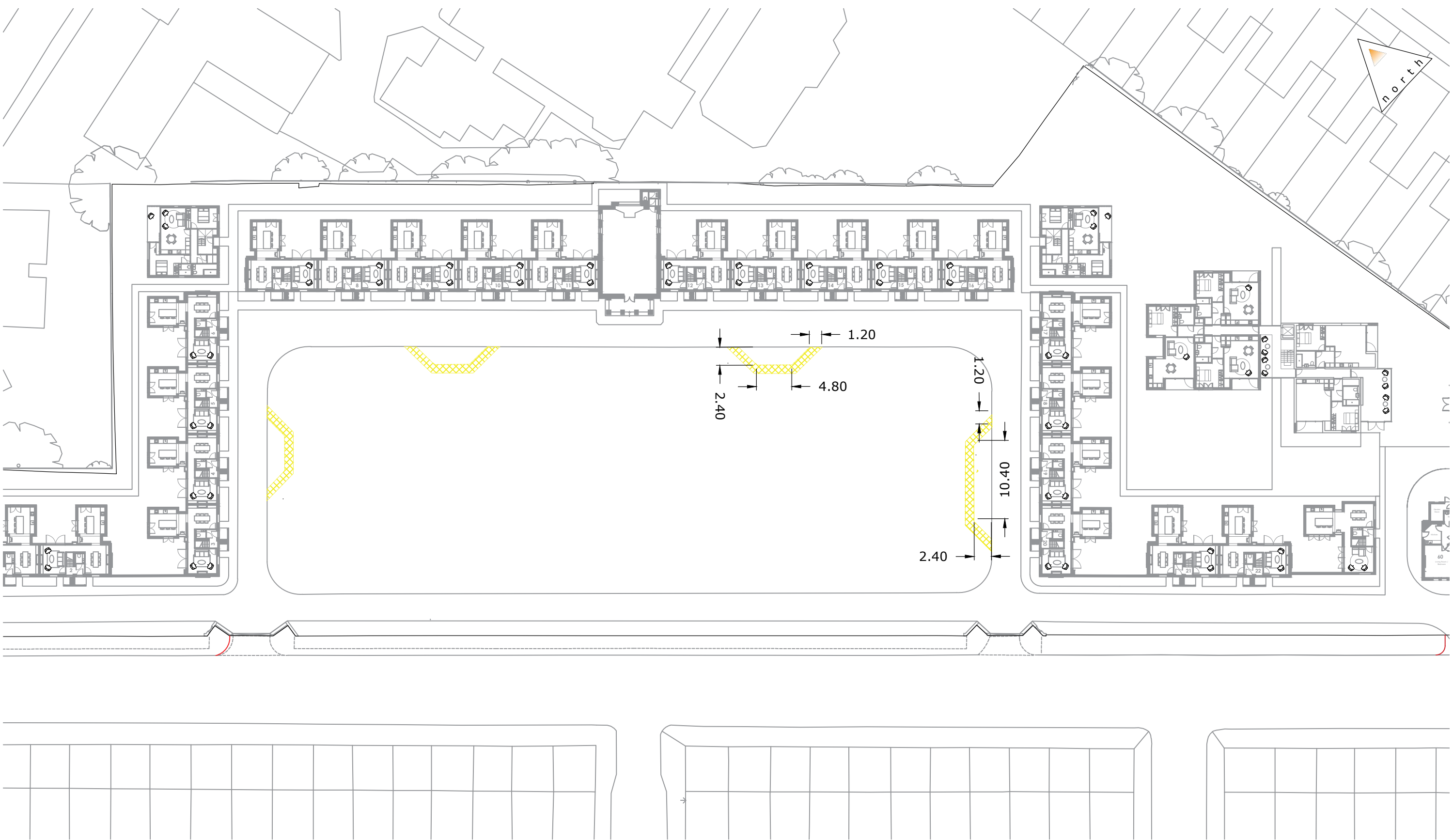
Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	BRUCE GROVE LORDSHIP LN	243	120.56	11	1.51	4.73	6.23	4.81	1	4.81
Bus	BRUCE GROVE LORDSHIP LN	123	120.56	5.5	1.51	7.45	8.96	3.35	0.5	1.67
Bus	LORDSHIP LN BRUCE GROVE	318	232.19	4	2.9	9.5	12.4	2.42	0.5	1.21
Bus	RADLEY ROAD BRUCE GROVE	W4	170.12	6	2.13	7	9.13	3.29	0.5	1.64
Bus	Tottenham Scotland Green	349	590.29	7.5	7.38	6	13.38	2.24	0.5	1.12
Bus	Tottenham Scotland Green	259	590.29	8	7.38	5.75	13.13	2.29	0.5	1.14
Bus	Tottenham Scotland Green	279	590.29	10.5	7.38	4.86	12.24	2.45	0.5	1.23
Bus	Tottenham Scotland Green	476	590.29	7.5	7.38	6	13.38	2.24	0.5	1.12
Bus	Tottenham Scotland Green	149	590.29	12	7.38	4.5	11.88	2.53	0.5	1.26
Bus	Tottenham Scotland Green	341	590.29	6	7.38	7	14.38	2.09	0.5	1.04
Rail	Bruce Grove	'CHESHNT-LIVST 2D03'	599.74	2	7.5	15.75	23.25	1.29	0.5	0.65
Rail	Bruce Grove	'ENFLDTN-LIVST 2U05'	599.74	2	7.5	15.75	23.25	1.29	0.5	0.65
Rail	Bruce Grove	'ENFLDTN-LIVST 2U07'	599.74	2	7.5	15.75	23.25	1.29	0.5	0.65
Rail	Bruce Grove	'LIVST-ENFLDTN 2U10'	599.74	3.33	7.5	9.76	17.26	1.74	1	1.74
Rail	Bruce Grove	'LIVST-CHESHNT 2D10'	599.74	0.33	7.5	91.66	99.16	0.3	0.5	0.15
Rail	Bruce Grove	'LIVST-CHESHNT 2D12'	599.74	1	7.5	30.75	38.25	0.78	0.5	0.39
Rail	Bruce Grove	'LIVST-CHESHNT 2D18'	599.74	0.67	7.5	45.53	53.02	0.57	0.5	0.28
Total Grid Cell AI:										20.77

Appendix D

Car and Cycle Parking Arrangement

C:\Users\glester\Motion\Staff\Site - Dredma 1906030\Drawings\1906030-New Car Parking.dwg



84 North Street
Guildford
Surrey
GU1 4AU
T: 01483 531 300

Cargo Works
1-2 Hatfields
London
SE1 9PG
T: 020 8065 5208

www.motion.co.uk

Project:
Edmanson's Close, Tottenham

Title:
Parking Management Plan

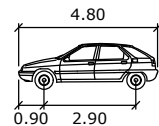
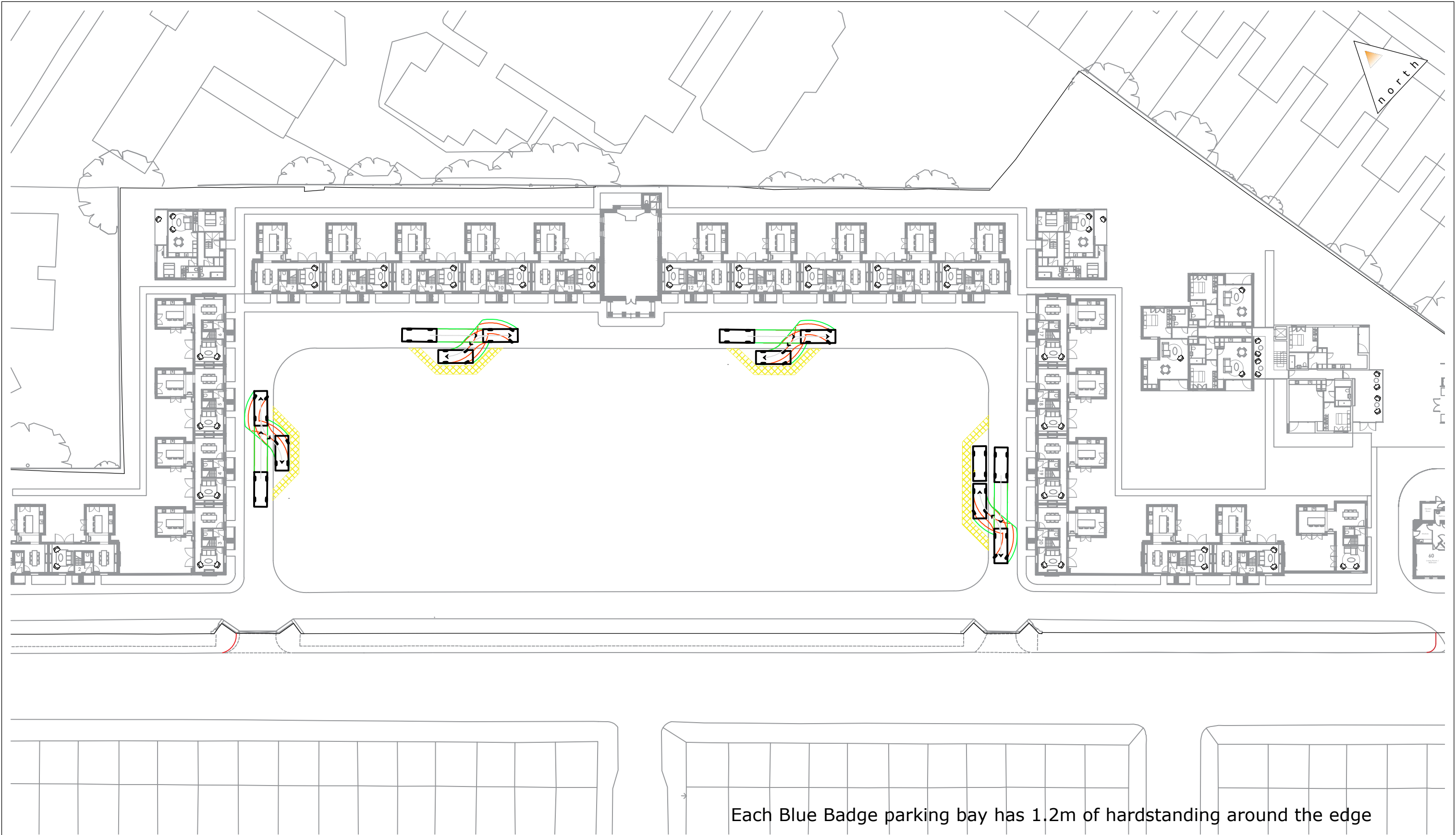
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Notes:

Drawing:
1906030-03

Revision:
-

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SDV	
	meters
Width	: 1.80
Track	: 1.80
Lock to Lock Time	: 6.0
Steering Angle	: 37.8



84 North Street
Guildford
Surrey
GU1 4AU
T: 01483 531 300

Cargo Works
1-2 Hatfields
London
SE1 9PG
T: 020 8065 5208

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Project:
Edmanson's Close, Tottenham

Title:
Parking Management Plan
Swept Path Analysis - Car

Scale: 1:500 (@ A3)

Notes:

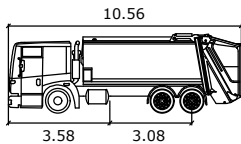
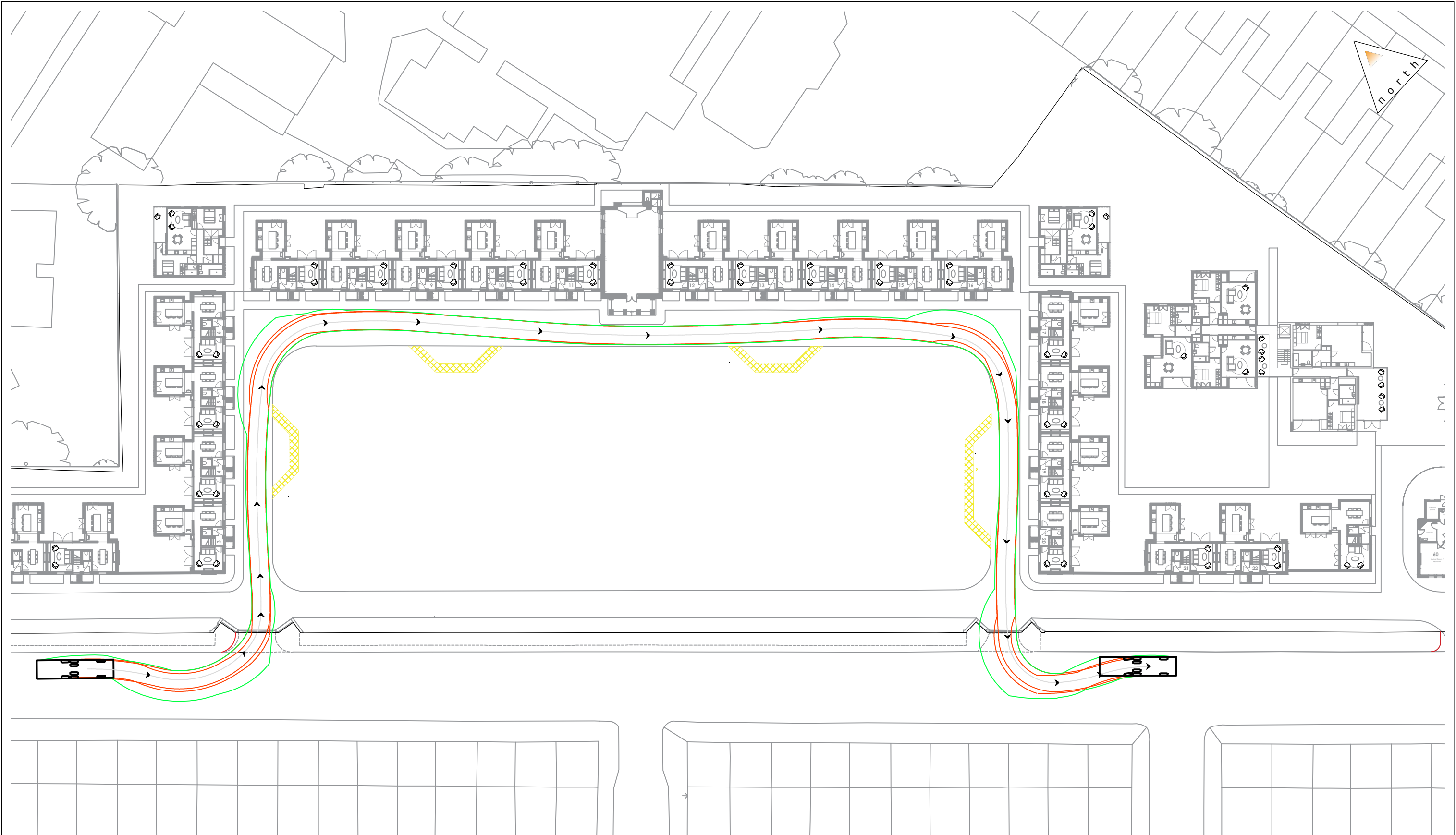
Drawing:
1906030-TK13

Revision:
-

Appendix E

Refuse Vehicle Swept Path Analysis

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Mercedes Benz Econic 2629 LL 2012

Width	3.58
Track	3.08
Lock to Lock Time	6.0
Steering Angle	24.9



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Surrey
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Project:
Edmanson's Close, Tottenham

Title:
Parking Management Plan
Swept Path Analysis - Refuse Vehicle

Scale: 1:500 (@ A3)

Notes:

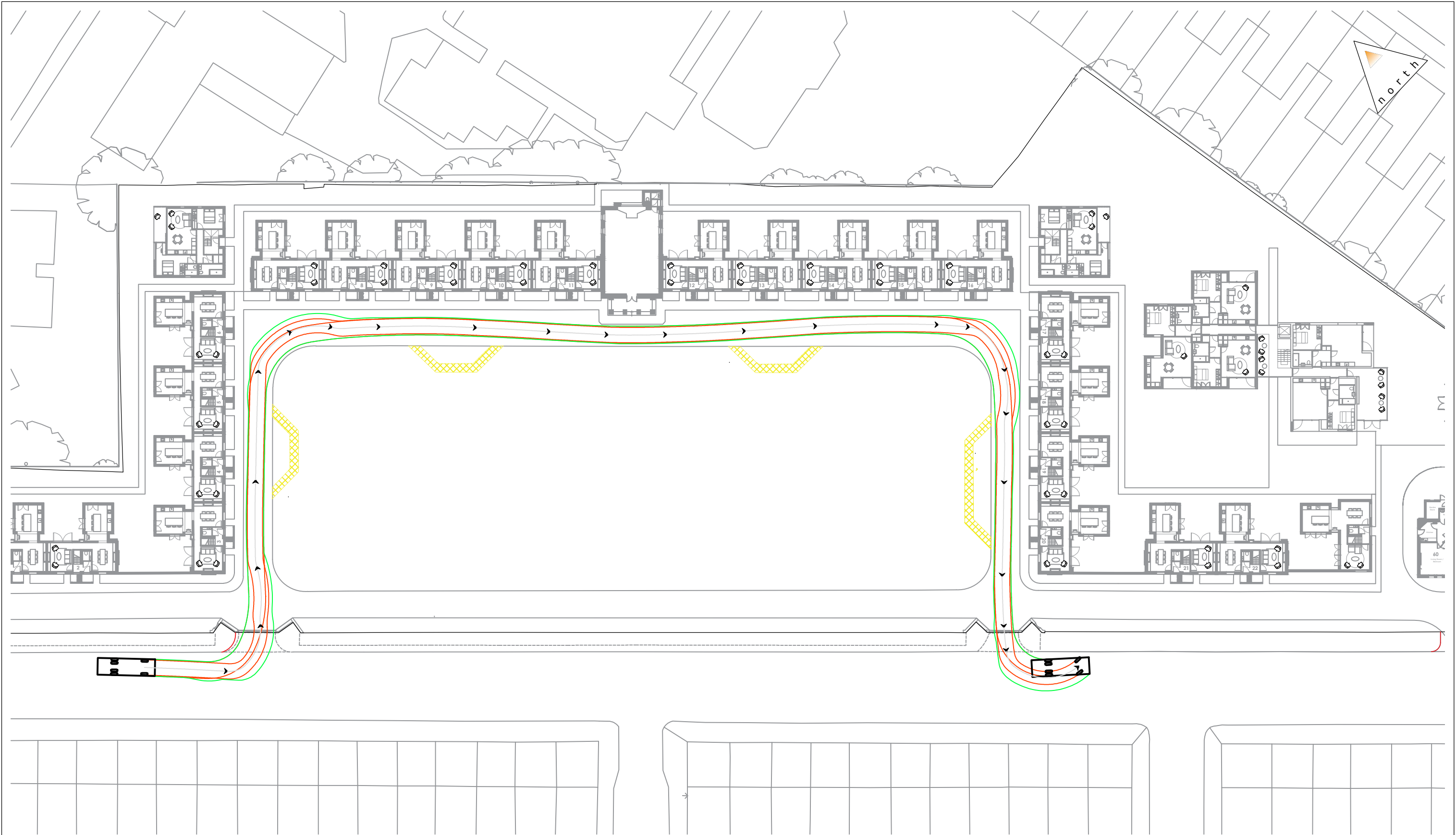
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1906030-TK10

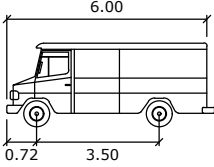
Revision:
F

Appendix F

Delivery Van Swept Path Analysis

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Delivery Van

Width	: 6.00
Track	: 0.72
Lock to Lock Time	: 3.50
Steering Angle	: 46.2



84 North Street
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Surrey
GU1 4AU

Cargo Works
1-2 Hatfields
London
SE1 9PG

T: 01483 531 300 T: 020 8065 5208

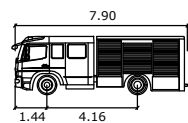
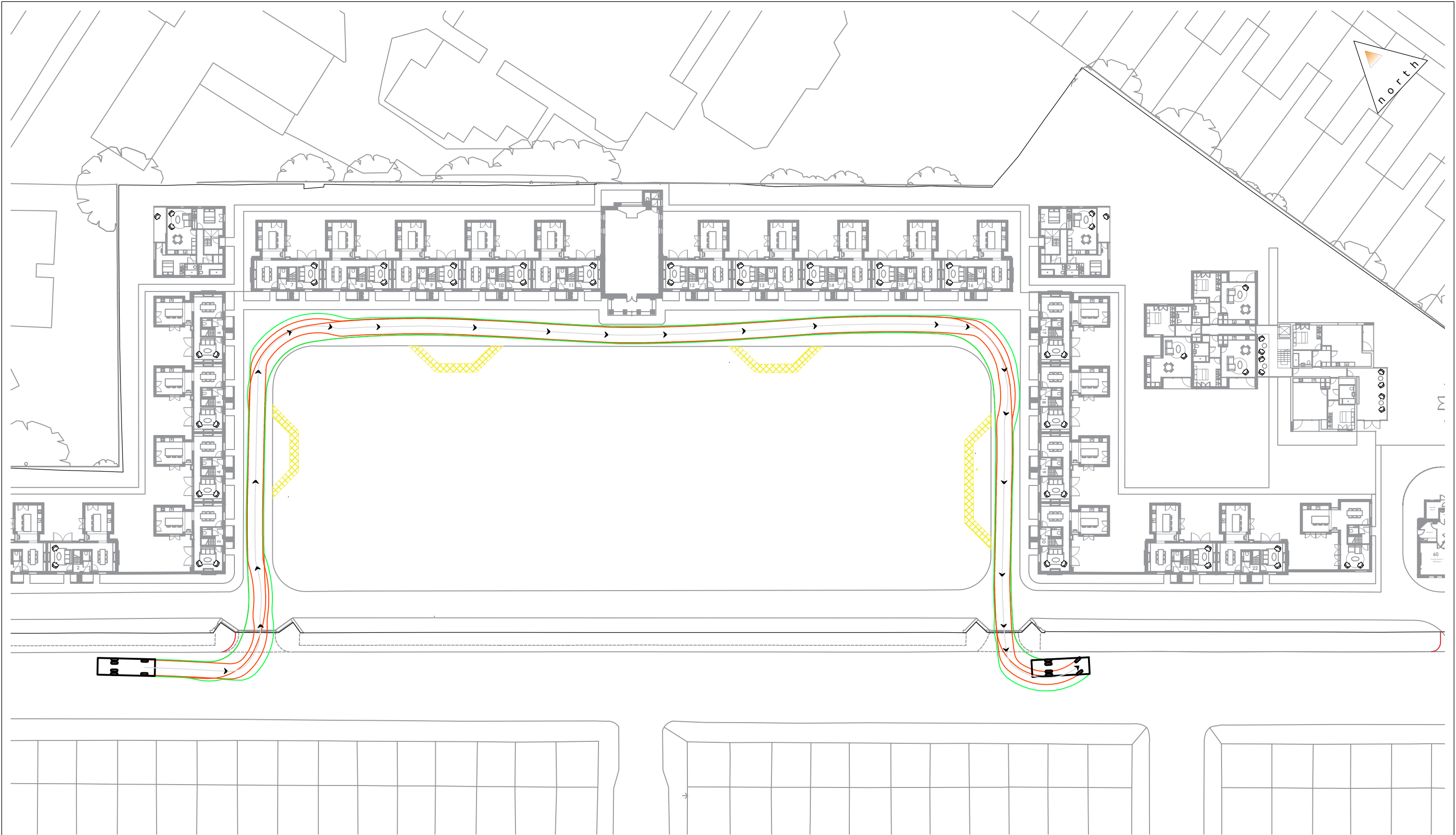
www.motion.co.uk

Project: Edmanson's Close, Tottenham		
Title: Parking Management Plan Swept Path Analysis - Delivery Vehicle		
Scale: 1:500 (@ A3)		
Notes:		Revision: A
Drawing: 1906030-TK12		

Appendix G

Swept Path Analysis Fire Appliance

C:\Users\glester\Motion\Staff\Site - Dredma 1906030\Drawings\1906030-New Car Parking.dwg



Mercedes Atego 1325F FRU
meters
Width : 2.30
Track : 2.30
Lock to Lock Time : 6.0
Steering Angle : 36.3



84 North Street
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Project:
Edmanson's Close, Tottenham

Title:
Parking Management Plan
Swept Path Analysis - Fire Appliance

Scale: 1:500 (@ A3)

Notes:

Drawing:

1906030-TK11

Revision:

A