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**RESIDENTIAL DEVELOPMENT
18 DENMARK STREET, TOTTENHAM, LONDON N17
(Revised Scheme 2024)**

TRANSPORT STATEMENT

BY

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MARCH 2024

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(Revised Scheme 2024)**

TRANSPORT STATEMENT

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1 INTRODUCTION

- 1.1 This statement gives an assessment of the on-street parking impact of a revised scheme for the proposed conversion of the house at no 18 Denmark Street, Tottenham into 2 nr self-contained flats, development of a terrace of 5 nr mews houses on land behind.
- 1.2 There is no other significant transport impact issue arising from this development.
- 1.3 This statement should be read in conjunction with the scheme drawings and other submissions in support of this development.

2 SITE AND SURROUNDINGS

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

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

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

3 THE DEVELOPMENT

- 3.1 The existing house is to be converted into two flats – a 1-bed 2-person flat on the ground floor and a 3-bed 4-person flat on the upper floor – and a terrace of 4no 3-bed 4 person 2-storey houses and 1no. 2-bed 3-person house – thus 7 nr dwellings in total - is to be built on the vacant backland, with pedestrian and cycle access via the existing private accessway from Denmark Road.
- 3.2 No car parking will be provided for any of the dwellings, but each will be provided with a secure cycle store. A refuse/recycling storage enclosure will be provided close to the Denmark Street frontage.

4 PARKING SURVEY

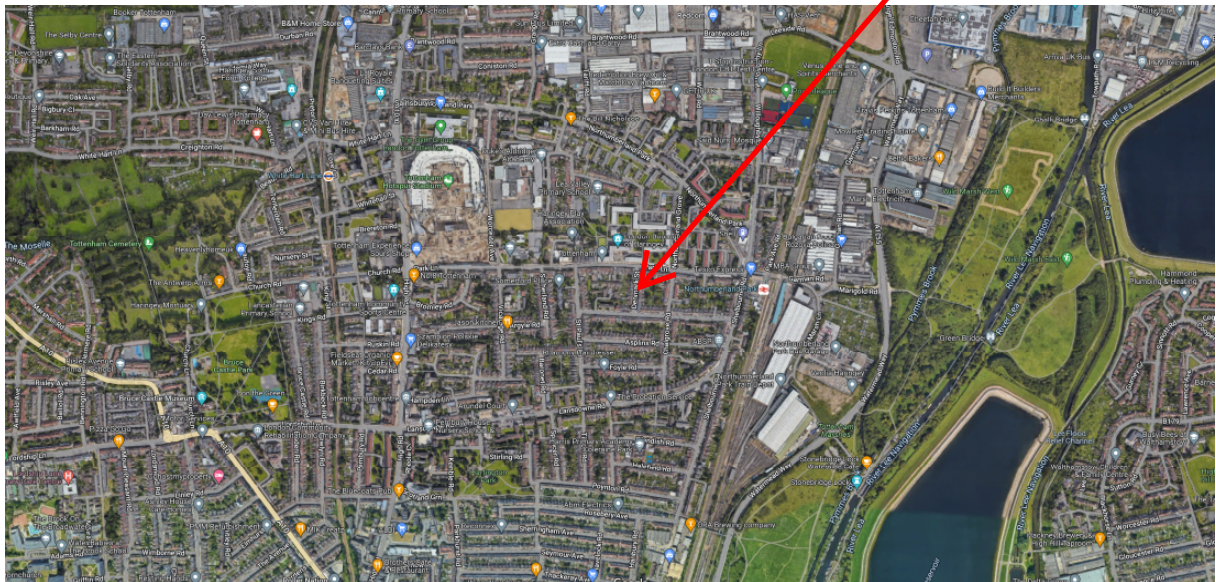
- 4.1 A survey of night time parking in the locality was carried out between the hours of 4.45 – 5am on Tuesday 12th and Thursday 14th March 2024, in order to determine the degree of on-street parking pressure during the peak period for residential parking demand, in accordance with the widely accepted Lambeth Council prescribed methodology. The surveys were also carried out at sample daytime periods on the same days. The Event Days parking restrictions were not operating on either day.
- 4.2 The core study area, shown in figure 1, was defined as Denmark Street, Park Lane (between Briar's Close and St Paul's Road, St Paul's Road (north of Chalgrove Road), Manor Road and Chalgrove Road (between Manor Road and Park Lane), this being the area of highways within approximately 200 metres walk from the site but taking account of sensible termination points and likely natural parking search circulation routes.
- 4.3 The results of the parking survey are tabulated at Appendix A of this report, The results confirm the visual impression that there is at all times substantial vacant parking space in CPZ parking bays, with overall parking pressure well below the accepted stress level of 90%, including below 60% at all times in Denmark Street.
- 4.4 The analysis presented at Appendix A confirms that even in the (unlikely) event of all 7 new households in the development each having as many as 2 cars or equivalent vehicles each (and without offsetting against the potential on-street parking demand of the existing house on the site) the on-street parking pressure would still be low with substantial vacant space remaining, even in the unlikely event of all those additional cars remaining parked in the area throughout the day and not away with their owners at work or on other business and hence absent from the area.
- 4.5 Thus even if any or even all the new dwellings one or both the two houses did attract car-owning occupants the resultant additional cars could be parked in the locality without causing excess parking pressure or problems for other local residents or road users.

5 CONCLUSIONS

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



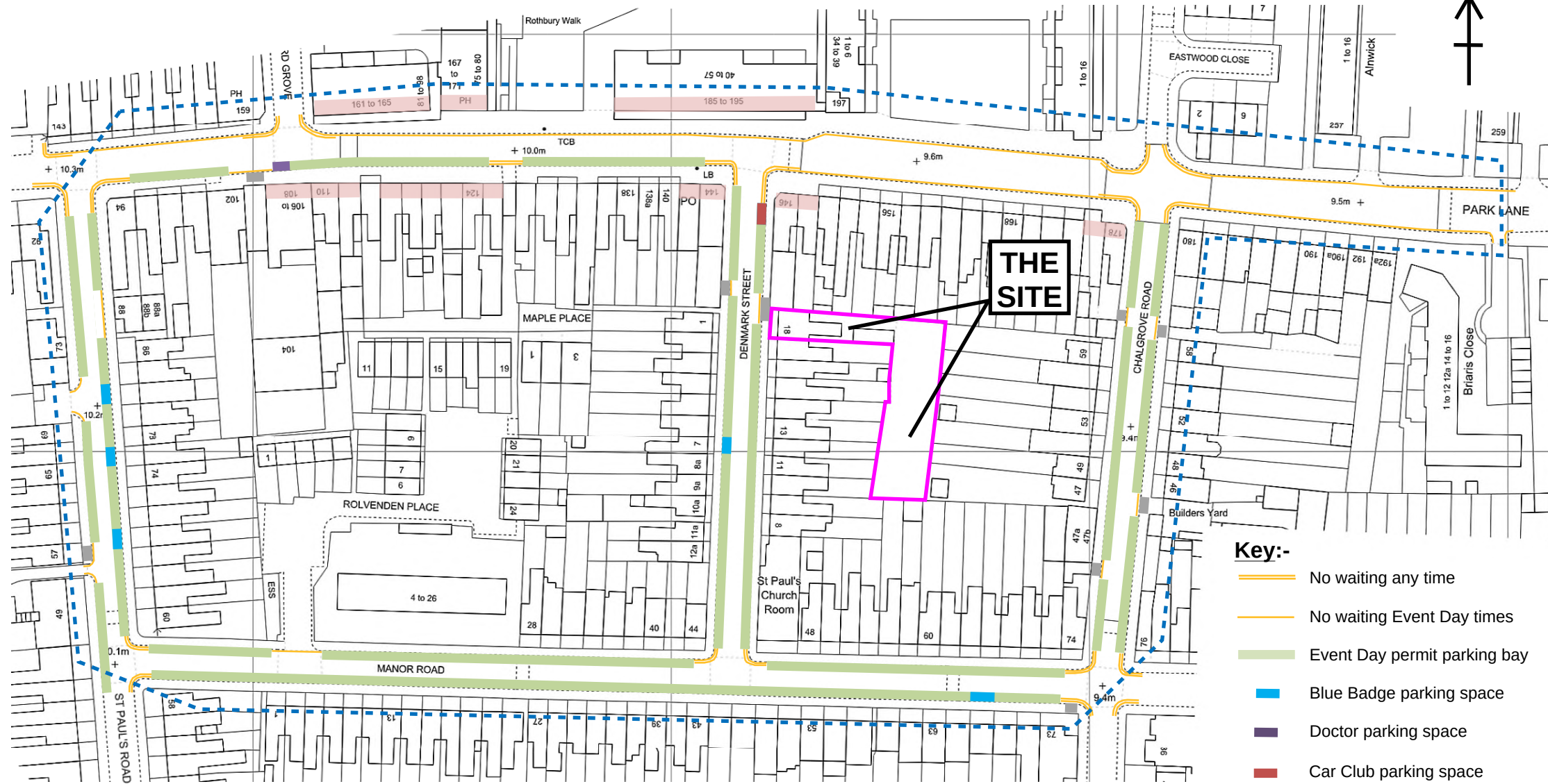
THE SITE



THE SITE



Site Location **FIGURE 1**



Scale 1:1250 @ A4

Site and Surroundings

FIGURE 2

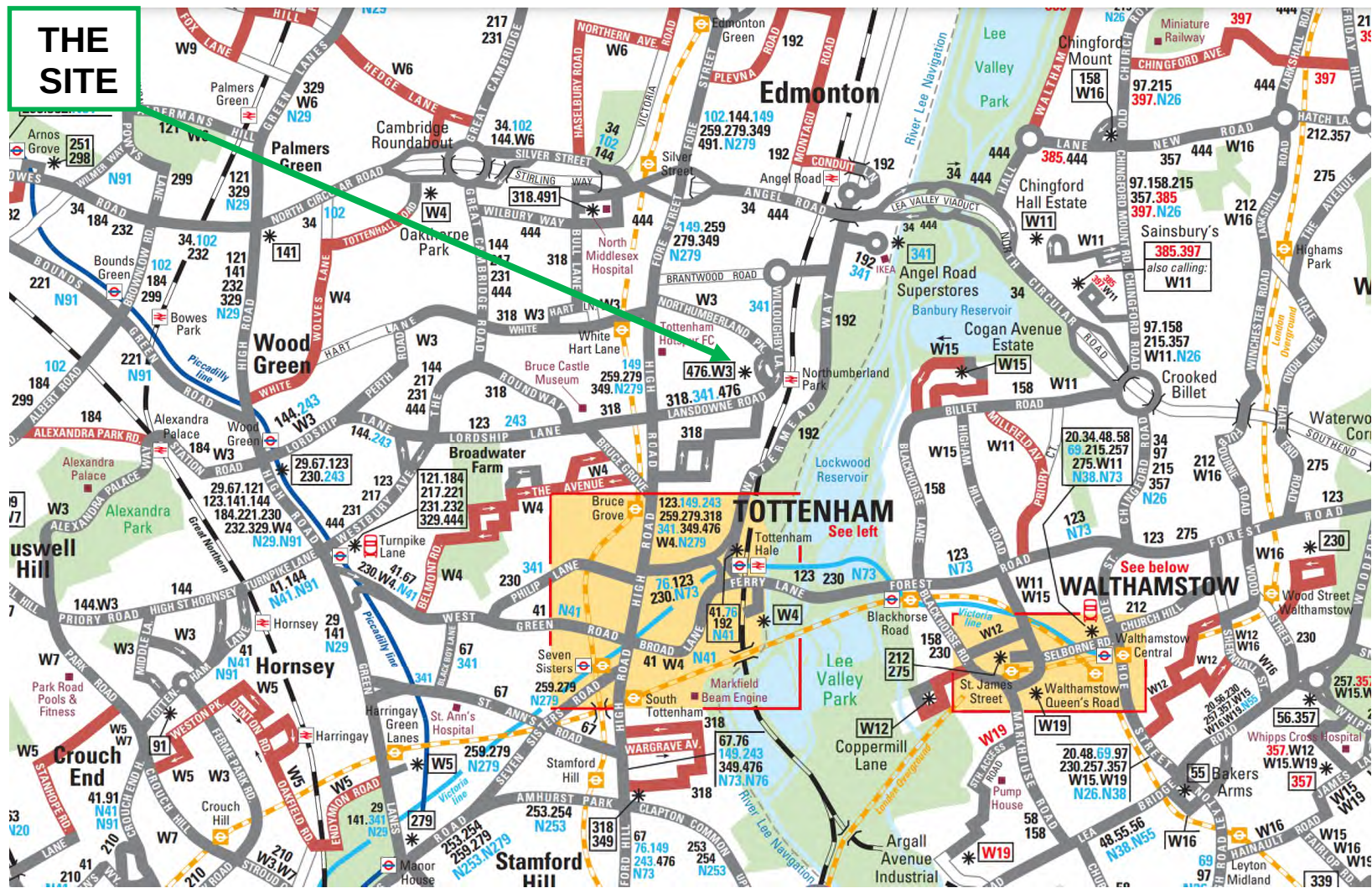
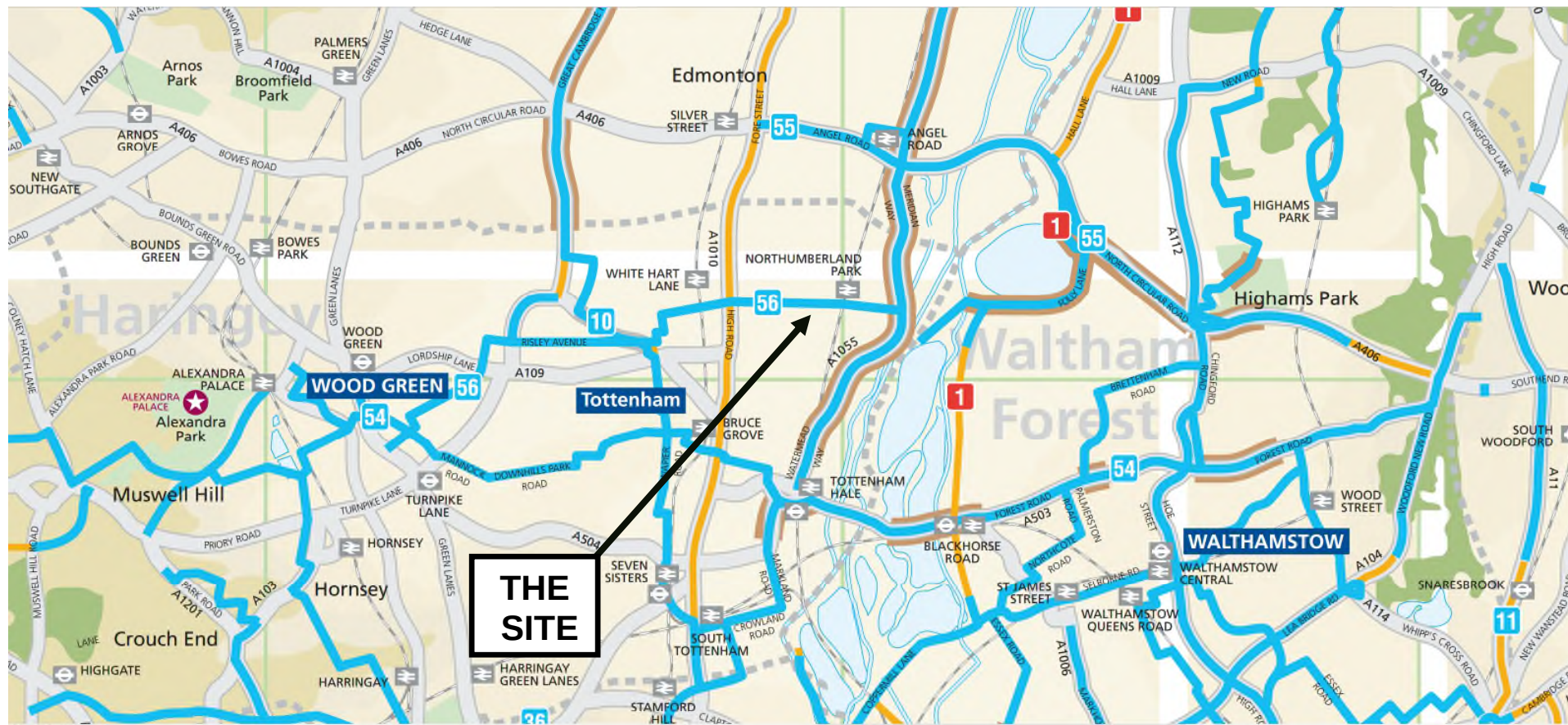


FIGURE 3

Site and Public Transport Network

FIGURE 3

FIGURE 4



Site and London Cycle Network

FIGURE 4

APPENDIX A

Parking Survey Results and Analysis

PROPOSED DEVELOPMENT

18 DENMARK STREET, TOTTENHAM, LONDON N17

Parking Survey Results and Analysis

Night time parking survey results:-

Street section:-	Kerbside supply in Event Days CPZ bays (metres)		Monday/ Tuesday night				Wednesday/ Thursday night				Average (arithmetic mean) both nights	
			Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all kerbside available overnight (%)	Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all kerbside available overnight (%)	CPZ bay parking stress (%)	Parking stress at all kerbside available overnight (%)
Denmark Street	195	0	24	0	62	62	23	0	59	59	60	60
Park Lane	115	495	18	55	78	60	19	53	83	59	80	59
St Paul's Road	190	10	21	0	55	53	22	0	58	55	57	54
Manor Road	395	0	47	0	59	59	48	0	61	61	60	60
Chalgrove Road	175	0	19	0	54	54	31	0	89	89	71	71
TOTAL	1070	505	129	55	60	58	143	53	67	62	64	60

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

Street section:-	Kerbside supply in Event Days CPZ bays (metres)		Monday/ Tuesday night				Tuesday/ Wednesday night				Average (arithmetic mean) both nights	
			Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all kerbside available overnight (%)	Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all kerbside available overnight (%)	CPZ bay parking stress (%)	Parking stress at all kerbside available overnight (%)
Denmark Street	195	0	26	0	67	67	25	0	64	64	31	0
Park Lane	115	495	20	54	87	61	19	49	83	56	21	62
St Paul's Road	190	10	17	0	45	43	18	0	47	45	17	0
Manor Road	395	0	34	0	43	43	32	0	41	41	35	0
Chalgrove Road	175	0	15	0	43	43	15	0	43	43	17	0
TOTAL	1070	505	143	55	67	63	157	53	73	67	70	65

Parking survey results Tuesday/ Thursday daytime:-

Street section:-	Kerbside supply in Event Days CPZ bays (metres)		9.30-9.45am				11.15-11.30am				1.15-1.30pm			
			Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all available kerbside (%)	Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all available kerbside (%)	Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all available kerbside (%)
Denmark Street	195	0	26	0	67	67	25	0	64	64	31	0	79	79
Park Lane	115	495	20	54	87	61	19	49	83	56	21	62	91	68
St Paul's Road	190	10	17	0	45	43	18	0	47	45	17	0	45	43
Manor Road	395	0	34	0	43	43	32	0	41	41	35	0	44	44
Chalgrove Road	175	0	15	0	43	43	15	0	43	43	17	0	49	49
TOTAL	1070	505	112	54	52	53	109	49	51	50	121	62	57	58

Street section:-	Kerbside supply in Event Days CPZ bays (metres)		2.45-3.00pm				5.00-5.15pm				7.00-7.15pm			
			Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all available kerbside (%)	Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all available kerbside (%)	Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all available kerbside (%)
Denmark Street	195	0	27	0	69	69	31	0	79	79	34	0	87	87
Park Lane	115	495	19	57	83	62	18	60	78	64	20	63	87	68
St Paul's Road	190	10	19	0	50	48	18	0	47	45	19	0	50	48
Manor Road	395	0	32	0	41	41	32	0	41	41	46	0	58	58
Chalgrove Road	175	0	18	0	51	51	19	0	54	54	19	0	54	54
TOTAL	1070	505	115	57	54	55	118	60	55	57	138	63	64	64

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

Street section:-	Kerbside supply in Event Days CPZ bays (metres)		9.30-9.45am				11.15-11.30am				1.15-1.30pm			
			Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all available kerbside (%)	Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all available kerbside (%)	Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all available kerbside (%)
Denmark Street	195	0	26	0	67	67	25	0	64	64	31	0	79	79
Park Lane	115	495	20	54	87	61	19	49	83	56	21	62	91	68
St Paul's Road	190	10	17	0	45	43	18	0	47	45	17	0	45	43
Manor Road	395	0	34	0	43	43	32	0	41	41	35	0	44	44
Chalgrove Road	175	0	15	0	43	43	15	0	43	43	17	0	49	49
TOTAL	1070	505	126	54	59	57	123	49	57	55	135	62	63	63

Street section:-	Kerbside supply in Event Days CPZ bays (metres)		2.45-3.00pm				5.00-5.15pm				7.00-7.15pm			
			Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all available kerbside (%)	Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all available kerbside (%)	Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all available kerbside (%)
Denmark Street	195	0	27	0	69	69	31	0	79	79	34	0	87	87
Park Lane	115	495	19	57	83	62	18	60	78	64	20	63	87	68
St Paul's Road	190	10	19	0	50	48	18	0	47	45	19	0	50	48
Manor Road	395	0	32	0	41	41	32	0	41	41	46	0	58	58
Chalgrove Road	175	0	18	0	51	51	19	0	54	54	19	0	54	54
TOTAL	1070	505	129	57	60	59	132	60	62	61	152	63	71	68