Transport Statement

January 2024

EAS

Arundel Court and Baldewyne Court

Lansdowne Road, LB Haringey

London Borough of Haringey Council

Document History

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The content of this report is based on information available as of 16th January 2023, the validity of the statements made may therefore vary over time as planning guidance / policies and the evidence base change.

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1 Introduction

1.1 This Transport Statement has been prepared by EAS Transport Planning Ltd on behalf of LB Haringey to support a full planning application for a proposed residential redevelopment within the borough.

1.2 The proposed site comprises Arundel Court and Baldewyne Court, two social housing courts owned and managed by Homes for Haringey, part of LB Haringey. The courts are located opposite each other on Lansdowne Road – Arundel on the north side of the road and Baldewyne on the south side – within the Northumberland Park ward of LB Haringey. The two courts respectively have post codes N17 0LL and N17 9XH.

1.3 A location plan is contained at **Appendix A**.

1.4 Across the two courts, the site currently includes 126 flat units, 63 parking spaces and 43 lock-up garages. It is proposed that 30 additional flats will be provided in place of the existing lock-up garages and part of the parking area, with some parking provision to be retained.

1.5 These 30 flats include 18 at Arundel Court (4 x one-bedroom and 14 x two-bedroom units) and 12 at Baldewyne Court (3 x one-bedroom and 9 x two-bedroom units).

1.6 A proposed site plan is contained at **Appendix B**.

1.7 The proposal is part of a wider project which originally involved preparation of such redevelopment schemes at Ashdowne Court and Fiske Court, in addition to Arundel and Baldewyne Courts.

1.8 The applications for redevelopment at Ashdowne Court (HGY/2022/0295) and Fiske Court (HGY/2022/0305), which together included the provision of 7 new houses with 27 on-site parking spaces retained, plus 3 new on-street parking spaces provided through the closure of an existing access to Ashdowne Court, were approved in 2022.

1.9 However, the application for redevelopment at Arundel and Baldewyne Courts was not submitted alongside those for Ashdowne Court and Fiske Court; a scheme for redevelopment at Arundel and Baldewyne Courts, to which this Transport Statement pertains, has now been submitted.

1.10 The impact of the current proposal has been assessed in the context of the consented redevelopment at Ashdowne Court and Fiske Court with regard to the methodology agreed with LB Haringey for those previously approved schemes.

1.11 This Transport Statement has been prepared with regard to the Department of Communities and Local Government Guidance on Travel Plans, Transport Assessments and Statements in Decision Taking (March 2014), as well as guidance published by TfL and the Mayor of London.

1.12 The contents of each section of this document are as follows:

- Section 2 – details the national, London and local policy context;
- Section 3 – describes the existing site and baseline conditions;
- Section 4 – sets out the ATZ Healthy Streets Assessment carried out;
- Section 5 – describes the development proposals and access arrangements;
- Section 6 – sets out likely trip generation characteristics and expected parking impacts;
- Section 7 – provides a summary and the conclusions of the assessment.

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2 Policy Background

Introduction

2.1 The policy documents reviewed include:

- National Planning Policy Framework (NPPF) (2023)
- The London Plan (2021)
- Haringey's Local Plan: Strategic Policies 2013 (with Alterations 2017) (2013 – 2026)
- Haringey Local Plan: Development Management DPD (2017)

2.2 A brief description of the above documents and their potential relevance is given below.

National Planning Policy Framework (2023)

2.3 The revised National Planning Policy Framework ('NPPF') was published in December 2023 and sets out the government's planning policies for England and how these are expected to be applied.

2.4 Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan and it is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.

2.5 The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

2.6 In respect of that, Paragraph 10 of the NPPF states:

> *"So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development** (original emphasis)."*

2.7 Section 9 of the NPPF on Promoting Sustainable Transport state in paragraphs 108 and 109:

> *"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*

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

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

2.8 Paragraph 111, in relation to parking standards, states that the following should be taken into account:

a) *"the accessibility of the development;*

b) *the type, mix and use of development;*

c) *the availability of and opportunities for public transport;*

d) *local car ownership levels; and*

e) *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."*

2.9 Paragraph 112 adds that:

"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 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."

2.10 Paragraphs 114 and 115 state that in assessing applications for development it should be ensured that:

"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; 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.*

115. 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."

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2.11 Furthermore, paragraphs 116 and 117 continue:

"112. Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

117. All developments that will generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed."

The London Plan (2021)

2.12 This is the most up to date version of the new London Plan following the Examination in Public (EiP) and Inspectors Panel Report.

2.13 Policy T1 'Strategic approach to transport' states that development proposals should facilitate the delivery of the Mayor's strategic target of 80% of all trips in London to be made by foot, cycle or public transport by 2041. 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.

2.14 Policy T2 accordingly states that development proposals should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling. 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; and

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

2.15 Policy T4 states that:

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A) *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 any 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 any 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.*

2.16 Policy T5 states that developments should provide cycle parking in accordance with the minimum standards set out in Table 10.2 and should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards. Table 10.2 sets the minimum at C3 residential developments as:

- 1 long-term cycle parking space per studio or one-bedroom one-person dwelling;
- 1.5 long-term cycle parking spaces per one-bedroom two-person dwelling;
- 2 long-term cycle parking spaces per all other dwellings; and
- 2 short-term cycle parking spaces for 5 to 40 dwellings, and thereafter 1 space per 40 dwellings

2.17 It should be noted that the site is not in an area where higher minimum cycle parking standards apply.

2.18 Policy T6 states that 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'). Although, disabled parking should be provided for 'car-free' developments, in line with Part E of this Policy.

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2.19 Where car parking is provided in new developments, provision should be made for infrastructure for electric or other Ultra-Low Emission vehicles. Adequate provision should be made for efficient deliveries and servicing. A Car Park Design and Management Plan should be submitted alongside all applications which include car parking provision, making reference to TfL guidance.

2.20 Policy T6.1 states that new residential development should not exceed the maximum parking standards set out in Table 10.3. This states that sites in Outer London with a PTAL of 3 should have a maximum of 0.75 spaces per dwelling. For a PTAL of 4 this falls to 0.5 spaces per dwelling.

2.21 Additionally, at least 20% of spaces should include active electric vehicle charging provision, with passive provision for all remaining spaces.

2.22 Car club spaces will also be considered to offset private parking requirements. These should have active charging facilities.

2.23 Also, for three per cent of dwellings, at least one designated disabled parking space per dwelling is provided from the outset, though they should not be allocated to specific dwellings but should be located near to the relevant block's entrance and lift core.

Haringey's Local Plan: Strategic Policies 2013 (with Alterations 2017) (2013 – 2026)

2.24 Transport policy SP7 sets out the Boroughs strategic infrastructure proposals and also provides the following information on Delivering Action on Climate Change and Quality and Healthy Places:

> *In line with the London Plan, the Council will work with its partners to promote the following travel demand management schemes to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by:*
>
> ▪ *Minimising congestion and addressing the environmental impacts of travel;*
>
> ▪ *Promoting public transport, walking and cycling (including minimum cycle parking standards);*
>
> ▪ *Promoting road safety and pedestrian movement particularly in town centres and close to local services;*
>
> ▪ *Promoting car sharing and establishing car clubs;*
>
> ▪ *Seeking to locate major trip generating developments in locations with good access to public transport and so better integrate transport and land use planning;*
>
> ▪ *Adopting maximum car parking standards and car free housing wherever feasible;*
>
> ▪ *Seeking to mitigate the impact of road based freight and promote alternatives;*
>
> ▪ *Supporting measures to influence behavioural change such as promoting low carbon vehicles; and*
>
> ▪ *Requiring the submission of transport assessments and travel plans for large scale proposals in line with TfL guidance.*

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Haringey Local Plan: Development Management DPD (2017)

2.25 Section 5 of the London Borough of Haringey Local Plan DPD 2017 sets out the policies that relate to transport and parking. The relevant policies are as follows:

2.26 Policy DM31: Sustainable Transport:

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 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.

2.27 Policy DM32: Parking

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 a car club bays as an alternative to on-site parking.

C) The Council will support proposals for new development with limited or no on-site parking where:

a) There are alternative and accessible means of transport available;

b) Public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index;

c) A Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development;

d) Parking is provided for disabled people; and

e) Parking is designated for occupiers of developments specified as car capped.

2.28 Paragraph 5.8 states:

"Appropriately located on-site disabled parking will be required with at least one on or off-site disabled parking space for each car-free development. Disabled parking spaces should be provided for all wheelchair accessible housing in car-free developments. The Council will not issue residents on-street parking permits for car free or car capped developments, which have a limited number of on-site parking spaces. However, occupiers of defined car free or car capped developments would be eligible for visitor's permits. The Council will use legal agreements to require landowners to advice occupiers of the car free or car capped status of a development.

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For family sized dwellings (3 or more bedrooms) the Council would expect car parking provision in line with its car parking standards."

2.29 Paragraph 5.9 states:

"Although residents of car-free housing are less likely to park a long distance away from their home, the Council will seek, in the longer term, extensions to existing controlled parking zones. Where public transport provision can be improved to increase the levels of public transport accessibility and facilitate car-free residential development, the Council may seek to augment provision through a section 106 or other legal agreement. The Council will require a section 106 or other legal agreement for all new car-free developments of more than 4 residential units."

2.30 Paragraph 5.9 continues:

"For larger developments the parking requirement will be assessed on an individual bases as part of the Transport Assessment or Statement."

2.31 Policy DM35: Cycle Storage in Front Gardens

A) Cycle storage in front gardens should be of high quality design, should not be visually intrusive and should not harm the amenity of surrounding properties. Planning applications for cycle storage should have regard to the following:

a) The size of the shed or storage shelter, the building and the garden;

b) Its location;

c) Level of screening; and

d) The nature of the materials used.

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3 Existing Site Conditions

Site Location

3.1 The site comprises Arundel Court and Baldewyne Court, which are both located on Lansdowne Road, Northumberland Park ward, LB Haringey. Arundel Court is located on the north side of Lansdowne Road with postcode N17 0LL; Baldewyne Court is located on the south of Lansdowne Road with postcode N17 9XH.

3.2 Both Arundel and Baldewyne Courts are located roughly midway along Lansdowne Road, around 300m east of A1010 (Tottenham) High Road.

3.3 The locations and extents of the sites are illustrated at **Appendix A**.

Existing Site Use

3.4 Arundel Court currently comprises 69 social housing units, with 33 parking spaces and 31 lock-up garages. The 69 residential units are formed of 4 x studio, 18 x one-bedroom and 47 x two-bedroom units.

3.5 Baldewyne Court comprise 57 social housing units, with 30 parking spaces and 12 lock-up garages. The 57 residential units are formed of 3 x studio, 18 x one-bedroom and 36 x two-bedroom units. It is proposed that the existing parking and garage areas of the existing Courts will be used to house additional residential units.

3.6 The site is surrounded by residential properties, with Hartington Park a short distance south of Baldewyne Court.

Local Facilities

3.7 A handful of services and facilities including bus stops, two primary schools, a park, multiple churches, and a convenience store are located on Lansdowne Road or its adjoining side streets. These services and facilities can be accessed within a circa 450m or 5-minute walk of the site.

3.8 Tottenham High Road can be reached in a circa 280m 3.5-minute walk from the site, where a wide range of facilities and services are available. Tottenham High Road extends into the Bruce Grove area to the south, which can be reached in a circa 800m 10-minute walk from the site. Bruce Grove London Overground station is located here, while Northumberland Park National Rail station is also located to the north-east of the site.

3.9 A wide range of facilities to meet one's everyday needs can be accessed on foot from the site, with good nearby public transport services augmenting access to facilities.

3.10 Table 3.1 below identifies the distance plus walking and cycling times from the site to access key facilities.

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Table 3.1 – Local facilities within walking distance of Arundel and Baldewyne Courts

Service or facility	Distance from site (m / km)	Walking time (mins)	Cycling time (mins)
Bus stops	80 / 160 m	1 / 2	-
London Overground station	900 m	11	3
National Rail station	900 m	11	3
Convenience store	350 m	7	2
Aldi supermarket	650 m	8	2
Primary School	450 m	5	2
Secondary School	1km	12	3
Bank / ATM	350 m	5	2
Café	350 m	5	2
Restaurant	400 m	5	2
Post Office	900 m	11	4
Medical centre (GP)	600 m	7	2
Pharmacy	600 m	7	2
Dentist	550 m	7	2
Opticians	650 m	8	2
Community centre	300 m	4	1
Park	160 m	2	1
Gym	650 m	8	2
Church	120 m	2	1

3.11 There are 6 primary schools located within a circa 10-minute 800m walk from the site (listed below) with a further 5 sited within a circa 15-minute 1.2km walk.

- Harris Primary Academy Coleraine Park (425m, 5-minute walk)
- The Mulberry Primary School (500m, 6-minute walk)
- St Paul's & All Hallows C of E Infant / Junior School (600m, 8-minute walk)
- Assunnah Primary School (615m, 8-minute walk)
- St Francis de Sales RC Infant / Junior School (770m, 10-minute walk)
- Lancasterian Primary School (815m, 10-minute walk)

3.12 There are two secondary schools within a circa 1.2km walk from the site.

- Duke's Aldridge Academy School (1km, 12-minute walk)
- Harris Academy Tottenham (1.2km, 15-minute walk)

3.13 Further secondary schools can be accessed by bicycle or public transport.

3.14 Vale School is a special needs school catering to primary and secondary pupils, located an 11-minute 950m walk from the site.

3.15 Clearly there is a wide range of local services and facilities that can be accessed in a short walk from the site without the need for a private car.

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Walking

3.16 There are good quality footways of circa 3m width along both sides of Lansdowne Road, towards Tottenham High Road to the west and to Northumberland Park rail station to the east.

3.17 There is a traffic light controlled pedestrian crossing circa 50m west of the site, as well as an uncontrolled pedestrian crossing around 60m east of the site, which facilitate crossing of Lansdowne Road. There are frequent side roads leading north and south from Lansdowne Road, the closest being within 100m of the site, which provide good pedestrian permeability to nearby facilities.

3.18 The site is within a short walk of the Better Haringey Trail, Greenways Route, and Monselle River Walk, as illustrated in the LB Haringey *Smarter Travel Walking Guide* leaflet along with information about the benefits of walking and details of the various walking events and groups in the borough. These routes facilitate walking to open green spaces and to urban centres. The leaflet is included at **Appendix C**.

Cycling

3.19 Cycleway 1 starts on Park Lane circa 420m north-west of the site, passes between Bruce Castle Park and Tottenham Cemetery, before heading south, roughly following the A10, meeting other TfL cycleways towards central London.

3.20 Cycleway 1 can be reached in a circa 700m/2-minute cycle to the north, or circa 900m/5-minute cycle to the west.

3.21 Additionally, a network of off-road routes along the Lea Valley which head north and south can be reached in a circa 1km/4-minute cycle from the site.

3.22 On other roads there are advanced cycle stop lines at large junctions, as well as bus lanes which are also usable by cyclists. There is frequent on-street cycle parking provision sited close to facilities to facilitate access by bicycle.

3.23 A leaflet produced by LB Haringey depicting cycle infrastructure, bike shops and events in the borough is provided at **Appendix D**.

PTAL

3.24 The Public Transport Accessibility Level Index is used to derive accessibility maps for London. Details of the methodology can be found in the TfL Transport Assessment Best Practice guidance document Appendix B (April 2010). This guidance states that:

> *Public Transport Accessibility Levels (PTALs) are a detailed and accurate measure of the accessibility of a point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at any location within Greater London.*

3.25 The WebCAT gives the site a 'current' PTAL of 4. However, the PTAL report identifies that the PTAL AI is 19.43, on the cusp of a PTAL 5 which has an AI of 20.01.

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3.26 Indeed, when looking at the '2021 Forecast' which is considered to be reasonable given it is now 2023, the site receives a PTAL of 5.

3.27 Figure 3.1 illustrates the site's 'current' PTAL 4 score, while the PTAL output, illustrating the AI of 19.43, is included at **Appendix E**.

3.28 Figure 3.2 illustrates the site's '2021 Forecast' PTAL 5 score.

Figure 3.1 – 'Current' PTAL for the site

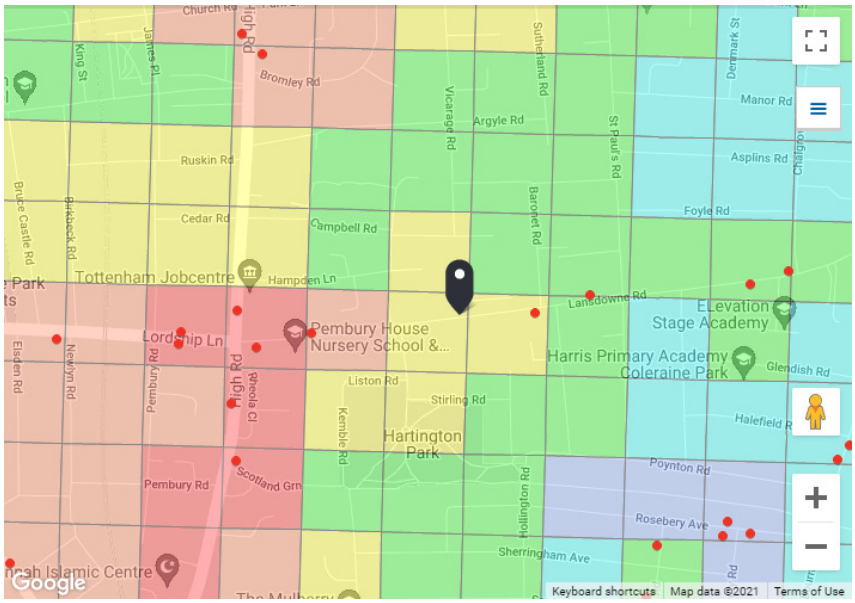
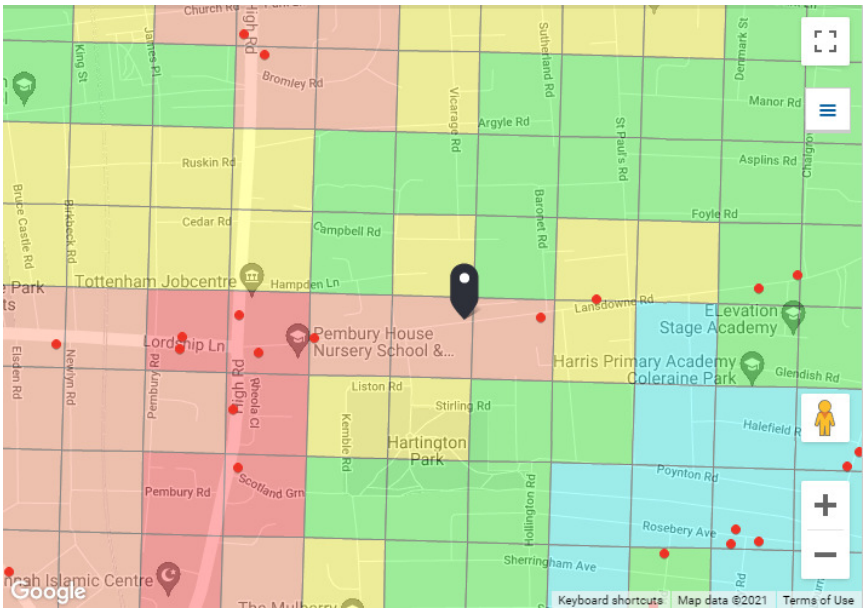


Figure 3.2 – '2021 Forecast' PTAL for the site



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Bus

3.29 The Spencer Road bus stops on Lansdowne Road are within a 1- to 2-minute walk from the site. These are served by the 318, 341 and 476 bus routes, which are summarised in Table 3.2 below.

Table 3.2 – Summary of 318, 341 and 476 bus routes from Spencer Road bus stops

318	Buses per hour		Northbound to North Middlesex Hospital		Southbound to Stamford Hill	
	Daytime	Evening	First bus	Last bus	First bus	Last bus
M – F	5 – 6	3 – 4	06:44	00:21	05:55	00:30
Sat	4 – 5	3 – 4	06:42	00:23	05:55	00:30
Sun	4	3	07:12	00:21	06:55	00:30
341	**Buses per hour**		**Northbound**		**Southbound**	
	Daytime	Evening/ Night	First bus	Last bus	First bus	Last bus
M – F	4 – 6	2 – 6	24-hour	24-hour	24-hour	24-hour
Sat	4 – 6	2 – 6	24-hour	24-hour	24-hour	24-hour
Sun	4 – 6	2 – 6	24-hour	24-hour	24-hour	24-hour
476	**Buses per hour**		**Northbound to Northumberland Park**		**Southbound to King's Cross**	
	Daytime	Evening/ Night	First bus	Last bus	First bus	Last bus
M – F	6 – 10	2 – 5	24-hour	24-hour	24-hour	24-hour
Sat	6 – 10	2 – 5	24-hour	24-hour	24-hour	24-hour
Sun	4 – 7	2 – 5	24-hour	24-hour	24-hour	24-hour

3.30 Additionally, the Lordship Lane bus stops on Tottenham High Road are within a 4- to 5-minute walk from the site. These are served by the 149, 259, 279, 349 and N279 bus routes, which are summarised in Table 3.3 below.

Table 3.3 – Summary of 149, 259, 279, 349 and N279 bus routes from Lordship Lane bus stops

149	Buses per hour		Northbound to Edmonton Green		Southbound London Bridge	
	Daytime	Evening	First bus	Last bus	First bus	Last bus
M – F	6 – 10	2 – 6	24-hour	24-hour	24-hour	24-hour
Sat	6 – 10	2 – 6	24-hour	24-hour	24-hour	24-hour
Sun	4	3	24-hour	24-hour	24-hour	24-hour
259	**Buses per hour**		**Northbound to Edmonton Green**		**Southbound King's Cross**	
	Daytime	Evening/ Night	First bus	Last bus	First bus	Last bus
M – F	5 – 9	2 – 6	05:22	01:07	04:19	23:59
Sat	5	5	05:22	01:07	04:19	23:59
Sun	4 – 6	2 – 4	05:22	01:07	04:19	00:00
279	**Buses per hour**		**Northbound to Waltham Cross**		**Southbound to Manor House**	
	Daytime	Evening/ Night	First bus	Last bus	First bus	Last bus
M – F	5 – 8	5 – 8	06:12	00:57	05:30	00:28
Sat	4 – 6	4 – 6	06:11	00:57	05:36	00:31
Sun	4 – 6	2 – 5	06:11	00:57	06:11	00:57

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349	Buses per hour		Northbound to Glyn Road		Southbound to Rookwood Road	
	Daytime	Evening/ Night	First bus	Last bus	First bus	Last bus
M – F	4 – 6	4 – 6	04:44	00:55	04:21	00:21
Sat	4 – 6	4 – 6	04:44	00:55	04:21	00:21
Sun	4	4	04:46	00:53	04:21	00:21
N279	**Buses per hour**		**Northbound to Waltham Cross**		**Southbound to Trafalgar Square**	
	Daytime	Evening/ Night	First bus	Last bus	First bus	Last bus
M – F	-	3	01:10	06:03	00:32	05:14
Sat	-	3	01:16	05:59	00:35	05:11
Sun	-	3	01:10	06:03	00:32	05:14

Rail

3.31 The site is a circa 850m/11-minute walk or 3-minute cycle from both Bruce Grove London Overground station to the south-west, or a circa 950m/11-minute walk or 3-minute cycle to Northumberland Park rail station to the north-east.

3.32 Bruce Grove is on the Enfield and Cheshunt Line, with services northbound to Enfield and Cheshunt and southbound to Liverpool Street. Northumberland Park rail station is on the Lea Valley line, serving north into Hertfordshire and Essex and to Liverpool Street and Stratford to the south.

3.33 There are around 6 peak hour services in both directions from Bruce Grove, with 4 services per hour outside of peak periods. From Northumberland Park there are around 4 peak hour services with 2 per hour outside of peak periods.

3.34 The London Underground network (Victoria line) can be accessed at Tottenham Hale and Seven Sisters stations.

3.35 Tottenham Hale can be accessed in a circa 1.6km/20-minute walk or 6-minute cycle from the site. Alternatively, it can be accessed in a circa 16-minute journey via Northumberland Park station.

3.36 Seven Sisters can be accessed in a circa 2km/25-minute walk or 7-minute cycle from the site. It should be noted that Cycleway 1 runs along A10 past Seven Sisters station (on the other side of the road). Alternatively, Seven Sisters can be accessed in a circa 17-minute journey via Bruce Grove station.

Modes of Journeys to Work – 2011 Census

3.37 Journey to work mode data from the 2011 Census provide insight into local transport characteristics. Data from Nomis Table QS701EW for LSOA Haringey 012A (E01002074), the site's LSOA, are provided in Table 3.4 below. It should be noted that the 2021 Census was undertaken during a Covid-19 lockdown so journey to work data is of limited use.

3.38 Figure 3.3 shows the location of LSOA Haringey 012A and of the site within it.

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Figure 3.3 – LSOA Haringey 012A. The arrow shows the site location

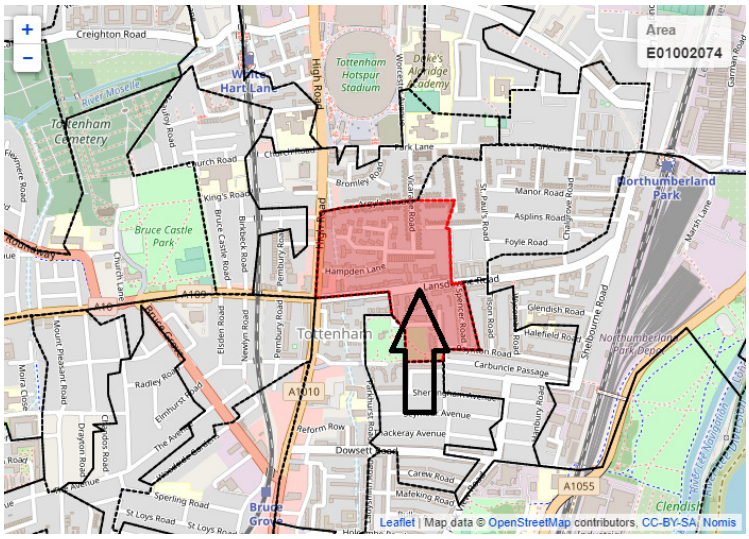

Table 3.4 – Mode of travel to work by residents of LSOA Haringey 012A (from Nomis Table QS701EW). Responses of 'Not in employment' have been removed.

	LSOA Haringey 012A	
	Number	%
Work mainly at or from home	30	4.0%
Underground, metro, light rail, tram	176	23.3%
Train	53	7.0%
Bus, minibus or coach	240	31.7%
Taxi	0	0.0%
Motorcycle, scooter or moped	3	0.4%
Driving a car or van	165	21.8%
Passenger in a car or van	17	2.2%
Bicycle	15	2.0%
On foot	54	7.1%
Other method of travel to work	3	0.4%
Public transport	469	62%
Active travel (walking and cycling)	69	9.1%
Sustainable modes	538	71.1%
Total travelling to work	756	100%

3.39 It can be seen in Table 3.4 above that over two thirds (71.1%) of employed residents of the site's LSOA reported travelling to work using a sustainable mode (i.e. public transport or active travel (walking and cycling)).

3.40 Just over one in five (21.8%) reported driving a car or van to work.

3.41 This illustrates the high accessibility of the site to public transport and local employment.

3.42 However, the above data cover journeys to work only, disregarding trips made for education, shopping or leisure purposes. Yet, with a range of such facilities available in walking distance from the site, and availability augmented by cycling and public transport infrastructure, similar trends of relatively low car use would be plausible for these trip purposes.

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On-Street Parking

3.43 Streets within the vicinity of the site are within three different CPZs.

3.44 Lansdowne Road itself plus roads to the north are within the Tottenham Event Day CPZ. Roads south of Lansdowne Road, from Shelbourne Road in the east to the eastern part of Stirling Road to the west, are within the Tottenham Hale North Event Day CPZ. These CPZs are active on event days at the nearby Tottenham Hotspur Stadium between 5pm-8:30pm on weekdays and 12pm-8pm on weekends.

3.45 South of Lansdowne Road and the western part of Stirling Road and west of this, including Burlington Lane and Liston Road, are within the Tottenham Hale North CPZ. This CPZ is generally active 8am-6:30pm Monday-Sunday, while on event days at the Tottenham Hotspur Stadium the operational hours are extended to 8am-8:30pm Monday-Friday, 8am-8pm Saturday-Sunday, and 12pm-8pm on public holidays.

3.46 Parking stress surveys were undertaken in 2020 and 2021 to inform the initial design of the scheme and these were repeated in May 2023 to support a new planning application. Details of parking stress at baseline, following implementation of the consented redevelopment at Ashdowne Court and Fiske Court, as well as with the impact of the proposed redevelopment at Arundel and Baldewyne Courts, is detailed in Section 6.

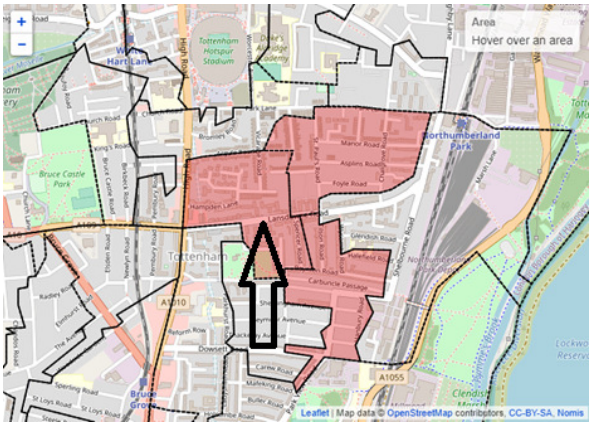
On-Site Parking – Census Data

3.47 Data from the 2021 Census can be used to estimate local car ownership rates.

3.48 The site is within LSOA Haringey 012A. However, during the initial design process where redevelopment of the current site was devised alongside that of Ashdowne Court and Fiske Court, which are located in different LSOAs (Haringey 015B and 002D respectively), LB Haringey Highways recommended amalgamating the census car ownership data for all 3 LSOAs. This same approach has been utilised within the current Transport Statement.

3.49 Figure 3.4 below illustrates the extent of the three LSOAs, and of the site.

Figure 3.4 – Extent of LSOAs Haringey 012A (contains the site), 015B (Ashdowne Court) and 002D (Fiske Court). Arrow shows the location of the site



3.50 Table 3.8 below summarises the car ownership data for residents of flats across the three LSOAs, obtained through combining 2021 Census data from Nomis Tables RM0001 and TS045.

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Table 3.8 – Access to private vehicles by residents of flats across LSOAs Haringey 012A (the site), 015B (Ashdowne Court) and 002D (Fiske Court)

Cars or vans	Flat, maisonette or apartment *	Number of private vehicles
0 cars or vans in household	770	0
1 car or van in household	284	284
2 or more cars or vans in household	50	100
Total	1,104	384
Cars or vans per household	-	0.36

** This category also includes caravans and mobile or temporary dwellings*

3.51 It can be seen above that residents of the 126 existing flats (69 in Arundel, and 57 in Baldewyne) could be expected to have access to 45 cars between them (126 x 0.36). This broadly verifies the accuracy of the 43 vehicles surveyed as being parked on-site.

3.52 Combining the data from Nomis Tables RM001 and TS045 also gives car ownership rates among residents of houses (as opposed to flats) across the three LSOAs, as summarised in Table 3.9, which pertinent is determining the likely impacts of the approved redevelopment at Ashdowne Court and Fiske Court.

Table 3.9 – Access to private vehicles by residents of houses across LSOAs Haringey 012A (the site), 015B (Ashdowne Court) and 002D (Fiske Court)

Cars or vans	Houses	Number of private vehicles
0 cars or vans in household	598	0
1 car or van in household	556	556
2 or more cars or vans in household	153	306
Total	1,307	862
Cars or vans per household	-	0.69

3.53 It can be seen above that residents of the average house (as opposed to flat) in the local area, as is consented for the approved redevelopment of Ashdowne Court and Fiske Court, could be expected to own 0.69 cars per house. It can also be seen that residents of 46% of houses in the local area did not own a car.

On-Site Parking – Surveyed

3.54 Arundel Court currently has 31 standard parking spaces, 2 disabled parking spaces, and 29 lock up garages. Baldewyne Court includes 29 standard spaces, 1 disabled space, and 12 lock up garages.

3.55 During the Lambeth Methodology parking stress surveys, use of the on-site car parking was also surveyed. Table 3.7 below identifies the number of occupied and available on-site parking spaces, as observed during the surveys undertaken in September 2021.

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Table 3.7 – Occupied and available spaces observed during September 2021 surveys

	Parked Vehicles			Observed spaces		
	Wednesday	Thursday	Average	Wednesday	Thursday	Average
Arundel Court	22	22	22	11	11	11
Baldewyne Court	21	21	21	6	7	6
Total	43	43	43	17	18	17

3.56 It can be seen in Table 3.7 that there were on average 22 cars parked at Arundel Court, leaving 11 available spaces, while there were on average 21 cars parked at Baldewyne Court, leaving 6 spaces. Therefore, for the application site overall there were on average 43 cars parked off-street, leaving 17 spaces. 43 cars for the 126 existing units equates to a car ownership ratio of 0.34 cars per flat.

3.57 With regard to the garages, using data provided by Homes for Haringey, surveyed on-site car parking, and garage use data obtained from RAC Home Insurance and Admiral Loans, an analysis of the likely use of the lock-up garages for car parking was undertaken by EAS.

3.58 This concluded that it is probable that just one of the 58 lock-up garages across Arundel, Baldewyne, Ashdowne and Fiske Courts is used to store a car that has the potential to contribute to parking stress in the vicinity of the four courts.

3.59 A copy of the letter setting out the analysis carried out is included at **Appendix F**.

3.60 For robustness, it is assumed that this theoretical car would be within the 200m survey area of each of the sites and thus contribute to each of their proposed parking stress levels; there would however of course be an increase of just one car for the overall area encompassing all the courts.

Road Safety

3.61 Data on personal injury traffic collisions that have occurred in the vicinity of the site during the last five years (2017 to 2021 inclusive) were obtained from www.crashmap.co.uk.

3.62 No incidents are identified as having occurred at the site accesses.

3.63 One 'slight' incident occurred approximately outside Pembury House Nursery School & Children's Centre, circa 200m west of the site. This involved the front of a bus or coach (17+ passenger seats) impacting with a pedestrian on the footway. It can be seen on Google Maps Street View that this area is generally heavily congested which could have resulted in a bus driver deeming it was necessary to mount the footway in order to proceed on its route. This is considered to be due to the broad state of the transport network rather than a specific flaw in highway design.

3.64 Three 'slight' collisions occurred at the junction of Lansdowne Road and Burlington Road, circa 70m west of the site accesses. Two involved a car and a motorcycle, with the car making a right turn impacting a passing motorcycle. It seems that these incidents were due to drivers/motorcyclists failing to look before turning, rather than there being any issue of highway design; indeed, there are double yellow lines or pedestrian crossing zig-zags adjacent to the junction to ensure appropriate visibility is available.

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3.65 One ‘slight’ collision occurred approximately outside St Mary’s Church Tottenham, circa 65m west of Burlington Road. This involved the front of a car impacting with the back of a bicycle. The notes state it was dark so perhaps the cyclist was not using a rear light, and/or the driver was not paying full attention. In any event, the collision is not considered to be due to highway design.

3.66 Two ‘slight’ collisions occurred at the junction of Lansdowne Road and Spencer Road, circa 110m east of the site accesses. One collision involved two cars, one turning left and the other waiting to turn left, with the former impacting an object off the carriageway. It is unclear what this object might have been, but with double yellow lines, a bus stop and pedestrian crossing zig-zag markings at the junction it is presumed the collision was due to driver error and failing to look or mishandling the vehicle. The other collision involved a car impacting a pedestrian crossing from the cars offside. This seems to be due to the drivers not looking or reacting in time, or perhaps rashness from the pedestrians, but in any case highway design does not seem to be the cause.

3.67 One ‘slight’ collision occurred at the junction of Lansdowne Road and Tilson Road, circa 200m east of the site accesses. This collision involved two cars, turning left and right, impacting each other’s front. As with the collisions at Burlington Road, it seems that this collision was due to drivers not looking sufficiently before making a turning movement, rather than the collisions being due to highway design.

3.68 No other incidents are identified as having occurred with circa 200m of the site accesses.

Healthy Streets and Active Travel Zones

3.69 An Active Travel Zone (ATZ) Healthy Streets photo assessment, in line with TfL guidance, has been carried out. An ATZ is defined as the area that can be reached within a 20-minute cycle of a site, within which there will ideally be a range of key destinations such as public transport stops and stations, cycle routes, town centres, parks, school, health services and places of worship.

3.70 The ATZ photo assessment involved identifying routes to the key destinations, determining the worst part on the routes, and suggesting improvements that could increase their ‘healthiness’. The results of the ATZ assessment comprises Section 4 of this Transport Statement.

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4 Active Travel Zone Assessment

4.1 As part of the Transport Statement an Active Travel Zone (ATZ) Healthy Streets assessment has been carried out in line with TfL guidance. This involves establishing routes to essential services from a proposed development and assessing the routes based on the Healthy Streets indicators.

4.2 For the most unpleasant or potentially unsafe part of each route, point of view photographs accompany statements explaining why the section of the route does not meet the Healthy Streets indicators, with suggestions on how to improve these parts of the routes.

4.3 It should be noted that the assessment focuses on the 'negative' in order that TfL and the LB Haringey can be guided to appropriate locations when considering future funding for improvements.

4.4 The interpretation of the condition and safety of all routes is the opinion of the author, based on guidance provided by TfL. In particular this has been drawn from the document 'Guide to the Healthy Streets Indicators' (2017).

4.5 As per TfL guidance, the routes were assessed against Healthy Streets indicators 3-10 as follows:

- Easy to cross
- People feel safe
- Things to see and do
- Places to stop and rest
- People feel relaxed
- Not too noisy
- Clean air
- Shade and shelter

Review Process

4.6 The key types of facilities were identified as those appropriate for residential use from TfL guidance 'ATZ Assessment Instructions'. Using Google Maps the closest of these selected types of facilities in terms of walking distance were selected, and routes to these services from the site were mapped. Next, KSIs along the routes for the five-year period 2017-2021 inclusive were plotted, with any clusters identified.

4.7 A site visit was then carried out where the identified routes were walked and documented with photographs and notes, with particular focus on the sections deemed to be the most unpleasant or potentially dangerous to pedestrians/cyclists, with suggested improvements noted. The site visit was carried out on Friday 21st July 2023 between 11:00 and 12:30.

4.8 Suggested improvements were then identified, offering recommendation on how the worst part of each walked route could be improved.

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4.9 When carrying out this review it is assumed that the footway on both sides of the carriageway would be utilised by residents, due to Arundel Court and Baldewyne Court being situated opposite each other on Lansdowne Road.

Route and Destinations

4.10 Routes to nearby desired facilities were identified as comprising of the below journeys:

- Route 1 commences westwards from the site on Lansdowne Road passing Tottenham High Road Bus Stops U and W, then crossing Tottenham High Road to continue westward on Lordship Lane passing Bruce Castle Park. Briefly continuing west on the A10, passing Castle View Surgery and Cycleway 1, then turning right to remain on the A10 reaching Risley Avenue Primary School at the end of the route.
    - Part of the route identified for potential improvements: crossing the garage/shop front along the northern side of Lansdowne Road.
- Route 2 commences westward from the site passing Pembury House Nursey School and Children Centre and then heading south onto Tottenham High Road passing Shops along the high street before ending the route opposite Bruce Grove Station.
    - Part of the route identified for potential improvements: a stretch of Tottenham High Street (eastern side), as well as crossing Reform Row.
- Route 3 commences eastwards from the site via Lansdowne Road passing Chalgrave Bus Stops NJ and NM and Morning Star Educational Centre. The route then continues until leading onto Shelbourne Road, following the road north, crossing onto Park Avenue Road reaching Northumberland Park Station at the end of the Route.
    - Part of the route identified for potential improvements: Vehicle accesses along the southern side of Lansdowne Road, namely Garwood Close.

4.11 The routes and destinations are illustrated on the ATZ route map contained at **Appendix G**.

Traffic Collision Analysis

4.12 Three pedestrian/cyclist traffic collision clusters were identified along the routes:

- Cluster 1 – the mini roundabout on Lordship Lane where the road leads onto the A10 (Route 1)
- Cluster 2 – between the vehicular access for Aldi and Reform Row junction along Tottenham High Road (Route 2)
- Cluster 3 – at the junction of Bruce Grove and Tottenham High Road (Route 2)

4.13 Cluster 1 comprises two 'slight' injuries, with one incident involving an adult cyclist and a goods vehicle, and the other involving an adult pedestrian and car. In both incidents the pedestrian/cyclist was slightly injured. It is recommended that the mini roundabout could be converted into a T-junction with traffic signals which could improve safety for pedestrians and cyclists.

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4.14 Cluster 2 comprises six 'slight' and one 'serious' incident between the vehicular access for Aldi and the Reform Row junction, along Tottenham High Road. The slight incidents involved five cyclists and one pedestrian being injured, all injuries were caused by a car or taxi. The one serious incident involved a cyclist striking a pedestrian, the pedestrian was seriously injured.

4.15 As a result, it is recommended that both the Aldi access junction and Reform Row junctions, while already benefitting from footway-level crossings, could be improved further through resurfacing of the crossings such that they took the form of 'Cophagen crossings', as well as installing kerb build outs to reduce the width of the carriageway and crossing.

4.16 Cluster 3 comprises three slight and two serious injuries at the junction of Bruce Grove (A10) and Tottenham High Road. In all three slight incidents, a pedestrian was injured by a car; while in the two serious incidents, a cyclist was injured by a car and a pedestrian was injured by a motorcycle.

4.17 As a result, it is recommended that changes are made to the frequency of crossing times for all pelican crossings around the junction. Pedestrians may become inpatient when waiting for long periods of time at the crossing and proceed to cross unsafelg; reducing the waiting time at these crossings could act to alleviate this.

4.18 Furthermore, it is recommended that the footway on the southern side of the western arm of the junction could be built out further into the carriageway. This would help reduce traffic speeds, making crossing the road safer.

4.19 The KSIs along the routes are noted on the ATZ route map contained at **Appendix G**.

Route 1 – Cycle Highway, Doctors & Risley Avenue Primary School

4.20 Route 1 commences westwards from the site on Lansdowne Road passing Tottenham High Road Bus Stops U and W, then crossing Tottenham High Road to continue westward on Lordship Lane passing Bruce Castle Park. Briefly continuing west on the A10 passing Castle View Surgery and Cycleway 1 then turning right to remain on the A10 reaching Risley Avenue Primary School at the end of the route.

4.21 The worst part of the route is short, along the northern side of Lansdowne Road, circa 60m east of Tottenham High Road, as seen in photographs 4.1 and 4.2 below. No KSIs were identified in this area but the uneven surface paired with poorly maintained dropped kerbs made this part of the route hard to traverse.

4.22 Table 4.1 below summarises the observations and suggested improvements for this part of the route with regard to the eight Healthy Streets indicators.

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Table 4.1 – Healthy Streets indicators for worst section of Route 1 (photographs 4.1 & 4.2)

Healthy Streets Indicator	Observations	Possible improvements
Easy to cross	Pedestrians have to navigate across the shop/garage front by utilising uneven crossing islands. The surveyor tripped when crossing this part of the route due to the footway being uneven. Vehicles were also seen to block accesses	Resurface the entire shop/garage frontage area to make the footway more even to reduce trip hazards. Build a raised (level with footway) continuous footway. This will encourage drivers to slow down and allow pedestrians to more easily follow the desire line
People feel safe	The area is open and busy, people would rarely be walking down this section alone	More streetlights could be provided to light the footway at night
Things to see and do	There are garages and shops along this section	More trees could be planted in this area for visual stimulation
Places to stop and rest	There are no places in this area to stop and rest	Install benches further up Lansdowne Road, west of the shops and garages, where the footway widens
People feel relaxed	The carriageway occupies a significant portion of the highway, and many cars stop on double yellow lines to access the shops and garages	Narrow the carriageway to allow more space for other users and increase enforcement of double yellow lines to prevent stopping along this part of the carriageway
Not too noisy	Noise due to vehicular traffic	Install traffic calming measures, such as reducing the carriageway width and more speed humps, to reduce vehicle speeds and thus traffic noise
Clean air	According to londonair.org.uk Lansdowne Road has low combined air pollution levels	To further improve air quality more trees or other vegetation could be planted
Shade and shelter	There is little to offer shade along this section of the route	Plant trees where possible or install sheltered seating areas along this part of the route

Photograph 4.1: Vehicular accesses and parking along the northern side of Lansdowne Road (looking west)

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Photograph 4.2: Vehicular accesses and parking along the northern side of Lansdowne Road (looking east)

Route 2 – School and Shops

4.23 Route 2 commences westward from the site, passing Pembury House Nursey School and Children Centre, and then turning left onto Tottenham High Street, passing Shops along the high street before ending outside Bruce Grove Station.

4.24 The worst part of the route for which potential improvements are suggested was an eastern stretch of Tottenham High Road as well as the Reform Row junction, as illustrated in photographs 4.3 and 4.4. Additionally, the junction of Bruce Grove and High Road on the route is noted as potentially in need of improvements, as discussed with regard to the KSI analysis above.

4.25 Table 4.2 below summarises the observations and suggested improvements for this part of the route with regard to the eight Healthy Streets indicators.

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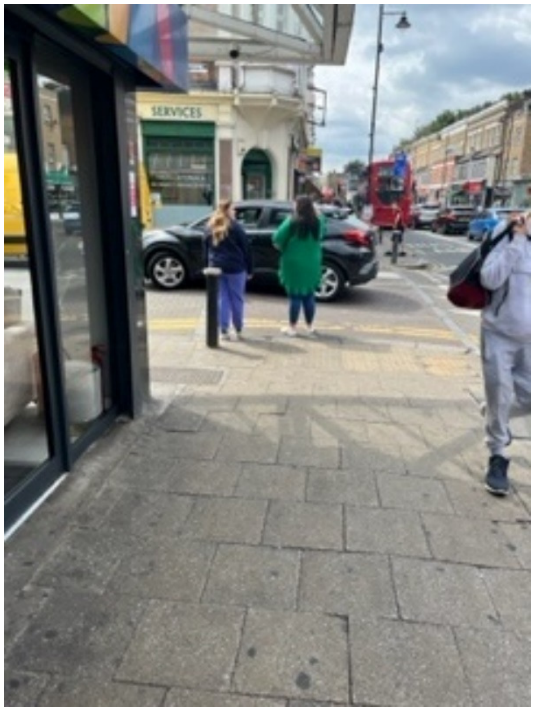
Table 4.2 – Healthy Streets indicators for worst section of Route 2 (photographs 4.3 & 4.4)

Healthy Streets Indicator	Observations	Possible improvements
Easy to cross	The raised crossing area of Reform Row and the Aldi access is not clearly defined, and drivers are not sufficiently slowed down by the surface change or speed bumps	Amend surfacing to 'Copehagen' style crossings and/or narrow carriageway width at junction with kerb build outs
People feel safe	Photograph 4.3 shows the vehicles turning into Reform Row have little regard for pedestrian waiting to cross. Trying to manoeuvre round obstacles at this busy junction could make people feel unsafe and more in danger of getting injured	Amend surfacing to 'Copehagen' style crossings and/or narrow carriageway width at junction with kerb build outs
Things to see and do	There are many shops along this point of the route	Some of the shop fronts look quite old and would benefit from regeneration
Places to stop and rest	There are no benches along this part of the route	Install benches or other seating further north along Tottenham High Road where the footway is wider
People feel relaxed	This area is very busy, and cyclists regularly use the pavement (see photograph 4.4) which could make pedestrians feel unsafe	Install a formal protected cycle lane on Tottenham High Road with so cyclists do not feel they need to use the footway
Not too noisy	This area is very noisy due to the busy Tottenham High Road	Broader borough- and city-wide traffic reduction measures, also provide vegetation
Clean air	According to londonair.org.uk Tottenham High Road has low combined air pollution levels	Broader borough- and city-wide traffic reduction measures, also provide vegetation
Shade and shelter	There is little shelter provided along this part of the route	Provide sheltered seating along the high street

Photograph 4.3: Reform Row/Tottenham High Road junction (looking south)



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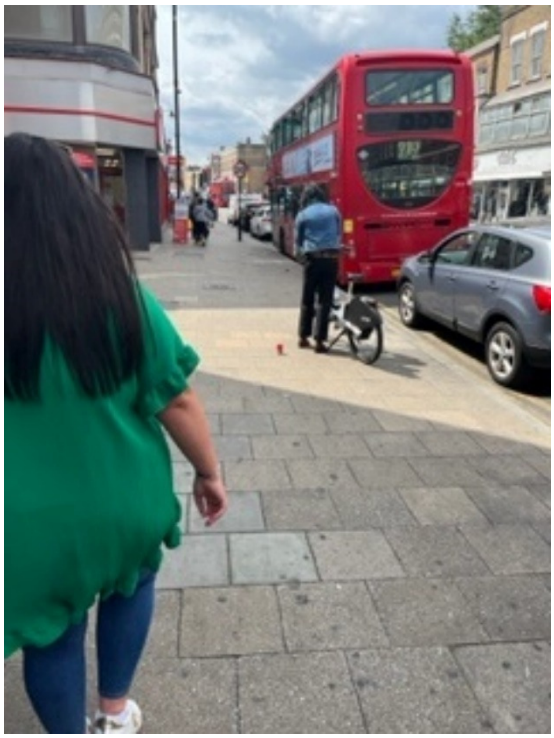
Photograph 4.4: Cyclist on the eastern footway of Tottenham High Road, circa 15m south of Dowsett Road (looking south)



Route 3 – Park, Schools and Town Centre

4.26 Route 3 commences eastwards from the site via Lansdowne Road passing Chalgrave Bus Stops NJ and NM. Continuing until the route leads onto Shelbourne Road, following the road north, crossing onto Park Avenue Road reaching Northumberland Park Train Station at the end of the route.

4.27 The worst part of the route was identified as the various vehicle accesses located on the southern side of Lansdowne Road, namely Garwood Close, circa 100m west of Shelbourne Road.

4.28 Table 4.3 below summarises the observations and suggested improvements for this part of the route with regard to the eight Healthy Streets indicators.

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Table 4.3 – Healthy Streets indicators for worst section of Route 3 (photographs 4.5 & 4.6)

Healthy Streets Indicator	Observations	Possible improvements
Easy to cross	There is no tactile paving or dropped kerbs provided at the vehicle accesses along the southern side of Lansdowne Road. Visually or mobility impaired pedestrians my struggle to negotiate this part of the route, not to mention the high level of traffic flows at Garwood Close given how many dwellings are served by this access	Instal dropped kern and tactile paving facilities, tighten radius of Garwood Close to slow down vehicles accessing/egressing
People feel safe	The area is open and lots of streetlights would ensure the area is well-lit at night-time	Indicator is met
Things to see and do	Despite ample space there is little to see and do	Provide planting to give more visual stimulation
Places to stop and rest	There are no places to stop and rest despite ample space	Benches could be provided along the southern side of Lansdowne Road, where there is enough space
People feel relaxed	Many cars travelling along Lansdowne Road at this point do not appear to be adhering to the 20mph speed limit	Put speed humps or speed cameras along Lansdowne Road to slow traffic down as it approaches this junction.
Not too noisy	This area is fairly noisy and busy	Traffic calming along Lansdowne Road could also reduce vehicle speed and therefore noise from vehicles.
Clean air	Air in the vicinity generally doesn't fail annual mean objectives, though could still be improved	The planting of trees within the footway could improve air quality
Shade and shelter	There is little shade or shelter	Trees could provide shade and shelter

Photograph 4.5: Access road along the southern side of Lansdowne Road with no tactile paving and uneven dropped kerbs (looking south)

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Photograph 4.6: Garwood Close sccess along the southern side of Lansdowne Road with no tactile paving and uneven dropped kerbs (looking north)

Summary

4.29 Three routes from the site were identified to access all key services, as defined by TfL guidance. These routes were walked and the worst parts identified, with suggestions on how these could be improved with regard to the Healthy Streets indicators.

4.30 The areas for improvement were the garage/shop front along Lansdowne Road; crossing Reform Row/an eastern stretch of Tottenham High Road; and a handful of accesses along the southern side of Lansdowne Road (circa 100m west of Shelbourne Road). These are illustrated on the ATZ route map which is contained at **Appendix G**. Each of these can be improved through upgrading crossing facilities, traffic calming measures, and through placemaking improvement such as with planting and provision of benches.

4.31 Additionally, KSIs along the routes were reviewed, as indicated on the ATZ map at **Appendix G**, with three clusters identified. The first KSI cluster at the Lordship Lane/A10 mini roundabout could be improved by converting the roundabout into a signalised T-junction which would better integrate different modes.

4.32 The second KSI cluster was identified as a stretch of Tottenham High Road between the Aldi access and Reform Row junction. To improve the safety of this area it is recommended that both the Aldi access junction and Reform Row junctions be improved into 'Copenhagen' style crossings and/or with kerb build outs to narrow the carriageway widths.

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4.33 The third KSI cluster was the Bruce Grove/Tottenham High Road junction. The safety of this junction could be improved by reducing waiting times for pedestrian phases so promote proper use of the facility. Furthermore, the footway on the southern side of the western arm of the junction could be extended out into the carriageway to provide a smaller radius, reduce traffic speeds, and thus improve safety for pedestrians and cyclists.

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5 The Proposed Development

Introduction

5.1 The application site comprises Arundel and Baldewyne Courts, which are located opposite each other on Lansdowne Road in the Tottenham Hale area of LB Haringey. A location plan is included at **Appendix A**.

5.2 The existing parking and lock-up garages, which currently serve residents of the existing social housing units, are proposed to be redeveloped into further social housing units, with some parking provision to be retained.

5.3 The site is proposed to be redeveloped into further social housing units: 18 new flats are proposed at Arundel Court, formed of 4 x one-bedroom and 14 x two-bedroom units; and 12 new flats are proposed at Baldewyne, formed of 3 x one-bedroom and 9 x two-bedroom units).

5.4 Arundel Court will retain 18 on-site parking spaces and Baldewyne will retain 13 parking spaces. Plans of the proposed site are included at **Appendix B**.

Vehicular Access

5.5 The existing accesses from Lansdowne Road to each of the Courts will be retained. These will comprise carriageway widths of circa 5.5m and radii of 2m, leading to the Courts' parking areas.

5.6 Arundel Court will also have two minor vehicular accesses, of the same geometry as the main access, located circa 50m east and circa 25m west of the main access. These will lead to secondary parking areas.

5.7 Lansdowne Road is subject to a speed limit of 20mph. As such, visibility splays of 2.4m x 25m are required at the access, as per Manual for Streets guidance. These visibility splays can be achieved to the nearside kerb line, as illustrated on the drawing contained at **Appendix H**.

Pedestrian Access

5.8 The main access to Arundel Court will have footways extending from Lansdowne Road along either side of the access towards the proposed parking area and flats at the rear of the Court. There will also be pedestrian access into the buildings at the site frontage from the Lansdowne Road footway.

5.9 Pedestrian access to Baldewyne Court will comprise footways extending from Lansdowne Road circa 10m from either side of the vehicle access, running between the edge of the car park and the adjacent flat blocks, leading to the buildings at the rear of the site. There will also be pedestrian access direct from Lansdowne Road into the buildings along the site frontage.

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Cycle Parking

5.10 The site is proposed to be redeveloped into further social housing units: 18 new flats are proposed at Arundel Court, formed of 4 x one-bedroom and 14 x two-bedroom units; and 12 new flats are proposed at Baldewyne, formed of 3 x one-bedroom and 9 x two-bedroom units).

5.11 Requirements for cycle parking is drawn from the London Plan. For the proposed 18 units (4 x one-bedroom and 14 x two-bedroom) at Arundel Court the required provision is 34 long-stay and 2 short-stay spaces.

5.12 For the proposed 12 units (3 x one-bedroom and 9 x two-bedroom) at Baldewyne Court the required provision is 23 long-stay and 2 short-stay spaces.

5.13 Three secure, covered cycle stores, each comprising 12 spaces, giving a total of 36 spaces, are proposed at Arundel Court.

5.14 Two secure, covered cycle stores, each comprising 12 spaces, giving a total of 24 spaces, are proposed at Arundel Court.

5.15 Additional cycle parking provision is also provided within the centre of both courts to provide short-stay provision for the proposed units, as well cycle parking for the existing dwellings at the courts. These spaces receives good natural surveillance from the existing and proposed dwellings.

Car Parking Policy Requirements

5.16 As with cycle parking, car parking requirements are drawn from the London Plan.

5.17 The 'current' AI from the default WebCAT PTAL calculator is just 0.57 below the threshold for PTAL 5, while the '2021 Forecast' – noting of course it is now nearly 2024 – gives a PTAL 5 for the site. On the basis of a PTAL of 5, as per the London Plan the redeveloped site should be car-free.

5.18 However, it should be noted that the existing units currently have on-site parking provision so it would perhaps not be pragmatic to remove all of the existing parking that is currently provided to the existing units.

5.19 The London Plan does however note that car-free development should include a disabled parking space for 3% of units – 3 (2.6) spaces for the total 87 units at Arundel; and 2 (2.1) spaces for the total 69 units at Baldewyne.

5.20 It should also be possible that disabled parking could be provided for a further 7% of units in the future, or a total of 10% when including the original 3%. This equates to 9 (8.7) spaces for Arundel, and 7 (6.9) spaces for Baldewyne.

5.21 Further, it is understood that LB Haringey's Transport team would expect that disabled parking be provided for 10% of parking spaces.

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Car Parking Provision

5.22 18 parking spaces will be retained at Arundel Court, and 13 spaces will be retained at Baldewyne Court. Swept path analysis contained at **Appendix I** illustrates use of the spaces.

5.23 These respectively include 4 and 2 disabled parking spaces, which respectively exceed Haringey's requirement by 2 and 1 spaces respectively.

5.24 Indeed there are 2 and 1 wheelchair accessible units proposed at Arundel and Baldewyne Courts respectively which would be allocated to these units, with all other retained parking provision to be provided for existing dwellings at the courts.

5.25 Based on the 22 and 21 cars observed as being parked at Arundel and Baldewyne Courts respectively during the May 2023 parking surveys, the development proposals represent the removal of 5 spaces at Arundel and 9 spaces at Baldewyne that are actually used, or 14 in total.

5.26 This additional demand would be met through available on-street provision, with residents applying for a CPZ permit which are free for residents of the CPZ. There would of course also be potential for further demand for on-street parking from residents of the proposed new units, who would also apply for a CPZ permit as necessary.

5.27 However, it is considered that over time, car ownership among residents of the existing site would decrease, due in part to the loss of off-street provision, which is an important predictor of car ownership (e.g. Christiansen *et al*. 2017), provision of car club vehicles as part of the proposals, as is discussed later in this Section, and as general travel habits change with improving infrastructure as per the London Plan's aims.

5.28 Additionally, car ownership among residents of the proposed units would likely be lower than among existing residents, and the new residents would not have access to off-street parking provision from the outset while also benefiting from the car club. It should be noted that people at transition points in their life, such as moving home, are more likely to take up new travel habits (e.g. DfT Enabling Behaviour Change Information Pack).

Car Club

5.29 EAS has approach both Enterprise and Zipcar car club providers who have both expressed interest in providing up to two car club vehicles as part of the redevelopment of the site plus Ashdowne and Fiske Courts. Letters expressing this interest are included at **Appendix J**.

5.30 These would benefit existing and future residents of the site, as well as other local residents, helping to reduce demand for parking in the local area; the London CoMoUK Car Club Annual Report London 2022 reports that, on average, each car club vehicle results in 29 private vehicles being taken off the road – up from 24 private vehicles as noted in the 2021 CoMoUK report. The research also finds that car clubs promote use of active and public transport.

5.31 The provision of two car club vehicles through the proposed redevelopment of the four courts would deliver significant benefit to the local road network, going a long way to offsetting the potential increase in on-street parking demand created through the proposed redevelopment; it should be noted that there are currently no car clubs located in the vicinity of the site.

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Servicing and Deliveries

5.32 Arundel Court has its primary bin store at the back of the main car park, while a secondary bin store will also be located at the rear of the car park of the eastern Arundel Court access. The bin storage for Baldewyne Court will be located behind its car parking area.

5.33 As illustrated through swept path analysis of refuse vehicles of dimensions used by LB Haringey contained at **Appendix K**, refuse collection would occur from within the site, with vehicles able to access and egress in a forward direction to serve the main bin stores. Although, serving the secondary bin store for Arundel Court will require refuse vehicles to reverse from the highway or alternatively for bins to be transferred circa 18m to the vehicle waiting on Lansdowne Road.

5.34 For deliveries, vehicles would utilise available parking provision within the site where possible or use provision on Lansdowne Road where necessary. In having demonstrated refuse vehicles can manoeuvre within the site, it is clear that delivery vans can do the same.

5.35 The same would be suggested for pumping appliances, though swept path analysis showing these vehicles are able to manoeuvre is included at **Appendix L**.

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6 Transport Impact

Existing Use Trip Generation

6.1 The TRICS database was used to estimate trip rates and corresponding trip numbers associated with the existing and proposed use of the site.

6.2 As the existing and proposed units are social housing, surveys of this type of accommodation was sought. However, the TRICS database includes just one such survey within London during the past five years. Extending this to eight years gives only four surveys.

6.3 As such, surveys of privately owned flats were used, which in any case is considered to give robustness to the trip generation estimations.

6.4 The database was therefore interrogated to find multi-modal surveys of sites that met the following criteria:

- Privately Owned Flats (03/C);
- Located in Greater London;
- Situated in 'Suburban area' or 'Edge of town centre' areas;
- PTAL >3;
- Carried out on a weekday during the past five years.

6.5 Given the site's distance at a circa 270m or 3.5-minute walk from Tottenham High Road, the use of 'edge of town centre' sites is considered appropriate.

6.6 Six sites were found that met these criteria, from which estimates of multi-modal trip rates per unit were drawn, as summarised in Table 6.1.

6.7 The full TRICS output is include at **Appendix M**.

Table 6.1 – Estimated trip rates per privately owned flat (from TRICS)

	08:00 - 09:00			17:00 - 18:00			07:00 - 21:00		
Trip rates:	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Total people	0.097	0.414	0.511	0.342	0.215	0.557	2.853	2.860	5.713
Vehicles	0.038	0.048	0.086	0.088	0.063	0.151	0.720	0.738	1.458
Cars	0.011	0.023	0.034	0.070	0.052	0.122	0.405	0.424	0.829
Public transport users	0.011	0.172	0.183	0.095	0.050	0.145	0.745	0.759	1.504
Pedestrians	0.048	0.165	0.213	0.131	0.093	0.224	1.184	1.155	2.339
Cyclists	0.002	0.009	0.011	0.005	0.005	0.010	0.087	0.090	0.177
Servicing vehicles	0.014	0.011	0.025	0.011	0.005	0.016	0.171	0.169	0.340

6.8 Table 6.2 below scales these figures up to provide estimated trip numbers for the 126 existing units at the site.

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Table 6.2 – Estimated trip numbers for the 126 existing units. Allow for rounding

	08:00 - 09:00			17:00 - 18:00			07:00 - 21:00		
Trip rates:	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Total people	12	52	64	43	27	70	359	360	720
Vehicles	5	6	11	11	8	19	91	93	184
Cars	1	3	4	9	6	15	51	53	104
Public transport users	1	22	23	12	6	18	94	96	190
Pedestrians	6	21	27	17	12	28	149	146	295
Cyclists	0	1	1	1	1	1	11	11	22
Servicing vehicles	2	1	3	1	1	2	22	21	43

Proposed Use Trip Generation

6.9 Table 6.3 below identifies estimated trip generation associated with the proposed 30 units, using the same trip rates (as per Table 5.1).

Table 6.3 – Estimated trip numbers for the 30 proposed new units. Allow for rounding

	08:00 - 09:00			17:00 - 18:00			07:00 - 21:00		
Trip rates:	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Total people	3	12	15	10	6	17	86	86	171
Vehicles	1	1	3	3	2	5	22	22	44
Cars	0	1	1	2	2	4	12	13	25
Public transport users	0	5	5	3	2	4	22	23	45
Pedestrians	1	5	6	4	3	7	36	35	70
Cyclists	0	0	0	0	0	0	3	3	5
Servicing vehicles	0	0	1	0	0	0	5	5	10

6.10 Table 6.4 illustrates trip generation that was be expected for the total 156 units, i.e. the 126 existing and 30 proposed units.

Table 6.4 – Estimated trip numbers for the proposed site of 156 units. Allow for rounding

	08:00 - 09:00			17:00 - 18:00			07:00 - 21:00		
Trip rates:	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Total people	15	64	79	53	33	87	445	446	891
Vehicles	6	7	14	14	10	24	103	115	228
Cars	1	4	5	12	8	19	63	66	129
Public transport users	1	27	28	15	8	22	116	119	135
Pedestrians	7	26	33	21	15	35	185	181	365
Cyclists	0	1	1	1	1	1	14	14	27
Servicing vehicles	2	1	4	1	1	2	27	26	53

6.11 It can be seen from the Tables overleaf that the existing site is estimated to generate 11 and 19 vehicle trips in the respective AM and PM peak hours, while the proposed new units are expected to generate 3 and 5 additional vehicle trips in the same periods.

6.12 These additional 3 or 5 trips would not be perceptible on the local highway network.

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6.13 It should also be noted that in comprising trip rates from privately owned flats, while the existing and proposed flats are social housing, the vehicle trip numbers are likely overestimations.

6.14 The proposed units would also be expected to generate 5 and 4 trips by public transport during the respective AM and PM peak hours, and a further 6 and 7 trips by active transport in these hours.

On-Street Parking Stress – Context and Methodology

6.15 As part of the initial design process in 2020 and 2021 Lambeth Methodology parking stress surveys were undertaken to inform on the suitability of different potential schemes at Arundel and Baldewyne Courts, as well as Ashdowne Court and Fiske Court (the planning applications for which were previously submitted and approved in 2022).

6.16 This initial analysis considered both loss of existing on-site parking provision, the impact of which was estimated based on the number of vehicles surveyed on-site; as well as the provision of new residential units generating additional demand for parking, the impact of which was initially estimated using 2011 Census car ownership data, but has been updated for this Transport Statement using 2021 Census car ownership data.

6.17 To support the current application for redevelopment at Arundel and Baldewyne Courts, noting that the previous parking stress surveys were undertaken over 2 years ago, a new parking stress survey was undertaken by K&M Traffic Surveys on Wednesday 17th and Thursday 18th May 2023, encompassing all streets within a 200m walk of the accesses to Arundel and Baldewyne Courts, or extending further to the nearest junction beyond 200m if appropriate, in line with the Lambeth Methodology.

6.18 The analysis has used three methods to calculate parking stress: the typical methodology which utilises a 5m space sensitivity (Method 1); an increased space sensitivity of 6m, as previously requested by LB Haringey (Method 2); and the surveyor's observations on site of how many additional vehicles could be parked in the areas available between parked cars (Method 3).

6.19 In practice, Method 3 is an intermediary between Methods 1 and 2, and LB Haringey Highways previously agreed with the use of Method 3 for calculating parking stress.

6.20 Expected additional on-street parking demand associated with the consented redevelopment at Ashdowne Court and Fiske Court, as well as the proposed redevelopment of Arundel and Baldewyne Courts (i.e. the planning application to which this Transport Statement pertains), were determined using 2021 Census data. The potential impact of removal of the garages was also estimated using available data.

6.21 Next, using the 2023 parking stress survey, baseline on-street parking stress for the survey area has been determined, and then the impacts of the consented redevelopment at Ashdowne Court and Fiske Court were incorporated, and then that of the proposed redevelopment at Arundel and Baldewyne Courts.

On-Street Parking Demand – Consented Development

6.22 As noted above, the consented redevelopment of Ashdowne Court and Fiske Court, to respectively provide an additional 3 and 4 houses, with 13 and 14 parking spaces retained,

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plus 3 new on-street parking spaces in place of the existing access to Ashdowne Court from Spencer Road, was approved in 2022.

6.23 Table 6.6a and 6.6b summarises the estimated impact upon on-street parking demand that would be expected to occur through implementation of the consented redevelopment at Ashdowne Court and Fiske Court.

Table 6.6a – Expected impact upon on-street parking demand through removal of existing parking provision at Ashdowne Court and Fiske Court

Court	Existing no. units	Existing no. parking spaces	Cars parked on-site during 2021 survey	Retained parking spaces	Parking shortfall from existing units
Ashdowne	44	28	17	16 (13 retained spaces plus 3 new on-street spaces)	1
Fiske	60	22	16	14	2
Total	104	59	33	30	3

Table 6.6b – Expected impact upon on-street parking demand from additional dwellings at Ashdowne Court and Fiske Court

Court	Proposed additional units	Car ownership rate (houses, from 2021 census)	Expected car ownership for proposed houses
Ashdowne	3	0.69	2 (2.07)
Fiske	4	0.69	3 (2.76)
Total	7	-	5

6.24 From Tables 6.6a and 6.6b it could be expected that the removal of existing on-site parking provision for the existing dwellings at Ashdowne Court and Fiske Court, plus the new dwellings at the site, while accounting for the additional 3 on-street spaces that would become available through closure of the existing Ashdowne Court access from Spencer Road, would engender a net increase in on-street parking demand of 8 cars (3 from existing dwellings and 5 from new dwellings).

6.25 It should be noted that the 3 new on-street spaces would be within 200m of the other courts and would thus contribute to parking stress calculation for the 200m survey area for the proposed development at Arundel and Baldewyne Courts.

On-Street Parking Demand – Proposed Development

6.26 The proposed redevelopment of Arundel and Baldewyne Courts would entail the provision of 18 and 12 new flats at the respective courts, with 18 and 13 on-site parking spaces to be retained.

6.27 Tables 6.7a and 6.7b provide the equivalent data as in Tables 6.6a and 6.6b but for the proposed redevelopment at Arundel and Baldewyne Courts, rather than the consented redevelopment at Ashdowne Court and Fiske Court.

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Table 6.7a – Expected impact upon on-street parking demand through removal of existing parking provision at Arundel and Baldewyne Courts

Court	Existing no. units	Existing no. parking spaces	Cars parked on-site during survey (2023)	Retained parking spaces	Parking shortfall from existing units
Arundel	69	32	22	18	4
Baldewyne	57	31	21	13	8
Total	126	63	43	31	12

Table 6.6b – Expected impact upon on-street parking demand from additional dwellings at Arundel and Baldewyne Courts

Court	Proposed additional units	Car ownership rate (flats, from 2021 Census)	Expected car ownership for proposed flats
Arundel	18	0.36	6 (6.48)
Baldewyne	12	0.36	4 (4.32)
Total	30	-	10

6.28 From Tables 6.7a and 6.7b it could be expected that the removal of existing on-site parking provision for the existing dwellings, as well as the new dwellings at the site, would engender a net increase in on-street parking demand of 22 cars (12 from existing dwellings and 10 from new dwellings).

Impact of Garage Removal

6.29 In addition to the impacts of removal of on-site parking spaces and provision of new dwellings, the redevelopment of all four courts (Arundel, Baldewyne, Ashdowne, Fiske) would also involve removal of existing lock-up garages at the courts, which may impact on-street parking stress.

6.30 Through analysis undertaken in 2021 to support the previous applications, it was concluded that of the 58 garages across the four courts, just one is expected to be used to store a car which is likely to increase parking stress in the vicinity of the courts through its removal.

6.31 The full analysis is included at **Appendix F**, but in summary this conclusion is based on the oversupply of on-site parking spaces, distances of the mailing postcodes of garage leaseholders who live off-site, and data on use of garages for car storage. For robustness, it is assumed that following implementation of the consented and proposed development, this one car would be parked on-street in a position that would contribute to parking stress for all four courts/all three development sites.

Baseline Parking Stress

6.32 A parking stress survey was undertaken on 17th and 18th May 2023 to allow an up-to-date assessment of the impacts of the proposed development. In line with the Lambeth Methodology, this involved surveying all streets within a 200m walk of the site, using 3 methods as described above; Method 3 is considered the most suitable.

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Method 1:	No. cars parked / (Total parking distance / 5m)	
	Wed:	194 / 294 = 66.0%
	Thu:	190 / 294 = 64.6%
	Avg.:	192 / 294 = 65.3%
Method 2:	No. cars parked / (Total parking distance / 6m)	
	Wed:	194 / 244 = 79.5%
	Thu:	190 / 244 = 77.9%
	Avg.:	192 / 244 = 78.7%
Method 3:	No. cars parked / (No. observed occupied spaces + No. observed available spaces)	
	Wed:	194 / (194 + 74) = 72.4%
	Thu:	190 / (190 + 75) = 71.7%
	Avg.:	192 / (192 + 74) = 72.2%

6.33 Average baseline parking stress for the survey area of Arundel and Baldeywne Courts is calculated as 65.3% using Method 1; 78.7% through Method 2; and 72.2% using Method 3; the latter being considered the most pragmatic.

On-Street Parking Stress – With Consented Redevelopment

6.34 As noted above it could be expected that the consented redevelopment at Ashdowne Court and Fiske Court would be expected to increase on-street parking demand by 3 and 5 vehicles respectively through removal of existing off-street parking bays and provision of new dwellings.

6.35 The accesses to these Courts is circa 250m walk from the accesses to Arundel and Baldewyne Courts. Assuming that additional parking demand in a given 200m survey area is evenly distributed, it would be expected that 37.5% of additional parking demand in the survey area of one application site would overlap with that of another application site (i.e. 250m distance between accesses = 150m overlap of 200m in either direction, of 150/400 = 37.5%).

6.36 Of the 8 additional cars parked on-street for Ashdowne Court and Fiske Court it would thus be expected that 3 cars would be located within the 200m survey area of Arundel and Baldewyne Courts.

6.37 The impact of these 8 cars upon baseline parking stress in the vicinity of Arundel and Baldewyne Courts is set out below:

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Method 1: No. cars parked / (total parking distance / **5m**)

Avg. existing: 192 / 294 = 65.3%

Avg. proposed: (192 + **3**) / 294 = **66.3%**

Method 2: No. cars parked / (total parking distance / **6m**)

Avg. existing: 192 / 244 = 78.7%

Avg. proposed: (192 + **3**) / 244 = **79.9%**

Method 3: No. cars parked / (No. observed occupied spaces + No. observed available spaces)

Avg. existing: 192 / (192 + 74) = 72.2%

Avg. proposed: (192 + **3**) / (266) = **73.3%**

6.38 It can be seen above that with the consented redevelopment at Ashdowne Court and Fiske Court, parking stress in the vicinity of Arundel and Baldewyne Courts would be expected to rise to 66.3% based on Method 1, 79.9% based on Method 2, and 73.3% based on Method 3.

On-Street Parking Stress – Impact of Proposed Redevelopment

6.39 Additional on-street parking demand of 23 cars would be expected to be generated through removal of existing off-street parking bays and provision of new dwellings at Arundel and Baldewyne Courts.

6.40 Also, as identified above it could also be expected that the loss of the garages at the four courts would together increase on-street parking demand in the survey area of 1 car.

6.41 These additional 24 cars would result in the following levels of parking stress across the survey area:

Method 1: No. cars parked / (total parking distance / **5m**)

Avg. existing plus Ashdowne and Fiske: 195 / 294 = 65.3%

Avg. proposed: (195 + **23**) / 294 = **74.2%**

Method 2: No. cars parked / (total parking distance / **6m**)

Avg. existing plus Ashdowne and Fiske: 195 / 244 = 78.7%

Avg. proposed: 195 + **23**) / 244 = **89.3%**

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Method 3:	No. cars parked / (No. observed occupied spaces + No. observed available spaces)	
	Avg. existing plus Ashdowne and Fiske:	195 / (192 + 74) = 72.2%
	Avg. proposed:	(195 + **23**) / (266) = **82.0%**

6.42 Based on calculation Method 3, which as discussed above is deemed the most pragmatic and representative, parking stress in the vicinity of Arundel and Baldeywne Court could be expected to increase to 82.3% following the consented redevelopment of Ashdowne Court and Fiske, as well as the proposed development at Arundel and Baldeywne Courts, with 47 on-street parking spaces left across the survey area. This remains below a threshold level of parking stress of 85% which is generally agreed can be problematic.

On-Street Parking Stress – Other Considerations and Conclusion

6.43 It should be noted that the PTAL 5 of Arundel and Baldeywne Court, as based on the '2021 Forecast' provided by PTAL, warrants car-free development as per the London Plan. In fact, all four courts (including Ashdowne Court and Fiske Court) meet all the requirements of LB Haringey policy for car-free or 'car-lite' residential development, apart from the presence of a more temporally extensive CPZ.

6.44 In any event, the provision of 1 or 2 Car Club vehicles, to be delivered through the proposed redevelopment, would mitigate the increase in parking stress: research by CoMoUK (2022) identifies that, on average, each Car Club vehicle in London removes 29 cars from the road – up from a figure of 24 cars in 2021 – through people selling a car or deferring the purchase of a car. EAS previously liaised with Enterprise in 2021 who expressed interest in the project and discussions on this can be continued.

6.45 If even 1 Car Club vehicle were to bring for instance just half of the average expected benefit, removing 14 cars, while accounting for the Car Club vehicle itself, parking stress following the redevelopment of all 4 courts would be 77.0%, with 62 available spaces across the survey area for Arundel and Baldewyne Courts, reduced from 82.0% with 48 available spaces as would be expected in lieu of any car club vehicles. This would be further below the typical threshold of 85% at which negative impacts are generally agreed to occur.

6.46 Further, it should also be noted that the estimated 2021 car ownership rates are reasoned to be overestimations, given an estimated car ownership rate of 0.33 as based on 76 cars being observed as parked on-site across the four courts which together comprise 230 flats, with some on-site spaces being unused across all four sites, totalling 76 unused spaces.

6.47 Although, a car ownership rate of 0.33 based on recorded use of on-site parking, rather than 0.36 as per 2021 Census data, would not amend the estimated ownership of 10 vehicles among residents of the 30 flats proposed at Arundel and Baldewyne Courts.

6.48 Indeed, transition points in one's life, such as moving home, are known to be catalysts for developing new travel habits (Clark *et al.*, 2014; Grandsart, 2021). Shifts in travel habits among new residents are considered to be particularly likely given the lack of off-street

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parking spaces for the new units, as this is known to be a strong predictor of car ownership (e.g. Christiansen *et al.*, 2017), along with provision of a Car Club vehicle/s at the site.

6.49 It is deemed that the proposal for redevelopment of Arundel and Baldewyne Court should be acceptable in terms of potential impacts to on-street parking stress in the vicinity of the site.

6.50 The Lambeth Methodology survey results for Arundel and Baldewyne Courts are contained at **Appendix N**.

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7 Summary and Conclusions

Summary

7.1 This Transport Statement has been prepared by EAS to support a full planning application by LB Haringey for proposed redevelopment at Arundel Court and Baldewyne Court, located on Lansdowne Road, in the Northumberland Park ward of LB Haringey. The sites are located circa 300m east of Tottenham High Road, situated opposite each other, with post codes N17 0LL (Arundel Court) and N17 9XH (Baldewyne Court).

7.2 Arundel Court currently comprises 69 social housing units, with 33 parking spaces and 31 lock-up garages. Baldewyne Court comprises 57 social housing units, with 30 parking spaces and 12 lock-up garages.

7.3 The proposed redevelopment comprises removal of existing lock-up garages and 15 parking spaces at Arundel Court, to provide 18 new residential units, with 18 parking spaces retained; and removal of existing garages and 18 parking spaces at Baldewyne, to provide 12 new residential units, with 13 parking spaces retained.

7.4 Similar redevelopment projects at the nearby Ashdowne Court and Fiske Court were approved in 2022, which have been accounted for in this assessment.

7.5 Three bus routes with frequent services can be accessed from the Spencer Road bus stops which are located a circa 1- to 2-minute walk from the site. A further four bus routes with frequent services can be accessed from the Lordship Lane bus stops on Tottenham High Road in a circa 4- to 5-minute walk from the site.

7.6 Bruce Grove London Overground station can be reached in a circa 850m/11-minute walk or 3-minute cycle journey from the site, while Northumberland Park National Rail station can be reached in a circa 950m/11-minute walk or 3-minute cycle from the site. These respectively provide 6 services per hour during the peaks and 4 outside the peaks, and 4 per hour during the peaks and 2 outside the peaks.

7.7 Further, Tottenham Hale underground station (Victoria line) can be reached in a 1.6km/20-minute walk or 6-minute cycle from the site, or in a circa 16-minute journey via Northumberland Park. Alternatively, Seven Sisters underground station (also Victoria line) can be reached in a slightly longer walk or cycle or journey via Bruce Grove. Yet, Cycleway 1 runs past Seven Sisters station which facilitates access by cycle.

7.8 Cycleway 1 can be accessed in a circa 700m/2-minute cycle from the site, and routes south where it meets other TfL cycleways towards central London. Additionally, off-road cycle routes are available along the Lea Valley which also provides cycle access northwards and southwards. There are advanced cycle stop lines and bus lanes which provide further cycle infrastructure. Lansdowne Road has wide footways of circa 3m in width, while there are controlled and uncontrolled crossing points close to the site access.

7.9 2011 Census data showed that over 70% of local residents reported travelling to work using a sustainable mode (i.e. public transport or active travel) which illustrates the high accessibility of the site to such modes.

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7.10 The roads surrounding the site are subject to CPZs. Although, these have fairly limited restrictions. Based on a methodology for assessing on-street parking stress as previously agreed by LB Haringey Highways, baseline on-street parking stress in the vicinity of the site is 72.2% as based on a survey undertaken in May 2023.

7.11 Accounting for the consented redevelopment at Ashdowne Corut and Fiske Court this would increase to 73.3%, and with the proposed redevelopment of Arundel and Baldewyne Courts on top of this parking stress would increase to 82.0%; this is still below a threshold of 85% at which it is generally agreed that issues relating to parking stress begin to arise.

7.12 Yet the provision of a car club vehicle/s with the proposal, with each such vehicle removing on average 29 privately owned cars, would mitigate this increase.

7.13 Indeed, the site has a PTAL 5 based on the '2021 Forecast' – while it is now 2024 – which as per the London Plan would require car-free development.

7.14 TRICS data suggests vehicular trip generation in the peak hours would be increased by 3 (AM) and 5 (PM) which would not be a perceptible impact. Meanwhile, trips per public transport and active travel would be estimated to increase by 11 (AM) and 11 (PM) person-trips.

7.15 Swept path analysis illustrates that refuse vehicles would be able to serve the primary bin stores of both Courts by accessing and egressing in a forward direction, having manoeuvred within the site. Although, Arundel Court also includes a secondary bin store, serving of which would require refuse vehicles to reverse from Lansdowne Road. Swept path analysis also illustrates that pumping appliances are able to manoeuvre within the site to thus achieve access to and egress from the main car parks in a forward direction.

Conclusion

7.16 This Transport Statement illustrates that the proposal is not expected to unduly impact local parking provision, and that the proposal is not expected to engender a significant perceptible negative impacts to the local highway network.

7.17 As such, the proposals should not be refused on transport or highways grounds.

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8 Appendices

Appendix: A – Location Plan
Appendix: B – Proposed Site Layout
Appendix: C – LB Haringey Walking Guide
Appendix: D – LB Haringey Cycle Guide
Appendix: E – TfL WebCAT 'Current' PTAL Output
Appendix: F – Garage Removal Impact Assessment Letter
Appendix: G – ATZ Assessment Map
Appendix: H – Access Visibility Splays
Appendix: I – Swept Path Analysis - Car Parking
Appendix: J – Car Club Intent Letters
Appendix: K – Swept Path Analysis - Refuse Vehicle
Appendix: L – Swept Path Analysis - Pumping Appliance
Appendix: M – TRICS Datasheet
Appendix: N – Lambeth Methodology Survey

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Appendix: A – Location Plan

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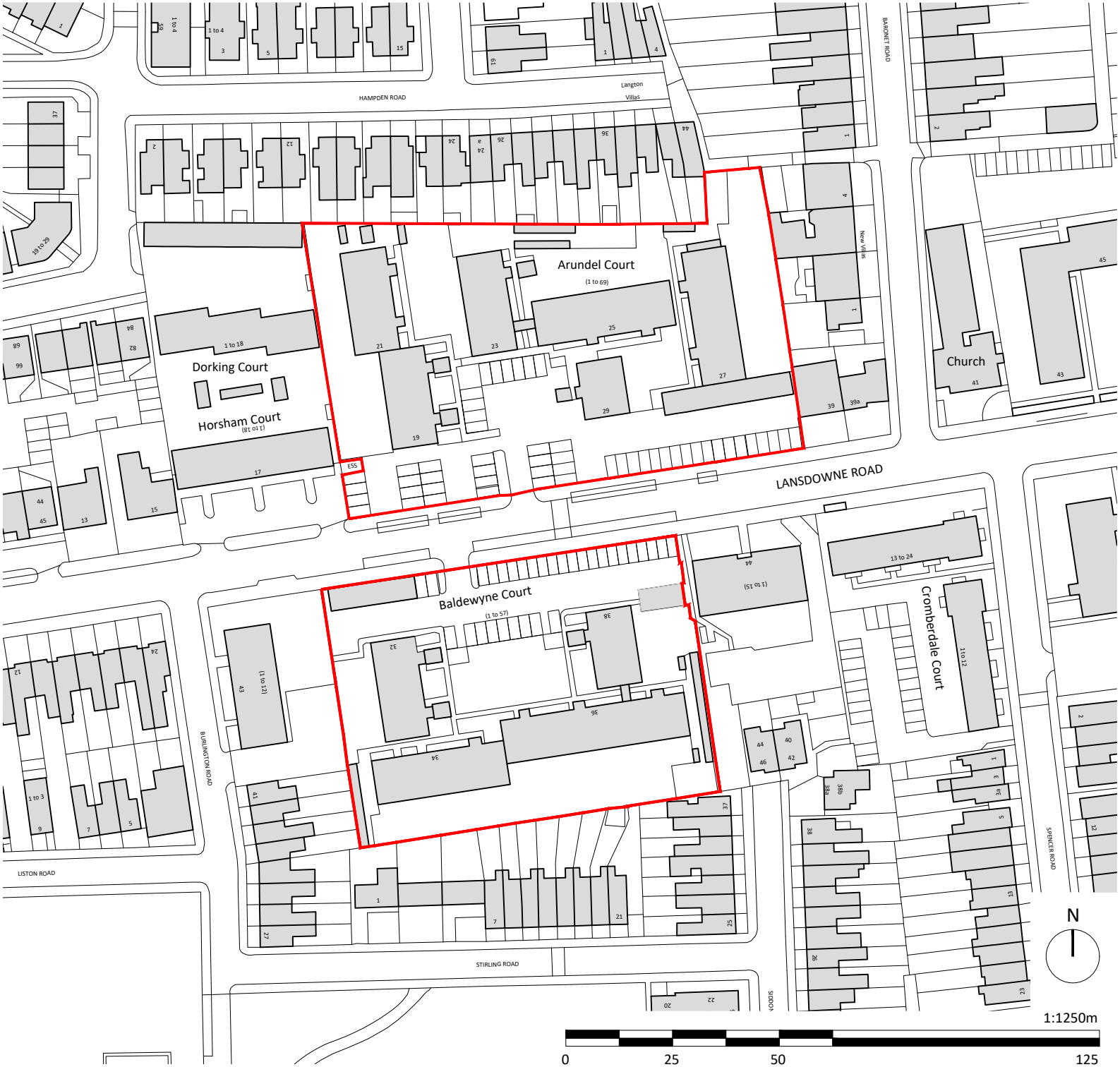

Key:

Wider Site Boundary

Notes:

Do not scale. All dimensions are in millimetres unless otherwise stated. This drawing should be read in conjunction with all relevant project information and contract documentation. All dimensions to be checked prior to fabrication and or commencement of works. All works to comply with all relevant legal standards, building regulations and warranty provider requirements. Report any discrepancies, if in doubt ask.

Revisions:

Rev	Status	Date	Description	Drn	Chkd
P01	S3	12.11.21	Preliminary Issue	JS	

Client Name: LB Haringey

Project Name: Lansdowne Road - Arundel Court and Baldewyne Court

Drawing Name: Existing Site Layout

Drawing Number:	Rev:	Status:
LAAB-BPTW-500-00-DR-A-0106	P01	S3

Project No:	RIBA Stage:	Drawn By:	Scale:
20-011	3	RA	1:1250 @ A4

PRELIMINARY - FOR COMMENT

40 Norman Road,
Greenwich, London
SE10 9QX

t. 020 8293 5175
bptw.co.uk

Appendix: B – Proposed Site Layout

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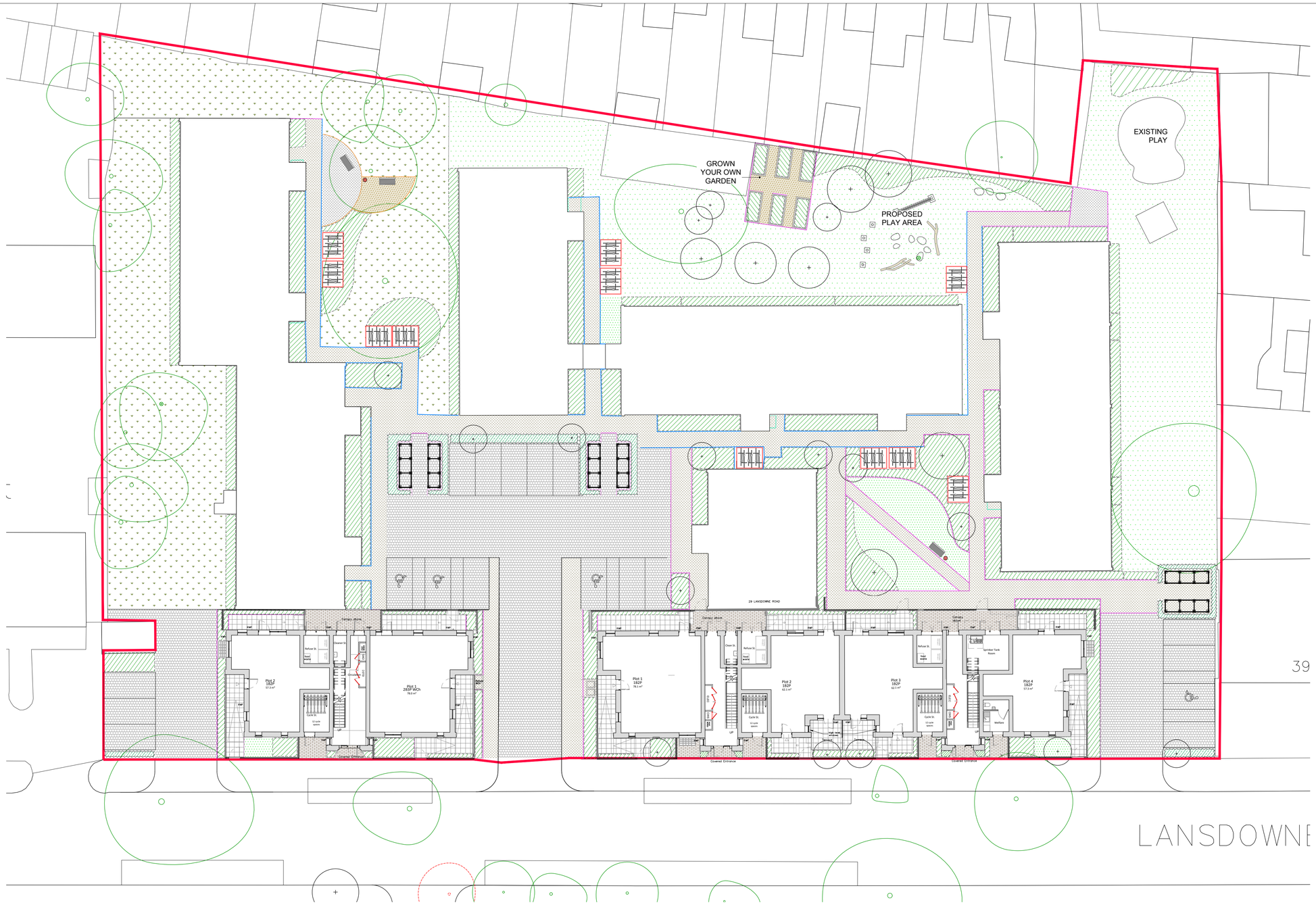
A1



HARDWORKS KEY

PERMEABLE TEXTURED CONCRETE BLOCKS TO CAR PARK
'Tegula Priora' pre-cast concrete sett paving; colour: Charcoal; sizes: 120x160mm; 160x160mm x 80mm thickness; Manufacturer: Marshalls – www.marshalls.co.uk Or equivalent

TEXTURED PERMEABLE CONCRETE LINEAR FLAGS -TO COMMUNAL ENTRANCES
600 x 300mm x 80mm; Marshalls 'Modal Priora'; Colour: Mid-grey www.marshalls.co.uk - or equivalent

PRE-CAST CONCRETE FLAGS -TO PRIVATE GARDENS
450 x 450mm x 50mm
Marshalls 'Charnwood'; Colour: Buff - Or equivalent

IMAG BOUND GRAVEL
Hydraulically-bound gravel
'Raisby Golden Gravel'; Colour: Golden Amber
www.imag.co.uk - or equivalent

PERMEABLE RESIN-BOUND GRAVEL - TO FOOTPATHS
Porous system; Addagrip 'Terrabase'; Colours: Rustic Beach & Rustic Oak - Or equivalent

CONCRETE KERBS
'Conservation X' kerbs and edging'; 145 x 255 x 915; 63 x 150 x 915mm with concrete haunching. Colour: 'Silver grey'; www.marshalls.co.uk - or equivalent

EXISTING EDGING/KERBS
To be retained (TBC)

METAL EDGING
'AluExcel' flexible aluminium edging; 120mm height; fixed in accordance with manufacturer's recommendations; Manufacturer; Kinley (www.kinley.co.uk) - or equivalent

RAISED PLANTERS
'Grow your own' planters. Made with railway sleepers.

LITTER BINS
Eco Steel Litter Bin'; Product Code: BX45 2561; Manufacturer: Broxap (www.broxap.com; tel: 01782 564411) - or equivalent approved

BENCHES
Riverside Seat'; Product Code: BX 2041-BP Manufacturer: Broxap www.broxap.com; tel: 01782 564411- or equivalent approved

PLAY EQUIPMENT
A range of 'natural' elements and proprietary equipment .

Supplier: Timberplay; www.timberplay.com – or equivalent approved

PLAY BOULDERS
Caledonian mixed glacial boulders - to BS EN 1176-1
Size: 1200mm max. length x 600mm max. height; Manufacturer: Playdale; www.playdale.co.uk - or equivalent

PLAY TREE
Bark to be sanded to remove sharp edges and all cut ends to be sanded smooth; Size: Min truck size 500mm with several branches of at least 200mm; Method of fixing: to manufacturers details; Manufacturer: www.copperbeechplay.co.uk- or equivalent

RUBBER PLAYGROUND SAFETY GRASS MATTING
To areas of high wear under play equipment. In accordance with BS EN 1177:2008! www.grassmats.co.uk - or equivalent approved

EXISTING LAWN
To be made good where required

HARDWEARING LAWN
To private gardens

PROPOSED WILDFLOWER MEADOW

PROPOSED ORNAMENTAL PLANTING, SHRUBS & GROUNDCOVERS

PROPOSED HEDGES

PROPOSED TREES

EXISTING TREES RETAINED

APPLICATION BOUNDARY

N

METRES 1:200
0 1 2 4 6 8 10 20m

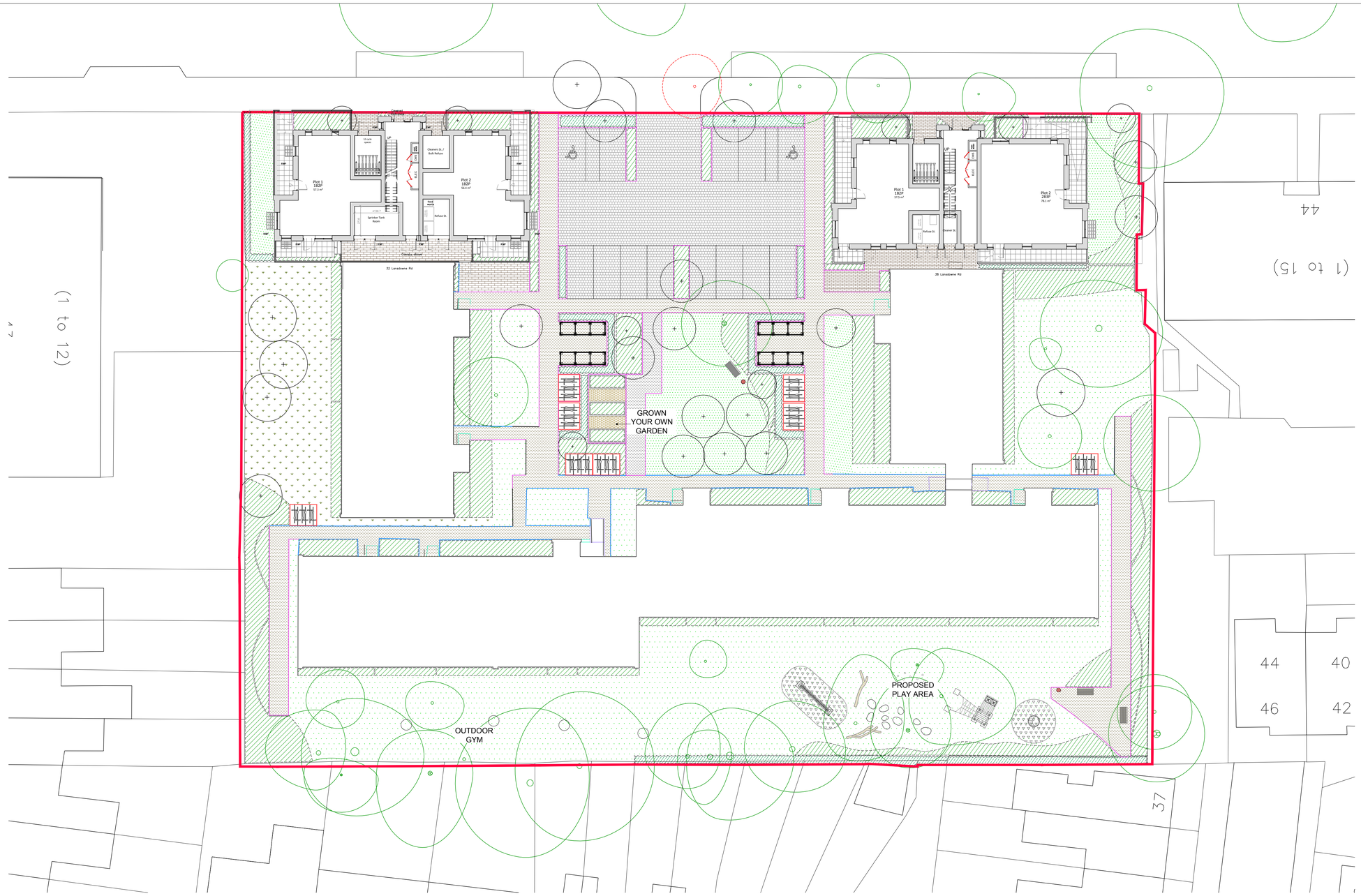
Revisions

Rev	Date	Description
P01	16.11.2023	Draft issued for comment

49 Canonbie Road, London SE23 3AQ
07971 699 601 info@me-landscape.com
ME Landscape Studio

Project	Arundel Court		Client	LB Haringey	
Drawing	Landscape Masterplan		Status	Comment	
Project No.	0192.04	Drawing no. 0192.04_100	Scale	1:200 @A1	
Drawn	EL	Checked ML	Date	16.11.2023	Rev P01

A1



HARDWORKS KEY

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'Raisby Golden Gravel'; Colour: Golden Amber
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To be retained (TBC)

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'Grow your own' planters. Made with railway sleepers.

LITTER BINS
Eco Steel Litter Bin'; Product Code: BX45 2561; Manufacturer: Broxap (www.broxap.com; tel: 01782 564411) - or equivalent approved

BENCHES
Riverside Seat'; Product Code: BX 2041-BP Manufacturer: Broxap www.broxap.com; tel: 01782 564411- or equivalent approved

OUTDOOR GYM EQUIPMENT (4 PIECES)
Supplier: The Great Outdoor Gym Company; www.tgogc.com – or equivalent approved

PLAY EQUIPMENT
A range of 'natural' elements and proprietary equipment .

Supplier: Timberplay; www.timberplay.com – or equivalent approved

PLAY BOULDERS
Caledonian mixed glacial boulders - to BS EN 1176-1
Size: 1200mm max. length x 600mm max. height; Manufacturer: Playdale; www.playdale.co.uk - or equivalent

PLAY TREE
Bark to be sanded to remove sharp edges and all cut ends to be sanded smooth; Size: Min truck size 500mm with several branches of at least 200mm; Method of fixing: to manufacturers details; Manufacturer: www.copperbeechplay.co.uk- or equivalent

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www.grassmats.co.uk - or equivalent approved

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To be made good where required

HARDWEARING LAWN
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PROPOSED WILDFLOWER MEADOW

PROPOSED ORNAMENTAL PLANTING, SHRUBS & GROUNDCOVERS

PROPOSED HEDGES

PROPOSED TREES

EXISTING TREES RETAINED

EXISTING TREES REMOVED

APPLICATION BOUNDARY

N

METRES 1:200
0 1 2 4 6 8 10 20m

Revisions

Rev	Date	Description
P01	16.11.2023	Draft issued for comment

49 Canonbie Road, London SE23 3AQ
07971 699 601 info@me-landscape.com
ME Landscape Studio

Project	Baldwynne Court			Client	LB Haringey		
Drawing	Landscape Masterplan			Status	Comment		
Project No.	0192.03	Drawing no.	0192.03_100	Scale	1:200 @A1		
Drawn	EL	Checked	ML	Date	16.11.2023	Rev	P01

Appendix: C – LB Haringey Walking Guide

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SMARTER TRAVEL

smarter travel walking guide

020 8489 5351

www.haringey.gov.uk/haringeywalks

HARINGEY WALKS

Haringey LONDON

☐ Shqip

☐ Polski

☐ Français

☐ Soomaali

☐ Kurdî Kurmanci

☐ Türkçe

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Tel: .....

Address: .....

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Please return to: Freepost RLXS-XZGT-UGRJ, Haringey Council, Translation and Interpretation Services, 8th Floor, River Park House,225 High Road, London N22 8HQ

Haringey Council offers this translating and interpreting service to Haringey residents. We can translate this document into one language per resident ONLY.

recycle This is printed on recycled paper

Created by Creative Services 2799.142. 2016.

This is your guide to walks and walking groups around the paths, parks and open spaces in Haringey, to help you get active all year round.

Walking is the easiest and cheapest way to exercise. It saves you money and helps the environment too. Walking for just 30 minutes a day helps keep your heart healthy and strengthens muscles.

Haringey benefits from sixteen parks with green flag status, the benchmark gold standard for parks and green spaces in the UK.

healthy walks

walk your way to health

Walks are led by trained volunteers and are a great way to meet new people and discover your local neighbourhood.

For more details call **020 8885 7307** or email **afl@fusion-lifestyle.com**

pram attack

Designed for mums who want to keep fit. Classes are held in Finsbury Park and Caledonia Park.

For more details contact Vicky on **07903 272 934** or **info@pramattack.co.uk** or visit **www.pramattack.co.uk**

pushy mothers

This is a pregnancy and post-natal fitness initiative providing safe and effective exercise for mums and mums to be in local parks. No childcare worries - you bring your baby in your buggy.

Visit **www.PushyMothers.com**

historical walks

highgate society

The Highgate Society has published several guided walks available on its website at **www.highgatesociety.org.uk**

tottenham civic society

The Tottenham Civic Society organises regular historic walks. The programme includes walks around conservation areas, parks and housing estates, as well as visits to various buildings of interest both new and old.

To find out more visit **www.tottenhamcivicsociety.org.uk**

bruce castle

Bruce Castle opened as a museum in 1906 and now houses history collections relating to the Borough of Haringey. Park visitors can follow the Tree Trail and the park is part of the Better Haringey Walking Trail.

For more details call **020 8808 8772** or visit **www.haringey.gov.uk/brucecastlemuseum**

walk yourself fitter

Taking a frequent walk is one of the most effective ways of improving your health.

If 30 minutes exercise at one time is inconvenient, shorter bouts of 10-15 minutes exercise spread over the day can be just as good.

Walking is virtually injury-free and has the lowest drop-out rate of any form of exercise.

Walking a mile in 20 minutes is a highly effective workout and burns approximately the same amount of energy as:

- Running a mile in 10 minutes
- Swimming breast stroke for 10 minutes
- Doing aerobics for 16 minutes
- Playing football for 12 minutes
- Cycling for 16 minutes

what s your target?

2 x 15 minutes

Build up gradually to regular 30 minutes continuous walking by starting with two 15 minute walks a day, at least five days a week.

3 x 30 minutes

Walk continuously at a fast or fairly brisk pace for 30 minutes at least three times a week.

10,000 steps a day

The British Heart Foundation recommends 10,000 steps a day for a healthy heart. Use a pedometer to check you are walking about four and a half miles a day (10,000 steps).

distance, times, calories table

Park/ Recreaction ground	Lap distance metres	Lap time minutes	Calories burnt per lap
Albert Road	625	6.5	39
Bruce Castle	750	7.5	51
Chestnuts	680	7	42
Downhills	965	10	60
Down Lane	850	8	48
Finsbury	2230	21	126
Lordship	1200	12	72
Markfield	700	7	42
Priory	500	5	30

walking resources

walkit.com

A great online walk planning resource and simple to use, Walkit.com lets you know how many calories you burn walking at slow, medium or fast pace. It even lets you know how much Co2 you are saving by not using a car.

Visit **www.Walkit.com**

walk to school

Walk to School is a national campaign that was launched in 1995 – to encourage all parents and children to make walking to school part of their daily routine.

Visit **www.walktoschool.org**

walk london

There are lots of downloadable routes to choose from at Walk London including the Lea Valley Walk.

Find your walk at **www.walklondon.org.uk**

walk 4 life

Find new routes, upload your own routes and record your progress on this great online resource. You can also use the website to find out about your local walking groups and take a charity challenge.

Visit **www.walk4life.info**

ramblers

If you are planning a more ambitious walk then the Rambler's website is a great resource and has a useful walks finder to help you plan further afield.

Visit **www.ramblers.org.uk/walksfinder**

walking trails

better haringey walking trail- free walking guide

The Better Haringey Trail is a 12-mile borough-wide circular walk, joining places of interest and environmental importance. It gives residents and visitors a great opportunity to enjoy walking and to explore different areas of Haringey.

Visit **www.haringey.gov.uk/betterharingeytrail** to download a free walking guide.

capital ring walk

The Haringey section of the Capital Ring Walk passes through Highgate down to Finsbury Park and Manor House.

A walking guide is available from **www.walklondon.org.uk**

lea valley walk

This is an 18 mile (29 km) walk along the Lee Valley that follows the Lee Navigation towpath from Waltham Abbey through Haringey to Limehouse Basin.

For more guides and maps visit **www.walklondon.org.uk**

greenways

These are safe routes running through parks, forests, waterways, and quiet residential streets. Greenways in Haringey run from Finsbury Park to Tottenham Marshes and Finsbury Park to Alexandra Palace. See map overleaf for details.

moselle river walk

This is a seven and a half mile walk along the course of the Moselle, Haringey's river, flowing from the heights of Queens Wood in the west to the river Lea at Tottenham. A detailed brochure is available at **www.haringeyfriendsofparks.org.uk.**

new river walk

The New River Action Group leads regular walks along the New River.
Visit **www.newriver.org.uk**

alexandra palace

For nature trails, environmental walks and walking maps visit **www.alexandrapalace.com** and **www.friendsofalexandrapark.org**

haringey parks

To find out more about your local parks or report a problem call 020 8489 1000, email **parks@haringey.gov.uk** or visit **www.haringey.gov.uk/greenspaces**

More details of walking events and groups and downloadable walking maps are available at **www.haringey.gov.uk/smartertravel**