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PROPOSED RESIDENTIAL DEVELOPMENT 46/ 46A CHALGROVE ROAD, TOTTENHAM, LONDON N17

TRANSPORT STATEMENT

BY

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TRANSPORT STATEMENT

CONTENTS

	Page
1 Introduction	1
2 Site, Surroundings and Access	1
3 The Development	3
4 Assessment	4
5 Conclusions	5
Figure 1: Site Location	
Figure 2 Site and Surroundings	
Figure 3: Site and Public Transport Network	
Figure 4: Site and London Cycle Network	
Appendix A: Parking Survey Results and Analysis	

1 INTRODUCTION

- 1.1 This statement gives an assessment of the on-street parking impact of a revised scheme for the proposed redevelopment of the existing house at no 46 Chalgrove Road, Tottenham and the adjacent commercial yard and premises at no 46A Chalgrove Road, to provide into 2 nr self-contained flats, and a terrace of 4 nr mews houses.
- 1.2 There is no other significant transport impact issue arising from this development.
- 1.3 This statement should be read in conjunction with the scheme drawings and other submissions in support of this development.

2 SITE AND SURROUNDINGS

- 2.1 The site location and surrounding area are shown in Figures 1 and 2 of this report. The site lies off the east side of Chalgrove Road, a local predominantly residential access road in the Northumberland Park area of Tottenham, and consists of a frontage plot occupied by a two storey end-terraced house, and a commercial yard with single storey sheds around it on land south and east of the house, with a gated access from a crossover on Chalgrove Road.
- 2.2 Chalgrove Road is part of a large network of local predominantly residential access roads extending through much of east Tottenham. The predominant built form is two storey terraces houses of late Victorian/ Edwardian origin (though those on the northern section of Chalgrove Road appear to be of later origin), with small front areas and fairly long back gardens or yards.
- 2.3 Park Lane, which Chalgrove Road joins a short distance north of the site, runs east-west and has a more mixed character with local shops and other service businesses interspersed with similar terraced housing on its south side, but with predominantly medium-rise public housing in the form of purpose built blocks of flats and some local shopping parades, evidently of mid/ late 20th century origin, on its north side.

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

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

3 THE DEVELOPMENT

- 3.1 The site is to be completely cleared and redeveloped as follows:-
- A two storey building in the northwest corner fronting Chalgrove Road and containing one 1-bed 2-person accessible flat on the ground floor and one 2-bed 4-person flat on the upper floor.
 - A terrace of four 2-bed 4-person 2-storey houses along the rest of the north side of the site.
 - A broad pedestrian and cycle accessway along the south side of the site, providing the sole access for the four houses and the upper floor flat.

- 3.2 No car parking will be provided for any of the dwellings, but a secure cycle store will be provided between the new frontage house and the new terrace behind.
- 3.3 A refuse/recycling storage enclosure will also be provided close to the Chalgrove Road frontage.

4 PARKING SURVEY

- 4.1 A survey of night time parking in the locality was carried out between the hours of 4.30 – 4.45 am on Tuesday 9th July and 3.00 – 3.15 am on Wednesday 10th July 2024, in order to determine the degree of on-street parking pressure during the peak period for residential parking demand, in accordance with the widely accepted Lambeth Council prescribed methodology. The surveys were also carried out at sample daytime periods on the same Tuesday. The Event Days parking restrictions were not operating.
- 4.2 The core study area, shown in Figure 2, was defined as Chalgrove Road (north of Asplins Road), Denmark Street, Park Lane (between Denmark Street and the road named Northumberland Park), Manor Road, Asplins Road (east of Chalgrove Road) and Northumberland Grove (south of Waverley Road), this being the area of highways within approximately 200 metres walk from the site but taking account of sensible termination points and likely natural parking search circulation routes.
- 4.3 The results of the parking survey are tabulated at Appendix A of this report, The results confirm the visual impression that there is at all times substantial vacant parking space in CPZ parking bays, with overall parking pressure well below the accepted stress level of 90%, including below 60% at all times in Chalgrove Road.
- 4.4 The analysis presented at Appendix A confirms that even in the (unlikely) event of all 6 new households in the development each having as many as 2 cars or equivalent vehicles each (and without offsetting against the potential

on-street parking demand of the existing house on the site) the on-street parking pressure would still be low with substantial vacant space remaining, even in the unlikely event of all those additional cars remaining parked in the area throughout the day and not away with their owners at work or on other business and hence absent from the area.

- 4.5 Thus even if any or even all the new dwellings attract car-owning occupants the resultant additional cars could be parked in the locality without causing excess parking pressure or problems for other local residents or road users.

5 CONCLUSIONS

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



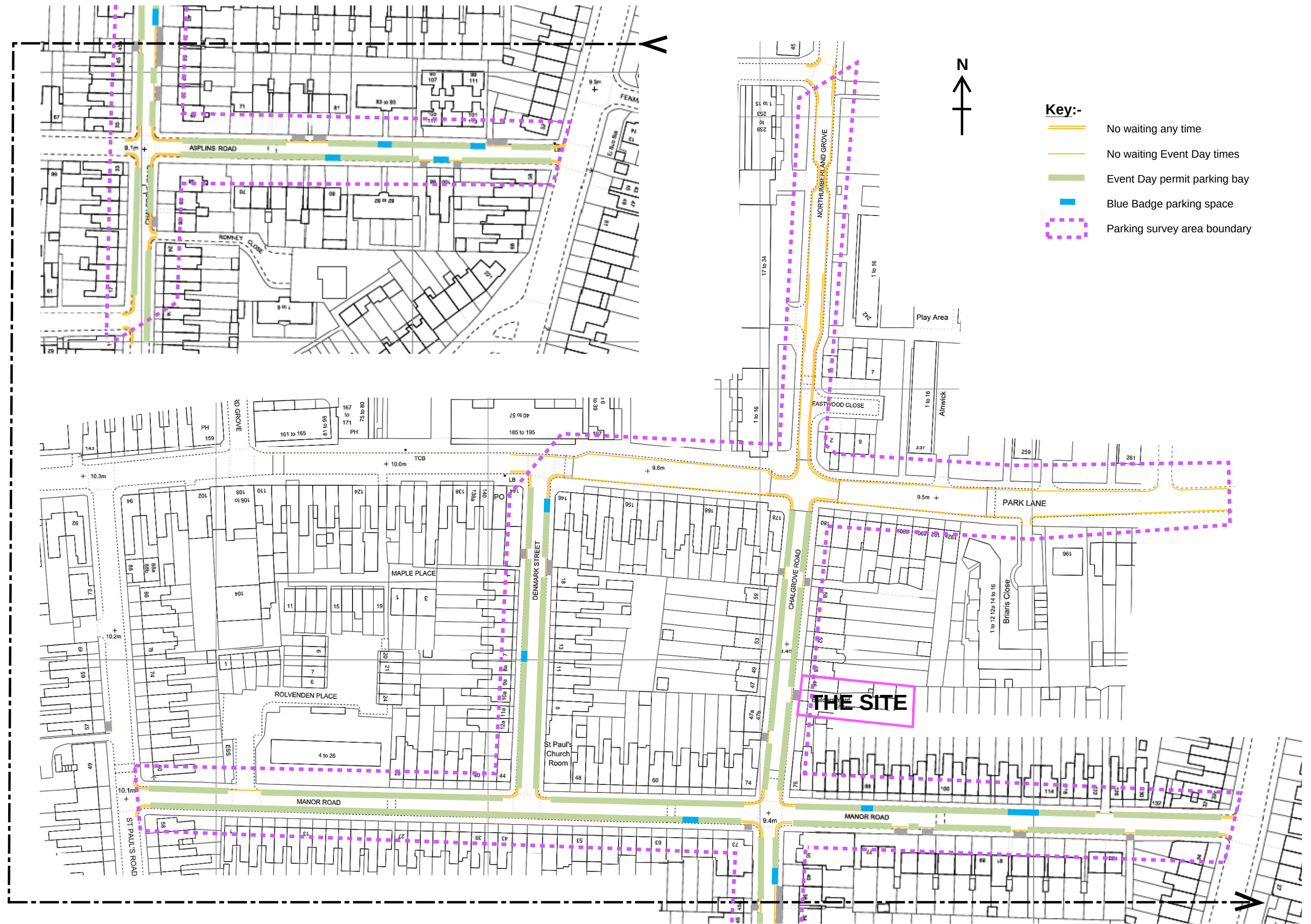
THE SITE



THE SITE



Site Location **FIGURE 1**



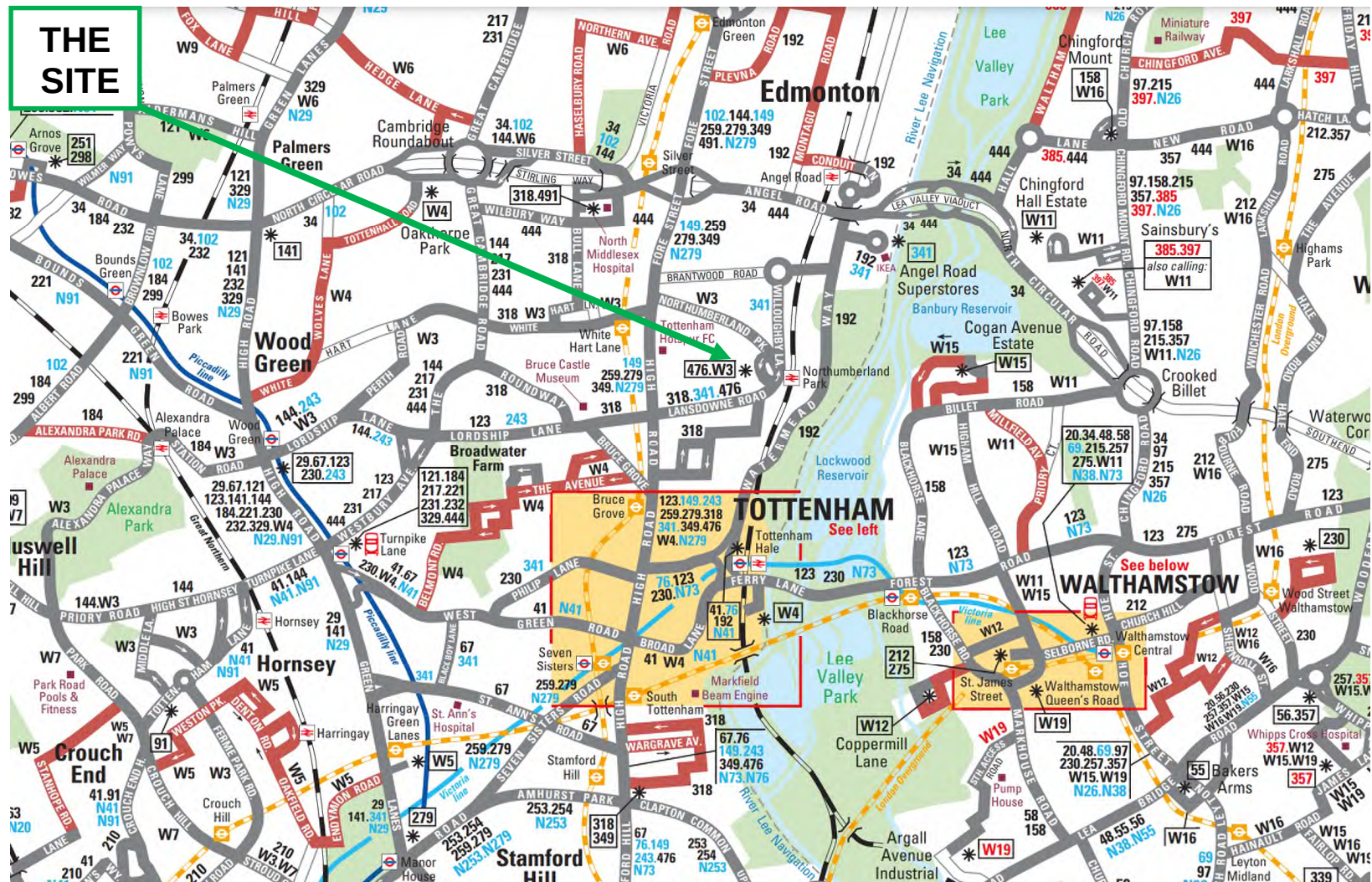


FIGURE 3

FIGURE 3

APPENDIX A

Parking Survey Results and Analysis

PROPOSED DEVELOPMENT

46/46A CHALGROVE ROAD, TOTTENHAM, LONDON N17

Parking Survey Results and Analysis

Night time parking survey results:-

Street section:-	Kerbside supply in Event Days CPZ bays (metres)	Other kerbside supply subject to weekday daytime restrictions (metres)	Monday/ Tuesday night				Tuesday/ Wednesday night				Average (arithmetic mean) both nights	
			Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all kerbside available overnight (%)	Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all kerbside available overnight (%)	CPZ bay parking stress (%)	Parking stress at all kerbside available overnight (%)
Chalgrove Road	350	0	40	0	57	57	41	0	59	59	58	58
Denmark Street	195	0	23	0	59	59	24	0	62	62	60	60
Park Lane	0	365	0	48	0	66	0	56	0	77	0	71
Manor Road	660	0	89	0	67	67	84	0	64	64	66	66
Asplins Road	195	0	20	0	51	51	22	0	56	56	54	54
Northumberland Grove	0	135	0	14	0	52	0	14	0	52	0	52
TOTAL	1400	500	172	62	61	62	171	70	61	63	61	63

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

Street section:-	Kerbside supply in Event Days CPZ bays (metres)	Other kerbside supply subject to weekday daytime restrictions (metres)	Monday/ Tuesday night				Tuesday/ Wednesday night				Average (arithmetic mean) both nights	
			Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all kerbside available overnight (%)	Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all kerbside available overnight (%)	CPZ bay parking stress (%)	Parking stress at all kerbside available overnight (%)
Chalgrove Road	350	0	35	0	50	50	36	0	51	51	35	0
Denmark Street	195	0	24	0	62	62	20	0	51	51	21	0
Park Lane	0	365	0	47	0	64	0	53	0	73	0	51
Manor Road	660	0	68	0	52	52	68	0	52	52	66	0
Asplins Road	195	0	17	0	44	44	18	0	46	46	18	0
Northumberland Grove	0	135	0	8	0	30	0	9	0	33	0	8
TOTAL	1400	500	184	62	66	65	183	56	65	63	66	64

Parking survey results Tuesday daytime:-

Street section:-	Kerbside supply in Event Days CPZ bays (metres)	Other kerbside supply subject to weekday daytime restrictions (metres)	9.30-9.45am				11.15-11.30am				2.00-2.15pm			
			Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all available kerbside (%)	Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all available kerbside (%)	Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all available kerbside (%)
Chalgrove Road	350	0	35	0	50	50	36	0	51	51	35	0	50	50
Denmark Street	195	0	24	0	62	62	20	0	51	51	21	0	54	54
Park Lane	0	365	0	47	0	64	0	53	0	73	0	51	0	70
Manor Road	660	0	68	0	52	52	68	0	52	52	66	0	50	50
Asplins Road	195	0	17	0	44	44	18	0	46	46	18	0	46	46
Northumberland Grove	0	135	0	8	0	30	0	9	0	33	0	8	0	30
TOTAL	1400	500	144	55	51	52	142	62	51	54	140	59	50	52

Street section:-	Kerbside supply in Event Days CPZ bays (metres)	Other kerbside supply subject to weekday daytime restrictions (metres)	4.30-4.45pm				6.00-6.15pm				7.30-7.45pm			
			Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all available kerbside (%)	Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all available kerbside (%)	Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all available kerbside (%)
Chalgrove Road	350	0	37	0	53	53	37	0	53	53	41	0	59	59
Denmark Street	195	0	20	0	51	51	20	0	51	51	22	0	56	56
Park Lane	0	365	0	52	0	71	0	53	0	73	0	55	0	75
Manor Road	660	0	58	0	44	44	69	0	52	52	76	0	58	58
Asplins Road	195	0	15	0	38	38	15	0	38	38	20	0	51	51
Northumberland Grove	0	135	0	8	0	30	0	8	0	30	0	12	0	44
TOTAL	1400	500	130	60	46	50	141	61	50	53	159	67	57	59

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

Street section:-	Kerbside supply in Event Days CPZ bays (metres)	Other kerbside supply subject to weekday daytime restrictions (metres)	9.30-9.45am				11.15-11.30am				2.00-2.15pm			
			Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all available kerbside (%)	Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all available kerbside (%)	Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all available kerbside (%)
Chalgrove Road	350	0	35	0	50	50	36	0	51	51	35	0	50	50
Denmark Street	195	0	24	0	62	62	20	0	51	51	21	0	54	54
Park Lane	0	365	0	47	0	64	0	53	0	73	0	51	0	70
Manor Road	660	0	68	0	52	52	68	0	52	52	66	0	50	50
Asplins Road	195	0	17	0	44	44	18	0	46	46	18	0	46	46
Northumberland Grove	0	135	0	8	0	30	0	9	0	33	0	8	0	30
TOTAL	1400	500	156	55	56	56	154	62	55	57	152	59	54	56

Street section:-	Kerbside supply in Event Days CPZ bays (metres)	Other kerbside supply subject to weekday daytime restrictions (metres)	4.30-4.45pm				6.00-6.15pm				7.30-7.45pm			
			Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all available kerbside (%)	Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all available kerbside (%)	Number of vehicles parked in Event Days CPZ bays	Number of vehicles parked lawfully in other locations	CPZ bay parking stress (%)	Parking stress at all available kerbside (%)
Chalgrove Road	350	0	37	0	53	53	37	0	53	53	41	0	59	59
Denmark Street	195	0	20	0	51	51	20	0	51	51	22	0	56	56
Park Lane	0	365	0	52	0	71	0	53	0	73	0	55	0	75
Manor Road	660	0	58	0	44	44	69	0	52	52	76	0	58	58
Asplins Road	195	0	15	0	38	38	15	0	38	38	20	0	51	51
Northumberland Grove	0	135	0	8	0	30	0	8	0	30	0	12	0	44
TOTAL	1400	500	142	60	51	53	153	61	55	56	171	67	61	63