

Project number: 22026
Prepared by: Sam Lee
Subject: Transport Technical Note

Date: 28th March 2022

File name: 22026 TN01

1 Introduction

1.1 Background

1.1.1 Lime Transport has been commissioned by Hector Construction Ltd to produce a transport technical note in support of a planning application at 142 The Fairway, Enfield.

1.1.2 The proposed development is located on land to the east of 142 The Fairway within the London Borough of Enfield, approximately 5km south-west of Enfield town centre. The location of the site is shown in **Figure 1.1** below.



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Figure 1.1 Site location

1.2 Development proposals

1.2.1 The proposals include the provision of a new, 3-bedroom residential dwelling on land to the east of 142 The Fairway, Enfield. It is also proposed to provide a new vehicle crossover onto The Fairway, as well as one vehicle parking space and a secure, covered cycle storage unit with the capacity to store two bicycles.

1.3 Planning history

1.3.1 A full planning application for the construction of two hard standings in connection with two vehicular accesses at 142 The Fairway was refused in October 2019 (ref: 19/02909/FUL).

1.3.2 The reasons for refusal were as follows:

'The creation of two additional vehicular access on site would adversely affect highway safety and would prejudice the free flow of traffic on The Fairway and would result in a loss of on-street parking in an area with a PTAL Level 2. The applicant has also failed to demonstrate the proposal would not adversely impact the bus service which runs along The Fairway.'

'As such, the development is contrary to objectives of the National Planning Policy Framework (2019), Policies 6.3, 6.11, 6.12, 6.13 of the London Plan (2016) and Policies DMD45, DMD46 and DMD47 of the Enfield Development Management Document (2014).'

1.3.3 It should be noted that since this application was refused, one vehicle crossover has been constructed to the north of the residential garages serving 142 The Fairway.

1.4 Scope of the technical note

1.4.1 Following this introductory section, the scope of the technical note is as follows:

- Section 2 outlines the policy context and responds to the policy-related issues raised in the previous application's refusal;
- Section 3 considers the likely impact of the development on highway safety;
- Section 4 predicts the travel demand associated with the proposed development and hence the impact of the proposals;
- Section 5 sets out the results of the on-street parking surveys; and,
- Section 6 summarises and concludes the technical note.

2 Policy context

2.1 Introduction

2.1.1 Current transport policies at the national, regional and local level are built around the central themes of long-term sustainable development, sustained investment in transport and improved accessibility at all levels. These policies promote continued economic growth through the provision of an efficient and reliable transport system, a reduction in traffic congestion, improvements in highway safety, and enhancements to the accessibility of sustainable modes of travel.

2.1.2 The previous planning application (ref: 19/02909/FUL) was refused on the grounds that it did not comply with local, London-wide and national policies. This section describes the specific policies referenced in the refusal and outlines how the proposed development is compliant with these policies.

2.2 National policy

National Planning Policy Framework (July 2021)

2.2.1 The new National Planning Policy Framework (NPPF) was first published in March 2012 and updated in July 2018. Further updates were released in February 2019, and most recently, July 2021.

2.2.2 When the previous application for the site was refused, the latest version of the NPPF was the February 2019 revision. At the heart of the NPPF is a presumption in favour of sustainable development and this has been consistent throughout the various versions since the document's adoption.

2.2.3 The latest revision of the NPPF states in Paragraph 11 that:

'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'

2.2.4 It is considered that the impact arising from the development can be accommodated in the surrounding transport network in terms of both capacity and safety and is not severe.

2.3 London-wide policy

The London Plan

2.3.1 When the previous application was submitted, the latest version of the London Plan was the 2016 revision. Therefore, it is difficult to directly compare the policies from within the London Plan 2016 that were noted as a reason for refusal, with the up-to-date policies that are found within the London Plan 2021. The policies within the London Plan 2016 which were cited as reasons for refusal in the previous application were as follows:

- **Policy 6.3** – Assessing effects on development on transport capacity
- **Policy 6.11** – Smoothing traffic flow and tackling congestion
- **Policy 6.12** – Road network capacity
- **Policy 6.13** – Parking

2.3.2 Policy 6.3 of the London Plan 2016 states that allowing development *'that would place an unacceptable burden on either the public transport network and/or the road network would be contrary to the objective of sustainable development.'* It is considered that this has a similar incentive to Policy T4 within the London Plan 2021, which seeks to ensure that the cumulative impacts of development on public transport and the road network capacity are considered and mitigated.

2.3.3 The proposed development is likely to generate a very low level of daily vehicle and public transport network trips (as outlined in Section 4) and it is, therefore, unlikely that it will have an adverse impact on the road and public transport networks.

- 2.3.4 Policy 6.11 seeks to smooth travel flow and tackle congestion by making sustainable modes of travel a more attractive and convenient option. There is an emphasis throughout the London Plan 2021 on the importance of sustainable travel, and the proposed development includes the provision of high-quality cycle parking in line with the standards set out within the Plan.
- 2.3.5 Policy 6.12 aims to manage the cumulative impacts that arise from improving London’s road network when increasing capacity. It is considered that the proposals will have no impact on road capacity or the operation of the road network, given the low level of vehicle movements arising from the development.
- 2.3.6 Policy 6.13 of the London Plan 2016 sets out the residential parking standards. These standards have been superseded by those contained within the London Plan 2021, and the vehicle parking provision for the proposed development is being provided in accordance with the standards for a 3-bedroom dwelling in an Outer London PTAL 2 (one space).

2.4 Enfield policy

Enfield Development Management Document (November 2014)

- 2.4.1 The Development Management Document (DMD) is a key vehicle in delivering the vision and objectives set out by Enfield in their Core Strategy (2010-2025). The document recognises that the purpose of the planning system is to deliver sustainable development, and that this is achieved by directing development to the right locations and delivering high standards in all new development.
- 2.4.2 Part of the reason for refusal of the previous planning application at the site (ref: 19/02909/FUL) was that it did not comply with policies set out within the Enfield DMD. The policies from this document which were noted in the refusal of the previous planning applications were as follows:
- **DMD 45** – Parking Standards and Layout
 - **DMD 46** – Vehicle Crossovers and Dropped Kerbs
 - **DMD 47** – Access, New Roads and Servicing
- 2.4.3 Policy DMD 45 seeks to ensure that *‘any increase in on-street parking would not adversely affect traffic flows, bus movement, road safety or the amenity of local residents or the local environment.’* The proposals comply with this policy as:
- Parking surveys have been undertaken along The Fairway and surrounding streets to show that there will be no displacement of vehicles from the construction of a vehicle crossover can be accommodated below practical capacity and therefore will not affect the free flow of traffic along The Fairway;
 - The low level of vehicle movements means there will be minimal impact on the free flow of traffic along The Fairway; and,
 - The bus route that travels past the site has been considered and it is anticipated that the proposed development would have no impact on this service. There is no bus stop in the vicinity of the proposed crossover. There are numerous crossovers to individual properties along the bus route and, given the frequency of vehicle movements from these crossovers, bus movement is unlikely to be affected.

2.4.4 Policy DMD 46 relates to the safety of vehicle crossovers and dropped kerbs. It sets out eight criteria that must be achieved in the design of vehicle crossovers, as displayed in **Figure 2.1** below.

DMD 46

Vehicle Crossovers and Dropped Kerbs

Planning permission for new access onto "A" roads and other busy classified roads⁽⁷⁾ will not normally be permitted.

Vehicle crossovers and dropped kerbs that allow for off-street parking and access onto roads will be permitted where:

- a. There is no negative impact on the existing character of the area and streetscape as a result of the loss of a front garden or grass verges to hardstanding or loss of front garden walls;
- b. There is no loss of street trees;
- c. There is no increase in on-street parking pressures in areas already experiencing high on-street parking demand as a result of introducing a vehicle crossover;
- d. There is no adverse impact on road safety;
- e. There is no adverse impact on the free flow and safety of traffic on the adjoining highway and in particular on the effective movement of bus services;
- f. Vehicles can enter or exit the crossover in forward gear;
- g. It has been shown that there are no alternative opportunities for safe vehicular access to the property (for example to the rear or side); and
- h. The size of the off-street parking is sufficient to ensure that vehicles do not overhang the public footway.

This policy should be read in conjunction with Core Strategy policies 24 and 30 and Transport for London's Technical Guidance on footways and carriage.

Figure 2.1 Enfield policy DMD 46

2.4.5 It is considered that the proposed vehicle access achieves all eight design standards. Swept-path analysis of the proposed vehicle crossover is included in **Appendix A** and shows that vehicles can enter or exit the site in forward gear, and the size of off-street parking is sufficient to ensure that the vehicle does not overhang on to the public footway. The provision of the crossover will not impact on-street parking (refer to Section 5).

2.4.6 Policy DMD 47 is concerned with vehicular and non-vehicular access to new developments, with a particular emphasis on ensuring that there is no adverse impact on highway safety and the free flow of traffic. The refusal for the previous application noted specifically that *'the creation of two additional vehicular accesses on site would adversely affect highway safety and would prejudice the free flow of traffic on The Fairway.'* The proposals comply with Policy DMD 47 as:

- It is providing just one additional vehicular access to the site;
- The trip generation for the proposed development (as outlined in Section 4) will be minimal and it is considered that the development will have no adverse impact on highway safety; and,
- There will be adequate provision for access by pedestrians and cyclists.

Enfield Vehicle Crossover Guidance Notes (date)

- 2.4.7 This document is provided by Enfield Council to be read in conjunction with an application for a vehicle crossover and provides guidance on the acceptable design standards.
- 2.4.8 The proposed vehicle crossover has been designed so that it complies with the guidelines set out within the document, including in relation to size, drainage and safety.

3 Highway safety

3.1 Introduction

3.1.1 One of the key reasons for the refusal of the original application (19/02909/FUL) was that the creation of two additional vehicular accesses would adversely affect highway safety. The following section assesses some of the key highway safety issues that were raised as part of the refusal.

3.2 Collision data

3.2.1 Personal injury collision data has been obtained for the period 2017 to 2021 (inclusive) for the area directly surrounding the site. The study area, together with the location and severity of collisions that occurred within it, is shown in **Figure 3.1** below.

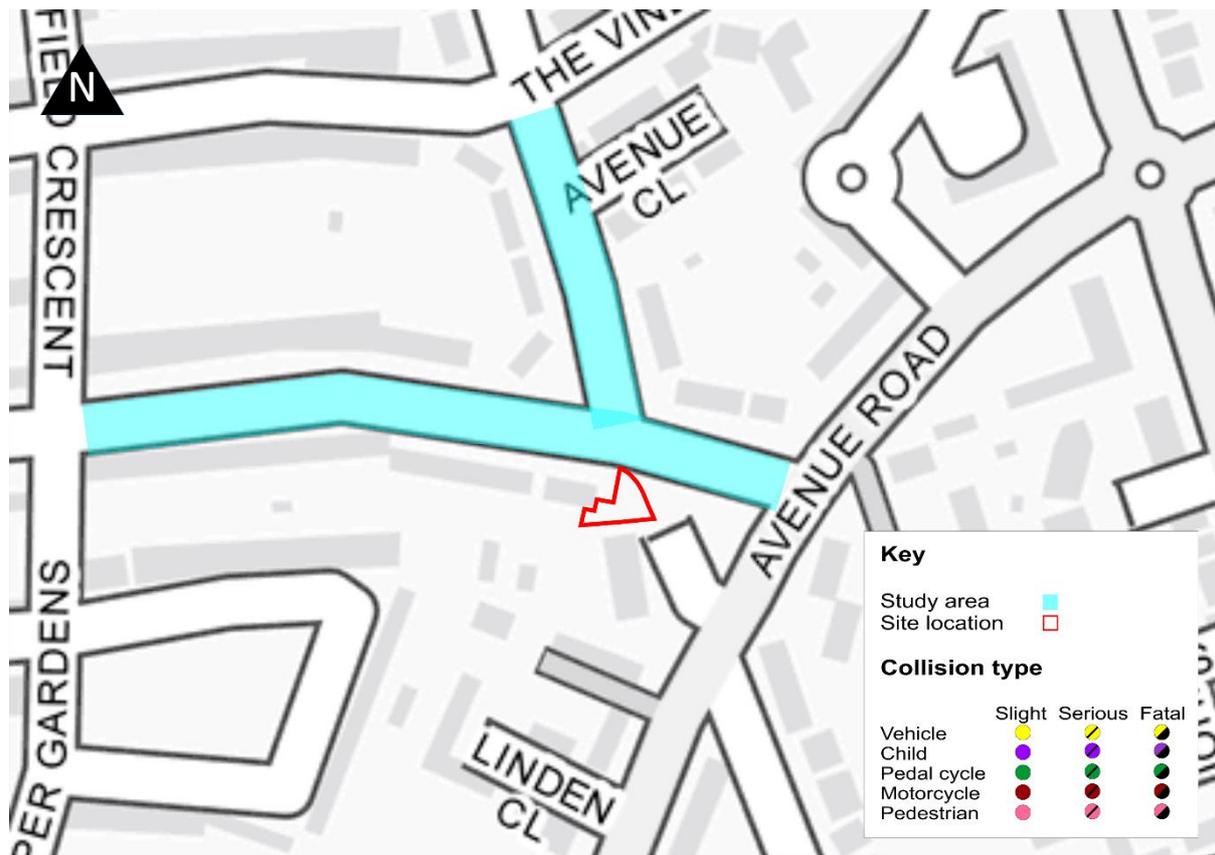


Figure 3.1 Personal injury collision data

3.2.2 It can be seen from the figure above that there have been no collisions within the study area over the most recent five-year period.

3.2.3 It is, therefore, considered that there are no existing safety concerns with regards to vehicle collisions, including in relation to the numerous existing vehicle crossovers in the area, and that the proposed development is likely to generate a low-level volume of vehicle trips and have a negligible impact on road safety.

3.3 Bus network

3.3.1 Within the reason for refusal on the previous planning application it was noted that *'the applicant has failed to demonstrate the proposal would not detrimentally impact the bus service which runs adjacent with the site.'*

3.3.2 There is one route which travels past the site (the 299) which runs four services per hour between 7am and midnight. The nearest stop is situated approximately 550m north of the site along Reservoir Road. It is, therefore, considered that the implementation of one additional vehicle crossover would not conflict with either the operator of this bus stop or bus movement.

3.3.3 Previously there was an unmarked bus stop along The Fairway (Linden Way The Fairway), as shown in **Figure 3.2** below, although this stop is not served by any TfL routes. Even if this stop becomes operational in the future, it would be approximately 15m from the crossover and unlikely to be affected by it.



Figure 3.2 Location of disused bus stop

4 Trip generation

4.1 Trip generation – houses privately owned

4.1.1 In order to assess the impact of the proposed development on the existing transport network, it is necessary to estimate the number of person trips generated by the proposed development.

- 4.1.2 The likely volume of person trips (by mode) generated by the proposed development of one 3-bedroom residential dwelling has been estimated based on a review of the TRICS (v.7.8.4) trip generation database.
- 4.1.3 Due to the nature of the site’s location, there is an insufficient number of comparable sites to obtain 85th percentile trip rates so average trip rates have been used. A total of one site has been selected and the daily arrival and departure profile is summarised in **Table 4.1** below.

Table 4.1 Trip generation – houses privately owned

Time period	Arrival trip rate	No. of arrivals	Depart trip rate	No. of departs	Total trip rate	Total movements
Vehicles						
8am–9am	0.038	0	0.398	0	0.436	0
5pm–6pm	0.195	0	0.045	0	0.240	0
7am–7pm	1.819	2	1.684	2	3.503	4
Pedestrians						
8am–9am	0.008	0	0.203	0	0.211	0
5pm–6pm	0.023	0	0.030	0	0.053	0
7am–7pm	0.775	1	0.783	1	1.558	2
Cyclists						
8am–9am	0.015	0	0.000	0	0.015	0
5pm–6pm	0.000	0	0.008	0	0.008	0
7am–7pm	0.053	0	0.047	0	0.100	0
Public transport users						
8am–9am	0.000	0	0.346	0	0.346	0
5pm–6pm	0.030	0	0.008	0	0.038	0
7am–7pm	0.903	1	0.850	1	1.753	2
Total						
8am–9am	0.060	0	1.263	1	1.323	1
5pm–6pm	0.398	0	0.098	0	0.496	0
7am–7pm	4.562	5	4.345	4	8.907	9

- 4.1.4 It can be seen from the table above that the proposed development could generate up to nine total person movements, with four daily vehicle movements. It is considered that this level of vehicle use can be accommodated safely within the surrounding highway network.

4.2 Deliveries and servicing

- 4.2.1 The likely number of deliveries is based on a survey of more than 300 dwellings in Croydon and the results indicated that the delivery trip rate per household is 0.1. The data also indicated that 85% of deliveries were undertaken by LGV vehicles (small vans less than 3.5t) and 15% by OGV and HGV vehicles (3.5t or more). The busiest time for deliveries was between 10am and 2pm, which is outside the AM and PM peak hours.

4.2.2 The surveys were undertaken during a period when restrictions in relation to COVID-19 were still in place and when the number of deliveries was likely to be higher than usual. This corresponded with an increased proportion of people either working from home or being furloughed, and when the shops and restaurants were not fully open, therefore resulting in a higher number of food and other deliveries.

4.2.3 It is likely that the proposed development will generate one delivery and servicing trip every two weeks. It is anticipated that deliveries will be undertaken on-street.

5 On-street parking surveys

5.1.1 Parking surveys were carried out at peak residents' demand time to determine whether the provision of the crossover and loss of one on-street parking space will affect on-street parking stress.

5.2 Methodology

5.2.1 Overnight parking surveys were carried out on two separate weekdays (excluding public and school holidays), on the following dates:

- Tuesday 22nd March 2022
- Wednesday 23rd March 2022

5.2.2 Surveys were carried out overnight to ensure that the maximum demand for residential parking was captured and the results were recorded per street, per night and by type of parking location. The surveys covered a two-minute walk from the site and covered all roads within 200m. This is considered a reasonable distance that a resident is prepared to leave their vehicle and walk to their home.

5.2.3 The extent of the surveys within 200m of the site and the full results of the parking surveys are included in **Appendix B**.

5.3 Survey results

5.3.1 The results of the parking beat surveys have been summarised to highlight the parking stress on the busiest night (Wednesday 23rd March 2022). The results of this survey are displayed in **Table 5.1** below.

Table 5.1 Summary of parking beat survey on busiest night

Street	Total no. of parking spaces available	Total spaces used	% of parking spaces used	No. available before 85% capacity reached
The Fairway	61	49	80	3
Reservoir Road	36	13	36	21
Addison Avenue	43	32	74	5
The Vineries	15	15	100	-
Avenue Close	0	0	-	-
Avenue Road	65	49	75	6
Highfield Court	22	16	73	3
Linden Way North	11	9	82	0

Linden Way South	63	29	46	25
Linden Close	7	6	86	-
Total	323	218	67	63

5.3.2 Typically, practical capacity is reached when 85% of the available spaces are occupied. Above this level of parking stress, finding a space may become difficult and vehicles may need to circulate within an area. Also, depending on the layout and width of the carriageway, streets fully parked on both sides may have fewer passing places, which can affect vehicle circulation in an area and possible access by large vehicles.

5.3.3 The carriageway along The Fairway is wide (over 11m) and even when both sides of the carriageway are fully parked (at 100%), the remaining carriageway width is 7m. Two large vehicles can comfortably pass in 5.5m width and it is considered that free flow of vehicles is not an issue.

5.3.4 Notwithstanding this, it can be seen from the table above that parking stress is 63% overnight on the busiest night surveyed, which is comfortably below practical capacity, with 105 spaces unoccupied and, of these, 63 spaces available, before practical capacity is reached at 85%.

Parking along The Fairway

5.3.5 As well as surveying the wider study area, the number of vehicles that were parked along the street directly outside of the proposed site was noted and mapped. The area extended approximately 20m either side of the proposed site access, and the study area and location of vehicles recorded is also included in Appendix B.

5.3.6 The study area immediately around the site access has capacity for approximately seven vehicles to be parked, with five vehicles parked on the busiest night of the survey (Tuesday 22nd March) and four vehicles parked the following night (Wednesday 23rd March). During both nights of the survey, there were no cars parked in the location of the proposed crossover.

5.3.7 It is expected that the provision of a vehicle crossover would result in the loss of one on-street parking space. On the busiest night that The Fairway was surveyed (Tuesday 22nd March), this reduction would increase parking stress from 82% to 83%.

5.3.8 Although the proposals will result in a loss of one on-street parking space, it is considered that this will not adversely impact parking or the free flow of traffic along The Fairway as parking stress will still be operating below practical capacity. This includes the area directly outside of the site where parking stress is lower than the rest of The Fairway.

6 Summary and conclusions

6.1 Summary

6.1.1 Lime Transport has been commissioned by Hector Construction Ltd to produce a transport technical note in support of a planning application at land to the east of 142 The Fairway, in the London Borough of Enfield.

Development proposals

6.1.2 The proposed development includes the provision of a new, 3-bedroom residential dwelling to the east of 142 The Fairway. It is also proposed to provide a new vehicle crossover onto The Fairway, as well as one vehicle parking space and a secure, covered cycle storage unit with the capacity to store two bicycles.

Planning history

6.1.3 A previous planning application at the site (ref: 19/02909/FUL) for the construction of two hard standings in connection with two vehicular accesses was refused in October 2019. The reasons for refusal included the adverse impact on highway safety, free flow of traffic, loss of on-street parking and impact on bus routes.

6.1.4 A review of the policies outlined as part of the refuse shows that the revised plans are compliant, and in line with local, London-wide and national policies.

Impact of crossover

6.1.5 It is considered that the provision of a vehicle crossover to access the development will not have an adverse impact on highway safety, free flow of traffic, on-street parking and bus movement for the following reasons:

- Vehicle trip generation associated with the development is low with only four vehicle movements per day;
- There are numerous vehicle crossovers in the area that rely on vehicles driving in forward gear to enter and reversing onto the highway to exit and there is no history of collisions resulting in personal injury;
- The carriageway of The Fairway is wide (over 11m) and, even when fully parked, the remaining carriageway width is 7m. Vehicles can easily manoeuvre into and out of the crossover;
- Parking stress in the area is at 67%, with 105 spaces unoccupied. During both nights of the survey, no vehicle was occupying the space in front of the site; and,
- The bus route which travels along The Fairway does not stop along The Fairway, with the closest stop situated approximately 550m to the north.

6.2 Conclusions

6.2.1 It is concluded that the development proposals are compliant with national, regional and local policy. It is considered that the proposed development will not have an adverse impact on the transport network, including highway safety, free flow of traffic, on-street parking or bus movement.

6.2.2 The National Planning Policy Framework (NPPF) states in Paragraph 111 that:

‘Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.’

6.2.3 It is considered that the proposed development of one 3-bedroom residential dwelling with an associated vehicle crossover does not have an unacceptable impact on highway safety, the residual cumulative impacts can be accommodated on the road network and are not severe.

Appendices



Appendix A





81.7m

138
136
142
140

parking

driveway

Proposed
Crossover

Volkswagen Touran

81.7m

138
136
142
140

parking

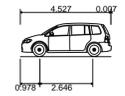
driveway

Proposed
Crossover

GENERAL NOTES

- This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND



Volkswagen Touran	4.534m
Overall Length	1.829m
Overall Width	1.491m
Overall Body Height	0.253m
Min Body Ground Clearance	1.734m
Max Track Width	4.00s
Lock to Lock Time	5.042m
Kerb to Kerb Turning Radius	

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check



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Drawing Status Date 28/03/2022

PRELIMINARY Scale 1:100@A1

Project Drawn SL

142 The Fairway, Enfield Checked HLJ

Project No **22026**

Title Client Project No

Swept path analysis; Volkswagen Touran Revision

Drawing No 22026.OS.102.01

Appendix B





PHOENIX
TRAFFIC SURVEYS LIMITED

CLIENT: LIME

PROJECT NUMBER: 220305

PROJECT MANAGER: JOSH DALY

DATE: 22/03/22 - 23/03/22

PROJECT DESCRIPTION: THE FAIRWAY ENFIELD - PARKING BEAT DATA - SITE PLAN





CLIENT: LIME

PROJECT NUMBER: 220305

PROJECT MANAGER: JOSH DALY

DATE: 22/03/2022

PROJECT DESCRIPTION: THE FAIRWAY ENFIELD - PARKING BEAT DATA - TUESDAY

TIME: 00:30 - 05:30

Road Name	Roadside	Total Spaces	Unrestricted Kerbside		Parking Bays		Disabled Badge Holders Only		Drop Kerb Used	Single Yellow Used	Double Yellow Used	White Zig-Zag Used	Keep Clear Used	Total Parked	% of Spaces Used
			Spaces	Used	Spaces	Used	Spaces	Used							
THE FAIRWAY	North	30	30	24	0	0	0	0						24	80%
	South	31	30	26	0	0	1	0						26	84%
RESERVOIR RD	East	17	17	3	0	0	0	0						3	18%
	West	19	19	7	0	0	0	0						7	37%
ADDISON AVE	North	22	22	15	0	0	0	0						15	68%
	South	21	20	17	0	0	1	1						18	86%
THE VINERIES	North	15	14	14	0	0	1	1						15	100%
	South	0	0	0	0	0	0	0						0	N/A
AVENUE CL	North	0	0	0	0	0	0	0						0	N/A
	South	0	0	0	0	0	0	0						0	N/A
AVENUE RD	East	35	35	23	0	0	0	0						23	66%
	West	30	30	25	0	0	0	0						25	83%
HIGHFIELD CT	East	12	12	8	0	0	0	0						8	67%
	West	10	10	7	0	0	0	0						7	70%
LINDEN WAY N	East	5	5	4	0	0	0	0						4	80%
	West	6	6	5	0	0	0	0						5	N/A
LINDEN WAY S	East	29	29	11	0	0	0	0						11	38%
	West	34	34	19	0	0	0	0						19	56%
LINDEN CL	North	0	0	0	0	0	0	0						0	N/A
	South	7	0	0	7	7	0	0						7	100%



CLIENT: LIME

PROJECT NUMBER: 220305

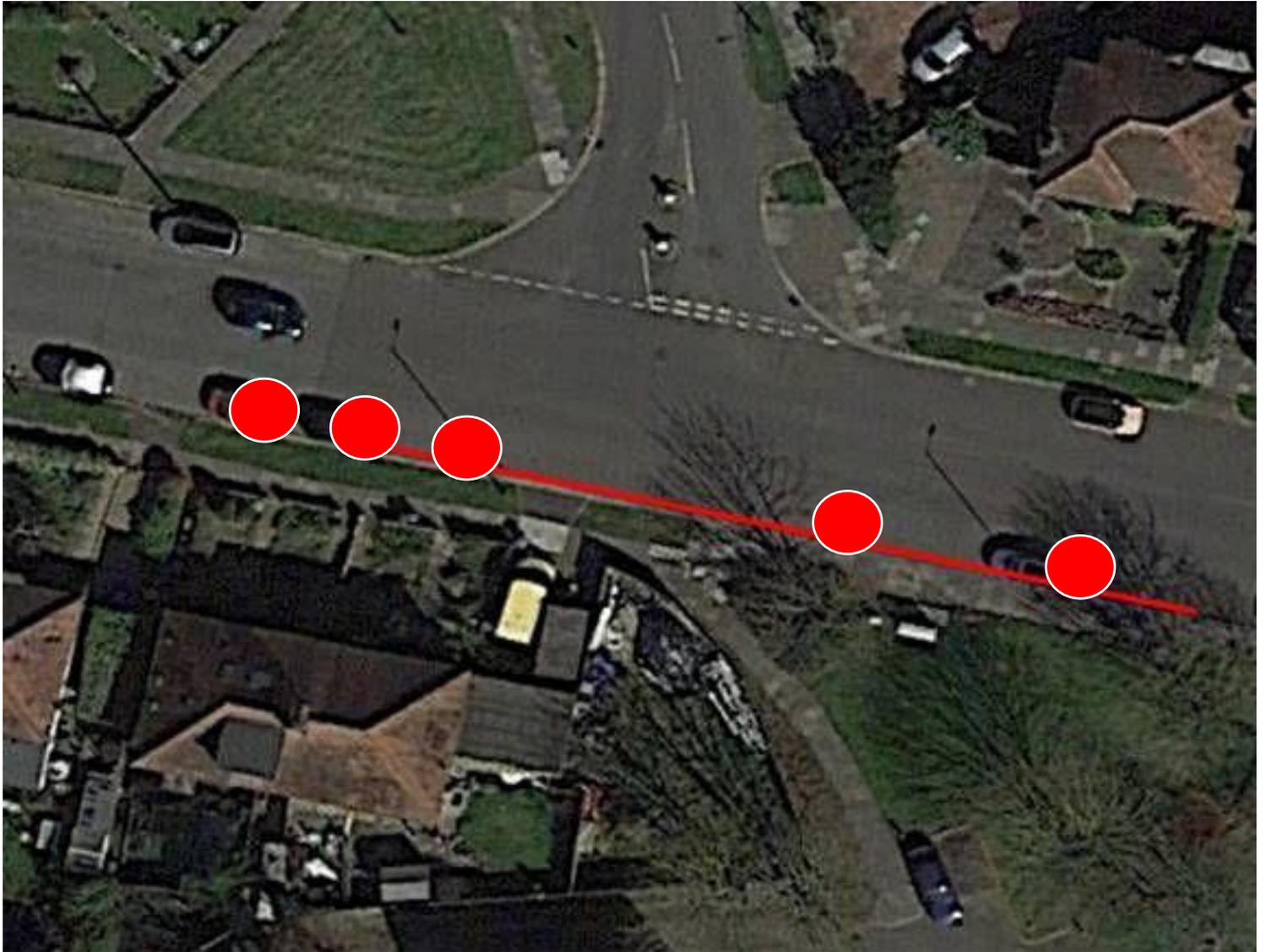
PROJECT MANAGER: JOSH DALY

DATE: 23/03/2022

PHOENIX
TRAFFIC SURVEYS LIMITED

PROJECT DESCRIPTION: THE FAIRWAY ENFIELD - PARKING BEAT DATA - TUESDAY MAPPING

TIME: 00:30 - 05:30





CLIENT: LIME

PROJECT NUMBER: 220305

PROJECT MANAGER: JOSH DALY

DATE: 23/03/2022

PHOENIX
TRAFFIC SURVEYS LIMITED

PROJECT DESCRIPTION: THE FAIRWAY ENFIELD - PARKING BEAT DATA - WEDNESDAY MAPPING

TIME: 00:30 - 05:30

