



CAPITAL TRANSPORT PLANNING

Highway Safety Impact Assessment

67 Tynemouth Drive, Enfield
December, 2023

Capital Transport Planning is a Transport Planning and Highways consultancy, specialised in assisting clients through the planning process. Our transport consultant has vast transport planning experience acting on behalf of clients to overturn refused planning applications, providing documents to support planning applications, working on the behalf of Highway Authorities within a County Council and London Borough Council.

Prepared for:

Shqiponja Plaku

Prepared by:

Capital Transport Planning LTD

Michael Okubajo BSc, MSc

M. Okubajo

Transport Consultant

Revision History

Project and Document Details

Project Name	67 Tynemouth Drive
Project No	00275
Document Title	Highway Safety Impact Assessment

Document History

Rev	Amendments	Prepared By	Date
First Issue	N/A	MO	21/12/2023

This report is to be regarded as confidential to the client and it is intended for their use only and may not be assigned. Consequently, and in accordance with current practices, any liability to any third party in respect of the whole or any part of its contents is hereby expressly excluded. Before the report or any part of it is reproduced or referred to in any document, circular or statement and before its contents or the contents of any part of it are disclosed orally to any third party, our written approval as to form and context of such a publication or disclosure must be obtained.

Table of Contents

1. Introduction.....	- 1 -
2. Existing Conditions.....	- 2 -
3. Policy Context	- 4 -
4. Development Proposals	- 7 -
5. Summary and Conclusions.....	- 11 -
6. Appendices	- 12 -
APPENDIX A - LOCATION AND PROPOSED SITE PLAN.....	- 13 -
APPENDIX B - CRASHMAP REPORTS.....	- 14 -
APPENDIX C - CRASHMAP STUDY AREA.....	- 15 -
APPENDIX D - PTAL RATING.....	- 16 -

List of Figures and Tables

Figure 1. Location Plan

Figure 2. Cycle Parking requirements - London Plan (2021)

Figure 3. Proposed Site Plan

Figure 4. Car Parking requirements - London Plan (2021)

Figure 5. Accident Data Study Area

1. Introduction

- 1.1. This Highway Safety Impact Assessment has been prepared by Capital Transport Planning on behalf of Shqiponja Plaku (the client) Capital Transport Planning has been commissioned to assess the highway and transportation implications associated with proposals for the development proposals at 67 Tynemouth Drive.
- 1.2. The proposal is for the conversion of a single dwelling house to a six-person HMO (House of Multiple Occupation) with associated car and cycle parking within the application site.

Report Structure

- (2) Existing Conditions
- (3) Policy Context
- (4) Development Proposals
- (5) Summary and Conclusions

2. Existing Conditions

Site Location

2.1. The application site is located towards the north-east of Enfield and is approximately 0.3 miles north of Enfield Lock rail station in the north-east of the London Borough of Enfield. The application site is located on Park Road which forms a part of the public highway. The site location plan is presented in Figure 1 and Appendix A.

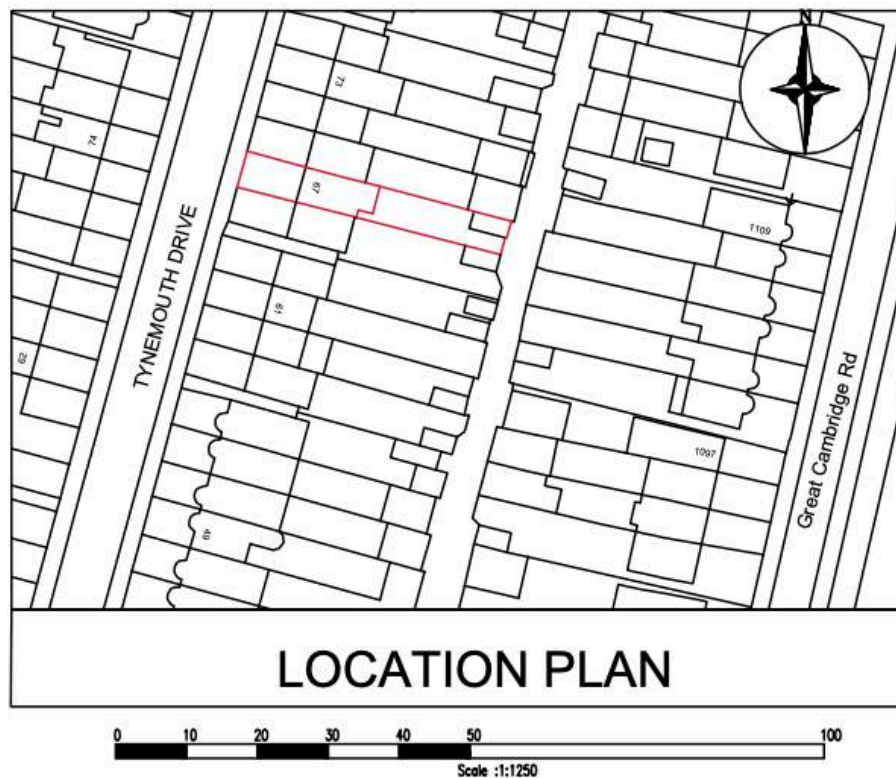


Figure 1. Location Plan

Site Description

2.2. The application site has an existing use as a single terraced dwelling (C3) and is accessed directly from Tynemouth Drive.

Accessibility

2.3. Transport for London have developed a WebCAT tool used to determine the Public Transport Accessibility Level (PTAL). Sites can achieve scores ranging from 0 (Worst) to 6b (Best). The application site achieves a PTAL rating of 1b (Very Poor) using TfL's methodology for public transport accessibility. This rating indicates a poor level of public transport accessibility. Appendix presents the PTAL report for the application site.

Existing Public Transport Facilities

2.4. As noted previously, the application site performs relatively poor on accessibility using TfL's WebCAT tool. The existing public transport facilities available in the vicinity of the site comprise of buses and rail.

Rail

2.5. The site is located approximately 0.8 miles to the south-west of Turkey Street overground station. Turkey Street overground station is an approximately 18-minute journey on foot and features on the London overground network.

Bus

2.6. The site benefits from bus services within walking distance. The closest being the Enfield Crematorium bus stops (A & D) located on the Great Cambridge Road (A10). The bus stops are approximately 0.2 miles (4-minutes) walking distance and provides access to the bus 217, 317, 617 and 629.

Surrounding Highway Network

2.7. The application site is located on Tynemouth Drive, which is a single-lane bi-directional carriageway and is subject to a 30mph speed limit. Tynemouth Drive adjoins Severn Drive to the north and Hoe Lane to the south. The London Borough of Enfield act as County Highway Authority, responsible for the maintenance and management of the public highway.

2.8. The site is also located approximately 1.2 miles south of the strategic road network, M25 London Orbital Motorway. The M25 provides eastbound access to Essex and provides westbound access to Hertfordshire.

3. Policy Context

3.1. This following section takes into consideration national and local planning policy documents and reviews the development proposals against relevant transport planning policy.

National Planning Policy Framework (NPPF) (2023)

3.2. The NPPF sets out guidance relating to parking standards within the chapter relating to sustainable transport. It is noted that the NPPF considers the location of a development in regard to parking standard. It also notes that proposals should only be refused on transport grounds if they compromise highway safety or result in a severe impact.

3.3. Chapter 9 covers the promotion of 'Sustainable Transport' and Paragraph 107 states in relation to parking standards:

"If setting local parking standards for residential and non-residential development, policies should take 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.

3.4. The proposed development is in accordance with paragraph 107, as local and regional parking standards have been satisfied and alternative modes of travel have been identified.

3.5. It goes on in Paragraph 108 to state 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 accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

3.6. It is considered that paragraph 108 has been satisfied as maximum parking standards have been adhered to. The test of acceptability of a scheme is set out within Paragraph 111:

“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”

3.7. It is also considered that the proposal complies with paragraph 111 as it does not present an unacceptable impact on highway safety grounds or propose an unacceptable impact on the local highway network.

3.8. Finally, Paragraph 112 follows on and specifies that development proposals 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.

3.9. The proposed development is in accordance with paragraph 112. The proposal addressed accessibility for pedestrians, provides cycle parking in accordance with local and regional policies, provides a car parking space for blue badge holders.

London Plan (2021)

3.10. The latest version of the London Plan was published in 2021, with similar aspirations to previous versions of the planning policy document. The London Plan (2021) continues to provide policy standards and requirements for local authorities to determine planning applications. In regard to transportation, the London Plan emphasises the need for to reduce car dominance as mode of travel in a bid to improve air quality and congestion in the capital. Transport policies support the promotion of healthy streets, reduction in parking provision in mid-high PTAL locations, increased cycle parking and infrastructure, and assessing the impacts of servicing and construction related activities.

3.11. The following policies are considered to be the most relevant when reviewing the development proposals against the London Plan:

Policy T1 - Strategic approach to transport

Policy T2 - Healthy Streets

Policy T3 - Transport capacity, connectivity and safeguarding

Policy T4 - Assessing and mitigating transport impacts

3.12. Any relevant standards of the above policies will be included in the body of this report and will be utilised when determining cycle and car parking provision, deliver and servicing arrangements.

4. Development Proposals

4.1. The proposal is for the conversion of a single dwelling house to a six-person HMO (House of Multiple Occupation) with associated car and cycle parking within the application site.

Pedestrian Access

4.2. The application site provides pedestrian access via the existing footway from Tynemouth Drive. It is proposed that pedestrians would access the site as existing and the pedestrian access is presented in Figure 3 and Appendix A.

Vehicular Access

4.3. The application site provides vehicular access via the existing crossover with Tynemouth Drive. It is proposed that the existing vehicular access is retained as presented in Figure 3 and Appendix A.

Cycle Parking

4.4. The proposed development seeks to provide a total of 6 cycle parking spaces within the application site. Figure 2, sets out the London Plan (2021) cycle parking requirements for the application site.

Use Class		Long-stay (e.g. for residents or employees)	Short-stay (e.g. for visitors or customers)
C3-C4	dwelling(s) (all)	<ul style="list-style-type: none">• 1 space per studio or 1 person 1 bedroom dwelling• 1.5 spaces per 2 person 1 bedroom dwelling• 2 spaces per all other dwellings	<ul style="list-style-type: none">• 5 to 40 dwellings: 2 spaces• Thereafter: 1 space per 40 dwellings

Figure 2. Cycle Parking requirements - London Plan (2021)

4.5. Six cycle parking spaces are proposed in accordance with the minimum standards set out in the London Plan. The proposed cycle parking location is presented in Figure 3 and Appendix A.

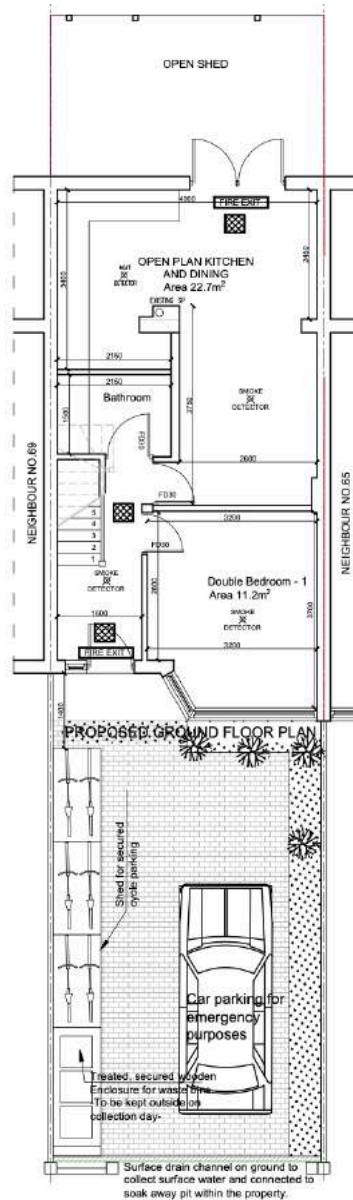


Figure 3. Proposed Site Plan

Car Parking

4.6. One off-street car parking space exists at the application site and it is proposed that this parking spaces is retained. are proposed at the application site, as presented in Figure 3. Figure 4, presents the maximum car parking standards set out in the London Plan (2021).

Location	Number of beds	Maximum parking provision*
Outer London PTAL 4	1 – 2	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 4	3+	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 2 – 3	1 – 2	Up to 0.75 spaces per dwelling
Outer London PTAL 2 – 3	3+	Up to 1 space per dwelling
Outer London PTAL 0 – 1	1 – 2	Up to 1.5 space per dwelling
Outer London PTAL 0 – 1	3+	Up to 1.5 spaces per dwelling^

Figure 4. Car Parking requirements - London Plan (2021)

4.7. The London Plan maximum parking standards would allow an Outer London PTAL 1b site to provide up to 1.5 car parking spaces per unit. 1.5 car parking spaces multiplied by 6 would be a maximum of 9 car parking spaces. The existing one car parking space is therefore within the maximum allowance and in accordance with London Plan standards.

4.8. It must be noted that the London Plan does not impose minimum car parking standards and that the London Plan parking standards are maximum standards. It is also considered that the proposed level of off-street car parking is in accordance with local, regional and national planning policy, which seeks the gradual reduction in car ownership and single occupancy car use. It is therefore considered that the car-free nature of the proposed development is in accordance with the maximum standards set out in the London Plan (2021).

Delivery and Servicing

4.9. Deliveries to future residents of the proposed development would take place from the highway, in accordance with existing delivery practices on Tynemouth Drive. It is estimated that the proposal would generate a similar number of deliveries to that of a family dwelling.

4.10. It is proposed that regular servicing, including refuse collection will continue to take place at the site frontage on Tynemouth Drive as per existing practice. The location of the refuse and recycling is presented in Figure 3 and Appendix A.

Accident Data

4.11. A review of the road safety record of the neighbouring highway network has been undertaken. A copy of the Personal Injury Accident (PIA) records has been obtained from CRASHMAP for the five-year period between 21/12/2018 to 21/12/2023. Figure 5, presents the roads and junctions included within the study area.

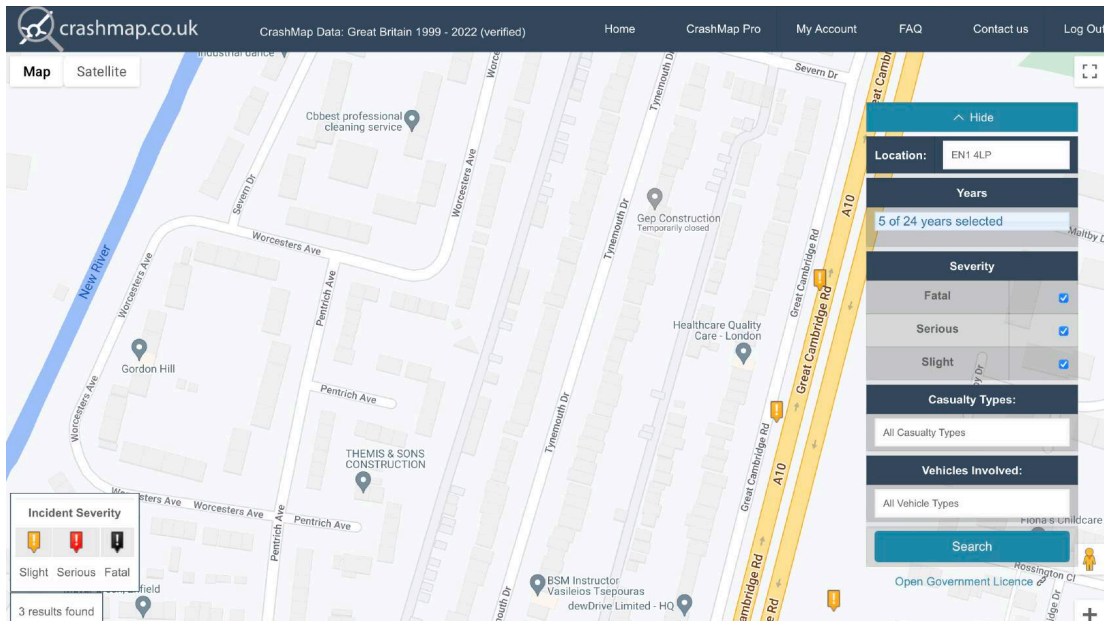


Figure 5. Accident Data Study Area

4.12. There were three accidents identified in the study area, which were all located on the Great Cambridge Road (A10) and cannot be linked to the existing operations of the application site.

4.13. In summary, having the available PIA data it is evident that there are no PIAs, within the latest five-year period, that relate to the existing site access. There is no evidence of PIAs occurring as a result of vehicles leaving Tynemouth Drive. It is also apparent that the local highway network does not suffer from any significant defects that have resulted in an abnormally high PIA record that can be attributed to the standard of the adjoining highway.

4.14. The above information indicates that the development proposals will not prejudice road safety within the neighbouring highway network.

5. Summary and Conclusions

5.1. This Highway Safety Impact Assessment has been prepared by Capital Transport Planning on behalf of Shqiponja Plaku (the client) Capital Transport Planning has been commissioned to assess the highway and transportation implications associated with proposals for the development proposals at 67 Tynemouth Drive.

5.2. The proposal is for the conversion of a single dwelling house to a six-person HMO (House of Multiple Occupation) with associated car and cycle parking within the application site.

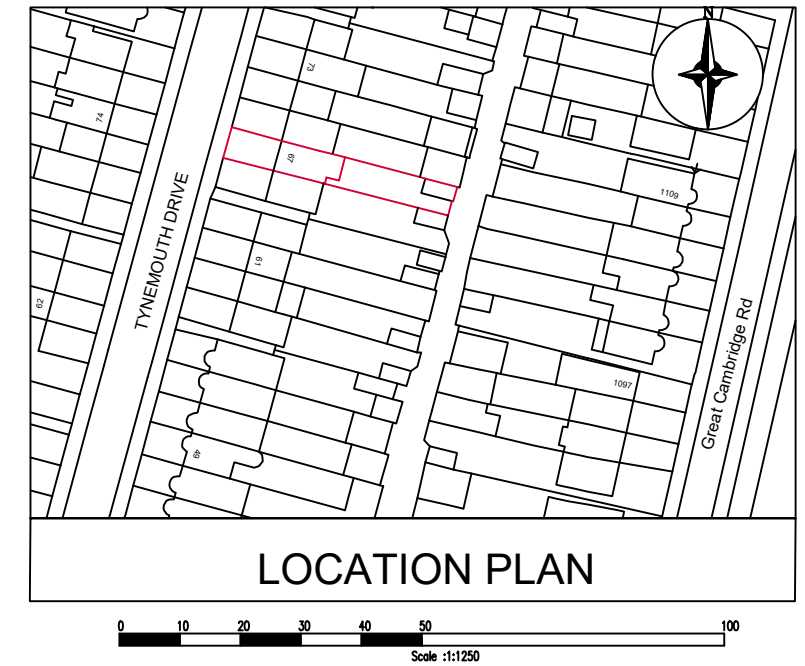
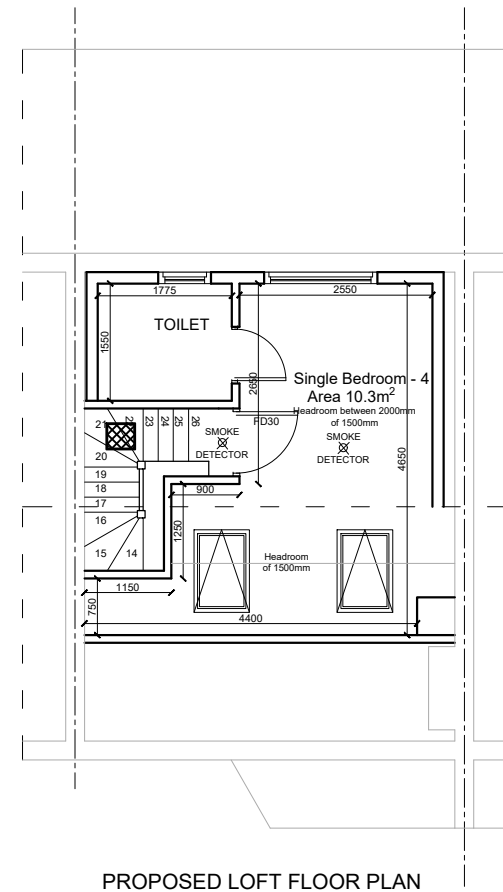
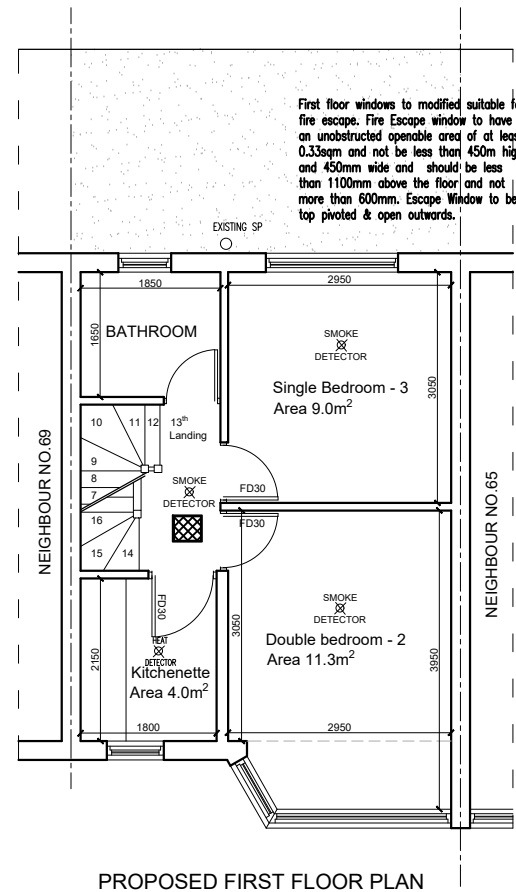
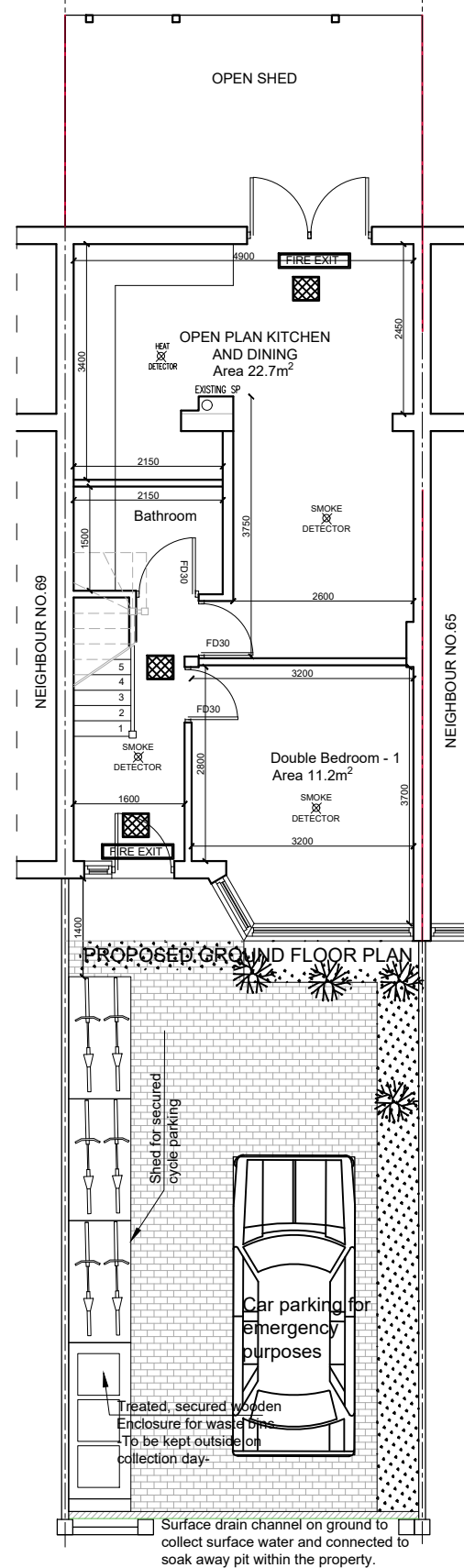
5.3. This report has assessed the issues and concerns raised in the pre-application response, it is concluded that:

- The public transport accessibility from the site (PTAL 1b) is relatively poor, however alternative modes of travel such as walking, or bus and rail are available;
- The proposed number of cycle parking spaces is in accordance with the policy requirements set out in the London Plan (2021);
- The proposed number of car parking spaces is in accordance with London Plan (2021) maximum car parking standards;
- All delivery and servicing related activities would take place from Tynemouth Drive;
- The transport impacts associated with the proposed development have been assessed and it is concluded that the development can be delivered without prejudicing safety and the free flow of traffic on the public highway.

5.4. It is concluded that the development proposals are in accordance with the guiding principles of the National Planning Policy Framework and for the reasons stated above and on the basis of the assessment carried out, it is considered that the development proposals can be delivered without detriment to the public highway. Therefore, there are no reasons why planning permission should not be granted relating to highways and transportation.

6. Appendices

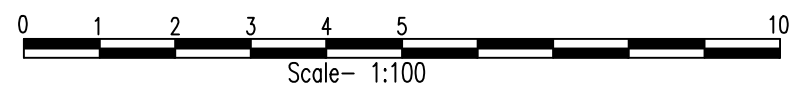
APPENDIX A - LOCATION AND PROPOSED SITE PLAN



- Fire Door (Half an hour fire rating) to have intumescent strips & smoke seals
- All the doors (in ground floor, first floor & loft floor including kitchen) are FD. All door stops are to be upgraded to 25x35mm screwed on at 225mm centres and fixed with three steel hinges.
- FD Self-contained Smoke Alarm to be interlinked & main operated with battery back to BS5446 installed in accordance with BS 5839 part1 up at Second floor with Lower levels.
- SMOKE DETECTOR
- Self-contained Heat Detector to be interlinked & main operated with battery back to BS5446 installed in accordance with BS 5839 part1 up at Second floor with Lower levels.
- HEAT DETECTOR
- Battery backup emergency light to BS5266

FIRE EXIT

Signage to be provided (Illuminated) at top level of the doors & where most suitable and directing the nearest exit.



Drawn By	NS
Drawing No	KD/HMO/PP/13/19(23)/T-101.2
Date	November 2023
Scale	1:100, 1:1250 @ A3

Title

PROPOSED CONVERSION FROM SINGLE DWELLING HOUSE (Class C3) INTO HMO (6 PERSON) (Class C4)

Client:

Mrs. S Plaku
67 Tynemouth Drive
Enfield
Middlesex EN1 4LP

Keeran Designs Ltd
Tel: (020) 8531 6000
Fax : (020) 8531 5444
E mail : Keeran@consultant.com
Web :www.keerandesigns.co.uk

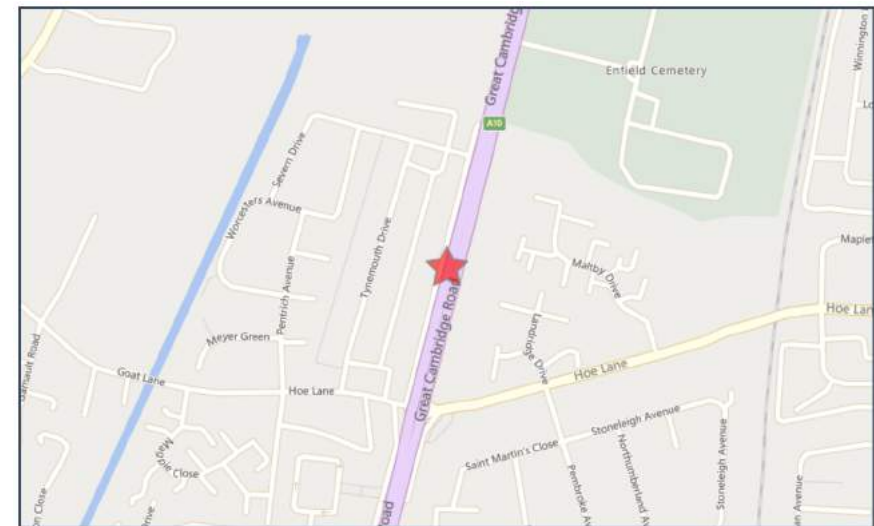
APPENDIX B - CRASHMAP REPORTS



Validated Data

Crash Date: Wednesday, January 31, 2018 **Time of Crash:** 7:10:00 PM **Crash Reference:** 2018010090173

Highest Injury Severity:	Slight	Road Number:	A10	Number of Casualties:	1
Highway Authority:	Enfield	Number of Vehicles:	1	OS Grid Reference:	534530 198260
Local Authority:	Enfield London Borough				
Weather Description:	Unknown				
Road Surface Description:	Unknown				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	Unknown				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	Unknown				
Road Type:	Unknown				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	20	Male	46 - 55	Unknown	Unknown (Prior to 2005)	Unknown	Unknown	Unknown

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Crash Date:	Thursday, March 08, 2018	Time of Crash:	6:30:00 PM	Crash Reference:	2018010095227
Highest Injury Severity:	Slight	Road Number:	A10	Number of Casualties:	1
Highway Authority:	Enfield	Number of Vehicles:	2	OS Grid Reference:	534560 198170
Local Authority:	Enfield London Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	Unknown				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				

Tile server timeout: The tile server took longer than 10000 milliseconds to respond.

Tile server timeout: The tile server took longer than 10000 milliseconds to respond.

Tile server timeout: The tile server took longer than 10000 milliseconds to respond.

Tile server timeout: The tile server took longer than 10000 milliseconds to respond.

For more information about the data please visit: www.crashmap.co.uk/home/Faq
 To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 50cc and up to 125cc		1 Female	21 - 25	Unknown	Back	Commuting to/from work	Unknown	Unknown
2	Car (excluding private hire)		-1 Unknown	Unknown	Unknown	Front	Unknown	Unknown	Unknown

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other

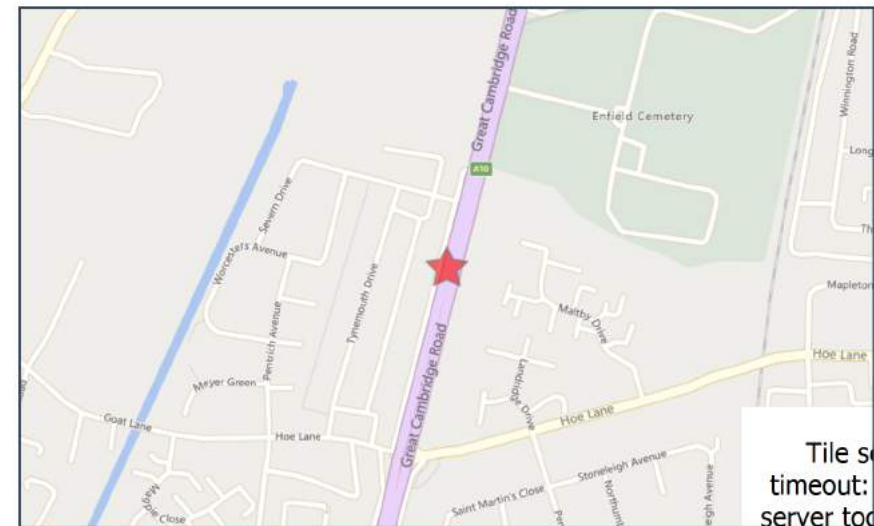
For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Crash Date:	Tuesday, May 10, 2022	Time of Crash:	7:30:00 PM	Crash Reference:	2022010375599
Highest Injury Severity:	Slight	Road Number:	A10	Number of Casualties:	1
Highway Authority:	Enfield	Number of Vehicles:	2	OS Grid Reference:	534551 198324
Local Authority:	Enfield London Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Goods vehicle 7.5 tonnes mgw and over		2 Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
2	Car (excluding private hire)		9 Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Back	Unknown	None	None

Casualties

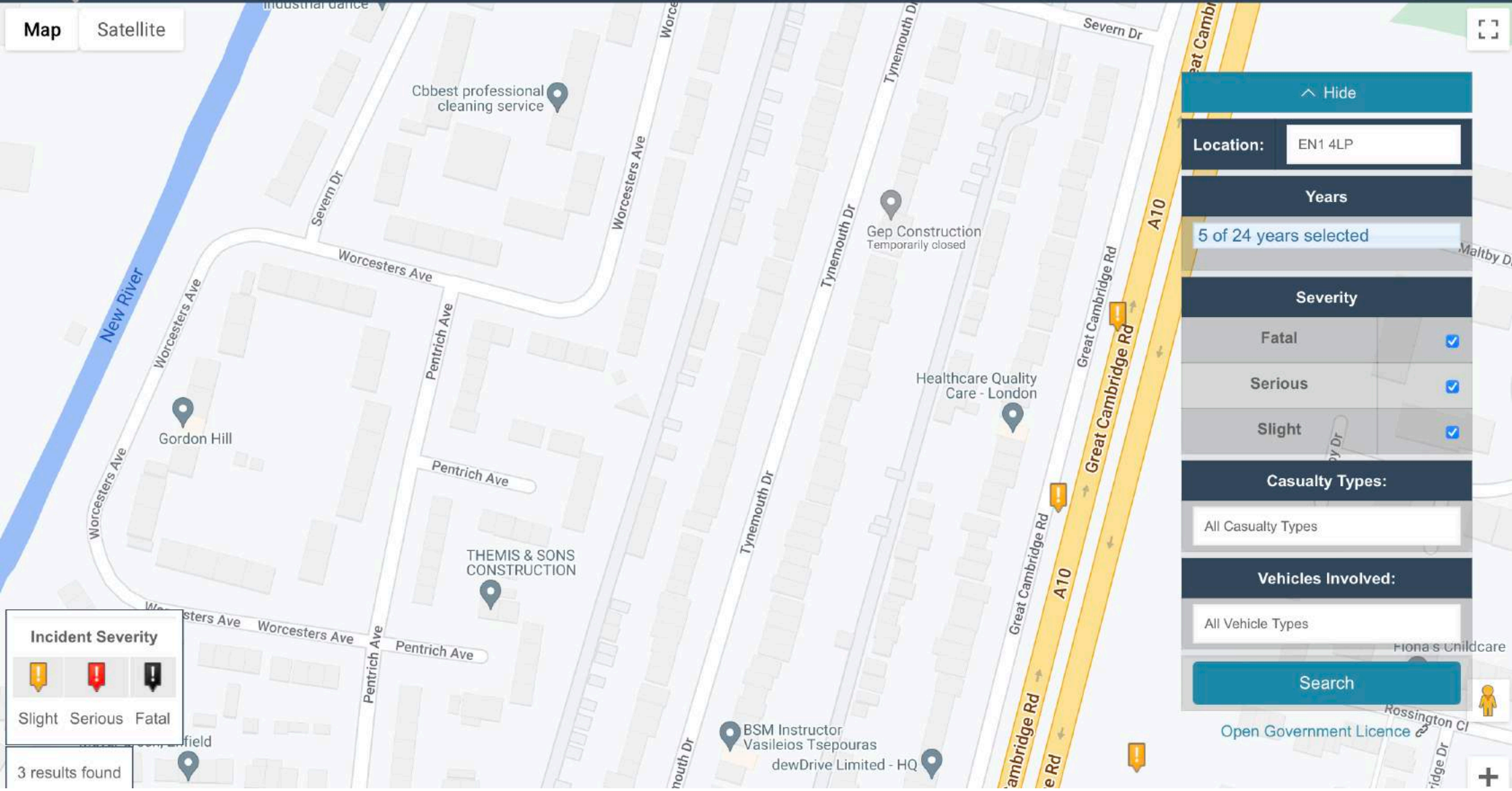
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Male	66 - 75	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

APPENDIX C - CRASHMAP STUDY AREA

Map Satellite



Incident Severity

- Slight
- Serious
- Fatal

3 results found

Hide

Location: EN1 4LP

Years

5 of 24 years selected

Severity

- Fatal
- Serious
- Slight

Casualty Types:

All Casualty Types

Vehicles Involved:

All Vehicle Types

Search

Open Government Licence

APPENDIX D - PTAL RATING

Address or co-ordinates

EN1 4LP

Go

Access level (PTAL) Time mapping (TIM)

PTAL: a measure which rates locations by distance from frequent public transport services.

Map key - PTAL

- 0 (Worst)
- 1a
- 1b
- 2
- 3
- 4
- 5
- 6a
- 6b (Best)

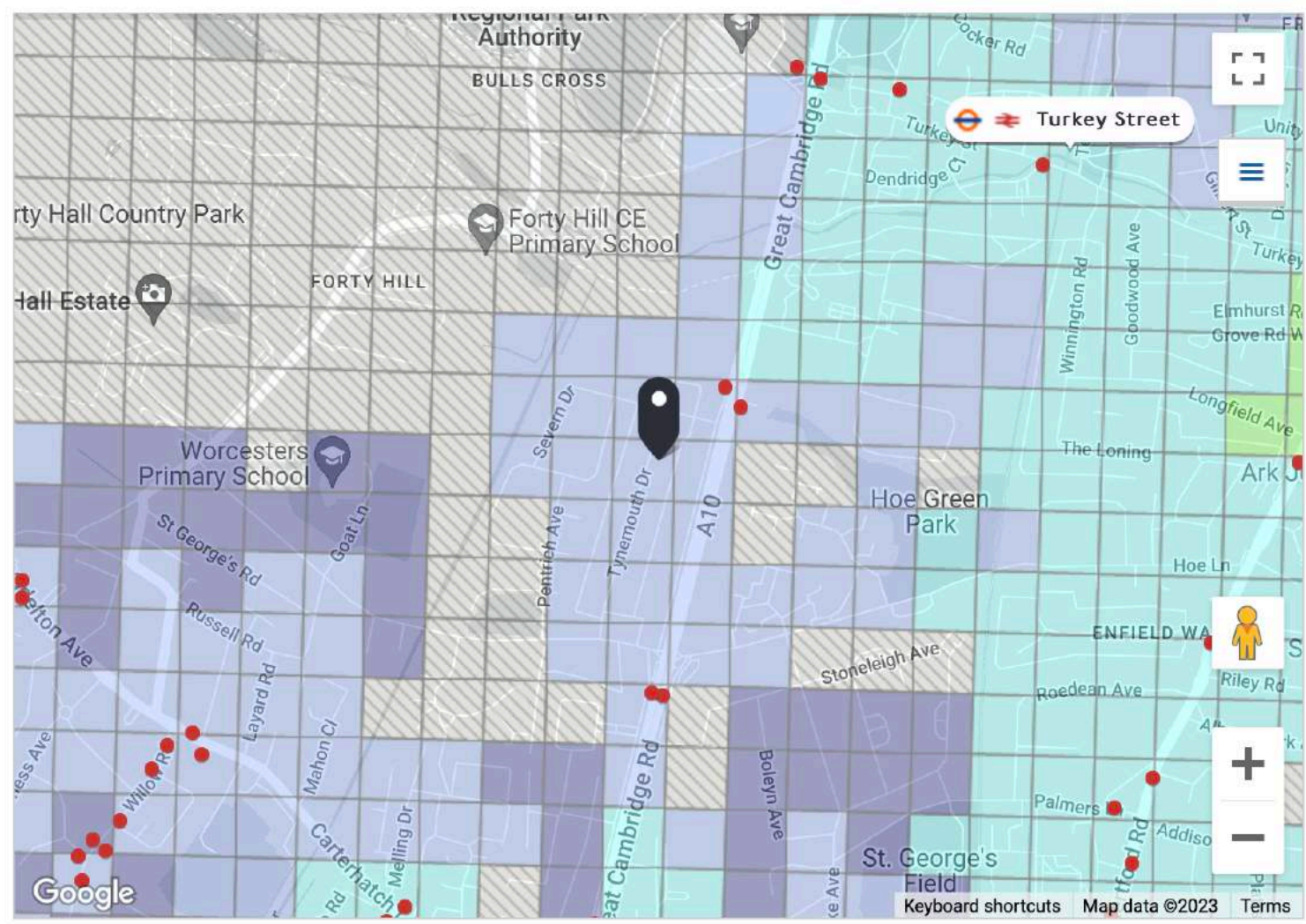
Map layers

PTAL (cell size: 100m)

Scenario

2021 (Forecast)

Highlight locations where PTALs have changed from Base Year



You can click anywhere on the map to change the selected location.

PTAL output for 2021 (Forecast)

1b

ENI 4LP
Tynemouth Dr, Enfield EN1 4LP, UK
Easting: **534470**, Northing: **198354**