



CAPITAL TRANSPORT PLANNING
Highway Safety Impact Assessment



32 Leeds Street, Enfield
January, 2024

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:

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Prepared by:

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Document History

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1. Introduction

1.1. This Highway Safety Impact Assessment has been prepared by Capital Transport Planning on behalf of Keeran Designs (the agent). Capital Transport Planning has been commissioned to assess the highway and transportation implications associated with proposals for the development proposals at 32 Leeds Street in the London Borough of Enfield.

1.2. The proposal is for the conversion of single-family dwelling house into one 2-bedroom and one 1-bedroom self-contained units.

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 on Leeds Street towards the south-east of Enfield in Tottenham and is approximately 0.3 miles north of Silver Street overground station. The application site is located on Leeds Street which forms a part of the public highway. The site location plan is presented in Figure 1 and Appendix A.

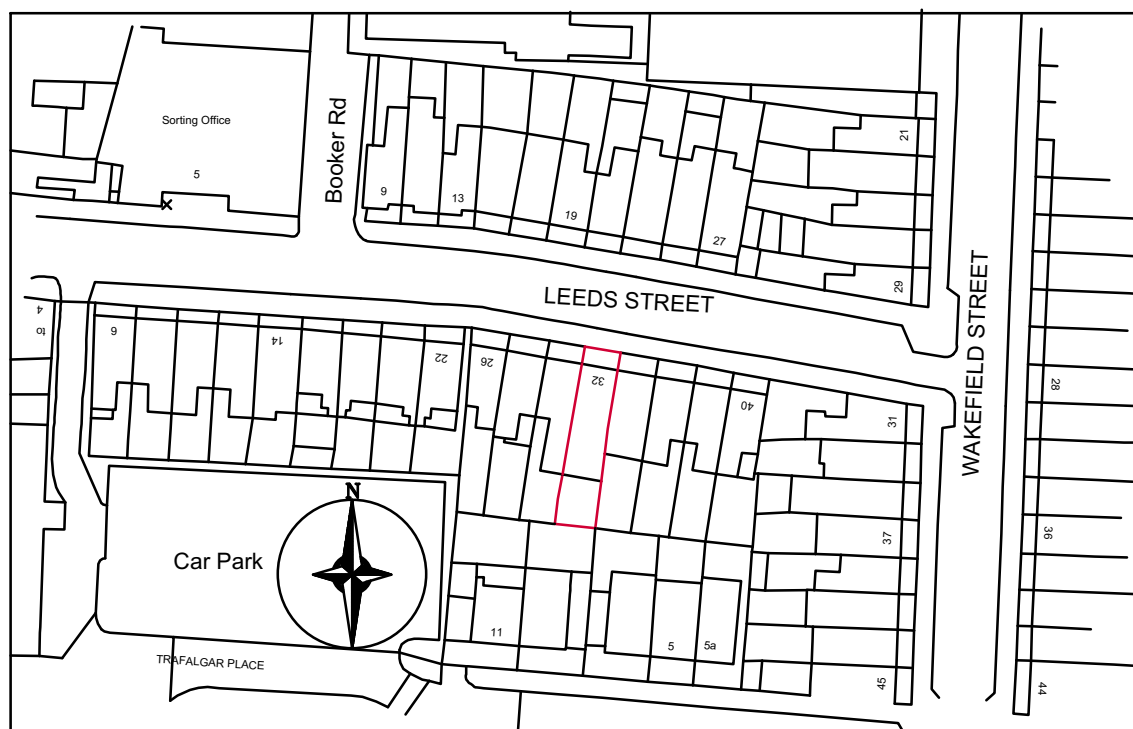


Figure 1. Location Plan

Site Description

2.2. The application site has an existing use as a single terraced dwelling (C3) and is accessed directly from Leeds Street by pedestrians.

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 5 (Very Good) using TfL's methodology for public transport accessibility. This rating indicates a very good level of public transport accessibility. The PTAL rating for the application site is presented in Appendix D.

Existing Public Transport Facilities

2.4. As noted previously, the application site performs very well 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 0.3 miles to the south-east of Silver Street overground station. Silver Street overground station is an approximately 6-minute journey on foot and features on the London overground network.

2.6. The site is located approximately 0.9 miles to the north-west of Meridian Water rail station. Meridian Water rail station is an approximately 18-minute journey on foot and features on the Greater Anglia railway line.

Bus

2.7. The site benefits from bus services within walking distance. The closest being the Colyton Way bus stops (L&K) located on the Fore Street (A1010). The bus stops are approximately 0.2 miles (4-minutes) walking distance and provides access to the bus 149, 259, 279, 349 and N279.

Surrounding Highway Network

2.8. The application site is located on Leeds Street, which is a single-lane one-way carriageway and is subject to a 30mph speed limit. Leeds Street adjoins Wakefield Street to the east and Fore Street (1010) to the west. The site is also located approximately 0.2 miles south of the strategic road network, A406 North Circular Road. The London Borough of Enfield act as County Highway Authority, responsible for the maintenance and management of the public highway.

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 single-family dwelling house into one 2-bedroom and one 1-bedroom self-contained units.

Trip Generation

4.2. The development proposals are unlikely to generate more trips than that of a single-family dwelling and would have a negligible impact on the local highway network.

Pedestrian Access

4.3. The application site provides pedestrian access via the existing footway from Leeds Street. 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

4.4. The application site is car-free with no off-street car parking and therefore no vehicular access.

Cycle Parking

4.5. 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	dwellings (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)

4.6. Two cycle parking spaces are proposed within a new bike shed in the existing front garden in accordance with the minimum standards set out in the London Plan. Cycle parking for the existing unit is located in the garden. The proposed cycle parking location is presented in Figure 3 and Appendix A.

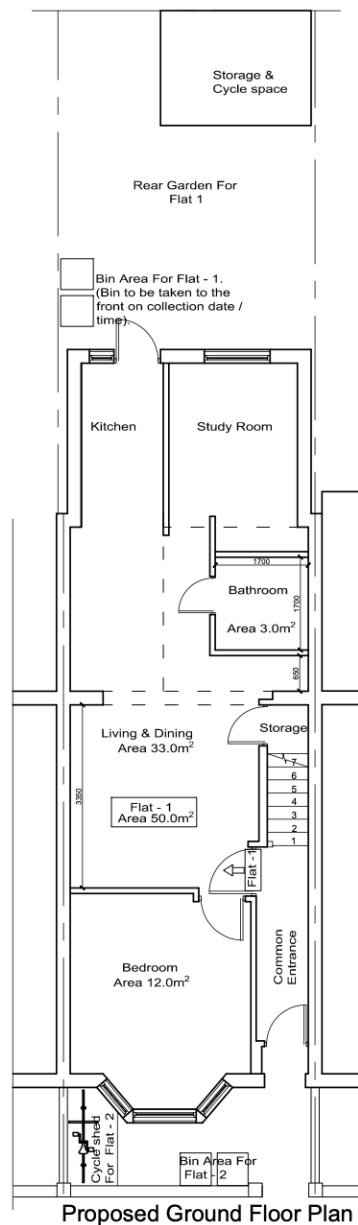


Figure 3. Proposed Site Plan

Car Parking

4.7. The application site is located within the South Edmonton Event Day CPZ, which operates on event days only between 12:00 and 21:00.

4.8. The application site achieves a PTAL rating of 5 (Very Good) and is therefore required to be car-free in accordance with London Plan car parking (2021) standards as presented in Figure 4.

Location	Number of beds	Maximum parking provision*
Central Activities Zone Inner London Opportunity Areas Metropolitan and Major Town Centres All areas of PTAL 5 – 6 Inner London PTAL 4	All	Car free~
Inner London PTAL 3	All	Up to 0.25 spaces per dwelling
Inner London PTAL 2 Outer London Opportunity Areas	All	Up to 0.5 spaces per dwelling
Inner London PTAL 0 – 1	All	Up to 0.75 spaces per dwelling

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

4.9. 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

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

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

Accident Data

4.12. 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 16/01/2019 to 16/01/2024. Figure 5, presents the roads and junctions included within the study area.

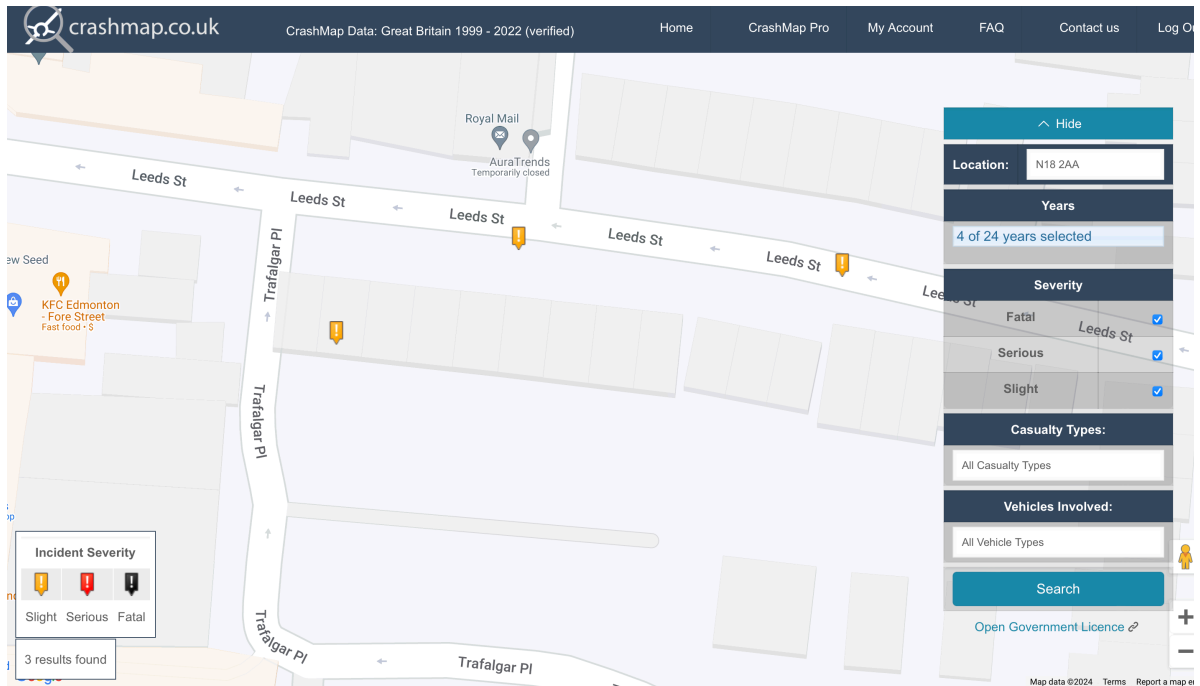


Figure 5. Accident Data Study Area

4.13. There were three accidents identified in the study area, which were all located on Leeds Street and cannot be linked to the existing operations of the application site.

4.14. 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 the site. 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.

4.15. 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 Keeran Designs (the agent) Capital Transport Planning has been commissioned to assess the highway and transportation implications associated with proposals for the development proposals at 32 Leeds Street.

5.2. The proposal is for the conversion of single-family dwelling house into one 2-bedroom and one 1-bedroom self-contained units.

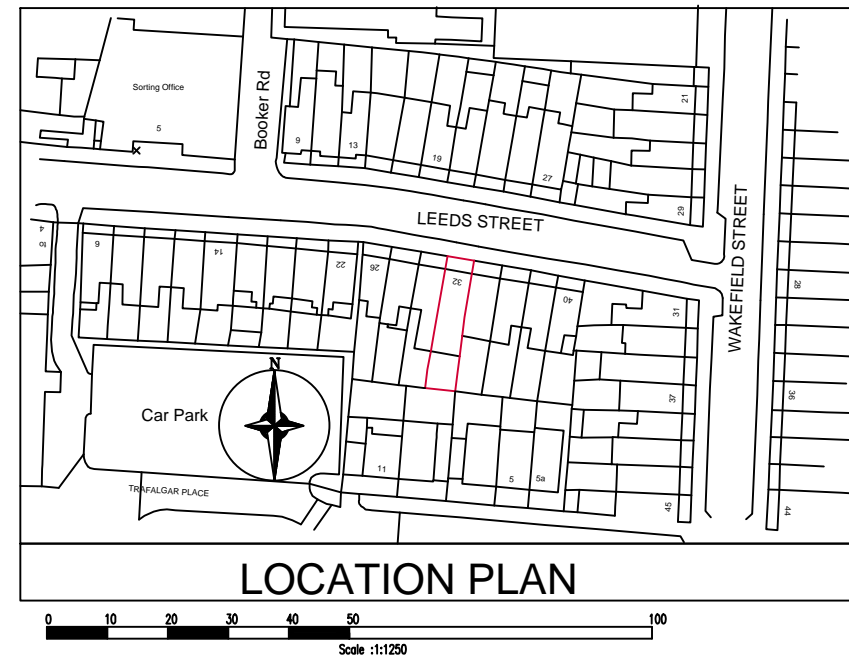
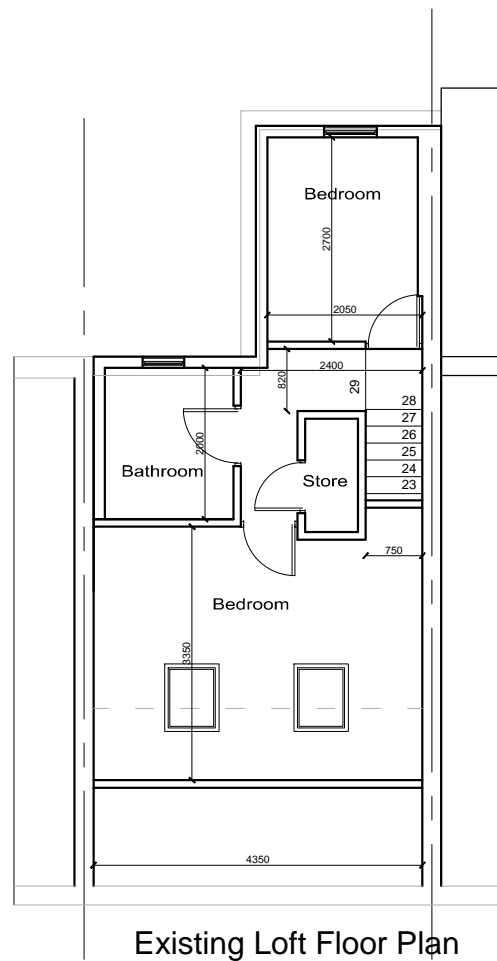
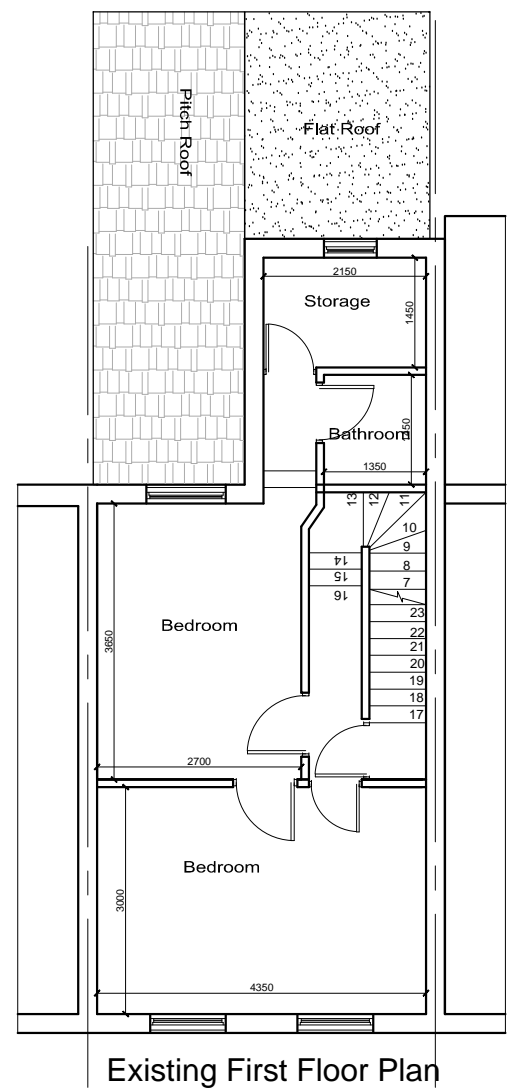
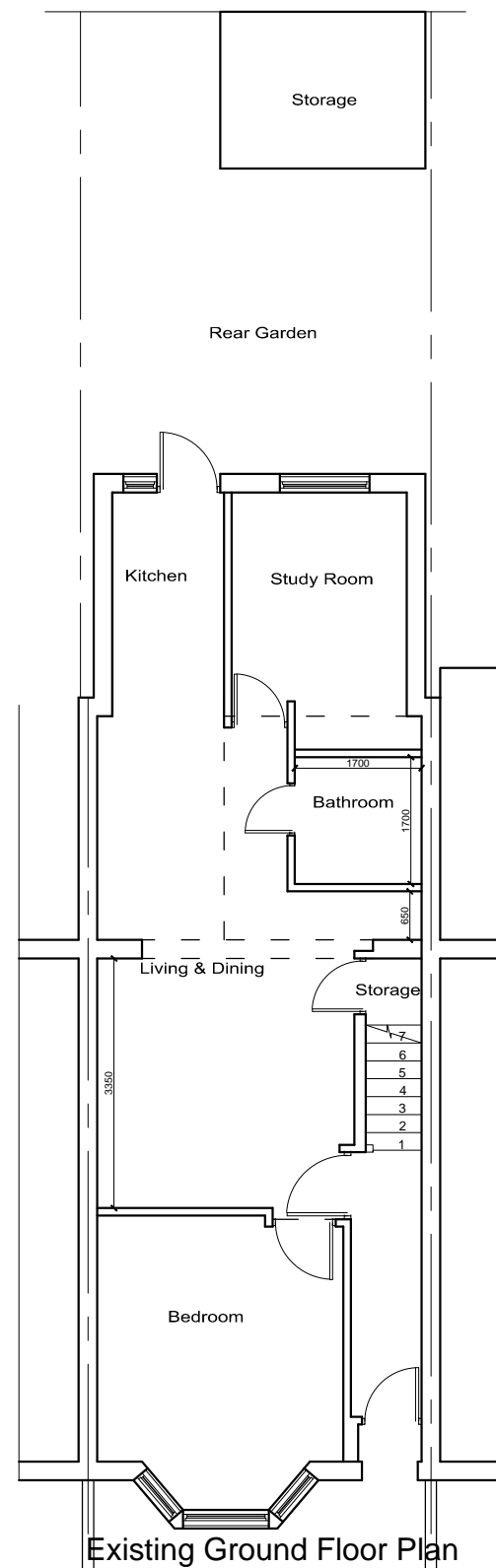
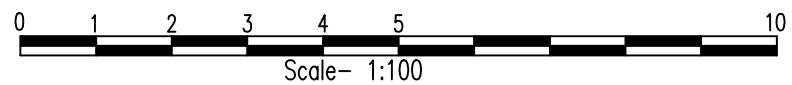
5.3. This Highway Safety Impact Assessment has assessed the highway and transportation matters relating to the development proposal and it is concluded that:

- The public transport accessibility from the site (PTAL 5) is very good, 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 car-free nature of the development proposal is in accordance with London Plan (2021) maximum car parking standards;
- All delivery and servicing related activities would take place from Leeds Street;
- 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

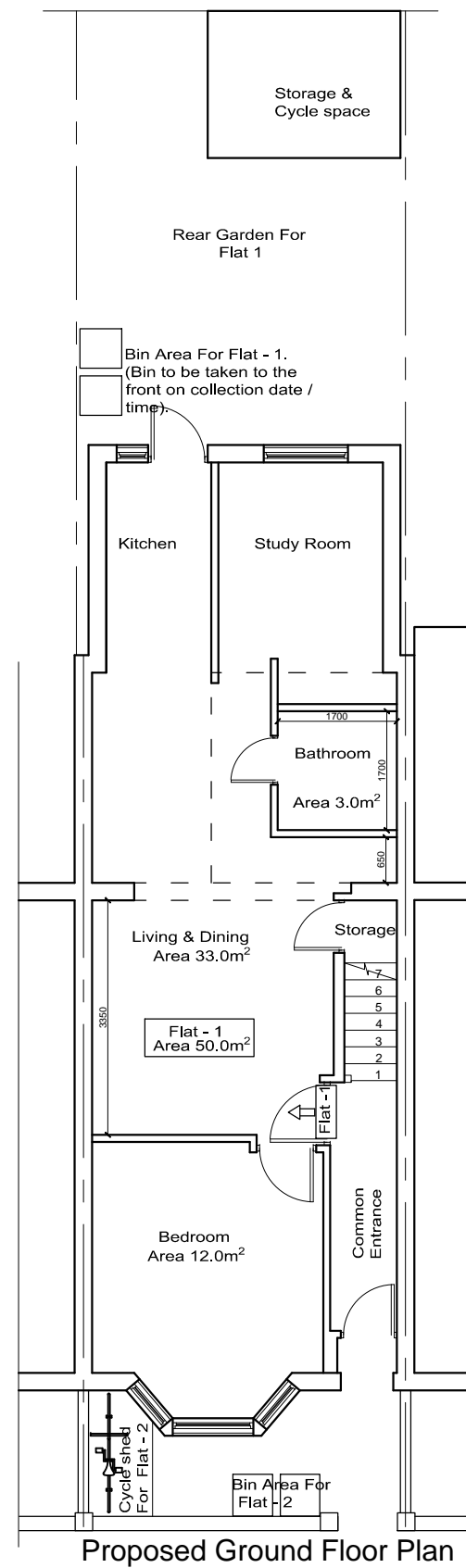


Drawn By NS
 Drawing No KD/FLAT/PP/47/23/L-146.1
 Date November 2023
 Scale 1:100, 1:1250 @ A3 Paper

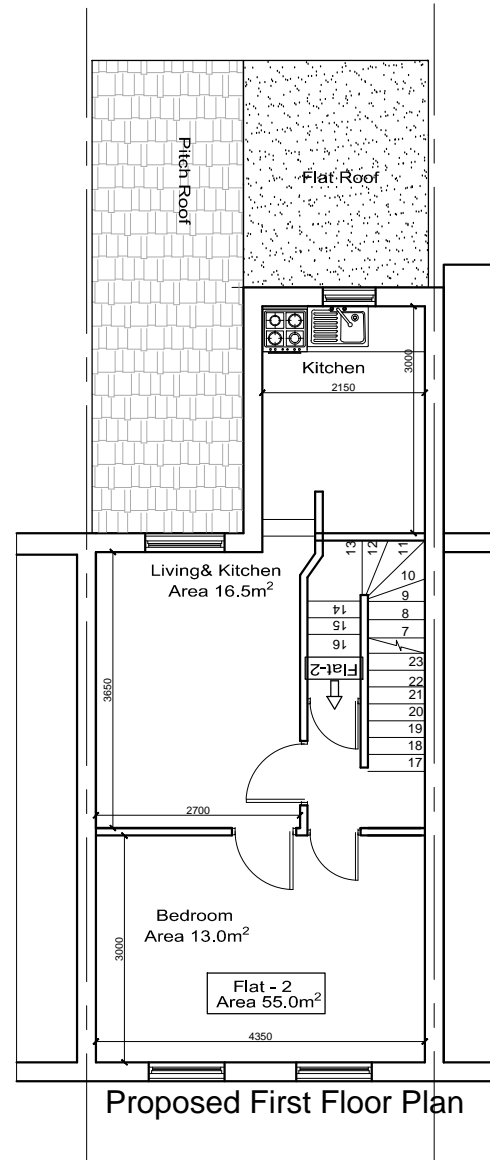
Title
PROPOSED CONVERSION OF A SINGLE DWELLING HOUSE INTO 2 No. SELF-CONTAINED FLATS (1 No. 1 BED + 1 No. 2 BED FLAT).

Client:
 Mr. Nexhip Qevani
 32 Leeds Street
 Edmonton
 London N18 2AA

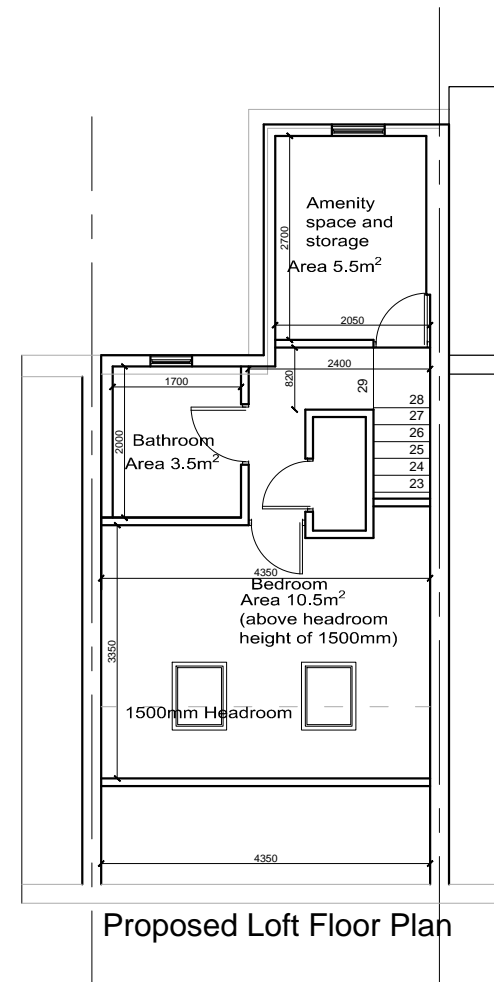
Keeran Designs Ltd
 Tel: (020) 8531 6000
 Fax : (020) 8531 5444
 E mail : Keeran@ consultant.com
 Web :www.keerandesigns.co.uk



Proposed Ground Floor Plan



Proposed First Floor Plan



Proposed Loft Floor Plan



Drawn By	NS
Drawing No	KD/FLAT/PP/47/23IL-146.3
Date	November 2023
Scale	1:100 @ A3 Paper

Title

PROPOSED CONVERSION OF A SINGLE DWELLING HOUSE INTO 2 No. SELF-CONTAINED FLATS (1 No. 1 BED + 1 No. 2 BED FLAT).

Client:

Mr. Nexhip Qevani
32 Leeds Street
Edmonton
London N18 2AA

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

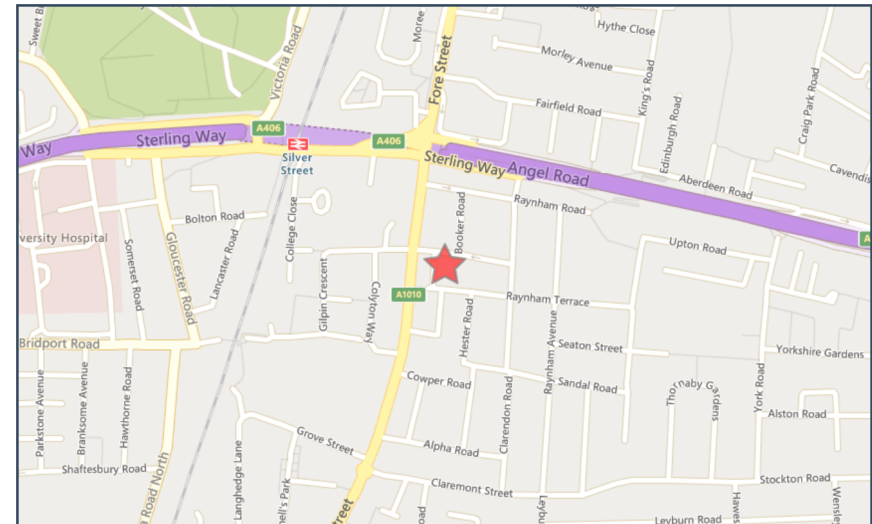
APPENDIX B - CRASHMAP REPORTS



Validated Data

Crash Date: Saturday, April 20, 2019 **Time of Crash:** 10:45:00 PM **Crash Reference:** 2019010176251

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Enfield	Number of Vehicles:	2	OS Grid Reference:	534140 192251
Local Authority:	Enfield London Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Other junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	One way street				
Junction Control:	Give way or uncontrolled				



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)		2 Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None
2	Car (excluding private hire)		5 Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
	2	1 Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

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

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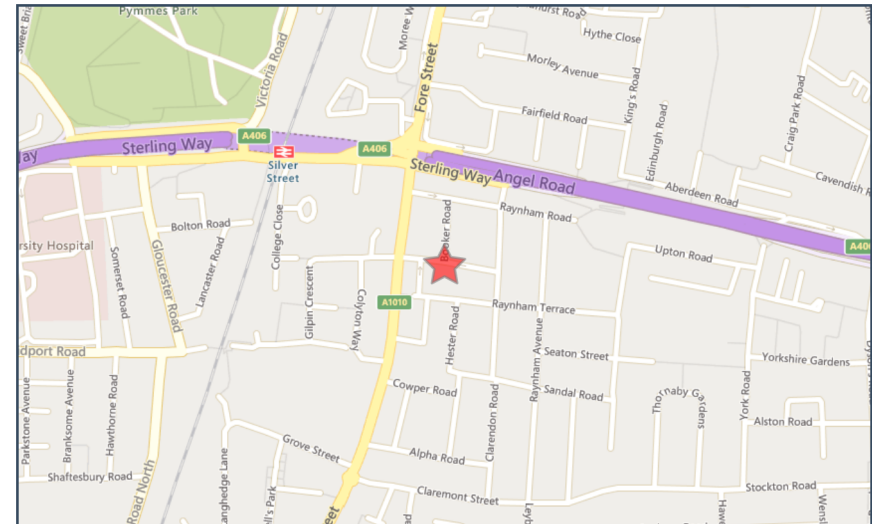


Validated Data

Crash Date: Saturday, October 03, 2020 **Time of Crash:** 12:05:00 PM **Crash Reference:** 2020010271619

Highest Injury Severity: Slight **Road Number:** U0 **Number of Casualties:** 1
Highway Authority: Enfield **Number of Vehicles:** 3
Local Authority: Enfield London Borough **OS Grid Reference:** 534160 192262

Weather Description: Raining without high winds
Road Surface Description: Wet or Damp
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: One way street
Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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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	Motorcycle over 50cc and up to 125cc	5	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	Parked vehicle	None
2	Car (excluding private hire)	15	Male	46 - 55	Vehicle is in the act of turning right	Did not impact	Unknown	None	None
3	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle is parked in the carriageway	Did not impact	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

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

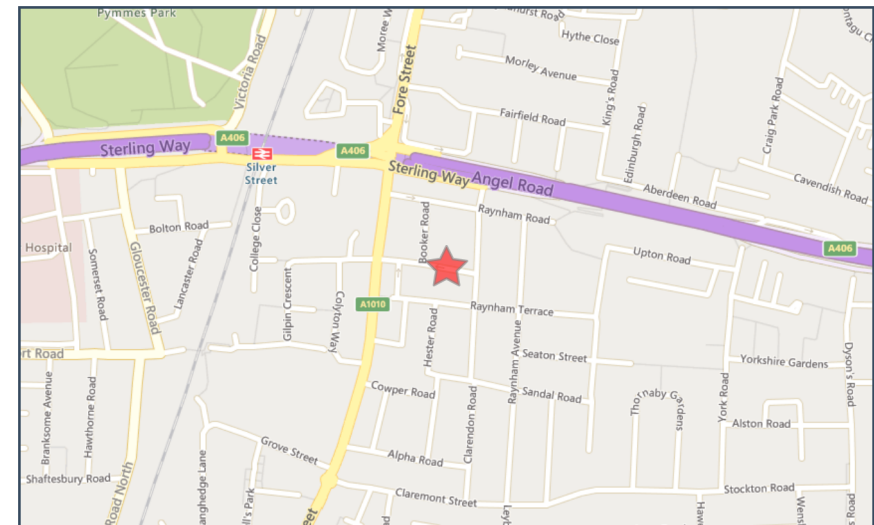
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Validated Data

Crash Date: Monday, October 11, 2021 **Time of Crash:** 8:09:00 PM **Crash Reference:** 2021010337473

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Enfield	Number of Vehicles:	2	OS Grid Reference:	534196 192260
Local Authority:	Enfield London Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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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	0	Male	36 - 45	Unknown	Front	Journey as part of work	Unknown	Unknown
2	Car (excluding private hire)	5	Female	36 - 45	Unknown	Unknown (Prior to 2005)	Taking pupil to/from school	Unknown	Unknown

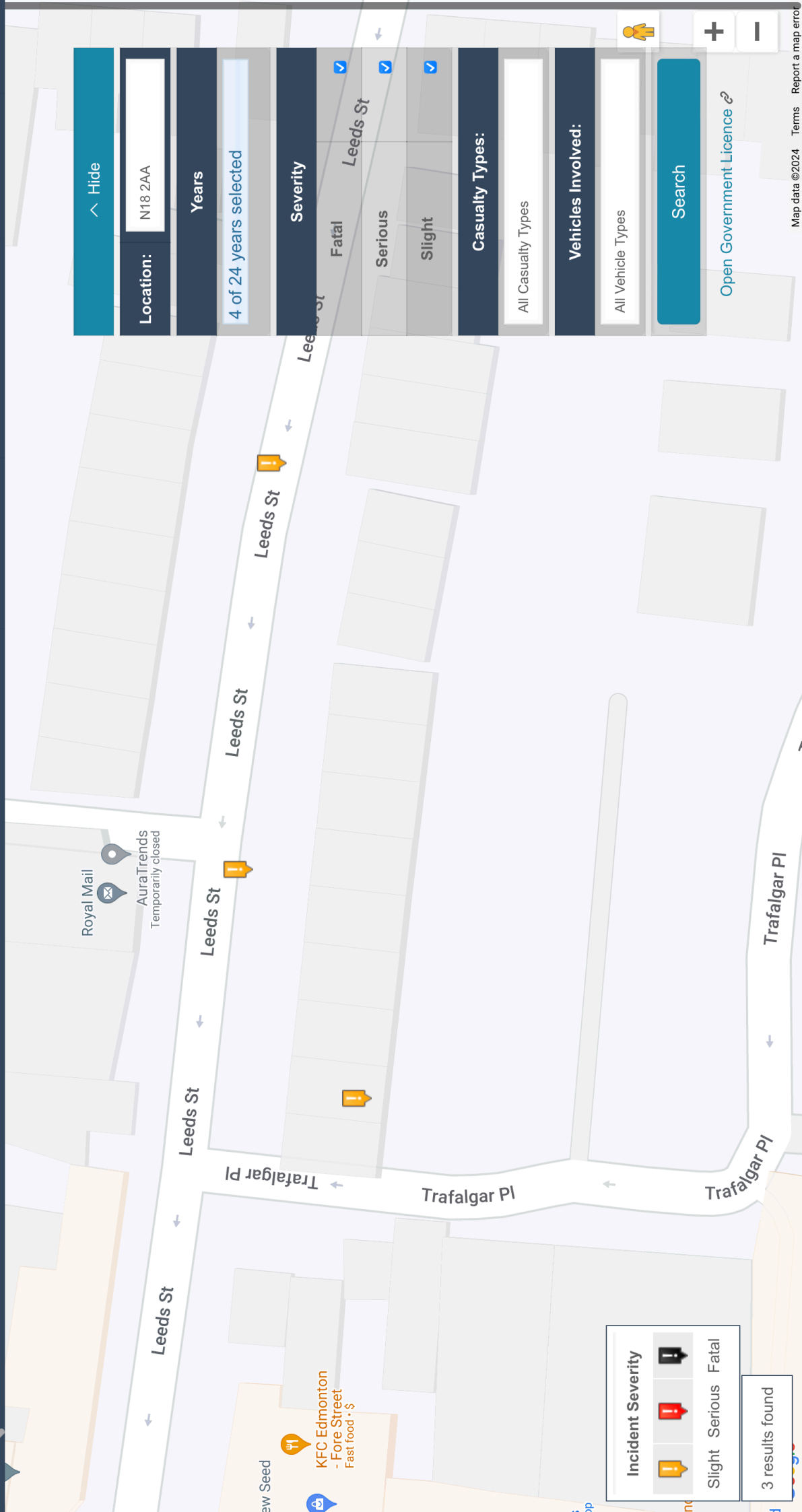
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

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

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APPENDIX C - CRASHMAP STUDY AREA



Incident Severity

- Slight
- Serious
- Fatal

3 results found

APPENDIX D - PTAL RATING

Address or co-ordinates

N18 2AA

X

Go

Access level (PTAL)

Time mapping (TIM)

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

Map key - PTAL



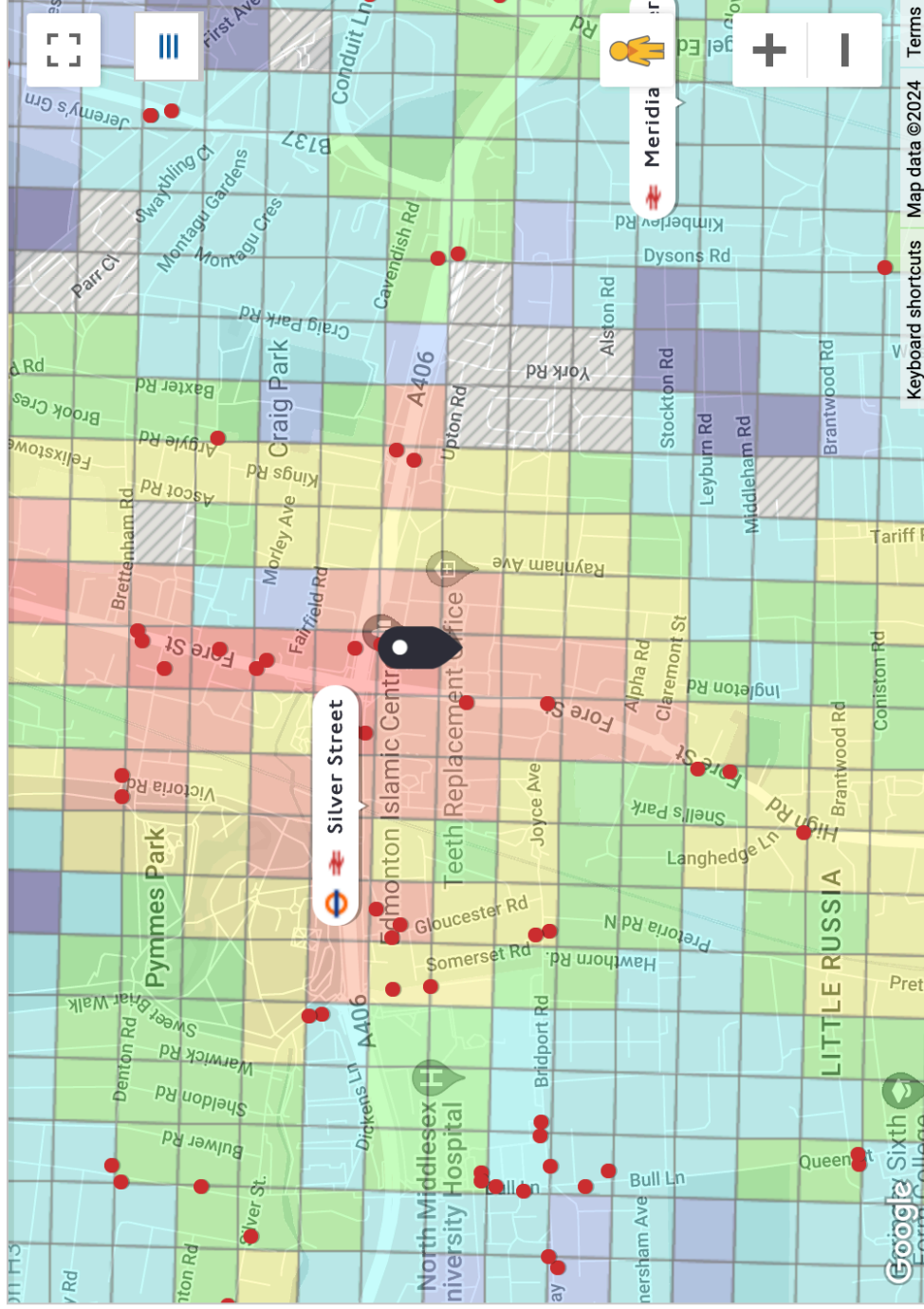
Map layers

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)

5

N18 2AA

Leeds St, London N18 2AA, UK

Easting: **534173**, Northing: **192251**