80 Church Street, Edmonton

Transport Statement

Client: Kervan Sofrasi Ltd

i-Transport Ref: TW/RW/JG/ITL19795-001A

Date: 15 March 2024

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Quality Management

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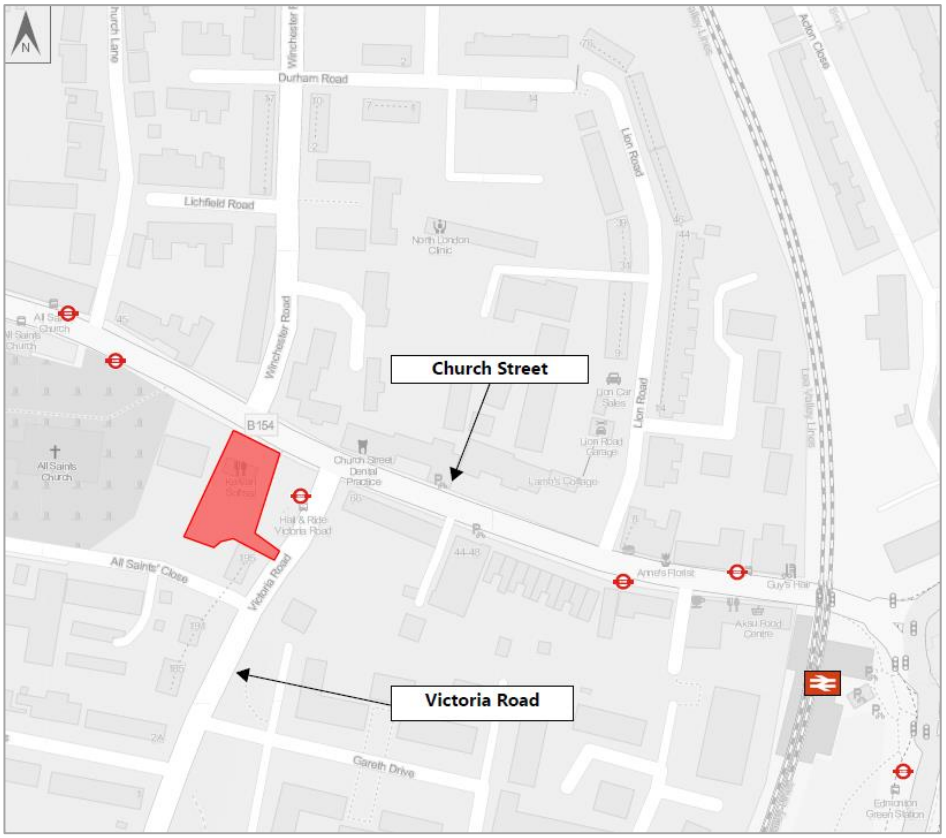
SECTION 1 Introduction

1.1.1 Kervan Sofrasi (the 'Applicant') has appointed i-Transport LLP to provide transport planning and highways advice with regard to a proposed development at 80 Church Street, Edmonton, Enfield.

1.1.2 The site is located at the existing Kervan Sofrasi restaurant, situated on Church Street, Edmonton, in the London Borough of Enfield. It is roughly located on the corner Church Street and Victoria Road, and is bound by Church Street to the north, recreation green space to the east, a car park and residential until to the south, and the All Saints Church Hall to the west. A site location plan is included as Figure 1, an extract of which is provided at Image 1.1 below.

Image 1.1: Site Location Plan



1.1.3 The Site is currently occupied by Kervan Sofrasi restaurant on the ground floor, with four sub-standard residential units provided on the upper two floors of the building.

1.1.4 The proposed development involves the extension and alteration of the existing building to provide six new residential units on the upper floors, replacing the four existing sub-standard self-contained residential units above the restaurant, including a reconfiguration of the parking and servicing arrangements.

1.1.5 i-Transport LLP has been appointed to prepare a Transport Statement (TS) to accompany the planning application.

1.1.6 The proposed development is within the jurisdiction of Enfield Council (EC), the local planning authority and local highway authority responsible for determining the application.

1.1.7 The Applicant undertook pre-application scoping with Enfield Council, with a written response received 13 December 2023. Regarding traffic and transport, it was requested that:

- Cycle parking is provided to London Plan standards;
- The proposed residential units are to be car-free; and
- Servicing and delivery should be considered in the detailed design of the scheme to ensure loading, servicing and parking is all safe and accessible.

1.1.8 During a pre-application scoping meeting with Enfield Council, it was requested by officers that some of the existing restaurant car parking is retained in some form to provide parking for restaurant staff.

1.1.9 This report sets out the transport and highways elements of the proposal to accompany the planning application. This TS is structured as follows:

- Section 2 provides a brief overview of the transport planning policy applicable to the proposal;
- Section 3 provides a summary of the existing transport conditions of the local area and the sustainable accessibility of the site;
- Section 4 summarises the development proposal;
- Section 5 present the multi-modal transport impact of the development proposal;
- Section 6 provides a framework delivery and servicing plan; and
- Section 7 completes the report with a summary and conclusion.

SECTION 2 Transport Policy Context

2.1 National Policy

National Planning Policy Framework (December 2023)

2.1.1 The National Planning Policy Framework (NPPF) published in December 2023 sets out the Government's planning policies for England and how these are expected to be applied. It also constitutes as guidance for local planning authorities and decision makers in drawing up plans and as material considerations in determining applications.

2.1.2 The specific transport policies are contained within Section 9 of the NPPF, and paragraph 114 sets the following 'four tests' in relation to transport and highways matters:

> ***"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:***
>
> ***a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;***
>
> ***b) Safe and suitable access can be achieved for all users;***
>
> ***c) The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and***
>
> ***d) Any significant impacts from the development on transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."***

2.1.3 Paragraph 115 of the NPPF states 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."***

2.1.4 The NPPF requires in paragraph 117 and that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment.

2.1.5 Development should therefore provide opportunities for sustainable travel; achieve safe access; be designed in accordance with national design guidance and should only be prevented where the residual cumulative impact is '***severe***'. These four key tests are assessed in this TS.

2.2 Regional Policy

The London Plan (March 2021)

2.2.1 The London Plan was adopted in March 2021 and sets out the strategic targets for the spatial development of London for the next 20-25 years. From a transport perspective, the Mayor intends that London will be a city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities with an efficient and effective transport system which actively encourages more walking and cycling.

2.2.2 The relevant policies set out in the plan are summarised below.

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

2.2.4 **Policy T2 – Healthy Streets** sets out the following:

- Development proposals and plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking and cycling.
- Development plans should:
    a. Promote and demonstrate the application of the Mayor's Healthy Streets Approach;
    b. Identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles.
    c. In opportunity areas, new and improved walking, cycling and public transport networks should be planned at an early stage.

2.2.5 **Policy T4 – Assessing and mitigating transport impacts** states that:

- Development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity;
- Transport assessments should be submitted to ensure that impacts on the transport network at local, regional and strategic levels are fully assessed, with the inclusion of Healthy Streets Approach, Travel Plans, Construction Logistics Plan and Delivery and Servicing Plans where necessary;
- Where appropriate, mitigation will be required for public transport, walking and cycling facilities through financial contributions to address any adverse transport impacts; and

- Development proposals should not increase road danger.

2.2.6 **Policy T5 – Cycling** sets out policies relating to cycling:

- Development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle by providing the appropriate levels of secure, and well located cycle parking, within the minimum standards;
- Parking should be designed and laid out in accordance with the guidance contained within the London Cycling Design Standards;

2.2.7 **Policy T7 – Deliveries, Servicing and Construction** is concerned with the following:

- Development proposals should facilitate sustainable freight movements by rail, waterways and road;
- Consider the option of consolidation and distribution sites, and facilitate safe, clean and efficient deliveries and servicing, with adequate storage provided.

Car and Cycle Parking Standards

2.2.8 The car and cycle parking standards that are used throughout London are set out within the London Plan 2021. It states that car-free development should be the starting point for all development in places that are well-connected by public transport. Table 2.1 outlines the maximum residential and commercial car parking standards for the site (PTAL 6b as set out in Section 3).

Table 2.1: Maximum Residential Parking Standards

Location	Number of Beds	Maximum Parking Provision
All areas of PTAL 5-6	All	Car free

Source: London Plan (2021)

2.2.9 For reference, Policy T6.1G 'Residential Parking' states that any residential development proposals delivering ten or more units must provide designated disabled bays. This trigger is not met by this 6-unit development.

2.2.10 The London Plan also sets out the minimum cycle parking standards, which are outlined in Table 2.2.

Table 2.2: Minimum Residential Cycle Parking Standards

Use Class	Long-stay / Permanent	Short-stay / Visitor
C3-C4 Dwellings	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	5 to 40 dwellings: 2 spaces

Source: London Plan (2021)

2.2.11 How these standards are applied to the proposal is considered in later sections of this report.

2.3 Local Policy

The Enfield Plan – Core Strategy 2010 – 2025 (November 2010)

2.3.1 The Enfield Plan sets the spatial planning framework for development of the borough up to 2025. It is a strategic document providing a broad strategy for the scale and distribution of development and the provision of supporting infrastructure. It contains core policies for guiding patterns of development.

London Borough of Enfield Development Management Document (November 2014)

2.3.2 The LBE Development Management Document (DMD) is used alongside other adopted core strategy policies and the London Plan to determine planning applications. It provides detailed criteria and policies for assessing planning applications, and policies link to one or more of the Core Strategy policies.

2.3.3 Specifically for transport, *Policy DMD 47* relates to access, new roads, and servicing:

> ***'1) Non-vehicular Access***
>
> ***a) Provisions for pedestrians:***
>
> ***All developments should make provision for attractive, safe, clearly defined and convenient routes and accesses for pedestrians, including those with disabilities. New pedestrian accesses, routes and footpaths are encouraged and should link with the surrounding street and public right of way networks where appropriate. Development will not be permitted where it compromises existing rights of way, unless alternatives of equivalent or greater attractiveness and convenience are provided. Gated developments will be resisted.***
>
> ***b) Provision for cyclists:***

Cycle access to new developments should be designed to ensure cycling is a realistic alternative travel choice to that of the private car. The Council will protect existing off-road routes and the alignment of proposed routes from development, unless alternatives of equivalent of greater attractiveness and convenience are proposed. Where appropriate the Council will seek the provision of segregated cycle routes to adoptable standards as part of a new development.

c) Public Transport:

Applications for development should give consideration to the impact of development on public transport services. Major applications will be expected to demonstrate that existing or proposed public transport capacity can accommodate development proposals, and where necessary, identify opportunities for public transport improvements.

2) Vehicular access and servicing:

- ***New development will only be permitted if the access and road junction which serves the development is appropriately sited and is of an appropriate scale and configuration and there is no adverse impact on highway safety and the free flow of traffic.***
- ***New access onto roads with a speed limit above 40mph must comply with design standards within DMRB (The Design Manual for Roads and Bridges). New access onto all other roads must have regard to the Manual for Streets and Manual for Streets 2 or replacement publications.***
- ***New access and servicing arrangements must ensure vehicles can reach the necessary loading, servicing, and parking areas. Layouts must achieve a safe, convenient and fully accessible environment for pedestrians and cyclists.***
- ***New development will only be permitted where adequate, safe and functional provision is made for:***
    - ***Refuse collection (using 11.0m freighters) and any other service, and delivery vehicles required to serve part of the normal functioning of the development; and***
    - ***Emergency services vehicles (following guidance issued by the London Fire Brigade & Building Regulations); and***
    - ***Operational needs for existing residents, visitor and user "drop-off" and "pick-up" areas (e.g. for parents at nurseries and schools) as appropriate to the functioning of the development and the safety and free-flow of traffic.'***

2.3.4 *Policy DMD 48 - Transport Assessments* states that: '***All major development proposals should be accompanied by a transport assessment. For minor developments a transport statement may be required. In exceptional circumstances, where minor development would place pressure on the existing transport network, the Council will request a transport assessment in order to establish the transport implications of the development.'***

2.4 Emerging Policy

Enfield Local Plan 2019-2041 for pre-publication (December 2023)

2.4.1 Enfield Council are in the process of development a new Local Plan, outlining the Boroughs vision and spatial strategy through to 2041. The Council released the full draft Local Plan on 6 December 2023, with a commitment for the Full Council to meet to go over an extensive draft of the Local Plan on 6 March 2024.

2.4.2 Regarding transport and highways, *Strategic Policy T1 – Promoting a Sustainable Transport and Decarbonised Transport System* sets out proposed policies related to:

- Ensuring access to a fully connected sustainable transport network
- Increasing all active travel opportunities

2.4.3 *Development Management Policy T2 – Forming a Healthy and Connected Enfield* sets out that development will be expected to:

- Promote active travel and mobility as part of a healthy lifestyle;
- Promote open spaces as green, multi-functional and accessible; and
- Make transport choices which positively health and wellbeing.

2.4.4 *Development Management Policy T3 – Constructing a vibrant and safe Enfield for everyone* sets the following goals for developments:

- Neighbourhoods are compact and mixed use;
- Achieving 20 minute accessibility to destinations and services;
- Feeling of safety on the boroughs roads.

2.5 Summary

2.5.1 National policy states 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.' Opportunities for sustainable travel should be provided with uptake encouraged. Access arrangements should be safe, convenient and do not impact the local transport/highway network adversely. Regional and local policy encourage car-free developments.

SECTION 3 Existing Transport Conditions

3.1 Site Location

3.1.1 The site is located at 80 Church Street and includes a Kervan Sofrasi restaurant on the ground floor with four residential units on the first and second floors. The site is bound by Church Street to the north, recreation green space to the east, a car park and residential until to the south, and the All Saints Church Hall to the west.

3.1.2 The existing site provides 6 car parking spaces on the site frontage onto Church Street, although three of these spaces are only accessible via crossing the public footway. An access road along the western boundary leads to a disused car park area that is now used as an outdoor seating area for visitors. Another former access road to the former car park is located on Victoria Road.

3.1.3 Church Street is a two-way single carriageway forming part of the B154. It connects the A10 Great Cambridge Road in the west to the A1010 in the east at the Edmonton Green roundabout.

3.1.4 A site location plan is provided at **Figure 1**.

3.2 Active Travel

Walking

3.2.1 Footways are provided on both sides of the carriageway for the entire length of Church Street. These provide continuous links and connections to Edmonton town centre, local bus stops, and Edmonton London Overground station. To the east of the site there is a non-signalised pedestrian crossing over Victoria Road, with dropped kerbs, tactile pavements, and good street lighting provision along the extent of Church Street.

3.2.2 Footways are 2 metres wide along Church Street and within the wider Edmonton Green area. There are signalised pelican crossing points at the Edmonton Green Roundabout, providing excellent existing pedestrian provision to Edmonton Green Shopping Centre.

Cycling

3.2.3 There is excellent existing cycling provision within Edmonton Green. Church Street links up to Cycleway 1 at the Edmonton Green roundabout, with segregated lanes and good crossing provision throughout the route. The route continues south down The Broadway, and north along Hertford Road.

3.2.4 Cycleway 21 is located circa 200 metres west of the site, at the junction between Latymer Road, Church Street, and the shared footway/cycleway in Church Park.

3.2.5 Cycleway 1 is a segregated cycle route from Freezy Water in the north to Tottenham in the south. Cycleway 21 connects Meridian Water to Cycleway 20 in the north, with Cycleway 20 running northwards to Enfield Town, and uses a mixture of quiet street, paths, and segregated lanes.

3.3 Public Transport

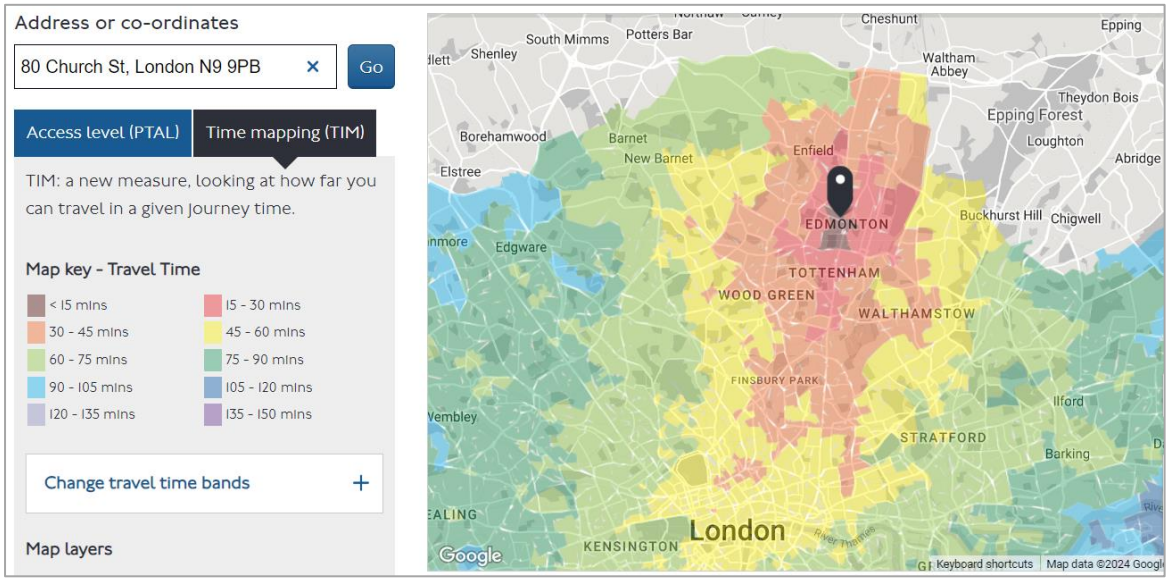
Public Transport Accessibility Level (PTAL)

3.3.1 The accessibility of the site to public transport can be measured through Transport for London's (TfL) Public Transport Accessibility Level (PTAL) calculation tool. The assessment criteria range from 1a, indicating the lowest level of accessibility to public transport, to 6b indicating the highest level. The site has been assessed to have a PTAL of 5, which indicates the site has a very high level of accessibility to public transport. Although the full PTAL output is not available from the TfL Webcat website, an extract is provided at **Appendix A**.

TIM Mapping

3.3.2 TfL also prepare Time Mapping (TIM) plans, which can be used to demonstrate journey time to and from a specific location in London by public transport. Image 3.1 shows the average times from the site, via public transport, demonstrating that most of north-east London is accessible within 45 minutes and central London within 45-60 minutes via public transport.

Image 3.1: TIM Extract



Source: TfL

Bus Services

3.3.3 There are a number of bus stops in the vicinity of the site, including immediately east of the site on Victoria Road, and 100 metres west of the site along Church Street. **Table 3.1** outlines the bus routes from the bus stops on Church Street and Vicotria Road.

Table 3.1: Local Bus Services

Bus Stop	Bus Service	Destinations	Typical Daytime Frequency
Church Street / Victoria Road	616	Edmonton Green to Southgate	(School bus)
	W6	Edmonton Green to Southgate	Every 8-11 mins
	W8	Chase Farm Hospital to Pickets Lock Centre	Every 6-10 mins

Source: TfL (accessed February 2024)

3.3.4 In addition, Edmonton Bus Station is located 400 metres to the east of the site and provides a further 10 bus routes to a wide array of destinations in north and north-east London, and a night bus from Central London.

London Overground services

3.3.5 Edmonton Green railway station is located 300 metres east of the site and has frequent rail services operated by London Overground. Table 3.2 provides a summary of the London Overground services from Edmonton Green.

Table 3.2: London Overground services – Edmonton Green

Destination	Peak Frequency	Off-Peak Frequency
Liverpool Street	6 per hour	4 per hour
Enfield Town	3 per hour	2 per hour
Cheshunt	3 per hour	2 per hour

Source: TfL (accessed February 2024)

3.3.6 In summary, the site has excellent accessibility by public transport.

3.4 Local Facilities and Services

3.4.1 A summary of the local facilities and services, the distance of these from the site and the approximate walking and cycling journey times is provided in Table 3.3. The colour coding highlights the locations within 800m and 1,600m walking distance. Further services and facilities are accessible from nearby public transport nodes.

Table 3.3: Distances and Travel Time to Key Local Destinations

Destination		Approx. Distance from Site (metres)	Walking journey time (mins)	Cycling journey time (mins)
Employment	Edmonton Local Centre	500	6	2
	Edmonton Industrial Park	2,800	33	11
Retail	Vicotria Road Post Office	400	5	2
	Lidl	450	5	2
	Edmonton Green Shopping Centre	500	6	2
	Asda	700	8	3
Education	Little Learners Nursery	120	1	<1
	Laytmer All Saints Primary School	300	4	1
	Barnet and Southgate College	750	9	3
	Starks Field Primary School	850	10	3
Leisure	Church Park	140	2	1
	Edmonton Green Library	550	7	2
	The Gym Group	700	8	3
	Lea Valley Leisure Complex	3,000	36	11
Health	Church Street Dental Practice	45	<1	<1
	Latymer Road Surgery	260	3	1
	Edmonton Green Pharmacy and Travel Clinic	350	4	1
	North Middlesex University Hospital	2,000	24	8

Key:

Within a 'Walkable Neighbourhood' (800m)

Within a distance where most people (circa 81%) will walk (1,600m)

3.4.2 Table 3.3 illustrates that there is an excellent range of local services and facilities within walking distance of the site, particularly within a distance of 800m which is considered a walkable neighbourhood and where most walking trips are made. It is clear that an excellent range of everyday services and facilities will be accessible for the future residents without the need for a private vehicle.

3.5 Road Safety

3.5.1 Personal Injury Accident (PIA) data for the latest available five-year period, at the time of the request, has been obtained from Transport for London for the local highway network within the vicinity of the site. The study area includes the area of Church Street near the site, Victoria Road, Market Parade, and Winchester Rod. The full data is included as **Appendix A**, and a summary of the location of accidents is provided in Table 3.4.

Table 3.4: PIA Record

Location	Vehicles			Pedestrians & Cyclists			Total
	Fatal	Serious	Slight	Fatal	Serious	Slight	
Church Street	0	0	5	0	2	4	11
Victoria Road	0	0	3	0	0	0	3
Market Parade	0	0	2	0	0	0	2
Winchester Road	0	0	1	0	0	0	1
All Saints Close	0	0	1	0	0	0	1
Total	**0**	**0**	**12**	**0**	**2**	**4**	**18**

Source: TfL

3.5.2 The PIA data reveals a total of 18 PIAs were recorded within the study area in the latest five-year period (up to 30 September 2023). Of these, two PIAs resulted in serious injuries and 16 were slight in severity.

3.5.3 Two serious PIAs were recorded in the past five years on Church Street. One of these occurred when a pedestrian impaired by alcohol was struck by a car. The other serious recorded PIA occurred when a vehicle struck a pedestrian whilst crossing at a pelican crossing on Church Street. No 'slight' PIAs that involved pedestrians were recorded in the study area during the assessed period.

3.5.4 Whilst any accident is regrettable, the overall number and cause of accidents within the study area does not suggest a specific issue at any particular location. Indeed, it should be noted that the proposed development is expected to reduce the number of vehicles visiting the site from the existing, as discussed in the following sections.

3.6 Summary

3.6.1 The site is extremely well located with respect to existing pedestrian and cycle networks and public transport services, with access to areas of North and Central London possible within the hour. This provides substantial opportunity for occupiers if the development to travel from the site by non-car modes.

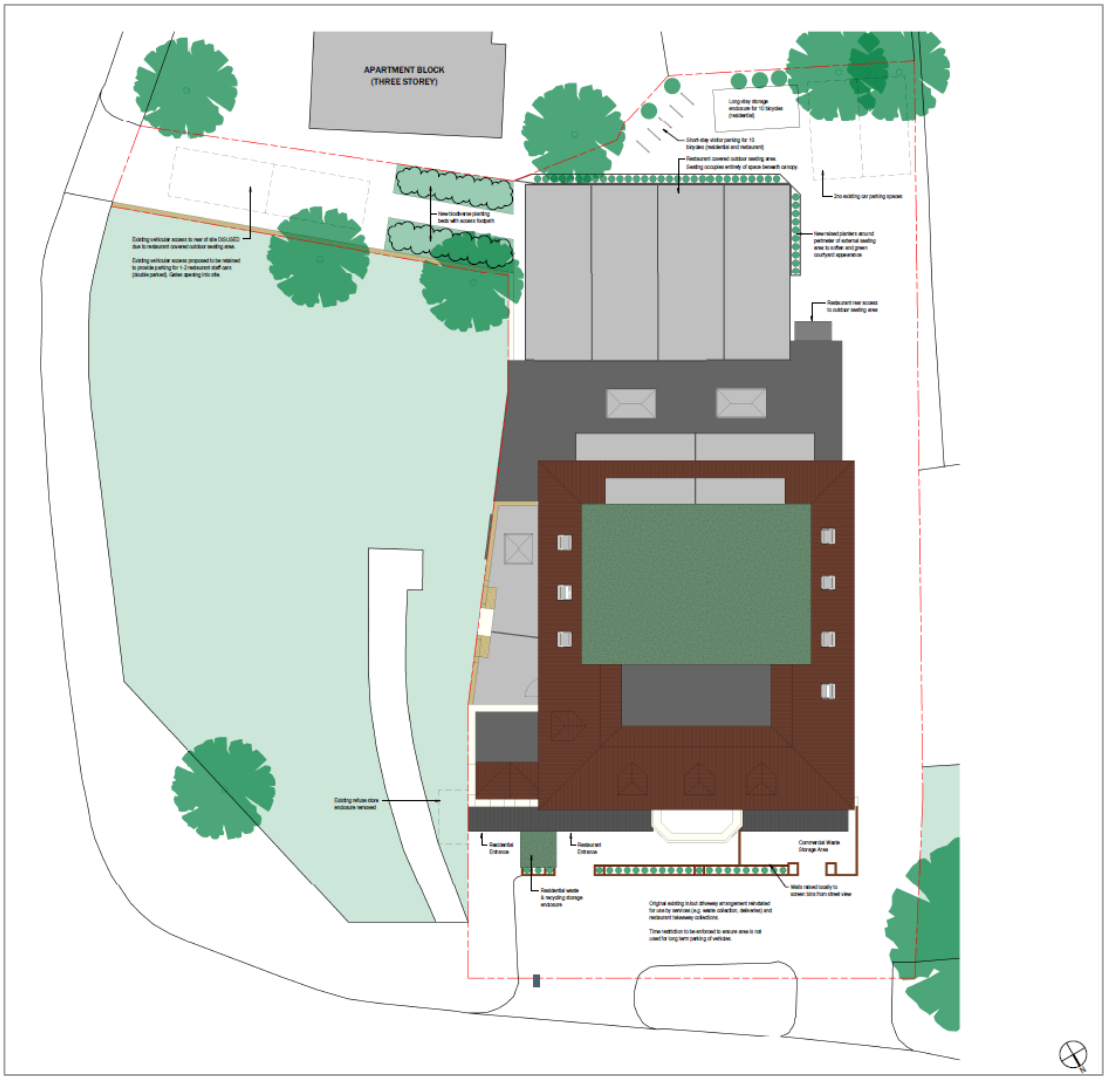
SECTION 4 Proposed Development

4.1 Overview

4.1.1 The proposed development is for the extension and alteration to the existing building to provide six new residential units on the upper floors, replacing the existing sub-standard self-contained residential units above the restaurant, including a reconfiguration of the parking and servicing arrangements.

4.1.2 The proposed site layout is provided at **Appendix B**, an extract of which is provided at Image 4.1 below.

Image 4.1: Proposed Site Layout



Source: Technical Design

4.1.3 Table 4.1 sets out the proposed schedule of accommodation.

Table 4.1 – Proposed Schedule of Accommodation

Dwelling Type	Number of Units
1-bed 1-person apartment	1
1-bed 2-person apartment	2
2-bed 3-person apartment	1
2-bed 4-person apartment	2
Total	**6**

Source: Technical Design

4.2 Access

Pedestrian Access

4.2.1 No alterations to the pedestrian access to restaurant element of the site are proposed.

4.2.2 Pedestrian access to the residential properties will be provided as a separate residential entrance, located just east of the restaurant entrance and residential waste and recycling store.

Vehicular Access

4.2.3 The two historic vehicular accesses to the site that served the former car park to the rear of the site are to be reopened after being closed off due to the opening of the outdoor covered seating area of the restaurant, which is to remain and be formalised.

4.2.4 The access road along the western site boundary from Church Street will lead to two parking spaces at the rear of the site as well as both long-stay and short-stay cycle parking.

4.2.5 The access road on Victoria Road is to be reopened for two car parking spaces but no through route will be provided.

4.2.6 Vehicular access to the parking bays on the site frontage will be closed. The hardstanding is to be retained and converted to a formalised delivery and servicing area for deliveries and servicing of the development, including deliveries and servicing of the residential units and the existing restaurant, and occasional restaurant takeaway collections. This will reinstate the historic in-out arrangement from Church Street.

4.2.7 The proposed changes to site vehicular access are all cognisant of the adopted highway boundary, a copy of which is provided at **Appendix D**.

4.3 Parking

Car Parking

4.3.1 The proposals involve the removal of the six restaurant parking bays on the site frontage, to be replaced with a delivery and servicing area for the development. Four restaurant parking spaces will be provided to the rear of the site.

4.3.2 Due to the location of the site in relation to its excellent accessibility to public transport, there will be no parking provided for the proposed development. This is in line with car parking standards set out in the adopted London Plan that states that any developments within an area of PTAL 5 should be car-free.

4.3.3 At the request of Enfield Council officers, car parking will be re-provided for staff at the restaurant, with four spaces being made available at the rear of the site, and the existing six substandard spaces on the site frontage removed. Two of the bays will be located to the rear of the site accessed via the access road running along the eastern site boundary, and two will be located just off Victoria Road, in the historic vehicular access.

4.3.4 Due to the nature of shift work and the number of spaces, vehicle movements from Victoria Road will be very low (two arrivals and two departures per day) and will occur during off-peak hours.

4.3.5 The new car parking spaces are to provide an improvement on the existing 6 spaces, in that:

- Vehicles will no longer have to cross the footway/pavement to access and exit the parking bays, improving pedestrian safety;
- Vehicles will no longer overhang the footway (which can occur if a large delivery vehicle is on-site);
- Parking will be located to the rear of the site, where customers and other users are unlikely to access, reducing conflict for spaces. Indeed, the spaces will be reserved for staff only in any case;
- The site frontage will provide improved pedestrian access for residents and restaurant customers;
- The reduction in car parking spaces will lead to a reduction in vehicle movements associated with the development, which is ultimately in line with national, regional and local policy ambitions.

Cycle Parking

4.3.6 Cycle parking for 10 bicycles is proposed in the form of a sheltered and secure cycle store located at the rear of the site. This will be made up of five Sheffield Stands, which can be used by larger cycles. This secure cycle store is to be accessed by residents only, and is in line with cycle parking standards of the London Plan.

4.3.7 Short-stay parking will be provided in the form of five Sheffield Stands, for up to 10 cycles. This short-stay cycle parking is to be provided for both the residential dwellings and also staff and visitors to the restaurant, is above the existing provision on site, and is in excess of what is required by London Plan standards.

4.4 Refuse & Servicing

Refuse Collection

4.4.1 Refuse collection, operated by Enfield Council, will continue to be undertaken on-street as per the existing arrangement.

4.4.2 Both residential and commercial waste will be collected at the front of the site, with refuse vehicles accessing the waste facilities from Church Street, where separate refuse and waste stores are to be located.

Servicing

4.4.3 All servicing and deliveries for both the restaurant and residential units will take place at the front of the site at the 'in and out' driveway accessed from the existing vehicular dropped kerbs. This will include collection of takeaway orders from the restaurant but will have enforcement to ensure vehicles cannot park long term. This arrangement avoids any impact on the surrounding roads as all activity will take place off-street. Section 6 provides of Framework Delivery and Servicing Plan.

SECTION 5 Multi-Modal Impact

5.1 Overview

5.1.1 This section of the note quantifies the trip generation of the six residential apartments, with regard to the four existing residential apartments.

5.1.2 No trip attraction has been undertaken for the restaurant element of the development as there are no alterations proposed to the internal size or intensification of the restaurant.

5.2 Trip Generation

5.2.1 In the absence of existing site surveys, the extant person trip generation of the existing site and the proposed person trip generation of the proposed development has been assessed using the TRICS database, using comparable sites with the following selection criteria:

- Land Use: Residential – Flats Privately Owned;
- Size Range: 6-30 units;
- Location: Edge of Town Centre; and
- PTAL: Sites with a PTAL of 4 or more were selected.

5.2.2 This criteria derives five sites which are representative of this proposal. As the development proposals involve the same land uses as the existing site, the same trip rates have been used for both.

5.2.3 A summary of the total person trip rates, trip generation of the extant units and trip generation of the proposed units is presented in Table 5.1, with a net impact also provided. The full TRICS outputs are included as **Appendix C**.

Table 5.1: Flats Privately Owned – Total Person Trips

	Morning Peak Hour (0800-0900)			Evening Peak Hour (1700-1800)		
	In	Out	Two Way	In	Out	Two Way
Trip Rate						
Trip Rate (per dwelling)	0.076	0.370	0.446	0.380	0.087	0.467
Extant Trip Generation						
Person Trips (4 units)	0	1	2	2	0	2
Proposed Trip Generation						
Person Trips (6 units)	0	2	3	2	1	3
Net Impact						
Net Increase	**0**	**+1**	**+1**	**0**	**+1**	**+1**

Source: TRICS 7.9.1. Note: numbers may not sum due to rounding.

5.2.4 Table 5.1 demonstrates that the proposed development is expected to generate one additional person movements in both the morning and evening peak hours compared to the existing units.

5.2.5 The number of person trips as a result of the proposed development will have no perceptible impact on the local transport network.

5.3 Residential Servicing and Delivery Trips

5.3.1 As the scheme is car-free, the only vehicle trips expected to the site will likely be undertaken for delivery and servicing. The delivery and servicing trips associated with the residential units are likely to include:

- Postal deliveries;
- Online grocery deliveries to residential units;
- Fortnightly refuse collection by Enfield Council;
- Weekly recycling/food waste collection by Enfield Council;
- Occasional courier deliveries / collections;
- Occasional taxi pick-up/drop-off; and
- Facilities Management (e.g. window cleaning etc.).

5.3.2 An assessment of the likely number of deliveries taken via small vans (LGVs) has been undertaken on the TRICS database of comparable sites. The resulting data is provided at **Appendix C** and summarised in Table 5.2 below.

Table 5.2: Daily Anticipated Servicing / Delivery

Proposed Land Use	Factor	Anticipated Number of Delivery and Servicing Trips (typical worst-case)
Existing		
Residential (4 units)	0.242 per unit	1-2, predominately LGV
Proposed		
Residential (6 units)	0.242 per unit	1-2, predominately LGV
Net Impact		
Total	**-**	**0**

Source: TRICS

5.3.3 It is therefore predicted that the increase of two additional residential units will not increase the number of daily delivery/servicing vehicles travelling to and from the site. It is expected that most postal and courier deliveries will consolidate deliveries, with the majority of vehicles anticipated to be light goods vehicles.

5.3.4 A Framework Delivery and Servicing Plan for the proposed development is set out in Section 6.

5.4 Summary

5.4.1 The proposed development is expected to increase the number of total person trips by one additional trip in both morning and evening peak hours. As the development is to be car-free, no vehicular trips are to be generated by the residential element of the development.

5.4.2 The number of delivery and servicing trips to the residential element of the site are not expected to increase from the existing number trips.

SECTION 6 Framework Delivery and Servicing Plan

6.1 Overview

6.1.1 The London Plan sets out at Policy T7 'Deliveries, servicing and construction' that Delivery and Servicing plans are required for development proposals to facilitate safe, clean and efficient deliveries and servicing, and should be developed in accordance with TfL guidance.

6.1.2 The London Freight Plan identifies DSPs as one of four key project delivering freight in London more sustainably. The other three measures are the Fleet Operator Recognition Scheme (FORS), Construction Logistics Plan (CLPs) and the Freight Information Portal (FIP).

6.1.3 DSPs are intended to ensure that the operational efficiency of development is increased by reducing delivery and servicing impacts to premises, specifically in relation to CO2 emissions, congestion and collision. DSPs aim to reduce delivery trips, particularly during network peak periods.

6.2 Benefits

6.2.1 TfL's 'Managing Freight Effectively: Delivery and Servicing Plans' document identifies the benefits of DSPs to Local Authorities and residents, developers, businesses and freight operators.

6.2.1.1 DSPs are intended to help developers and Local Authorities with:

- National policy, which requires promotion of sustainable transport choices for moving freight;
- The Traffic Management Act, the London Plan and any borough specific policies such as road safety and Air Quality Action Plans.

6.2.2 DSPs are expected to accrue the following benefits:

- Reduce the environment impact of organisations and developments;
- Improve the safety of delivery and servicing at sites;
- Demonstrate that goods and services can be delivered, and that waste can be removed, in a safe, efficient and environmentally friendly way;
- Identify deliveries that could be reduced, re-timed or consolidated;
- Help cut congestion on London's road network and lessen environmental impacts;
- Improve the reliability of deliveries;
- Reduce the operational costs of building occupiers and freight companies; and
- Reduce the impact of freight activity on local residents.

6.3 Existing Servicing Strategy

6.3.1 The existing delivery and servicing trips to the site is set out in **Table 6.1**.

Table 6.1: Servicing / Delivery Trips

Land Use	Deliveries & Servicing Trips	Delivery Times
Restaurant (Use Class E)	1 x LGV 1 x 7.5tn Box Van	Daily 12am – 4am
	1 x Refuse pick-up	Various – Daily (excluding Sunday)
Residential Units (Use Class C3)	2 x LGV courier deliveries	Various
	1 x Refuse pick-up	Various - Weekly

Source: Kervan Sofrasi

6.3.2 Kervan Sofrasi have confirmed that daily deliveries of food and produce to the restaurant occur at 12am and 4am to reduce conflict with the operation of the highway network in the vicinity of the site, and to reduce conflict with other users at the site. The vehicles undertaking these deliveries are LGVs and Box Vans.

6.3.3 Due to lack of a dedicated loading and unloading area at the existing site, delivery vehicles, couriers and customers collecting takeaways will often park in one of the car parking bays or across several bays. Sometimes this may involve vehicles crossing the footway to access the parking bays.

6.3.4 Whilst the restaurant refuse store is located in an optimal location next to the restaurant kitchen, the existing residential waste store is located to the side of the building and is not currently positioned within the land ownership of the Applicant.

6.3.5 It is clear that the existing delivery and servicing arrangements are sub-optimal and inappropriate to be continued for the proposed development.

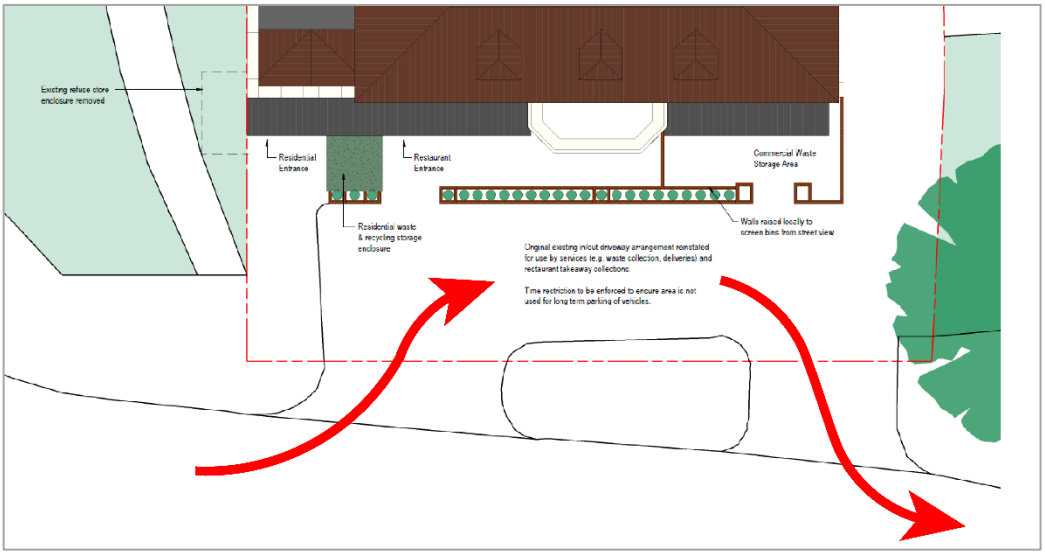
6.4 Proposed Servicing Strategy

6.4.1 The Applicant proposes to reinstate the historic in/out driveway arrangement on the site frontage, involving the removal of all six parking bays. The reinstated driveway is then proposed to be used for deliveries and servicing of both residential and commercial elements, including restaurant takeaway collections.

6.4.2 Residential waste and recycling stores and the commercial waste stores are both to be located on the site frontage, providing easy access for and servicing.

6.4.3 An extract of the proposed servicing area is provided at Image 6.1.

Image 6.1: Proposed Servicing Area



Source: Technical Design

6.4.4 No change to the frequency of deliveries and servicing requirements of Kervan Sofrasi restaurant are expected as part of the proposals.

6.4.5 Further, as set out in Section 5, there is not expected to be an uplift in delivery and servicing trips to the residential element of the site with the net increase of two apartments due to the consolidation of deliveries.

6.4.6 The proposed arrangement will improve on the existing arrangement by providing a dedicated servicing area at the front of the site for deliveries, servicing and collection, and will be entirely within the Applicant's ownership. This will eliminate conflict with users looking to park on the site frontage (which will no longer be permitted).

6.4.7 i-Transport Drawing **ITL19795-GA-001** demonstrates the ability of a large Box Van (the largest vehicle anticipated to access the site) to enter and exit the servicing area from Church Street in a forward gear.

6.4.8 To ensure the servicing area is only used for deliveries, servicing and takeaway collections for Kervan Sofrasi and the residential apartments, appropriate restrictions to the use of the area will be required to prevent abuse of its use such as unauthorised parking by visitors to the site.

6.4.9 Council-operated refuse collections are proposed to take place as per the existing arrangement, with collection taking place on-carriageway on Church Street in front of the site where single yellow lines are present. As set out earlier, the refuse stores for both commercial and residential elements of the development are to be located on the site frontage so will be easily accessible for refuse collection and well within required drag distance guidance.

6.5 Measures

6.5.1 Table 6.2 identifies the primary measures that will be implemented in respect of the proposed development.

Table 6.2: DSP Measures

Measure	Description	Benefit	Timescale	Responsibility
Adoption of DSP	'Buy in' from developer is essential to ensure DSP remains an active document.	Involvement of the developer will ensure policies are fully developed and best possible results are achieved.	Prior to first occupation	Applicant
Provision of Servicing Area	Removal of existing parking bays and to create formal servicing area for deliveries and servicing of the restaurant and residential units, and restaurant takeaway collections	Safe and efficient deliveries and servicing; removal of vehicles from carriageway; safe and efficient takeaway collections; and prevention of vehicles crossing footway	Prior to commencement of construction	Applicant
Implement servicing area restrictions	Implementing time restrictions on loading area to minimise misuse	Encourages use of servicing area for proposed use, and will deter its use outside of these reasons, including parking	Prior to occupation	Applicant
Scheduling of deliveries	Scheduling deliveries to the restaurant (where possible) to minimise conflict of use of servicing area	Minimises likelihood of numerous deliveries requiring use of servicing area at the same time	On-going from first occupation	Applicant
Assign responsibility for the DSP to Applicant / Kervan Sofrasi	Kervan Sofrasi to be responsible for management and on-going development and delivery of DSP.	Ensures DSP is adhered to on a 'day to day' basis.	Prior to first occupation	Applicant
Monitoring and review of the DSP	The Occupier will monitor the delivery and servicing activities to ensure the DSP measures are adhered to	Ensures a successful and efficient delivery and servicing operation	Continuing through occupation	Occupier

Source: Consultant

6.6 Management

6.6.1 The Applicant will be responsible for the implementation of the DSP. The applicant will nominate someone to act for the site whose role will be to ensure that the measures identified in this document are in place. The restaurant tenants (Kervan Sofrasi) will ensure the site is operated in accordance with this DSP.

6.6.2 The person responsible for monitoring the residential element of the DSP will be the site facilities manager, who will be a part of the property management company. At this stage, the management company is unknown, but this DSP will be updated when the management company is known.

6.7 Monitoring and Review

6.7.1 The DSP will have a five-year timescale from first occupation of the Proposed Development. The document will be regularly monitored during that period to ensure that it reflects the changing requirements of the development and that it is kept up to date.

SECTION 7 Summary and Conclusions

7.1 Summary

7.1.1 Kervan Sofrasi Ltd proposes to redevelop the existing premises located at 80 Church Street, Edmonton. The proposals involve the extension and alteration to the existing building to provide six new residential units on the upper floors, replacing the existing sub-standard self-contained residential units above the restaurant, including a reconfiguration of the parking and servicing arrangements.

7.1.2 The site is located at the existing Kervan Sofrasi restaurant, situated on Church Street, Edmonton, in the London Borough of Enfield. It is roughly located on the corner Church Street and Victoria Road, and is bound by Church Street to the north, recreation green space to the east, a car park and residential until to the south, and the All Saints Church Hall to the west.

7.1.3 The site holds a PTAL rating of 5, meaning it has excellent access to numerous public transport options with a wide range of destinations accessible within a short walk from the site. There is also an excellent range of facilities and services within a short walking and cycling distance.

7.1.4 The proposed development would replace the four existing sub-standard residential flats above the restaurant to provide six new residential apartments, three 1-bed apartments and three 2-bed apartments. The scheme is proposed to be car-free due to the site's excellent location in relation to public transport and local facilities and services. A secure and sheltered cycle store will be provided to the rear of the site, providing long-stay cycle parking for 10 cycles for the residential flats. An additional 10 spaces in the form of Sheffield stands will be provided for short-stay visitors to both the restaurant and residential units, which is an increase on the existing provision.

7.1.5 The six existing parking spaces used for the restaurant are proposed to be removed, with four to be provided at the rear of the site, as per Enfield Council officer requests. The site frontage onto Church Street will be retained as an in/out arrangement as it was used historically, and will be used for deliveries and servicing of the existing restaurant and residential units, and restaurant takeaway collections.

7.1.6 Refuse collection, operated by Enfield Council, will continue to be undertaken on-street as per the existing arrangement.

7.1.7 The proposed development is expected to increase the number of total person trips by one additional trip in both morning and evening peak hours. As the development is to be car-free, no vehicular trips are to be generated by the residential element of the development.

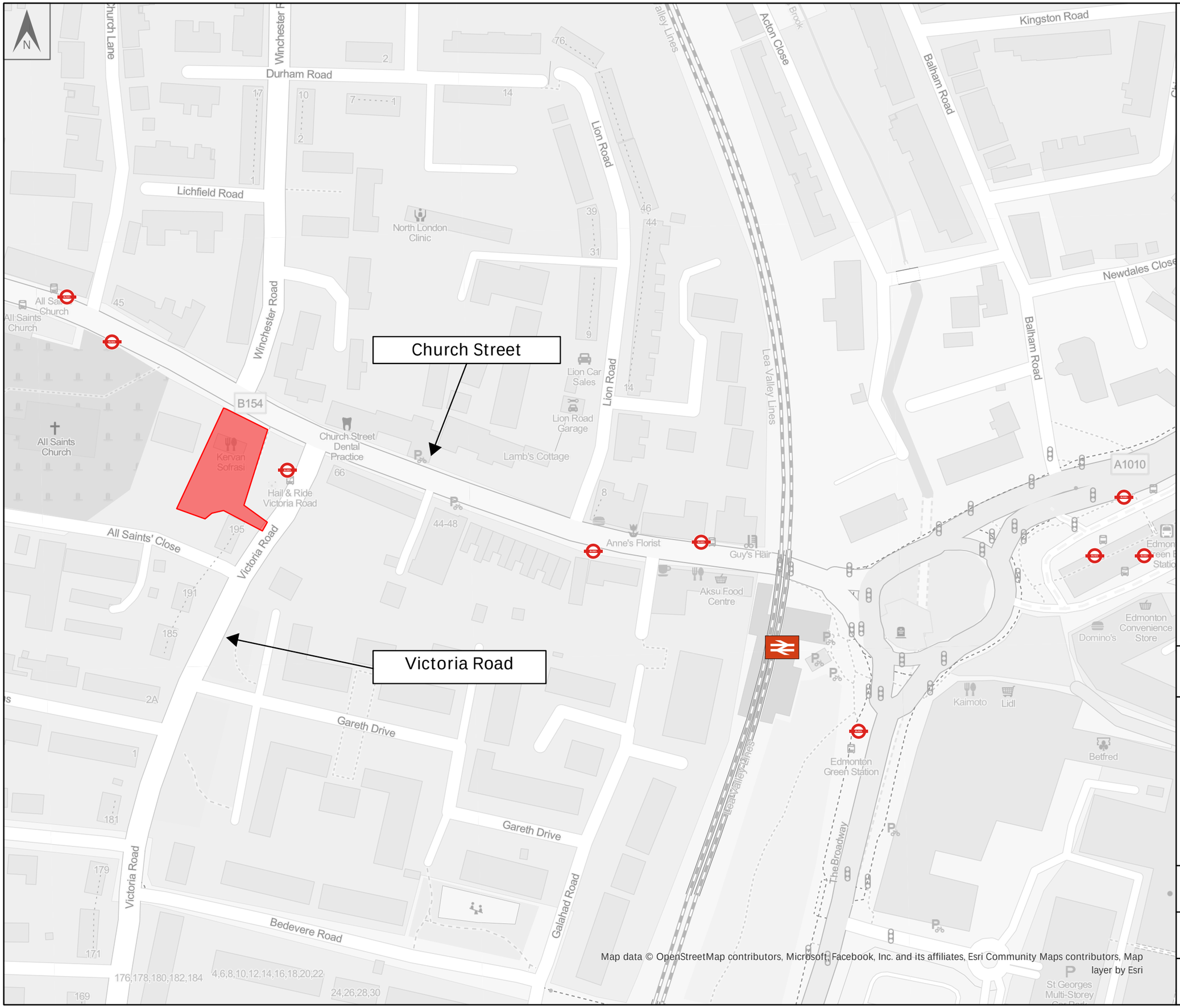
7.1.8 The number of delivery and servicing trips to the residential element of the site are not expected to increase from the existing number trips.

7.1.9 A delivery and servicing strategy which provides a dedicated delivery and servicing area will be introduced, and will provide a betterment on the existing servicing strategy (where servicing is undertaken on-street or across several parking spaces).

7.2 Conclusion

7.2.1 This Transport Statement has demonstrated that the proposed development accords with the requirements of the NPPF, which is reflected in local policy and is acceptable in terms of transport and highways.

FIGURES



i-Transport

85 Gresham Street, London, EC2V 7NQ

Tel: 020 3705 9215

www.i-transport.co.uk

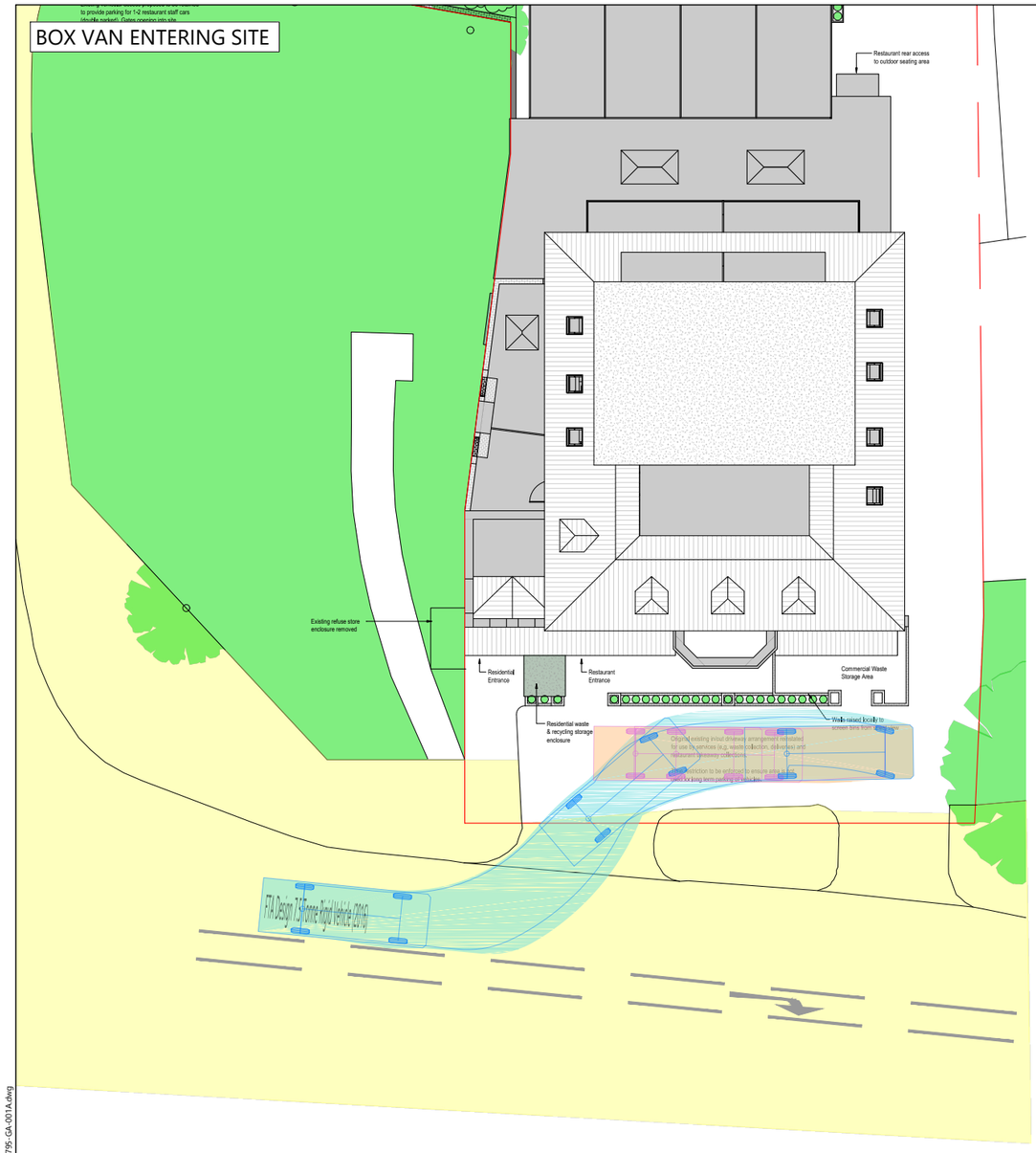
Title:
Site Location Plan

Project:
80 Church Street

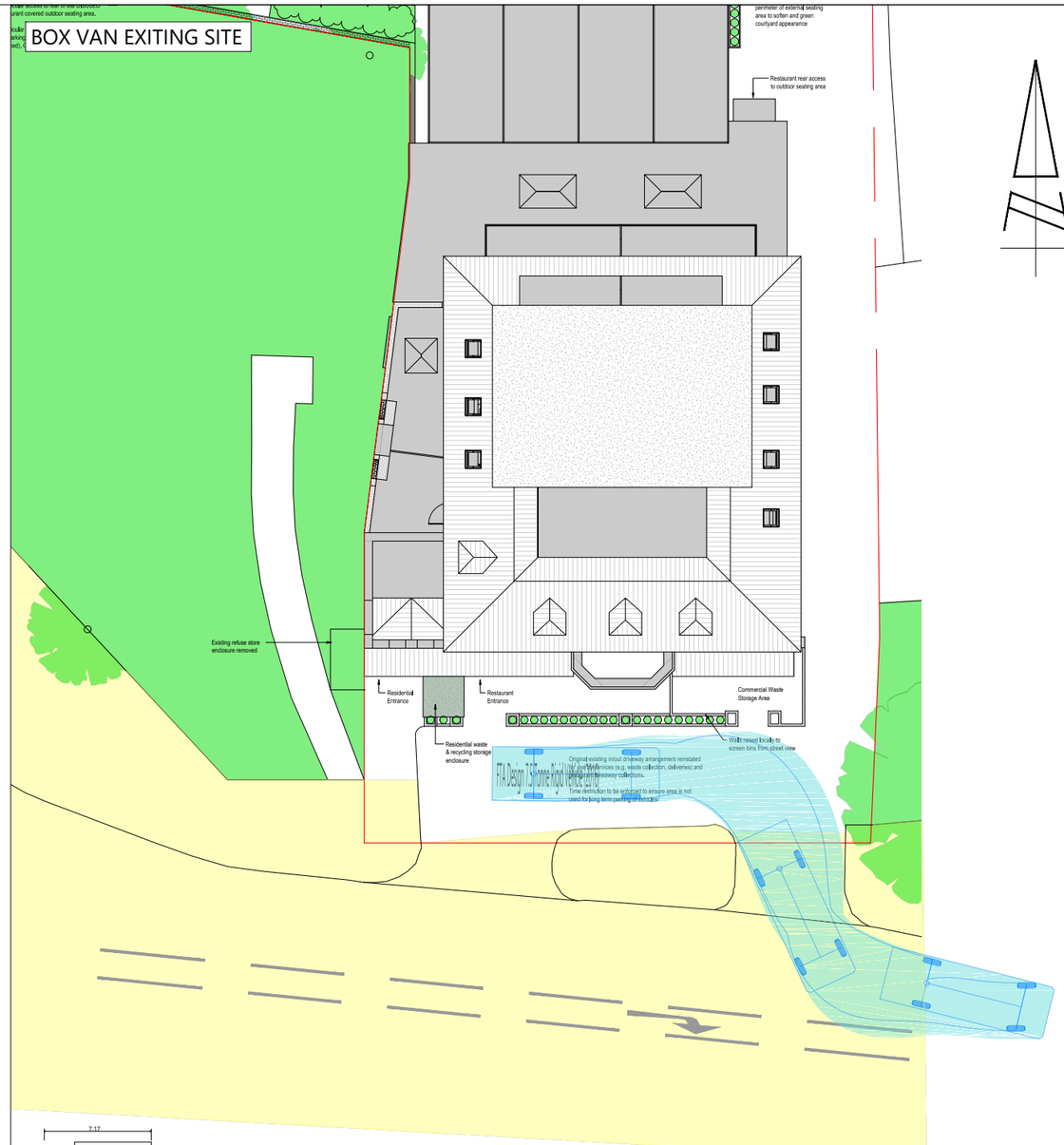
Project Number:	Figure Number:	Revision:
ITL19795	Figure 1	-

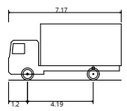
DRAWINGS

BOX VAN ENTERING SITE



BOX VAN EXITING SITE





FTA Design 7.5 Tonne Rigid Vehicle (2016)

Overall Length	7.170m
Overall Width	2.300m
Overall Body Height	3.580m
Min Body Ground Clearance	0.375m
Track Width	2.120m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	7.000m

KEY

HIGHWAY BOUNDARY EXTENT

SCALE BAR @ 1:250

0 1 2 5 10 25

i-Transport

33 Queen Street, London, EC4R 1AP

Tel: 020 4531 3660

www.i-transport.co.uk

REV	DATE	BY	DESCRIPTION	CHK	APD
A	12.03.24	JG	ADDED HIGHWAY BOUNDARY EXTENT	RW	TW

STATUS: FOR INFORMATION

TITLE: SWEPT PATH ANALYSIS - BOX VAN

PROJECT: 80 CHURCH STREET

CLIENT: KERVAN SOFRASI

DRAWN:	CHECKED:	APPROVED:
MM	RW	TW
PROJECT No:	SCALE @ A3:	DATE:
ITL19795	1:250	27.02.24
DRAWING No:		REV:
ITL19795-GA-001		A

L:\PROJECTS\19000 SERIES\19795 - 80 Church Street\Tech\AutoCad\i-Transport Drawings\Working Drawings\GA\ITL19795-GA-001A.dwg

APPENDIX A. PTAL Extract

WebCAT

Address or co-ordinates

eg. NW1 6XE or 530273, 179613 | 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)	

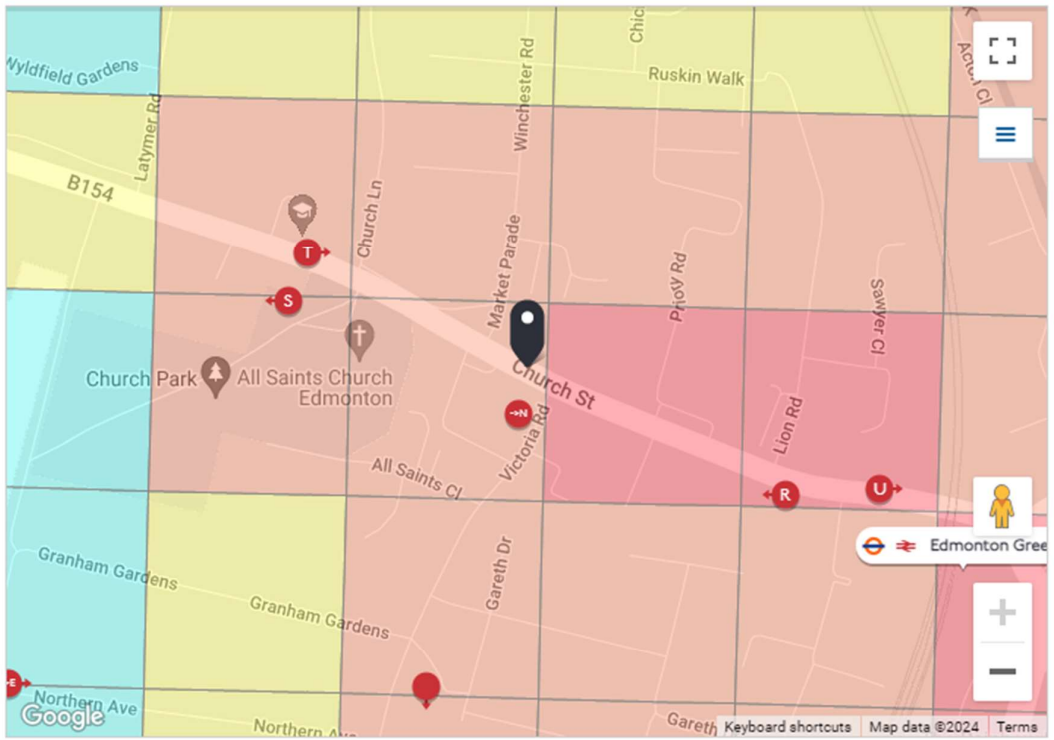
Map layers

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)

5

Victoria Road Church Street, London N9 9PB, UK

Easting: **534086**, Northing: **193661**

APPENDIX B. PIA Data

B32 Church Street Personal Injury Collisions 60 months to end of September 2023 (Provisional)

SUMMARY OF COLLISIONS SELECTED

SITE REFERENCE AND DESCRIPTION	DATE PERIOD	COLLISION COUNT
TOPIC BASED QUERY		16

THE DESCRIPTION OF HOW THE COLLISION OCCURRED AND THE CONTRIBUTORY FACTORS ARE THE REPORTING OFFICER'S OPINION AT THE TIME OF REPORTING AND MAY NOT BE THE RESULT OF EXTENSIVE INVESTIGATION. NOTE THAT SELF-REPORTED COLLISIONS (INTRODUCED IN SEPTEMBER 2016) MAY HAVE LIMITED INFORMATION. DESCRIPTIONS HAVE BEEN AUTOMATICALLY REDACTED TO REMOVE ALL PERSONALLY IDENTIFIABLE INFORMATION, BUT SHOULD YOU RECEIVE ANY IN ERROR PLEASE INFORM THE COLLISIONS DATA TEAM AS SOON AS PRACTICAL. SELF-REPORTED COLLISIONS INTRODUCED IN SEPTEMBER 2016 MAY HAVE LIMITED INFORMATION AND TEND TO BE LOWER IN QUALITY THAN POLICE REPORTS. THE INTRODUCTION OF ONLINE SELF-REPORTING HAS MADE IT EASIER FOR MEMBERS OF THE PUBLIC TO REPORT COLLISIONS TO THE POLICE. THERE HAVE BEEN YEAR ON YEAR INCREASES IN SELF-REPORTS SINCE THIS WAS INTRODUCED. THIS HAS CONTRIBUTED TO AN OVERALL INCREASE IN THE NUMBER OF CASUALTIES REPORTED ON LONDON'S ROADS.

TOPIC BASED QUERY

1

01190172432	SUN 31/03/2019 17:20		LIGHT	VICTORIA RD, NR JUNCT WTH UNKNOWN.			32 NODE 69	534079/193612
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	UNKNOWN S/R	CNTL REFUGE N/O CTRLS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(? YRS - UNKNOWN - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(28 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	UNKNOWN S/R

2

01190183973	WED 29/05/2019 20:41		LIGHT	CHURCH ST, NR JUNCT WTH MARKET PARADE.			32 NODE 69	534067/193672
POLICE - AT SCENE		ROAD-WET	RAINING	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(30 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ		(30 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) O/S HIT FIRST	JOURNEY P/O WORK JCT APP
V001	A	103 (SLIPPERY ROAD (DUE TO WEATHER))				V001 A	103 (SLIPPERY ROAD (DUE TO WEATHER))	

3

01190219899	THU 21/11/2019 18:10		DARK	CHURCH ST, NR JUNCT WTH VICTORIA RD.				32 NODE 69	534097/193651
POLICE - AT SCENE		ROAD-DRY	WEATHER-UNKNOWN	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT		CNTL REFUGE N/O CTRLS	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(43 YRS - F - REDA)		SLIGHT	PEDESTRIAN		STILL	UNKNOWN/OTHER	
VEHICLE	001 (000)	CAR BT - NEG		(45 YRS - F - REDACT)		TURNING RIGHT		(S TO SE) FRONT HIT FIRST	J/P - UNKN JCT APP
V001	A	405 (FAILED TO LOOK PROPERLY)				C001	A	802 (FAILED TO LOOK PROPERLY)	

4

01190223554	SUN 08/12/2019 01:00		DARK	CHURCH ST, NR JUNCT WTH CHURCH ST.				32 LINK 68-69	533891/193741
SELF-REPORTED		ROAD-WET	RAINING	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT		UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(42 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
CASUALTY	002 (001)	(? YRS - M - REDA)		SLIGHT	PEDESTRIAN		UNKNOWN	WALKING - BACK TO TRAFFIC	
VEHICLE	001 (000)	M/C >500CC BT - DRV NOT CONTACTED		(42 YRS - M - REDACT)		G/AHEAD - OTHER		(W TO E) FRONT HIT FIRST	JCT CLEARED

5

01200232961	MON 27/01/2020 15:15		LIGHT	CHURCH ST, NR JUNCT WTH UNKNOWN.			32 NODE 69	534038/193686
SELF-REPORTED		ROAD-WET	RAINING	SINGLE CWY	OTHER JUN	STOP SGN	UNKNOWN S/R	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(45 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(45 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	COMMUTING UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

6

01200243609	WED 25/03/2020 23:45		DARK	ALL SAINTS CLOSE, 100 METRES WEST OF JUNCT WTH VICTORIA RD.			32 CELL 533500/193500	533969/193618
POLICE - AT SCENE		ROAD-DRY	WEATHER- FINE	SINGLE CWY	NO JUN IN 20M		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (002)	(21 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(49 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) N/S HIT FIRST	JOURNEY P/O WORK
VEHICLE	002 (000)	CAR BT - NOT REQ		(21 YRS - M - REDACT)		G/AHEAD - OTHER	(E TO W) DID NOT IMPACT	
V002	B	601 (AGGRESSIVE DRIVING)						

7

01200252956	FRI 08/05/2020 14:30		LIGHT	CHURCH ST, NR JUNCT WTH VICTORIA RD.				32 LINK 69-72	534130/193628
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SLIP ROAD	PRIV DRIVE	GIVEWAY /UNCONT		NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(? YRS - F - REDA)		SLIGHT	PEDESTRIAN		UNKNOWN	UNKNOWN/OTHER	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(85 YRS - M - REDACT)		REVERSING		(N TO S) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R

8

01200254152	TUE 30/06/2020 13:30		LIGHT	CHURCH ST N9, NR JUNCT WTH LATYMER RD N9.				32 LINK 68-69	533886/193749
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT		ZEBRA XING	CTRL - AUTH PERSON
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(52 YRS - F - REDA)		SLIGHT	DRIVER/RIDER				
CASUALTY	002 (001)	(34 YRS - F - REDA)		SLIGHT	VEH/PILLION PAX	FRONT SEAT PASSENGER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(52 YRS - F - REDACT)		G/AHEAD - OTHER		(W TO E) FRONT HIT FIRST	JOURNEY P/O WORK JCT MID
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		TURNING RIGHT		(S TO E) FRONT HIT FIRST	J/P - UNKN JCT MID
V002	A	403 (POOR TURN OR MANOEUVRE)				V002	A	602 (CARELESS, RECKLESS OR IN A HURRY)	

9

01210315238	WED 23/06/2021 08:03		LIGHT	WINCHESTER RD, N9, NR JUNCT WTH CHURCH ST, N9.			32 NODE 69	534056/193677
POLICE - AT SCENE		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(31 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - NOT REQ		(31 YRS - M - REDACT)		TURNING RIGHT	(N TO W) DID NOT IMPACT	COMMUTING E/MAIN RD
V001	A	403 (POOR TURN OR MANOEUVRE)				V001 A	605 (LEARNER OR INEXPERIENCED DRIVER)	
V001	A	410 (LOSS OF CONTROL)						

10

01210329290	SAT 28/08/2021 10:08		LIGHT	MARKET PARADE, NR JUNCT WTH WINCHESTER RD .			32 LINK 69-107	534075/193726
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(36 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(36 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	J/P - UNKN UNKNOWN S/R

11

01210343737	SAT 13/11/2021 22:52		DARK	CHURCH ST, NR JUNCT WTH CHURCH LANE. (Q) (NOTE THAT MPS DO NOT HAVE VEHICLE MOVEMENT TO/FROM INFORMATION, SO INPUT VALUES ARE BEST GUESS)			32 LINK 68-69		534006/193697
POLICE - AT SCENE		ROAD-DRY	WEATHER-UNKNOWN	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M		NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(37 YRS - M - REDA)		SERIOUS	PEDESTRIAN	UNKNOWN	STATIONARY NOT CROSSING		
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		G/AHEAD - OTHER	(E TO W) FRONT HIT FIRST	J/P - UNKN JCT MID	
C001	A	806 (IMPAIRED BY ALCOHOL)							

12

01220391900	MON 25/07/2022 07:00		LIGHT	VICTORIA RD, NR JUNCT WTH CHURCH ST.			32 NODE 69		534103/193660
SELF-REPORTED		UNKNOWN S/R	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT	PEDN PHASE ATS		UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(35 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	VAN/GOODS => 3.5T BT - DRV NOT CONTACTED		(35 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) BACK HIT FIRST	COMMUTING UNKNOWN S/R	
VEHICLE	002 (000)	LONDON BUS BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) UNKNOWN S/R	J/P - UNKN UNKNOWN S/R	

13

01220416978	SAT 17/12/2022 19:47		DARK	CHURCH ST, NR JUNCT WTH VICTORIA RD.			32 NODE 69	534095/193654
POLICE - AT SCENE		ROAD-WET	WEATHER-FINE	SINGLE CWY	OTHER JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(35 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	CAR BT - NOT REQ		(35 YRS - M - REDACT)		G/AHEAD - OTHER	(SE TO NW) FRONT HIT FIRST	JCT APP
V001	B	410 (LOSS OF CONTROL)						

14

01230425808	MON 06/02/2023 16:15		LIGHT	VICTORIA RD, NR JUNCT WTH GRANHAM GARDENS.			32 LINK 50-69	534028/193522
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	UNKNOWN	T/STAG JUN	GIVEWAY /UNCONT	NO XING FACIL IN 50M	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED								
CASUALTY	001 (001)	(36 YRS - M - REDA)		SLIGHT	DRIVER/RIDER			
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED		(36 YRS - M - REDACT)		UNKNOWN S/R	(MOVE UNKN) FRONT HIT FIRST	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(48 YRS - UNKNOWN - REDACT)		UNKNOWN S/R	(MOVE UNKN) O/S HIT FIRST	J/P - UNKN UNKNOWN S/R

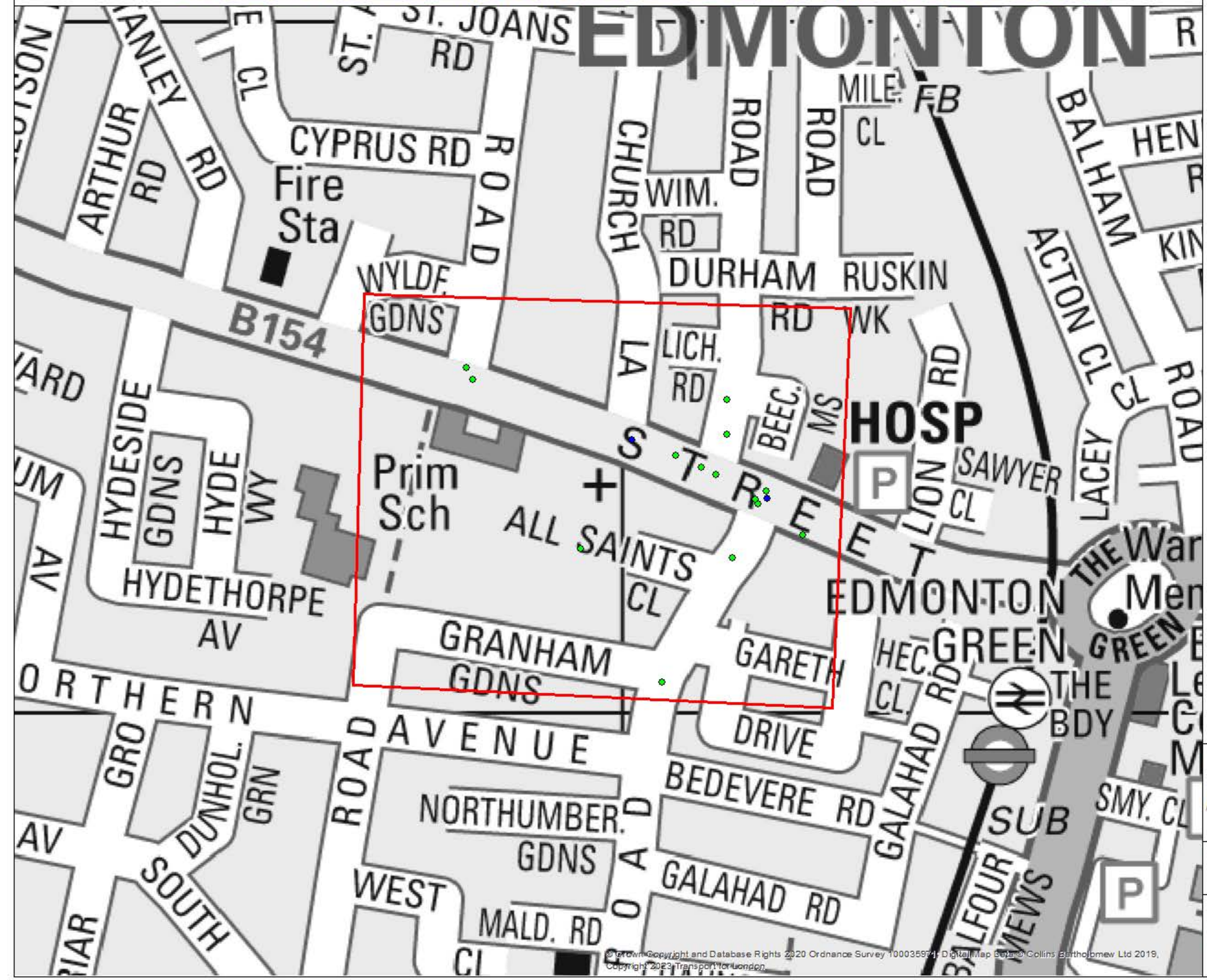
15

01230442689	SAT 13/05/2023 02:00		DARK	CHURCH ST, NR JUNCT WTH VICTORIA RD .				32 NODE 69	534104/193655
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT		PELICAN OR SIML	NONE IN 50M
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(36 YRS - F - REDA)		SERIOUS	PEDESTRIAN		UNKNOWN	UNKNOWN/OTHER	
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)	UNKNOWN S/R	UNKNOWN S/R		(MOVE UNKN) UNKNOWN S/R	J/P - UNKN JCT APP

16

01230444090	FRI 19/05/2023 19:30		LIGHT	MARKET PARADE, NR JUNCT WTH MARKET PARADE.				32 NODE 69	534075/193701
SELF-REPORTED		ROAD-DRY	WEATHER-FINE	SINGLE CWY	T/STAG JUN	GIVEWAY /UNCONT		UNKNOWN S/R	UNKNOWN S/R
NOT KNOWN HOW COLLISION OCCURRED									
CASUALTY	001 (001)	(51 YRS - M - REDA)		SLIGHT	DRIVER/RIDER				
VEHICLE	001 (000)	M/C 51-125CC BT - DRV NOT CONTACTED		(51 YRS - M - REDACT)		UNKNOWN S/R		(MOVE UNKN) UNKNOWN S/R	UNKNOWN S/R
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED		(? YRS - UNKNOWN - REDACT)		UNKNOWN S/R		(MOVE UNKN) BACK HIT FIRST	J/P - UNKN UNKNOWN S/R

B32 Church Street Personal Injury Collisions 60 months to end of September 2023 (Provisional)



Severity of collision

Slight	Serious	Fatal
1 (14)	1 (2)	1 (0)
2 (0)	2 (0)	2 (0)
3 (0)	3 (0)	3 (0)
4 (0)	4 (0)	4 (0)
5 (0)	5 (0)	5 (0)

N

0 0.05 0.1 Km

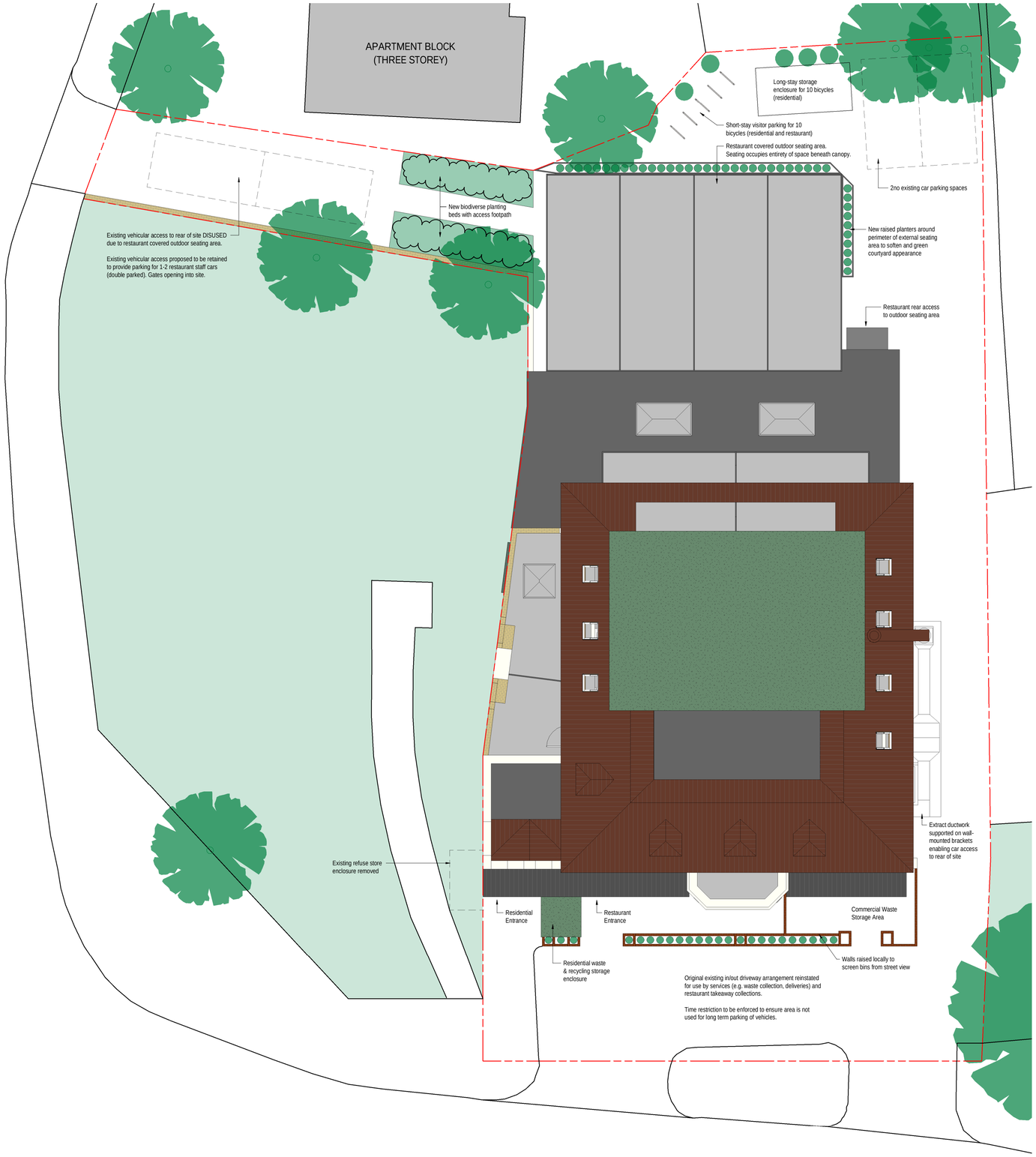
PRINTED BY:

COLLSTATS 3 - TfL City Planning

DATE:

08/02/2024

APPENDIX C. Proposed Site Plan



1 Proposed Site Plan
1 : 100

N

0 1 2 3 4 5 m

Rev: Details: Date

TECHNICALDETAIL
DESIGN FOR THE REAL WORLD
WWW.TECHNICALDETAIL.CO.UK
01707 645161 | INFO@TECHNICALDETAIL.CO.UK
66A HIGH STREET | POTTERS BAR | HERTS | EN6 5AB
CIAT Chartered Practice

Project:
80 Church Street,
Edmonton, N9 9PB

Drawn By:
AEH

Date Drawn:
17/01/2024

Drawing Title:
Proposed Site Plan (A1)

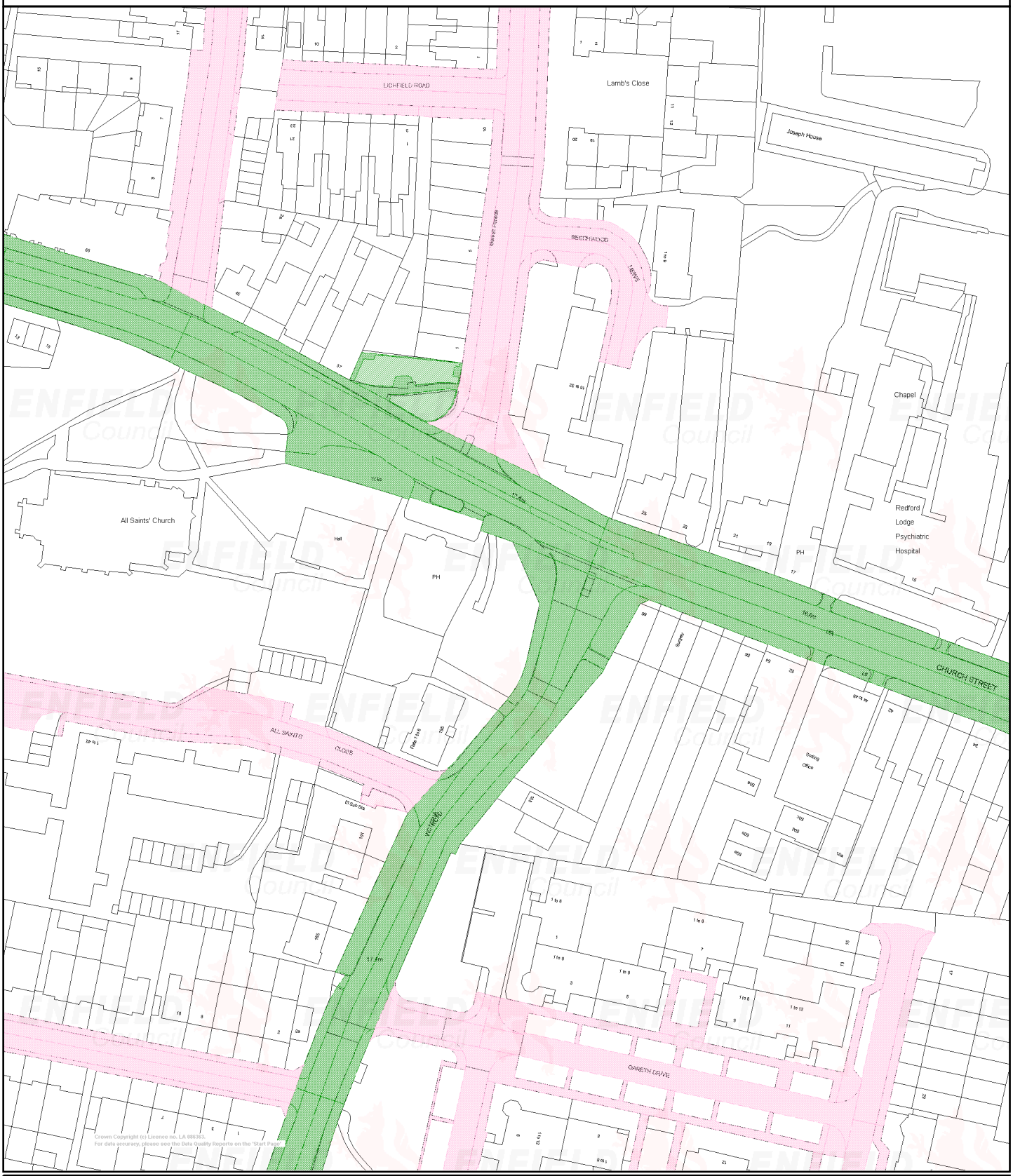
Drawing Number:
TDC082/ PL/001

Scale @ A1:
1 : 100

Rev.:

APPENDIX D. Highway Boundary Data

Church Street, Edmonton



ENFIELD Council

Scale 1/1250 Date 11/3/2024

Centre = 534075 E 193644 N

APPENDIX E. TRICS Outputs

i-Transport LLP 33 Queen Street London Licence No: 236603

Calculation Reference: AUDIT-236603-240315-0306

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	IS	ISLINGTON	2 days
	SK	SOUTHWARK	1 days
	WF	WALTHAM FOREST	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 6 to 29 (units:)
Range Selected by User: 6 to 30 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 25/05/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	2 days
Wednesday	1 days
Thursday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town Centre	5

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	3
Built-Up Zone	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	6 days - Selected
Servicing vehicles Excluded	X days - Selected

Secondary Filtering selection:

Use Class:

C3	5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	2 days
50,001 to 100,000	1 days
100,001 or More	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

500,001 or More	5 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	3 days
0.6 to 1.0	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	4 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

4 Good	2 days
6a Excellent	2 days
6b (High) Excellent	1 days

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1	IS-03-C-05 LEVER STREET FINSBURY	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		15	
	Survey date: WEDNESDAY		*29/06/16*	*Survey Type: MANUAL*
2	IS-03-C-06 CALEDONIAN ROAD HOLLOWAY	BLOCK OF FLATS		ISLINGTON
	Edge of Town Centre Residential Zone Total No of Dwellings:		14	
	Survey date: MONDAY		*27/06/16*	*Survey Type: MANUAL*
3	SK-03-C-02 LAMB WALK BERMONDSEY	BLOCK OF FLATS		SOUTHWARK
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		29	
	Survey date: THURSDAY		*23/04/15*	*Survey Type: MANUAL*
4	WF-03-C-02 GROSVENOR ROAD WANSTEAD	BLOCKS OF FLATS		WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings:		28	
	Survey date: TUESDAY		*25/05/21*	*Survey Type: MANUAL*
5	WF-03-C-05 NEW WANSTEAD WANSTEAD	BLOCK OF FLATS		WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings:		6	
	Survey date: TUESDAY		*25/05/21*	*Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 4.35

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	18	0.033	5	18	0.076	5	18	0.109
08:00 - 09:00	5	18	0.011	5	18	0.033	5	18	0.044
09:00 - 10:00	5	18	0.043	5	18	0.011	5	18	0.054
10:00 - 11:00	5	18	0.043	5	18	0.043	5	18	0.086
11:00 - 12:00	5	18	0.033	5	18	0.011	5	18	0.044
12:00 - 13:00	5	18	0.054	5	18	0.065	5	18	0.119
13:00 - 14:00	5	18	0.076	5	18	0.087	5	18	0.163
14:00 - 15:00	5	18	0.000	5	18	0.076	5	18	0.076
15:00 - 16:00	5	18	0.033	5	18	0.022	5	18	0.055
16:00 - 17:00	5	18	0.054	5	18	0.043	5	18	0.097
17:00 - 18:00	5	18	0.043	5	18	0.000	5	18	0.043
18:00 - 19:00	5	18	0.076	5	18	0.043	5	18	0.119
19:00 - 20:00	5	18	0.033	5	18	0.000	5	18	0.033
20:00 - 21:00	5	18	0.022	5	18	0.022	5	18	0.044
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.554			0.532			1.086

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	6 - 29 (units:)
Survey date date range:	01/01/15 - 25/05/21
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 4.35

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	18	0.033	5	18	0.250	5	18	0.283
08:00 - 09:00	5	18	0.076	5	18	0.370	5	18	0.446
09:00 - 10:00	5	18	0.130	5	18	0.315	5	18	0.445
10:00 - 11:00	5	18	0.076	5	18	0.152	5	18	0.228
11:00 - 12:00	5	18	0.196	5	18	0.087	5	18	0.283
12:00 - 13:00	5	18	0.185	5	18	0.152	5	18	0.337
13:00 - 14:00	5	18	0.130	5	18	0.130	5	18	0.260
14:00 - 15:00	5	18	0.054	5	18	0.196	5	18	0.250
15:00 - 16:00	5	18	0.120	5	18	0.163	5	18	0.283
16:00 - 17:00	5	18	0.239	5	18	0.141	5	18	0.380
17:00 - 18:00	5	18	0.272	5	18	0.120	5	18	0.392
18:00 - 19:00	5	18	0.337	5	18	0.120	5	18	0.457
19:00 - 20:00	5	18	0.380	5	18	0.087	5	18	0.467
20:00 - 21:00	5	18	0.120	5	18	0.098	5	18	0.218
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.348			2.381			4.729

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	18	0.011	5	18	0.000	5	18	0.011
08:00 - 09:00	5	18	0.000	5	18	0.022	5	18	0.022
09:00 - 10:00	5	18	0.011	5	18	0.011	5	18	0.022
10:00 - 11:00	5	18	0.011	5	18	0.011	5	18	0.022
11:00 - 12:00	5	18	0.011	5	18	0.000	5	18	0.011
12:00 - 13:00	5	18	0.022	5	18	0.011	5	18	0.033
13:00 - 14:00	5	18	0.033	5	18	0.022	5	18	0.055
14:00 - 15:00	5	18	0.000	5	18	0.022	5	18	0.022
15:00 - 16:00	5	18	0.000	5	18	0.000	5	18	0.000
16:00 - 17:00	5	18	0.011	5	18	0.011	5	18	0.022
17:00 - 18:00	5	18	0.000	5	18	0.000	5	18	0.000
18:00 - 19:00	5	18	0.011	5	18	0.011	5	18	0.022
19:00 - 20:00	5	18	0.000	5	18	0.000	5	18	0.000
20:00 - 21:00	5	18	0.000	5	18	0.000	5	18	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.121			0.121			0.242

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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