London Borough Enfield

Edmonton Leeside Area Action Plan

Transport evidence for the Edmonton Leeside AAP

243388-76/T2-3/AAP

Issue 3 | 15 December 2016

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 243388-76/T2-3

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ARUP
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</table>
1 Introduction and background

The London Borough Enfield is collating evidence to support the Edmonton Leeside Area Action Plan preparation and Ove Arup & Partners have been commissioned by LBE to provide transport evidence.

The scope of the Ove Arup & Partners input to the AAP review were discussed in a meeting the 7th of July 2016. AECOM, who are updating the Edmonton Leeside AAP on behalf of London Borough Enfield, will provide information on Development quantum and Ove Arup & Partners will provide comments on the transport implications.
1.1 Development Quantum

AECOM have shared the *Evidence on Housing and Supporting Infrastructure* draft document the 8th of August 2016\(^1\), set out in Table 1.

A number of scenarios had the same impacts in terms of transport, therefore these were grouped together for the purposes of this review and are presented in Table 2 below.

Table 1 - AAP Meridian Water scenario for testing (source: AECOM *Evidence on Housing and Supporting Infrastructure*)

<table>
<thead>
<tr>
<th>Spatial scenario number</th>
<th>Dwellings</th>
<th>SIL</th>
<th>Jobs</th>
</tr>
</thead>
<tbody>
<tr>
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<td>5000</td>
<td>100%</td>
<td>3000</td>
</tr>
<tr>
<td>2</td>
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<tr>
<td>15</td>
<td>8000</td>
<td>0%</td>
<td>3000</td>
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</table>

\(^1\) And later confirmed this information in the email the 19th September 2016.
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<td>6000</td>
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## Table 2 - AAP quantum development scenario (source: AECOM *Evidence on Housing and Supporting Infrastructure*)

<table>
<thead>
<tr>
<th>Scenario N</th>
<th>Homes</th>
<th>Jobs</th>
<th>Retail (sqm)</th>
<th>Leisure (sqm)</th>
<th>School (pupils)</th>
<th>School (staff)</th>
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</thead>
<tbody>
<tr>
<td>1;3;5;7</td>
<td>5000</td>
<td>3000</td>
<td>3901</td>
<td>4290</td>
<td>2904</td>
<td>202</td>
</tr>
<tr>
<td>2;4;6;8</td>
<td>5000</td>
<td>6000</td>
<td>3901</td>
<td>4290</td>
<td>2904</td>
<td>202</td>
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<tr>
<td>9;11;13;15</td>
<td>8000</td>
<td>3000</td>
<td>4945</td>
<td>6235</td>
<td>4647</td>
<td>324</td>
</tr>
<tr>
<td>10;12;14;16</td>
<td>8000</td>
<td>6000</td>
<td>4945</td>
<td>6235</td>
<td>4647</td>
<td>324</td>
</tr>
<tr>
<td>17;19;21;23</td>
<td>10000</td>
<td>3000</td>
<td>6181</td>
<td>7980</td>
<td>5808</td>
<td>405</td>
</tr>
<tr>
<td>18;20;22;24</td>
<td>10000</td>
<td>6000</td>
<td>6181</td>
<td>7980</td>
<td>5808</td>
<td>405</td>
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<tr>
<td>25;27;29;31</td>
<td>12000</td>
<td>3000</td>
<td>7418</td>
<td>9352</td>
<td>6970</td>
<td>486</td>
</tr>
<tr>
<td>26;28;30;32</td>
<td>12000</td>
<td>6000</td>
<td>7418</td>
<td>9352</td>
<td>6970</td>
<td>486</td>
</tr>
</tbody>
</table>
A combination of Quantum Development and the spatial scenarios based on release of Strategic Industrial Land (SIL) for development were taken into account. The total land available to development ranges from 28.2 Ha to 46.8 Ha as shown in Table 3, this determines different density requirements to deliver the housing element of the development as set out in Table 4.

Table 3 - AAP land use scenario (source: AECOM Evidence on Housing and Supporting Infrastructure)

<table>
<thead>
<tr>
<th>Scenario Land Usage</th>
<th>Developable Land (ha)</th>
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<tbody>
<tr>
<td>Scenario 1</td>
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</tr>
<tr>
<td>100% Existing Strategic Industrial Land (SIL) Retention</td>
<td>33.74</td>
</tr>
<tr>
<td>Scenario 2</td>
<td>38.42</td>
</tr>
<tr>
<td>Harbet Road SIL Release</td>
<td>38.42</td>
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<tr>
<td>Scenario 3</td>
<td>44.05</td>
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<tr>
<td>SIL IBP Released</td>
<td>44.05</td>
</tr>
<tr>
<td>Scenario 4</td>
<td>52.05</td>
</tr>
<tr>
<td>100% existing SIL Release</td>
<td>52.05</td>
</tr>
</tbody>
</table>

Table 4 - AAP housing density requirements (source: AECOM Evidence on Housing and Supporting Infrastructure)

<table>
<thead>
<tr>
<th>Homes</th>
<th>Land Use Scenario 1 (homes per Ha)</th>
<th>Land Use Scenario 2 (homes per Ha)</th>
<th>Land Use Scenario 3 (homes per Ha)</th>
<th>Land Use Scenario 4 (homes per Ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>5,000</td>
<td>148</td>
<td>130</td>
<td>114</td>
<td>96</td>
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<tr>
<td>8,000</td>
<td>237</td>
<td>208</td>
<td>182</td>
<td>154</td>
</tr>
<tr>
<td>10,000</td>
<td>296</td>
<td>260</td>
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<td>192</td>
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<tr>
<td>12,000</td>
<td>356</td>
<td>312</td>
<td>272</td>
<td>231</td>
</tr>
</tbody>
</table>
2 Transport implications

Based on the information presented previously the section provides an assessment and sets out guidance as to the likely transport impacts of each of the AAP scenarios. This information is intended as a high-level assessment of the evidence in relation to the transport implications of the Meridian Water AAP section update.

1.2 Accessibility and sustainable density

The current London Plan (GLA, 2016) sets principles for optimising housing potential across London, with the local context, design and transport capacity taken into account as benchmark for optimum development density.

The relationship between housing density (habitable rooms and dwellings per hectare) and local context (suburban, urban or central) is linked to the access to public transport. The Public Transport Accessibility Level (PTAL) is a standard measure used for benchmark access to public transport in London. The PTAL categories are:

- PTAL 0 – none
- PTAL 1a – very poor
- PTAL 1b – very poor
- PTAL 2 – poor
- PTAL 3 – moderate
- PTAL 4 – good
- PTAL 5 – very good
- PTAL 6a – excellent
- PTAL 6b – excellent
Table 5 - The London Plan MALP (2016) Chapter 3 Policy 3.4 Optimising housing potential

The Policy 3.4 from the London Plan (GLA, 2016) states:

*Taking into account local context and character, the design principles in Chapter 7 and public transport capacity, development should optimise housing output for different types of location within the relevant density range shown in Table 3.2 (below source: GLA). Development proposals which compromise this policy should be resisted.*

**Table 3.2 Sustainable residential quality (SQR) density matrix (habitable rooms and dwellings per hectare)**

<table>
<thead>
<tr>
<th>Setting</th>
<th>Public Transport Accessibility Level (PTAL)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0 to 1</td>
</tr>
<tr>
<td></td>
<td>2 to 3</td>
</tr>
<tr>
<td></td>
<td>4 to 6</td>
</tr>
<tr>
<td>Suburban</td>
<td>150–200 hr/ha</td>
</tr>
<tr>
<td>3.8–4.6 hr/unit</td>
<td>35–55 u/ha</td>
</tr>
<tr>
<td>3.1–3.7 hr/unit</td>
<td>40–65 u/ha</td>
</tr>
<tr>
<td>2.7–3.0 hr/unit</td>
<td>50–75 u/ha</td>
</tr>
<tr>
<td>Urban</td>
<td>150–250 hr/ha</td>
</tr>
<tr>
<td>3.8–4.6 hr/unit</td>
<td>35–65 u/ha</td>
</tr>
<tr>
<td>3.1–3.7 hr/unit</td>
<td>40–80 u/ha</td>
</tr>
<tr>
<td>2.7–3.0 hr/unit</td>
<td>50–95 u/ha</td>
</tr>
<tr>
<td>Central</td>
<td>150–300 hr/ha</td>
</tr>
<tr>
<td>3.8–4.6 hr/unit</td>
<td>35–65 u/ha</td>
</tr>
<tr>
<td>3.1–3.7 hr/unit</td>
<td>40–80 u/ha</td>
</tr>
<tr>
<td>2.7–3.0 hr/unit</td>
<td>50–110 u/ha</td>
</tr>
</tbody>
</table>

The London Plan also states that while this Policy sets a good starting point, the *SQR density matrix* should not be applied mechanistically. It is suggested that the ranges shown form the framework within which Boroughs can refine local approaches to implementation through their LDFs.

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2 Table 3.2 Chapter 3 of the London Plan 2016, Sustainable residential quality (SQR) density matrix. The matrix sets optimum density against local context and Public Transport Accessibility Levels (PTAL).
The density requirements are given by the quantum of housing and SIL scenarios as shown in Table 4 - AAP housing density requirements (source: AECOM Evidence on Housing and Supporting Infrastructure) were benchmarked against the above policy, the resulting requirements in terms of Public Transport Access Level\(^3\) and context are set out in Table 6.

Table 6 - AAP scenario PTAL accessibility and density benchmark

<table>
<thead>
<tr>
<th>Homes</th>
<th>Context</th>
<th>Land Use Scenario 1 (dwellings per ha)</th>
<th>Land Use Scenario 2 (dwellings per ha)</th>
<th>Land Use Scenario 3 (dwellings per ha)</th>
<th>Land Use Scenario 4 (dwellings per ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>5,000</td>
<td>Urban</td>
<td>PTAL 3+</td>
<td>PTAL 3</td>
<td>PTAL 2</td>
<td>PTAL 1+</td>
</tr>
<tr>
<td></td>
<td>Central</td>
<td>PTAL 2</td>
<td>PTAL 2</td>
<td>PTAL 1 - 2</td>
<td>PTAL 1</td>
</tr>
<tr>
<td>8,000</td>
<td>Urban</td>
<td>PTAL 6</td>
<td>PTAL 6</td>
<td>PTAL 5</td>
<td>PTAL 4</td>
</tr>
<tr>
<td></td>
<td>Central</td>
<td>PTAL 4</td>
<td>PTAL 3 - 4</td>
<td>PTAL 3</td>
<td>PTAL 2</td>
</tr>
<tr>
<td>10,000</td>
<td>Urban</td>
<td>///</td>
<td>PTAL 6</td>
<td>PTAL 6</td>
<td>PTAL 5 - 6</td>
</tr>
<tr>
<td></td>
<td>Central</td>
<td>PTAL 5 - 6</td>
<td>PTAL 5</td>
<td>PTAL 4</td>
<td>PTAL 3</td>
</tr>
<tr>
<td>12,000</td>
<td>Urban</td>
<td>///</td>
<td>///</td>
<td>PTAL 6</td>
<td>PTAL 6</td>
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<tr>
<td></td>
<td>Central</td>
<td>PTAL 6</td>
<td>PTAL 6</td>
<td>PTAL 5</td>
<td>PTAL 4</td>
</tr>
</tbody>
</table>

/// Not Compliant with current policy

Urban
Areas with predominantly dense development, for example, terraced houses, mansion blocks, a mix of different uses, medium building footprints and typically buildings of two to four storeys, located within 800 metres walking distance of a District centre or, along main arterial routes.

Central
Areas with very dense development, a mix of different uses, large building footprints and typically buildings of four to six storeys, located within 800 metres walking distance of an International, Metropolitan or Major town centre. (see Chapter 2 of the London Plan)

Referencing the densities shown in Table 4, the PTAL values stated in Table 6 are the average value across the whole site. In reality the PTAL level would change dependent on proximity to public transport, but for the purposes of this assessment an average is the most suitable value to use.

\(^3\) Public Transport Access Level. This is a TfL standard measure of connectivity for the public transport network in London.
1.3 Parking and land take

Parking requirements are likely to represent a challenge in the delivery of the development quantum given the likely cost constraints of building underground structures for it. Considering the current policy LB Enfield DMD and the London Plan MALP 2016 the current policy suggests the following with regards to housing:

- Up to 1 or 1.5 car parking spaces for each dwelling;
- Minimum 1 Long stay cycle space each studio/one bedroom and 1.5 cycle spaces bigger units.
- Recent medium size developments were approved in London Borough Enfield with requirement for 0.6 car parking spaces each dwelling. Assuming that the first 40% of the housing is provided with 0.6 spaces per unit, while the remaining 60% of the proposed housing might be provided with 0.4 car parking spaces per unit.
- The resulting estimate of the space required to provide the parking associated with each of the scenarios is given in Table 7.

Table 7 - AAP scenario parking (including long stay cycle and car) benchmark

<table>
<thead>
<tr>
<th>Spatial scenario number</th>
<th>Dwellings</th>
<th>SIL</th>
<th>Jobs</th>
<th>Parking</th>
<th>% land take</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>5000</td>
<td>100%</td>
<td>3000</td>
<td>2445/ 8180</td>
<td>21%</td>
</tr>
<tr>
<td>2</td>
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<tr>
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<td>6000</td>
<td>4890/16360</td>
<td>31%</td>
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<tr>
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<td>10000</td>
<td>0%</td>
<td>3000</td>
<td>4845/16180</td>
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<tr>
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<td>10000</td>
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<td>6000</td>
<td>4890/16360</td>
<td>27%</td>
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<tr>
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<td>3000</td>
<td>5805/19380</td>
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</table>
Figure 1 shows the relationship between quantum of parking spaces and potential land take from the developable area (this assumes all parking is surface and not in underground or multi-storey structures. It was assumed that car and cycle parking spaces were standard size, each car space would need 25 square metres of space and cycling assumed as one square meter per two cycles.

Figure 1- AAP scenario parking assessment
1.4 Person travel

The balance of housing versus employment and other uses will determine the travel patterns of each scenario. The likely peak morning and evening person trips were estimated and are shown in Figure 2 and Figure 3 according to land use and development quantum.

Figure 2 - AAP quantum development morning travel

[Diagram showing two-way person trips for different scenarios with labels for residential, employment, retail, community, and school.]
Figure 3 - AAP quantum development evening travel

Evening Peak Trip Generation

- Residential
- Employment
- Retail
- Community
- School

Homes 12000 Jobs 6000

Homes 12000 Jobs 3000

Homes 10000 Jobs 6000

Homes 10000 Jobs 3000

Homes 8000 Jobs 6000

Homes 8000 Jobs 3000

Homes 5000 Jobs 6000

Homes 5000 Jobs 3000
1.5 Public Transport

On the basis of similar local area travel patterns (mode share and trip generation) use of public transport has been estimated for each development quantum. Table 8 shows the number of buses (double decker) and trains (STAR services) likely to be required to accommodate the peak hour public transport demand generated by the quantum development.

Table 8 - AAP quantum development demand for public transport

<table>
<thead>
<tr>
<th>AAP development quantum</th>
<th>Morning peak hour</th>
<th>Evening peak hour</th>
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<tbody>
<tr>
<td></td>
<td>Bus arriving</td>
<td>Bus departing</td>
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<tr>
<td>Homes 5000 Jobs 3000</td>
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<td>Homes 12000 Jobs 6000</td>
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