

LEVITT BERNSTEIN

IVY ROAD, ENFIELD, N14

Highways Due Diligence Report

JANUARY 2022



IVY ROAD, ENFIELD, N4

Highways Due Diligence Report

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This report dated 31 January 2022 has been prepared for Levitt Bernstein on behalf of Enfield Council (the "Client") in accordance with the terms and conditions of appointment dated 17 January 2022 (the "Appointment") between the Client and Arcadis Consulting (UK) Limited ("Arcadis") for the purposes specified in the Appointment. For avoidance of doubt, no other person(s) may use or rely upon this report or its contents, and Arcadis accepts no responsibility for any such use or reliance thereon by any other third party.

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1 Introduction

1.1 Terms of Reference

Arcadis Consulting (UK) Limited (Arcadis) has been commissioned by Levitt Bernstein on behalf of Enfield Council (the 'Client') to undertake due diligence appraisals in connection with Ivy Road, Enfield, N14 ('the Site'). The Site consists of two separate plots, referenced in this report as 'Ivy Road South' located to the south, and 'Ivy Road North' located to the north.


The objective of this desktop appraisal is to provide pragmatic advice to de-risk each of the sites. The aim of this report is to:

- Review existing transport, highway, access and movement related to information regarding the Site and its surrounding area;
- Provide outline information on potential transport and highway constraints which may impact on the land value or redevelopment potential for the Site; and
- Identify potential development opportunities based upon local characteristics and risks.

The site location is shown in Figure 1.

Figure 1: Site Location Plan (as provided by the Client)



	<p>© Crown copyright and database rights 2012. Ordnance Survey 100019820</p>	<p>Ivy Road Both Sites</p> <p>Scale 1/750 Date 19/10/2020</p>
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1.2 Sources of Information

As part of this desk study report various sources of information have been used and are detailed below:

- Crash Map (www.crashmap.co.uk)
- Transport for London WebCAT (www.tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat)

1.3 Limitations and Expectations

This report has been prepared for the Client in accordance with the terms and conditions of appointment. Arcadis cannot accept any responsibility for any use of or reliance on the contents of this report by any third party. The copyright of this document, including the electronic format shall remain the property of Arcadis.

This report has been compiled from a number of sources, which Arcadis believes to be trustworthy. However, Arcadis is unable to guarantee the accuracy of information provided by others. The report is based on information available at the time. Consequently, there is a potential for further information to become available, which may change this report's conclusion and for which Arcadis cannot be responsible.

2 Site Setting and History

2.1 Site Location and Land Use

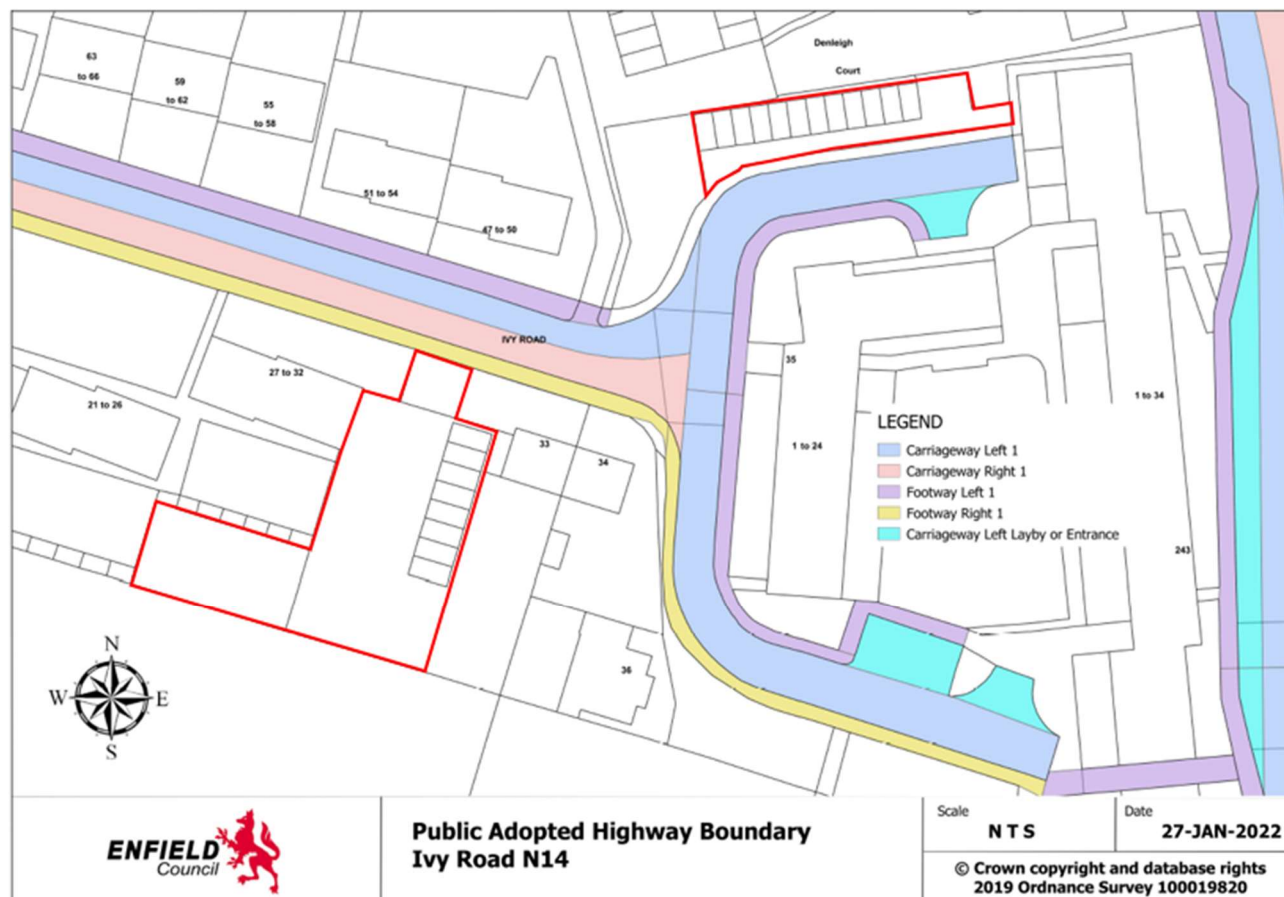
Table 1: Details relating to Site Location

Site Location / Address	Ivy Road, Enfield, N14 4LN (North Site), N14 4LP (South Site)
National Grid Reference	Ivy Road North: 529630, 194720 Ivy Road South: 529570, 194670
Approximate Site Area	Ivy Road North covers an area of approximately 0.03 ha (hectares) and Ivy Road South covers approximately 0.09 ha.
Description of Site	<p>There are two plots associated with the Ivy Road Site: Ivy Road North and Ivy Road South.</p> <p>Ivy Road North: A row of brick-built garages is in the north of the Site, with hardstanding fronting the garages. This Site is broadly rectangular.</p> <p>Ivy Road South: There is a 2.1m tall barrier at the entrance of the Site in the north. A row of brick-built garages lines the eastern boundary fronted by an area of hardstanding. The area of hardstanding is currently used for parking and for vehicle turning.</p> <p>Ivy Road provides direct access to the two plots, as well as access to housing, and connects to the surrounding residential roads.</p>
Topography	<p>The topography of Ivy Road North significantly slopes downwards towards the east, with an estimated drop of 3-4m from the western edge of the Site to the eastern edge.</p> <p>The topography of Ivy Road South is flat.</p> <p>The Sites are approximately 60 m Above Ordnance Datum (AOD).</p> <p>The regional topography is expected to decrease in elevation to the east towards the River Lee.</p>
Surrounding Area	<p>The site is located within a predominantly residential area. To the immediate north, east and west of the site, the area is predominantly residential with gardens. To the west there is also West Grove Primary School.</p> <p>To the immediate south of the site, Ivy Road Recreation Ground and Southgate Chase allotments can be found. Further to the south (approximately a walking distance of 500m), the area is retail with a mixture of amenities such as supermarkets, shops and restaurants.</p>

2.2 Highways Register - Highway Boundary

The public adopted highway boundary of the site and surrounding area has been provided by Enfield Council, this is shown in Figure 2. According to Enfield Council's Highways Register, the Ivy Road South site is accessed directly from the adopted footway and then carriageway of Ivy Road. For Ivy Road North, the footway between the site and the adopted carriageway appears to be uncategorised. This suggests that it is unadopted and could be private, the site does not appear to be directly connected to adopted land.

Figure 2: Highway Status (as provided by the Client)



2.3 Planning Policy

2.3.1 Draft Enfield Local Plan (ELP) 2019 – 2039 – Sustainable Transport

The draft Enfield Local Plan (ELP) was approved for consultation on 9th June 2021. The ELP's overarching objective regarding transport is *"to deliver a transport network that improves the health and wellbeing of all Londoners and to achieve an 80% mode share for active and sustainable travel by 2014"*. The ELP sets out several policies and outcomes, including two regarding sustainable transport.

T1 – Promoting Sustainable Transport

Travel choice and sustainable transport connectivity will be improved through the Borough and to other parts of London and beyond. Therefore, new development will be expected to:

- Safeguard existing land and buildings where necessary to accommodate active travel, public transport or related support functions and future access to future infrastructure projects;
- Deliver improvements to the transport network where they contribute towards sustainable regeneration and development within the Borough, promote sustainable modes of travel, reduce severance, improve safety and environmental quality and support businesses;
- Be car-free (or offer a low level of parking provision) and support complementary measures, such as car clubs and contribute towards well-designed walking and cycling routes; and
- Reduce traffic and promote safety of the transport network.

New and planned transport investment will be required to support the levels of planned growth within the Borough over the plan period, as well as increasing the proportion of journeys via walking, cycling and public transport. These include:

- a) Ensuring that major development contributes to the delivery of the West Anglia mainline to improve frequency of train services to eight trains per hour; upgrades to the Piccadilly Line; more frequent rail services to at least four trains an hour peak and three trains an hour off-peak on the Enfield Town/Cheshunt services to and from Liverpool Street; more frequent rail services to at least four trains an hour at Meridian Water – including capacity improvements, accessibility, public realm or step-free access to mitigate impact of development or to unlock potential for growth;
- b) Where appropriate contribute to the delivery of new public transport infrastructure and services where it is in areas of low public transport accessibility; and
- c) Safeguarding space to deliver future improvements to Underground, Overground and National Rail including the future inter-urban rail route through Enfield to serve London and wider southeast.

T2 – Making Active Travel the Natural Choice

New development will be expected to support the healthy streets approach. Priority will be given to measures that encourage a shift to active transport modes and an increase in cycling and walking particularly journeys under 2 kilometres, along with public transport and high-quality public realm. Proposals will be expected to:

- a) Improve walking access and routes to local services, including schools and retail locations, with new routes, networks and streets designed to meet regional and local guidance and standards, including the healthy streets indicators set out in Transport for London guidance;
- b) Improve access to and where appropriate, contribute to the delivery of the cycling and walking route network, including green chains and links as set out on the Policies Map;
- c) Provide and ideally exceed minimum standards in respect of high quality short and long stay cycle parking provision on site or contribute to offsite provision where this is not feasible;
- d) Promote road safety and safer cycling and pedestrian movement around town centres and transport nodes and traffic-calming measures within residential areas and the wider pedestrian environment; and
- e) Create or contribute to the creation of quieter neighbourhoods throughout the borough, through the removal of road traffic and prioritising active travel measures over car journeys. Streets should also include new pedestrian crossings and 20 mph speed limits, where appropriate; and where appropriate require contributions towards creating well-connected, high quality, convenient and safe network of cycling and walking routes to local destinations.

2.3.2 The London Borough of Enfield Transport Plan 2019-2041

The Transport Plan aims to transform transport and mobility in Enfield to allow people to travel and goods to be transported in a healthy and sustainable way. The priorities of the Transport Plan are to:

- Make active travel the natural choice, particularly for those trips less than 2km (1.2 miles);
- Make more school trips safe, sustainable and healthy;
- Reduce the impact of private vehicles on our streets;
- Make the public transport network more accessible and the natural choice for longer trips; and
- Maintain our assets for the benefit of the public.

The objectives of the Transport Plan are to:

- Deliver Cycle Enfield and supporting measures which encourage more cycling and walking in the borough;

- Promote safe, active and sustainable transport to and from schools;
- Monitor air quality and develop and deliver interventions which address local issues;
- Manage growing demand for on-street parking;
- Focus on and improve priority locations, making them safer for vulnerable road users;
- Improve local reliability of and accessibility to the public transport network; and
- Maintain and improve the transport network in Enfield, including developing potential interventions.

2.3.3 Development Management Document – Parking Standards

Within the Development Management Document (Adopted November 2014), it is expected that car parking proposals “will be considered against the standards set out in the London Plan”.

New developments will also be considered against the following conditions:

- a) The scale and nature of the development.
- b) The public transport accessibility (PTAL) of the site.
- c) Existing parking pressures in the locality.
- d) Accessibility to local amenities, and the needs of the future occupants of the developments.

For developments where no standards exist, parking should be provided to ensure that:

- e) Operational needs are adequately met, having regard to the need to maximise use of sustainable modes of transport.

2.3.4 The New London Plan – Parking Standards

The New London Plan, published in January 2021, outlines the mayor’s environmental, economic, social and transport strategic policy framework which is aimed to improve London as a region over the next 20-25 years. Chapter 10 of this document sets out the Transport policy including the Healthy Streets Indicators and the maximum car parking standards.

The London Plan 2021 maximum car parking standards taking account of PTAL (Public Transport Access Levels) for residential car parking are shown in Table 2.

Table 2: Maximum residential parking standards in accordance with Table 10.3 of the London Plan 2021

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
Outer London PTAL 4	1 - 2	Up to 0.5 – 0.75 spaces per dwelling +

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

* Where Development Plans specify lower local maximum standards for general or operational parking, these should be followed.

~ With the exception of disabled persons parking, see Policy T6.1 Residential parking.

+ When considering development proposals that are higher density or in more accessible locations, the lower standard shown here should be applied as a maximum.

^ΔBoroughs should consider standards that allow for higher levels of provision where there is clear evidence that this would support additional family housing.

The Site has a PTAL rating of 3 (see Appendix A) and is located in outer London, therefore the maximum provision is up to 0.75-1 spaces per dwelling would be applicable, subject to the number of beds for any future residential development on the Site.

3 Access and Movement Overview

3.1 Existing Access Arrangements

The Site currently has its main access for vehicles directly via Ivy Road. The Sites are also accessible for pedestrians and cyclists from the same road.

3.2 Adjacent Land Uses and Amenities

The area surrounding the Site is predominantly residential land use, with some shops and facilities providing goods and services to the south. The residential dwellings in the area generally consist of a mixture of two-storey terraced housing in height and two-to-four storey flats, with gardens.

There is a varied range of amenities in the vicinity of the Site. Ivy Road Recreation Ground is located 120m south of the Site on Ivy Road. The nearest Leisure Centre is Southgate Leisure Centre which is located 700m walking distance to the southeast of the Site.

The nearest primary school from the Site is West Grove Primary School, located 190m east of the Site, and St Andrew's Southgate Primary School located 350m to the southeast of the site. Additionally, Osidge Primary School is located 600m southwest of the site, and Monkey Puzzle Day Nursery Southgate is situated 1.2km south of the site.

Asda Southgate Circus, the nearest supermarket, is located at a walking distance of 600m south of the Site on Chase Side. Tesco Express and Marks and Spencer Simply Food are situated 650m and 550m respectively south of the site on Chase Side and Winchmore Hill Road respectively.

There are a few dining and drinking establishments near the Site. The closest being The Hart Lounge which is within a 400m walking distance to the southeast of the Site. Along Chase Side, located to the south of the Site, there are numerous dining and drinking establishments, all of which are 600-700m walking distance.

For health services, the nearest GP, the Southgate Surgery, is located within a walking distance of 1.3km northwest of the Site. For dental services, the closest facilities are Chase Dental and Vaswani Mr P C located on Chase side, are 450m and 550m respectively south of the site. The nearest pharmacies from the Site are Asda Pharmacy and Boots Pharmacy, located 550m and 650m respectively south of the Site.

With regards to places of worship, Cockfosters & N Southgate Synagogue is located at a walking distance of 550m west of site and St Andrews Church is located 600 south of the Site.

3.3 Pedestrian Accessibility

Ivy Road, which provides access to the Site, is a two-way single carriageway road with footways on both sides of the road. The footways are generally cracked, with no tactile paving provided at crossing points. Along the vast majority of the footway, grass verges are also present. At some points along the footways, the surface has been impacted by the provision of dropped kerbs to the frontage of houses for vehicular access.

Ivy Road footway connects to Chase Road, located to the East via an alleyway, and Chelmsford Road located to the west. Both of these are two-way single carriageways with an adopted footway on both sides. Footway conditions along Chelmsford Road share the same characteristics as Ivy Road. Along Chase Road, the footway conditions and pedestrian infrastructure are greatly improved, with wider and generally even surfaces on both sides of the road. Additionally, there are multiple crossing facilities such as zebra crossings and crossings with refuge islands provided along this road with dropped kerbs and tactile paving. Good street lighting is also provided with regular spaced lighting columns.

Chase Side, which is located to the south of the site, consists of multiple establishments and is similar to Chase Road. The footways feature a smooth surface and dropped kerbs with tactile paving at the majority of intersections with side roads as well as at crossings. Good street lighting is also provided with regular spaced lighting columns.

3.4 Cycle Infrastructure

There are no National Cycle Routes (NCR) in the vicinity of the Site. There are also no London Cycle Network routes nearby, with the nearest being C20 which is located approximately 1.5km walking distance on the A103 Green Lanes to the east of the Site.

There are cycle trails located approximately 800m walking distance northeast of the Site along Oakwood Park, and cycle trails approximately 1km to the southeast of the Site along Grovelands Park.

3.5 Parking

The Site is not located within any Controlled Parking Zones. There are no parking restrictions on Ivy Road and on-street parking is common throughout on both sides of the carriageway.

In the vicinity of the Site, there is a mixture of parking restrictions and no parking restrictions. Along Chelmsford Road, some stretches of the road have no controlled parking whereas there are sections which have parking restrictions in place to the south of the road. Restrictions include parking for resident permit holders only Monday to Friday 11am to Noon. Parking bays are present along this road.

Similarly, along Chase Road there is a mixture of parking restrictions and no parking restrictions. To the north of Ivy Road, Chase Road has no parking restrictions, with on-street parking being common throughout. However, to the south of Ivy Road, along Chase Road there are parking restrictions present, which includes parking for resident permit holders only, Monday to Saturday 9am-6:30pm. Parking bays are present along this road.

3.6 Analysis of Collision Data

An indicative analysis of the most up to date five-year period of collision data has been undertaken using the DfT registration of collisions, accessible via [Crashmap.co.uk](https://crashmap.co.uk). Please note, no details of collisions have been requested, only statistics. An extract from Crashmap showing the exact locations of the incidents can be viewed within Appendix B.

No collisions have been identified within the immediate vicinity of the Site.

Approximately 375m south-west of the Site on Chelmsford Road, one collision of 'slight' severity, involving a pedestrian casualty, was recorded. There was a collision of 'serious' severity, involving a pedestrian, 490m south-west of the Site on Chelmsford Road. The nearest collision recorded involving a pedal cyclist occurred on Linden Way approximately 210m northwest of the site. This collision was of 'slight' severity.

4 Future Site Access and Considered Risks

For the purpose of the analysis for this report, it is assumed that the Site would be considered for future residential development. In the context of the surrounding area, this would be deemed appropriate due to the surrounding residential land use.

Considering the existing neighbouring sites in surrounding areas, the Site would be suitable for residential development. This could take the form of flats of a similar height to the neighbouring buildings. A single vehicle access would have the capacity to support this scale of development.

The Site currently has a direct access for all modes via Ivy Road. The location is considered suitable, as access is already established, meaning that future use as a vehicle access and pedestrian access is unlikely to raise any concerns from a highway perspective.

The viability of the vehicular access would unlikely be disputed for the Ivy Road South site as the footway and carriageway directly north of the site have been identified as adopted. So, there are no land ownership issues with regards to the access here. Visibility from the Site is currently considered to have no issues as the existing Site and the access road is on flat terrain and allows sufficient visibility for drivers and existing users of the Site.

For the Ivy Road North site however, the site does not appear to be directly connected to the adopted carriageway of Ivy Road. There are garages on the site currently and it is assumed that there are no existing landownership issues for its existing use. However, it is advised that the ownership status of the footway be established to identify any potential future risk should the site be re-developed. Should direct access onto adopted land be confirmed, then an access along the site's existing southern boundary could be considered.

The potential site access is illustrated in Figure 3.

Connections from the Site provide the opportunity for any future development to promote trips by sustainable travel modes, which will have inclusion and environmental benefits.

Figure 3: Potential Access Options (Background Source – Google)



5 Conclusions and Recommendations

5.1 Conclusions

The Site is considered to be suitable for residential use, with a comparison of a similar sized plots nearby being utilised for residential purposes. Existing access arrangements for the Site have the potential to be maintained. However, the feasibility of this would need to be assessed as part of any design.

Table 3: Summary

Current Access	Vehicular access is currently achieved directly via Ivy Road. Pedestrian and cyclist access are provided via Ivy Road with connecting pathways running along Ivy Road on both sides of the carriageway.
Surrounding Area	<p>The Site is located within a residential area with properties with gardens on Ivy Road. Recreation Road is located 120m south of the Site on Ivy Road. In the vicinity of the Site, there are schools. The nearest primary school from the Site is West Grove Primary School, located 190m east of the Site, and St Andrew's Southgate Primary School located 350m to the southeast of the site.</p> <p>There are a few dining and drinking establishments near the Site. The closest being The Hart Lounge located within a 400m walking distance to the southeast of the Site. Along Chase Side, located to the south of the Site, there numerous dining and drinking establishments, all of which are within 600-700m walking distance. The nearest Leisure Centre is Southgate Leisure Centre which is located at a 700m walking distance to the southeast of the Site.</p>
Current Visibility	<p>Visibility from the existing site access does not create any issues, as the existing access and Ivy Road South is on a flat terrain, it allows sufficient visibility for drivers and existing users of the Site.</p> <p>The topography of Ivy Road North significantly slopes downwards towards the east, with an estimated drop of 3-4m from the western edge of the Site to the eastern edge. However, the existing site contains garages and hence it is considered that vehicle access is currently adequate and visibility should be sufficient.</p>
Current Restrictions	The visibility of any future access will have to meet the visibility splay standards such that it would not prejudice highway safety for all highway users.
Access Solutions	Access could be maintained at the established point of access, as it is established and currently considered viable for its purpose.
Risks	<p>Footways and carriageways surrounding the Site have been identified as adopted for Ivy Road South, therefore there would be no risk associated with land ownership and access.</p> <p>The status of the land to the south of Ivy Road North is required to be confirmed, currently it appears to be uncategorised, suggesting it could be private land considering the Highway Status figure (Figure 2). Maintaining the access over third party land could be subject to negotiations with the landowner and potential ransom issues.</p> <p>The visibility of the access will be no worse than the existing situation, but analysis should be undertaken during the design process in the future stages of the Site development.</p>

5.2 Recommended Works to De-Risk Site

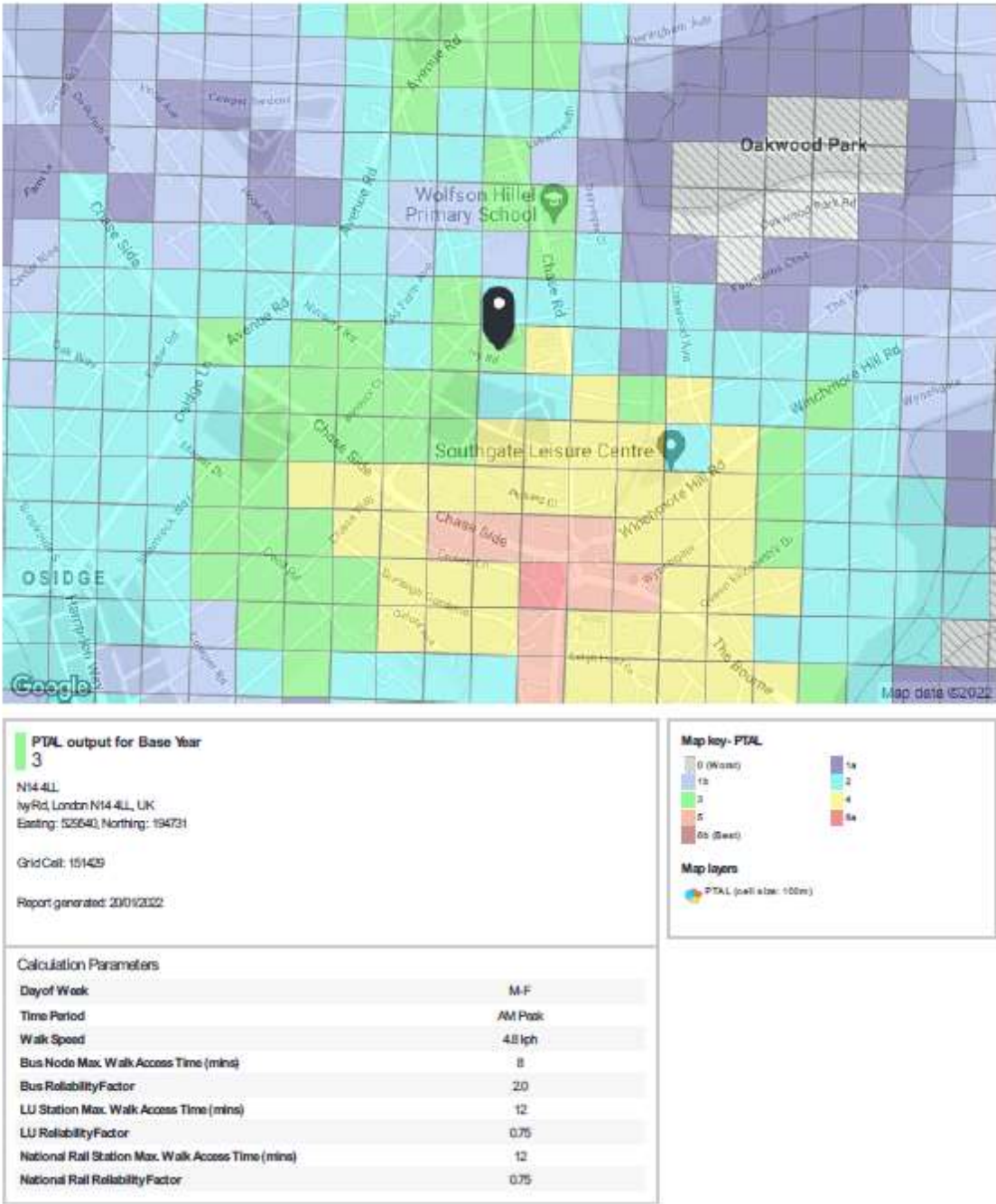
Information regarding land ownership of the footway between the Ivy Road North Site and the adopted carriageway of Ivy Road would be required. Visibility from the existing access will need to be considered in development designs to mitigate highway safety concerns such that they are not compromised.

Depending on the scale of proposed development, it would be useful to undertake a high-level trip generation as a comparison to the existing use of the Site to provide an indication of the impact on the surrounding highways due to the change of use of this site.

To establish the full requirements for planning application submission, discussions with colleagues at Enfield Council will need to be undertaken.

APPENDIX A

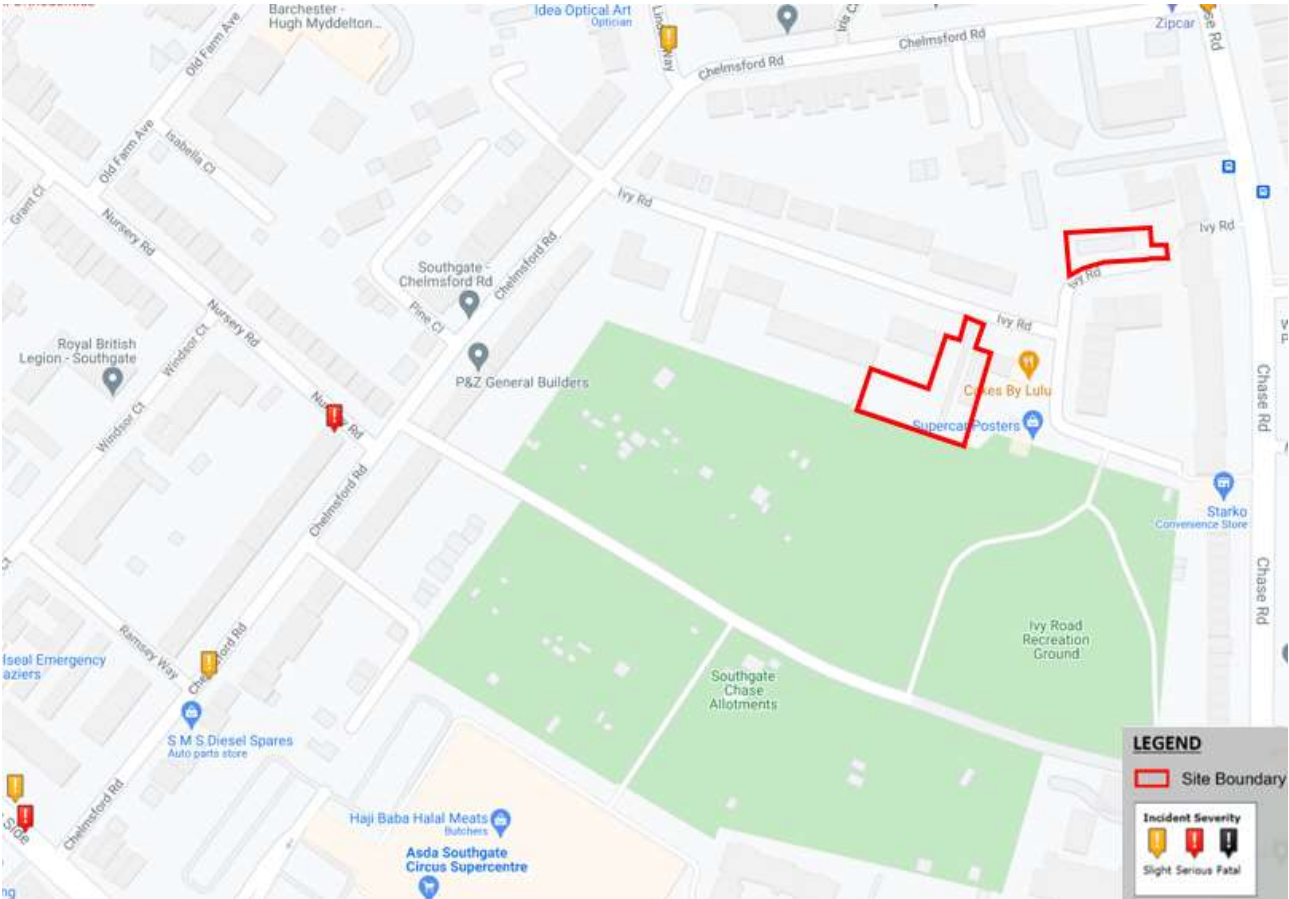
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Calculation data										
Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	CHASE SIDE CHELMSFORD RD	125	473.6	6	5.92	7	12.92	2.32	0.5	1.16
Bus	CHASE SIDE CHELMSFORD RD	299	473.6	4	5.92	9.5	15.42	1.95	0.5	0.97
Bus	CHASE SIDE CHELMSFORD RD	298	473.6	3	5.92	12	17.92	1.67	0.5	0.84
Bus	CHASE SIDE CHELMSFORD RD	362	473.6	4	5.92	9.5	15.42	1.95	0.5	0.97
Bus	CHASE ROAD IVY ROAD	121	447.29	6	5.59	7	12.59	2.38	1	2.38
U/L	Southgate	'Cookhams-LHRT4/L'	948.81	4.67	11.86	7.17	19.03	1.58	0.5	0.79
U/L	Southgate	'RayLane-Cookhams'	948.81	3.67	11.86	8.92	20.78	1.44	0.5	0.72
U/L	Southgate	'Oakwood-RayLane'	948.81	0.33	11.86	91.66	103.52	0.29	0.5	0.14
U/L	Southgate	'Nthfields-Cookhams'	948.81	1	11.86	30.75	42.61	0.7	0.5	0.35
U/L	Southgate	'LHRT5-Cookhams'	948.81	6	11.86	5.75	17.61	1.7	1	1.7
U/L	Southgate	'Uxbridge-Cookhams'	948.81	3.67	11.86	8.92	20.78	1.44	0.5	0.72
U/L	Southgate	'Ruislip-Cookhams'	948.81	2.33	11.86	13.63	25.49	1.18	0.5	0.59
U/L	Southgate	'Oakwood-Uxbridge'	948.81	0.33	11.86	91.66	103.52	0.29	0.5	0.14
U/L	Southgate	'Oakwood-Ruislip'	948.81	0.33	11.86	91.66	103.52	0.29	0.5	0.14
Total Grid Cell AI:										11.62

APPENDIX B

Crashmap Figure



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