



ttp consulting
transport planning specialists

Faith Miracle Church

**3 & 4 Stuart Crescent, Wood
Green**

Transport Statement

July 2023

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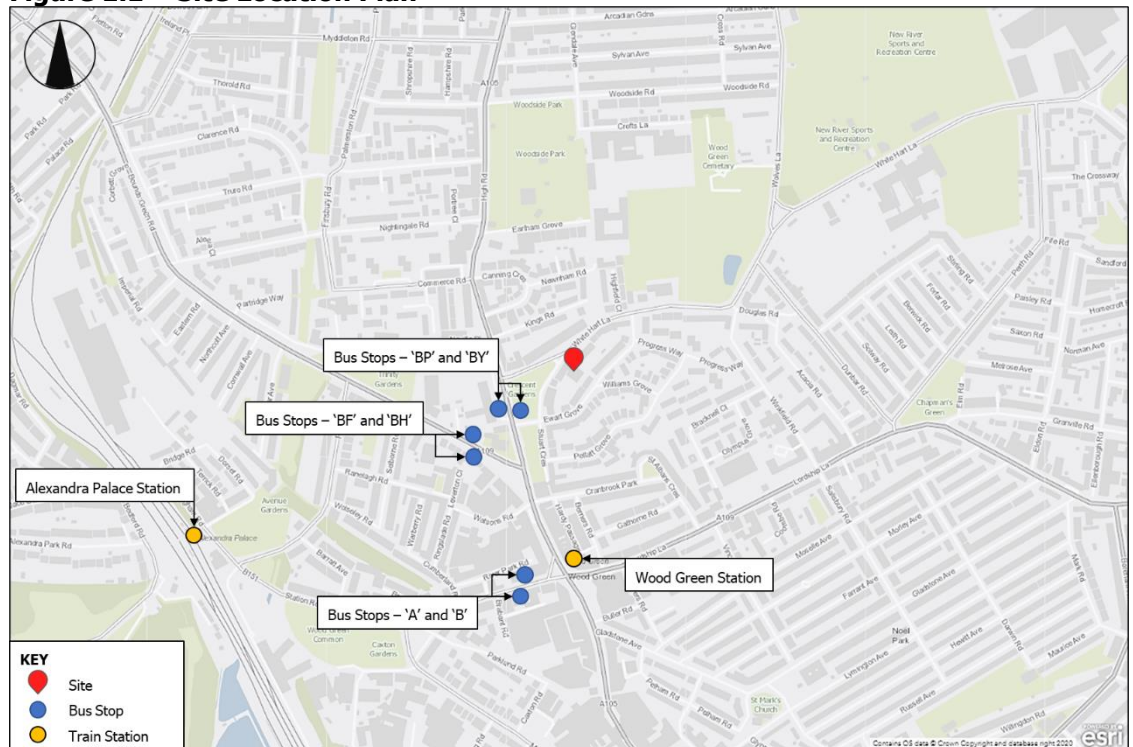
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1 INTRODUCTION

- 1.1 TTP Consulting has been appointed by Faith Miracle Church to provide traffic and transport advice in relation to the proposed change of use of 3-4 Stuart Crescent, in the London Borough of Haringey (LBH).
- 1.2 The site, which is located at the north end and east side of Stuart Crescent, achieves a Public Transport Accessibility Level (PTAL) rating of 6a and is therefore considered to have an excellent level of access to public transport. The site location is shown at **Figure 1.1**.

Figure 1.1 – Site Location Plan



- 1.3 The site consists of two existing buildings No. 3 Stuart Crescent (which was formally the Wood Green Social Club, including a snooker hall) and No. 4 (which is a locally listed, detached house, currently split into 5 residential units). Pedestrian access is taken from Stuart Crescent to both the social club and the dwellings at No. 4, with vehicular access to the social club provided along the eastern boundary of the site. Moreover, there is a length of dropped kerb in front of the site which offers access to an area of hardstanding used for parking.
- 1.4 This application seeks full planning permission for the change of use of the ground floor of 3 Stuart Crescent from a social club to a place of worship to be occupied by Faith Miracle Church, including ancillary offices, toilets and kitchen. The proposals amount to the creation of 835sqm of worship space. The proposals include no external changes to the building, the 5 residential units will be retained as part of the proposals.

- 1.5 Faith Miracle Church currently operates in the local area and is based out of a building on Coburg Road approximately 900m south of the application site as the crow flies. The existing building will close with the church relocating to the application site.
- 1.6 In January 2022 a planning application was approved at the site (REF: HGY/2021/2031) for: *"Partial demolition of rear extensions and construction of 5 x part two, part three storey mews dwellings. Demolition of three storey front projection, demolition and re-construction of existing 2nd floor of 'Social Club' building and change of use of first floor from Community use to C3 (Residential) with balcony areas and internal re-configuration of existing 5 no. residential units within 3 & 4 Stuart Crescent and creation of an additional 9 no. residential units with associated landscaping works and parking."* However, this application has not been implemented.
- 1.7 This report considers the potential effects of the proposed development in transport terms including trip generation, parking, refuse collection and deliveries and servicing. The remainder of the report is structured as follows:
- Section 2 summarises the existing situation;
 - Section 3 sets out the development proposals and effects;
 - Section 4 provides a summary and conclusion.

2 THE EXISTING CONDITION

The Site

- 2.1 The site consists of two existing buildings No. 3 Stuart Crescent (which was formally the Wood Green Social Club, including a snooker hall) and No. 4 (which is a locally listed, detached house, currently split into 4 units). The existing community space comprises 1,471sqm of space.
- 2.2 Pedestrian access is taken from Stuart Crescent to both the Social Club and the dwellings at No. 4, with vehicular access to the snooker hall provided along the eastern boundary, which offers an area of hardstanding providing 5 parking spaces. In front of No. 3 there is a length of dropped kerb which offers parking for 4 vehicles.

Surrounding Area

- 2.3 The surrounding area is predominately characterised by a residential environment, with shops and services available on High Road and numerous schools and nurseries located within walking distance.
- 2.4 There are a number of retail units located along High Road and in the vicinity of the site including a pharmacy, convenience store and medical practice. Moreover, Vue Cinema, The Gym Group, NatWest and takeaway food outlets are located south of Lordship Lane, approximately 500m to the south of the site. The closest bus stops on High Road are within a 180m walk whilst Wood Green Station is located 450m walk to the south. The Site has convenient connections to an array of shops, restaurants and public transport opportunities within a 20-minute walking distance from the site.

Local Highway Network

- 2.5 Stuart Crescent is a cul-de-sac, which operates broadly north to south, with vehicular access taken from the north end from White Hart Lane, it connects to Ewart Grove and Pellatt Grove, which offer east to west routes, whilst the south end is bound by residential properties. In front of the site, there are double yellow lines along both sides of the road, whilst further south, there are on-street parking bays on the west side of the street.
- 2.6 White Hart Lane operates broadly west to east between High Road (Wood Green) and High Road (Tottenham). It offers access to the A10 approximately 2km to the east of the site, which connects to the wider Transport for London Road Network. In the vicinity of the site, there are marked parking bays on both sides of the road.

- 2.7 The A105 (High Road) connects to White Hart Lane approximately 125m to the west of the site, it offers a strategic north to south route between Enfield and Canonbury. In the vicinity of the site there is a single lane for traffic in either direction, with a right-turn filter lane for cars entering White Hart Lane. There is also a southbound bus lane on the east side of the road.

Parking Survey

- 2.8 Parking surveys were undertaken on Sunday 9th July 2023, with surveys undertaken during the times the Sunday service is likely to run. Beats were undertaken at 10:00m, 11:00 and 12:00. The surveys have been carried out in accordance with the Lambeth methodology and covers on street parking within a 500-metre walking distance around the site. The results of the survey are included in **Appendix A** including a map of the survey area and restrictions.
- 2.9 A summary of the occupancy levels of the occupancy levels of all available spaces, as well as the occupancy of disabled parking bays in the vicinity of the site for each of the survey times is shown at **Table 2.1**. It is noted that local controlled parking zone restrictions do not apply on Sunday as such all parking bays (excluding private parking) in the vicinity of the site have been considered available.

Table 2.1 – Summary of Parking Beat Survey			
Sunday 9th July (10:00)			
	Parked Cars	Observed Spaces	Occupancy (%)
All Spaces (excluding disabled)	454	114	79.9%
Disabled Spaces	12	8	60%
Sunday 9th July (11:00)			
	Parked Cars	Observed Spaces	Occupancy (%)
All Spaces (excluding disabled)	439	123	78.1%
Disabled Spaces	10	10	50%
Sunday 9th July (12:00)			
	Parked Cars	Observed Spaces	Occupancy (%)
All Spaces (excluding disabled)	412	147	73.7%
Disabled Spaces	10	10	50%

- 2.10 The survey data shows that there are approximately 590 spaces including 20 disabled spaces within a 500m walk of the site with restrictions not applying on a Sunday. The occupancy level of parking spaces was at 79.9% at 10:00 with occupancy decreasing to 78.1% at 11:00 and to 73.7% at 12:00. There was an average occupancy of 76.9% across the survey period.

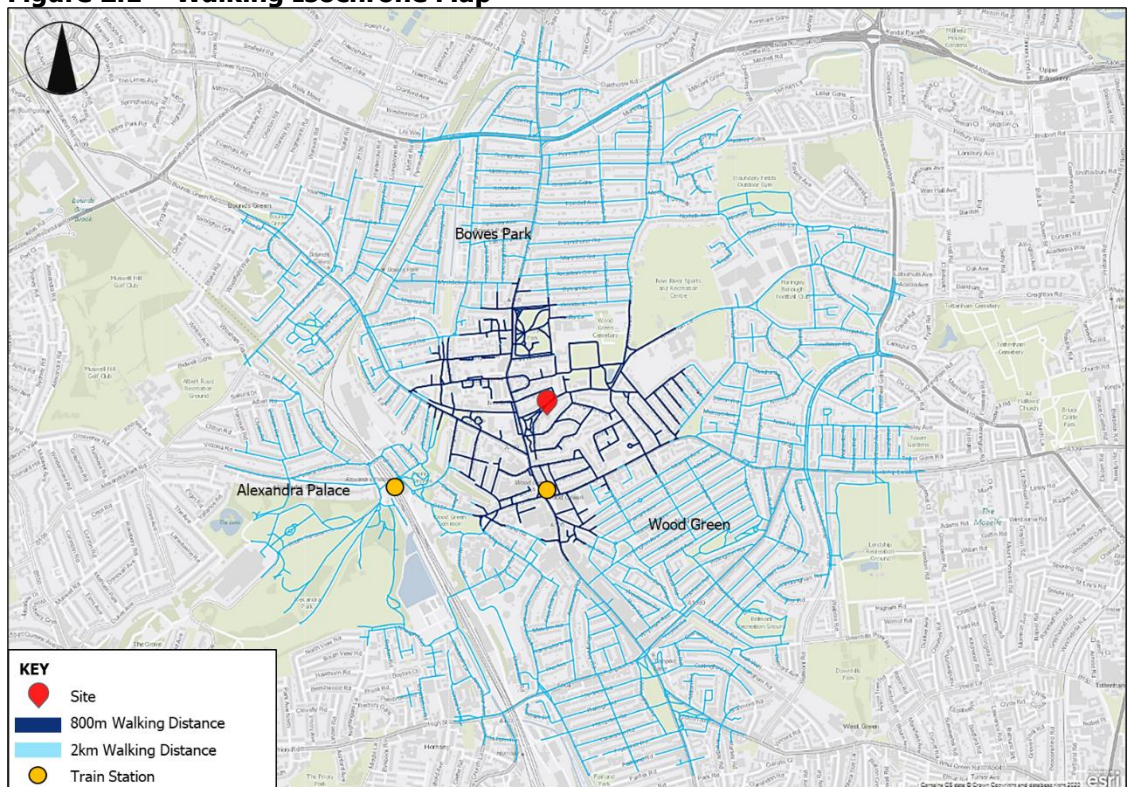
Accessibility

- 2.11 The site is accessible by a variety of modes of transport with a large number of amenities within a reasonable walking or cycling distance as summarised in the following paragraphs.

Walking

- 2.12 The walking environment in the vicinity of the site is such that footways are provided on both sides of White Hart Lane and High Road, whilst there is a footway provided on the east side of Stuart Crescent, with Crescent Gardens and associated paths along the west side of the road. The site is well connected to the main pedestrian routes that serve public transport facilities and local amenities.
- 2.13 **Figure 2.1** provides details of an 800m (10-minute) and 2km (25-minute) catchment zone surrounding the site which shows that Wood Green Station is located within a 10-minute walk to the south, whilst there are shops and local amenities provided along High Road and in the wider area.

Figure 2.1 – Walking Isochrone Map



2.14 At the White Hart Lane / High Road junction there are dropped kerbs on both sides of the road, with tactile paving on the north side of the junction. There is also a pedestrian refuge island in the centre of the carriageway. Approximately 40m to the north, there is a signal controlled crossing over High Road, with green-man push-button facilities. The closest signal controlled crossing point to the south is located approximately 150m to the south of the junction, both offer a connection to northbound bus services.

2.15 **Table 2.1** sets out details of distances between the site and public transport opportunities. This illustrates that there are a number of public transport facilities within a short walking distance with an average walking speed assumed to be 80m per minute.

Table 2.1 – Approximate Distances to Local Public Transport Opportunities			
Stop / Station	Location	Distance	Approximate Walking Time*
Bus Stop BP	High Road	180m	2 - 3 minutes
Bus Stop BY	High Road	180m	2 - 3 minutes
Pellatt Grove Bus Stop (westbound)	White Hart Lane	240m	3 minutes
Wolves Lane Bus Stop (eastbound)	White Hart Lane	280m	3 - 4 minutes
Wood Green Station	High Road	450m	5 - 6 minutes
Alexandra Palace Station	Station Road	1.1km	13 - 14 minutes
*Based on 80m per minute			

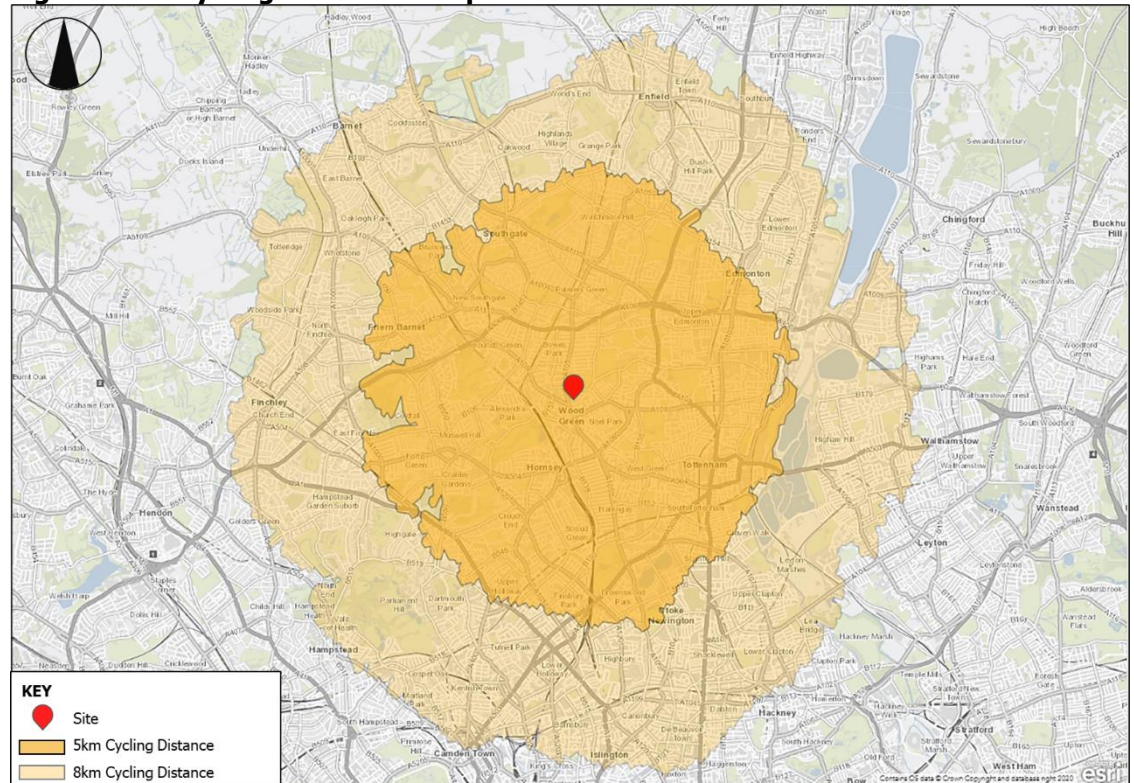
2.16 **Table 2.2** provides a summary of local facilities and amenities which illustrates that a GP surgery, nursery, gym, supermarket and bank are located within an acceptable walking distance from the site.

Table 2.2 – Approximate Distances to Local Facilities			
Amenity	Location	Distance	Approximate Walking Time*
Crescent Gardens	Stuart Crescent	20m	<1 minute
Stuart Crescent Medical Practice	Stuart Crescent	80m	1 minute
Woodside Children's Centre	White Hart Lane	180m	2 - 3 minutes
Trinity Primary Academy	Bounds Green Road	250m	3 - 4 minutes
Alpha Pharmacy	Commerce Road	375m	4 - 5 minutes
Great News & Off Licence	High Road	400m	5 minutes
Morrisons	The High Road	500m	6 - 7 minutes
The Gym	Wood Green	600m	7 - 8 minutes
NatWest	High Road	600m	7 - 8 minutes
*Based on 80m per minute			

Cycling

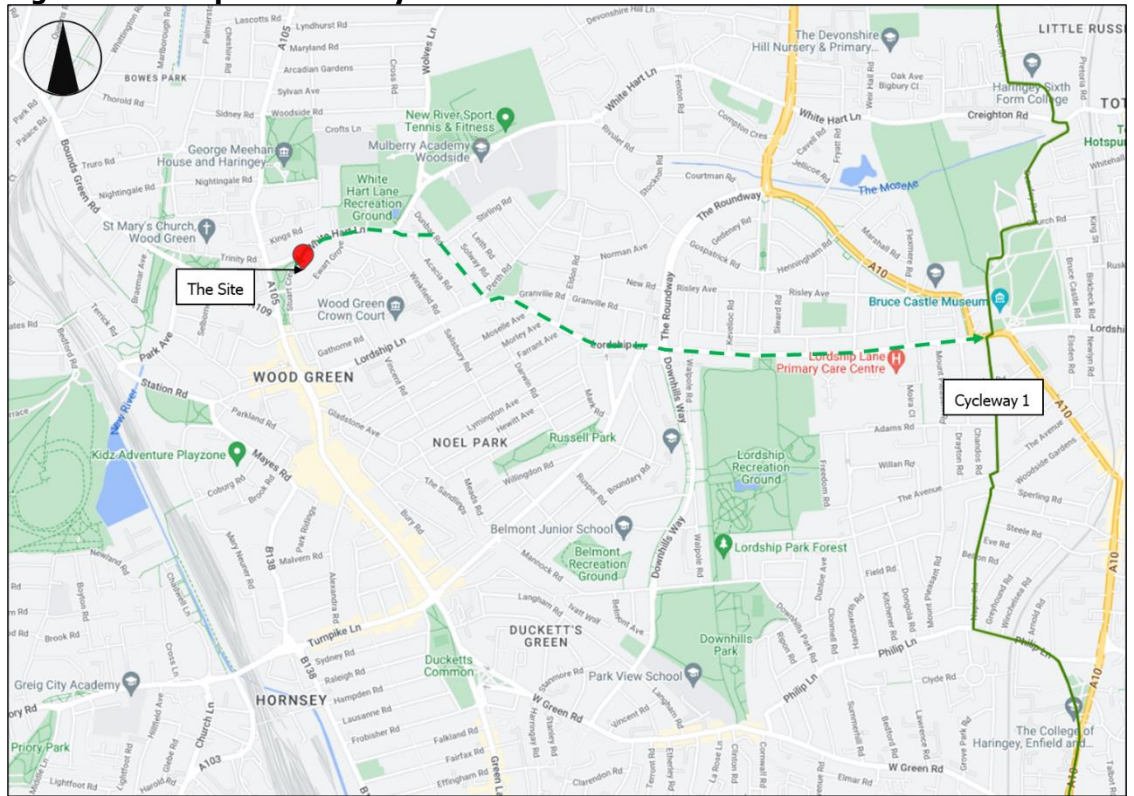
- 2.17 It is generally accepted that cycling is a sustainable mode of travel for journeys up to 8km in length, although in London, longer journeys are commonplace. **Figure 2.2** shows a 5km and 8km cycling catchment from the site which shows that areas such as Wood Green, Palmers Green and Alexandra Palace are within the 5km cycling catchment, whilst areas such as East Barnet, Enfield and Walthamstow are within the 8km catchment.

Figure 2.2 – Cycling Isochrone Map



- 2.18 Cycleway 1 (C1) runs along the A10 Great Cambridge Road and can be accessed approximately 2.5km to the east of the site via Lordship Lane. It offers a north to south route between Tottenham and the City of London and connects with the wider cycle infrastructure. A map of the TfL cycle network and route to Cycleway 1 is shown in **Figure 2.3**.

Figure 2.3 – Map of the TfL Cycle Network



2.19 TfL's Journey Planner tool allows for cycle route planning dependent on the nature of the route, being fast, moderate or easy. From the site the following destinations can be reached within various journey times:

- Bounds Green (5 minutes / 6 minutes / 8 minutes);
- Hornsey (8 minutes / 10 minutes / 13 minutes);
- Palmers Green (8 minutes / 10 minutes / 14 minutes);
- Muswell Hill (11 minutes / 14 minutes / 18 minutes);
- Edmonton Green (16 minutes / 20 minutes / 27 minutes); and
- Tottenham Hale (16 minutes / 21 minutes / 27 minutes).

Public Transport Accessibility

2.20 The site is located within a highly accessible area achieving a PTAL rating of 6a. There are 8 bus routes accessible from stops on High Road, Bounds Green Road and Station Road, whilst Wood Green Station is located approximately 450m to the south.

By Bus

- 2.21 The closest bus stops to the site (BP and BY) are located on High Road. The stops are served by routes which terminate at Tottenham Hale, Turnpike Lane, London Bridge, Enfield Island Village, Palmers Green and Enfield Town. Both stops are provided with seating, sheltered and lighting.
- 2.22 **Table 2.3** provides a summary of the local bus routes likely to be used by site users. The relevant TfL bus spider map is included at **Appendix B**.

Table 2.3 – Summary of Local Bus Services					
Bus Stop	Route		Frequency (every 'x' minutes)		
	No.	Destination	Mon-Fri	Saturday	Sunday
BP/BY	121	Turnpike Lane and Enfield Island Village	7-11	9-10	13-14
	141	London Bridge and Palmers Green	4-8	6-10	10-13
	232	Turnpike Lane and St Raphael's	10-13	11-12	20
	329	Turnpike Lane and Enfield Town	5-9	6-10	7-10
	W4	Tottenham Hale and Palmers Green	9-13	9-12	11-13
BF/BH	221	Edgware Bus Station and Turnpike Lane Station	6-10	7-11	11-13
A/B	184	Turnpike Lane Station and Barnet	7-10	8-12	10-12
	W3	Northumberland Park Station and Finsbury Park Station	5-9	6-10	9-12

By Underground / Rail

- 2.23 The closest London Underground station to the site is Wood Green Station, which is located approximately 450m to the south of the site. The station is served by the Piccadilly Line with frequent services terminating at Arnos Grove, Cockfosters, Hatton Cross, Heathrow, Northfields, Rayners Park and Uxbridge.
- 2.24 Alexandra Park Station is located approximately 1.1km to the west of the site. The station provides access Great North and Thameslink rail services serving destinations including Moorgate, Kings Cross, Barnet, Welwyn Garden City and Cambridge.

Public Transport Accessibility Level (PTAL)

- 2.25 Public Transport Accessibility Levels are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point. The scale has a range of 0 (worst) to 6b (best), with 6b demonstrating high level of accessibility.
- 2.26 A copy of the PTAL report is included at **Appendix C**. The site has a PTAL level of 6a, demonstrating that it has an 'excellent' level of accessibility to public transport.

Modal Split

- 2.27 The modal split for the existing congregation has been gathered from a survey of the church congregation undertaken on Sunday 2nd July 2023. The full survey results are included at **Appendix D** with the results summarised in **Table 2.4**. The existing site is located on Coburg Road approximately 900m (as the crow flies) to the southwest, with a PTAL of 4. The survey demonstrates that the majority of congregants travel using a car with 25% of people driving and 53% travelling as a passenger in a car, 16% of people also travelled using public transport with 3% walking.

Table 2.4 – Congregation Survey and Modal Split		
Mode	Number	Percentage
Car Driver	25	25%
Car Passenger	54	53%
Public Bus	11	11%
Train	5	5%
DLR	0	0%
Underground	0	0%
Walk	3	3%
Cycle	0	0%
Motorcycle/Scooter	0	0%
Other (taxi)	3	3%
Total	101	100%

3 DEVELOPMENT PROPOSAL AND EFFECTS

Proposal Overview

- 3.1 The development proposal seeks the change of use of the ground floor of 3 Stuart Crescent from a social club to a place of worship. The change of use will amount to 835sqm of worship space. The proposals also include ancillary office space, toilets and a kitchen.
- 3.2 No external changes to the building are proposed in connection with the change of use and the proposals will retain the existing 5 flats on the site.
- 3.3 The site will be operated by Faith Miracle Church an already establish church group in the local area. The church is currently operating out of a site located on Coburg Road approximately 900m (as the crow flies) south east of the proposed site.
- 3.4 The new site would be able to accommodate a maximum of 150-200 people during the Sunday service which will be the busiest period at the site and will be operated by 4 full time members of staff and some volunteers on a part time basis. It is noted that the current congregation is circa 100 people on a Sunday and it is not envisaged that this will increase as a result of the relocation.
- 3.5 The proposed site layout plans are included at **Appendix E**.

Trip Generation

- 3.6 The proposed new church building will reach peak occupancy one a week during the Sunday morning service. The service takes place at 10am and will have capacity for a maximum of 200 people. It is noted that this level of attendance is unlikely to be achieved and the current service is attended by approximately 100 people, however for assessment purposes the maximum potential attendance has been used for the trip generation assessment as such is considered a robust assessment.
- 3.7 The church also operates Wednesday evening services at 7:45pm and will be available for events such as meetings or birthday parties on an ad hoc basis. It is unlikely these events will operate at full capacity, with attendance anticipated to be well below 200, in addition events of this nature would already take place out of the social club. This assessment has been undertaken considering the busiest period i.e. the Sunday service.
- 3.8 The modal split obtained from a survey of the existing congregation is summarised in **Table 3.1** and has been applied potential 200 attendees of the new building. It is considered likely that members of the existing congregation will continue to travel in the same manner to the new site.

Table 3.1 – Modal Split and Resultant Flows		
Mode	Percentage	Number
Car Driver	25%	50
Car Passenger	53%	106
Public Bus	11%	22
Train	5%	10
DLR	0%	0
Underground	0%	0
Walk	3%	6
Cycle	0%	0
Motorcycle/Scooter	0%	0
Other (taxi)	3%	6
Total	100%	200

- 3.9 The assessment shows that the proposals could generate up to 50 vehicle movements to and from the Sunday service, with 106 people travelling as car passengers and 32 travelling by public transport.
- 3.10 This is considered to be a robust assessment and the number of vehicles generated is expected to be significantly lower as peak capacity is unlikely to be reached on a regular basis. In addition, the new building has a better level of accessibility with a PTAL of 6a compared with a PTAL of 4 at the existing building as such there is greater opportunity for people to travel using public transport. A travel plan will also be implemented to support mode shift away from private car and will set out initiatives and measures to support people to travel by sustainable transport modes.
- 3.11 Data from the 2011 Census (Haringey 007) suggest that for people working in the area surrounding the site 40% of people travel by car, as such, of the 4 full time staff members 2 are likely to travel by car with the remaining 2 travelling by either public transport or active travel modes.

Access

- 3.12 The existing access arrangements at the site will be retained. Pedestrian access will continue to be taken from the buildings main access point from Stuart Crescent.
- 3.13 Vehicular access to the 9 on-site parking spaces will be retained from the existing crossover, adjacent to No. 3 Stuart Crescent and the length of dropped kerb along the front of the site serving the area of hardstanding to the front of No.3 Stuart Crescent will also be retained.

Parking

Car Parking

- 3.14 There are no proposed changes to the car parking arrangements at the site. The site provides 9 car parking spaces 5 of which are located along the site's eastern boundary with 4 provided on an area of hardstanding in front of the site. The Faith Miracle Church's existing facility also provides 9 car parking spaces.
- 3.15 The trip generation assessment suggests that should the Sunday service reach full attendance of 200 people this could generate demand for 50 vehicles to park on-site and on the streets in the vicinity of the site. Of the 50 vehicles 9 would be able to park on-site, as such 41 vehicles would seek to park on the streets around the site. For assessment purposes it has been assumed that all people driving to the church would seek to park within general parking spaces and not disabled spaces. The parking occupancy levels for the existing and proposed scenario is summarised in **Table 3.2**.

Table 3.2 – Parking Occupancy for Existing and Proposed Scenario			
Existing Scenario			
Sunday 9th July (10:00) – Existing			
	Parked Cars	Available Spaces	Occupancy (%)
All Spaces (excluding disabled)	454	114	79.9%
Sunday 9th July (11:00) – Existing			
	Parked Cars	Available Spaces	Occupancy (%)
All Spaces (excluding disabled)	439	123	78.1%
Sunday 9th July (12:00) – Existing			
	Parked Cars	Available Spaces	Occupancy (%)
All Spaces (excluding disabled)	412	147	73.7%
Proposed Scenario			
Sunday 9th July (10:00) – Proposed			
	Parked Cars	Available Spaces	Occupancy (%)
All Spaces (excluding disabled)	495	73	87.1%
Sunday 9th July (11:00) – Proposed			
	Parked Cars	Available Spaces	Occupancy (%)
All Spaces (excluding disabled)	480	82	85.4%
Sunday 9th July (12:00) – Proposed			
	Parked Cars	Available Spaces	Occupancy (%)
All Spaces (excluding disabled)	453	106	81.0%

- 3.16 The table demonstrates that the additional 41 vehicle parking on-street would result in an increase in occupancy from 79.9% at 10:00 to 87.1%, with an increase from 78.1% at 11:00 to 85.4% and an increase from 73.7% at 12:00 to 81.0%. There would still be a large number of available spaces in the vicinity of the site with a minimum of 73 available spaces at 10:00.

- 3.17 As described previously the attendees given are the maximum numbers of attendees that the building could accommodate and these numbers are unlikely to be reached. The church already operates in the local area with a congregation size of approximately 100 people, as such it is not considered that the parking demand will be completely new and represents a shifting of demand from the roads surrounding the existing site located approximately 900m to the south.

Cycle Parking

- 3.18 Cycle parking should be provided in accordance with standards set out in the London Plan as required by the Haringey Development Management document. The London Plan requires 1 long stay space per 8 FTE staff members and 1 short stay space per 100sqm of space.
- 3.19 Cycle parking will be provided within the building accessed via the ramped access road along the site's eastern boundary. The proposed place of worship will provide a total of 10 cycle parking spaces (1 long stay and 9 short stay). The location of the cycle store is shown on the proposed layout plat at **Appendix E**.

Delivery and Servicing Activity

- 3.20 Delivery and servicing activity will continue to be undertaken on-street as with the existing situation. Loading will take place either on the yellow lines directly in front of the site or within permit parking bays to the south of the site on Stuart Crescent.
- 3.21 The number of deliveries associated with the proposed usage is anticipated to be very low with approximately 1 delivery per week. The majority of deliveries are anticipated to be undertaken by small and medium sized vehicles e.g. Transit-style vans and 7.5tn goods vehicles. Larger deliveries by 10m rigid vehicles are expected to be infrequent and typically form part of a wider delivery arrangement. Moreover, the delivery vehicles are likely to already be on the highway network delivering to other sites.

Mitigation Measures

Travel Plan

- 3.22 Staff and visitors at the proposed development will be encouraged to travel to the site by sustainable modes through the implementation of a Travel Plan. A draft Travel Plan has been prepared and included as a separate document as part of the planning application.
- 3.23 The primary objective of the Travel Plan will be to set out a long-term strategy to facilitate and encourage sustainable modes of travel to the site. It will also seek to promote a shift from travel by public transport to active modes such as walking and cycling as these offer health benefits.

- 3.24 The initiatives and measures that form part of the Travel Plan will be a mixture of 'hard' and 'soft' measures. The 'hard' measures include the provision of facilities such as safe and secure cycle parking. The 'soft' measures include initiatives such as providing information on public transport services and walking and cycling routes.
- 3.25 The Travel Plan would be finalised and agreed prior to the occupation of the proposed development.

4 SUMMARY AND CONCLUSION

Summary

4.1 TTP Consulting has been appointed by Faith Miracle Church to provide traffic and transport advice in relation to the proposed change of use at 3-4 Stuart Crescent, in the London Borough of Haringey.

4.2 In summary:

- The site consists of two existing buildings no. 3 Stuart Crescent (formerly the Wood Green Social Club, including snooker hall) and No. 4 (which is locally listed, detached house, currently split into 5 units);
- Pedestrian access is taken from Stuart Crescent to both the social club and the dwellings at No. 4, with vehicle access provided along the eastern boundary of the site. Moreover, there is a length of dropped kerb in front of the site that offers access to an area of hardstanding used for parking;
- The site achieves a PTAL rating of 6a, indicating it has excellent to local public transport facilities including Wood Green Station. The site is also within a short walking distance of a number of local facilities and amenities;
- The proposals comprise the change of use of the ground floor of 3 Stuart Crescent from a social club to a place of worship to be occupied by Faith Miracle Church, including ancillary offices, toilets and kitchen. The proposed church would be able to accommodate up to 200 people and will be operated by 4 full time staff members as well as volunteer staff;
- The church currently operates out of a building on Coburg Road approximately 900m south of the proposed site and has a congregation of approximately 100 people;
- There are no proposed external changes to the building. The existing vehicle and pedestrian access arrangements will be retained;
- Parking for up to 13 vehicles is provided to the rear of the building and on hardstanding along the building frontage which will be retained for church usage;
- Surveys undertaken on the existing congregation demonstrate that 25% of people travel to the church by car with 53% travelling as car passengers, with 16% travelling by public transport and 3% walking;
- The new facility would reach peak occupancy once a week during Sunday morning services which could serve up to 200 people, survey data suggest this could generate up to 50 vehicle trips. It is likely that 106 people would travel as car passengers with 32 people travelling by public transport;

- A parking survey undertaken for a 500m area around the site on Sunday 9th July 2023 demonstrates an existing occupancy level of 80.4% at 10:00, with occupancy decreasing to 74.3% at 12:00;
- The trip generation assessment suggests that 50 cars could seek to park on-site and on the surrounding streets. The site will provide 9 parking spaces as such 41 people could be required to park on street, which would increase on street occupancy to 87.4% at 10:00 with occupancy decreasing to 81.5% at 12:00. There would be a minimum of 73 space available during peak occupancy;
- The trip generation and parking impact assessment have been undertaken for the maximum attendance the building could accommodate with actual attendance likely to be significantly lower and at a similar level to the existing congregation of approximately 100 people;
- Cycle parking will be provided in line with London Plan standards;
- Delivery and servicing activity will take place as per the existing arrangement.

Conclusion

- 4.3 The proposed scheme is consistent with relevant transport planning policy guidance and will not give rise to any material transport related impacts. It therefore meets the test of the NPPF and Paragraph 111, which 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."

Appendix D

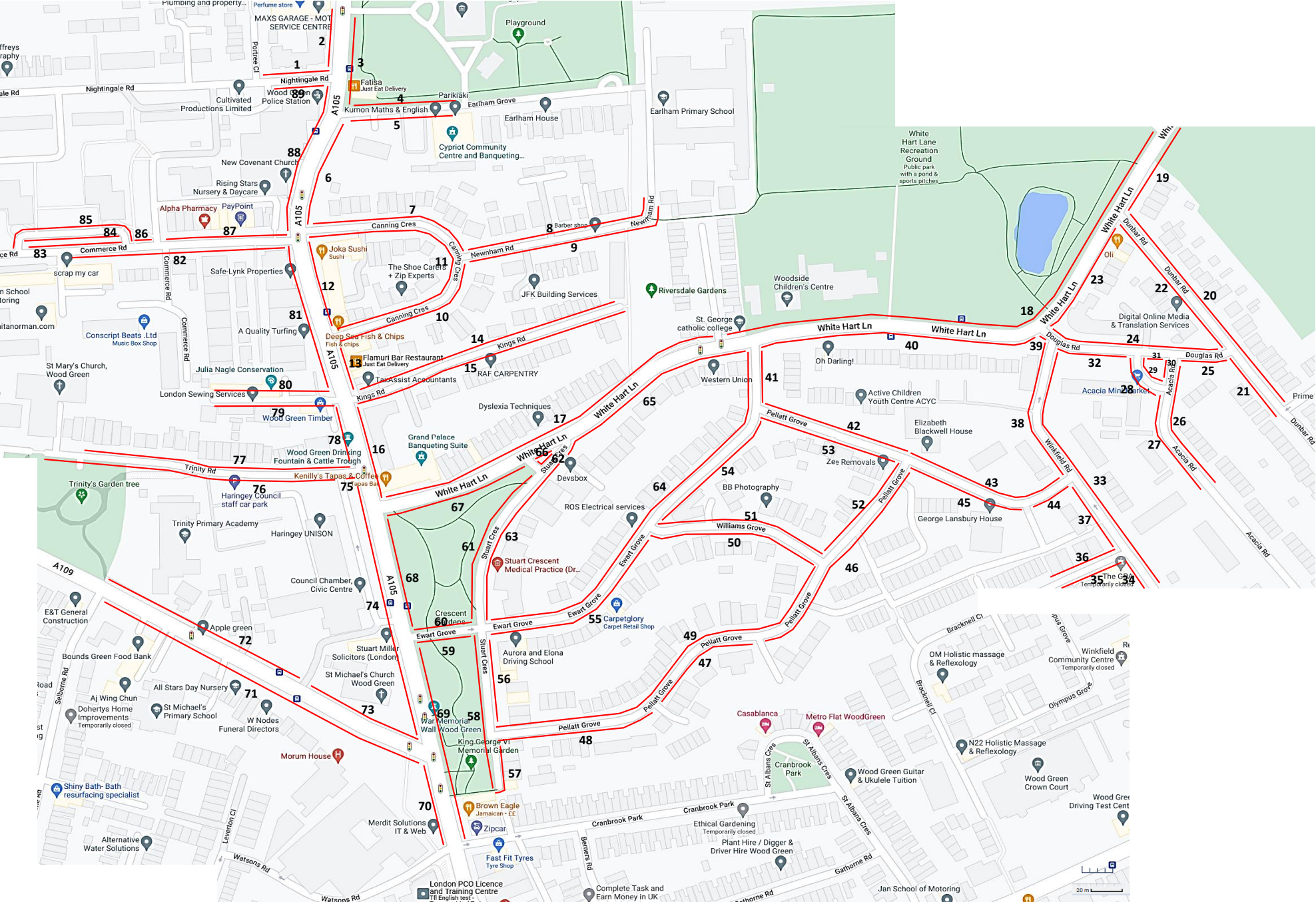
(Congregation Travel Survey)

K&M TRAFFIC SURVEYS

DATE: 9th JULY 2023

DAY: SUNDAY

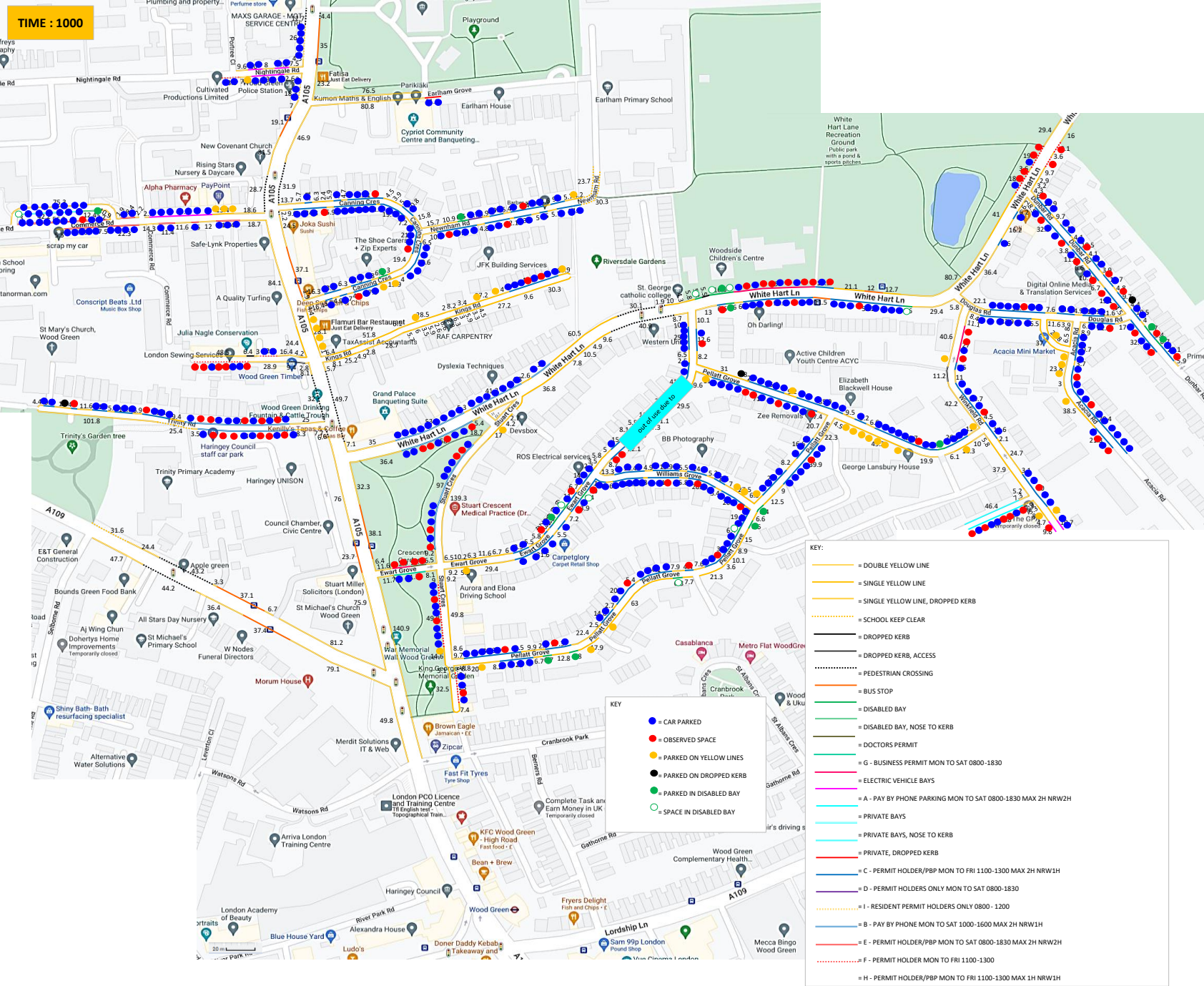
LOCATION: STUART CRESCENT, WOOD GREEN.

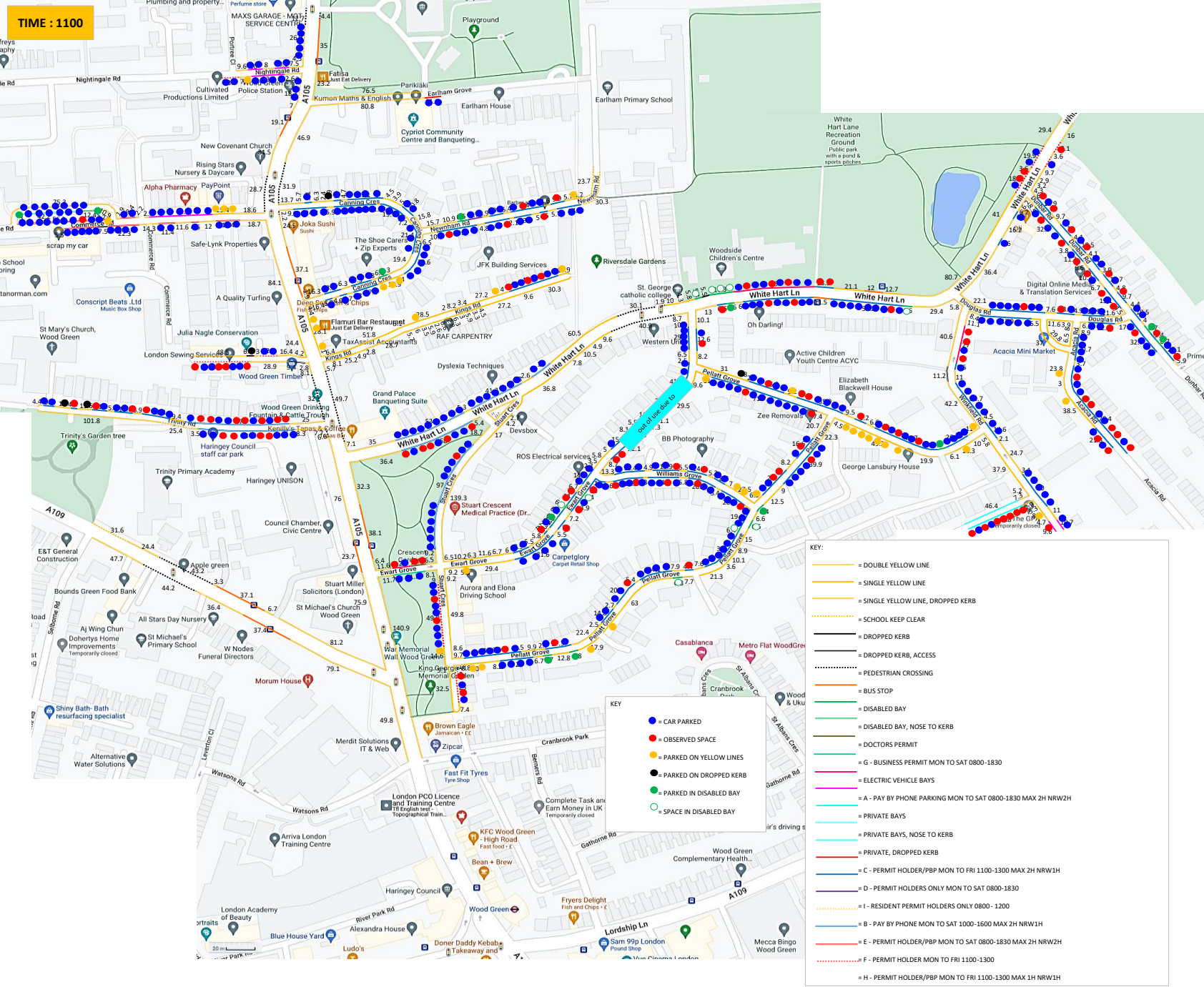


K&M TRAFFIC SURVEYS

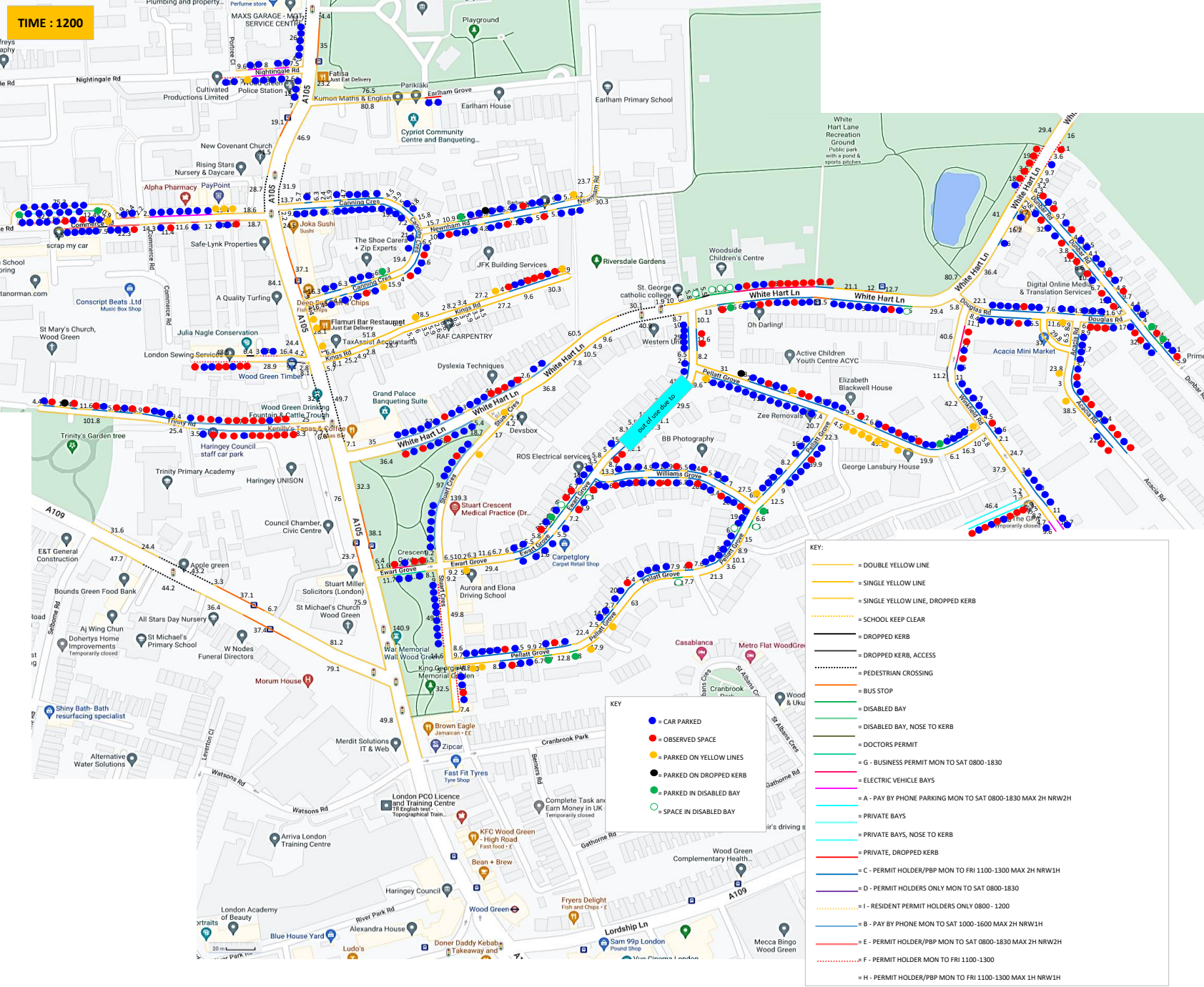
DATE: 9th JULY 2023
DAY: SUNDAY
LOCATION: STUART CRESCENT, WOOD GREEN.







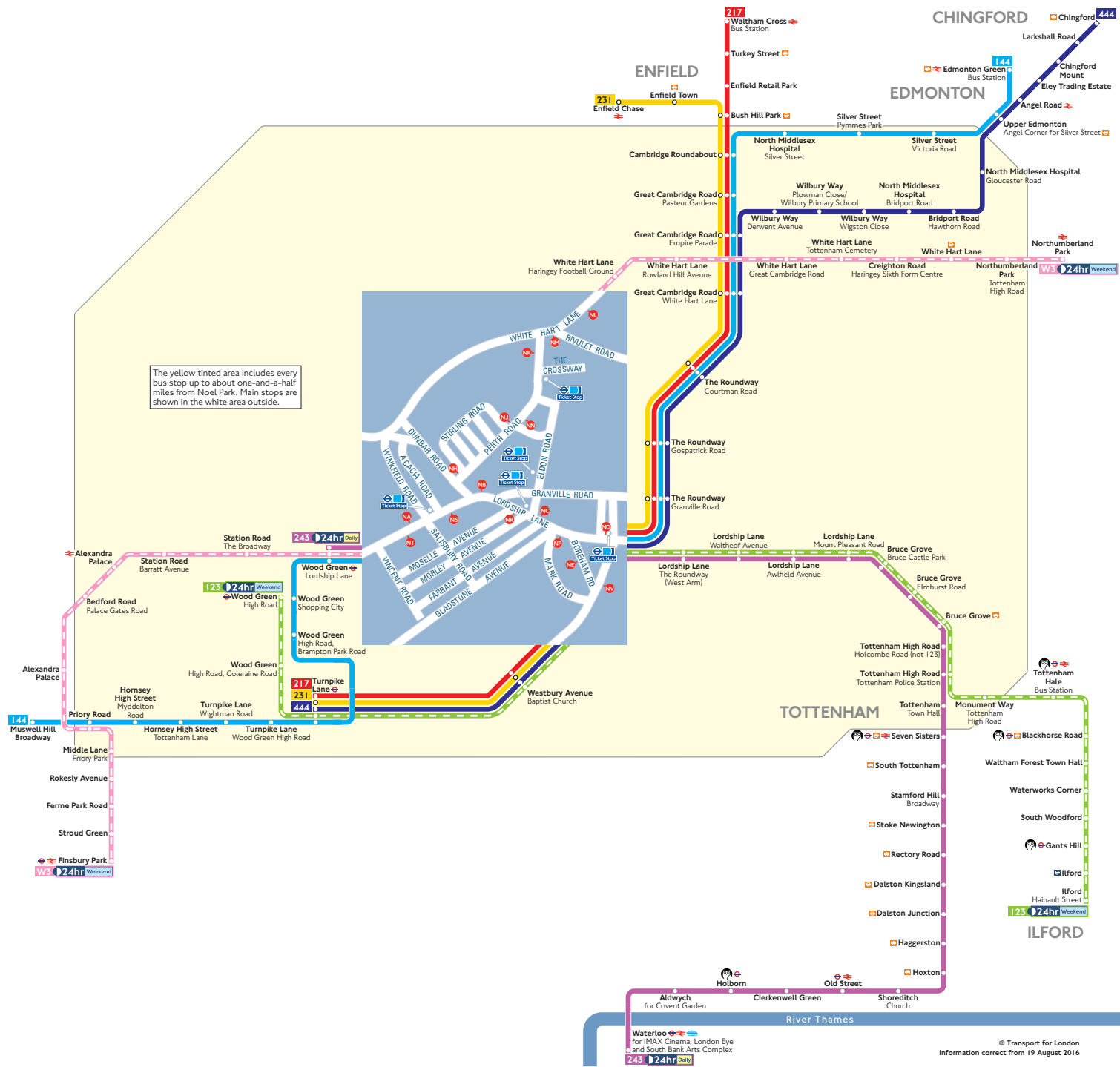
DATE: 9th JULY 2023
DAY: SUNDAY
LOCATION: STUART CRESCENT, WOOD GREEN.



Appendix B

(TfL Bus Spider Map)

Buses from Noel Park



Route finder

Bus route	Towards	Bus stops
123 24hr Weekend	Ilford	ND NE
	Wood Green	NV
144	Edmonton Green	NA NB NC ND
	Muswell Hill	NP NR NS NT
217	Turnpike Lane	NV
	Waltham Cross	NE
231	Enfield	NE
	Turnpike Lane	NV
243 24hr Daily	Waterloo	NA NB NC ND
	Wood Green	NP NR NS NT
444	Chingford	NE
	Turnpike Lane	NV
W3 24hr Weekend	Finsbury Park	NL NM NN NS NT
	Northumberland Park	NA NB NC ND

Other buses

Bus route	Towards	Bus stops
617	Turkey Street	NE
School journey	Turnpike Lane	NV

Key

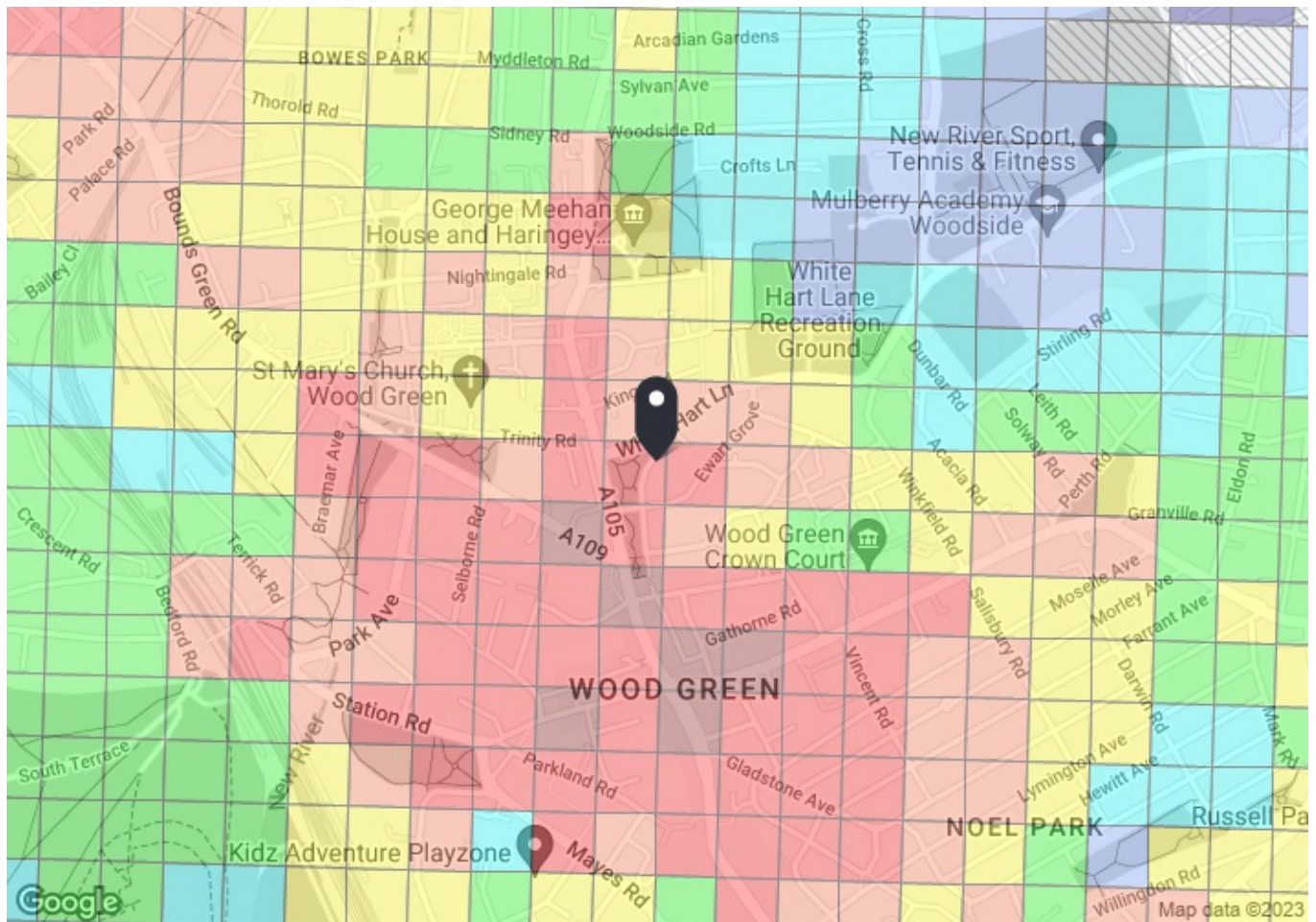
- Connections with London Underground
- Connections with London Overground
- Connections with TFL Rail
- Connections with National Rail
- Connections with river boats
- Operates daily with 24-hour service Friday and Saturday nights
- Tube station with 24-hour service Friday and Saturday nights

Ways to pay

- Use your contactless debit or credit card. It's the same fare as Oyster and there is no need to top up.
- Top up your Oyster pay as you go credit or buy Travelcards and bus & tram passes at around 4,000 shops across London.
- Sign up for an online account to top up online and see your travel history and spending.

Appendix C

(PTAL Report)



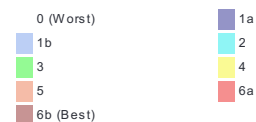
PTAL output for Base Year 6a

N22 5NJ
Stuart Cres, London N22 5NJ, UK
Easting: 530983, Northing: 190757

Grid Cell: 135458

Report generated: 29/06/2023

Map key - PTAL



Map layers

 PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	WOOD GREEN STATION	123	534.5	5.5	6.68	7.45	14.14	2.12	0.5	1.06
Bus	WOOD GREEN STATION	29	534.5	15	6.68	4	10.68	2.81	0.5	1.4
Bus	WOOD GRN STN LORDSHIP LN	243	538.79	11	6.73	4.73	11.46	2.62	0.5	1.31
Bus	WOOD GREEN BUS GARAGE	67	343.47	6	4.29	7	11.29	2.66	0.5	1.33
Bus	HARINGEY CIVIC CENTRE	221	223.61	5	2.8	8	10.8	2.78	0.5	1.39
Bus	HARINGEY CIVIC CENTRE	329	223.61	10	2.8	5	7.8	3.85	1	3.85
Bus	HARINGEY CIVIC CENTRE	121	223.61	6	2.8	7	9.8	3.06	0.5	1.53
Bus	HARINGEY CIVIC CENTRE	232	223.61	4	2.8	9.5	12.3	2.44	0.5	1.22
Bus	HARINGEY CIVIC CENTRE	141	223.61	9.5	2.8	5.16	7.95	3.77	0.5	1.89
Bus	WOOD GREEN STATION ROAD	184	446.81	7	5.59	6.29	11.87	2.53	0.5	1.26
Bus	WOOD GREEN STATION ROAD	W3	446.81	11.5	5.59	4.61	10.19	2.94	0.5	1.47
Bus	WHITE HART LANE, STUART CRESCENT	W4	96.67	6	1.21	7	8.21	3.65	0.5	1.83
LUL	Wood Green	'Cockfosters-LHRT4LT '	401.91	4.67	5.02	7.17	12.2	2.46	0.5	1.23
LUL	Wood Green	'RayLane-Cockfosters '	401.91	3.67	5.02	8.92	13.95	2.15	0.5	1.08
LUL	Wood Green	'LHRT4LT-ArnosGrove '	401.91	4.67	5.02	7.17	12.2	2.46	0.5	1.23
LUL	Wood Green	'ArnosGrove-RayLane '	401.91	0.33	5.02	91.66	96.68	0.31	0.5	0.16
LUL	Wood Green	'ArnosGrove-Nthfields '	401.91	3	5.02	10.75	15.77	1.9	0.5	0.95
LUL	Wood Green	'Oakwood-RayLane '	401.91	0.33	5.02	91.66	96.68	0.31	0.5	0.16
LUL	Wood Green	'Nthfields-Cockfoster '	401.91	1	5.02	30.75	35.77	0.84	0.5	0.42
LUL	Wood Green	'LHRT5-Cockfosters '	401.91	6	5.02	5.75	10.77	2.78	1	2.78
LUL	Wood Green	'Uxbridge-Cockfosters '	401.91	3.67	5.02	8.92	13.95	2.15	0.5	1.08
LUL	Wood Green	'Ruislip-Cockfosters '	401.91	2.33	5.02	13.63	18.65	1.61	0.5	0.8
LUL	Wood Green	'ArnosGrove-Uxbridge '	401.91	1	5.02	30.75	35.77	0.84	0.5	0.42
LUL	Wood Green	'Oakwood-Uxbridge '	401.91	0.33	5.02	91.66	96.68	0.31	0.5	0.16
LUL	Wood Green	'Oakwood-Ruislip '	401.91	0.33	5.02	91.66	96.68	0.31	0.5	0.16
Total Grid Cell AI:										30.17

Appendix A

(Parking Survey)

Summary of Church Travel Survey On Sunday 2 July 2023

Travel Model	No. of members	% of members
Car Driver	25	24.75%
Car Passenger	54	53.47%
Public Bus	11	10.89%
Train	5	4.95%
DLR	0	0.00%
Underground	0	0.00%
Walk	3	2.97%
Cycle	0	0.00%
Motorcycle/Scooter	0	0.00%
Other (cab)	3	2.97%
Total	101	



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www.faimiraclechurch.org.uk



Registered address : John Raphael House,
Coburg Road, Wood Green, London N22 6UB

Registered charity number: 1121590 | Company number: 06294487

Appendix E

(Proposed Layout Plans)

DRAWING NUMBER
2102-EMR-SC-B1-AP-A-00101

