

**London Borough of Enfield
(Meridian Water Strategic
Infrastructure Works)
Compulsory Purchase Order 2020**

**Summary of the Proof of Evidence
Mike Savage**

PINS Ref. PCU/CPOP/Q5300/3258664

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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.

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1 Experience

1.1 Mike Savage

- 1.1.1 I am a Chartered Member of the Institute of Logistics and Transport. I hold an Honours Degree in Civil Engineering; a Master of Science in Transport Planning and Management and I am also a Member of the Chartered Institution of Highways and Transportation.
- 1.1.2 I am a Director at Arup working in the transport team based in the London office. I have 30 years' professional experience providing transport planning advice to clients in relation to development proposals and transport strategies.
- 1.1.3 I provide transport planning advice to developers and local authorities throughout all stages of the planning process. This includes pre-application and post-application discussions with planning and highways authorities and preparation of Transport Assessments to support planning applications.
- 1.1.4 I am instructed by London Borough of Enfield Regeneration Team (hereafter referred to as 'the Client') to act as an expert witness in matters relating to transport and highways.
- 1.1.5 I led the transport planning workstream for the Client in early 2018 and have contributed to the development of the Compulsory Purchase Order plans and scheme prior to the request to provide expert witness evidence for this Inquiry.

1.2 Declaration of Truth

- 1.2.1 I confirm that the evidence which I have prepared and provide in this proof of evidence is true and has been prepared and is given in accordance with the guidance of my professional institute. I understand that my duty is to provide my untrammelled professional opinion to the inquiry, irrespective of by whom I am instructed. Accordingly, I confirm that the opinions expressed within this proof are my true and professional opinions.

2 Summary

2.1 Relevant Background

- 2.1.1 My evidence covers transport issues relating to the proposal by the London Borough of Enfield (the ‘Council’) for a compulsory purchase order (‘CPO’) entitled the London Borough of Enfield (Meridian Water Strategic Infrastructure Works) Compulsory Purchase Order 2020 (the ‘Order’) which has been submitted to the Secretary of State for Housing Communities and Local Government (the ‘Secretary of State’) for confirmation. The land included within the Order is referred to as the Order Land which is shown on the plan at Core Document 2 (the ‘Order Map’).
- 2.1.2 The Order Land relates to the land required to implement the SIW that will in turn facilitate the development of new residential and employment uses in accordance with the London Borough of Enfield Core Strategy November 2010 (Core Document 16) and in turn the Edmonton Leaside Area Action Plan (‘ELAAP’, Core Document 17) adopted January 2020.
- 2.1.3 The ELAAP defines a corridor within which the Central Spine Road should lie (Figure 2), and a subsequent planning application has been approved for the SIW that aligns the Central Spine Road within that corridor.
- 2.1.4 Meridian Water is one of London’s most significant regeneration opportunity areas and comprises approximately 85 hectares and is one of the largest areas of underused and brownfield regeneration land in London, with large areas of derelict land alongside industrial accommodation of varying age and quality. The full extent of Meridian Water is identified on the plan at Core Document 6.
- 2.1.5 The land within Meridian Water is fragmented, and suffers from severance caused by a railway, three watercourses and third party ownerships. The central section of Meridian Water (Zones 4 and 5, the main body of the Phase Two site, see Figure 4) suffers significantly from severance particularly by walking, cycling and public transport (Figure 5). It also follows that the areas to the west of the central area are similarly severed from the areas to the east.

- 2.1.6 National, Regional and local policy is focussed on a hierarchy of modes placing minimising travel and active modes (walking and cycling) at the top, followed by access to public transport, then powered two wheelers and cars. Demonstrating that development can deliver sustainable travel patterns is important to realise the full potential of the site in terms of the density of development it can sustain.
- 2.1.7 At present the Public Transport Accessibility Level ('PTAL') of the Phase Two site is very low (Figure 32 and 33). This is because access to existing bus stops on Glover Drive cannot be achieved within an acceptable walking distance (Figure 9 and 10). Only buses running along the A406 are included, yet access to these bus stops on the A406 requires passengers to use a stepped footbridge and wait next to this busy dual carriageway (Figure 14). Even these stops are beyond an acceptable walking distance from the southern part of the Phase Two site.
- 2.1.8 Walking or cycling access to Meridian Way from Phase Two involves walking along elevated slip roads, and down a stepped access route (Figure 13). Traffic flows are high on the A406, Meridian Way and other streets in the area surrounding the Meridian Water (Figure 8). East west cycle routes south of the Meridian Water are off road and unlit, and not suitable for all year all day access. A cycle route exists to the north of the A406 along Advent Way, an industrial access road, however access to this route and the interaction with goods vehicles along it is not conducive to encouraging less confident cyclists to use this form of transport (Figure 12).
- 2.1.9 Even vehicular access to and from Phase Two is heavily constrained if avoiding Tesco and IKEA access roads, requiring a convoluted route along Montagu Road and Conduit Lane through junctions that already suffer peak period congestion (Figure 22).
- 2.1.10 The existing character of Meridian Water is largely industrial and car dominated with poor access by public transport. There are limited walking and cycling links, and the local roads have a high proportion of HGV movements. These major severance issues in the area are caused by watercourses, roads and railway lines.
- 2.1.11 The severance issues also mean that the Phase Two site and Meridian Water more generally are relatively self-contained and isolated. The

SIW provide the infrastructure needed to resolve a number of these issues and to deliver a high-quality neighbourhood which focuses on people and place.

2.2 Benefits of the Strategic Infrastructure Works

- 2.2.1 The alignment of the Central Spine Road has been designed to accommodate extended and diverted bus services through the site which will maximise the accessibility of Meridian Water in terms of PTAL and access to Meridian Water Station (by minimising walking distances). The Central Spine Road will provide direct and visual connection to Meridian Water Railway Station and also through the centre of the site to the new Edmonton Marshes park (Figures 3 and 27).
- 2.2.2 The bus service diversions associated with Phase Two (Figure 31) increase PTAL from 0 to PTAL 3 in the Phase Two site (Figure 3). As further development within Meridian Water is developed additional bus services and frequency will be required and this accessibility will increase further.
- 2.2.3 The waiting facilities for passengers would be dramatically improved, providing safe and secure bus stop waiting facilities and pedestrian routes to the bus stops.
- 2.2.4 The Leaside Road connection provides a resilience in terms of bus access (enabling the diversion of the 192 service through the site further improving accessibility); vehicle access (by helping to balance traffic flows on the Meridian Way junctions) and emergency access to the Phase Two site (Figure 36).
- 2.2.5 The North South Link provides an adopted highway connection to Argon Road ensuring that efficient highway access can be achieved and securing access for other development plots within Meridian Water (Figure 35).
- 2.2.6 New cycle and pedestrian routes along the Central Spine Road, Leaside Road and the Parkside Link, that extend along Glover Drive and Leaside Road to meet existing routes on Meridian Way all increase safe cycling facilities within Meridian Water and provide attractive strategic connections for active modes away from busy trafficked highways (Figures 37 and 39).

- 2.2.7 The combination of bus, improved access to rail, walking and cycling facilities will not only ensure that sustainable modes of travel will be utilised by residents and employees within Meridian Water in the future, but the strategic connections will help change travel patterns and modes of existing residents and employees and work towards the mode share targets in the Mayor’s Transport Strategy for London.

2.3 Conclusions

- 2.3.1 I have reviewed the objections to the Order where these relate to transport issues and in my judgement the transport specific objections from IKEA, Tesco and BSPF have been addressed previously and should not prevent the confirmation of the Order.
- 2.3.2 In conclusion the implementation of the SIW is fundamental to the success of the Meridian Water and will enable a dramatic change in accessibility delivering sustainable travel patterns which is at the heart of national, regional and local policy. Confirmation of the Order is essential to enable the SIW works to proceed, regeneration to be enabled and new homes and jobs to be delivered.