

TECHNICAL NOTE

Project	69 Lansdowne Road, Tottenham
Document	Technical Note
Reference No	22081/N01
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Reviewed By	Kamran Haider
Date	12.10.22

Introduction

1. Pulsar has been commissioned by Mr. N. Eser to provide transport advice in relation to an application for the creation of a vehicle crossover at No. 69 Lansdowne Road, N17 0NN.
2. The site is located on the north side of Lansdowne Road, approximately 1.2km southeast of Tottenham town centre. **Figure 1** below shows the site's location.

Figure 1 Site Location Plan





Background

3. An application was submitted to the London Borough of Haringey (LBH) in 2017 (Ref. HGY/2017/0074) for the use of the existing paved front garden for the use of off-street parking and formation of associated vehicle crossover. The application was refused on the basis of the following:
 1. *The application site is located approx. 23m west of an existing Zebra Crossing and adjacent to the accompanying zig-zag marking. There is the concern that vehicles entering and exiting this property frontage would impede drivers' forward visibility of the pedestrian crossing facility, with the ultimate result of increased pedestrian-vehicle and vehicular conflict. The existing 2 no. bollards in front of the property limits vehicular access to the site and safeguard adequate forward visibility.*
 2. *There is adequate on-street car parking provision indicated by marked parking bays along both sides of this stretch of Lansdowne Road, which the residents living in this area including this property, can utilise for parking. These spaces are also safeguarded for the residents by the presence of Tottenham Hotspur Match Day controlled parking zone in this area, which provides some on-street car parking control from Monday to Friday between 1700hrs to 2030hrs and Saturday/Sunday & Bank Holidays from 1200hrs to 2000hrs.*
 3. *Since the remaining area of this road only allows for single-file traffic in each direction, there is the likelihood that vehicles entering and exiting this property frontage would impede the busy traffic movements on this road, especially those of buses, during the course of reversing out or turning right onto the parking area.*
 4. *We have considered that supporting this development proposal would set precedent, which would mean having to endorse similar others and subsequently exacerbate pedestrian-vehicle conflict at this location.*
 5. *It is deemed that this proposal would create an additional pedestrian/vehicular conflict point in an area which, historically, has been pedestrian-friendly and, safe, inviting, comfortable and convenient for this vulnerable road user group, with the ultimate consequence of highway safety impairment.*
4. A resubmission was made following refusal (Ref. HGY/2018/2129), which included a reduction in the width of the crossover to 3m and a relocation of it centrally to the property. This application was refused on the same grounds as the previous submission.

Relevant Policy

5. Development Management DPD Policy DM33 states that the Council will only support a proposal for a crossover or new vehicular access where it is demonstrated that the proposal does not result in:



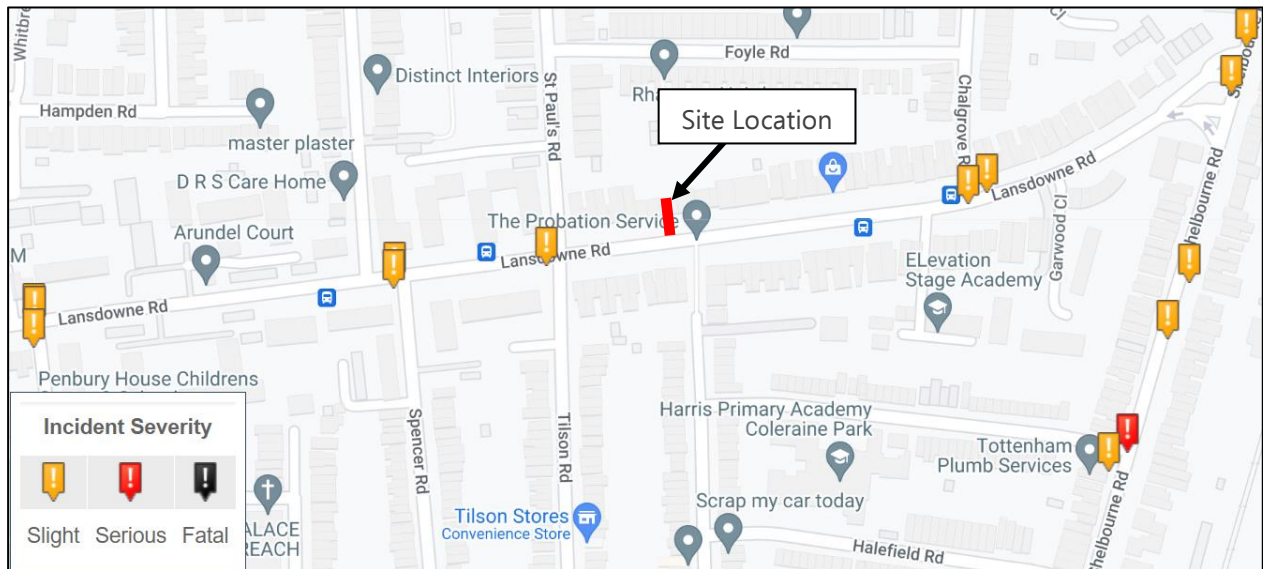
- a reduction in pedestrian or highway safety;
 - a reduction of on-street parking capacity within a Controlled Parking Zone; or
 - a visual intrusion to the street scene.
6. The crossover would not reduce on-street parking capacity and, given that there are already numerous crossovers on Lansdowne Road (including either side of No.69), will have a negligible impact on the street scene.
7. Consideration of the first bullet point is supported by Policy SP7 of the Haringey Local Plan, which seeks to promote road safety and pedestrian movement, as does Policy T2 of the London Plan 2021.
8. LBH has published guidance on the implementation of crossovers in the borough 'Vehicle Crossover Application Guidance Notes', which is readily available on LBH's website. Section 2 of the guidance provides a list of "hazardous zones" where a crossover is not acceptable (for highway safety reasons). These are as follows:
- (i) onto a section of road where traffic speeds are high;
 - (ii) on the approach to traffic signal junctions where regular queuing takes place;
 - (iii) onto a roundabout, or a cycle track;
 - (iv) within the zigzag markings of pedestrians crossings;
 - (v) immediately adjacent to pedestrian refuges, traffic islands;
 - (vi) at a bus stop, and/or within bus cages; and/or
 - (vii) within 7.5 metres of a junction. (as measured from the edge of the kerb line).
9. It should be noted that the proposed crossover is not located within any of these zones. Therefore, according to LBH's own guidance, this would suggest that the proposed location is not in an area that poses a safety issue.

Existing Conditions

10. Lansdowne Road is a two-way, single carriageway road, which operates in a broadly west-east alignment between High Road and Shelbourne Road. A speed limit of 20mph is in place along the road, with additional traffic calming measures such as speed humps and footway build-outs in place. From a site visit undertaken on 4th October 2022, vehicle speeds were considered to be consistent with the speed limit.
11. Several bus services operate along Lansdowne Road, with the closest bus stop located approximately 100m to the east of the site.
12. A zebra crossing is located approximately 23 metres from the proposed crossover. The zig-zag lines extend up to the front of No.69A Lansdowne Road but would not be affected by the proposed crossover at No.69. The zebra crossing benefits from a kerb build-out at both ends, providing further traffic calming and an enhanced line of sight for both drivers and pedestrians.

13. An investigation of any personal injury collisions (PICs) potentially arising as a result of the numerous other crossovers in the area has also been carried out. The website Crashmap (www.crashmap.co.uk) was used. **Figure 2** below shows a plot of all PICs in the area from 2017-2021 (the last 5 full years of data available).

Figure 2 Crashmap PIC Plan



14. The above shows that in the 5 years preceding 2022, no PICs took place in the immediate vicinity of the site or zebra crossing, with all PICs further along on Lansdowne Road recorded as 'slight' incidents. The few PICs recorded on Lansdowne Road all took place at junctions. It can be inferred, therefore, that the presence of several crossovers along the carriageway has not resulted in any PICs.
15. The presence of vehicle crossovers in the area is not considered to be a significant cause of vehicle-pedestrian conflict, nor does it correlate with any recorded collisions in the last 5 years.

Vehicular Crossovers

16. There are currently numerous dwellings along Lansdowne Road incorporating hardstanding forecourts, suitable for parking vehicles. As a result, a high proportion of properties have vehicle crossovers in order to access their driveways. These include the neighbouring property (No. 67 Lansdowne Road).
17. Furthermore, a crossover for No.73 Lansdowne Road, 15m east of the site, exits directly adjacent to the zebra crossing and within the zig-zag markings to the west of the crossing. No.75 also includes a crossover within the zig-zag lines.
18. An application was recently granted in 2018 (Ref. HGY/2018/3300) at No.72 Lansdowne Road for the construction of a crossover in front of the property. The delegated report associated with that application noted that the proposals were *"in keeping with the pattern of development in the area, where there are a number of crossovers and hardstand front gardens"*. Also noted was the distance of the proposed crossover from the junction of



Lansdowne Road and Tilson Road. The Transport Officer stated that the 8.5m distance was acceptable “*given the nature of Lansdowne Road*” and that a distance of 7.5m or less would have created a serious hazard. This appears to be consistent with LBH’s crossover guidance.

19. It is also arguable that the acceptance of this proposal would set any precedent, given the acknowledged ‘pattern of development’ in the area which includes crossovers at a large number of properties.

Technical Analysis

20. A key reason for refusal cited by LBH for the previous submissions was based on the concern that the proposals would impede drivers’ visibility of the zebra crossing to the east of the site. An assessment of visibility has therefore been undertaken to understand the relationship between the proposed crossover, pedestrians at the zebra crossing and pedestrians and vehicles travelling along Lansdowne Road.

Visibility of Egressing Driver

21. **Drawing 22081/001** displays the visibility of both an approaching eastbound vehicle and of a vehicle egressing No.69 (by reversing out as a worst case). This drawing shows the point at which an egressing vehicle reversing from No.69 would have a visibility splay of 25m to the west. A vehicle travelling at 20mph has a stopping sight distance of 22m (noted in Manual for Streets - 25m when including bonnet length rounded up).
22. The drawing shows that this intervisibility would occur before the vehicle has encroached into the path of a vehicle travelling straight along Lansdowne Road. The egressing vehicle at this stage would be expected to be travelling at less than 5mph, and would almost certainly wait for a gap in the traffic before pulling out.
23. The drawing assumes (as a worst case) that cars are parked in the on-street bays along the northern side of Lansdowne Road and would completely obstruct sightlines to/from vehicles travelling eastbound. If any of these bays were unoccupied, then the sightlines would be enhanced significantly.

Visibility of Approaching Driver

24. Similarly, **Drawing 22081/001** shows that an approaching eastbound vehicle would have sight of the rear of the egressing vehicle from over 25m away (in excess of the stopping sight distance for a 20mph road). The driver would have sufficient opportunity to stop to allow the vehicle to egress fully onto Lansdowne Road, or to slow and assess the actions of the driver emerging from No.69.
25. In terms of inter-driver visibility therefore, both an egressing driver and a driver on Lansdowne Road would see each other at sufficient distance to be able to safely react and interact with one another. As such, it is concluded that there would be an insignificant impact to on-road vehicles arising from the creation of the crossover. This interaction between drivers travelling along Lansdown and other drivers emerging from driveways is



expected because, as mentioned, multiple other crossovers are present on the same road, and operate without incident.

Visibility of Pedestrian Crossing

26. The second potential visibility issue implied in LBH's previous comments, that of an eastbound driver to the nearby pedestrian crossing, has also been reviewed. **Drawing 22081/002** shows the visibility of an eastbound driver towards the zebra crossing. Forward visibility of the driver has been shown from a 2m offset from the northside kerb, within which pedestrians waiting to cross would be expected to be located. Visibility is calculated to the driver's view (2.4m back from the front of the vehicle to account for bonnet length).
27. **Drawing 22081/002** shows that a reversing vehicle from No.69 Lansdowne Road (stopped as far out into Lansdowne Road before it would be in the path of an eastbound vehicle) would not impede the 25m forward visibility of the northside of the crossing for a driver travelling towards the crossing. As noted previously, a vehicle travelling at 20mph has a stopping sight distance of 22m (noted in Manual for Streets - 25m when including bonnet length rounded up).
28. At the point that the reversing driver would hamper visibility of the crossing, both vehicles have already had sight of each other (as shown in **Drawing 22081/001**) and the reversing driver would be in the path of the approaching vehicle. The blockage of the on-carriageway driver's visibility to the crossing could therefore only occur if they were allowing the egressing driver to fully reverse, so the eastbound vehicle would be extremely slow moving or, more likely, stationary.
29. Additionally, as Lansdowne Road is relatively straight, forward visibility is good along the length of the road. By the point at which an exiting vehicle would block the approaching driver's view, they would have had ample opportunity to view the upcoming zebra crossing and would be aware of its presence and any pedestrians on the crossing (or waiting to cross).

Visibility of Pedestrians on Lansdowne Road

30. Whilst no specific pedestrian-driver intervisibility standards are specified in LBH's crossover guidance, a drawing showing the visibility splays for an egressing driver have been shown. **Drawing 22081/003** shows 2m x 2m splays, as per DMRB guidance (CD 123), for a driver exiting No.69. This demonstrates that the crossover provides suitable intervisibility between pedestrians travelling along the north side of Lansdowne Road adjacent to the property and drivers emerging from No.69. This demonstrates that pedestrian-driver conflict will be minimal as a result of the proposals.

Technical Analysis Summary

31. It is considered, given the numerous crossovers already on Lansdowne Road, that the additional single crossover created by the proposal would not significantly impede traffic and bus movements along the carriageway. The operation and use of this crossover would be identical to that of any other crossover locally, namely that drivers would cautiously



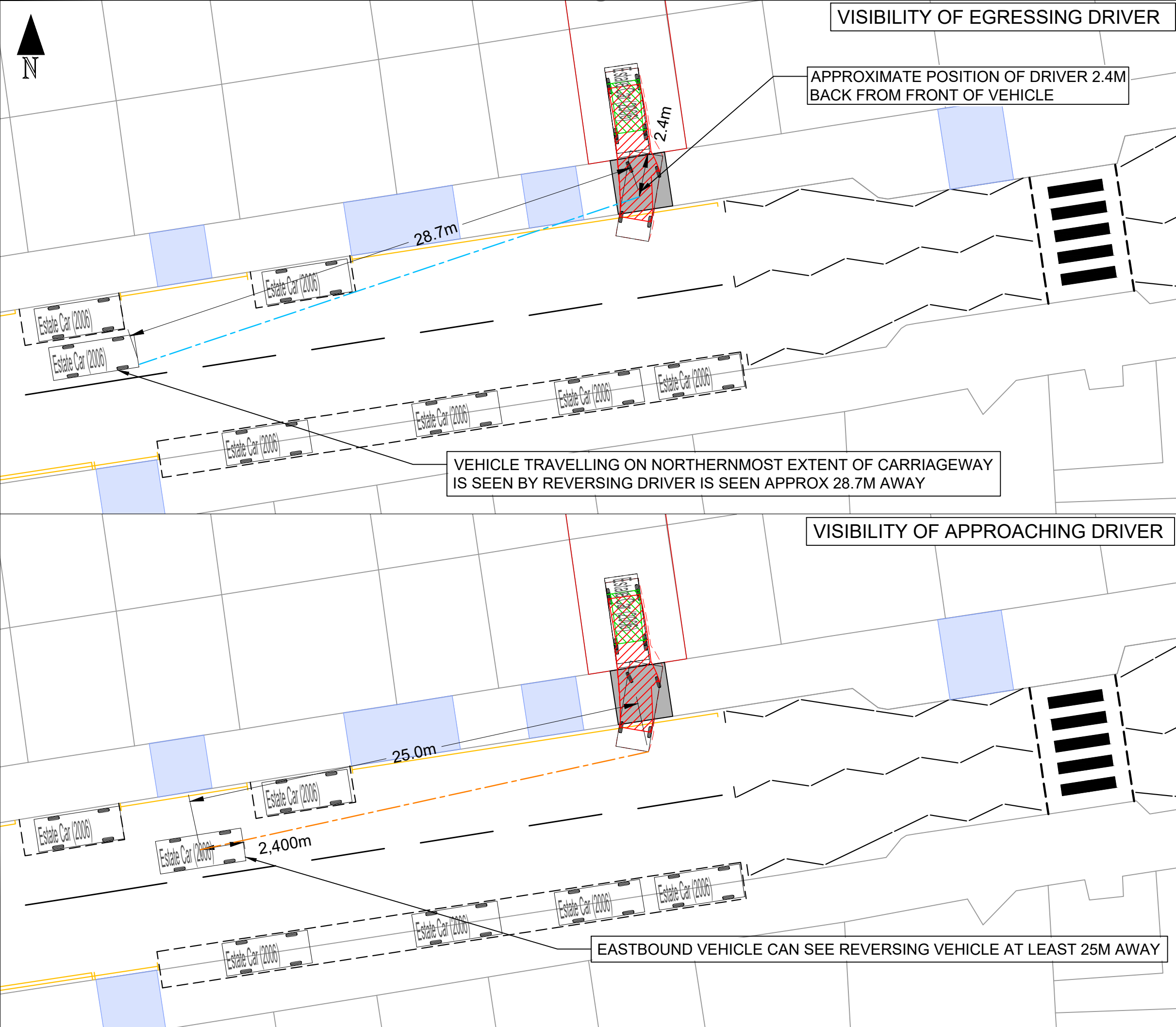
egress the dwelling's driveway and take care to not impact the movement of those already travelling along Lansdowne Road.

32. Similarly, drivers travelling along Lansdowne Road are aware that there are crossovers and the potential for drivers to be pulling out of their driveways. The existing speed limit, traffic calming and presence of a zebra crossing ensure that drivers proceed along Lansdowne Road with due caution. The technical analysis of visibility for drivers on the crossover and along Lansdowne Road, as described above, demonstrates that there should be no safety issues arising from the proposals.

Summary and Conclusions

33. Vehicle crossovers, by their nature (i.e., being the intersection between vehicle and pedestrian areas), have the opportunity to be points of conflict between vehicles and pedestrians. The proposals outlined above are not considered to unduly exacerbate this, beyond the levels of conflict that would be expected and deemed safe – as has been the case for several other crossovers on Lansdowne Road.
34. LBH has published guidance on crossovers and lists a series of "hazardous zones" where siting a crossover would be considered unsafe. The proposed crossover for No.69 is not within any of these zones.
35. It had been demonstrated that driver intervisibility between vehicles emerging from the proposed crossover at No.69 and travelling eastbound along Lansdowne Road meets national guidance in terms of stopping sight distances. It has also been demonstrated that a driver travelling eastbound on Lansdowne Road would have a clear view of pedestrians on or waiting at the existing zebra crossing even when a vehicle has reversed out of No.69 into the carriageway and is waiting to enter fully into Lansdowne Road.
36. Whilst at some point in the egress manoeuvre, an exiting vehicle would block visibility of the crossing, this would be at a point where both drivers have clear sight of each other and the exiting vehicle is in the path of the approaching vehicle. At this point, an approaching vehicle would need to stop to allow the vehicle to fully exit. Both vehicles would be expected to be travelling at speeds well below the 20mph speed limit.
37. Given the nature of Lansdowne Road – the multiple crossovers, speed humps, footway build outs and 20mph speed limit – it is considered highly unlikely that a safety issue could be posed by the introduction of a vehicle crossover at No.69 Lansdowne Road.
38. It is also noted that there are numerous crossovers on Lansdowne Road including some within zig-zag lines of crossings, and a review of collision data shows there were no collisions at crossovers in the last 5 years of available data.
39. The previous reasons for refusal set out by LBH for a crossover at No.69 Lansdowne Road have been reviewed. Given the evidence presented above, it is concluded that there should be no highway grounds for refusing a crossover at the above address.

DRAWINGS



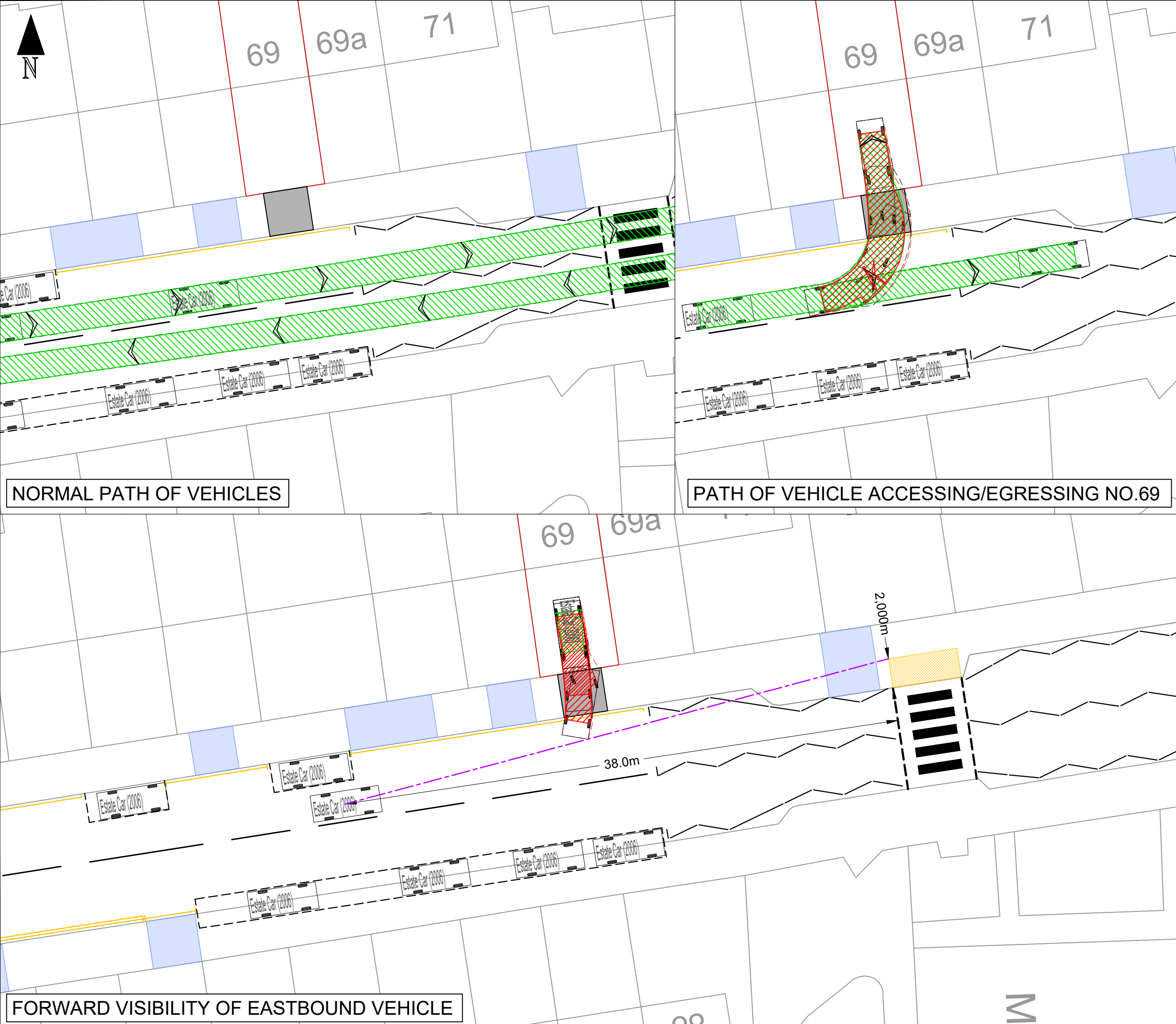
- NOTES :**
1. Do not scale from this drawing.
 2. This drawing to be read & printed in colour.
 3. This drawing is for illustrative purposes only, and not for construction.

ESTATE CAR	
Estate Car (2006)	4.710m
Overall Length	1.804m
Overall Width	1.442m
Overall Body Height	0.207m
Min Body Ground Clearance	1.756m
Max Track Width	4.00s
Lock to lock time	5.950m
Kerb to Kerb Turning Radius	

	FORWARD MOVEMENTS (design speed - 5kph)
	REVERSE MOVEMENTS (design speed - 2.5kph)
	Existing Crossovers

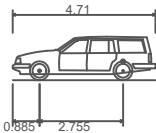
REV	DETAILS	DRAWN	CHECKED	DATE
...	...	...	...	...

CLIENT	Mr. N. Eser		
PROJECT	69 Lansdowne Road, Tottenham		
DRAWING TITLE	Driver Visibility for Egressing Vehicle		
SCALE	1:200@A3	SIZE	A3
DRAWN BY	AEG	CHECKED BY	KH
DATE	04.10.22		
48 Charlotte Street, London, W1T 2NS Tel: 020 3701 0400 www.pulsartransport.co.uk			
PROJECT REF	22081	DWG NO	001
REV	...		

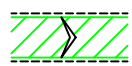


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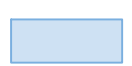
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 **FORWARD MOVEMENTS**
(design speed - 5kph)

 **REVERSE MOVEMENTS**
(design speed - 2.5kph)

 **Existing Crossovers**

REV	DETAILS	DRAWN	CHECKED	DATE
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CLIENT

Mr. N. Eser

PROJECT

69 Lansdowne Road,
Tottenham

DRAWING TITLE

Forward Visibility to
Pedestrian Crossing

SCALE 1:250@A3 SIZE A3

DRAWN BY AEG CHECKED BY KH DATE 04.10.22

pulsar
TRANSPORT PLANNING

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PROJECT REF 22081 DWG NO 002 REV ...



NOTES :
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	Existing Crossovers
	Proposed Crossover
	Pedestrian-Driver Intervisibility Splay, as per DMRB standards

...	...	...	...	...
REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT

Mr. N. Eser

PROJECT

69 Lansdowne Road,
Tottenham

DRAWING TITLE

Pedestrian-Driver
Visibility Splay

SCALE	1:100@A3	SIZE	A3
DRAWN BY	AEG	CHECKED BY	KH
		DATE	10.10.22

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PROJECT REF	DWG NO	REV
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