

TRANSPORT TECHNICAL NOTE

ST MARK'S CHURCH, 455-457 HIGH ROAD

Proposed Boundary Treatment and Widening of Car Park Entrance Gates

Date: March 2023

Ref: 6732/TN01

1 INTRODUCTION

- 1.1 RGP is instructed to provide transport planning and highway advice with regards to proposals at St Mark's Church, 455-457 High Road, London, N17 6QB. The proposals comprise improvements to the façade, shopfront, boundary and car park.
- 1.2 Pre-application advice has been obtained from Haringey Council, following a meeting between the planning consultant and Council officers on 28th April 2022. With regards to the widening of the church access, full dimensional and geometric details, including visibility splays and potentially swept path plots were requested. This information is provided within the following technical drawings and further detailed herein:
- i) 2022/6732/001 – Visibility splays
 - ii) 2022/6732/002 – Site access dimensions
 - iii) 2022/6732/003 – Vehicle swept paths
- 1.3 The proposals would not comprise additional floorspace or any alternative land uses and hence the proposals would have no impact on the existing level of activity at the site, including the number of vehicle movements through the site access.

2 LOCATIONAL CONTEXT

- 2.1 The application site is located west of High Road, with vehicular access taken from Forster Road to the south. Both roads are subject to a 20mph speed limit.

- 2.2 High Road is a red route managed by Transport for London (part of the TLRN) whilst Forster Road is managed by Haringey Council. From a transport perspective, the proposed alterations are limited to Forster Road and hence are not considered to have any impact on the operation of the TLRN.
- 2.3 Forster Road is part of the Bruce Grove controlled parking zone BGN, with restrictions enforced between 8am – 6.30pm Monday to Saturday (or extended hours of restrictions on event days).
- 2.4 There are double yellow lines 'no parking' restrictions in front of the site access on Forster Road, whilst parking bays either side and opposite the access are for resident permit holders only during the CPZ restriction hours.

3 CAR PARK ENTRANCE LAYOUT

- 3.1 Drawing **2022/6732/002**, attached hereto, provides an illustration of the existing and proposed entrance layouts, including key geometries.
- 3.2 The on-site car park is currently accessed via a gated entrance on Forster Road, approximately 45m west of the junction with High Road. The entrance gates are mounted on brick piers and the existing access width between these is 3.2m. There is a circa 1m wide pedestrian gate immediately to the east of the vehicular entrance.
- 3.3 The proposals would increase the vehicle access width to 3.6m, which is a 400mm increase over the existing layout. This would therefore provide ease access and egress movements for vehicles. However, for completeness, a swept path assessment is provided within drawing **2022/6732/003**, attached hereto, demonstrating that access can be safely achieved for cars arriving and departing to / from each direction.
- 3.4 The proposed pedestrian gate would be relocated to the west of the vehicular entrance, putting it closer to the building entrance and hence reducing any potential conflicts between pedestrians and vehicles within the site. Manual for Streets guidance and British Standards BS 8300-1:2018 confirm that a 0.9m width is sufficient for wheelchairs to pass and double buggies are typically less at around 0.7m width. The pedestrian gate has a 1.0m opening which is therefore sufficient for such users.
- 3.5 With regards to pedestrian activity along Forster Road, the proposed boundary changes would provide improved visibility to vehicles existing the car park (as detailed below) and would have no detrimental impact on pedestrians. There would be no alterations required to the existing on-street parking layout, which would continue to have a reasonable separation from the site entrance.
- 3.6 It is assumed that the minor works to the public highway associated with the car park entrance alterations would be secured by way of a minor S278 agreement with the Council.

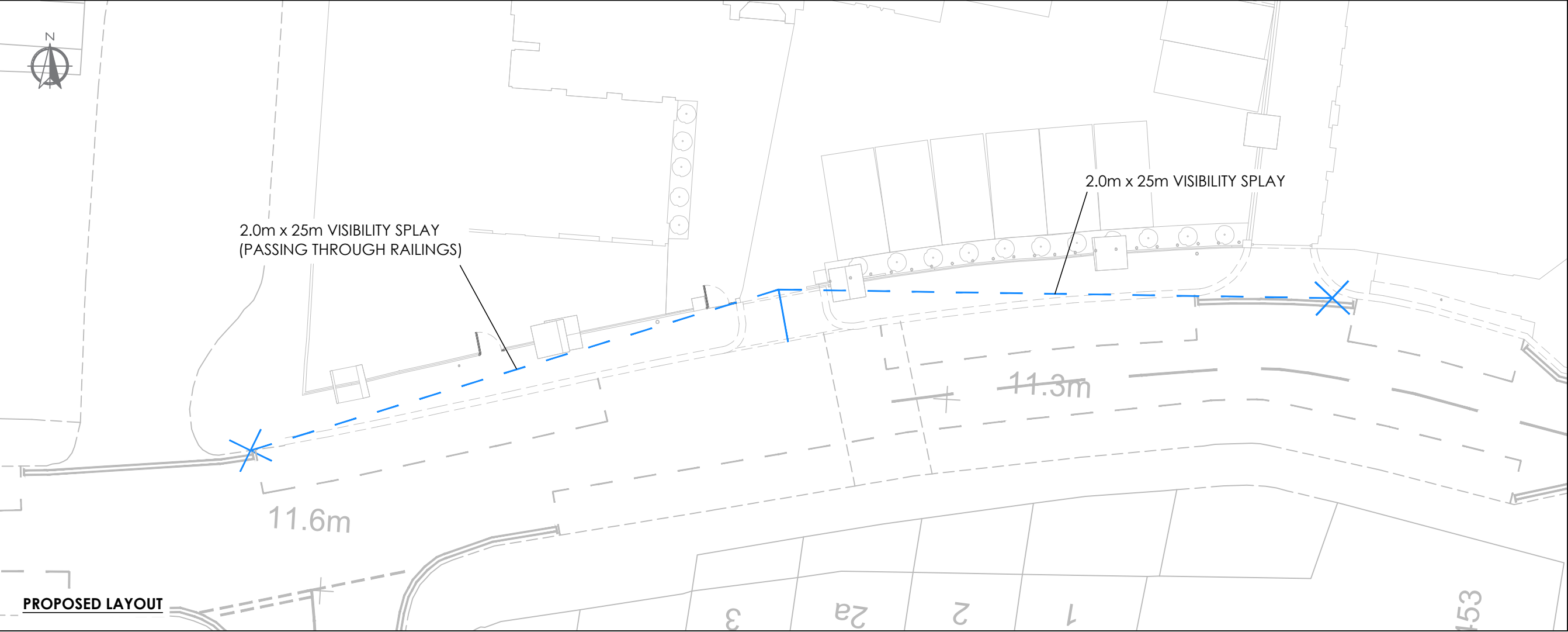
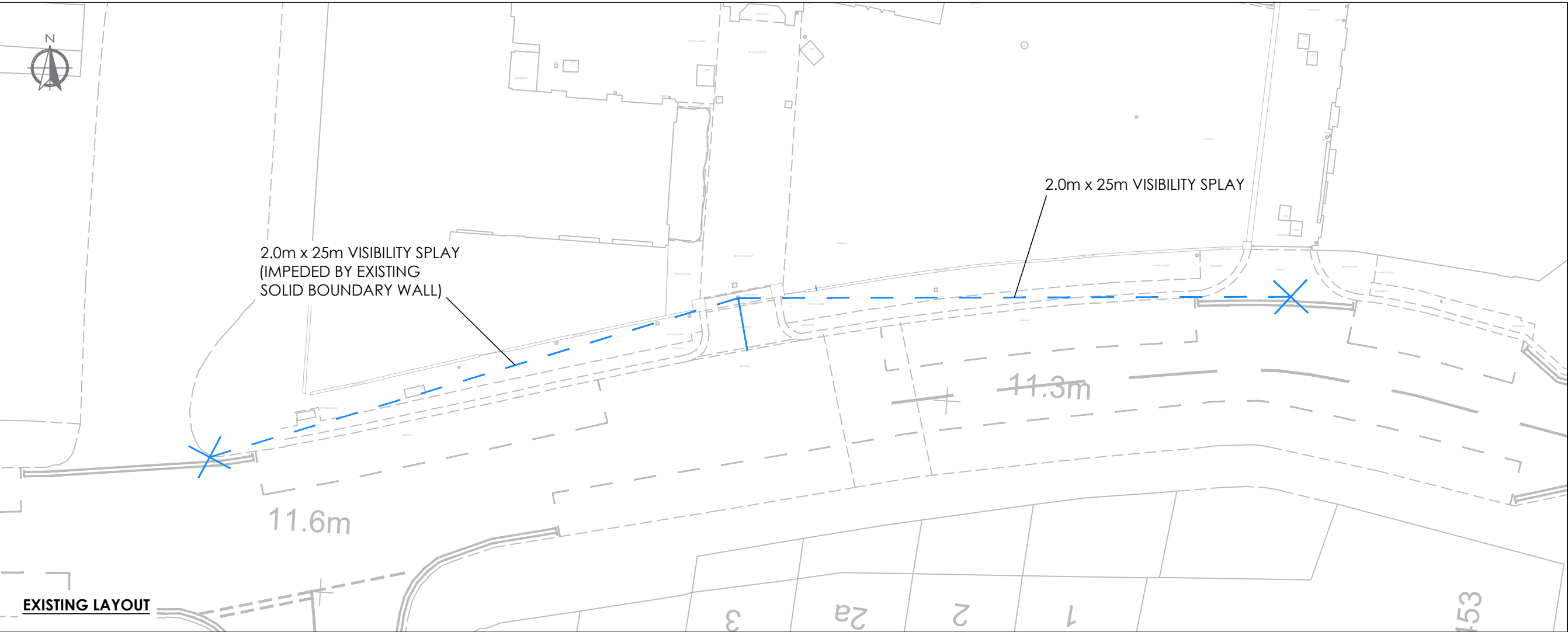
4 VISIBILITY SPLAYS

- 4.1 The existing boundary along the site's southern frontage currently comprises a solid wall. The proposals would demolish this existing wall and provide a new fence with railings around this frontage, which would enable drivers to see through the boundary.
- 4.2 The proposed boundary treatment would therefore facilitate improved visibility splays between drivers and pedestrians on the footway when departing the site.
- 4.3 Additionally, the footway on Forster Road is 2.1m in depth and therefore when waiting to depart the site, at a set-back of 2.4m, drivers are positioned marginally behind the existing boundary wall.
- 4.4 Based on the posted speed limit of 20mph, Manual for Streets design guidance confirms that visibility splays of 25m should be provided in both directions from a 2.4m set-back.
- 4.5 Drawing **2022/6732/001**, attached hereto, demonstrates the proposed new boundary treatment would facilitate improved visibility splays along Forster Road since drivers would be able to see through the new railings.

5 SUMMARY AND CONCLUSIONS

- 5.1 Overall, the following key transport conclusions are made with regards to the proposed boundary and car park entrance alterations at St Mark's Church:
 - i) The proposed car park entrance dimensions would offer an improvement over the existing dimensions and the layout would ensure pedestrians are better segregated from vehicles within the site.
 - ii) The proposed car park entrance would continue to facilitate safe access and egress as confirmed by swept path testing.
 - iii) The proposed boundary treatment would facilitate improved visibility splays for vehicles and pedestrians.
 - iv) There would be an overall improvement in the site access with regards to site users, as well as pedestrians and vehicles using the public highway.
- 5.2 Overall, there are considered to be no transport or highway implications that should prevent planning permission from being granted.

DRAWINGS



NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.

×-----× VISIBILITY SPLAYS

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RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

P2	DLH	LAYOUT UPDATED	22/02/23
P1	DLH	FIRST ISSUE	27/07/22
Rev.	Drawn	Comments	Date

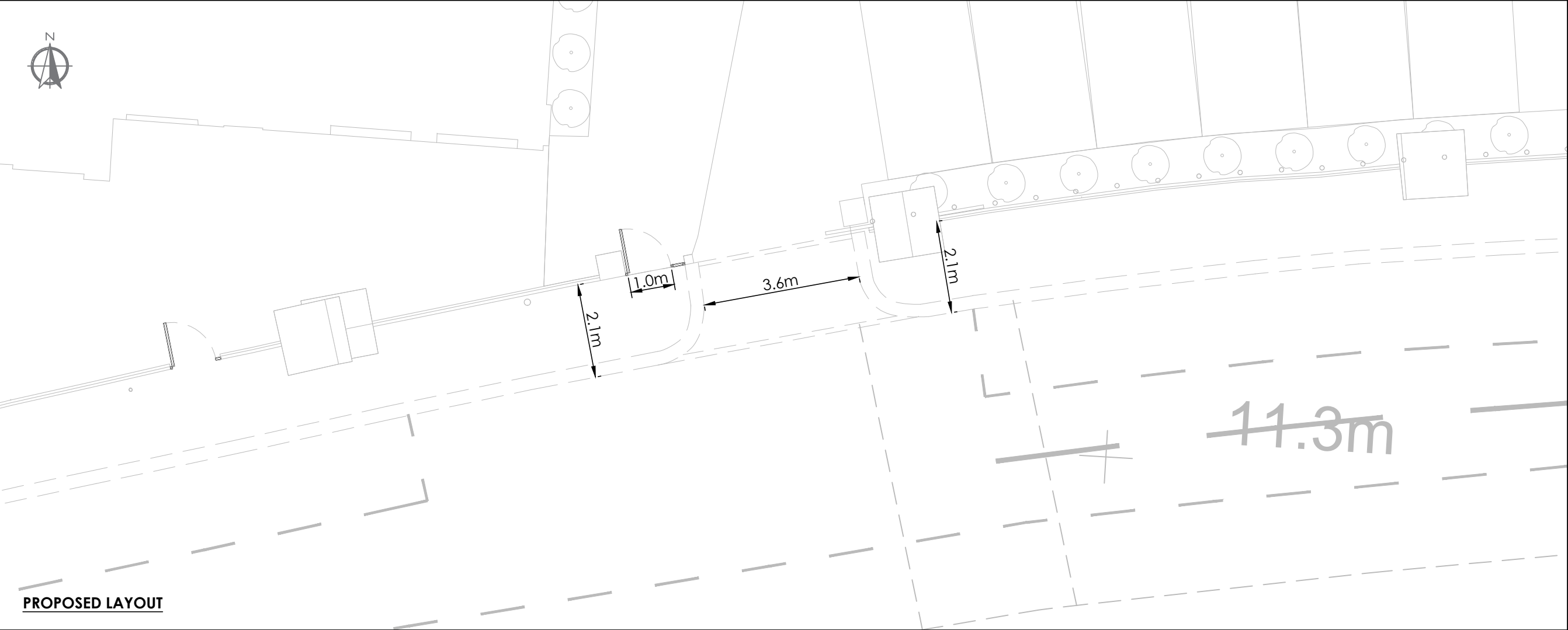


Transport Planning and Infrastructure Design Consultants
Shackleford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY
1-2 Paris Garden, London, SE1 8ND
Tel: 01483 861681 / 020 7078 9662 www.rgp.co.uk

Client	Planning Potential		
Project	St Mark's Church 455-457 High Road, London		
Drawing Title	Visibility Splays		
Drawing No.	2022/6732/001	Rev.	P2
Scale	1:200	Drawn By	DLH
		Checked By	PJB
			A3



EXISTING LAYOUT



PROPOSED LAYOUT

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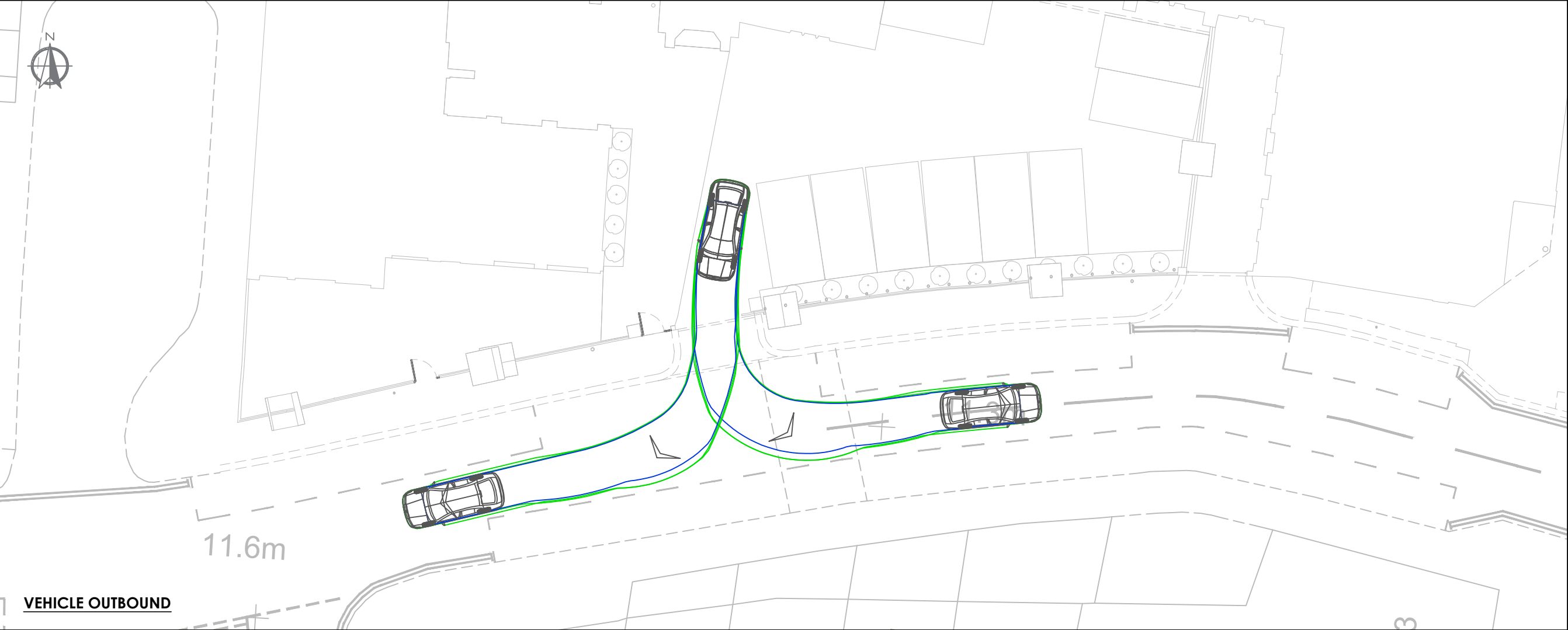
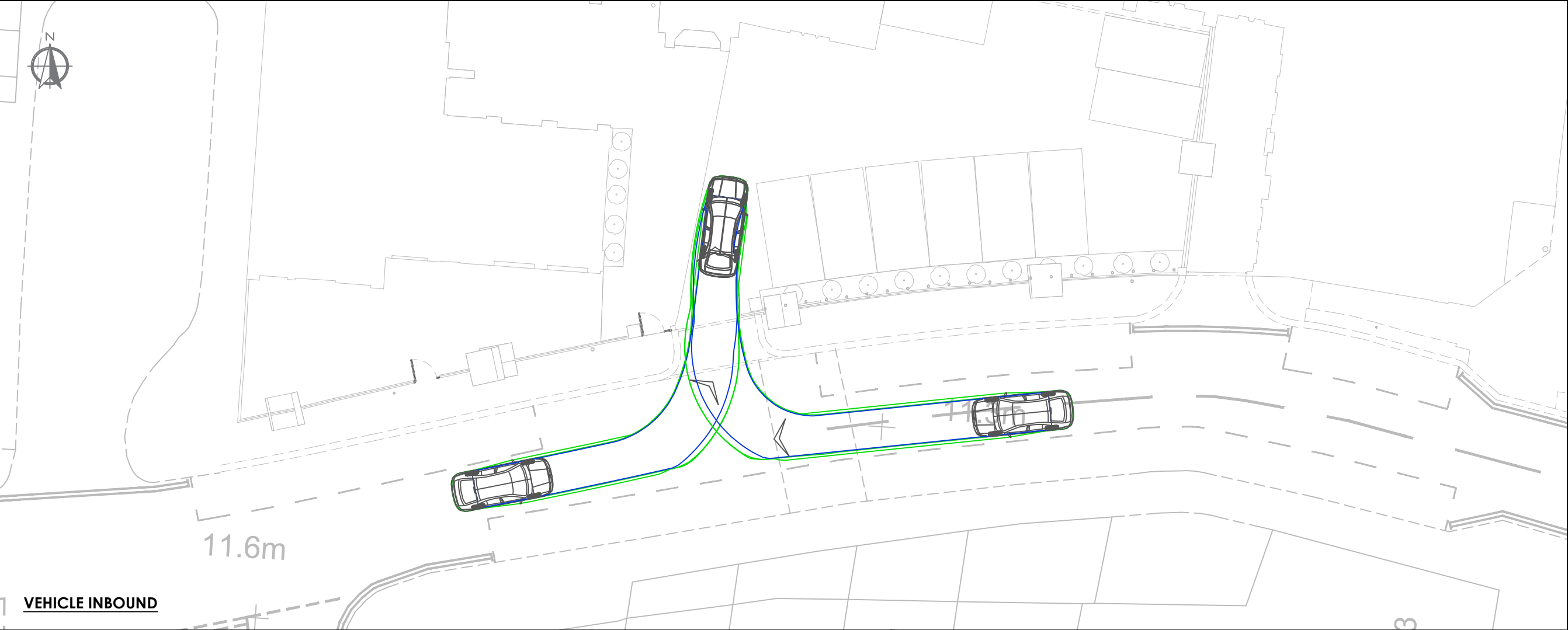
It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

P2	DLH	LAYOUT UPDATED	22/02/23
P1	DLH	FIRST ISSUE	03/08/22
Rev.	Drawn	Comments	Date



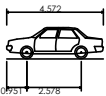
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1-2 Paris Garden, London, SE1 8ND
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Client	Planning Potential
Project	St Mark's Church 455-457 High Road, London
Drawing Title	Site Access Dimensions
Drawing No.	2022/6732/002
Rev.	P2
Scale	1:100
Drawn By	DLH
Checked By	PJB
	A3



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Standard Car	
Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

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P2	DLH	LAYOUT UPDATED	22/02/23
P1	DLH	FIRST ISSUE	16/08/22
Rev.	Drawn	Comments	Date



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1-2 Paris Garden, London, SE1 8ND
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Client	Planning Potential		
Project	St Mark's Church 455-457 High Road, London		
Drawing Title	Swept Path Analysis - Standard Car		
Drawing No.	2022/6732/003	Rev.	P2
Scale	1:200	Drawn By	DLH
		Checked By	PJB
			A3