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**PROPOSED PARKING HARDSTANDING
AND CROSSOVER
92 DOWNHILLS WAY, WOOD GREEN, LONDON N17**

TRANSPORT STATEMENT

BY

C M VEASEY CMILT MCIHT

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PROPOSED PARKING HARDSTANDING AND CROSSOVER 92 DOWNHILLS WAY, WOOD GREEN, LONDON N17

TRANSPORT STATEMENT

1 INTRODUCTION

- 1.1 This statement addresses the transport implications of a revised proposal for a forecourt parking hardstanding and crossover at no 92 Downhills Way, Wood Green.
- 1.2 This statement should be read in conjunction with the revised scheme drawings and other submissions in support of the development.
- 1.3 This scheme was previously included in a planning application for the demolition of an existing rear extension to the house and its replacement by a larger extension. The Council considered the proposed extension acceptable but refused planning permission as the proposed parking hardstanding was considered unacceptable for the following asserted reasons:-

"1. The proposed vehicular crossover and associated car parking space layout at this location would by reason of its associated access and egress, exacerbate pedestrian / vehicle conflict in this location to the detriment of public safety contrary to, Policy DM33 & DM34 of Development Management Plan (2017) and Policy SP7 of the Haringey Local Plan.

"2. The proposed vehicular crossover would result in the loss of a section of grass highway verge to the detriment of the environment and local visual amenity contrary to Policy DM1 and DM33 of Development Management Plan (2017) and Policy SP7 of the Haringey Local Plan."

- 1.4 It has therefore been decided to submit a fresh planning application for the parking hardstanding and crossover separately from the proposed house extension, with this supporting Transport Statement.

2 SITE AND SURROUNDINGS

- 2.1 The site location and surroundings are shown in Figure 1. The site lies in an outer suburban area on the east side of the B155 Downhills Way and is occupied by a modest two storey terraced house.
- 2.2 The site is the only one in the series of seven houses 85 – 94 Downhills Way that does not have a crossover and forecourt parking. The adjacent terrace of houses to the south also all have forecourt parking, with a continuous crossover serving four of the houses.
- 2.3 Downhills Way is a single carriageway road with intermittent narrow verge on the east side with footway behind, and very wide verge on the west side which was clearly originally tended for eventual conversion to dual

carriageway as part of a long-abandoned plan for extension of the A10 arterial road to or towards central London. In consequence of this very wide verge hardly any of the houses on the west side of the road have off-street parking.

- 2.4 The speed limit on Downhills Way is 20 mph. The road is generally subject to continuous 'Any time' double yellow line waiting restrictions both sides, except for in this locality:-
 - A resident permit CPZ parking bay on a layby capable of accommodating up to 5 cars, on the west side of the carriageway opposite the site and neighbouring properties.
 - A pelican crossing opposite nos 82/84, with full zigzag control markings both sides prohibiting any kerbside stopping.
- 2.5 The verge in front of the site is nothing more than a scruffy unkempt patch of grass and dirt that contributes little if anything positive to the street scene. There is however a semi-mature tree within this grass patch towards the north end of the site frontage.
- 2.6 The house on the site has been unoccupied for some time, pending conversion to flats, and the front garden and front hedge, that had become overgrown, have now been cut down in the course of recent house clearance work.
- 2.7 While the site is not inaccessible by public transport its PTAL is only 2 (low accessibility), so residents are more likely than not to wish to own and/or use cars.

3 THE DEVELOPMENT

- 3.1 The proposed vehicle access, on-site parking hardstanding and front garden layout is shown in Figure 2. A porous-paved hardstanding integral with a re-routed pedestrian path between the frontage and the front door of the house will be provided. This will leave unpaved areas for grass and other planting each side, totalling at least 50% of the forecourt area.
- 3.2 The existing front boundary wall will be cut down or removed and replaced by new dwarf walling no higher than 0.6 metres either side of the new vehicle and pedestrian access in order to provide adequate intervisibility between passing pedestrians on the public footway and a vehicle emerging from the parking hardstanding.
- 3.3 Subject to agreement with the Council's highways service a reinforced crossover of the paved public footway and verge will be provided together with dropped kerb to provide vehicle access to the on-site parking hardstanding. The crossover across the verge will be porous-paved to minimise rainwater runoff.
- 3.4 If possible the existing tree on the verge will be retained with appropriate root protection installation under the crossover. If this does not prove practicable

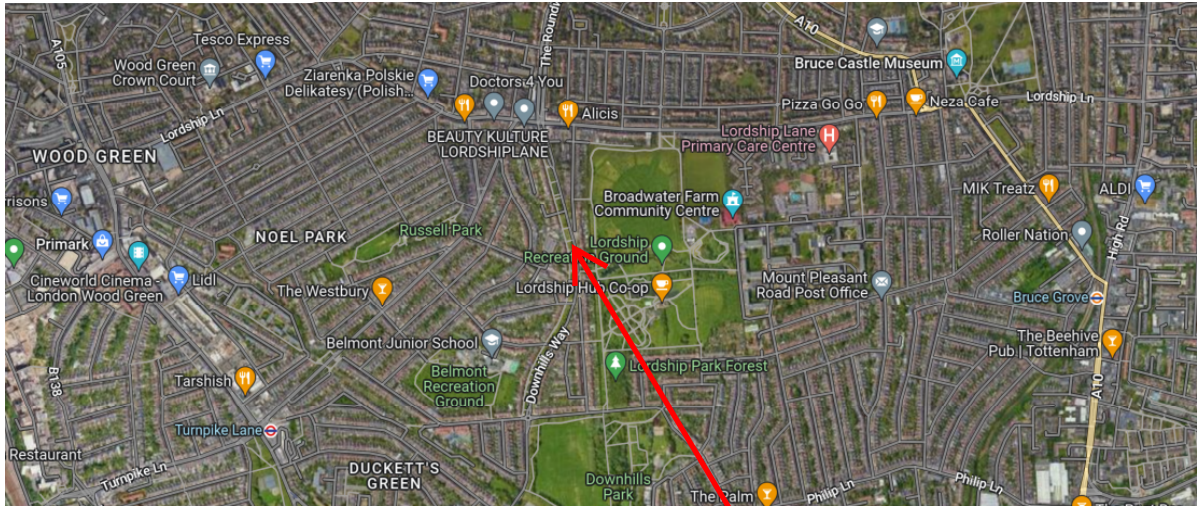
the tree will be removed and a replacement tree planted in a location to be agreed with the Council.

4 ASSESSMENT

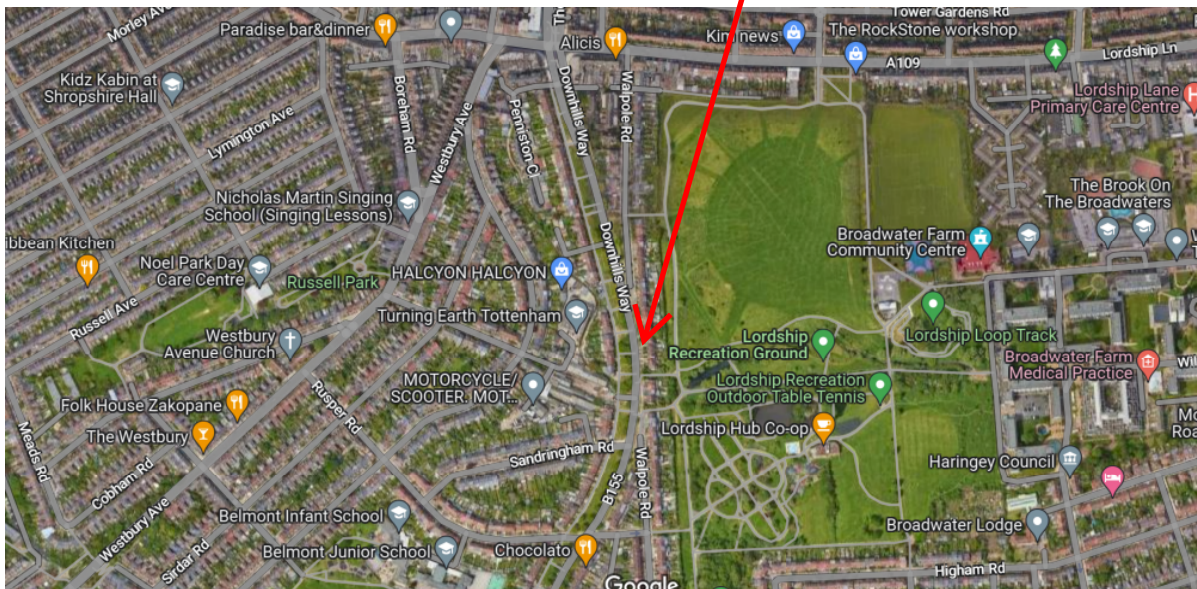
- 4.1 The proposed access and parking layout complies fully with current Council requirements. The pedestrian visibility splays of 2.3 x 2.3 metres are perfectly adequate, and the available inter-vehicle visibility far exceeds the recommended 2.4 x 43 metres for 30 mph speed limit.
- 4.2 The existing tree would not impair visibility to/ from the north – clear and long-established national guidance in Manual for Streets 2 is that such minor obstructions within the visibility envelope do not constitute a highway safety hazard. This is particularly so in this location, as the driver of a vehicle emerging from the access, owing to the combined width of the footway and verge (nearly 5 metres).
- 4.3 The proposed on-site parking hardstanding will be porous-surfaced and therefore self-draining and will not add to rainwater runoff. The hardstanding will also leave at least 50% of the forecourt area unpaved for grass and other planting, as required by the Council.
- 4.4 The proposed crossover across the highway verge will also be attractively paved in porous material, and will therefore not add to rainwater runoff as well as enhancing rather than detracting from the street scene.
- 4.5 The property has low accessibility by public transport so there is good reason and justification for residents to wish to own and/or use cars. There is limited on-street parking availability locally, with only a short parking bay opposite the site with limited capacity to accommodate the peak overnight residential parking demand from numerous dwellings in the locality with no off-street parking, so there is also good reason and justification for providing for parking on-site.
- 4.6 The most recent 5 years personal injury accident data from the national Crashmap database is presented at Appendix A. This shows that there have been no accidents at all anywhere near the property in the last 4 years, and before that only two (slight injury) accidents clearly unrelated to the presence of any existing highway access:-
 - One in November 2018 involving an apparently northbound vehicle hitting a slowing or stationary vehicle on the latter's offside.
 - One in February 2019 involving an apparently southbound vehicle running off the carriageway and hitting a traffic sign or signal post.
- 4.7 The highway in this locality is thus safe with record of any accidents involving vehicles turning into or out of the numerous existing vehicle accesses.

5 CONCLUSIONS

- 5.1 The property is in a location of low accessibility by public transport, and limited on-street parking availability, so there is every justification for providing an on-site parking space.
- 5.2 This property is currently the only one in a row of several similar houses that does not have an on-site parking space and highway access.
- 5.3 The proposed highway access and on-site forecourt layout and car parking arrangement will be safe and operationally and environmentally satisfactory, and will if anything enhance rather than detracting from the street scene.
- 5.4 The proposed hardstanding and the crossover across the highway verge will be porous-paved and hence self-draining, so will not add to rainwater runoff.
- 5.5 The existing highway tree will either have root protection installation under the crossover, or if that is not practicable will be removed and a replacement tree provided
- 5.6 This stretch of Downhills Way has an exemplary accident record, with no accidents caused in any way by any of the numerous existing vehicle accesses, and only two completely unrelated accidents in the last 5 years and none at all in the last 4 years.
- 5.7 It is concluded that the proposed highway access and forecourt parking space would not impair highway safety and would be environmentally satisfactory, and that there therefore is no reason why this development should not be permitted.



THE SITE



THE SITE



Site Location and Surroundings

FIGURE 1

10cm SCALE WITH CAUTION use both scale bars to check for reduction or distortion

DOWNHILLS WAY CARRIAGEWAY

NEW DROPPED KERB AT INTERFACE

2025

2025

2000

TREE

GRASS VERGE

NEW
POROUS PAVING

2950

GRASS VERGE

TREE ROOT PROTECTION
MEASURES TO BE
INSTALLED.

NEW LOW LEVEL
WALL NO HIGHER
THAN 600mm.

FOOTWAY
CROSSOVER

2700

NEW ACO-CHANNEL

2000

NEW LOW LEVEL
WALL NO HIGHER
THAN 600mm.

PEDESTRIAN
VISIBILITY
2.3 x 2.3m

NEW GRASS AREA

5000

NEW
POROUS PAVING

NEW GRASS AREA

PEDESTRIAN
VISIBILITY
2.3 x 2.3m

92 DOWNHILLS WAY

Notes

Scale

1:50

1:100

1:200

1:500

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All dimensions must be checked on site.
Any dimensional discrepancies discovered must be reported to the Project Manager before proceeding.
This drawing is to be read in conjunction with all relevant documents.
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Revisions

A10.01.23General Amendments

Client

Address

92 DOWNHILLS WAY
LONDON
N17 6BD

Drawing Title

PROPOSED FRONT SITE LAYOUT

Proposed Layout

FIGURE 2

Date

JUN '22

Scale

1:50 @ A3

Drawing Number

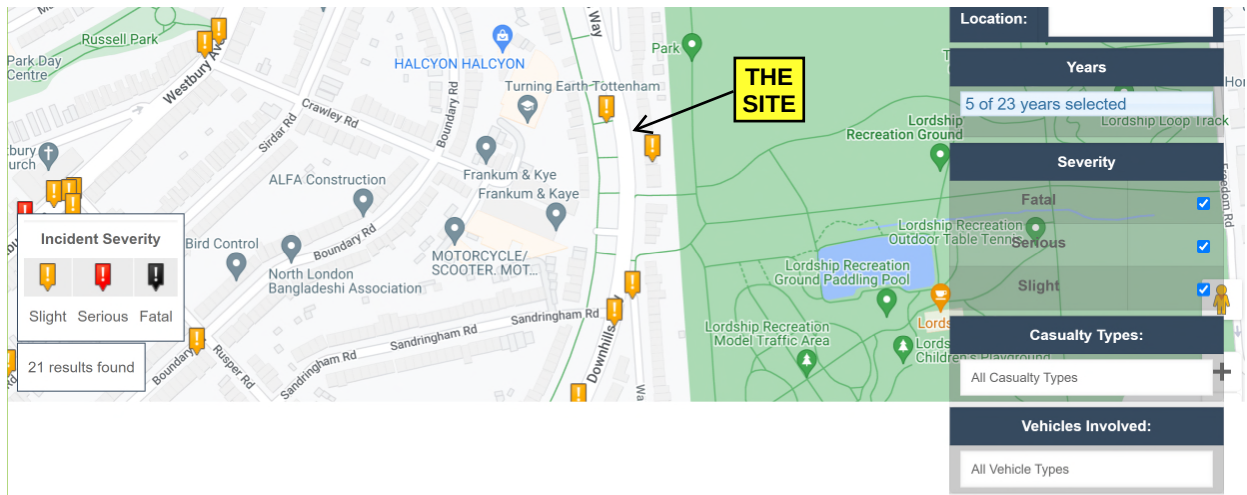
4944 - 201

Revision

A

APPENDIX A

Most Recent 5 Years Personal Injury Road Accidents





crashmap.co.uk

Validated Data

Crash Date: Friday, November 23, 2018 **Time of Crash:** 12:10:00 AM **Crash Reference:** 2018010147524

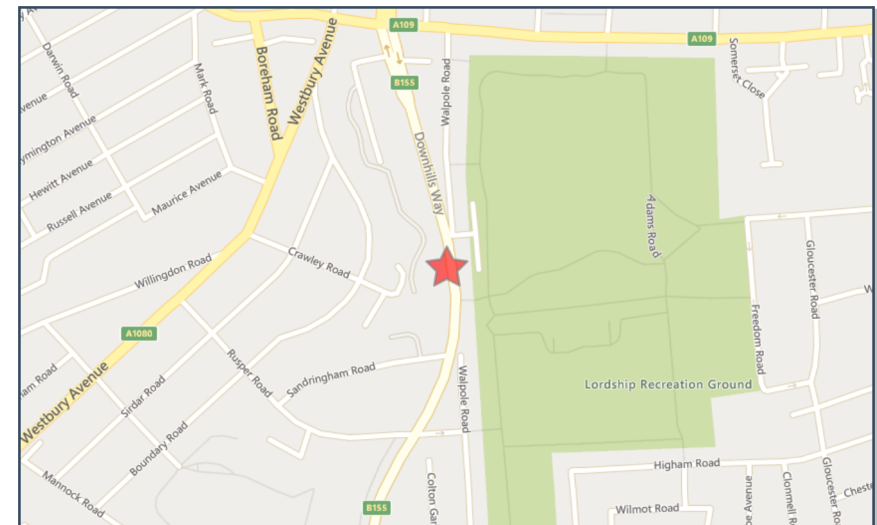
Highest Injury Severity: Slight
Highway Authority: Haringey
Local Authority: Haringey London Borough
Weather Description: Raining without high winds
Road Surface Description: Wet or Damp
Speed Limit: 20
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable

Road Number: B155

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 532340 190170



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		9 Male	26 - 35	Vehicle is slowing down or stopping	Front	Unknown	None	None
2	Car (excluding private hire)		3 Female	21 - 25	Vehicle is passing a stationary vehicle on its offside	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Crash Date: Thursday, February 14, 2019 **Time of Crash:** 9:07:00 PM **Crash Reference:** 2019010163528

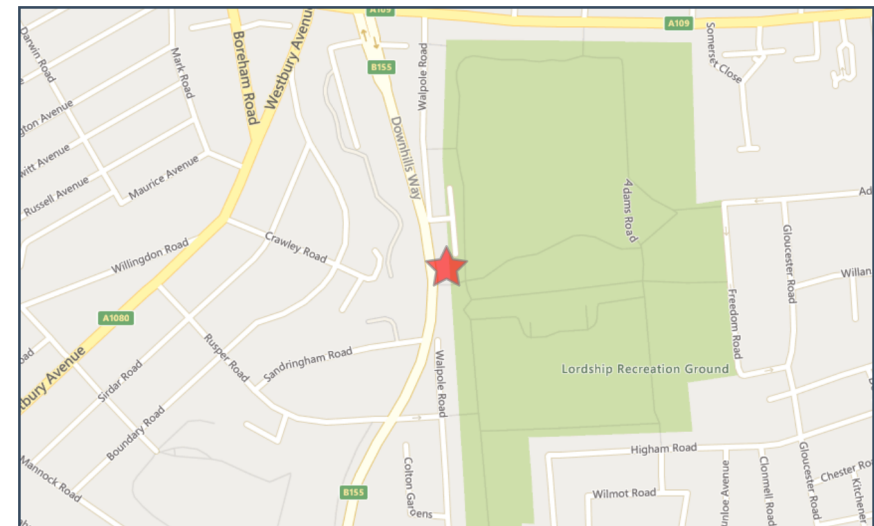
Highest Injury Severity: Slight
Highway Authority: Haringey
Local Authority: Haringey London Borough
Weather Description: Fine without high winds
Road Surface Description: Wet or Damp
Speed Limit: 20
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: Pelican, puffin, toucan or similar non-junction pedestrian light crossing
Road Type: Single carriageway
Junction Control: Not Applicable

Road Number: B155

Number of Casualties: 1

Number of Vehicles: 1

OS Grid Reference: 532375 190142



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	Road sign/Traffic signal

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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