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HIGHWAYS TECHNICAL NOTE

Author:	Paul Mew Associates
Date:	April 2024
Project:	37 Cranley Gardens
Subject:	Dropped Kerb Application

INTRODUCTION:

- I.1 Paul Mew Associates (PMA) is instructed by the applicant to provide highways consultancy services to support a dropped kerb application in relation to the development at 37 Cranley Gardens, Muswell Hill, London, N10 3AB.
- I.2 The site location and existing site plan can be found within Appendix A.
- I.3 The local planning and highway authority is Haringey Council.
- I.4 Cranley Gardens which is a classified road with a 20mph speed limit characterised by high levels of on-street parking.
- I.5 The proposals seeks to provide a dropped kerb on Cranley Gardens, providing access to one off-street parking space.

POLICY REVIEW:

- I.6 The Haringey Development Management DPD Policy DM32 states;

"A) Development proposals will be assessed against the car parking and cycle parking standards set out in the London Plan.

B) The Council will strongly encourage contributions to car club schemes or the provision of car club bays as an alternative to on-site car parking.

- C) The Council will support proposals for new development with limited or no on-site parking where:*
- a. There are alternative and accessible means of transport available;*
 - b. Public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index;*
 - c. A Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development;*
 - d. Parking is provided for disabled people; and*
 - e. Parking is designated for occupiers of developments specified as car capped."*

1.7 The London Plan 2021 Policy T6 Car Parking states;

"D) The maximum car parking standards set out in Policy T6 .1 Residential parking to Policy T6 .5 Non-residential disabled persons parking should be applied to development proposals and used to set local standards within Development Plans."

Table 10.3 Maximum Residential Parking Standards

Location	Number of beds	Maximum parking provision*
Outer London PTAL 4	1 – 2	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 4	3+	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 2 – 3	1 – 2	Up to 0.75 spaces per dwelling
Outer London PTAL 2 – 3	3+	Up to 1 space per dwelling
Outer London PTAL 0 – 1	1 – 2	Up to 1.5 space per dwelling
Outer London PTAL 0 – 1	3+	Up to 1.5 spaces per dwelling^

* Where Development Plans specify lower local maximum standards for general or operational parking, these should be followed

~ With the exception of disabled persons parking, see Part G Policy T6 .1 Residential parking

+ When considering development proposals that are higher density or in more accessible locations, the lower standard shown here should be applied as a maximum

^ Boroughs should consider standards that allow for higher levels of provision where there is clear evidence that this would support additional family housing

- 1.8 The Site has a PTAL score of 2 and is located in the outer London borough of Haringey. According to the London Plan 2021, outer London sites with a PTAL score of 2 can provide up to 1 spaces per dwelling. The development could therefore provide a maximum of 1 space.
- 1.9 Further guidance regarding vehicle crossings is provided within the Haringey Council's Vehicle Crossover Application Guidance Notes.
- 1.10 Justification for the proposed dropped kerb and parking space is provided in the following section of this report.

PARKING LAYOUT:

- I.11 The proposal is for the creation of a new dropped kerb to be provided to the front of number 37 Cranley Gardens providing access to one off-street parking space.
- I.12 All areas within the pedestrian sightlines will be kept to a height of no more than 600mm above the carriageway as per Manual for Streets.
- I.13 As can be seen from Appendix B, the distance between the back of the footway and the house line is greater than 4.8 metres in line with Haringey Council's 'Vehicle Crossover Application Guidance Notes'
- I.14 A minimum parking bay width of 2.4 metres can be provided in line with Haringey Council's 'Vehicle Crossover Application Guidance Notes'.
- I.15 The applicant currently parks a car on-street and seeks to provide an on-plot parking bay at the loss of kerb side capacity, there would be no net impact on the adjoining highway.
- I.16 The dropped kerb will not result in the loss of amenities in the area. No trees or areas of grass will be lost.
- I.17 The proposed dropped kerb is not within a Controlled Parking Zone.
- I.18 The proposal will be able to provide an electric vehicle charging point for future use. This will improve safety and reduce the need for kerb side charging. The dropped kerb proposal will encourage the use of electric vehicle charging infrastructure throughout the borough and a possible EV charging provision would be created.
- I.19 In summary, the vehicle crossings have been designed in accordance with Haringey Council's 'Vehicle Crossover Application Guidance Notes' terms and conditions. The proposals will not have a negative impact on the existing character of the area and street scene.

VISIBILITY SPLAY:

- I.20 Cranley Gardens is a Local distributor road with a 20-mph speed limit. According to of Manual for Streets (MfS) the minimum forward visibility for a local distributor road is 25 metres.
- I.21 The set-back distance from the highway kerb line has been taken as 2.4 metres by 25 metres for the visibility splay measurement as per the required guidelines of Manual for Streets.
- I.22 A plan illustrating the required vehicle to vehicle visibility sightlines of 25-metres from a drivers' eye position 2.4-metres back from the carriageway edge (in accordance with MfS guidance for a 20mph road speed) is plotted onto an OS base and is presented at Appendix C of this report.
- I.23 The level of visibility achievable, the use of the proposed driveway under the proposals is considered to be completely safe and acceptable.
- I.24 MfS states "Parking in Visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice, ideally, defined parking bays should be provided outside the visibility splay. However, in some circumstances, where speeds are low, some encroachment may be acceptable."
- I.25 Mfs also states " the impact of other obstacles, such as street trees and street lighting columns, should be assessed in terms of their impact on the overall envelope of visibility. In general, occasional obstacles to visibility that are not large enough to fully obscure a whole vehicle or a pedestrian including a child or wheelchair user, will not have a significant impact on road safety.
- I.26 Overall, MfS states that an absence of wide pedestrian to vehicle visibility splays does not present a hazard to road safety as driver's tend to exit slowly with more caution. It also states that cars parked within visibility splays do not prohibitively obstruct vehicle to vehicle sightlines, and that some obstacles within a visibility splay (i.e. trees/street furniture) are acceptable so long as they do not completely obscure vision. MfS sets out that there is very little correlation between perceived inadequate sightlines and an increase in accident rates at junctions.

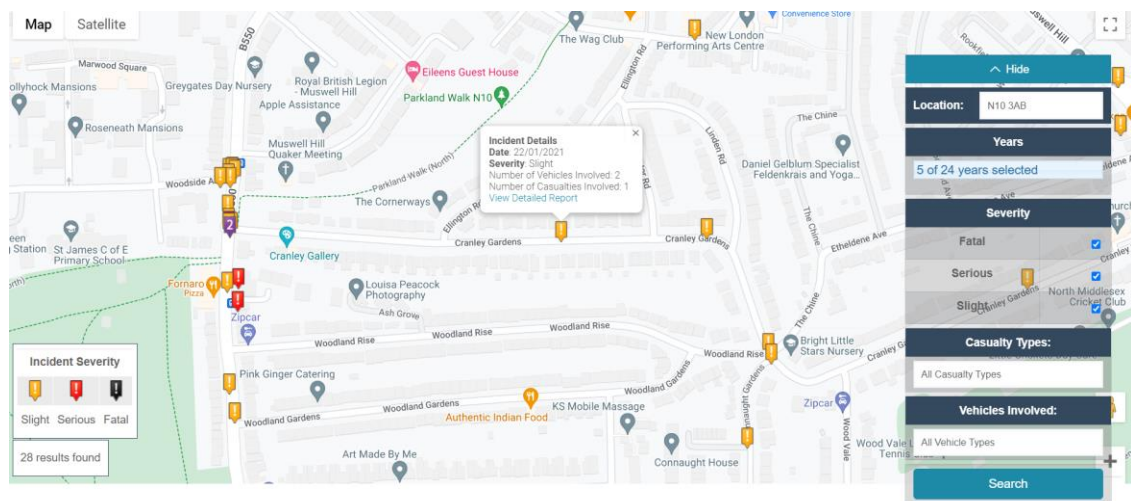
SWEPT PATH ANALYSIS:

- I.27 The proposed scheme car parking space has been reviewed and analysed using swept path analysis (SPA) to demonstrate their feasibility of a typical family car entering and exiting the spaces.
- I.28 As can be seen from Appendix D a large family car can access, enter and exit the parking bay.

ACCIDENT DATA:

- I.29 Figure 1 below presents updated map extracts showing road traffic accidents by severity for the 5-year period 2018 to 2022 in the area around the development site which resulted in all casualty types.

Figure 1: Crash Map – Road Traffic Accident Data in Cranley Gardens



- I.30 Two 'slight accident' was reported on Cranley Gardens. The first accidents took place on 22/01/2021. The accident involved 2 vehicles. The casualty was the driver of the car and suffered minor injuries. The second accidents took place on 25/05/2020 further along Cranley Gardens. The accident involved 3 vehicles and 2 casualties.
- I.31 It is clear that there have been a small number of 'minor' accidents in the Cranley Gardens area, however none took place in the immediate vicinity of the site.

EXISTING DROPPED KERB ARRANGEMENTS ON CRANLEY GARDENS:

- I.32 There are a number of dwellings beyond 37 Cranley Gardens with dropped kerbs and driveways. There are also houses in the wider neighbourhood with dropped kerbs.
- I.33 A number of dropped kerb accesses with driveways in Cranley Gardens has been identified. Dwelling number 39 Cranley Gardens has a dropped kerb and driveway installed.
- I.34 By granting permission to the proposal of a new dropped kerb in front of number 37 Cranley Gardens, this will not set a precedent for the dwellings in proximity as some of the neighbouring dwellings may not meet the requirements set out in Haringey Council's 'Vehicle Crossover Application Guidance Notes' terms and conditions.

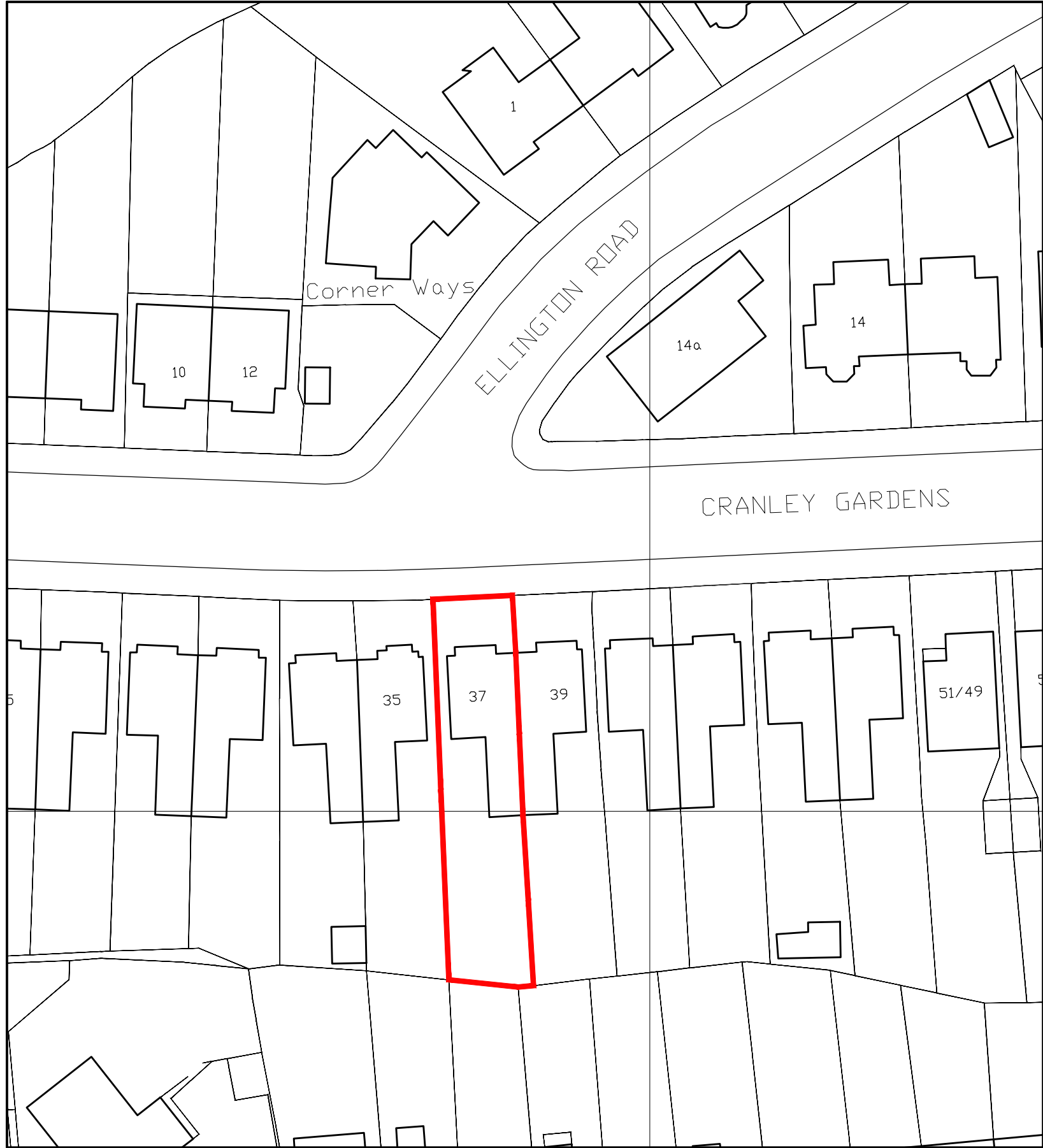
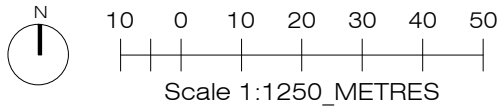
APPENDIX A

Existing Site & Location Plan

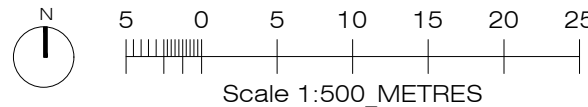


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1 LOCATION PLAN
000 Scale 1:1250 @A3



2 BLOCK PLAN
000 Scale 1:500 @A3



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3. All work to be undertaken with the requirements of the current Building and Water Regulations.

REV	DATE	BY	CHK
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PRIVATE CLIENT

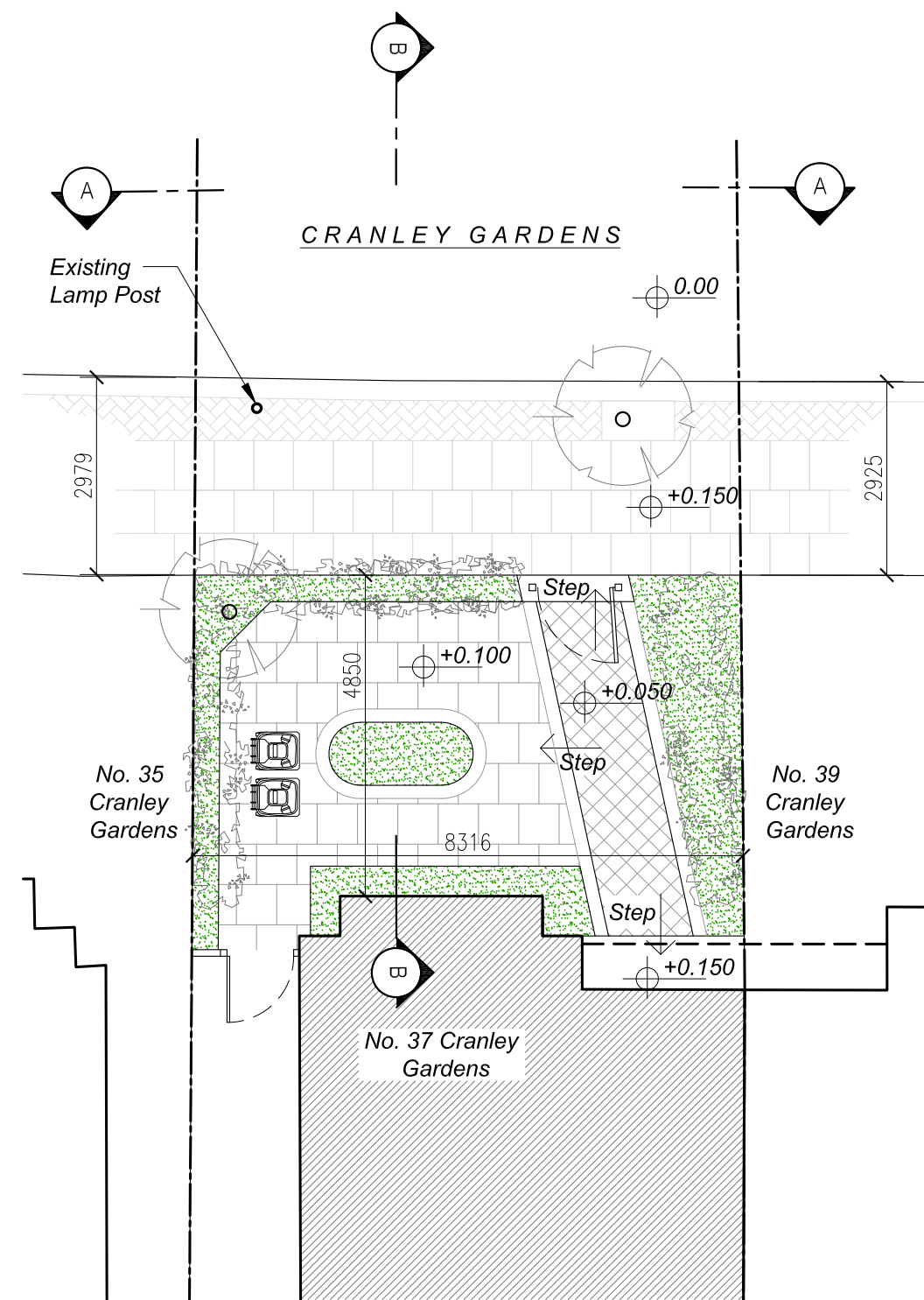
ARCHITECTS
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PROJECT
37 CRANLEY GARDENS, N10 3AB

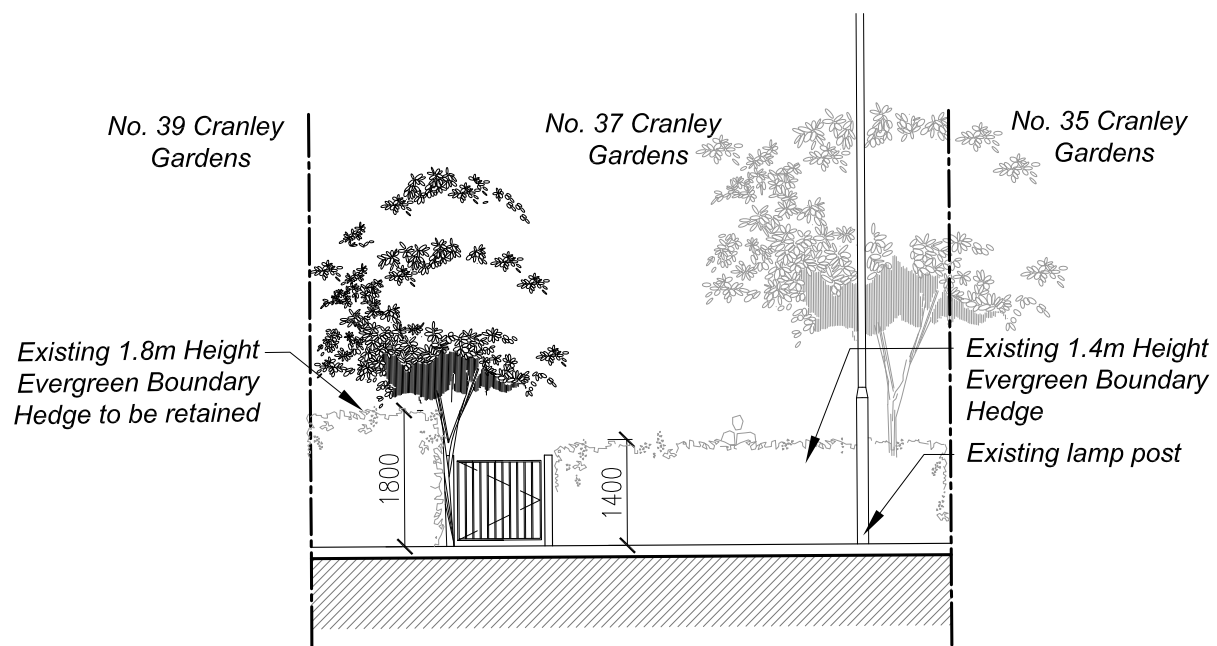
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LOCATION PLAN

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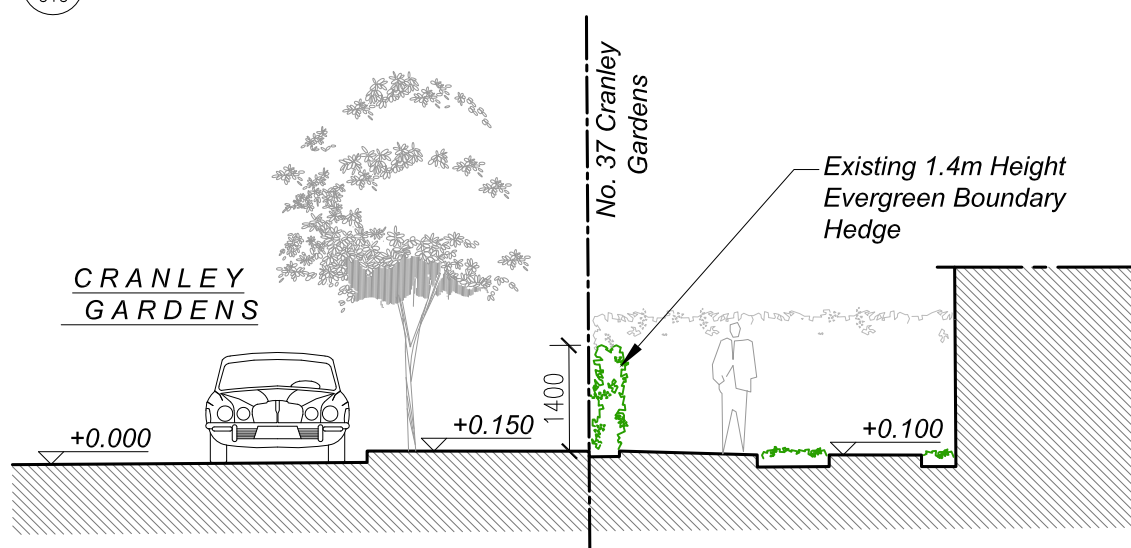
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1 EXISTING GROUND FLOOR PLAN
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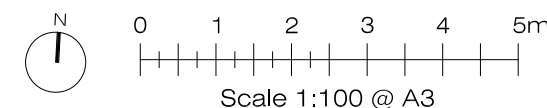
2 EXISTING FRONT ELEVATION - AA'
Scale 1:100 @A3



3 EXISTING SECTION - BB'
Scale 1:100 @A3

FRONT GARDEN EXISTING AREAS

EXIST. HARD LANDSCAPE (%)	28.79 Sq.m	66%
EXIST. SOFT LANDSCAPE (%)	14.97 Sq.m	34%
TOTAL FRONT GARDEN AREA	43.76 Sq.m	100%



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ARCHITECTS CINCOTTA ARCHITECTS Ltd. Mob.: +44 (0)7963 480 692 Email: info@cincottaarchitects.com			
PROJECT 37 CRANLEY GARDENS, N10 3AB			
DRAWING TITLE EXISTING FRONT GARDEN PLAN, SECTION AND ELEVATION			
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APPENDIX B

Proposed Site Plan

NOTES

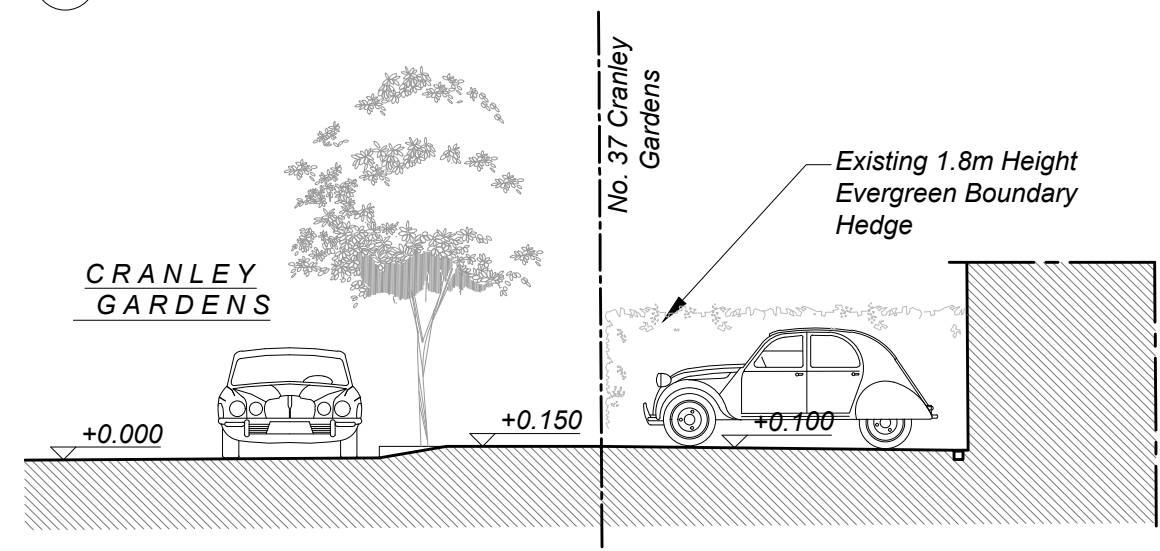
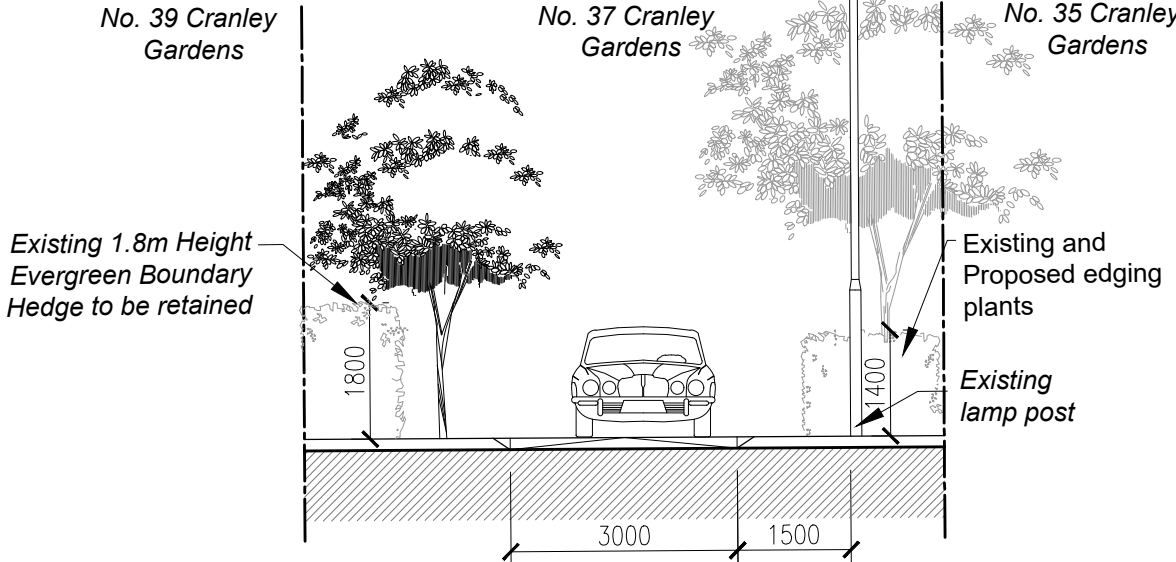
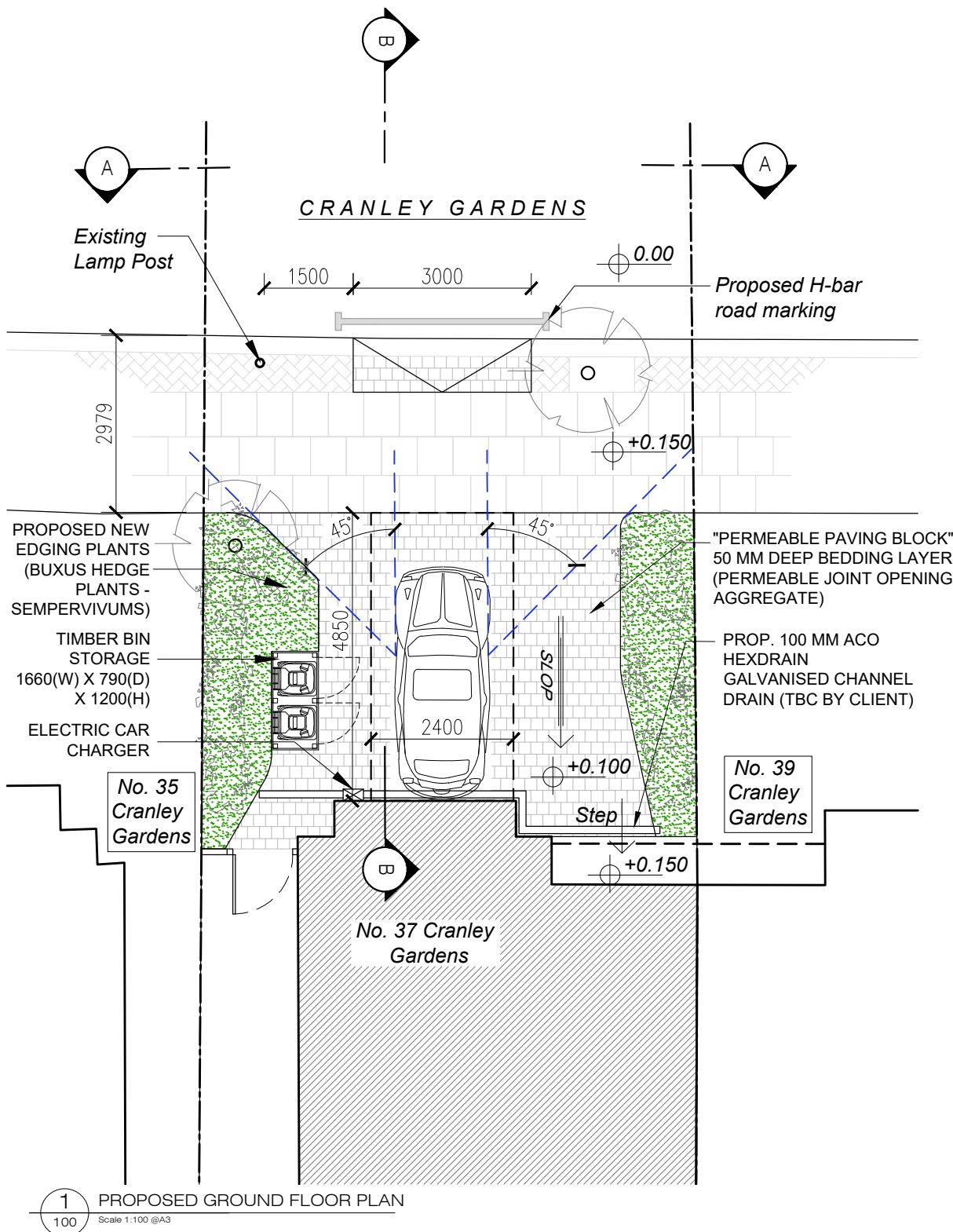
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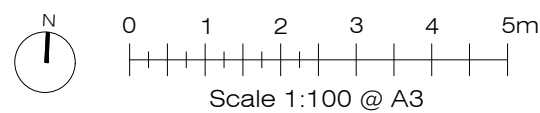


FRONT GARDEN PROPOSED AREAS

PROP. HARD LANDSCAPE (%)	30.53 Sq.m	70%
PROP. SOFT LANDSCAPE (%)	13.23 Sq.m	30%
TOTAL FRONT GARDEN AREA	43.76 Sq.m	100%

FRONT GARDEN EXISTING AREAS

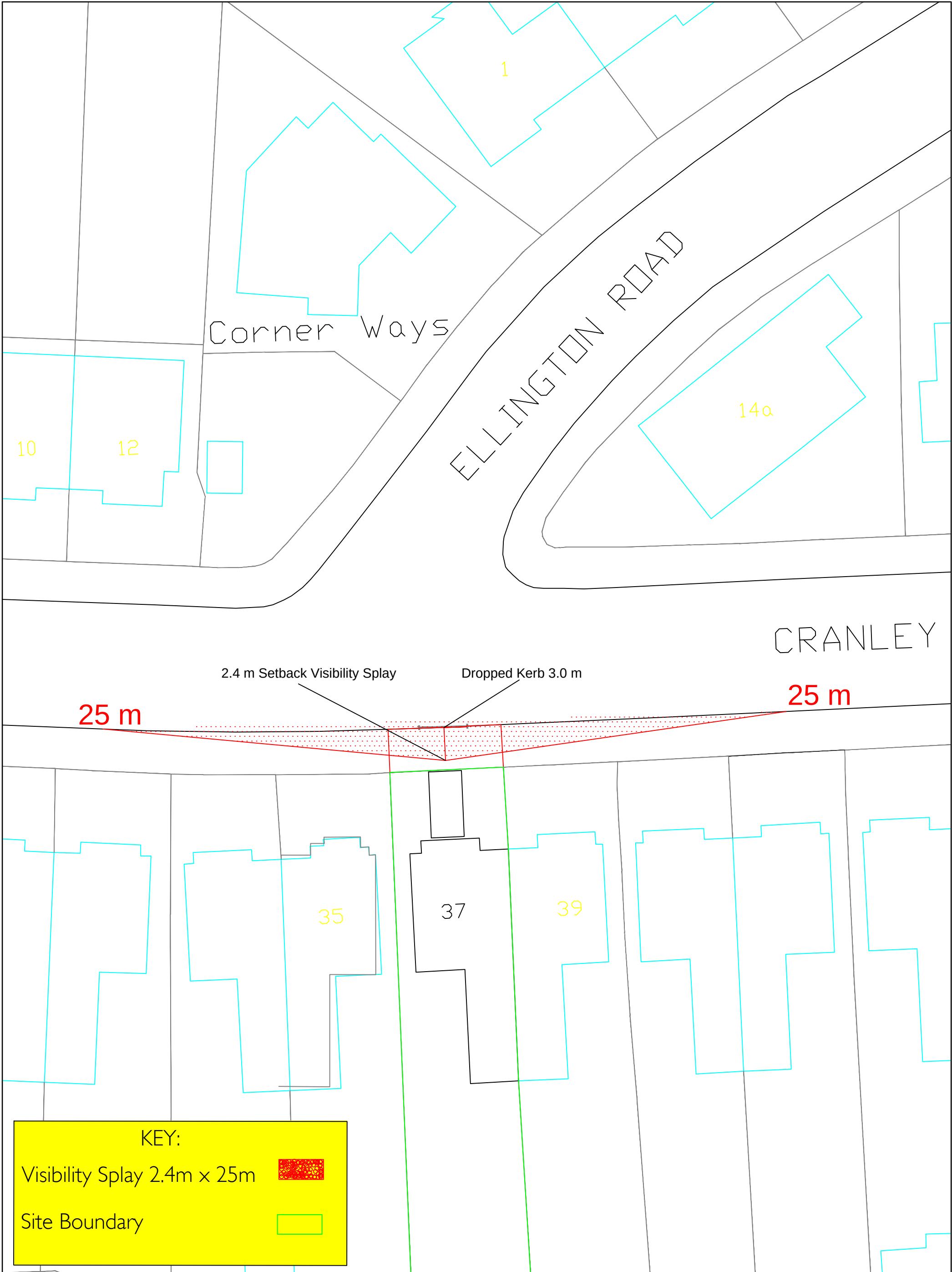
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EXIST. SOFT LANDSCAPE (%)	14.97 Sq.m	34%
TOTAL FRONT GARDEN AREA	43.76 Sq.m	100%



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DRAWING				
TITLE				
PROPOSED FRONT GARDEN PLAN, SECTION AND ELEVATION				
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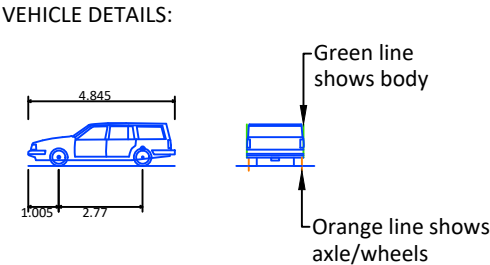
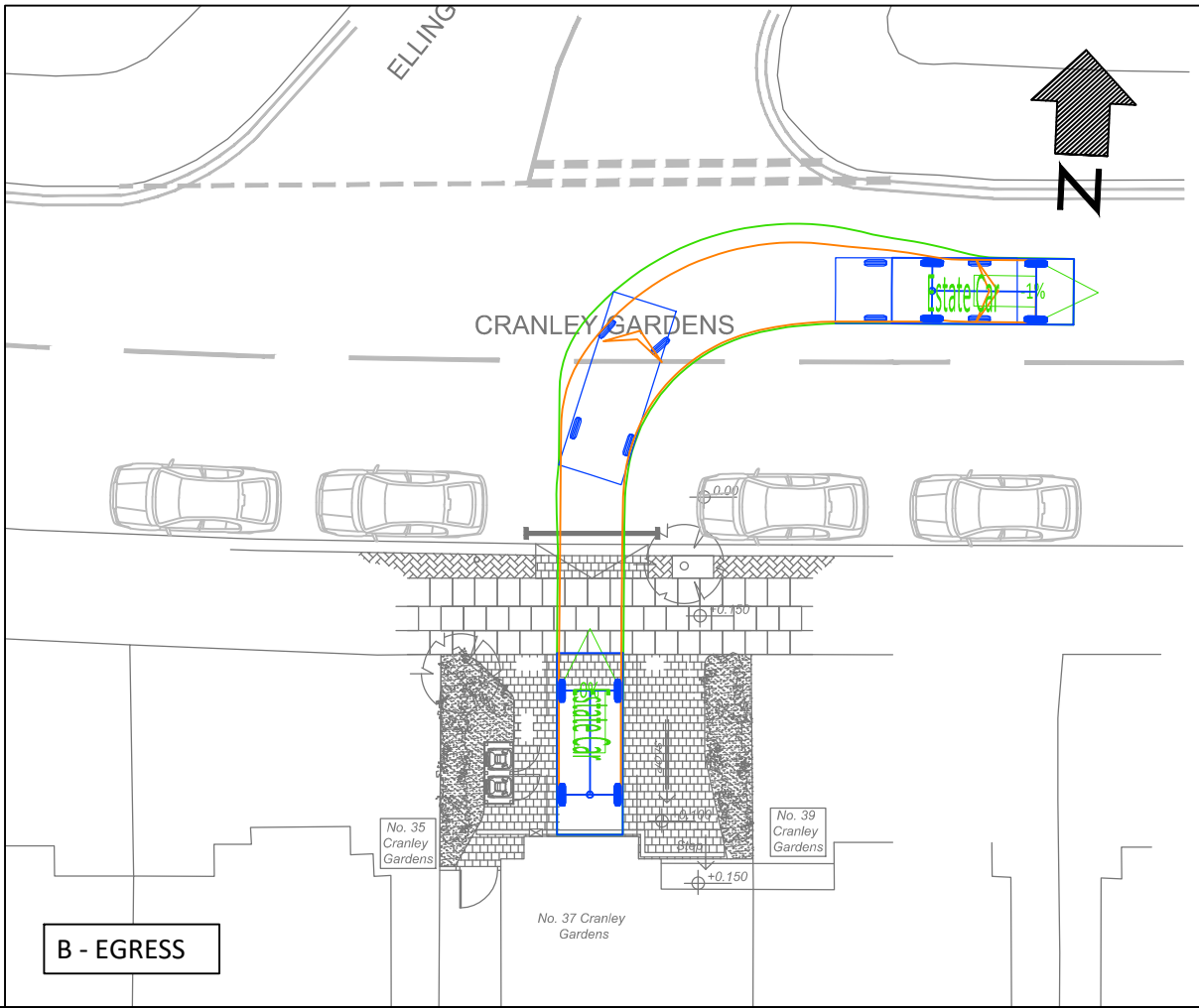
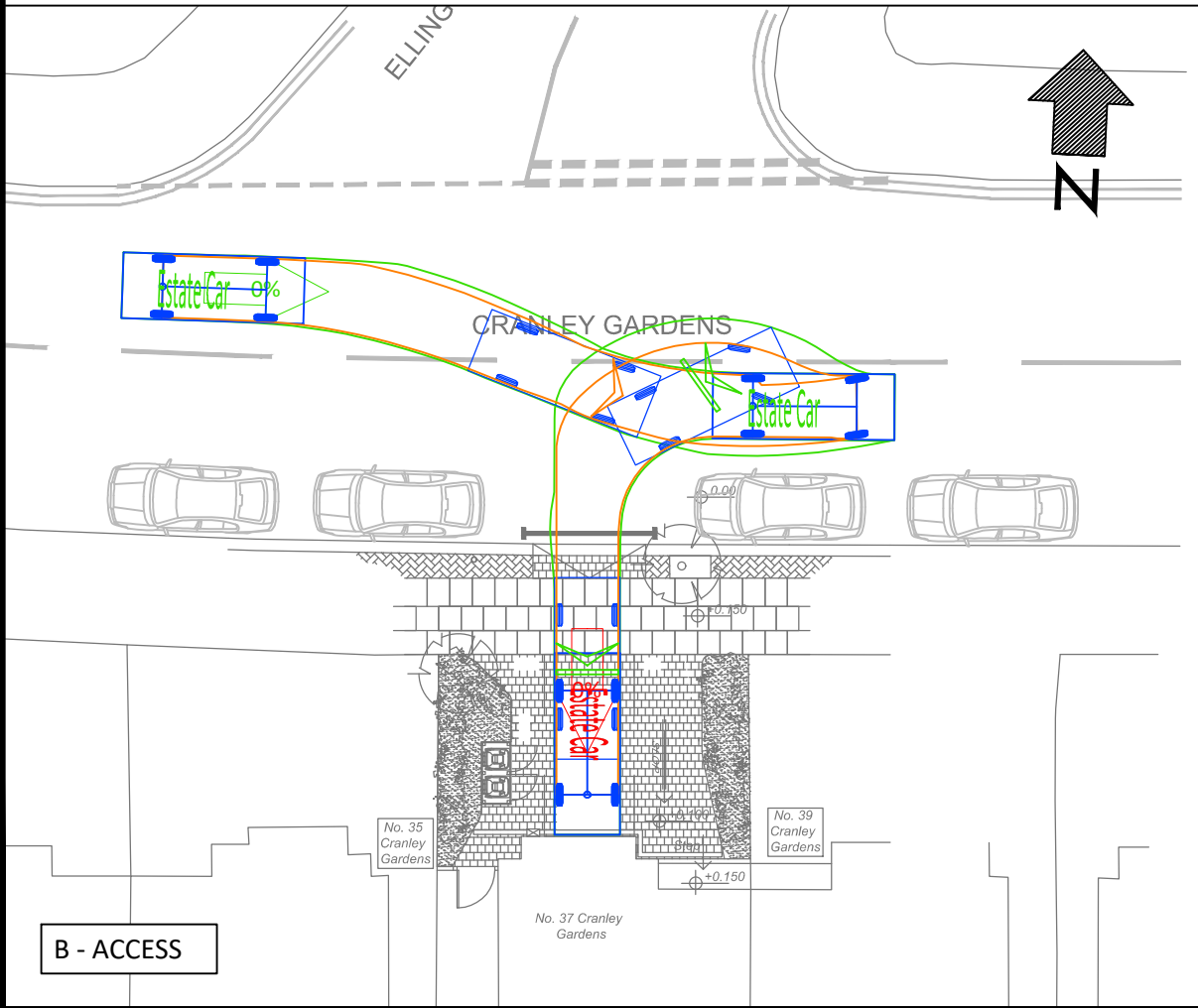
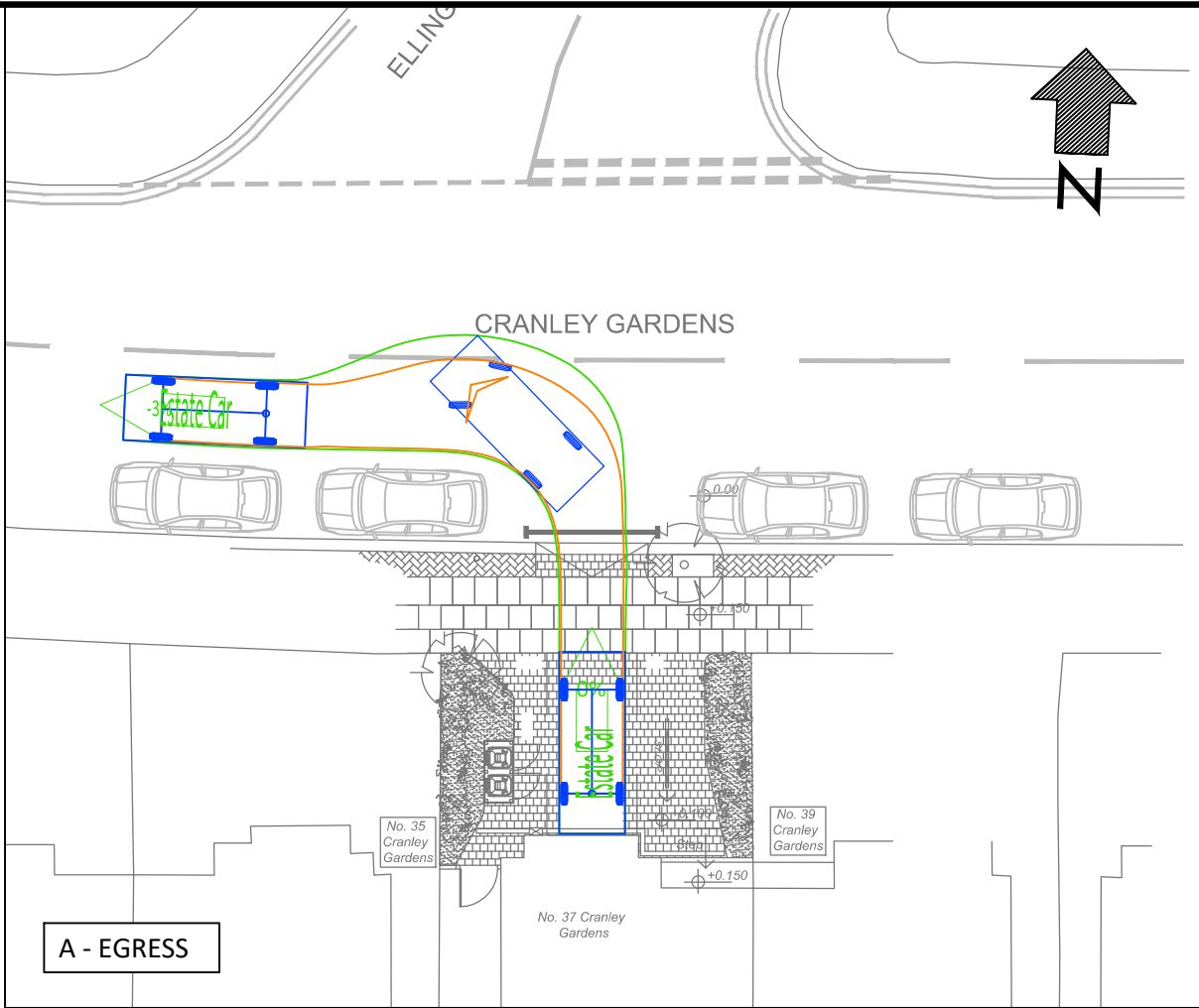
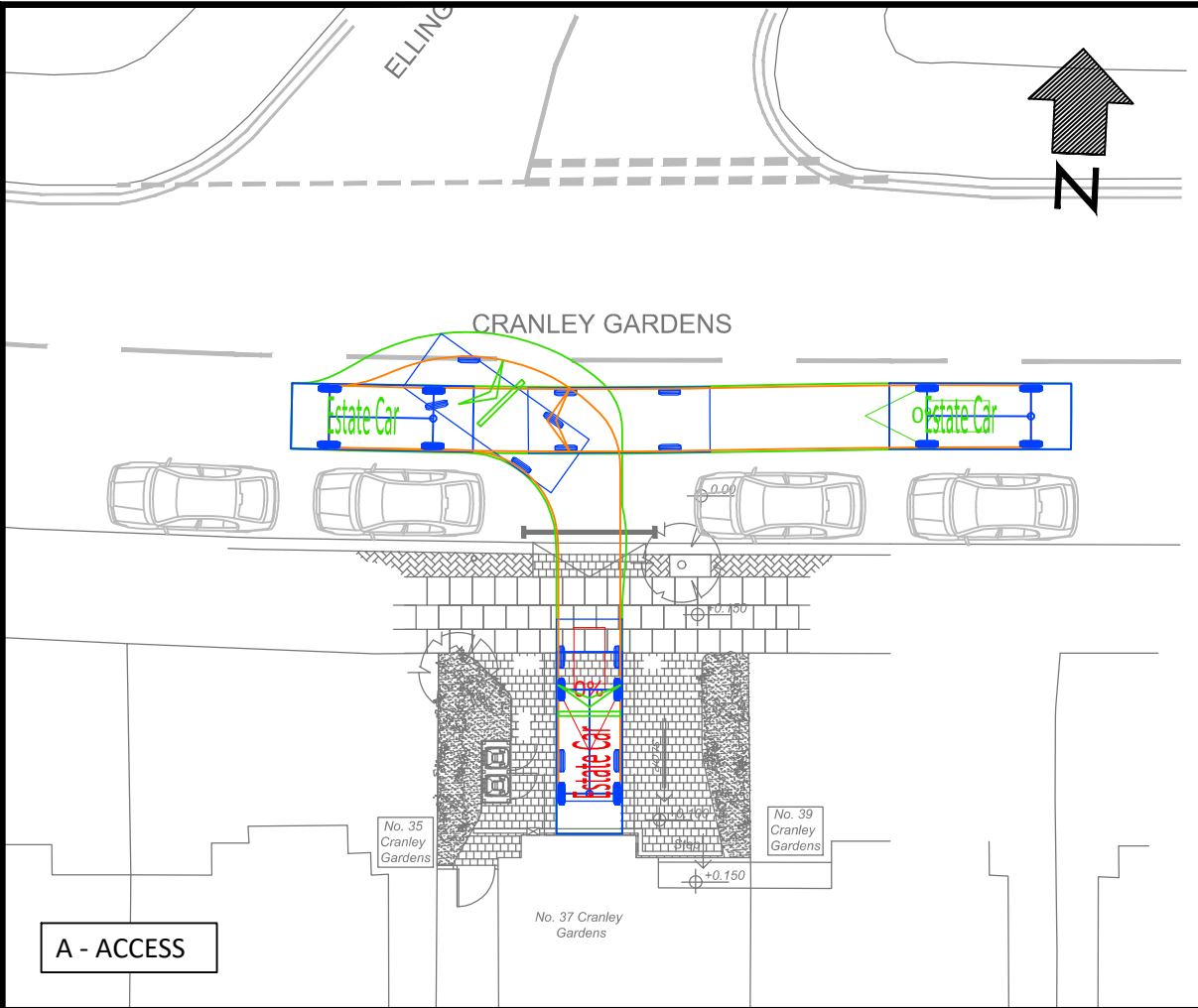
APPENDIX C

Visibility Splay



APPENDIX D

Swept Path Analysis



ESTATE CAR (2006)

Overall Length	4.845m
Overall Width	1.750m
Overall Body Height	1.424m
Min Body Ground Clearance	0.189m
Max Track Width	1.655m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	4.950m

Design speed 5kph for all Forward movements
Design speed 2.5kph for all Reverse movements

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Rev	Date	Description	Dwn	Chk	App
-	20/03/24	ORIGINAL ISSUE	AS	AC	AC

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Client

CINCOTTA ARCHITECTS LTD

Project

37 CRANLEY GARDENS
MUSWELL HILL

Drawing Title

SWEPT PATH ANALYSIS USING A
4.845M ESTATE CAR

Drawing Status

FOR INFORMATION

Drawn AS	Designed AS	Date MAR 2024	Scale 1:200	Size A3
Drawing No. 3107-001				Rev -