CANEPARO ASSOCIATES
Transport Planning & Highway Design

Friends of Highgate Cemetery Trust

# Highgate Cemetery, Swain's Lane, London Borough of Camden

Transport Statement

October 2024

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# Contents

# Appendices

# 1 INTRODUCTION

1.1 This Transport Statement ('TS') has been prepared by Caneparo Associates on behalf of Friends of Highgate Cemetery Trust ('the Applicant') in relation to the planning application at Highgate Cemetery, Swain's Lane, N6 (the 'site'), located in the London Borough of Camden ('LBC').

1.2 The proposed development comprises predominantly the refurbishment & redevelopment of the existing buildings across the site, whilst also including additional structures, therefore increasing floor areas by circa 475sqm, to 871sqm. Approximately 18% of the increase is associated with the education and community function of the site, with 42% relating to additional Gardener's facilities, with all remaining floorspace relating to staff and volunteer welfare and visitor functions, including office space, toilets and a café.

1.3 There are also proposed improvements to the landscaping across the site, as well as public realm improvements on Swains Lane between the two entrances to further enhance the experience, this will only focus on land owned by the Applicant i.e. the forecourt.

1.4 Specifically, the full planning application seeks planning permission for:

*"Restoration, conservation, demolition and replacement of buildings in East Side and West Side of Highgate Cemetery, including Cemetery wide landscaping, drainage, public realm, access works and conservation of funerary structures to support the function of a working cemetery, visitor attraction and community use. Namely:*

*East Side includes the demolition and replacement of gardener's compound with a community and education building (single storey plus extension to existing basement), removal of ticket booth and replacement with sentry at Swain's Lane entrance, erection of additional sentry at Chester Road entrance, and the erection of a two storey gardener's building, for office, workshop, staff welfare and storage uses, plus alterations to the boundary wall.*

*West Side includes removal of existing containers and erection of a two-storey visitor, volunteers and operations building, demolition and replacement of visitor toilets building with a utility store, restoration of Dissenters' Chapel and Anglican Chapel for community and funeral uses, and restoration of South Lodge for visitor toilets and North Lodge for staff and volunteer welfare".*

1.5 This TS reviews the proposal in traffic and transportation terms, setting out the existing situation and considering the effects of the proposal on trip generation, the pedestrian and cycle environment, parking, servicing, and waste collection. Although new buildings form part of the development, it concludes that the proposals will have a non-material impact on the surrounding transport network, given the proposals predominantly comprise of refurbishing existing buildings and conservation of the landscape.

1.6 A draft Construction Management Plan ('CMP') have been prepared separately as part of the application to fully consider and mitigate the potential effects of the proposals, which forms part of the planning submission, with further details within Section 6.

1.7 This TS has also been prepared with the benefit of pre-application discussions with LBC Highways Officers, which were undertaken on 31st May 2023 and 13th May 2024.

1.8 The remainder of the report is set out as follows:

- Section 2 - outlines the existing site and its operations;
- Section 3 - details the accessibility of the site;
- Section 4 - summarises the development proposal;
- Section 5 - discusses the relevant transport planning policy;
- Section 6 - outlines the trip generation and mitigation measures; and
- Section 7 - provides a summary and conclusion.

# 2 EXISTING SITE AND OPERATIONS

## Site Location

2.1 The existing site is located approximately 700m east of Hampstead Heath and approximately 200m west of Whittington Hospital (as the crow flies), with Archway Underground Station located approximately 1.2km east of the site (circa 15-minute walk). The surrounding area is predominantly residential in nature with greenspaces also present, including Waterlow Park to the northeast of the site. A location plan is included in **Figure 2.1** below.

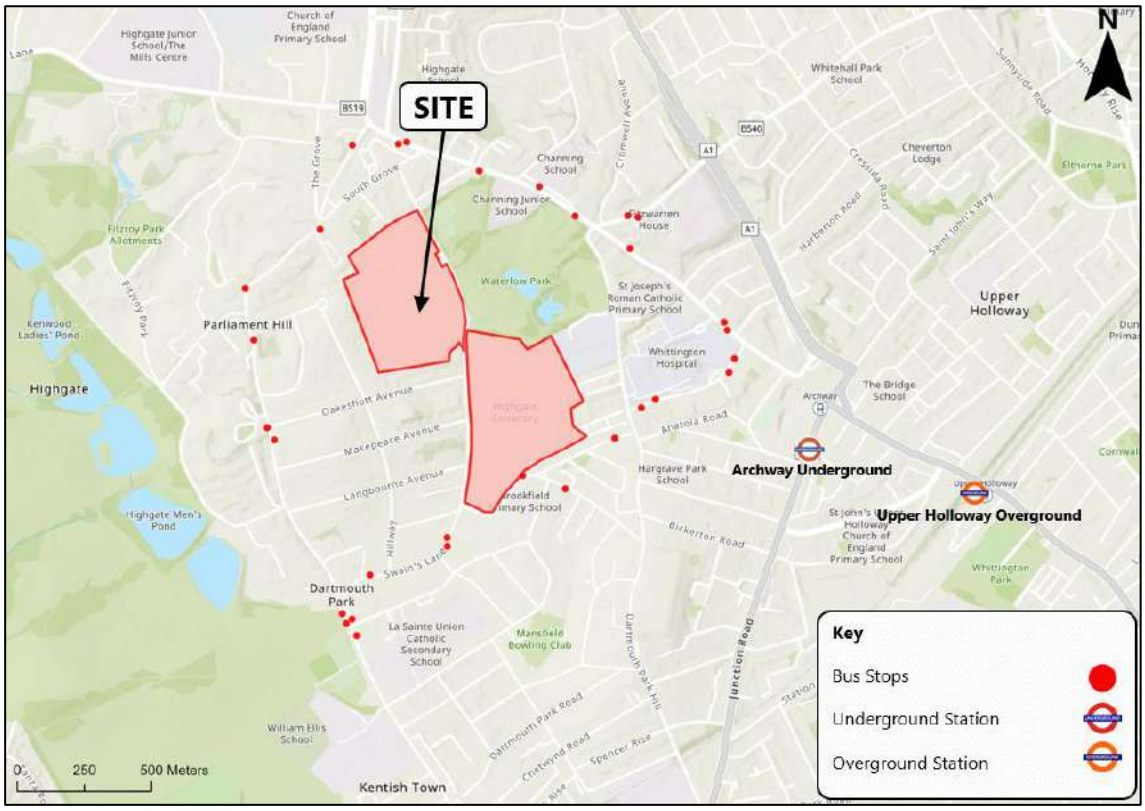



**Figure 2.1: Site Location Plan** *Source: ArcGIS Pro 2024*

2.2 The existing site comprises approximately 396sqm of building footprint across 7 buildings, whilst the cemetery grounds are split into an eastern and western side, which is bisected by Swains Lane. A summary of the existing buildings on-site and their associated uses is included in **Table 2.1** below.

| Table 2.1: Existing Buildings and Associated Use | | | |
|---|---|---|---|
| **Building** | **Location** | **Use** | **Floorspace (sqm)** |
| Chapel | West | Various – office, functional and storage | 206.5 |
| Chapel WC Block | West | Toilets | 9.6 |
| South Lodge | West | Volunteer welfare and sexton accommodation | 36.5 |
| West Side Compound | West | Gardening equipment storage | 36.5 |
| North Lodge | West | Gardening staff welfare | 12 |
| East Side Compound | East | Gardening storage and staff areas | 87 |
| Ticket Booth | East | Ticketing | 7.6 |

2.3 There is an existing forecourt on the western side of Swains Lane adjacent to the Chapel building; this accommodates car parking for approximately 8 cars which are used by staff and visiting grave owners (by agreement. Further details on the existing operations on-site are provided later within this section, with additional details on each of the above buildings included within the Planning Statement submitted as part of the planning application.

2.4 In addition to the above, there are 4 existing Sheffield stand spaces in the courtyard, which accommodate up to 8 bikes.

# Existing Highway Network

## Swain's Lane

2.5 Swain's Lane operates in a predominantly north-south orientation and passes between the East Side and West Side of the cemetery and provides the primary vehicle access to the site. Swain's Lane offers two-way movement up to the Chapel forecourt, however further north from this point Swain's Lane operates one-way northbound only.

2.6 Swain's Lane connects to South Grove in the north and Highgate Road in the south. The carriageway for the two-way section of Swain's Lane measures approximately 6m in width, which narrows at certain points due to on-street parking. To the south of the site there are a mixture of double and single yellow lines operating intermittently along both sides of Swain's Lane. To the north of the site, the carriageway measures approximately 4-5m in width with double yellow lines located on both sides. There are also speed cushions provided to the south of the forecourt which assists in reducing traffic speeds to the 20mph speed limit.

### Controlled Parking Zones

2.7 The roads immediately surrounding the site are located within a Controlled Parking Zone ('CA-U Highgate'), which is in operation from Monday to Friday between 10am – 12 noon.

## Personal Injury Collision Analysis

2.8 In line with TfL's Healthy Streets approach and Vision Zero aim: 'the elimination of all deaths and serious injuries from London's streets by 2041', collision data must be interrogated for adjacent highways.

2.9 An aim of the Vision Zero Action Plan is for Safe Streets: designing an environment that is forgiving of mistakes by transforming junctions, which see the majority of collisions, and ensuring safety is at the forefront of all design schemes. A summary of the recorded collisions in close proximity of the site is shown in **Figure 2.2** below.

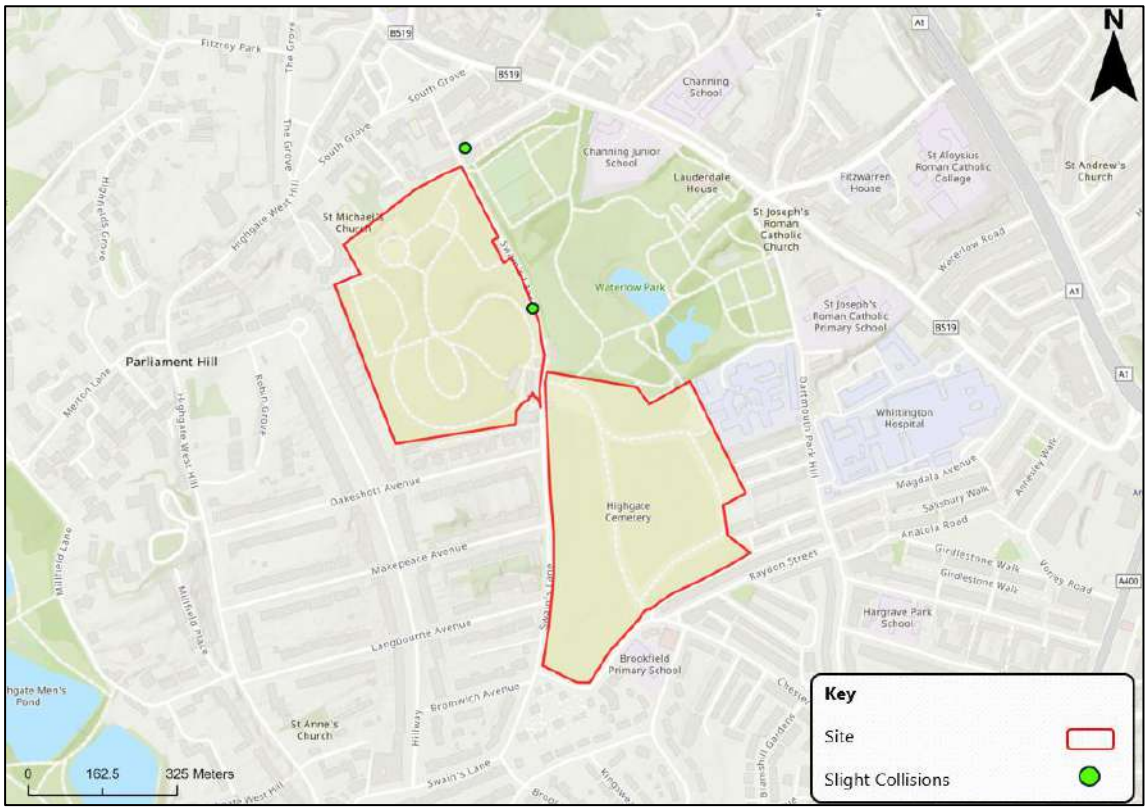



**Figure 2.2: Collisions in Vicinity of Site**

2.10 In total, just 2 slight collisions were recorded over the five-year period. One collision occurred in 2019 and another in 2020; no serious or fatal injury collisions occurred around the site over the five-year period.

2.11 Both slight collisions were caused by driver error, with the collision near the junction with Bisham Gardens being caused by a driver of a car going over the speed limit. The second collision took place along Swain's Lane and occurred due to observational errors by a car driver. A copy of the collision data is attached at **Appendix A.**

2.12 On this basis, it is considered that the collision data does not indicate that there are underlying safety issues within the geometric layout of the highway or non-human behaviour causative factors.

## Existing Operations

2.13 The site is an active burial ground and popular visitor attraction due to the site's designed landscape, funerary buildings and burials of notable and famous people. The site is currently open daily from 10am to 5pm during March - October and 10am to 4pm during November – February; except for Christmas and Boxing Day when the site is closed.

2.14 Guided tours also operate within the site, these last approximately 75 minutes and run on a ticket booking system. General admission operates based on entry tickets with a whole site ticket and an 'east side only' ticket available. Grave owners and members of the Friends of the Highgate Cemetery Trust are exempt from the ticket buying system.

2.15 Grave owners and burial visitors currently equate to approximately 10,000 visitors per year, with circa 100,000 visitors to the site anticipated each year.

2.16 There are approximately 31 guided tours each week (three per weekday and eight per weekend) which are led by volunteers and during a full schedule, approximately 300 people may visit the site via a guided tour.

2.17 There is no off-street car parking available at the site for general visitors, other than the 8 unmarked parking spaces available for staff and visiting grave owners.

2.18 The cemetery is run by staff which comprise of a team of circa 16 people, with the roles as follows:

- CEO.
- Head of Finance.
- Head of Operations.
- Volunteer Manager.
- Bookkeeping & Memberships.
- Visitor Experience Manager.
- Sexton.
- Cemetery Manager.
- Head of Public Programmes.
- Director of Development.
- Projects Director.
- Archivist.

2.19 In addition to the above, there are a number of volunteers at the site, which typically comprise visitor assistances, tour guides and gardening volunteers, with approximately 150 each month.

2.20 Servicing and loading activities are undertaken off-street within the Swains Lane forecourt. Waste storage is located within the western side courtyard and transferred to the Swains Lane forecourt for collection by LBC waste collection vehicles. In addition, there is a weekly collection of green waste that takes place via a skip.

## Site Movement Surveys

2.21 Traffic and pedestrian movement surveys were undertaken between October and November 2023 to identify the existing movements associated with the use of the site, along with movements along Swains Lane.

2.22 A Transport Note (ref: *'N02-SM-Movement Survey Summary Note (240110'*) F2) was prepared by Caneparo Associates which summarises the detailed findings of these surveys and is attached at **Appendix B**, with a summary provided below.

## Swains Lane Surveys

Traffic Movements

2.23 A 24-hour 7-day Automatic Traffic Counter (ATC) survey was installed on the 30th October 2023 to the south of the cemetery access area in order to establish the northbound and southbound movements on Swains Lane. The survey was undertaken to establish the full breakdown of vehicular traffic, along with motorcycles and pedal cycles over the period Monday 30th October – Sunday 5th November 2023.

2.24 The positioning of the survey was set to allow the traffic leaving the Cemetery southbound to also be established. **Table 2.2** below summarises the northbound traffic and southbound traffic across the 7-day period. The data has been split out to also allow the presentation of the volume of cyclists and motorcyclists.

**Table 2.2: Summary of Swains Lane Traffic Movements**

| Day | Date | Northbound Movements | | | Southbound Movements | | |
|---|---|---|---|---|---|---|---|
| | | Cycles | Motor-cycles | Vehicles | Cycles | Motor-cycles | Vehicles |
| Mon | 30th Oct | 101 | 42 | 1,908 | 17 | 1 | 29 |
| Tues | 31st Oct | 106 | 45 | 2,097 | 25 | 0 | 37 |
| Weds | 1st Nov | 59 | 56 | 2,134 | 19 | 0 | 22 |
| Thurs | 2nd Nov | 34 | 33 | 2,139 | 6 | 1 | 32 |
| Fri | 3rd Nov | 121 | 64 | 2,426 | 23 | 4 | 39 |
| Sat | 4th Nov | 55 | 30 | 1,503 | 7 | 0 | 32 |
| Sun | 5th Nov | 169 | 30 | 1,340 | 22 | 1 | 40 |

2.25 The results presented above demonstrate that the northbound traffic ranged from 1,340 vehicles per day (Sunday) up to 2,426 vehicles per day (Friday). Traffic flows were notably higher during weekdays at circa 50% higher on average. Northbound cycles were generally high, with greatest use on Sunday, assumed to be associated with leisure use due to being a renowned area for recreational cyclists in London and beyond, upon which the proposals should not have an adverse effect. Motorcycle use comprised circa 2% of total recorded traffic.

2.26 Southbound traffic departing the site was very low and typically ranges from 22 vehicles (Wednesday) up to a maximum of 40 vehicles per day (Sunday). It should be noted that some traffic also leaves on Swains Lane northbound, however these figures are useful in demonstrating that the two-way nature of operation within this section of Swains Lane only accommodates a low level of vehicular traffic. Southbound cycles were relatively low, while motorcycle use was minimal.

## Cemetery Surveys

2.27 The below section outlines the trips made to both the site and Waterlow Park. Analysis was taken from the eastern access of the cemetery as well as the western accesses. Waterlow Park was also taken into consideration to gauge the overall level of pedestrian movement in the vicinity.

### Pedestrian Access

2.28 The level of pedestrian entry and exit was surveyed for the Cemetery and Waterlow Park across the period 09:00 – 18:00 over the 7-day period Monday 30th October to Sunday 5th November 2023. The results are summarised in **Table 2.3** below.

**Table 2.3: Summary of Cemetery and Waterlow Park Pedestrian Movements**

| Day | Date | Cemetery East Access | | | Cemetery West Accesses | | | Waterlow Park | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Entry | Exit | Total | Entry | Exit | Total | Entry | Exit | Total |
| Mon | 30th Oct | 514 | 529 | 1,043 | 393 | 407 | 800 | 474 | 607 | 1,081 |
| Tues | 31st Oct | 690 | 701 | 1,391 | 595 | 609 | 1,204 | 593 | 664 | 1,257 |
| Weds | 1st Nov | 351 | 358 | 709 | 310 | 311 | 621 | 323 | 406 | 729 |
| Thurs | 2nd Nov | 249 | 255 | 504 | 221 | 237 | 458 | 246 | 307 | 553 |
| Fri | 3rd Nov | 397 | 406 | 803 | 378 | 415 | 793 | 394 | 461 | 855 |
| Sat | 4th Nov | 419 | 424 | 843 | 384 | 389 | 773 | 543 | 710 | 1,253 |
| Sun | 5th Nov | 965 | 979 | 1,944 | 815 | 816 | 1,631 | 973 | 1,321 | 2,294 |

2.29 The results above demonstrate that daily visitors to the western part of the Cemetery across the working week and Saturday varied between 220 and 600, while Sunday saw the highest visitor numbers at circa 800. The eastern part of the site saw circa 250 to 700 visitors Mon-Sat with 965 on the Sunday.

2.30 Waterlow Park saw a similar number of entry movements to the eastern access, however, exit movements were 25% higher on average across the week, thus suggesting this is used as an arrival route to the Cemetery (but less so as a departure route).

2.31 The pedestrian access data shown above helps to give an indication of the current trip generation of the site.

Parking

2.32 Video survey footage was gathered for all vehicular and cycle parking activity at the western forecourt adjacent to the western access. This gathered all data across the day relating to cycle and vehicle drop-offs, parking, and loading, with timed arrivals and departures. The total usage across the week has been summarised in **Table 2.4** below, while some key statistics are summarised in the bullets following.

**Table 2.4: Summary of Parking, Drop-off, and Loading Activity across 7 days**

| Vehicle Type | Drop-Off | Loading | Parcel Delivery | Parked | Pick- Up | Servicing | Un-loading | Waiting | Total |
|---|---|---|---|---|---|---|---|---|---|
| Car | 71 | - | - | 129 | 35 | - | - | 7 | 242 |
| LGV | 9 | 1 | 8 | 23 | 7 | 1 | 5 | 5 | 59 |
| MC | - | - | 3 | 7 | - | - | - | 3 | 13 |
| OGV1 | 1 | 4 | - | 2 | | 1 | 1 | | 9 |
| PC | - | - | - | 14 | - | - | - | 18 | 32 |
| Taxi | 8 | - | - | - | 4 | - | - | 1 | 13 |
| **Total** | **89** | **5** | **11** | **175** | **46** | **2** | **6** | **34** | **368** |

2.33 The data has been interrogated further and the following observations are made regarding usage:

- Drop-off and pick-up accounted for 37% of activity at the forecourt with an average duration of 1 minute across the week;
- Maximum daily parking usage was 30 vehicles on Friday 3rd November with an average dwell time of 59 minutes. The average parking dwell time across the week was 1 hour 28 minutes;
- The average loading duration was 20 minutes, while the average unloading duration was 1 hour 7 minutes, and parcel deliveries took 6 minutes on average;
- Servicing visits occurred twice during the week with an average duration of 2 hours 34 minutes;
- Maximum cycle parking usage was 6 cycles on Sunday 5th November, which coincides with the peak cycle movements on Swains Lane. The average duration of cycle parking was 1 hour 11 minutes;
- Light goods vehicles accounted for circa 16% of vehicle movements, while HGV accounted for 2.5% and Taxis drop-off/pick-up accounted for a total of 3.5% of movements.

2.34 The data above indicates the typical servicing and vehicle trips made to the site, which will be explored further in Section 6 of this report.

## Dartmouth Park Area Healthy Neighbourhood Consultation

2.35 Swains Lane forms part of the area identified within the Dartmouth Park Area Healthy Neighbourhood Consultation being undertaken by LBC and the London Borough of Islington (LBI).

2.36 Phase 1 (Early Engagement) was undertaken between September and November 2023 and sought to gather ideas to improve the streets and local spaces within the Dartmouth Park area. Phase 2 (Co-design Stage) took place between July to August 2024 and set out a range of proposals for the area for public comment. The proposals include the proposed introduction of a traffic filter at the northern end of the cemetery Forecourt that would prevent northbound traffic with the exception of residents of Swains Lane between the cemetery and Bisham Gardens.

2.37 At the time of writing this report, Phase 3 (Consultation) is currently underway, and a meeting was held with LBC officers on Monday 14th October 2024. LBC officers were supportive of the Swain's Lane improvements and confirmed that they would be willing to discuss further with the Applicant in regards to allowing access for servicing vehicles and coaches to the north, as this is required for the site to continue to operate efficiently.

# 3 SITE ACCESSIBILITY

3.1 The site benefits from access to walking, cycling and public transport networks, which are currently used by employees and visitors in the locality, and will be accessible to future employees and guests/visitors.

## Access by Active Modes

3.2 The Healthy Streets Approach is set out as part of the Mayor's Transport Strategy (2018) and puts human health and experience at the centre of planning. The aims of the strategy are to encourage all Londoners to do at least 20 minutes of active travel each day by 2041. TfL has defined 20-minute walking and cycling distances as an Active Travel Zone ('ATZ').

### Access by Foot

3.3 Pedestrians are well provided for within the site with reasonably wide and evenly paved footways present. Beyond the site and along the eastern side of Swain's Lane adjacent to the eastern cemetery access, the footway is narrow (circa 1.5m width) and therefore the proposals look to enhance the pedestrian environment with further details provided later within this report and the landscaping proposals.

3.4 The main issues at present relate to path erosion and varied surface treatments of uneven and deteriorating nature. The proposals for a uniform approach to paths with an even surface and more resting points will improve accessibility for visitors throughout the site.

3.5 A person's willingness to walk is dependent on many factors including access to a car, safety, road congestion, weather, gradients, parking, health, direction of route, and purpose of journey. TfL's Healthy Streets research shows that 'if every Londoner walked or cycled for 20 minutes a day, it would save the NHS £1.7bn in treatment costs over the next 25 years'. The range of facilities within the 20-minute walking and cycling zone of the site will encourage future users to achieve this target. The 20-minute walking zone is shown at **Figure 3.1**.

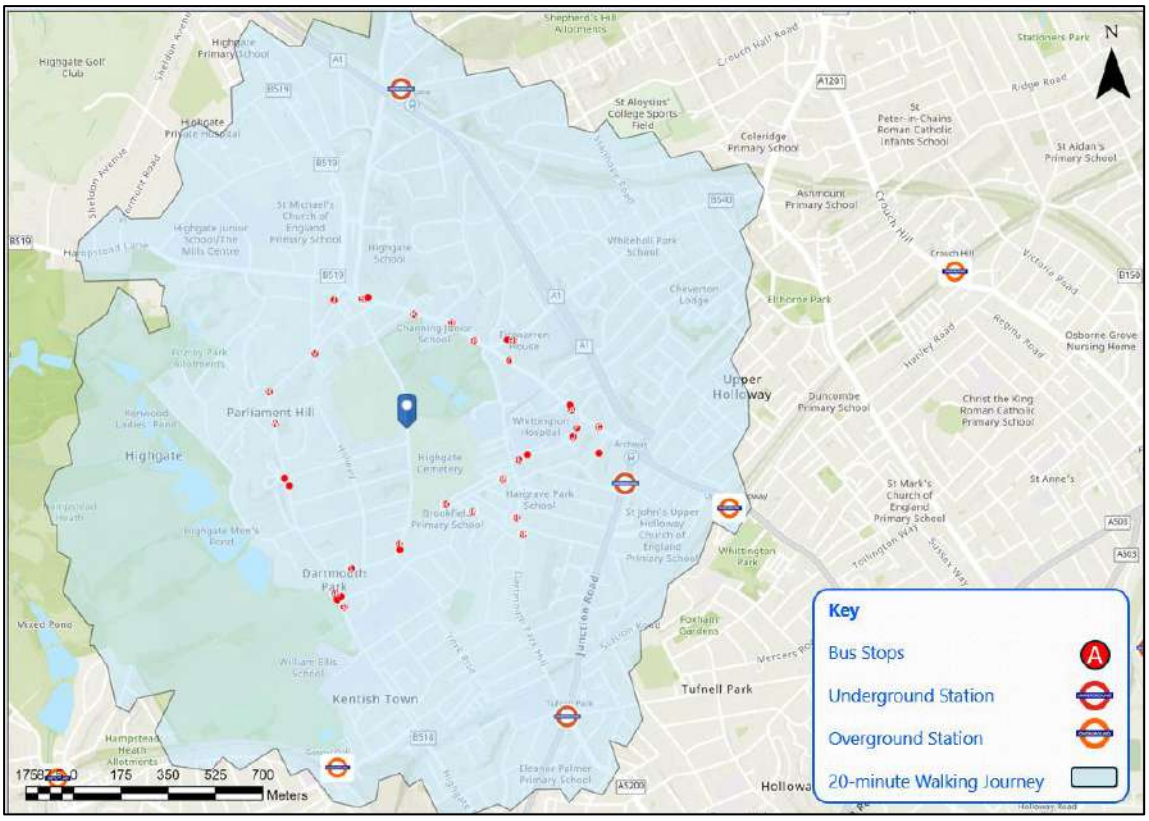



**Figure 3.1: Walking Isochrone (20 minutes)** *Source: ArcGIS Pro 2024*

3.6 In addition, the roads surrounding the site comprise a wide array of retail and commercial properties including food retailers, cafes, and restaurants, all within a reasonable walking distance. **Table 3.1** details a list of local amenities and public transport facilities within an acceptable walking distance from the site.

**Table 3.1: Approximate Distances to Local Amenities & Public Transport**

| Amenity | Location | Distance* (metres) | Approximate Walking Time (minutes) |
|---|---|---|---|
| **Public Transport Opportunities** | | | |
| Bus Stops | Bishams Gardens Bus Stop | 345m | 4 |
| | St Micheals Church Bus Stop | 480m | 6 |
| | Channing School Bus Stop | 480m | 6 |
| | South Grove Bus Stop | 530m | 7 |
| | Waterlow Park Bus Stop | 600m | 8 |
| Rail Stations | Archway Underground Station | 1.2km | 15 |
| | Upper Holloway Overground Station | 1.5km | 19 |
| | Highgate Underground Station | 1.7km | 21 |
| **Facilities and Amenities** | | | |
| Waterlow Park | Highgate High Street | 20m | <1 |

| Table 3.1: Approximate Distances to Local Amenities & Public Transport | | | |
|---|---|---|---|
| **Amenity** | **Location** | **Distance* (metres)** | **Approximate Walking Time (minutes)** |
| Tesco Express | Highgate High Street | 550m | 7 |
| Pizza Express Restaurant | Highgate High Street | 550m | 7 |
| Simmonds Chemists | Swain's Lane | 800m | 10 |
| Whittington Hospital | Magdala Avenue | 900m | 11 |
| Parliament Hill Tennis Courts | Highgate Road | 900m | 11 |
| Sainsbury's Supermarket & ATM | Archway Road | 1.2km | 15 |
| Highgate Post Office | Archway Road | 1.4km | 18 |

**Walking distances taken from Swain's Lane entrance of site*

## Access by Cycle

3.7 Guidance on cycling can be found in '*Cycle Friendly Infrastructure*' guidelines published by the CIHT. This guidance highlights previous research by the DfT that three quarters of all journeys are less than 5 miles (8km), of which 60% are undertaken by private cars. The guidelines highlight that there is a *'substantial potential'* for substituting cycling for driving for distances up to 5 miles.

3.8 **Figure 3.2** indicates the ATZ for the site based on a 20-minute cycle distance. A 20-minute cycle puts the site within cycling distance of much of Central London including Hampstead Heath, Regents Park, Finsbury Park, Muswell Hill and Camden Town.

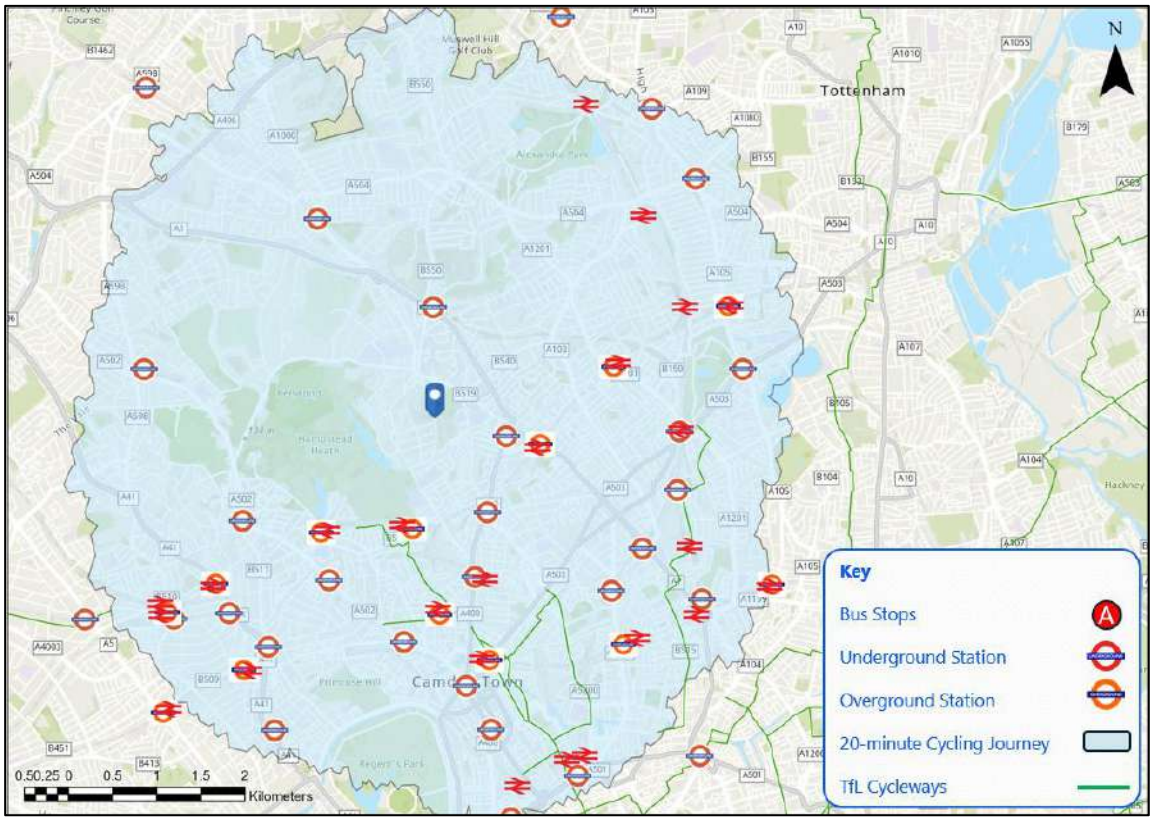



**Figure 3.2: Cycle Isochrone (20 minutes)** *Source: ArcGIS Pro 2024*

3.9 As shown above, although the site is not located in close proximity to any TfL Cycleways, many of the roads surrounding the site such as Swain's Lane are suitable for cyclists.

3.10 In addition to the potential cycle routes around the site and its advantageous location, the site is also afforded a number of spaces to park a bike in and around the site. The nearest short-stay cycle parking spaces within a 5-minute walk, are as follows:

- Swain's Lane (8 Sheffield Stand spaces) – on-site.
- Swain's Lane / Oakeshott (4 Sheffield Stand spaces) – circa 80m south of the site (1-minute walk).
- Swain's Lane / Makepeace Avenue (4 Sheffield Stand spaces) – circa 190m south of the site (2-minute walk).
- Swain's Lane / Langbourne Avenue (4 Sheffield Stand spaces) – circa 300m south of the site (4-minute walk).
- South Grove (14 total spaces = 8 Sheffield Stands & 6 parking post spaces) – circa 400m north of the site (5-minute walk).

# Access by Public Transport

## Public Transport Accessibility Level (PTAL)

3.11 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport network at a particular point.

3.12 The PTAL is categorised in six levels, 1 to 6 where 6 represents a high level of accessibility and 1 represents a low level of accessibility. The PTAL levels 1 and 6 are further subdivided into A and B levels, with level A indicating the location is rated towards the lower end of the PTAL category and B towards the higher end.

3.13 Using the TfL web-based connectivity assessment toolkit, it has been determined that the centre of the site has a PTAL rating of 2, demonstrating that the formula has deemed it to have a lower level of accessibility however, the methodology defines a maximum 640m walking distance to bus stops and a 960m distance to rail / underground stations, therefore the rating omits the Archway Underground Station and the Upper Holloway Overground station, both of which are within a 20-minute walking distance and therefore deemed to be within the site's walking ATZ.

## Bus Services

3.14 There are a number of bus services that operate in the vicinity of the site, with the nearest bus stops being located approximately 345m north of the site on Highgate High Street (4 minutes' walk) ('Bishams Gardens Bus Stop K'). **Table 3.2** summarises the services and frequencies of buses available within a short walking distance from the site.

**Table 3.2: Bus Service Summary**

| Route No. | Route | Frequency (Every 'x' Minutes) | | |
|---|---|---|---|---|
| | | Weekdays | Saturday | Sunday |
| C11 | Archway Station - Brent Cross Shopping Centre | 8 - 12 | 9 - 12 | 12 |
| 143 | Archway Station - Brent Cross Shopping Centre | 10 - 14 | 11 - 14 | 15 |
| 210 | Finsbury Park Station – Brent Cross Shopping Centre | 8 - 12 | 9 - 13 | 10 - 14 |
| 214 | Highgate School / Hampstead Lane - Finsbury Square | 5 - 8 | 6 - 10 | 10 - 14 |

3.15 As shown in the table above there are approximately 23 buses an hour operating in the vicinity of the site, equating to circa one service every three minutes on average. All surrounding bus stops have timetable information with some bus stops offering sheltered seating.

3.16 In addition to the above, there is also a nighttime bus service (N271) which provides a route between North Finchley and Finsbury Square on a 30-minute frequency, albeit this service is unlikely to be used by visitors and staff due to the opening hours of the site.

## London Underground Services

3.17 The site is provided for in terms of London Underground access, with Archway Underground Station located approximately 1.2km east (15-minute walk or a 5-minute cycle), therefore within the site's ATZ. Archway Underground offers Northern Line services along the Morden – High Barnet mainline.

3.18 The Northern Line offers services to High Barnet, Bank and Mill Hill East in a northbound direction and Morden, Battersea and Bank in a southbound direction. The Northern Line runs approximately 27 services each hour, equating to one service every two minutes on average.

3.19 Highgate Underground Station is located 100m north of the ATZ of the site, however, the station offers the same Northern Line services as the much closer Archway Underground Station.

## London Overground Services

3.20 Upper Holloway Station offers Overground Rail services and is located circa 1.5km (19-minute walk / 6-minute cycle) southeast of the site. Upper Holloway Station is located on the Suffragette Line and offers services between Barking Riverside and Gospel Oak connecting to the Mildmay Line at Gospel Oak. Services operate with the following frequencies during the AM peak hour:

- 5 services per hour to Gospel Oak; and
- 5 services per hour to Barking Riverside.

3.21 Upper Holloway Station offers step-free access from the platform to the street, making the station accessible for wheelchair users and those using pushchairs.

## Car Clubs

3.22 There are several existing car club vehicles in the vicinity of the site, operated by Zipcar. The closest car club bay locations within the vicinity of the site are set out below:

- Zipcar x 1 on South Grove (450m / 6 minutes' walk north of the site).
- Zipcar x 2 on Cromwell Avenue (800m / 10 minutes' walk east of the site).
- Zipcar x 2 on Bickerton Road (950m / 4 minutes' walk south of the site).

# 4 DEVELOPMENT PROPOSALS

## Proposed Development

4.1 The proposed development comprises predominantly refurbishment & redevelopment of the existing buildings across the site, whilst also including additional structures, therefore increasing floor areas by circa 475sqm, to 871sqm. Approximately 18% of the increase is associated with the education and community function of the site, with 42% relating to additional Gardener's facilities and sentry kiosks, with all remaining floorspace relating to staff and volunteer welfare and visitor functions, including office space, toilets and a café. The proposals also result in an increase in staff, with 4 additional FTE employees, therefore totalling 16 on-site.

4.2 Due to the scale and extent of the development, the proposals have been divided into specific 'Projects', which outline the amendments to each of the buildings or spaces. **Figure 4.1** highlights the location of these projects, whilst a summary of the works is included in **Table 4.1** below.


**Figure 4.1: Location of Building-Related Proposed Projects within Site**

| Table 4.1: Summary of Existing and Proposed Development | | | | | | |
|---|---|---|---|---|---|---|
| **Project** | **Building** | **Existing Use** | **Existing GIA** | **Proposed Use** | **Proposed GIA** | **Development Type** |
| 1 | East Side Building | Gardener's compound | 117 sqm | Community and education facility | 174 sqm (+87 sqm) | Redevelopment |
| 2 | Visitors Building | Containers | 37 | Visitors use | 222sqm (+185 sqm) | Redevelopment |
| 3 | Chapel Buildings | Funeral services and archive office | 207 sqm | Funeral services and space for reflection | 202 sqm (-5 sqm) | Refurbishment |
| 4 | Courtyard Store | Toilets | 10 sqm | Bin store and mobility aids | 17 sqm (+7 sqm) | Redevelopment |
| 5 | East Side Sentry | Tickets and security | 8 sqm | Tickets and security | 6 sqm (-2 sqm) | Redevelopment |
| 6 | East Side Mound Building | N/A | | Gardener's facilities and storage | 201 sqm (+201 sqm) | New Build |
| 7 | Public Realm Improvements | | | | | Redevelopment |
| 8 | Landscape | | | | | Redevelopment |
| 9A | North Lodge | Gardener's area tea point | 12 sqm | Gardener's area tea point | 12 sqm | Refurbishment |
| 9B | South Lodge | Volunteer rest area + WC | 37 sqm | Public Toilets | 37 sqm | Refurbishment |
| 10 | Conservation & Repair | N/A | | | | |
| **Total Useable Space** | | | | | **871 sqm** | |

4.3 It is evident from the above that the majority of the proposals are to further enhance existing facilities to bring them up to a better standard, - by improving the facilities and visitor experience, it is therefore anticipated that there would be continued organic growth in visitor numbers. The proposed café will be ancillary and will be for visitors only and therefore not a 'destination' café, but it is still anticipated that this would help to attract visitors to the site over time.

4.4 The proposed community and education facility will replace the gardeners building as it is being relocated. This facility will have a new pedestrian access point onto Swains Lane so that it can be accessed outside of cemetery opening hours.

4.5 Further details on each Project proposal is included within the Planning Statement that is submitted as part of the planning application. Those relevant from a transport perspective are discussed further below.

## Public Realm Improvements

4.6 The proposals include the provision of new surfacing within the forecourt and along Swain's Lane where it meets the cemetery's eastern and western accesses. This will improve accessibility through a raised pedestrian walkway between the accesses, step-free access to both cemeteries, and improving the forecourt adjacent to the Chapel building.

4.7 The proposed materiality has been discussed with LBC during pre-application discussions. Further details are included within the Landscaping DAS submitted as part of the planning application. An extract has been provided in **Figure 4.2** below, with the full landscape masterplan drawing attached at **Appendix C**.

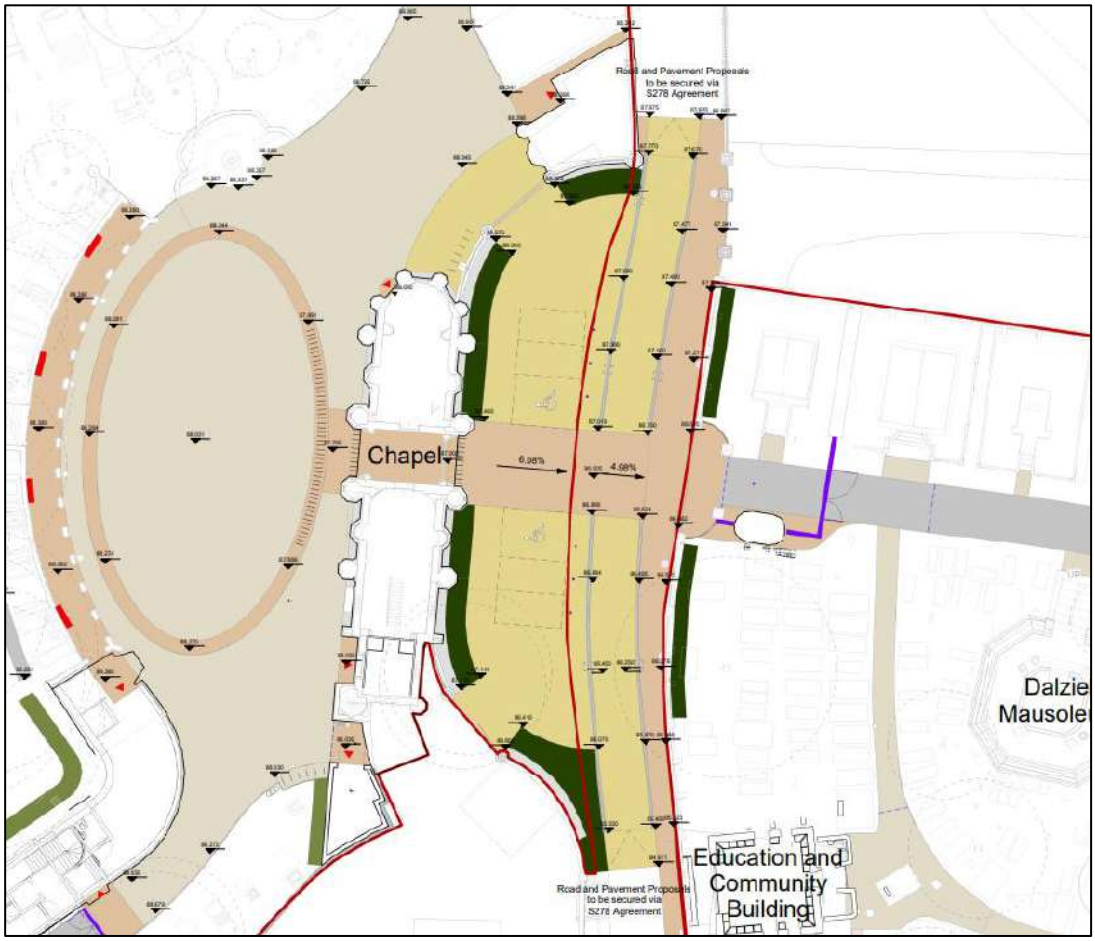



**Figure 4.2: Extract of Swain's Lane Improvements**

4.8 Further discussions will be required with LBC regarding the proposed highway improvements, including works to footways and interfaces with areas of public highway on Swains Lane and Chester Road. It is envisaged this will be undertaken via Section 278 agreement for off-site highway works.

## Access

4.9 The main cemetery pedestrian entrances will remain similar to the existing situation, however there will be improvements to Chester Road Gate area, as well as a new sentry. The Education and Community Building i.e. Project 1, will still be accessed internally from the eastern access, however it will also have a new pedestrian access point onto Swains Lane. This will ensure the building can be accessed outside of the cemeteries opening hours i.e. when the eastern cemetery is closed.

4.10 Vehicle accesses will remain as per the existing situation with access taken from Swains Lane to the courtyard via a gated access, and directly to the eastern cemetery from Swains Lane or from the south via Chester Road for maintenance vehicles only.

# Parking Provision

## Car Parking

4.11 The proposed development includes 6 car parking spaces located within the forecourt area, which includes 2 disabled parking bays. Access to these spaces will be restricted by bollards to ensure that they are only used by staff, visiting grave owners, and disabled visitors.

4.12 This is a reduction in parking compared to the existing situation which includes 8 car parking spaces and will therefore help to promote sustainable modes of travel.

## Pick-up and Drop-off

4.13 The proposals look to increase the number of community and educational trips to the site including from schools, colleges and universities. Therefore, coach travel is expected to be a more common method of travel to the site compared to the existing situation. As per the existing situation, drop offs will take place within the forecourt of the site, with coaches arriving from the south along Swain's Lane and departing northbound on Swain's Lane. Pick-ups will be organised in the same manner, with coaches arriving from the south and departing northbound.

4.14 As per the existing situation, the parking within the forecourt will be managed by on-site staff to ensure it is unoccupied to allow the coach to stop; vehicle swept path analysis demonstrating this included at **Appendix D.** Coaches will be actively managed and subject to a maximum duration of 15-minutes for any drop-offs and pick-ups. The position of the coach will also ensure that the east-west pedestrian route between the cemeteries remains unobstructed.

4.15 Taxi drop-offs / pick-ups will be discouraged, however, can be accommodated within the forecourt. As outlined in Section 2, there were approximately 106 pick-ups / drop-offs across a week, therefore equating to approximately 15 trips each day. It is anticipated that the proposed scenario will generate minimal changes to taxi movements.

### Cycle Parking

4.16 Cycle parking will be provided in accordance with London Plan and LBC standards (outlined in Section 5), with 12 long-stay spaces provided for staff within the new Gardeners' building, and 10 short-stay spaces for visitors provided within the forecourt area.

## Delivery and Servicing Management

4.17 The servicing strategy for the site will remain as per the existing situation with servicing vehicles making use of the forecourt for loading and unloading activities. Deliveries for the site are expected to comprise staff supplies, gardening equipment and café goods, with delivery of bulky items expected to be infrequent.

### Servicing Arrangements

4.18 Vehicles will typically not exceed a 7.5t box van and will utilise the forecourt in-line with existing arrangements. The majority of deliveries will be scheduled outside of the site's visitor opening hours and therefore will not conflict with visitor vehicles or peak pedestrian times.

### Delivery Routing

4.19 Delivery, servicing and waste collection drivers will be advised to arrive from the south along Swain's Lane before egressing northbound. Suppliers will be made aware of the routes in which can be taken to and from the local highway network, with the recommended vehicle route summarised as follows:

- Access: Swain's Lane (two-way) – Site's Forecourt – Site.
- Egress: Site's Forecourt – Swain's Lane (one-way, northbound).

## Servicing Movements

4.20 With regards to the expected quantum of deliveries per day, the site will generate similar to existing. As outlined in Table 2.3 within Section 2, there were circa 22 loading / delivery trips made to the site across a 7-day period. Based on this, it is therefore anticipated that the cemetery will generate the following servicing demand:

- *Ad Hoc* private courier parcel deliveries – 2 delivery per day, 6 days a week; and
- General suppliers (consumables, stationery, beverages and non-perishables, etc.) – 5 deliveries per week.

4.21 As per the above, it is therefore anticipated that the site will generate a daily servicing demand of 3-4 deliveries.

## Types of Vehicles

4.22 It is anticipated that the vast majority of servicing and delivery activities will be undertaken by Light Goods Vehicles (LGVs) such as transit, panel and box vans. **Figures 4.3 – 4.5** illustrate the type of vehicles that are likely to serve the site.


**Figure 4.3: Typical LWB 3.5t Sprinter Van**


**Figure 4.4: Typical 4.6t Light Panel Van**


**Figure 4.5: Typical 7.5t Box Van**

4.23 In addition to the above, there will also be the skip deliveries to both the eastern and western cemeteries. Vehicle swept path analysis demonstrating that a skip lorry can access both cemeteries is included at **Appendix E**. The eastern cemetery will be accessed from Chester Road to the south to minimise the distance required to route through the cemetery. Due to the process for delivery a skip and it needing to be placed immediately behind the vehicle, a lay-by has been incorporated into both sides to allow this to occur.

4.24 Within the eastern side there is also a storage area whereby materials will need to be transferred to/from where the skip is located. Vehicle swept path analysis demonstrating that this is feasible is included in **Appendix F**. This also includes tracking of the gardeners vehicles that will be stored within the Mound Building.

## Waste Strategy

4.25 LBC does not have its own waste storage guidance for cemetery developments. Notwithstanding, the existing cemetery currently has 2 x 1,100L Eurobins, of which one is for recycling and one for general waste. An additional 2 x 1,100L Eurobins will be provided in order to accommodate the proposed café and additional visitors anticipated over the years. Furthermore, green waste will continue to be collected in-line with existing arrangements, with a weekly skip collection.

4.26 The bins are stored adjacent to the courtyard and would be collected weekly in-line with existing arrangements.

# 5 PLANNING POLICY CONSIDERATIONS

5.1 This Section provides a summary of the relevant transport policies at a national (Central Government), strategic (London Plan) and local level (Camden Local Plan).

## National Planning Policy

### National Planning Policy Framework (December 2023)

5.2 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied.

5.3 Chapter 9 – 'Promoting Sustainable Transport' sets out central Government national transport policy.

5.4 The Chapter notes at Paragraph 108 that transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) *"the potential impacts of development on transport networks can be addressed;*
b) *opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
c) *opportunities to promote walking, cycling and public transport use are identified and pursued;*
d) *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
e) *patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."*

5.5 Paragraph 115 states that "*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

5.6 Paragraph 116 highlights what developments should provide which are listed below:

a) *"give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public*

*transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

*b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

*c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

*d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

*e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

5.7 The Chapter concludes at Paragraph 117 that *"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*

# Strategic Planning Policy

## The London Plan (March 2021)

5.8 The London Plan (March 2021) is a Spatial Development Strategy which sets out the framework for the development of London over the next 20-25 years. The policies set out in the London Plan which are pertinent to the proposed development are set out below.

5.9 Policy T1 sets out a number of strategic aims, key aims include:

*A. "Development Plans should support, and development proposals should facilitate:*

*1) the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041.*

*B. All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated."*

5.10 Policy T4 - Assessing and mitigating transport impacts provides the following advice:

B. *"When required in accordance with national or local guidance, transport assessments/statements should be submitted with development proposals to ensure that*

*impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance."*

5.11 Policy T5 – Cycling states the following:

*A. "Development Plans and development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This will be achieved through:*

*(i) supporting the delivery of a London-wide network of cycle routes, with new routes and improved infrastructure*

*(ii) securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located. Developments should provide cycle parking at least in accordance with the minimum standards set out in Table 10.2 and Figure 10.3, ensuring that a minimum of two short stay and two long-stay cycle parking spaces are provided where the application of the minimum standards would result in a lower provision."*

5.12 In terms of car parking Policy T6 states:

*A. "Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite'). Car-free development has no general parking but should still provide disabled persons parking in line with Part E of this policy."*

5.13 Table 10.2 sets out under policy section T5 Cycling the specific standards for cycle parking throughout London. These are detailed with reference to the site in **Table 5.1** below, which are minimum standards.

| **Table 5.1: London Plan Minimum Cycle Parking Standards (from Table 10.2)** | | |
|---|---|---|
| **Use Class** | **Long-stay** | **Short-stay** |
| D1 (churches, etc.) | 1 space per 8 FTE staff | 1 space per 100 sqm GEA |

5.14 Policy T7 Deliveries, Servicing and Construction states the following:

*A. "Development plans and development proposals should facilitate sustainable freight movement by rail, waterways and road."*

5.15 'Point G' of Policy T7 states:

*G. "Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments."*

## Mayor's Transport Strategy (March 2018)

5.16 The Mayor's Transport Strategy was published in March 2018 and sets out a range of policies and proposals aimed at creating Healthy Streets and healthy people with the aim for 80 per cent of trips in London to be made on foot, by cycle or using public transport by 2041.

5.17 The Mayor's Transport Strategy vision states:

*"The central aim of this strategy – the Mayor's Vision – is to create a future London that is not only home to more people, but is a better place for all those people to live in.*

*The success of London's future transport system relies upon reducing London's dependency on cars in favour of increased walking, cycling and public transport use."*

5.18 Central to this vision are the following three transport aims:

1. *"By 2041, for all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day.*
2. *For no one to be killed in or by a London bus by 2030, and for deaths and serious injuries from all road collisions to be eliminated from the streets by 2041.*
3. *To reduce freight traffic in the central London morning peak by 10 per cent on current levels by 2026, and to reduce total London traffic by 10-15 per cent by 2041."*

# Local Planning Policy

## London Borough of Camden Local Plan (July 2017)

5.19 The Local Plan, adopted July 2017, sets out the LBC spatial vision and policies to deliver the strategy, guiding change until 2031. The LBC Local Plan should be used in conjunction with the London Plan and replace the Core Strategy and Development Policies planning documents that were adopted in 2010.

5.20 Strategic Objective 8 sets out a transport objective for the borough, which states:

*"To promote sustainable transport for all and to make Camden a better place to cycle and walk around, to reduce air pollution, reliance on private cars and congestion and to support and promote new and improved transport links."*

5.21 Policy T1 – Prioritising walking, cycling and public transport states: *"The Council will promote sustainable transport by prioritising walking, cycling and public transport in the borough".* This will be promoted in the following ways:

*a) "Improve the pedestrian environment by supporting high quality public realm improvement works;*

*b) Make improvements to the pedestrian environment including the provision of high quality safe road crossings where needed, seating, signage and landscaping;*

*c) Are easy and safe to walk through ('permeable')*

*d) Are adequately lit;*

*e) Provide high quality footpaths and pavements that are wide enough for the number of people expected to use them. Features should also be included to assist vulnerable road users where appropriate; and*

*f) Contribute towards bridges and water crossings where appropriate.*

*Cycling – In order to promote cycling in the borough and ensure a safe and accessible environment for cyclists, the Council will seek to ensure that development:*

*g) Provides for and makes contributions towards connected, high quality, convenient and safe cycle routes, in line or exceeding London Cycle Design Standards, including the implementation of the Central London Grid, Quietway's Network, Cycle Super Highways and;*

*h) provides for accessible, secure cycle parking facilities exceeding minimum standards outlined within the London Plan and design requirements outlined within our supplementary planning document Camden Planning Guidance on transport. Higher levels of provision may also be required in areas well served by cycle route infrastructure, taking into account the size and location of the development;*

*i) makes provision for high quality facilities that promote cycle usage including changing rooms, showers, dryers and lockers;*

*j) is easy and safe to cycle through ('permeable'); and*

*k) contribute towards bridges and water crossings suitable for cycle use where appropriate."*

## LBC Planning Guidance – Transport (2021)

5.22 LBC has prepared the Camden Planning Guidance (CPG) on Transport to support the policies in the Camden Local Plan (2017). This was adopted in January 2021 and is a material consideration in planning decisions.

5.23 At paragraph 8.6, the guidance states that *"The Council will expect developments to provide, as a minimum, the number of cycle parking spaces as set out in the London Plan. The Council will seek an additional 20% of spaces over and above the London Plan standard to support the expected future growth of cycling for those that live and work in Camden."*

5.24 A paragraph 9.7, the guidance states the following with regards to pedestrian and cycle movement:

*"Key considerations to be given to the movement of people in and around a site includes the following:*

- *Ensuring the safety of vulnerable road users, including children, elderly people and people with mobility difficulties, sight impairments, and other disabilities;*
- *Maximising pedestrian and cycle accessibility and minimising journey times making Sites 'permeable';*
- *Providing stretches of continuous footways without unnecessary crossings;*
- *Making it easy to cross where vulnerable road users interact with motor vehicles;*
- *Linking to, maintaining, extending and improving the network of pedestrian and cycle routes;*

- *Maximising safety by providing adequate lighting and overlooking from adjacent buildings;*
- *Taking account of surrounding context and character of the area;*
- *Providing a high-quality environment in terms of appearance, design and construction, considering Conservation Areas and other heritage assets, and using traditional materials (such as natural stone), SuDS and planting (trees, pocket parks etc.) where appropriate;*
- *Investing in the public realm to create inclusive spaces that support greater social interaction (places to sit, sheltered, not too noisy, safe, etc);*
- *Use of paving surfaces which enhance ease of movement for vulnerable road users;*
- *Avoiding street clutter and minimising the risk of pedestrian routes being obstructed or narrowed, e.g. by footway parking or by unnecessary street furniture; and*
- *Having due regard to design guidance set out in the Camden Streetscape Design Manual, TfL's London Cycling Design Standards, TfL's Pedestrian Comfort Level Guidance and TfL's Healthy Streets Indicators."*

## Policy Summary

5.25 The proposed development accords with planning policy as outlined above. Car parking will be reduced on-site by 2 spaces and will therefore help to promote sustainable modes of travel. It is pertinent to note that the site cannot be completely car-free given the operational requirements of the site, however by limiting the number of spaces, this will help to encourage sustainable modes of travel.

5.26 Cycle parking is also provided in accordance with London Plan standards, which is a betterment to the existing situation.

5.27 The public realm improvements along Swain's Lane will improve the environment for pedestrians and cyclists both passing between the two cemeteries as well as people using Swain's Lane. All servicing and waste collection activity will take place within the forecourt and therefore not on the local highway network.

5.28 The proposed improvements at the site will assist in improving the experience for existing users as well organic growth for visitors, as such, there would not be a severe impact on the local highway network and should therefore be acceptable in highways and transportation terms.

# 6 TRIP GENERATION AND MITIGATION MEASURES

6.1 This section of the report considers the trip generation of the proposed development and sets out the mitigation measures.

## Trip Generation

6.2 The site's existing total person trip rate has been outlined within the movement surveys (Section 2) showing that, taking into consideration both access sides, the cemetery generates around 820 daily trips on an average weekday and around 805 trips on a Saturday. Sunday is the busiest day for the site generating around 1,780 trips throughout the day.

6.3 There are aspirations for visitor number to increase organically over a long duration at the site, meaning there will not be significant increases each year.

6.4 The additional visitors are likely to be associated with the enhanced café/visitor centre as well as the community/education building. The majority of trips will be outside of the typical peak periods on the local highway network and will be managed to ensure that the level of demand is manageable at the site.

## Construction Management Plan

6.5 As part of the planning application submission a draft Construction Management Plan (CMP) Proforma has been prepared. The CMP outlines the construction logistics strategy for the development and mitigation measures proposed to actively manage the construction vehicles on the local highway network.

6.6 The CMP seeks to provide a robust construction strategy that will minimise the potential for disruption to local residents, businesses, local schools, members of the public and visitors to the site as well as other users of the adjacent highway network.

6.7 All aspects of the CMP are preliminary and will be finalised with the Council by way of a planning condition or legal agreement prior to commencement of the development, by which time a contractor will have been appointed and provided the necessary further input.

# 7 SUMMARY & CONCLUSION

7.1 This Transport Statement has been prepared by Caneparo Associates on behalf of Friends of Highgate Cemetery Trust in relation to the planning application at Highgate Cemetery, Swain's Lane, London, N6, located in the London Borough of Camden.

7.2 The site is located approximately 700m east of Hampstead Heath and approximately 200m west of Whittington Hospital (as the crow flies), with Archway Underground Station located approximately 1.2km east of the site (circa 15-minute walk). The existing site comprises approximately 396sqm of building footprint across 7 buildings, whilst the cemetery grounds is split into an eastern and western side, which is separated by Swains Lane.

7.3 The proposed development comprises predominantly refurbishment & redevelopment of the existing buildings across the site, whilst also including an additional structure, therefore increasing floor areas by circa 475sqm, to 871sqm. Approximately 18% of the increase is associated with the education and community function of the site, with 42% relating to additional Gardener's facilities, with all remaining floorspace relating to staff and volunteer welfare and visitor functions, including office space, toilets and a café.

7.4 There are also proposed improvements to the landscaping across the site, as well as public realm improvements on Swains Lane between the two entrances to further enhance the experience.

7.5 Specifically, the full planning application seeks planning permission for:

*"Restoration, conservation, demolition and replacement of buildings in East Side and West Side of Highgate Cemetery, including Cemetery wide landscaping, drainage, public realm, access works and conservation of funerary structures to support the function of a working cemetery, visitor attraction and community use. Namely:*

*East Side includes the demolition and replacement of gardener's compound with a community and education building (single storey plus extension to existing basement), removal of ticket booth and replacement with sentry at Swain's Lane entrance, erection of additional sentry at Chester Road entrance, and the erection of a two storey gardener's building, for office, workshop, staff welfare and storage uses, plus alterations to the boundary wall.*

*West Side includes removal of existing containers and erection of a two-storey visitor, volunteers and operations building, demolition and replacement of visitor toilets building with a utility store, restoration of Dissenters' Chapel and Anglican Chapel for community and funeral uses, and restoration of South Lodge for visitor toilets and North Lodge for staff and volunteer welfare".*

7.6 The proposals have been assessed taking into consideration policy guidance and existing conditions and can be summarised as follows:

- The site is located within a reasonable walking distance of an overground & underground station and several bus services.
- The collision data that has been obtained for the previous 5 years' suggest that there are no highway safety related issues along Swain's Lane.
- The main access into the site will be taken from the west via the forecourt with additional access retained to the east as per the existing situation.
- The proposals will be predominantly car-free with 6 car parking spaces proposed. These will be predominantly used for staff, however there will be some visitor use for grave owners and Blue Badge users.
- The proposals include the provision of new surfacing within the forecourt and along Swain's Lane, which will improve accessibility through a raised pedestrian walkway between the accesses.
- Both long-stay and short-stay cycle parking will be provided in accordance with London Plan and London Borough of Camden standards. Long-stay cycle parking will comprise secure storage within the gardeners' building, while short-stay cycle spaces will be accessible and located within the forecourt.
- The servicing strategy for the site will remain as per the existing situation with servicing vehicles making use of the forecourt for loading and unloading activities. Deliveries for the site are expected to be associated with staff supplies, gardening equipment and café goods and it is forecast changes to existing servicing demand will be minimal.
- Waste will be stored within the western courtyard and will be transported to the forecourt on collection days. Collections are proposed to take place at the same frequency as the existing situation (twice a week), with green waste collected weekly via a skip.

- Visitor numbers are anticipated to be an organic growth and based on the fact the café/visitor centre will be enhanced and the community/education building, with any demand managed accordingly and typically taking place outside of peak periods on the local network.

## Conclusion

7.7 In light of the above, it is concluded that the planning application proposal is acceptable in traffic and transport terms. Taking into consideration the benefits of the development and mitigation measures proposed, it is consistent with relevant transport policy guidance and is considered to meet the key test of the NPPF at paragraph 115, which states that:

*"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

7.8 It is therefore considered that the proposed development should not be prevented or refused on transport grounds.

# APPENDIX A

# B02 Highgate Cemetery, Swain’s Lane

**SUMMARY OF COLLISIONS SELECTED**

| SITE REFERENCE AND DESCRIPTION | DATE PERIOD | COLLISION COUNT |
|---|---|---|
| TOPIC BASED QUERY | | 2 |

**THE DESCRIPTION OF HOW THE COLLISION OCCURRED AND THE CONTRIBUTORY FACTORS ARE THE REPORTING OFFICER’S OPINION AT THE TIME OF REPORTING AND MAY NOT BE THE RESULT OF EXTENSIVE INVESTIGATION. NOTE THAT SELF-REPORTED COLLISIONS (INTRODUCED IN SEPTEMBER 2016) MAY HAVE LIMITED INFORMATION. DESCRIPTIONS HAVE BEEN AUTOMATICALLY REDACTED TO REMOVE ALL PERSONALLY IDENTIFIABLE INFORMATION, BUT SHOULD YOU RECEIVE ANY IN ERROR PLEASE INFORM THE COLLISIONS DATA TEAM AS SOON AS PRACTICAL. SELF-REPORTED COLLISIONS INTRODUCED IN SEPTEMBER 2016 MAY HAVE LIMITED INFORMATION AND TEND TO BE LOWER IN QUALITY THAN POLICE REPORTS. THE INTRODUCTION OF ONLINE SELF-REPORTING HAS MADE IT EASIER FOR MEMBERS OF THE PUBLIC TO REPORT COLLISIONS TO THE POLICE. THERE HAVE BEEN YEAR ON YEAR INCREASES IN SELF-REPORTS SINCE THIS WAS INTRODUCED. THIS HAS CONTRIBUTED TO AN OVERALL INCREASE IN THE NUMBER OF CASUALTIES REPORTED ON LONDON’S ROADS.**

TOPIC BASED QUERY

1

| | | | | | |
|---|---|---|---|---|---|
| 01190214628 | MON 28/10/2019 17:30 | DARK | SWAIN'S LANE, 170 METRES NORTH OF JUNCT WTH OAKESHOT AVENUE.. NREST CLASSIFIED RD WAS B2. NREST CLASSIFIED RD WAS B2 | 02 CELL 528500/187000 | 528534/187045 |
| POLICE - AT SCENE | ROAD-WET | WEATHER-FINE | DUAL CWY | NO JUN IN 20M | NO XING FACIL IN 50M | NONE IN 50M |

NOT KNOWN HOW COLLISION OCCURRED

| | | | | | | |
|---|---|---|---|---|---|---|
| CASUALTY | 001 (002) | (18 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | |
| VEHICLE | 001 (000) | PHV - LICENCED<br>BT - NEG | (52 YRS - M - REDACT) | G/AHEAD - OTHER | (S TO N)<br>BACK HIT<br>FIRST | JOURNEY P/O WORK |
| VEHICLE | 002 (000) | M/C <= 50CC<br>BT - NEG | (18 YRS - M - REDACT) | G/AHEAD - OTHER | (S TO N)<br>FRONT HIT<br>FIRST | JOURNEY P/O WORK |
| V002 | B | 308 (FOLLOWING TOO CLOSE) | | V001 B | 408 (SUDDEN BRAKING) | |

2

| | | | | | |
|---|---|---|---|---|---|
| 01200280517 | SAT 21/11/2020 14:45 | LIGHT | SWAIN'S LANE, NR JUNCT WTH BISHAM GARDENS. | 02 CELL 528000/187000 | 528439/187280 |
| POLICE - AT SCENE | ROAD-DRY | WEATHER-FINE | ONE-WAY ST | T/STAG JUN | GIVEWAY /UNCONT | NO XING FACIL IN 50M | NONE IN 50M |

NOT KNOWN HOW COLLISION OCCURRED

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| CASUALTY | 001 (001) | (43 YRS - M - REDA) | SLIGHT | DRIVER/RIDER | | | |
| CASUALTY | 002 (001) | (41 YRS - F - REDA) | SLIGHT | VEH/PILLION PAX | FRONT SEAT PASSENGER | | |
| VEHICLE | 001 (000) | CAR<br>BT - NOT REQ | (43 YRS - M - REDACT) | | G/AHEAD - OTHER | (S TO N)<br>FRONT HIT<br>FIRST | JCT APP |
| VEHICLE | 002 (000) | OTHER VEH<br>BT - NOT REQ | (54 YRS - F - REDACT) | | TURNING RIGHT | (E TO N)<br>DID NOT IMPACT | J/P - UNKN<br>JCT CLEARED |
| VEHICLE | 003 (000) | CAR<br>BT - NOT REQ | (45 YRS - M - REDACT) | | MOVING OFF | (P TO N)<br>FRONT HIT<br>FIRST | JCT APP |
| V001 | A | 306 (EXCEEDING SPEED LIMIT) | | | V002 B | 405 (FAILED TO LOOK PROPERLY) | |
| V002 | B | 108 (ROAD LAYOUT (EG. BEND, HILL, NARROW CARRIAGEWAY)) | | | V001 B | 108 (ROAD LAYOUT (EG. BEND, HILL, NARROW CARRIAGEWAY) | |

# APPENDIX B

Job No: 2023-5061
File Ref: N02-SM-Traffic Survey Summary Note (231124)
Date: 24th November 2023
Job Title: Highgate Cemetery

**Subject: Movement Surveys Summary Note**

## Introduction

1. This Note has been prepared to provide a summary of the key findings of the movement surveys conducted at Highgate Cemetery, Swains Lane, London. A series of surveys were undertaken to identify the existing movements associated with the use of the Cemetery, along with background movements on Swains Lane, including the following:

   - Swains Lane Traffic and Pedestrian Counts;
   - Highgate Cemetery Traffic Entry and Exit Counts;
   - Highgate Cemetery Pedestrian Entry and Exit Counts; and
   - Highgate Cemetery Forecourt Parking Count

2. The results of the surveys are summarised in the sections below relating to each survey type.

## Swains Lane Surveys

### Traffic Movements

3. A 24-hour 7-day Automatic Traffic Counter (ATC) survey was installed to the south of the main Cemetery access area in order to establish the northbound and southbound movements on Swains Lane. The survey was undertaken to establish the full breakdown of vehicular traffic, along with motorcycles and pedal cycles over the period Monday 30th October – Sunday 5th November 2023.

4. The positioning of the survey was set to allow the traffic leaving the Cemetery southbound to also be established. **Table 1** below summarises the Northbound traffic and Southbound traffic across the 7-day period. The data has been split out to also allow the presentation of the volume of cyclists and motorcyclists.

| Table 1: Summary of Swains Lane Traffic Movements | | | | | | | |
|---|---|---|---|---|---|---|---|
| Day | Date | Northbound Movements | | | Southbound Movements | | |
| | | Cycles | Motor-cycles | Vehicles | Cycles | Motor-cycles | Vehicles |
| Mon | 30th Oct | 101 | 42 | 1,908 | 17 | 1 | 29 |
| Tues | 31st Oct | 106 | 45 | 2,097 | 25 | 0 | 37 |
| Weds | 1st Nov | 59 | 56 | 2,134 | 19 | 0 | 22 |
| Thurs | 2nd Nov | 34 | 33 | 2,139 | 6 | 1 | 32 |
| Fri | 3rd Nov | 121 | 64 | 2,426 | 23 | 4 | 39 |
| Sat | 4th Nov | 55 | 30 | 1,503 | 7 | 0 | 32 |
| Sun | 5th Nov | 169 | 30 | 1,340 | 22 | 1 | 40 |

5. The results presented above demonstrate that the northbound traffic ranged from 1,340 vehicles per day (Sunday) up to 2,426 vehicles per day (Friday). Traffic flows were notably higher during weekdays at circa 50% higher on average. Northbound cycles were generally high, with greatest use on Sunday, assumed to be associated with leisure use (i.e. hill-climb cycling). Motorcycle use comprised circa 2% of total recorded traffic.

6. Southbound traffic departing the Cemetery was very low and typically ranges from 22 vehicles (Wednesday) up to a maximum of 40 vehicles per day (Sunday). It should be noted that some Cemetery traffic also leaves on Swains Lane northbound, however these figure are useful in demonstrating that the two-way nature of operation within this section of Swains Lane only accommodates a low level of vehicular traffic. Southbound cycles were relatively low, while motorcycle use was minimal.

**Pedestrian Movements**

7. Pedestrian movements were captured on video survey for the period 09:00 – 18:00 over the 7-day period Monday 30th October to Sunday 5th November 2023. The results are summarised in **Table 2** below.

| Table 2: Summary of Swains Lane Pedestrian Movements | | | | |
|---|---|---|---|---|
| Day | Date | Northbound | Southbound | Total |
| Mon | 30th Oct | 358 | 524 | 882 |
| Tues | 31st Oct | 431 | 584 | 1015 |
| Weds | 1st Nov | 299 | 424 | 723 |
| Thurs | 2nd Nov | 215 | 289 | 504 |
| Fri | 3rd Nov | 329 | 447 | 776 |
| Sat | 4th Nov | 503 | 675 | 1178 |
| Sun | 5th Nov | 926 | 1,293 | 2,219 |

8. The results above demonstrate that pedestrian flows varied across the week between 500 and 1,000 two-way pedestrians, while weekends were busier. Maximum pedestrian flows were on

Sundays, which is assumed to be due to increased visitors to Highgate Cemetery. Southbound pedestrian flows were observed as being circa 60% of the total pedestrian flows and therefore higher than northbound pedestrians.

## Cemetery Surveys

### Pedestrian Access

9. The level of pedestrian entry and exit was surveyed for the Cemetery across the period 09:00 – 18:00 over the 7-day period Monday 30th October to Sunday 5th November 2023. The results are summarised in **Table 3** below.

**Table 3: Summary of Cemetery Pedestrian Movements**

| Day | Date | East Accesses* | | | West Accesses | | |
|---|---|---|---|---|---|---|---|
| | | Entry | Exit | Total | Entry | Exit | Total |
| Mon | 30th Oct | 988 | 1,136 | 2,124 | 393 | 407 | 800 |
| Tues | 31st Oct | 1,283 | 1,365 | 2,648 | 595 | 609 | 1,204 |
| Weds | 1st Nov | 674 | 764 | 1,438 | 310 | 311 | 621 |
| Thurs | 2nd Nov | 495 | 562 | 1,057 | 221 | 237 | 458 |
| Fri | 3rd Nov | 791 | 867 | 1,658 | 378 | 415 | 793 |
| Sat | 4th Nov | 962 | 1,134 | 2,096 | 384 | 389 | 773 |
| Sun | 5th Nov | 1,938 | 2,300 | 4,238 | 815 | 816 | 1,631 |

* East accesses also includes Waterlow Park (request has been made to the survey company to separate this out)

10. The results above demonstrate that daily visitors to the western part of the Cemetery across the working week and Saturday varied between 220 and 600, while Sunday saw the highest visitor numbers at circa 800. The results for the eastern part of the Cemetery will need to be further reviewed as pedestrians have been combined with those of Waterlow Park, which will skew the results. These will be updated following receipt of amended data from the survey company.

### Vehicle Access

11. The level of cyclist and vehicle entry and exit was surveyed for the Cemetery across the period 09:00 – 18:00 over the 7-day period Monday 30th October to Sunday 5th November 2023. The results are summarised in **Table 4** below.

**Table 4: Summary of Cemetery Cycle and Vehicle Movements**

| Day | Date | East Accesses* | | | | West Accesses | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | Entry | | Exit | | Entry | | Exit | |
| | | Cyclist | Vehicles | Cyclist | Vehicles | Cyclist | Vehicles | Cyclist | Vehicles |
| Mon | 30th Oct | 6 | 4 | 3 | 6 | 0 | 1 | 0 | 1 |
| Tues | 31st Oct | 8 | 7 | 4 | 8 | 2 | 5 | 0 | 4 |
| Weds | 1st Nov | 5 | 6 | 11 | 4 | 1 | 3 | 0 | 3 |
| Thurs | 2nd Nov | 3 | 16 | 2 | 19 | 0 | 3 | 0 | 2 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Fri | 3rd Nov | 1 | 7 | 1 | 8 | 1 | 5 | 0 | 5 |
| Sat | 4th Nov | 6 | 2 | 0 | 2 | 0 | 0 | 0 | 0 |
| Sun | 5th Nov | 7 | 2 | 3 | 2 | 0 | 0 | 0 | 0 |

* East accesses also includes Waterlow Park (request has been made to the survey company to separate this out)

12. The surveys demonstrated that vehicle use of the west access was very low with a maximum of 5 vehicles per day. As with the pedestrian data, the eastern access was combined with Waterlow Park, therefore the above results are likely to be over-estimates. The vehicle movements as stated above were higher than for the west access with up to 16-19 vehicle movements on Thursday 2nd November and typically 8 or less vehicles on other days.

**Parking**

13. Video survey footage was gathered for all vehicular and cycle parking activity at the western forecourt adjacent to the Cemetery western access. This gathered all data across the day relating to cycle and vehicle drop-offs, parking, and loading, with timed arrivals and departures. The total usage across the week has been summarised in **Table 5** below, while some key statistics are summarised in the bullets following.

**Table 5: Summary of Parking, Drop-off, and Loading Activity across 7 days**

| Vehicle Type | Drop-Off | Loading | Parcel Delivery | Parked | Pick-Up | Servicing | Unloading | Waiting | Grand Total |
|---|---|---|---|---|---|---|---|---|---|
| Car | 71 | | | 129 | 35 | | | 7 | 242 |
| LGV | 9 | 1 | 8 | 23 | 7 | 1 | 5 | 5 | 59 |
| MC | | | 3 | 7 | | | | 3 | 13 |
| OGV1 | 1 | 4 | | 2 | | 1 | 1 | | 9 |
| PC | | | | 14 | | | | 18 | 32 |
| Taxi | 8 | | | | 4 | | | 1 | 13 |
| **Grand Total** | **89** | **5** | **11** | **175** | **46** | **2** | **6** | **34** | **368** |

14. The data has been interrogated further and the following observations are made regarding usage:

- Drop-off and pick-up accounted for 37% of activity at the forecourt with an average duration of 1 minute across the week;
- Maximum daily parking usage was 30 vehicles on Friday 3rd November with an average dwell time of 59 minutes. The average parking dwell time across the week was 1 hour 28 minutes;
- The average loading duration was 20 minutes, while the average unloading duration was 1 hour 7 minutes, and parcel deliveries took 6 minutes on average;

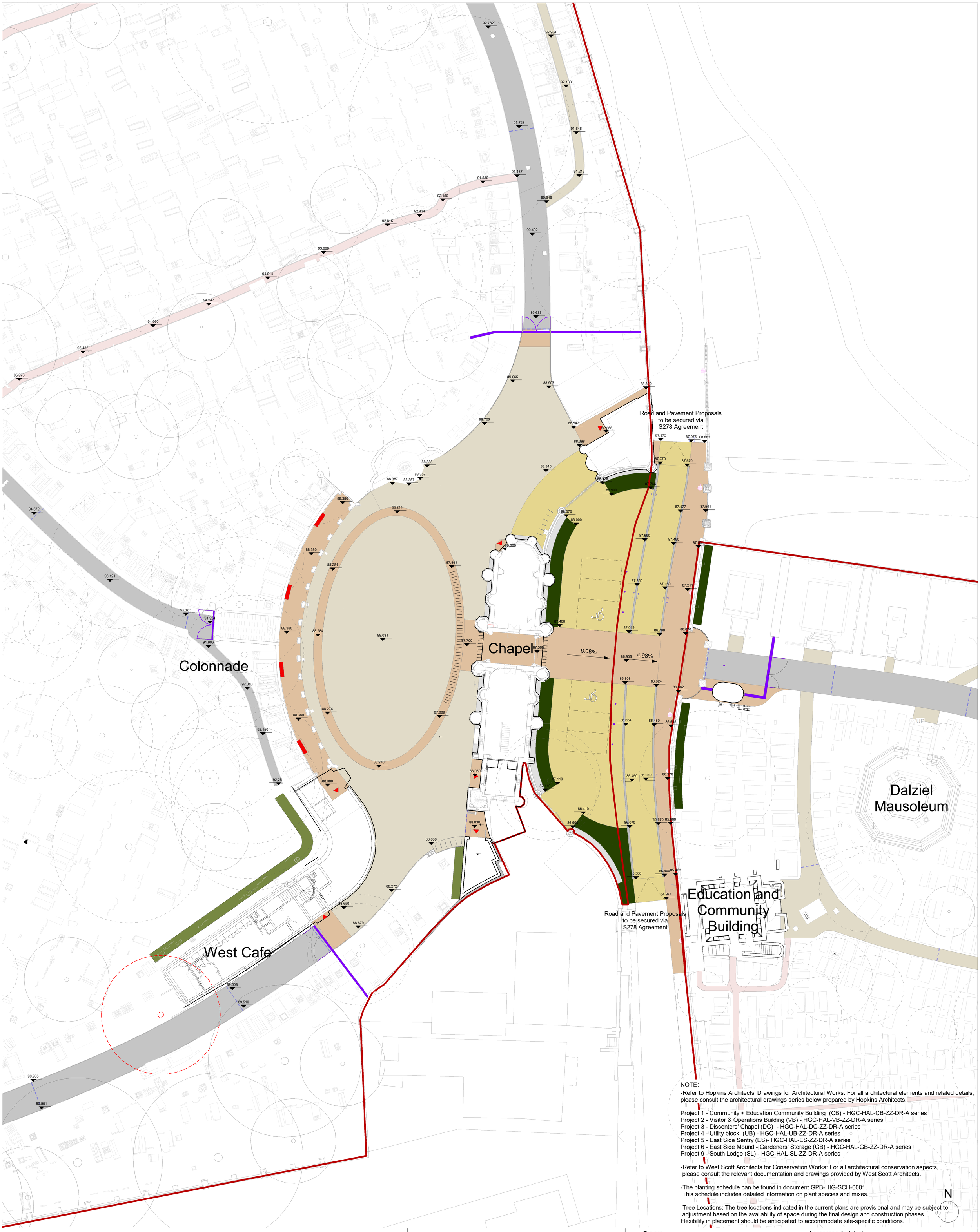
- Servicing visits occurred twice during the week with an average duration of 2 hours 34 minutes;
- Maximum cycle parking usage was 6 cycles on Sunday 5th November, which coincides with the peak cycle movements on Swains Lane. The average duration of cycle parking was 1 hour 11 minutes;
- Light goods vehicles accounted for circa 16% of vehicle movements, while HGV accounted for 2.5% and Taxis drop-off/pick-up accounted for a total of 3.5% of movements; and
- No coaches were recorded as having visited the site during the surveyed hours

15. The above is useful in understanding the use of an operations at the forecourt, however further analysis would be required to determine more detailed information, such as maximum parking car/cycle usage at any one time, and duration of servicing, loading/unloading, and waiting. This can be undertaken once key criteria for further analysis are discussed/established.

## Summary

16. This Note provides an initial summary of the movement surveys undertaken on Swains Lane and at Highgate Cemetery. The data provides a useful background to inform the design studies for the project, and further analysis can be undertaken to draw out further details for design-specific items.

# APPENDIX C




NOTE:

-Refer to Hopkins Architects' Drawings for Architectural Works: For all architectural elements and related details, please consult the architectural drawings series below prepared by Hopkins Architects.

Project 1 - Community + Education Community Building (CB) - HGC-HAL-CB-ZZ-DR-A series
Project 2 - Visitor & Operations Building (VB) - HGC-HAL-VB-ZZ-DR-A series
Project 3 - Dissenters' Chapel (DC) - HGC-HAL-DC-ZZ-DR-A series
Project 4 - Utility block (UB) - HGC-HAL-UB-ZZ-DR-A series
Project 5 - East Side Sentry (ES)- HGC-HAL-ES-ZZ-DR-A series
Project 6 - East Side Mound - Gardeners' Storage (GB) - HGC-HAL-GB-ZZ-DR-A series
Project 9 - South Lodge (SL) - HGC-HAL-SL-ZZ-DR-A series

-Refer to West Scott Architects for Conservation Works: For all architectural conservation aspects, please consult the relevant documentation and drawings provided by West Scott Architects.

-The planting schedule can be found in document GPB-HIG-SCH-0001. This schedule includes detailed information on plant species and mixes.

-Tree Locations: The tree locations indicated in the current plans are provisional and may be subject to adjustment based on the availability of space during the final design and construction phases. Flexibility in placement should be anticipated to accommodate site-specific conditions.

N

KEY

- Site Boundary
- Building Entrance

HARDSCAPE

- PAV01 Primary Path
  -Exposed Aggregate Concrete
  Stone Edge 150mm
  Upgrade Existing Drainage
- PAV02 Secondary Path
  -Self Binding Gravel
  Metal Edging
  SUDs Drainage
  Horizontal Stone Sleepers as retaining structure for gravel every 5m on paths above 6%
- PAV03 Tertiary Path
  -Mulch as appropropriate
  Timber Edge
  French Drains
- PAV04 Entrance Granite Setts
- PAV05 Entrance Yorkstone Setts
- PAV06 Entrance Self Binding Gravel
- PAV07 Loose Gravel
- Proposed Slot Drain
- Indicative Swain's Lane Gully Locations
- Proposed Channel Drainage
- Proposed Bench
- Proposed Gate & Fence
- Proposed Bike Rack
- Proposed Retractable Bollards

SOFTSCAPE

- Existing Trees
- Proposed Trees
- Removed Trees
- Planting
- Native Hedgerow

2 4 8 12 16 20
1/200

| Revision | Date | By | Chkd | Appr | Description |
|---|---|---|---|---|---|
| R2 | 11/10/2024 | MW | MP | NP | For Planning |
| R1 | 16/08/24 | MW | MP | NP | Planning Application Draft Issue |
| R0 | 19/07/24 | MW | MP | NP | Masterplan Stage 3 Draft Issue |

Project
389 - HIG - Highgate Cemetery

Drawing Title
GA Plan - Swain's Lane/Courtyard

Drawing Number
HIG-GPB-ZZ-ZZ-L-DR-1003

Scale (@ A1) 1:200
Date 11/10/2024
Revision R2

Drawn by MW
Checked by MP
Approved by NP



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e enquiries@gp-b.com
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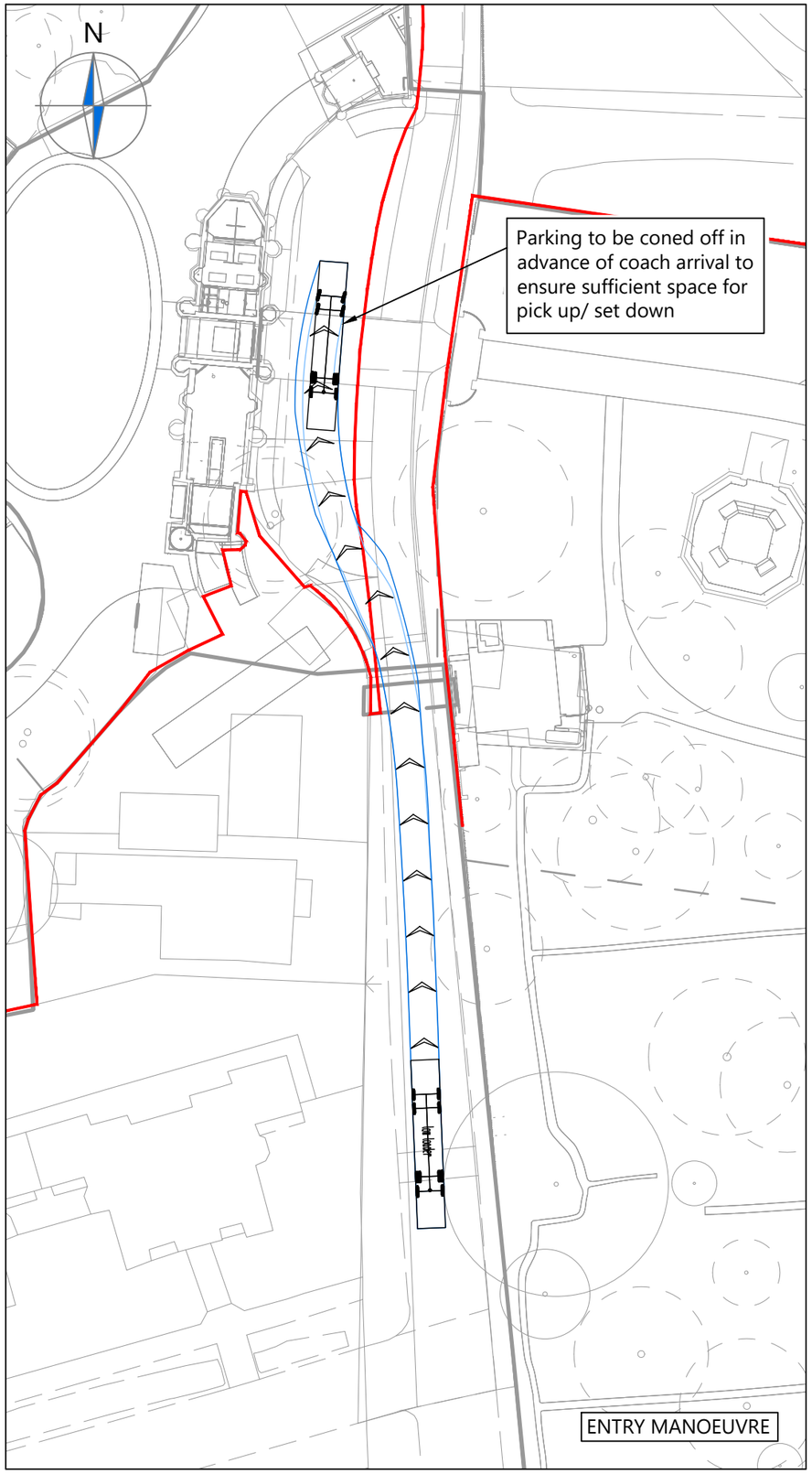
Architect HOPKINS
Engineer MAX FORDHAM
Project Manager ARTELIA
Specialist

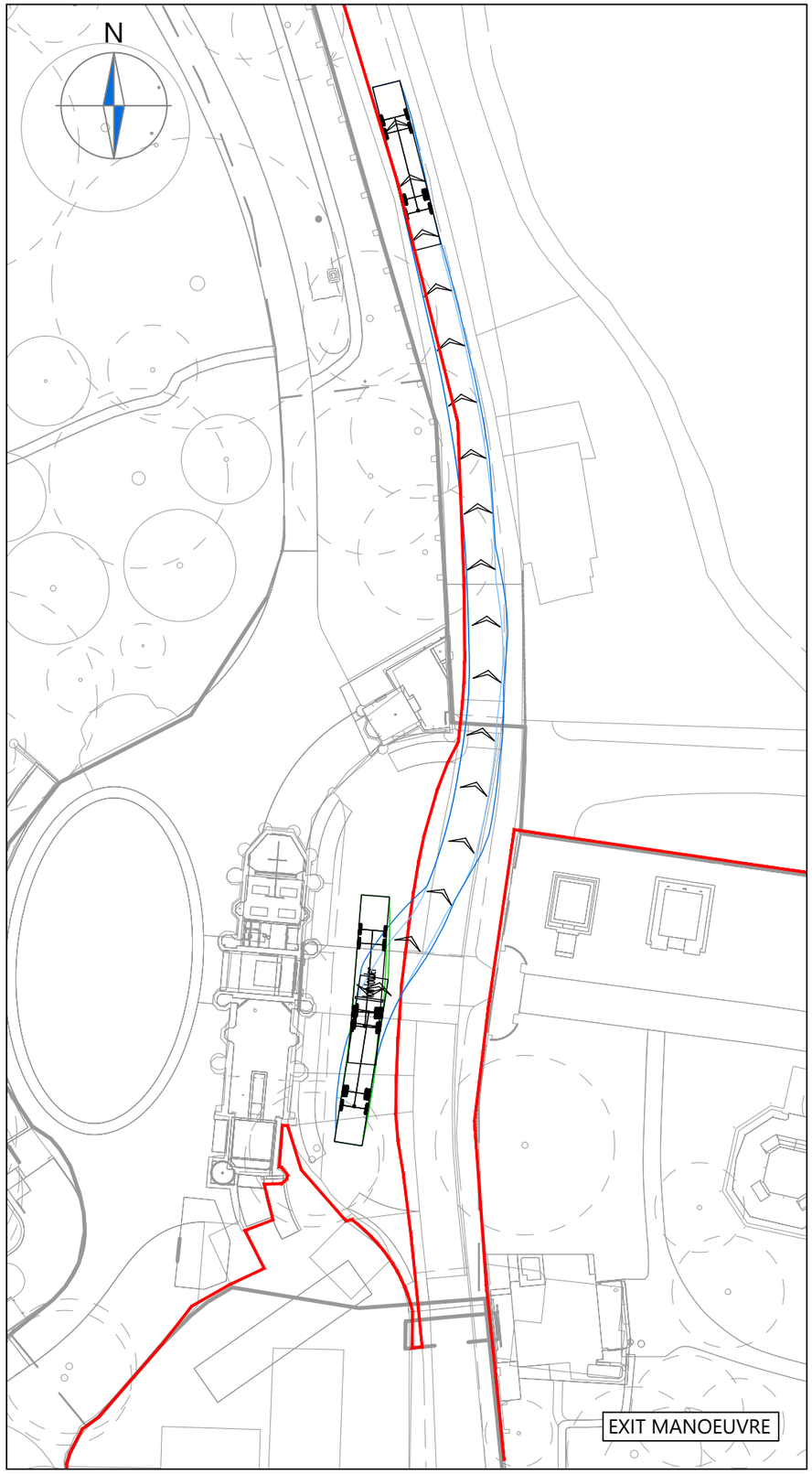
Client
FRIENDS OF HIGHGATE CEMETERY TRUST

WEST EAST

11/10/2024 18:54:48

# APPENDIX D

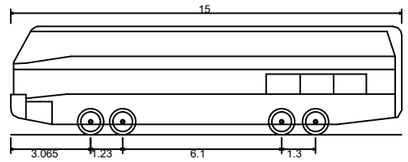



## NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Design speed for all vehicle swept paths is 5kph.
4. Stationary steering has not been used on this drawing.

## 15m 6WS LUXURY COACH




| | |
|---|---|
| Overall Length | 15.000m |
| Overall Width | 2.500m |
| Overall Body Height | 4.157m |
| Min Body Ground Clearance | 0.397m |
| Track Width | 2.500m |
| Lock to Lock Time | 5.00s |
| Wall to Wall Turning Radius | 12.490m |

Forward Gear | Reverse Gear

0 5 10 15 20 25m
1:500

| Rev | Details | Drawn | Checked | Date |
|---|---|---|---|---|
| A | Minor amendments | RLM | JT | 18.10.2024 |

REVISION HISTORY

Status: ☑ Preliminary ☐ Detailed ☐ As Built

Client:

Friends of Highgate Cemetery Trust

Project:

Highgate Cemetery
Camden

Drawing Title:

Vehicle Swept Path Analysis for Coach Drop Off

| Scale: | Size: | | |
|---|---|---|---|
| 1:500 | A3 | | |
| Drawn by: | Checked by: | Approved by: | Date: |
| COS | JT | JT | 09.07.2024 |

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| Scheme Ref: | Drawing No: | Sheet : | Rev: |
|---|---|---|---|
| 5061 | TR005 | 1 of 3 | A |

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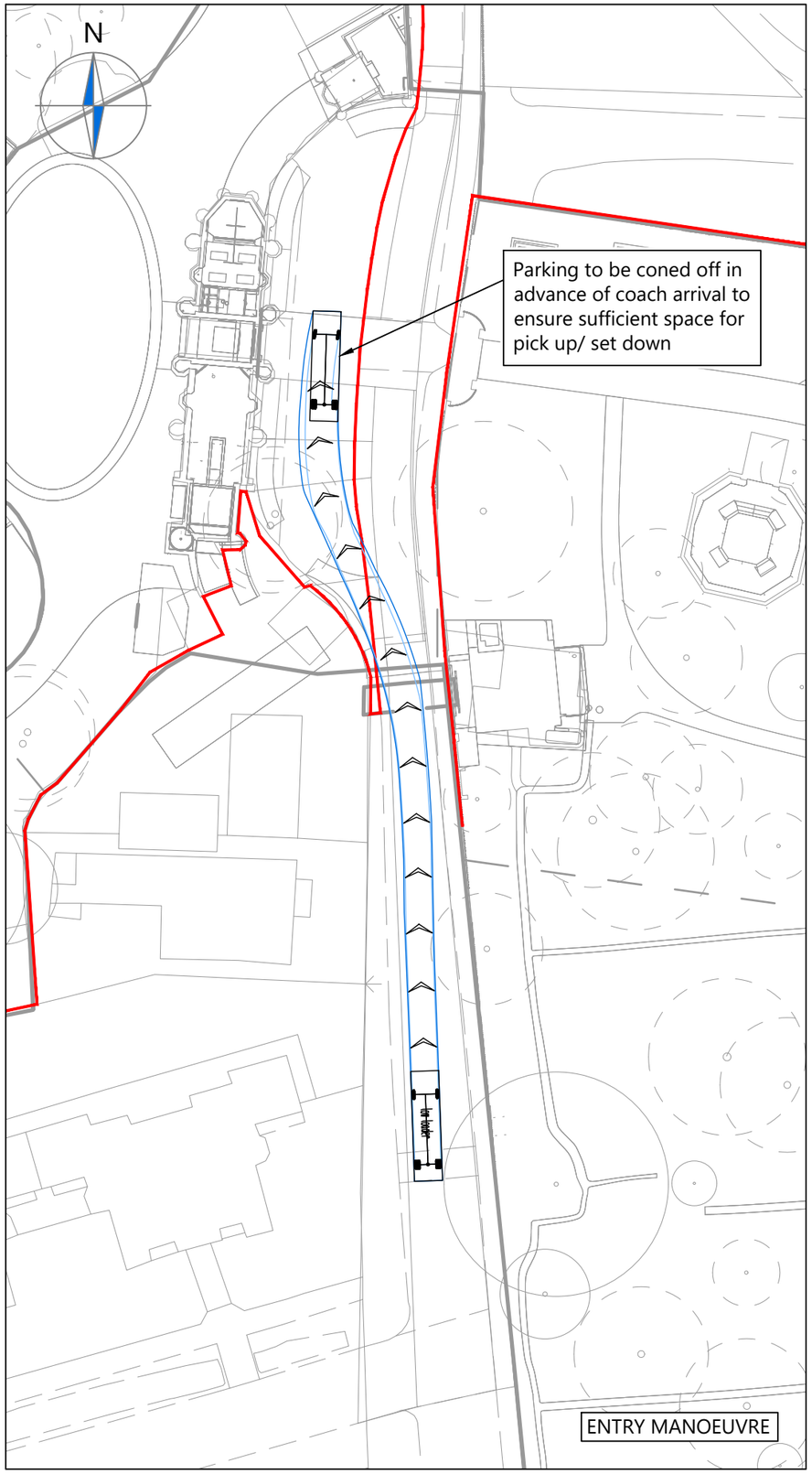


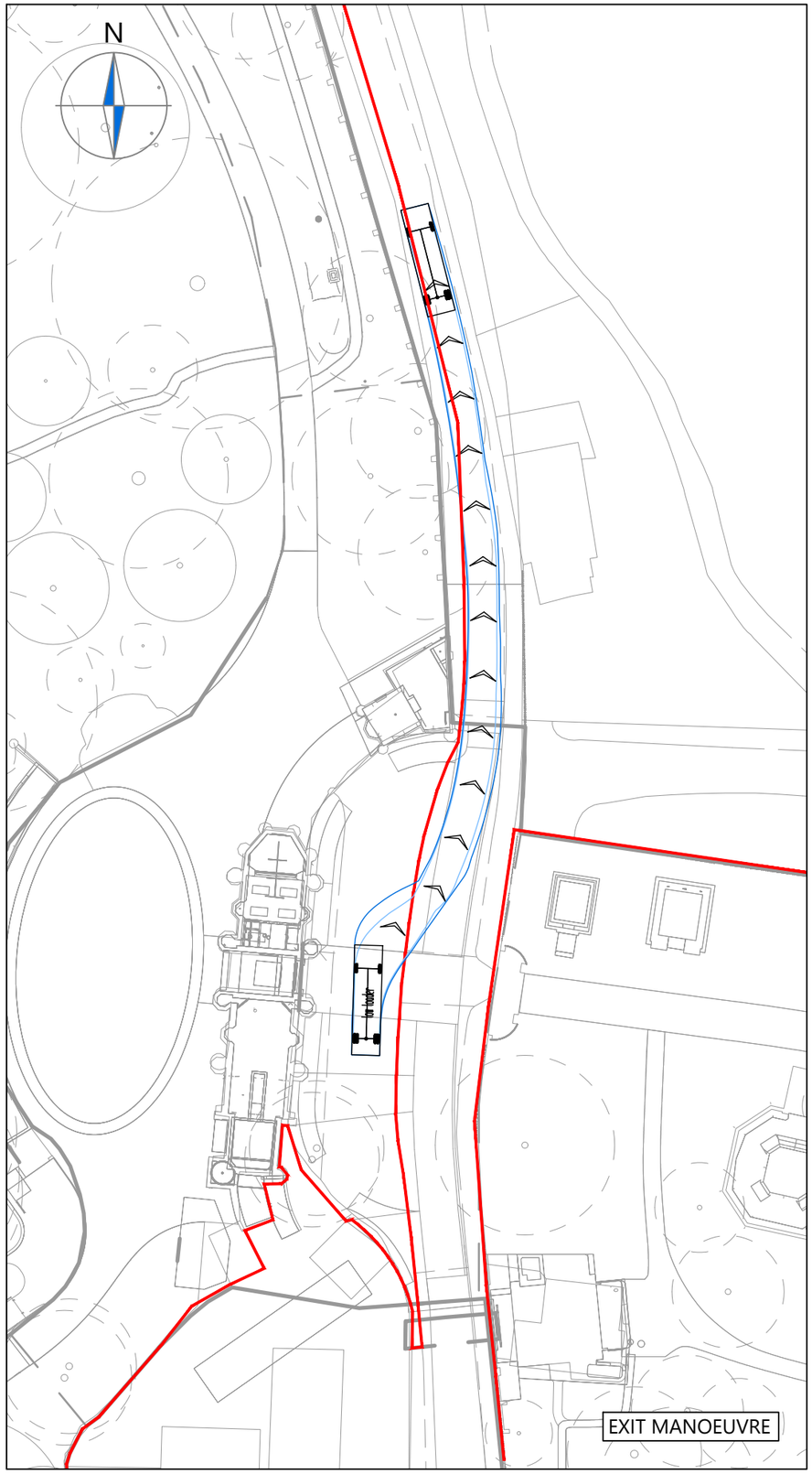


## NOTES

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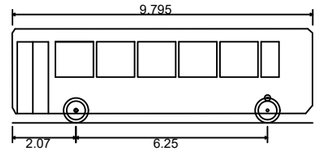
## SINGLE DECK BUS




| | |
|---|---|
| Overall Length | 9.795m |
| Overall Width | 2.500m |
| Overall Body Height | 3.070m |
| Min Body Ground Clearance | 0.306m |
| Track Width | 2.322m |
| Lock to Lock Time | 6.00s |
| Kerb to Kerb Turning Radius | 10.111m |

Forward Gear | Reverse Gear

0 5 10 15 20 25m
1:500

| Rev | Details | Drawn | Checked | Date |
|---|---|---|---|---|
| A | Minor amendments | RLM | JT | 18.10.2024 |

REVISION HISTORY

Status: ☑ Preliminary ☐ Detailed ☐ As Built

Client:

Friends of Highgate Cemetery Trust

Project:

Highgate Cemetery
Camden

Drawing Title:

Vehicle Swept Path Analysis for Coach Drop Off

| Scale: | Size: | | |
|---|---|---|---|
| 1:500 | A3 | | |
| Drawn by: | Checked by: | Approved by: | Date: |
| COS | JT | JT | 09.07.2024 |

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| Scheme Ref: | Drawing No: | Sheet : | Rev: |
|---|---|---|---|
| 5061 | TR005 | 2 of 3 | A |

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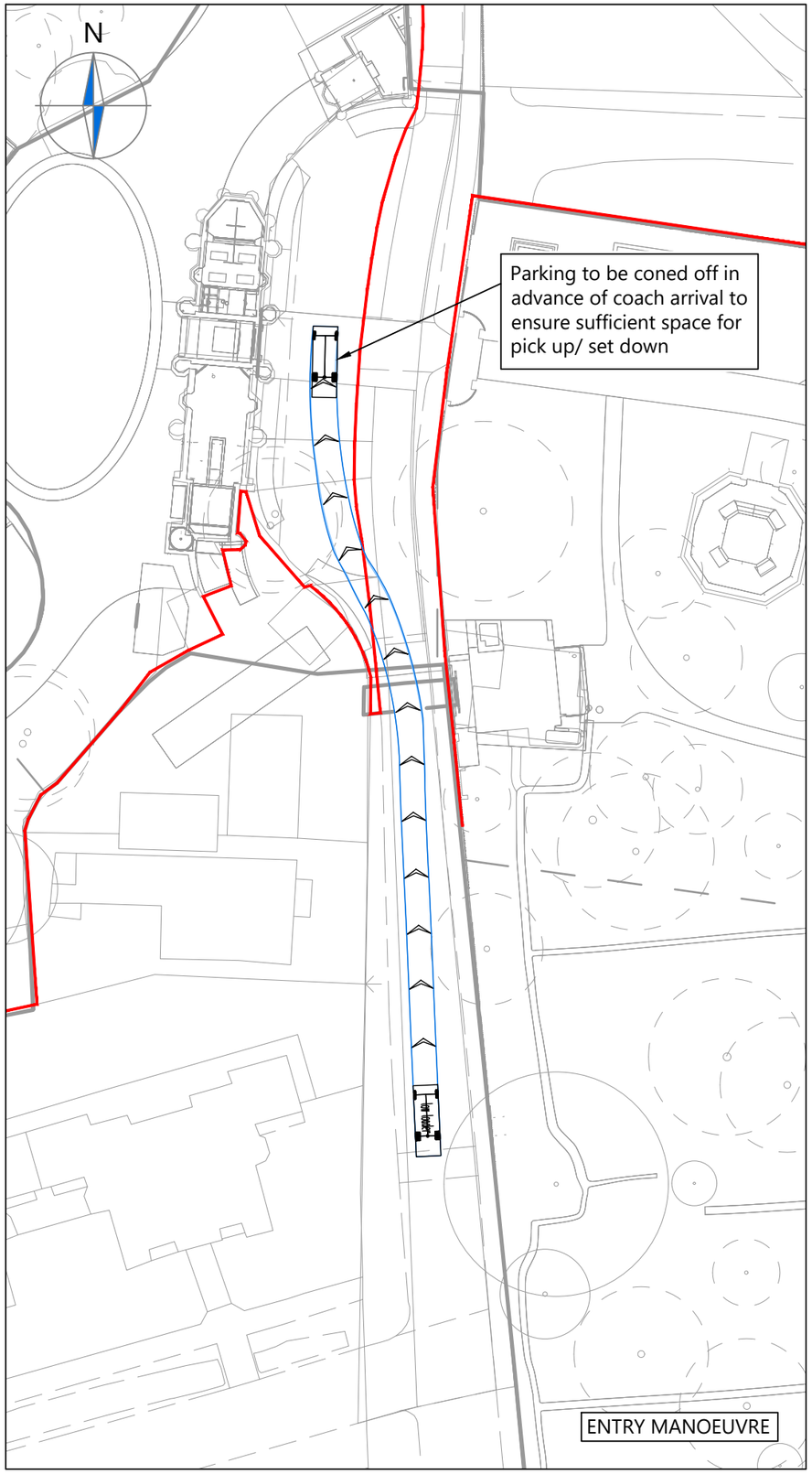


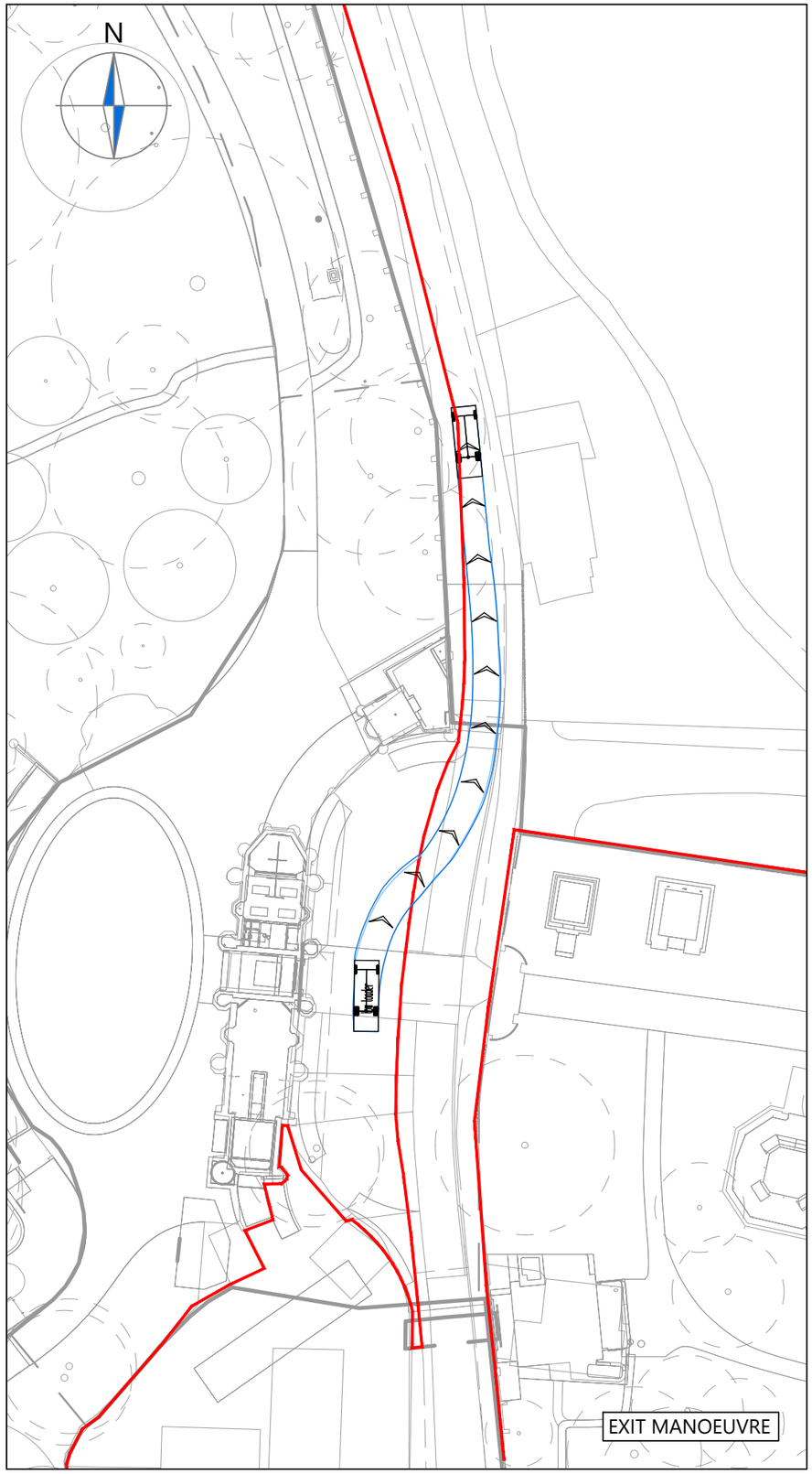


## NOTES

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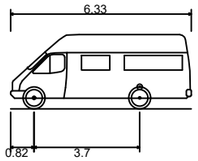
3. Design speed for all vehicle swept paths is 5kph.
4. Stationary steering has not been used on this drawing.

## MINI BUS




| | |
|---|---|
| Overall Length | 6.330m |
| Overall Width | 2.192m |
| Overall Body Height | 2.601m |
| Min Body Ground Clearance | 0.374m |
| Max Track Width | 2.192m |
| Lock to Lock Time | 4.00s |
| Kerb to Kerb Turning Radius | 6.450m |

Forward Gear | Reverse Gear

0 5 10 15 20 25m
1:500

| Rev | Details | Drawn | Checked | Date |
|---|---|---|---|---|
| A | Minor amendments | RLM | JT | 18.10.2024 |

REVISION HISTORY

Status: ☑ Preliminary ☐ Detailed ☐ As Built

Client:

Friends of Highgate Cemetery Trust

Project:

Highgate Cemetery
Camden

Drawing Title:

Vehicle Swept Path Analysis for Coach Drop Off

| Scale: | Size: | | |
|---|---|---|---|
| 1:500 | A3 | | |
| Drawn by: | Checked by: | Approved by: | Date: |
| COS | JT | JT | 09.07.2024 |

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| Scheme Ref: | Drawing No: | Sheet : | Rev: |
|---|---|---|---|
| 5061 | TR005 | 3 of 3 | A |

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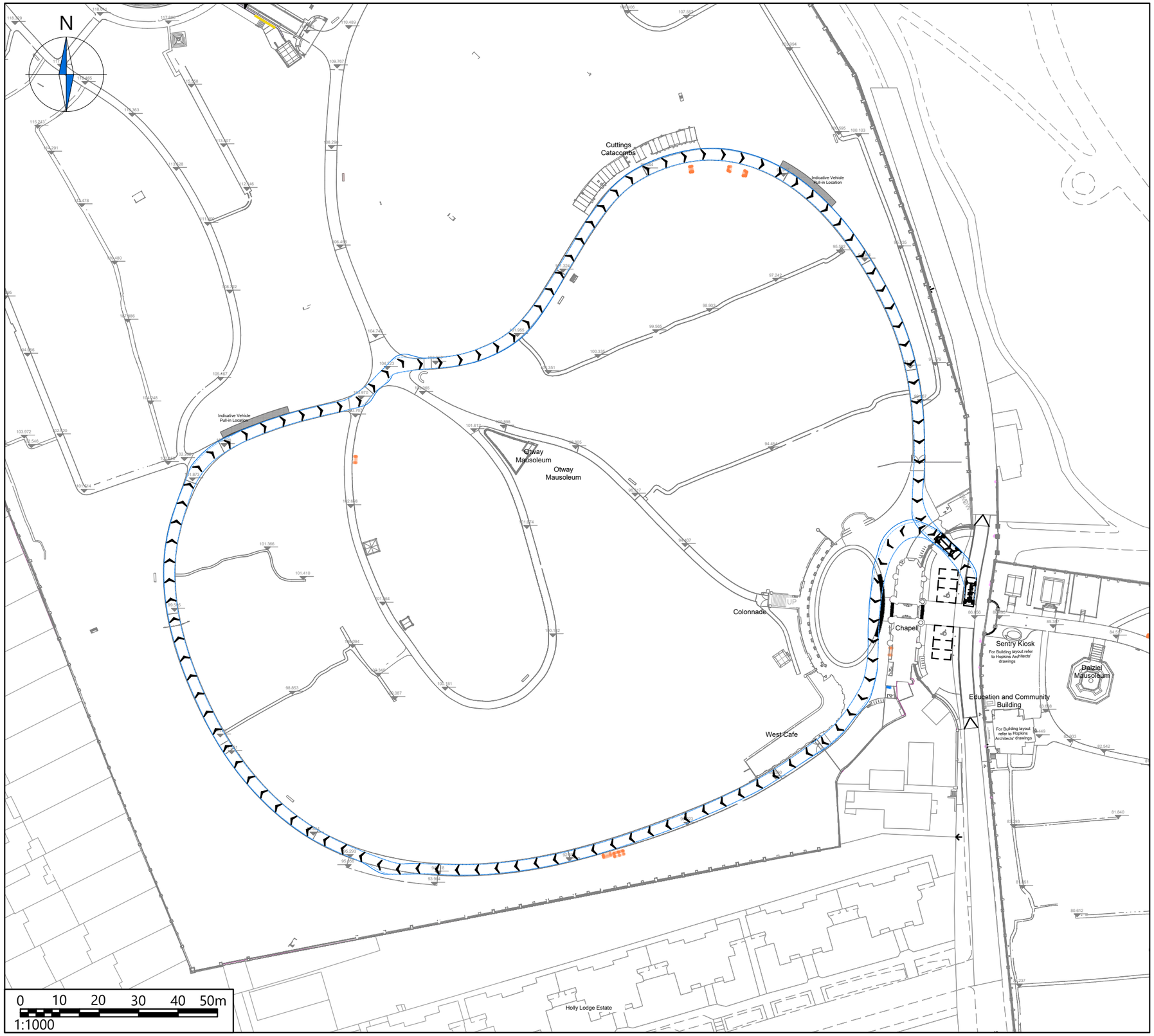
# APPENDIX E




## NOTES

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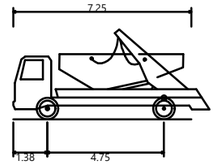
3. Design speed for all vehicle swept paths is 5kph.
4. Stationary steering has not been used on this drawing.

## Skip Lorry




| 7.25m Skip Lorry | |
|---|---|
| Overall Length | 7.250m |
| Overall Width | 2.480m |
| Overall Body Height | 3.664m |
| Min Body Ground Clearance | 0.410m |
| Track Width | 2.480m |
| Lock to lock time | 6.00s |
| Kerb to Kerb Turning Radius | 7.905m |

Forward Gear | Reverse Gear

| Rev | Details | Drawn | Checked | Date |
|---|---|---|---|---|
| B | Revised layout plan. | HE | HE | 30.10.2024 |
| A | Minor amendments | RLM | JT | 24.07.2024 |

REVISION HISTORY

Status: ☑ Preliminary ☐ Detailed ☐ As Built

Client:

Friends of Highgate Cemetery Trust

Project:

Highgate Cemetery
Camden

Drawing Title:

Swept Path Analysis
Skip Lorry

| Scale: | Size: | | |
|---|---|---|---|
| 1:1000 | A3 | | |
| Drawn by: | Checked by: | Approved by: | Date: |
| RLM | JT | JT | 18.07.2024 |

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| Scheme Ref: | Drawing No: | Sheet : | Rev: |
|---|---|---|---|
| 5061 | TR007 | 1 of 8 | B |

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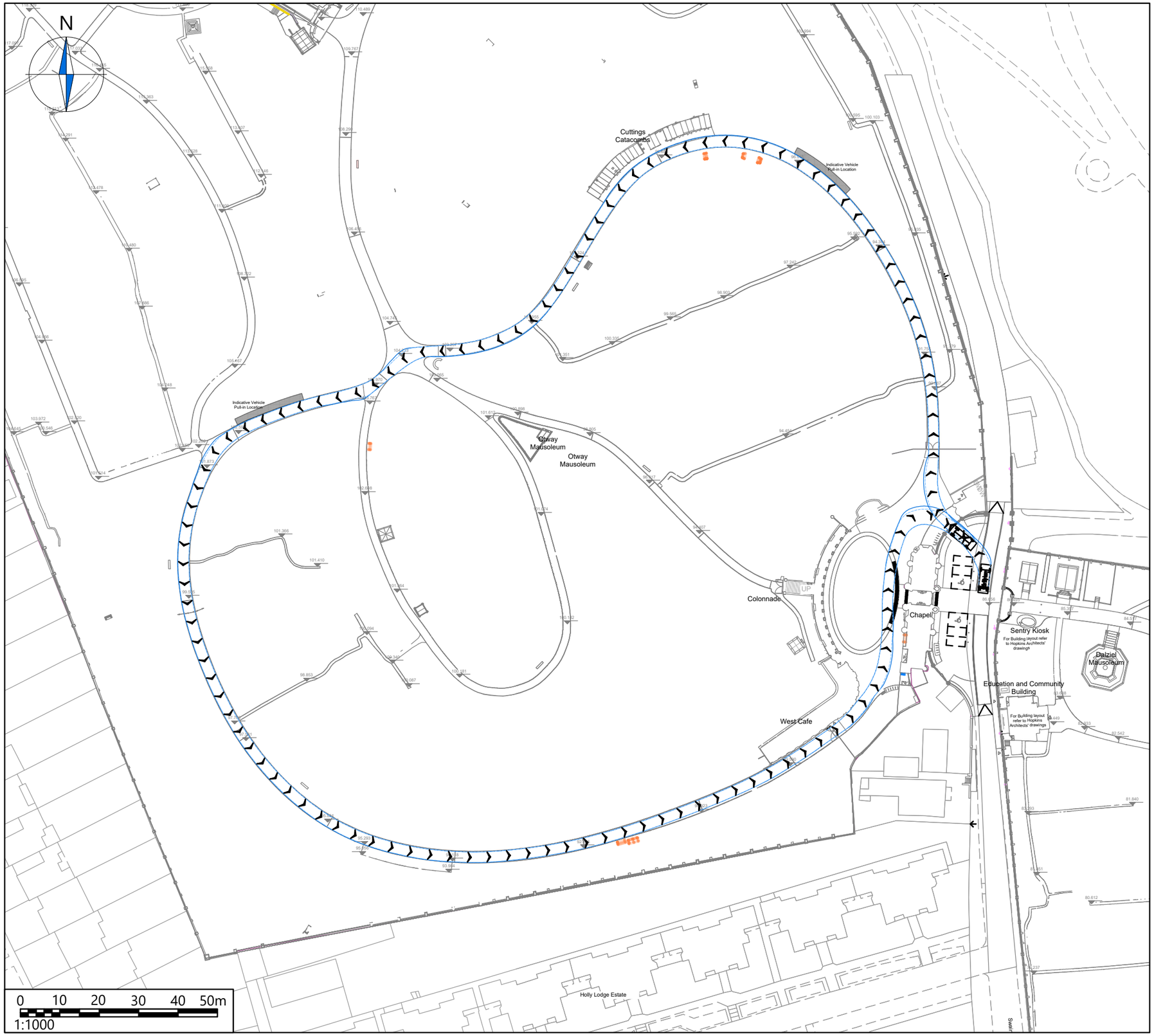


## NOTES

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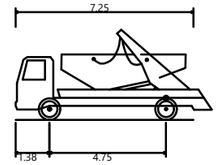
3. Design speed for all vehicle swept paths is 5kph.
4. Stationary steering has not been used on this drawing.

## Skip Lorry




| 7.25m Skip Lorry | |
|---|---|
| Overall Length | 7.250m |
| Overall Width | 2.480m |
| Overall Body Height | 3.664m |
| Min Body Ground Clearance | 0.410m |
| Track Width | 2.480m |
| Lock to lock time | 6.00s |
| Kerb to Kerb Turning Radius | 7.905m |

Forward Gear | Reverse Gear

| Rev | Details | Drawn | Checked | Date |
|---|---|---|---|---|
| B | Revised layout plan. | HE | HE | 30.10.2024 |
| A | Minor amendments | RLM | JT | 24.07.2024 |

REVISION HISTORY

Status: ☑ Preliminary ☐ Detailed ☐ As Built

Client:

Friends of Highgate Cemetery Trust

Project:

Highgate Cemetery
Camden

Drawing Title:

Swept Path Analysis
Skip Lorry

| Scale: | Size: |
|---|---|
| 1:1000 | A3 |

| Drawn by: | Checked by: | Approved by: | Date: |
|---|---|---|---|
| RLM | JT | JT | 18.07.2024 |

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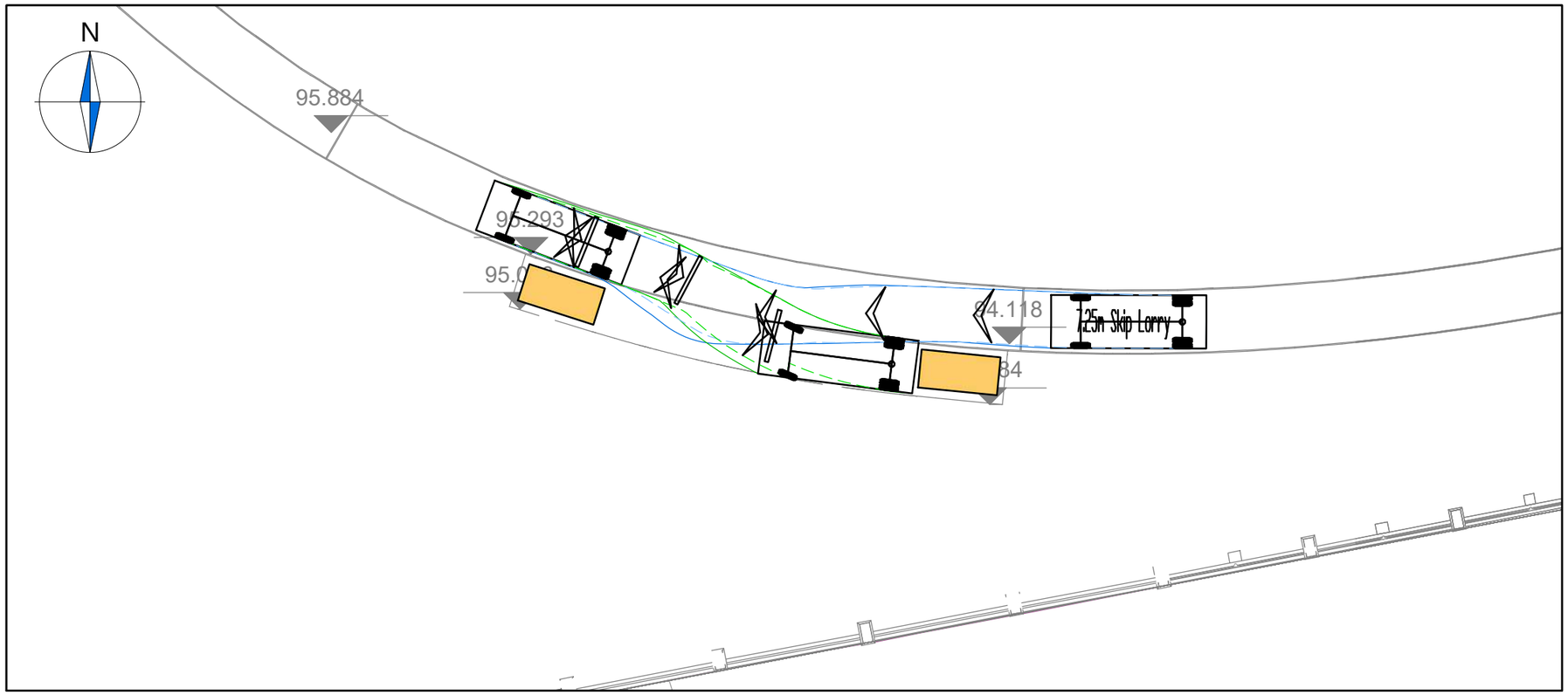
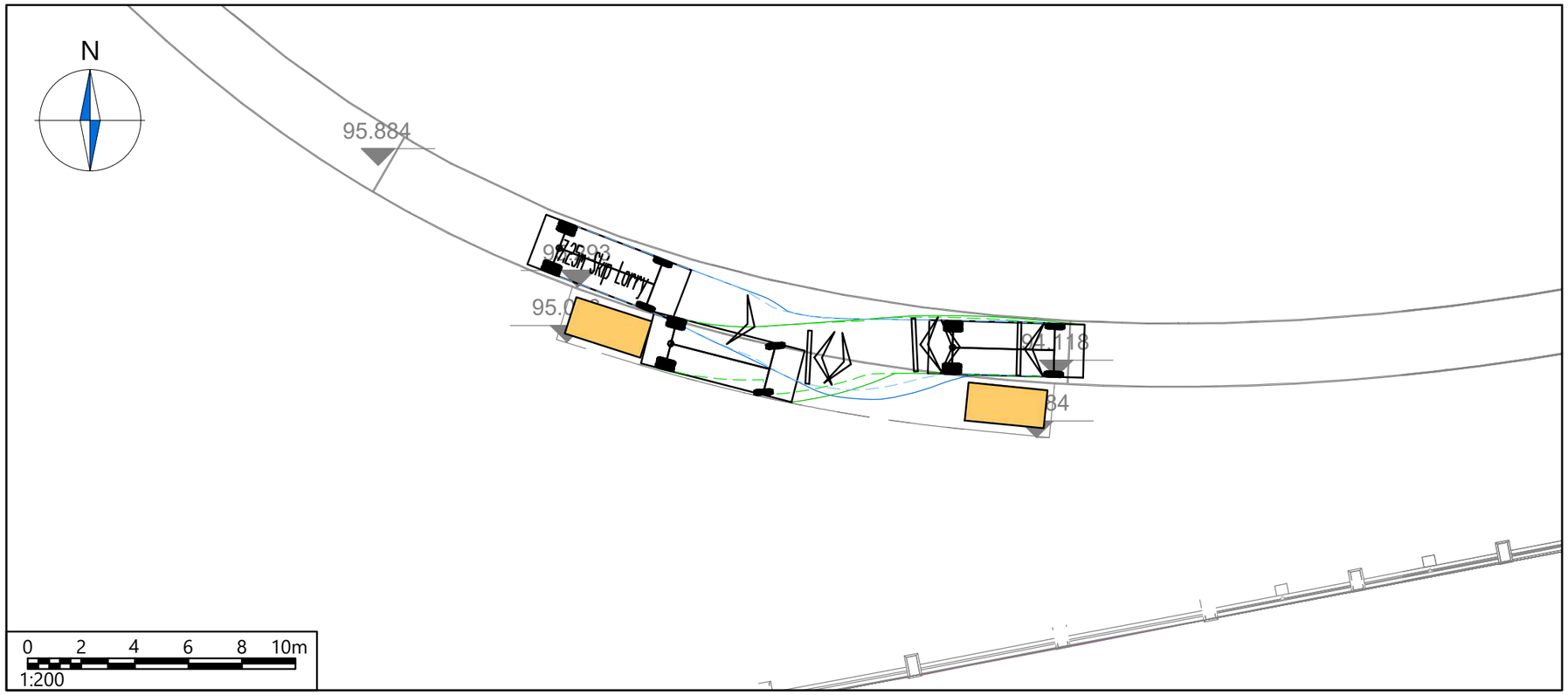
| Scheme Ref: | Drawing No: | Sheet : | Rev: |
|---|---|---|---|
| 5061 | TR007 | 2 of 8 | B |

P:\2023\5061 - Highgate Cemetery, Camden\Drawings\CA_5061_TR007_B - Swept Path Analysis - Skip.dwg

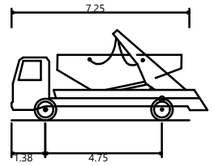



## NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Design speed for all vehicle swept paths is 5kph.
4. Stationary steering has not been used on this drawing.

## Skip Lorry




| 7.25m Skip Lorry | |
|---|---|
| Overall Length | 7.250m |
| Overall Width | 2.480m |
| Overall Body Height | 3.664m |
| Min Body Ground Clearance | 0.410m |
| Track Width | 2.480m |
| Lock to lock time | 6.00s |
| Kerb to Kerb Turning Radius | 7.905m |

Forward Gear | Reverse Gear

Skip

| Rev | Details | Drawn | Checked | Date |
|---|---|---|---|---|
| B | Revised layout plan. | HE | HE | 30.10.2024 |
| A | Minor amendments | RLM | JT | 24.07.2024 |

REVISION HISTORY

Status: ☑ Preliminary ☐ Detailed ☐ As Built

Client:

Friends of Highgate Cemetery Trust

Project:

Highgate Cemetery
Camden

Drawing Title:

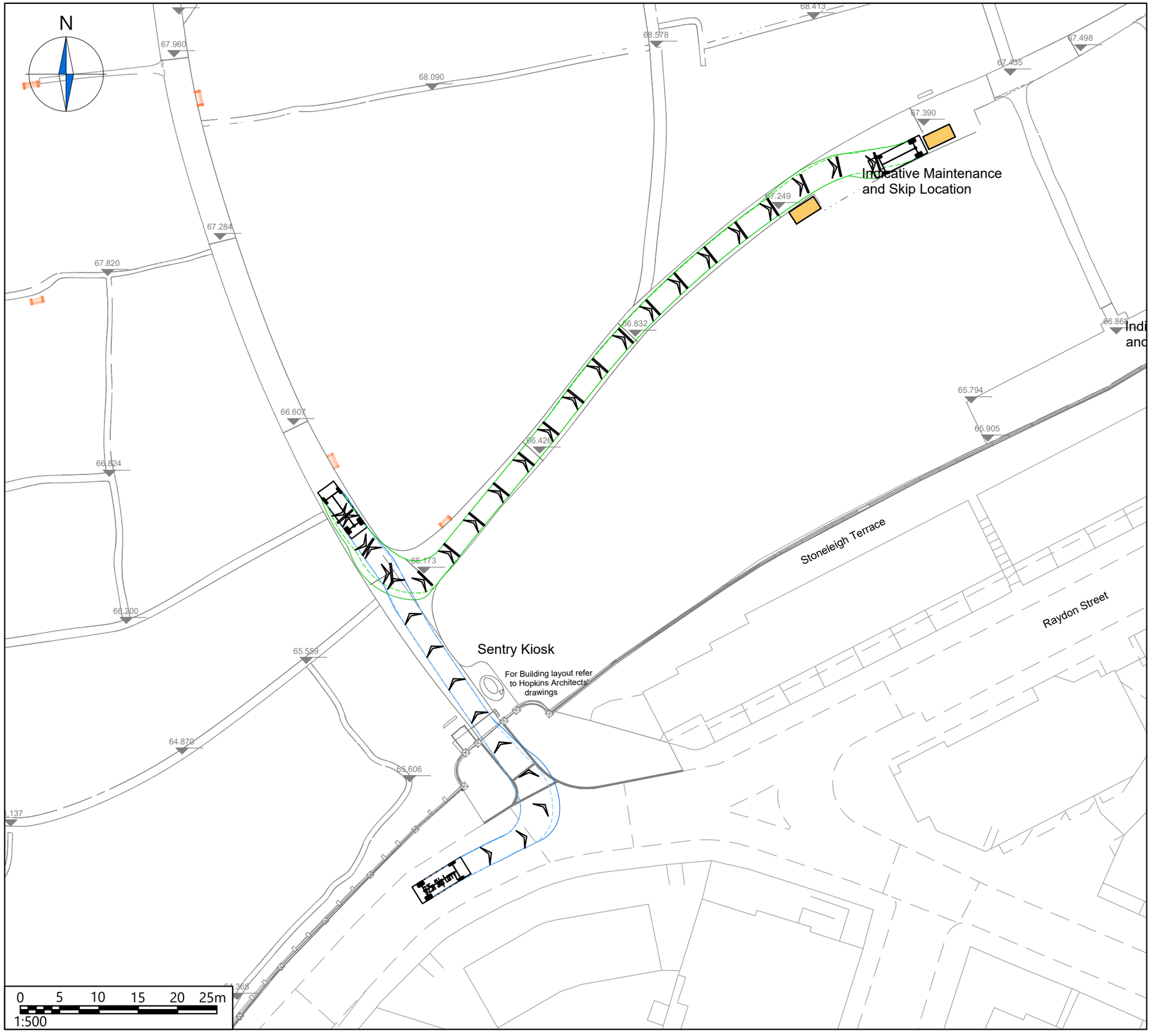
Swept Path Analysis
Skip Lorry

| Scale: | Size: | Drawn by: | Checked by: | Approved by: | Date: |
|---|---|---|---|---|---|
| 1:200 | A3 | RLM | JT | JT | 18.07.2024 |

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

| Scheme Ref: | Drawing No: | Sheet : | Rev: |
|---|---|---|---|
| 5061 | TR007 | 3 of 8 | B |

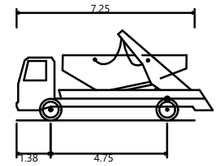
P:\2023\5061 - Highgate Cemetery, Camden\Drawings\CA_5061_TR007_B - Swept Path Analysis - Skip.dwg




## NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Design speed for all vehicle swept paths is 5kph.
4. Stationary steering has not been used on this drawing.

## Skip Lorry




| 7.25m Skip Lorry | |
|---|---|
| Overall Length | 7.250m |
| Overall Width | 2.480m |
| Overall Body Height | 3.664m |
| Min Body Ground Clearance | 0.410m |
| Track Width | 2.480m |
| Lock to lock time | 6.00s |
| Kerb to Kerb Turning Radius | 7.905m |

Forward Gear | Reverse Gear

Skip

| Rev | Details | Drawn | Checked | Date |
|---|---|---|---|---|
| B | Revised layout plan. | HE | HE | 30.10.2024 |
| A | Minor amendments | RLM | JT | 24.07.2024 |

REVISION HISTORY

Status: ☑ Preliminary ☐ Detailed ☐ As Built

Client:

Friends of Highgate Cemetery Trust

Project:

Highgate Cemetery
Camden

Drawing Title:

Swept Path Analysis
Skip Lorry

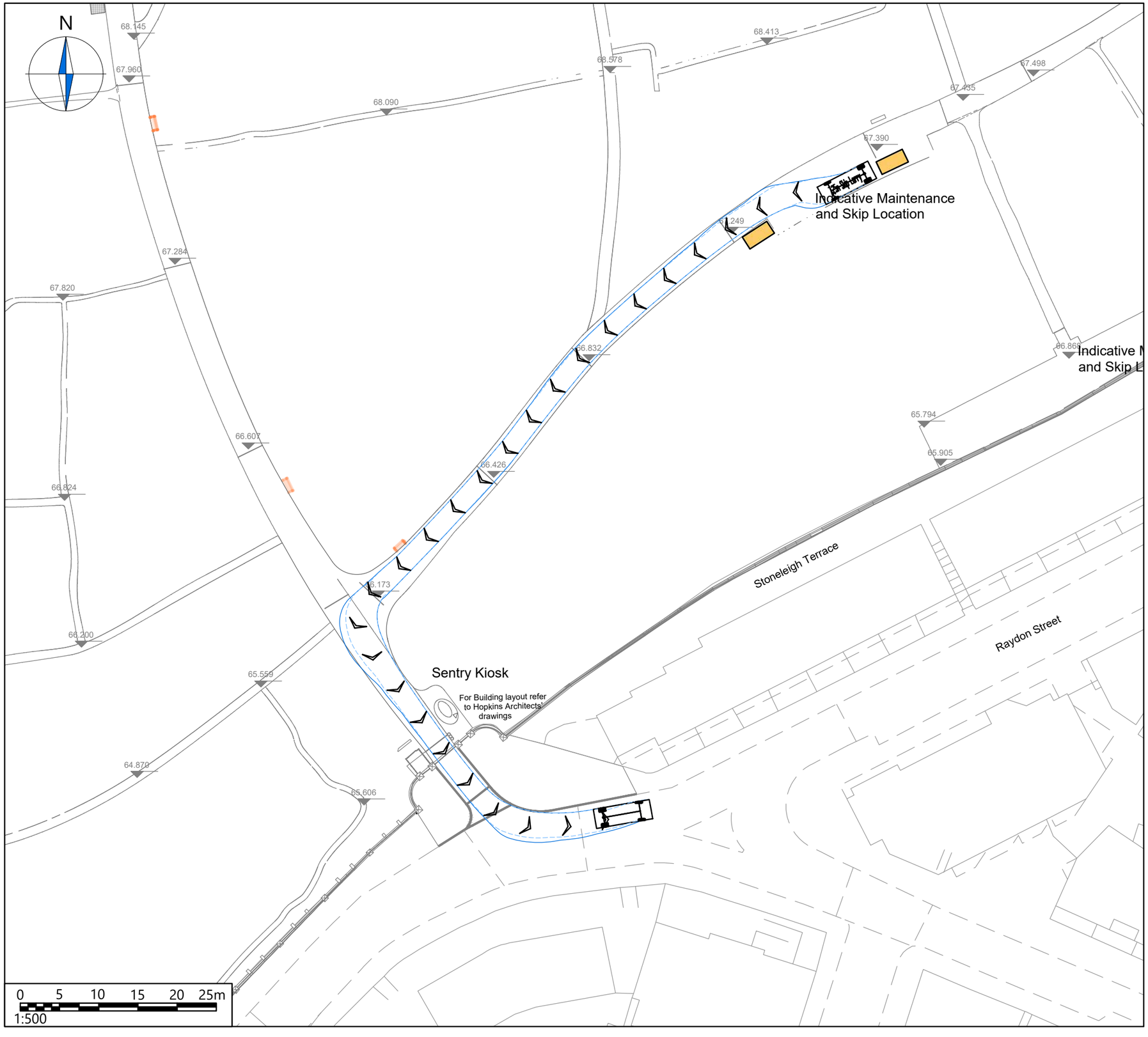
| Scale: | Size: |
|---|---|
| 1:500 | A3 |

| Drawn by: | Checked by: | Approved by: | Date: |
|---|---|---|---|
| RLM | JT | JT | 18.07.2024 |

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

| Scheme Ref: | Drawing No: | Sheet : | Rev: |
|---|---|---|---|
| 5061 | TR007 | 4 of 8 | B |

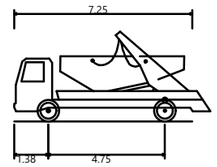
P:\2023\5061 - Highgate Cemetery, Camden\Drawings\CA_5061_TR007_B - Swept Path Analysis - Skip.dwg




## NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Design speed for all vehicle swept paths is 5kph.
4. Stationary steering has not been used on this drawing.

## Skip Lorry




| 7.25m Skip Lorry | |
|---|---|
| Overall Length | 7.250m |
| Overall Width | 2.480m |
| Overall Body Height | 3.664m |
| Min Body Ground Clearance | 0.410m |
| Track Width | 2.480m |
| Lock to lock time | 6.00s |
| Kerb to Kerb Turning Radius | 7.905m |

Forward Gear | Reverse Gear

Skip

| Rev | Details | Drawn | Checked | Date |
|---|---|---|---|---|
| B | Revised layout plan. | HE | HE | 30.10.2024 |
| A | Minor amendments | RLM | JT | 24.07.2024 |

REVISION HISTORY

Status: ☑ Preliminary ☐ Detailed ☐ As Built

Client:

Friends of Highgate Cemetery Trust

Project:

Highgate Cemetery
Camden

Drawing Title:

Swept Path Analysis
Skip Lorry

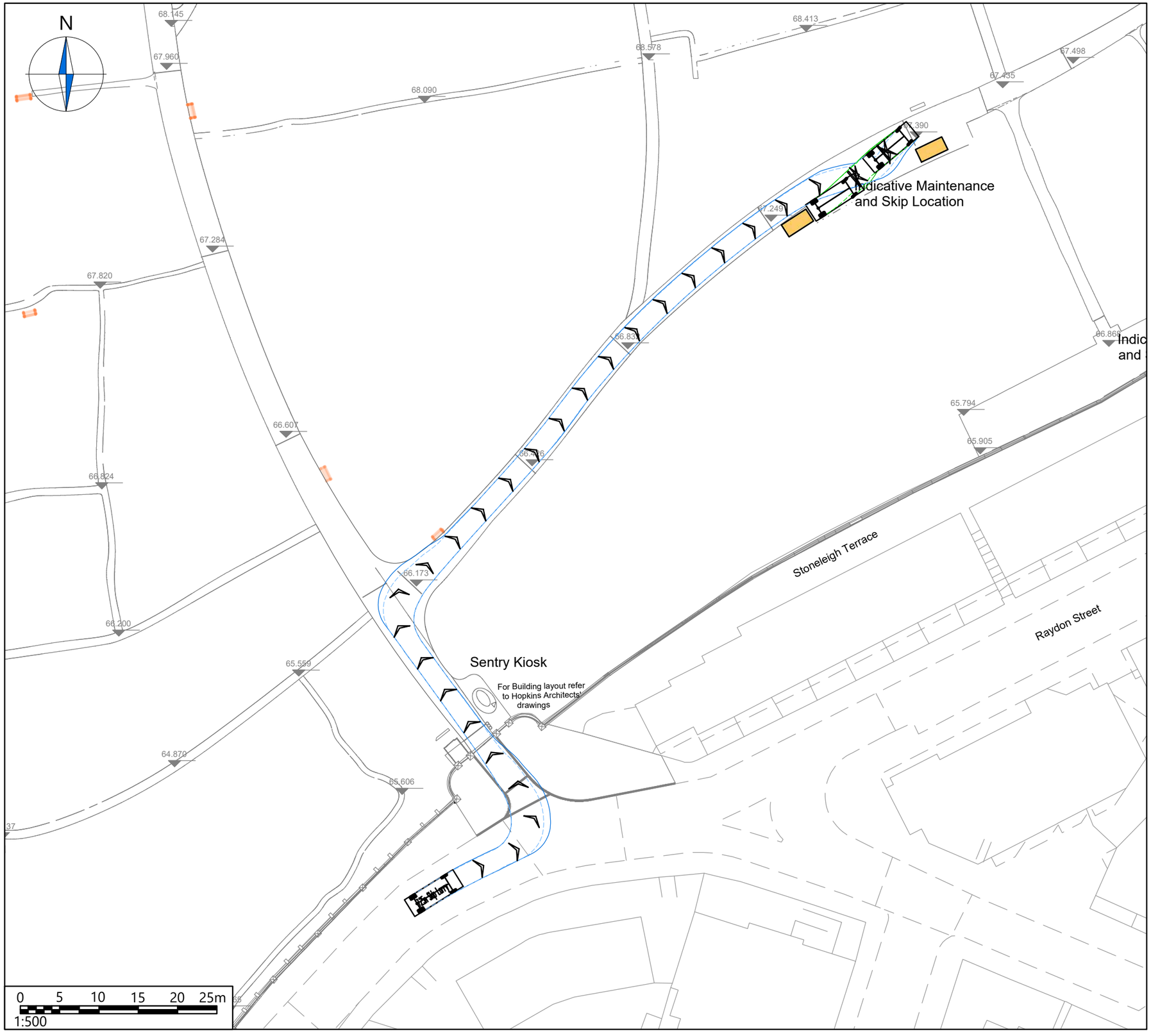
| Scale: | Size: |
|---|---|
| 1:500 | A3 |

| Drawn by: | Checked by: | Approved by: | Date: |
|---|---|---|---|
| RLM | JT | JT | 18.07.2024 |

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

| Scheme Ref: | Drawing No: | Sheet : | Rev: |
|---|---|---|---|
| 5061 | TR007 | 5 of 8 | B |

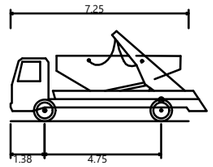
P:\2023\5061 - Highgate Cemetery, Camden\Drawings\CA_5061_TR007_B - Swept Path Analysis - Skip.dwg




## NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Design speed for all vehicle swept paths is 5kph.
4. Stationary steering has not been used on this drawing.

## Skip Lorry




| 7.25m Skip Lorry | |
|---|---|
| Overall Length | 7.250m |
| Overall Width | 2.480m |
| Overall Body Height | 3.664m |
| Min Body Ground Clearance | 0.410m |
| Track Width | 2.480m |
| Lock to lock time | 6.00s |
| Kerb to Kerb Turning Radius | 7.905m |

Forward Gear | Reverse Gear

Skip

| Rev | Details | Drawn | Checked | Date |
|---|---|---|---|---|
| B | Revised layout plan. | HE | HE | 30.10.2024 |
| A | Minor amendments | RLM | JT | 24.07.2024 |

REVISION HISTORY

Status: ☑ Preliminary ☐ Detailed ☐ As Built

Client:

Friends of Highgate Cemetery Trust

Project:

Highgate Cemetery
Camden

Drawing Title:

Swept Path Analysis
Skip Lorry

| Scale: | Size: | | |
|---|---|---|---|
| 1:500 | A3 | | |
| Drawn by: | Checked by: | Approved by: | Date: |
| RLM | JT | JT | 18.07.2024 |

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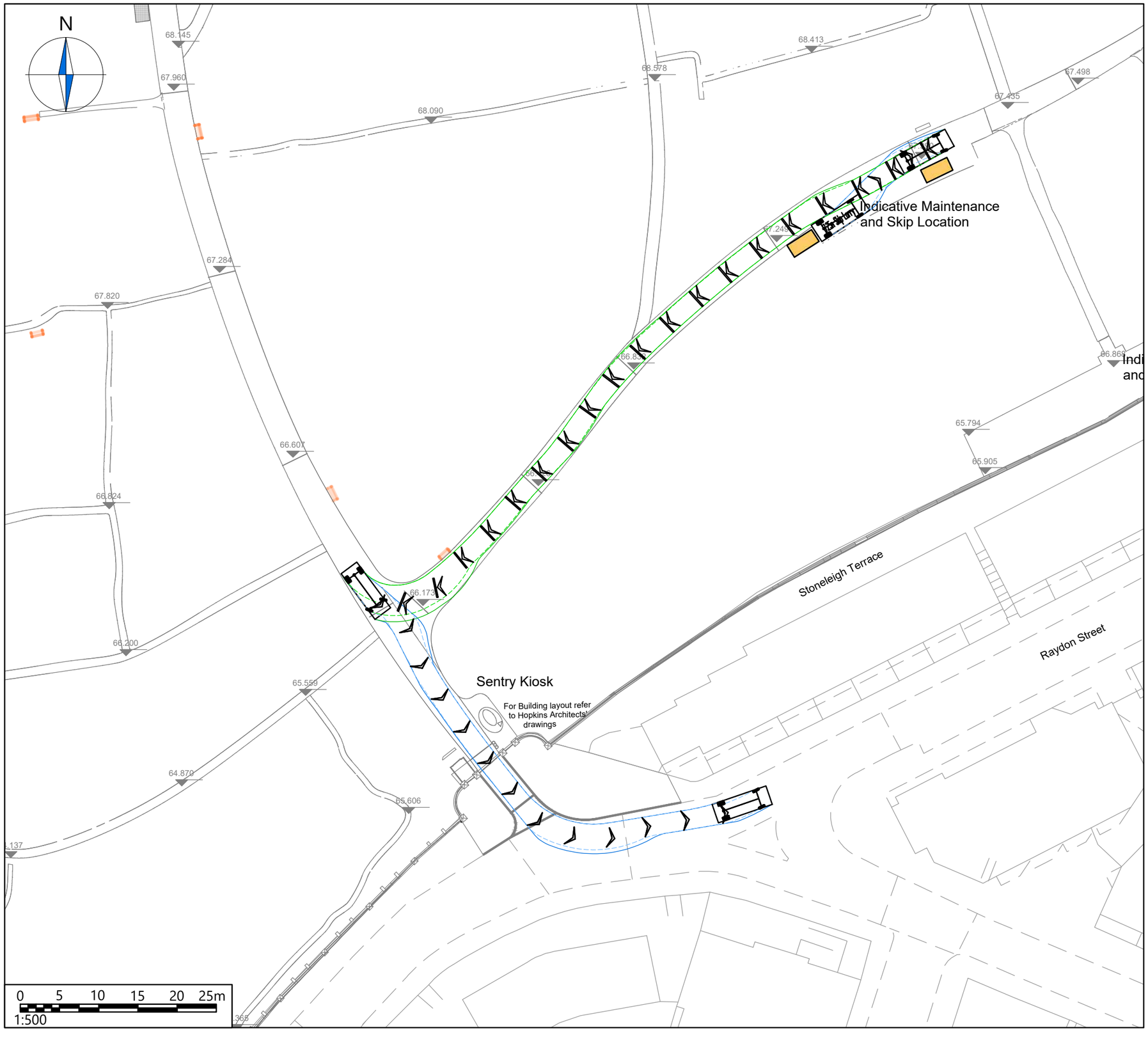
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

| Scheme Ref: | Drawing No: | Sheet : | Rev: |
|---|---|---|---|
| 5061 | TR007 | 6 of 8 | B |

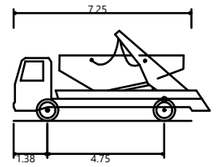
P:\2023\5061 - Highgate Cemetery, Camden\Drawings\CA_5061_TR007_B - Swept Path Analysis - Skip.dwg




## NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Design speed for all vehicle swept paths is 5kph.
4. Stationary steering has not been used on this drawing.

## Skip Lorry




| 7.25m Skip Lorry | |
|---|---|
| Overall Length | 7.250m |
| Overall Width | 2.480m |
| Overall Body Height | 3.664m |
| Min Body Ground Clearance | 0.410m |
| Track Width | 2.480m |
| Lock to lock time | 6.00s |
| Kerb to Kerb Turning Radius | 7.905m |

Forward Gear | Reverse Gear

Skip

| Rev | Details | Drawn | Checked | Date |
|---|---|---|---|---|
| B | Revised layout plan. | HE | HE | 30.10.2024 |
| A | Minor amendments | RLM | JT | 24.07.2024 |

REVISION HISTORY

Status: ☑ Preliminary ☐ Detailed ☐ As Built

Client:

Friends of Highgate Cemetery Trust

Project:

Highgate Cemetery
Camden

Drawing Title:

Swept Path Analysis
Skip Lorry

| Scale: | Size: |
|---|---|
| 1:500 | A3 |

| Drawn by: | Checked by: | Approved by: | Date: |
|---|---|---|---|
| RLM | JT | JT | 18.07.2024 |

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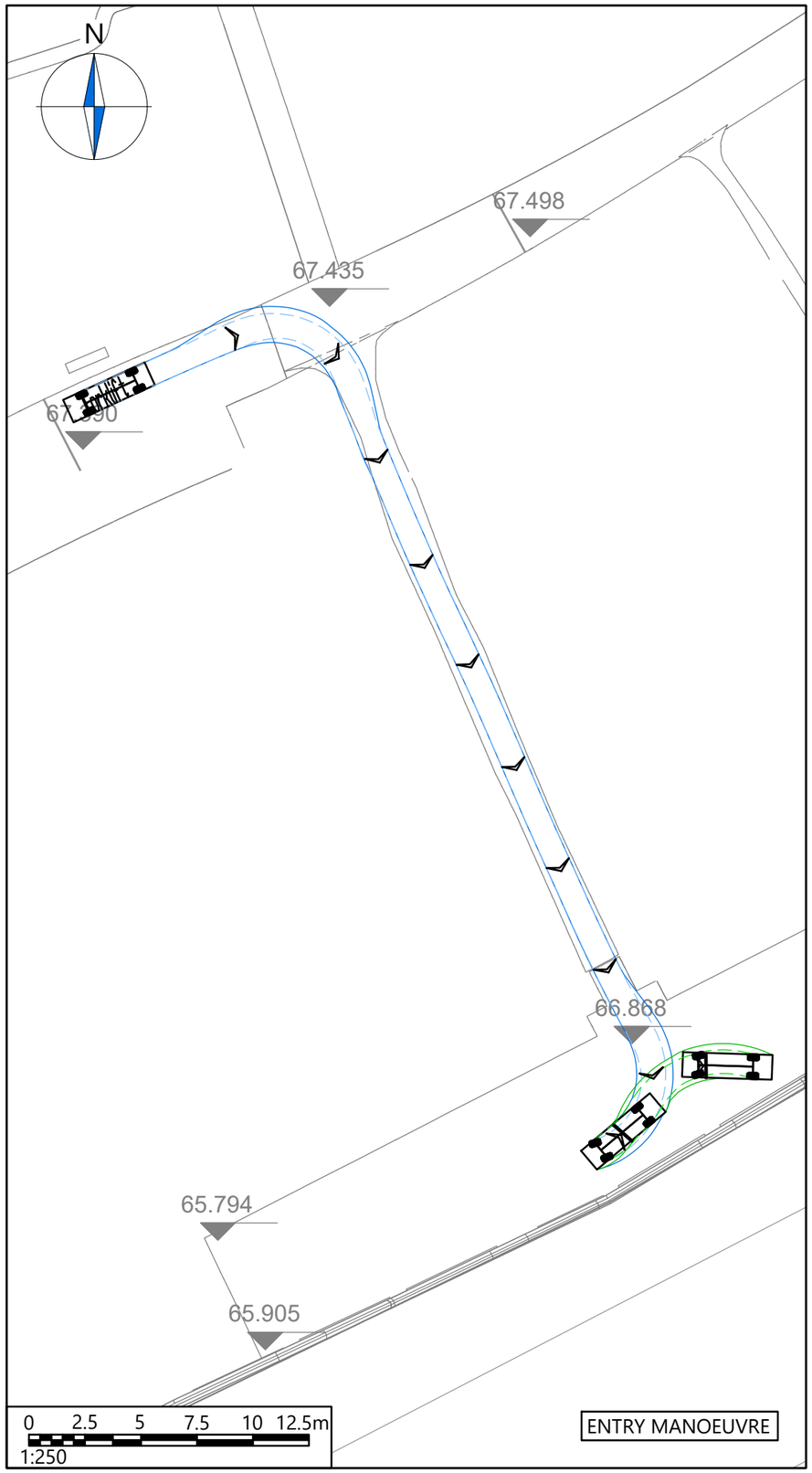
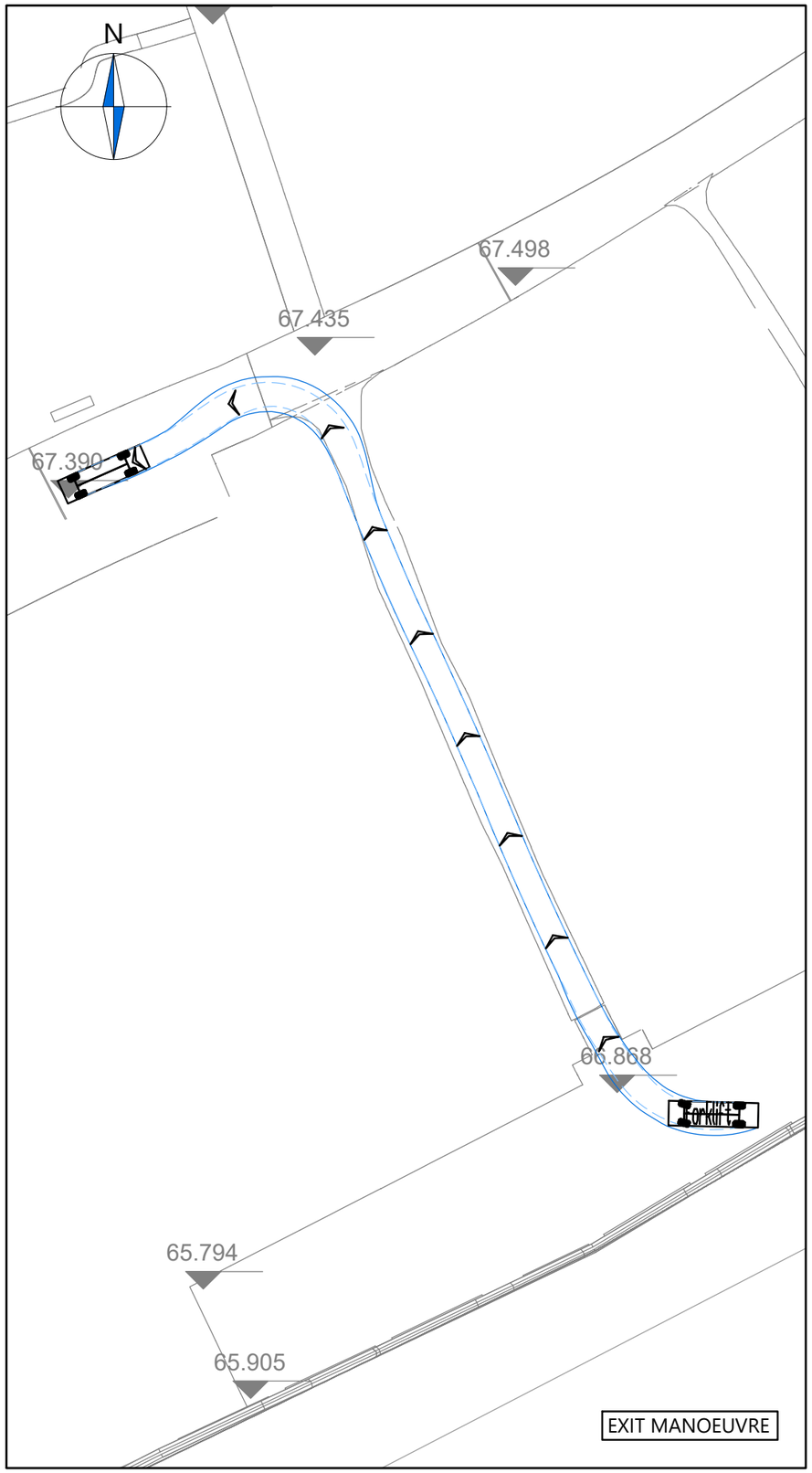
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

| Scheme Ref: | Drawing No: | Sheet : | Rev: |
|---|---|---|---|
| 5061 | TR007 | 7 of 8 | B |

P:\2023\5061 - Highgate Cemetery, Camden\Drawings\CA_5061_TR007_B - Swept Path Analysis - Skip.dwg

# APPENDIX F

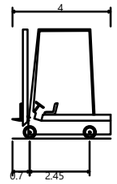



## NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Design speed for all vehicle swept paths is 5kph.
4. Stationary steering has not been used on this drawing.

## Fork Lift




| Forklift | |
|---|---|
| Overall Length | 4.000m |
| Overall Width | 1.100m |
| Overall Body Height | 4.450m |
| Min Body Ground Clearance | 0.165m |
| Track Width | 1.100m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 4.155m |

Forward Gear | Reverse Gear

| Rev | Details | Drawn | Checked | Date |
|---|---|---|---|---|
| B | Revised layout plan. | HE | HE | 30.10.2024 |
| A | Minor amendments | RLM | JT | 24.07.2024 |

REVISION HISTORY

Status: ☑ Preliminary ☐ Detailed ☐ As Built

Client:

Friends of Highgate Cemetery Trust

Project:

Highgate Cemetery
Camden

Drawing Title:

Swept Path Analysis
Fork Lift

| Scale: | Size: |
|---|---|
| 1:200 | A3 |

| Drawn by: | Checked by: | Approved by: | Date: |
|---|---|---|---|
| RLM | JT | JT | 18.07.2024 |

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Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

| Scheme Ref: | Drawing No: | Sheet : | Rev: |
|---|---|---|---|
| 5061 | TR007 | 8 of 8 | B |

P:\2023\5061 - Highgate Cemetery, Camden\Drawings\CA_5061_TR007_B - Swept Path Analysis - Skip.dwg


## NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Design speed for all vehicle swept paths is 5kph.
4. Stationary steering has not been used on this drawing.
5. All vehicle specifications are indicative, assumptions were made based on the dimensions given. Caneparo Associates are not liable for any inaccuracies.

| Rev | Details | Drawn | Checked | Date |
|---|---|---|---|---|
| C | Additional scheme base plan overlaid. | HE | HE | 30.10.2024 |
| B | Updated Tracking | COS | JT | 26.06.2024 |
| A | Revised swept paths & bay locations. | HE | SMcC | 20.07.2023 |

**REVISION HISTORY**

Status: ☑ Preliminary ☐ Detailed ☐ As Built

Client:

Friends of Highgate Cemetery Trust

Project:

Highgate Cemetery
Camden

Drawing Title:

Proposed East Cemetery Mound (Option 2)

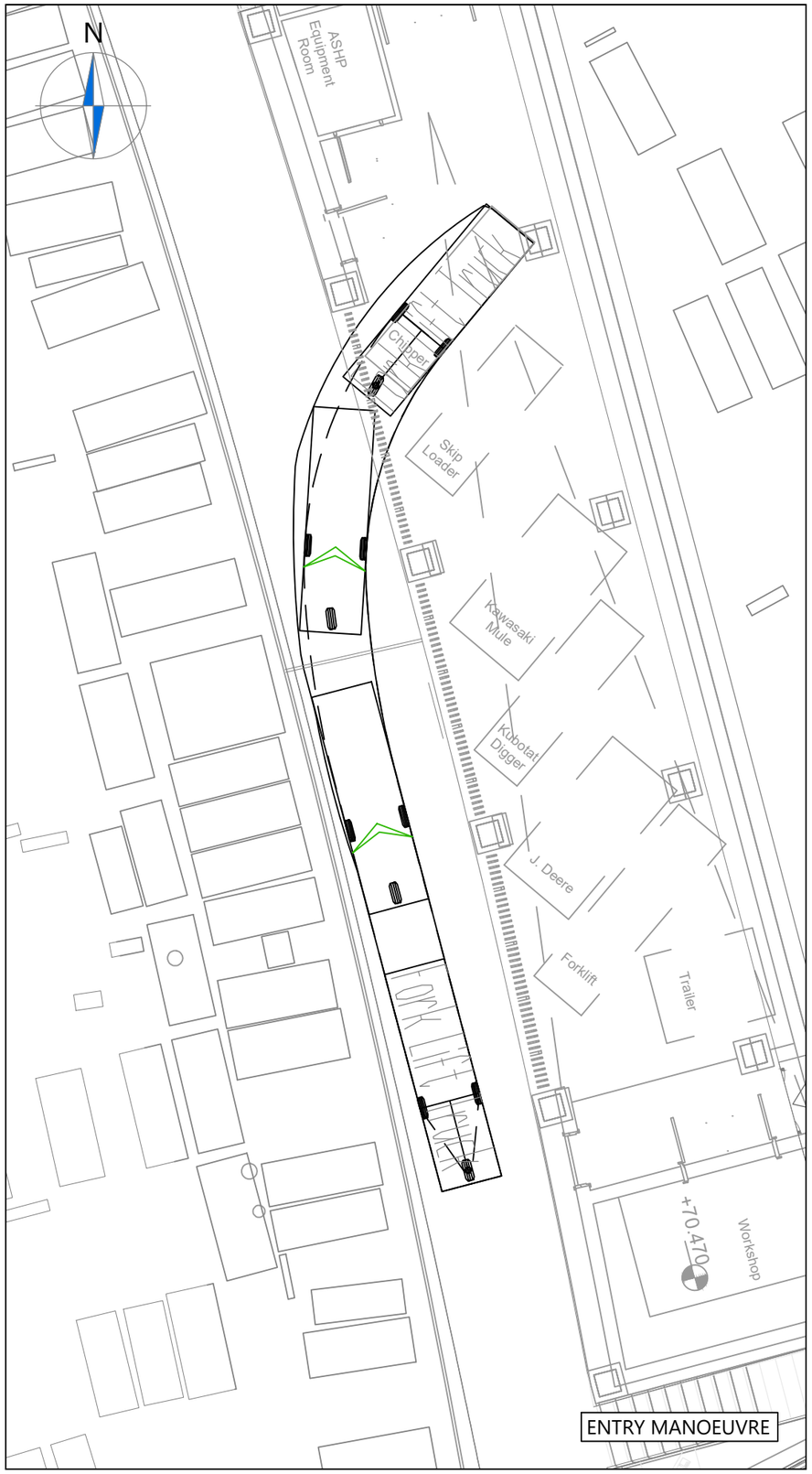
| Scale: | Size: |
|---|---|
| 1:100 | A3 |

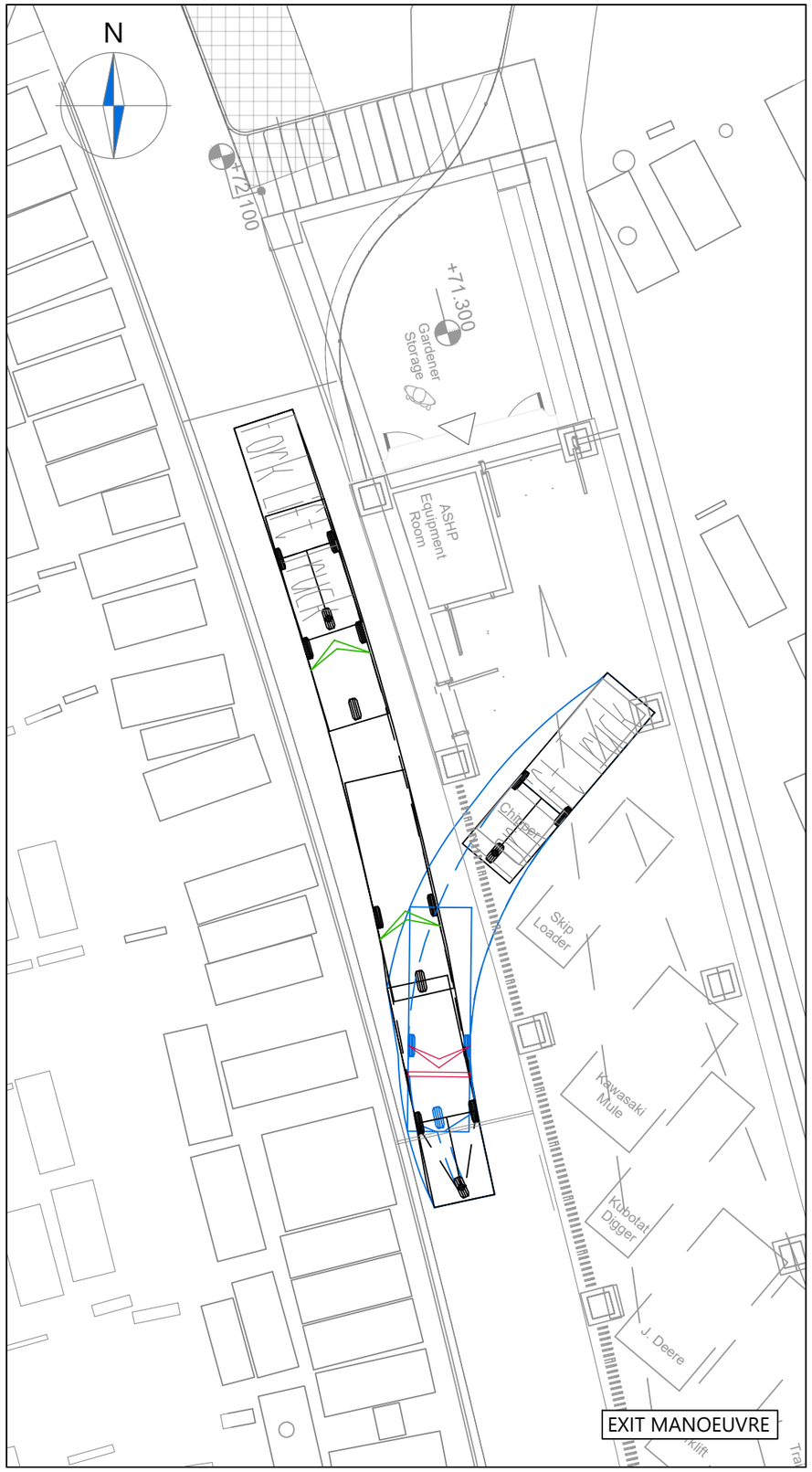
| Drawn by: | Checked by: | Approved by: | Date: |
|---|---|---|---|
| COS | JT | SMcC | 05.07.2023 |

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

| Scheme Ref: | Drawing No: | Sheet : | Rev: |
|---|---|---|---|
| 5061 | TR002 | 1 of 7 | C |

P:\2023\5061 - Highgate Cemetery, Camden\Drawings\CA_5061_TR002 C - Vehicle Swept Path Analysis For East Cemetery Mound (Option 2).dwg

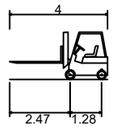



## NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Design speed for all vehicle swept paths is 5kph.
4. Stationary steering has not been used on this drawing.
5. All vehicle specifications are indicative, assumptions were made based on the dimensions given. Caneparo Associates are not liable for any inaccuracies.

## FORKLIFT TRUCK




| | |
|---|---|
| Overall Length | 4.000m |
| Overall Width | 1.100m |
| Overall Body Height | 1.935m |
| Min Body Ground Clearance | 0.170m |
| Max Track Width | 1.100m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 1.360m |

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

| Rev | Details | Drawn | Checked | Date |
|---|---|---|---|---|
| C | Additional scheme base plan overlaid. | HE | HE | 30.10.2024 |
| B | Updated Tracking | COS | JT | 26.06.2024 |
| A | Revised swept paths & bay locations. | HE | SMcC | 20.07.2023 |

REVISION HISTORY

Status: ☑ Preliminary ☐ Detailed ☐ As Built

Client:

Friends of Highgate Cemetery Trust

Project:

Highgate Cemetery
Camden

Drawing Title:

Swept Path Analysis using a 4m Forklift Truck

| Scale: | Size: | | |
|---|---|---|---|
| 1:100 | A3 | | |
| Drawn by: | Checked by: | Approved by: | Date: |
| COS | JT | SMcC | 05.07.2023 |

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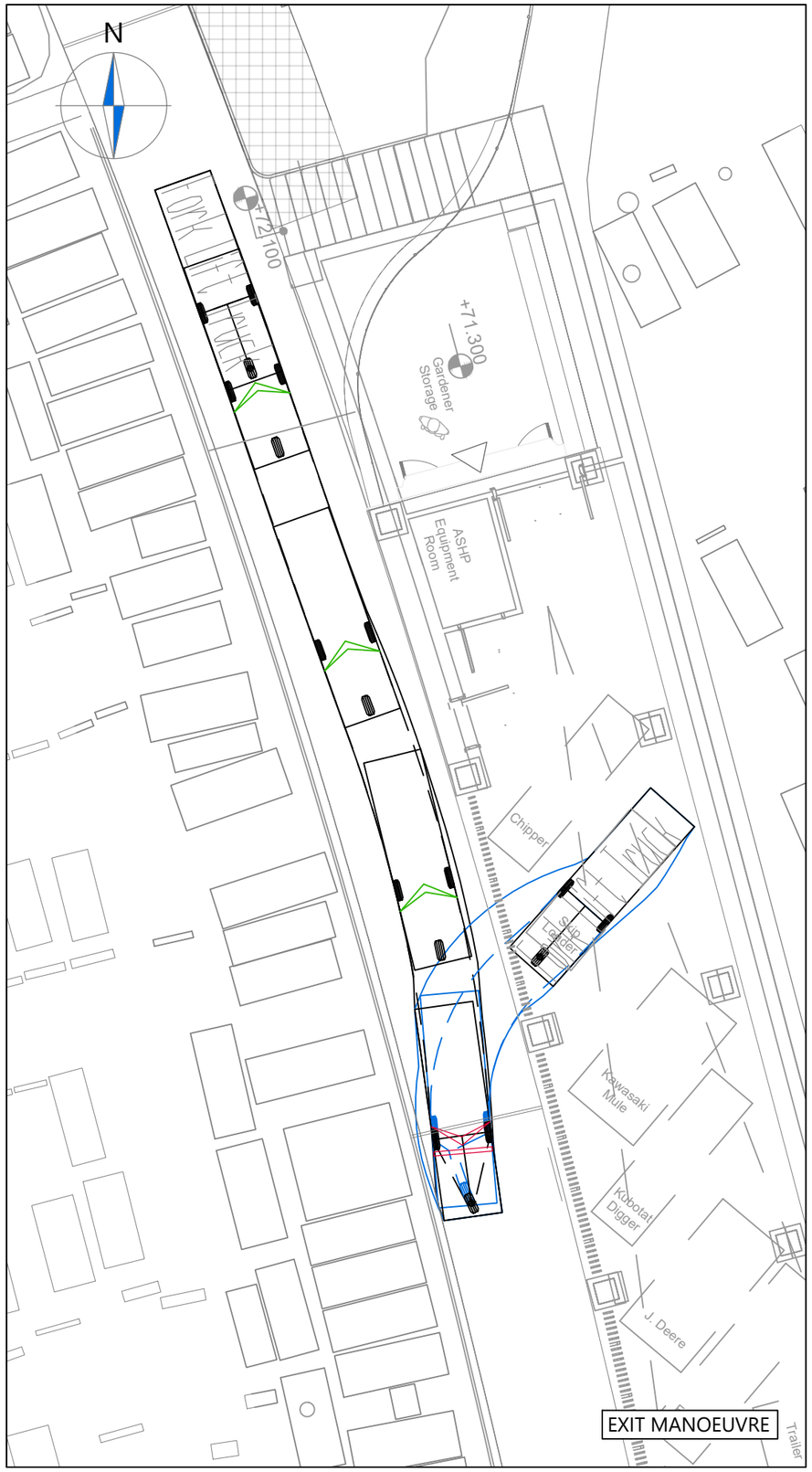
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

| Scheme Ref: | Drawing No: | Sheet : | Rev: |
|---|---|---|---|
| 5061 | TR002 | 2 of 7 | C |

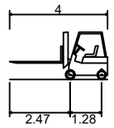
P:\2023\5061 - Highgate Cemetery, Camden\Drawings\CA_5061_TR002 C - Vehicle Swept Path Analysis For East Cemetery Mound (Option 2).dwg


## NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Design speed for all vehicle swept paths is 5kph.
4. Stationary steering has not been used on this drawing.
5. All vehicle specifications are indicative, assumptions were made based on the dimensions given. Caneparo Associates are not liable for any inaccuracies.

## FORKLIFT TRUCK




| | |
|---|---|
| Overall Length | 4.000m |
| Overall Width | 1.100m |
| Overall Body Height | 1.935m |
| Min Body Ground Clearance | 0.170m |
| Max Track Width | 1.100m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 1.360m |

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

| Rev | Details | Drawn | Checked | Date |
|---|---|---|---|---|
| C | Additional scheme base plan overlaid. | HE | HE | 30.10.2024 |
| B | Updated Tracking | COS | JT | 26.06.2024 |
| A | Revised swept paths & bay locations. | HE | SMcC | 20.07.2023 |

REVISION HISTORY

Status: ☑ Preliminary ☐ Detailed ☐ As Built

Client:

Friends of Highgate Cemetery Trust

Project:

Highgate Cemetery
Camden

Drawing Title:

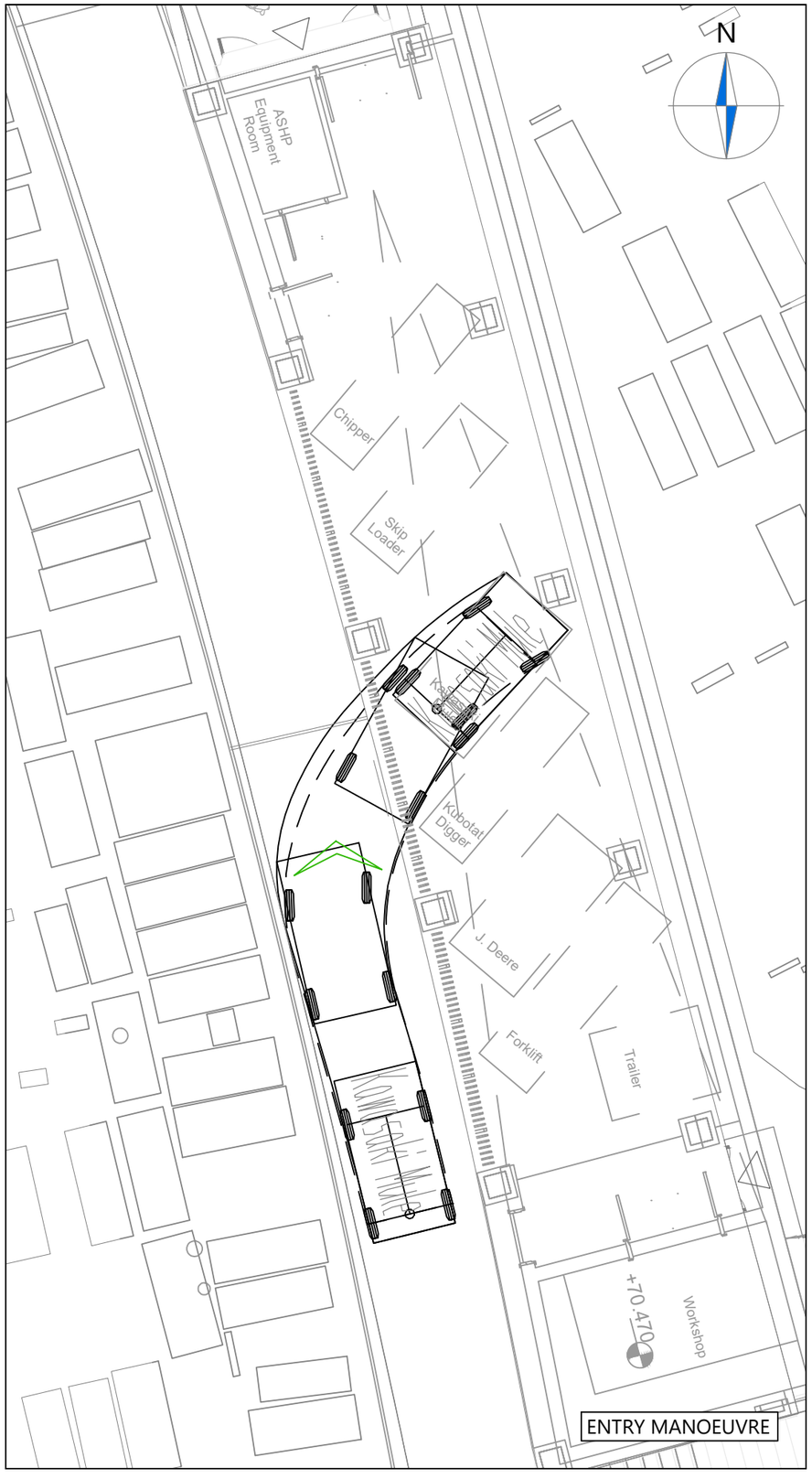
Swept Path Analysis using a 4m Forklift Truck

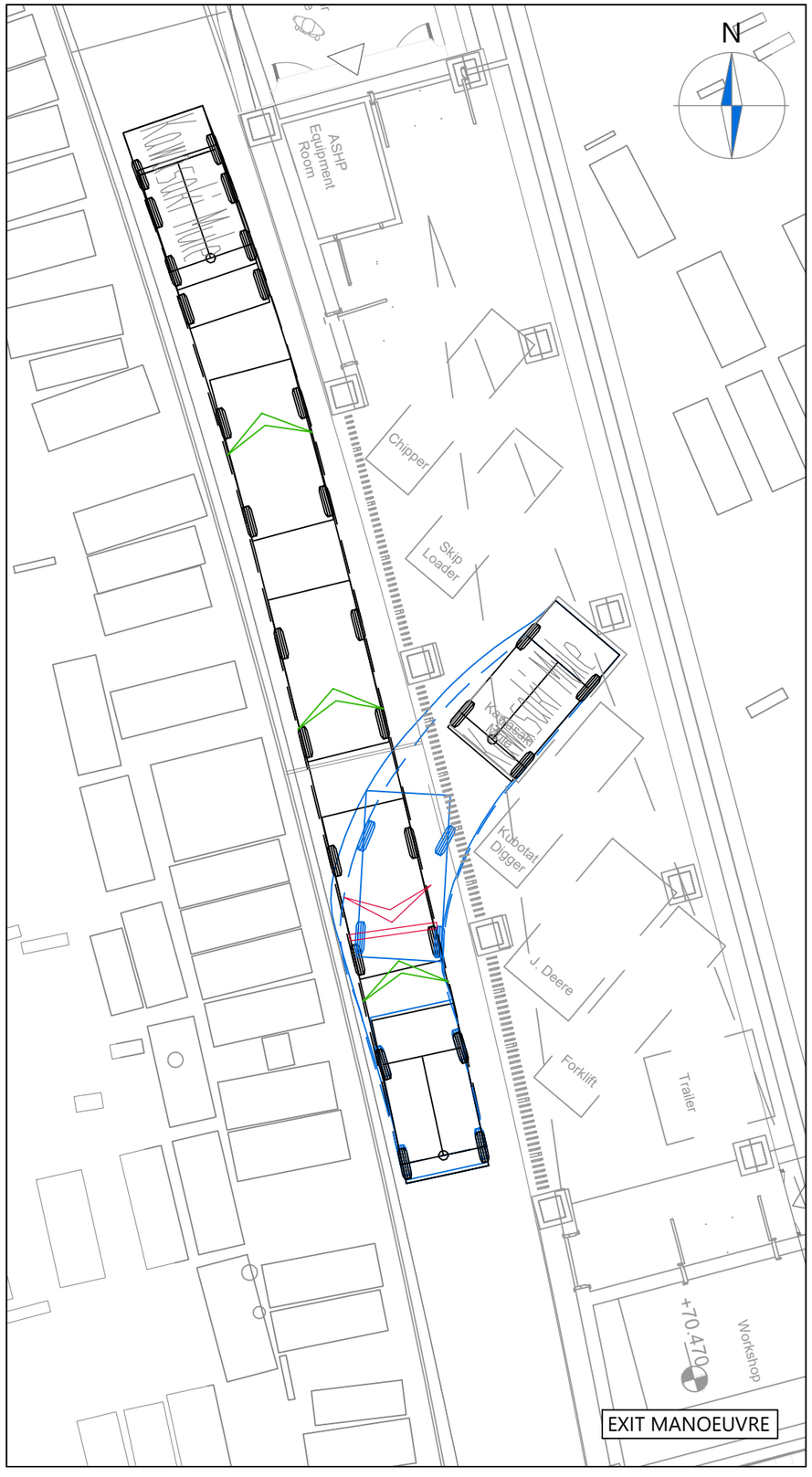
| Scale: | Size: | | |
|---|---|---|---|
| 1:100 | A3 | | |
| Drawn by: | Checked by: | Approved by: | Date: |
| COS | JT | SMcC | 05.07.2023 |

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

| Scheme Ref: | Drawing No: | Sheet : | Rev: |
|---|---|---|---|
| 5061 | TR002 | 3 of 7 | C |

P:\2023\5061 - Highgate Cemetery, Camden\Drawings\CA_5061_TR002 C - Vehicle Swept Path Analysis For East Cemetery Mound (Option 2).dwg




## NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Design speed for all vehicle swept paths is 5kph.
4. Stationary steering has not been used on this drawing.
5. All vehicle specifications are indicative, assumptions were made based on the dimensions given. Caneparo Associates are not liable for any inaccuracies.

## KAWASKI MULE

| | |
|---|---|
| Overall Length | 2.970m |
| Overall Width | 1.500m |
| Overall Body Height | 1.383m |
| Min Body Ground Clearance | 0.225m |
| Track Width | 1.570m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 4.350m |

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

| Rev | Details | Drawn | Checked | Date |
|---|---|---|---|---|
| C | Additional scheme base plan overlaid. | HE | HE | 30.10.2024 |
| B | Updated Tracking | COS | JT | 26.06.2024 |
| A | Revised swept paths & bay locations. | HE | SMcC | 20.07.2023 |

REVISION HISTORY

Status: ☑ Preliminary ☐ Detailed ☐ As Built

Client:

Friends of Highgate Cemetery Trust

Project:

Highgate Cemetery
Camden

Drawing Title:

Swept Path Analysis using a 2.97m Kawasaki Mule

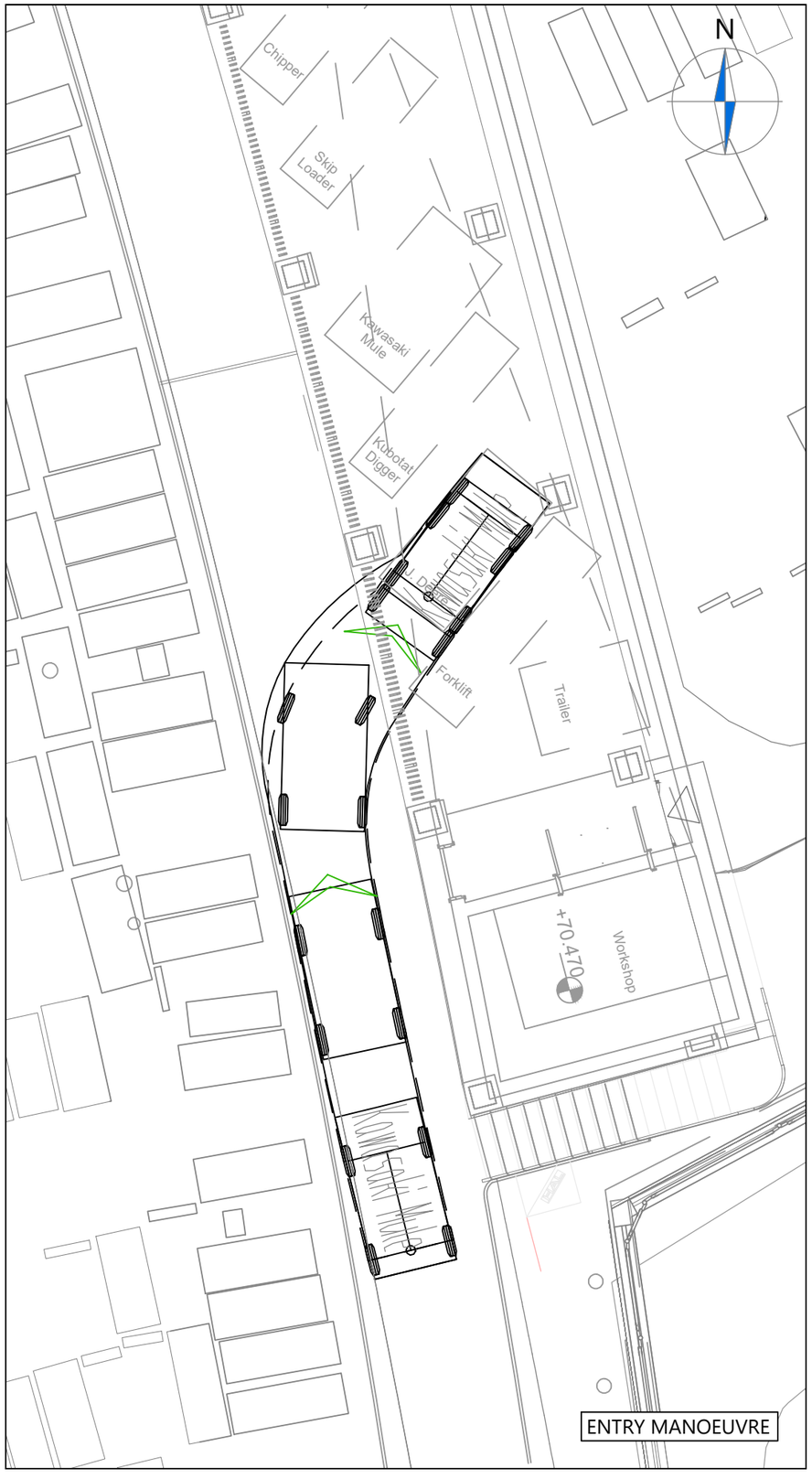
| Scale: | Size: |
|---|---|
| 1:100 | A3 |

| Drawn by: | Checked by: | Approved by: | Date: |
|---|---|---|---|
| COS | JT | SMcC | 05.07.2023 |

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

| Scheme Ref: | Drawing No: | Sheet : | Rev: |
|---|---|---|---|
| 5061 | TR002 | 4 of 7 | C |

P:\2023\5061 - Highgate Cemetery, Camden\Drawings\CA_5061_TR002 C - Vehicle Swept Path Analysis For East Cemetery Mound (Option 2).dwg





## NOTES

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5. All vehicle specifications are indicative, assumptions were made based on the dimensions given. Caneparo Associates are not liable for any inaccuracies.

## KAWASKI MULE

| | |
|---|---|
| Overall Length | 2.970m |
| Overall Width | 1.500m |
| Overall Body Height | 1.383m |
| Min Body Ground Clearance | 0.225m |
| Track Width | 1.570m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 4.350m |

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

| Rev | Details | Drawn | Checked | Date |
|---|---|---|---|---|
| C | Additional scheme base plan overlaid. | HE | HE | 30.10.2024 |
| B | Updated Tracking | COS | JT | 26.06.2024 |
| A | Revised swept paths & bay locations. | HE | SMcC | 20.07.2023 |

REVISION HISTORY

Status: ☑ Preliminary ☐ Detailed ☐ As Built

Client:

Friends of Highgate Cemetery Trust

Project:

Highgate Cemetery
Camden

Drawing Title:

Swept Path Analysis using a 2.97m Kawaski Mule

| Scale: | Size: |
|---|---|
| 1:100 | A3 |

| Drawn by: | Checked by: | Approved by: | Date: |
|---|---|---|---|
| COS | JT | SMcC | 05.07.2023 |

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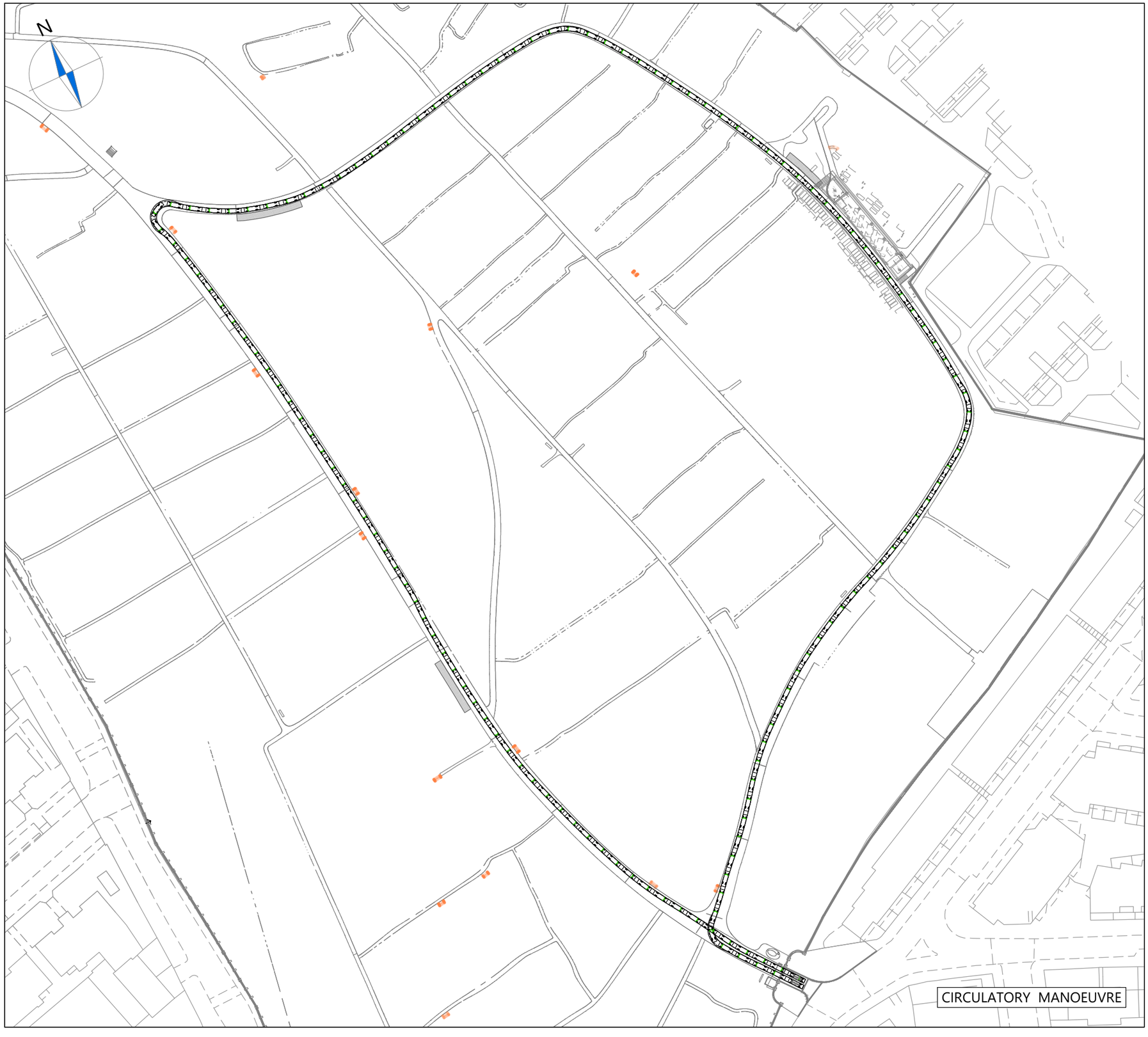
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

| Scheme Ref: | Drawing No: | Sheet : | Rev: |
|---|---|---|---|
| 5061 | TR002 | 5 of 7 | C |

P:\2023\5061 - Highgate Cemetery, Camden\Drawings\CA_5061_TR002 C - Vehicle Swept Path Analysis For East Cemetery Mound (Option 2).dwg

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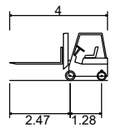
## FORKLIFT TRUCK




| | |
|---|---|
| Overall Length | 4.000m |
| Overall Width | 1.100m |
| Overall Body Height | 1.935m |
| Min Body Ground Clearance | 0.170m |
| Max Track Width | 1.100m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 1.360m |

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

| Rev | Details | Drawn | Checked | Date |
|---|---|---|---|---|
| C | Additional scheme base plan overlaid. | HE | HE | 30.10.2024 |
| B | Updated Tracking | COS | JT | 26.06.2024 |
| A | Revised swept paths & bay locations. | HE | SMcC | 20.07.2023 |

**REVISION HISTORY**

Status: ☑ Preliminary ☐ Detailed ☐ As Built

Client:

Friends of Highgate Cemetery Trust

Project:

Highgate Cemetery
Camden

Drawing Title:

Swept Path Analysis using a
4m Forklift Truck

| Scale: | Size: |
|---|---|
| 1:1000 | A3 |

| Drawn by: | Checked by: | Approved by: | Date: |
|---|---|---|---|
| COS | JT | SMcC | 05.07.2023 |

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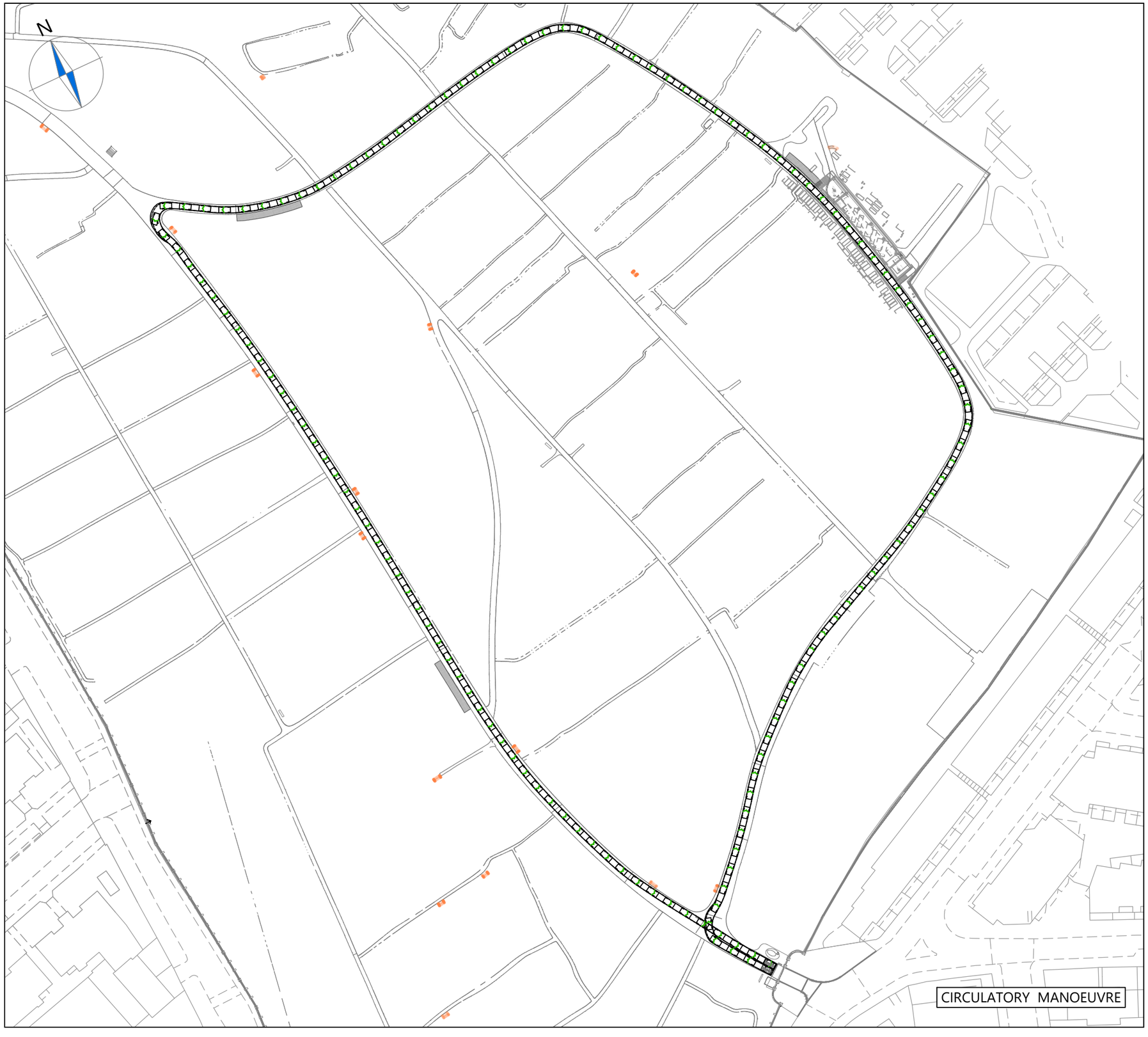
| Scheme Ref: | Drawing No: | Sheet : | Rev: |
|---|---|---|---|
| 5061 | TR002 | 6 of 7 | C |

P:\2023\5061 - Highgate Cemetery, Camden\Drawings\CA_5061_TR002 C - Vehicle Swept Path Analysis For East Cemetery Mound (Option 2).dwg

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| Rev | Details | Drawn | Checked | Date |
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REVISION HISTORY

Status: ☑ Preliminary ☐ Detailed ☐ As Built

Client: Friends of Highgate Cemetery Trust

Project: Highgate Cemetery Camden

Drawing Title: Swept Path Analysis using a 2.97m Kawaski Mule

| Scale: | Size: | | |
|---|---|---|---|
| 1:1000 | A3 | | |
| Drawn by: | Checked by: | Approved by: | Date: |
| COS | JT | SMcC | 05.07.2023 |

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| Scheme Ref: | Drawing No: | Sheet : | Rev: |
|---|---|---|---|
| 5061 | TR002 | 7 of 7 | C |

P:\2023\5061 - Highgate Cemetery, Camden\Drawings\CA_5061_TR002 C - Vehicle Swept Path Analysis For East Cemetery Mound (Option 2).dwg