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TECHNICAL NOTE

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Date:	13/07/2015
Project:	PI 364: 45 Maresfield Gardens
Subject:	Pedestrian Sightlines

1. Paul Mew Associates have been instructed by Shai Greenberg in relation to the proposed development at 45 Maresfield Gardens, London NW3 5TE.
2. A full planning application was submitted on the 8th May 2015 (application number 2015/1609/P) for a side extension at the first floor level and alterations to the forecourt parking of the property. The London Borough of Camden refused the planning application on parking and access grounds. The full comments by made by Camden's Transport officers in relation to the submitted application are referenced below:

The original off-street parking arrangements for the property included two spaces, one located to the left hand side of the front of the house and one to the centre. An existing vehicle crossover serves the two parking spaces. An area of hard standing on the driveway was provided on the right hand side which acted as path which led to the front doors. The pathway provided a visibility gap between the parking spaces and the adjacent boundary wall of number 45. There is an on-street parking bay located outside the property which begins at the boundary with number 45 wall and runs northwards. This bay is approximately 20m long and is capable of accommodating up to 4 vehicles.

The proposed development includes dividing the existing parking spaces into left and right sides with a footpath in between. The right hand side parking space is located immediately adjacent to the northern boundary wall with number 45 such that there is no longer a visibility gap to the north. Moving the formerly central bay northwards results in the parking space no longer being aligned with the crossover. Vehicles using this bay therefore have to illegally cross the footway without the benefit of a full width crossover.

The proposed/implemented arrangements raise safety concerns with regard to the lack of visibility of the right hand (northern) parking space for pedestrians approaching from the north. As the space no longer aligns with the crossover pedestrians will not be expecting a vehicle to suddenly appear from behind the boundary wall. This is a particularly sensitive pedestrian route, with high numbers of vulnerable road users (school children) travelling to and from South Hampstead High School at the southern end of Maresfield Gardens at the start and end of the school day. The proposal is therefore contrary to Development Policy DPI9 parts a) and b).

The implemented arrangements raise safety concerns with regard to the lack of visibility of the right hand (northern) parking space for pedestrians approaching from the north. The space doesn't align with the crossover and as such pedestrians would not expect a vehicle to suddenly reverse from behind the wall.

The concern is this is a sensitive pedestrian route with vulnerable road users (school children). The proposal is contrary to Development Policy parts a) and b).

We object to the provision of the brick pillars, vehicle gates and gate posts and require these to be removed. The proposed gates would need to be able to be closed if a vehicle is within the property. It is not acceptable for the gates to open outwards onto the public highway.

In summary, we object to the proposed parking arrangements and the alterations that have already been made to the front boundary. The central brick pillars and gate posts that have been installed should be removed and the previous parking arrangements reinstated, i.e. with left and central parking bays so that they align with the existing crossover.

Policy Context

3. Development Policy 19, referenced in the council's reasons for refusal of the application is extracted below for ease of reference.

The Council will seek to ensure that the creation of additional car parking spaces will not have negative impacts on parking, highways or the environment, and will encourage the removal of surplus car parking spaces. We will resist development that would:

- a) harm highway safety or hinder pedestrian movement;*
- b) provide inadequate sightlines for vehicles leaving the site;*
- c) add to on-street parking demand where on-street parking spaces cannot meet existing demand, or otherwise harm existing on-street parking conditions;*
- d) require detrimental amendment to existing or proposed Controlled Parking Zones;*
- e) create a shortfall of parking provision in terms of the Council's Parking Standards for bicycles, people with disabilities, service vehicles, coaches and taxis;*
- f) create a shortfall of public car parking, operational business parking or residents' parking; g) create, or add to, an area of car parking that has a harmful visual impact.*

The Council will require off-street parking to:

- h) preserve a building's setting and the character of the surrounding area;*
- i) preserve any means of enclosure, trees or other features of a forecourt or garden that make a significant contribution to the visual appearance of the area; and*
- j) provide adequate soft landscaping, permeable surfaces, boundary treatment and other treatments to offset adverse visual impacts and increases in surface run-off.*

The Council will only permit public off-street parking where it is supported by a transport assessment and is shown to meet a need that cannot be met by public transport. The Council will expect new public off-street parking to be subject to a legal agreement to control the layout of the parking spaces, the nature of the users and the pricing structure. We will also seek a legal agreement to secure removal of parking spaces in response to any improvement to public transport capacity in the area.

Where parking is created or reallocated, Camden will encourage the allocation of spaces for low emission vehicles, car clubs, pool cars, cycle hire and parking, and electric vehicle charging equipment.

4. Camden's Planning Guidance (CPG) is the statutory documents providing the specification for car parking requirements in the Borough. Chapter seven of CPG relates to transport matters, with paragraphs 7.13 and 7.14 specifically relating to Sightlines, extracted below for ease of reference:

Visibility and sightlines for emerging vehicles:

7.13 Vehicles joining the highway network need clear views of pedestrians, cyclists and other traffic, and users of the highway network need clear views of those joining it. Views can be obstructed by boundary treatments and parked cars. The relationship between motor vehicles and cyclists and pedestrians is particularly sensitive.

7.14 Adequate visibility for emerging vehicles should be provided with new vehicle accesses, or development that effects existing vehicular accesses. Developers should refer to the Manual for Streets for guidance.

5. In Manual for Streets paragraphs 7.8.3 and 7.8.4 relates to visibility on the street edge, which incorporates pedestrian sightlines:

Visibility along the street edge

7.8.3 Vehicle exits at the back edge of the footway mean that emerging drivers will have to take account of people on the footway. The absence of wide visibility splays at private driveways will encourage drivers to emerge more cautiously. Consideration should be given to whether this will be appropriate, taking into account the following:

- *the frequency of vehicle movements;*
- *the amount of pedestrian activity; and*
- *the width of the footway.*

7.8.4 When it is judged that footway visibility splays are to be provided, consideration should be given to the best means of achieving this in a manner sympathetic to the visual appearance of the street (Fig. 7.21). This may include:

- *the use of boundary railings rather than walls (Fig. 7.22); and*
- *the omission of boundary walls or fences at the exit location.*

6. Camden Council does not prescribe a specific required visibility envelope for vehicle to pedestrian sightlines.

Northern Parking Bay Location

7. Figure 1 presents the location of the proposed northern parking bay.
8. Swept path analysis has been performed on the location of the proposed northern parking bay to confirm that a vehicle can enter and exit the parking bay. The results of the swept path analysis are presented in Figure 2 and demonstrate that the northern parking bay is accessible in forward and reverse gear.
9. To accommodate the proposed location of the northern parking bay the drop-kerb in front of the site will need to be extended to the north; reducing the permit holder only (PHO) parking bay by a maximum 3 metres.
10. The current total length of the PHO parking bay is 18 metres. In accordance with the Lambeth Methodology a distance 5 metres is considered to constitute a parking opportunity; therefore a reduction of the PHO parking bay by 3 metres to 15 metres will not result in a loss of parking opportunities on Maresfield Gardens.

Pedestrian Counts

11. Pedestrian count surveys have been conducted on a typical weekday between the hours of 07:45 till 09:00 and 14:45 till 1600 to capture the peak pedestrian movements along the street resulting from the nearby school.
12. The morning pedestrian counts were undertaken on Friday 10th July 2015, and the afternoon counts were recorded on the 8th July 2015.
13. The results of the pedestrian counts are presented in Table 1 below:

Table 1: Maresfield Gardens Pedestrian Counts

Time	Typical Weekday Pedestrian Counts					
	Maresfield Gardens (western side)				Maresfield Gardens (eastern side)	
	Northbound		Southbound		North and Southbound	
	Adults	Children	Adults	Children	Adults	Children
0745 - 0800	3	1	2	0	1	0
0800 - 0815	2	0	3	1	8	0
0815 - 0830	2	0	3	1	8	0
0830 - 0845	5	4	5	0	1	2
0845 - 0900	4	3	0	0	6	2
Morning Total	16	8	13	2	24	4
Total Pedestrians	39				28	
1445 - 1500	1	0	7	0	2	0
1500 - 1515	1	0	5	1	7	2
1515 - 1530	5	0	3	0	6	3
1530 - 1545	5	9	7	2	7	3
1545 - 1600	4	5	6	1	5	1
Afternoon Total	16	14	28	4	27	9
Total Pedestrians	62				36	

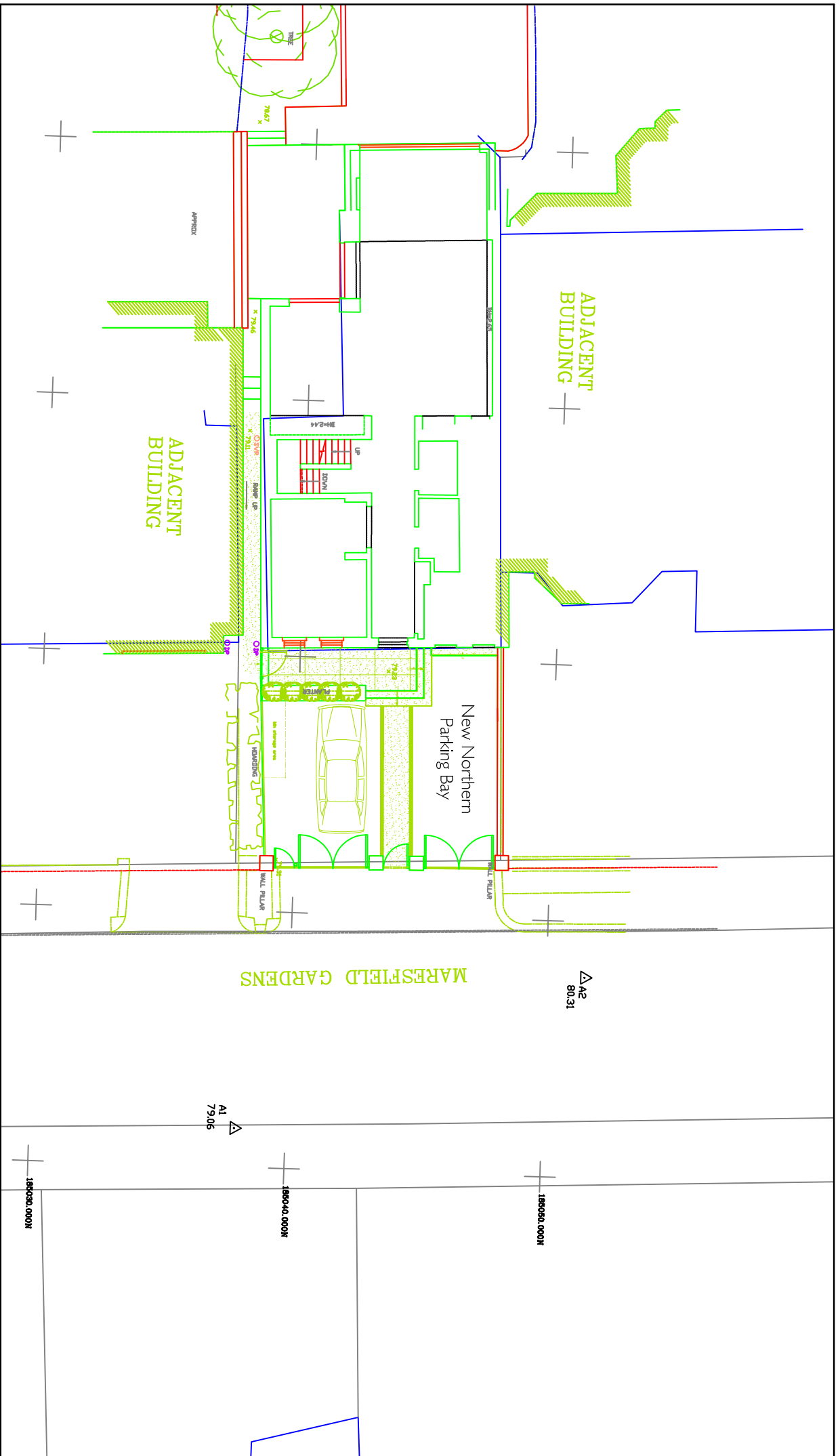
Source: Doyle Design LLP Survey

14. The results in Table 1 demonstrate that on a typical weekday 39 pedestrian movements were recorded in the morning peak on the western side of Maresfield Gardens, consisting of a total of 29 adults and 10 children. In the evening peak there were a total of 62 pedestrian movements recorded consisting of 44 adults and 18 children.
15. The pedestrian's counts of children have been excluded from further analysis, as all of the children recorded in the survey were accompanied by adults; therefore do not pass in-front of the crossover by themselves.
16. Due to the proposed location of the northern parking bay, it is only pedestrians travelling southbound along the western footpath of Maresfield Gardens that emerging vehicles will have poor vehicle to pedestrian sightlines of.
17. Table 1 demonstrates that a total of 13 adults travelled southbound in the morning peak and 28 in the afternoon peak over a period of 75 minutes, equating to a pedestrian travelling southbound past the site every three minutes and 46 seconds in the morning peak, and every two minutes 40 seconds in the afternoon peak.

18. The footpath directly adjacent to 45 Maresfield Gardens is therefore considered to be lightly trafficked by pedestrians.
19. The northern car parking bay will be used by future residents of 45 Maresfield Gardens. Given the residential nature of the development it is expected that the vehicular trips into and out of the site daily will be minimal.
20. The footpath directly adjacent to the site is approximately 2.5metres wide. Pedestrians therefore have a wide footpath to travel along, reducing the necessity to travel close to boundary walls of houses on Maresfield Gardens.

Summary

21. The proposed new crossover required to accommodate the proposed northern car parking bay will not result in a loss of parking opportunities along Maresfield Gardens.
22. In accordance with Manual for Streets visibility provided along the street edge should consider the frequency of vehicle movements, the level of pedestrian activity and the width of the footway.
23. The footpath adjacent to the site is wide and lightly traffic by pedestrians, particularly by pedestrians travelling southbound directly adjacent to the site, where vehicle to pedestrian sightlines are limited. The frequency of vehicle movements into and out of the site are expected to be minimal.
24. The provision of reduced vehicle to pedestrian sightlines at the northern parking opportunity at 45 Maresfield Gardens is considered to be satisfactory, given the wide width of the footway and the low frequency of pedestrian movements along the footpath. In addition any vehicles exiting the site will exit at lower speeds given the reduced visibility, helping to increase pedestrian safety.

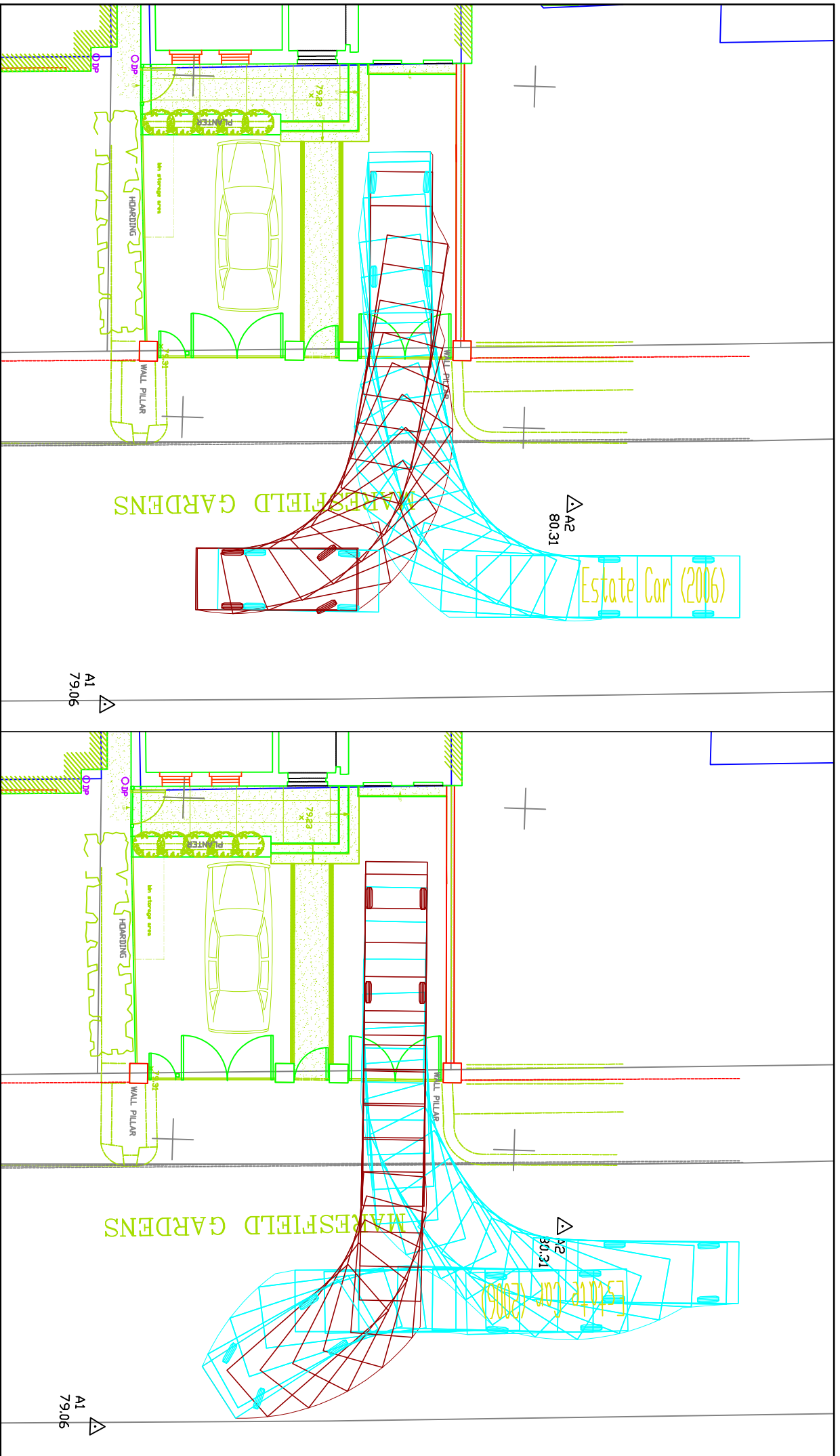


Date: July 2015
 Scale: 1:200@A4
 Source: OS/PMA
 Drawing No. P1364/TN/01



P1364: 45 Maresfield Gardens, London
 Figure 1.
 Proposed Forecourt Parking

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P1364: 45 Maresfield Gardens, London

Figure 2.

Swept Path Analysis: Proposed Forecourt Parking

Date: July 2015
 Scale: 1:150@A4
 Source: OS/PMA
 Drawing No. P1364/TN/02



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