

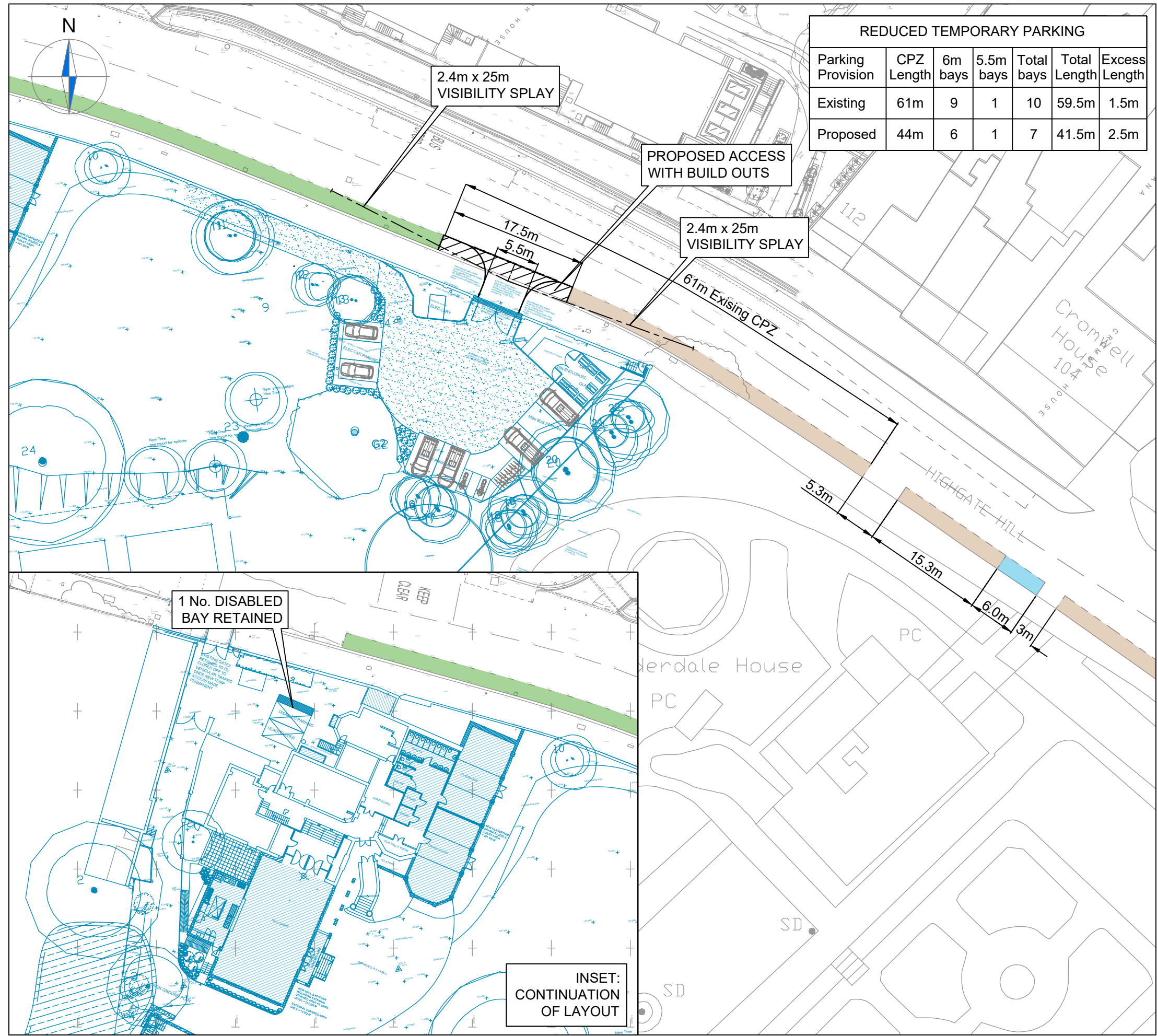
Subject: Stage 1 Road Safety Audit Response

Item Reference	Problem	Recommendation	Designers Response
2.2	<p>Location A: Highgate Hill – proposed new access</p> <p>Summary: Proposed build-outs either side of access – tie in details The drawing (012 1 of 5 Rev A), makes reference to the provision of build outs either side of the proposed access on the southern side of Highgate Hill. However, no details have been provided of their construction, including an illuminated or reflective bollard on the eastern build out, the tie-in details with the existing carriageway and on street parking facilities.</p> <p>Incorrectly placed or designed build-outs increases the risk of road users encroaching onto the opposite carriageway in order to enter or exit the new access without colliding with them, or clipping the build-out.</p> <p>The swept path drawings 2 of 5; 3 of 5 and 4 of 5 provided show partial encroachment of either the opposing lane or the build-out, increasing the risk of vehicle / vehicle or vehicle / pedestrian conflict.</p>	<p>It is recommended that full construction details should be provided. All details should be provided for assessment at the detailed design for the Stage 2 Road Safety Audit</p>	<p>Noted. Full construction details can be provided at the detailed design stage.</p> <p>At this stage, revised tracking has been prepared and attached to this Designer's Response at Appendix A. The tracking illustrates that it would be possible for a large car and 7.5T Box Van to enter / exit and the same time.</p> <p>In reality, these movements would very rarely occur at exactly the same time and even if it did the vehicle entering would normally allow the exiting vehicle to move away first.</p> <p>To reiterate, vehicle movements to and from the parking area would be infrequent and therefore a vehicle encroaching onto the opposite side of the carriageway should not be a problem even if it did occasionally occur.</p> <p>The alternative would be widening the access which would result in the access having a greater impact on on-street parking supply / increasing the length of the footway crossover. Designing the access to accommodate two refuse vehicles passing (for instance) therefore seems to create more negatives aspects into the design than positives.</p>
2.3	<p>Location B: Highgate Hill – proposed new access</p> <p>Summary: Proposed access – gated entrance at rear of footway – potential for carriageway overhang</p> <p>The drawings show the provision of a gate for the new access, at the rear of the footway. The Audit Team are concerned that the distance between the carriageway and the entrance gate is insufficient in length to accommodate road users attempting to gain access resulting in either footway obstruction and inconvenience to pedestrians, or footway and carriageway obstruction increasing the risk of side impact collisions due to road users being unable to gain direct access to the site.</p>	<p>It is recommended that access via the entrance gate should be manned to ensure direct access can be undertaken at all times. All information should be provided for assessment at the detailed design for the Stage 2 Road Safety Audit.</p>	<p>Noted.</p> <p>It is envisioned that the access would be manned via a video link.</p> <p>It is also anticipated that the gate would have automatic doors and those people with regular access would have a fob. For instance, minibus vehicles and visiting music / supply teachers (who teach at various locations throughout the day both in and outside of London and consequently public transport / active modes aren't a viable option).</p>

<p>2.4</p>	<p>Location B: Highgate Hill – proposed new access</p> <p>Summary: Pedestrian inter-visibility – from new access</p> <p>The drawing (012 1 of 5 Rev A) shows the visibility splays for road users exiting the proposed access as being 2.4m from the build-outs.</p> <p>The Audit Team are concerned that the visibility of pedestrians, using the footway, for road users exiting the site is restricted due to the high brick wall increasing the risk of conflict with them potentially resulting in personal injury.</p>	<p>It is recommended that arrangements should be made for the wall to be recessed back into the entrance to maximise sideways visibility for exiting road users to have greater visibility. All information should be provided for assessment at the detailed design for the Stage 2 Road Safety Audit.</p>	<p>Noted.</p> <p>The width and design of the access is a compromise between providing suitable vehicular access and design / conservation considerations which would not permit the wall to be recessed.</p> <p>As noted at Item Reference 2.2, increasing the width of the access would also result in the access having a greater impact on on-street parking supply.</p> <p>When reviewing this, it is important to consider the existing situation. The existing shared pedestrian and vehicular access into the site (located adjacent to the pedestrian crossing over Highgate Hill and opposite the Cote Brasserie Restaurant) also doesn't provide pedestrian visibility splays to standard. In the existing situation, vehicles and pupils (of primary age) share the same access whereas the proposals split vehicle and pedestrian (pupil) access thus the proposals offer significant safety benefits.</p> <p>Nevertheless, there is potential to use convex mirrors to minimise any perceived safety concerns with regards sightlines. It's also pertinent to note that the gate will normally be closed and consequently if the gate were to open this would create natural awareness that a vehicle may exit.</p>
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Appendix A

Swept Path Analysis



REDUCED TEMPORARY PARKING						
Parking Provision	CPZ Length	6m bays	5.5m bays	Total bays	Total Length	Excess Length
Existing	61m	9	1	10	59.5m	1.5m
Proposed	44m	6	1	7	41.5m	2.5m

NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

NOTE: THE EXISTING PAY BY PHONE PARKING AFFECTED BY THE TEMPORARY ACCESS IS 61m IN LENGTH. THIS EQUATES TO 9 No. SPACES AT 6m AND 1 No. 5.5m SPACE AT THE SOUTHERN END (WITH 1.5m SPARE). TOTAL No. 10 SPACES. THE PROPOSED 17.5m REDUCTION EQUATES TO 6 No. SPACES AT 6m LENGTH AND 1 No. 5.5m SPACES AT EITHER END (WITH 2.5m SPARE). TOTAL No. 8 SPACES & TOTAL LENGTH OF 44.0m) OVERALL TEMPORARY LOSS - 3 BAYS

EXISTING PARKING RESTRICTIONS

	Mon - Fri, 10am - Noon Pay by Phone, Max stay 1hr 30mins
	Mon - Fri, 10am - Noon Pay by Phone & Permit Holders CA-U, Max stay 1.5 hours
	Disabled Parking Bay

Rev	Details	HE	MT	Date
E	Minor revisions to swept paths	HE	MT	10.02.2020
D	Inset added & additional track undertaken.	HE	MT	05.11.2019
C	Inset added & additional track undertaken.	RB	MT	28.10.2019
B	Revised scheme.	HE	MT	02.10.2019
A	Revised access location and car park layout.	HE	MT	12.10.2018

REVISION HISTORY

Status: Preliminary For Approval For Construction
 For Information For Tender As Built

Client:

Channing School

Project:

Channing School

Drawing Title:

Proposed Fairseat Channing School
Access and Car Park Layout
off Highgate Hill

Scale: Size:

1:500

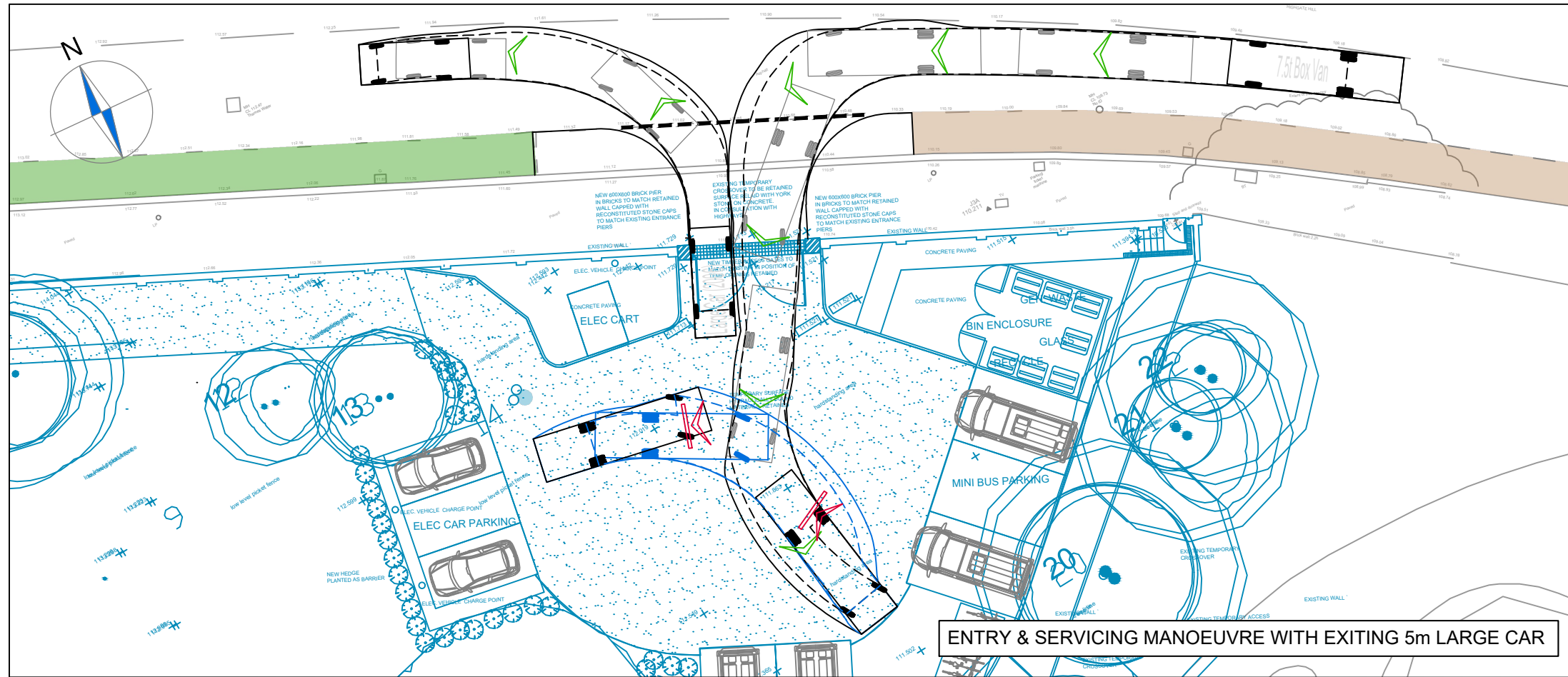
A3

Drawn by: HE Checked by: MT Date: 25.09.2018

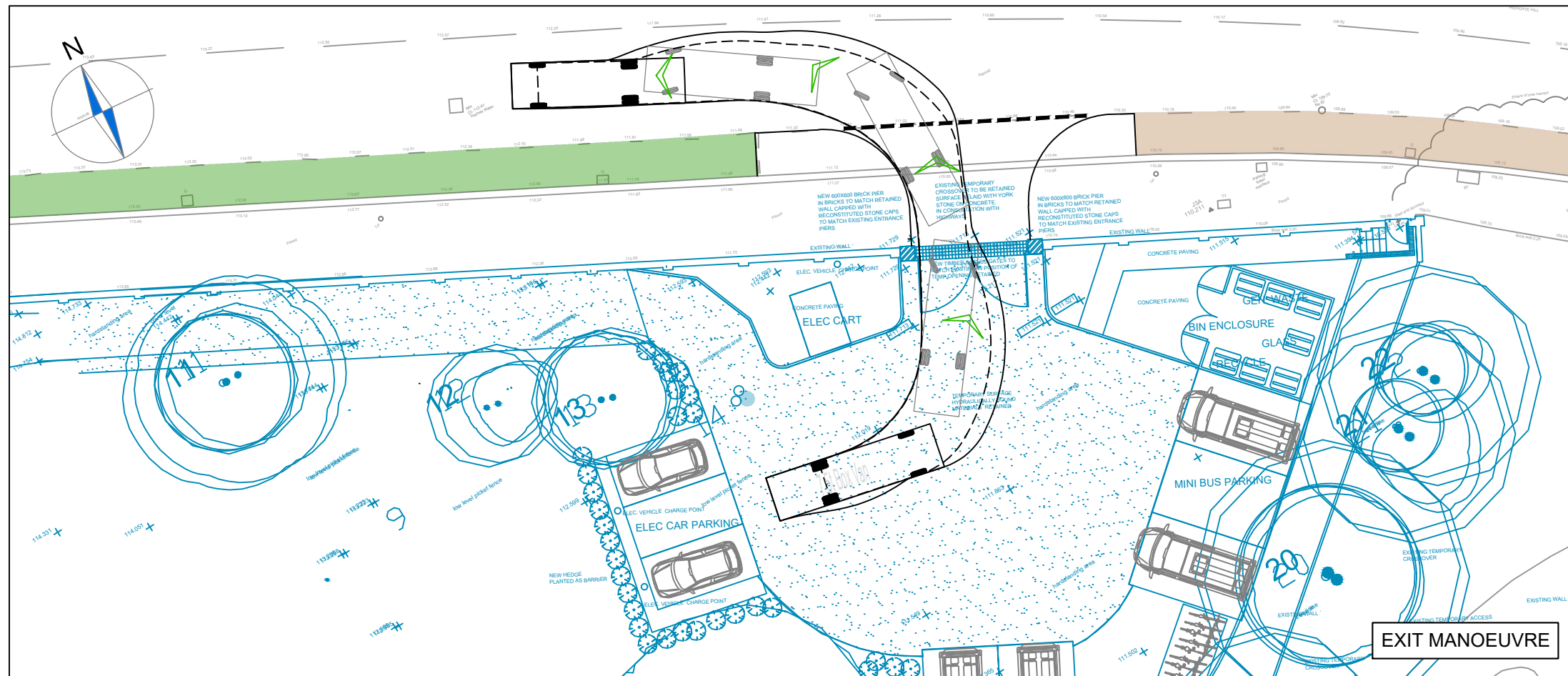


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Scheme Ref:	Drawing No:	Sheet :	Rev:
CA1272	012	1 of 6	E



ENTRY & SERVICING MANOEUVRE WITH EXITING 5m LARGE CAR

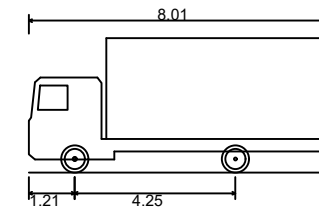


EXIT MANOEUVRE

NOTES

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7.5T BOX VAN



Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.400m

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

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

Rev	Details	HE	MT	Date
E	Minor revisions to swept paths	HE	MT	10.02.2020
D	Inset added & additional track undertaken.	HE	MT	05.11.2019
C	Inset added & additional track undertaken.	RB	MT	28.10.2019
B	Revised scheme.	HE	MT	02.10.2019
A	Revised access location and car park layout.	HE	MT	12.10.2018

REVISION HISTORY		Drawn	Checked	Date
Status:	<input type="checkbox"/> Preliminary	<input type="checkbox"/> For Approval	<input type="checkbox"/> For Construction	
	<input checked="" type="checkbox"/> For Information	<input type="checkbox"/> For Tender	<input type="checkbox"/> As Built	

Client: **Channing School**

Project: **Channing School**

Drawing Title: **Proposed Fairseat Channing School Access and Car Park Layout Swept Path Analysis using a 7.5t Box Van**

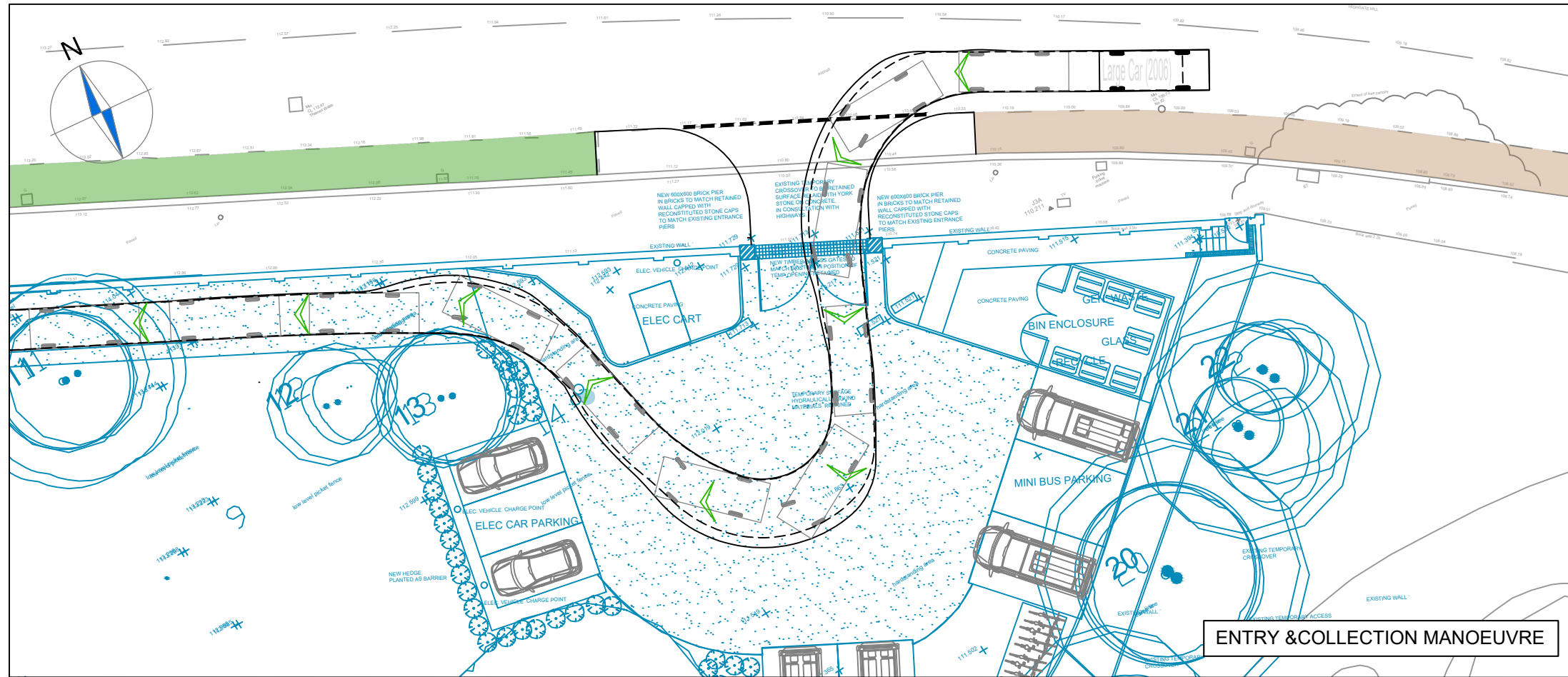
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Drawn by: **HE** Checked by: **MT** Date: **25.09.2018**

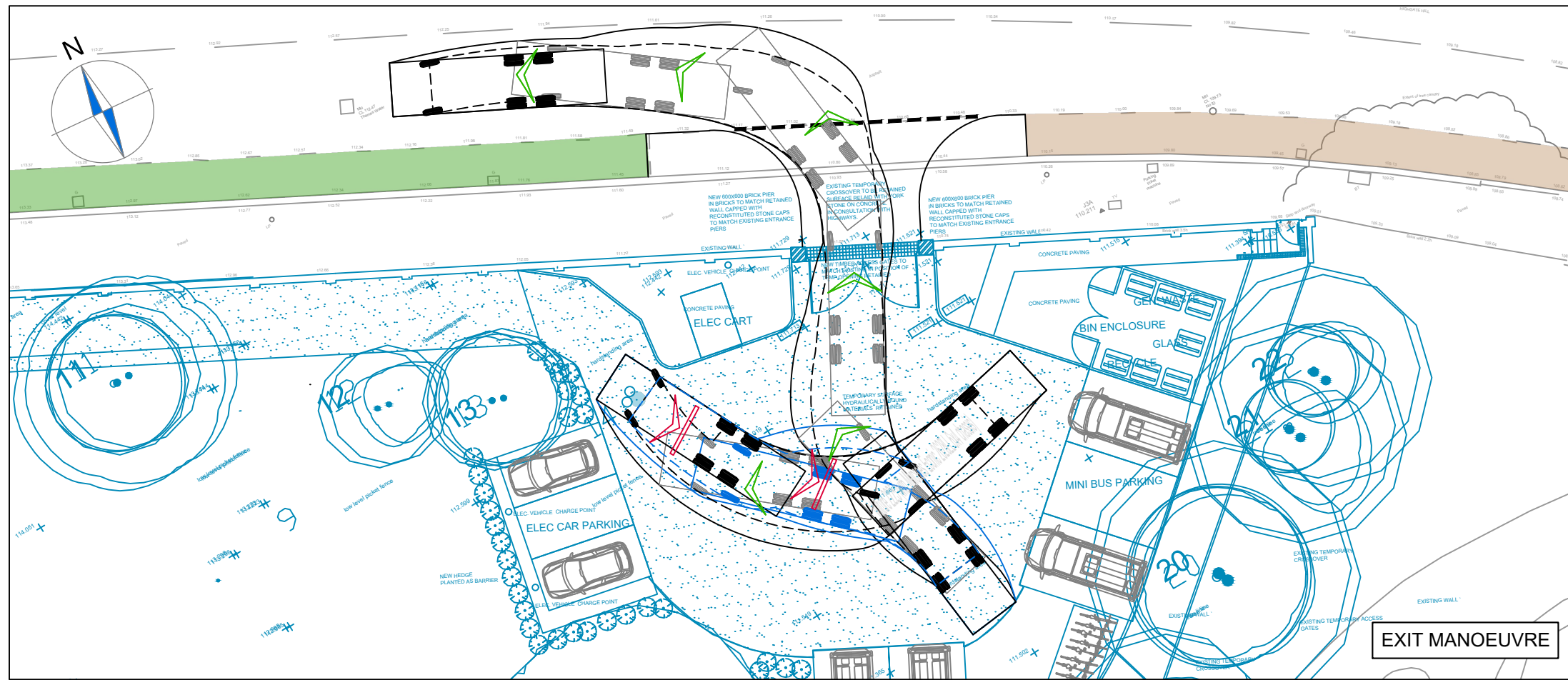


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Scheme Ref:	Drawing No:	Sheet :	Rev:
CA1272	012	2 of 6	E



ENTRY & COLLECTION MANOEUVRE

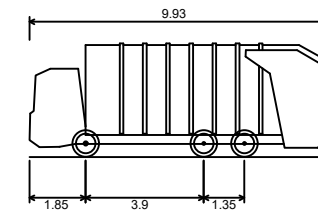


EXIT MANOEUVRE

NOTES

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3. This drawing is for illustrative purposes only.

Vulture 2225 (with Mercedes Econic 2628LL 6x4 chassis)



Overall Length 9.930m
 Overall Width 2.490m
 Overall Body Height 3.749m
 Min Body Ground Clearance 0.302m
 Track Width 2.490m
 Lock to lock time 4.00s
 Wall to Wall Turning Radius 9.250m

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

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

Rev	Details	HE	MT	Date
E	Minor revisions to swept paths	HE	MT	10.02.2020
D	Inset added & additional track undertaken.	HE	MT	05.11.2019
C	Inset added & additional track undertaken.	RB	MT	28.10.2019
B	Revised scheme.	HE	MT	02.10.2019
A	Revised access location and car park layout.	HE	MT	12.10.2018

REVISION HISTORY		Drawn	Checked	Date
Status:	<input type="checkbox"/> Preliminary	<input type="checkbox"/> For Approval	<input type="checkbox"/> For Construction	
	<input checked="" type="checkbox"/> For Information	<input type="checkbox"/> For Tender	<input type="checkbox"/> As Built	

Client:

Channing School

Project:

Channing School

Drawing Title:

Proposed Fairseat Channing School
 Access and Car Park Layout
 using a 9.93m Large Refuse Vehicle

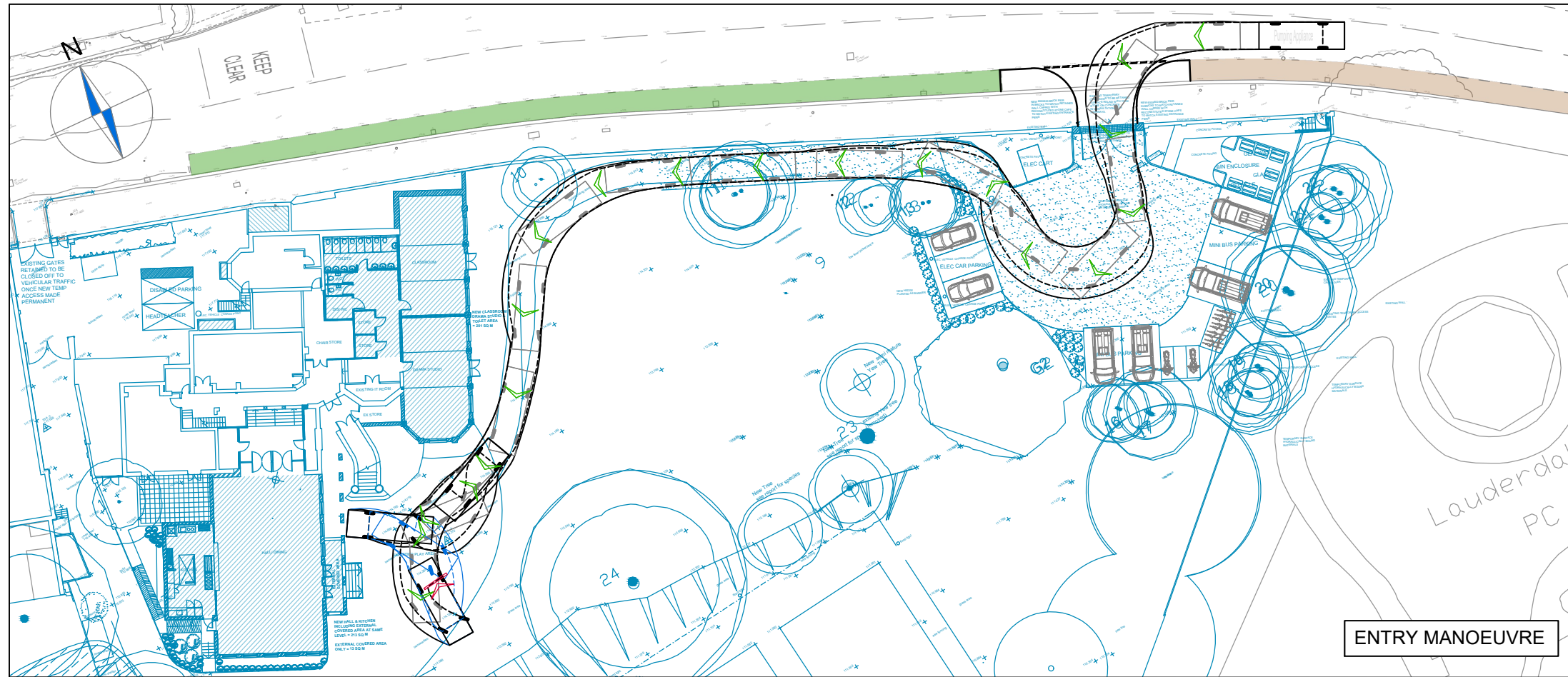
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Drawn by: HE Checked by: MT Date: 26.09.2018

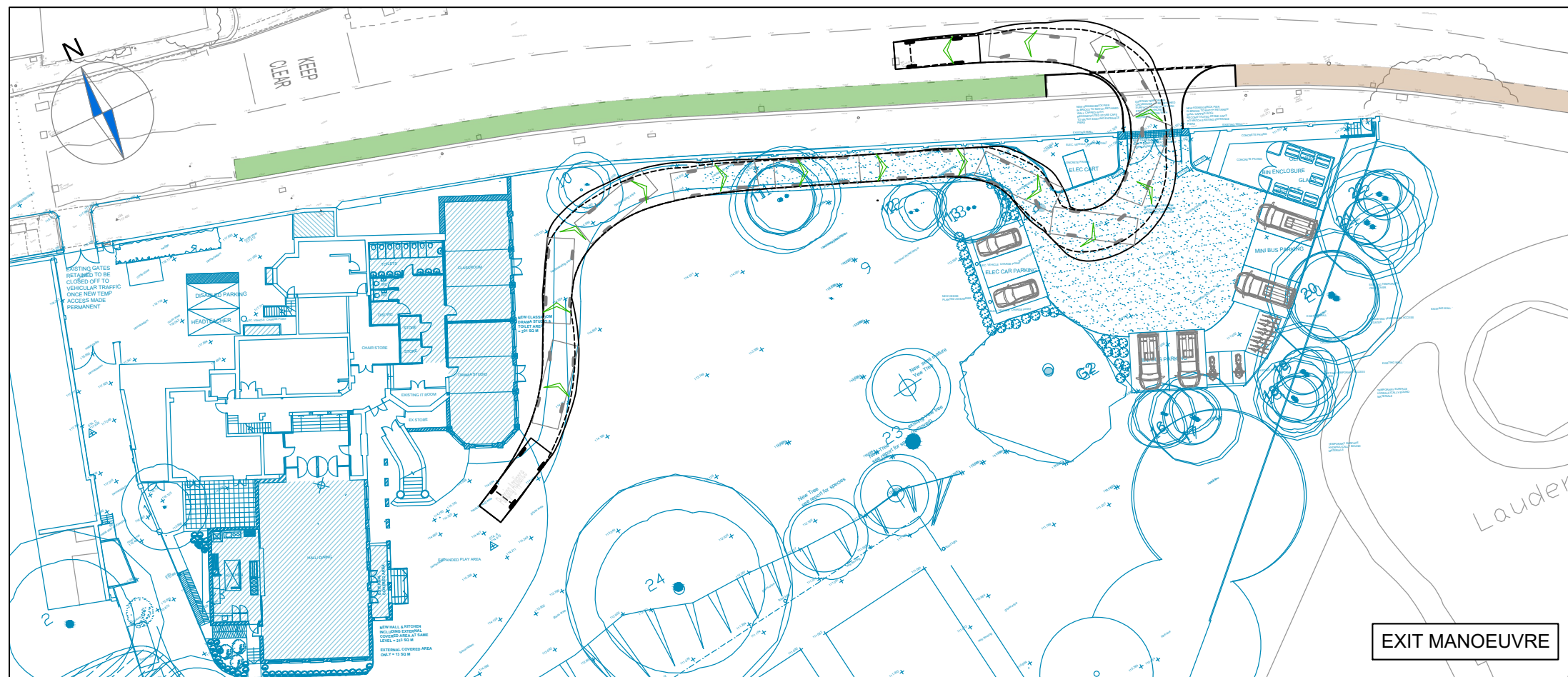


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Scheme Ref:	Drawing No:	Sheet :	Rev:
CA1272	012	3 of 6	E



ENTRY MANOEUVRE

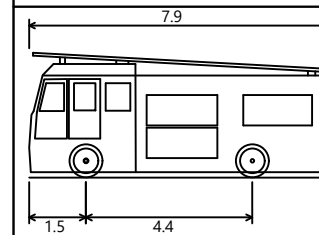


EXIT MANOEUVRE

NOTES

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LONDON FIRE BRIGADE PUMPING APPLIANCE



Overall Length 7.900m
 Overall Width 2.500m
 Overall Body Height 3.300m
 Min Body Ground Clearance 0.140m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 7.750m

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

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

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C	Inset added & additional track undertaken.	RB	MT	28.10.2019
B	Revised scheme.	HE	MT	02.10.2019
A	Revised access location and car park layout.	HE	MT	12.10.2018

REVISION HISTORY

Status: Preliminary For Approval For Construction
 For Information For Tender As Built

Client: Channing School

Project: Channing School

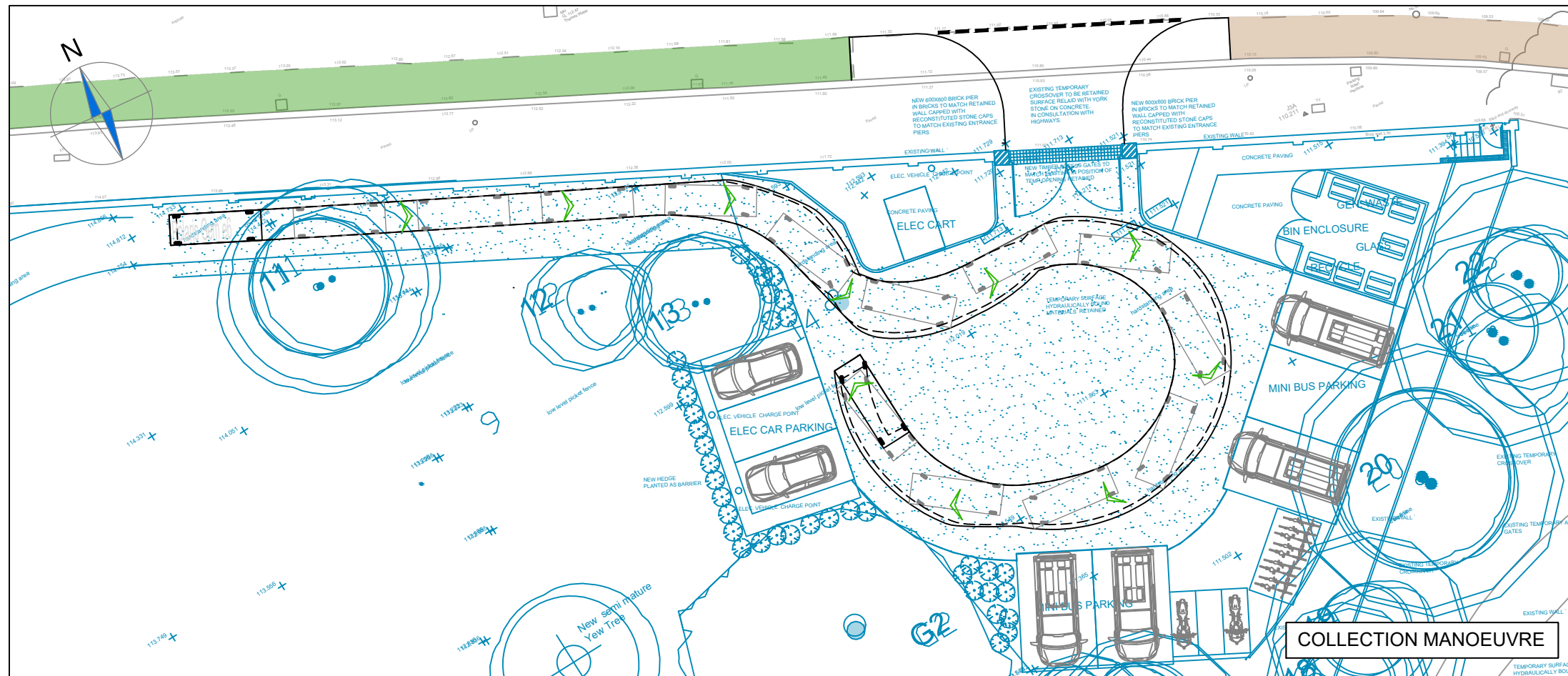
Drawing Title: Proposed Fairseat Channing School Access and Car Park Layout using a 7.9m LFB Pumping Appliance

Scale: 1:500 Size: A3

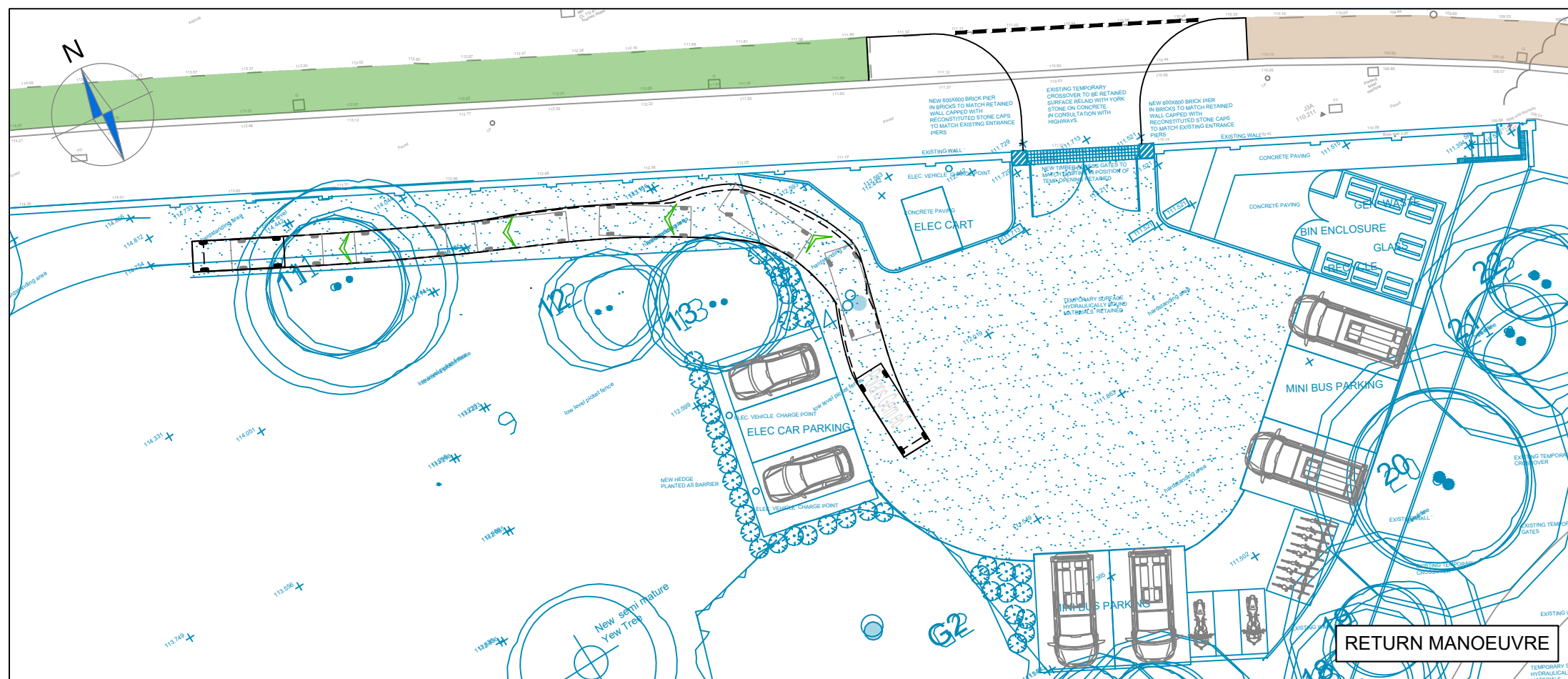
Drawn by: HE Checked by: MT Date: 26.09.2018

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Scheme Ref: CA1272 Drawing No: 012 Sheet: 4 of 6 Rev: E



COLLECTION MANOEUVRE

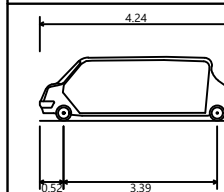


RETURN MANOEUVRE

NOTES

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3. This drawing is for illustrative purposes only.

Polaris Gem e6



Overall Length	4.240m
Overall Width	1.410m
Overall Body Height	1.413m
Min Body Ground Clearance	0.115m
Track Width	1.410m
Lock to lock time	2.00s
Kerb to Kerb Turning Radius	6.710m

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

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

Rev	Details	HE	MT	Date
E	Minor revisions to swept paths	HE	MT	10.02.2020
D	Inset added & additional track undertaken.	HE	MT	05.11.2019
C	Inset added & additional track undertaken.	RB	MT	28.10.2019
B	Revised scheme.	HE	MT	02.10.2019
A	Revised access location and car park layout.	HE	MT	12.10.2018

REVISION HISTORY		Drawn	Checked	Date
Status:	<input type="checkbox"/> Preliminary	<input type="checkbox"/> For Approval	<input type="checkbox"/> For Construction	
	<input checked="" type="checkbox"/> For Information	<input type="checkbox"/> For Tender	<input type="checkbox"/> As Built	

Client: **Channing School**

Project: **Channing School**

Drawing Title: **Proposed Fairseat Channing School Access and Car Park Layout using a 4.24m Polaris Gem e6 Electric Buggy**

Scale: **1:250** Size: **A3**

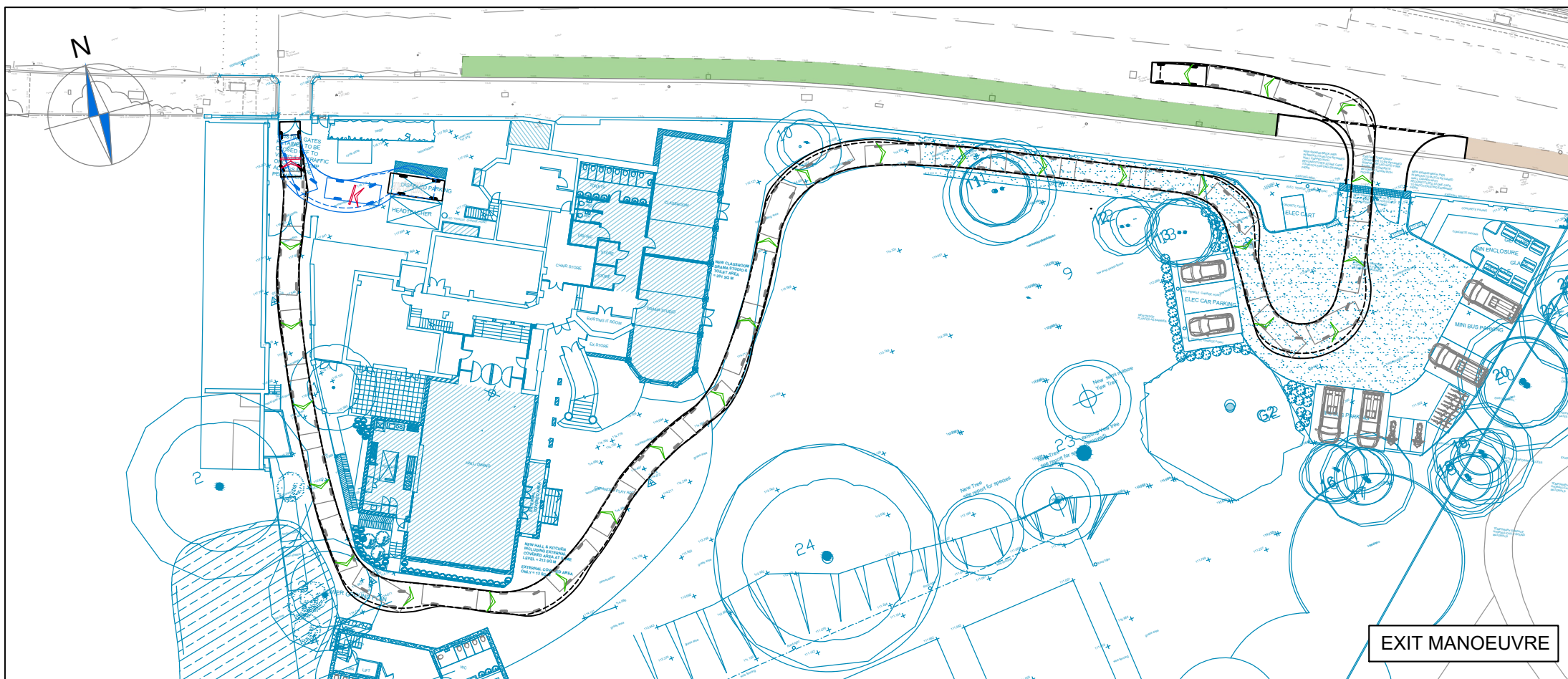
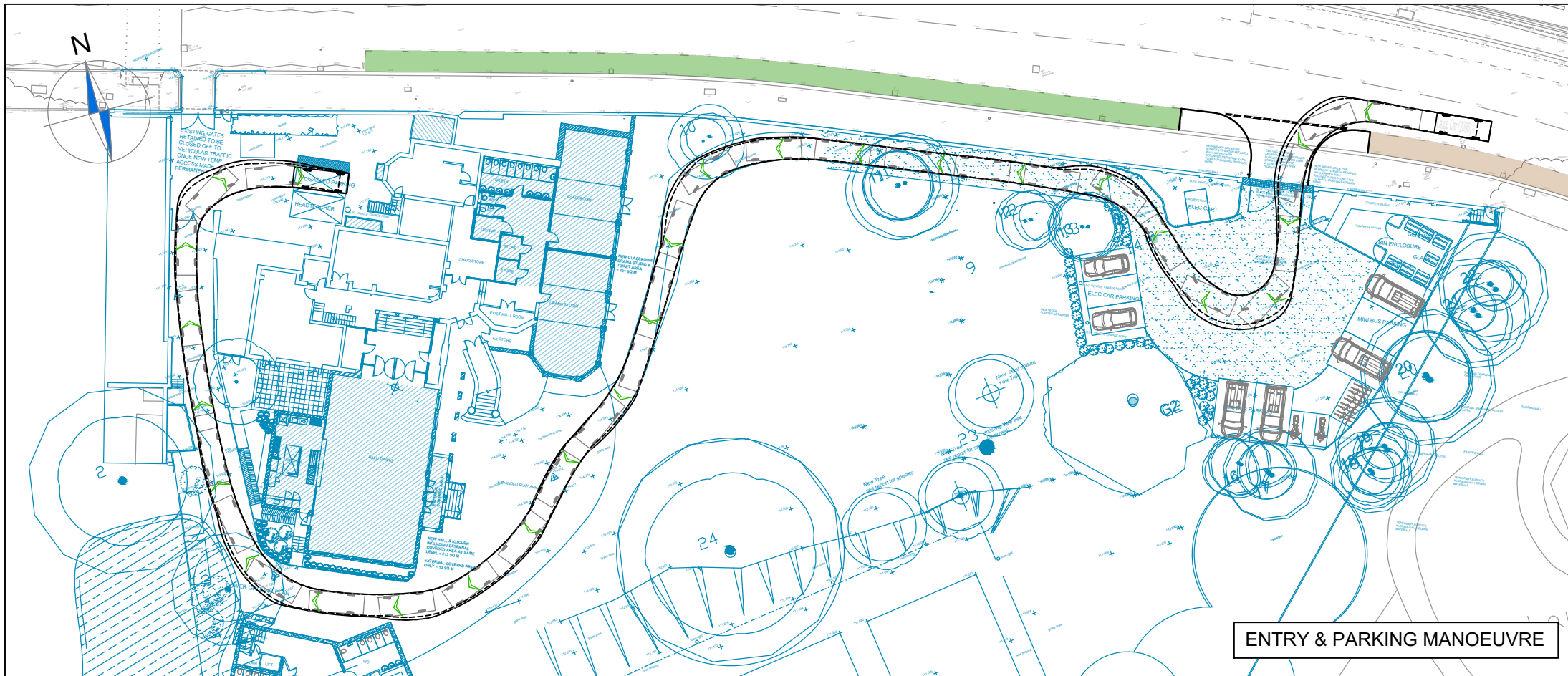
Drawn by: **HE** Checked by: **MT** Date: **26.09.2018**

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Scheme Ref: **CA1272** Drawing No: **012** Sheet: **5 of 6** Rev: **E**

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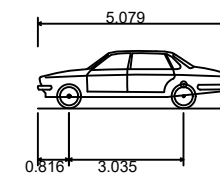
P:\2012\1272 - CHANNING SCHOOL\DRAWINGS\CA_1272_012 E - 5.5M PERMANENT ACCESS, CHANNING FAIRSEAT - HIGHGATE HILL.DWG



NOTES

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LARGE CAR



Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m

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

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

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A	Revised access location and car park layout.	HE	MT	12.10.2018

REVISION HISTORY

Status: Preliminary For Approval For Construction
 For Information For Tender As Built

Client: _____

Channing School

Project: _____

Channing School

Drawing Title: _____

Proposed Fairseat Channing School
Access and Car Park Layout
using a 5m Large Car

Scale: 1:500 Size: A3

Drawn by: HE Checked by: MT Date: 26.09.2018



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Scheme Ref: CA1272 Drawing No: 012 Sheet: 6 of 6 Rev: E