

Worship Construction Limited

24 Heath Drive

Crossover Application

July 2021

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1 INTRODUCTION

- 1.1 Caneparo Associates is appointed by Worship Construction Limited to provide traffic and transport advice in relation to a planning application that seeks the creation of a new footway crossover to reinstate separate entry and egress from 24 Heath Drive which is a detached residential dwelling located in the London Borough of Camden (LBC).
- 1.2 In this instance as the site is within a conservation area, the Redington/Frognaal conservation area, a planning application is required here rather than just a crossover application.
- 1.3 The property was built in 1907 by renowned architect Quennell – of particular note is the symmetry of the design.
- 1.4 The remainder of this report is set out as follows:
- Section 2 summarises the existing situation in relation to the location and on-street parking utilisation;
 - Section 3 reviews relevant policy guidance;
 - Section 5 sets out the proposal and considers the effects of the proposal; and
 - Section 5 summarises and concludes.

2 EXISTING SITUATION

- 2.1 The site is located on the east side of Heath Drive near to its junction with Ferncroft Avenue. Heath Drive connects with Redington Gardens and West Heath to the north and the A41 Finchley Road to the south. The location of the site is shown at **Figure 1**, below.



Figure One: Site Location Plan

- 2.2 Heath Drive is a two-way carriageway that contains both on-street and off-street parking. The area surrounding the site is located within a Controlled Parking Zone (CPZ).
- 2.3 The owners of 24 Heath Drive have access to resident permits which allows the owners to park vehicles on street in the local area (i.e. on Heath Drive).

On-Street Parking Demand

- 2.4 A parking survey was carried out overnight on Wednesday January 18th / Thursday 19th January 2017 in order to identify the existing level of on-street parking demand in the immediate vicinity of the site. The survey was undertaken in accordance with the "Lambeth Methodology".
- 2.5 A summary of the results is provided in **Table 2.1** with the full results provided at **Appendix A**.

Table 2.1. Summary of 2017 Survey Results (Permit Bays)		
	Parking Survey Results	
	Wednesday 18 th January	Thursday 19 th January
Total Parked	88	85
Observed Spaces Available	62	65
Total Spaces	150	150
Parking Utilisation	59%	57%

2.6 As can be seen from **Table 2.1** the survey illustrates that there was plenty of spare on-street parking availability; there were 62 observed spaces at 02:00 on Wednesday 18th January and 65 observed spaces at 03:45 on Thursday 19th January.

2.7 These surveys were updated in March 2021 as summarised below and, given the surveys are overnight during a period with restrictions on travel and overnight stays the data are expected to be robust. The full results are provided at **Appendix B**.

Table 2.2 Summary of 2021 Survey Results (Permit Bays)		
	Parking Survey Results	
	Tuesday 16 th March	Wednesday 17 th March
Total Parked	77	76
Observed Spaces Available	75	76
Total Spaces	152	150
Parking Utilisation	51%	50%

3 POLICY GUIDANCE

Local Guidance

Camden Planning Guidance - Transport (2021)

- 3.1 Section 7 refers to Vehicular Access and Crossovers and sets out that the Council will not approve applications that would cause unacceptable parking pressure, add to existing parking problems or result in negative impacts on amenity, with proposals judged in terms of:
- Impact on the highway network and on-street parking conditions;
 - Visibility and sightlines for vehicles;
 - Impact on the footway;
 - Layout and dimensions for crossovers; and
 - Mechanisms to prevent waiting on the highway for schemes that include controlled access points, lifts and ramps.
- 3.2 The document sets that a crossover application can be granted under highway approval where the road is not classified, the property is not sub-divided and is not located within a conservation area.
- 3.3 It is also set out that crossovers would not be acceptable where a development is:
- Subject to a car-free planning obligation;
 - Where the installation of a crossover would result in the loss of on-street parking provision;
 - Where the alterations to the boundary treatment would have a visually detrimental impact on the street; or
 - Where there is a detrimental impact on amenity, such as felling of valuable trees.

- 3.4 The guidance states that a road safety audit is required in support of any planning application involving the creation of a new or amended vehicular access and that a minimum footway width of 1.8m is needed between the carriageway and the site boundary.

Crossover Application Form

- 3.5 The Council's application form sets out that:
- there should be a minimum distance of 4.8 metres from the front of the property to the back of the pavement. This allows for private motor vehicles to be parked without overhanging the pavement and obstructing pedestrian routes;
 - site lines must be unimpeded by obstructions such as trees; and
 - where the proposed crossover is located within a current controlled parking Zone (CPZ) or an area where the Council has formally agreed will become a CPZ, the application will not be approved if it requires any amendments to the CPZ that are detrimental to that scheme in traffic/parking management terms.
- 3.6 It is also mentioned that *"Each application is considered on its own merits, having regard to all relevant considerations, including site layout plans and any representations made by the applicant. However in order to ensure a fair and consistent approach, we also take into account the standard criteria listed above for considering applications for domestic crossovers."*

4 THE PROPOSALS

- 4.1 The applicant is seeking the creation of a new footway crossover to reinstate vehicular entry and egress from the site to / from Heath Drive.
- 4.2 Electric sliding gates would be utilised for access, as agreed for the consented planning application – Reference 2018/0914/P.
- 4.3 It is pertinent to note that we have been informed that historically the existing pedestrian access was used as a vehicular egress from 1952 until 2002 by the previous owners, and was used as such by others prior to 1952, with the house being constructed in 1904.
- 4.4 It is apparent however that during the previous owner's occupation the CPZ as found today, was introduced in 2002, after the property was listed. At this time, it would appear the kerb outside the south side (exit) of the driveway was raised to enable an additional on street parking space. At the time the previous owners were not aware, or had the ability due to illness and being a sole occupier to contest this change. An affidavit / letter of support has been provided by the previous owners which substantiates this – refer to **Appendix C**.

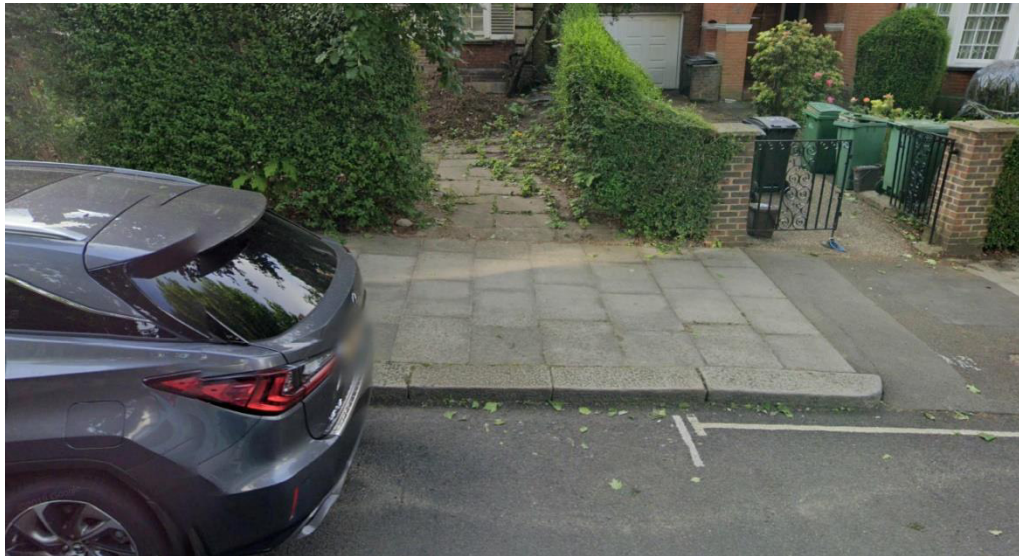
Background

- 4.5 The site currently has a single vehicle access and a separate pedestrian access (which historically was also vehicular) as indicated in the images below.

Image 1 – Existing Crossover



Image 2 – Location of Proposed Crossover



- 4.6 The proposal seeks to revert the existing pedestrian access to an exit only vehicular and pedestrian access. The existing vehicular access would then become entry only.
- 4.7 Given the existing single crossover arrangement, the applicants have difficulty in being able to access their garage and parking space and so wish to secure an improved parking arrangement. The ability to turn a car is compromised by the single crossover such that the applicants have to reverse in from/out on to Heath Drive, which is not ideal in road safety terms. The proposals would remove the need for vehicles to reverse.
- 4.8 The parking area in front of the garage is 9.5m deep and a minimum of 5m deep at any point, in excess of the 4.8m set out in Camden's requirements.
- 4.9 The proposed layout plan is provided at **Appendix D** and is shown dimensioned and with reference to parking bays at **Appendix E**. Electric sliding gates would be utilised for access, as agreed for the consented planning application – Reference 2018/0914/P.

Effects of the Proposal

On-Street Parking

- 4.10 To facilitate the new footway crossover, it would be necessary to remove a small amount of on-street parking that would result in the net loss of one parking space.
- 4.11 It is pertinent to also note that a number of houses in the area already have their own off street parking space for one or two cars including many properties with separate entry and egress accesses. Consequently, the demand for on-street parking in the area is not as great as other areas within the Borough.
- 4.12 The 2017 and 2021 parking surveys summarised at **Table 2.1** and **Table 2.2** and provided in full at **Appendices A** and **B** illustrate that the removal of one on-street parking bay would have no material impact on the availability of parking and, therefore, residential amenity along Heath Drive (and the local area) and as such would not be detrimental to the operation of the surrounding CPZ. Only c50% of parking bays are occupied here overnight, well below the 90% level that would indicate parking stress.

Visibility

- 4.13 The footway is 3m wide here, which assists visibility for existing vehicles to traffic on Heath Drive. The area in general and non-TfL roads in Camden are 20mph, such that vehicles locally are generally travelling at relatively low speeds.
- 4.14 The existing hedge abuts the back of the footway, with the proposals providing a 500mm deep pebble dressed surface area between the footway and a new hedge, improving the visibility of exiting vehicles to pedestrians and of pedestrians to exiting drivers.

Highway Safety

- 4.15 The proposal offers highway safety benefits; the existing site has one two-way vehicle access, which provides access to a forecourt area with space for two vehicles. As there is limited space on-site (i.e. a vehicle is unable to turn on-site), a vehicle enters the site in forward gear and then exits the site in reverse, onto Heath Drive opposite its junction with Ferncroft Avenue. The



reinstatement of an egress access would enable both vehicles to enter and exit the site in forward gear.

- 4.16 As now required by Camden to support new crossovers a Road Safety Audit (RSA) report was carried out in April 2021 and is attached at **Appendix F** alongside a designer's response and we are satisfied that no material safety issues are raised.

5 SUMMARY AND CONCLUSION

Summary

- 5.1 The applicant is seeking the creation of a new footway crossover to reinstate a second vehicular egress from the site onto Heath Drive.
- 5.2 The site currently has a single vehicle access and a separate pedestrian access. The proposal seeks to reinstate the existing pedestrian access into an exit only vehicular and pedestrian access. The existing vehicle access would then become entry only.
- 5.3 It is pertinent to note that we have been informed that historically the existing pedestrian access was used as a vehicular egress from 1952 until 2002 by the previous owners, and was used as such by others prior to 1952, with the house being constructed in 1904.
- 5.4 It is apparent however that during the previous owner's occupation the CPZ as found today, was introduced in 2002, after the property was listed. At this time, it would appear the kerb outside the south side (exit) of the driveway was raised to enable an additional on street parking space. At the time the previous owners were not aware, or had the ability due to illness and being a sole occupier to contest this change.
- 5.5 To facilitate the new footway crossover, it would be necessary to remove a small amount of on-street parking that would result in the net loss of one parking space. A parking survey illustrates that the removal of one on-street parking bay would have no material impact on the availability of parking along Heath Drive and the local area.
- 5.6 In addition, we consider that the proposal offers highway safety benefits; the existing site has one two-way vehicle access, which provides access to a forecourt area with space for two vehicles. As a vehicle is unable to turn on-site, vehicles enter the site in forward gear and then exit the site in reverse, onto Heath Drive opposite its junction with Ferncroft Avenue. The reinstatement of an egress access would enable vehicles to enter and exit the site in forward gear.
- 5.7 Electric sliding gates would be utilised for access, as agreed for the consented planning application – Reference 2018/0914/P.




Conclusion

- 5.8 Taking account of the above we therefore conclude that the proposal should be considered acceptable in traffic and transport terms.

Appendix A

2017 Survey Results



 Quality Traffic Surveys	CLIENT: CANEPARO										PROJECT NUMBER: 25004									
	PROJECT MANAGER: TOM MOORE										DATE: WEEKNIGHTS									
	PROJECT TITLE: CAMDEN - PARKING BEAT DATA										HEATH DRIVE									

Time of Beat	Roadside	Total Spaces	Unrestricted Parking		Parking Bay Permit		Pay & Display		Disabled				Single Yellow	Double Yellow	Red Route	Drobbed Kerb	Keep Clear/Pelican Crossing	Total Parked	% of Spaces Used
			Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used	Used	Used	Used	Used	Used		
18/01/2017 02:00	EASTSIDE	30			30	15			0	0								15	50.00%
	WESTSIDE	27			26	19			1	0								19	70.37%
19/01/2017 03:45	EASTSIDE	30			30	14			0	0								14	46.67%
	WESTSIDE	27			26	18			1	1								19	70.37%




CLIENT: CANEPARO										PROJECT NUMBER: 25004									
PROJECT MANAGER: TOM MOORE										DATE: WEEKNIGHTS									
PROJECT TITLE: CAMDEN - PARKING BEAT DATA										REDINGTON GARDENS									

Time of Beat	Roadside	Total Spaces	Unrestricted Parking		Parking Bay Permit		Pay & Display		Disabled				Single Yellow	Double Yellow	Red Route	Drobbed Kerb	Keep Clear/Pelican Crossing	Total Parked	% of Spaces Used
			Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used	Used	Used	Used	Used	Used		
18/01/2017 02:00	EASTSIDE	15			15	12												12	80.00%
	WESTSIDE	12			12	6												6	50.00%
19/01/2017 03:45	EASTSIDE	15			15	12												12	80.00%
	WESTSIDE	12			12	5												5	41.67%

 Quality Traffic Surveys	CLIENT: CANEPARO										PROJECT NUMBER: 25004									
	PROJECT MANAGER: TOM MOORE										DATE: WEEKNIGHTS									
	PROJECT TITLE: CAMDEN - PARKING BEAT DATA										REDINGTON ROAD									

Time of Beat	Roadside	Total Spaces	Unrestricted Parking		Parking Bay Permit		Pay & Display		Disabled		Diplomat Bay		Single Yellow	Double Yellow	Red Route	Drobbed Kerb	Keep Clear/Pelican Crossing	Total Parked	% of Spaces Used
			Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used	Used	Used	Used	Used	Used		
18/01/2017 02:00	EASTSIDE	25			25	10					0	0						10	40.00%
	WESTSIDE	23			22	7					1	1						8	34.78%
19/01/2017 03:45	EASTSIDE	25			25	10					0	0						10	40.00%
	WESTSIDE	23			22	7					1	1						8	34.78%

 Quality Traffic Surveys	CLIENT: CANEPARO										PROJECT NUMBER: 25004									
	PROJECT MANAGER: TOM MOORE										DATE: WEEKNIGHTS									
	PROJECT TITLE: CAMDEN - PARKING BEAT DATA										FERNCROFT AVENUE									

Time of Beat	Roadside	Total Spaces	Unrestricted Parking		Parking Bay Permit		Pay & Display		Disabled				Single Yellow	Double Yellow	Red Route	Drobbed Kerb	Keep Clear/Pelican Crossing	Total Parked	% of Spaces Used
			Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used	Used	Used	Used	Used	Used		
18/01/2017 02:00	EASTSIDE	13			13	13												13	100.00%
	WESTSIDE	7			7	6												6	85.71%
19/01/2017 03:45	EASTSIDE	13			13	13												13	100.00%
	WESTSIDE	7			7	6												6	85.71%

Appendix B

2021 Survey Results





CLIENT: CANEPARO

PROJECT NUMBER: 210304

PROJECT MANAGER: JOSH DALY

DATE: 16th March 2021

PROJECT DESCRIPTION: CAMDEN TRANCHE 2 - PARKING BEAT DATA - DAY 1

Road Name/Time of Beat	Roadside	Total Spaces	Parking Bay Permit		Disabled		Diplomat Bay		Single Yellow	Double Yellow	Red Route	Dropped Kerb	Keep Clear/Pelican	Total Parked	% of Spaces Used
			Spaces	Used	Spaces	Used	Spaces	Used	Used	Used	Used	Used	Used		
HEATH DRIVE	East	30	30	14	0	0	0	0						14	47%
00:30 - 05:30	West	27	26	15	1	0	0	0						15	N/A
REDINGTON GARDENS	East	15	15	11	0	0	0	0						11	N/A
00:30 - 05:30	West	7	7	1	0	0	0	0						1	N/A
REDINGTON ROAD	East	25	25	4	0	0	0	0						4	16%
00:30 - 05:30	West	23	22	7	0	0	1	0						7	30%
FERNCROFT AVENUE	East	13	13	13	0	0	0	0						13	100%
00:30 - 05:30	West	12	12	11	0	0	0	0					1	12	92%



CLIENT: CANEPARO

PROJECT NUMBER: 210304

PROJECT MANAGER: JOSH DALY

DATE: 17th March 2021

PROJECT DESCRIPTION: CAMDEN TRANCHE 2 - PARKING BEAT DATA - DAY 2

Road Name/Time of Beat	Roadside	Total Spaces	Parking Bay Permit		Disabled		Diplomat Bay		Single Yellow	Double Yellow	Red Route	Dropped Kerb	Keep Clear/Pelican	Total Parked	% of Spaces Used
			Spaces	Used	Spaces	Used	Spaces	Used	Used	Used	Used	Used	Used		
HEATH DRIVE	East	30	30	15	0	0	0	0						15	50%
00:30 - 05:30	West	27	26	14	1	0	0	0						14	N/A
REDINGTON GARDENS	East	15	15	12	0	0	0	0						12	N/A
00:30 - 05:30	West	7	7	2	0	0	0	0						2	N/A
REDINGTON ROAD	East	25	25	6	0	0	0	0						6	24%
00:30 - 05:30	West	23	22	4	0	0	1	0						4	17%
FERNCROFT AVENUE	East	13	13	12	0	0	0	0						12	92%
00:30 - 05:30	West	12	12	10	0	0	0	0					1	11	83%

Appendix C

Letter of Support

Martin Hay
5 Fitzroy Close
London N6 6JT

martin@metropolitanandcounty.co.uk

Albert Hay
25 Hampstead Grove
London NW3 6SR
ah@capitalandcity.com

19th October 2016

To Whom it May Concern

Re: 24 Heath Drive, Hampstead, London NW3 7SB
Reinstatement of Carriage Driveway – letter of support

The following statements of fact are to support any application made or to be made by the new owners of the above-mentioned property to reinstate the exit for the carriage driveway that formerly existed. The facts listed below are true to the best of our knowledge and as far as we are aware.

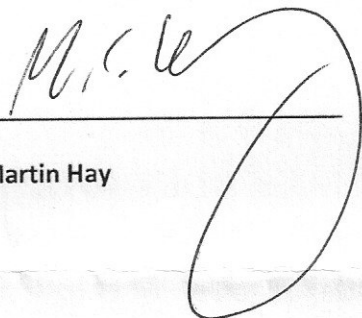
- 24 Heath Drive, London NW3 7SB was purchased by our parents Mr and Mrs S Hay in 1952
- The property is in the London Borough of Camden and was built in 1907
- The house is Grade II listed (January 1999 – List Entry no 1378821) and was designed by architect CHB Quennell. One of the main features of the Historic England listing is its symmetrical design
- The house was our family home
- The house has a private driveway
- Our parents lived in the house until 1996
- The driveway was always used as a carriage driveway, with entry from the north side and exit from the south side
- Subsequent to the passing of our parents, the property title passed to ourselves, Mr Albert Hay and Mr Martin Hay
- Our brother Mr Alan Hay has been living in the house on his own from then and has lived there his whole life
- He does not drive and does not own a car
- A controlled parking zone (CPZ) was introduced in 2002 under the Road Traffic Acts "THE CAMDEN (PARKING PLACES) (REDINGTON/FROGNAL) (CA-S) (SPA) TRAFFIC ORDER 2001"

This was after the house was listed in 1999

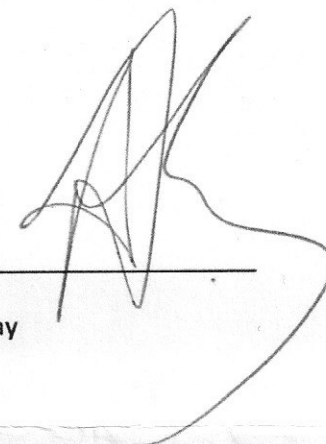
- When the CPZ was introduced, the Council (to the best of our knowledge) also raised the kerb outside the south side (exit) of the driveway to enable an additional street parking space
- Our brother had not been aware to contest this change and as title owners, we were not aware either
- As there has been limited activity at the house during the last twenty or so years, the issue was not pursued
- It is our opinion that the carriage driveway exit should be reinstated with an appropriate vehicle crossover, as it was originally designed, for the benefit of future occupiers

We completed the sale of the property on 17th October 2016, to Mr Yali Sassoon and Mrs Sarah Sassoon.

Yours faithfully



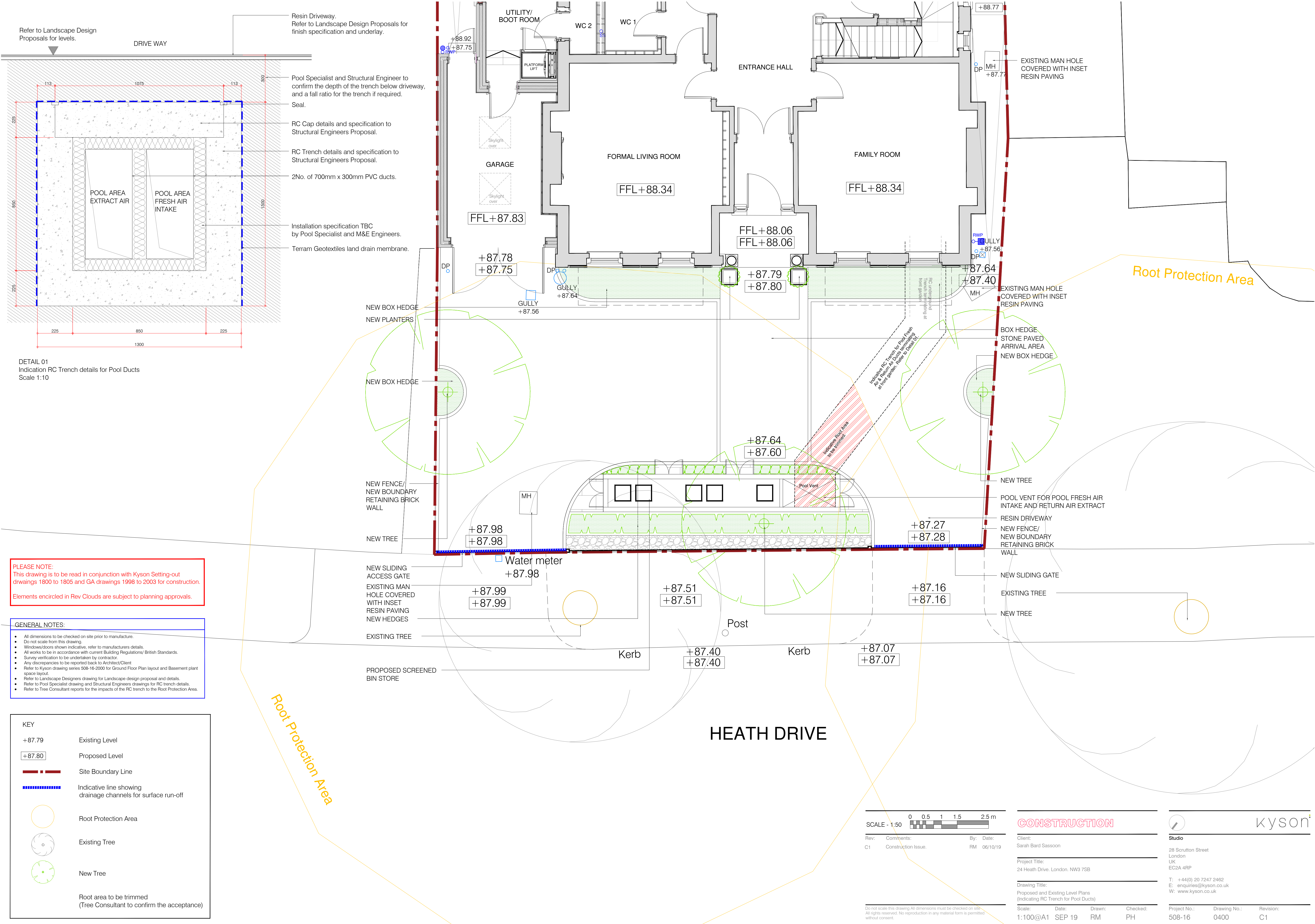
Martin Hay



Albert Hay

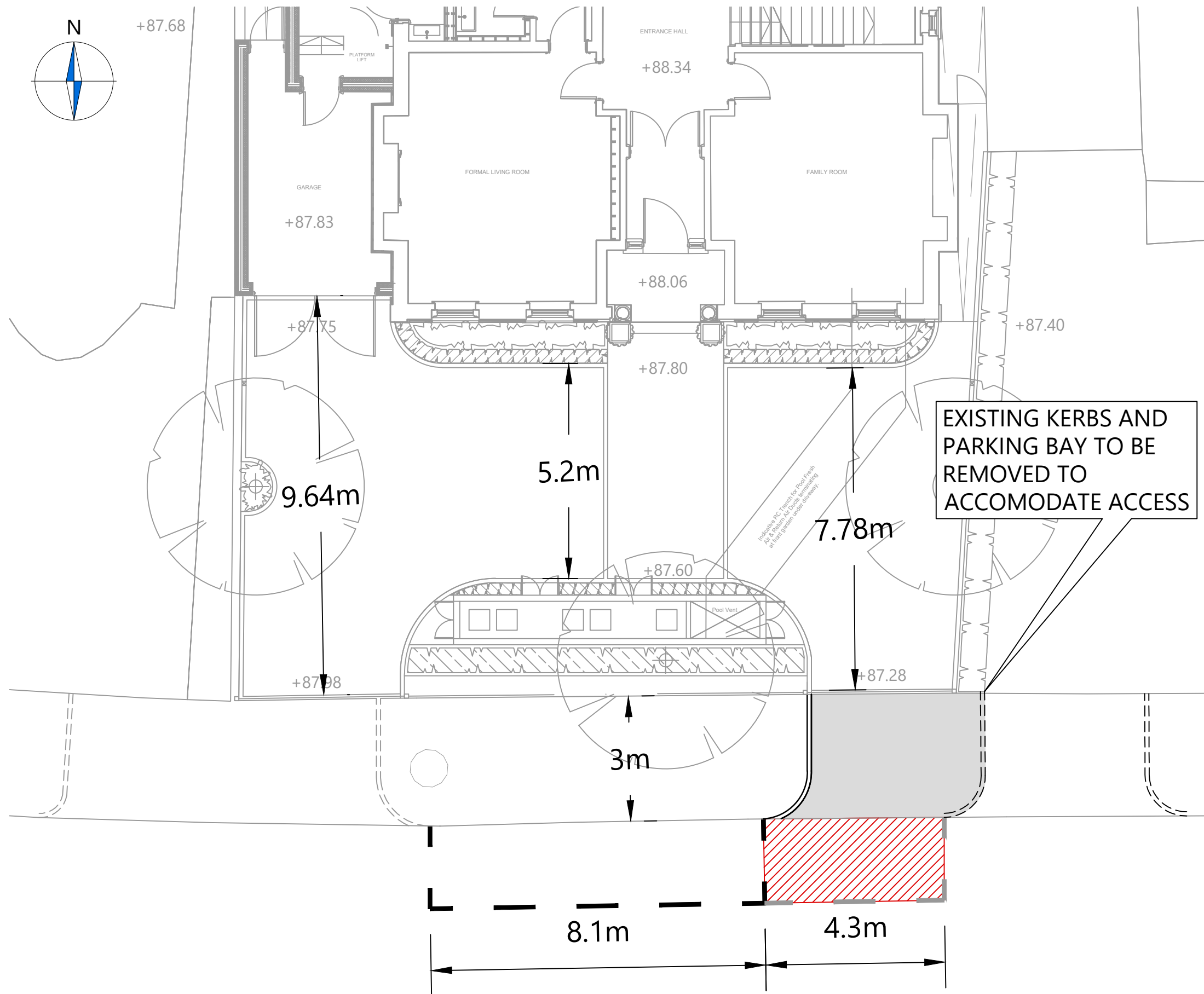
Appendix D

Proposed Layout Plans



Appendix E

Proposed Highway Arrangement Plan



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.

KEY:

=====	EXISTING KERBS
=====	PROPOSED KERBS
	AREA OF CROSSOVER EXTENSION
	AREA OF PARKING BAY REMOVAL

Rev	Details	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: **Worship Construction Limited**

Project: **24 Heath Drive**

Drawing Title: **Proposed Highway Arrangement**

Scale: **1:100** Size: **A3**

Drawn by: **COS** Checked by: **NB** Date: **23.06.2021**

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

Scheme Ref:	Drawing No:	Sheet :	Rev:
4533	001	1 of 1	...

Appendix F

Road Safety Audit

**24 HEATH DRIVE, LONDON
BOROUGH OF CAMDEN**

**PROPOSED VEHICLE
CROSSOVER**

**STAGE 1
ROAD SAFETY AUDIT REPORT**

**REQUESTED BY:
CANEPARO ASSOCIATES**

APRIL 2021



RKS
Associates

Project: 24 Heath Drive, London Borough of Camden
Proposed Vehicle Crossover

Client: Caneparo Associates

Document: Stage 1 Road Safety Audit

RKS Associates Ref: VRP1276 - RSA 1

Issue date: 1st April 2021

Status: Final

Authorised by: VP/WP

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RKS
Associates

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Bushey
Hertfordshire
WD23 3AQ

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Appendices

- Appendix A: Location of Problems Identified During Stage 1 Road Safety Audit
- Appendix B: Designers Response

1 INTRODUCTION

- 1.1** This report results from a Stage 1 Road Safety Audit carried out on the proposed highway works associated with a new vehicle crossover serving 24 Heath Drive in the London Borough of Camden. It is understood that the vehicle crossover will be in addition to the existing crossover, enabling residents to enter and exit in a forward gear.
- 1.2** The highway works involve the provision of a new vehicle crossover serving 24 Heath Drive located at the south-western boundary. The new vehicle crossover is located immediately in front of a historic access previously serving the residential property.
- 1.3** Heath Drive is a typical residential road providing two-way traffic flow, it is aligned in a southwest to northeast direction and is locally subject to a 20mph speed limit. The carriageway is lit and there are continuous footways either side of the carriageway with mature trees located along its length. Heath Drive is located within a Controlled Parking Zone (CPZ) for permit holders only. The parking bays are located either side of the carriageway and are supplemented with signs 'Permit Holders Only CA-S Mon-Fri 12:30-2:30pm'.
- 1.4** Caneparo Associates has supplied the following information upon which this Stage 1 RSA is based:
- Studio Kyson Drawing Number: 508-16-0300 Revision Q – Landscape Layout with Ground Floor Plan.
- 1.5** The main parties to this Road Safety Audit include the following:

Road Safety Audit Team Leader	Vimal Patel BEng (Hons), GMICE, FIHE, HE Cert Comp, Reg RSA (IHE)
Road Safety Audit Team Member	Wendy Palmer MCIHT, MSoRSA, HE Cert Comp
Overseeing Organisation	London Borough of Camden
Design Organisation	Caneparo Associates

- 1.6** The Audit has been undertaken following examination of the submitted documents, including a site visit carried out on Wednesday 31st March 2021 between the hours of 3pm and 3:30pm. The weather was overcast with sunny intervals, and the road surface was dry. Traffic congestion were observed during the site inspection which was attributed to highway works relating to installation of fibre optic cable along Heath Drive, in addition car parking within the designated parking bays along Heath Drive was prevalent.



Terms of Reference

- 1.7** The Audit Team is independent of the project design team and has no other involvement with the project. This Stage 1 RSA has been undertaken in accordance with the relevant sections of GG-119, part of the Design Manual for Roads and Bridges (DMRB).
- 1.8** The Safety Audit Team has examined only matters relating to road safety implications of the scheme and has not verified compliance of the design to any other criteria. The Audit Team have not been made aware of any Departures from Standard. All of the problems identified in this report are considered by the Audit Team to require action in order to improve the safety of the scheme and to minimise accident occurrence for all users. The location of the problems identified in this Safety Audit is shown in **Appendix A** where the reference numbers relate to the problems identified in this report.
- 1.9** The recommendations in this report are aimed at addressing the identified road safety problems; however, there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities. The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit and would encourage the Designer to consult them on this matter.
- 1.10** The LHA response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the As Built design pack to be provided and retained by the Local Highway Authority on completion.

Collision Data

- 1.11** Publicly available Personal Injury Collision (PIC) information obtained from the Crashmap UK website (www.crashmap.co.uk) indicates that no collisions have occurred along Heath Drive in the vicinity of the proposals during the 5-year period up to December 2019.



2 LOCAL ALIGNMENT

2.1 Problem:

Summary: Potential collisions due to standing water or service covers

Location: *Throughout*

No details have been provided in respect of surface water drainage or other services and it is therefore not possible to ascertain whether or not there will be any safety implications. Poor inadequate drainage may result in the collection of surface water which could increase the risk of loss of control collisions.

Recommendation:

Ensure that adequate surface water drainage is provided and located away from cycle/powered two-wheeler desire lines.



3 JUNCTIONS

3.1 **Problem:**

Summary: Potential risk of collisions associated with obstruction in visibility

Location: *Proposed vehicle crossover*

The proposals include the implementation of a vehicle crossover to enable vehicles to enter and exit in a forward gear. Whilst there is concern that a mature tree located on the footway (eastern side) may restrict visibility for vehicles exiting, the low traffic speeds and a review of the collision data indicates that the risk of collision will be low.

Recommendation:

In order to improve the layout and operation it is recommended that the new vehicle crossover (southern access) is used for egress and the existing vehicle crossover (northern) is used for entry.

3.2 **Problem:**

Summary: Potential risk of collisions associated with obstruction in visibility

Location: *Proposed vehicle crossover*

No details relating to the relocation of the CPZ car parking bay immediately in front of the proposed vehicle crossover have been provided. Whilst no details have been provided there is concern that the displaced car parking associated with the removal of the CPZ car parking bay may cause a hazard for other road users.

Recommendation:

Ensure that the proposed relocation of the CPZ car parking bay does not cause a hazard for other road users, alternatively remove the car parking bay.



4 WALKING, CYCLING & HORSE RIDING

4.1 Problem:

Summary: Potential risk of pedestrians struck by vehicles exiting

Location: *Pedestrian footway fronting 24 Heath Drive*

The Audit Team note that pedestrian inter-visibility splays have not been provided. Consequently, there is concern that poor visibility between vehicles exiting the residential property and pedestrians walking along the footway may be compromised by boundary fencing/vegetation. This may increase the risk of pedestrians struck by vehicles exiting the residential property.

Recommendation:

Ensure that any proposed fencing/vegetation is set back such that the appropriate pedestrian inter-visibility can be achieved.



5 TRAFFIC SIGNS, CARRIAGEWAY MARKINGS & LIGHTING

- 5.1** The Audit Team raise no concerns at this Stage 1 RSA in respect of traffic signs, carriageway markings and lighting.



6 AUDIT TEAM STATEMENT

- 6.1** We certify that this audit has been carried out in accordance with GG-119 of Design Manual for Roads & Bridges Volume 5 Section 2 - Road Safety Audits. Its sole purpose being to identify features of the scheme that could be removed or modified to improve safety. No member of the Audit Team has been involved in the scheme design.

Audit Team Leader

Vimal Patel
BEng (Hons), GMICE, FIHE, RegRSA (IHE), HE Cert Comp

Signed:

Date: 1st April 2021

Audit Team Member

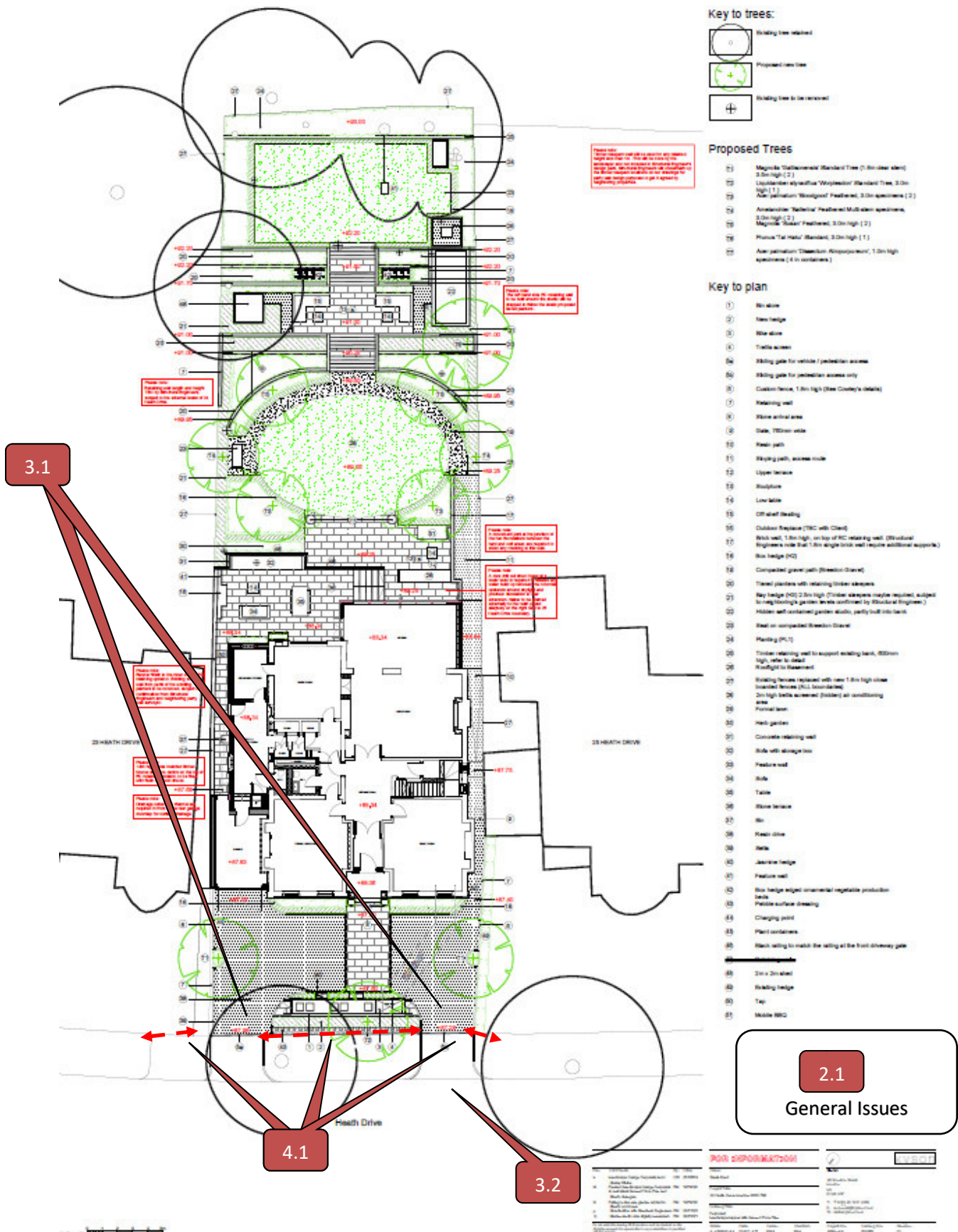
Wendy Palmer
MCIHT, MSoRSA, HE Cert Comp

Signed:

Date: 1st April 2021



Appendix A





Appendix B



Item No.	Audit Team Recommendation(s)	Designer's Response
2.1	Ensure that adequate surface water drainage is provided and located away from cycle/powered two-wheeler desire lines.	It will be ensured that a permeable/SUDS compliant resin surface is used and this and the landscaped areas will ensure that water falling on the driveway area is contained within the site.
3.1	In order to improve the layout and operation it is recommended that the new vehicle crossover (southern access) is used for egress and the existing vehicle crossover (northern) is used for entry.	This is as proposed.
3.2	Ensure that the proposed relocation of the CPZ car parking bay does not cause a hazard for other road users, alternatively remove the car parking bay.	The bay would need to be removed, with parking surveys demonstrating that the use of the on-street bays in the vicinity is only of the order of 50%.
4.1	Ensure that any proposed fencing/vegetation is set back such that the appropriate pedestrian inter-visibility can be achieved.	Noted, it is proposed that to improve visibility that the landscaping is set back via a 500mm wide pebble dressed strip at the back of the footway. It will also be ensured that the height of any fencing or landscaping in areas within the applicant's control and the design of any railings/gates at the back of the footway allow for good pedestrian visibility.

Designer's Statement:

I certify that I have considered the items that have arisen in the Stage 1 Road Safety Audit Report and my response to its recommendations are set out above.

.....
Designer

Date: 18/05/21

Client Organisation Statement:

I accept the Designer's Response

.....

Date: 23/08/2021