

TRANSPORT TECHNICAL NOTE

56A CHURCH HILL, ENFIELD

Proposed Single Residential Dwelling

Date: March 2024

Ref: 6760/TN01

1 INTRODUCTION

- 1.1 RGP is instructed to provide transport planning and highway advice with regards to the construction of a single residential dwelling proposals at 56a Church Hill, Enfield. The application site is located within the London Borough of Enfield (LBE).
- 1.2 The site is currently a vacant plot served by a vehicle crossover on the south-western side of Church Hill. The site entrance location, including vehicle crossover, is illustrated below within Photograph 1 (with temporary hoarding across the entrance).



Photograph 1. Site Entrance Location

- 1.3 The proposed dwelling would comprise a single storey house containing 3 bedrooms. There would be a single car parking space contained on-site, accessed via the existing vehicle crossover, plus appropriate bin and cycle storage in line with policy requirements.

- 1.4 A pre-application meeting was held on 5th December 2023 with RGP and the Council's highway officer in attendance. The meeting was informed by a Transport Note produced by RGP, dated August 2022. This Transport Technical Note has subsequently been updated to provide additional information sought by the Council's highway officer.
- 1.5 In summary, the feedback was supportive, albeit the transport discussions focused on pedestrian visibility splays. It was confirmed that the Council typically seek pedestrian visibility splays of 2m by 2m either side of vehicles when emerging from driveways, however, relaxations can be applied where certain criteria are met. Criteria permitting relaxations include:
- i) Low frequency of vehicle movements,
 - ii) Low volumes of pedestrian activity,
 - iii) The width of the footway.
- 1.6 In light of the pre-application feedback received some amendments have been made to the proposed site layout, which includes the removal of entrance gates & short section of boundary wall at the frontage. This results in visibility being further improved, particularly with regards to vehicles emerging from the site entrance.
- 1.7 This Transport Technical Note therefore provides an update of the original note submitted for pre-app, with further consideration of the above points. As a result of the further evidence contained herein, the proposals are considered to be acceptable from a transport perspective and in particular with regard to pedestrian & vehicle visibility.

2 SITE OVERVIEW

- 2.1 Church Hill is a single carriageway road facilitating two-way traffic flows and subject to a 30mph speed limit. The carriageway includes double yellow line restrictions along both sides of the road in the vicinity of the site access stipulating "no parking" at any time.
- 2.2 Under the proposals, access to the site would continue to be afforded from the existing vehicle crossover location on Church Hill. The vehicle crossover has a formal approval (TP/88/1151) and has been constructed to the Council's requirements in accordance with this permission.
- 2.3 The adjacent properties on either side of the site access and all along the south-western side of Church Hill also benefit from direct frontage access via vehicle crossovers.

- 2.4 The application site is within a PTAL 2 location as confirmed within the PTAL report attached hereto at **Appendix A**. Winchmore Hill station is a 450m walk to the south-east of the site and Southgate underground station is 1.6km to the south-west of the site. Southgate is therefore located outside of the conventional PTAL walk distance threshold (960m) and not included within the PTAL score, however it is likely to be utilised by many local residents for commuting and leisure journeys.
- 2.5 Additionally, there are a range of amenities located within the surrounding area which would act to reduce the frequency of journeys away from the locality.

3 ACCESS AND VISIBILITY SPLAYS

- 3.1 Drawing **2022/6760/001**, attached hereto at **Appendix B**, illustrates the provision of visibility splays of 43 metres in both directions from the site access location, in accordance with Manual for Streets guidance for design speeds of 30mph (i.e. in line with the posted speed limit). This is also demonstrated below within **Photograph 2**, which illustrates approaching traffic is clearly visible for drivers waiting to depart the site.



Photograph 2. Visibility East of Access

- 3.2 Given the context of the proposed development and local highway characteristics, a 2 metre set-back (x-distance) is considered appropriate for the visibility splays at the vehicle crossover. This is in accordance with paragraph 7.7.7 of Manual for Streets confirms that "a minimum figure of 2m may be considered in some very lightly-trafficked and slow-speed situations".

- 3.3 Manual for Streets 2 provides further context, confirming within paragraph 10.5.8 stating that *"a minimum X distance of 2m may be considered in some slow-speed situations when flows on the minor arm are low, but using this value will mean that the front of some vehicles will protrude slightly into the running carriageway of the major arm, and many drivers will tend to cautiously nose out into traffic. The ability of drivers and cyclists to see this overhang from a reasonable distance, and manoeuvre around it without undue difficulty, should be considered"*.
- 3.4 Evidently, the proposed access represents an extremely low flow situation on the minor arm, whilst speeds would also be low on both the minor and major arm. Additionally, there is a circa 6.0m carriageway width on this part of Church Hill and hence if any minor protrusion over the carriageway edge was to occur, there would be sufficient space for vehicles to manoeuvre around this.
- 3.5 The visibility splays provided therefore ensure all approaching vehicles are fully visible in both directions for a distance of at least 43 metres.

4 PEDESTRIAN VISIBILITY

- 4.1 Enfield Council's "Vehicle Crossover application form and guidance notes" has been reviewed as recommended by the Council. RGP note this relates to applications for new vehicle crossovers and dropped kerbs, whereas there is an existing crossover and dropped kerb at 56a Church Hill which has been reviewed previously by the Council and considered acceptable. No alterations are proposed to the existing established crossover; however, a comprehensive review is provided below in any case.
- 4.2 Page 7 of the guidance provides an illustrative parking space layout, with pedestrian visibility splays shown as 2m by 2m. It notes *"this is an example of a typical crossover. Dimensions may vary"*, whilst feedback from the Council's highway officer during the 5th December 2023 pre-app meeting also confirmed that relaxations are acceptable in some instances.
- 4.3 It is also important to note that Manual for Streets states *"the absence of wide visibility splays at minor accesses will encourage drivers to emerge more cautiously. Consideration should be given whether this will be appropriate in relation to: frequency of vehicle movements, amount of pedestrian activity, width of the footway."* During pre-application correspondence the Council acknowledged these points should be considered further and hence a full review is provided below.

Frequency of Vehicle Movements

- 4.4 The vehicle crossover would serve a single car parking space only, for 1x private residential dwelling. It is therefore clear that the frequency of vehicle movements over the footway would be exceptionally low.

Amount of Pedestrian Activity

4.5 A snapshot survey was carried out on Thursday 29th February 2024, during part of the morning peak period (08:30 to 09:00). This recorded all pedestrian movements on the nearside footway past the site entrance. The results are detailed below within **Figure 1**.

Snapshot Pedestrian Survey – Thursday 29th February 2024			
Time Period	Direction of travel		
	East	West	Both directions
08:30 – 08:35	0	0	0
08:35 – 08:40	1	0	1
08:40 – 08:45	2	0	2
08:45 – 08:50	2	2	4
08:50 – 08:55	1	1	2
08:55 – 09:00	1	0	1
Total	7	3	10

Figure 1. Snapshot Pedestrian Survey Results

4.6 As detailed above, a total of 10 pedestrian movements were recorded over the 30 minutes surveyed, which represents an exceptionally low level of pedestrian footfall.

Footway Width and Pedestrian Desire Line

4.7 The footway width west of the site increases well beyond 2m. As a result, the pedestrian desire line is observed to be well away from the back edge of the footway. Pedestrians tend to stay broadly within a 2m zone parallel to the kerb edge, since this reflects the footway width along the majority of Church Hill. This point is illustrated within **Photographs 3 & 4**, below which were captured during the snapshot pedestrian survey on 29th February 2024.



Photographs 3 & 4. Pedestrian Desire Lines

- 4.8 To the east of the site access, there is a large protruding pillar within the wall which means pedestrian movements are offset away from the back edge of the footway. As a result, pedestrians approaching from both directions are positioned away from the driveway.
- 4.9 Drawing **2022/6760/001**, attached hereto, illustrates that pedestrian visibility splays of 1.5m by 1.5m are achievable either side of a departing vehicle to the back edge of the footway. Splays of 2m by 2m are available when measured to the pedestrian desire line. Therefore, this is considered to be compliant with the Council's guidance, particularly when considering the low levels of vehicle and pedestrian activity over this section of footway.

5 SITE LAYOUT AND PARKING

- 5.1 Car parking standards for residential developments are contained within Table 10.3 of the London Plan (March 2021). These state that 3-bedroom dwellings within PTAL 2 locations in outer London boroughs should provide a maximum of 1 car parking space per dwelling. The proposals therefore include a single on-site car parking space, which ensures there would be no displaced car parking onto surrounding streets.
- 5.2 To address London Plan Policy T6.1 (part C) this on-site car parking space would be provided with an electric vehicle charging point.

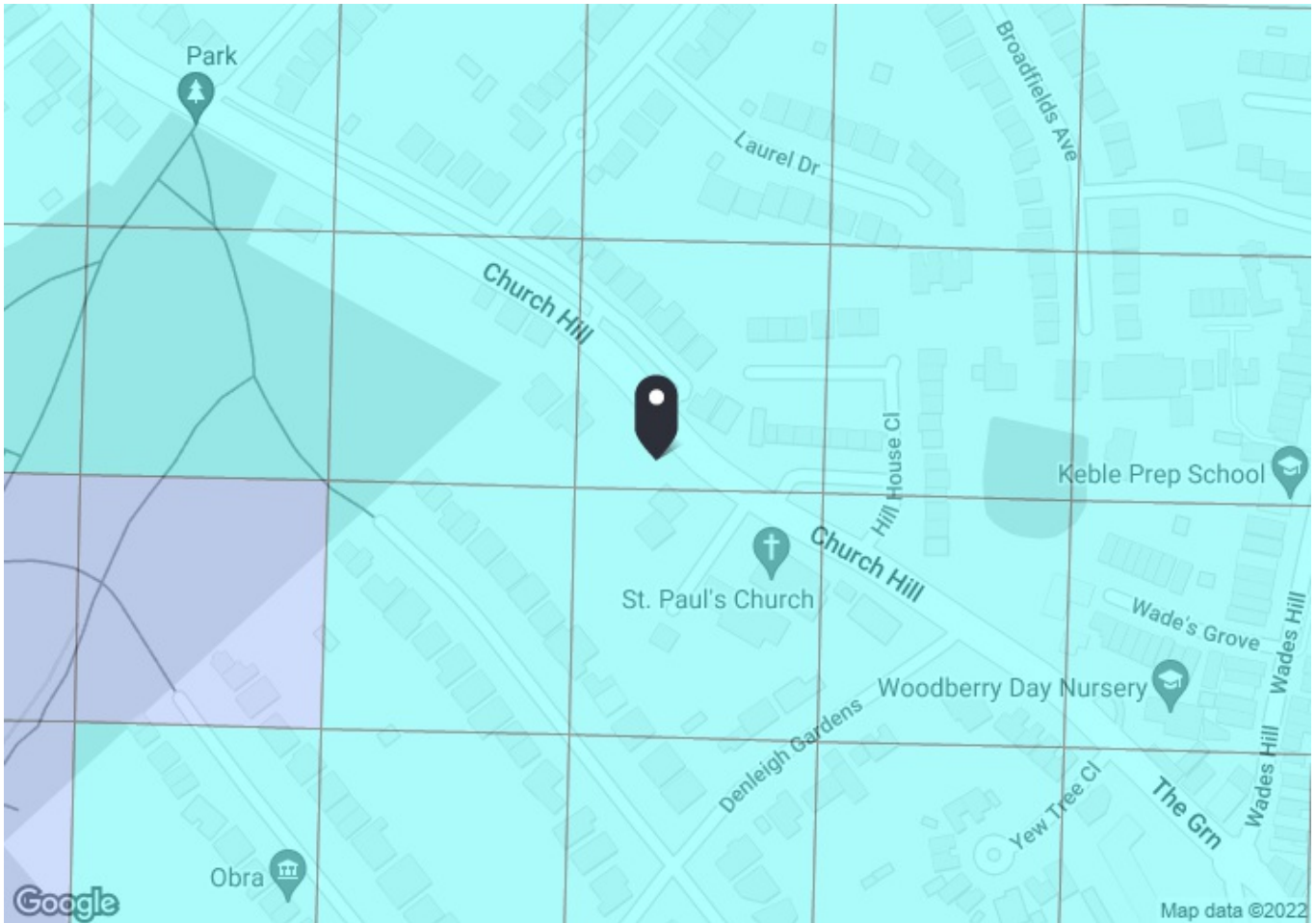
- 5.3 Drawing **2022/6760/001**, attached hereto at **Appendix B**, demonstrates the proposed car parking space and adjacent hardstanding would provide sufficient space for vehicle manoeuvring and turning. This would ensure that all cars arrive and depart the site in a forward gear. This is a betterment compared to a number of other frontage parking spaces along Church Hill which do not provide on-site turning.
- 5.4 The proposed site layout would also include secure and covered cycle parking in accordance with the London Plan standards. Table 10.2 of the London Plan confirms a minimum of 2 x long-stay spaces are required for 2+ bedroom dwellings and no short-stay provision is required for developments containing fewer than 5 units.
- 5.5 Enfield Council's Waste and Recycling Storage Planning Guidance states that houses should have space to accommodate 3 wheeled bins, comprising a 140-litre refuse bin, 240-litre recycling bin and an optional 240-litre garden waste bin. Small 23 litre food waste bins are also provided to all kerbside properties. Suitable space is provided within the designated bin storage area to accommodate these bins.
- 5.6 Manual for Streets states that residents should not have to move waste further than 30 metres and collection vehicles should be able to get to within 25 metres of bins. The location of the bin storage area would be within 30 metres of Church Hill, whilst a collection point would also be provided alongside the site entrance, less than 6m from the public highway. Residents would move their bins to the collection point on collection days and these would be emptied by the Council as part of an existing bin collection route through the area.

6 SUMMARY AND CONCLUSIONS

- 6.1 Overall, the following initial transport conclusions are made with regards to the proposals at 56a Church Hill, Enfield:
- i) The proposals fall within a PTAL 2 location, whilst also benefiting from access to a number of key amenities within a short walk of the site.
 - ii) The existing vehicle crossover would be retained in its existing form to provide access to a single car parking space. Visibility splays in accordance with the relevant design guidance are provided at the site access, for both vehicles and pedestrians.
 - iii) The on-site car parking space and hardstanding would provide space for all vehicle manoeuvring and turning, ensuring cars arrive and depart in a forward gear.
 - iv) The proposals include suitable cycle and bin storage areas, in line with the relevant planning policies and design guidance.
- 6.2 Overall, there are considered to be no transport or highway implications that should prevent planning permission from being granted.



APPENDIX A



PTAL output for Base Year 2

56 Church Hill, London N21 1JA, UK
Easting: 531129, Northing: 194705

Grid Cell: 151445

Report generated: 24/08/2022

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

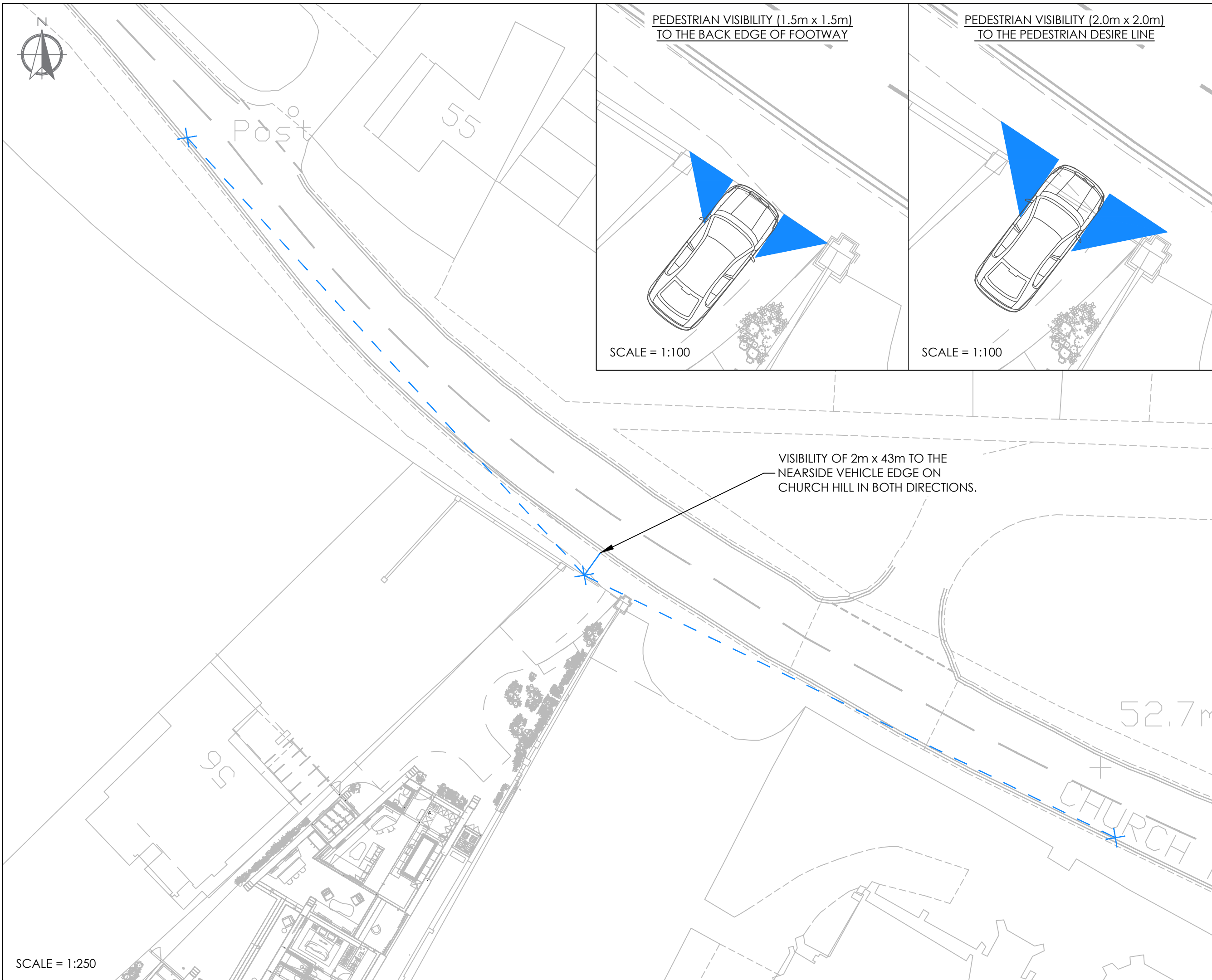
- PTAL (cell size: 100m)

Calculation data

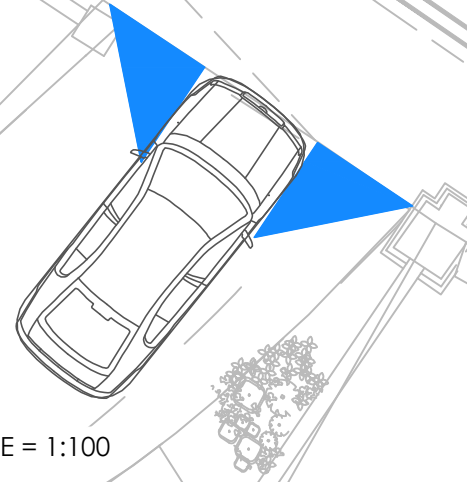
Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	WINCHMORE HILL GREEN	W9	393.29	4	4.92	9.5	14.42	2.08	1	2.08
Rail	Winchmore Hill	'MRGT-HFDN 2B09'	525.08	0.67	6.56	45.53	52.09	0.58	0.5	0.29
Rail	Winchmore Hill	'MRGT-HFDN 2B99'	525.08	0.67	6.56	45.53	52.09	0.58	0.5	0.29
Rail	Winchmore Hill	'MRGT-STEVNGE 2F05'	525.08	0.67	6.56	45.53	52.09	0.58	0.5	0.29
Rail	Winchmore Hill	'MRGT-LTCE 2F06'	525.08	1	6.56	30.75	37.31	0.8	0.5	0.4
Rail	Winchmore Hill	'MRGT-GORDONH 2G98'	525.08	0.33	6.56	91.66	98.22	0.31	0.5	0.15
Rail	Winchmore Hill	'STEVNGE-MRGT 2J07'	525.08	0.67	6.56	45.53	52.09	0.58	0.5	0.29
Rail	Winchmore Hill	'HFDN-MRGT 2J08'	525.08	1	6.56	30.75	37.31	0.8	0.5	0.4
Rail	Winchmore Hill	'LTCE-MRGT 2J09'	525.08	0.33	6.56	91.66	98.22	0.31	0.5	0.15
Rail	Winchmore Hill	'GORDONH-MRGT 2J10'	525.08	1.67	6.56	18.71	25.28	1.19	1	1.19
Rail	Winchmore Hill	'HFDN-MRGT 2J14'	525.08	0.67	6.56	45.53	52.09	0.58	0.5	0.29
Rail	Winchmore Hill	'HFDN-MRGT 2J15'	525.08	0.33	6.56	91.66	98.22	0.31	0.5	0.15
Rail	Winchmore Hill	'HFDN-MRGT 2J18'	525.08	0.33	6.56	91.66	98.22	0.31	0.5	0.15
Rail	Winchmore Hill	'GORDONH-MRGT 2J22'	525.08	0.67	6.56	45.53	52.09	0.58	0.5	0.29
Rail	Winchmore Hill	'STEVNGE-MRGT 2J25'	525.08	0.33	6.56	91.66	98.22	0.31	0.5	0.15
Total Grid Cell AI:										6.56



APPENDIX B

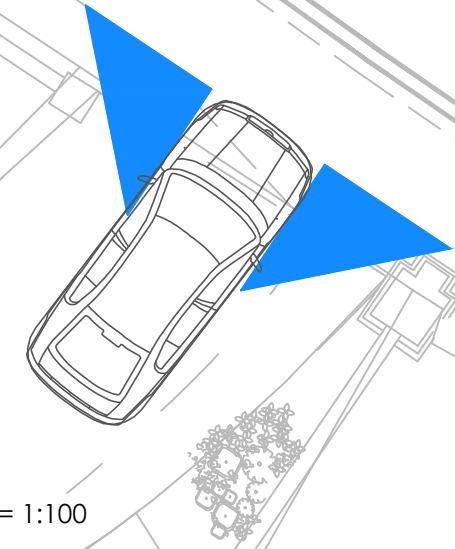


PEDESTRIAN VISIBILITY (1.5m x 1.5m)
TO THE BACK EDGE OF FOOTWAY



SCALE = 1:100

PEDESTRIAN VISIBILITY (2.0m x 2.0m)
TO THE PEDESTRIAN DESIRE LINE



SCALE = 1:100

VISIBILITY OF 2m x 43m TO THE
NEAR SIDE VEHICLE EDGE ON
CHURCH HILL IN BOTH DIRECTIONS.

SCALE = 1:250

NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.

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RESIDUAL HAZARDS

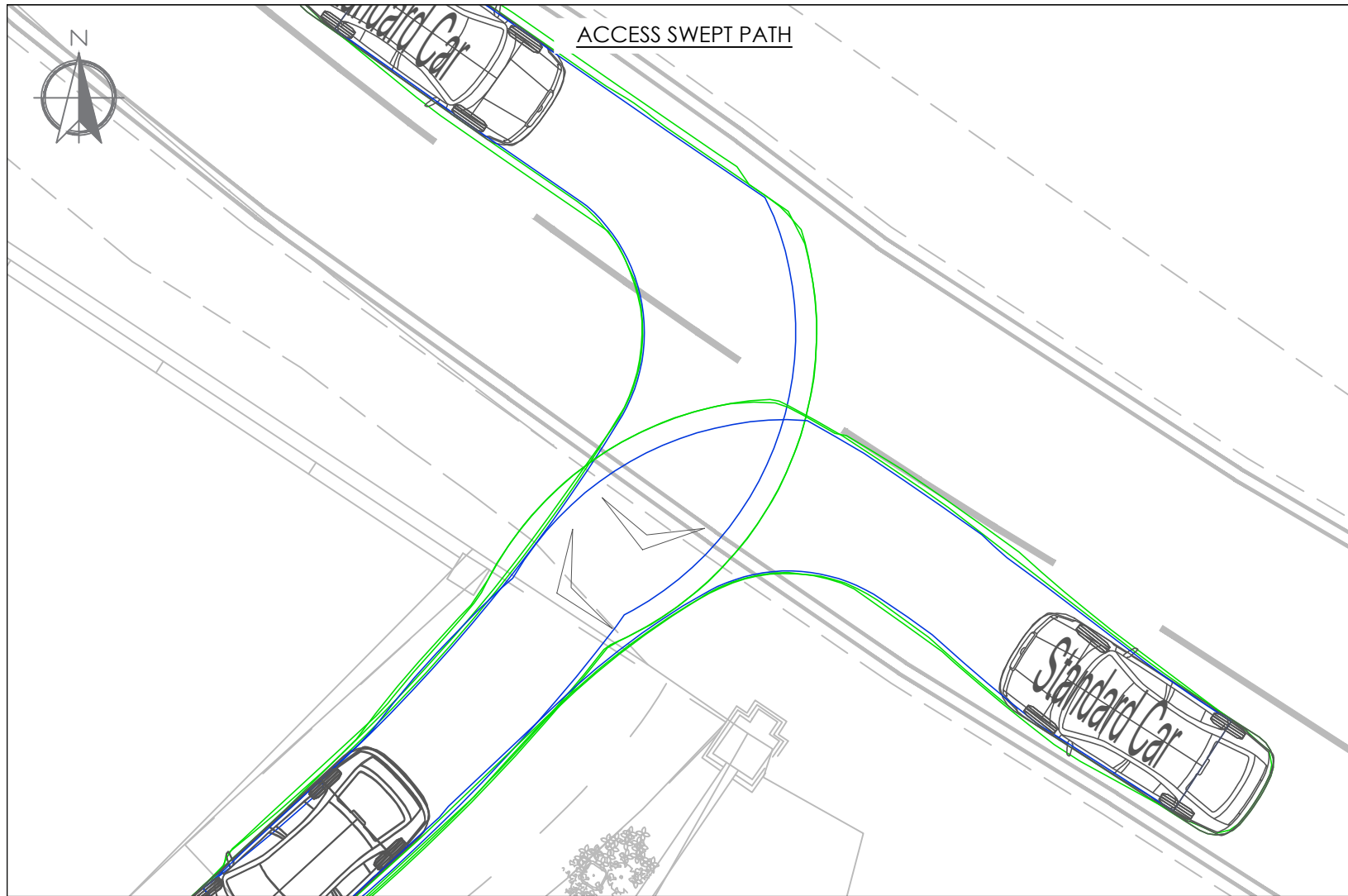
In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

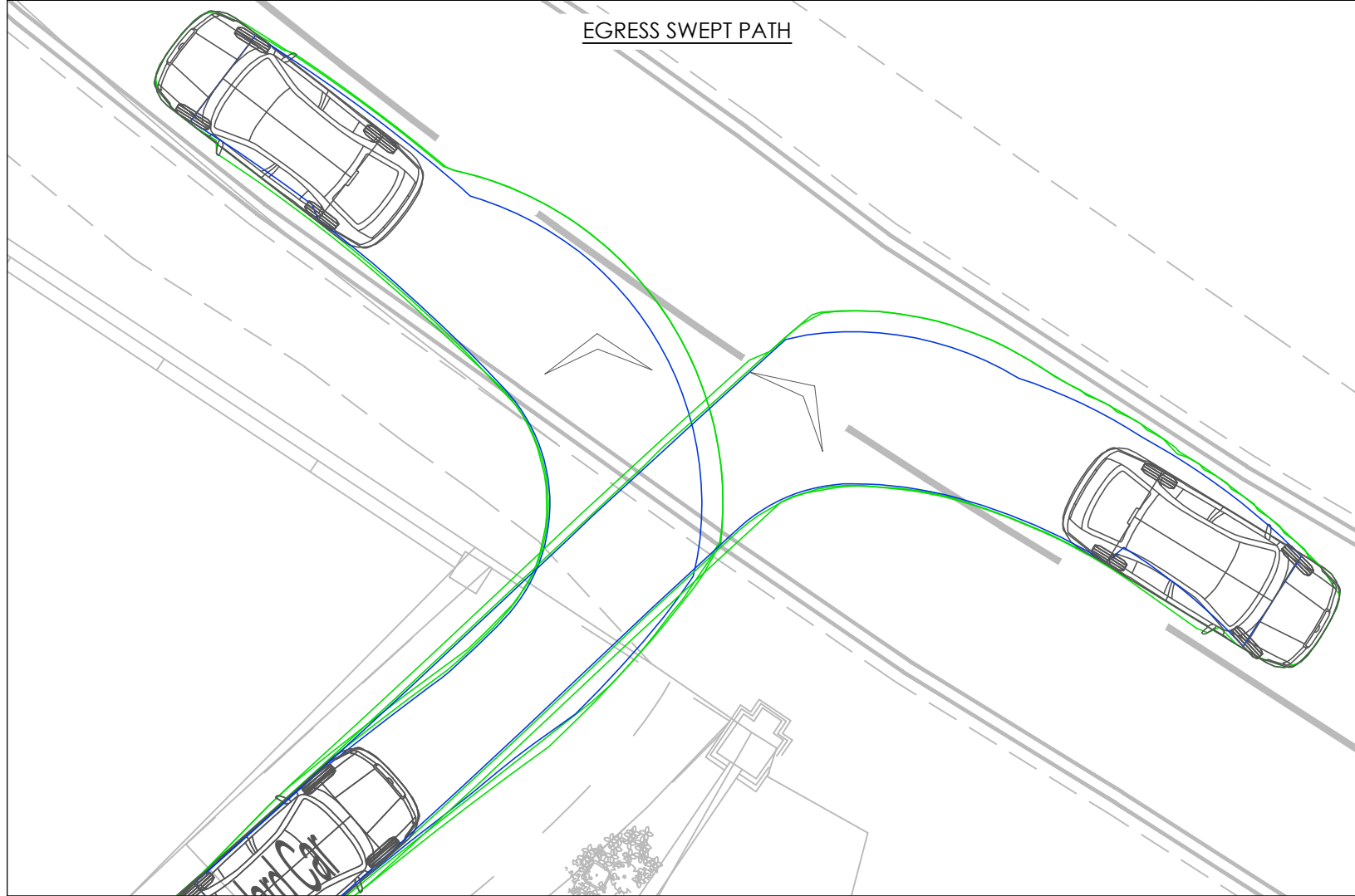
Rev.	Drawn	Comments	Date
P3	GE	LAYOUT UPDATED, 2.0m x 2.0m	04/03/24
P2	GE	PEDESTRIAN VISIBILITY ADDED	20/07/23
P1	GE	FIRST ISSUE	17/08/22

RGP
Transport Planning and Infrastructure Design Consultants
Shackleford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY
1-2 Paris Garden, London, SE1 8ND
Tel: 01483 861681 / 020 7078 9662 www.rgp.co.uk

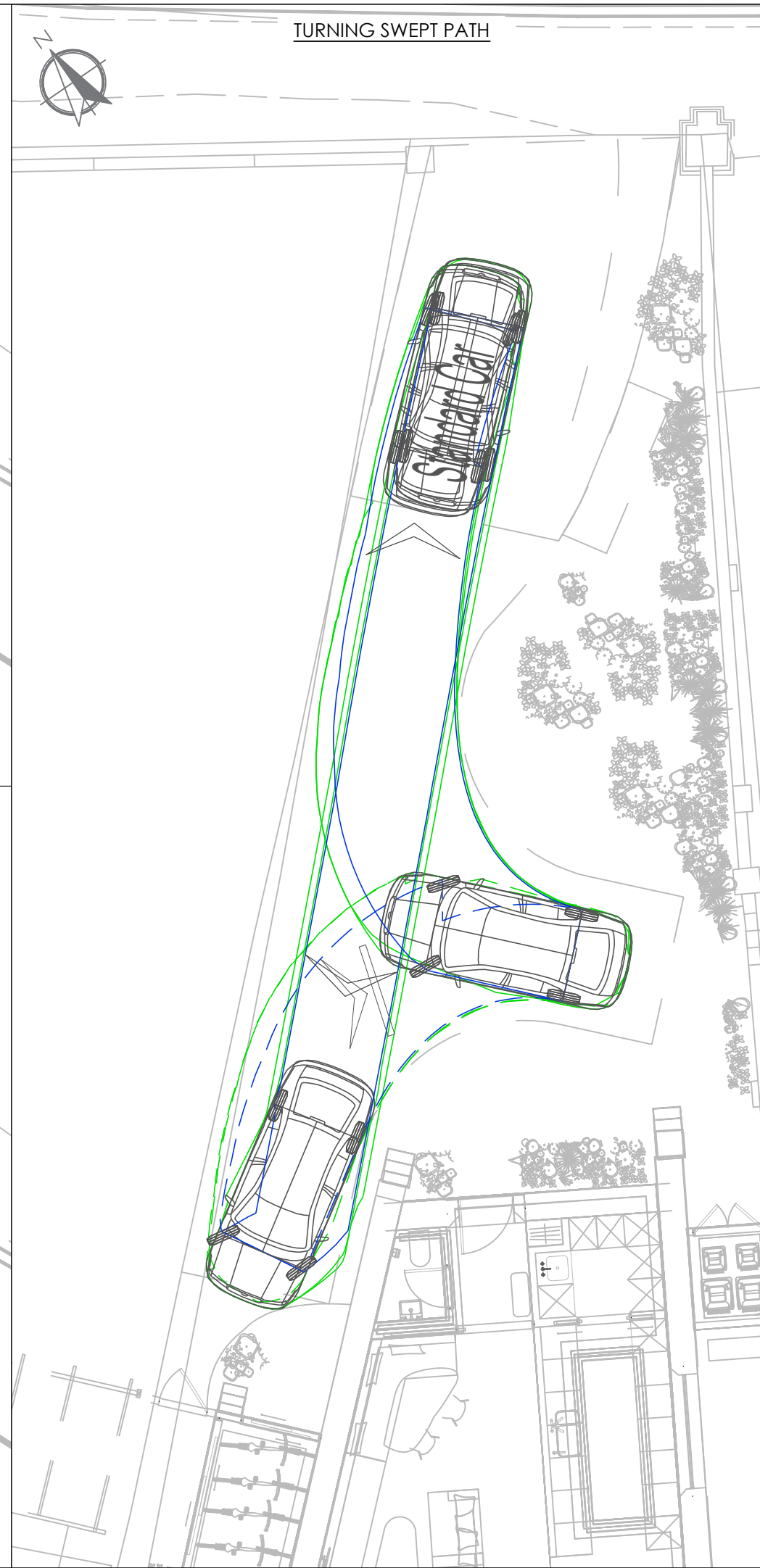
Client	Atelier Ochre		
Project	56a Church Hill, Enfield		
Drawing Title	Visibility Splays		
Drawing No.	2022/6760/001	Rev.	P3
Scale	As shown	Drawn By	GE
		Checked By	PB
			A3



ACCESS SWEPT PATH



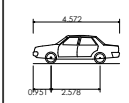
EGRESS SWEPT PATH



TURNING SWEPT PATH

NOTES

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Standard Car	4.572m
Overall Length	1.769m
Overall Width	1.488m
Overall Body Height	0.249m
Min Body Ground Clearance	1.713m
Max Track Width	4.000m
Lock to lock time	5.100m
Kerb to Kerb Turning Radius	

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RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

Rev.	Drawn	Comments	Date
P2	GE	LAYOUT & SWEPT PATHS UPDATED.	04/03/24
P1	GE	FIRST ISSUE	17/08/22

Client: **Atelier Ochre**

Project: **56a Church Hill, Enfield**

Drawing Title: **Swept Path Analysis
Standard Car**

Drawing No: **2022/6760/002** Rev. **P2**

Scale: **1:100** Drawn By: **GE** Checked By: **PB** **A3**