Highway Technical Note

Richmount Gardens, London
April 2023, RHC-22-171-TN

Introduction

Roberts Highway Consultants Limited has been commissioned by the Richmount Gardens Action Group to undertake a review of two potential planning applications for residential developments at Richmount Gardens, as part of the Greenwich Builds programme.

The first development, known as Site A, seeks to replace an existing community building which occupies part of the site for the development of seven residential dwellings. The community building is outlined as being 'dilapidated', with it last being used as a children's nursery in 2018. An indicative site plan of the proposals can be found within **Appendix A**.

The second site along Richmount Gardens, known as Site B, will see the development of two bungalows which will replace eight residential garages. An indicative site plan of the proposals can be found within **Appendix B,** with a contextual site plan illustrating both sites found within **Plan 1.**

Plan 1: Contextual Site Location Plan



© Google Maps

Concerns have been raised by local residents in relation to the highway impact of any further development

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served via Richmount Gardens. This report has been prepared to review the development proposals to determine their true highway impact upon the local highway network and its current users.

Roberts Highway Consultants Limited respectfully requests that the contents of this report be considered by the Royal Borough of Greenwich, in their role as Local Planning and Highway Authority for any applications submitted at the sites referenced.

Existing Highway Conditions

Richmount Gardens is a residential street which caters for 43 dwellings, in addition to 11 residential garages, and a community building. The carriageway, which measures circa 4.8m width, comprises a 30mph speed limit linking with the carriageway of Casterbridge Road via a simple priority T-junction.

Five of the 43 residential dwellings which take access via Richmount Gardens provide off-street vehicle parking for a single vehicle. All other vehicle owners are forced to park along the carriageway, outside the frontage of their properties, or where space allows.

Significant on-street parking is noted along both Richmount Gardens and Casterbridge Road as outlined within **Plan 1,** with **Photograph 1** illustrating existing parking conditions along the carriageway during a typical weeknight. Due to limited parking, some vehicles are forced to parking along the footway, or along the verge which forms part of 'Site A'. Additional photographs are contained within **Appendix C.**

Photograph 1: Parking Along Richmount Gardens

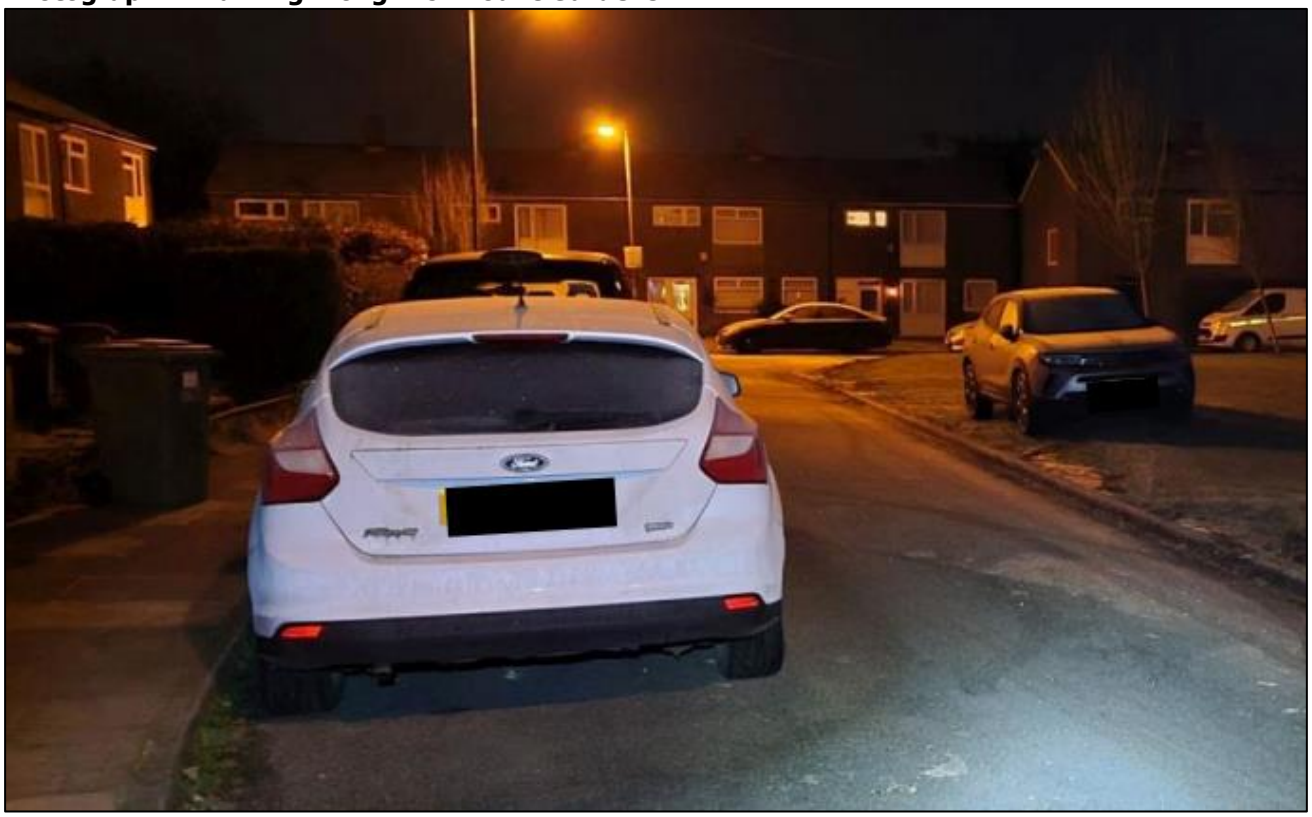


Image Dated Jan 2023

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Street-lit footways of circa 2m width are located along the residential sides of the carriageway, which facilitate pedestrian movement towards the wider footway network surrounding the site. Grass verges with a short section of footway are located within 'Site A'.

Risk Of Vehicle-to-Vehicle Incursions

Evidence suggests that on-street parking occurs along the whole of Richmount Gardens and along the carriageway of Casterbridge Road, restricting the usable width of both carriageways. As such, vehicle to vehicle incursions occur daily, resulting in an existing highway safety concern.

To overcome this, drivers are being forced to mount the kerb to create space for two vehicles to pass, or to pass parked vehicles. The increase in vehicle movements, due to the development proposals, will only worsen this situation through increased vehicle conflict.

Photograph 2 showcases examples along Richmount Gardens where vehicles have been forced to mount the kerb to pass oncoming or parked vehicles. This has resulted in deleterious material being deposited within the highway, causing a potential skid hazard. Based on the evidence provided, the width of the carriageway of Richmount Gardens is insufficient to cater for increased use without significant widening.

Photograph 2: Evidence of Vehicles Mounting Kerb (Richmount Gardens)



Images Dated 24/02/2023

In addition to the above, Richmount Gardens is regularly visited by a dial-a-ride service for disabled and elderly residents along the street. This bus often struggles to manoeuvre along the carriageway, often having to mount

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the kerb to get past parked vehicles.

Risk Of Vehicle-to-Pedestrian Incursions

Concerns in relation to vehicle and pedestrian conflict have been raised by residents, specifically along Casterbridge Road. Given the on-street parking, which occurs along both sides of the carriageway, the usable width for drivers is circa 3.5m, suitable for only a single vehicle.

On-site observations confirm several vehicles regularly mount the southern kerb to pass vehicles in the event of conflict. This raises considerable concerns given that the footways lie adjacent to the carriageway, resulting in a severe danger to pedestrians.

National and Local Planning Policy specifically puts emphasis on safe and attractive walking routes, highlighting pedestrian trips as a key travel mode to replace car driving. An increase in vehicle movements as a result of further development, will exacerbate the current situation along Casterbridge Road, resulting in a severe impact to pedestrians, contrary to Paragraph 111 of the National Planning Policy Framework.

Photograph 3 outlines the extent of vehicles mounting the kerb, with some vehicles even utilising the whole of the footway, and some of the verge to pass oncoming vehicles upon conflict.

Photograph 3: Evidence of Vehicles Mounting Kerb (Casterbridge Road)



Images Dated 24/02/2023

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Development Proposals

The development proposals will seek to construct seven residential dwellings within Site A, and two bungalows within Site B. A total of nine off-street vehicle parking spaces are proposed, resulting in a single vehicle space per dwelling.

A review of the 2011 census data for 'Accommodation type by car or van availability by number of usual residents aged 17 or over in household' has been undertaken for houses/bungalows within the Middle Park and Sutcliffe ward, where the site is situated. The dataset for the recent 2021 census has not yet been made available and therefore, it is considered the 2011 data is a suitable dataset for assessment.

A summary of the results is presented within **Table 1**, with full results attached within **Appendix D.**

Table 1: Residents Aged 17 or Over in Houses/Bungalows in the Middle Park and Sutcliffe Ward

	No Cars of Vans	One Car or Van	Two Cars or Vans
Residents (3,256)	815	1,542	899
Percentage	25.0%	47.4%	27.6%

Using this information, a projection has been made regarding the likely number of vehicles associated with a total development of nine dwellings, when assuming a realistic two persons over the age of 17 per house. A summary is provided within **Table 2**.

Table 2: Projected Number of Vehicles Associated with Proposed Development

	No Cars of Vans	One Car or Van	Two Cars or Vans
Residents (18)	4	9	5

Upon reviewing the information provided, when based on a realistic assessment of two persons over the age of 17 per dwelling, it is calculated that 19 vehicles will be associated with the proposed development. As a consequence of this, the nine spaces proposed as part of the development will result in a significant shortfall in off-street vehicle parking, consequently forcing vehicles to park within an already congested highway, which cannot accommodate further parking.

In addition to the above, 'Site B' proposes to remove eight existing residential garages, which would ordinarily be used to park vehicles associated with existing dwellings along Richmount Gardens. The removal of these garages will further compound the shortfall in parking already experienced, resulting in the potential for further parking within the highway.

Based on the evidence provided, the development as proposed would result in a shortfall in off-street parking, resulting in the displacement of parking onto an already congested public highway, to the detriment of highway safety and amenity.

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Conclusions

This Highway Technical Note has been prepared on behalf of the Richmount Gardens Action Group to undertake a review of two residential developments at Richmount Gardens, as part of the Greenwich Builds programme.

The proposals would result in the intensification of a narrow residential road, considered substandard by reason of its restricted width due to existing on-street parking. In addition, increased vehicle movements associated with the development will result in a danger to vulnerable road users (pedestrians) given vehicles are forced to mount the kerb as a result of continued vehicle conflict.

As currently presented, the proposals will provide a shortfall in off-street vehicle parking when based on 2011 census data for car ownership levels within the ward, resulting in the displacement of parking onto an already congested public highway, to the detriment of highway safety and amenity.

Based on all the information above, it is recommended that any future planning application which seeks to utilise Richmount Gardens as a means of access is refused on highway grounds, until such time as the matters outlined in this report are addressed.

Andrew Roberts BA (Hons), MCIHT, MTPS

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Revision History

Revision	Comments
- April 2023	Initial submission

Appendices

A – Indicative Site Plan (Site A)

B – Indicative Site Plan (Site B)

C – Photograph Log of Parking Conditions

D – 2011 Census Data Accommodation Type by Car/Van Availability

Appendix A: -


RICHMOUNT
GARDENS
RICHMOUNT
GARDENS
Children's Play Area
Communal amenity space
Site Area
0.196 Ha
House 1
House 2
House 3
House 4
House 5
House 6
House 7
Bin Collection day point
Bycle Store Bin Store
Bin Collection day point
Bycle Store Bin Store
21
23
25
27
29
31
33

Appendix B: -


RICHMOUNT GARDENS
GARDENS
21
28
32
48
52
House 1
House 2

Appendix C: -

Richmount Gardens Photograph Log

Photograph A – 09/03/2023



Photograph B – 20/03/2023



Photograph C – 20/03/2023



Photograph D – 20/03/2023



Richmount Gardens Photograph Log

Photograph E – 20/03/2023



Photograph F – 29/03/2023



Photograph G – 12/04/2023



Photograph H – 12/04/2023



Appendix D: -

LC4415EW - Accommodation type by car or van availability by number of usual residents aged 17 or over in household

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population	All households
units	Persons
date	2011
area type	2011 wards
area name	E05000224 : Middle Park and Sutcliffe
no of usual residents in households	All categories: Number of usual residents aged 17 or over in household

Cars or Vans	All categories: Accommodation type	Whole house or bungalow	%age
All categories: Car or van availability	5,544	3,256	
No cars or vans in household	1,945	815	25.0%
1 car or van in household	2,509	1,542	47.4%
2 or more cars or vans in household	1,090	899	27.6%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas.
Some counts will be affected, particularly small counts at the lowest geographies.