

# Borough, Bankside and Walworth Community Council

Wednesday 23 July 2014

7.00 pm

Amigo Hall, St. George's Cathedral, St George's Road, London SE1  
6HR

## Supplemental Agenda No.1

### List of Contents

Item No.	Title	Page No.
16.	<b>Mint Street and Quilp Street Amendments to Parking Arrangements</b> <b>Note:</b> This is an executive function.  Councillors to consider the information contained in the report.	1 - 28

<b>Item No.</b> 16.	<b>Classification:</b> Open	<b>Date:</b> 23 July 2014	<b>Meeting Name:</b> Borough, Bankside and Walworth Community Council
<b>Report title:</b>		Mint Street and Quilp Street Amendments to Parking Arrangements	
<b>Ward(s) or groups affected:</b>		Cathedrals	
<b>From:</b>		Head of Public Realm	

### RECOMMENDATIONS

1. That the Community Council agrees the extension of double yellow lines from Mint Street Park to the junction of Caleb Street and the extension of the single yellow line along Southwark Bridge Road across the junction with Quilp Street.
2. That the Community Council notes the removal of one existing permit parking bay from Weller Street.

### BACKGROUND INFORMATION

3. In October 2010, Borough Bankside and Walworth Community Council approved the use of Section 106 funds to deliver improvements to Mint Street Park boundary that would involve the closure of Quilp Street and Mint Street where the two roads extend into the park. The intention was to integrate the redundant roads into the park to create more welcoming entrances.
4. Following extensive consultation with local stakeholders planning approval has been given for a proposal for the closure and re-design of these roads. The design involves closing Mint Street at the hammerhead in the park and retaining the rest of the road as public highway. Quilp Street and Leigh Hunt Street are to be closed and integrated into the park.
5. Revised traffic restrictions are now required to reflect this new design. Double yellow lines are proposed from Mint Street Park to Caleb Street, whilst at the top of Weller Street one existing permit bay will be lost to facilitate vehicle turning. With the closure of Quilp Street there will be a need to extend the existing single yellow line across the junction with Southwark Bridge Road.
6. Part 3H of the Southwark Constitution delegates decision making for non-strategic traffic management matters such as changes to single and double yellow lines to the community council. Once this report is agreed a traffic management order will be issued to enforce the local traffic amendments set out in paragraphs 5 above.

## **KEY ISSUES FOR CONSIDERATION**

7. Informal consultation with residents and business premises on these roads about the proposed parking amendments were completed on 30 June 2014. See appendices A, B and C.
8. Nine adjoining properties were consulted at 135, 137 Southwark Bridge Road and 85-91 Mint Street. One of residents responded that he supported the proposal and no. of residents objected to the proposals. The resident who agreed also commented that the location of the bus stop and bus shelter may need to be reviewed.
9. A parking survey was undertaken on 2 and 3 July 2014 during peak parking times. The full report is included as appendices D, E, F and G and but the main results are that the overnight parking demand in streets surrounding Weller Street is at 72% capacity in resident permit holder bays (RPH) whilst parking demand on Weller Street is at 97%. The loss of one bay would increase the stress on Weller Street itself but officers consider that there is sufficient parking capacity in surrounding streets. It is therefore not expected that the loss of the parking space on Weller Street will have a significant impact on parking within the area.
10. A safety audit was undertaken for the re-design of these roads. The full report is attached as appendix H. The report highlighted that the removal of the Mint Street hammerhead reduces available turning space for larger vehicles and recommended that a sweep path exercise be undertaken on Mint Street to demonstrate the suitability of the turning facility at the junction with Weller Street. Such an exercise has been done with large cars and taxis, all of which have sufficient turning along the highway proposals. Emergency vehicles and larger vehicles will have access to the hammerhead in the park via removable bollards.
11. In view of the above it is recommended that the community council agree to proceed with the traffic management order for the proposals.

## **Policy implications**

12. The recommendations contained within this report are consistent with the policies of the Transport Plan 2011, particularly
  - Policy 1.1 – pursue overall traffic reduction.
  - Policy 4.2 – create places that people can enjoy.
  - Policy 8.1 – seek to reduce overall levels of private motor vehicle traffic on our streets

## **Community impact statement**

13. These recommendations are in compliance with the transport plan and have therefore been subject to an equality impact assessment.
14. The recommendations are area based and therefore will have greatest affect upon those people living, working or traveling in the vicinity of the areas where the proposals are made.

15. The introduction of yellow lines at junctions gives benefit to all road users through the improvement of inter-visibility and therefore road safety.
16. There is a risk that new restrictions may cause parking to be displaced and, indirectly, have an adverse impact upon road users and neighboring properties at that location. However this cannot be entirely preempted until the recommendations have been implemented and observed.
17. With the exception of those benefits and risks identified above, the recommendations are not considered to have a disproportionate negative impact on any other community or group.
18. The recommendations provide access for key services such as emergency vehicles by way of proposed drop bollards at the entrance of the park on Mint Street, yet the proposals do not allow for turning of refuge vehicles, as these are already reversing up Weller Street and would continue to do so once the proposals are in place.

### **Resource implications**

19. All costs arising from implementing the recommendations will be fully contained within the existing Public Realm Division budgets.

### **Legal Implications**

20. Traffic management orders would be made under powers contained within the Road Traffic Regulation Act (RTRA) 1984.
21. Should the recommendations be approved the council will give notice of its intention to make a traffic order in accordance with the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996.
22. These regulations also require the council to consider any representations received as a result of publishing the draft order for a period of 21 days following publication of the draft order.
23. Should any objections be received they must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.
24. By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway.
25. These powers must be exercised so far as practicable having regard to the following matters
  - a) the desirability of securing and maintaining reasonable access to premises
  - b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity
  - c) the national air quality strategy
  - d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers

e) any other matters appearing to the council to be relevant.

### **Consultation**

26. Consultation to date has been carried out as described in paragraph 8.
27. Should the community council approve, statutory consultation, as defined by national regulations, is required before the implementation of the traffic management order. The council will place a proposal notice in proximity to the site location and also publish the notice in the Southwark News and the London Gazette. The notice and any associated documents and plans will also be made available for inspection on the council's website or by appointment at its Tooley Street office.
28. Any person wishing to comment upon or object to the proposed order will have 21 days in which do so. Should an objection be made that officers are unable to informally resolve, this objection will be reported to the community council for determination, in accordance with the Southwark Constitution.

### **REASON FOR URGENCY**

29. A decision is required at the July 2014 meeting, because the works are scheduled to start in September 2014 and the Mint Street refurbishment has to be completed this calendar year, in order to remain within current tender prices. This would provide sufficient time for officers to make the necessary arrangements for the works to commence in line with the current timetable. A further three month delay would have an adverse impact on this timetable and potentially lead to additional costs to the council.

### **REASON FOR LATENESS**

30. The initial report has been amended due to new information received following consultation with officers.

### **BACKGROUND DOCUMENTS**

<b>Background Papers</b>	<b>Held At</b>	<b>Contact</b>
Informal consultation, parking Stress Survey and Road Safety Audit 1&2	Southwark Council Environment and Leisure Parks Design Team 160 Tooley Street London SE1 2QH	Charlotte Glazier 020 7525 0859

**APPENDICES**

<b>No.</b>	<b>Title</b>
Appendix A	(Informal consultation) Consultation letter
Appendix B	(Informal Consultation) Consultation plan
Appendix C	(Informal Consultation) Feedback form
Appendix D	(Parking Stress Survey) Survey results
Appendix E	(Parking Stress Survey) Survey area
Appendix F	(Parking Stress Survey) Site inventory
Appendix G	(Parking Stress Survey) Stress data
Appendix H	(Road Safety Audit 1&2) Mint Street Park final letter

**AUDIT TRAIL**

<b>Lead Officer</b>	Des Waters, Head of Public Realm	
<b>Report Author</b>	Charlotte Glazier, Project Manager/Landscape Architect	
<b>Version</b>	Final	
<b>Dated</b>	11 July 2014	
<b>Key Decision?</b>	No	
<b>CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / CABINET MEMBER</b>		
<b>Officer Title</b>	<b>Comments Sought</b>	<b>Comments Included</b>
Director of Legal Services	No	No
Strategic Director of Finance and Corporate Services	No	No
<b>Cabinet Member</b>	No	No
<b>Date final report sent to Constitutional Team</b>	11 July 2014	



The Resident/Property Owner  
Mint Street & Quilp Street  
Southwark

Charlotte Glazier  
Direct dial: 020 7525 0859  
Email: [charlotte.glazier@southwark.gov.uk](mailto:charlotte.glazier@southwark.gov.uk)

Date 20 June 2014

Dear Sir,

**PROPOSED TRAFFIC MANAGEMENT ORDER FOR MINT STREET, WELLER STREET AND  
SOUTHWARK BRIDGE ROAD**

As part of the ongoing redesign of the Mint Street Park aimed at improving access for pedestrians and park users, we wrote to you in September 2013 regarding proposals being considered to stop up and amend the current road layout at Quilp Street, Leigh Hunt Street and Mint Street hammerhead. The proposals included the extension of Mint Street Park by stopping up the hammerhead at the western end of Mint Street and the stopping up of vehicular access at Quilp Street and Leigh Hunt Street.

Comments received as part of last year's consultation were considered and amendments were made and incorporated in line with design guidelines. On the 22<sup>nd</sup> May 2014, a Stopping Up Notice was issued at Mint Street Park hammerhead, Quilp Street and Leigh Hunt Street.

We are now undertaking informal consultation with you on traffic management and restrictions for these proposals.

At Mint Street, waiting restrictions in the form of double yellow lines would be introduced to replace the current single yellow line restrictions, between its junctions with Caleb Street and Mint Street Park. Double yellow lines would also extend down onto Weller Street. By undertaking the measures described, turning access width and clearance at the Mint Street and Weller Street junction would be maintained. However, there would be a reduction of 1 existing car parking bay on Weller Street /Mint Street junction to achieve this, as shown in the plan attached.

Once the Mint Street hammerhead has been stopped up there will be, restricted access allowing emergency vehicles onto Mint Street Park via removable bollards and sufficient space, for example, for taxis to turn around on Mint Street. These measures are intended to discourage the occurrence of parking that may restrict easy access to properties. The double yellow line will impose "no waiting at any time" restrictions to prevent this. Loading for short periods will however be possible.

In relation to these proposals we are undertaking a parking stress survey and depending on the results we may consider alternative parking arrangements.

Similarly, Quilp Street and Leigh Hunt Street would be stopped up at the junction with Southwark Bridge Road and the existing carriageway raised to footway level. The existing single yellow line restrictions that stop short of Quilp Street will be extended past Quilp Street as shown on the attached plan. Vehicle access to Leigh Hunt Street and Quilp Street will not be possible as shown on the attached plan.



There will be no change to the existing cycle lane provision.

We are engaging with local residents with adjoining properties for their views on the proposed changes to the highway traffic management as part of an informal consultation exercise. Please confirm by return if you support the proposals in principle or highlight any particular concerns you may have. A freepost feedback form is attached together with plans showing the proposals as detailed in this letter. Please return this form by **2<sup>nd</sup> July 2014**, should you have any comments or views on the proposals.

Should the proposals proceed to a Traffic Management Order, formal consultation will take place which will involve the advertising of traffic orders and legal notices in the local press and on site. It will also be possible to provide feedback during this period.

Alternatively, please contact me using the details above should you wish to discuss any areas of particular concern.

Yours faithfully,

Charlotte Glazier






*Shaping Southwark's Highways*





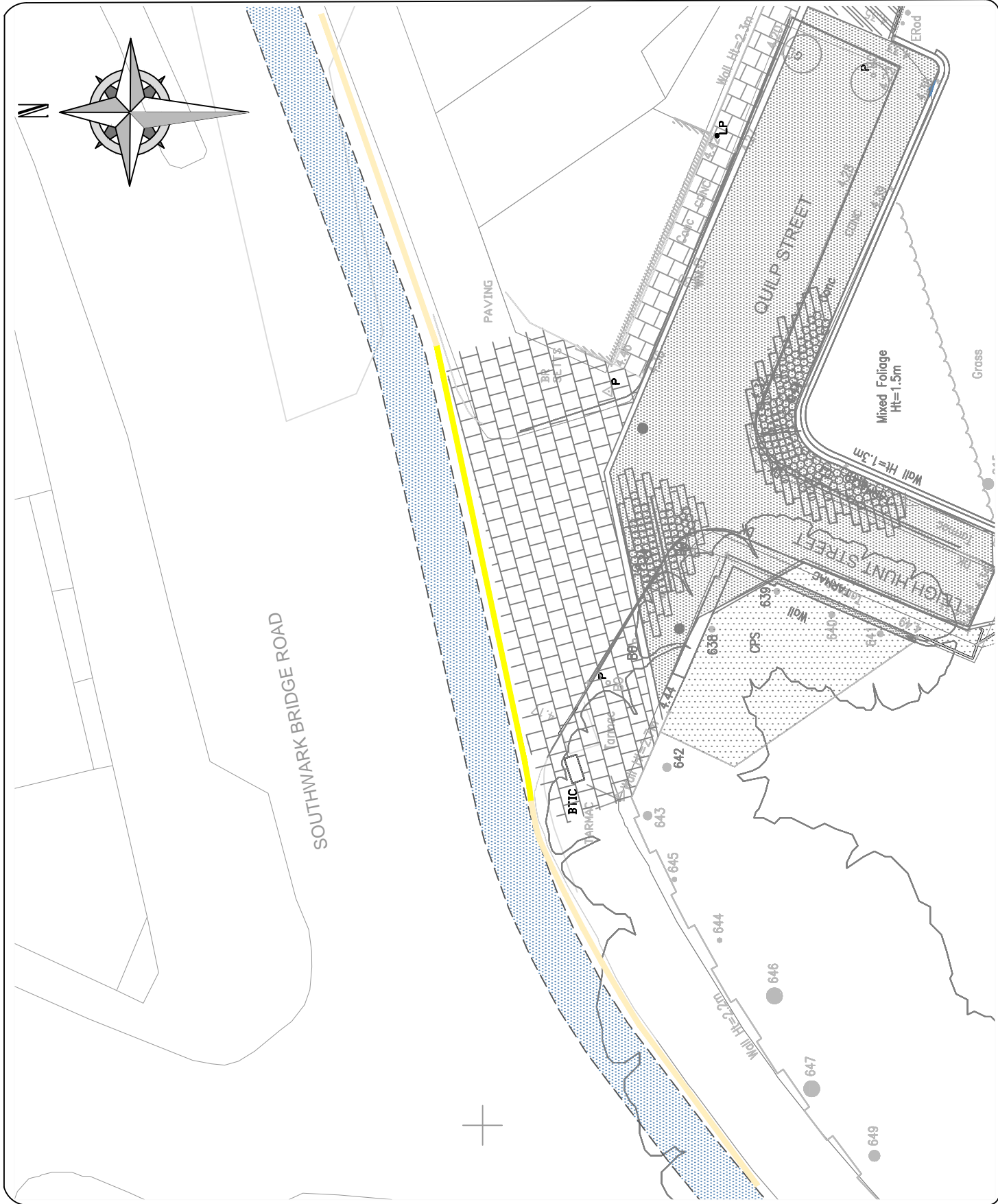
LEGEND / NOTES.

-  CYCLE SUPERHIGHWAY 7
-  PROPOSED SINGLE YELLOW LINE MARKING
-  EXISTING YELLOW LINE MARKING

No.	Date	Revision



Project		MINT STREET PARK HAMMERHEAD
Title		QUILP STREET CONSULTATION
Contract No.	60318870 - C099	
Scale	NOT TO SCALE	
Drawing No.	60318870 - C0089 - GSFC	
Drawn By		
Check By		
Issue No.		





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**NO  
STAMP  
REQUIRED**

FREEPOST RSCE-TGHU-CUZB  
Southwark Council  
Public Realm Projects  
3/1  
Charlotte Glazier  
160 Tooley Street  
London SE1 2TZ

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# Technical Note

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Project:	<b>Mint Street Park Hammerhead</b>	Job No:	<b>60318870-C099</b>
Subject:	<b>Parking Stress Survey</b>		
Prepared by:	<b>Laura Gomez</b>	Date:	<b>03 July 2014</b>
Checked by:	<b>Alex Ben-Eghan</b>	Date:	<b>04 July 2014</b>
Approved by:	<b>Karl Chan</b>	Date:	<b>04 July 2014</b>

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## 1. Introduction

CONWAY AECOM has been commissioned by Southwark Council to undertake a parking stress survey in the Mint Street area.

The survey is in support of proposals being considered by Southwark Council to extend Mint Street Park by the stopping up of the highway at Mint Street. In order to facilitate and maintain access especially for larger vehicles, it is proposed to remove one parking space on Weller Street at the junction with Mint Street.

This report explains the findings of an on-street parking stress survey undertaken to assess the existing levels of parking demand in the area.

## 2. Methodology & Survey Area

As agreed with Southwark Council, the parking study was undertaken in accordance with the 'Lambeth Council Parking Survey Guidance Note' (Lambeth Council, 2009). This survey methodology is the most established guidance document for parking studies in London.

Parking stress is a measure of the demand for parking and is defined as the number of vehicles parked in relation to the on-street capacity. This is usually expressed as a percentage figure of the overall capacity. For example, 75% parking stress indicates that three-quarters of all available parking spaces on a road are taken up by parked vehicles.

## 3. Survey Area

The survey area covered as part of the assessment is shown in Appendix 1 and is bordered by Southwark Bridge Road, Great Suffolk Street, Borough High Street and Marshalsea Road. The area is mainly residential but also provides access to some small to medium scale businesses and a school.

Borough Underground Station is in close proximity at the junction of Borough High Street and Marshalsea Road.

The Lambeth methodology requires a survey area to cover streets within a 200m walking distance from the point of interest. The available kerb space within the area was measured and the different parking restrictions noted.

Details of this inventory are shown in Appendix 2.

The entire area is within Southwark Council's Controlled Parking Zone (CPZ) C2. The area north of Southwark Bridge Road forms part of (CPZ) C1 so was not included in the study. The CPZ is operational and restricts parking to Permit Holders on;

## Technical Note

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- Mondays-Fridays 8.30am to 6.30pm

There are also a few shared bays incorporating both Pay-and-Display and Permit Holder bays.

Details of the area under consideration with illustrations of current restrictions are shown on Appendix 1.

### 4. Survey Times

The surveys were undertaken on 2<sup>nd</sup> and 3<sup>rd</sup> July 2014 between 12.30am and 5.30am. This is a time when residential parking is anticipated to be the highest as residents will be at home. Two beats were undertaken during this period in order that an average figure could be obtained.

Additional surveys were undertaken between 6pm and 9pm on each survey day due to the site being in close proximity to the Borough Underground Station. Surveys undertaken during this period would help capture the occurrence or impacts of any commuter parking.

### 5. Results & Observations

The number of cars parked on each road within the survey area on each night has been counted and used in the calculation of parking stress. **Table 1** shows results for Resident Permit Holders (RPH) bays and shared bays incorporating Pay-and-Display restrictions.

**Table 2** shows the results for areas where cars could be legally parked overnight consisting of areas with Single Yellow Line (SYL) and Single Red Line (SRL) restrictions.

For the purposes of calculating parking stress, it is assumed that each vehicle measures 5m in length.

The inventory shows that the survey area has 134 permit holder bays (of which 17 are Pay-and-Display bays, 6 Disabled bays and 2 Car Club bays). The overnight survey shows a total parking demand of 97 vehicles within the survey area, equivalent to a parking stress of 72%.

Very little parking occurs on Single Yellow Lines and Single Red lines and the parking stress within these unrestricted areas is approximately 1%.

Further breakdown of the results are shown in Appendix 3.

At the time of the study, the northern section of Vine Yard which has single yellow line restrictions had barriers and fencing in place. "No parking" cones were also in place during the 3rd July 2014 survey on the shared bays on the western end of Great Suffolk Street.

However, the bays on this section of Great Suffolk Street remained mostly vacant the previous evening although no parking cones were observed.

# Technical Note

Shaping Southwark's Highways



*Heras fencing on Vine Yard*



*No parking cones on Great Suffolk St.*

Street Name	Total length of parking bay space (m)	No. of bay parking spaces	Total No. of cars parked in RPH Bays and Shared Bays	RPH Parking Stress (%)
Weller Street	30.5	6	6	100.0
Trundle Street	31.2	6	5	83.3
Mint Street	43.8	8	8	100.0
Caleb Street	0.0	0	0	0.0
Marshalsea Road	97.2	18	15	83.3
Quilp Street	0.0	0	0	0.0
Disney Street	0.0	0	0	0.0
Disney Place	0.0	0	0	0.0
Sturge Street	0.0	0	0	0.0
Dorrit Street	0.0	0	0	0.0
Ayres Street	53.5	10	9	90.0
Redcross Way	37.2	6	5	83.3
Sawyer Street	9.9	2	2	100.0
Southwark Bridge Road	51.9	10	2	20.0
Vine Yard	0.0	0	0	0.0
Sanctuary Street	26.7	5	3	60.0
Lant Street	61.4	11	10	90.9
Sudrey Street	0.0	0	0	0.0
Bittern Street	25.2	5	4	80.0
Toulmin Street	58.0	11	9	81.8
Pickwick Street	0.0	0	0	0.0
Quilp Street	0.0	0	0	0.0
Great Suffolk Street	184.8	36	19	52.8

*Table 1: Resident Permit Holders and Pay-and-Display bays*

## Technical Note

Street Name	Total length of SYL/SRL parking spaces (m)	No. of SYL/SRL parking spaces	Total No. of cars parked in SYL / SRL	SYL/SRL Parking Stress (%)
Weller Street	72.7	11	0	0.0
Trundle Street	133.1	24	1	4.2
Mint Street	180.2	33	1	3.0
Caleb Street	81.4	16	0	0.0
Marshalsea Road	111.0	22	2	9.1
Quilp Street	60.0	11	0	0.0
Disney Street	0.0	0	0	0.0
Disney Place	0.0	0	0	0.0
Sturge Street	161.7	32	0	0.0
Dorrit Street	18.6	3	1	33.3
Ayres Street	230.1	41	2	4.9
Redcross Way	13.6	2	1	50.0
Sawyer Street	106.8	21	1	4.8
Southwark Bridge Road	0.0	0	0	0.0
Vine Yard	67.4	12	1	8.3
Sanctuary Street	97.6	17	1	5.9
Lant Street	278.5	48	4	8.3
Sudrey Street	181.2	34	2	5.9
Bittern Street	46.9	8	1	12.5
Toulmin Street	74.6	13	1	7.7
Pickwick Street	0.0	0	0	0.0
Quilp Street	53.1	11	4	36.4
Great Suffolk Street	62.9	11	3	27.3

*Table 2: Night time unrestricted parking (6.30pm-8.30am)*

## 6. Summary & Conclusions

The overnight parking stress in streets surrounding Weller Street has been calculated to be 72% within the Resident Permit Holder Bays (RPH) although the parking stress on Weller Street is at approximately 97%. The proposed removal of the parking space on Weller Street, (a reduction from 6 spaces to 5 spaces) will result in a parking stress level of 116% on Weller Street.

Although the removal of the parking space on Weller Street is expected to result in a higher parking stress on Weller Street, the opportunity to make use of the spare capacity on the wider network (which has a 72% parking stress) should not be overlooked.

It may be possible for the Highway Authority to investigate the introduction of an additional parking space elsewhere where alignment and visibility requirements permit to offset the loss of the parking space on Weller Street.



## Technical Note

However, if the option of providing an additional space is not explored or considered feasible, it is not expected that the loss of the parking space on Weller Street will have a significant impact on parking within the area.



*Weller Street (RPH) parking bays*

**KEYS:**

	SINGLE YELLOW LINE
	DOUBLE YELLOW LINE
	SINGLE RED LINE
	DOUBLE RED LINE
	BUS STOP
	PERMIT HOLDERS ONLY OR PAY AT MACHINE
	DISABLED BAY
	CAR CLUB ONLY
	PERMIT HOLDERS ONLY
	LOADING ONLY
	MOTOR CYCLES ONLY
	PAY AT MACHINE
	ZONE C1



**ISSUE/REVISION**

IR	DATE	DESCRIPTION

**PROJECT**

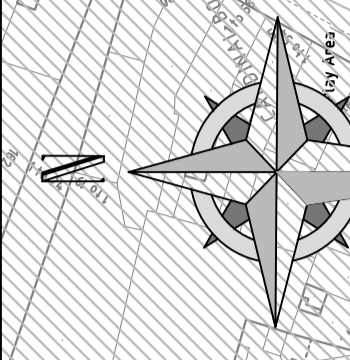
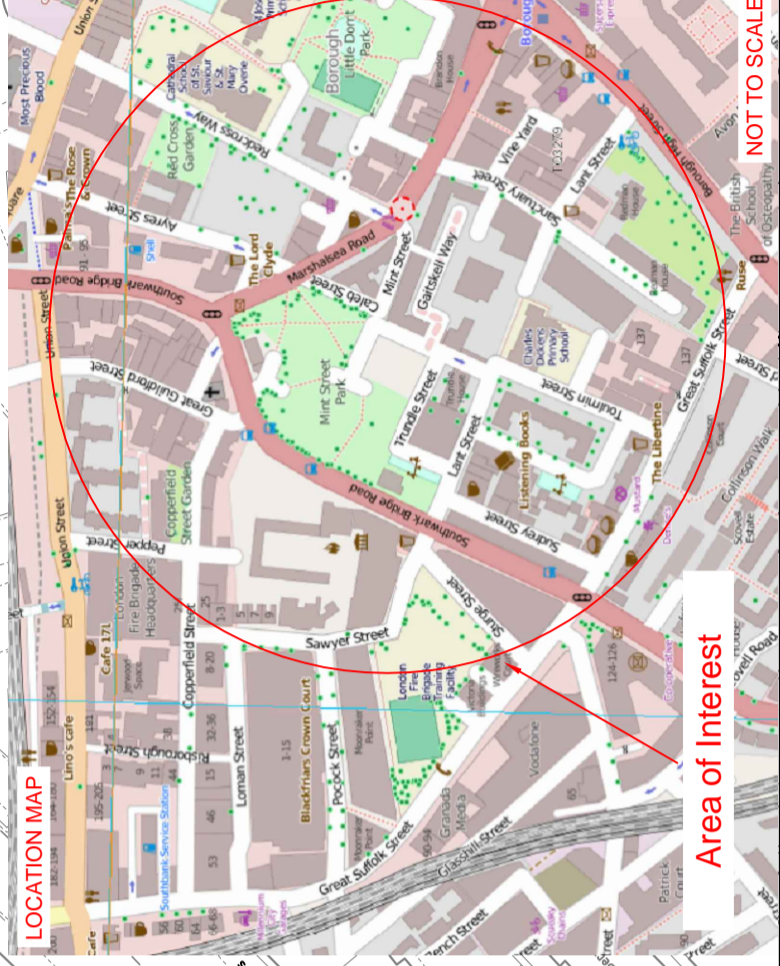
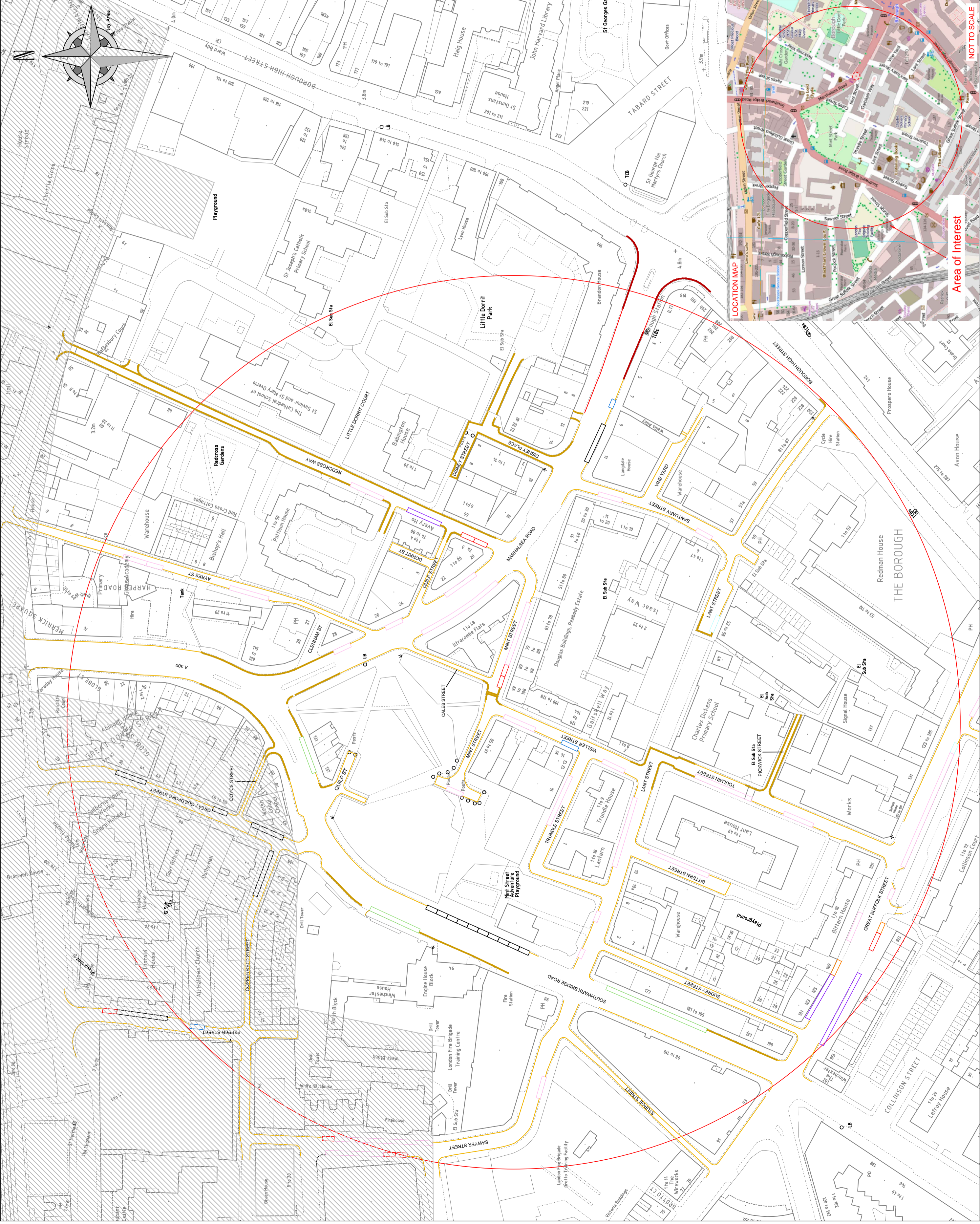
60318870 - C099  
MINT STREET PARK  
HAMMERHEADS

**SHEET TITLE**

PARKING SURVEY AREA  
AND RESTRICTIONS


**SHEET NUMBER**

01 ( Scale 1:1500 )



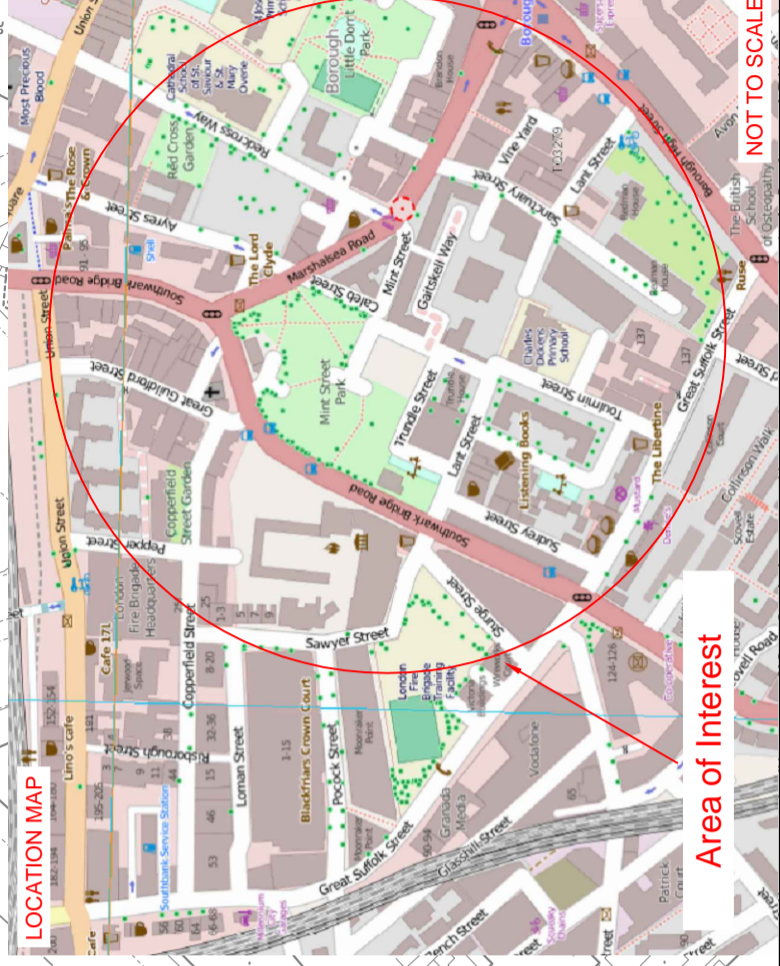
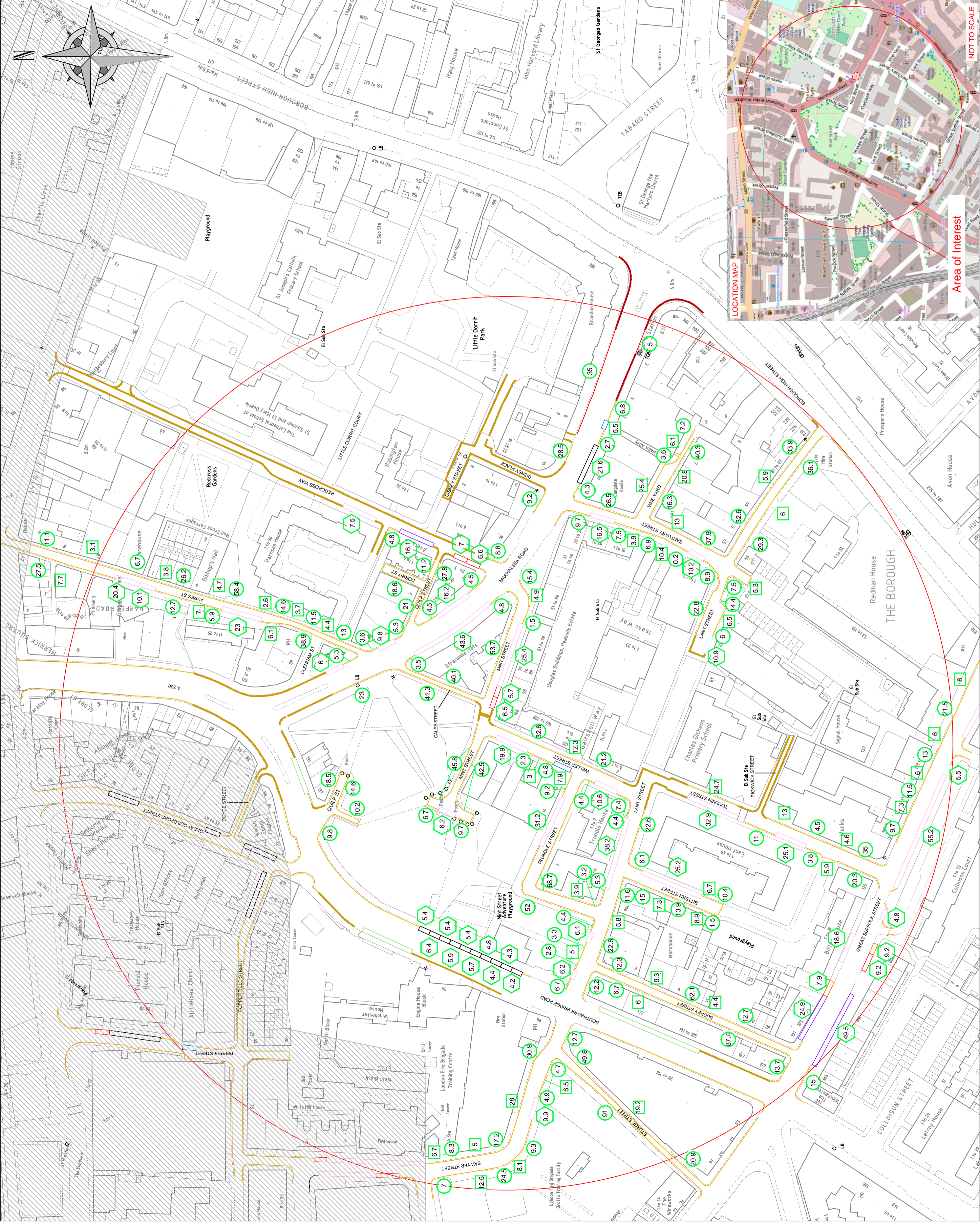
**KEYS:**

- SINGLE YELLOW LINE
- DOUBLE YELLOW LINE
- SINGLE RED LINE
- DOUBLE RED LINE
- BUS STOP
- PERMIT HOLDERS ONLY OR PAY AT MACHINE
- DISABLED BAY
- CAR CLUB ONLY
- PERMIT HOLDERS ONLY
- LOADING ONLY
- MOTOR CYCLES ONLY
- PAY AT MACHINE
- ZONE C1
- SYL / SRL (m)
- DK / CROSSOVERS, KEEP CLEARS, MIC (m)
- BAYS (m)



ISSUE/REVISION	DATE	DESCRIPTION

<b>PROJECT</b>	<b>60318870 - C099</b>
<b>SHEET TITLE</b>	<b>MINT STREET PARK HAMMERHEADS</b>
<b>KERB SPACE MEASUREMENTS</b>	<b>SHEET NUMBER</b>
<b>02 ( Scale 1:1500 )</b>	







London Borough of Southwark

June 2014

# Mint Street Park, Southwark Stage 1/2 Road Safety Audit



Document Mint Street Park, Southwark – Stage 1/2 Road Safety Audit

Issue 0

Prepared by: .....

Checked by: .....

Verified /  
Approved by: .....

Rev No	Comments	Written by	Verified & Approved by	Checked	Date
0	Initial Issue	NS	AB	JS	19/06/14

Website: <http://www.conwayaecom.com>

Job No: 60318870/C0099

Reference: 6016R

Date Created: June 2014

This document has been prepared by CONWAY AECOM Limited for the sole use of our client (Charlotte Glazier / Andy Spargo from Southwark Council) and in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between CONWAY AECOM Limited and the Client. Any information provided by third parties and referred to herein has not been checked or verified by CONWAY AECOM Limited, unless otherwise expressly stated in the document. No third party may rely upon this document without the prior and express written agreement of CONWAY AECOM Limited.

## Table of Contents

1	Introduction .....	1
2	Items Outstanding from Previous Road Safety Audits .....	2
3	Items Resulting from the Stage 1/2 Road Safety Audit.....	3
4	Audit Team Statement .....	4
	Appendix A – Documents Submitted to the Audit Team.....	5
	Appendix B – Location of Problems Drawing .....	6

## 1 Introduction

- 1.1.1 This report results from a Stage 1/2 Road Safety Audit carried out for the highway proposals associated with the new landscape of Mint Street Park in Southwark. The audit was carried out at the request of the Highway Authority, the London Borough of Southwark.
- 1.1.2 The report indicates each of the problems identified together with recommendations to solve or mitigate the problems, the Audit Team Statement and a schedule of documents reviewed.
- 1.1.3 The members of the Audit Team were:
- Natalia Sanudo  
Consultant, AECOM
- Justin Sherlock  
Associate Director, AECOM
- 1.1.4 The audit took place at AECOM's Croydon and London offices during June 2014. The audit comprised of an examination of the documents provided by the London Borough of Southwark (see Appendix A). In addition to examining the documents supplied, the Audit Team visited the site of the proposed measures on Thursday 12<sup>th</sup> June 2014. The audit was undertaken during the afternoon traffic hours of 15:30 to 16:30. During the site visit the weather was fine and sunny, and the road surface was dry.
- 1.1.5 The highway design associated with the Mint Street Park works consists of the following proposals: the hammerhead at the northern end of Mint Street is to be converted to park land. New areas of landscaping and resin footway finishes will be installed. Waiting restrictions will be introduced and a permit parking bay shortened on Weller Street to accommodate the swept path of larger vehicles. The footways on Southwark Bridge Road will be extended across its junction with Quilp Street and Leigh Hunt Street. Areas of grass verge and landscaping will be established and carriageway converted to footway to link into the adjacent footpath across Mint Park. Some areas of planting will be provided with borders delineated with reclaimed granite kerbs installed with a 25mm upstand.
- 1.1.6 The land use in the audit area is urban with a mixture of residential and commercial properties. Mint Street is subject to a 20mph speed limit whilst Quilp Street and Leigh Hunt Street are subject to a 30mph speed limit.
- 1.1.7 A system of street lighting is present but was not seen during the hours of darkness.
- 1.1.8 The terms of reference of the audit are as described in Road Safety Audit Standard HD 19/03 in The Highways Agency Design Manual for Roads and Bridges (DMRB). The advice issued in the DMRB applies to trunk road and motorway highway improvement schemes; however, it has been used in this report to define the scope of this audit.
- 1.1.9 The team has examined and reported only on the road safety implications of the measures as presented and has not specifically examined or verified the compliance of the designs to any other criteria.
- 1.1.10 No departures from standards have been notified to the Audit Team on the proposals.
- 1.1.11 All traffic sign and road marking diagram number references are made to The Traffic Signs Regulations and General Directions, 2002 (TSRGD).
- 1.1.12 The locations of problems are shown in conjunction with the scheme proposals in Appendix B where the reference numbers relate to the problems identified in this report.



### 3 Items Resulting from the Stage 1/2 Road Safety Audit

3.1.1 The following Problems have been identified from the documents submitted:

**GENERAL:**

**Problem:** 3.1

**Location:** Mint Street / Weller Street

**Drawing:** 60318870-C0099-MS 1200/01

**Summary:** Removal of vehicle turning head could result in large vehicles having to reverse long distances risking collisions with vehicles and pedestrians.



**Description:**

The hammerhead at the northern end of Mint Street is to be converted to park land. The proposals would remove the turning head facility at this end. Large vehicles such as refuse or delivery vehicles will have to use a smaller area to reverse out of Mint Street into Weller Street. Whilst it is acknowledged that parking bays on Weller Street have been removed to facilitate turning movements it is unclear from the proposals whether this will provide sufficient space for the types of vehicle expected to use this road. The reduced turning facility may result in large vehicles having to reverse down Weller Street risking collisions with other vehicles, cyclists or pedestrians, particularly children who were observed to be using the road carriageway to approach the park.

**Recommendation:**

Undertake a swept path exercise to demonstrate the suitability of the turning facility at the junction with Weller Street. Provide a turning head suitable for the likely type of vehicles that would serve the properties on Mint Street.

**THE ALIGNMENT:**

No comments.

**THE JUNCTIONS:**

No comments.

**NON-MOTORISED USER PROVISION:**

No comments

**ROAD SIGNS, CARRIAGEWAY MARKINGS AND STREET LIGHTING:**

No comments

## 2 Items Outstanding from Previous Road Safety Audits

2.1.1 The auditors have not been provided with copies of previous stage Road Safety Audits or Exception Reports.

## 4 Audit Team Statement

4.1.1 I certify that this Road Safety Audit has been carried out in accordance with the Road Safety Audit Standard HD 19/03 in The Highways Agency Design Manual for Roads and Bridges (DMRB).

**AUDIT TEAM LEADER:**

[Redacted signature and name of Audit Team Leader]

Signed:..... [Redacted signature] .....  
Date: ..... [Redacted date] .....

**AUDIT TEAM MEMBER:**

[Redacted signature and name of Audit Team Member]

Signed:..... [Redacted signature] .....  
Date: ..... [Redacted date] .....

**AUDIT TEAM OBSERVER:**

There were no Audit Team Observers present during the site visit.

**OTHERS INVOLVED:**

There were no other persons involved in this audit than previously stated above.

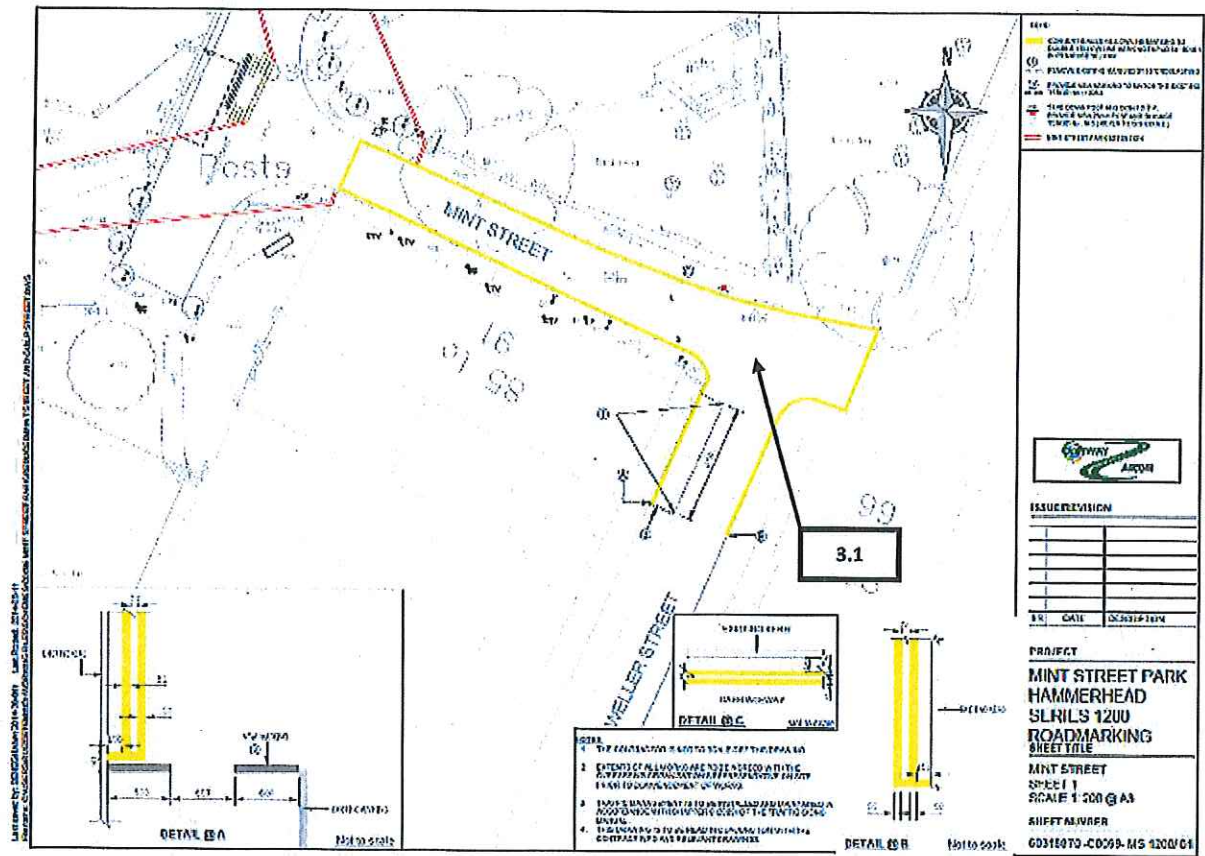
4.1.2 Enquiries regarding this Road Safety Audit should be made to the Audit Team Leader at the above address or email [RoadSafety@AECOM.com](mailto:RoadSafety@AECOM.com)

## Appendix A – Documents Submitted to the Audit Team

The following documents were submitted as part of the Road Safety Audit:

Document No.	Rev.	Description	Date
60318870-C0099-SITE EXTENT	-	Site Extent	June 2014
60318870-C0099-MS/200/01	-	Mint Street – Site Clearance	June 2014
60318870-C0099-MS/500 & SO01	-	Mint Street – Drainage	June 2014
60318870-C0099-MS/1100/01	-	Mint Street – Paved Areas	June 2014
60318870-C0099-MS/1200/01	-	Mint Street – Road markings	June 2014
60318870-C0099-QS/200/01	-	Quilp Street – Site clearance	June 2014
60318870-C0099-MS/500/01	-	Quilp Street – Drainage	June 2014
60318870-C0099-MS/1100/01	-	Quilp Street – Paved Areas	June 2014

### Appendix B – Location of Problems Drawing



**BOROUGH, BANKSIDE AND WALWORTH COMMUNITY COUNCIL AGENDA DISTRIBUTION  
LIST (OPEN)  
MUNICIPAL YEAR 2014-2015**

**NOTE:** Original held by Constitutional Team (Community Councils) all amendments/queries to Gerald Gohler Tel: 020 7525 7420

Name	No of copies	Name	No of copies
<b>To all Members of the Community Council</b>			
Councillor Martin Seaton (Chair)	1	<b>Others</b>	
Councillor Claire Maugham (Vice-Chair)	1	Elizabeth Olive, Audit Commission	1
Councillor Maisie Anderson	1		
Councillor Neil Coyle	1		
Councillor Karl Eastham	1		
Councillor Paul Fleming	1	<b>Total:</b>	99
Councillor Dan Garfield	1	<b>Dated:</b> 5 June 2014	
Councillor Eleanor Kerslake	1		
Councillor Lorraine Lauder MBE	1		
Councillor Maria Linforth-Hall	1		
Councillor Rebecca Lury	1		
Councillor Vijay Luthra	1		
Councillor Darren Merrill	1		
Councillor Adele Morris	1		
Councillor David Noakes	1		
<b>Press</b>			
Southwark News	1		
South London Press	1		
<b>Members of Parliament</b>			
Simon Hughes, MP	1		
<b>Officers</b>			
Constitutional Officer (Community Councils) 2 <sup>nd</sup> Floor Hub 4, 160 Tooley St.	78		
Pauline Bonner, CCDO, 2 <sup>nd</sup> Floor Hub 4, 160 Tooley St	1		
Trevor Swaby, Youth Development worker, Brandon Youth & Community Centre, 19 Maddock Way, SE17	1		