



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:

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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 12th 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

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

