



156 West End Lane – West Hampstead

London Borough of Camden

Stage 1 Road Safety Audit

January 2016



London Borough of Camden

156 West End Lane
- West Hamstead

Proposed redevelopment of site

Stage 1 Road Safety Audit

MT/NOTT/CB/JN2245/RSA1

| Version | Detail | Prepared by | Checked by | Issued by |
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| | SIGNATURE | | | |
| | DATE | Jan 16 | Jan 16 | Jan 16 |



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1. INTRODUCTION

- 1.1 This report results from a stage 1 Road Safety Audit which has been carried out on the proposed development at 156 West End Lane, West Hamstead, in the London Borough of Camden. The site is located on the B510 West End Lane and is bordered by Lymington Road to the north and the West Hamstead Thameslink railway to the south. The audit was completed by Morgan Tucker following the receipt of an instruction to proceed from Mr Stewart Drummond on behalf of Travis Perkins.
- 1.2 The scheme involves demolition of the existing buildings on site and the construction of a new, mixed use development by A2Dominion Developments Limited.
- 1.3 The Road Safety Audit was undertaken by Chris Berry MSc and Raj Somal BSc who examined the various scheme drawings.
- 1.4 The audit has been undertaken in accordance with the procedures and checklists set out in the Highways Agency Design Standard HD19/15.
- 1.5 A site visit was not conducted due to the time constraints required in providing a response. All available plans and documentation from the planning processes and images from Google Streetview were considered as part of the audit.
- 1.6 The Audit Team has acted independently of the Design Team and has had no prior involvement with the design of the scheme. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.
- 1.7 All of the safety items identified in this audit are considered to be of sufficient importance to require action. All comments and recommendations are referenced to the drawings supplied.
- 1.8 A list of "Additional Considerations" follows from the safety problems raised. These are not identified safety problems but generalised comments to assist in the design and safety audit process.



2. SAFETY ITEMS RAISED FROM THIS STAGE 1 AUDIT

2.1 Location: Service / Vehicular Access, West End Lane

Problem Summary: The proposed access on the northern edge of the development requires exiting vehicles to cross the opposing side of the carriageway to exit.

The drawing 30760/AC/028 shows that a 10m and 10.7m articulated vehicle (both shown below) exiting the development and turning left is likely to come in to conflict with northbound vehicles. Given the vehicle flows (14,000 daily flow) this could lead to head on type accidents.



Recommendation: The Audit Team recommends that the access is amended so that exiting vehicles do not need to cross on to the opposing side of the carriageway to complete these manoeuvres.

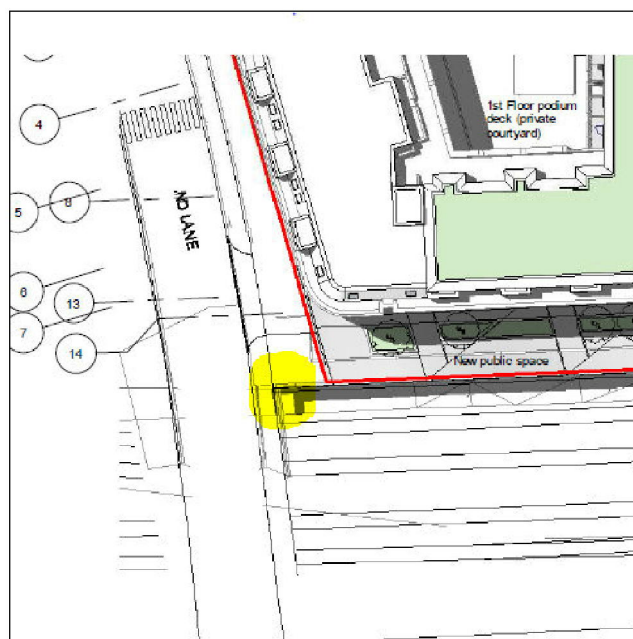


2.2 Location: Potteries Path junction with West End Lane

Problem Summary: Conflict between emerging cyclists and pedestrians.

The widening of the path along the southern boundary of the site has the potential to encourage greater use but also higher speeds by cyclists due to the improvements to the existing facility. There are few details with regard to how this path and the public space proposed will link in with the existing footway along the eastern side of West End Lane.

Given the high boundary treatment along the railway boundary, which is to be maintained as part of the new development, there is a potential for increased conflicts between cyclists exiting Potteries Path and / or turning left over the bridge and northbound pedestrians due to a lack of visibility.



Recommendation: As it is not possible to provide a lower boundary treatment at this junction, the Audit Team recommends that a degree of deflection away from the boundary wall is provided on the widened path on the approach to West End Lane to encourage slower cycling speeds and to provide greater visibility.

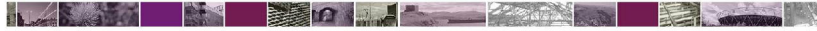


2.3 Location: West End Lane – length of the development

Problem Summary: Lack of pick up / drop off area

The proposed development does not have a designated area where vehicles can pick up and drop off either residents or visitors. The proximity of the railway bridge and pedestrian crossing mean that there are restrictions along the length of the development. Given the relatively narrow carriageway and heavy vehicle flows it is likely that vehicles will either stop in an unsafe location on the carriageway, risking conflicts with passing vehicles or obstructing visibility for pedestrians, or be forced to mount the footway.

Recommendation: It is recommended that provision for servicing and a pick up / drop off facility is reviewed and consideration is given to providing a loading facility.



3. AUDIT TEAM STATEMENT

We certify that we have examined the drawings in Appendix A to this report. The examination has been carried out with the sole purpose of identifying any features of the scheme that could be removed or modified in order to improve the safety of the scheme. The problems identified have been noted in this report together with associated recommendations for improvement, which should be studied for implementation. The audit has been undertaken independently of the design team.

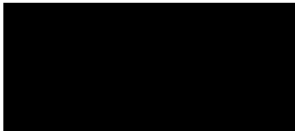
Chris Berry MSc



Signed.....

Date...5th January 2016.....

Raj Somal BSc



Signed.....

Date...5th January 2016.....



4. Appendix A



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Technical Note



156 West End Lane, London – Planning Review

Date: January 2016

Author: Matt Bridges

1.0 Introduction

- 1.1 This Technical Note has been prepared to review the planning application submitted by A2Dominion Developments Ltd, with regard to the transportation impact of the proposed development.
- 1.2 Morgan Tucker are an established engineering consultancy and have a wealth of experience and knowledge in highways and transportation matters.
- 1.3 Care has been taken at all times during the preparation of this report to ensure that the findings are as a result of the correct and professional application of the available industry standards and relevant guidance applicable to the development.
- 1.4 Where necessary, independent project teams have been commissioned to carry out the works without prejudice to the outcome of the findings.

2.0 Background

- 2.1 The proposed site is currently owned by London Borough of Camden where Travis Perkins and Wickes trade from the ground floor. The upper floors are vacant office space.
- 2.2 London Borough of Camden wish to redevelop the site providing residential, office space, and flexible commercial/retail.

3.0 Assessment

- 3.1 The basis of Transport Assessments should be factual with any gaps in the obtainable information filled using expertise and experience.
- 3.2 The assessment of the existing traffic generation appears fair inasmuch as the quantity of traffic generated from the existing Wickes and TP stores has been counted accurately.
- 3.3 The majority of the assumptions made in relation to the existing traffic generation etc. appear to be correct except where stating that a number of smaller deliveries, pick-ups, drop-offs, etc. would be made from the existing highway in front of the shop; this is incorrect as the majority of the site frontage is designated 'no stopping' due to the controlled zig-zag markings relating to the pedestrian crossing. This is also supported by the attractive use of the existing access at the side of the existing unit.
- 3.4 The assessment of the proposed development appears to be largely in line with the requirements of a robust assessment. The majority of the residential use of the site is designated as a car free development and as such the provision of 16 disabled spaces is unlikely to impact the final use of the proposed access.

Technical Note



- 3.5 The assumption of delivery quantity for generic retail, goods vehicle trip generation of an average office space, and the goods traffic generated by servicing residential units, all appear robust. However, no comment is made regarding their use of the proposed loading space; it is likely that, with a vehicle parked in the spaces adjacent the loading area, this will quickly become congested, with a risk of tailbacks onto the highway.
- 3.6 Additionally, it appears that general servicing (bin collection etc.) for all the prospective tenants of the development would be problematic, with limited space for storage of bins, and limited area for turning (not proven within the application documents), likely resulting in vehicles needing to reverse back onto the highway.
- 3.7 In general there are a number of leading comments, such as paragraph 8.1.7 *“This Transport Assessment demonstrates there is no reason to refuse planning permission for the proposed development on transport grounds.”* Such comments should not be part of a factual TA.
- 3.8 Regarding the email exchange clarifying the scope of the TA, this level of detail by a local authority would be considered leading information; experience shows that this type of communication is unusual, and it should be clarified where the line is drawn internally between the commissioning and checking Authorities.

4.0 Road Safety Audit

- 4.1 The Stage 1 Road Safety Audit submitted with the transport assessment was carried out by RKS Associates in October 2015.
- 4.2 The basis of the audit appears to be a single design drawing and a site visit of 22nd October 2015 and it is noted that the weather conditions on the day were sunny and dry.
- 4.3 The audit team appear to be of sufficient experience and hold the relevant credentials to carry out this level of audit, and have stated within the audit report that they are independent of the design team.
- 4.4 Unusually for a Stage 1 Audit there are limited comments. This may be due to the fact that a number of the concerns are off highway and not likely to be considered as significant by the highway authority.
- 4.5 As a result of the audit, only four recommendations were raised as detailed below:

| Item No. | Audit Team Recommendation(s) | Designer’s Response |
|----------|---|-------------------------------------|
| 2.1 | The Audit Team raises no concerns at this Stage 1 RSA in respect of local alignment. | Noted |
| 3.1 | Provide swept path plots to ensure that vehicles can access the disabled car parking bays and loading bay safely. | Please see TPP Drawing 30760/AC/041 |
| 4.1 | Provide 2m x 2m visibility envelopes where each vehicle access meets the back edge of the footway. Alternatively, install a boundary treatment that facilitates visibility between motorists and pedestrians. | Please see TPP Drawing 30760/AC/041 |

Technical Note



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| 5.1 | The Audit Team raises no concerns at this Stage 1 RSA in respect of road signs, carriageway markings and lighting. However clear signs and road markings should be provided to inform road users of the highway layout. | Noted. This will be addressed via s278 works, should the proposed development be granted planning consent. |
|-----|---|--|

- 4.6 While recommendations 3.1 and 4.1 have been addressed with the provision of annotated design drawings (it is unclear as to whether any amendments have been made to the detailed design) item 5.1 has been noted as being addressed during the formal Section 278 process with the local highway authority and a Stage 2 Road Safety Audit should be carried out as applicable.
- 4.7 A further Stage 1 Road Safety Audit was carried out by the independent Morgan Tucker Road Safety Team. The audit was carried out without knowledge of the previous audit prepared for inclusion in the Transport Assessment.
- 4.8 The recommendations from the audit, along with comments from the author, are shown below:

| Item No. | Audit Team Recommendation(s) | Assessment Response |
|----------|--|--|
| 2.1 | The proposed access on the northern edge of the development requires exiting vehicles to cross the opposing side of the carriageway to exit. | This can introduce significant risk of conflict and should be mitigated with a redesign of the access. |
| 2.2 | Conflict between emerging cyclists and pedestrians due to widening of cycle path resulting in increased speeds. | Due to the adjacent wall visibility is reduced and should be mitigated with a redesigned arrangement at the intersection of the two paths. |
| 2.3 | Lack of pick up / drop off area could introduce congestion or risk of collision with other road users. | A loading facility should be provided to mitigate the risk. |

- 4.9 Whilst these recommendations were not raised by the original safety audit it is considered that the original audit was likely to be sufficiently robust and that MT recommendation 2.1 in particular would not have been raised until the additional information was provided by the designer's response. This does not however reduce the recommendations validity and it is concerning that the issues may not be mitigated for in any final design.