

Appendix G

ROAD SAFETY AUDIT STAGE 1



Road Safety Audit Stage 1

Twickenham Riverside

Prepared for: London Borough of Richmond-upon-Thames

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1. SCHEME DETAILS

1.1 Project Details

Report Title:	Stage 1 Road Safety Audit Twickenham Riverside
Date:	07/03/2022
Document Reference and Revision:	1000008115/RSA1
Prepared by:	Steven Alexander, Project Centre, Fourth Floor, The Urban Building, 3-9, Albert Street, Slough, SL1 2BE
On behalf of: (Overseeing Organisation)	Anna Sadler London Borough of Richmond upon Thames, Civic Centre, 44 York Street, Twickenham, TW1 3BZ.
Design organisation	WSP WSP House, 70 Chancery Lane, London, WC2A 1AF

1.2 Introduction

- 1.2.1 This report details the results of a Stage 1 Road Safety Audit undertaken in February 2022 on the proposed development at Twickenham Riverside in the London Borough of Richmond-upon-Thames.
- 1.2.2 The scheme is located on King Street between the junctions of Wharf Lane and Water Lane. The works consist of an urban regeneration scheme involving demolition of existing buildings and structures and redevelopment of the site comprising residential (Use Class C3), ground floor commercial/retail/cafe (Use Class E), and public house (Sui Generis), boathouse locker storage and floating pontoon with associated landscaping, restoration of Diamond Jubilee Gardens and other relevant works.

- A pedestrian priority space type public realm and high-quality landscape will link the buildings and the public highways providing access to the site.
 - A service road, currently a 'cul-de-sac' accessed via Wharf Lane, will be retained and will continue to serve King Streets units from the rear and will also serve the new development.
 - Cycle parking will be provided in line with the London Plan (2021) standards and London Cycle Design Standards (LCDS) best practice. The Proposed Development will be car-free with the exception of blue badge parking provision.
 - The proposed site will enhance the site access through conversion to two-way access at both Water Lane and Wharf Lane junctions, closure of The Embankment along the riverside except to pedestrians and cyclists (with occasional HGV movement facilitated by managed bollard removal), implementation of raised tables and widening of the junction mouths of Wharf Lane and Water Lane with King Street to accommodate the two-way traffic arrangement.
 - The Embankment and river activity zone, which is currently operational to parking and vehicle traffic, will become pedestrian priority and will be operated by bollards and managed by the Council. Vehicle turning heads at the south of both Wharf Lane and Water Lane will ensure vehicles do not need to access the Embankment west-east or east-west. Total and peak hour vehicle movements in this location will be small in number and contained within the turning head (vehicle tracking included within the appendices to this document). Vehicle movements will be small and infrequent, especially when compared to the existing site where vehicles regularly access the embankment to travel along Wharf Lane throughout the day. Road markings and delineation will further re-enforce the pedestrian priority across the area.
- 1.2.3 The report has been prepared in response to a brief provided by the Overseeing Organisation detailed above in February 2022.
- 1.2.4 The Road Safety Audit Team consists of:
- Steven Alexander Team Leader
 - Jatindra Chana Team Member
- 1.2.5 The Audit took place at the Slough office of Project Centre in February 2022 and comprised of an examination of the drawings and documents as listed in Appendix A of this report. This included the whole of Wharf Lane, Water Lane and The Embankment within the extents of the scheme, including tie-ins to the surrounding road network.
- 1.2.6 The Audit Team visited the site together on Wednesday 2nd February 2022 between the hours of 16:00 and 17:00. The weather was cold but dry. There was a light flow of traffic in the Riverside area, but there was much more traffic on Twickenham High Street.
- 1.2.7 At the time of the site visit the footway and part of the carriageway alongside the river Thames was flooded. The flooding was mainly located at the junction of The Embankment and Water Lane. The water was not deep and vehicles were observed driving through the flooded area. The Audit Team observed that this was an existing issue.

- 1.2.8 The terms of reference of the Road Safety Audit are as described in GG 119. The Road Safety 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 designs to any other criteria.
- 1.2.9 Personal Injury Collision Data was not provided on this occasion. A review of the online software 'CRASHMAP' indicates that, in the last 5 years, there have been two personal injury collisions resulting in slight injury within the scheme extents.
- 1.2.10 No details of any departures from standards have been provided.
- 1.2.11 All comments and recommendations are referenced to the design drawings and A4 location plans in Appendix B of this report.

2. ITEMS RAISED AT PREVIOUS ROAD SAFETY AUDIT(S)

2.1 Summary

- 2.1.1 A previous Stage 1 Road Safety Audit was carried out on the proposals for Twickenham Riverside in September 2020. A designers' response was prepared by the Design Organisation in October 2020.
- 2.1.2 The Road Safety Audit and Response is included with the full Road Safety Audit Brief included in Appendix C.
- 2.1.3 Issue 3.4.2 was still considered to be an issue by the Audit Team and is included in this Stage 1 Road Safety Audit under item 3.4.1.

3. STAGE 1 ROAD SAFETY AUDIT

3.1 GENERAL

3.1.1 No issues have been identified at this stage.

3.2 LOCAL ALIGNMENT

3.2.1 No issues have been identified at this stage.

3.3 JUNCTIONS

3.3.1 PROBLEM:

Location: Junction of Wharf Lane with King Street.

Summary: Wharf Lane exit close to signal stop line, risk of side-swipe collisions for vehicles moving into the offside lane to continue straight ahead.

Detail: It is proposed to widen Wharf Lane, moving the give-way closer to the signal stop-line across King Street. There are two lanes on King Street at this junction, the nearside lane for vehicles turning left and the offside lane for vehicles continuing straight ahead. Vehicles intending to turn out of Wharf Lane and continue straight ahead on King Street may be at risk of side-swipe collisions as they pull into the offside lane.

Recommendation: Adjust the alignment of the Wharf Lane junction to minimise the risk of side-swipe collisions.

3.3.2 PROBLEM:

Location: Junction of Water Lane with King Street.

Summary: Restricted visibility at the junction may increase the risk of collisions between road users pulling out of Water Lane and those on King Street.

Detail: It is proposed to widen Water Lane. The visibility splay is obscured at the junction by the tree to the northeast and the building line. There is a risk that road users joining King Street may not see approaching traffic on the main road, resulting in collisions at the junction.

Recommendation: The carriageway at King Street is approximately 5 meters wide. Realign the junction mouth and move the give-way line forward to improve the visibility at this junction.

3.4 WALKING, CYCLING AND HORSE RIDING

3.4.1 PROBLEM:

Location: Junction mouths of Wharf Lane and Water Lane.

Summary: Pedestrians with sight impairments may enter the road without realising, resulting in conflict with passing traffic leading to injury.

Detail: It is proposed to provide raised tables at the junctions with Wharf Lane and Water Lane. The details of the surfacing have not been provided, however if the raised tables are installed in a similar way to the existing, then there will not be a significant colour contrast between the surface of the carriageway and the footway. There is a risk that pedestrians with sight impairments may enter the road without realising and come into conflict with traffic, resulting in pedestrian injury.



Recommendation: Provide suitable high-contrast tactile paving on the footway at the pedestrian crossing points, to warn pedestrians with sight impairments that they are entering a traffic environment.

3.5 TRAFFIC SIGNS, CARRIAGEWAY MARKING AND STREET LIGHTING

3.5.1 No issues have been identified at this stage.

4. AUDIT TEAM STATEMENT

We certify that this road safety audit has been carried out in accordance with GG 119.

ROAD SAFETY AUDIT TEAM LEADER	
Name:	Steven Alexander
Signed:	
Organisation:	Project Centre Limited
Date:	24/02/2022
ROAD SAFETY AUDIT TEAM MEMBER	
Name:	Jatindra Chana
Signed:	
Organisation:	Project Centre Limited
Date:	24/02/2022

Appendix A

SCHEDULE OF DOCUMENTS EXAMINED (Documents Forming the Audit Brief)

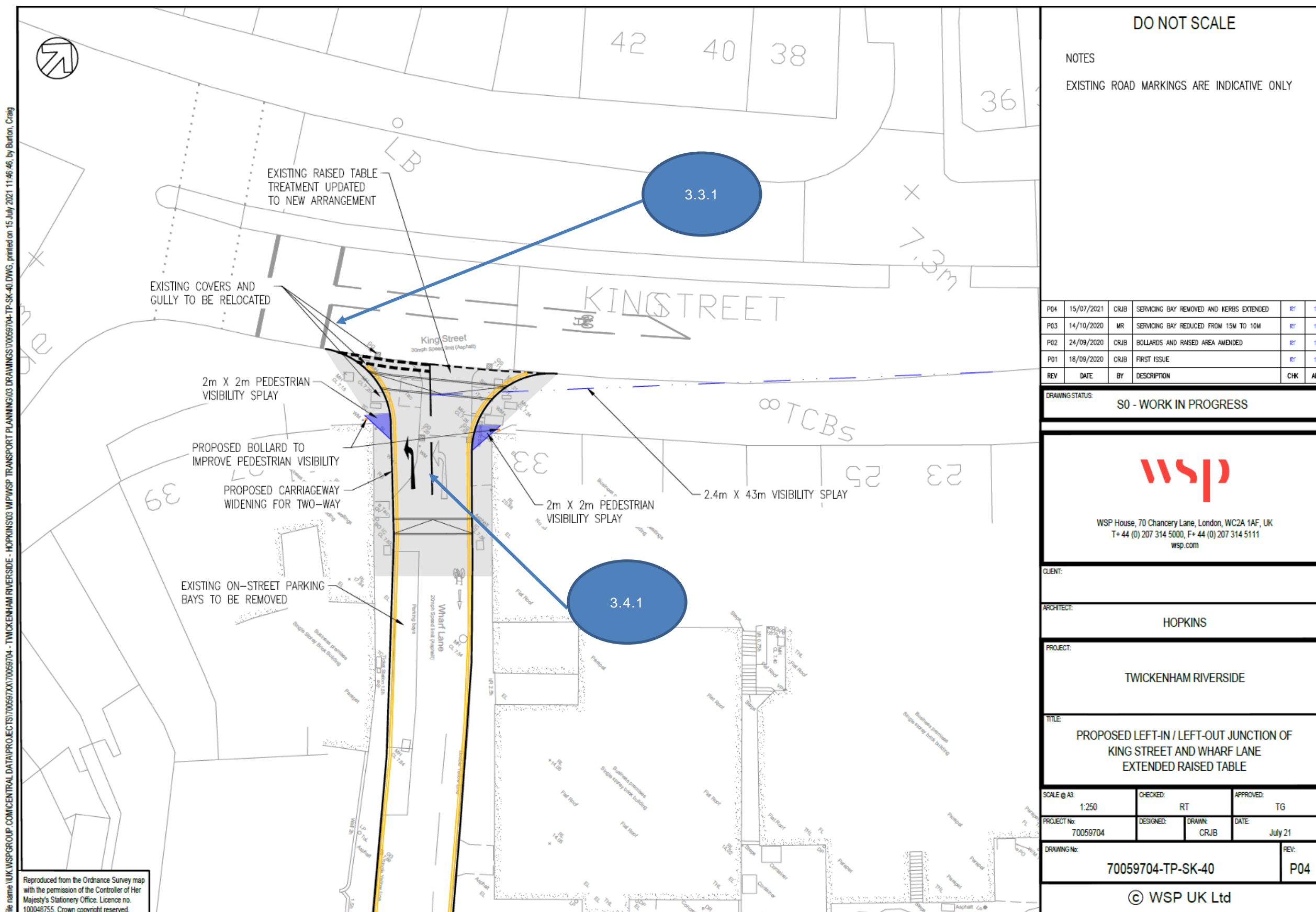
ROAD SAFETY AUDIT STAGE 1 – DRAWING LIST *[February 2022]*

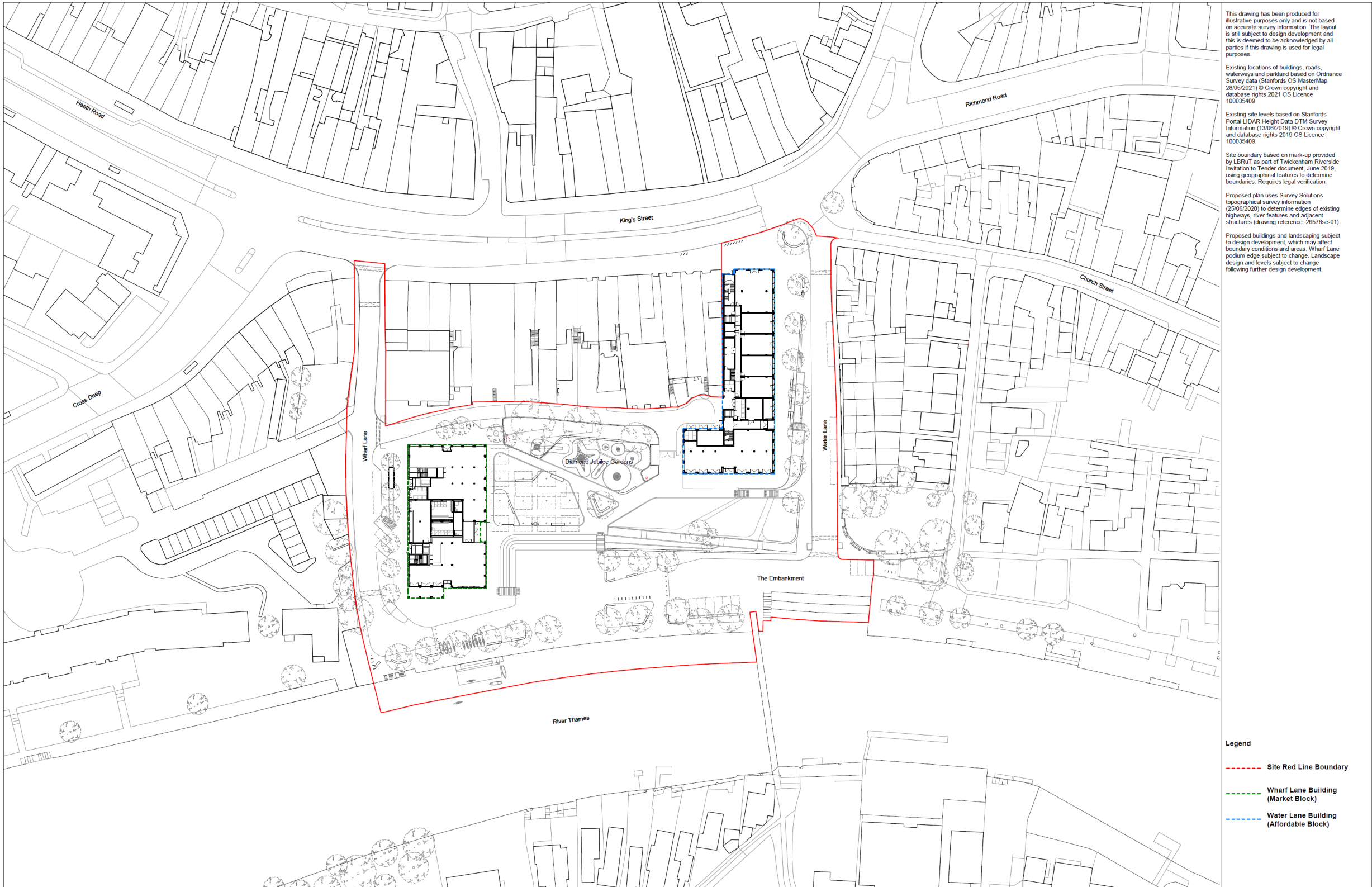
DRAWING NUMBER	DRAWING TITLE
SK-246-P01	RIVER ACTIVITY AREA – VEHICULAR TURNING
3000-P04	SITE LOCATION PLAN
TP-SK-35-P04	PROPOSED JUNCTION OF KING STREET AND WATER LANE WITH EXIT LANE TAPER
TP-SK-35-TR1	PROPOSED JUNCTION OF KING STREET AND WATER LANE WITH EXIT LANE TAPER 12m RIGID SWEEP PATH ANALYSIS
TP-SK-35-TR2	PROPOSED JUNCTION OF KING STREET AND WATER LANE WITH EXIT LANE TAPER REFUSE SWEEP PATH ANALYSIS
TP-SK-35-TR3	PROPOSED JUNCTION OF KING STREET AND WATER LANE WITH EXIT LANE TAPER 7.5T BOX VAN SWEEP PATH ANALYSIS
TP-SK-35-TR4	PROPOSED JUNCTION OF KING STREET AND WATER LANE WITH EXIT LANE TAPER 3.5T PANEL VAN SWEEP PATH ANALYSIS
TP-SK-35-TR5	PROPOSED JUNCTION OF KING STREET AND WATER LANE WITH EXIT LANE TAPER LARGE CAR SWEEP PATH ANALYSIS
TP-SK-35-TR6	PROPOSED JUNCTION OF KING STREET & WATER LANE WITH EXIT LANE TAPER - REFUSE PASSING CAR SWEEP PATH ANALYSIS
TP-SK-40-P04	PROPOSED LEFT-IN / LEFT-OUT JUNCTION OF KING STREET AND WHARF LANE EXTENDED RAISED TABLE
TP-SK-40-TR1	PROPOSED LEFT-IN/LEFT-OUT JUNCTION OF KING STREET AND WHARF LANE EXTENDED RAISED TABLE REFUSE SWEEP PATH ANALYSIS
TP-SK-40-TR2	PROPOSED LEFT-IN/LEFT-OUT JUNCTION OF KING STREET AND WHARF LANE EXTENDED RAISED TABLE 10M RIGID SWEEP PATH ANALYSIS
TP-SK-40-TR3	PROPOSED LEFT-IN/LEFT-OUT JUNCTION OF KING STREET AND WHARF LANE EXTENDED RAISED TABLE 7.5T BOX VAN SWEEP PATH ANALYSIS
TP-SK-40-TR4	PROPOSED LEFT-IN/LEFT-OUT JUNCTION OF KING STREET AND WHARF LANE EXTENDED RAISED TABLE 3.5T PANEL VAN SWEEP PATH ANALYSIS
TP-SK-40-TR5	PROPOSED LEFT-IN/LEFT-OUT JUNCTION OF KING STREET AND WHARF LANE EXTENDED RAISED TABLE LARGE CAR SWEEP PATH ANALYSIS
TP-SK-52-TR16	HOPKINS MASTERPLAN PROPOSED HIGHWAY ARRANGEMENT BICYCLE PASSING LARGE VEHICLES
TP-SK-52-TR14	HOPKINS MASTERPLAN PROPOSED HIGHWAY ARRANGEMENT 6 TRANSIT BAYS WIDER FOOTWAY FIRE TURNING SWEEP PATH ANALYSIS
TP-SK-52-TR13	HOPKINS MASTERPLAN PROPOSED HIGHWAY ARRANGEMENT RIGID TRUCK SWEEP PATH ANALYSIS
TP-SK-52-TR12	HOPKINS MASTERPLAN PROPOSED HIGHWAY ARRANGEMENT REFUSE BAY SWEEP PATH ANALYSIS
TP-SK-52-TR11	HOPKINS MASTERPLAN PROPOSED HIGHWAY ARRANGEMENT REFUSE BAY SWEEP PATH ANALYSIS
TP-SK-52-TR10	HOPKINS MASTERPLAN PROPOSED HIGHWAY ARRANGEMENT SERVICE ROAD REFUSE ACCESS SWEEP PATH ANALYSIS
TP-SK-52-TR9	HOPKINS MASTERPLAN PROPOSED HIGHWAY ARRANGEMENT PROP SERVICE RD BAY & FIRE PASSING
TP-SK-52-TR8	HOPKINS MASTERPLAN PROPOSED HIGHWAY ARRANGEMENT EEL PIE ISLAND BAYS SWEEP PATHS
TP-SK-52-TR7	HOPKINS MASTERPLAN PROPOSED HIGHWAY ARRANGEMENT WHARF LN PARKING & SWEEP PATH
TP-SK-52-TR4	HOPKINS MASTERPLAN PROPOSED HIGHWAY ARRANGEMENT 2 BB BAYS ON WATER LANE
TP-SK-52-TR3	HOPKINS MASTERPLAN PROPOSED HIGHWAY ARRANGEMENT ARTIC SWEEP PATH
TP-SK-52-TR2	HOPKINS MASTERPLAN PROPOSED HIGHWAY ARRANGEMENT 7.5T VAN 5-POINT TURN MANOEUVRE

Other documents: - Road Safety Audit Stage 1 – Twickenham Riverside (September 2020)

Appendix B







This drawing has been produced for illustrative purposes only and is not based on accurate survey information. The layout is still subject to design development and this is deemed to be acknowledged by all parties if this drawing is used for legal purposes.

Existing locations of buildings, roads, waterways and parkland based on Ordnance Survey data (Stanfords OS MasterMap 28/05/2021) © Crown copyright and database rights 2021 OS Licence 100035409.

Existing site levels based on Stanfords Portal LIDAR Height Data DTM Survey Information (13/06/2019) © Crown copyright and database rights 2019 OS Licence 100035409.

Site boundary based on mark-up provided by LBRUT as part of Twickenham Riverside Invitation to Tender document, June 2019, using geographical features to determine boundaries. Requires legal verification.

Proposed plan uses Survey Solutions topographical survey information (25/06/2020) to determine edges of existing highways, river features and adjacent structures (drawing reference: 26576se-01).

Proposed buildings and landscaping subject to design development, which may affect boundary conditions and areas. Wharf Lane podium edge subject to change. Landscape design and levels subject to change following further design development.

Legend

- Site Red Line Boundary
- Wharf Lane Building (Market Block)
- Water Lane Building (Affordable Block)

Date	Rev	Description	Approved By
09/10/2020	P01	M004 - Issue to EA	MB
22/04/2021	P02	M050 - Issue to LBRUT and Arcadis	MB
21/05/2021	P03	M107 - Stage 1 Draft Issue	MB
28/01/2022	P04	M256 - Issue to WSP	MB

Date	Rev	Description	Approved By

DRAFT

Scale at 1:500
0 5 10 25m

Project	Twickenham Riverside	Code	TRS	File Name	Number	Rev.
Subject	Site Location Plan			TRS-HAL-00-00-DR-A-	3000	P04
Architects	Hopkins Architects Limited 27 Broadway Terrace, London, NW1 6LG T: 020 7724 1751 E: mail@hopkins.co.uk			Date: 10/09/20	Scale: 1:500	at A1

© Copyright Hopkins Architects Limited. Registered in England number: 11775559 Registered address: 27 Broadway Terrace London NW1 6LG Do Not Scale. Use Figured Dimensions Only. All Dimensions to be checked on site. Original Drawing Size A1 (L)

Appendix C

Quality

It is the policy of Project Centre to supply Services that meet or exceed our clients' expectations of Quality and Service. To this end, the Company's Quality Management System (QMS) has been structured to encompass all aspects of the Company's activities including such areas as Sales, Design and Client Service.

By adopting our QMS on all aspects of the Company, Project Centre aims to achieve the following objectives:

- Ensure a clear understanding of customer requirements;
- Ensure projects are completed to programme and within budget;
- Improve productivity by having consistent procedures;
- Increase flexibility of staff and systems through the adoption of a common approach to staff appraisal and training;
- Continually improve the standard of service we provide internally and externally;
- Achieve continuous and appropriate improvement in all aspects of the company;

Our Quality Management Manual is supported by detailed operational documentation. These relate to codes of practice, technical specifications, work instructions, Key Performance Indicators, and other relevant documentation to form a working set of documents governing the required work practices throughout the Company.

All employees are trained to understand and discharge their individual responsibilities to ensure the effective operation of the Quality Management System.



Award Winning



Certifications



Accreditations



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