

Appendix D&A-4

(Site Safety Assessment - TMS December 2008)



**NORWOOD ROAD / HALF MOON LANE / DULWICH ROAD,
HERNE HILL**

PROPOSED JUNCTION IMPROVEMENT

LONDON BOROUGH OF LAMBETH

SITE SAFETY ASSESSMENT

REPORT

TMS Project No. 1280

December 2008



CPD Approved

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CONTENTS

1	INTRODUCTION	1
2	METHODOLOGY	1
3	BACKGROUND	1
4	SAFETY OBSERVATIONS	2
5	OTHER OBSERVATIONS	3
6	CONCLUSIONS AND RECOMMENDATIONS.....	4

1 INTRODUCTION

- 1.1 This report refers to a Site Safety Assessment commissioned by the London Borough of Lambeth.
- 1.2 TMS Consultancy was established in 1990 to provide specialist consultancy, research and training services in traffic management and road safety Engineering. TMS currently provides these services to a wide client base in both the public and private sectors in the UK and internationally. TMS Consultancy has an internationally recognised reputation in this field of work and runs the industry standard RoSPA 2-week Road Safety Engineering (AIP) and 1-week Advanced Road Safety Engineering training courses.

2 METHODOLOGY

- 2.1 TMS Consultancy has been commissioned by the London Borough of Lambeth to carry out a Site Safety Assessment of two options associated with proposed improvements to the junction of Norwood Road / Half Moon Lane / Dulwich Road, which is located at Herne Hill in the London Borough of Lambeth.
- 2.2 The Site Safety Assessment has been carried out by Andy Paul, BEng (Hons) and Martin Belcher, BSc, CEng, MICE, both Associates with TMS Consultancy.
- 2.3 Mr Paul has visited the site on a number of occasions, particularly when carrying out safety assessments of previous designs for proposed improvements to this junction.

3 BACKGROUND

- 3.1 It is understood that the wider scheme proposals, of which this junction improvement is an integral part, encompass a number of improvements including the pedestrianisation of the southern end of Railton Road, improvements to the junction of Half Moon Lane / Herne Hill / Milkwood Road, a raised zebra crossing in Milkwood Road, and traffic calming measures on some streets off Dulwich Road.
- 3.2 This safety assessment is only concerned with two options for treatment of the area immediately outside the main entrance to Brockwell Park, and the design of the path for westbound vehicles turning left from Norwood Road into Dulwich Road.
- 3.3 A site plan of each option, together with an overview plan, was provided by Lambeth Transport. The drawing titles are:
 - Lambeth Transport: Herne Hill Junction Improvements: Overview Drawing
 - Lambeth Transport: Herne Hill Junction Improvements: Option A
 - Lambeth Transport: Herne Hill Junction Improvements: Option B

4 SAFETY OBSERVATIONS

4.1 Option A (Approved Scheme)

The design of Option A incorporates a number of improvements over the existing junction layout for pedestrians and cyclists. It is intended that all non-carriageway areas will be shared-use for cycling and pedestrian activity, and a large landscaped area will be included outside the park gates to accommodate this aim. To accommodate vehicles left-turning from Norwood Road to Dulwich Road, a carriageway lane will pass through this landscaped area.

The design of this slip road incorporates a number of measures to assist in protecting pedestrians and cyclists from vehicles passing through. For example, the carriageway will be raised to footway level through the area, both as a traffic calming measure and as a visual indication that the area is primarily a pedestrian area. Also, the carriageway width is specified as 3.2m width, so that if cyclists use the carriageway, they cannot be overtaken by vehicles – as well as protecting cyclists from being “clipped” by passing vehicles, this is effectively an additional traffic calming technique.

As part of the design for any improvement in this area, access is required to the park by large vehicles, mainly in association with special events but also, occasionally, for maintenance vehicles – currently this access takes place directly through a controlled pedestrian crossing point, as shown in the photographs below. The design for Option A separates the pedestrian route from the HGV access route, representing an improvement on the existing layout.



4.2 Option B (Alternative Scheme)

The design of Option B has the slip road for westbound left-turning vehicles positioned further away from the existing park gates, presumably in order to allow for less “land-take” within the park.

Compared to Option A, the safety issues identified are as follows:

- There will be less pedestrian/cyclist space in the large triangular island between the slip road and the signal junction, increasing the risk of pedestrian / cyclist conflict in this landscaped area.
- The large vehicle route into the park will coincide with the main pedestrian route, which may lead to conflict between pedestrians/cyclists and large vehicles or maintenance vehicles.
- The entrance into the slip road is much longer, and vehicles can therefore approach at a higher speed. This could lead to an increased risk of collisions between vehicles turning left into the slip road and a westbound cyclist continuing straight ahead to the traffic signals.
- The entry into the slip road is closer to the traffic signals stop-line, which increases the possibility of the slip road becoming blocked by straight ahead traffic queuing at the signals. This could lead to frustration and drivers encroaching onto the footway to pass queuing vehicles on the nearside.

5 OTHER OBSERVATIONS

- 5.1 On both drawings, the position of the exit ramp in the slip road is not shown. It has been assumed that this would be in the same position for either option.
- 5.2 On the drawing for Option B, “Bus Stop” markings in Norwood Road are shown facing the wrong direction.
- 5.3 It is assumed, on both options, that signal staging and phasing will be determined in such a way that the exit from the slip road does not become blocked and lead to stationary traffic queuing past the park gates – should this occur frequently, it could lead to conflict between vehicles and all other road users.
- 5.4 On both options, the bus lane will terminate very close to the access to the left-turn slip road. Drivers intending to turn left may not be aware of the slip arrangement and continue to the traffic signals. Driver confusion could lead to potential side-swipe accidents approaching the signals. Depending on the staging of the signals, drivers turning left from the stop line on Norwood Road could come into conflict with pedestrians on the crossing at Dulwich Road

6 CONCLUSIONS AND RECOMMENDATIONS

- 6.1 It is recommended that, of the two options shown on the drawings, Option A should be considered as the preferred option on safety grounds.
- 6.2 It is also recommended that sufficient intergreen time is allowed for in the signal staging and phasing to minimise the possibility of queuing on the slip road, and that the westbound bus lane on Norwood Road is terminated as far to the east as possible.

ASSESSORS

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Signed..........

Date.....5th December 2008.....

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Signed..........

Date.....5th December 2008.....

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