Paul Mew Associates

Traffic Consultants

The Warehouse, 1a St Leonards Road
East Sheen, London SW14 7LY

Access to Proposed Residential Development

Stage 1 Road Safety Audit

January Consulting

The Warehouse, 1a St Leonards Road East Sheen, London SW14 7LY

Access to Proposed Residential Development

REVISION RECORD **Report Ref: 6266-01-RSA1**					
Rev	**Description**	**Date**	**Originator**	**Checked**	**Approved**
	Initial Issue	27 November 2017	JFH	AJP	JFH

Prepared for :

Paul Mew Associates
Unit 1
Plym House
21 Enterprise Way,
London
SW18 1FZ

Prepared by :

January Consulting
Herne Farm House
2 Park Drive
Rustington
West Sussex
BN16 3DZ

1 INTRODUCTION

Background

1.1 This report results from a Stage 1 Road Safety Audit carried out on the preliminary design of the access to the proposed residential development of an existing warehouse on land to the rear of house no: 1 St Leonards Road in East Sheen in the London Borough of Richmond upon Thames. The Audit has been carried out at the request of the scheme transport consultants, Paul Mew Associates, on behalf of their client, T J Simmons & Co Limited to support their planning application for a change of use on the site.

Outline of the Scheme

Land Use and Planning

1.2 Extending to some 250 square metres the rectangular site currently comprises a bathroom showroom and warehouse with mezzanine level office space. The site is situated in a yard to the rear of both nos: 42 – 50 East Sheen Lane and no: 1 St Leonards Road. The yard immediately east of the site occupies some 400 sq metres and is a similar width to the site but longer and accommodates twelve car parking spaces for the commercial and residential units fronting East Sheen Lane. The yard also provides pedestrian only access to the rear of houses nos 1 -17 along St Leonards Road.

1.3 The site is the subject of a new planning application for the change of use of the land to enable the provision of six one-bedroom residential dwellings at ground and first floor levels. Each property would be provided with secure, covered cycle parking but no car parking spaces and in accordance with the requirements of the highway authority would be covered by a car-free agreement such that future occupiers would not be eligible to apply for on-street residents parking permits.

Access to the Highway

1.4 The vehicle access into the yard and the pedestrian access to the proposed development will be via the existing route between the yard and St Leonards Road. This route, some 35 metres long, is tarmac surfaced and some 4.3 metres wide at its narrowest although there is a 300 mm wide kerb beside the building along the eastern boundary. As well as providing the sole pedestrian access to the proposed six residential units this route will also be used by those pedestrians using the yard to access the rear of the properties fronting Sheen Lane as well as those accessing the rear gardens of houses nos: 1 -17 along St Leonards Road.

1.5 Originally proposed as a shared surface this route has recently been modified to comprise a 1.2 metre dedicated footway and a 3.1 metre vehicular route separated by a metal handrail to which is fixed a section of armco barrier.

Local Highway Network, Traffic Flows and Collision History

Local Highway Network

1.6 The road past the site, St Leonards Road, runs on an east – west axis for some 600 metres between the A205 Clifford Avenue (South Circular Road) to the west and the B351 Sheen Lane to the east. St Leonards Road is a single carriageway residential road with a width varying from some 8 metres immediately east of the access to the site to some 9 metres immediately to the west and is fronted on both sides by two and three storey Victorian terraced housing.

1.7 There are footways on both sides of the road of some 2.2 metres width either side of the access to the site which is formed as an access road with dropped kerbing on the footways on each side.

1.8 The road has a generally straight and level alignment although there are a number of speed humps. There is controlled parking on both sides of the road which is well used so that the effective running width of the road is only around 4 metres and this also constrains vehicles speeds.

Traffic Flows

1.9 No information was provided on traffic flows along St Leonards Road but during the site visit it was clear that with kerbside parking being controlled by time and permit the road was being used simply as a residential street and flows were very light and largely private cars and the occasional light van. Vehicle speeds were restricted by the road humps and were well within the 30 mph limit.

Collision History

1.10 Statistics of the personal injury accidents recorded over the five year period up to the end of June 2017 show that there were no personal injury accidents along St Leonards Road. Thus there is nothing in the collision history to suggest that there is any underlying safety problem along this stretch of road which might be exacerbated by the pedestrian or vehicular traffic generated by the development or need to be recognised by the works proposed.

Audit Brief and Team Membership

Audit Brief

1.11 The terms of reference of the audit are as described in the Design Manual for Roads and Bridges: Standard HD19/15. The Audit Team has examined and reported on the road safety implications of the proposed design which will be the subject of Section 278 Agreements as presented and which are illustrated and described in the documentation, reports and drawings provided (see Appendix A) and has not examined or verified the compliance of the design to any other criteria. Thus the Audit Team makes no comment on the justification of the scheme or the appropriateness of the measures proposed and accepts no responsibility for its design.

1.12 The problems identified in this report reflect those features of the design proposals which may have an adverse effect on the safety of highway users. The recommendations provide an alternative and generally improved aspect of the design but may not be the best, or only, solution and do not relieve the Designer of his responsibilities for the design of the proposed scheme.

1.13 No designs were supplied for construction, drainage, signing or lighting along St Leonards Road and therefore consideration of these aspects has not been included in this audit.

Team Membership

1.14 The Audit Team membership for this audit is shown below.

John Harbidge MSc, CEng, MICE, MCIHT, MSoRSA, Dip TE
(Team Leader) – Director of January Consulting

Anthony Parker MCIHT
(Team Member) – Consultant to January Consulting

1.15 Both members of the Audit Team hold a Certificate of Competency in Road Safety Audit issued in accordance with Directive 2008/96/EC of the European Parliament.

Conduct of the Audit

1.16 The audit was carried out during the latter part of November 2017 and comprised a site visit and an examination of the documents provided by the Design Team, which are listed in Appendix A.

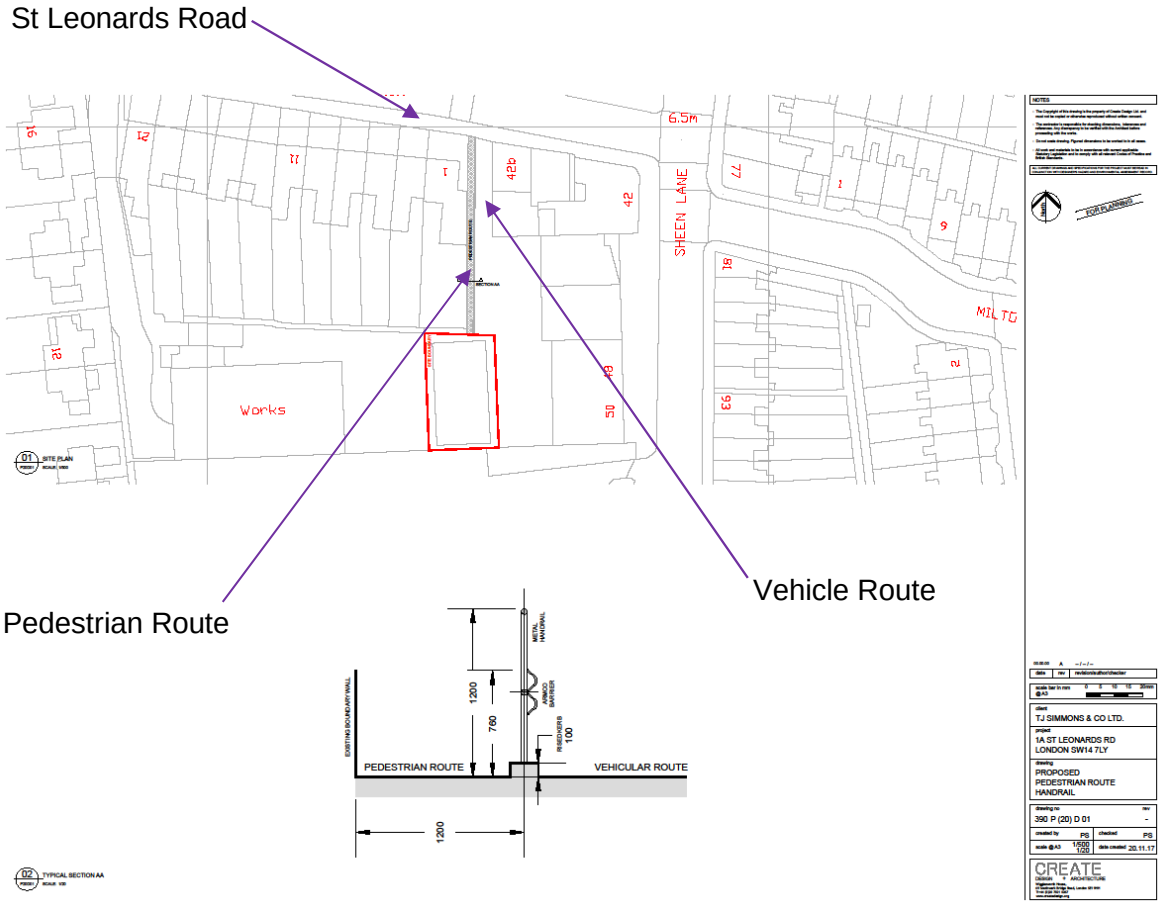
1.17 The Audit Team visited the site during the morning of Friday 24 November 2017. The weather at the time of the visit was cool but sunny and the road surface was dry.

Structure of the Report

1.18 Following this introduction, Section 2 of this report describes each problem that has been identified and in each case provides a recommendation. Section 3 comprises the auditors' statement and Appendix A lists the documentation provided by the designer.

1.19 The location of the redevelopment site is shown in Figure 1.1 and the detailed proposals, notably the service bay, subject to this audit are shown in Figure 1.2. The locations of the problems and observations identified are shown in Figure 2.1.

Location of Development Site
Figure 1.1



Highway Proposals
Figure 1.2

2 General

2.1 Broadly the sequence in which the problems are identified begins and ends with the issues along the access route itself. This arrangement has been adopted for simplicity and has no other significance.

2.2 The numbering of each problem is essentially random and is not a reflection of the gravity of the problem. No indication has been given of the gravity of any of the problems raised. It is anticipated that the Designer would make this assessment but guidance can be provided by the Audit Team if required.

2.3 In some cases the identification of a particular problem necessarily implies another problem. In such cases each problem is highlighted separately along with their respective recommendations.

Problems and Recommendations

PROBLEM 1

Location: St Leonards Road – footways on each side of access route

Summary: The excess height of the dropped kerbs above the surface of the access route will cause difficulties for wheelchair users and those pushing buggies as they move from the access route to the footway and will leave them exposed to moving traffic for longer than necessary.

2.4 The dropped kerbs where the St Leonards Road footway meets the access route are too high above the surface of the access route. This will cause difficulties for wheelchair users and those pushing buggies as they try to pass from the access route to the footway and will leave them exposed to moving traffic for longer than necessary.

RECOMMENDATION 1

2.5 *Re-set the dropped kerbs to be flush with the surface of the access route.*

PROBLEM 2

Location: St Leonards Road – footways on each side of access route

Summary: The absence of tactile paving will increase the risk of partially sighted pedestrians coming into conflict with moving traffic.

2.6 There is no tactile paving on either side of the access route where it meets the footway along the southern side of St Leonards Road. The absence of guidance to partially sighted users will create an increased risk of their coming into conflict with moving traffic.

RECOMMENDATION 2

2.7 *Introduce tactile paving.*

PROBLEM 3

Location: Proposed access route – pedestrian route

Summary: The intended width of the pedestrian route is likely to be below that shown on the drawing because of the raised kerb and the resurgence of edge weed growth as well as the effects of the vertical boundary wall and the handrail. The reduced width of the pedestrian route is likely to encourage some pedestrians to use the vehicles route where they will be at increased risk of being struck by moving vehicles.

2.8 In practice the width of the pedestrian route is likely to be below that indicated in Section AA of Drwg No: 390 P (20) D 01 due to the width of the raised kerb and unless regularly maintained will be further reduced by the resurgent growth of the existing edge weeds. Furthermore the existence of the vertical edges formed by the handrail and the boundary wall will also reduce the effective width of the route. The limited width will encourage some users to walk along the vehicle route to avoid meeting other pedestrians and being unable to pass them without difficulty because of the constraint imposed by the handrail. The use of the vehicle route by pedestrians will render them at increased risk of being struck by moving vehicles.

RECOMMENDATION 3

2.9 *Remove the handrail and designate the whole of the access route as shared space or use different surface textures for pedestrians and vehicles with, for example, a line of granite setts as a delineator strip.*

PROBLEM 4

Location: Proposed access route – pedestrian route

Summary: The prospect of pedestrians arriving at opposite ends of the pedestrian route in close succession is likely to cause the later arrival to use the vehicle route rather than wait for the opposing pedestrian to walk the whole length of the pedestrian route before they can proceed themselves. This would increase the risk of their being struck by motor vehicles.

2.10 If a pedestrian arrives when another has just set off towards them along the pedestrian route then they will need to wait before being able to access the route because of its restricted width. In certain circumstances short lengths of restricted width are acceptable but at some 35 metres this length would be far beyond that. This will encourage some pedestrians to use the vehicle route with possible increased risks of being struck by moving traffic.

RECOMMENDATION 4

2.11 *Remove the handrail and designate the whole of the access route as shared space or use different surface textures for pedestrians and vehicles with, for example, a line of granite setts as a delineator strip.*

PROBLEM 5

Location: Proposed access route – vehicle route

Summary: The handrail may be struck by an errant vehicle and the bent or broken sections may cause injury to pedestrians or damage to vehicles.

2.12 There is a risk of the handrail between the vehicle and pedestrian routes being struck by an errant vehicle and this may push / bend a section of the handrail into either or both of the pedestrian or vehicle routes. This may increase the risk of pedestrians and/or a vehicle striking the damaged handrail and sustaining injury or damage.

RECOMMENDATION 5

2.13 *Remove the handrail and designate the whole of the access route as shared space or use different surface textures for pedestrians and vehicles with, for example, a line of granite setts as a delineator strip.*

PROBLEM 6

Location: Proposed access route – pedestrian route

Summary: Unless rails are provided at low level small children may stray onto the vehicle route where they will be at risk of being struck by motor vehicles.

2.14 No elevation has been provided to show the number and positioning of any horizontal rails on the proposed handrail. Unless such rails are provided at a low level it will be possible for toddlers and small children to stray through the handrail into the vehicle route where they would be at risk of being struck by moving vehicles.

RECOMMENDATION 6

2.15 *Provide rails at low level to prevent small children straying onto the vehicle route.*

PROBLEM 7

Location: Proposed access route – pedestrian route

Summary: The difficulty of moving bulky goods between the pedestrian route and the pathway to the rear of the houses fronting St Leonards

Road will cause them to be carried over the vehicle route where they will be at risk of being struck by moving traffic.

2.16 The pedestrian route passes the footway to the rear of nos: 1-17 St Leonards Road and would prevent rear access to those properties for large and bulky loads with which it would be impossible to negotiate the right angle connection between the two. In such cases the loads would have to be taken over the vehicle route where they may be at risk of being struck by moving traffic.

RECOMMENDATION 7

2.17 *Remove the handrail and designate the whole of the access route as shared space or use different surface textures for pedestrians and vehicles with, for example, a line of granite setts as a delineator strip.*

PROBLEM 8

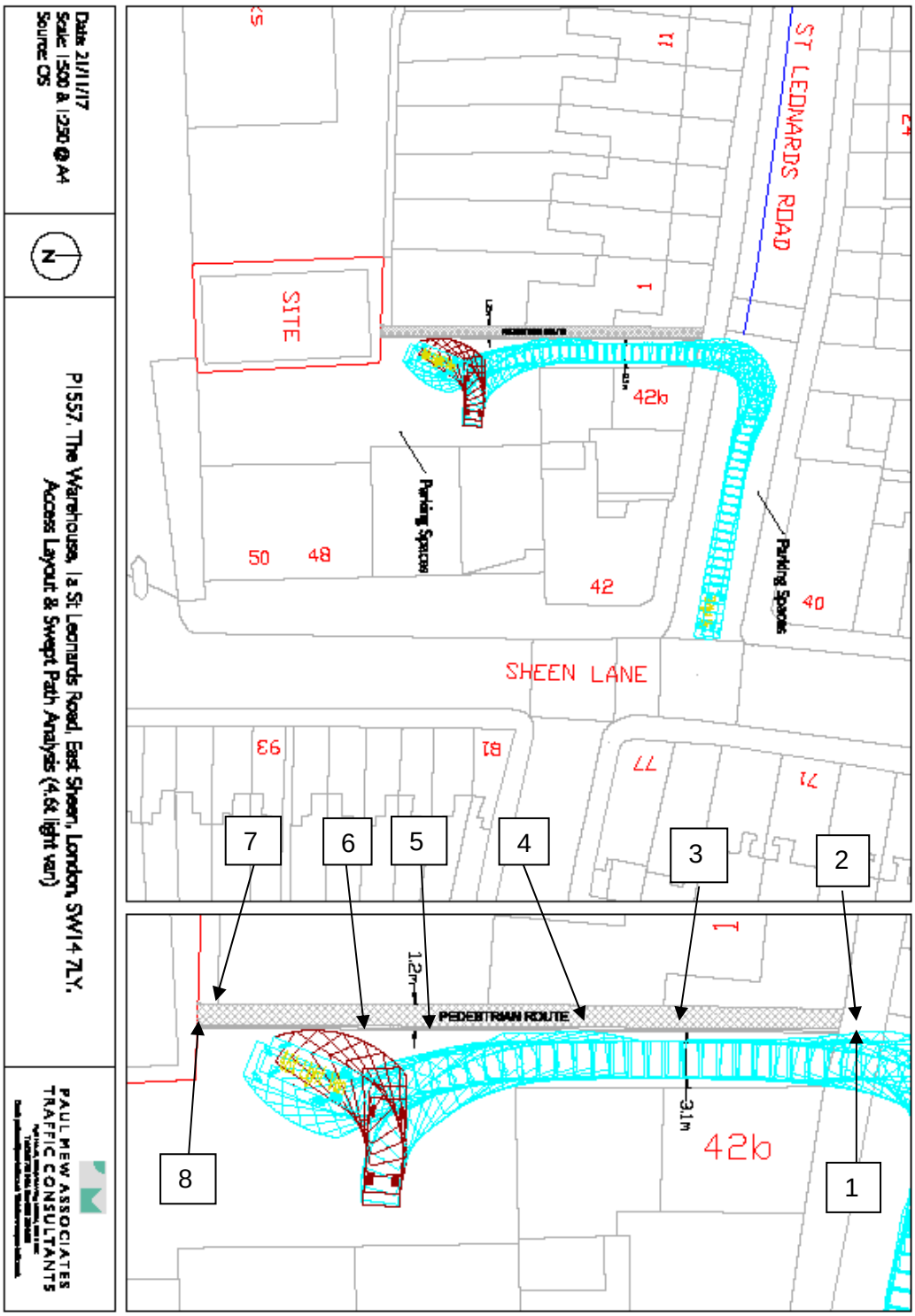
Location: Proposed access route – pedestrian route

Summary: By continuing as far as the edge of the development site the handrail would prevent those with destinations other than the site from using the pedestrian route and thus they would be obliged to use the vehicle route where they would be at risk of being struck by motor traffic.

2.18 The drawing (390 P (20) D 01) shows the pedestrian route continuing as far as the boundary of the proposed development site which would prevent its use by those with destinations other than the site. These users would therefore have to use the vehicle route where they would be at increased risk of being struck by moving traffic.

RECOMMENDATION 8

2.19 *Terminate the handrail a couple of metres or so north of the boundary of the site.*



Locations of Problems
Figure 2.1

3.1 We certify that this audit has been carried out in accordance with HD 19/15 Road Safety Audit (part of DMRB Volume 5, Section 2, Part 2) and its requirements as well as their interpretation by the highway authority, London Borough of Richmond upon Thames.

3.2 Neither member of the Audit Team has been involved with the engineering development of the infrastructure of the scheme and both are independent of the highway design process.

AUDIT TEAM LEADER

J F Harbidge Signed: 

January Consulting Dated: 27 November 2017

AUDIT TEAM MEMBER

A J Parker Signed: 

January Consulting Dated: 27 November 2017

3.3 In the event of any queries over the contents of this report the Audit Team Leader may be contacted as follows:

Postal Address:	Herne Farm House, 2 Park Drive, Rustington, West Sussex BN16 3DZ
Telephone:	01903 782014
Email:	john@januaryconsulting.co.uk
Website:	www.januaryconsulting.co.uk

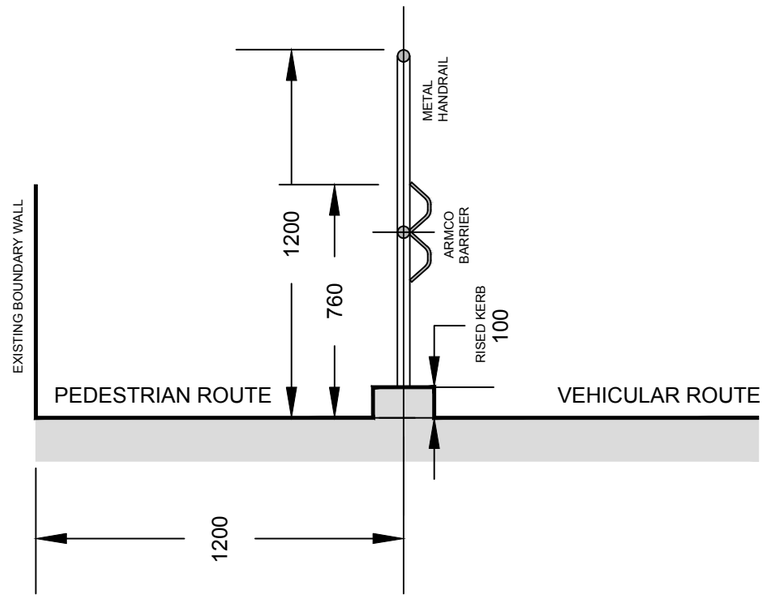
APPENDIX A

The following documents were provided by the client, Paul Mew Associates:

The Warehouse, 1a St Leonards Road, East Sheen, London, SW14 7LY: Transport Assessment - August 2017

Drawing No.	Title	Rev
CREATE 390P(20)D01	Proposed Pedestrian Route Handrail	-
PMA P1557	Proposed Access Layout	-
PMA P1557	Swept Path Analysis (4.6t light van)	-

01 SITE PLAN
P20D01 SCALE: 1/500



02 TYPICAL SECTION AA
P20D01 SCALE: 1/20

NOTES

- The Copyright of this drawing is the property of Create Design Ltd. and must not be copied or otherwise reproduced without written consent.
- The contractor is responsible for checking dimensions, tolerances and references. Any discrepancy to be verified with the Architect before proceeding with the works.
- Do not scale drawing. Figured dimensions to be worked to in all cases.
- All work and materials to be in accordance with current applicable Statutory Legislation and to comply with all relevant Codes of Practice and British Standards.

ALL CURRENT DRAWINGS AND SPECIFICATIONS FOR THE PROJECT MUST BE READ IN CONJUNCTION WITH DESIGNER'S HAZARD AND ENVIRONMENTAL ASSESSMENT RECORD.

North

FOR PLANNING

date	rev	revision/author/checker
00.00.00	A	-- / -- / --

scale bar in mm @ A3: 0 5 10 15 20mm

client: TJ SIMMONS & CO LTD.

project: 1A ST LEONARDS RD LONDON SW14 7LY

drawing: PROPOSED PEDESTRIAN ROUTE HANDRAIL

drawing no		rev
390 P (20) D 01		-
created by	PS	checked PS
scale @ A3	1/500 1/20	date created 20.11.17

CREATE
DESIGN + ARCHITECTURE
Wigglesworth House,
69 Southwark Bridge Road, London SE1 9HH
T: +44 (0)20 7021 0267
www.createdesign.org

JOHN F HARBIDGE *BSc, MSc, CEng, MICE, MCIHT, MSoRSA, DipTE*

Traffic Engineer / Transport Planner / Road Safety Auditor

Year of Birth: 1946 **Nationality:** British **Marital Status**: Married

Key Qualifications

- Chartered civil engineer with specialist experience in traffic engineering, transport planning and road safety in the United Kingdom and overseas.
- Experience of road safety audits at stages 1, 2 and 3 in the U K and Ireland
- Experience of transport assessments of development proposals, transport master plans and Travel Plans
- Experience of traffic calming and management, cycling, parking, town centre studies, sustainable transport and transport strategies

Education and Professional Status

Bachelor of Science, University of Newcastle upon Tyne	1969
Master of Science, University of Newcastle upon Tyne	1970
Member, Chartered Institution of Highways and Transportation	1972
Diploma in Traffic Engineering	1973
Member, Institution of Civil Engineers	1973
Chartered Engineer	1973
Member, Society of Road Safety Auditors	2010
Certificate of Competency in Road Safety Audit, Highways Agency	2013

Positions Held

2008 – date	*Independent Consultant – Director,* January Consulting
2001 - 2008	*Technical Director*, Pell Frischmann
1999 - 2001	*Technical Director*, GIBB Transport Consulting
1995 - 1999	*Managing Director*, Maunsell Transport Planning
1994 - 1995	*Divisional Director (Transportation)*, Owen Williams
1988 - 1994	*Director*, Colquhoun Transportation Planning
1982 - 1988	*Senior Principal Engineer*, Brian Colquhoun and Partners
1970 - 1982	*Principal Engineer*, Jamieson Mackay and Partners

Training Record

2017	SoRSA – Annual Conference & Workshops	-	2 days
2016	SoRSA – Annual Conference & Workshops	-	2 days
2015	SoRSA – Annual Conference & Workshops	-	2 days
2014	SoRSA – Annual Conference & Workshops	-	2 days
2012	Road Safety Audit – Keeping up to Date	-	2 days
2010	Road Safety Audit – Keeping up to Date	-	2 days
2008	RoSPA Safety Engineering - A I & P	-	10 days
2007	Road Safety Audit Seminar (NRA – Ireland)	-	1 day
2007	Advanced Road Safety Audit – Junctions	-	2 days
2004	Road Safety Audit Observer	-	1day

Employment Record

2008 – date	**Independent Consultant – Director, January Consulting**
2017	*Road Safety Audits* Team leader for Stage 1, 1/2 and 2 audits for the highway works associated with housing developments in London (Greenwich, Harrow & Hornsey), Essex (Dagenham, Hornchurch, Mistley & Thorpe le Soken) as well as Buckinghamshire, Kent, West Sussex and Worcestershire.
2017	*Non-Motorised User Audit* Preparation of NMU audit including both Context Report and Audit Report (Stage 1) for proposed residential development in village near Bexhill in East Sussex.
2016	*Road Safety Audits* Team leader for Stage 1, 1/2 and 2 audits for highway works associated with housing and other developments in Bedfordshire, Buckinghamshire, Essex (Brentwood, Nazeing, Newport & Saffron Walden) and Herts (Northaw & Watford).
2016	*Transport Assessment* Prepared transport assessment to support the planning application for holiday home development in rural East Sussex.
2016	*Road Safety Audits* Team leader for Stage 1, 1/2 and 2 audits for highway works associated with housing and other developments in East Sussex (Eastbourne, Newhaven & Ninfield), West Sussex (Bognor Regis, Bury & Pulborough) and Kent (Ash & Sittingbourne) as well as Surrey, Birmingham, Brighton and London.
2016	Road Safety Audits Team leader for Stage 3 audits of the highway works associated with residential and other developments in Midhurst, Slough and Upminster.
2015	*Road Safety Audits* Team Leader for Stage 1, 1/2 and 2 audits for access junctions for housing and other developments in Bushey, Shenfield, Slough, Snodland and the London Boroughs of Barnet and Newham.
2015	*Sustainable Transport Review and Non-Motorised User Audit* Preparation of N M U audit and review of sustainable transport for residential development in expanding village near Bognor Regis
2015	*Road Safety Audits*

Team leader for Stage 1 audits for access junctions for housing and school developments in Chichester, Horsham, Eastbourne, Lewes, Seaford and Uckfield

2014 *Road Safety Audits*

Team leader for Stage 3 audits of new housing estates and their accesses in Snodland, Kent and London Borough of Bexley

2014 *Road Safety Audits*

Team leader for Stage 1 audits of priority junctions on the A26 near Lewes and in Ringmer village in relation to housing developments

2014 *Road Safety Audits*

Team leader for Stage 2 and 3 audits for a housing development in Slough including estate roads and a new four arm roundabout

2014 *Road Safety Review*

Review of road safety implications of haul road crossing at the construction of improvements to Junction 10A of the M1 motorway

2014 *Road Safety Audits*

Team leader for Stage 1 /2 audit for housing development fronting onto town centre ring road (Sutton Court Road) in Sutton, London

2014 *Road Safety Audits*

Team leader for Stage 1 & 2 audits for housing developments in Camberwell, Deptford, Uxbridge, Stratford and Woolwich in London

2013 *Road Safety Audits*

Team leader for Stage 2 audits of a signal controlled development access and off road cycle route on the B4493 in Didcot, Oxfordshire

2013 *Road Safety Audits*

Team leader for Stage 3 for estate roads in Islington, London and for a junction improvement and traffic calming measures in a market town in East Sussex

2013 *Accident Investigation and Prevention*

Responsible for accident analysis and investigation, identification of problems and formulation of improvement proposals along London Road, a half kilometre long key radial and shopping route in Brighton

2013 *Road Safety Audits*

Team leader for audits at Stages 2 and 3 for junctions forming the accesses to residential developments in Reading and Slough

2013 *Accident Investigation and Prevention*

Responsible for accident analysis and investigation, identification of problems and formulation of improvement proposals at a key seafront roundabout in Brighton

2012 *Road Safety Audits*

Team leader for audits at Stages 1, 2 and 3 for primarily access works for residential developments and urban extensions and regeneration. These have included traffic calming, signals and priority junctions at sites in Bexley, Greenwich, Havering, Southwark, Thurrock, Buckinghamshire, Oxfordshire and Hampshire.

2012 *Road Safety Study*

Undertook an examination of the road safety issues related to the construction traffic access routes for 54 kilometres of onshore pipeline associated with a Wind Farm off the coast of Suffolk

2011 – 2012 *Road Safety Audits*

Team leader for audits at Stages 1/2 and 3 for residential developments including traffic calming, signals and priority junctions in London, Reading, Thurrock, Essex, Hampshire, Oxfordshire and East and West Sussex

2011 *Transport Assessment*

Prepared transport assessment to support the allocation of land for residential development in the north west of Hemel Hempstead

2011 *Road Safety Statement*

Prepared road safety statement for private estate roads in Walthamstow likely to be affected by the residential redevelopment of derelict garages within the estate

2010 *Road Safety Audits*

Team leader for audits at Stages 1 and 2 for residential developments and traffic schemes in London, Buckinghamshire, Essex, Hampshire, Hertfordshire, Kent, Oxfordshire and Sussex

2009 - 2010 *Transport Assessments and Travel Plans*

Preparation of transport assessments and travel plans for sites in Thetford, Kings Lynn, Bedford, Cambridge and Watford

2009 *South West Norwich Accident Study*

Investigation of accident characteristics and presentation of five year safety record across twenty urban and rural sites

2009 *Road Safety Audits*

Team leader for audits at Stages 1,2 and 3 for residential developments in London, Kent and Essex, roundabout, cycle route and traffic calming in Thurrock and a construction site access in Sussex

2009 — *Sustainable Modes of Travel Strategy, Thurrock*

Preparation of Borough's strategy for encouraging the use of sustainable travel modes for journeys to and from school / college to fulfil the obligations of the Education and Inspections Act 2006

2008 — *Road Safety Audits*

Team leader for audits at Stages 1/2 and 3 for residential developments, roundabout, cycle route and cycle/footbridge in Essex, Hertfordshire, Kent, Sussex and Thurrock

2001 - 2008 — **Technical Director, Pell Frischmann Consultants**

2007 – 2008 — *Thurrock Europa Framework Commission*

Responsible for management of commission, directing traffic studies and team leader for Stage 1/2 and Stage 3 road safety audits of traffic management schemes, junction improvements and cycle lanes across the Borough.

2007 – 2008 — *Road Safety Audits, Daventry International Rail Freight Terminal*

Team leader for Stage 1/2 road safety audits of designs for site accesses and underbridges on both county and trunk roads.

2007 — *Thurrock Traffic Monitoring Programme*

Responsible for design of programme comprising permanent and rotating automatic traffic counts as well as pedestrian counts around the town centre.

2006 – 2007 — *Transport Assessments*

Transport advice and transport assessments for development proposals for residential, retail and other uses across the South East and the Isle of Man.

2005 – 2006 — *Road Safety Audits, Milton Keynes*

Team leader responsible for carrying out Stage 1/2 and 3 safety audits of proposals for infrastructure improvements for over 50 bus stops as part of Quality Bus Initiative

2004 — *Thurrock and Bicester*

Prepared Due Diligence reports for purchase of 100 hectare development site near Bicester town centre and the outsourcing of Council Engineering and Transportation Service in Thurrock.

2004 — *Southwark Local Safety Schemes*

Responsible for investigation of accidents at twelve worst sites and a problem route across the Borough, preparation of remedial designs and conduct and reporting of public consultation.

2003 — *Road Safety Audit, A45 Northampton*

Member of audit team for Stage 3 audit of access from trunk road to hospital and residential development

2001 – 2004 *Technical direction and financial control of projects including:*

- Barking Linkages Study
- Corporation of London Parking Plan
- East Hertfordshire Parking Studies
- Fitzrovia Clear Zone, Camden
- Transport assessments in Ealing and Basingstoke

1999 - 2001 **Technical Director, GIBB Transport Consulting**

2000 - 2001 *Relocation of Arsenal FC*

Review of transport implications of proposals to relocate to the Emirates Stadium. Appraisal of numerous transport submissions and negotiations with the club on behalf of Islington Council. Prepared responses to issues arising from public consultation.

2000 - 2001 *Transport Assessments*

Responsible for a number of transport impact assessments including traffic generation, demand forecasts, accessibility, remedial design and Travel Plans in Cheltenham, Gosport, Daventry, Maidenhead, Southampton and London Docklands. Also advised clients on road access and traffic arrangements at sites in Docklands and Waterloo and reviewed transport assessment for new settlement at Swindon.

1999 – 2000 *Transport Strategies*

Prepared strategies for walking, cycling, public transport and speed management for LB Islington and an overall transport strategy for the Totton – Waterside Area near Southampton.

1999 **Independent Consultant**

Prepared transport impact assessments for development proposals in St Albans, Grantham and Derby. Presented transport evidence on behalf of the planning authority at planning appeals against refusal of housing proposals in Sandy and Silsoe.

1995 - 1999 **Managing Director, Maunsell Transport Planning**

Responsible for developing this specialist business, including:

- preparation of business plan, annual budgets, setting targets and directing operations to achieve those ends, monitoring business performance and ensuring profitability,
- marketing and sales activities including client liaison, public relations, preparation of brochures, exhibition material and technical and financial proposals.
- technical direction and financial control of traffic, transportation and development planning projects, including:

  - Taxi Studies, Ashford, Basildon, Sevenoaks, Wirral
  - Bus-Rail Interchange Study, London
  - Ryde Traffic and Parking Plan
  - Newcastle-under-Lyme Bus Station Study
  - Midlands (East) Development Control Commission

1994 - 1995 **Divisional Director (Transportation), Owen Williams**

Responsible for securing and preparation of transport assessments for development proposals in London and Wolverhampton

1988 - 1994 **Director, Colquhoun Transportation Planning**

1993 - 1994 *East Midlands Development Control Commission*

Responsible for technical direction and financial control of term commission to provide advice on the highways and traffic implications of major development proposals on the motorway and trunk road network of the five counties of the region.

1988 - 1994 *Development Planning Projects*

Responsible for transport impact studies involving traffic generation, site layout, highway appraisal and junction design for numerous development proposals across the country, covering a range of land uses including: retail, industrial/warehousing, retail and business parks, housing, offices, and leisure.

1988 – 1994 *Project director responsible for technical direction and financial control of numerous studies including:*

- Bus Priority Study, A53,Newcastle under Lyme - Hanley
- Kempston Urban Cycle Route Bedford
- Bedford Passenger Transport Study
- Harborne Traffic Management Study
- A350 Improvement, Melksham
- Uxbridge Parking and Town Centre Studies
- Cycle – Walking Network Study Sandwell

1982 - 1988 **Brian Colquhoun and Partners**

1987 *Bow Parking Study, Tower Hamlets*

Responsible for surveys of parking near underground stations and a street market, inventory of existing parking facilities and the preparation of a parking policy.

1986 *A64 Leeds-York-Scarborough Trunk Road*
Scheme Identification Study

Responsible for analysis of existing traffic and safety situation over 54 kilometres of road to a major holiday resort including accident analysis and investigation, identification of problems and formulation and evaluation of alternative improvement schemes.

1982 – 1986 *Project engineer responsible for aspects of traffic studies for:*

Dartford Tunnel, Dublin city centre and A428 Bedford Bypass

1970 – 1982 **Jamieson Mackay and Partners**

1979 - 1982 Evaluation of alternative routes and traffic support for public inquiries for the Airedale and Kirkhamgate - Dishforth Schemes including

	accident analysis and investigation over 35 miles of the A1 in North and West Yorkshire and numerous other trunk and principal roads.
1973 - 1977	Led transport studies in York, Warwick, Wigan and Nuneaton.
1970 - 1973	Project engineer for studies of Thamesmead Central Area, Gatwick Airport and Research on Pedestrian Severance of Urban Motorways.
1969 - 1970	**University of Newcastle upon Tyne - S R C Scholarship**
1969 - 1970	Research into Traffic Generation of North East Regional Airport.

Publications and Papers

Kempston Urban Cycle Route Project - PTRC Seminar: The Planning and Design of Cycle Facilities, April 1994

Cycling and Cyclists in South East Asia - VeloCity Conference, September 1993 - Joint Author

Kempston Urban Cycle Route Project - PTRC Summer Annual Meeting, September 1992 - Joint Author

Traffic Generation of Major Shopping Centres - A Case Study of Merry Hill - TRICS Conference, September 1991 - Joint Author

Transport System Management in Dublin – Development of Traffic Management Model - Traffic Engineering and Control, March 1986

Highway Standards - Economic and Operational Considerations - PTRC Summer Annual Meeting, July 1982 - Joint Author.

Traffic Restraint: - A Case Study in Kuala Lumpur - PTRC Summer Annual Meeting, July 1978 - Joint Author.

Traffic Generated by Airports - Traffic Engineering and Control, January 1973.

Country Experience

Europe:	UK, Ireland, Romania
Middle East:	Jordan, Kuwait, Turkey, UAE
South East Asia:	Malaysia, Papua New Guinea, Sri Lanka

Anthony Parker - Curriculum Vitae

Qualifications
HNC in Civil Engineering (Highways)

Professional Qualifications
MCIHT Member of the Chartered Institute of Highways and Transportation

Year of Birth
1957

Summary

An experienced Transport Planner with over 35 years experience in transportation planning, urban regeneration and highway engineering gained with both the public and private sectors in the UK and overseas.

Wide experience of highway design, construction supervision and project management of major projects.

Wide experience of development control support for developers and Local Authorities with projects ranging in size from small housing developments and petrol filling stations through to large scale multi use developments.

Experience of transportation planning including design, collection, processing and analysis of survey data. Application of data and demand forecasting and the formulation and evaluation of transport strategies and route feasibility studies, traffic management, bus priority and local transport studies.

Fully trained Road Safety Auditor with over ten years experience having undertaken the CRASH Road Safety course at Aston University and holder of the Highways Agency Approved Certificate of Competency for Road Safety Auditing. Also fully competent in accident analysis tecniques.

Key Skills

- Preparation of Transport Assessments and Highway Statements.
- Highway design and appraisal of priority junctions, roundabouts and signalised junctions.
- Discussions with public bodies and approving bodies.
- Proficient in modelling of junctions using ARCADY, PICADY, LINSIG and TRANSYT.
- Qualified Road Safety Auditor.
- Proficient in undertaking PERS audits and CLOS Assessments.

Career History

2014 - Present	EAS Transport Planning Ltd,
2010 - 2014	GlaxoSmithKline, Travel Plan Coordinator
2010	Transport for London, Senior Road Safety Auditor
2009 - Present	January Consulting, Consultant Road Safety Auditor
2005 - 2009	Waterman Boreham, Principal Transport Planner
1999 - 2005	Pell Frischmann, Principal Engineer
1994 – 1999	W A Fairhurst, Senior Engineer
1993 – 1994	Colin Buchanan & Partners, Transport Planner
1986 – 1993	Frank Graham & partners, Senior Engineer

1981 – 1986	Brian Colquhoun & Partners, Senior Technician
1978 – 1981	Eastern Road Construction Unit, Technician
1975 – 1978	Hertfordshire County Council Highways Department, Technician

Examples of Project Experience

Road Safety Audits
Team Member or Team Leader on many road safety audits, including Stage 1, 2 and 3, working in London, the South East, Home Counties, East Anglia and Midlands.

St Barnabas Church, Finchley
Transport Planning advice for the relocation of a church located in Finchley in the London Borough of Barnet, including a Transport Assessment and Travel Plan for an increase in congregation numbers.

GSK Travel Plan Coordinator
Responsible for maintaining the Workplace Travel Plans for the GSK R&D Sites at Harlow, Ware and Stevenage, including organising events for Walk to Work Week and Bike to Work Week and maintaining the car share database.

Olympic Route Network
Part of the team at Transport for London (TfL) undertaking Stage 1 Road Safety Audits on the proposed measures for the 2012 Olympic Road Network as either team leader or team member.

January Consulting
Consultant to January Consulting undertaking Stage 1, 2 & 3 Road Safety Audits on various highway and traffic management schemes across the south east.

Tesco Access/Egress Project
Assistant to the Waterman Boreham Project Manager on the Access/Egress project for Tesco, involving site surveys of vehicle, pedestrian, cyclist and delivery movements, evaluating problems, identifying solutions, writing reports and attending client meetings.

Transport Assessments
Responsible for the preparation of Transportation Assessments associated with new developments and design of associated highway improvements, including several large food stores, business parks, and a Council Drop-In Centre.

Central Market Abu Dhabi
Responsible for providing highways and traffic input for the conceptual stage of the redevelopment of the existing souk in downtown Abu Dhabi, UAE, including provision of over 5000 car parking spaces, involving site survey work and liaison with local government.

Bucharest Lipscani
Responsible for the design of highway elements associated with the regeneration of the central historic zone in Bucharest, Romania, including site work, liaison with local staff and with architects based in Canada.

Kildare IFPLUT
Responsible for the preparation of the transportation input to an integrated framework plan for land use and transportation in Kildare, Ireland. This includes substantial traffic data collection including manual counts, journey time surveys and car parking studies.

MidMan MMS
Responsible for the preparation of the Highways Agency's response to the MidMan (Birmingham to Manchester) Multi Modal Study and evaluating options for improving the M6 between Birmingham and Manchester which eventually led to the adoption of full time hard shoulder running on motorways.

PAUL MEW ASSOCIATES
TRAFFIC CONSULTANTS

The Warehouse, 1a St Leonards Road
East Sheen, London SW14 7LY
Stage 1 Road Safety Audit

DESIGNER'S RESPONSE

1. This Designer's Response has been prepared by Paul Mew Associates in response to 'Problems' and 'Recommendations' resulting from the Stage 1 Road Safety Audit carried out by January Consulting in respect of access proposals at The Warehouse, 1a St Leonards Road, East Sheen, London, SW14 7LY. Development proposals at the application site have been submitted to the London Borough of Richmond Upon Thames under application reference 17/3696/GPD16.

2. The table below identifies the 'Problems' and Recommendations' set out in the Stage 1 Road Safety Audit, along with the Designer's Response on how these issues will be addressed.

No	Location	Summary	Recommendation	Designer's Response
1	St Leonards Road – footways on each side of access route	The excess height of the dropped kerbs above the surface of the access route will cause difficulties for wheelchair users and those pushing buggies as they move from the access route to the footway and will leave them exposed to moving traffic for longer than necessary	Re-set the dropped kerbs to be flush with the surface of the access route	Dropped kerbs will be re-set flush with the surface of the access route
2	St Leonards Road – footways on each side of access route	The absence of tactile paving will increase the risk of partially sighted pedestrians coming into conflict with moving traffic.	Introduce tactile paving.	Tactile paving will be introduced
3	Proposed access route – pedestrian route	The prospect of pedestrians arriving at opposite ends of the pedestrian route in close succession is likely to cause the later arrival to use the vehicle route rather than wait for the opposing pedestrian to walk the whole length of the pedestrian route before they can proceed themselves. This would increase the risk of their being struck by motor vehicles	Remove the handrail and designate the whole of the access route as shared space or use different surface textures for pedestrians and vehicles with, for example, a line of granite setts as a delineator strip	The handrail and raised kerb strip will be removed with the whole of the access route provided as a shared surface with delineating surface treatment / markings.

Unit 1, Plym House, 21 Enterprise Way, London SW18 1FZ
T:0208 780 0426 F:0208 780 0428 E:paul.mew@pma-traffic.co.uk W: www.pma-traffic.co.uk

4	Proposed access route – pedestrian route	The prospect of pedestrians arriving at opposite ends of the pedestrian route in close succession is likely to cause the later arrival to use the vehicle route rather than wait for the opposing pedestrian to walk the whole length of the pedestrian route before they can proceed themselves. This would increase the risk of their being struck by motor vehicles.	Remove the handrail and designate the whole of the access route as shared space or use different surface textures for pedestrians and vehicles with, for example, a line of granite setts as a delineator strip	The handrail and raised kerb strip will be removed with the whole of the access route provided as a shared surface with delineating surface treatment / markings.
5	Proposed access route – vehicle route	The handrail may be struck by an errant vehicle and the bent or broken sections may cause injury to pedestrians or damage to vehicles	Remove the handrail and designate the whole of the access route as shared space or use different surface textures for pedestrians and vehicles with, for example, a line of granite setts as a delineator strip	The handrail and raised kerb strip will be removed with the whole of the access route provided as a shared surface with delineating surface treatment / markings.
6	Proposed access route – pedestrian route	Unless rails are provided at low level small children may stray onto the vehicle route where they will be at risk of being struck by motor vehicles.	Provide rails at low level to prevent small children straying onto the vehicle route	As the handrail and raised kerb strip will be removed, this problem will not arise.
7	Proposed access route – pedestrian route	The difficulty of moving bulky goods between the pedestrian route and the pathway to the rear of the houses fronting St Leonards Road will cause them to be carried over the vehicle route where they will be at risk of being struck by moving traffic.	Remove the handrail and designate the whole of the access route as shared space or use different surface textures for pedestrians and vehicles with, for example, a line of granite setts as a delineator strip	The handrail and raised kerb strip will be removed with the whole of the access route provided as a shared surface with delineating surface treatment / markings.
8	Proposed access route – pedestrian route	By continuing as far as the edge of the development site the handrail would prevent those with destinations other than the site from using the pedestrian route and thus they would be obliged to use the vehicle route where they would be at risk of being struck by motor traffic	Terminate the handrail a couple of metres or so north of the boundary of the site.	As the handrail and raised kerb strip will be removed, this problem will not arise.

The Warehouse, St Leonards Road, East Sheen

Stage 1 Road Safety Audit

undertaken by **January** Consulting – 29 November 2017

Audit Team's Comments on the Designer's Response

Problems 1 – 8 inclusive

The Designer's proposed course of action satisfies the Audit Team's Recommendation and no further comment is needed.

John F Harbidge
Audit Team Leader and Director
January Consulting
30 November 2017