

EXCEPTION REPORT

Quietway 7 – Dulwich Village Junction

ROAD SAFETY AUDIT STAGE 3

July 2018

Road Safety Audit Exception Report

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PREPARED BY:

London Borough of Southwark (The Highway Authority)

160 Tooley Street

London

SE1 2QH

AUTHORISATION SHEET

Project: Quietway 7 – Dulwich Village Junction

Report Title: Stage 3 Road Safety Audit Exception Report

PREPARED BY:

Name: Clement Agyei Frempong

Position: Project Manager

Signed: 

Organisation: The Highway Authority

Date: 23 July 2018

APPROVED BY:

Name: Richard Wells

Position: Project Sponsor

Signed: 

Organisation: The Highway Authority

Date: 13 August 2018

Project Number: C0443
Road Name: Dulwich Village / Turney Road / Calton Avenue / Court Lane
Scheme: Quietway 7
Road Safety Audit: Stage 3

1. INTRODUCTION

- 1.1. This Exception Report is in response to the Stage 3 Road Safety Audit Report for the above named project. The Stage 3 Road Safety Audit Brief comprised of a set of drawings assembled by the Design Team for the scheme and sent by me (the Overseeing Organisation Project Sponsor) to the Road Safety Audit Team for examination. The Road Safety Audit Report was prepared and issued by Andrew Coventry, Road Safety Auditor and Chris Gooch, Road Safety Auditor of the Road Safety Audit - Engineering Services in TfL.
- 1.2. The proposed scheme incorporates the provision of segregated signalised cycle facilities on Calton Avenue and Turney Road with the installation of new traffic islands. There will be footway buildouts at the corners of Dulwich Village with Calton Avenue, and Court Lane with Calton Avenue to improve facilities for pedestrians. In addition, new traffic signals and Quietway 7 signs will be installed. The carriageway will be resurfaced and some lamp columns will be relocated. The raised table on Court Lane will be reconstructed while the one on Calton Avenue will be retained as existing, and priority will be switched to Calton Avenue. Drainage works are also part of the scheme.
- 1.3. As Project Sponsor I have carefully considered the problems and recommendations in the Stage 3 Road Safety Audit Report and the Design Team's Road Safety Audit Response Report for each problem. As a result, I propose that the following Recommendations to Problems 3.1.1, 3.1.2 and 3.2.2 should not be implemented.
- 1.4. To determine the potential risks of not implementing this Recommendation, I have carried out a Risk Assessment in accordance with the principles contained in the DMRB Standard GD 04/12. This Risk Assessment is attached to this Exception Report.
- 1.5. Therefore, I have produced this Exception Report for consideration by the Project Director with the request that they sign the Exception Report and indicate their acceptance or rejection. If accepted and signed by the Director, the Exception Report will be copied and attached to every copy of the Stage 3 Road Safety Audit Report.

2. KEY PERSONNEL

2.1. Overseeing Organisation

Project Director – Matthew Hill

Project Sponsor – Richard Wells

2.2. Road Safety Audit Team

Road Safety Audit Team Leader – Andrew Coventry, Principal Road Safety Auditor, TfL

Road Safety Audit Team Member – Chris Gooch, Principal Road Safety Auditor, TfL

2.3. Design Organisation

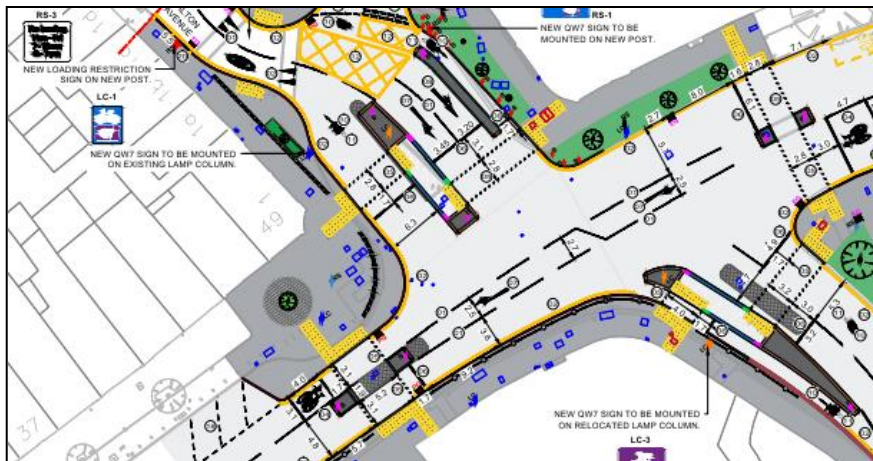
Design Team Leader – Hara Papadopoulou, Senior Engineer, CONWAY AECOM

3. EXCEPTION REPORT ON *PROBLEM 3.1.1* OF THE STAGE 3 ROAD SAFETY AUDIT

3.1. ROAD SAFETY AUDIT REPORT SECTION: PEDESTRIANS

3.2. PROBLEM

- Location: General to scheme, multiple locations
- Summary: Design of raised separator strip within the pedestrian islands may pose a trip hazard to pedestrians



- **RECOMMENDATION:** It is recommended that the island design is changed to remove the trip hazard. This may require raising the central pedestrian area and/or the provision of a physical deterrent such as pedestrian guardrail.
- **DESIGN TEAM RESPONSE – ROAD SAFETY AUDIT RESPONSE REPORT:**
Using 125mm upstand standard kerbs would not mitigate the trip hazard raised by the auditors. In addition, there is not sufficient width to install pedestrian guardrail and leave a reasonable capacity on the island for pedestrians, especially taking into account the high footfall in the area during school peak times. However, it is not an unusual layout, and it is expected that pedestrians would be familiar with this type of arrangement.
- **PROJECT SPONSOR'S STATEMENT:**
Audit comments noted and recommendation rejected. Designers comments accepted. Potential measures to further highlight the presence of these kerbs could be to paint them or to install information signs to warn pedestrians. No changes to the kerbs used on the two staggered islands at the junction are proposed

4. EXCEPTION REPORT ON *PROBLEM 3.1.2* OF THE STAGE 3 ROAD SAFETY AUDIT

4.1. ROAD SAFETY AUDIT REPORT SECTION: PARKING

4.2. PROBLEM

- Location: General to scheme, multiple locations
- Summary: Absence of Pedestrian Guard Rail (PGR) may expose a potentially unsafe desire line.



- RECOMMENDATION: It is recommended to provide measures to encourage pedestrians to utilise the staggered arrangement correctly. This may require the provision of PGR within the reverse staggered pedestrian islands.

• DESIGN TEAM RESPONSE – ROAD SAFETY AUDIT RESPONSE REPORT:

Pedestrians crossing Calton Avenue (southbound) will be deterred from crossing at any point other than the controlled crossing due to the presence of the grass verge and the timber bollards with chain arrangement at the opposite side.

Pedestrians crossing Turnery Road (northbound) will be encouraged to use the controlled crossing due to the presence of the pedestrian guardrail on the south western footway.

Taking into account the two aforementioned observations, it is considered unlikely that pedestrians will attempt to cross away from the designated crossing areas on the traffic islands.

• PROJECT SPONSOR'S STATEMENT:

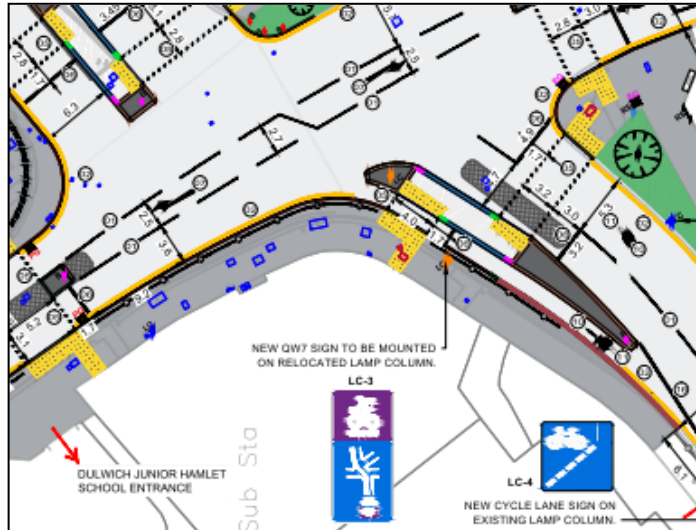
Audit comments noted and recommendation rejected. Designers' comments accepted. No changes the layout proposed

5. EXCEPTION REPORT ON *PROBLEM 3.2.2* OF THE STAGE 3 ROAD SAFETY AUDIT

5.1. ROAD SAFETY AUDIT REPORT SECTION: OUTSIDE THE TERMS OF REFERENCE

5.2. PROBLEM

- Location: Dulwich Village junction with Turney Road
- Summary: Kerb alignment may exacerbate a potential for side-swipe type conflicts.



- **RECOMMENDATION:** It is recommended that the kerb-line is modified to remove the pinch point and allow a smoother merge for westbound road users.
- **DESIGN TEAM RESPONSE – ROAD SAFETY AUDIT RESPONSE REPORT:**

The kerb-line and traffic island on the western side of the junction provide a clear alignment for northbound vehicles on Dulwich Village. In addition, this approach narrows down gradually allowing for a smooth merge for motorists.

Following resurfacing two additional cycle logo markings were installed at the merge point to further draw motorists' attention to cyclists in the area.
- **PROJECT SPONSOR'S STATEMENT:**

Audit comments rejected and recommendation rejected. Designers' comments accepted.
No further changes to the layout proposed

This Exception Report is presented to the Project Director for the final decision by Richard Wells
(Project Sponsor)

Signature:



Date: 13 August 2018

PROJECT DIRECTOR'S COMMENTS AND FINAL DECISION

This Exception Report is accepted by:

Matt Hill - Project Director / Head of Highways

Signature

Date.....15 August 2018.....