

Planning and Rights of Way Panel (EAST)

ADDITIONAL DOCUMENTS

Tuesday, 12th April, 2016
at 6.00 pm

Contacts

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ADDITIONAL DOCUMENTS

9 PLANNING APPLICATION - 15/02461/FUL - UNIVERSITY OF SOUTHAMPTON, SALISBURY ROAD (Pages 1 - 20)

- COMBINED STAGE 1 AND 2 ROAD SAFETY AUDIT - PROPOSED PUBLIC REALM SCHEME - SALISBURY ROAD
- COMBINED STAGE 1 AND 2 ROAD SAFETY AUDIT DESIGNERS' RESPONSE
- UNIVERSITY OF SOUTHAMPTON BUS INTERCHANGE SCHEME 2010
- MEETING NOTES

SERVICE DIRECTOR, LEGAL AND GOVERNANCE



**COMBINED STAGE 1 AND 2 ROAD SAFETY AUDIT
PROPOSED PUBLIC REALM SCHEME
SALISBURY ROAD
UNIVERSITY OF SOUTHAMPTON**

RAMBOLL

FINAL

February 2016

Project Title: COMBINED STAGE 1 AND 2 ROAD SAFETY AUDIT SALISBURY ROAD, UNIVERSITY OF SOUTHAMPTON

Client: RAMBOLL

This document has been issued and amended as follows:

Rev	Issue	Prepared by	Reviewed by	Approved by	Date
1.0	Draft	I Medd	M Chamberlain	T Jakeman	12/02/16
1.0	Final	I Medd	M Chamberlain	T Jakeman	12/02/16



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1 INTRODUCTION

1.1 Scheme Description

This report results from a Combined Stage 1 and 2 Road Safety Audit carried out on a proposed public realm scheme on Salisbury Road, University of Southampton. The scheme is proposed as part of a proposed new teaching and learning centre and includes surfacing improvements, landscaping and traffic calming features as well as alterations to vehicle accesses.

This Audit has been carried out on the instruction of Ramboll.

The Audit Team membership was as follows: -

- ❑ Team Leader: Matt Chamberlain BSc (Hons) MCIHT MSoRSA HA RSA CERT COMP
- ❑ Team Member: Ian Medd MCHIT FSoRSA

This report is presented based upon the checklist contained in **Annex A** and **B** of **DMRB HD19/15**.

The team has examined and reported only on the road safety implications of the detailed design and has not examined or verified the compliance of the layout to any other criteria, in accordance with HD 19/15.

The Audit was conducted at the office of IMC Worldwide and a visit to the site was made on Thursday 11th November 2015 between 10.30 and 11.30 hours when the weather was fine and the road surface was dry.

Traffic conditions were moderate at the time of the site visit with considerable pedestrian movements.

No collision or speed/traffic data has been provided to the Audit Team.

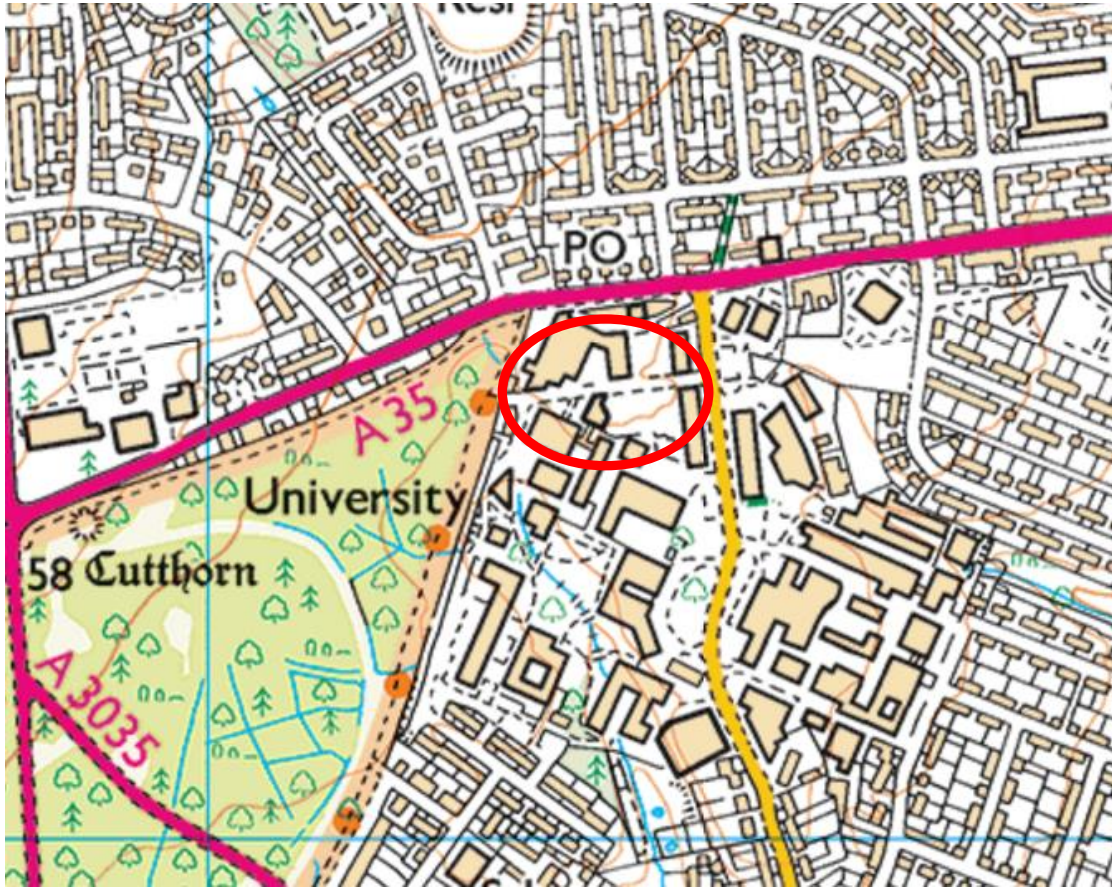
No Departures from Standard have been submitted to the Audit Team.

1.2 Approach

The following drawings were submitted to the Audit Team for review:

- LD-PLN-001 – G – Illustrative Landscape Masterplan

1.3 Scheme Location



2 PROBLEMS RAISED AT PREVIOUS ROAD SAFETY AUDITS

The Audit Team are not aware of any previous Road Safety Audits carried out on these proposals.

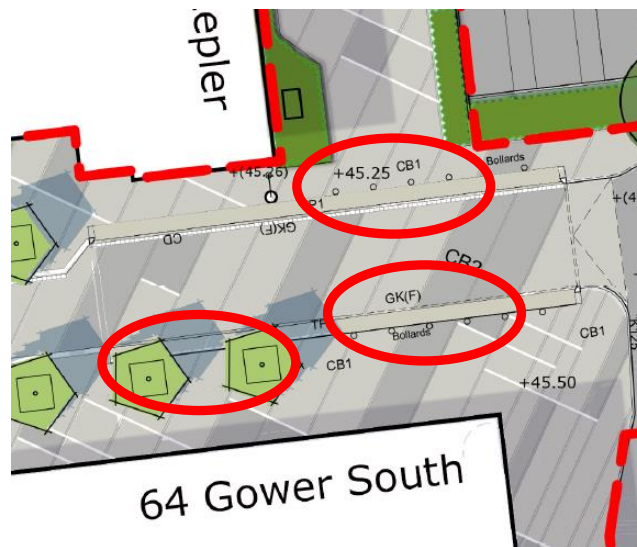
3 PROBLEMS RAISED AT THIS COMBINED STAGE 1 AND 2 ROAD SAFETY AUDIT

3.1 PROBLEM

Location: Proposed flush pedestrian crossing on Salisbury Road

Summary: Bollards and street trees could be hazardous to the visually impaired

Bollards are proposed along the north and south side of the crossing point with the likely intention of deterring vehicles obstructing the footway. These bollards could be hazardous to visually impaired pedestrians using the crossing as they may not be aware of their presence. The street trees at the western end, although not on the main desire line, may also form a hazard.



Recommendation: Rationalise the number of the number of bollards to ensure the main desire line remains clear of obstructions. Shorten the length of tactile paving so that it extends as far as the first street tree on the south side of the crossing. A short depth of corduroy warning paving could be provided on the kerb line of the remainder of the flush section on the north and south side to warn the visually impaired of the presence of the carriageway.

Any tactile paving used should where possible, have a colour contrast with the surrounding materials.

3.2 PROBLEM

Location: Access just east of 64 Gower South

Summary: Lack of tactile paving could cause confusion for the visually impaired

An existing egress is the just to the west of the proposed Gower South Building. This access currently has tactile paving across the bell mouth. The proposed drawings show no tactile paving on the west side of the access. The visually impaired may have difficulty negotiating this access and could be guided into the carriageway were conflict with vehicles is more likely.



Recommendation: Provide appropriate tactile paving across this access. Any tactile paving used should where possible, have a colour contrast with the surrounding materials.

4 AUDIT TEAM STATEMENT

I certify that this audit has been carried out in accordance with HD 19/15.

Audit Team Leader

Name: Matt Chamberlain

Signed: 

Dated: 12/02/2016

Audit Team Member

Name: Ian Medd

Signed: 

Appendix A: Audit Key Plan



Appendix B: Designer's Response



Auditors: Matt Chamberlain (Team Leader) and Ian Medd (Team Member). Date Audit Completed: 12th February 2016

Scheme: COMBINED STAGE 1 AND 2 RSA SALISBURY ROAD UNIVERSITY OF SOUTHAMPTON

This response is to a Stage 2 Road Safety Audit carried out to DMRB HD19/15.

Problem No.	Problem Accepted (Yes/No)	Recommended Measure Accepted (Yes/No)	Alternative Measure Description
3.1			
3.2			

Engineer's Statement:

COMBINED STAGE 1 AND 2 RSA SALISBURY ROAD UNIVERSITY OF SOUTHAMPTON

I certify that I have considered the item raised in this Combined Stage 1 and 2 Road Safety Audit Report and I am content to accept all of its recommendations except for the ones listed above. I have stated my reasons for not accepting them and I seek the Chief Engineer's endorsement of my proposals.

Engineer Signed..... Date.....

Chief Engineer Signed..... Date.....



COMBINED STAGE 1 AND 2 ROAD SAFETY AUDIT DESIGNERS' RESPONSE

Auditors: Matt Chamberlain (Team Leader) and Ian Medd (Team Member) on behalf of IMC Worldwide.

Scheme: Salisbury Road, University of Southampton

Problem No.	Problem Accepted (Yes/No)	Recommended Measure Accepted (Yes/No)	Description of Proposed Alternative Measures
3.1 Proposed Bollards at Pedestrian Crossing on Salisbury Road	Yes	Yes	<p>It is considered necessary to include bollards in the scheme to restrict access and parking of vehicles in pedestrian only areas. Bollards are currently proposed to be installed at 2000mm centres which will deter, but not prevent vehicle access (based on an average car width of 1800mm). 2000mm is considered the maximum width acceptable for the spacing of bollards on this basis, and the prevention of risk, posed by vehicles accessing pedestrian zones, is the principal consideration.</p> <p>The length of the tactile paving will be reduced to an approximate length of 15m to align with the desire line of pedestrians crossing. Beyond this extent a 50mm upstand kerb will be used to delineate the edge of the shared zone.</p> <p>Tactile pavers will be specified in a colour that contrasts with the surrounding materials.</p>
3.2 Access East of Building 64 Gower South	Yes	Yes	<p>Tactile paving will be provided, as existing, at crossing point across bus exit route to assist visually impaired pedestrians.</p>

Engineer's Statement

I certify that I have considered the items raised on this combined Stage 1 and 2 Road Safety Audit and I am content to accept all of its recommendations except for the ones listed above. I have stated my reasons for not accepting them and I seek the Chief Engineers' endorsement of my proposals.

Engineer

Signed:

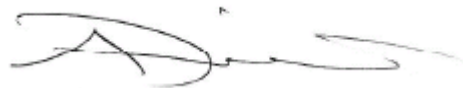
Date: 17.02.16



Chief Engineer

Signed:

Date: 17.02.16



Agenda Item 9

Appendix 3

University of Southampton Bus Interchange scheme 2010

Before



After



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Meeting title: Salisbury Road Planning Application

Date: Wednesday 6 April 2016

Time: 17:30-19:00

Location: Glen Eyre Hall, University of Southampton

Attendees	
For the University	Christopher Pattison, Turnberry Planning Ltd Stuart Divall, Ramboll Karen Baroni, Programme Management Unit Manager Adam Tewkesbuy, Transport Manager Gemma Court, Communications
For Southampton Cycling Campaign	Tina Davis Peter Davis Lindsay Bleumel
For SCAPPS	Graham Linecar

Key points of discussion

Three areas of concern were raised:

1. Loss of public right of access along the length of Salisbury Road
2. Safety of the design, particularly the suggestion of a 'pinch points'/'chicane'
3. The appropriateness of the presentation and access to the common at the end of Salisbury Road

All agreed that the intent to prioritise Cyclists and Pedestrians over motor vehicles was a positive approach for Salisbury Road.

1. The University's objective is not to limit or impede access for cyclists, but rather to prioritise use of Salisbury Road for cyclists and pedestrians to increase safety and make it a more enjoyable space for these users.

The proposed S106 Agreement relating to permissive access reflects the University's commitment to maintain unfettered access for pedestrians and cyclists along Salisbury Road should it be de-adopted – the safeguards are above and beyond those for a standard permissive route and the University is happy to explore the status options available to maintain current access rights for cyclists and pedestrians under de-adoption.

2. The proposed design for Salisbury Road has been developed in accordance with shared space and cycle infrastructure guidance published by the Department for Transport that incorporates extensive research into both operational and user behaviour analysis, with a specific focus on safety. Furthermore, a robust safety audit by an independent contractor has been employed alongside this design development – this is a four-stage audit with the final two stages due to be carried out following completion of design and subsequently one year after implementation.

The particulars of landscaping design are subject to refinement and the University is happy to confer with groups prior to finalising these details as appropriate.

3. SCAPPS confirmed that they were content that works concerning the end of Salisbury Road and the boundary with Southampton Common will be addressed via the additional Section 106 clause added by the Panel on Tuesday 1 March. This will assist with resolving the connection between the current University planning application for Salisbury Road and the City Councils application for improvements to Lovers Walk. The University's own detailed proposals for the detailed design of Salisbury Road will need development in conjunction with the City Council – this includes looking again at the siting of the trees currently shown at the common end of the current Salisbury Road proposals.

The University is already participating in discussions with the City Council in relation to schemes proposed outside of the University estate including the application to widen Lovers Walk and the emerging plans to the improvement to the Burgess Road entrance to Southampton Common.

The University supports the desires of Southampton Cycling Campaign to increase safety across the city's cycle network. The University will call on the City Council to improve safety at the Avenue underpass and the Burgess Road/Glen Eyre Road junction cycle infrastructure.