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24th November 2020

Corey Russell

Transport Planning Practice Ltd
70 Cowcross Street,
London
EC1M 6EL

Dear Corey,

Re: Road Safety Assessment for Panda House, 628–634 Commercial Road - London Borough of Tower Hamlets

We write in relation to a road safety assessment that we have undertaken for the proposed disabled car parking space associated with the for the redevelopment proposals for Panda House, 628–634 Commercial Road, London Borough of Tower Hamlets. The proposals seek to provide an off-street disabled car parking space for the mobility impaired resident of development. The proposed off-street disabled parking bay is located within the development at the eastern extent of Mill Place as shown in **Figure 1** below:

Figure 1: Proposed Layout of Disabled Car Parking Bay



The proposed development is bounded by Commercial Road to the north, Island Road to the east and Mill Place to the west and south. Mill Place operates as a one-way street in a southbound and eastbound direction and Island Row (north of Mill Place junction) operates as one-way road in a northbound direction. Island Row meets Mill Place at a priority junction where Mill Place is the major arm. Both Mill Place and Island Row are located within a controlled parking zone with designated on-street parking bays. The carriageway is lit with pedestrian footways located either side of the carriageway, the roads are subject to 20mph speed limit.

The Personal Injury Collision (PIC) data obtained from the Crashmap UK (www.crashmap.co.uk) website for the three-year period up to December 2019 indicates that one collision was recorded along Mill Place in 2017 which involved two vehicles and resulted in a slight injury.

The proposed layout seeks to provide a perpendicular disabled parking bay at the south-western extent of the development. The proposed layout of the disabled car parking bay and the associated vehicle track plots confirm that a large vehicle accessing the disabled car parking bay will reverse into the disabled bay and exit in a forward gear.

An independent review of the road safety for all road users has been undertaken by an experienced road safety auditor/engineer specialising in Road Safety Audits and Safety Engineering within the public and private sector. The extensive experience in accident investigation and design/implementation of accident remedial schemes including research and training accords with industry standards. The road safety assessment has been undertaken in accordance with the relevant sections of GG-119, part of the Design Manual for Roads & Bridges (DMRB).

The proposed layout and the location of the disabled car parking bay, albeit unorthodox does not raise any road safety issues. It should be noted that vehicle speeds along Mill Place and Island Row are low by virtue of 20mph speed limit and supported by the horizontal alignment of the local highway. In addition Island Row (southern section) forms the minor arm resulting in vehicles waiting at the give way markings on Island Row, consequently vehicles reversing into the disabled car parking bay will be able to undertake the manoeuvre ensuring that other vehicles using the highway are fully aware of the manoeuvre.

The proposed disabled car parking bay has been set back from the footway and as a result a vehicle exiting the disabled parking bay will have clear visibility to pedestrians walking along the footway. We would however, advocate that users of the resident disabled car parking bay are advised to reverse into the parking space in line with advice in the Highway Code since this is safer than reversing from the bays into the highway with appropriate signage to inform users of the disabled car parking bay of the manoeuvres to undertake.

We trust that this letter and independent road safety assessment provides the confirmation that the proposed layout of the disabled car parking space do not raise any road safety issues, if you require further information then please contact me.

Yours sincerely



Vimal Patel,
BEng (Hons), GMICE, FIHE, HE Cert Comp, Reg RSA (IHE)

Enc:

TPP Drawing Number: 31143/AC/005 - Swept path analysis of large car accessing disabled parking bay; and
CREATE Design & Architecture Drawing Number: 189-CDA-A -00-DR-A-05-0100 – Ground Floor Plan.