

Cycle Future Route 5 - Victoria Park

Feasibility Design

Stage 1 Road Safety Audit

Ref: 3288.05.01.01/005/A1205/TLRN

Prepared for:

TfL Strategy & Network Development (S&ND)

By:

Road Safety Audit

TfL Engineering Services - Highways Engineering Team

Prepared by: [REDACTED], Audit Team Leader

Checked by: [REDACTED], Audit Team Member

Approved by: [REDACTED]

Version	Status	Date
A	Audit report issued to Client	09/04/2019

1.0 INTRODUCTION

1.1 Commission

- 1.1.1 This report results from a Stage 1 Road Safety Audit carried out on the Cycle Future Route 5 - Victoria Park, feasibility design proposals.
- 1.1.2 The Audit was undertaken by TfL Road Safety Audit in accordance with the Audit Brief issued by the Client Organisation on 13th March 2019. It took place at the Palestra offices of TfL on 3rd April 2019 and comprised an examination of the documents provided as listed in Appendix A, plus a visit to the site of the proposed scheme.
- 1.1.3 The visit to the site of the proposed scheme was made on 3rd April 2019. During the site visit the weather was overcast and the existing road surface was dry.

1.2 Terms of Reference

- 1.2.1 The Terms of Reference of this Audit are as described in TfL Procedure SQA-0170 dated May 2014. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and how it impacts on all road users and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a design standard without touching on technical audit. An absence of comment relating to specific road users / modes in Section 3 of this report does not imply that they have not been considered; instead the Audit Team feels they are not adversely affected by the proposed changes.
- 1.2.2 This Safety Audit is not intended to identify pre-existing hazards which remain unchanged due to the proposals; hence they will not be raised in Section 3 of this report as they fall outside the remit of Road Safety Audit in general as specified in the procedure SQA-0170 dated May 2014. Safety issues identified during the Audit and site visit that are considered to be outside the Terms of Reference, but which the Audit Team wishes to draw to the attention of the Client Organisation, are set out in Section 4 of this report.
- 1.2.3 Nothing in this Audit should be regarded as a direct instruction to include or remove a measure from within the scheme. Responsibility for designing the scheme lies with the Designer and as such the Audit Team accepts no design responsibility for any changes made to the scheme as a result of this Audit.
- 1.2.4 In accordance with TfL Procedure SQA-0170 dated May 2014, this Audit has a maximum shelf life of 2 years. If the scheme does not progress to the next stage in its development within this period, then the scheme should be re-audited.
- 1.2.5 Unless general to the scheme, all comments and recommendations are referenced to the detailed design drawings and the locations have been indicated on the plan located in Appendix B.
- 1.2.6 It is the responsibility of the Design Organisation to complete the Designer's response section of this Audit report. Where applicable and necessary it is the responsibility of the Client Organisation to complete the Client comment section of this Audit report. Signatures from both the Design Organisation and Client Organisation must be added within Section 5 of this Audit report. A copy of which must be returned to the Audit Team.

1.3 Main Parties to the Audit

1.3.1 Client Organisation

Client contact details: [REDACTED] – TfL S&ND

1.3.2 Design Organisation

Design contact details: [REDACTED] TfL Engineering

1.3.3 Audit Team

Audit Team Leader: [REDACTED] – TfL Road Safety Audit

Audit Team Member: [REDACTED] TfL Road Safety Audit

Audit Team Observer: None present

1.3.4 Other Specialist Advisors

Specialist Advisor Details: None present

1.4 Purpose of the Scheme

1.4.1 The purpose of the scheme is:

A signage design for a 7am-7pm bus and cycle only restriction within Victoria Park as part of Cycle Future Route 5*.

*Taken directly from the Audit Brief.

1.5 Special Considerations

1.5.1 The Audit Team has no special considerations to raise.

2.0 ITEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS

The Audit Team is not aware of any other Audits having been carried out on the proposals.

3.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

This section should be read in conjunction with Paragraphs 1.2.1, 1.2.2 and 1.2.3 of this report.

The Audit Team has not identified any features of the scheme that could be removed or modified in order to improve the road safety of the measures.

End of list of problems identified and recommendations offered in this Stage 1 Road Safety Audit

4.0 ISSUES IDENTIFIED DURING THE STAGE 1 ROAD SAFETY AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

Safety issues identified during the audit and site inspection that are considered to be outside the Terms of Reference, but which the Audit Team wishes to draw to the attention of the Client Organisation, are set out in this section. It is to be understood that, in raising these issues, the Audit Team in no way warrants that a full review of the highway environment has been undertaken beyond that necessary to undertake the Audit as commissioned.

4.1 ISSUE

Location: 1 – Grove Road / Old Ford Road roundabout, advanced directional signing.

Reason considered to be outside the Terms of Reference: Item for consideration rather than a defined road safety concern.

There is existing map type advanced direction signing on the Gore Road northbound approach to the junction and the Old Ford Road eastbound approach to the junction to inform road users of the weight restrictions on Old Ford Road. It is recommended that advance signing is provided to inform road users of the restricted access through Victoria Park ahead.

Design Organisation Response	Accepted
We are aware of this and plan to address this signage on three approaches to the roundabout at concept design.	
Client Organisation Comments	
The client acknowledges the issue raised regarding the advanced directional signage and agrees with the designs intention to review and update the signage during the next design iteration.	

5.0 SIGNATURES AND SIGN-OFF

5.1 AUDIT TEAM STATEMENT

We certify that we have examined the drawings and documents listed in Appendix A. to this Safety Audit report. The Road Safety Audit has been carried out in accordance with TfL Procedure SQA-0170 dated May 2014, with the sole purpose of identifying any feature that could be removed or modified in order to improve the safety of the measures. The problems identified have been noted in this report together with associated suggestions for safety improvements that we recommend should be studied for implementation.

No one on the Audit Team has been involved with the design of the measures.

AUDIT TEAM LEADER:

Name:

[REDACTED]

Signed:

[REDACTED]

BSc. (Hons), CMILT, MCIHT, MSoRSA

Date: 09/04/2019

Organisation: Transport for London, Road Safety Audit
Engineering Services, Highways Engineering Team

Address:

[REDACTED]

Contact:

[REDACTED]

AUDIT TEAM MEMBER:

Name:

[REDACTED]

Signed:

[REDACTED]

BSc (Hons), MCIHT, MSoRSA

Date: 09/04/2019

Organisation: Transport for London, Road Safety Audit
Engineering Services, Highways Engineering Team

Address:

[REDACTED]

Contact:

[REDACTED]

5.2 DESIGN TEAM STATEMENT

In accordance with SQA-0170 dated May 2014, I certify that I have reviewed the items raised in this Stage 1 Safety Audit report. I have given due consideration to each issue raised and have stated my proposed course of action for each in this report. I seek the Client Organisation's endorsement of my proposals.

Name: [REDACTED]

Position: Traffic Design Engineer

Organisation: TfL

Signed: [REDACTED]

Dated: 10/4/19

5.3 CLIENT ORGANISATION STATEMENT

Name: [REDACTED]

Position: Principal Sponsor

Organisation: TfL

Signed: [REDACTED]

Dated: 10/4/19

5.4 SECONDARY CLIENT ORGANISATION STATEMENT (where appropriate)

Name:

Position:

Organisation:

Signed:

Dated:

APPENDIX A

Documents Forming the Audit Brief

DRAWING NUMBER

ST-PJ623C-TDE-FEA-05-SK-01-
VICTORIA PARK-001 Rev. P00.1

DRAWING TITLE

Feasibility Design - Signage

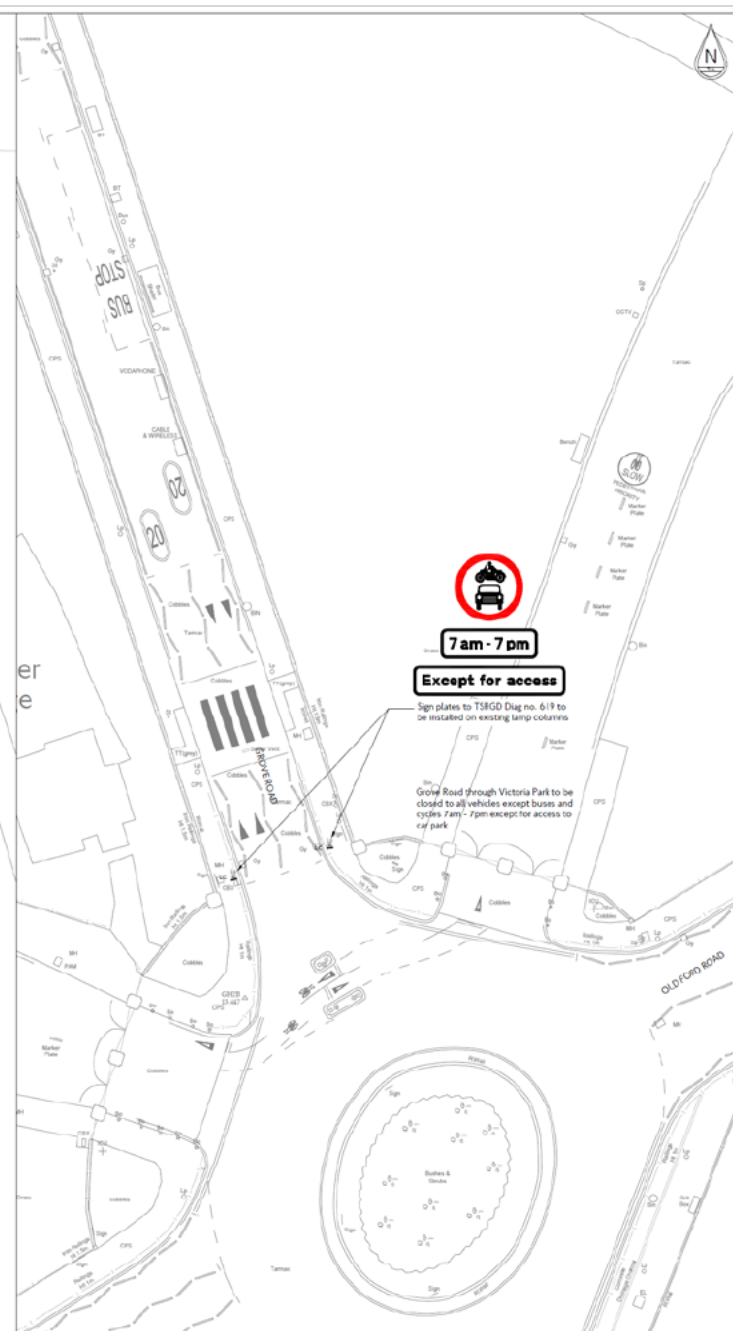
DOCUMENTS

- ☒ Safety Audit Brief
- ☐ Site Location Plan
- ☐ Traffic signal details
- ☐ TfL signal safety checklist
- ☐ Departures from standard
- ☐ Previous Road Safety Audits
- ☐ Previous Designer Responses
- ☐ Collision data
- ☐ Collision plot
- ☐ Traffic flow / modelling data
- ☐ Pedestrian flow / modelling data
- ☐ Speed survey data
- ☐ Other documents

DETAILS (where appropriate)

APPENDIX B

Problem Locations



Sign Reference	S70-20
Height	600mm
Width	600mm
Area	3.28 m ²
Material	Glass RA2 (12899-1:2007)
Mount Height	7300

										Registered company T.H. Engineering		Traffic Design Engineering	
												Patents 231000000 LONDON SE18 4J	
rise	down	details					dim	size	ratio				
through													
scheme													
CYCLE FUTURE ROUTE 5 VICTORIA PARK GROVE ROAD FEASIBILITY DESIGN - SIGNAGE													
ST P.623C- TDE- FEA- 05- SK- 01 VICTORIA PARK													