

# A205 Thurlow Park Road / Rosendale Road Cycle Network Development Proposals

Stage 1 Road Safety Audit

Ref: 4176/009/A205/TLRN/2023

Prepared for:  
**TfL Project and Programme Delivery**

By:  
**Road Safety Audit  
TfL Engineering – Roads, Streets and Places (RS&P)**

Prepared by: Christina George, Audit Team Leader

Checked by: Nico Bentall, Audit Team Member

Approved by: Rob Cycles

Version	Status	Date
A	Audit report issued to Client	16/06/2023



## **1.0 INTRODUCTION**

### **1.1 Commission**

- 1.1.1 This report results from a Stage 1 Road Safety Audit carried out on the A205 Thurlow Park Road/Rosendale Road Cycleways Network Development Programme Proposals.
- 1.1.2 The Audit was undertaken by TfL Road Safety Audit in accordance with the Audit Brief issued via Workbank on 24 May 2023. It took place at the Palestra offices of TfL on 26 May 2023 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 by the audit team together on Thursday 26 May 2023 between the hours of 10:30 and 11:30. During the site visit the weather was sunny 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: James O'Keefe – TfL IDP, Programme Sponsorship

#### 1.3.2 Design Organisation

Design contact details: Fergus Hafter – TfL Engineering

#### 1.3.3 Audit Team

Audit Team Leader: Christina George – TfL Road Safety Audit

Audit Team Member: Nico Bentall – TfL Road Safety Audit

### **1.4 Purpose of the Scheme**

- 1.4.1 The design for the A205 Thurlow Park Road/Rosendale Road junction is part of the CND programme – the scheme proposes a two-way cycle route along Rosendale Road (Both Arms) with early release cycle signals, ahead only for southbound general traffic on Rosendale Road (North), No left turn for cyclists at Rosendale Road (South) with cyclists travelling westbound to be signed via Eastmearn Road & Dalmore Road. Cycleways Network Development Programme Proposals. \*

\* Taken directly from Workbank

### **1.5 Special Considerations**

- 1.5.1 The scope of this Audit is solely within the extent of the TLRN. The Audit Team understands that there is a separate Sustrans design on the local borough network to the south and north on Rosendale Road. Whilst the Audit Team have not been provided with details of the borough scheme, it is assumed that the works will be concurrent. Failure to co-ordinate the implementation of the two schemes may result in safety problems arising at the interface between the TLRN and borough network. For example, immediately beyond the southern extent of this audit scope, there is on street parking and speed cushions which would present a hazard to users of the cycle facilities proposed in this scheme.

## **2.0 ITEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS**

The Audit Team is not aware of any previous audits carried out on the scheme 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.

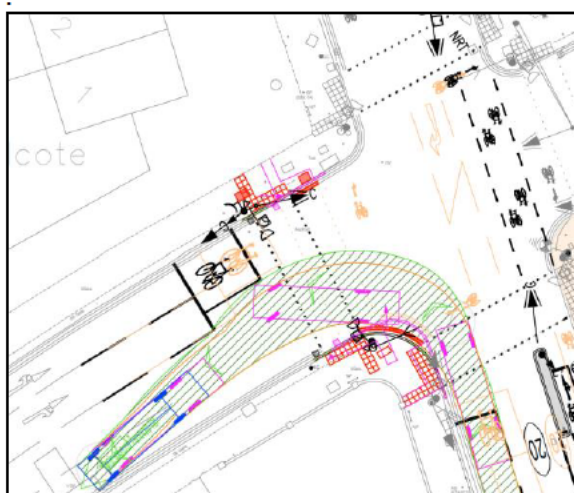
#### 3.1 CYCLISTS

##### 3.1.1 PROBLEM

**Location:** A –Thurlow Park Road- Eastbound junction Approach.

**Summary:** Risk of vehicle / road user collision due to Pantechicon vehicle turning left out of Rosendale Road (south Arm) passing close to eastbound junction approach.

The drawing indicates that the swept path of a Pantechicon vehicle would pass close to the ASL and vehicle stopline on the eastbound junction approach. Marginal lateral clearance between cyclists in the ASL and vehicles (especially larger vehicles) at the stopline to vehicles turning left creates the potential risk of road users being struck by a large turning vehicle. Cyclists and motorists waiting at the eastbound stoplines may not expect a vehicle to pass close by to complete its manoeuvre.



#### RECOMMENDATION

Ensure all anticipated vehicle types can complete this left turning manoeuvre without over-running the eastbound ASL and vehicle stopline.

Design Organisation Response	Accepted
The design did not require any revisions and the vehicle tracking for a Pantechicon vehicle at 5mph was carried out for a second time, showing that the left turning manoeuvre does not over run the eastbound ASL or the vehicle stop line.	
Client Organisation Comments	
Noted.	

### 3.1.2 PROBLEM

**Location:** B – Thurlow Park Road- Westbound junction Approach.

**Summary:** Risk of westbound cyclists joining the shared use area at unsafe locations.

The route westbound cyclists on Thurlow Park Road will use to join the shared use area is unclear. There is concern that westbound cyclists will either use the flush kerbs of the pedestrian crossing at the junction at risk of conflict with pedestrians or may 'bump up' the full height kerbs at risk of becoming destabilized and falling into the carriageway.

### RECOMMENDATION

Provide a defined access point for westbound cyclists to ensure they can enter the shared use area safely.

Design Organisation Response	Accepted
The proposed design has been revised to propose an area of dropped kerb and road marking (diag 1057) adjacent to the westbound traffic lane to provide a defined access point for cyclists to safely enter the shared use area.	
Client Organisation Comments	
Noted	

---

### 3.2 PEDESTRIANS

#### 3.2.1 PROBLEM

**Location:** C –Thurlow Park Road (West Arm) – South side of Crossing.

**Summary:** Risk of pedestrian/vehicle collisions due to restricted intervisibility between pedestrians on south side of crossing and vehicles.

It is proposed to reposition the crossing over Thurlow Park Road (West Arm) further west. The intervisibility between pedestrians, waiting on the south side of the crossing to vehicles turning left out of Rosendale Road (South Arm) may be restricted by the existing hedging on the south-west corner of the junction (#102 Thurlow Park Road). Whilst the Audit Team acknowledges that this is a controlled crossing, there is a risk of pedestrians making the decision to cross outside the pedestrian signal phase and stepping into the carriageway when it is unsafe to do, at risk of conflict with passing vehicles.



#### RECOMMENDATION

It is recommended that adequate inter-visibility between pedestrians and vehicles is provided at this crossing point. The removal or reduction of the third-party boundary hedging may be required.

Design Organisation Response	Partially Accepted
<p>Relocating the crossing may remove it from the pedestrian desire line, however it is accepted that the third-party boundary hedging should be reduced significantly to create adequate inter-visibility. Earlier images were looked at via Google Maps and it has been noted that the hedging prior to this year was significantly shorter in height and cut back.</p> <p>The proposed kerb cutback in the SW corner requires the crossing to be relocated, so that sufficient space can be found to implement the signal poles.</p>	
Client Organisation Comments	

**A205 Thurlow Park Road/Rosendale Road – Cycle Network Development Programme**  
Stage 1 Road Safety Audit Report

---

This issue has been addressed. The Sponsor visited the premises which is occupied by a dental surgery on 15<sup>th</sup> February 2024. The hedging has now been cut back as shown in the attached photographs.







---

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

---

## 4.0 ISSUES IDENTIFIED DURING THE STAGE 2 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 – Rosendale Road (South Arm) – Removal of bus right turn.

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

The existing permitted right turn movement for buses out of Rosendale Road (South Arm) is to be removed within the scheme proposals. As a result, any existing bus routes will need to be re-routed to turn at another junction that may not be signal controlled. It is recommended that a review of the route(s) buses will be taking is carried out to ensure that they are able to turn right safely.

Design Organisation Response	Rejected
TfL buses will be consulted on the scheme proposals prior to completion of Concept Design to ensure they are aware of the proposed right turn ban.	
Current bus routes have been checked via Surface playbook and TfL.gov.uk and there are no bus routes that utilise the right turn at Rosendale Road (southern arm)..	
Client Organisation Comments	
This issue has been taken up with the South Team of Road Space Management who advise that whilst there is no bus route using this junction the exemption is there for resilience purposes. There has been in the past limited use of the junction for a bus service the last being a Saturday only shoppers route the P15 which ceased operating in 2004.	

---

### 4.2 ISSUE

**Location:** 2 – Rosendale Road (North Arm) – Removal of permitted turns.

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

At present vehicles are able to turn left and right onto the A205. Given the relatively high turning movements observed during the site visit, the Audit Team is concerned that diversion routes may not be appropriate for increased volumes or potentially large vehicles. For example, north to west right turners may use Lovelace Road which is relatively narrow and residential with an uncontrolled priority junction onto the A205. It is recommended that the alternative routes are given careful consideration and warning provided far enough in advance on the approach to enable drivers to take appropriate alternative directions.

<b>Design Organisation Response</b>	<b>Rejected</b>
<p>Traffic counts show that in the AM peak there are 27 vehicles turning left and 72 turning right. In the PM peak there are 30 vehicles turning left and 205 turning right. These figures highlight that there are very few vehicles carrying out these movements.</p> <p>NPD have also been provided with the traffic counts to ensure the impact on the network from these proposed changes are manageable. Engagement has also been ongoing with LB Lambeth, including the banned turns and their potential impact on the wider network. Engagement will continue with LB Lambeth to identify possible further mitigation, including recommendations of advanced warning signage if required.</p>	
<b>Client Organisation Comments</b>	
<p>This matter has been discussed with the London Borough of Lambeth by the Sponsor. The risk is that traffic wishing to turn right at the junction southbound will be displaced onto Lovelace Road on borough highway which is unsuitable. It is the intention of Lambeth to implement a modal filter on Lovelace Road using an experimental traffic order.</p>	

### 4.3 ISSUE

**Location:** 3 – Rosendale Road (South Arm) – Proximity of the Traffic signal from carriageway.

**Reason considered to be outside the Terms of Reference:** Item for consideration rather than a defined road safety problem at this stage.

It is not clear what the offset between the proposed traffic signal on the 1.0m traffic island from the southbound vehicle lane will be. There is concern that if sufficient offset is not provided between the proposed edge of carriageway and the traffic signal, this increases the risk of it being struck by passing vehicles. It is recommended that lateral clearance of the traffic signal from the edge of the carriageway meets the required minimum standard.

Design Organisation Response	Accepted
The proposed design has been revised to ensure the risk of the traffic signal being struck by passing vehicles is reduced. A new signal design for the scheme has been completed which confirms there is sufficient offset (0.5m) to the edge of the carriageway.	
Client Organisation Comments	
This is noted.	

---

## **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: Christina George  
BSc. (Hons), MCIHT, MSoRSA  
National Highways C of C.

Signed: 

Date: 16/06/23

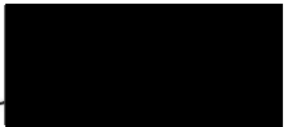
Organisation: Transport for London, Road Safety Audit  
Engineering – Roads, Streets and Places

Address: 3<sup>rd</sup> Floor Palestra, 197 Blackfriars Road, London, SE1 8NJ

Contact: 

#### **AUDIT TEAM MEMBER:**


Name: Nico Bentall  
BA (Hons), MCIHT, MSoRSA  
National Highways C of C.

Signed: 

Date: 16/06/2023

Organisation: Transport for London, Road Safety Audit  
Engineering – Roads, Streets and Places

Address: 3<sup>rd</sup> Floor Palestra, 197 Blackfriars Road, London, SE1 8NJ

Contact: 

## **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 2 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: Fergus Hafter**

**Position: Senior Engineer**

**Organisation: TfL Engineering Highways & Traffic**

**Signed** 

**Dated: 2<sup>nd</sup> January /2024**

## **5.3 CLIENT ORGANISATION STATEMENT**

I accept these proposals by the Design Organisation.

**Name: Katherine Abraham**

**Position: Sponsor**

**Organisation: IDP-Programme Sponsorship.**

**Signed:** 

**Dated: 19 February 2024**

**SECONDARY CLIENT ORGANISATION STATEMENT (where appropriate)**  
I accept these proposals by the Design Organisation.

**Name:**

**Position:**

**Organisation:**

**Signed:**

**Dated:**

## APPENDIX A

### Documents Forming the Audit Brief

#### DRAWING NUMBER

3006272-RSM-PRD-09-DR-TE-01-0001 Rev P00.1  
3006272-RSM-PRD-09-DR-TE-01-0001 Rev P00.5

#### DRAWING TITLE

Cycleways A205 Thurlow Park Rd / Rosendale Rd  
Concept Design  
Cycleways A205 Thurlow Park Rd / Rosendale Rd  
Swept Path Analysis

#### 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)

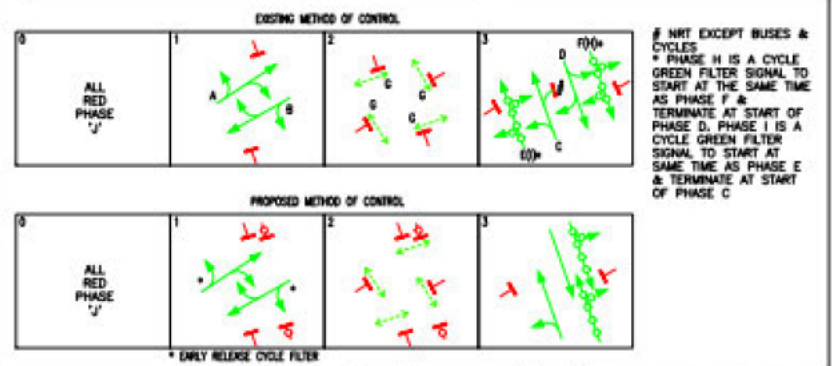
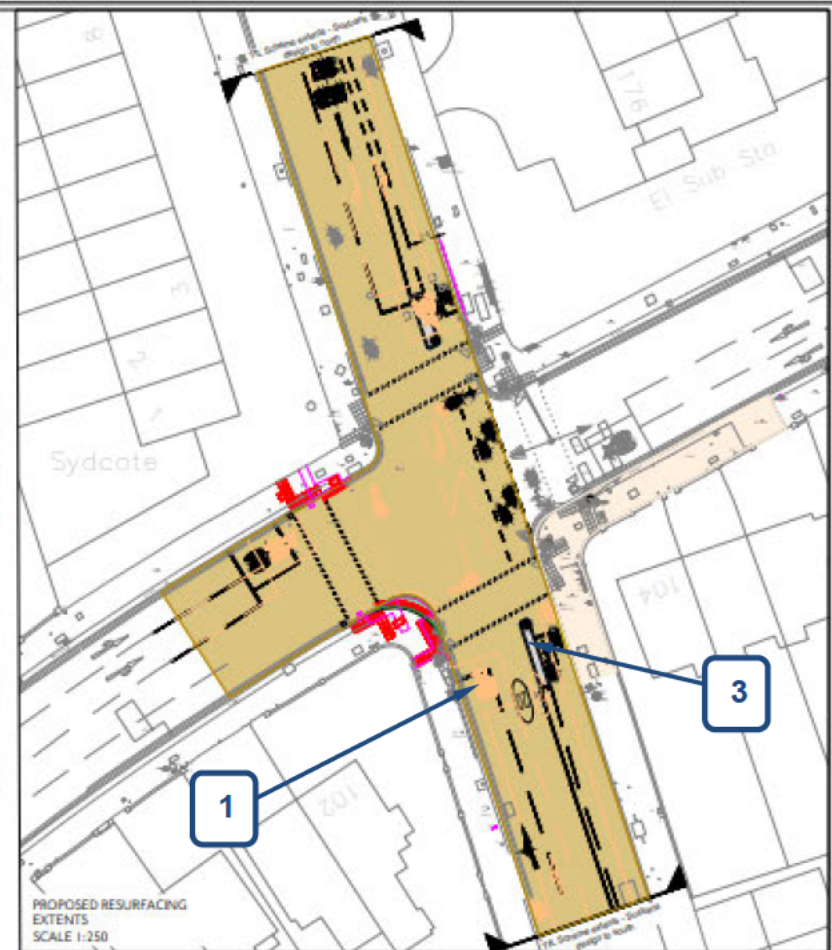
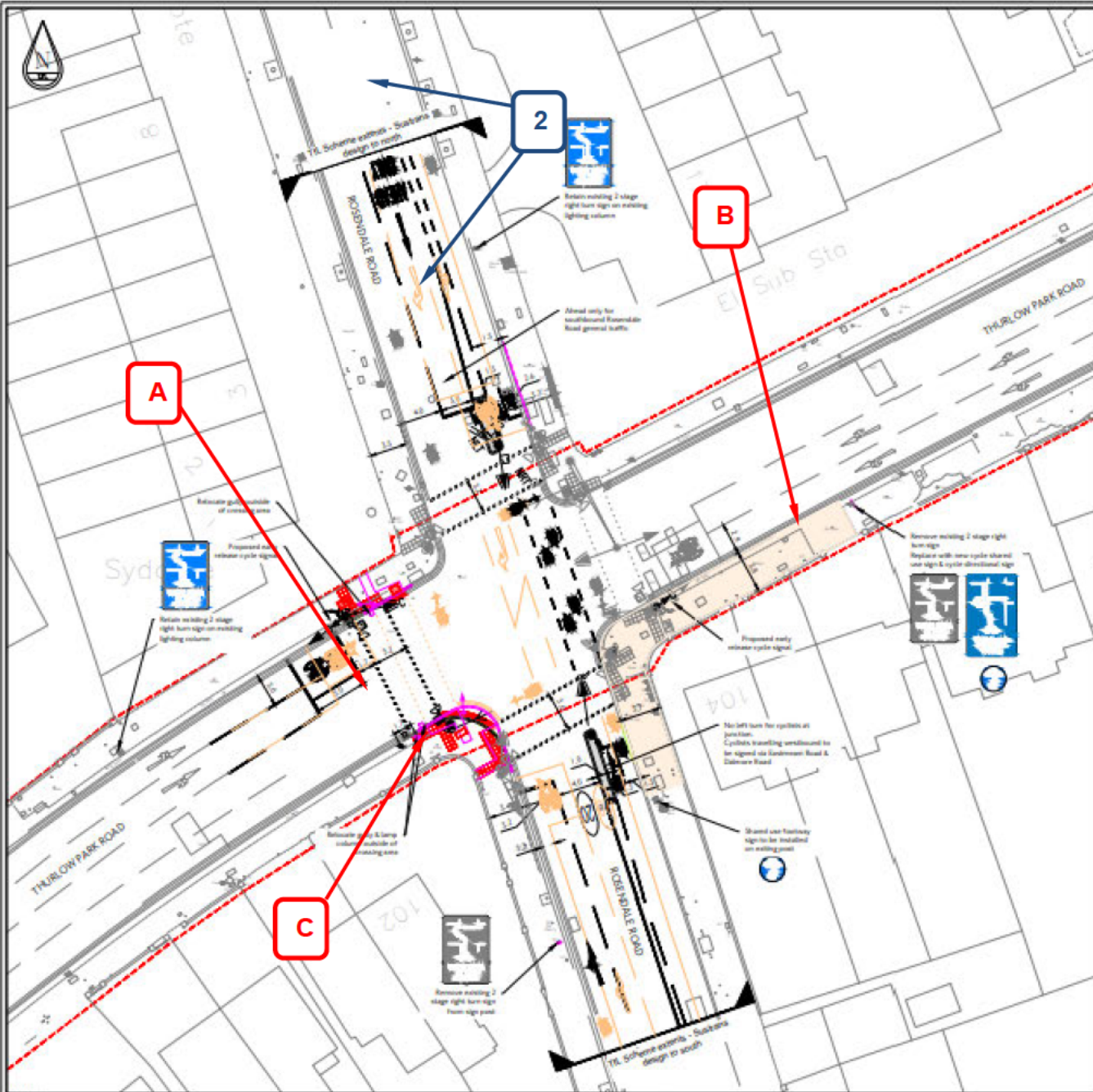
Via Workbank

Included within 3006272-RSM-PRD-09-DR-TE-01-0001 Rev P00.1.

## **APPENDIX B**

### **Problem Locations**





EXISTING	REMOVED	PROPOSED	GENERAL
Existing road marking	Road marking to be removed	Proposed road marking - White	Proposed contingency resurfacing (M20)
Existing bank	Bank to be removed	Proposed road marking - Yellow	Proposed full contingency contribution
Existing sign	Sign to be replaced	Proposed road marking - Red	
Existing sign and post	Guard to be removed	Proposed bank	
Existing lamp column	Statutory Undertaker Services that will be affected	Proposed kerb parking / curb	
Existing gully	Traffic signal	Shared use area	
		Proposed gully	
		Relocated lighting column	
		Proposed self-lighting bollard black fence	

Proposed Sign Faces	

Proposed Sign Faces	

LB Lambeth  
 Cycleways  
 A205 Thurlow Park Rd / Rosendale Rd  
 Concept Design

TB Engineering  
 Traffic Design Engineering  
 Plots 117 Rosendale Road  
 London SE1 5JZ

3006272-RSM-PRD-09-DR-TE-01-0001  
 NBN-VISITED DESIGN  
 POO.L