



175 Bishopsgate, London

Proposed Pit Lane for Construction Traffic

Stage 1 and 2 Road Safety Audit

Ref: BN-SWECO-22-129

Prepared for:

Transport for London

By:

Beth Newiss and Associates

Prepared by: [REDACTED], Audit Team Leader

Checked by: [REDACTED], Audit Team Member

Approved by: [REDACTED]

Version	Status	Date
A	Audit report issued to Client	03/11/2022
B	Audit report issued to Client following Amendments To Drawings	28/11/2022
C	Audit report issued to Client following Amendments to Drawings	09/01/2023
D	Audit report issued to client following Amendment to Drawings	24/01/2023



1.0 INTRODUCTION

1.1 Commission

- 1.1.1 This report results from a Stage 1 and 2 Road Safety Audit carried out on the 175 Bishopsgate, London, for the 'Pit Lane for Construction Traffic' proposals.
- 1.1.2 The Audit was undertaken by Beth Newiss and Associates in accordance with the Audit Brief issued by the Sweco on 23rd September 2022. It took place at the Essex offices of Beth Newiss and Associates on the 1st November 2022 and comprised an examination of the documents provided as listed in Appendix A, plus a visit to the site of the proposed scheme. An additional drawing* was presented to the Audit Team on the 8th December 2022, this drawing proposed a relocation of the proposed coach stop and additional site visit was undertaken.
- 1.1.3 The visit to the site of the proposed scheme was made on 17th October 2022. During the site visit the weather was dry and bright and the existing road surface was dry. An additional visit to the site of the proposed scheme was made on 9th January 2023. During the site visit the weather was cold and damp the existing road surface was damp.

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: Rachel McKeown, Transport for London

1.3.2 Design Organisation

Design contact details: [REDACTED]

1.3.3 Audit Team Approval

The Audit Team specified in 1.3.4 below were given approval to undertake this Audit by James Marshall of TfL Road Safety Audit on the 7th October 2022.

1.3.4 Audit Team

Audit Team Leader: [REDACTED] – Beth Newiss and Associates

Audit Team Member: [REDACTED] – Beth Newiss and Associates

Audit Team Observer: None

1.3.5 Other Specialist Advisors

Specialist Advisor Details: None

1.4 Purpose of the Scheme

1.4.1 The purpose of the scheme is:

A pit lane for construction traffic is proposed on Bishopsgate. The pit lane would be located outside of 175 Bishopsgate, and is required for the following scheme, known as 1 Exchange Square:

Planning permission reference 21/00930/FULMAJ:

Part demolition of the site for the refurbishment and extension to the existing facade facing onto Exchange square and upper levels; External alterations and improvements to facades facing onto Bishopsgate and at ground floor including new main entrance and new retail frontages; public realm improvements fronting Bishopsgate including new steps, seating and accessibility improvements; Increased height and widening of Exchange Arcade; creation of a new outdoor retail pavilion terrace to level 1; creation of west extension terraces; creation of wing extension terraces; provision of external terraces for occupants at levels 4, 8, 9, 10, 11, 12 and roof terrace on level 13; provision of cycle storage and other works incidental to the development (9,920 sq.m).*

*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 AND 2 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 WALKING CYCLING AND HORSE RIDING

3.1.1 PROBLEM

Location: A - Bishopsgate

Summary: Cyclists may be vulnerable to strike at the pedestrian crossing resulting in personal injury or damage to cycles.

The Audit Team note that the existing central pedestrian refuge island is proposed to be reduced to 1.9m. Whilst on site it was noted that there is cycle parking present in and around the site and subsequently there will likely be the requirement for cyclists to use the island to safely access whichever carriageway require to begin/end their journey. The recommended minimum width for this type of crossing is 2.0m. Insufficient width of splitter island may result in cycles overhanging into the carriageway at risk of strike from approaching vehicles.

RECOMMENDATION

It is recommended that the existing refuge island width is retained.

Design Organisation Response	Accepted / Part Accepted / Rejected
<p>The existing cycle parking which the Audit Team is referring to (located on the footway outside 175 Bishopsgate) will be enclosed within the construction hoarding, and as such this will not be in use. Furthermore, the cycle parking located on the central reservation is to be removed during construction, and we are currently working with TfL to find a suitable alternative location for these spaces.</p> <p>Note, the pedestrian refuge island is being trimmed back to allow for a 3m running lane for traffic, which has been requested by TfL.</p> <p>Following discussions with the detailed design team (Sweco) and with TfL, there have been some concerns raised regarding the visibility of the general traffic lane for any pedestrians waiting to cross west to east (across Bishopsgate) at this informal crossing. Whilst this issue has not been picked up as a problem in the RSA, it is considered that it would be safer to close this informal crossing, using barriers. There are two alternative crossings (both are controlled) 65m south, and 75m north of the informal crossing.</p>	
Client Organisation Comments	
[Leave blank for Client Organisation's Comments]	

End of list of problems identified and recommendations offered in this Stage [1/2] Road Safety Audit

175 Bishopsgate, London – Proposed Pit Lane for Construction Traffic
Stage 1 and 2 Road Safety Audit Report

4.0 ISSUES IDENTIFIED DURING THE STAGE 1 AND 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 The Audit Team has no issues to raise within this section.

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] MSoRSA

Signed:

[REDACTED]

Position: Road Safety Consultant

Date: 24/01/23

Organisation: Beth Newiss and Associates

Address: 19a Grange Hill, Coggeshall, Essex, CO6 1RE

Contact: [REDACTED]

AUDIT TEAM MEMBER:

Name: [REDACTED]

Signed:

[REDACTED]

Position: Road Safety Consultant

Date: 24/01/23

Organisation: Beth Newiss and Associates

Address: 19a Grange Hill, Coggeshall, Essex, CO6 1RE

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 and 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 Organisations endorsement of my proposals.

Name: [REDACTED]
Position: Technical Director
Organisation: Sweco

Signed: [REDACTED] **Dated:** 30th January 2022

5.3 CLIENT ORGANISATION STATEMENT

I accept these proposals by the Design Organisation.

Name:
Position:
Organisation:

Signed: **Dated:**

5.4 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

65202130-SWE-ZZ-XX-D-TP-0010

65202130-SWE-ZZ-XX-D-TP-0014

65202130-SWE-XX-XX-D-TP-0012

65202130-SWE-XX-XX-D-TP-0017

65202130-SWE-XX-XX-D-TP-0013

DRAWING TITLE

Proposed Pit Lane Layout
(incl. construction vehicle swept path)

Relocated Bus Stop Swept Path of London Bus

Proposed Temporary Coach Stop Location

Potential Coach Stop Relocation*

Proposed Layout During Construction

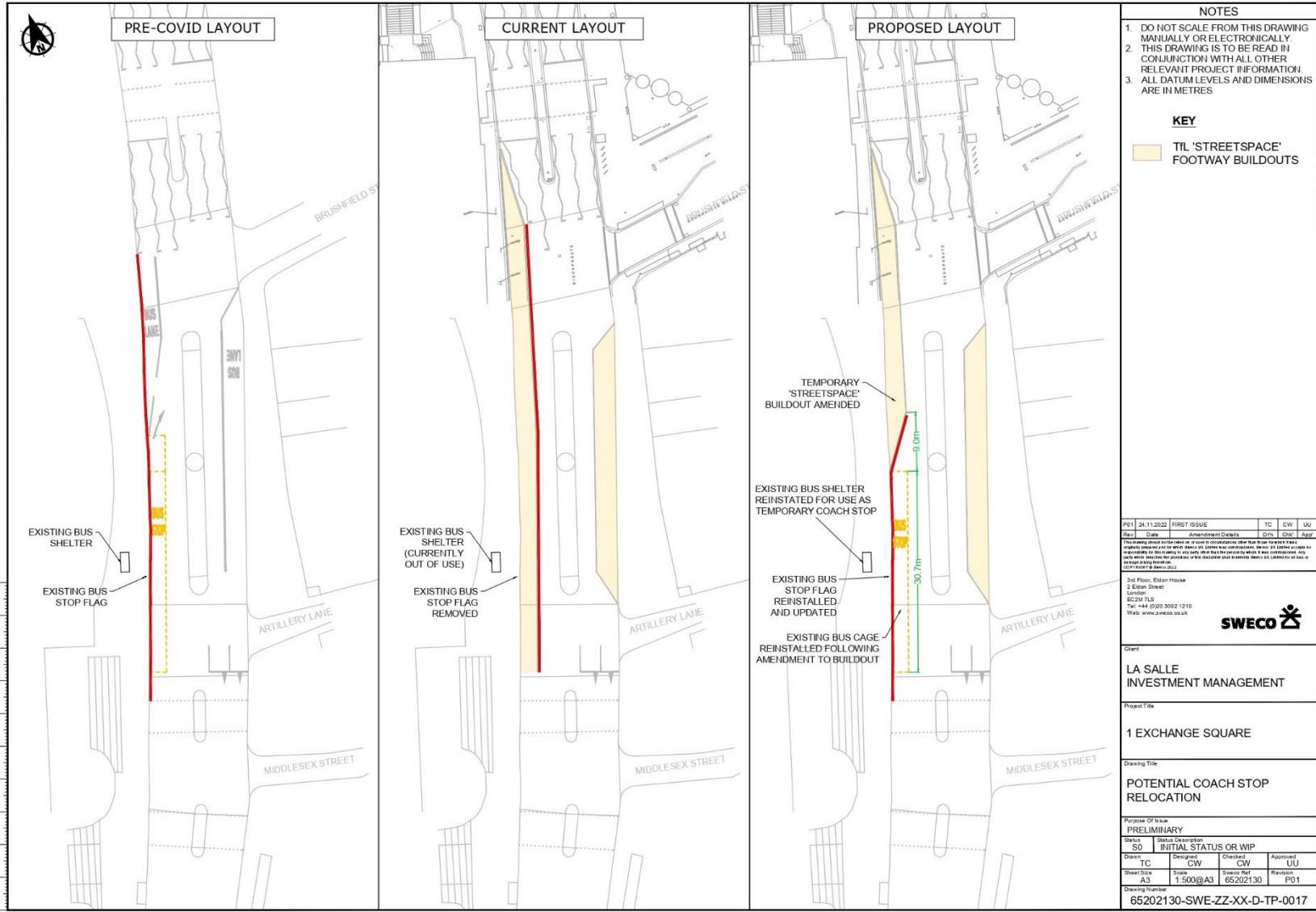
DOCUMENTS

- 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*



NOTES

- DO NOT SCALE FROM THIS DRAWING MANUALLY OR ELECTRONICALLY.
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT PROJECT INFORMATION.
- ALL DATUM LEVELS AND DIMENSIONS ARE IN METRES.

KEY

TIL 'STREETSPACE' FOOTWAY BUILDOUTS

P01	24.11.2022	FIRST ISSUE	TC	CW	UJ
Rev	Code	Amendment Details	DN	Col	Appr

This drawing shall not be used in conjunction with other drawings for the same project without the written consent of the author. The author shall not be held responsible for the accuracy of any data used in this drawing. Any data used shall be the property of the author and shall not be used for any other purpose without the author's written consent.

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Client
LA SALLE INVESTMENT MANAGEMENT

Project Title
1 EXCHANGE SQUARE

Drawing Title
POTENTIAL COACH STOP RELOCATION

Peruse Of Issue
PRELIMINARY

Drawn	Checked	Approved
TC	CW	UJ
Scale	Sheet	Revision
A3	1.500@A3	65202130 P01
Drawing Number 65202130-SWE-ZZ-XX-D-TP-0017		