

Central London Plan, Strategic Corridors The Cut / Blackfriars Road, Option 4

Stage 1 Road Safety Audit

Ref: 3589.08.01.02/008/B300/BOR/2020

Prepared for:

TfL – Investment Delivery Planning (IDP)

By:

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

Prepared by: Nico Bentall, Audit Team Leader
Checked by: Rob Cyples, Audit Team Member
Approved by: Nico Bentall

Version	Status	Date
A	Audit report issued to Client	06 October 2020



1.0 INTRODUCTION

1.1 Commission

- 1.1.1 This report results from a Stage 1 Road Safety Audit carried out on the Central London Plan, Strategic Corridors - The Cut / Blackfriars Road, Option 4 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 28 September 2020. The audit took place on 01 October 2020 and comprised an examination of the documents provided, as listed in Appendix A.
- 1.1.3 Due to the current Government recommendation to avoid all non-critical travel, only one member of the Audit Team has been able to visit the site of the proposed scheme. The site visit was undertaken on 01 October 2020 at around 4pm. The weather was sunny and the road surface was mostly dry. Traffic and pedestrian flows were light.

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: Morwenna Paz – TfL IDP

1.3.2 Design Organisation

Design contact details: Andy McMurdo – TfL Engineering

1.3.3 Audit Team

Audit Team Leader: Nico Bentall – TfL Road Safety Audit

Audit Team Member: Rob Cycles – 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 'to align with both the Covid-19 recovery and Borough ambitions to reduce traffic dominance in the area, significantly improving the active travel environment on The Cut. This will be achieved by providing a point closure to motor traffic, providing not only a safe walking and cycling environment but also permitting the creation of additional footway space outside the core area of restaurants on The Cut to enable outside seating'*.

*Taken directly from the Audit Brief.

1.5 Special Considerations

- 1.5.1 ♦ The single person site visit is a temporary departure from the requirements of TfL Procedure SQA-0170 discussed in Section 1.2. It has been introduced to avoid unnecessary delays to the continued development and delivery of schemes on the TLRN.
- 1.5.2 The Audit Team has no special considerations to raise.

2.0 ITEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS

A previous iteration of the proposals were subject to a Stage 1 RSA undertaken in accordance with the revised Road Safety Audit (RSA) process set out in *TLRN: Recovery and Restart TfL Engineering - Road Safety Assurance of Designs (12/05/2020)* Report Ref.3589.08.01, carried out on 15 September 2020.

Items raised in that report can be summarised as follows:

- Problem A Short Street junction – Barrier impact on intervisibility.
This Problem has been resolved.
- Problem B Short Street and Hatfields junctions with The Cut – Unclear priorities.
This Problem has been resolved.
- Problem C The Cut, Joan Street junction – Surface water ponding issue.
This Problem has been given due consideration and will be reviewed during the detailed design. It is therefore not raised again in this Stage 1 Road Safety Audit report.

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 GENERAL

3.1.1 PROBLEM

Location: A - The Cut junction with Hatfields.

Summary: Obscured signs may increase the risk of road user collisions.

The design proposes new signage at the eastern end of the restricted section, to inform westbound road users of the restrictions and the need to turn right from The Cut. Whilst it is recognised that the locations are indicative at this stage of the design, the nearside Diag.609 'turn right except cycles' is shown to be installed on a lamp column which is not present on site. The nearside Diag.619 sign is shown in an area which contains a lot of existing street furniture including a lighting column, benches and planters with trees in. The offside sign is proposed close to a bollard and 'controlled zone' sign. Poor sign positioning may result in obscuration and limit road user awareness of the restrictions and permitted movements, potentially increasing the risk of collisions in the area.

RECOMMENDATION

The positioning of road signs should be revisited during the detailed design stage with care taken to ensure all signs are clearly visible and do not restrict pedestrian movements. The use of the 'controlled zone' sign post should be investigated, since the existing sign may be redundant, given the proposed access restriction.



Design Organisation Response

Accepted / Part Accepted / Rejected

The concept design has been developed on an OS base supplemented by adjustments from historical Google Street View images. Covid-19 working restrictions have prevented the design team from visiting the site. It is therefore recognised that some existing street furniture may either be incorrectly positioned or missing. The detailed designers are to be made aware of this and required to review the design whilst on site to ensure accuracy.

There is scope to temporarily remove the existing controlled zone parking signs to improve visibility and avoid any confusion. Other superfluous signing should also be identified and either removed or covered over. Discussions between the detailed designer, contractors and boroughs should be undertaken to confirm.

Client Organisation Comments

This will be considered further as part of the detailed design and checked upon scheme completion.

3.1.2 PROBLEM

Location: B - The Cut junctions with Hatfields and Short Street.

Summary: Removal of markings may result in ambiguous priorities and poor vehicle positioning, increasing the risk of conflict.

The existing give way markings and centrelines are proposed to be removed in both side roads as part of the scheme. This may result in the operation of the junctions becoming less apparent to road users. For example, drivers may be more likely to cut the corner when turning off The Cut, risking head-on collisions with opposing traffic. The absence of give way signs may also reduce cyclist / delivery driver awareness of the priorities and may lead to failure to give way collisions.

RECOMMENDATION

Additional markings and signage should be provided to reinforce the priorities and encourage good vehicle positioning. For example, centreline markings could be continued from the side roads and into the cut to make it clearer that vehicles are expected in both directions, with the proposed give way markings on The Cut angled to give some deflection to ahead traffic.

Design Organisation Response	Accepted/ Part Accepted / Rejected
On request of the LB Lambeth, the priorities of the junction have been changed at either end of the point closure to further emphasise the point closure. The Cut is proposed to have clear priority junction markings and supporting road signs to highlight the closure and change of layout. There are currently limited carriageway markings on The Cut, introducing an element of uncertainty which is reflected in lower speeds and greater driver caution. On going monitoring is recommended and any adjustments made as required.	
Client Organisation Comments	
Will ensure on going monitoring and action adjustments as necessary.	

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 – The Cut junction with Blackfriars Road

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

The proposed nearside footway buildout outside Southwark Underground Station reduces the available space for the two-stage cycle right turn into Union Street. Whilst the Audit Team understands that this movement is relatively light, it is recommended that the Designer investigates whether there is sufficient capacity to cope with anticipated demand. It may be necessary to reduce the eastern traffic signal island to increase space for waiting right turners.

Design Organisation Response	Accepted / Part Accepted / Rejected
It is understood that the two-stage right turn is relatively lightly used and the proposed arrangement is sufficient for current demand. The recommended 2.65m turning radius for a conventional bicycle stated in LTN2/08 has been applied when assessing turning movements and there is sufficient space to make the turn.	
Client Organisation Comments	
All opinions noted.	

4.2 ISSUE

Location: 2 – Short Street and Hatfields.

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

Both Short Street and Hatfields have extensive parking bays which, when occupied, often reduce the available width to single lane. Given that all traffic will be diverted down the two side roads, there is a concern that capacity issues may arise, potentially resulting in vehicles blocking back onto The Cut. It is recommended that traffic modelling is undertaken to determine the likely impact on the side roads and, if necessary, measures developed to enable traffic to flow freely.

Design Organisation Response	Accepted / Part Accepted / Rejected
It is proposed to provide a comprehensive network of signing on all approach roads to The Cut, highlighting the point closure and requirement to seek alternative routing. Additionally, diversion routes (with relevant TTM signing) will initially be provided to direct traffic away from the point closure and establish new traffic routings in the	

area.

Discussions have been undertaken with the boroughs, where the risks of rerouting traffic movements have been reiterated to them. However, whilst they recognise the risk, it is understood they are currently satisfied with the diversion measures proposed and are working with local business to seek alternative delivery routes. Ongoing monitoring and local stakeholder engagement will be undertaken.

Client Organisation Comments

Ongoing monitoring and open communication with the boroughs will be maintained.

4.3 ISSUE

Location: 3 – The Cut junction with Short Street.

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

The drawing indicates that the water filled barrier may block the pedestrian desire line across the Short Street junction uncontrolled crossing. It is recommended that the positioning of the barriers is amended to ensure the crossing is not impacted.

Design Organisation Response	Accepted / Part Accepted / Rejected
Care has been taken to ensure the barriers do not obscure the existing tactile paving on Short Street. As stated earlier in this document, the design is based on an OS base so accuracy cannot be guaranteed. On site measurements / adjustments are recommended by the detailed designers to ensure the crossing is not impacted.	
Client Organisation Comments	
Care will be taken in detailed design, but will be assessed on site to ensure sensible placement of the water filled barriers.	

4.4 ISSUE

Location: 4 – Outside the Hope and Anchor.

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

The proposed barriers will block the existing uncontrolled crossing (across The Cut) to the west of the Hatfields junction. Whilst it is recognised that there are gaps proposed in the barrier to the west, pedestrians will have to step down to carriageway level which is considered a reduction in provision for mobility impaired pedestrians as well as being away from the desire line to/from the Hatfields footway. It is recommended that the existing pedestrian facilities are retained with consideration given to providing more pedestrian permeable barriers given the low levels of vehicular traffic expected.

Design Organisation Response	Accepted / Part Accepted / Rejected
The highlighted blocked uncontrolled crossing has been raised by the borough and the detailed designers made aware. A gap is to be provided in the location of the existing tactile paving.	
Client Organisation Comments	
Care will be taken in detailed design, but will be assessed on site to ensure sensible placement of the water filled barriers.	

4.5 ISSUE

Location: General.

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

There are no details at this stage of the location or operation of the proposed enforcement cameras. The effectiveness of the proposals is likely to be dependent on effective enforcement to reduce the temptation to ignore the restrictions. It is therefore recommended that the location and operation of the cameras is confirmed during the detailed design stage in order that it can be considered in the Stage 2 Road Safety Audit.

Design Organisation Response	Accepted / Part Accepted / Rejected
LB Lambeth have taken responsibility for providing and operating the enforcement cameras. Further details will be provided in the detailed design.	
Client Organisation Comments	
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: Nico Bentall
BA (Hons), MCIHT, MSoRSA

Signed: 

Date: 06/10/2020


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

Address: 3rd Floor Palestra, 197 Blackfriars Road, London, SE1 8NJ

Contact: 

AUDIT TEAM MEMBER:


Name: Rob Cyples
BSc. (Hons), MIHE, MCIHT, MSoRSA

Signed: 

Date: 06/10/2020

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

Address: 3rd 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 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: Andy McMurdo

Position: Design Engineer

Organisation: TfL Engineering

Signed:

Dated: 07/10/20

5.3 CLIENT ORGANISATION STATEMENT

I accept these proposals by the Design Organisation.

Name: Morwenna Paz

Position: Principal Sponsor

Organisation: Transport for London

Signed: 

Dated: 14/10/2020

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

CSDCUT-TFL-FEA-ZZ-DR-TE-04-0001 to 0003 Rev.P00.2

DRAWING TITLE

Central London Plan Strategic Corridors, The Cut / Blackfriars Road, Option 4. (Sheets 1 to 3).

DOCUMENTS

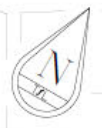
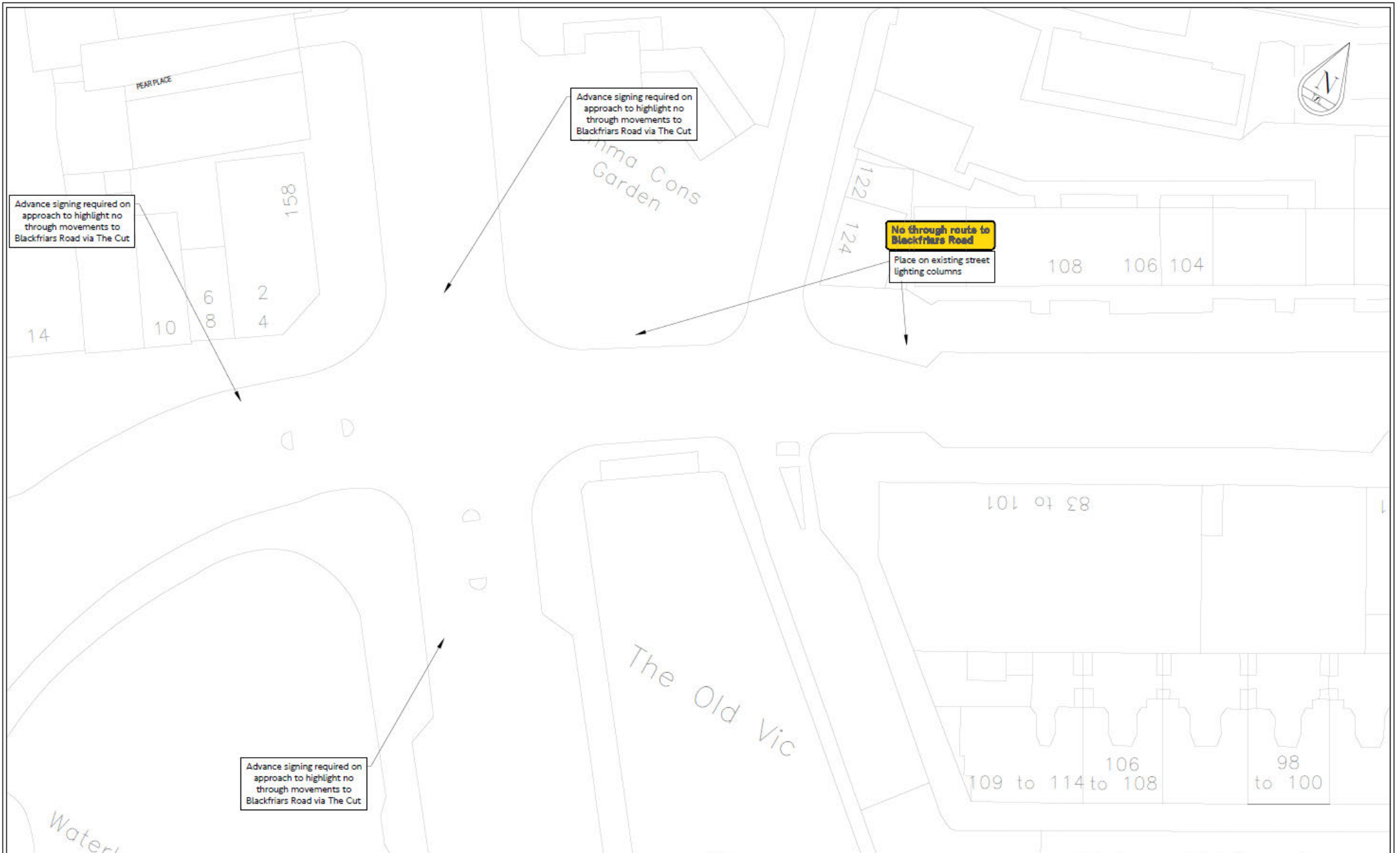
- Safety Audit Brief
- Site Location Plan
- Traffic signal details
- TfL signal safety checklist
- Departures from standard
- Previous Road Safety Audits
- Previous Designer Responses
- Collision data
- Collision plot
- Traffic flow / modelling data
- Pedestrian flow / modelling data
- Speed survey data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

DETAILS (where appropriate)

3589.08.01 Stage 1 RSA 15/09/2020
Email dated 16/09/2020

APPENDIX B

Problem Locations



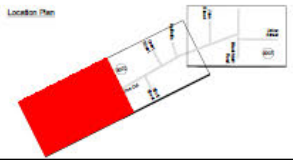
Advance signing required on approach to highlight no through movements to Blackfriars Road via The Cut

Advance signing required on approach to highlight no through movements to Blackfriars Road via The Cut

No through route to Blackfriars Road

Place on existing street lighting columns

Advance signing required on approach to highlight no through movements to Blackfriars Road via The Cut



- KEY**
- Footway barrier (assumed width of 600mm)
 - Pedestrian barrier without top mesh panel to ensure visibility
 - Proposed kerb
 - Proposed footway build out
 - Proposed road marking - White
 - Existing road marking to be removed
 - Existing tactile paving to be removed

- NOTES**
1. Layouts are indicative only.
 2. Temporary traffic management design to be undertaken by a competent contractor in line with relevant Code of Practice.
 3. Design subject to change following monitoring.
 4. No signage or wayfinding has been included - to be developed by TTM designer as required.
 5. Materials used to demarcate pedestrian areas to be confirmed by the contractor.
 6. Street furniture relocations to be confirmed with Asset Operations.
 7. Where roadmarking removal is unclear due to discrepancy with topographical survey resident engineer to confirm.
 8. All road markings shall comply with the Traffic Signs Regulations and General Directions 2016.

Project Name		Project Location	
Client		Contract Reference	
Contract Value		Contract Start Date	
Contract End Date		Contract Status	
Project Manager		Project Engineer	
Project Designer		Project Checker	
Project Approver		Project Sign-off	
Project Date		Project Version	
Project Description		Project Location	
Project Reference		Project Status	

Prepared for Client: **TFL Engineering**

Traffic Design Engineering

Palmerston Road, London SE1 8JZ

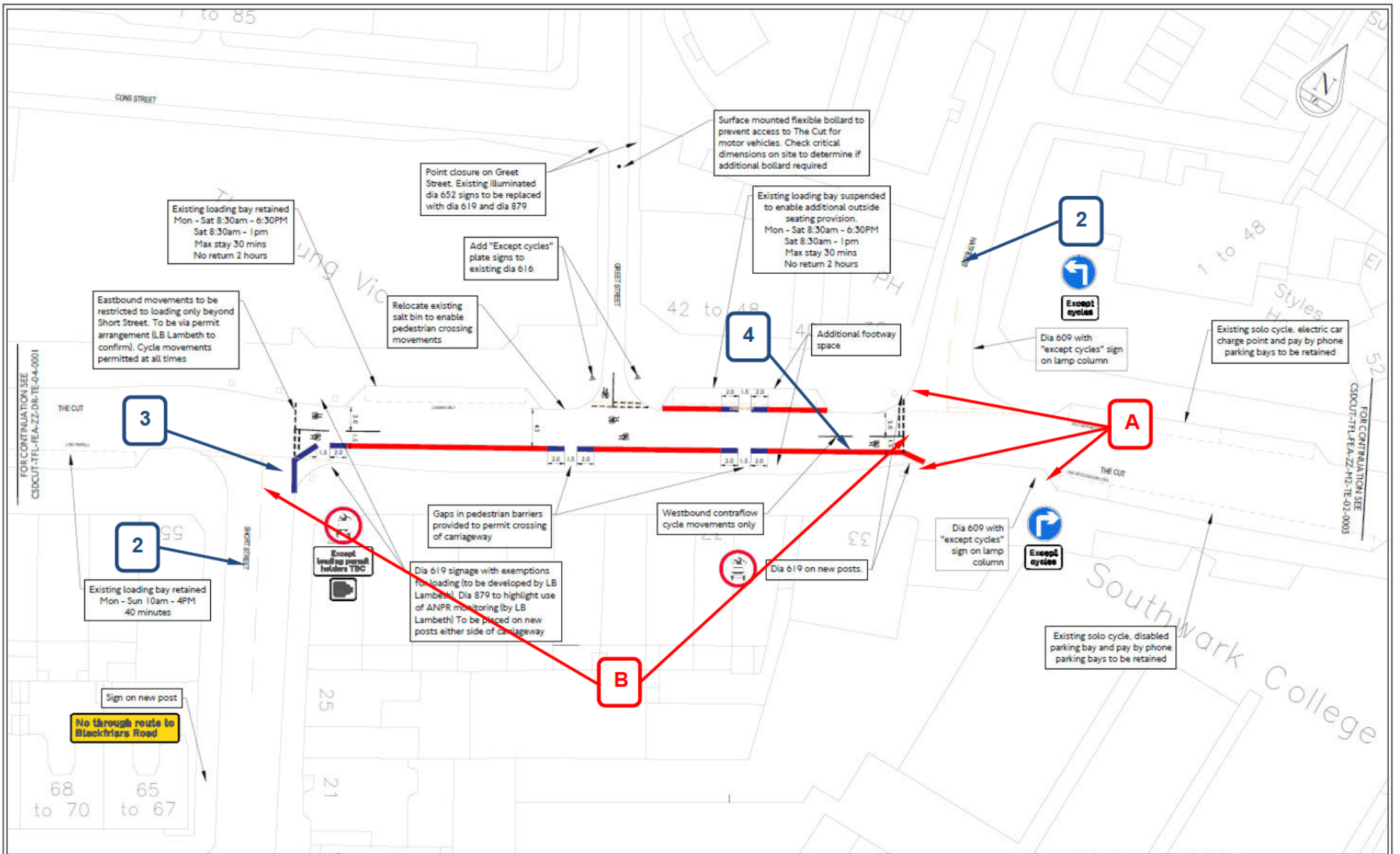
DRAFT

Project Name: **Central London Plan Strategic Corridors The Cut / Blackfriars Road Option 4**

Project Reference: **CSDCUT-TFL-FA-ZZ-DR-TE-04-0001**

Project Status: **POI 1**

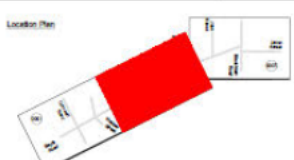
Project Date: **17/08/2023**



FOR CONTINUATION SEE
CSDCUT-TFL-PEA-ZZ-DR-TE-04-0001

FOR CONTINUATION SEE
CSDCUT-TFL-PEA-ZZ-DR-TE-02-0003

No through route to Blackfriars Road



- KEY**
- Footway barrier (assumed width of 600mm)
 - Pedestrian barrier without top mesh panel to ensure visibility
 - Proposed kerb
 - Proposed footway build out
 - Proposed road marking - White
 - Existing road marking to be removed
 - Existing tactile paving to be removed

- NOTES**
1. Layouts are indicative only.
 2. Temporary traffic management design to be undertaken by a competent contractor in line with relevant Code of Practice.
 3. Design subject to change following monitoring.
 4. No signage or wayfinding has been included - to be developed by TFM designer as required.
 5. Materials used to demarcate pedestrian areas to be confirmed by the contractor.
 6. Street furniture relocations to be confirmed with Asset Operations.
 7. Where roadmarking removal is unclear due to discrepancy with topographical survey resident engineer to confirm.
 8. All road markings shall comply with the Traffic Signs Regulations and General Directions 2016.

Traffic Design Engineering	
Central London Plan Strategic Corridors The Cut / Blackfriars Road Option 4	
Drawing No: CSDCUT-TFL-PEA-ZZ-DR-TE-04-0002 Date: 12/08/2024 Version: 01	



Advance signing required on approach to highlight no through movements to Waterloo Road via The Cut

Work

Southwark

Revise tactile paving and traffic signal infrastructure to suit new kerb alignment

Footway widening. Surface mount kerbs with asphalt backfill

Reduce eastbound approach to single traffic lane

Existing gully covers to be relocated. Review impacts on drainage at intersection with Joan Street.

Existing solo cycle, electric car charge point and pay by phone parking bays to be retained

FOR CONTINUATION SEE CSDCUT-TFL-PEA-ZZ-DR-TE-04-0003

Place on existing sign post. Ensure min 2.3m clearance to footway level

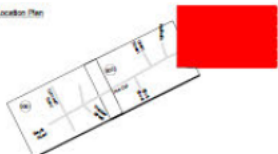
2 stage right for cycles adjusted

No through route to Waterloo Road

Advance signing required on approach to highlight no through movements to Waterloo Road via The Cut

1

Location Plan



KEY

- Footway barrier (assumed width of 400mm)
- Pedestrian barrier without top mesh panel to ensure visibility
- Proposed kerb
- Proposed footway build out
- Proposed road marking - White
- Existing road marking to be removed
- Existing tactile paving to be removed

NOTES

1. Layouts are indicative only.
2. Temporary traffic management design to be undertaken by a competent contractor in line with relevant Code of Practice.
3. Design subject to change following monitoring.
4. No signage or streetfurniture has been included - to be developed by TTH designer as required.
5. Materials used to demarcate pedestrian areas to be confirmed by the contractor.
6. Street furniture relocations to be confirmed with Asset Operations.
7. Where roadmarking removal is unclear due to discrepancy with topographical survey resident engineer to confirm.
8. All road markings shall comply with the Traffic Signs Regulations and General Directions 2016.

REV	DATE	BY	CHKD	DESCRIPTION
001	04/09/2024	TL	TL	Issue for construction
002	04/09/2024	TL	TL	Issue for construction

Project: LB of Lambeth and Southwark
 Central London Plan Strategic Corridors
 The Cut / Blackfriars Road
 Option 4

TFL Engineering Traffic Design Engineering

 Project: CSDCUT-TFL-PEA-ZZ-DR-TE-04-0003
 Design: NOT FOR CONSTRUCTION
 PO1.1
 DRAFT