

## B300 The Cut

### Traffic Cycle Measures Phase 2A

#### Stage 2 Road Safety Audit

Ref: 3631/007/B300/TLRN/2020

Prepared for:

**TfL Projects and Programmes Directorate**

By:

**Road Safety Audit**

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

Prepared by: Chris Gooch, Audit Team Leader

Checked by: Andrew Coventry, Audit Team Member

Approved by: Andrew Coventry

Version	Status	Date
A	Audit report issued to Client	30/10/2020
B	Designers Response issued to Client	30/10/2020



## **1.0 INTRODUCTION**

### **1.1 Commission**

- 1.1.1 This report results from a Stage 2 Road Safety Audit carried out on the B300 The Cut, Traffic Cycle Measures Phase 2A 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 29<sup>th</sup> October 2020. It took place at the Palestra offices of TfL on 30<sup>th</sup> October 2020 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 Due to the current recommendation to avoid all non-critical travel, the Audit Team has been unable to visit the site of the proposed scheme. Having reviewed the scheme design, it has been decided that the use of on-line resources including Google Street View and TfL's Surface Playbook (Geographical Information System) provide sufficient site information to allow the Audit to be completed without a physical site visit.

### **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: Imran Ahmed – TfL PPD

#### **1.3.2 Design Organisation**

Design contact details: Ringway Jacobs

#### **1.3.3 Audit Team**

Audit Team Leader: Chris Gooch – TfL Road Safety Audit

Audit Team Member: Andrew Coventry – 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\*.

This Audit considers Phase 2A of the works between Short Street and Hatfields.

\*Taken directly from the Audit Brief.

### **1.5 Special Considerations**

- 1.5.1 Due to the current recommendation to avoid all non-critical travel as a result of restrictions associated with the Covid-19 pandemic, the Audit Team has been unable to visit the site of the proposed scheme.

- 1.5.2 The absence of a 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.

- 1.5.3 It is noted that online mapping (Google Maps) is dated May 2019 and the Audit Team is not aware of any alterations to the layout after this date. This mapping is considered adequate to assess the operational road safety risks of the proposals and complete the Audit in a competent manner.

1.5.4 This Audit is conducted on the assumption that the current layout is the same as shown in May 2019.

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

The proposals were subject to a Stage 1 Road Safety Audit carried out in October 2020 by TfL Road Safety Audit (ref: 3589.08.01.02/008/B300/BOR/2020). Items raised in that report can be summarised as follows:

Problem 3.1.1 The Cut junction with Hatfields - Obscured signs may increase the risk of road user collisions.

This issue is resolved and will not be raised again in this Stage 2 Road Safety Audit report

Problem 3.1.2 The Cut junctions with Hatfields and Short Street - Removal of markings may result in ambiguous priorities and poor vehicle positioning, increasing the risk of conflict.

This issue has been given due consideration and will not be raised again in this Stage 2 Road Safety Audit report.

### **3.0 ITEMS RAISED AT THIS STAGE 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.

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.

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**End of list of problems identified and recommendations offered in this Stage 2 Road Safety Audit**

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#### 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 – Hatfields, southbound approach to the junction with The Cut.

**Reason considered to be outside the Terms of Reference:** Item for clarification prior to construction.

The nearside 'Left Turn Only (except cycles) sign is shown to be mounted on an existing lamp column. Based on Google StreetView, there is no existing lamp column at this location. It is recommended that a suitable location is identified for the sign.

Design Organisation Response	Accepted / Part Accepted / Rejected
Both signs have been installed on an existing lamp column in SB footway on Hatfields. Actual location in footway is a few north of where indicated in the design drawing. Location to be amended in as built drawing.	
Client Organisation Comments	
Noted. No action required. Adjustment to be reflected at as-builts	

##### 4.2 ISSUE

**Location:** 2 – The Cut, eastern side of the proposed footway buildout.

**Reason considered to be outside the Terms of Reference:** Item for clarification prior to construction.

The proposed buildout will be on top of an existing raised table. As a result, it may fall back towards the existing footway. A channel drain is proposed on the western half of the buildout, but not along the eastern half. From the drawings, it is unclear whether water on the eastern side of the buildout could flow back towards the existing footway and pond. It is recommended that the levels on the eastern side of the buildout are assessed, and if necessary appropriate drainage provision provided.

Design Organisation Response	Accepted / Part Accepted / Rejected
No topo survey information was provided for this location so assessment for drainage was based on desktop analysis of existing.	
There is existing footway drainage in the footway on the eastern side of the proposed build-out, so it is expected that surface water runoff from the build-out will find its way to this catchment area.	
Extents of proposed linear drainage to be assessed on site to determine best layout to address drainage requirements.	

**Client Organisation Comments**

Agreed. Best to determine drainage layout on site.



#### 4.3 ISSUE

**Location:** General to scheme.

**Reason considered to be outside the Terms of Reference:** Item for clarification prior to construction.

It is understood that London Borough of Lambeth have taken responsibility for providing and operating the proposed enforcement cameras. No details of their location have been provided at the time of issuing this Road Safety Audit report. The Audit Team are therefore unable to comment on this aspect of the works. It is recommended that an addendum to this Road Safety Audit is completed once the camera locations have been confirmed.

<b>Design Organisation Response</b>	<b>Accepted / <del>Part Accepted</del> / Rejected</b>
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Agreed. This could be combined with Stage 2 RSA for Phase 2B design if the cameras are in place and operational by then.

<b>Client Organisation Comments</b>
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Agreed. LBL will be undertaking enforcement, details are not ready yet. To be picked up at a later date, ideally as part of the finals stage of works outside southwark station

## **5.0 SIGNATURES AND SIGN-OFF**

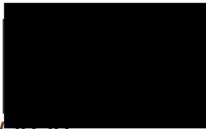
### **5.1 AUDIT TEAM STATEMENT**

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: Chris Gooch  
BSc. (Hons), CMILT, MCIHT, MSoRSA, HE Cert. Comp.

Signed:   
Date: 30/10/2020

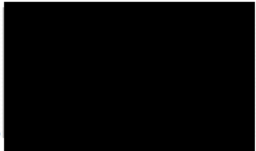
Organisation: Transport for London, Road Safety Audit  
Engineering Services, Highways Engineering Team

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

Contact: 


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

Name: Andrew Coventry  
BEng (Hons), CMILT, MCIHT, MSoRSA, HE Cert. Comp.

Signed:   
Date: 30/10/2020

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

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:** [REDACTED]

**Position:** Design Lead

**Organisation:** Ringway Jacobs

**Signed:** [REDACTED]

**Dated:** 30/10/2020

## **5.3 CLIENT ORGANISATION STATEMENT**

I accept these proposals by the Design Organisation.

**Name:** Imran Ahmed

**Position:** Assistant project manager

**Organisation:** Transport for London

**Signed:** [REDACTED]

**Dated:** 30/10/2020

## **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

RJC2020\_0046D\_101\_01 Rev. 0  
RJC2020\_0046D\_SD\_03 Rev. 0  
RJC2020\_0046D\_100\_01 Rev. 1  
RJC2020-0046D\_100\_02 Rev. 1

#### DRAWING TITLE

General Arrangement  
Standard Details  
The Cut TCM (note: only referred to for signs only)  
The Cut TCM (note: only referred to for signs only)

#### DOCUMENTS

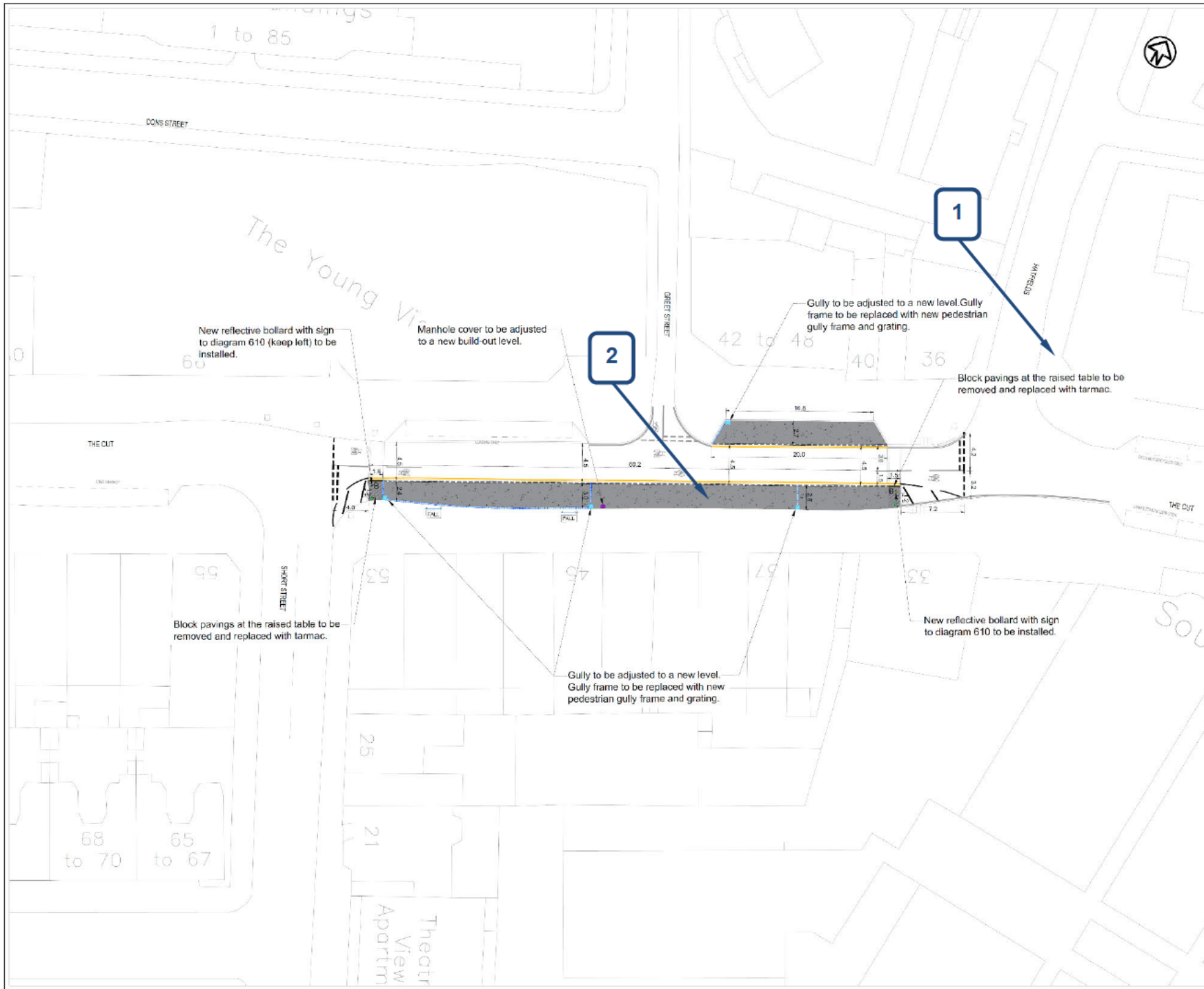
- Safety Audit Brief
- Site Location Plan
- Traffic signal details
- TfL signal safety checklist
- Departures from standard
- Previous Road Safety Audits
- Previous Designer Responses
- Collision data
- Collision plot
- Traffic flow / modelling data
- Pedestrian flow / modelling data
- Speed survey data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

#### DETAILS (where appropriate)

3589.08.01.02/008/B300/BOR/2020

## **APPENDIX B**

### **Problem Locations**



- NOTES**
1. Drawing based on Ordnance Survey map provided by TL.
  2. All dimensions in metres unless otherwise stated.
  3. Design subject to change following monitoring.
  4. All existing information in grey.
  5. Design subject to change during setting out on site to suit existing carriageway/footway dimensions.
  6. Street furniture relocations to be confirmed with Asset Operations.

- KEY**
- Red Kern HB 1m high x 125mm wide, 150mm wide. Colour: Black with white reflective markings, chevronings (70mm).
  - Proposed 150x300 mm granite kerb (2.0 m).
  - Proposed asphalt build out, 25mm of ACB surface course, 100mm of AC20 binder course (205 m<sup>2</sup>).
  - ACB MultiDrain® M1000P3 channels with galvanneal edge ribs between 75-100 mm height (30m). Refer to standard detail drawing RJC2020\_0046D\_00\_00.
  - Proposed reflective bollard. Refer to standard detail drawing memo (2 Nov).
  - Proposed road marking - white (48m).
  - Proposed road marking - yellow (160m).
  - Existing kerbs to be raised to build out levels (1 No).
  - Gully grating to be replaced and frame to be raised to new level with pedestrian friendly grating (3 Nos.).
  - Block paving replace with 25mm ACB and 100mm AC20.
  - Proposed X-lane bollard (2 Nos.). Please refer to standard detail drawing RJC2020\_0046D\_00\_00.

REV	NO	DATE	BY	CHKD	APPD
1	0	20/10/2020	RJC	SP	DC

**RINGWAY JACOBS**  
Integrated expertise

PROJECT: THE CUT TRAFFIC CYCLE MEASURES PHASE 2A

DRAWING TITLE: GENERAL ARRANGEMENT

Drawing Status: **0**

Scale: 1:200 @ A1 DO NOT SCALE

Project/Job No: RJC2020\_0046D

Client No: RJC2020\_0046D

Drawing Number: RJC2020\_0046D\_101\_01 Rev: 0

This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.