



## **A23 Brixton Hill junction with Acre Lane Safer Junctions programme**

### **Brief**

**June 2018**

# **A23 Brixton Hill junction with Acre Lane**

## **Brief**

### **Contents**

#### **1. Background**

- Strategic Context
- Local Context

#### **2. Commission**

- Considerations
- Other relevant investigations

#### **3. Methodology**

- Identifying potential interventions
- Feasibility designs
- Local modelling of options
- Key study stages and deliverables

#### **4. Governance**

#### **5. Timescales**

#### **6. Appendices**

## 1. Background

### Strategic context

Transport for London, as the highway authority, has responsibility for maintaining, operating and improving the Transport for London Road Network in London. This network comprises around five per cent of all roads in London, but carries over one third of all traffic.

The transport network plays a vital role in supporting economic growth, by linking people to jobs, delivering products to markets and supporting domestic and international trade. Transport also promotes social cohesion, by providing access to key services, such as health and education services, shops and leisure facilities.

The Mayor's Transport Strategy sets out a clear commitment to the Vision Zero approach to eliminating road deaths and serious injuries on London's roads. Vision Zero includes a number of programmes designed to tackle road danger reduction, including Safer Junctions.

Safety improvements at specific junctions will be critical to achieving the Mayor's Vision Zero ambition in reducing road danger and following the analysis of the road casualty data, the Safer Junctions list was published in April 2017 and identified 73 junctions on the TLRN with the highest Vulnerable Road User (VRU) collision rate. The list includes:

- 21 junctions which have been upgraded in the last three years,
- 33 at which TfL were already investigating improvements, and
- 19 where investigations would begin.

Over the period 2013 – 2015, 1819 KSIs (all modes) were recorded at all junctions in London. This data was used to identify the sites to be prioritised for study. 46 KSIs were recorded at the 19 new locations which are being investigated as part of the Safer Junctions programme.

It should be noted that the junctions in the Safer Junction programme are also major locations of social interaction and in many cases perform an important 'place' function. Hence design proposals should seek to make these locations more appealing to pedestrians and cyclists, with the aim of reducing road danger throughout the Safer Junction scheme area. This holistic approach will not only drive down collisions, but improve the urban realm, encourage modal shift to walking and cycling, and contribute to wider regeneration objectives.

Examples of interventions that should be considered for all Safer Junctions include:

- New and/or improved pedestrian crossings
- Innovative facilities to separate cyclists from traffic in time and space, and improve existing cycle facilities where they exist
- Wider pedestrian footways, and decluttering of existing footways
- 'Floating' bus stops
- Opportunities to introduce Sustainable Urban Drainage

- Opportunities to introduce pocket parks, improved hard and soft landscaping, and new cycle parking
- A review of street lighting throughout the scheme area, to identify any sub-standard locations
- Measures to reduce traffic speeds (including consideration of 20mph), and ensure those speed reductions are self-enforcing (e.g. through raised pedestrian crossings)
- Measures to bring about traffic reduction through the junction (e.g. traffic lane removal, where practicable and without significant adverse impacts on buses; making roads accessible to pedestrians, cyclists and buses only)
- Opportunities for increased bus priority

In June 2018, the TfL Healthy Streets Portfolio Board approved the Safer Junctions programme budget of £0.5m in 2018/19 to continue work on the 19 junctions where collision investigations began in 2017/18.

### Local context

The junction of Brixton Hill and Acre Lane within the London Borough of Lambeth is situated on the A23 corridor. The A23 is a strategic arterial corridor that runs north-south between the GLA boundary and Oval. Within LB Lambeth, the A23 generally has one general traffic lane and one bus lane in each direction, although in places there are up to three general traffic lanes.

Brixton Station is located on the A23, north of the junction of Brixton Hill and Acre Lane. There is a cinema on the southeastern corner of the junction, Lambeth Town Hall on the south-western corner and a variety of businesses to the north.. On the A2217 (Acre Lane and Coldharbour Lane) to the east and west there are a mixture of businesses and residential properties.

The existing pedestrian crossing facilities are generally good, with controlled crossings on the all arms of the junction, except the southern arm, due to the layout. The southern arm has pedestrian crossings immediately south of where Brixton Hill and Effra Road split. There are very high pedestrian flows in the area, particularly on the northern arm.

Generally, traffic levels at the junction are relatively high, particularly in the peak AM and PM periods. Westbound, there is straight ahead and right turn prohibition, meaning all road users from Coldharbour Lane must turn left onto either Effra Road or Brixton Hill. Vehicles wishing to travel straight must use Effra Road, St Matthews Road and Brixton Hill before turning left onto Effra Road. Northbound, there is a left turn and right turn prohibition meaning all road users from Brixton Road must continue onto Brixton Hill or Effra Road.

The A2217 (Coldharbour Lane and Effra Road) forms part of the LB Lambeth road network and provides links to Loughborough Junction, Camberwell and Clapham Common and as a result is a well used route.

It is worth noting that this junction has been investigated and altered a number of times over the last 15 years. Further urban realm improvements may be feasible to improve the junction's Healthy Streets rating.

## Collision Issues

40 personal injury collisions occurred in the 36 month period ending 31<sup>st</sup> October 2016, of which 2 (5.0%) resulted in serious injuries.

Key collision issues at the junction of A23 Brixton Hill with Acre Lane include:

- 18 collisions (45.0%) involved a pedestrian
- 9 collisions (22.5%) involved a bus or coach
- 8 collisions (20.0%) occurred on a wet road surface

Table 3 - Comparative Collision Rates

Factor	Collisions		Expected Rate (%) <sup>2</sup>
	Number	% <sup>1</sup>	
Total	40	100.0%	-
Total per year	13.3	-	-
Total per km year	-	-	xx.xx / xx.xx
Priority Score	0	-	-
Injury			
Fatal and Serious	2	5.0%	12.6%
Slight	38	95.0%	87.4%
Modal			
Pedestrian	18	45.0%	21.6%
Pedal Cycle	5	12.5%	25.3%
Powered Two Wheeler	5	12.5%	25.4%
Bus or Coach	9	22.5%	11.2%
Goods Vehicle	5	12.5%	14.5%
Manoeuvre			
Overtaking	3	7.5%	9.4%
Right turning	1	2.5%	21.0%
Left turning	3	7.5%	10.1%
U-turning	1	2.5%	2.1%
Cond.			
Non-dry	8	20.0%	17.1%
Dark	0	0.0%	34.8%

<sup>1</sup> Shading indicates where a collision rate is higher than the comparative average

<sup>2</sup> Comparative rate is derived from Collision Levels in Greater London Issue 14: 2011 to 2013, comparison table: ATS (Inner Borough)

## 2. Commission

To appoint Traffic Design Engineering (TDE) to carry out feasibility and concept design. TDE will act as the Principal Designer and carry out all the duties under the CDM Regulations 2015.

The scope of this commission is for TDE to consider the content of the A23 Brixton Road / Stockwell Road collision study report (as supplied Appendix A) together with the comments and recommendations provided by key internal stakeholders at the site meeting (as supplied in Appendix B) and further develop these to:

- Provide feasibility design options based on the potential interventions to reduce road danger, including exploring opportunities to improve cycle facilities, encourage pedestrian priority, reduce traffic dominance and vehicle speeds and where possible introduce urban realm improvements and / or green infrastructure (See also, 'Strategic Context');
- Provide concept design of the preferred option;
- Utilise the results from the base Healthy Streets surveys undertaken by TDE to inform the design;
- Assist the Sponsor to assess the impact of proposals using the TfL's City Planner strategic assessment framework tool;
- Provide designs to TfL Network Performance in order for them to undertake traffic modelling of recommended solutions for the design of all options and to assess local impacts. TfL Network Performance will be commissioned separately by the TfL Sponsor;
- Provide technical input to the Sponsor for the Business Case and other required paperwork in preparation for associated programme and portfolio boards;
- Calculate potential collision savings and other quantifiable benefits which may be derived, such as more walking and cycling; and,
- Provide a detailed Microsoft project programme and cost estimate for TDE tasks related to carrying out the feasibility and concept designs.

In order to adhere to the required timescale, it is recommended that certain surveys required by the LoHAC design team for detailed design may be required to be procured during the concept design stage. All additional surveys required to carry out the design, will require prior authorisation from the Sponsor. TDE to provide specification and quotations to the Sponsor so that separate survey commissions can be agreed.

The design has to be produced and comply with all the relevant design standards and TfL specific requirements.

Figure 1 overleaf shows the geographic scope of the study with the local context.



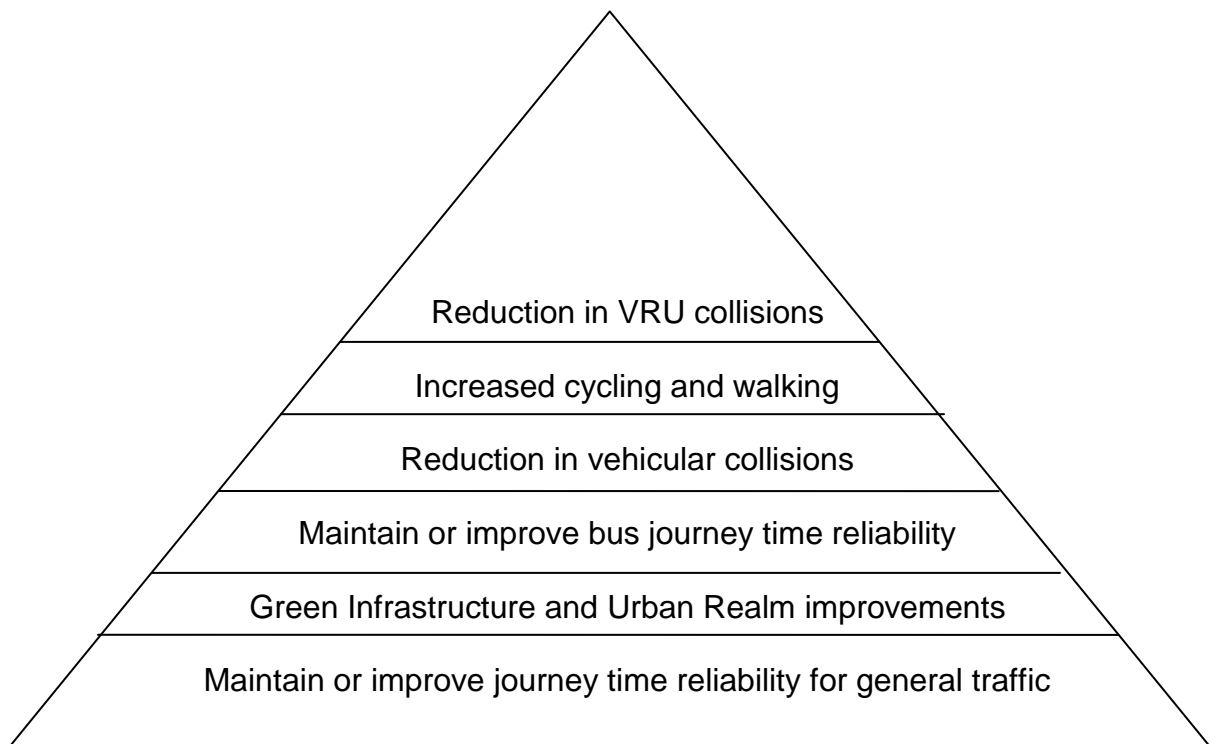
**Figure 1 - Network in scope for intervention**

### Considerations – Safer Junctions Programme Wide

Initial findings from the first collision studies into new locations indicate that the challenges highlighted at some Safer Junction locations may include the need to make trade offs. For example:

- Traffic re-timings of signals and the large impact of changes to traffic across several lanes, but this could impact negatively on the bus network
- Pedestrian behaviour (with no historical record of personal injury collisions) of crossing injudiciously or informally across junctions could be resolved by an all-round pedestrian signal stage
- Side road closures resulting in more stakeholder agreement being needed
- The delay of improvements to a location because of other planned changes or factors

It is accepted that in order to provide a holistic approach to reducing road danger, some design considerations may be in direct contradiction with each other. To assist in the prioritisation of proposed measures, this hierarchy of needs is to be followed:



There are several elements to the Design Strategy for the Safer Junctions programme which should be considered.

### **Design Strategy - Overarching Principles**

- **Highways Infrastructure** – To see significant improvements in addressing collision patterns and reducing road danger for vulnerable road users, meaningful changes and improvements are needed to the highways infrastructure. The provision of direct crossings and raised tables can highlight pedestrian priority and reduce the dominance of vehicular traffic.

For cyclists, direct cycle lanes, tracks, two-stage right turns, left-turn on footway, and early release traffic signals should be investigated, especially where there is future cycle demand. ASLs and advisory cycle lanes are not considered sufficiently transformational for Safer Junctions.

The use of public transport for longer trips should be encouraged by bus priority measures including bus lane extensions and bus gates should also be considered. Wherever possible, impacts to the bus network should be mitigated.

- **Street Makeover** - By encouraging more pedestrians to spend time in the area through enhancing the place function of the site, vehicle dominance in the area will be reduced.

Streetscape and urban realm improvements can design out conflict points while enabling pedestrians to safely follow desire lines. This can include, but is not limited to removal of clutter, introducing pocket parks and green infrastructure (eg. sustainable urban drainage), wider, better quality pavements and cycle parking. This also helps support a number of Healthy Streets indicators including shade and shelter, places to stop, people feel relaxed and clean air, which would not routinely be addressed through traditional highway infrastructure improvements.

Removal of through traffic from selected residential streets can remove key dangerous manoeuvres and provide opportunities for streetscape improvements.

An Urban Designer has been appointed to the Safer Junctions programme to provide technical input and strategic guidance to facilitate the incorporation of Streetscape and urban realm improvements into the designs for this Safer Junction.

- **Safety and Security** – Reduced speed limits, especially 20mph, are known to reduce the severity of collisions and encourage more active forms of transport. A high quality urban environment will in turn result in more passive surveillance to reduce crime and encourage more active forms of transport.
- **Future Proofed** – The pressures on the street are ever-changing and so the design needs to be adaptable to change: flexible on a daily basis and resilient over the long-term. The Safer Junctions programme will need to

respond to any known intensifying role as a focal point for pedestrian, cyclist or motorcyclist activity.

- Innovative – The deliverables need not rely solely on tried and tested measures. Where appropriate, efforts should be made to trial innovative and creative solutions in order to reduce road danger.
- Safer Streets for All – A dimension of the design strategy is to increase motorist awareness of all vulnerable road users. The design should support the provision of alternative modes such as walking and cycling, in particular focussed on shorter trips to local main attractors where there is most scope for increased use, such as nearby town centres and public transport interchanges.

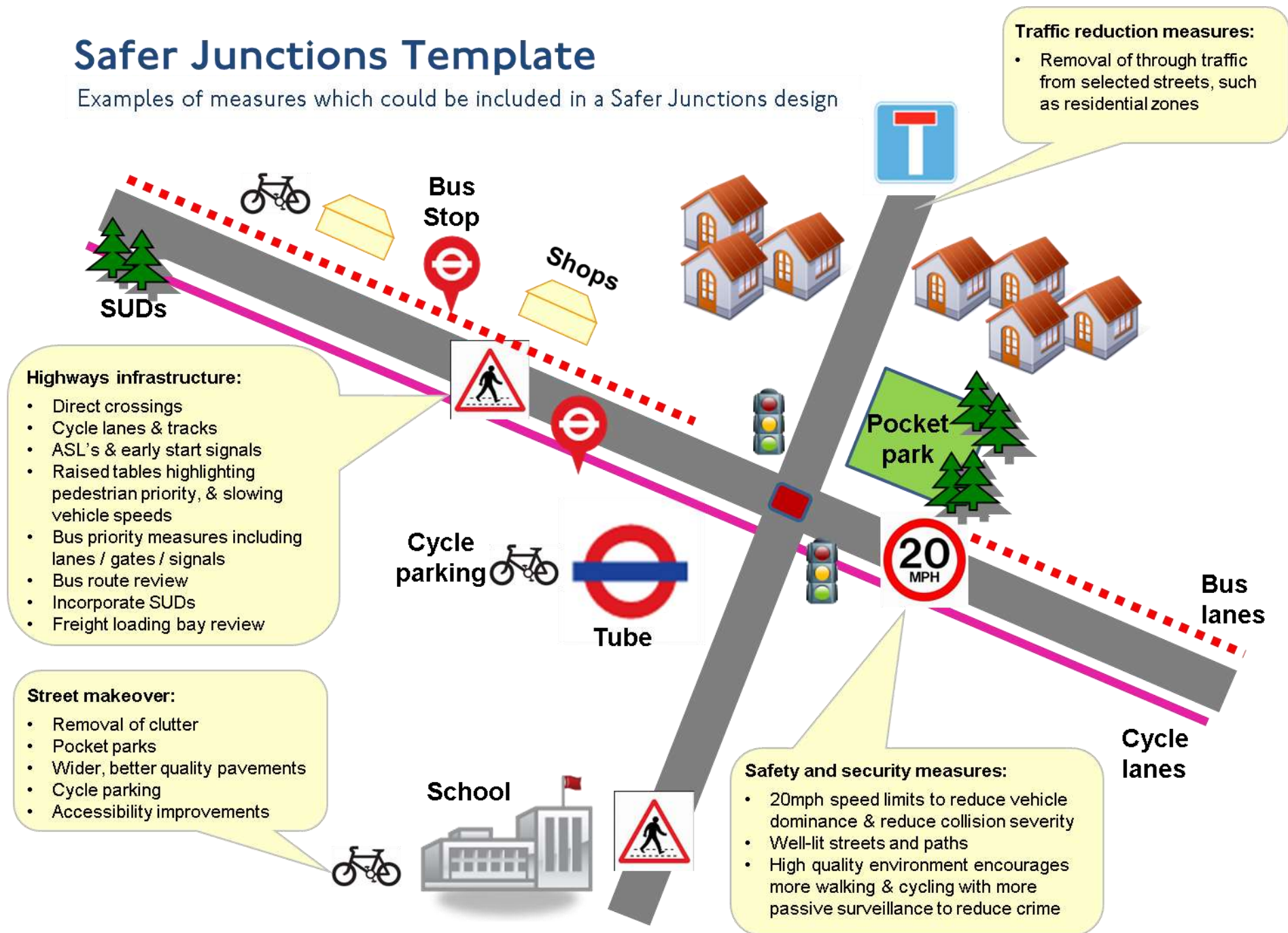
Where appropriate, having a distinct change in the character of the junction may be appropriate to encourage motorists to slow down, especially where cyclists travel and where pedestrians cross frequently.

Whilst additional motorised trips should not be encouraged within the Safer Junctions programme, the safety of motorcyclists should be protected through the design of the individual projects.

- Parking and Loading - Special consideration should also be given to loading and parking along the route and maintaining or improving servicing arrangements. Loading pads which allow for footways to open up during the busiest periods is one approach that could provide for different users at different times of the day.
- Behaviour Change Initiatives – Where possible, if a location is identified which may also benefit from softer road safety interventions, this should be highlighted to the Sponsor to bring to the attention of colleagues in Customer Communication and Technology (CCT).

### Examples of measures which could be included in a Safer Junctions design

### Examples of measures which could be included in a Safer Junctions design



### Other Relevant Investigations

Currently Strategy and Network Development (S&ND) is aware of several other projects in the wider local area being undertaken which are of relevance to this study, including:

- Cycle Future Road 15 – potential future cycle route which is currently in Outcome Definition with Spencer Clark, City Planning. A number of routes are being considered, including using the A23 through Brixton Town Centre. Should this option be chosen it is likely that significant changes will be progressed, including reviewing the feasibility of removing general traffic from Brixton Town Centre.
- Brixton Town Centre – S&ND Network Sponsorship project to improve bus journey times for southbound buses. The current design is for a double width southbound bus lane and alteration of the lane arrangement on approach and exit of the Acre Lane junction, including starting the southbound bus lane on Brixton Hill immediately after the junction. Consultation is expected to take place in Autumn 2018 with implementation in Spring / Summer 2019. This project should be seen as an interim improvement ahead of this Safer Junctions project.
- Brixton Hill – S&ND Network Sponsorship project to improve bus journey times and improve pedestrian facilities outside Lambeth College. Phase 1 of the project was implemented in late 2017 with improvements to St Matthew's Road and minor changes on Brixton Hill. Phase 2 construction started on 16<sup>th</sup> July 2018 and will end in October 2018, providing wider bus and general traffic lanes on Brixton Hill between St Matthew's Road and Brixton Water Lane and, a new pedestrian crossing outside Lambeth College.
- A23 bus lane operational hours and parking / loading review. S&ND Network Sponsorship project that is currently in feasibility.
- Atlantic Road Liveable Neighbourhoods bid – LB Lambeth proposal to improve Atlantic Road and the surrounding neighbourhood by reducing traffic volumes. The bid was not successful for 2018/19 but it is expected that LB Lambeth will resubmit this as a bid ahead of 2019/20. If successful, proposals for Atlantic Road will be monitored to ensure both projects will perform well together.

## Proposed Measures for Feasibility and Concept Design under this Commission

These proposals are based on the recommendations made in the Collision Study prepared by TDE, comments made at the site meeting of 4<sup>th</sup> April 2018 and at the post-site meeting involving key internal stakeholders held at the TfL offices at Palestra on 12<sup>th</sup> April 2018.

TDE are instructed to investigate and provide feasibility and concept designs, which could include a combination of the following proposals:

### 1. **Brixton Road Pedestrian Crossing**

**Summary:** The existing pedestrian crossing facility on Brixton Road (northern arm of the junction) has seen a high number of pedestrian collisions. There is an internal stop line for northbound traffic. There is a strong desire line for pedestrians crossing to access bus stops, the station and local businesses.

**Proposals:** Provide pedestrian countdown. Reallocate road space to pedestrians by widening the footway and reducing the number of running lanes. Widen the existing crossing width to accommodate more pedestrians.

**Potential impacts:** Reduction of carriageway space is likely to increase delays and reduce air quality.

### 2. **Whole Junction – Non-dry Conditions**

**Summary:** A high number of collisions took place in non-dry conditions. It was observed on site that paving blocks on Effra Road were loose and ironworks were not set correctly at the junction.

**Proposals:** Resurface and reprofile the junction.

**Potential impacts:** Failure of road surface may be due to faults beneath the road surface which could be costly to rectify.

### 3. **Whole Junction – U-turn Manoeuvre**

**Summary:** Vehicles have been observed u-turning at the junction, particularly on Brixton Hill to avoid having to access Acre Lane via Effra Road from Coldharbour Lane.

**Proposals:** Provide 'no u-turn' box signs on signals.

### 4. **A23 Northbound Bus Movement**

**Summary:** Northbound bus lane on Brixton Road does not start immediately after the junction and therefore buses are not protected from queuing general traffic. 0 collisions involving buses have been recorded over a 3 year period.

**Proposals:** Provide a dedicated bus lane / gate using the hold the left turn principal to connect northbound buses and cyclists from Brixton Hill to Brixton Road. Alternatively reduce the number of ahead lanes for general traffic on Brixton Hill to one and provide a bus lane to the stop line

**Potential impacts:** Reduction of carriageway space is likely to increase delays and reduce air quality.

## 5. Southbound Brixton Hill / Effra Road Conflict

**Summary:** Southbound, there is a conflict between road users wishing to use Effra Road and road users wishing to use Brixton Hill. In particular buses and cyclists can find it hard to manoeuvre to Brixton Hill with aggressive behaviour from general traffic cutting across to Effra Road. An existing bus priority scheme aims to resolve this issue in the interim (see 'Other relevant investigations' section).

**Proposals:** Convert Effra Road to bus and cycle only. This would require all general traffic to use Brixton Hill with any vehicles wishing to access Effra Road doing so via St Matthew's Road, which would need to be made two-way.

**Potential impacts:** Likely to increase delays and reduce air quality.

### Urban Realm potential

There is an existing public space to the southeast of the junction with trees and seating. Any opportunities to improve the urban realm should be explored.

### 3. Methodology

#### Identifying potential interventions

TDE is required to produce feasibility designs for each site identified as a Safer Junction site. These may vary in cost for delivery; PPD Commercial should lead on all cost estimating for emerging designs, in collaboration with the Designer. The final interventions are expected to remain within an overall budget of circa £5m (including all design development, project management, sponsorship, communications, and miscellaneous delivery costs).

Early Contractor Involvement will be considered by PPD, in order to inform the cost estimates, and help the designer address risks at any early stage (e.g. in relation to statutory undertakers and procuring necessary surveys).

S&ND will make available any relevant completed studies, which describe issues and suggest solutions. TDE should not rely on collating existing ideas, and will be expected to develop design recommendations independently.

Innovative and creative solutions may be proposed, but non-standard or unapproved techniques will need to be agreed by the Sponsor before significant work is undertaken in developing these options.

The design should address the following issues:

- Improve road safety, focussing on, but not limited to vulnerable road user collisions;
- Facilitating public realm improvements to encourage more people to spend time in the area and maximise the junction's potential against TfL's Healthy Streets indicators;
- Improving local ambience through increasing TfL's green estate. This will also mitigate the exposure of pedestrians (especially children), cyclists and motorcyclists to fumes from stationary traffic and maximising opportunities for carbon capture and sequestration, addressing environmental impacts;
- Improving accessibility and severance issues for pedestrians and cyclists, including cycle parking provisions;
- Journey time reliability should be maintained or improved for buses where feasible;
- In acceptance of the role of Principal Designer, all CDM Regulation 2015 requirements will apply including managing, co-ordinating and programming the feasibility and concept design to include all aspects for delivering the design (i.e. Engineering and Technical Services, Traffic Infrastructure, Network Impact Management, WCAP, Highways Technical Approval Authority, external including contractors for surveys and London Borough of Lambeth etc.). The S&ND Principal Sponsor will send a letter formally appointing TDE as Principal Designer and provide the initial PCI separately.

### Feasibility designs

TDE is expected to undertake 2D geometric designs of intervention measures for identified locations. CAD based designs should include/ identify:

- General highway layout (existing and proposed), showing the highway boundary;
- Geometric alterations to the highway;
- Land take requirements, if required;
- Lane definition; and,
- Statutory plant, and furniture affected by the proposals and the implications for the design.

Where unavailable, topographical surveys may be required for the purpose of providing suitable feasibility designs however this should be agreed with the Sponsor prior to commissioning.

Where required, TDE to assist the Sponsor in presentation of the proposals to the Streetscape Design Review Group (SDRG).

TDE, in conjunction with the Sponsor, is to provide PPD with the draft feasibility designs to facilitate construction cost estimates for the project.

Concept design of the preferred option is then to be progressed.

### Concept design

The final concept design package is to include:

- General Arrangement drawings showing proposed dimensions;
- Site Clearance drawings;
- Signs and Road Marking drawings; and,
- (where appropriate) Outline Urban Realm improvement designs (in conjunction with the nominated Urban Designer).

A Risk workshop with stakeholders will be arranged by PPD during the concept design stage, and output to be included within ARM. TDE will be required to provide their technical input. The output of this meeting will be a detailed Risk Register and Issues Register to be maintained by PPD using ARM.

TDE, in conjunction with the Sponsor, is to provide PPD with the draft concept design to facilitate construction cost estimates for the project.

### Assess impact of proposals using strategic assessment framework

TDE will be provided with a Fingerprint output from TfL's City Planner strategic assessment framework tool for each junction. The attributes of the framework include the following Transport Outcomes:

- Safety – Road casualties and crime levels
- Active – Active travel, current and potential cycling and walking levels
- Green – Air quality
- Space efficient – Freight flow levels and car dependency
- Connected public transport – Improved connectivity
- Accessible public transport – Access inequality
- Quality public transport – Bus performance, demand and provision
- Sustainable, active travel developments – Car dependency and poor connectivity
- Unlocking development – Forecast population and employment growth

Once feasibility designs are defined, TDE should assist the Sponsor in completion of a high-level evaluation of all options based on this assessment framework.

### Local Modelling of options

Local modelling will be required in order to undertake the assessment of network performance/engineering feasibility. Separate briefs to Network Performance and Traffic Infrastructure will be issued by the Sponsor.

### Public Consultation

As a result of the limited timeframe for delivery, public consultation will only take place where there is a statutory requirement. Where no formal public engagement is required, extensive pre-engagement via TfL CCT will take place throughout the design period to maximise the potential for local stakeholder buy-in.

Where formal public consultation is to take place, TDE is to assist with the preparation of material for the consultation.

### Key Study Stages and Deliverables

#### Stage 1

- Project initiation meeting

- Brief note outlining TDE's understanding of study objectives and strategic and local objectives

## Stage 2

Following confirmation of the above with S&ND, the following is expected:

- Design of interventions to feasibility and concept level as specified
- Assess impact of each proposal on a local level for all road users utilising the assessment framework
- Periodic spend profile to end of concept design
- Detailed Microsoft Project plan to end of concept design
- Designer's Response to the Stage 1 Road Safety Audit and TfL Highways Approval Document (HAD) for the Technical Approval process
- Technical input to the TfL Engineering Scheme Impact Report (SIR)

## **Deliverables**

In addition to the common deliverables noted in the next section, the following items should also be provided:

### Option drawings

Any option drawings should be produced in line with recommendations made by key internal stakeholders in attendance at the Safer Junctions site meetings and / or wash up sessions.

The Sponsor will select the optimum design option which captures the design objectives within the scope of this commission, based on the hierarchy of needs established earlier in this Commissioning Brief.

### Utility Surveys

Utility surveys, e.g. C2's shall be undertaken and subsurface utilities are to be determined with the project area. This shall be undertaken during the course of this task order. During the feasibility and concept design stages, the LoHAC designer is to be available for early engagement activities in order to understand the rationale behind design decisions and to ensure that any surveys necessary to undertake the detailed design are procured in good time to meet the agreed timescales. TDE are to assist in the procurement and commissioning of these surveys.

### Road Safety Audit

On completion of the concept design, the Sponsor will arrange for a Stage 1 Safety Audit to be undertaken by TfL's in-house Road Safety Team. The Safety Audit reports shall be received by TDE who shall consider and provide a designer's response in respect of any remedial works or additional features considered necessary.

### Construction and Design Management

CDM Regulations 2015 should be considered as part of assessing viability of any design. The S&ND Principal Sponsor will send a formal letter of appointment to TDE and provide the Pre-Construction Information (PCI) documentation.

## DELIVERABLES

Common Deliverables	Required?
Project Plan that sets out time and cost details, including project milestones and deliverables.	<input checked="" type="checkbox"/>
Periodic reports to coincide with TfL 4-weekly accounting periods detailing time worked, money spent, and percentage complete.	<input checked="" type="checkbox"/>
Report on work undertaken and implementation recommendations (no report without a recommendation). The Report will include a single page Executive Summary as a forward outlining the Commission objectives and conclusions, and a single page Design Statement outlining the key design parameters and decisions.	<input checked="" type="checkbox"/>

The following will be included in the Report or produced as separate documents:

Common Deliverables	Required?
Appropriate plans (AutoCAD and PDF format)	<input checked="" type="checkbox"/>
Traffic counts – To be discussed and confirmed with Sponsor	<input checked="" type="checkbox"/>
Appropriate Traffic Models giving:	
Base	<input type="checkbox"/>
Options	<input type="checkbox"/>
Preferred option	<input type="checkbox"/>
Signed off TSSR	<input type="checkbox"/>
Topographical survey - To be discussed and confirmed with Sponsor	<input checked="" type="checkbox"/>
Stage 1 Road Safety Audit – To be completed by TfL's in-house Road Safety Audit team	<input checked="" type="checkbox"/>
Stage 1/2 Road Safety Audit combined	<input type="checkbox"/>
Road Safety Audit Designer's Response	<input checked="" type="checkbox"/>
Location of Statutory Undertakers plant and potential implications to design.	<input checked="" type="checkbox"/>
Streetscape Design Review Group (SDRG) approval, where required	<input checked="" type="checkbox"/>
Highways Technical Approval at the end of each stage	<input checked="" type="checkbox"/>
Network Performance (NP) approval	<input checked="" type="checkbox"/>
Consultation documentation (plan, text etc.)	<input checked="" type="checkbox"/>
Summary results of consultation exercise(s)	<input checked="" type="checkbox"/>
Cost estimate for construction	<input type="checkbox"/>
CDM documentation	<input checked="" type="checkbox"/>
Public consultation drawings (where required)	<input checked="" type="checkbox"/>
TMO drawings and schedules	<input checked="" type="checkbox"/>
Environmental Checklist	<input checked="" type="checkbox"/>
Healthy Streets Check (with Sponsor)	<input checked="" type="checkbox"/>
Guardrail Assessment	<input type="checkbox"/>
Design change log	<input checked="" type="checkbox"/>

#### **4. Governance**

The S&ND Portfolio Sponsor for Road Safety is accountable for the commissioning of this work and the requirements set out in this brief. A PPD Project Manager has been appointed for early involvement of this project, prior to handover at the detailed design stage. The PPD Project Manager is accountable or responsible for all Health and Safety and Project Management activities as set out in the Pathway RACI matrix.

The S&ND Principal Sponsor (based in the appropriate Network Sponsorship Area Team) will be responsible for stakeholder engagement, decision making, and project governance during design development. They will provide appropriate scrutiny and challenge to the Project Manager, who will oversee the design schedule and cost estimates.

TDE should provide a weekly progress report.

A project Progress Meeting will also take place on a monthly basis. TDE should be available for this and may be invited to attend for part of the meeting. There may be other meetings between the Sponsor and TDE however this will be confirmed / requested over the course of the commission period. Please find attached the governance structure in Appendix C.

## 5. Timescales

TfL has committed to Will Norman, the Walking and Cycling Commissioner for London, to complete all construction work and Gate 5 approval for site work at this location by April 2020.

In order to meet this deadline, TDE are requested to complete the feasibility and concept design with public consultation as outlined in this brief by 31 December 2018.

Indicative milestones for the final design are:

<b>By end Jan 2019</b>	<b>Feasibility, concept design and public consultation complete (8 months)</b>
------------------------	--------------------------------------------------------------------------------

*Interim target dates: 10 weeks each for feasibility and concept design stages and four weeks for each Stage Gate sign off.*

<i>Early July 2018</i>	<i>TDE to respond with understanding of brief, output delivery programme and fee estimate (one week)</i>
------------------------	----------------------------------------------------------------------------------------------------------

<i>Mid July 2018</i>	<i>S&amp;ND to confirm commission (one week)</i>
----------------------	--------------------------------------------------

<i>End September 2018</i>	<i>Feasibility design to be completed with amendments incorporated including Highways TAA submission</i>
---------------------------	----------------------------------------------------------------------------------------------------------

<i>October 2018</i>	<i>Gate 2 sign-off by S&amp;ND</i>
---------------------	------------------------------------

<i>October – December 2018</i>	<i>Public consultation to run concurrently to the concept design including one month to collate consultation report.</i>
--------------------------------	--------------------------------------------------------------------------------------------------------------------------

<i>End December 2018</i>	<i>Concept design to be completed with amendments incorporated including Stage 1 Road Safety Audit and Highways TAA submission</i>
--------------------------	------------------------------------------------------------------------------------------------------------------------------------

<i>January 2019</i>	<i>Gate 3 sign off by RSM-S</i>
---------------------	---------------------------------

<b>By end of June 2019</b>	<b>Detailed design complete (5 months)</b>
----------------------------	--------------------------------------------

<b>By end of April 2020</b>	<b>Construction complete (10 months)</b>
-----------------------------	------------------------------------------

## **6. Appendices**

**Appendix A – A23 Brixton Hill / Acre Lane Safer Junctions collision study**

**Appendix B – Summary of site visit / meetings with key internal stakeholders**

**Appendix C – Strategic Assessment Framework ‘Fingerprint’**

**Appendix D – ‘Before’ Healthy Streets check**

**Appendix E - Safer Junctions Governance Structure**

## Appendix A – A23 Brixton Hill / Acre Lane Safer Junctions collision study



Acre Lane - Brixton  
Hill Collision Report R6

## **Appendix B – Summary of site visit / meetings with key internal stakeholders**

*To be provided by Julio Alvarez*

## Appendix C – Strategic Assessment Framework 'Fingerprint'

Table A:  
Strategic  
Network  
Check

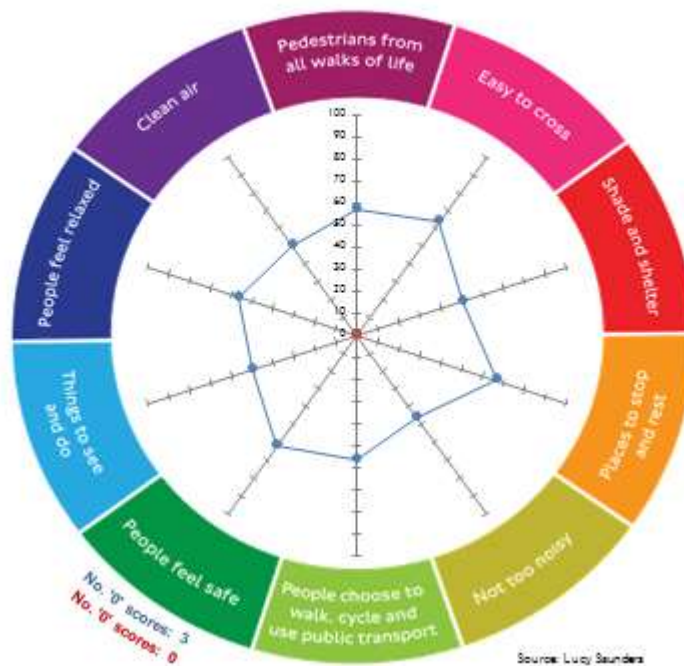
STRATEGIC CHECK	Existing/Committed Cycle Network	No	
	Strategic Cycle Analysis - Priority	Yes	
	Strategic Movement & Freight Network	Yes	
	Bus Network	Yes	
	Bus Priority Corridor	No	
	Low Emission Bus Corridor	Yes	
	High Patronage Bus Corridor	No	
	Existing Major PT Interchange	Yes	
	Growth & Opportunity Area	No	

Table B1:  
Outcome  
Scoring (short  
version)

AREA OUTCOME SCORING	Transport Outcomes		Score	Importance Description	V Low	Low	Medium	High	V High
	Active	Current & potential cycling & walking levels	4V High	Highest ped & cycling demand & potential					
	Safe	VI and crime levels	4V High	Highest accident and/or crime incidence					
	Green	Air quality issues	4V High	Lowest air quality					
	Space Efficient	Vehicle flow levels & car dependency	+ High	High vehicle flows and local car ownership					
	Connected PT	Existing PT connectivity	4V Low	Highest PT accessibility index					
	Reliable Service	Current & forecast bus demand & bus performance	+ Low	Low patronage & good bus performance					
	Quality Service	Current & forecast bus demand & bus performance	4V High	Highest crowding & lowest comfort					
	Inclusive PT	Accessibility level	4V High	Poor accessibility					
	Growth	Existing & forecast pop. and employment levels	+ High	High population & employment density					

## Appendix D – Base Healthy Streets Check

Healthy Streets Check scores



## **Appendix E - Safer Junctions Governance Structure**

\*Please note that members of the Design and Modelling team listed overleaf shown in italics are subject to Transformation and consequently the individuals involved may be subject to change.

## Safer Junctions Governance

