



A5 Edgware Road junction with Harrow Road Safer Junctions programme

Brief

August 2018

A5 Edgware Road junction with Harrow Road

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 Edgware Road and Harrow Road within the City Westminster is situated along the A5 corridor. The A5 is a strategic arterial corridor that runs from Marble Arch in central London northwest towards the GLA boundary, where it meets the M1. The junction is complex, intersecting with the A40 and A404 flyover. There is significant development activity in the immediate area.

Key issues include pedestrians crossing away from designated crossing points. Existing pedestrian islands are narrow. There is a lack of cycle facilities, especially southbound where there is poor traffic lane distribution. The flyover is imposing and unappealing, with limited space and poor access to the cycle hire docking stations.

It has been suggested that improvements could include a more direct pedestrian crossing, reduced traffic lanes, reallocation of space to cyclists, lighting improvement and localised urban realm features

Collision Issues

29 personal injury collisions occurred in the 36 month period ending 31st October 2016, of which five resulted in serious injuries (17.2%). This is above the comparative rate of 12.6% for ATS junctions on the TLRN in Inner London Boroughs.

Key collision issues at the junction of A5 Edgware Road junction with Harrow Road include:

- 15 collisions (51.7%) occurred in dark conditions

- 10 collisions (34.5%) involved a powered two wheeled vehicle (P2W)
- 8 collisions (27.6%) involved a goods vehicle
- 5 collisions (17.2%) involved a left-turning vehicle

Table 3 - Comparative Collision Rates

Factor	Collisions		Expected Rate (%) ²
	Number	% ¹	
Total	29	100.0%	-
Total per year	9.7	-	-
Total per km year	-	-	xx.xx / xx.xx
Priority Score	0	-	-
Injury			
Fatal and Serious	5	17.2%	12.6%
Slight	24	82.8%	87.4%
Modal			
Pedestrian	6	20.7%	21.6%
Pedal Cycle	5	17.2%	25.3%
Powered Two Wheeler	10	34.5%	25.4%
Bus or Coach	3	10.3%	11.2%
Goods Vehicle	8	27.6%	14.5%
Manoeuvre			
Overtaking	2	6.9%	9.4%
Right turning	5	17.2%	21.0%
Left turning	5	17.2%	10.1%
U-turning	0	0.0%	2.1%
Cond.			
Non-dry	4	13.8%	17.1%
Dark	15	51.7%	34.8%

¹ Shading indicates where a collision rate is higher than the comparative average

² 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 A13 East India Dock Road junction with Canton Street / Birchfield Street 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.



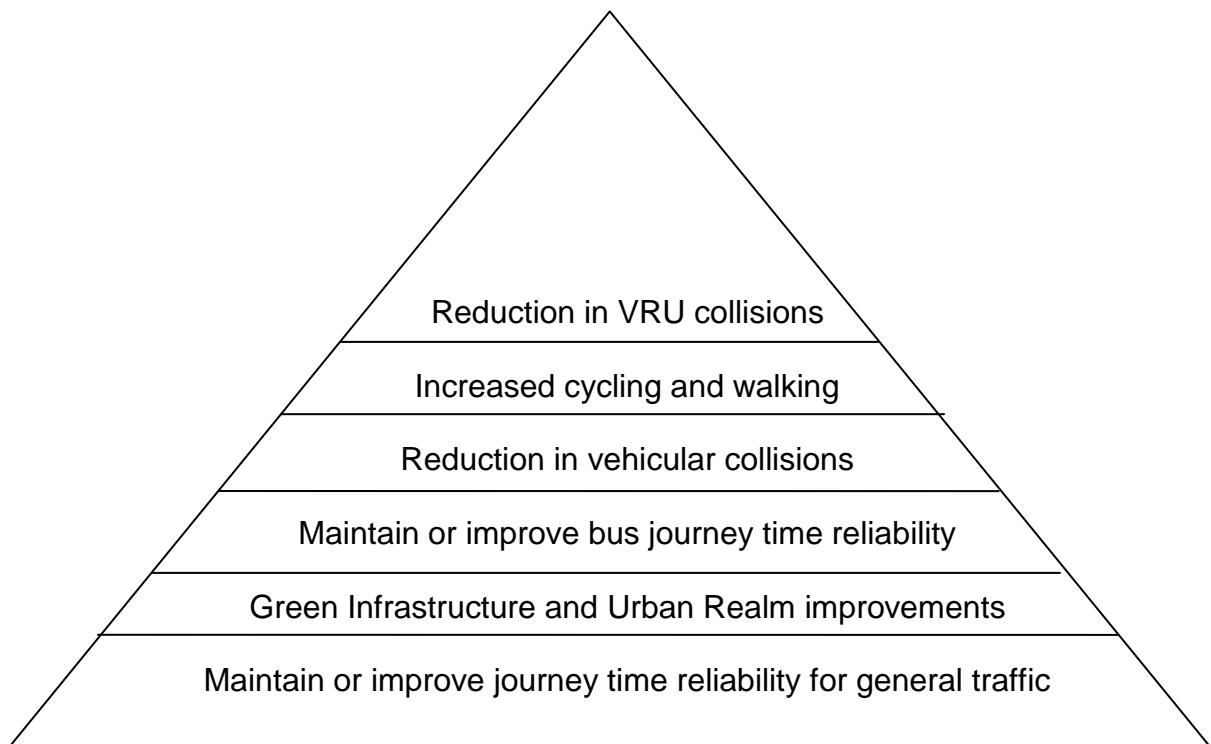
Figure 1 - Network in scope for intervention

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.

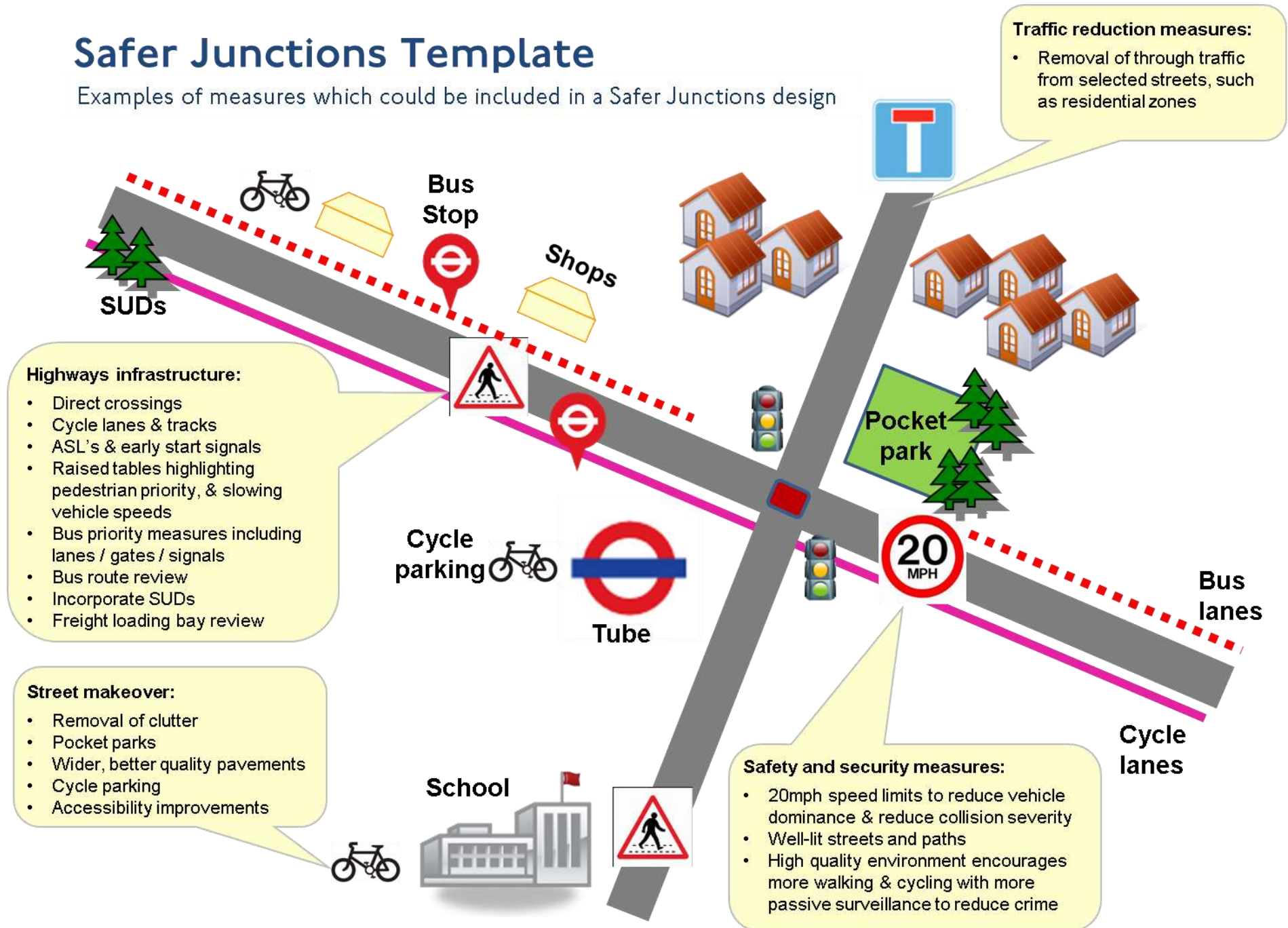
Where appropriate, having a distinct change in the character of the junction may be appropriate to encourage motorists to slow down, especially where cyclists travel and where pedestrians cross frequently.

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).

Safer Junctions Template

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



Other Relevant Investigations

Currently Strategy and Network Development (S&ND) requests that TDE be aware of the ongoing investigations at the Joe Strummer subway, in the vicinity of the junction of the A5 Edgware Road junction with Harrow Road. This work includes short term aspirations to close subways and create rain gardens in one or more of the subway entrances. There is a longer term aspiration to use the subway as a music venue.

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 22nd May 2018 and at the post-site meeting involving key internal stakeholders held at the TfL offices at Palestra on 18th June 2018.

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

1. Lack of cycle facilities around the junction

Summary: Site observations showed that there are insufficient cycle facilities around the junction. On the A5 Edgware Road southbound approach in particular, there is no Advanced Stop Line (ASL) or Trixi mirrors as would be appropriate and found at other central London locations. Lack of cycle facilities could reduce driver awareness of the cyclists at the junction, putting cyclists at an increased risk of being struck by nearby vehicles. Furthermore, the lack of facilities can hinder safe cycle passage through the junction.

Proposals: Improve the facilities for cyclists at the junction. This could include, but is not limited to, including an ASL with lead-in lane and Trixi mirrors. Investigations into the provision of early-release for cyclists with low-level signals should also be considered.

Potential impacts: Potential impact to traffic will be determined by traffic modelling, which will be carried out by Network Performance (NP).

2. Inefficient use of carriageway space on the A5 Edgware Road southbound approach could be redistributed to more vulnerable road users

Summary: In the existing road layout, there are three southbound traffic lanes at the stop line on A5 Edgware Road which are narrow and consequently not fully utilised due to the volume of heavy goods vehicles on this route. Narrow traffic lanes may increase the potential for side-swipe type collisions and risk injury to filtering powered two wheeled vehicles.

The central refuge for pedestrians using the staggered crossing over Edgware Road (north arm) is also too narrow to accommodate the large volume of pedestrians at this location.

Proposal: Evaluate the potential to reduce the southbound carriageway to two lanes, with the excess redistributed to either cycle lanes or to widen the footway / pedestrian refuge.

Potential impacts: Potential impact to traffic will be determined by traffic modelling, which will be carried out by Network Performance (NP).

3. **Steep dropped kerbs on Edgware Road (north arm), eastern footway and Edgware Road (south arm), western footway**

Summary: There are steep footway gradients on the eastern footway of Edgware Road (north arm) and the western footway of Edgware Road (south arm). This is most likely caused by the subway and underground infrastructure at this location. The steep gradients can reduce the level of pedestrian comfort and hinder pedestrians, particularly those using pushchairs and wheelchairs and those with mobility impairments.

Proposal: Re-profile the footways.

Potential impacts: Re-profiling may not be feasible due to London Underground and subway infrastructure at the junction.

4. **Pedestrian crossing arrangement over Edgware Road and Harrow Road to the west of the junction is not on the pedestrian desire line and the wait areas are insufficient to accommodate the high volume of pedestrians**

Summary: In the existing road layout, pedestrians have to cross Edgware Road and Harrow Road in a total of five stages, with staggered crossings over Edgware Road and Harrow Road, punctuated by a triangular island separating left-turning traffic on Harrow Road west arm from those continuing east. The triangular island is insufficient to accommodate the large volume of pedestrians using this crossing, outside a busy underground station in a key central London location. As a result, pedestrians were observed crossing away from the triangular island in large numbers, at risk of being struck by vehicles accelerating from the traffic signals.

Proposal: Prohibit the left turn (west to north) and reallocate the left-turn slip road to footway, creating a large pedestrian area. This could facilitate the pedestrian crossing arrangement of the junction to reduce the number of stages pedestrians have to cross. It may also present an opportunity for streetscape, green infrastructure and sustainable urban drainage system improvements to be designed, introducing greater facilities for shade, shelter and seating.

Potential impacts: Prohibiting the left-turn may be opposed by local residents, businesses and taxis and private hire drivers. Potential impact to traffic will be determined by traffic modelling, which will be carried out by Network Performance (NP).

5. **Pedestrians using the staggered crossing over A5 Edgware Road (north arm) are presented with contradictory aspects due to a 'see-through' problem**

Summary: It was noted that due to the alignment of the various crossing stages for pedestrians crossing Edgware Road (north arm), pedestrians may at times be presented with contradictory red / green man aspects. There is a risk that a pedestrian may mistake the visibility of a green man aspect on the second crossing stage for their own, and begin crossing, at an increased risk of being struck by approaching vehicles.

Proposal: Review the positioning and alignment of the pedestrian crossing points to prevent a 'see-through issue'. This may involve fitting louvres to the pedestrian traffic signals.

6. **Poor visibility and lighting under the flyover structure**

Summary: Whilst the junction of the A5 Edgware Road with A40 Harrow Road itself is a large and busy intersection, it is dominated by a wide and imposing flyover carrying the majority of A40 traffic eastbound and westbound. Beneath the flyover, there are cycle hire stations situated either side of the Edgware Road carriageway. The flyover structure casts a significant shadow over the pedestrian crossing points, cycle hire stations (and associated accesses) and carriageway below. This increases the risk of collisions to vulnerable road users, particularly in dark and low- light weather conditions. It should be noted that a total of 15 collisions (51.7%) occurred in dark conditions.

Proposal: It is understood that there are lighting improvements proposed for the junction, although this may be restricted to the flyover itself. Confirm the extents of the lighting improvements and if necessary, increase to include the full extents of the junction.

7. **Poor access to cycle hire stations beneath A40 Flyover**

Summary: In the existing road layout, there are cycle hire stations beneath the A40 flyover either side of the Edgware Road carriageway. These cycle stations are accessed by cyclists via short dropped kerbs accessible from the offside of the busy A40 slip roads only. Slowing or accelerating cyclists may be at an increased risk of being struck by passing vehicles travelling at a significantly higher speed on these slip roads from a 40mph carriageway.

Proposal: Improve the access arrangements for cyclists using the cycle hire stations. This may include access from the nearside through the replacement of the existing pedestrian crossings over Harrow Road with toucan crossing points.

8. **Narrow pedestrian crossing on Harrow Road (east arm)**

Summary: It was noted that the pedestrian crossing point over Harrow Road (east arm) is narrow and could reduce pedestrian comfort levels.

Proposal: Widen the crossing area for pedestrians.

Potential impacts: Potential impact to traffic will be determined by traffic modelling, which will be carried out by Network Performance (NP).

PPD Elements to deliver in advance of the TDE design

Certain issues have been observed on site and can be delivered in advance of TDE designing the project. These are to be passed to TfL Projects and Programme Directorate (PPD) to rectify.

9. **Existing advance direction sign on Harrow Road (east arm) approach to the junction may be obscured by overgrown tree foliage**

Summary: At the time of the collision study it was noted that the existing advance direction sign on Harrow Road (east arm) for drivers approaching the junction with Edgware Road was obscured by overhanging tree foliage. The foliage has since been pruned, but this is likely to be an ongoing maintenance issue.

Proposal: Relocate the advance direction sign further east.

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 Westminster 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 detailed design and Gate 4 approval 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:

By end August 2019	Feasibility, concept design and public consultation complete (12 months)
<i>Mid August 2018</i>	<i>TDE to respond with understanding of brief, output delivery programme and fee estimate (one week)</i>
	<i>S&ND to confirm commission (one week)</i>
<i>End December 2019</i>	<i>Feasibility design to be completed with amendments incorporated including Highways TAA submission</i>
<i>End January 2019</i>	<i>Gate 2 sign-off by S&ND</i>
<i>Spring 2019</i>	<i>Public consultation to run concurrently to the concept design with one month to collate consultation report.</i>
<i>End July 2018</i>	<i>Concept design to be completed with amendments incorporated including Stage 1 Road Safety Audit and Highways TAA submission</i>
<i>End August 2019</i>	<i>Gate 3 sign off by RSM-S</i>
By end of April 2020	Detailed design complete (5 months)
By end of February 2021	Construction complete (10 months)

6. Appendices

Appendix A – A5 Edgware Road junction with Harrow Road 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 – A13 East India Dock Road junction with Canton Street / Birchfield Street Collision Study



Edgware Road
Harrow Road - Compl

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



Edgware Road
Harrow Road site visit

Appendix C – Strategic Assessment Framework 'Fingerprint'

Table A:
Strategic
Network
Check

STRATEGIC CHECK	Existing/Committed Cycle Network	No	
	Strategic Cycle Analysis - Priority	No	
	Strategic Movement & Freight Network	Yes	
	Bus Network	Yes	
	Bus Priority Corridor	No	
	Low Emission Bus Corridor	No	
	High Patronage Bus Corridor	Yes	
	Existing Major PT Interchanges	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	+V High	Highest pop & cycling demand & potential					
	Safe	CSI and crime levels	+ High	High accident and/or crime incidence					
	Green	Air quality issues	+V High	Lowest air quality					
	Space Efficient	Vehicle flow levels & car dependency	+ High	High vehicle flows and local car ownership					
	Connected PT	Existing PT connectivity	+V Low	Highest PT accessibility index					
	Reliable Service	Current & forecast bus demand & bus performance	+ High	High percentage & poor bus performance					
	Quality Service	Current & forecast bus demand & bus performance	+V High	Highest boarding & lowest conflict					
	Inclusive PT	Accessibility levels	+V High	Fewer accessibility					
	Growth	Existing & forecast pop. and employment levels	+ Medium	Average population & employment density					

Appendix D – Base Healthy Streets Check



	Existing layout	Proposed layout
Pedestrians from all walks of life	54	#####
Easy to cross	63	#####
Shade and shelter	50	#####
Places to stop and rest	67	#####
Not too noisy	53	#####
People choose to walk, cycle and use public	54	#####
People feel safe	56	#####
Things to see and do	56	#####
People feel relaxed	53	#####
Clean Air	58	#####
Overall Healthy Streets Check score	55	0
Number of '0' scores	4	0

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

