

## Cycle Superhighways Route East-West

### Construction Package 12

Stage 1/2 Road Safety Audit

Ref: 2263.08/000/A3211/TLRN/2015

Prepared for:

**Cycle Superhighways  
TfL Projects and Programmes Directorate (PPD)**

By:

**Road Safety Audit, TfL Asset Management Directorate**

Version	Status	Date
A	Audit report issued to Client	30/03/2016

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## **1.0 INTRODUCTION**

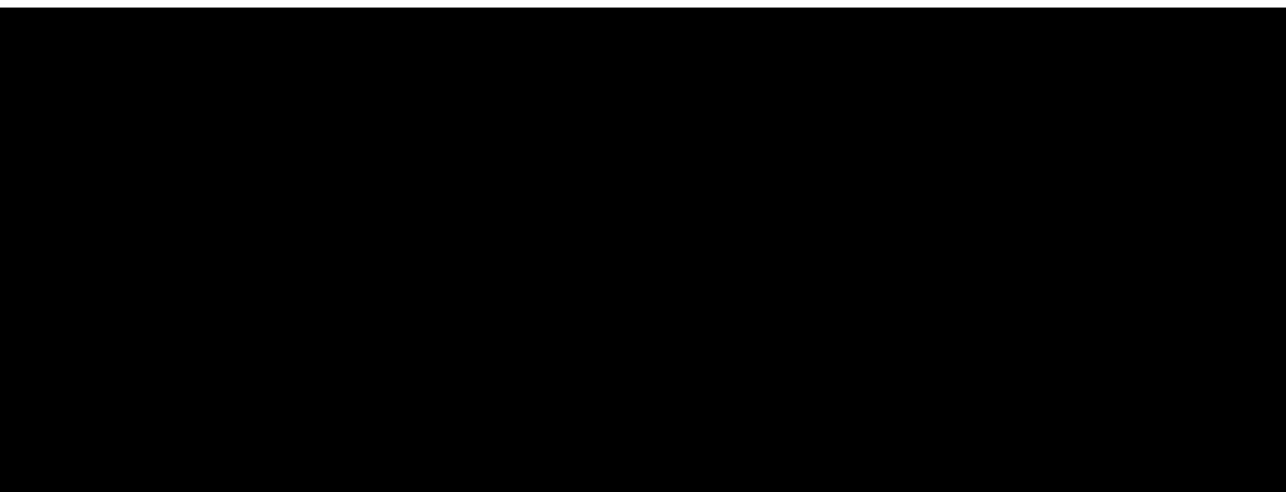
### **1.1 Commission**

- 1.1.1 This report results from a Stage 1/2 Road Safety Audit carried out on the Cycle Superhighways Route East-West, Construction Package 12 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 2<sup>nd</sup> March 2016. It took place at the Palestra offices of TfL on 21<sup>st</sup> March 2016 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 The visit to the site of the proposed scheme was made on 21<sup>st</sup> March 2016. During the site visit the weather was sunny and the existing road surface was dry.

### **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



### 1.4 Purpose of the Scheme

- 1.4.1 The purpose of the scheme is to provide a Cycle Superhighways Route linking east and west London.

### 1.5 Special Considerations

- 1.5.1 This Audit has been undertaken to expedite the design process without full clarification of the traffic signal infrastructure or method of control data. As this Audit has been undertaken without the consideration of this information, problems pertaining to these features have not been identified.
- 1.5.2 The Cycle Superhighway East-West proposals have been subject to separate Stage 1 and Stage 2 Road Safety Audits to facilitate the design process. Following completion of the Stage 2 Road Safety Audit the design has been substantially amended. Therefore, as some of these issues are feasibility type issues, and to ensure all elements of the design have been subject to Stage 1 and Stage 2 Road Safety Audit, this Audit has been completed at Stage 1/2. Any corresponding Audits are considered to be superseded by the completion of this Audit.

## 3.2 TRAFFIC SIGNS AND ROAD MARKINGS

### 3.2.1 PROBLEM

**Location:** A – Byward Street junction with Trinity Square

**Summary:** Part-time left turn ban layout may pose a hazard to road users

It is proposed to provide a part-time left turn ban from Byward Street into Trinity Square. The proposals indicate advance notification signing but no details of the traffic signal layouts or indication of any traffic signing at the point of the restriction has been provided. The absence of notification to drivers at the point of the prohibition may lead to drivers failing to appreciate the turning restriction. Drivers may therefore turn injudiciously with an exacerbated potential for conflict with cyclists and pedestrians as a result.

#### RECOMMENDATION

Provide traffic signal and traffic sign infrastructure at the point of prohibition to notify to drivers the hours for the prohibited left turn at this location. It may also be beneficial to undertake enforcement of the prohibition to ensure it is not deliberately disobeyed.

Design Organisation Response	Accepted / Part Accepted / Rejected
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The junction is to be signalised. There is proposed signage provided to inform drivers of the hours of prohibited left turn in advance of the junction and the signal heads include both 'ahead' and 'left' green aspects and a 'no left turn' secret sign that is to be activated/deactivated by time of day. The left turn into Trinity Square is only available when the secret 'no left turn' sign is deactivated and phased so that it doesn't conflict with either the pedestrian or cycling phases. AECOM believes that enforcement would be beneficial but it will be the decision of TfL whether to actively enforce the prohibition.

Client Organisation Comments
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Auditor comments noted and agree with the designer.

The traffic signals on the eastbound approach will show an ahead arrow with a 'no left turn' sign beneath it during the hours of 5am – 9pm. Throughout the night (9pm – 5am) the 'no left turn' sign will be deactivated and a green left arrow shown next to the ahead arrow.

Advance signage will be implemented on the eastbound approach to Trinity Square which has a 'no left turn' sign with a time plate beneath it; this combination has been approved by the DfT. Temporary repeater signs will be in place once the junction opens to reinforce the message, and EoS and TfL officers will be on site for the first two weeks to encourage and monitor behaviour.

CCTV will also be implemented at the junction to provide enforcement of the turns.

This junction will be monitored after launch to ensure it operates as expected and will be subject to an RSA3 and possibly an RSA4.

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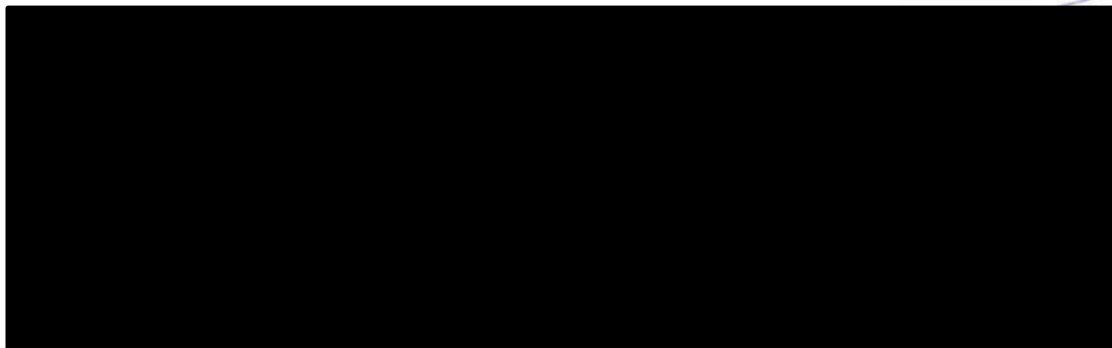
## 5.0 SIGNATURES AND SIGN-OFF

### 5.1 AUDIT TEAM STATEMENT

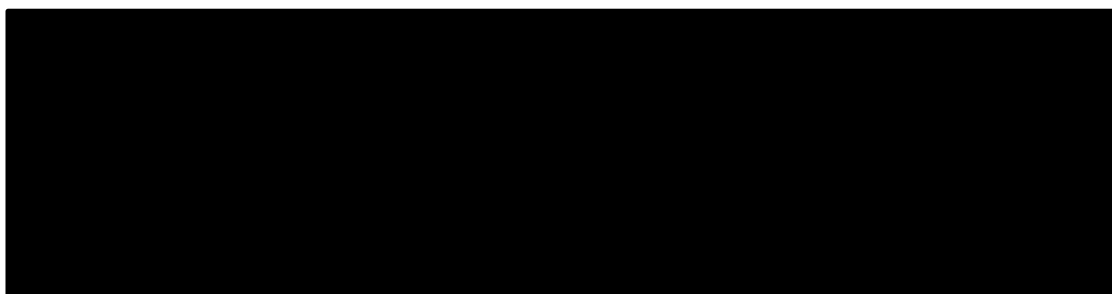
We certify that we have examined the drawings and documents listed in Appendix A. to this Safety Audit report. The Road Safety Audit has been carried out in accordance with TfL Procedure SQA-0170 dated May 2014, with the sole purpose of identifying any feature that could be removed or modified in order 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:

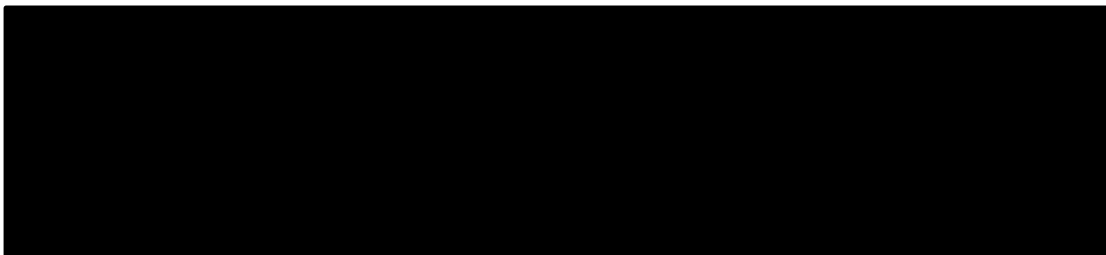


#### AUDIT TEAM MEMBER:



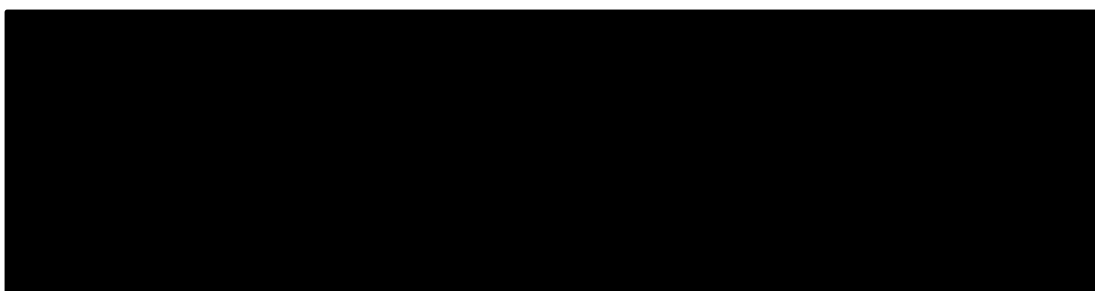
## 5.2 DESIGN TEAM STATEMENT

In accordance with SQA-0170 dated May 2014, I certify that I have reviewed the items raised in this Stage 1/2 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.



## 5.3 CLIENT ORGANISATION STATEMENT

I accept these proposals by the Design Organisation.



## 5.4 SECONDARY CLIENT ORGANISATION STATEMENT (where appropriate)

I accept these proposals by the Design Organisation.

