

A10 Bishopsgate

Experimental Traffic Order for proposed bus gates (Options 1 and 2)

Stage 1 Road Safety Audit

Ref: 3855/000/A10/TLRN/2021

Prepared for:

TfL – Investment and Delivery Planning

By:

Road Safety Audit

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

Prepared by: [REDACTED], Audit Team Leader

Checked by: [REDACTED], Audit Team Member

Approved by: [REDACTED]

Version	Status	Date
A	Audit report issued to Client	17/11/2021



1.0 INTRODUCTION

1.1 Commission

- 1.1.1 This report results from a Stage 1 Road Safety Audit carried out on the A10 Bishopsgate Experimental Traffic Order for Proposed bus gates (Options 1 and 2) 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 16 November 2021. It took place on 17 November 2021 and comprised an examination of the documents provided as listed in Appendix A.
- 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: [REDACTED] – TfL Investment Delivery Planning

1.3.2 Design Organisation

Design contact details: [REDACTED] – TfL Engineering

1.3.3 Audit Team

Audit Team Leader: [REDACTED] – TfL Road Safety Audit

Audit Team Member: [REDACTED] – TfL Road Safety Audit

1.3.4 Other Specialist Advisors

Specialist Advisor Details: None Present

1.4 Purpose of the Scheme

The purpose of the scheme is proposed bus gates (Options 1 and 2). Option 1 should be implemented first. Option 2 is only to be implemented if the City of London introduces a bus gate on Leadenhall Street.*

*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. 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.

1.5.2 It is noted that online mapping (Google Maps) is dated between January 2021 and June 2021. 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.

2.0 ITEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS

The Audit Team is not aware of any other Audits having been carried out on the proposals.

3.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

This section should be read in conjunction with Paragraphs 1.2.1, 1.2.2 and 1.2.3 of this report. The scheme is split into two separate options, referenced as Option 1 and Option 2 respectively. Problems relating to each option are presented within this section under their own title or where applicable to both options, under the heading 'Items applicable to both options'.

3.1 ITEMS APPLICABLE TO BOTH SCHEMES

3.1.1 PROBLEM

Location: General – Advanced Temporary Signage

Summary: Text only based advanced warning signing for the closures may increase the risk of reverse type collisions at entry to the bus gates.

Text only based advanced warning signing is proposed on approaches to the bus gates. Road users unfamiliar with the area may not know the name and / or orientation of the road for which the signs are intended. This could lead to some road users, especially those turning left where forward visibility to the bus gates will be limited by the building line, turning into / towards the bus gates. Upon realising their mistake, drivers may reverse back into the junction where they are at risk of colliding with other road users or pedestrians crossing the road.

RECOMMENDATION

It is recommended that map style advanced signs (*see example inset right*) are provided to increase road user awareness of the bus gates and restricted movements.



Design Organisation Response	Rejected
The proposed bus gates are an extension of an existing scheme that has been on site since August 2020. Users are aware of the changes in the immediate and surrounding area. Text based advanced warning signs are proposed on all approaches in alignment with what was done as part of the original scheme.	
Client Organisation Comments	
Designer's response part accepted. It is agreed that a change to the signage strategy at this time may confuse drivers given existing signage is already in place. However, signage will be kept under review should feedback be received as part of the experimental traffic order process.	

3.2 OPTION 1

The Audit Team has not identified any additional features of the scheme that could be removed or modified in order to improve the road safety of the measures.

3.3 OPTION 2

3.3.1 PROBLEM

Location: A – Bishopsgate; southbound bus gate signing

Summary: Position of bus gate signage may be difficult for road users approaching from the side roads to observe, increasing the risk of side swipe type collisions.

The location and orientation of the proposed southbound bus gate sign may not be sufficiently visible for road users approaching from Leadenhall Street and Cornhill to observe. This could lead to road users mistakenly turning towards or entering the bus gate and swerving back should they realise their mistake. This could increase the risk of side swipe type collisions occurring.

RECOMMENDATION

It is recommended that the position and orientation of the bus gate signage is reviewed to ensure sufficient forward visibility is provided for all applicable road users. This may require an additional offside bus gate sign to be provided.

Design Organisation Response	Accepted
<p>Orientation of the proposed southbound bus gate sign (at the corner of Leadenhall Street / Gracechurch Street) to be updated to face oncoming traffic from Leadenhall Street. Additionally, there is a text based advanced warning sign already proposed on Leadenhall Street.</p> <p>The right turn out of Cornhill is banned (except for cyclists). A bus gate sign for oncoming traffic from Cornhill will not be needed.</p> <p>An additional bus gate sign is now proposed on the eastern footway of Gracechurch Street. This will be oriented to face southbound traffic from Bishopsgate.</p> <p>Design updated (revision P03).</p>	
Client Organisation Comments	
<p>Designers response accepted. Should it be necessary to introduce the changes in this option/scenario, then consideration will be given to ensuring clear signage of the restriction is available on all approaches.</p>	

End of list of problems identified and recommendations offered in this Stage 1 Road Safety Audit

4.0 ISSUES IDENTIFIED DURING THE STAGE 1 ROAD SAFETY AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

Safety issues identified during the audit and site inspection that are considered to be outside the Terms of Reference, but which the Audit Team wishes to draw to the attention of the Client Organisation, are set out in this section. It is to be understood that, in raising these issues, the Audit Team in no way warrants that a full review of the highway environment has been undertaken beyond that necessary to undertake the Audit as commissioned.

The Audit Team has no issues to raise within this section.

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:

██████████
BSc. (Hons), FCIHT, FSoRSA, MIHE,
National Highways C of C.

Signed:

██████████

Date: 17/11/2021

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

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

Contact: ██████████ tfl.gov.uk

AUDIT TEAM MEMBER:

Name:

██████████
PGCert, BA (Hons), MCIHT, MSoRSA
National Highways C of C.

Signed:

██████████

Date: 17/11/2021

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

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

Contact: ██████████ tfl.gov.uk

5.2 DESIGN TEAM STATEMENT

In accordance with SQA-0170 dated May 2014, I certify that I have reviewed the items raised in this Stage 1 Safety Audit report. I have given due consideration to each issue raised and have stated my proposed course of action for each in this report. I seek the Client Organisation's endorsement of my proposals.

Name: [REDACTED]

Position: Traffic Design Engineer

Organisation: TfL

Signed: [REDACTED]

Dated: 19/11/2021

5.3 CLIENT ORGANISATION STATEMENT

I accept these proposals by the Design Organisation.

Name: [REDACTED]

Position: Principal Sponsor

Organisation: TfL

Signed: [REDACTED]

Dated: 02/12/2021

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

ETOBSG-RSM-FEA-00-DR-TE-01-0001 Rev P 01

ETOBSG-RSM-FEA-00-DR-TE-02-0001 Rev P02

DRAWING TITLE

GRACECHURCH STREET / BISHOPSGATE
EXPERIMENTAL TRAFFIC ORDER
OPTION 1

GRACECHURCH STREET / BISHOPSGATE
EXPERIMENTAL TRAFFIC ORDER
OPTION 2

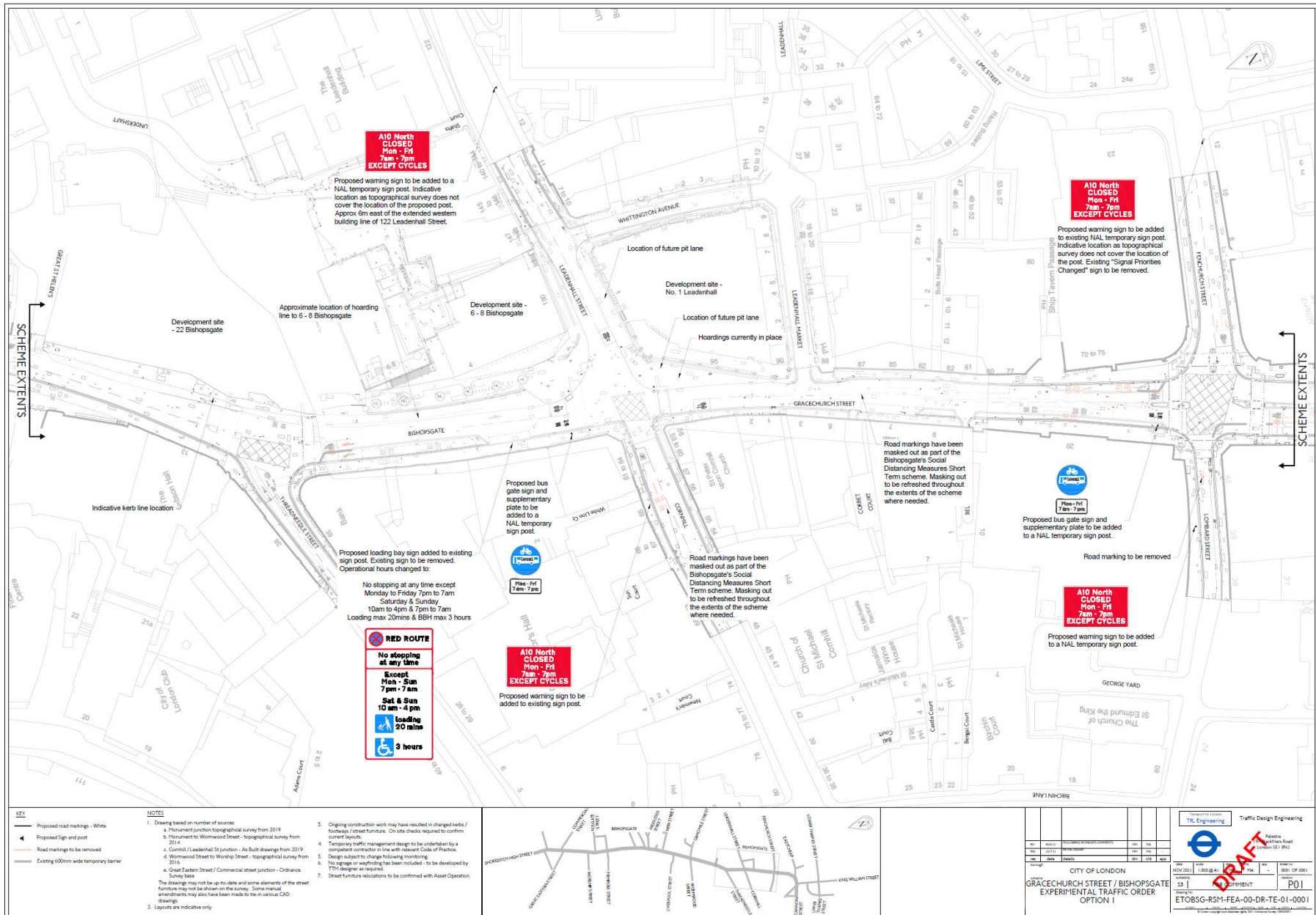
DOCUMENTS

- 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)

APPENDIX B

Problem Locations



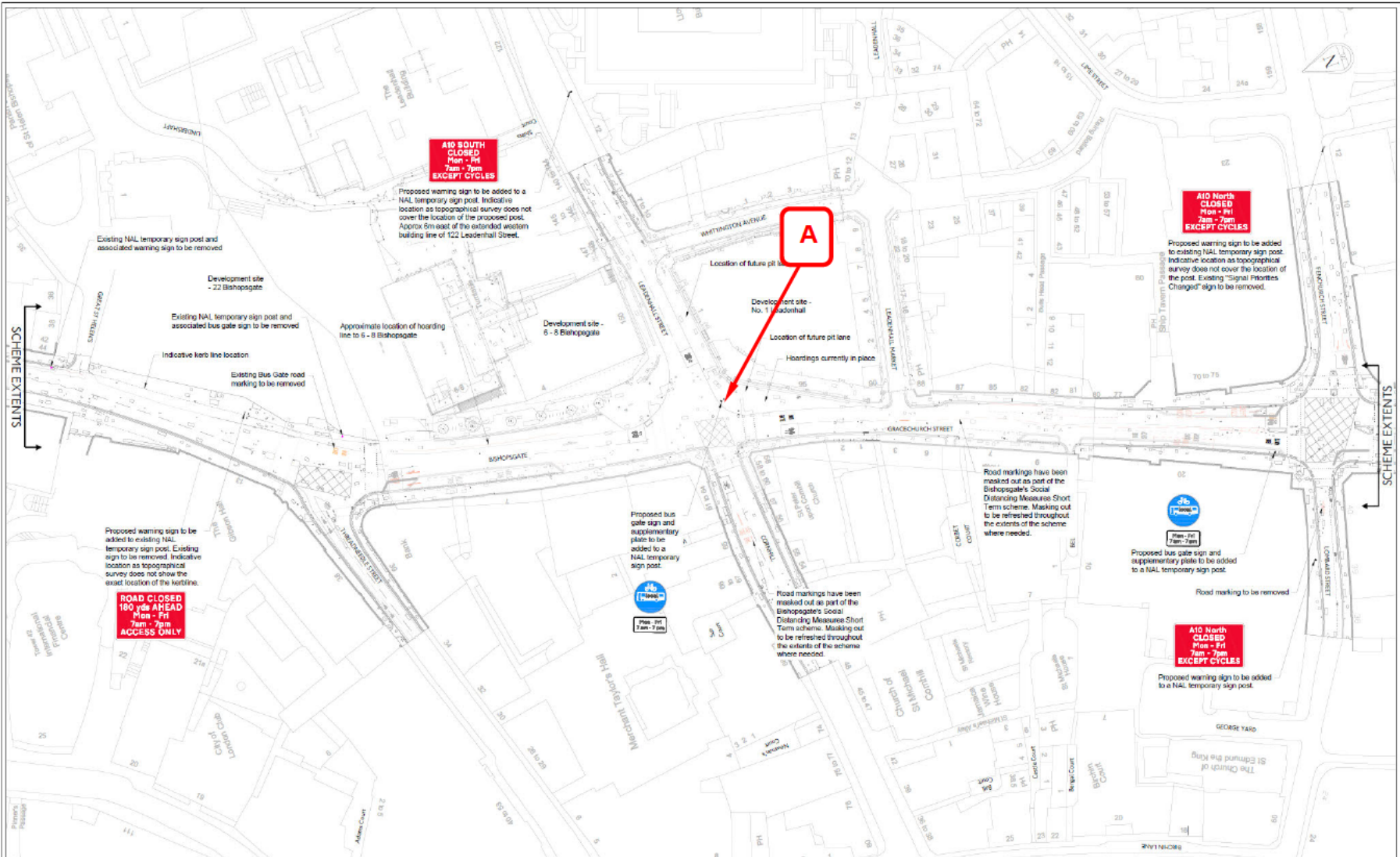
KEY

- Proposed road markings - White
- Proposed sign and post
- Road markings to be removed
- Existing 600mm wide temporary barrier

- NOTES**
- Drawing based on number of sources
 - Monument to junction topographical survey from 2019
 - Monument to Wormwood Street - topographical survey from 2014
 - Corinth / Leadenhall St junction - As Built drawing from 2019
 - Wormwood Street to Wharfedale Street - topographical survey from 2019
 - Great Eastern Street / Commercial street junction - Ordnance Survey base
 - The drawings may not be up-to-date and some elements of the street furniture may not be shown on the survey. Some manual amendments may also have been made to the various CAD drawings.
 - Layouts are indicative only.
 - Ongoing construction work may have resulted in changed levels / footways / street furniture. On site checks required to confirm current layout.
 - Temporary traffic management design to be undertaken by a competent contractor in line with relevant Code of Practice.
 - Design subject to change following monitoring.
 - No signage or anything has been included - to be developed by TDM designer as required.
 - Street furniture relocations to be confirmed with Asset Operation.



Traffic Design Engineering	
CITY OF LONDON GRACECHURCH STREET / BISHOPSGATE EXPERIMENTAL TRAFFIC ORDER OPTION 1	
35 DOCUMENT	P01 01
ET0BSG-RSM-FEA-00-DR-TE-01-0001	



- NOTES**
1. Drawing based on number of lanes
 - a. Placement junction topographical survey from 2019
 - b. Movement to Womwood Street - topographical survey from 2014
 - c. Cornhill / Leadenhall St junction - As Built drawings from 2017
 - d. Womwood Street to Womwood Street - topographical survey from 2016
 - e. Great Eastern Street / Commercial street junction - Ordnance Survey file
 2. The drawing may not be up-to-date and some elements of the street furniture may be shown on this survey. Some small amendments may also have been made to their vertical CAD drawings.
 3. Layouts are indicative only.
 4. Ongoing construction work may have resulted in changed kerbs / footways / street furniture. On-site checks required to confirm current layouts.
 5. Temporary traffic management design to be undertaken by a competent contractor in line with relevant Code of Practice. Design subject to change following monitoring. Any signage or markings that have been indicated, to be developed by TMR Designers as required.
 6. Street furniture relocation to be confirmed with Asset Operation.



CITY OF LONDON		Traffic Design Engineering	
GRACECHURCH STREET / BISHOPSGATE EXPERIMENTAL TRAFFIC ORDER OPTION 2			
NO. 1000	NO. 1001	NO. 1002	NO. 1003
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NO. 1764	NO. 1765	NO. 1766	NO. 1767
NO. 1768	NO. 1769	NO. 1770	NO. 1771
NO. 1772	NO. 1773	NO. 1774	NO. 1775
NO. 1776	NO. 1777	NO. 1778	NO. 1779
NO. 1780	NO. 1781	NO. 1782	NO. 1783
NO. 1784	NO. 1785	NO. 1786	NO. 1787
NO. 1788	NO. 1789	NO. 1790	NO