



safer roads for everyone

**Ashley Road Depot, Tottenham Hale,
North London**

Road Safety Audit Combined Stage 1 & 2

on behalf of London Borough of Haringey

Civic Engineers

TMS reference no: 18044
Date: 5th October 2023
Revision: 0

1. Project Details

Report Title:	Ashley Road Depot, Tottenham Hale, North London Road Safety Audit Combined Stage 1 & 2
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Document Ref No:	TMS Ref No: 18044
Revision	0
Prepared by:	TMS Consultancy
On behalf of:	London Borough of Haringey
TMS Client	Civic Engineers

Document Control Sheet

Issue No	Revision	Audit Team	Completion Date	TMS Issue Date
1	0	RM/DN	4 th October 2023	5 th October 2023

2. Introduction

2.1 This report describes a combined Stage 1 and 2 Road Safety Audit carried out on proposed access arrangements for a residential development at Ashley Road Depot, Tottenham Hale, North London, on behalf of Civic Engineers.

2.2 The audit team members were as follows:

Audit Team Leader

Richard Marriott – CertEd, FCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency
Road Safety Engineer, TMS Consultancy

Audit Team Member

Darren Newbold – MSc, BSc (Hons), MCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency
Principal Engineer, TMS Consultancy

2.3 The audit comprised an examination of the documents listed in **Appendix A**. The Road Safety Audit was undertaken in accordance with the instruction from Andrew Peeke, Civic Engineers.

2.4 The site was visited by the Audit Team on 3rd October 2023 at 3pm. The weather was overcast. Traffic flows were moderate and free flowing. Pedestrian flows were high. Cycle flows were very low.

2.5 The terms of reference of the Road Safety Audit are as described in GG 119 Revision 2. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.

2.6 All of the problems described in this report are considered by the audit team to require action in order to improve the safety of the scheme and minimise collision occurrence.

2.7 A scheme drawing is included in **Appendix B**, where the locations of specific problems are referenced. A location plan of the scheme is also included in this Appendix.

- 2.8 The scheme consists of proposed access arrangements for a 272-unit residential development on land formerly occupied by Ashley Road Depot, Tottenham Hale, North London. The site will be accessed by four vehicle crossovers, two of which will be modifications of existing accesses. Two new access points are to be provided on Park View Road.

The scheme has a speed limit of 30MPH which is identified by a system of street lighting spaced not more than 183 metres apart as per Section 82(1)(a) of the Road Traffic Regulation Act 1984 (RTRA 1984).

2.9 Road Safety Audit Response Report

Following the completion of the road safety audit, the design team should prepare a road safety audit response report in collaboration with the Overseeing Organisation.

The response report should incorporate the following:

- **Decision Log** spreadsheet, where each Problem and Recommendation in the Safety Audit report is reiterated
- In the Decision Log, a response should be provided by the Design Team and Overseeing Organisation for each problem raised in the RSA report, together with an agreed action

Further information is provided in **GG 119 Sections 4.11 to 4.19** and **Appendix F** (where a road safety audit response report template is available).

The response report should be produced and finalised within *one month* of the issue of the RSA report. A copy of the response report should be issued to the Safety Audit Team for information.

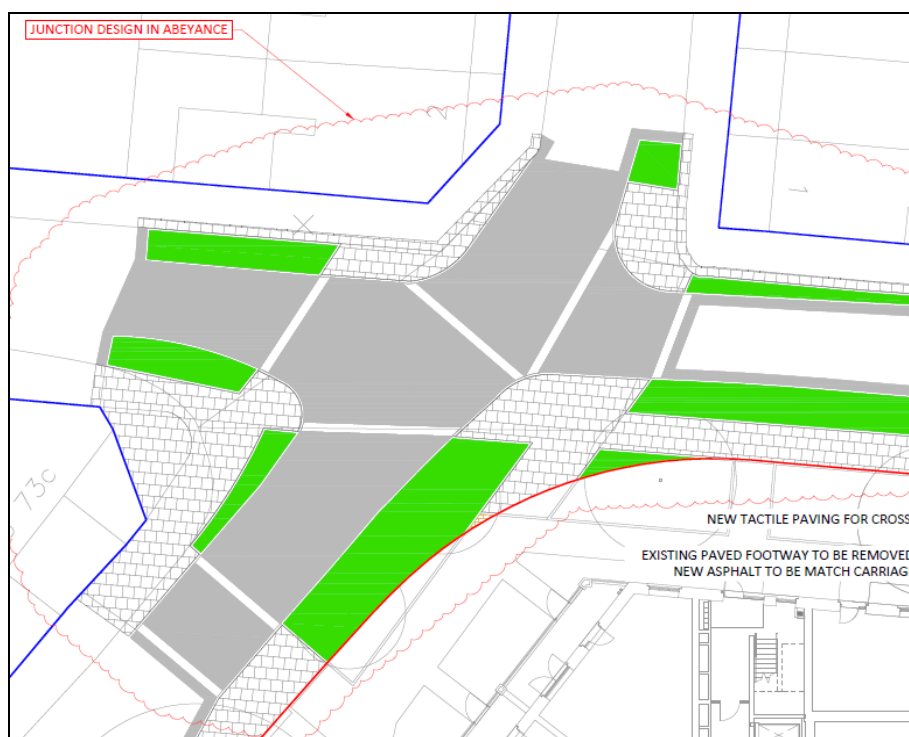
3. Items resulting from the Combined Stage 1 & 2 Road Safety Audit

3.1 PROBLEM

Location: Junction Park View Road / Derwent Road and Havelock Road

Summary: Increased risk of pedestrian collisions with road users

The audit team acknowledges that the junction design is in abeyance however the current dropped kerb crossing increases the exposure time of pedestrians to road users. This is an increasing issue due to the rise and availability of electric / hybrid modes of transport including cars, vans, e bikes, e scooters and other modes of micro mobility.



Proposed (current) junction design.

Client: Civic Engineers

Scheme: Ashley Road Depot, Tottenham Hale, North London



Current extensive crossing point.

RECOMMENDATION

It would be prudent to minimise the crossing distance for pedestrians by setting the crossing points further inset to the side roads.

3.2 PROBLEM

Location: General - Metal service / utility coverts

Summary: Road user loss of control type collisions and pedestrian trip / fall type injuries.

There are currently numerous metal service / utility covers that are located within the carriageway in critical turning and braking areas. This may contribute to loss of control type collisions for all road users with powered two wheelers being in the high-risk category.

Service covers located within pedestrian desire lines and footways may pose a trip / fall type hazard resulting in injuries. All issues will be exacerbated during inclement weather.



Park View Road



RECOMMENDATION

Where possible metal service / utility covers should be relocated out of pedestrian desire lines and removed from critical braking and turning areas or the service / utility covers should be treated with a non-slip surface with similar skid resistance to the surrounding carriageway.

3.3 PROBLEM

Location: Extent of scheme – Overhanging vegetation

Summary: Pedestrian collisions with road users

In several areas throughout the development the existing vegetation has begun to hang low over the footways. Should this practice be allowed to continue pedestrians may be forced to exit the footway and walk in the live carriageway putting them at risk of collisions with road users.



RECOMMENDATION

Vegetation should be cut back and maintained on a routine basis.

3.4 PROBLEM

Location: Junction Park View Road / Derwent Road and Havelock Road

Summary: Increased risk of pedestrian trip / fall type injuries

As per Problem 3.1 above, the audit team acknowledges that the junction design is in abeyance however there are currently several concrete and metal bollards throughout the junction that may pose a trip / fall type hazard to all pedestrians. The substantial construction of these bollards may also increase the injury level of occupants of errant road users who inadvertently leave the carriageway and collide with them.



RECOMMENDATION

Should bollards be required to enforce back of footway parking / pedestrian safety, it is recommended that alternative bollards (such as Enviro Bollards) are installed.

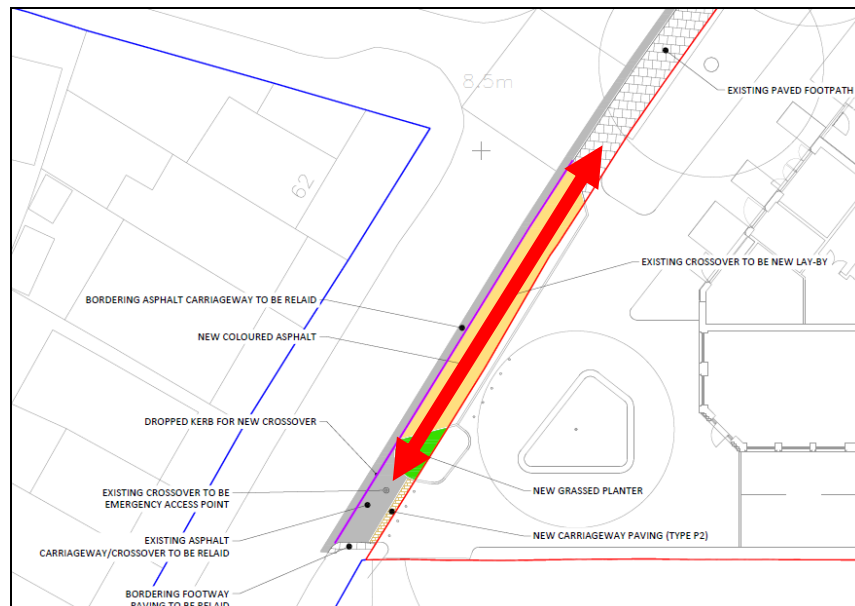
3.5 PROBLEM

Location: Park View Road – Proposed lay-by

Summary: Increased risk of pedestrian collisions with road users

The current crossover for the development shown in drawing number 1832-CIV-XX-XX-D-H-40001 shows the existing crossover to reinstated as a lay-by with the addition of a grassed planter. The footway shown in the drawing gives no indication of a safe route for pedestrians which would force them to walk in the live carriageway risking conflict with road users.

The absence of pedestrian crossing facilities also increases the risk of pedestrian trip / fall type injuries should they have to negotiate a full height kerb.



RECOMMENDATION

The current configuration should be redesigned providing a safe pedestrian route and / or crossing facilities.

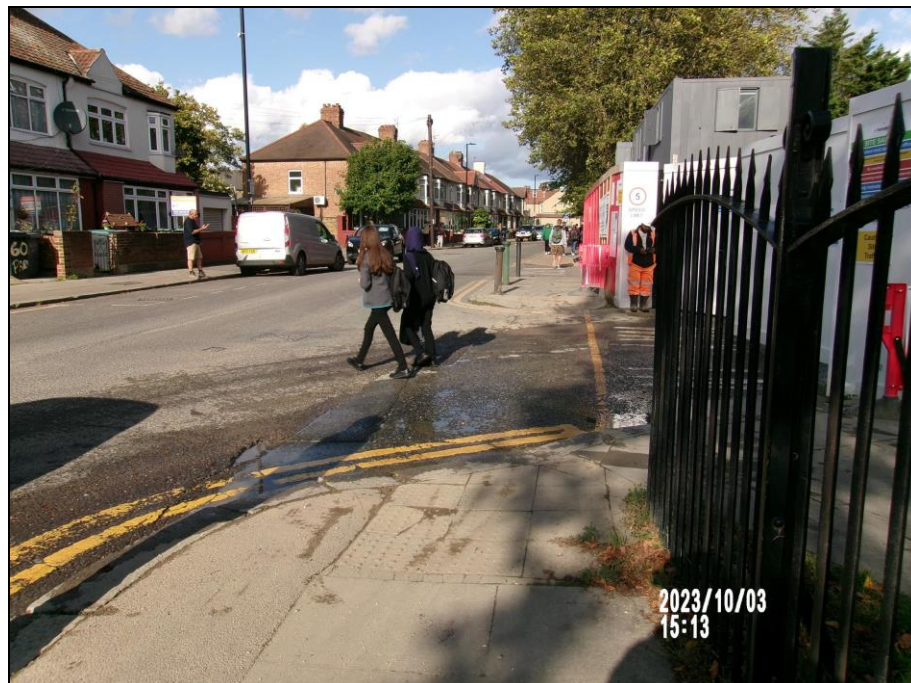
3.6 PROBLEM

Location: Park View Road

Summary: Increased risk of pedestrian trip / fall type injuries

The current crossover for the development along Park View Road currently shows an area of ponding in close proximity to a pedestrian crossing point and vehicle crossover.

Standing water within critical turning and braking areas increase the risk of road user loss of control type collisions and poses a trip fall type hazard to pedestrians.



RECOMMENDATION

Levels should be checked, and additional drainage added as required.

4. Audit Team Statement

We certify that the terms of reference of the road safety audit are as described in GG 119 Revision 2.

Audit Team Leader

Richard Marriott – CertEd, FCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency
Road Safety Engineer, TMS Consultancy

Signed	
Date	5 th October 2023

Audit Team Member

Darren Newbold – MSc, BSc (Hons), MCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency
Principal Engineer, TMS Consultancy

Signed	
Date	5 th October 2023

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Appendix A

Documents Examined:

-  1832-CIV-XX-XX-D-H-40000
-  1832-CIV-XX-XX-D-H-40001
-  1832-CIV-XX-XX-D-H-40002
-  1832-CIV-XX-XX-D-H-40003
-  1832-CIV-XX-XX-D-H-40004

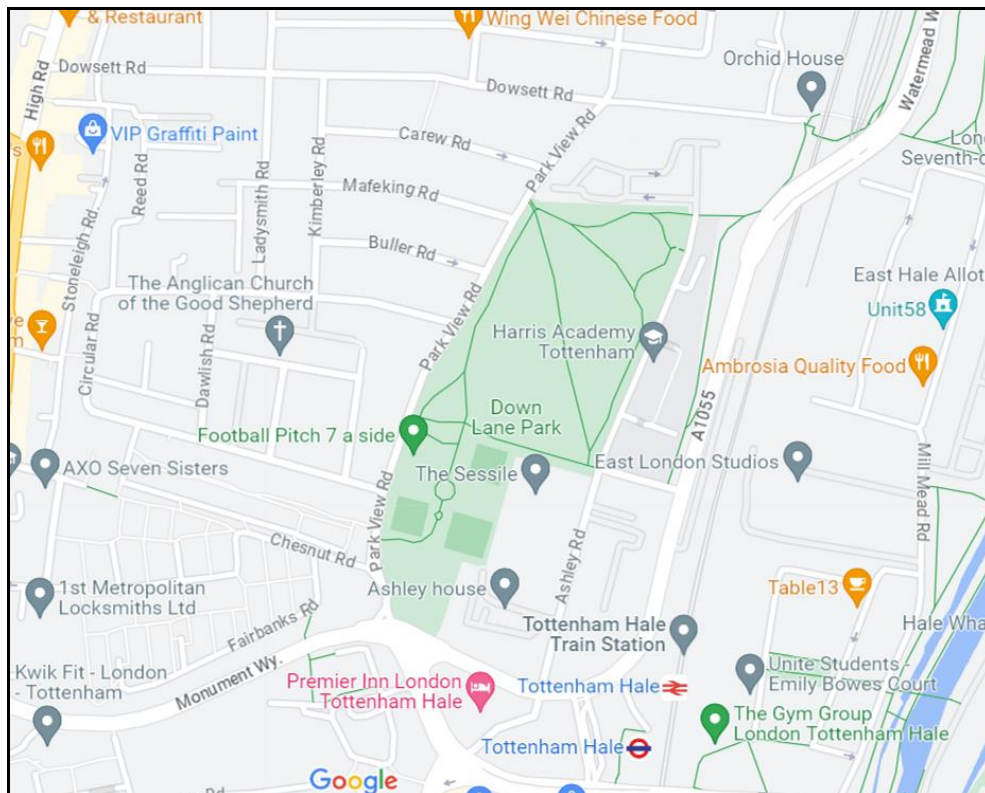
Other Information Provided:

- Checklist of Information

Appendix B

Please refer to the following page for a plan illustrating the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

The location of the scheme is shown below:



Client: Civic Engineers

Scheme: Ashley Road Depot, Tottenham Hale, North London



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