

The Roundway

Proposed Highway Works

Stage 1 Road Safety Audit

Ref: 2290-RSA-01



Prepared for: **Transport for London**

Date: **July 2022**



TRAFFIC & ROAD SAFETY SPECIALISTS

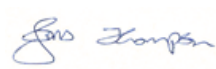
DOCUMENT INFORMATION

Project Title	THE ROUNDWAY PROPOSED HIGHWAY WORKS STAGE 1 ROAD SAFETY AUDIT		
Document No	2290-RSA-01		

Issue	Original (A)	Revision	Revision
Date Issued	06/07/22		

Prepared by	A Haunton		
Signature			

Checked by	J Thompson		
Signature			

Authorised by	J Thompson		
Signature			

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1.0 INTRODUCTION

1.1 Commission

- 1.1.1 This report results from a Stage 1 Road Safety Audit carried out on the proposed highway works for the Hillview Developments LLP development at The Roundway in the London Borough of Haringey.
- 1.1.2 The Audit was undertaken by Capital Road Safety in accordance with the Audit Brief dated 21st June 2022, as approved by Matty Muldoon, Assistant Planner, Transport for London. It took place during late June / early July 2022 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 scheme was made between 12:30 and 13:00hrs on 29th June 2022. During the site visit, the weather was cloudy but otherwise fine. The highway surfaces were damp in places following earlier rain and the crossover nearest the filling station was covered with effluent emanating from the adjacent commercial premises. Traffic flows fluctuated between modest and high, but remained free flowing at all times. Frequent pedestrian and cycle movements were evident around the area.

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 that 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. 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, 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: Matty Muldoon, Transport for London

1.3.2 Design Organisation

Design contact details: Martin Hubbard, Steer

1.3.3 Audit Team Approval

The Audit Team specified in 1.3.4 below were given approval to undertake this Audit by Matty Muldoon, Assistant Planner, Transport for London, on behalf of TfL Road Safety Audit, on 27th June 2022.

1.3.4 Audit Team

Audit Team Leader: Andy Haunton, Capital Road Safety

Audit Team Member: Jonathan Thompson, Capital Road Safety

Audit Team Observer: None

1.3.5 Other Specialist Advisors

Specialist Advisor Details: None appointed

1.4 Purpose of the Scheme

- 1.4.1 The overall scheme proposes demolition of the existing commercial uses, stopping up of crossovers and redevelopment of the site to provide 76 residential units and 608 sqm GEA of Flexible Class E (Commercial, Business and Service) space.
- 1.4.2 The highway works subject to this audit, as described in the Audit Brief, comprise:
- A 12m inset loading bay on The Roundway (TLRN) capable of accommodating one vehicle at a time including a Haringey 9.7m long refuse vehicle and a 10m long rigid vehicle. This bay will be 3.7m wide x 12m long and will accommodate delivery and waste collection vehicles associated with the residential blocks and commercial uses fronting A10 The Roundway. The proposed loading bay on The

Roundway will require the relocation of the existing VMS sign in this location, further south.

- A 12m partially inset loading bay on Church Lane capable of accommodating one vehicle including a Haringey 9.7m refuse vehicle and a 10m rigid vehicle. This bay will be 3m wide x 12m long and will accommodate delivery and waste collection vehicles associated with the residential blocks fronting Church Lane. A potential alternative to a formally marked loading bay in this location could be to provide a single/double yellow line with single yellow kerb blips in the same location, which would prevent waiting at any time and prohibit loading during times stated. This could potentially be from 7.30 – 9.30am and 4.00 – 6.30pm, Mondays to Fridays, or similar.
- Four accessible car parking spaces inset On Church Lane. These will each be 2.7m wide x 6.6m long.
- In order to inset the bays on Church Lane and to maintain a minimum 2m footway width behind the bays, part of the footway will need to be set back into the site and adopted by S38 agreement. At the northern end of the footway adjacent to the site the footway width would be increased to 3m wide, and the majority of the footway to the south of this would then be 2m wide, including in the middle/southern sections, which are currently narrower at 1.8m wide.
- In order to accommodate the loading bay and four accessible car parking spaces on Church Lane, three existing on-street parking bays will require removal.
- The design includes 3m gaps to the north and south of the Church Lane 12m loading bay, so even if a 10m vehicle were parked in the bay the 3m spaces either side could be used as a passing location for cyclists. These gaps will be longer when smaller vehicles occupy the bay. When the loading bay is not in use (the majority of the time) the length of the cycle passing space would be 18m. A 3.8m gap has also been included between the proposed northern on-street accessible space and the spaces outside the children's nursery.

1.5 Special Considerations

1.5.1 None noted.

2.0 ITEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS

- 2.1** The Audit Team is not aware of any previous audits having been carried out on the proposals.

3.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT:

3.1 GENERAL

3.1.1 PROBLEM

Location: A – Relocated VMS.

Summary: Increased risk of bridge strikes.

The scheme will relocate an existing VMS southwards in order to accommodate the proposed loading bay. The VMS, an overheight vehicle sign, will be located within the spread of a mature tree's canopy. As such, there is concern that the message displayed by the sign, or its detection function may be compromised. This may increase the risk of bridge strikes.



RECOMMENDATION

The message displayed by the VMS and its detection function should not be compromised by the tree canopy.

Design Organisation Response	Accepted / Part Accepted / Rejected
[Leave blank for Design Organisation's Response]	
Client Organisation Comments	
[Leave blank for Client Organisation's Comments]	

3.2 JUNCTIONS

3.2.1 PROBLEM

Location: B – Filling station exit onto The Roundway.

Summary: Revised geometry may constrain long vehicle movements.

Vehicles exiting the filling station routinely traverse the expansive northern crossover. This crossover is to be removed. Hence, there is concern that the movements of larger vehicles, such as articulated petrol tankers, may be unduly constrained when rejoining The Roundway. This could increase the risk of such vehicles oversweeping pedestrian surfaces and colliding with anyone present. Alternatively, such vehicles could oversweep the opposing traffic lane, increasing the risk of sideswipe collisions with opposing traffic.



RECOMMENDATION

Adequacy of the revised filling station exit geometry should be verified using swept path plots.

Design Organisation Response	Accepted / Part Accepted / Rejected
[Leave blank for Design Organisation's Response]	
Client Organisation Comments	
[Leave blank for Client Organisation's Comments]	

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

No safety issues outside the Terms of Reference have been identified during the audit or site inspection that the Audit Team wishes to draw to the attention of the Client Organisation.

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, 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: Andy Haunton
BEng (Hons) MCIHT FSoRSA
Cert Comp RSA

Signed:



Date

06/07/2022

Position: Director

Organisation: Capital Road Safety

Address: Cross End, Pebmarsh, Essex, CO9 2NU

Contact: enquiries@capitalroadsafety.com (01787 388215)

AUDIT TEAM MEMBER:

Name: Jonathan Thompson
IEng FIHE MCIHT MSoRSA
Cert Comp RSA
Lantra 12D M7 TTM Manager

Signed:



Date

06/07/2022

Position: Director

Organisation: Capital Road Safety

Address: Cross End, Pebmarsh, Essex, CO9 2NU

Contact: enquiries@capitalroadsafety.com (01787 388215)

5.2 DESIGN TEAM STATEMENT

In accordance with SQA-0170, I certify that I have reviewed the items raised in this Stage 1 Road 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 Organisations endorsement of my proposals.

Name:

Position:

Organisation:

Signed:

Dated:

5.3 CLIENT ORGANISATION STATEMENT

I accept these proposals by the Design Organisation.

Name:

Position:

Organisation:

Signed:

Dated:

APPENDIX A

Documents Forming the Audit Brief

DRAWING NUMBER	DRAWING TITLE
• 24063401-STR-HGN-100-DR-D-00101 - REV P2	EXISTING PLAN
• 24063401-STR-HGN-100-DR-D-00501 - REV P2	PROPOSED ON-STREET LOADING BAYS AND ACCESSIBLE PARKING SPACES
• 24063401-STR-HGN-100-DR-D-00502 - REV P1	THE ROUNDWAY, PROPOSED INSET LOADING BAY
• 24063401-STR-HGN-100-DR-D-00701 - REV P1	EXISTING VEHICLE CROSSOVER TO BE REMOVED
• 2242-A-L-011 Rev -	Ownership Plan, Property Search Plan
• 3 2242-A-L-012 Rev -	Ownership Plan, Highways Search Map
• 2242-GHA-ZZ-00-DR-A-(20)100 Rev -	Illustrative Plans, Proposed Ground Floor Plan
• 2242-A-L-120 Rev -	Site Plan, Existing Use GSAs

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

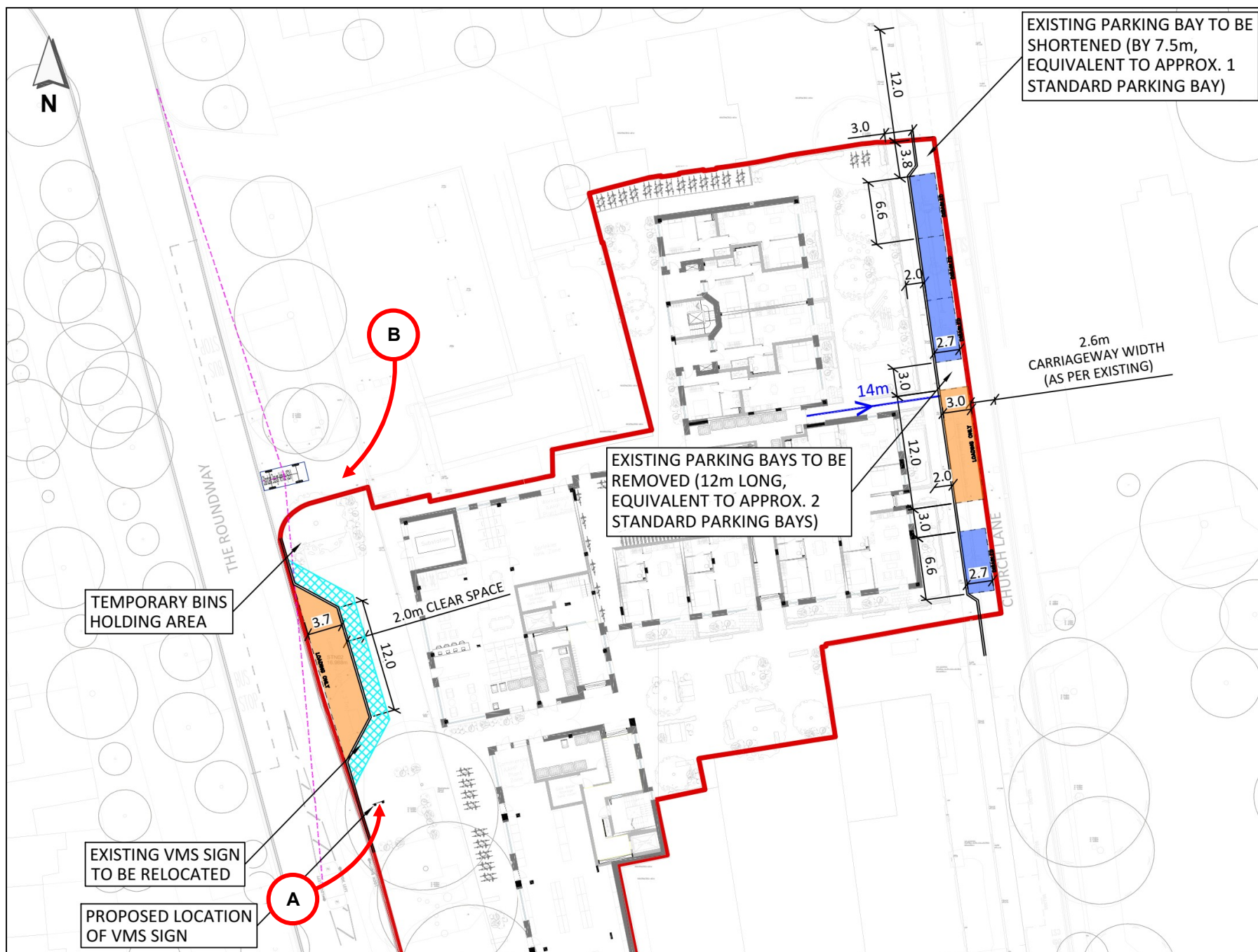
DETAILS (where appropriate)

Dated 21st June 2022

Transport Assessment

APPENDIX B

Problem Location Plan





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