

Cromer Road, Barnet Local Safety Scheme Stage 1 Road Safety Audit

June 2019

Urban Vision is a Joint Venture Partnership between:

CAPITA Salford City Council GallifordTry

Delivering Excellence
in the Built Environment

Quality Management:

Project No: UV/009250-01

Document Reference: 33-19

Revision: P01

Prepared by: *Urban Vision Partnership Limited*




On behalf of: *London Borough of Barnet*

Design Organisation: *Re (Regional Enterprise) Limited*

Overseeing Organisation: *London Borough of Barnet*

Issue Date: June 2019

Cromer Road, Barnet Local Safety Scheme Stage 1 Road Safety Audit

	Name	Signature	Date
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Issue Record:

Rev	Date	Description/Comments	Prepared by:	Checked by:
D01	10/06/2019	First Draft – issued for checking	Simi Atkinson	Mike Kilby
P01	10/06/2019	Issue to Client	Simi Atkinson	Andy Devine

Contents

Page

1. Introduction	4
2. Items Raised at this Road Safety Audit	7
3. Documents And Drawings Provided in the Safety Audit	9
4. Audit Team Statement	10
Appendix A Photographs	11
Appendix B Reference Plan Option 1	12
Appendix C Reference Plan Option 2	13

1. Introduction

Urban Vision Partnership Limited is instructed by Regional Enterprise Limited on behalf of the London Borough of Barnet to carry out a Stage 1 Road Safety Audit on the proposed 20mph and traffic calming options on Cromer Road, Shaftesbury Road and Bulwer Road in Barnet, London.

1.1 Terms of Reference

The terms of reference for this audit are as described in GG 119 in the Design Manual for Roads and Bridges. The RSA team has reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

It is confirmed that this is a “Stage 1 Road Safety Audit”, i.e. one carried out at the end of outline design.

The RSA Team was approved by Sara Herranz of Regional Enterprise Limited and consisted of:

Team Leader	Andy Devine MCIHT MSoRSA Group Engineer Road Casualty Reduction Group Urban Vision, Salford.
Team Member	Simi Atkinson MCIHT MSoRSA Collision Investigation Officer Road Casualty Reduction Group Urban Vision, Salford.
Team Member	Mike Kilby MCIHT MSoRSA Assistant Collision Investigation Officer Road Casualty Reduction Group Urban Vision, Salford.

The RSA brief & drawings was issued & approved by Sara Herranz of Regional Enterprise Limited. Follow up email-correspondence has been used to clarify any further details requested by the Audit Team.

The Audit comprised of desktop analysis of the drawings & documents provided along with a day time site visit.

A full list of documents and drawings used is provided in Section 4 of this report.

Where relevant within this report traffic signs will be described by their diagram numbers within the Traffic Signs Regulations and General directions 2016 (TSRGD Diagram No).

Within this report the generic term “pedestrians” can include walking pedestrians, wheelchair users, dismounted cyclists, the blind, partially sighted, mobility impaired and people with prams or pushchairs. Where a problem is specific to one or more group’s appropriate reference will be made.

1.2 Description

This audit will examine the two options proposed. Option 1 consists of a 20mph zone with speed cushions proposed on Cromer Road (Outside No. 19), Shaftesbury Avenue (Outside No. 8) and Bulwer Road (Outside Nos. 22/24) along with repeater 20mph roundel road markings. Meanwhile Option 2 consists of terminal 20/30 mph traffic signs and repeater 20mph roundel road markings only.

1.3 Traffic Data

The audit team have received Traffic Survey Data for Cromer Road, Shaftesbury Avenue and Bulwer Road. The surveys were carried out between 30 April to 6 May 2018, recording traffic speed data for 24 hours each day.

Cromer Road (Northbound – one way road)

Average 85th percentile speeds = 25.9mph

Average Mean Speeds = 21.2 mph

Shaftesbury Avenue (Southbound – one way road)

Average 85th percentile speeds = 27.7 mph

Average Mean Speeds = 21.8 mph

Bulwer Road (Southbound – one way road)

Average 85th percentile speeds = 25.0 mph

Average Mean Speeds = 20.2 mph

1.4 Collision Data

Within the design statement, reference has been made to 60 months of collision data to April 2017 where there were a total of 3 collisions, all classified as slight severity:

Date	Severity	Summary
03/05/2012	Slight	Potter's Road junction with Bulwer Road – Driver poor turn or manoeuvre and failed to look properly
08/03/2013	Slight	Bulwer Road junction with Potter's Road – Driver vision affected by rain, fog and road layout (bend in road),
03/04/2014	Slight	Potter's Road junction with Cromer Road – Driver careless, reckless in hurry, involved pedestrian at zebra crossing.

1.5 Road Safety Audit

The RSA Team visited the site together on Thursday 6th June 2019, between 09:15 – 10:00am. The weather was sunny and the road surface was dry. Traffic conditions were moderate with no queues; there were low pedestrian movements and no cyclists observed during the site visit.

The audit team have not been made aware of any previous road safety audits undertaken on these scheme proposals.

This report was prepared week commencing 10th June 2019.

1.6 Purpose of Scheme

The proposals have been developed as a local safety scheme in response to issues raised in the Cromer Road Primary School Travel Plan which identified the speed of traffic within the local vicinity as dangerous, and therefore children feel it is dangerous to cross the road outside the school.

1.7 Departures from Standard & Strategic Decisions

The Road Safety Audit team have not been made aware of any departures from standard or strategic design decisions.

1.8 Audit Management

The Audit Report will be submitted to the Client, who is responsible for agreeing with the Audit Team Leader the content of the final version of the report.

Matters which the Terms of Reference exclude from this report, but which the Audit Team wishes to draw to the attention of the Client, will be made in the covering email.

It is the Design Organisations responsibility in collaboration with the Overseeing Organisation to produce and finalise a response report within one month of the issue of the RSA report. For an example of a response report template, refer to GG 119 'Appendix F'. The Overseeing Organisation should provide an electronic copy of the completed RSA response report to the RSA team for information.

This audit is valid for 5 years. Should the scheme not progress to the next stage in its development within this period it should be re-audited.

2. Items Raised at this Road Safety Audit

2.1 Problem

Option: 2

Location: Throughout

Summary: *Risk of speed related collisions.*

On review of the speed survey data, the average 85th percentile free flow speeds on each road where it is proposed to introduce a 20mph limit exceeds 24 mph. The audit team have concerns that traffic signs and repeater road markings alone would be ineffective in reducing speeds, particularly given the straight road layouts and one-way system. There is concern the 20mph proposals may provide a false sense of security to vulnerable road users who may attempt to cross more freely, leading to an increased risk of speed related collisions.

Recommendation:

Provide physical speed reducing features at regular intervals to encourage better compliance with the 20mph speed limit.

2.2 Problem

Option: 1

Location: Shaftesbury Avenue (See Photo 1)

Summary: *Risk of loss of control type collisions*

It is proposed to locate a set of speed cushions on Shaftesbury Avenue outside property no. 8. During the site visit, the audit team noted an existing service cover in the carriageway at this location. There is concern that the co-location of the service cover and proposed speed cushion may cause difficulties during construction and become hazardous to motorists where there is a risk of loss of control type collisions.

Recommendation:

Relocate the speed cushions away from the service cover on Shaftesbury Avenue.

2.3 Problem

Option: 1

Location: Throughout (See Photo 2, 3 and 4)

Summary: *Risk of personal injury to passengers.*

It was noted during the site visit that vehicles park along both sides of the one-way roads which forces moving traffic to travel down the centre of the carriageway. The audit team have concerns that motorists, particularly those in buses and emergency vehicles, will be unable to straddle the cushions as parked vehicles will force them to override the 'shoulders' of each cushion resulting in maximum discomfort to passengers, potentially causing injury. Repetitive, heavy loading on the shoulders of the cushions will also cause damage over time, reducing their effectiveness in maintaining low vehicle speeds.

Recommendation:

Ensure motorists are able to straddle the cushions without being forced to override the 'shoulders' due to adjacent parking.

2.4 Problem

Option: 1

Location: Throughout (See Photo 2, 3 and 4)

Summary: *Risk of speed related collisions in future.*

Further to 2.3 above, when there are no vehicles parked adjacent to the cushions, there is potential for motorists to deviate from the centre of the carriageway towards the kerb to fully straddle the cushions where there is a risk of side-swipe type collisions with adjacent cyclists.

Recommendation:

Ensure motorists are able to straddle the cushions without any sudden deviation in their path.

3. Documents and Drawings Provided in the Safety Audit

The Road Safety Audit brief that defined the scope and details of the scheme included the following documents and drawings:

Document Reference	Revision	Title of Document	Date
BC/001640-01-01_FS_100-01	0	Option 1 – 20mph Zone General Arrangement	20/05/2019
BC/001640-01-01_FS_100-02	0	Option 2 – 20mph Limit General Arrangement	20/05/2019
BC/001640-01	-	Design Statement	24/05/2019
TSP13792	-	ATC Site 1 Cromer Road	23/04/2018
TSP13792	-	ATC Site 2 Shaftesbury Avenue	23/04/2018
TSP13792	-	ATC Site 3 Bulwer Road	23/04/2018

4. Audit Team Statement

We certify that this road safety audit has been carried out in accordance with GG 119.

ROAD SAFETY AUDIT TEAM LEADER

Andy Devine MCIHT MSoRSA
Group Engineer
Road Casualty Reduction Group
Urban Vision Partnership Ltd.
Salford

Signed: 

Date: 10th June 2019

ROAD SAFETY AUDIT TEAM MEMBER

Simi Atkinson MCIHT MSoRSA
Collision Investigation Officer
Road Casualty Reduction Group
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Salford

Signed: 

Date: 10th June 2019

ROAD SAFETY AUDIT TEAM MEMBER

Mike Kilby MCIHT MSoRSA
Assistant Collision Investigation Officer
Road Casualty Reduction Group
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Signed: 

Date: 10th June 2019

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Appendix A Photographs

1 – Problem 2.2



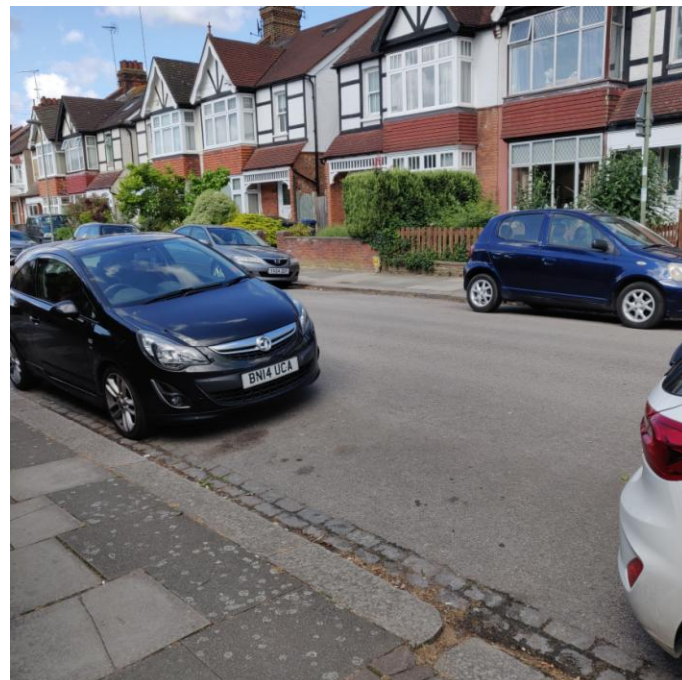
2 – Problem 2.3 and 2.4



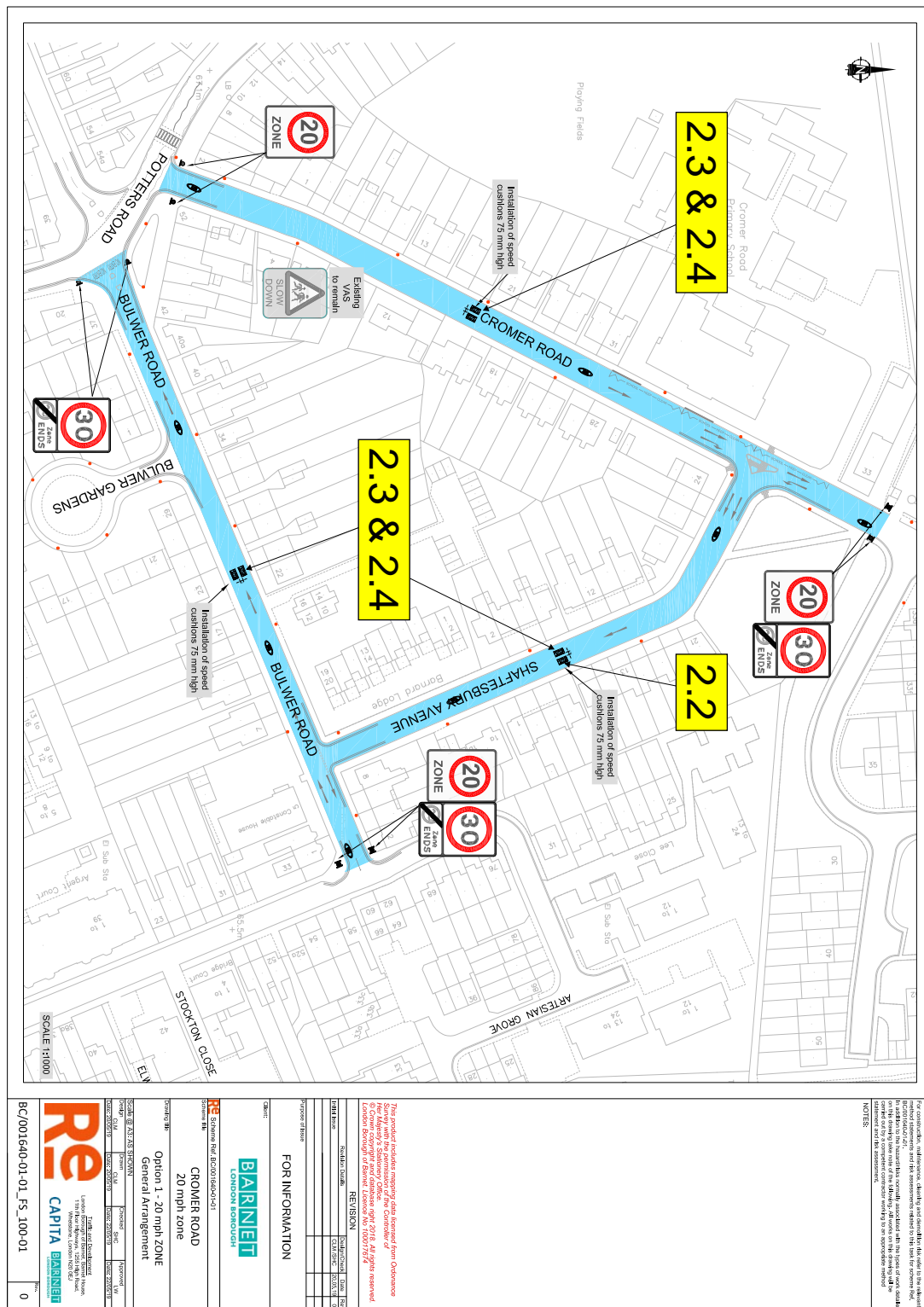
3 – Problem 2.3 and 2.4



4 – Problem 2.3 and 2.4



Appendix B Reference Plan Option 1



Appendix C Reference Plan Option 2

