

Proposed Digital Advertising Screen, Bus Stop U, Hampstead Road



Stage 1 Road Safety Audit
Ref: 60327083.M001.801

Prepared for: London Borough of Camden
Prepared by: AECOM

May 2017

Quality information

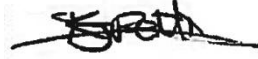
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Revision History

Revision	Revision date	Details	Authorized	Name	Position
-	09/05/2017	Draft		Mark Watson	Associate Director
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-					
-					

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Limitations

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1. INTRODUCTION

1.1 COMMISSION

- 1.1.1 This report results from a Stage 1 Road Safety Audit carried out for the proposed new digital advertising screen at Bus Stop U on Hampstead Road within the London Borough of Camden.
- 1.1.2 The Audit was undertaken by AECOM's Road Safety Audit Team in accordance with the email brief and Instruction to Proceed received from LB Camden on the 27th April 2017 and the 3rd May 2017 respectively. The Audit took place at the AECOM Chelmsford office in May 2017 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 5th May 2017. During the site visit the weather was dry (sunny/ cloudy) and the 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 comments 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: Anthony Christofi – London Borough of Camden

1.3.2 Design Organisation

Design contact details: XXX – XXX

1.3.3 Audit Team

Audit Team Leader: Mark Watson – AECOM

Audit Team Member: Chris Burlton – AECOM

Audit Team Observer: Jamie Rowe – AECOM

1.4 PURPOSE OF THE SCHEME

- 1.4.1 The A400 Hampstead Road runs in a north to south direction within the study area and is a single carriageway road with two lanes running in each direction and wide pedestrian footways in place on both sides of the carriageway. Hampstead Road forms two of the four-arms of a signalised junction with the A501 Euston Road a short distance to the south from the location of the proposed scheme. All roads are subject to a 30mph speed limit and are street lit.

- 1.4.2 The proposed works are located on the northern Hampstead Road arm of the junction, approximately 60m upstream of the traffic signal junction. At this location there are two existing bus stops located in relatively close proximity:

- Bus Stop U – owned by LB Camden
- Bus Stop R – owned by TfL.

- 1.4.3 Bus Stop R already has a two way digital advertising screen as its end panel, which changes every 12 seconds. It is proposed to replace the existing 'non-digital' advertising end panel in Bus Stop U with a two way digital advertising screen.

1.5 SPECIAL CONSIDERATIONS

- 1.5.1 None.

2. ITEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS

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

3. ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

3.0.1 This section should be read in conjunction with Paragraphs 1.2.1, 1.2.2 and 1.2.3 of this report.

3.1 JUNCTIONS

3.1.1 No comments.

3.2 TRAFFIC SIGNALS

3.2.1 No comments.

3.3 PEDESTRIANS

3.3.1 No comments.

3.4 PEDESTRIAN CROSSING FACILITIES

3.4.1 No comments.

3.5 REFUGES

3.5.1 No comments.

3.6 CYCLE FACILITIES

3.6.1 No comments.

3.7 MOTORCYCLE ISSUES

3.7.1 No comments.

3.8 BUS FACILITIES

3.8.1 No comments.

3.9 LOADING / PARKING

3.9.1 No comments.

3.10 GENERAL ISSUES

3.10.1 No comments.

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

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

- 4.1.1 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.
- 4.1.2 No such issues raised.

5. SIGNATURES AND SIGN-OFF

5.1 AUDIT TEAM STATEMENT

5.1.1 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.

5.1.2 No one on the Audit Team has been involved with the design of the measures.

AUDIT TEAM LEADER:

Name:	Mark Watson BA (Hons) MCIHT MSoRSA	Signed: 
Position:	Associate Director	Date: 9th May 2017
Organisation:	AECOM	
Address:	AECOM, Saxon House, 27 Duke Street, Chelmsford, Essex	
Contact:	mark.watson@aecom.com / 01245 771286	

AUDIT TEAM MEMBER:

Name:	Chris Burlton BSc (Hons) MCIHT	Signed: 
Position:	Senior Consultant	Date: 9th May 2017
Organisation:	AECOM	
Address:	AECOM, Saxon House, 27 Duke Street, Chelmsford, Essex	
Contact:	chris.burlton@aecom.com	

5.2 DESIGN TEAM STATEMENT

- 5.2.1 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 Organisations endorsement of my proposals.

Name: Anthony Christofi

Position: Senior Design Engineer

Organisation: London Borough of Camden

Signed:

Dated:

5.3 CLIENT ORGANISATION STATEMENT

- 5.3.1 I accept these proposals by the Design Organisation.

Name: XXXXXXXXXXXX

Position: XXXXXXXXXXXX

Organisation: XXXXXXXXXXXX

Signed:

Dated:

Appendix A Documents Forming the Audit Brief

DRAWING NUMBER

-

DRAWING TITLE

-

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)

Email brief dated 27th April 2017

TfL document 'Guidance for Digital Roadside Advertising and Proposed Best Practice'

Appendix B Problem Locations

None.

