



**Capital**  
TRAFFIC

The Old Council Yard  
Heddingham Road  
Great Yeldham  
Essex, CO9 4HS

## **Torrington Place / Tavistock Place Corridor Tavistock Place Zebra Crossing**

Combined Stage 1 & 2 Road Safety Audit

Ref: 2000-RSA-04



Prepared for: **London Borough of Camden**

Date: **February 2021**





TRAFFIC & ROAD SAFETY SPECIALISTS


## DOCUMENT INFORMATION

Project Title	<b>TORRINGTON PLACE / TAVISTOCK PLACE CORRIDOR TAVISTOCK PLACE ZEBRA CROSSING COMBINED STAGE 1 &amp; 2 ROAD SAFETY AUDIT</b>
Document No	<b>2000-RSA-04</b>

Issue	Original (A)	Revision	Revision
Date Issued	<b>19/02/21</b>		

Prepared by	<b>A Haunton</b>		
Signature			

Checked by	<b>J Thompson</b>		
Signature			

Authorised by	<b>J Thompson</b>		
Signature			

© Copyright Capital Traffic Management Ltd 2021. All rights reserved.

No part of this report may be copied or reproduced by any means without prior written permission from Capital Traffic Management Ltd.

If you have received this report in error, please destroy all copies in your possession or control and notify Capital Traffic Management Ltd immediately.

This report has been prepared for the exclusive use of the commissioning party and unless otherwise agreed in writing by Capital Traffic Management Ltd, no other party may use, make use of or rely upon the contents of this report.

No liability is accepted by Capital Traffic Management Ltd for any use of this report, other than for the purposes for which it was originally prepared and provided.

Opinions and information provided in the report are on the basis of Capital Traffic Management Ltd using due skill, care and diligence in the preparation of the same and no warranty is provided as to their accuracy.

It should be noted and it is expressly stated, that no independent verification of any of the documents or information supplied to Capital Traffic Management Ltd has been made.

## 1.0 INTRODUCTION

### 1.1 Commission

- 1.1.1 This report results from a Combined Stage 1 & 2 Road Safety Audit carried out on the proposed Tavistock Place Zebra crossing, part of the Torrington Place / Tavistock Place Corridor project.
- 1.1.2 The Audit was undertaken by Capital Traffic in accordance with the instruction confirmed by the Design Organisation on 15<sup>th</sup> February 2021. It took place during mid February 2021 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 10:00 and 11:30hrs on 18<sup>th</sup> February 2021. During the site visit, there was moderate rain and the highway surfaces were wet. Traffic flows were low. However, the southern side of Tavistock Square was closed to traffic due to utilities works and there was also temporary traffic management in place on Torrington Place due to construction works on Tottenham Court Road. A moderate but persistent number of pedestrian and cycle movements were seen along the Torrington Place / Tavistock Place corridor. At the time of the site visit, the UK government had implemented a third, England-wide COVID-19 lockdown. Schools were mostly remaining closed after the Christmas break. This is likely to have affected observed traffic flows.

### 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: London Borough of Camden

#### 1.3.2 Design Organisation

Design contact details: Alexis Bielich, London Borough of Camden

#### 1.3.3 Audit Team

Audit Team Leader: Andy Haunton, Capital Traffic

Audit Team Member: Jonathan Thompson, Capital Traffic

Audit Team Observer: None

#### 1.3.4 Other Specialist Advisors

Specialist Advisor Details: None appointed

### 1.4 Purpose of the Scheme

1.4.1 The Torrington Place / Tavistock Place Corridor scheme has its roots in the November 2015 trial of new traffic arrangements, which removed motor traffic in the westbound direction along the east-west route. This includes Torrington Place, Byng Place, Gordon Square, Tavistock Square and Tavistock Place. The layout removed a lane of motor traffic and used the space to provide two segregated one-way cycle lanes, to accommodate growing demand for space for cycling along Tavistock Place and Torrington Place.

1.4.2 A public consultation was held in September 2016, which asked whether the trial should be made permanent or whether the road layout should revert back to two-way for motor traffic. This was followed by a public inquiry. During November 2019, the Council decided not to change the current eastbound traffic flow on the

Corridor. Further, it decided that stepped cycle lanes would be built along the Corridor on both sides, and the footway be widened. Changes to waiting and loading arrangements in Herbrand Street and Bedford Way were also approved, along with the installation of trees, cycle parking and seating in Byng Place. Pick up and drop off of taxi passengers will take place in the Corridor from the central carriageway or side roads of the Corridor.

**1.4.3** This audit is concerned with the Zebra crossing proposed on Tavistock Place.

## **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 COMBINED STAGE 1 & 2 ROAD SAFETY AUDIT:

#### 3.1 PEDESTRIAN CROSSINGS

##### 3.1.1 PROBLEM

**Location:** A – Zebra crossing, northern crossing point.

**Summary:** Telephone box blocks intervisibility.

At the northern crossing point for the proposed Zebra crossing, a telephone box will block intervisibility. This may make it difficult for pedestrians to safely assert precedence to cross, particularly over eastbound cyclists. This may increase the risk of collisions with pedestrians on the crossing. Those unable to stand close to the kerbline may be most affected, e.g. anyone using or pushing a wheelchair, or pushing a buggy.



##### RECOMMENDATION

Adequate intervisibility should be available at both crossing points.

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

### 3.1.2 PROBLEM

**Location:** B - Carriageway approaches to the Zebra crossing.

**Summary:** Risk of overshoot collisions.

High friction surfacing is to be laid on the carriageway approaches to the Zebra crossing. However, it will stop at the 'Give way' markings. This may result in a small increase in the risk of overshoot collisions involving pedestrians on the crossing.

#### RECOMMENDATION

Extend the high friction surfacing to the crossing studs. To maintain the prominence of the crossing's white road markings, a dark grey or black material should be used.

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 CYCLE FACILITIES

### 3.2.1 PROBLEM

**Location:** C – Eastbound cycle track, transition back to existing layout.

**Summary:** Risk of eastbound motor vehicles colliding with the segregator island.

The proposed scheme will remove a series of kerbed segregator islands from the existing eastbound cycle track. Where the eastbound cycle track transitions back to existing layout, the proposed Diag. 1010 markings lead directly into the existing segregator island. As such, there may be an increased risk of motor vehicles colliding with the upstream end of the island. This may cause sudden tyre deflection or corrupt steering, resulting in single vehicle loss of control collisions.

#### RECOMMENDATION

Eastbound motor vehicles and cycles should be guided away from the segregator island.

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



### 3.3 LOADING / PARKING

#### 3.3.1 PROBLEM

**Location:** D – Eastbound cycle track, east of the Zebra crossing.

**Summary:** Loading may obstruct the cycle lane / obscure the ‘No left turn’ sign.

The last section of the proposed eastbound cycle track, east of the Zebra crossing, appears to permit loading. The cycle lane will be denoted by advisory Diag. 1010 markings and no ‘No loading’ plips are proposed. However, vehicles loading in this location would prevent eastbound cyclists from continuing along the existing, kerb-segregated cycle track. This may increase the risk of cyclists being involved in side swipe collisions if they have to continue along the eastbound general traffic lane. It may also obscure the Diag. 613 ‘No left turn’ sign opposite Herbrand Street, increasing the risk of motor vehicles proceeding along Tavistock Place against the one-way flow.

#### RECOMMENDATION

Either, prohibit loading e.g. by extending the zig-zag lines; or, amend the eastbound cycle facilities so that cyclists can join the existing, downstream kerb-segregated cycle track and provide supplementary regulatory signing on Herbrand Street.

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 Combined Stage 1 & 2 Road Safety Audit

---

---

#### **4.0 ISSUES IDENTIFIED DURING THE COMBINED STAGE 1 & 2 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.

**\*\*\*\* NONE NOTED \*\*\*\***

## 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 19/02/2021


Position: Director

Organisation: Capital Traffic

Address: The Old Council Yard, Hedingham Road, Great Yeldham,  
Essex CO9 4HS

Contact: [enquiries@capitaltraffic.co.uk](mailto:enquiries@capitaltraffic.co.uk) (01787 237 509)

#### AUDIT TEAM MEMBER:

Name: Jonathan Thompson  
IEng FIHE MSoRSA  
Cert Comp RSA  
Signed:   
Date 19/02/2021  
Lantra 12D M7 TTM Manager

Position: Director

Organisation: Capital Traffic

Address: The Old Council Yard, Hedingham Road, Great Yeldham,  
Essex CO9 4HS

Contact: [enquiries@capitaltraffic.co.uk](mailto:enquiries@capitaltraffic.co.uk) (01787 237 509)

## 5.2 DESIGN TEAM STATEMENT

In accordance with SQA-0170, I certify that I have reviewed the items raised in this Combined Stage 1 & 2 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

- TAV\_ZEBRA\_001 Rev -

#### DRAWING TITLE

Tavistock Torrington Corridor, ZEBRA CROSSING

#### DOCUMENTS

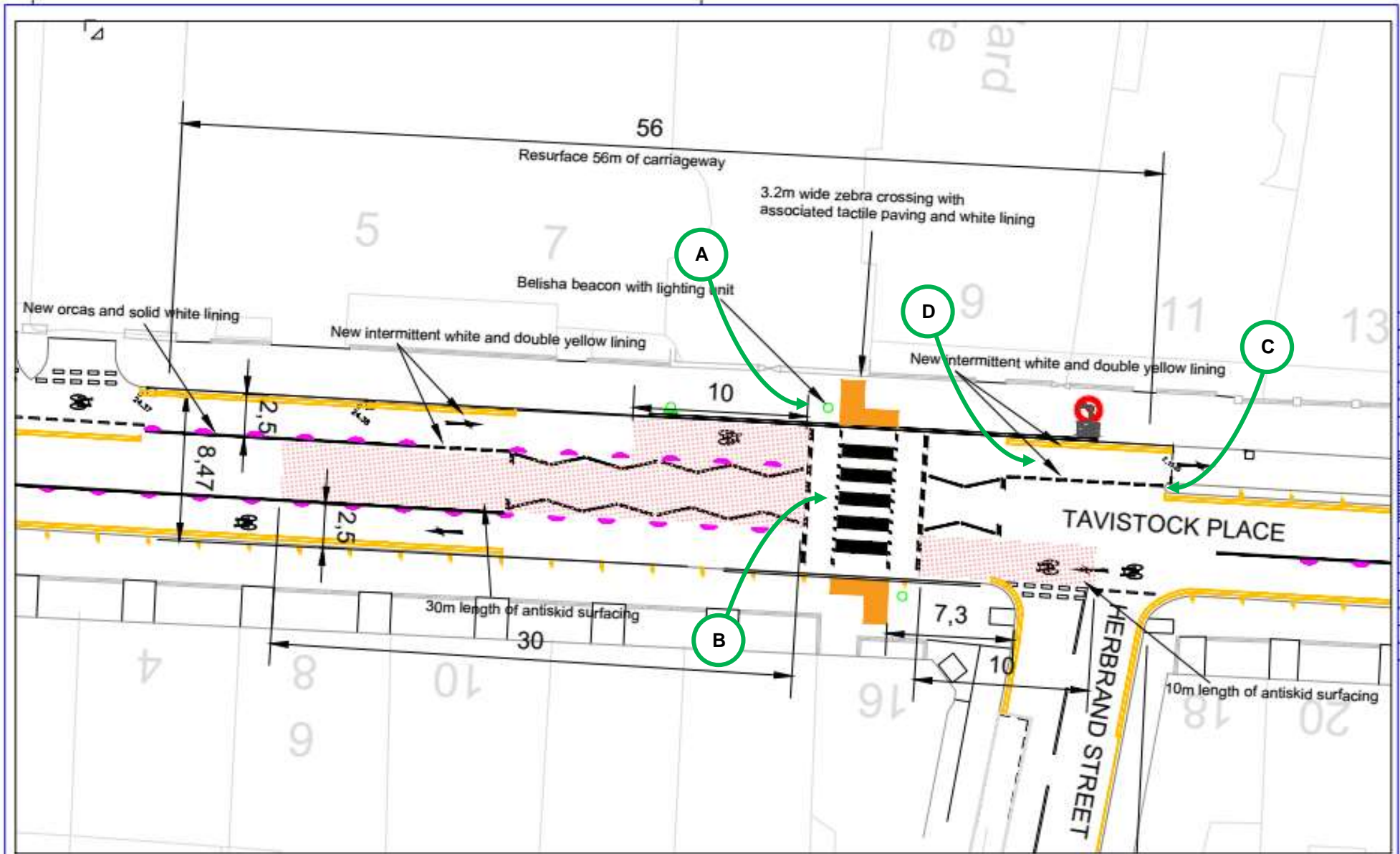
- Safety Audit Brief
- Site Location Plan
- Traffic signal details
- TfL signal safety checklist
- Departures from standard
- Previous Road Safety Audits
- Previous Designer Responses
- Collision data
- Collision plot
- Traffic flow / modelling data
- Pedestrian flow / modelling data
- Speed survey data
- Other documents

#### DETAILS (where appropriate)

## APPENDIX B

### Problem Location Plan





	Project <b>Tavistock Torrington Corridor</b>	<table border="1"> <thead> <tr> <th>Rev</th> <th>By</th> <th>Date</th> <th>Attachments</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>	Rev	By	Date	Attachments																	Scale 1:200	Date NOVEMBER 2020
	Rev		By	Date	Attachments																			
Drawing Title <b>ZEBRA CROSSING</b>	Drawing Number <b>TAV_ZEBRA_001</b>	Drawn By AE	Checked By	File Ref																				

## **Capital Traffic Management Ltd.**

The Old Council Yard, Hedingham Road, Great Yeldham, Essex. CO9 4HS.

Tel 01787 237509

Email [info@capitaltraffic.co.uk](mailto:info@capitaltraffic.co.uk)

Web [www.capitaltraffic.co.uk](http://www.capitaltraffic.co.uk)

