

Twickenham Town Centre

Public Realm Design

Stage 1 Road Safety Audit

July 2012

Notice

This document and its contents have been prepared and are intended solely for London Borough of Richmond Upon Thames information and use in relation to the Stage 1 Road Safety Audit process carried out in connection with the proposals associated with the Town Centre Public Realm Design.

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Plan Design Enable

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1. Introduction

Commission and Terms of Reference

- 1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on the proposals related to the Twickenham Town Centre Public Realm Design Scheme for the London Borough of Richmond upon Thames (LBRuT).
- 1.2 The Audit Team membership was as follows:
- **Audit Team Leader:** [REDACTED]
Principal Road Safety Consultant,
Atkins, Chelmsford; and
 - **Audit Team Member:** [REDACTED]
Road Safety Consultant
Atkins, Chelmsford
- 1.3 The audit took place at Atkins' Chelmsford office and comprised an examination of the Stage 1 RSA brief supplied for the Twickenham Town Centre Public Realm Design.
- 1.4 The drawings and documents provided for the purpose of this Stage 1 RSA are listed in **Appendix A** of this report.
- 1.5 A site visit for this Stage 1 RSA was undertaken by the Audit Team during the hours of daylight on Wednesday 4th July 2012. The prevailing weather conditions during the site visit were fine and sunny and the road surface was dry.
- 1.6 The terms of reference of the audit are as described in HD 19/03. The Audit 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 designs to any other criteria.
- 1.7 The proposals for the Twickenham Town Centre Public Realm Design Scheme, considered at the time of this July 2012 Stage 1 RSA include:
- The relocation of existing bus stops at 7 different locations throughout the scheme;
 - The installation of three new bus stop locations (two in Heath Road and one in Cross Deep);
 - The removal of an existing section of eastbound bus lane between Copthall Gardens and Cross Deep;
 - The removal of the existing bus lane along King Street in both east and westbound directions;
 - The landscaping of the central island along King Street;
 - The reduction of Heath Road eastbound approach to Cross Deep from three to two lanes;
 - The installation of raised tables along King Street, York Street, London Road, and the proposed introduction of two raised pedestrian crossings along London Road;
 - The removal of the staggered pedestrian crossing along King Street, with the introduction of a straight through pedestrian crossing;

- Improvements of the signing to "The Riverside" at key locations throughout the scheme;
- The restriction of right hand turning manoeuvres into Water Lane during peak hours;
- The landscaping of the civic space adjacent to Water Lane;
- The removal of various items of street furniture / guard railings at King Street and Church Road junction;
- The raising of the carriageway along Garfield Road, along with Public Realm improvements;
- The enhancement of pocket parks and links to the parks at two locations;
- The removal of the existing cycle lane and guard railing along London Road, between Whitton Road and Arragon Road;
- The removal of the southbound bus lane along London Road from Whitton Road junction towards Arragon Road;
- The introduction of a station "Drop Off" zone;
- The introduction of a 20mph zone throughout the scheme's extent;
- The realignment of existing kerbs, along with pavement widening and the introduction of a shared surface which includes new paving, street furniture and landscaping;
- The provision of pedestrian countdowns at all signalised junctions;
- The provision of CCTV enforcement for moving traffic contraventions;
- The provision of advanced cycle stop lines at the majority of signal controlled junction, and
- Improvements to the bus stop waiting environment.

2. Items Raised at this July 2012 Stage 1 RSA

Following the review of documentation provided and the site inspection undertaken during the hours of daylight on Wednesday 4th July 2012, the problems detailed in sections 2.1 to 2.3 below were identified. The recommended course of action that should be taken in respect of each problem is also indicated.

2.1 PROBLEM

Location: Twickenham Town Centre - general

Summary: Removal of existing Cycle Lanes – increase in cyclist/pedestrian/vehicular collisions

During the site inspection it was noted that throughout the scheme there are locations where cycle lanes are being removed either directly or as part of the removal of bus lanes. From the plans provided it is not clear whether cyclist provision is to be continued on the footway as part of the shared space scheme. As a result, if there is lack of

cycleway provision it could result in an increase in cyclist/vehicular collisions or cyclist/pedestrian collisions (as cyclists opt to cycle on the footway)

RECOMMENDATION

Where cycle lanes are being removed throughout the scheme, ensure that adequate provision is made within the shared space realm to accommodate all pedal cyclist movements.

2.2 PROBLEM

Location: Twickenham Town Centre - General

Summary: Ponding in footways resulting in slip hazard for pedestrians

During the site inspection it was observed that water was ponding within certain areas on the footways and at pedestrian crossings. During winter months, in freezing conditions this ponding could subsequently result in a potential increase in slip hazards for pedestrians.

RECOMMENDATION

During the detailed design and construction stages for the new paving and shared surfaces ensure footway alignment and crossfall is sufficient to prevent ponding.

2.3 PROBLEM

Location: London Road – Twickenham Town Centre

Summary: Removal of guard railing resulting in a potential increase in vehicular/pedestrian collisions

After the site inspection and review of the drawings provided it is not clear to what extent the removal of guard railing along London Road will affect pedestrian movements across London Road. However, it was observed on site that the highest vehicular speeds occurred along the section of London Road, between Whitton Road and Arrgaon Road. The audit team feels with the removal of guard railing there could be a potential increase in vehicle/pedestrian collisions if vehicle speeds are not kept to a maximum 20mph.

RECOMMENDATION

This element will be reviewed at the detailed design stage when additional drawings are available to establish the level of guard railing removal and to determine what effect the shared spaced measures will have on vehicular speeds.

3. Audit Team Statement

I certify that this audit has been carried out in accordance with HD 19/03 Road Safety Audit.

Audit Team

Audit Team Leader

Name: [REDACTED] Signed:

Position: Principal Road Safety Consultant Date:July 2012

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Appendix A

Stage 1 Road Safety Audit Brief

A.1 Stage 1 Road Safety Audit Brief

Information provided by the design organisation for this July 2012 Stage 1 RSA

Scheme Drawings:

- Twickenham Town Centre – Street Scene and Highways Scheme – Board 2 – 28/06/2012, and
- Twickenham Town Centre – (1-1000 @ A0)

Documents:

- Twickenham Town Centre Public Realm Design – Road Safety Audit Stage 1: Brief - Dated 28/06/12;
- Technical Note – Initial Option Appraisal for Informal Cabinet Meeting (27th April 2012) – Dated 16/04/2012, and
- Basic Collision Analysis – Dated 28/06/2012.