



**A23 Brixton Road junction with Stockwell Road /  
Gresham Road  
Safer Junctions programme**

**Brief**

**June 2018**

# **A23 Brixton Road junction with Stockwell Road / Gresham Road**

**Brief**

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# 1. Background

## Strategic context

Transport for London, as the highway authority, has responsibility for maintaining, operating and improving the Transport for London Road Network in London. This network comprises around five per cent of all roads in London, but carries over one third of all traffic.

The transport network plays a vital role in supporting economic growth, by linking people to jobs, delivering products to markets and supporting domestic and international trade. Transport also promotes social cohesion, by providing access to key services, such as health and education services, shops and leisure facilities.

The Mayor's Transport Strategy sets out a clear commitment to the Vision Zero approach to eliminating road deaths and serious injuries on London's roads. Vision Zero includes a number of programmes designed to tackle road danger reduction, including Safer Junctions.

Safety improvements at specific junctions will be critical to achieving the Mayor's Vision Zero ambition in reducing road danger and following the analysis of the road casualty data, the Safer Junctions list was published in April 2017 and identified 73 junctions on the TLRN with the highest Vulnerable Road User (VRU) collision rate. The list includes:

- 21 junctions which have been upgraded in the last three years,
- 33 at which TfL were already investigating improvements, and
- 19 where investigations would begin.

Over the period 2013 – 2015, 1819 KSIs (all modes) were recorded at all junctions in London. This data was used to identify the sites to be prioritised for study. 46 KSIs were recorded at the 19 new locations which are being investigated as part of the Safer Junctions programme.

It should be noted that the junctions in the Safer Junction programme are also major locations of social interaction and in many cases perform an important 'place' function. Hence design proposals should seek to make these locations more appealing to pedestrians and cyclists, with the aim of reducing road danger throughout the Safer Junction scheme area. This holistic approach will not only drive down collisions, but improve the urban realm, encourage modal shift to walking and cycling, and contribute to wider regeneration objectives.

Examples of interventions that should be considered for all Safer Junctions include:

- New and/or improved pedestrian crossings
- Innovative facilities to separate cyclists from traffic in time and space, and improve existing cycle facilities where they exist
- Wider pedestrian footways, and decluttering of existing footways
- 'Floating' bus stops
- Opportunities to introduce Sustainable Urban Drainage

- Opportunities to introduce pocket parks, improved hard and soft landscaping, and new cycle parking
- A review of street lighting throughout the scheme area, to identify any sub-standard locations
- Measures to reduce traffic speeds (including consideration of 20mph), and ensure those speed reductions are self-enforcing (e.g. through raised pedestrian crossings)
- Measures to bring about traffic reduction through the junction (e.g. traffic lane removal, where practicable and without significant adverse impacts on buses; making roads accessible to pedestrians, cyclists and buses only)
- Opportunities for increased bus priority

In June 2018, the TfL Healthy Streets Portfolio Board approved the Safer Junctions programme budget of £0.5m in 2018/19 to continue work on the 19 junctions where collision investigations began in 2017/18.

### Local context

The junction of Brixton Road and Stockwell Road / Gresham Road within the London Borough of Lambeth is situated on the A23 corridor. The A23 is a strategic arterial corridor that runs north-south between the GLA boundary and Oval. Within LB Lambeth, the A23 generally has one general traffic lane and one bus lane in each direction, although in places there are up to three general traffic lanes.

Brixton Station is located on the A23, south of the junction of Brixton Road and Stockwell Road / Gresham Road. Brixton Police Station is to the east of the junction, on Gresham Road, and the O2 Academy venue is to the west, on Stockwell Road. There are a number of other businesses located on all arms of the junction. On Stockwell Road and Gresham Road to the east and west there are a mixture of businesses and residential properties.

The existing pedestrian crossing facilities are generally good, with controlled crossings on the all arms of the junction. There are very high pedestrian flows in the area, particularly on the northern arm.

Generally, traffic levels at the junction are relatively high, particularly in the peak AM and PM periods. Westbound, from Gresham Road, there is right turn prohibition. Northbound there is a right turn prohibition except buses and cyclists. The eastbound approach on Stockwell Road is bus and cycle only, although all vehicle types are permitted to use Stockwell Road westbound. Southbound there is a right

The A2217 (Coldharbour Lane and Effra Road) forms part of the LB Lambeth road network and provides links to Loughborough Junction, Camberwell and Clapham Common and as a result is a well used route.

It is worth noting that this junction has been investigated and altered a number of times over the last 15 years. Further urban realm improvements may be feasible to improve the junction's Healthy Streets rating.

## Collision Issues

21 personal injury collisions occurred in the 36 month period ending 31<sup>st</sup> October 2016, none of which resulted in fatal or serious injuries.

Key collision issues at the junction of A23 Brixton Road with Stockwell Road include:

- 8 collisions (38.1%) involved a pedestrian

| Factor    | Collisions          |                | Expected Rate (%) <sup>2</sup> |
|-----------|---------------------|----------------|--------------------------------|
|           | Number              | % <sup>1</sup> |                                |
| Total     | Total               | 21             | 100.0%                         |
|           | Total per year      | 7.0            | -                              |
|           | Total per km year   | -              | xx.xx / xx.xx                  |
|           | Priority Score      | 0              | -                              |
| Injury    | Fatal and Serious   | 0              | 0.0%                           |
|           | Slight              | 21             | 100.0%                         |
| Modal     | Pedestrian          | 8              | 38.1%                          |
|           | Pedal Cycle         | 4              | 19.0%                          |
|           | Powered Two Wheeler | 3              | 14.3%                          |
|           | Bus or Coach        | 1              | 4.8%                           |
|           | Goods Vehicle       | 3              | 14.3%                          |
|           |                     |                |                                |
| Manoeuvre | Overtaking          | 1              | 4.8%                           |
|           | Right turning       | 1              | 4.8%                           |
|           | Left turning        | 2              | 9.5%                           |
|           | U-turning           | 0              | 0.0%                           |
| Cond.     | Non-dry             | 3              | 14.3%                          |
|           | Dark                | 3              | 14.3%                          |

<sup>1</sup> Shading indicates where a collision rate is higher than the comparative average

<sup>2</sup> Comparative rate is derived from Collision Levels in Greater London Issue 14: 2011 to 2013, comparison table: ATS (Inner Borough)

## 2. Commission

To appoint Traffic Design Engineering (TDE) to carry out feasibility and concept design. TDE will act as the Principal Designer and carry out all the duties under the CDM Regulations 2015.

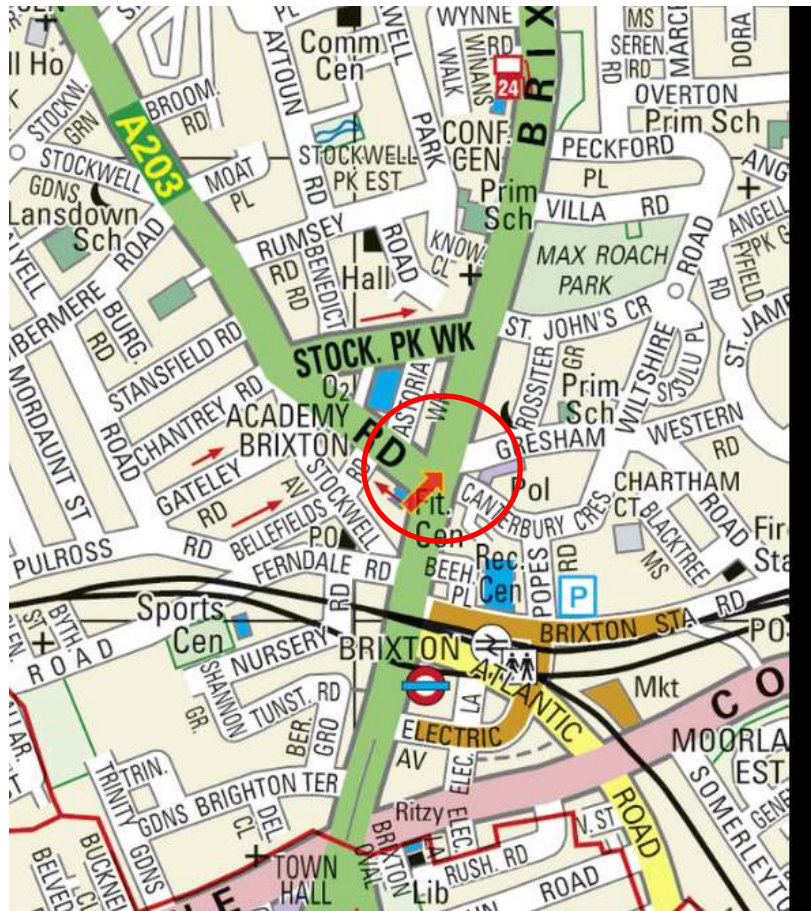
The scope of this commission is for TDE to consider the content of the A23 Brixton Road / Stockwell Road collision study report (as supplied Appendix A) together with the comments and recommendations provided by key internal stakeholders at the site meeting (as supplied in Appendix B) and further develop these to:

- Provide feasibility design options based on the potential interventions to reduce road danger, including exploring opportunities to improve cycle facilities, encourage pedestrian priority, reduce traffic dominance and vehicle speeds and where possible introduce urban realm improvements and / or green infrastructure (See also, 'Strategic Context');
- Provide concept design of the preferred option;
- Utilise the results from the base Healthy Streets surveys undertaken by TDE to inform the design;
- Assist the Sponsor to assess the impact of proposals using the TfL's City Planner strategic assessment framework tool;
- Provide designs to TfL Network Performance in order for them to undertake traffic modelling of recommended solutions for the design of all options and to assess local impacts. TfL Network Performance will be commissioned separately by the TfL Sponsor;
- Provide technical input to the Sponsor for the Business Case and other required paperwork in preparation for associated programme and portfolio boards;
- Calculate potential collision savings and other quantifiable benefits which may be derived, such as more walking and cycling; and,
- Provide a detailed Microsoft project programme and cost estimate for TDE tasks related to carrying out the feasibility and concept designs.

In order to adhere to the required timescale, it is recommended that certain surveys required by the LoHAC design team for detailed design may be required to be procured during the concept design stage. All additional surveys required to carry out the design, will require prior authorisation from the Sponsor. TDE to provide specification and quotations to the Sponsor so that separate survey commissions can be agreed.

The design has to be produced and comply with all the relevant design standards and TfL specific requirements.

Figure 1 overleaf shows the geographic scope of the study with the local context.



**Figure 1 - Network in scope for intervention**

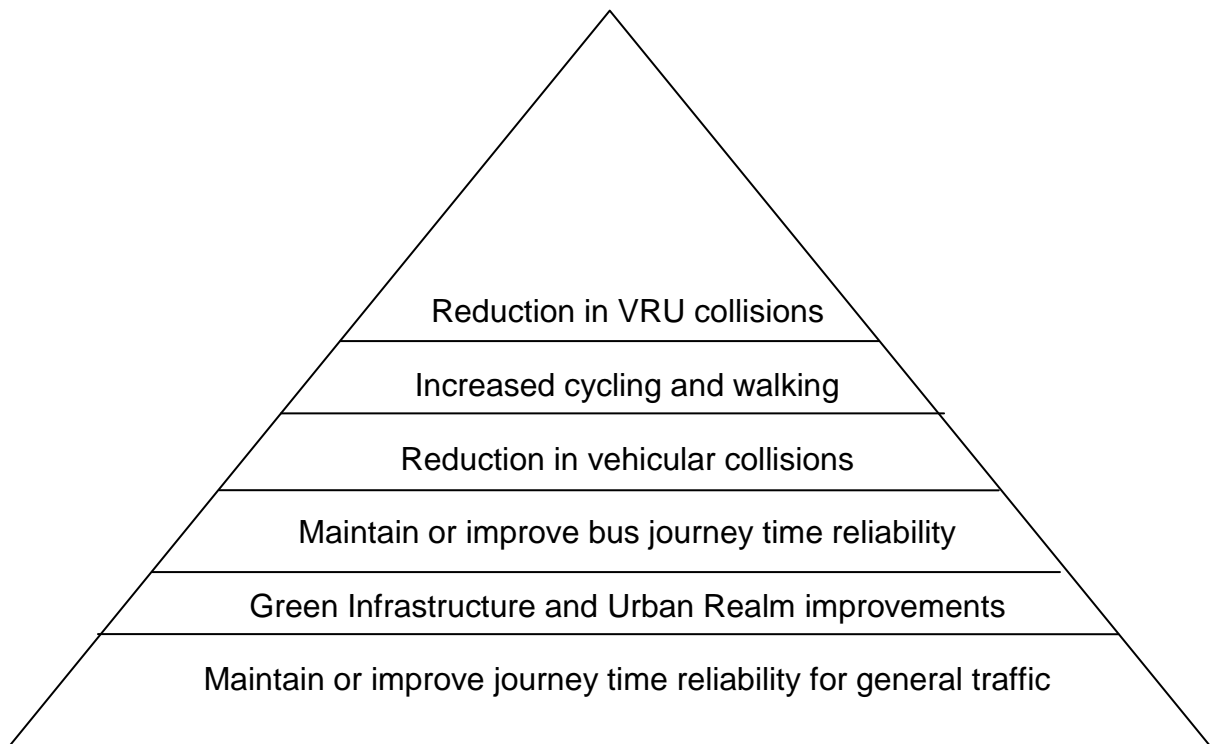
### Considerations – Safer Junctions Programme Wide

Initial findings from the first collision studies into new locations indicate that the challenges highlighted at some Safer Junction locations may include the need to make trade offs. For example:

- Traffic re-timings of signals and the large impact of changes to traffic across several lanes, but this could impact negatively on the bus network
- Pedestrian behaviour (with no historical record of personal injury collisions) of crossing injudiciously or informally across junctions could be resolved by an all-round pedestrian signal stage
- Side road closures resulting in more stakeholder agreement being needed
- The delay of improvements to a location because of other planned changes or factors



It is accepted that in order to provide a holistic approach to reducing road danger, some design considerations may be in direct contradiction with each other. To assist in the prioritisation of proposed measures, this hierarchy of needs is to be followed:



There are several elements to the Design Strategy for the Safer Junctions programme which should be considered.

### **Design Strategy - Overarching Principles**

- **Highways Infrastructure** – To see significant improvements in addressing collision patterns and reducing road danger for vulnerable road users, meaningful changes and improvements are needed to the highways infrastructure. The provision of direct crossings and raised tables can highlight pedestrian priority and reduce the dominance of vehicular traffic.

For cyclists, direct cycle lanes, tracks, two-stage right turns, left-turn on footway, and early release traffic signals should be investigated, especially where there is future cycle demand. ASLs and advisory cycle lanes are not considered sufficiently transformational for Safer Junctions.

The use of public transport for longer trips should be encouraged by bus priority measures including bus lane extensions and bus gates should also be considered. Wherever possible, impacts to the bus network should be mitigated.

- **Street Makeover** - By encouraging more pedestrians to spend time in the area through enhancing the place function of the site, vehicle dominance in the area will be reduced.

Streetscape and urban realm improvements can design out conflict points while enabling pedestrians to safely follow desire lines. This can include, but is not limited to removal of clutter, introducing pocket parks and green infrastructure (eg. sustainable urban drainage), wider, better quality pavements and cycle parking. This also helps support a number of Healthy Streets indicators including shade and shelter, places to stop, people feel relaxed and clean air, which would not routinely be addressed through traditional highway infrastructure improvements.

Removal of through traffic from selected residential streets can remove key dangerous manoeuvres and provide opportunities for streetscape improvements.

An Urban Designer has been appointed to the Safer Junctions programme to provide technical input and strategic guidance to facilitate the incorporation of Streetscape and urban realm improvements into the designs for this Safer Junction.

- **Safety and Security** – Reduced speed limits, especially 20mph, are known to reduce the severity of collisions and encourage more active forms of transport. A high quality urban environment will in turn result in more passive surveillance to reduce crime and encourage more active forms of transport.
- **Future Proofed** – The pressures on the street are ever-changing and so the design needs to be adaptable to change: flexible on a daily basis and resilient over the long-term. The Safer Junctions programme will need to

respond to any known intensifying role as a focal point for pedestrian, cyclist or motorcyclist activity.

- Innovative – The deliverables need not rely solely on tried and tested measures. Where appropriate, efforts should be made to trial innovative and creative solutions in order to reduce road danger.
- Safer Streets for All – A dimension of the design strategy is to increase motorist awareness of all vulnerable road users. The design should support the provision of alternative modes such as walking and cycling, in particular focussed on shorter trips to local main attractors where there is most scope for increased use, such as nearby town centres and public transport interchanges.

Where appropriate, having a distinct change in the character of the junction may be appropriate to encourage motorists to slow down, especially where cyclists travel and where pedestrians cross frequently.

Whilst additional motorised trips should not be encouraged within the Safer Junctions programme, the safety of motorcyclists should be protected through the design of the individual projects.

- Parking and Loading - Special consideration should also be given to loading and parking along the route and maintaining or improving servicing arrangements. Loading pads which allow for footways to open up during the busiest periods is one approach that could provide for different users at different times of the day.
- Behaviour Change Initiatives – Where possible, if a location is identified which may also benefit from softer road safety interventions, this should be highlighted to the Sponsor to bring to the attention of colleagues in Customer Communication and Technology (CCT).

# Safer Junctions Template

Examples of measures which could be included in a Safer Junctions design

## Traffic reduction measures:

- Removal of through traffic from selected streets, such as residential zones

## Highways infrastructure:

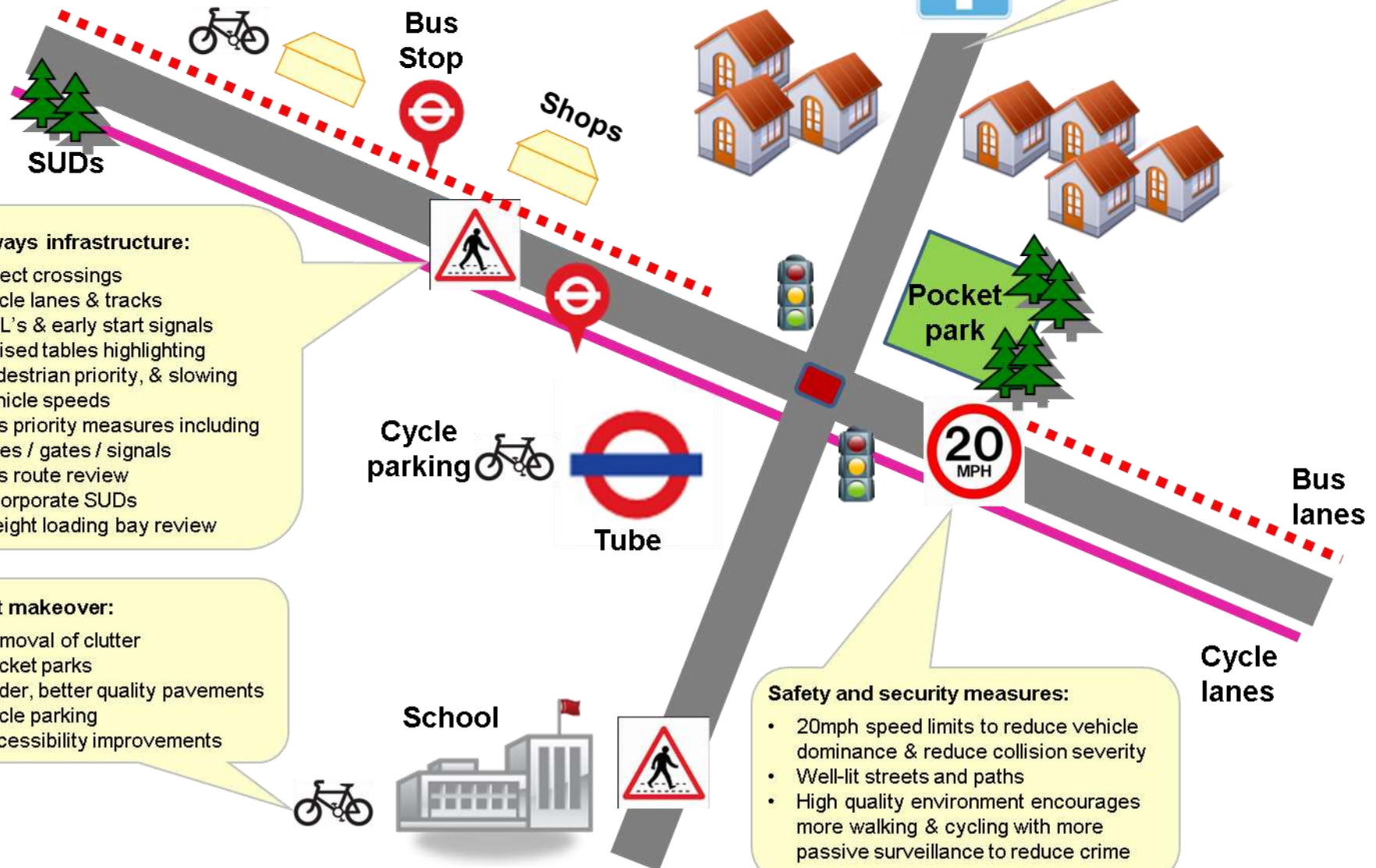
- Direct crossings
- Cycle lanes & tracks
- ASL's & early start signals
- Raised tables highlighting pedestrian priority, & slowing vehicle speeds
- Bus priority measures including lanes / gates / signals
- Bus route review
- Incorporate SUDs
- Freight loading bay review

## Street makeover:

- Removal of clutter
- Pocket parks
- Wider, better quality pavements
- Cycle parking
- Accessibility improvements

## Safety and security measures:

- 20mph speed limits to reduce vehicle dominance & reduce collision severity
- Well-lit streets and paths
- High quality environment encourages more walking & cycling with more passive surveillance to reduce crime



### Other Relevant Investigations

Currently Strategy and Network Development (S&ND) is aware of several other projects in the wider local area being undertaken which are of relevance to this study, including:

- Cycle Future Road 15 – potential future cycle route which is currently in Outcome Definition with Spencer Clark, City Planning. A number of routes are being considered, including using the A23 through Brixton Town Centre. Should this option be chosen it is likely that significant changes will be progressed, including reviewing the feasibility of removing general traffic from Brixton Town Centre.
- Brixton Town Centre – S&ND Network Sponsorship project to improve bus journey times for southbound buses. The current design is for a double width southbound bus lane and alteration of the lane arrangement on approach and exit of the Acre Lane junction, including starting the southbound bus lane on Brixton Hill immediately after the junction. Consultation is expected to take place in Autumn 2018 with implementation in Spring / Summer 2019. This project should be seen as an interim improvement ahead of this Safer Junctions project.
- Brixton Hill – S&ND Network Sponsorship project to improve bus journey times and improve pedestrian facilities outside Lambeth College. Phase 1 of the project was implemented in late 2017 with improvements to St Matthew's Road and minor changes on Brixton Hill. Phase 2 construction started on 16<sup>th</sup> July 2018 and will end in October 2018, providing wider bus and general traffic lanes on Brixton Hill between St Matthew's Road and Brixton Water Lane and, a new pedestrian crossing outside Lambeth College.
- A23 bus lane operational hours and parking / loading review. S&ND Network Sponsorship project that is currently in feasibility.
- Atlantic Road Liveable Neighbourhoods bid – LB Lambeth proposal to improve Atlantic Road and the surrounding neighbourhood by reducing traffic volumes. The bid was not successful for 2018/19 but it is expected that LB Lambeth will resubmit this as a bid ahead of 2019/20. If successful, proposals for Atlantic Road will be monitored to ensure both projects will perform well together.

## Proposed Measures for Feasibility and Concept Design under this Commission

These proposals are based on the recommendations made in the Collision Study prepared by TDE, comments made at the site meeting of 12<sup>th</sup> June 2018 and at the post-site meeting involving key internal stakeholders held at the TfL offices at Palestra on 5<sup>th</sup> July 2018.

TDE are instructed to investigate and provide feasibility and concept designs, which could include a combination of the following proposals:

### 1. **A23 Northbound cycle facilities**

**Summary:** The existing cycle facilities on the A23 northbound carriageway are relatively poor given this is a strategic route for cyclists travelling from south to central London. There is no lead-in lane for cyclists to bypass queuing traffic to enter the Advanced Stop Line (ASL) as the carriageway is too narrow to facilitate this. This is exacerbated by a sharp 'kink' in the western footway which restricts the nearside traffic lane. Furthermore the ASL is shallow. Consequently, cyclists were observed travelling to the offside of queuing vehicles at an increased risk of side-swipe or head-on type collisions.

**Proposals:** Realign the western kerb-line to maximise carriageway width to smooth passage for cyclists. Increase the depth of the ASL.

**Potential impacts:** May be costly to realign footway due to statutory undertaker plants for a relatively limited benefit.

### 2. **A23 Southbound bus congestion**

**Summary:** In the existing situation, buses turning right from Stockwell Road are unable to clear the junction before the next traffic stage enters. The left turn into Gresham Street (north to east) is very lightly trafficked. However, the bus lane on the southbound approach to the traffic signals cannot continue to the stop line, due to the requirement to enable left-turning vehicles into the nearside lane. If the left-turn was removed, this would reduce conflict for pedestrians and enable bus journey time savings at this location.

**Proposal:** Increase the inter-green periods during the traffic signal cycle to enable the junction to clear. Close the left-turn slip road into Gresham Street, widen and continue the bus lane to the southbound stop line. Insetting the bus stop should also be considered to smooth passage for buses not stopping at this location.

**Potential impacts:** The impact on traffic will be assessed by the traffic modelling, which will be carried out by NP. Closure of the left-turn into Gresham Street is likely to impact on the Villa Road junction to the north. Mitigating measures should also be investigated at this location.

### 3. Gresham Street cycle facilities

**Summary:** There is a very short lead-in lane for cyclists to bypass queuing traffic to enter the ASL on Gresham Street. Furthermore the ASL is shallow. The lack of lane allocation can also be confusing to cyclists who may not know in which direction adjacent vehicles are intending to travel. Consequently, cyclists may be at an increased risk of colliding with turning vehicles or involved in side-swipe type collisions.

**Proposals:** Provide a sufficient lead-in lane and increase the depth of the ASL. Provide lane direction arrows on the approach lane of Gresham Street.

### 4. Buses travel in close proximity to pedestrians waiting to cross

**Summary:** Site observations showed that buses travelling from Stockwell Road to Gresham Street have to turn abruptly due to the geometry of the junction. This brings them in close proximity to pedestrians waiting at the refuge, reducing pedestrian comfort levels.

**Proposal:** Check the swept path analysis for buses undertaking these manoeuvres and alter the pedestrian refuge accordingly.

**Potential impacts:** This may slightly reduce the waiting area for pedestrians.

### 5. Sharp bus lane taper, A23 Brixton Road northbound exit

**Summary:** It was noted that the existing bus lane taper on the northbound exit from the junction is sharp. It does not appear that the taper is sufficiently long to encourage a gradual merge with the offside general traffic lane. This may lead to an increased risk of side-swipe and change of lane collisions.

**Proposal:** Check the bus lane taper on the northbound exit from the junction and amend accordingly.

**Potential impacts:** This may result in northbound bus stops being relocated.

### PPD Elements to deliver in advance of the TDE design

Certain issues have been observed on site and can be delivered in advance of TDE designing the project. These are to be passed to TfL Projects and Programme Directorate (PPD) to rectify.

### 6. Incorrect tactile paving colours

**Summary:** It was noted that the colour of the tactile paving does not conform to guidance. Whilst it is appreciated that over Gresham Street there is a mixture of uncontrolled and controlled crossing facilities for pedestrians, at the uncontrolled facility both grey and buff coloured paving are provided. This could confuse a visually impaired pedestrian and lead them to inadvertently enter the carriageway.

**Proposal:** Re-lay tactile paving in accordance with *Guidance on the use of Tactile Paving Surfaces* in a consistent manner.

## 7. **Non-cycle friendly gulley, Gresham Street**

**Summary:** There is a drainage gulley situated on Gresham Street which could result in cyclists' wheels becoming trapped, presenting a potential hazard to cyclists which may lead to them losing control of their vehicle.

**Proposal:** Provide a cycle friendly gulley grate at this location.

### Urban Realm potential

There is an existing public space with mature olive trees and seating which has scope to be improved through this project. The proposal to close the left-turn slip road into Gresham Street could also lend itself to further urban realm and streetscape improvements.



### 3. Methodology

#### Identifying potential interventions

TDE is required to produce feasibility designs for each site identified as a Safer Junction site. These may vary in cost for delivery; PPD Commercial should lead on all cost estimating for emerging designs, in collaboration with the Designer. The final interventions are expected to remain within an overall budget of circa £5m (including all design development, project management, sponsorship, communications, and miscellaneous delivery costs).

Early Contractor Involvement will be considered by PPD, in order to inform the cost estimates, and help the designer address risks at any early stage (e.g. in relation to statutory undertakers and procuring necessary surveys).

S&ND will make available any relevant completed studies, which describe issues and suggest solutions. TDE should not rely on collating existing ideas, and will be expected to develop design recommendations independently.

Innovative and creative solutions may be proposed, but non-standard or unapproved techniques will need to be agreed by the Sponsor before significant work is undertaken in developing these options.

The design should address the following issues:

- Improve road safety, focussing on, but not limited to vulnerable road user collisions;
- Facilitating public realm improvements to encourage more people to spend time in the area and maximise the junction's potential against TfL's Healthy Streets indicators;
- Improving local ambience through increasing TfL's green estate. This will also mitigate the exposure of pedestrians (especially children), cyclists and motorcyclists to fumes from stationary traffic and maximising opportunities for carbon capture and sequestration, addressing environmental impacts;
- Improving accessibility and severance issues for pedestrians and cyclists, including cycle parking provisions;
- Journey time reliability should be maintained or improved for buses where feasible;
- In acceptance of the role of Principal Designer, all CDM Regulation 2015 requirements will apply including managing, co-ordinating and programming the feasibility and concept design to include all aspects for delivering the design (i.e. Engineering and Technical Services, Traffic Infrastructure, Network Impact Management, WCAP, Highways Technical Approval Authority, external including contractors for surveys and London Borough of Lambeth etc.). The S&ND Principal Sponsor will send a letter formally appointing TDE as Principal Designer and provide the initial PCI separately.

### Feasibility designs

TDE is expected to undertake 2D geometric designs of intervention measures for identified locations. CAD based designs should include/ identify:

- General highway layout (existing and proposed), showing the highway boundary;
- Geometric alterations to the highway;
- Land take requirements, if required;
- Lane definition; and,
- Statutory plant, and furniture affected by the proposals and the implications for the design.

Where unavailable, topographical surveys may be required for the purpose of providing suitable feasibility designs however this should be agreed with the Sponsor prior to commissioning.

Where required, TDE to assist the Sponsor in presentation of the proposals to the Streetscape Design Review Group (SDRG).

TDE, in conjunction with the Sponsor, is to provide PPD with the draft feasibility designs to facilitate construction cost estimates for the project.

Concept design of the preferred option is then to be progressed.

### Concept design

The final concept design package is to include:

- General Arrangement drawings showing proposed dimensions;
- Site Clearance drawings;
- Signs and Road Marking drawings; and,
- (where appropriate) Outline Urban Realm improvement designs (in conjunction with the nominated Urban Designer).

A Risk workshop with stakeholders will be arranged by PPD during the concept design stage, and output to be included within ARM. TDE will be required to provide their technical input. The output of this meeting will be a detailed Risk Register and Issues Register to be maintained by PPD using ARM.

TDE, in conjunction with the Sponsor, is to provide PPD with the draft concept design to facilitate construction cost estimates for the project.

### Assess impact of proposals using strategic assessment framework

TDE will be provided with a Fingerprint output from TfL's City Planner strategic assessment framework tool for each junction. The attributes of the framework include the following Transport Outcomes:

- Safety – Road casualties and crime levels
- Active – Active travel, current and potential cycling and walking levels
- Green – Air quality
- Space efficient – Freight flow levels and car dependency
- Connected public transport – Improved connectivity
- Accessible public transport – Access inequality
- Quality public transport – Bus performance, demand and provision
- Sustainable, active travel developments – Car dependency and poor connectivity
- Unlocking development – Forecast population and employment growth

Once feasibility designs are defined, TDE should assist the Sponsor in completion of a high-level evaluation of all options based on this assessment framework.

### Local Modelling of options

Local modelling will be required in order to undertake the assessment of network performance/engineering feasibility. Separate briefs to Network Performance and Traffic Infrastructure will be issued by the Sponsor.

### Public Consultation

As a result of the limited timeframe for delivery, public consultation will only take place where there is a statutory requirement. Where no formal public engagement is required, extensive pre-engagement via TfL CCT will take place throughout the design period to maximise the potential for local stakeholder buy-in.

Where formal public consultation is to take place, TDE is to assist with the preparation of material for the consultation.

### Key Study Stages and Deliverables

#### Stage 1

- Project initiation meeting

- Brief note outlining TDE's understanding of study objectives and strategic and local objectives

## Stage 2

Following confirmation of the above with S&ND, the following is expected:

- Design of interventions to feasibility and concept level as specified
- Assess impact of each proposal on a local level for all road users utilising the assessment framework
- Periodic spend profile to end of concept design
- Detailed Microsoft Project plan to end of concept design
- Designer's Response to the Stage 1 Road Safety Audit and TfL Highways Approval Document (HAD) for the Technical Approval process
- Technical input to the TfL Engineering Scheme Impact Report (SIR)

## **Deliverables**

In addition to the common deliverables noted in the next section, the following items should also be provided:

### Option drawings

Any option drawings should be produced in line with recommendations made by key internal stakeholders in attendance at the Safer Junctions site meetings and / or wash up sessions.

The Sponsor will select the optimum design option which captures the design objectives within the scope of this commission, based on the hierarchy of needs established earlier in this Commissioning Brief.

### Utility Surveys

Utility surveys, e.g. C2's shall be undertaken and subsurface utilities are to be determined with the project area. This shall be undertaken during the course of this task order. During the feasibility and concept design stages, the LoHAC designer is to be available for early engagement activities in order to understand the rationale behind design decisions and to ensure that any surveys necessary to undertake the detailed design are procured in good time to meet the agreed timescales. TDE are to assist in the procurement and commissioning of these surveys.

### Road Safety Audit

On completion of the concept design, the Sponsor will arrange for a Stage 1 Safety Audit to be undertaken by TfL's in-house Road Safety Team. The Safety Audit reports shall be received by TDE who shall consider and provide a designer's response in respect of any remedial works or additional features considered necessary.

### Construction and Design Management

CDM Regulations 2015 should be considered as part of assessing viability of any design. The S&ND Principal Sponsor will send a formal letter of appointment to TDE and provide the Pre-Construction Information (PCI) documentation.

## DELIVERABLES

| Common Deliverables  | Required?                           |
|--|-------------------------------------|
| Project Plan that sets out time and cost details, including project milestones and deliverables.   | <input checked="" type="checkbox"/> |
| Periodic reports to coincide with TfL 4-weekly accounting periods detailing time worked, money spent, and percentage complete.   | <input checked="" type="checkbox"/> |
| Report on work undertaken and implementation recommendations (no report without a recommendation). The Report will include a single page Executive Summary as a forward outlining the Commission objectives and conclusions, and a single page Design Statement outlining the key design parameters and decisions. | <input checked="" type="checkbox"/> |

The following will be included in the Report or produced as separate documents:

| Common Deliverables  | Required?                           |
|--|-------------------------------------|
| Appropriate plans (AutoCAD and PDF format)   | <input checked="" type="checkbox"/> |
| Traffic counts – To be discussed and confirmed with Sponsor                          | <input checked="" type="checkbox"/> |
| Appropriate Traffic Models giving:   |                                     |
| Base   | <input type="checkbox"/>            |
| Options  | <input type="checkbox"/>            |
| Preferred option   | <input type="checkbox"/>            |
| Signed off TSSR  | <input type="checkbox"/>            |
| Topographical survey - To be discussed and confirmed with Sponsor                    | <input checked="" type="checkbox"/> |
| Stage 1 Road Safety Audit – To be completed by TfL's in-house Road Safety Audit team | <input checked="" type="checkbox"/> |
| Stage 1/2 Road Safety Audit combined   | <input type="checkbox"/>            |
| Road Safety Audit Designer's Response  | <input checked="" type="checkbox"/> |
| Location of Statutory Undertakers plant and potential implications to design.        | <input checked="" type="checkbox"/> |
| Streetscape Design Review Group (SDRG) approval, where required                      | <input checked="" type="checkbox"/> |
| Highways Technical Approval at the end of each stage                                 | <input checked="" type="checkbox"/> |
| Network Performance (NP) approval  | <input checked="" type="checkbox"/> |
| Consultation documentation (plan, text etc.)   | <input checked="" type="checkbox"/> |
| Summary results of consultation exercise(s)  | <input checked="" type="checkbox"/> |
| Cost estimate for construction   | <input type="checkbox"/>            |
| CDM documentation  | <input checked="" type="checkbox"/> |
| Public consultation drawings (where required)  | <input checked="" type="checkbox"/> |
| TMO drawings and schedules   | <input checked="" type="checkbox"/> |
| Environmental Checklist  | <input checked="" type="checkbox"/> |
| Healthy Streets Check (with Sponsor)   | <input checked="" type="checkbox"/> |
| Guardrail Assessment   | <input type="checkbox"/>            |
| Design change log  | <input checked="" type="checkbox"/> |

#### **4. Governance**

The S&ND Portfolio Sponsor for Road Safety is accountable for the commissioning of this work and the requirements set out in this brief. A PPD Project Manager has been appointed for early involvement of this project, prior to handover at the detailed design stage. The PPD Project Manager is accountable or responsible for all Health and Safety and Project Management activities as set out in the Pathway RACI matrix.

The S&ND Principal Sponsor (based in the appropriate Network Sponsorship Area Team) will be responsible for stakeholder engagement, decision making, and project governance during design development. They will provide appropriate scrutiny and challenge to the Project Manager, who will oversee the design schedule and cost estimates.

TDE should provide a weekly progress report.

A project Progress Meeting will also take place on a monthly basis. TDE should be available for this and may be invited to attend for part of the meeting. There may be other meetings between the Sponsor and TDE however this will be confirmed / requested over the course of the commission period. Please find attached the governance structure in Appendix C.

## 5. Timescales

TfL has committed to Will Norman, the Walking and Cycling Commissioner for London, to complete all construction work and Gate 5 approval for site work at this location by April 2020.

In order to meet this deadline, TDE are requested to complete the feasibility and concept design with public consultation as outlined in this brief by 31 December 2018.

Indicative milestones for the final design are:

|                        |  |
|------------------------|--|
| <b>By end Jan 2019</b> | <b>Feasibility, concept design and public consultation complete (8 months)</b> |
|------------------------|--|

*Interim target dates: 10 weeks each for feasibility and concept design stages and four weeks for each Stage Gate sign off.*

|                        |  |
|------------------------|--|
| <i>Early July 2018</i> | <i>TDE to respond with understanding of brief, output delivery programme and fee estimate (one week)</i> |
|------------------------|--|

|                      |  |
|----------------------|--|
| <i>Mid July 2018</i> | <i>S&amp;ND to confirm commission (one week)</i> |
|----------------------|--|

|                           |  |
|---------------------------|--|
| <i>End September 2018</i> | <i>Feasibility design to be completed with amendments incorporated including Highways TAA submission</i> |
|---------------------------|--|

|                     |                                    |
|---------------------|------------------------------------|
| <i>October 2018</i> | <i>Gate 2 sign-off by S&amp;ND</i> |
|---------------------|------------------------------------|

|                                |  |
|--------------------------------|--|
| <i>October – December 2018</i> | <i>Public consultation to run concurrently to the concept design including one month to collate consultation report.</i> |
|--------------------------------|--|

|                          |  |
|--------------------------|--|
| <i>End December 2018</i> | <i>Concept design to be completed with amendments incorporated including Stage 1 Road Safety Audit and Highways TAA submission</i> |
|--------------------------|--|

|                     |                                 |
|---------------------|---------------------------------|
| <i>January 2019</i> | <i>Gate 3 sign off by RSM-S</i> |
|---------------------|---------------------------------|

|                            |  |
|----------------------------|--|
| <b>By end of June 2019</b> | <b>Detailed design complete (5 months)</b> |
|----------------------------|--|

|                             |  |
|-----------------------------|--|
| <b>By end of April 2020</b> | <b>Construction complete (10 months)</b> |
|-----------------------------|--|



## **6. Appendices**

**Appendix A – A23 Brixton Road / Stockwell Road Safer Junctions collision study**

**Appendix B – Summary of site visit / meetings with key internal stakeholders**

**Appendix C – Strategic Assessment Framework ‘Fingerprint’**

**Appendix D – ‘Before’ Healthy Streets check**

**Appendix E - Safer Junctions Governance Structure**

## Appendix A – A23 Brixton Road / Stockwell Road Safer Junctions collision study



BrixtonRd  
StockwellRd Gresham

## **Appendix B – Summary of site visit / meetings with key internal stakeholders**

*To be provided by Julio Alvarez*

## Appendix C – Strategic Assessment Framework 'Fingerprint'

Table A:  
Strategic  
Network  
Check

|                 |                                      |     |  |
|-----------------|--------------------------------------|-----|--|
| STRATEGIC CHECK | Existing/Committed Cycle Network     | No  |  |
|                 | Strategic Cycle Analysis - Priority  | Yes |  |
|                 | Strategic Movement & Freight Network | Yes |  |
|                 | Bus Network                          | Yes |  |
|                 | Bus Priority Corridor                | No  |  |
|                 | Low Emission Bus Corridor            | Yes |  |
|                 | High Patronage Bus Corridor          | Yes |  |
|                 | Existing Major PT Interchange        | No  |  |
|                 | Growth & Opportunity Area            | No  |  |

Table B1:  
Outcome  
Scoring (short  
version)

| AREA OUTCOME SCORING | Transport Outcomes |   | Score    | Importance Description                        | V Low | Low | Medium | High | V High |
|----------------------|--------------------|---|----------|---|-------|-----|--------|------|--------|
|                      | Active             | Current & potential cycling & walking levels    | 4V High  | Highest ped & cycling demand & potential      |       |     |        |      |        |
|                      | Safe               | VI and crime levels                             | 4V High  | Highest accident and/or crime incidence       |       |     |        |      |        |
|                      | Green              | Air quality issues                              | 4V High  | Lowest air quality                            |       |     |        |      |        |
|                      | Space Efficient    | Vehicle flow levels & car dependency            | 4 Medium | Average vehicle flows and local car ownership |       |     |        |      |        |
|                      | Connected PT       | Existing PT connectivity                        | 4V Low   | Highest PT accessibility index                |       |     |        |      |        |
|                      | Reliable Service   | Current & forecast bus demand & bus performance | 4V High  | Highest patronage & poorest bus performance   |       |     |        |      |        |
|                      | Quality Service    | Current & forecast bus demand & bus performance | 4V Low   | Lowest crowding & highest comfort             |       |     |        |      |        |
|                      | Inclusive PT       | Accessibility level                             | 4V High  | Poor accessibility                            |       |     |        |      |        |
|                      | Growth             | Existing & forecast pop. and employment levels  | 4 High   | High population & employment density          |       |     |        |      |        |

## Appendix D – Base Healthy Streets Check



## **Appendix E - Safer Junctions Governance Structure**

\*Please note that members of the Design and Modelling team listed overleaf shown in italics are subject to Transformation and consequently the individuals involved may be subject to change.

## Safer Junctions Governance

