

Appendix 1

	Thurs 28/06/12	Friday 29/06/12	Saturday 30/06/12	Week ending 30/06/12	Sunday 01/07/12	Monday 02/07/12	Tuesday 03/07/12	Wednesday 04/07/12	Thursday 05/07/12	Friday 06/07/12	Saturday 07/07/12
Daily Ridership	6,860	5,745	17,008	29,613	15,729	5,270	5,408	7,770	7,915	5,953	18,067
Percentage of tickets sold:											
Boarding pass adult returns	18.1%	15.9%	7.7%	11.7%	10.2%	16.9%	18.4%	15.7%	17.1%	16.4%	9.2%
Boarding pass adult singles	15.7%	16.4%	9.6%	12.3%	8.0%	19.3%	19.2%	17.6%	15.0%	18.0%	8.4%
Boarding pass child Returns	1.5%	2.4%	2.8%	2.4%	4.6%	2.9%	2.4%	2.0%	2.7%	3.0%	3.5%
Boarding pass child singles	2.7%	2.3%	2.5%	2.5%	3.2%	2.9%	1.7%	3.3%	4.1%	3.1%	2.8%
Oyster PAYG Adult singles	56.6%	57.5%	71.0%	65.1%	67.8%	52.8%	53.4%	56.2%	56.3%	54.3%	69.9%
Oyster PAYG Child singles	4.8%	4.9%	6.0%	5.5%	5.7%	4.5%	4.5%	4.8%	4.8%	4.6%	5.9%
Multi-journey boarding passes	0.6%	0.6%	0.3%	0.4%	0.6%	0.8%	0.4%	0.3%	0.1%	0.6%	0.2%
Private cabin hire	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
No of tickets sold											
Boarding pass adult returns	1,242	916	1,309	3,467	1,597	892	993	1,222	1,355	978	1,667
Boarding pass adult singles	1,078	941	1,634	3,653	1,254	1,015	1,040	1,371	1,183	1,070	1,519
Boarding pass child Returns	101	139	473	713	723	151	130	158	213	178	634
Boarding pass child singles	184	133	432	749	503	153	92	256	321	186	513
Oyster PAYG Adult singles	3,885	3,301	12,084	19,270	10,661	2,784	2,887	4,370	4,459	3,234	12,632
Oyster PAYG Child singles	329	279	1,022	1,630	902	236	244	370	377	274	1,069
Multi-journey boarding passes	42	36	53	132	87	40	21	23	6	35	32
Private cabin hire	-	-	-	-	1	-	-	-	-	-	1
	6,860	5,745	17,008	29,613	15,729	5,270	5,408	7,770	7,915	5,953	18,067

	Week ending 07/07/12	Sunday 08/07/12	Monday 09/07/12	Tuesday 10/07/12	Wednesday 11/07/12	Thursday 12/07/12	Friday 13/07/12	Saturday 14/07/12	Week ending 14/07/12	Sunday 15/07/12
Daily Ridership	66,112	11,935	6,378	6,396	6,143	7,493	7,124	14,647	60,116	21,537
Percentage of tickets sold:										
Boarding pass adult returns	13.2%	15.3%	17.3%	19.8%	19.5%	18.8%	19.4%	15.0%	17.3%	10.9%
Boarding pass adult singles	12.8%	9.0%	20.7%	19.4%	19.1%	17.6%	15.9%	10.2%	14.6%	7.8%
Boarding pass child Returns	3.3%	5.3%	3.6%	2.4%	2.1%	3.0%	3.4%	4.8%	3.9%	3.4%
Boarding pass child singles	3.1%	3.4%	4.6%	2.5%	3.6%	2.5%	2.7%	3.5%	3.3%	2.5%
Oyster PAYG Adult singles	62.1%	61.7%	49.3%	50.9%	51.0%	53.4%	53.9%	61.0%	56.0%	70.5%
Oyster PAYG Child singles	5.3%	5.2%	4.2%	4.3%	4.3%	4.5%	4.6%	5.2%	4.7%	4.7%
Multi-journey boarding passes	0.4%	0.2%	0.4%	0.5%	0.4%	0.2%	0.1%	0.2%	0.3%	0.2%
Private cabin hire	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

No of tickets sold

Boarding pass adult returns	8,704	1,821	1,104	1,269	1,197	1,405	1,382	2,204	10,381	2,339
Boarding pass adult singles	8,452	1,072	1,322	1,243	1,170	1,318	1,130	1,498	8,754	1,671
Boarding pass child Returns	2,187	633	231	154	128	224	242	706	2,317	733
Boarding pass child singles	2,025	402	291	162	222	191	195	512	1,974	544
Oyster PAYG Adult singles	41,027	7,359	3,141	3,259	3,133	4,003	3,841	8,937	33,674	15,194
Oyster PAYG Child singles	3,471	623	266	276	339	325	325	756	2,849	1,005
Multi-journey boarding passes	244	26	23	33	12	9	9	33	164	52
Private cabin hire	3	-	-	-	1	-	-	-	1	-

	Monday 16/07/12	Tuesday 17/07/12	Wednesday 18/07/12	Thursday 19/07/12	Friday 20/07/12	Saturday 21/07/12	Week ending 21/07/12	Sunday 22/07/12	Monday 23/07/12	Tuesday 24/07/12	Wednesday 25/07/12
Daily Ridership	5,138	9,064	7,294	7,768	8,272	21,111	80,184	24,011	12,619	11,654	10,650
Percentage of tickets sold:											
Boarding pass adult returns	18.1%	18.5%	19.1%	16.6%	19.7%	7.0%	13.4%	7.6%	11.4%	13.3%	12.4%
Boarding pass adult singles	23.0%	14.5%	18.7%	13.5%	16.7%	7.6%	11.9%	6.2%	10.9%	12.0%	14.7%
Boarding pass child Returns	3.1%	3.4%	4.1%	3.0%	4.9%	1.6%	3.1%	3.1%	4.4%	5.1%	5.4%
Boarding pass child singles	4.9%	3.8%	6.8%	4.0%	4.4%	2.3%	3.5%	2.5%	3.3%	1.9%	5.4%
Oyster PAYG Adult singles	45.6%	55.5%	45.2%	57.3%	48.9%	76.6%	63.0%	75.6%	62.1%	60.4%	55.6%
Oyster PAYG Child singles	4.8%	4.1%	5.9%	5.5%	5.2%	4.7%	4.9%	4.9%	7.9%	7.2%	6.3%
Multi-journey boarding passes	0.4%	0.1%	0.1%	0.2%	0.3%	0.2%	0.2%	0.2%	0.0%	0.1%	0.2%
Private cabin hire	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
No of tickets sold											
Boarding pass adult returns	931	1,678	1,395	1,286	1,627	1,477	10,733	1,827	1,440	1,549	1,317
Boarding pass adult singles	1,184	1,318	1,363	1,045	1,379	1,597	9,557	1,489	1,381	1,396	1,562
Boarding pass child Returns	162	311	301	232	408	345	2,492	735	553	593	571
Boarding pass child singles	249	345	499	314	363	483	2,796	604	416	220	576
Oyster PAYG Adult singles	2,344	5,033	3,296	4,448	4,048	16,178	50,540	18,146	7,838	7,042	5,925
Oyster PAYG Child singles	246	370	432	431	427	986	3,896	1,173	991	845	675
Multi-journey boarding passes	21	8	8	13	21	44	168	36	-	10	24
Private cabin hire	-	1	-	-	-	-	1	-	-	-	-
	5,138	9,064	7,294	7,768	8,272	21,111	80,184	24,011	12,619	11,654	10,650

	Thursday 26/07/12	Friday 27/07/12	Saturday 28/07/12	Week ending 28/07/12	Sunday 29/07/12	Monday 30/07/12	Tuesday 31/07/12	Wednesday 01/08/12	Thursday 02/08/12	Friday 03/08/12	Saturday 04/08/12
Daily Ridership	10,662	7,731	26,338	103,665	21,969	19,009	19,658	22,195	22,389	25,660	23,888
Percentage of tickets sold:											
Boarding pass adult returns	13.3%	15.3%	8.3%	10.5%	9.2%	10.1%	11.5%	7.2%	9.7%	8.3%	8.4%
Boarding pass adult singles	17.0%	16.4%	11.6%	11.5%	12.9%	24.2%	25.5%	17.9%	20.1%	17.0%	12.2%
Boarding pass child Returns	5.3%	4.7%	4.2%	4.3%	2.6%	3.7%	3.7%	1.8%	3.7%	2.3%	2.2%
Boarding pass child singles	4.7%	5.7%	4.3%	3.8%	2.6%	6.3%	7.9%	5.5%	5.5%	4.7%	3.2%
Oyster PAYG Adult singles	53.0%	52.3%	68.3%	64.3%	69.1%	51.0%	47.7%	61.9%	55.9%	62.7%	70.6%
Oyster PAYG Child singles	6.1%	5.2%	3.2%	5.4%	3.6%	4.5%	3.6%	5.5%	5.0%	4.8%	3.3%
Multi-journey boarding passes	0.5%	0.3%	0.1%	0.2%	0.0%	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%
Private cabin hire	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
No of tickets sold											
Boarding pass adult returns	1,415	1,185	2,174	10,906	2,010	1,929	2,253	1,606	2,182	2,129	1,999
Boarding pass adult singles	1,813	1,270	3,048	11,960	2,840	4,605	5,017	3,966	4,508	4,372	2,924
Boarding pass child Returns	566	364	1,103	4,483	570	707	732	405	825	596	535
Boarding pass child singles	506	439	1,140	3,901	569	1,203	1,555	1,226	1,230	1,213	770
Oyster PAYG Adult singles	5,654	4,046	17,997	66,648	15,182	9,701	9,373	13,748	12,509	16,095	16,857
Oyster PAYG Child singles	653	406	838	5,580	796	854	710	1,226	1,114	1,244	795
Multi-journey boarding passes	55	22	39	186	-	10	17	18	21	12	7
Private cabin hire	-	-	-	-	-	-	-	-	-	-	2
	10,662	7,731	26,338	103,665	21,969	19,009	19,658	22,195	22,389	25,660	23,888

	Week ending 04/08/12	Sunday 05/08/12	Monday 06/08/12	Tuesday 07/08/12	Wednesday 08/08/12	Thursday 09/08/12	Friday 10/08/12	Saturday 11/08/12	Week ending 11/08/12	Sunday 12/08/12
Daily Ridership	154,768	26,074	23,050	20,928	28,062	25,368	25,358	31,964	180,804	23,051
Percentage of tickets sold:										
Boarding pass adult returns	9.1%	9.2%	11.7%	10.2%	8.4%	10.3%	9.2%	6.7%	9.2%	9.8%
Boarding pass adult singles	18.2%	16.0%	23.5%	10.3%	16.5%	18.8%	19.6%	13.7%	16.9%	17.1%
Boarding pass child Returns	2.8%	2.7%	3.8%	3.2%	2.8%	3.5%	2.8%	1.7%	2.9%	3.1%
Boarding pass child singles	5.0%	4.2%	6.9%	3.6%	5.1%	7.0%	5.5%	3.7%	5.1%	5.2%
Oyster PAYG Adult singles	60.4%	64.4%	50.2%	66.6%	62.0%	54.9%	57.9%	70.3%	61.3%	61.6%
Oyster PAYG Child singles	4.4%	3.5%	3.9%	6.0%	5.2%	5.5%	5.1%	3.7%	4.6%	3.2%
Multi-journey boarding passes	0.1%	0.0%	0.1%	0.1%	0.1%	0.0%	0.1%	0.1%	0.1%	0.1%
Private cabin hire	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
No of tickets sold										
Boarding pass adult returns	14,108	2,399	2,693	2,136	2,360	2,604	2,324	2,154	16,671	2,252
Boarding pass adult singles	28,232	4,173	5,422	2,157	4,636	4,764	4,958	4,386	30,496	3,948
Boarding pass child Returns	4,370	692	885	677	778	876	701	553	5,162	715
Boarding pass child singles	7,767	1,093	1,586	744	1,423	1,781	1,395	1,193	9,214	1,194
Oyster PAYG Adult singles	93,466	16,799	11,563	13,943	17,398	13,935	14,675	22,457	110,770	14,196
Oyster PAYG Child singles	6,738	909	888	1,255	1,450	1,404	1,281	1,196	8,383	732
Multi-journey boarding passes	84	10	14	15	17	4	24	24	108	13
Private cabin hire	2	-	-	-	-	-	-	-	-	2
	154,768	26,074	23,050	20,928	28,062	25,368	25,358	31,964	180,804	23,051

	Monday 13/08/12	Tuesday 14/08/12	Wednesday 15/08/12	Thursday 16/08/12	Friday 17/08/12	Saturday 18/08/12	Week ending 18/08/12	Sunday 19/08/12	Monday 20/08/12	Tuesday 21/08/12	Wednesday 22/08/12
Daily Ridership	9,750	11,525	8,569	11,733	11,948	18,405	94,981	17,271	10,982	11,559	13,651
Percentage of tickets sold:											
Boarding pass adult returns	14.1%	14.7%	15.8%	14.6%	14.0%	11.1%	12.7%	12.6%	14.3%	13.9%	13.2%
Boarding pass adult singles	17.4%	14.6%	17.5%	16.4%	16.0%	13.0%	15.8%	11.1%	16.3%	15.4%	17.0%
Boarding pass child Returns	6.3%	6.8%	7.3%	7.3%	6.3%	3.8%	5.3%	3.3%	5.7%	7.2%	6.9%
Boarding pass child singles	6.8%	6.9%	8.6%	8.6%	7.0%	4.5%	6.4%	4.8%	8.5%	7.2%	7.7%
Oyster PAYG Adult singles	50.0%	51.2%	43.9%	46.7%	50.3%	64.4%	54.8%	63.9%	49.0%	48.0%	47.2%
Oyster PAYG Child singles	5.3%	5.7%	6.7%	6.3%	6.4%	3.2%	4.8%	4.1%	6.2%	8.0%	7.9%
Multi-journey boarding passes	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%	0.1%	0.2%	0.0%	0.1%	0.1%
Private cabin hire	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
No of tickets sold											
Boarding pass adult returns	1,374	1,689	1,356	1,713	1,676	2,042	12,101	2,170	1,571	1,610	1,808
Boarding pass adult singles	1,698	1,679	1,503	1,922	1,908	2,391	15,048	1,925	1,787	1,781	2,316
Boarding pass child Returns	613	787	626	855	749	699	5,043	565	628	835	938
Boarding pass child singles	667	792	738	1,009	838	826	6,064	837	929	836	1,054
Oyster PAYG Adult singles	4,872	5,902	3,760	5,478	6,006	11,850	52,063	11,033	5,377	5,553	6,438
Oyster PAYG Child singles	521	657	576	742	767	593	4,588	713	685	929	1,081
Multi-journey boarding passes	5	13	12	15	4	5	67	27	5	15	16
Private cabin hire	-	6	-	-	-	-	7	-	-	-	-
	9,750	11,525	8,569	11,733	11,948	18,405	94,981	17,271	10,982	11,559	13,651

	Thursday 23/08/12	Friday 24/08/12	Saturday 25/08/12	Week ending 25/08/12	Sunday 26/08/12	Monday 27/08/12	Tuesday 28/08/12	Wednesday 29/08/12	Thursday 30/08/12	Friday 31/08/12	Saturday 01/09/12
Daily Ridership	14,068	11,051	11,124	89,706	22,116	20,048	12,586	7,556	8,735	20,375	18,839
Percentage of tickets sold:											
Boarding pass adult returns	14.1%	15.4%	11.4%	13.5%	9.5%	11.4%	13.1%	17.2%	16.1%	11.1%	9.7%
Boarding pass adult singles	16.7%	15.1%	14.4%	15.0%	10.1%	8.9%	15.0%	19.2%	23.7%	19.5%	19.0%
Boarding pass child Returns	7.4%	7.1%	4.4%	5.9%	3.6%	5.1%	6.5%	7.2%	5.9%	5.1%	3.4%
Boarding pass child singles	8.3%	7.6%	6.4%	7.1%	2.9%	3.8%	7.6%	9.0%	11.3%	10.4%	6.9%
Oyster PAYG Adult singles	46.5%	48.0%	59.4%	52.2%	69.1%	64.2%	49.7%	39.5%	38.5%	47.7%	57.2%
Oyster PAYG Child singles	6.9%	6.6%	3.9%	6.2%	4.8%	6.5%	7.9%	7.8%	4.6%	6.0%	3.7%
Multi-journey boarding passes	0.1%	0.2%	0.1%	0.1%	0.1%	0.1%	0.2%	0.1%	0.0%	0.1%	0.1%
Private cabin hire	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
No of tickets sold											
Boarding pass adult returns	1,984	1,701	1,264	12,107	2,093	2,293	1,648	1,299	1,408	2,254	1,818
Boarding pass adult singles	2,355	1,673	1,599	13,437	2,223	1,793	1,894	1,451	2,069	3,981	3,573
Boarding pass child Returns	1,036	781	484	5,266	796	1,018	816	543	513	1,036	648
Boarding pass child singles	1,166	844	714	6,380	649	757	958	679	983	2,128	1,304
Oyster PAYG Adult singles	6,536	5,303	6,611	46,850	15,280	12,871	6,253	2,985	3,360	9,726	10,785
Oyster PAYG Child singles	973	732	437	5,551	1,052	1,294	994	591	399	1,227	700
Multi-journey boarding passes	19	18	15	115	20	22	21	7	3	23	10
Private cabin hire	-	-	-	-	3	-	2	1	-	-	1
	14,068	11,051	11,124	89,706	22,116	20,048	12,586	7,556	8,735	20,375	18,839

	Week ending 01/09/12	Sunday 02/09/12	Monday 03/09/12	Tuesday 04/09/12	Wednesday 05/09/12	Thursday 06/09/12	Friday 07/09/12	Saturday 08/09/12	Week ending 08/09/12	Year-to-date
Daily Ridership	110,255	22,363	21,000	17,743	16,087	15,757	15,416	23,618	131,984	1,102,188
Percentage of tickets sold:										
Boarding pass adult returns	11.6%	8.8%	10.9%	10.6%	13.0%	12.8%	12.9%	9.7%	11.0%	11.5%
Boarding pass adult singles	15.4%	17.8%	20.9%	15.6%	25.7%	25.9%	26.7%	20.5%	21.4%	15.9%
Boarding pass child Returns	4.9%	4.0%	5.6%	4.2%	2.4%	1.4%	1.9%	3.2%	3.4%	3.8%
Boarding pass child singles	6.8%	7.4%	9.2%	8.4%	4.7%	3.1%	4.1%	7.0%	6.5%	5.2%
Oyster PAYG Adult singles	55.6%	57.4%	47.0%	56.3%	51.2%	54.4%	52.5%	55.8%	53.6%	58.6%
Oyster PAYG Child singles	5.7%	4.5%	6.2%	4.8%	3.0%	2.2%	1.8%	3.8%	3.9%	4.9%
Multi-journey boarding passes	0.1%	0.1%	0.1%	0.1%	0.1%	0.2%	0.1%	0.0%	0.1%	0.1%
Private cabin hire	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

No of tickets sold

Boarding pass adult returns	12,813	1,976	2,289	1,875	2,092	2,024	1,985	2,294	14,534	126,526
Boarding pass adult singles	16,984	3,988	4,384	2,770	4,129	4,083	4,118	4,834	28,305	174,878
Boarding pass child Returns	5,370	885	1,181	747	380	221	300	749	4,461	41,863
Boarding pass child singles	7,458	1,658	1,935	1,487	758	481	627	1,651	8,598	56,926
Oyster PAYG Adult singles	61,260	12,840	9,878	9,995	8,241	8,572	8,089	13,176	70,791	646,361
Oyster PAYG Child singles	6,257	997	1,309	855	477	352	279	903	5,173	54,119
Multi-journey boarding passes	105	16	24	13	10	25	18	9	115	1,488
Private cabin hire	8	2	-	2	-	-	-	3	7	29
	110,255	22,363	21,000	17,743	16,087	15,757	15,416	23,618	131,984	1,102,188

GREATER LONDON AUTHORITY

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Rob Brighthouse

Managing Director
Chiltern Railways
2nd floor, Western House
Rickfords Hill
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HP20 2RX

Date:

17 AUG 2012

Dear Mr Brighthouse

Chiltern Railways December 2012 Timetable Change

I would like it placed on record that I am extremely dissatisfied with the changes proposed for the December 2012 timetable.

Transport for London (TfL) have raised concerns for a number of years about the poor and worsening level of service Chiltern Railways are providing at stations on the 'main line' in London. Service frequencies are universally and unacceptably poor at these stations and the service during evenings and weekends is particularly sparse (or non-existent in some cases). There are limited passenger facilities and an unattractive environment for passengers at many of the stations too.

Despite the representations made by local authorities, passengers' groups, elected officials and TfL, there has been no improvement. In fact, there has been a continual gradual degradation in the level of service provided by Chiltern Railways, and this is exacerbated further by the proposed December 2012 timetable change.

TfL have put a number of proposals to Chiltern Railways and Network Rail which have been rejected due to the perceived adverse impact they could have on performance. But I understand that there is no performance (or cost) reason why at least some improvements cannot be made, in some cases the proposed changes would just replicate the service that is already running in the adjacent hours of the day.

London TravelWatch, working with TfL and the relevant local authorities, have made further suggestions for changes they believe can be implemented with little or no cost or performance impact.

I would like you to reconsider these proposals and let me know whether or not you can implement them and why. If they have a net operating cost could you let me know what it is? I have summarised the proposals below:

- Provision of a contra-peak and inter-peak service at Sudbury & Harrow Road station. The following services could call at this station with little time penalty:
 - 06:54, 07:52, 08:52, 09:54, 10:54, 11:54, 12:54, 13:54, 14:54, 15:52, 19:54 and 20:54 services from Marylebone to Gerrards Cross.
 - 10:22, 11:22, 12:22, 13:22, 14:22, 15:22, 16:19, 17:20, 18:20, 19:22 and 20:30 services from Gerrards Cross to Marylebone.
- Provision of a later evening service at both Sudbury stations, as there are currently no services after around 21:00. The 22:10 and 23:09 services from Aylesbury to Marylebone, and the 21:54 and 22:54 services from Marylebone to Aylesbury could call at both Sudbury stations with little time penalty, partly replicating the service already planned earlier in the evening.
- Provision of an enhanced service at weekends at stations in London. I understand that union agreements limit driver availability at weekends, meaning that extra drivers would need to be recruited, but this issue cannot be insurmountable.

I have focused on the Sudbury stations as these have the poorest service, but frequencies at the other stations in London are also very low compared to equivalent stations in similar areas of London on equally constrained railways. If other operators are capable of providing a better service on two-track sections of route elsewhere in London, then it cannot be impossible on the Chiltern route.

I look forward to receiving your response which will, I hope, set out in detail how you will address the inadequacy of the service you are providing to London's passengers.

Yours sincerely



Boris Johnson
Mayor of London

Appendix 3

Year	Crime	Hyde Park	Regents Park	Richmond Park	St James's Park	Greenwich Park	Bushy Park	Grand Total
2004	Burglary		5					5
	Criminal Damage	10	6	1			3	20
	Drugs	9	2		4	1		16
	Fraud or Forgery	1						1
	Other Accepted Crime	1		1	1			3
	Other Notifiable Offences	2			1			3
	Robbery	8	8	2	6	6		30
	Sexual Offences	5						5
	Theft and Handling	73	24	4	15	3		119
	Violence Against the Person	14	5	3	6	2		30
2004 Total		123	50	11	33	12	3	232
2005	Burglary	6	13		3	4	2	28
	Criminal Damage	19	34	13	20	6	18	110
	Drugs	35	6	1	20	10		72
	Fraud or Forgery		3					3
	Other Accepted Crime	6	3	1	2	2		14
	Other Notifiable Offences	6	1	1	4			12
	Robbery	27	10	1	4	9		51
	Sexual Offences	8	9	1	10	1		29
	Theft and Handling	179	144	11	87	36	10	467
	Violence Against the Person	67	20	3	28	11	2	131
2005 Total		353	243	32	178	79	32	917
2006	Burglary	17	23	3	3	6	4	56
	Criminal Damage	27	24	12	5	17	8	93
	Drugs	253	43	5	119	42	6	468
	Fraud or Forgery	2			1			3
	Other Accepted Crime	6	4	1	5	1		17
	Other Notifiable Offences	8	2		3	1		14
	Robbery	45	23		9	14		91
	Sexual Offences	8	10		6	1		25
	Theft and Handling	177	146	23	117	31	8	502
	Violence Against the Person	56	36	2	34	18	5	151
2006 Total		599	311	46	302	131	31	1420

Year	Crime	Hyde Park	Regents Park	Richmond Park	St James's Park	Greenwich Park	Bushy Park	Grand Total
2007	Burglary	6	14	4		15	2	41
	Criminal Damage	36	20	9	26	7		98
	Drugs	253	80	9	245	169	7	763
	Fraud or Forgery		2	1	8			11
	Other Accepted Crime	9	4	4		1		18
	Other Notifiable Offences	5	1	1	5	2		14
	Robbery	48	22		7	14	1	92
	Sexual Offences	16	3	1	8	6		34
	Theft and Handling	221	99	18	93	24	8	463
	Violence Against the Person	89	46	5	34	15	6	195
2007 Total		683	291	52	426	253	24	1729
2008	Burglary	7	19	6	1	2		35
	Criminal Damage	24	10	10	27	9	2	82
	Drugs	419	116	12	239	188	7	981
	Fraud or Forgery	4	1		7	1		13
	Other Accepted Crime	8		5		3		16
	Other Notifiable Offences	10	3	1	4	2	2	22
	Robbery	40	9		19	5		73
	Sexual Offences	9	3		7	7	3	29
	Theft and Handling	149	56	14	156	20	4	399
	Violence Against the Person	100	42	12	33	19	8	214
2008 Total		770	259	60	493	256	26	1864
2009	Burglary	9	8	2	2		1	22
	Criminal Damage	27	22	5	27	4	4	89
	Drugs	279	106	14	363	153	27	942
	Fraud or Forgery	8	1		6			15
	Other Accepted Crime	5	4		2		1	12
	Other Notifiable Offences	10	1		4			15
	Robbery	38	12		13	7	1	71
	Sexual Offences	12	7		4	1	1	25
	Theft and Handling	216	81	5	142	34	3	481
	Violence Against the Person	99	40	12	45	17	4	217
2009 Total		703	282	38	608	216	42	1889

Year	Crime	Hyde Park	Regents Park	Richmond Park	St James's Park	Greenwich Park	Bushy Park	Grand Total
2010	Burglary	3	6	2	2	4	3	20
	Criminal Damage	11	17	9	10	5	9	61
	Drugs	258	56	20	384	57	33	808
	Fraud or Forgery	5	1		3			9
	Other Accepted Crime	8	3	1	5		4	21
	Other Notifiable Offences	8	2	3	6			19
	Robbery	32	15		15	3		65
	Sexual Offences	17	5	1	5		1	29
	Theft and Handling	208	94	18	139	21	7	487
	Violence Against the Person	101	30	17	37	11	11	207
2010 Total		651	229	71	606	101	68	1726
2011	Burglary	10	8	12	10	3	6	49
	Criminal Damage	8	23	6	6	6	15	64
	Drugs	345	115	35	436	113	42	1086
	Fraud or Forgery	25	3		11	4		43
	Other Accepted Crime	10	2			6		18
	Other Notifiable Offences	8			2	1		11
	Robbery	59	22	1	11	7		100
	Sexual Offences	16	3	2	7	2	1	31
	Theft and Handling	443	98	18	178	28	16	781
	Violence Against the Person	123	22	12	13	14	2	186
2011 Total		1047	296	86	674	184	82	2369
2012	Burglary	3	3	1				7
	Criminal Damage	2	6	4	5	2	2	21
	Drugs	111	30	27	78	69	15	330
	Fraud or Forgery	11	3		4			18
	Other Accepted Crime	6	1	4				11
	Other Notifiable Offences	2	1					3
	Robbery	17	9	1	10			37
	Sexual Offences	6	1		2		1	10
	Theft and Handling	80	33	4	52	5	5	179
	Violence Against the Person	31	12	7	6	6		62
2012 Total		269	99	48	157	82	23	678

Transport for London
Directorate of Road Network



Olympic Route Network

Section 7

Safety Audit Response Report

for:

Stage 2 Road Safety Audit

Ref: (ORN J&C)

Report Date: **(April 2011)**

Report Version: **C**



1.0 INTRODUCTION

- 1.1 This report details the Clients Organisation's response to the Stage 2 Road Safety Audit Report carried out on (scheme name) by (organisation). The safety audit was carried out during January 2011 and the results were issued in report reference 1327.13.07/VAR/VAR/VAR/2011
- 1.2 This report was compiled by (John Ogunsola, Parsons Brinkerhoff, Section Manager on behalf of Transport for London.
- 1.3 The terms of reference of this response report are as described in TfL Procedure SQA-0170.
- 1.4 Where a safety audit recommendation is accepted, this report details the actions proposed to comply with the recommendation. Where a safety audit recommendation is rejected, this report details the justification for rejection.



2.0 RESPONSE TO ITEMS RAISED AT THE STAGE (X) ROAD SAFETY AUDIT

2.1 SAFETY AUDIT PROBLEM REF (3.1.1.1)

Location: General – All existing locations where road markings are to be ‘blacked-out’

Summary: Blacking-out of road markings may lead to driver confusion

Detailed description of the problem

The Audit Team are concerned that the ‘blacking-out’ of road markings, particularly give-way lines and stop-lines, may lead to driver confusion and an increase in potential for late-breaking and ‘shunt’ type collisions.

The use of blacking-out solution to mask the existing road-markings may still leave a contrasting road marking outline, albeit in black instead of the original white marking. This contrasting marking could be misunderstood as to have its original meaning, leading to drivers unexpectedly braking at these locations increasing the potential for conflict. The situation is exacerbated at night, in periods of inclement weather and in areas where the existing anti-skid / carriageway material has faded increasing the conspicuity of the blacked-out markings.

Furthermore, in areas of higher lateral forces such as where braking and turning are undertaken, the blacking-out material is likely to be quickly removed exposing the marking underneath, potentially causing further confusion.

RECOMMENDATION

Ensure all affected road markings are adequately removed or masked so as not to be visible following removal. In areas where blacking-out solution is to be used, additional blacking out in the vicinity of the marking should be undertaken to reduce the conspicuity of the original marking. Care should be taken to ensure blacked out areas have a similar skid-resistance to the adjacent carriageway. It may also be of benefit to undertake ongoing monitoring and maintenance of blacked-out areas to ensure their effectiveness. : (As per safety audit report).

Design ORGANISATION RESPONSE

Recommendation Rejected

Materials testing have been carried out by the HMWC on various methods of covering road markings. The chosen material has skid resistance and will be available in black, red and white, however varying either colour and/or skid resistance to the existing carriageway conditions will not be possible. Please refer to the ‘ORN Traffic Signs and Marking Materials Trials Summary’ document dated December 2010 for further information.



Client ORGANISATION RESPONSE

Partially accepted. It is unlikely to be achievable to ensure blacked out road markings are totally inconspicuous from the surrounding road surface and have similar skid resistance. It is accepted that care should be taken to minimise and as far as practicable eliminate the conspicuity of removed/covered markings and that the skid resistance of large patches should be as close as practicable to the surrounding surface. It is also accepted that ongoing monitoring and maintenance of blacked out areas should take place to ensure on-going effectiveness.

2.2 SAFETY AUDIT PROBLEM REF (3.1.1.2)

Location: General – All locations where physical measures are proposed to reinforce banned movements

Summary: Potential for non-compliance with the prohibited movements

Detailed description of the problem

The Audit Team are concerned that vehicles may ignore the prohibited movements when exiting side road junctions. Although advance signing and road markings are proposed to inform motorists of the prohibited movements, there is a possibility that vehicles, particularly powered-two-wheelers and cyclists, may ignore the prohibition and negotiate the barrier. The situation is more likely to occur with drivers unfamiliar with an alternative route, or when the alternative route is significantly slower than bypassing the proposed barrier. A conflict between cyclists, powered-two-wheelers and other road users may occur as a result.

RECOMMENDATION

Ensure all physical barriers implemented to enforce prohibited movements are designed to promote compliance with the restrictions. It may be of additional benefit to implement additional direction signing on the barrier itself to promote compliance with the restrictions.

Design ORGANISATION RESPONSE

Recommendation accepted:

Where used physical barriers will be specified to meet requirements at individual locations. These will use existing approved highways materials and products.



Client ORGANISATION RESPONSE

Accepted in so far as it is practicable. It is noted that where footways remain open (the vast majority of cases) it is not practicable to physically prevent two-wheelers by-passing barriers in the carriageway



2.3 SAFETY AUDIT PROBLEM REF (3.1.1.3)

Location: Throughout the scheme.

Summary: Absence of pedestrian, cyclist and signal phasing details.

Detailed description of the problem

The drawings submitted does not contain signing, marking, drainage and kerb details showing the proposed layout to accommodate cyclists and pedestrians at various points within this section. Signal phasing at the junctions are also outstanding. The Audit Team understand that these sections are still likely to be in the Design Stage and will therefore not be reviewed as part of this Road Safety Audit.

RECOMMENDATION

It is recommended that detail designs showing these sections are submitted separately for a Road Safety Audit.

Design ORGANISATION RESPONSE

Recommendation accepted:

The PRO drawings will undergo a safety assessment as part of the internal sign off at TfL. There is an understanding that this section will be submitted for a second round of RSA 2 and it is anticipated that the requested information will be part of the submission material.

CLIENT ORGANISATION RESPONSE

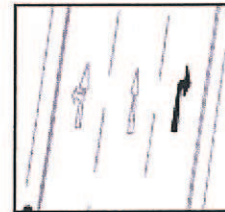
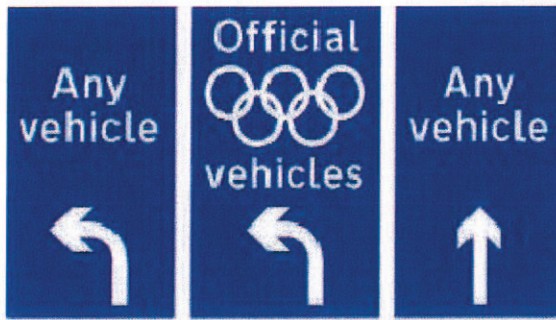
Accepted. Note further audit required. .

2.4 SAFETY AUDIT PROBLEM REF (3.3)

Location: A – Northbound LEA Interchange Off-slip (drawing EHL285405-1210-DD-07-02 Proposed Road Signage)

Detailed description of the problem:

It is proposed to install ORN Sign 3.2.5 on the northbound off-slip depicting a central games lane with a nearside lane for any vehicles turning left and an offside lane for any vehicles proceeding straight ahead. This sign does not match the proposed lane marking at this location (see figs 3&4). From the drawings and sign schedule provided it is unclear if this is a sign anomaly. If ORN Sign 3.2.5 is used at this location the Audit Team would be concerned with the possibility of side shunt collisions due to late lane changes.



RECOMMENDATION

Change sign to match road layout

Design ORGANISATION RESPONSE

Recommendation accepted:

A variant of sign ORN 3.2.5 will be implemented at this location. The drawing will be updated with the sign showing correct lane destination.

Client ORGANISATION RESPONSE

Accepted as per the Designer's response.

2.5 SAFETY AUDIT PROBLEM REF (3.3.1.1)

Northbound LEA Interchange Off-slip (drawing EHL285405-1210-DD-07-02 Proposed Road Signage)

Summary: Proposed Lane signs and markings may result in confusion.

Detailed description of the problem:

The Audit Team observed that the nearside lane showed a left/straight ahead arrow for all traffic. However, further downstream the left aspect leads to the on-slip at Homerton Road which according to drawing EHL285405-1210-DD-07-03 GA, Homerton Road will be restricted to buses only. If this is the case, then traffic using this lane should be advised prior to reaching this on-slip to avoid non compliance with the restriction and unnecessary lane changes.

RECOMMENDATION

Ensure that the restriction on Homerton Road is clearly signed in advance from all approaches.

Design ORGANISATION RESPONSE

Recommendation rejected:

Lane used described by the auditor above is not correct. Homerton Road will carry some Games related traffic, reject vehicles and buses, Design team is currently working with LOCOG to fully understand the use of Homerton Road during the Games.



In addition, only Games Family, Games related traffic and NSTM traffic will be using the off slip and they will all have pre briefing of the route so any of these traffic will already know their destination and what lane to use to get there.

CLIENT ORGANISATION RESPONSE

Rejected. The left turn into Homerton Road from the off-slip is games family only, as is the straight ahead into Homerton Road. The right turn has an advance warning..

2.6 SAFETY AUDIT PROBLEM REF (3.4.1.1)

Location: C - Closure of Homerton Road (drawing EHL285405-1210-DD-07-03 GA)

Summary: Advanced signs required on all approaches to forewarn drivers of the proposal to restrict Homerton Road to buses only.

Detailed description of the problem

It is proposed to restrict Homerton Road to buses only during this time. The caption on this drawing suggests that this is at the request of the Venue Organiser but will still impact on the signing and marking of the lanes in this section. It is unclear if Homerton Road will be restricted to buses only in both directions The Audit Team observed that there are no signs advising traffic of this proposal. Signs warning drivers of this closure should be installed on Homerton Road prior to the off-slip with this junction. These signs should also be installed on the southbound carriageway where existing layout show that vehicles can turn right into Homerton Road. A similar sign is required on the northbound LEA interchange off- slip (see problem 3.3.1.1)

RECOMMENDATION

Ensure that all restrictions are clearly signed from all directions to avoid late lane changes and driver confusion.

Design ORGANISATION RESPONSE

Recommendation accepted:

The closure of Homerton Road is a venue requirement. The signage required for such closure will come under the venue and LOCOG scope of works. Details of advance warning require for this and similar closures (Temple Mill Lane) will be captured as part of the venue workstream.

CLIENT ORGANISATION RESPONSE

Accepted. Note need to coordinate with venue workstream.



2.7 SAFETY AUDIT PROBLEM REF (3.4.1.2)

Location: D – Southbound lane marked for A12 (W)

Summary: Ensure that the lane marking is continuous and consistent throughout.

Detailed description of the problem

It is proposed that motorists wishing to access the A12 (W) will use the southbound offside lane however the lane destination markings have been omitted after the junction with Homerton Road. It is advisable to continue these markings through past this junction, to ensure that traffic is guided into using the correct lane.

RECOMMENDATION

Ensure that lane destination markings for the A12 (W) are continued past the junction with Homerton Road so that motorists are guided to stay in the correct lane

Design ORGANISATION RESPONSE

Recommendation accepted:

Agreed, design drawing will be amended.

CLIENT ORGANISATION RESPONSE

Accepted as per the Designer's response.

SAFETY AUDIT PROBLEM REF (3.5.1.1)

Location: E – Eastway southbound at on slip with A12 (E)

Summary: Proposed hatching is unclear.

Detailed description of the problem:

There are no signal details provided for this section and the audit team are uncertain if pedestrian aspects will be accommodated at this junction. It is proposed to mark the nearside lane for left turners directing them to the on slip for the A1 (E). This has resulted in a hatched marking being created at the junction downstream to end this lane which appears incomplete on the drawing provided.

RECOMMENDATION

The hatched marking should be either extended to cover the end of the island, or if it was intended to accommodate pedestrians at this crossing, then the island should be extended to shorten the crossing distance at the leg of the junction thereby encompassing the hatching.

Design ORGANISATION RESPONSE

Recommendation accepted:

The pedestrian crossing will be opened during Games. Physical restraint blocks will be used to map out the island extension but the crossing distance will not be reduced.

CLIENT ORGANISATION RESPONSE

Accepted as per the Designer's response.

2.8 SAFETY AUDIT PROBLEM REF (3.6.1.1)

Location: F – Throughout the scheme

Summary: lack of appropriate details to depict segregated/shared pedestrian and cycle facilities.

Detailed description of the problem

The plans provided show some on-road cycle facilities that link into off-road facilities at some parts of the scheme. Shared/segregated facilities will require an appropriate package of markings, signs as well as tactile and corduroy paving details to depict the type of facility present. None of these details have been provided at this stage. An example of this can be seen at the junction of Ruckholt Road and Sherrin Road where it is proposed to link the on-road cycle lane to an off-road facility. However there are no details of the footway layout provided. It is unclear from the plans if this will be a shared or segregated facility and there are no signing/markings and tactile details shown to depict either layout. In addition to this, drainage details are also outstanding. The Audit Team understands that this section may still be in the Design Stage and therefore this has not been reviewed as part of this road safety audit (see fig 5).

RECOMMENDATION

The Audit Team recommends that this section is resubmitted for a Road Safety Audit separately once these details have been confirmed.



Design ORGANISATION RESPONSE

Recommendation accepted:

The design team agree that this section should be resubmitted for another round of Road Safety Audit.

It should however be noted that under the ORN proposals, existing cycle facility and signing will be retained along Ruckholt Road and parts of Eastway in the format already agreed with the individual Boroughs. The ORN drawings has focused on changes proposed to the network, details of existing facilities that do not conflict with the ORN are not necessarily shown in full detail e.g. drainage, tactile paving etc.

Further cycle detail will be added to the GA drawing.

CLIENT ORGANISATION RESPONSE

Accepted. Note a further audit is required.

2.9 SAFETY AUDIT PROBLEM REF (Issue 4.1)

Location: 1-Eastway (southbound) towards on-slip marked A12 (E) (drawing EHL285405-1210-DD-07-04)

Reason considered to be outside the Terms of Reference: Non compliance and enforcement issues.

Detailed description of the problem:

The drawings show proposals to install double yellow lines (diag.1018.1 of the TSRGD) on the nearside of Eastway (southbound) which **prohibits waiting at any time**. This seems to be indirect conflict to the proposed signs ORN 2.4.1 along this carriageway which depicts **Temporary Prohibition on stopping within the games lane during the periods indicated**, obviously indicating that stopping within the games lane is allowed during some periods. This will result in non compliance and non enforcement of this Traffic Regulation Order. It is also noted that unnecessary waiting along this section will result in unnecessary delays due to queuing.

RECOMMENDATION

The Audit Team recommends that the correct sign plate is used to depict No Waiting at Anytime.

Design ORGANISATION RESPONSE

Recommendation rejected:

All existing no waiting and loading signs will be replaced during the Games by a "No Stopping" sign which prevents loading and waiting. These signs are already shown on the road signage drawings.

CLIENT ORGANISATION RESPONSE

Rejected for reasons set out in the Designer's response. It is noted that some of the 'no stopping' signs are shown parallel to the kerb, but should be facing on-coming traffic.

2.10 SAFETY AUDIT PROBLEM REF (Issue 4.2)

Location: 2 – The northbound nearside lane.

Reason considered to be outside the Terms of Reference: Not safety related.

Detailed description of the problem:

It is unclear from the drawings provided if the nearside left slip road leading to this site will be used as an ORN venue. There are no proposed advanced direction signs or lane markings to advise drivers of the destination details for the left slip road at this junction. The proposed left turn arrows will guide motorists into the nearside lane without any prior or advanced destination signs (see fig 6).

It is recommended that adequate advanced direction signs and markings are installed on approach to this location to advise motorists of this destination.

No markings or signs showing the destination for this slip road.



Figure 6: Ruckholt Road (northbound)

Design ORGANISATION RESPONSE

Recommendation accepted:

Advance signing will be considered subject to venue requirement and strategy adopted for ADS signage.

CLIENT ORGANISATION RESPONSE

Accepted as per the Designer's response.

2.11 SAFETY AUDIT PROBLEM REF (Issue 4.3)

Location: Throughout the scheme

Reason considered to be outside the Terms of Reference: Not safety related

Detailed description of the problem:

It is proposed to restrict Temple Mills Lane to games family traffic and buses only. Other roads containing restrictions include Homer Road. The Audit Team recommends that advanced road closure signs showing alternative routes are installed on all approaches to these roads to forewarn general traffic of these restrictions. Clear diversion routes should be provided allowing accessibility to local shops and residences.

RECOMMENDATION

Design ORGANISATION RESPONSE

Recommendation accepted: Advance signing will be considered subject to venue requirement and strategy adopted for ADS signage

CLIENT ORGANISATION RESPONSE

Accepted as per the Designer's response

SAFETY AUDIT PROBLEM REF (4.4)

Location: Temple Mill Lane

Reason considered to be outside the Terms of Reference: Outside the scope of this audit.

Detailed description of the problem:

The drawings provided shows that Temple Mill Lane will be restricted to games traffic and cyclists only. The drawings provided shows details for the layout of Temple Mill Lane at either end (Temple Mill Lane jw Ruckholt Road as well as Temple Mill Lane jw Major Road). There are no details provided for the sections in between these two junctions. It is proposed to install ORN sign 2.1.4 allowing just official vehicles, buses cyclists and 'access only' along this road. However the existing approach from Major Road (shown in figure 6) shows no cycles allowed and contains a width restriction which will be inappropriate for buses. This is in direct conflict with the proposed layout. The audit team accepts that Temple Mill Lane is still in the process of being designed and therefore none of the sections in between has been included as part of this audit (see fig 7).

RECOMMENDATION

It is therefore expected that this is resubmitted for auditing once the design is confirmed.

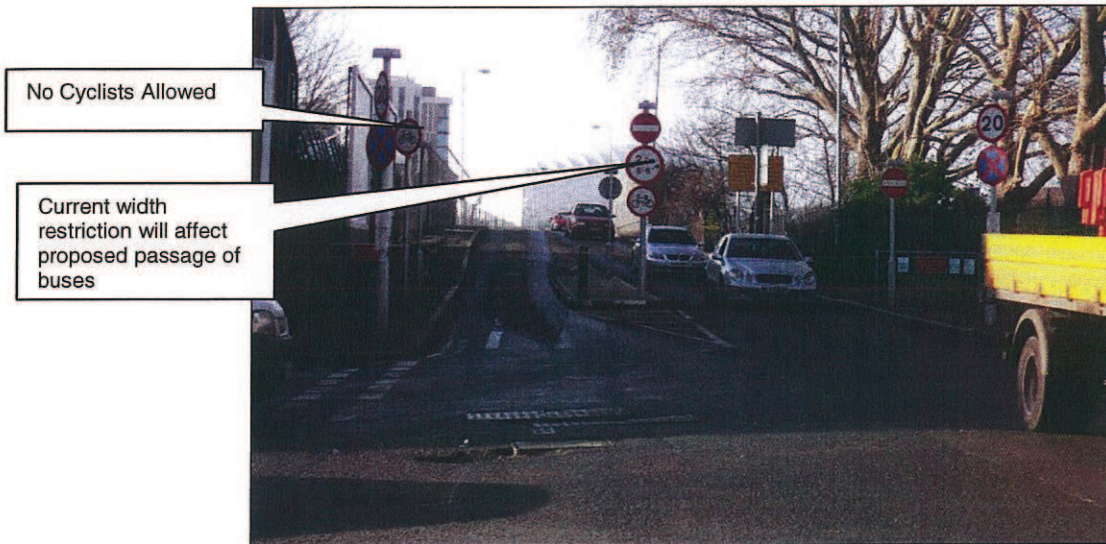


Figure 7

Design ORGANISATION RESPONSE

Recommendation accepted:

Drawings will be re submitted for another round of road safety audit when more details are resolved.

CLIENT ORGANISATION RESPONSE

Accepted and noted that a further audit will be carried out when the proposals are clarified..

3.0 Design ORGANISATION STATEMENTS

3.1 Design Officer's Statement

In accordance with SQA-0170, I certify that I have reviewed the items raised in the Stage 2 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 Senior Client Officer's endorsement of my proposals.

Name: John Ogunsola

Position: Section Manager

Organisation: Section Manager

Signed: 

Dated: 21/04/2011

3.2 Senior Design Officer's Statement

I accept these proposals by the Design Officer.

Name: Eifion Jenkins

Position: PROJECT MANAGER

Organisation: PB

Signed: 

Dated: 26/04/2011

4.0 Client ORGANISATION STATEMENTS

I accept these proposals by the Client Officer.

Name: Peter Hewitt

Position: Head of Games Technical Team

Organisation: Transport for London, Surface Transport Games Team

Signed: 

Dated: 11th May 2011



Olympic Route Network
Section 7

Road Safety Audit
Stage 2

Ref: 1512.54.07/VAR/VAR/2012

Prepared for:

TfL Olympic Route Network Team

By:

Road Safety Audit - TfL Roads Directorate

Report Date: 14-08-2012

Site Visit Date: 02-08-2012

Issue Version: A

Audit Team Leader: Andrew Coventry

Audit Team Member: Shane Martin

Approved By: David Condon

Number of Audit Pages and references used: 1 - A + B used.



3.0 ITEMS RAISED AT THIS STAGE 2 ROAD SAFETY AUDIT

Location: Ruckholt Road junction with Eastway (A)

Summary: Potential for Conflict between cyclists and Motorists

The Audit team are concerned that the proposals do not mitigate the Potential for conflict between cyclist and 'U' turning motorists known to occur at the junction. Cyclists located on the carriageway are unlikely to anticipate a 'U' turning vehicle due to the geometry of the junction. The potential for conflict between cycles and motorists remains as a result.

RECOMMENDATION: Remove the potential for conflict between cycles and motorists, this may require either banning the 'U' turn manoeuvre, requiring all cyclists to use the existing shared footway or other alternative measure.

DESIGNERS RESPONSE:

ACCEPTED or REJECTED

Reason for rejection: Accepted

Cyclist will be encouraged to use the footway as we cannot design out the conflict during Games period. The volume of games family vehicles means we cannot ban the left turn without significant impact on journey time.

Location: Ruckholt Road junction with Eastway (B)

Summary: layout may exacerbate potential for cycle conflict with motorists

The Audit Team are concerned that the proposed layout may exacerbate the potential for conflict by giving cyclists a false sense of security by the provision of a dedicated lane at the junction. This may exacerbate the potential for conflict noted in (A) above. This layout may also locate cyclists outside the area visible within the drivers nearside mirror, particularly buses.

RECOMMENDATION: Remove the potential for conflict between cycles and motorists, this may require either banning the 'U' turn manoeuvre, requiring all cyclists to use the existing shared use footway or other alternative measure.

DESIGNERS RESPONSE:

ACCEPTED or REJECTED

Reason for rejection: Accepted

As the design cannot remove the conflict by banning Games family movement, cyclist will be encouraged to use footway, the option audited here will not be implemented.

Page Number: 1 - A + B used.



4.0 ISSUES IDENTIFIED DURING THE STAGE 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. These issues could include maintenance items, operational issues or existing poor provision. It is to be understood that, in raising these issues, the Audit Team in no way warrant that a full review of the highway environment has been undertaken beyond that necessary to undertake the Audit as commissioned.

Location:

Summary:

RECOMMENDATION:

Location:

Summary:

RECOMMENDATION:






5.0 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 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: Andrew Coventry Signed: 
Position: Principle Road Safety Auditor Date: 14-08-2012
Organisation: Transport for London
Road Safety Audit, Roads Directorate
Address: 8th Floor Palestra,
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AUDIT TEAM MEMBER:

Name: Shane Martin Signed: 
Position: Principle Road Safety Auditor Date: 14-08-2012
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AUDIT TEAM OBSERVER

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APPENDIX A

Problem Locations



OLYMPIC ROUTE NETWORK & PARALYMPIC ROUTE NETWORK: STAGE 3 ROAD SAFETY AUDITS

To reflect the large scope of physical changes undertaken in a short period of time on the Olympic Route Network (ORN) and Paralympic Route Network (PRN), during installation and activation, a Stage 3 Road Safety Audit check was undertaken with the following key elements::

- Audit visit and report provided following initial lining installation;
- Audit visit and report provided following initial signing installation ;
- Audit visit and report provided following remaining ORN measures installation and activation; and
- Subsequent checks undertaken for the ORN operational period and amended PRN activation and operation.

Where safety critical issues were found during activation or installation, these were communicated to and resolved on site by the ORN J&C Build Team prior to daytime operation, and subsequently recorded in post-activation Audit reports. Outstanding RSA Stage 3 issues were communicated to contractors via agreed snagging communications for resolution. The ORN Design Team have reviewed these reports and provided responses where appropriate against raised issues.

These comments and reviews are captured in the Audit report responses contained within this folder.

The Client has been involved in decision making where required either through daily reports, where the designers made immediate decisions on safety critical matters and cost neutral matters, or through briefings where Client approval has been required and funding agreement was needed.

Decisions and approvals are captured as necessary within this folder, against the appropriate Audit reports.

Subsequent amendments were then: checked by the authorised Road Safety Auditor following implementation; details captured in this folder; and responses made as necessary.

Deactivation and decommissioning of ORN / PRN measures has not been the subject of further Safety inspections where the re-commissioned route has been returned to the pre-Games arrangement. Exceptions to this, where a revised route alignment or arrangement has been introduced would be the subject of a full Road Safety Review and would be appropriately included in this folder.

The following signatories provide confirmation that the above process was followed during implementation and operation of the ORN and PRN measures for this Section.

Road Safety Audit Team Statement

Name: *Andrew Coventry on behalf of Markin Heath*
Position: *Lead Road Safety Auditor*
Organisation: *TFL*
Comments:

Signed:  Dated: *11-09-2012.*

Design Officer's Statement

Name: *JOHN OGUNSOLA*
Position: *SECTION LEAD*
Organisation: *PARSONS BRINCKERHOFF*
Comments: *-*

Signed:  Dated: *11/09/2012*

Senior Client Officer's Statement

Name: *Peter Hewitt*
Position: *Head of Games Technical Team*
Organisation: *Traffic Directorate, Surface Transport*
Comments:

Signed:  Dated: *12th Sept 2012.*