



Road Safety Advice

Queen Street Colourful Surfacing

Client: City of London Corporation

Road Safety Answers report ref. PRO40

Control Sheet

	Name	Date	Signature
Author	Paul Martin	15/11/2023	<i>P.J Martin</i>
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Report Version

RSA Report Ref.	Version	Date of Issue
PRO40	Final	16/11/2023

1. Introduction

1.1 This road safety advice results from a request from Clarisse Tavin of the City of London Corporation to consider whether the re-painting of the section of Queens Street, between Cannon Street and Queen Victoria Street, requires a road safety audit . The advice was formulated in the office of Road Safety Answers Ltd during November 2023.

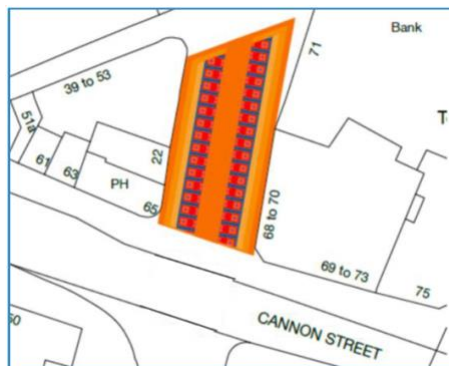
1.2 The road safety advisor was as follows:

Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
 HE Approved RSA Certificate of Competency (2013)
 Director, Road Safety Answers Ltd

1.3 Paul Martin is a Chartered Engineer (CEng), a Fellow of the Chartered Institution of Highways and Transportation (FCIHT) and their Society of Road Safety Auditors (FSoRSA). He is also an Incorporated Engineer (IEng) with the Institution of Civil Engineers (ICE). Paul has extensive experience in providing specialist consultancy and training services in traffic management and road safety engineering to a wide client base in both the public and private sectors in the UK and overseas.

1.4 The advice resulted from an examination of the documents listed in **Appendix A**, referenced by Clarisse Tavin of the City of London Corporation. The site was visited by the above mentioned road safety practitioner on 2nd September 2021 during the road safety audit of several pedestrian crossings and the above-mentioned section of Queen Street (report ref. RSA459), that were all considered for the installation of colourful surfacing, the purpose of which was to enhance the environment.

1.5 The scheme within the section of Queens Street, between Cannon Street and Queen Victoria Street, involved the painting of the surface with anti-slip material, as shown below:



- 1.6** At the time of the road safety audit the specification of the material to be used was unknown and the audit team made a recommendation that it should be ensured that the material will adhere to the Yorkstone paving: if thermoplastic was to be used the auditors were concerned that it may spall off the surface creating a trip hazard to pedestrians. The installation subsequently involved using an anti-slip paint, so the problem within the audit was deemed to have been mitigated.

2. Road Safety Issues

2.1 During the September 2021 Road Safety Audit, the auditors considered the likely effects on the behaviour of the users of this short stretch of Queen Street, namely pedestrians and cyclists. The auditors considered that cyclists were more likely to travel down the centre of the street, along the orange strip, and that pedestrians were more likely to walk along the red and orange areas away from the central strip, mirroring what occurs on a conventional stretch of road (the extract from Google Street View below, taken during May 2022, shows this to be the case). In this respect no safety problems (other than the one mentioned in paragraph 1.6 above) were raised regarding this scheme.



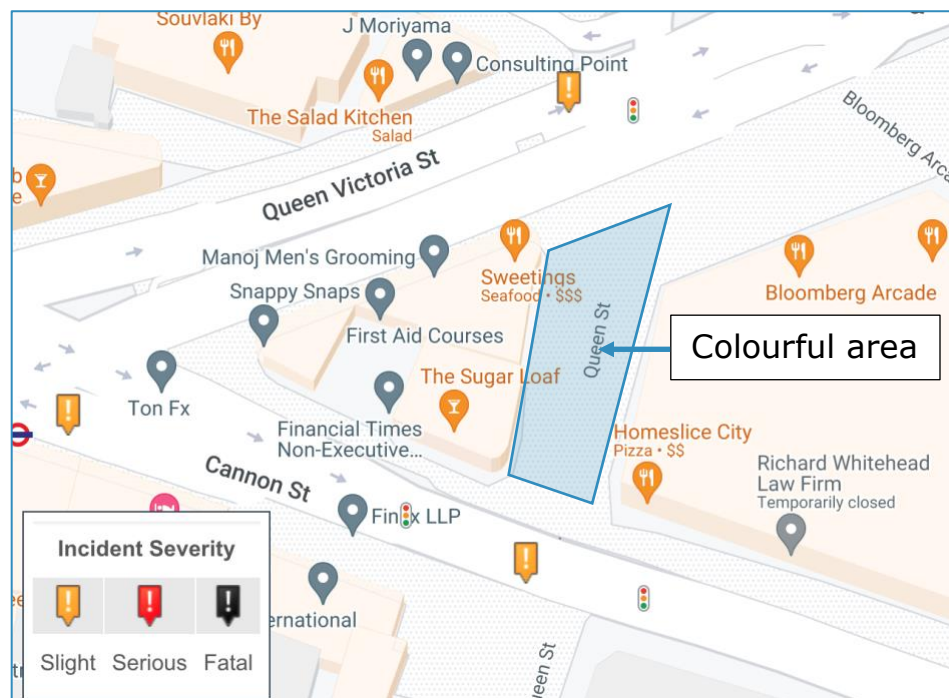
Google Street View Extract – Image capture May 2022

2.2 The City of London Corporation recently decided to repaint the scheme, as the original paint was wearing off, and asked Road Safety Answers to provide a quotation for another road safety audit of the same scheme. Following a discussion with Clarisse Tavin and Marta Woloszczuk of City of London Corporation, Paul Martin, the Director of Road Safety Answers replied that the scheme does not require another road safety audit, for the following reasons:

- City of London Corporation are, in essence, carrying out a maintenance scheme on the pedestrianised area of Queen Street and, according to the national standard for road safety audits, GG

119, maintenance schemes only require a road safety audit if they include a new element which is likely to change road user behaviour. As the scheme is just being renewed, without any new elements, the behaviour of the vulnerable road users will not change and it does not, therefore, need another road safety audit.

- Mr. Martin also checked the reported injury collisions in the publicly available database, CrashMap, and it shows, from the beginning of 2021 to the end of 2022, that there have been no injury collisions reported. This is a sign of the low risk of conflicts and injury collisions between pedestrians and cyclists in this short stretch of Queens Street and does not, therefore, justify further road safety investigative work at this time.



CrashMap extract – 2021 to 2022 inclusive

3. Road Safety Advisor

Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
HE Approved RSA Certificate of Competency
Director, Road Safety Answers Ltd

Signed

A handwritten signature in black ink that reads 'P. J. Martin'.

Date 16/11/2023

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Appendix A

Drawings and Documents Examined:

Road Safety Audit of Asphalt Art Projects, Ref. RSA459

3rd September 2021

Queen Street Design (see paragraph 1.7)