

Memorandum

An independent safety audit was commissioned in February 2020 to assess the safety of buses entering, exiting and travelling along Carlton St and Frederick St and identify safety risks. In the table below the risks are listed alongside their severity and AT's mitigation or potential mitigation actions.

Issue raised	Severity (existing – no buses)	Severity (existing with bus operations along Carlton Street)	Increased risk with bus operations along Carlton Street	Potential mitigation	Likely implementation dates	20 May 2020 update
Substandard Pedestrian Crossing Facilities Frederick Street/Carlton Street Intersection	Minor	Minor	Slight increase in risk due to potential increase in bus users	Traffic Engineering will investigate improvements to the intersection and the nearby footpaths for pedestrian safety and accessibility. These will be investigated as a single project through our Minor Improvement programme.	2021/2022 financial year	In the investigation stage. Next step is to engage consultants to work on scheme plans. Planned for construction in the 2021/2022 financial year.
Narrow footpath widths along the westbound carriageway	Minor	Minor	Slight increase in risk due to potential increase in bus users			
Narrow footpath widths along the eastbound carriageway	Minor	Minor	Slight increase in risk due to potential increase in bus users			
Safety issues at the Queenstown Road and Frederick Street Intersection	Minor	Minor	Slight increase in risk due to bus tracking for mobility scooter users	We have scored this in our Minor Improvement Works programme and it is low priority, as its operating relatively well.	We will put this forward to Local Board to consider improvements at this intersection.	AT will discuss this with Local Board.
Higher kerb lip at the pedestrian refuge island on Queenstown Road	Minor	Minor	No change in risk	Traffic Engineering can fix these issues via a reactive	Likely to be implemented by June 2020.	A reactive brief was sent to the contractor in

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Incorrect curve advisory sign and lack of curve advisory sign	Minor	Minor	No change in risk	works brief to contractors.		March. No confirmation yet as to whether the work has been completed. We are following this up now.
Safety Issues at the Hillsborough Road/Littlejohn Street Intersection	Minor	Minor	No change in risk	We have scored this in our Minor Improvement Works programme and it is low priority, as its operating relatively well.	We will put this forward to Local Board to consider improvements at this intersection.	AT will discuss this with Local Board.
Limited Sight distance to the Zebra Crossing	Minor	Minor	No change in risk	Missing belisha discs – will be addressed	Completed	
Inconsistent and poor centreline marking along the corridor	Minor	Minor	No change in risk	Construction issue – will be addressed	Completed	
Conflict with vehicle exiting/entering Carlton Street from Hillsborough Road	Minor	Minor	Slight increase in risk due to unsafe lane positioning at the centerline	New central islands at the intersection could be implemented, subject to review by AT's Road Safety team and final decision from AT Metro.	If a central island is to be implemented we aim to deliver by within 3 months of a decision made.	
Vegetation obscuring signs	Minor	Minor	No change in risk	Will raise with AC and get cleared asap	Completed	
Removal of redundant pavement markings and RRPMS	Minor	Minor	No change in risk	Construction issue – will be addressed	Completed	
Poor pavement marking and road surface at the Hillsborough Road/Carlton	Minor	Minor	No change in risk	Road Corridor Delivery (Maintenance) said Carlton Street is scheduled for	Carlton Street is scheduled for reseal in 2021/22	

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Street Intersection				reseal in 2021/22		
Vehicles overtaking a stationary bus near bus stops along Carlton Street	N/A	Comment	No change in risk	The same issue has already been looked at by WSP during Detail Design RSA, and the decision was to leave the design as it was, after alternative locations and visibility was reviewed. AT's Safety Engineer acknowledge the risk of crash is low.	AT will monitor this and if safety issues are raised we could install double yellow lines at the bus stops outside 106 Carlton Street as part of the Frederick Street/Carlton Road pedestrian improvements project.	