

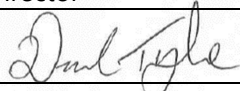
Road Safety Audit Stage 1 Response Report

F1 – Project Details

Table F.1 Project Details

Report title:	Road Safety Audit – A29 Shripney Road
Date:	3 rd February 2020
Document reference and revision:	200108
Prepared by:	Nick Jeans
On behalf of:	Avon Traffic & Safety Services

Table F.2 Authorisation Sheet

Project:	Land at Shripney Road, Shripney
Report title:	Road Safety Audit Stage 1 Response Report
Prepared by:	
Name:	Dave Tighe
Position:	Director
Signed:	
Organisation:	Highgate Transportation Ltd
Date:	5 th February 2020
Approved by:	
Name:	
Position:	
Signed:	
Organisation:	
Date:	

F2 – Introduction

This site is currently a field with existing residential development to all sides except the east which are fields. The development is for 46 residential units and will be served by a new ghost island right turn junction broadly at the location of the existing field access gate.

The engineering works comprise the construction of a new ghost right turn lane priority junction site access to the eastern side of Shripney Road, provision of an uncontrolled pedestrian crossing with dropped kerbs and tactile paving over the Shripney Lane bellmouth and replacement of the splitter island with a pedestrian refuge.

A pedestrian refuge island is proposed over Shripney Road to the immediate south of the proposed site access, with dropped kerbs and tactile paving proposed in the footway to either side of the carriageway.

A Stage 1 RSA (dated 3rd February 2020) has been carried out and the response report has been completed by Dave Tighe C.Eng., MICE, Director Highgate Transportation.

F3 – Key Personnel

Table F.3 Key Personnel

Overseeing Organisation:	
RSA team:	Tasos Papaloucas Team Leader ATSS and David Boardman Team Member ATSS
Design organisation:	Brad Loxley Senior Engineer & Dave Tighe Director Highgate Transportation Ltd

F4 – Road Safety Audit Decision Log

Table F.4 Road Safety Audit Decision Log

RSA Problem	RSA Recommendation	Design Organisation Responsible	Overseeing Organisation responsible	Agreed RSA Action
2.1 The existing informal pedestrian crossing at this location is proposed to be upgraded so that it is realigned and incorporates an area of tactile paving. The boundary wall and fence of an adjacent residential property inhibits visibility to the proposed crossing of those approaching from the south along the dual carriageway. This increases the likelihood of pedestrian/vehicle conflict particularly for vulnerable groups such as older users and those with mobility and visual impairment. The high approaching speeds observed on site together with the lack of any deflection for vehicles turning in to Shripney Lane will increase the risk of such collisions.	Realign and build out the existing kerbline at this corner to increase visibility to and from the crossing. The resulting increased deflection together with the reduced entry radius at this corner will influence entry vehicle speeds and minimise the risk of conflict with those crossing.	WSCC requested this proposed crossing arrangement instead of a proposed build-out. We consider that a build-out to both sides can be provided but that this current arrangement is an improvement on the current situation.		
2.2 The existing boundary fence and wall inhibits visibility to the proposed pedestrian crossing point and increases the risk of vehicle/pedestrian conflict. Evidence on site also indicates that drivers turning left out of Shripney Lane mount the kerb as their attention is drawn to vehicles approaching from the south (often at speed),	Increase visibility at this point by building the kerb further out into the carriageway. If the existing kerbline was realigned on both sides of the junction and the refuge island was omitted visibility would be improved on both sides of this junction (see problem 2.1).	As above		

along the dual carriageway.				
2.3 The existing road layout at the A29/Shripney Lane junction and the provision of the new central refuge island means that those approaching from the south (often at speed and overtaking) will be squeezing past this point while pedestrians are waiting to cross increasing the likelihood of vehicle/pedestrian conflicts. Site observations also indicate vehicle wheel tracking very close to the existing kerblines.	Install measures along the northbound approach of the dual carriageway in advance of the Shripney Lane junction to alter driver behaviour at this point. This may include reducing the northbound carriageway to a single lane of traffic (which will also improve visibility which has been raised as a problem in section 2.1), by the use of extra hatching on the approach, and possibly a local build out of the central reservation, appropriately signed; enhancing the existing signage; and reducing the existing speed limit. Also reinstate the existing edge of carriageway markings to guide vehicles away from the edge of the carriageway.	See 2.4 below. The running lane is proposed to be slightly widened in this location past the proposed western pedestrian dropped kerb and tactile paving, therefore it is considered that this point should be monitored and considered further at RSA Stage 2 and 3		
2.4 Northbound vehicles approach the site at speed, with some using the offside lane to overtake. A lack of judgement by an overtaking driver, who leaves it too late to pull to the left, is at risk of colliding with the proposed island.	Install measures along the northbound approach of the dual carriageway in advance of the Shripney Lane junction to alter driver behaviour at this point. This may include reducing the northbound carriageway to a single lane of traffic by the use of extra hatching on the approach, and possibly a local build out of the central reservation, appropriately signed; enhancing the existing signage; and reducing the existing speed limit.	It is considered that given the existing alignment of the ghost right turn lane for Shripney Lane, an approaching northbound vehicle should be contained to the running lane in this location. If this is observed to be an issue following RSA Stage 3 then the developer will fund the installation of white line hatching in the offside northbound lane of the dual carriageway to guide drivers to merge into the nearside lane sooner		
2.5 Install measures along the northbound approach of the dual carriageway in advance of the Shripney Lane junction to alter	Remove the existing vegetation and establish methods to permanently maintain required sightlines.	Agreed		

driver behaviour at this point. This may include reducing the northbound carriageway to a single lane of traffic by the use of extra hatching on the approach, and possibly a local build out of the central reservation, appropriately signed; enhancing the existing signage; and reducing the existing speed limit.				
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F5 – Design Organisation and Overseeing Organisation Statements

Table F.5 Design Organisation Statement

On behalf of the design organisation I certify that:	
1) The RSA actions identified in response to the road safety audit problems in the road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	
Signed:	
Position:	
Organisation:	
Date:	

Table F.6 Overseeing Organisation Statement

On behalf of the Overseeing Organisation I certify that:	
1) The RSA actions identified in response to the road safety audit problems in the road safety audit have been discussed and agreed with the design organisation.	
2) The agreed RSA actions will be progressed.	
Name:	
Signed:	
Position:	
Organisation:	
Date:	