



MARSH COURT, LEOMINSTER

MODIFICATIONS FOR PRIMARY CARE CENTRE

Stage 1-2 Road Safety Audit

June 24

DC-RW-24-4365-RSA12

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Prepared by:	The Safety Forum
On behalf of:	Herefordshire County Council

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A	D Crawford	R Westhead		20/06/24
Designer's Response				
Authority's Response				
Audit Response				

Client:	
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	Date: 20/06/24

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APPENDIX A

Location Plan

1.0 INTRODUCTION

- 1.1 This report results from a Stage 1-2 Road Safety Audit (RSA) carried out on the proposed access modifications associated with a new medical (GP) centre.
- 1.2 The development proposals consist of - Road widening, A new pedestrian refuge and additional uncontrolled tactile crossings. There are amendments to highway drainage.
- 1.3 The Stage 1-2 RSA was carried out at the request of Cambria.
- 1.4 The Road Safety Audit was instructed by Cambria. The overseeing organisation is Herefordshire County Council. The RSA instruction was accepted by the Audit Team as adequate to complete the RSA.
- 1.5 The Audit was carried out between 14th June and the 19th June 2024 by consultants working on behalf of The Safety Forum Limited. The Audit Team, which is established from The Safety Forum Ltd and independent of the project design team, has had no involvement with the project.

The Auditors were:

D Crawford – Team Leader (BSc IEng MICE MIHT RSA cert of Comp)

R Westhead – Team Member (MSoRSA, RSA Certificate of Competency)

- 1.6 The report has been prepared in accordance with General Principles and Scheme Governance General Information, GG 119, Road Safety Audit (Formerly HD 19/15).

The Audit consisted of a desktop study and a site visit. The site visit was carried out on 14th June 2024, between 14.20 and 15.15 hours by all members of the Audit Team together. The weather was dry as was the road surface. Traffic conditions were moderate with a noticeable flow of HGV traffic. Limited pedestrian activity was also noted.

- 1.7 Issues relating to the health & safety of operatives constructing, operating or maintaining the highway are not covered by Road Safety Audit. Only issues relating to the design and construction of facilities for highway maintenance that may potentially contribute to a Road Safety Matter are considered by the Road Safety Audit process.

Road Safety Audit is not a technical check that the design conforms to Standards and/or best practice guidance. Design Organisations are responsible for ensuring that their designs have been subjected to the appropriate design reviews (including, where applicable, Walking, Cycling & Horse Riding Assessment & Review) prior to Road Safety Audit.

Road Safety Audit is not a check that the scheme has been constructed in accordance with the design.

Whilst reference is made to certain design standards, where safety may be compromised by a reduction in standard, this report is not intended to provide a design check. The Auditors have only reported on matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or construction of the scheme.

- 1.8 The recommendations in this report are aimed at addressing the road safety problems; however there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.
- 1.9 The Overseeing Organisation response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the *As Built* design pack to be provided and retained by the Overseeing Organisation on final completion.
- 1.10 All problems identified in this Road Safety Audit Report are indicated on a location plan in Appendix A

2.0 ITEMS CONSIDERED

- 2.1 The Road Safety Audit was undertaken on the scheme detailed in the following documentation.

Drawing No.	Rev	Title
		RSA Brief
CB2318 Cam XX XX DR C 2002	PO2	Access Arrangements
CB2318 Cam ZZ XX RR C 005	PO5	Traffic Statement

- 2.2 No departure from standards or other information was submitted to the Audit Team.

3.0 MATTERS ARISING FROM THIS STAGE 1 AUDIT.

3.1 PROBLEM

LOCATION: New island on Mill Street.

SUMMARY: Lanes too narrow for cyclists.

The indicated width of the traffic lanes past the proposed island on Mill Street is shown as 3.25 which is recognised as being a width where some drivers believe that there is room for both car and bicycle to pass. This places the cyclists in danger of being hit and injured.

RECOMMENDATION

Reduce the lane widths to prevent this conflict. Avoid lane widths between 3.2m and 3.9m (See LTN 1/20).

3.2 PROBLEM

LOCATION: Northern footway.

SUMMARY: Footway is too narrow.

There is insufficient width for a pedestrian to wait safely on the northern footway at the proposed crossing or for another pedestrian to pass someone who is waiting. These people are at risk of being hit by for example vehicle wing mirrors, and suffering serious injury if struck on their head. It was noted that this road carries a significant volume of HGV traffic. These vehicles will be pushed close to the carriageway edge by the introduction of the pedestrian crossing refuge island. The existing footway is reduced in width by detritus and vegetation growth making an already narrow footway narrower.

RECOMMENDATION

Widen the footway and make the entire footway usable so that pedestrians are not forced to wait or pass close to the carriageway edge.

3.3 PROBLEM

LOCATION: Porters Mill Close / Mill Street Junction

SUMMARY: Bellmouth layout.

The existing bell mouth junction into Porters Mill Close is wide with large corner radii. This width and large radius access encourages vehicles entering to do so at an inappropriate speed. Pedestrians traveling from west to east have poor visibility of a vehicle approaching to turn left, which may be going too fast, and are at greater

risk of being struck. Right turning traffic into Potters Mill Close may cut across the opposing traffic lane and are at risk of being struck by exiting vehicles.

RECOMMENDATION

Reduce the bell mouth width by extending the footway and tightening the radii into the carriageway, and install a refuge island to slow right turning traffic.

3.4 PROBLEM

LOCATION: Porters Mill Close / Mill Street Junction

SUMMARY: Poor visibility towards development site.

The footway is to be extended on the eastern side of the junction, but the audit team noted that there is considerable vegetation (some of which had been cut back recently) that is likely to obscure traffic approaching Mill Street. Pedestrians may be at risk of stepping out into the path of an approaching vehicle.

RECOMMENDATION

Ensure that the visibility is not blocked by vegetation growing into sight lines.

3.5 PROBLEM

LOCATION: Porters Mill Close by No 2.

SUMMARY: Potential standing water at crossing position.

It is not clear from the drawings if the drainage at this location is to be improved. If there is standing water which freezes people may slip and injure themselves.

RECOMMENDATION

Ensure that the road/footway interface does not pond.

3.6 PROBLEM

LOCATION: B&Q delivery exit.

SUMMARY: Vegetation blocking visibility.

The visibility from the B&Q exit to the right is partially blocked by low hanging tree branches which is particularly a problem for van and lorry drivers. These branches may obscure pedestrians from the drivers view, and a left turning may vehicle may come into conflict with a pedestrian using the new crossing point.

RECOMMENDATION

Raise the crown of the trees at this location.

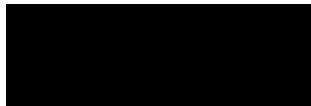
4.0 AUDIT TEAM STATEMENT

4.1 We certify that this audit has been carried out in accordance with GG 119.

AUDIT TEAM LEADER

Name: D Crawford
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Signed:

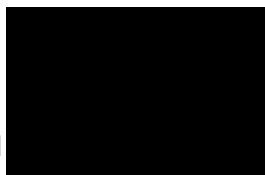


Date: 19 June 2024

AUDIT TEAM MEMBER

Name: R Westhead
Position: Director
The Safety Forum Ltd
PO Box 831
Godalming
Surrey
GU7 9HT

Signed



Date: 19 June 2024

