

Radstock Town Centre Regeneration

Infrastructure Works

Stage 2 Road Safety Audit

Exceptions Report

TC8308

February 2014

1.0 Introduction

This Exceptions Report results from a Stage 2 Road Safety Audit carried out on the proposed Radstock Regeneration Infrastructure Works scheme.

The scheme consists of the following elements:

Changing The Street from the existing one-way northbound to two-way traffic; providing on-street parking on the north side; a zebra crossing and modifications to the junction with Fortescue Road and Church Street;
Changing Fortescue Road from one-way southbound to one-way northbound;
Changing the junction of The Street and Wells Road from a priority junction to a mini-roundabout;
The creation of a new link, Frome Road;
Introducing a new small roundabout at the junction of Frome Road and the Frome Road New Link;
Implementation of traffic calming on Frome Road and introducing a 20mph speed limit on all roads within the regeneration area.

The Audit was based upon the checklist contained in Annex B of HD19/03. The team has examined and reported only on the road safety implications of the design and has not examined or verified the compliance of the layout to any other criteria, in accordance with HD 19/03.

Collision Data obtained from the Transport Assessment (TAR01-Jubb Consulting Engineers May 2013) shows that for the five year period from 1 January 2008 to 31 December 2012, there were 26 slight injury accidents within the scheme extents.

Eight slight incidents took place at the A362/A367 double mini-roundabout including one cyclist associated injury of which the most prevalent collision types were failure to give way (3 collisions) and rear end shunts (two collisions). Four were reported at Wells Road/The Street as the result of the driver's failing to give way to oncoming vehicles and included three slight injuries to cyclists.

Traffic flows obtained from the Department of Transport for 2012 show that the A367 Wells Road just west of the town has a daily two way flow of around 13,500 vehicles per day and the A362 Frome Road just east of the town has a flow of around 10,500 vehicles per day.

Each of the problems identified by the Audit Team was allocated a unique reference number as shown on the plan extracts contained within the Appendix. The same reference numbers have been used in this exceptions Report.

3. General

3.1 Drainage

3.1.1 Location: Bus Stops on Frome Road New Link

Drawing TC8308-H101 shows that double gullies will be placed in the carriageway in a location that is likely to be overrun by buses entering and exiting the bus stops on Frome Road New Link. This could lead to the gullies collapsing prematurely and causing a possible hazard to road users and in particular two wheelers.

Recommendation

Move the gullies west so that they are not in a position likely to be overrun by buses.

Response

The gullies have been relocated.

3.1.2 Location: Junction on Frome Road (North) just north of proposed new roundabout

Drawing TC8308-H102 shows that a gully will be positioned on the south side of the junction potentially in the wheel track of buses exiting the road. This could lead to premature damage which could then be a hazard to cyclists using this route.

Recommendation

Relocate the gully closer to the kerb line away from the wheel track.

Response

The gully has been relocated.

4. Junctions

4.1 Layout

4.1.1 Location: Junction of Fortesque Road and the High Street

Under the proposals, drivers will only be permitted to turn left from Fortesque Road onto the High Street. The Audit Team are concerned that despite signing/road markings, the proposed approach alignment of the junction may still encourage drivers to make the banned right turn movement which could increase the risk of conflicts occurring.

Recommendation

Modify the junction alignment to physically deter drivers from turning right from Fortesque Road. This would also have the added benefit of reducing the crossing distance for pedestrians.

Response

The junction alignment will be modified as recommended.

4.2 Roundabouts

4.2.1 Location: New Roundabout on Frome Road

Pedestrian guard rail has been proposed on all arms of the new roundabout. Care should be taken to ensure that the guardrail does not interfere with the sightlines for drivers entering the roundabout as failure to provide adequate visibility could increase the risk of failure to give way type collisions. In addition, the guardrail would significantly narrow the footway width (if installed at the correct clearance) and also could mask children, buggies or wheelchairs waiting at the crossing points.

Recommendation

Given that pedestrian crossing provision has been provided across all arms of the roundabout, it is not clear why the guardrail is required and therefore it is recommended that it is removed from the design proposals.

Response

The guardrails will be removed from the proposals.

5.0 Road Signs, Carriageway Markings and Lighting

5.1 Road Signs

5.1.1 Location: Junction on Frome Road (North) just north of proposed new roundabout

Drawing TC8308/H111 shows a proposed “No Entry” sign with a supplementary plate “Except Local Buses” installed at the junction. The orientation of the sign is such that drivers travelling north on Frome Road(North) may believe the sign applies to Frome Road. This could lead to driver confusion and late braking or turning movements at the junction.

Recommendation

Align the sign so it is clear that it is intended for the side road. A map type advanced sign such as that illustrated in Figure 15-14 in Chapter 3 of the Traffic Signs Manual could also help to explain the layout to drivers in advance of the junction.

Response

The “No Entry” signs are shown in error and will be removed from the proposals.

5.1.2 Location: Scheme Extents

No details have been provided of mounting heights or horizontal clearances of the proposed road signs. Signs installed at the incorrect mounting heights on footways or at the incorrect clearance from the edge of the carriageway could be hazardous to all road users.

Recommendation

Ensure signs are mounted at the correct mounting heights and clearances as per the guidance given in TSRGD 2002.

Response

It is confirmed that traffic signs will be mounted at the recommended heights and clearances.