

Road Safety Audit

Stage: 1/2
Location: Queen Square, Bath
Proposal: Cycle Link
RS Team ref: 2014/05

Date: 9 Jan 2014

Road Safety Team
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Report Control Sheet

Project Name: Proposed Cycle Link, Queen Square, Bath.

	Name	Position	Signature	Date
Audit requested by	Robin Quant	Design Engineer		9/1/14
Team Leader	Tim Hipwell	Auditor		9/1/14
Team Member	Nick Jeanes	Team Leader Road Safety		9/1/14
Observer	Dave Boardman	Road Safety Technician		9/1/14
Issued by	Nick Jeanes	Team Leader Road Safety		9/1/14
Designer's response issued by				
Auditor's comments added by				
Arbitration required?	YES/NO Delete as applicable			
Arbitration decision taken by				
Audit stage completed & signed off by				

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Introduction

1.1 B&NES Road Safety Team has been commissioned by B&NES Design Group to undertake a Stage 1/2 Road Safety Audit with regard to a proposed cycle link on the north western corner of Queen Square, Bath that will give cyclists access to Queens Parade without having to dismount.

1.2 The proposals are for:

A cycle link crossing a footway with associated line and signs and surfacing works.

1.3 The audit team members are:

N Jeanes - B&NES Road Safety Team

D Boardman- B&NES Road Safety Team

T Hipwell FIHE – Road Safety Audit Ltd

1.4 The audit took place during January 2014 and comprised of an examination of the documents / plans listed in Appendix A. A site visit was undertaken at this stage, and the weather was clear, sunny & dry.

1.5 The audit was carried out generally under the terms and conditions of HD 19/03. The team examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design with any other criteria. However, reference may be made to National / Local Guidance in order to verify a point.

1.6 Documents and drawings examined in this safety audit are listed at Appendix A.

2 Issues Raised in this Stage 1 Road Safety Audit .

2.1 Problem

Location – Cycle Link- northern section- Queen Parade to Queen Square

Summary – the width may encourage motor vehicles to illegally use the cycle link.

Recommendation – reduce the width of the cycle link and install bollards.

Designer's Response: *It is agreed that the auditor's assessment of the situation is accurate and a bollard will be installed.*

2.2 Problem

Location – Cycle Link- northern section- Queen Parade to Queen Square

Summary – design does not show that directional signs are proposed for cyclists wanting to travel southbound. This may lead to cyclists going against the flow of one way traffic on the west side of Queen Square.

Recommendation – provide appropriate directional signage.

Designer's Response: *It is agreed that the auditor's assessment of the situation is accurate and so directional signs will be installed.*

2.3 Problem

Location - Cycle Link- northern section- Queen Parade to Queen Square

Summary – no Give Way triangle surface marking is shown at the cycle link junction with Queen Square. Cyclists may emerge into traffic without stopping.

Recommendation – Install Give Way triangle surface marking on southbound approach at cycle link/Queen Square junction.

Designer's Response: *It is agreed that the auditor's assessment of the situation is accurate and a give way triangle will be installed.*

2.4 Problem

Location - Cycle Lane- southern section- Queen Square

Summary – cycle lane runs past westerly pedestrian crossing point/tactile paving. This increases the possibility of collision between pedestrian and cyclists.

Recommendation – move the proposed bicycle surface marking from the southern tip of the cycle lane to a position adjacent to the crossing point.

Designer's Response: *It is agreed that the auditor's assessment of the situation is accurate and the bicycle surface marking will be relocated.*

2.5 Problem

Location - Cycle Link- northern section- Queen Parade to Queen Square

Summary – Queen Parade may have previously been subject to a Stopping Up Order that will not allow the movement of bicycles between Queen Parade & Queen Square

Recommendation – check previous Traffic Regulation Order to confirm that the proposed movement is legal. If not, a revocation or new Traffic Regulation will be required.

Designer's Response: *The records have been checked and there is evidence of a Stopping Up Order.*

2.6 Problem

Location - Cycle Path- southern section- Queen Square

Summary – unnecessary edge of carriageway marking located with the junction markings at the northern end of the southern section of cycle path on Queen Square.

Recommendation – remove the edge of carriageway marking.

Designer's Response: *It is agreed that the auditor's assessment of the situation is accurate and the edge of carriageway marking will be removed.*

Note:

It is proposed that inappropriate weight restriction signage located at the northern end of the cycle path on Queen Square is replaced. The weight restriction does not commence until Charlotte Street meets Upper Bristol Road and therefore it is recommended that the signage is removed and replaced with advisory sign (dia 818.2).

3. Audit Team Statement

I certify that this audit has been generally carried out in accordance with HD 19/03.

Audit Team Leader:

Name: Nick Jeanes, Team Leader Road Safety

For and behalf of B&NES Road Safety Team

Signed:

Audit Team Member:

Name: Tim Hipwell

Position: Auditor

Organisation: Road Safety Audit Ltd

Address: 18 Great Mead Bishops Hull Taunton TA1 5HE

Audit Team Observer:

Name: Dave Boardman, Road Safety Officer

Designer's comments received.....(date)

Arbitration required?

YES NO (delete as applicable)

Signed.....Date.....

Print name.....