



Road Safety Audit Stage 1

The Firs / The Avenue - Cycle Contra-Flow
Scheme, Combe Down, Bath

October 2010

Bath & North East Somerset Council

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The Guildhall, High Street, Bath, BA1 5AW

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1. Introduction

This report describes a Stage 1 Road Safety Audit carried out on proposed cycle contra-flow measures along two residential streets in Combe Down, Bath (The Avenue and The Firs). The proposed measures include changes to signs and road markings and the construction of traffic islands with associated footway and kerbing works.

The audit was carried out at the request of Mott MacDonald on behalf of Bath and North East Somerset Council.

It is confirmed that this is a Stage 1 Road Safety Audit and that the audit has been undertaken upon development of the preliminary design works. It is also confirmed that the audit was carried out in accordance with the Departmental Standard HD19/03.

The Audit Team consisted of:

M Lewis BEng (Hons) CEng MICE MCIHT (Team Leader)

Mott MacDonald

T Blaney BSc (Hons), MCIHT, MSoRSA (Team Member)

Mott MacDonald

The audit took place at the Southampton office of Mott MacDonald and consisted of a detailed examination of the submitted documentation and drawings listed in **Appendix A**. A visit to the site was completed on Tuesday 5th October 2010 at 15:00 hrs. During the site visit, the weather conditions were overcast and the road surface was dry.

The comments and recommendations for road safety improvements made in this report seek to address 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.

All of the issues raised in this report are considered to be required for action. The comments contained in the report are based on safety related concerns and as such the design engineer will need to consider carefully how to respond to each of the issues. The Designer's response to the audit should be kept on file for future reference.

No Departures from Standard or traffic flows have been issued to the Audit Team.

2. Items Raised at this Stage 1 Road Safety Audit

This section describes any safety related issues identified by the Audit Team during this Stage 1 Road Safety Audit that are associated with the scheme. A reference plan is shown at **Appendix B**.

2.1 PROBLEM

Location: Northern end of The Avenue - Frontage of pub forecourt.

Summary: New uncontrolled pedestrian crossing.

The proposals at the northern end of The Avenue include a new uncontrolled pedestrian crossing where a new traffic island is to be constructed. The crossing point on the western side of The Avenue directly fronts on to the forecourt of the adjacent public house. This location may lead to conflicts between pedestrians and vehicles seeking to park / leave the public house.

RECOMMENDATION

It is recommended that the designer consults with the owner of the public house in order to develop a layout suitable for both parties.

2.2 PROBLEM

Location: Northern end of The Avenue – eastern side.

Summary: New uncontrolled pedestrian crossing.

At the northern end of The Avenue, on the eastern side, the location of the dropped crossing point is very close to the wall / footway on this side. There are concerns that those who are mobility impaired may not have sufficient width to pass the crossing at this point.

RECOMMENDATION

It is recommended that the location of the uncontrolled pedestrian crossing point be reviewed in light of this and that, if possible, it is located at a position where the footway is wider.

2.3 PROBLEM

Location: Northern end of The Avenue.

Summary: Continuation of cycle way.

It is not clear from the drawings as to where cyclists should go once they reach the end of the contra-flow on The Avenue. It is understood that the predominant movement is straight ahead across the junction.

RECOMMENDATION

It is recommended that the onward routeing of cyclists is reviewed and marked / delineated accordingly.

2.4 PROBLEM

Location: The Firs.

Summary: Available width for contra-flow cycle lane.

Drawing Number T105 CR01 shows proposed carriageway widths along The Firs. Observations on site suggest that there are currently few conflicts between cyclists and motorists. However, with the intended parking bay and adjacent lane width (plus the narrowing), it is not clear as to how priorities between cyclists and motorists should operate. This may result in cyclists being forced to the nearside on occasions when they are opposed by oncoming traffic.

RECOMMENDATION

It is recommended that the effective carriageway width is reviewed in light of this.

2.5 PROBLEM

Location: The Firs.

Summary: Use of Double Yellow Lines.

Drawing T105 CR01 shows the proposed layout for The Firs. At the eastern end of The Firs, the double yellow lines do not appear to match up with the adjacent lay-by. This is considered likely to be a CAD error; however, incorrect use of restrictions can lead to indiscriminate parking which may affect the ability for cyclists to use this route.

RECOMMENDATION

It is recommended that the drawing detail is checked to ensure the proposed restrictions are as intended.

2.6 PROBLEM

Location: Eastern end of The Firs.

Summary: Give way markings for cyclists.

Drawing T105 CR01 shows a detail for the termination of the contra-flow cycle lane on The Firs. The absence of a (on-road) cycle symbol may not indicate clearly to cyclists which part of the carriageway they should use.

RECOMMENDATION

It is recommended a painted cycle symbol is provided within the end of the contra-flow cycle lane.

3. Audit Team Statement

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

Audit Team Leader

M Lewis BEng (Hons) CEng MICE MCIHT

Signed:

Date: 7th October 2010

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Appendices

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Appendix A. List of Documents Reviewed

A.1. Drawings

Drawings Reviewed by Audit Team

Drawing	Rev	Title
T105 CR001		The Avenue Cycle Contraflow
T105 CR01		The Firs Permanent Oneway Order & Cycle Contra-Flow

Appendix B. Key Plan

Numbers refer to sections in text

Source: BANES Drawing Numbers T105 CR01 & T105 CR001



