

## **Road Safety Audit**

**Stage:** 2

**Location:** Newbridge Hill, Bath

**Proposal:** Zebra crossing

**RS Team Ref:** 2015/14

**Date:** 30<sup>th</sup> September 2015

Road Safety Team  
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## Report Control Sheet

	Name	Position	Signature	Date
Audit requested by	Dan Miller	Design Engineer		
Team leader	David Boardman	Technical Officer Road Safety		
Team Member	Steve Carrel	Interim Network Manager		
Observer				
Issued by	David Boardman	Technical Officer Road Safety		
Designer's response issued by	Dan Miller	Design Engineer		
Auditor's comments added by				
Arbitration required?	<b>NO</b>			
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 2 Road Safety Audit with regard to the proposed zebra crossing on Newbridge Road, Bath.

1.2 The proposals are for a new zebra crossing to be implemented on Newbridge Hill and a change of road layout on its junction with Combe Park.

1.3 The audit team members are:

David Boardman – B&NES Road Safety Team

Steve Carrel – B&NES Interim Network Manager

1.4 The audit took place during September 2015 and comprised of an examination of the documents/plans listed in Appendix A. A site visit was undertaken on 29/9/15 when the weather conditions were fine & dry.

1.5 The audit was carried out generally under the terms and conditions of HD19/15. 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 2 Road Safety Audit.

### 2.1 Comment

**Location-** Newbridge Hill, eastbound approach to the roundabout junction



Existing one lane exit onto roundabout on Newbridge Hill

**Summary-** Eastbound, two lanes are proposed on the approach to the roundabout. The right turn/straight ahead lane proposal presents an angle of deflection that will create a pinch point for vehicles turning left, particularly if either vehicle is larger than light goods. This will result in side swipe collisions and increases the possibility of nose to tail collisions due to sudden braking.

**Recommendation** – Existing layout to remain the same but with the inclusion of zig zags on the outside of the hatching.

**Designer's Response:**

**Agree. Existing layout and hatching to be retained.**

### 2.2 Comment

**Location** – Newbridge Hill, Eastbound approach to the zebra

**Summary** – The belisha beacon will obscure the roundabout signage beyond the zebra. This may result in overshoots at the roundabout junction.

**Recommendation** – Due to driveways, relocation of the roundabout signage may be difficult. It is recommended that the sign remains in the proposed location and is monitored for visibility issues. This issue can be re-evaluated at the RSA Stage 3.

**Designer's Response:**  
**Agree.**

### 2.3 Comment

**Location** –Newbridge Hill, westbound approach to the roundabout.

**Summary** – Blue Badge Holders and loading vehicles that park on the double yellow lines outside of the church obscure the visibility of the zebra on the westbound approach, particularly the southern crossing point. Due to the high vehicle speeds in this location, this may lead to nose to tail collisions caused by vehicles stopping suddenly due to the lack of visibility of the zebra crossing and pose collision risk with slow moving pedestrians, i.e- elderly/disabled/children, using this facility.



Westbound approach to proposed zebra & roundabout

**Recommendation** – Because of the distance and road features between the westbound approach to the roundabout and the zebra, it is considered that warning signage is not appropriate in this location. However, as the northern belisha is visible and in the line of sight from the westbound approach, it is recommended that an LED halo and illuminated belisha post is used to promote driver awareness and visibility of the impending zebra.

**Designer's Response: (to be completed)**

**Agree. LED halo to be installed if a suitable hood can be fitted. Hood required due to close proximity of housing.**

## 2.4 Comment

**Location-** Newbridge Hill. southern zebra crossing tactile

**Summary-** At the current crossing point, rain water pools across the tactiles during wet conditions which may encourage pedestrians to step into the carriageway away from the crossing which could lead to vehicle/pedestrian conflict. The standing water may also cause a slip hazard in colder conditions.

**Recommendation** – Provide sufficient gradient and upstands to channel water away from the crossing point, ensuring not to create a trip hazard.

**Designer's Response: (to be completed)**

**Agree. Drainage issue to be corrected when road resurfaced prior to crossing installation.**

## 2.5 Comment

**Location-** Newbridge Hill, southern side, adjacent the zebra crossing

**Summary-** Foliage will overhang the southern belisha beacon obscuring it from vision and increasing the risk of drive throughs and pedestrian/vehicle collisions.

**Recommendation** – Ensure regular maintenance of foliage.

**Designer's Response: (to be completed)**

**Agree. Highway maintenance to be made aware of foliage.**

**3. Audit Team Statement**

I certify that this audit has been generally carried out in accordance with HD 19/15

Audit Team Leader:

Name: David Boardman. Technical Officer, Road Safety

For and on behalf of B&NES Road Safety Team

Signed:

Audit Team Member:

Name: Steve Carrel

Position: Interim Network Manager

Observer (delete if necessary)

Name: Name

Position: Position

**Designer’s comments received**.....(date)

**Arbitration required?** YES NO (delete as applicable)

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

Print name.....

**Appendix A: Information Utilised in this Stage 2 Road Safety Audit**

TC3212/100 A  
Traffic Speeds  
Accident Stats 01/09/2010 – 31/08/2015