

STAGE 1 ROAD SAFETY AUDIT

Vectos South Ltd

Lynchmead Farm, Weston Super Mare
Stage 1 Road Safety Audit

January 2021

North Somerset Council

Stage 1 Road Safety Audit

Report control

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Project: Lynchmead Farm, Weston Super Mare

Client: Vectos South Ltd

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- Appendix A – Site Location Plan
- Appendix B – Documents Submitted for Audit
- Appendix C – Problem Location Plan

Introduction

- 1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on Tuesday 12th January 2021. The Audit was carried out on behalf of Vectos South Ltd, Bristol office.
- 1.2 The Overseeing Organisation for this Stage 1 RSA is North Somerset Council.
- 1.3 This Road Safety Audit team was as follows:
 - ALASTAIR PIKE, MICE, MCIHT, MSoRSA, HE Approved Cert. Comp.
Audit Team Leader
Head of Road Safety
Vectos South Limited
 - DAFYDD THOMAS, MRTPI, MTPS, MCIHT, MSoRSA
Audit Team Member
Transport Planner
Vectos South Limited
- 1.4 A site visit was undertaken by the Audit Team on Thursday 13th December 2020 between the hours of 8:30am and 9:00am. The weather was overcast and the carriageway surface damp. Traffic levels on the road network were considered light.
- 1.5 A site location plan can be found at **Appendix A** of this report.
- 1.6 The terms of reference of the Road Safety Audit are as described in the Design Manual for Roads and Bridges (DMRB) Standard, GG119 Road Safety Audit.
- 1.7 The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a design standard without touching on technical audit.
- 1.8 The scheme subject to Stage 1 Road Safety Audit comprises two proposed junctions providing access to land to the north of Ebdon Road, Weston Super Mare.
- 1.9 The first junction proposal is a new 4th arm from an existing roundabout at the junction of Ebdon Road, The Cornfields. The second proposed access junction will be a new priority controlled 'T' junction to the north of Ebdon Road approximately 130m to the east of the Ebdon Road / The Cornfields roundabout.
- 1.10 The Audit Brief notes that each junction is provided with an overrun area specifically to prevent large vehicles overrunning the opposing lane of the minor arm.
- 1.11 A list of the documents and drawings submitted for this Stage 1 Road Safety Audit can be found at **Appendix B**.

- 1.12 A submitted design drawing has been annotated to show the locations of any problems identified during this Stage 1 Road Safety Audit. This plan can be found at **Appendix C**.
- 1.13 Whilst recommendations have been made within this report, there may be equally satisfactory alternatives. The Audit Team will be pleased to consider alternatives if required.

Departures from Standards

- 1.14 The Audit Team were not informed of any Departures from Standards within the proposed design.

Matters arising at Stage 1.

Drawing No. 184199-GA-01-Rev C_Site Access GA

1.15 Problem.

Location: General.

Summary: Proposed junction overrun areas may lead to loss of control type collisions for both cyclists and powered two wheel vehicles.

Design drawings indicate that both the proposed roundabout access arm and the proposed priority-controlled junction to the east are both designed with an overrun area to assist the movement of large vehicles. The construction appears to be block paved. Block paving will not provide sufficient friction for vehicles accessing the site which in turn will lead to loss of control type collisions. This issue is particularly prevalent with cyclists and powered two wheeled vehicles.

Recommendation

It is recommended that any overrun area be designed with the same surface friction as the access road to ensure continuous tyre grip.

1.16 Problem.

Location A: Proposed Roundabout junction.

Summary: Proposed overrun area on the egress of the proposed arm may increase the roundabout entry speeds for vehicles travelling eastbound.

Design drawings indicate an overrun area on the proposed northern arm of the roundabout. This arrangement on the eastern section of the overrun area will increase the exit width of the eastern arm and may lead to higher vehicles speeds potentially causing side swipe type collisions with vehicles egressing the northern arm.

Recommendation

It is recommended that the overrun area to the east of the new arm is removed providing that the necessary vehicles can still perform a safe left turn from the new arm.

1.17 Problem.

Location B: Proposed Roundabout junction.

Summary: Existing lighting column located in proposed overrun area will lead to collisions with vehicles.

Design drawings do not indicate the removal of an existing lighting column to the north west of the roundabout. The lighting column is located in what is shown as the overrun area on the western side of the new arm. This position will lead to vehicles striking the lighting column.

Recommendation

It is recommended that the existing lighting column be located an appropriate distance from the edge of the proposed carriageway.

1.18 Problem.

Location C: Proposed Priority Controlled 'T' junction.

Summary: Existing priority narrowing may lead to obstruction of the proposed access for westbound right turning vehicles potentially causing shunt type collisions for following vehicles.

The proposed priority controlled 'T' junction is located immediately to the west of an existing priority narrowing. The junction is proposed in close proximity to the give way markings of the existing narrowing such that vehicles giving way on the major arm will block access to the minor arm for oncoming traffic. Drivers wishing to right turn into the access will not be able to see the junction clearly potentially leading to late braking and shunt type collisions.

Recommendation

It is recommended that a suitable road marking and signage be provided to ensure that westbound vehicles are aware of the new junction and that the space to enter is clear at all times to allow access for oncoming vehicles.

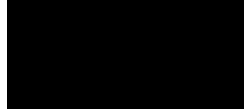
Audit Team Statement

1.1 I certify that this Audit has been carried out in accordance with the requirements of GG119.

Road Safety Audit Team Leader

Name: Alastair Pike

Signed:



Position: Head of Road Safety

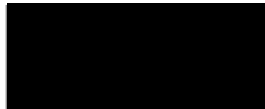
Organisation: Vectos South Ltd

Date: 12th January 2021

Road Safety Audit Team Member

Name: Dafydd Rhys-Thomas

Signed:

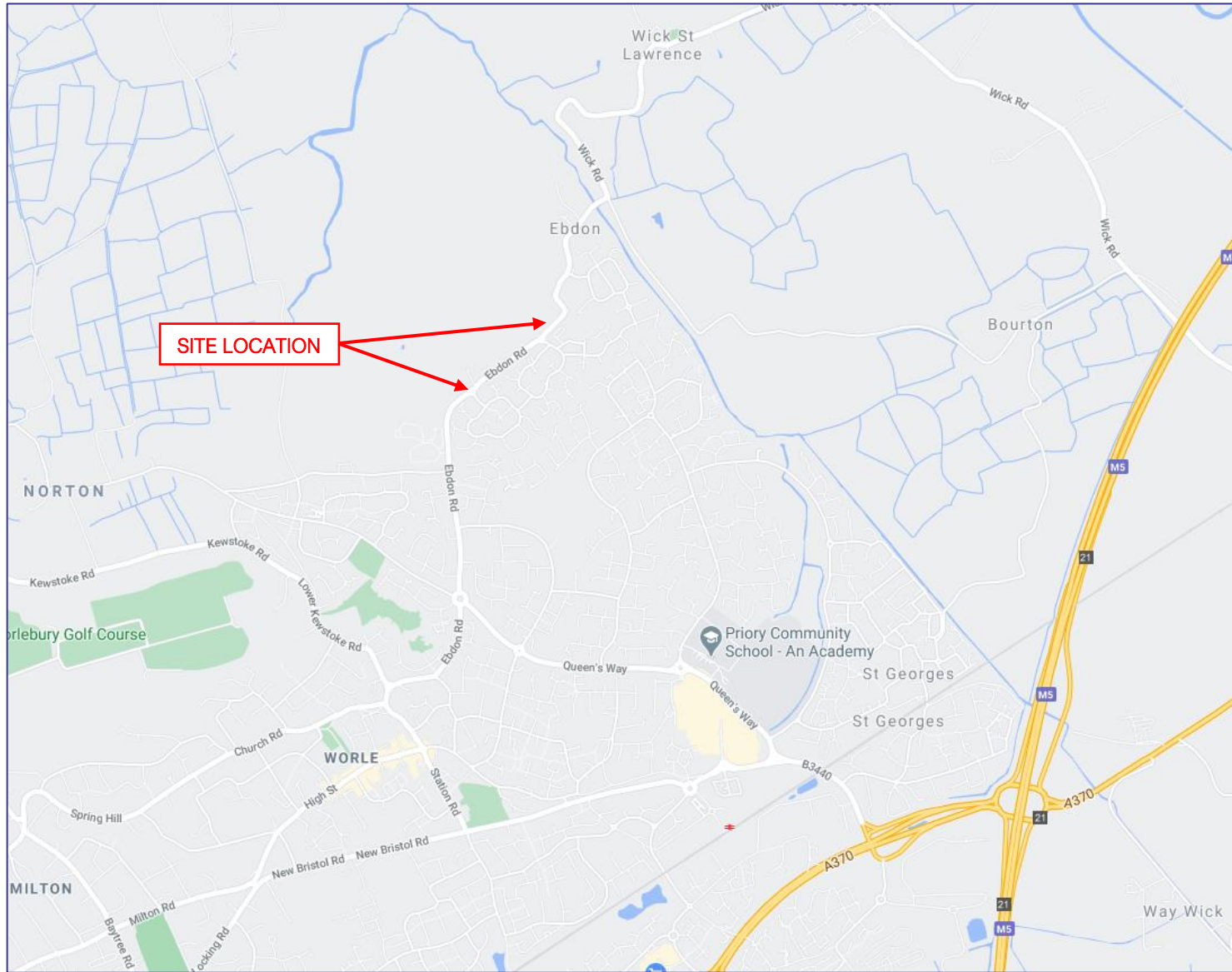


Position: Transport Planner

Organisation: Vectos South Ltd

Date: 12th January 2021

Appendix A



Appendix B

DOCUMENT	DOCUMENT TITLE
Audit Brief	184199 - Lynchmead Farm, Weston-super-Mare_Road Safety Audit Brief - SCJ
Plan	180809 L 01 01 Lynchmead Location Plan Rev A
Design Drawing	184199-GA-01-ARCADY_Rev A184199-GA-01-ARCADY_Rev A
Design Drawing	184199-GA-01-PICADY_Rev A
Design Drawing	184199-GA-01-Rev C_SiteAccessGA
Design Drawing	184199-SPA-01-Rev -_SPA of Proposed Site access (Roundabout) Large Refuse Vehicle (4 axle)
Design Drawing	184199-SPA-02-Rev -_SPA of Proposed Site access (Standard Jctn) Large Refuse Vehicle (4 axle)

Appendix C

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