




WEST HILL ROAD, WEST HILL, DEVON

FOOTWAY ACCESS TO VILLAGE HALL

Stage 3 Road Safety Audit

September 2025

TJS-DS-25-4713-RSA3

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Original	Tim Sterling	David Swift		29/09/25
Designer's Response				
Authority's Response				
Audit Response				

Client:	
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Date: 29/09/25	

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1.0 INTRODUCTION

- 1.1 This report results from a Stage 3 Road Safety Audit (RSA) carried out on a newly constructed footway access to the Village Hall from West Hill Road.
- 1.2 The highway scheme includes a new 2m wide footway access from West Hill Road into the Village Hall and Primary school site. The path runs from opposite Ashley Brake to the internal car park for the village hall where a pre-school is also located.
- 1.3 The Stage 3 RSA was carried out at the request of West Hill Parish Council. A Stage 1 Road Safety Audit was undertaken during February 2020 and a Stage 2 was carried out during May 2023, both by The Safety Forum.
- 1.4 This Stage 3 Audit was carried out between 25th and 26th September 2025 by consultants working on behalf of The Safety Forum Limited. The Audit Team, which is established from The Safety Forum Ltd and independent of the project design team, has had no involvement with the project other than carrying out the Stage 1 and Stage 2 Audits.

The Auditors were:

Tim Sterling – Team Leader (MCIHT, MSoRSA)

David Swift – Team Member (MSoRSA, HE Cert Comp)

- 1.5 The report has been prepared in accordance with General Principles and Scheme Governance General Information, GG 119, Road Safety Audit (Formerly HD 19/15).
- 1.6 The Audit consisted of a desktop study and a site visit. The site visit was carried out on Thursday 25th September, between 18:20 and 19:00 hours by all members of the Audit Team together, with a further inspection undertaken during the hours of darkness between 19:30 and 19:40. The weather was fine and dry and the road surface was dry. Traffic conditions were very light with only a small number of vehicles and pedestrians observed. Nigel Flower from Devon County Council and two members of the Parish Council were also in attendance during the daylight inspection of the site.
- 1.7 Issues relating to the health & safety of operatives constructing, operating or maintaining the highway are not covered by Road Safety Audit. Only issues relating to the design and construction of facilities for highway maintenance that may potentially contribute to a Road Safety Matter are considered by the Road Safety Audit process.

Road Safety Audit is not a technical check that the design conforms to Standards and/or best practice guidance. Design Organisations are responsible for ensuring that their designs have been subjected to the appropriate design reviews (including, where applicable, Walking, Cycling & Horse Riding Assessment & Review) prior to Road Safety Audit.

Road Safety Audit is not a check that the scheme has been constructed in accordance with the design.

Whilst reference is made to certain design standards, where safety may be compromised by a reduction in standard, this report is not intended to provide a design check. The Auditors have only reported on 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.

- 1.8 The recommendations in this report are aimed at addressing the road safety problems; however there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.
- 1.9 The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit, and would encourage the Designer to consult them on this matter.
- 1.10 The Overseeing Organisation response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the *As Built* design pack to be provided and retained by the Overseeing Organisation on final completion.
- 1.11 All problems identified in this Road Safety Audit Report are indicated on a location plan in Appendix A

2.0 ITEMS CONSIDERED

- 2.1 The Road Safety Audit was undertaken on the scheme detailed in the following PJA documentation.

Drawing No.	Rev	Title
		Road Safety Audit Brief dated 17 th July 2025
		Design and Access Statement dated March 2021
TJS-RJW-22-3948-RSA2		Stage 2 Road Safety Audit
1912w0002		RSA2 Exception Report dated 19 th August 2024
1912_0102_TA1		Section S278 Location Plan
1912_0700_TA3		General Arrangement Layout
1912_0770_TA3		Section 278 Agreement Layout

- 2.2 No departure from standards or other information was submitted to the Audit Team.

3.0 MATTERS ARISING FROM PREVIOUS STAGE 2 AUDIT.

3.1 PROBLEM

LOCATION: West Hill Road at junction with Ashley Brake.

SUMMARY: Risk of pedestrian/vehicle collisions.

The Audit Team note that an existing School Wig-Wag sign is located on West Hill Road east of the new access to warn eastbound drivers of the potential for school age pedestrians, which will remain in-situ after this scheme. The location of the sign will, however, warn drivers late that they could encounter these pedestrians once the proposed pathway is constructed. This lessens the effectiveness of the sign and therefore increases the risk of pedestrians being hit by passing vehicles.

Furthermore, the sign is considered to be poorly located and likely to become obscured by hedge growth.

RECOMMENDATION

It is recommended that the existing school Wig-Wag sign is relocated west of the new footway link to provide advanced warning to drivers.

DESIGNERS RESPONSE

Agreed. The location of the sign has been relocated to west of the existing crossing to alert road users to the risks of pedestrians crossing. The location of the sign has been shown on JRC drawing 1912_0700_TA2.

STAGE 3 COMMENTS

The Wig-Wag sign has been relocated so that it is on the offside as eastbound traffic approaches the uncontrolled crossing. However, the forward sightline to it is obstructed to some extent by a hedgerow immediately to the west. As such, this item is not fully resolved and is included as item 4.1 of this Stage 3 report.

3.2 PROBLEM

LOCATION: Existing pathway within Village Hall car park.

SUMMARY: Risk of vehicle/pedestrian collisions.

The proposed footway will join an existing path within the Village Hall site. This path is approximately 1m in width and is bounded by parking spaces on the car park side of the path. A 1m wide path can make passing difficult, especially for those with wheelchairs/pushchairs when users meet another user travelling in the opposite direction or someone who has stopped. The auditors are concerned that the narrow nature of the path could lead to pedestrians either stepping off the path to allow oncoming users past or to walk within the car park, where they could be at risk of being hit by vehicles reversing or otherwise manoeuvring into/from parking spaces.

RECOMMENDATION

It is recommended that the existing pathway is widened to allow sufficient space for the likely level of use, including the likely high number of pushchairs accessing the Village Hall, pre-school and primary school.

DESIGNERS RESPONSE

Disagree. As per our previous response, there are existing pedestrian movements through the car park with no incidents reported. The different coloured surfacing of the footpath serves to highlight the extents of the path and will ensure when pedestrians pass they are aware of when they are leaving the footpath and will take the care needed.

STAGE 3 COMMENTS

This issue remains unresolved and of concern to the auditors. It is therefore included as item 4.2 of this report.

4.0 MATTERS ARISING FROM THIS STAGE 3 AUDIT

4.1 PROBLEM

LOCATION: West Hill Road at junction with Ashley Brake.

SUMMARY: Risk of pedestrian/vehicle collisions.

The existing Wig-Wag warning sign on West Hill Road has been re-located so that it is now to the west of, and in advance of, the uncontrolled crossing. However, the forward sightline to it is obstructed to some extent by a hedgerow immediately to the west. This lessens the effectiveness of the sign and therefore increases the risk of pedestrians being hit by passing vehicles. The photograph below is taken from the point at which the wig-wag becomes visible.

It is recognised that vehicle speeds are constrained by traffic calming and the alignment of the road and that this reduces the necessary forward visibility. However, the sign is likely to become more seriously obscured by hedge growth.



RECOMMENDATION

It is recommended that the Wig-Wag sign is relocated such that it will not be obscured by the hedgerow. For example, it may be possible for it to be mounted on the nearside post along with the existing solar-powered vehicle actuated signage, or possibly to the eastern side of Warren Park, closer to the carriageway. A further alternative might be to cut back the hedgerow and ensure that it is cut regularly in order to maintain the sightline.

4.2 PROBLEM

LOCATION: Existing pathway within Village Hall car park.

SUMMARY: Risk of vehicle/pedestrian collisions.

The new footway joins an existing footpath within the Village Hall site, and the new access will have increased the footfall on this path. This path is approximately 1m in width and is bounded by parking spaces on the car park side of the path. Passing can be difficult on a 1m wide footpath, especially for those with wheelchairs/pushchairs (e.g. when users meet another user travelling in the opposite direction or someone who has stopped). The auditors are concerned that the narrow nature of the path could lead to pedestrians either stepping off the path to allow oncoming users past or to walk within the car park, where they could be at risk of being hit by vehicles reversing or otherwise manoeuvring into/from parking spaces.

RECOMMENDATION

It is recommended that enquiries are made concerning the ownership of the footpath and the practicability of widening it. If practicable, the footpath should be widened to allow sufficient space for pedestrians, including those with pushchairs to pass one another.

5.0 AUDITOR STATEMENT

5.1 We certify that this audit has been carried out in accordance with GG 119.

AUDIT TEAM LEADER

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Signed: 

Date: 26th September 2025

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APPENDIX A: LOCATION PLAN

