




WEST HILL ROAD, WEST HILL, DEVON

PROPOSED FOOTWAY ACCESS TO VILLAGE HALL

Stage 2 Road Safety Audit

May 2023

TJS-RJW-22-3948-RSA2

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Original	Tim Sterling	Rob Westhead		15/05/23
Designer's Response				
Authority's Response				
Audit Response				

Client:	
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	Date: 15/05/23

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APPENDIX A Location Plan

1.0 INTRODUCTION

- 1.1 This report results from a Stage 2 Road Safety Audit (RSA) carried out on the proposed footway access to the Village Hall from West Hill Road.
- 1.2 The highway proposals include 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 2 RSA was carried out at the request of JRC Consulting Engineers. A Stage 1 Road Safety Audit was undertaken by The Safety Forum during February 2020.
- 1.4 This Stage 2 Audit was carried out between 11th and 15th May 2023 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 Audit.

The Auditors were:

Tim Sterling – Team Leader (MCIHT, MSoRSA)

Rob Westhead – 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 11th May 2023, between 16:00 and 16:30 hours by all members of the Audit Team together. The weather was fine and dry and the road surface was damp. Traffic conditions were very light with only a small number of vehicles and pedestrians observed.
- 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 documentation.

Drawing No.	Rev	Title
		Road Safety Audit Brief
RDW-DS-20-3031-RSA1		Stage 1 Road Safety Audit
1912w0001		RSA1 Designers Report
1912_0102_TA1		Section S278 Location Plan
1912_0700_TA1		General Arrangement Layout
1912_0770_TA2		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 1 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.

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

Looking at the existing signage west of the proposed junction (for eastbound drivers), there is an illuminated speed limit sign which will light up to inform drivers if they are exceeding the speed limit. In addition, before the road user comes to the crossing, they will need to navigate a speed hump in the road which will further slow them down. Also in the proposals, the crossing is further highlighted with buff surfacing indicating pedestrian movement. We believe that the sign staying where it is will just stagger out the speed control measures across the length of the road where ultimately in peak time will be busy with large amounts of pedestrians leaving the school. There is a possibility that some children may still walk east to where the footpath ends, to meet friends or other reasons, so it is felt the location of this sign will act as a reminder that there may be children in the road past the new formal crossing point being introduced in these proposals.

STAGE 2 COMMENTS

This item remains outstanding and is included as item 4.1 of this Stage 2 Report. Furthermore, it is noted that the sign is considered to be poorly located and readily obscured by modest hedge growth.

3.2 PROBLEM

LOCATION: West Hill Road at junction with Ashley Brake.

SUMMARY: Risk of pedestrian/vehicle collisions.

The southern end of the proposed footway is shown to flair as it reaches West Hill Road. Pedestrian guardrail is shown, presumably to reduce the chance of child pedestrians from entering the live carriageway when they reach the road. The guard railing does not, however, cover the entire width of the flared footway. The auditors are concerned that a pedestrian, especially if a child, may cross West Hill Road from between the guard railing and edge of footway, which could put them at risk of being hit from passing vehicles. The auditors would expect that Ashley Brake will become a popular off-site parking area for drop offs/pick-ups and so crossing West Hill Road at this location is likely to become well used.

RECOMMENDATION

It is recommended that the design is amended so that the whole width of the pathway is protected with guard railing.

DESIGNERS RESPONSE

Drawings now show guard rail to cover footpath junction across full length.

STAGE 2 COMMENTS

This issue is resolved.

3.3 PROBLEM

LOCATION: Proposed footway between West Hill Road and Village Hall Car Park.

SUMMARY: Risk of injury to pedestrians with wheelchairs/pushchairs.

The plans provided show that the slope is to have a maximum gradient of 1:10. The Audit Team are concerned that a gradient this steep could be difficult for some pedestrians to use, especially those in wheelchairs or with pushchairs, who could lose control while descending towards West Hill Road.

RECOMMENDATION

It is recommended that the designer revisits the design/alignment of the pathway to ensure that no gradient is steeper than 1:12, preferably 1:20 as prescribed in Inclusive Mobility guidance.

DESIGNERS RESPONSE

Footpath horizontal and vertical alignment amended to suit guidance.

STAGE 2 COMMENTS

The modified gradient appears to be 1 in 13.6 and this issue is therefore considered to be resolved.

3.4 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. The auditors are concerned that the narrow nature of the path could lead to a pedestrians either stepping off the path to allow oncoming users passed or to walk within the car park, where they could be at risk of being hit by vehicles manoeuvring into/from parking spaces, which may also be reversing.

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

Having spoken to our client, they are happy with the internal layout and pedestrian management within the car park. Pedestrians will be manoeuvring throughout the car park amongst cars anyway, so this is not an added risk. This length of footpath is considered as more of a buyer, safer refuge, than a formal footpath.

STAGE 2 COMMENTS

The Auditors remain concerned about the risks to pedestrians within the site. This issue remains outstanding and is included as item 4.2 of this Stage 2 report.

4.0 MATTERS ARISING FROM THIS STAGE 2 AUDIT

4.1 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.

4.2 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 a pedestrian either stepping off the path to allow oncoming users passed 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

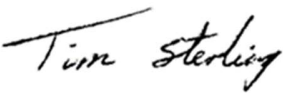
It is recommended that the existing pathway is widened to allow sufficient space for the likely level of use, including the likely high number of pushchairs accessing the Village Hall, pre-school and primary school.

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: 15th May 2023

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