



safer roads for everyone

Farlands, Cranbrook, Devon

Road Safety Audit Stage 1

on behalf of AWP

TMS reference no: 17745

Date: 26th April 2023

Farlands, Cranbrook, Devon

Road Safety Audit Stage 1

1. Introduction

1.1 This report describes a Stage 1 Road Safety Audit carried out for Section 278 works (2 options) associated with a residential development at Farlands, Cranbrook, Devon, on behalf of AWP. The audit was carried out on 26th April 2023 in the offices of TMS Consultancy.

1.2 The audit team members were as follows:

Audit Team Leader

Lee Williams – BSc (Hons), MIHE
Highways England Approved RSA Certificate of Competency
Principal Engineer, TMS Consultancy

Audit Team Member

Mark Steventon – LLM, EngTech, MSoRSA
Highways England Approved RSA Certificate of Competency
Principal Engineer, TMS Consultancy

1.3 The audit comprised an examination of the documents listed in **Appendix A**. The Road Safety Audit was undertaken in accordance with the Brief provided by Daisy Atkin of AWP.

1.4 The site was visited by the Audit Team on Tuesday 25th April 2023 at 12.45pm. The weather was sunny and dry. Traffic flows were low. Pedestrian and cycle flows were not observed.

1.5 The terms of reference of the Road Safety Audit are as described in GG 119. The 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 design to any other criteria.

1.6 All of the problems described in this report are considered by the audit team to require action in order to improve the safety of the scheme and minimise collision occurrence.

1.7 A scheme drawing is included in **Appendix B**, where the locations of specific problems are referenced. A location plan of the scheme is also included in this Appendix.

- 1.8 The scheme consists of Section 278 works associated with 260 dwellings, with an access taken from London Road (B3174). The scheme forms part of the wider Cranbrook area development, which comprises the existing, built out phases to the west of the site, and undeveloped land allocated in the Cranbrook Plan to the east of the site. The works include a priority junction and a segregated cycleway along with traffic calming measures along London Road.

London Road is currently subject to a national speed limit of 60mph where this is proposed to be reduced to 30mph to cover the development extents.

The audit report will consider two options for the scheme with option 2 having an alternative traffic calming feature at the east extents of the scheme.

1.9 Road Safety Audit Response Report

Following the completion of the road safety audit, the design team should prepare a road safety audit response report in collaboration with the Overseeing Organisation.

The response report should incorporate the following:

- **Decision Log** spreadsheet, where each Problem and Recommendation in the Safety Audit report is reiterated
- In the Decision Log, a response should be provided by the Design Team and Overseeing Organisation for each problem raised in the RSA report, together with an agreed action

Further information is provided in **GG 119 Sections 4.11 to 4.19** and **Appendix F** (where a road safety audit response report template is available).

The response report should be produced and finalised within *one month* of the issue of the RSA report. A copy of the response report should be issued to the Safety Audit Team for information.

2. Items resulting from this Stage 1 Audit

Note: A previous stage 1 road safety audit was carried out by Road Safety Audit Ltd in November 2016 (Ref: SA1619). This along with the designer's response has been reviewed as part of this audit.

The problems apply to both options unless otherwise stated.

2.1 PROBLEM

Location – Site access priority junction onto London Road

Summary: Skidding and loss of control collisions.

It was noted that an existing gully was located in the carriageway at the proposed site access. The metallic gully cover might have poor surface friction levels, especially in wet and icy weather conditions. This could increase the risk of loss of control collisions for vehicles turning in and out of the development access.



RECOMMENDATION

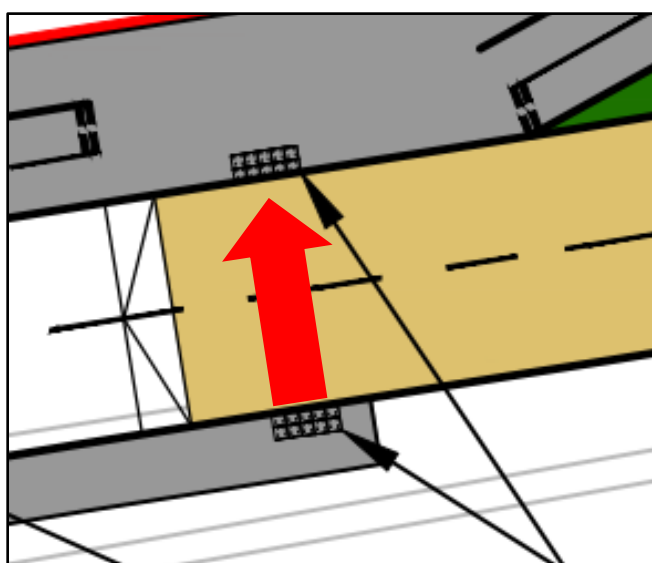
The gully should be relocated out the development access junction and the drainage should be reviewed at detailed design stage.

2.2 PROBLEM

Location – London Road – uncontrolled crossing point

Summary: Cyclist collisions with pedestrians

At this uncontrolled crossing point on London Road, pedestrians crossing from the south side footway will be led directly into a shared footway area. Pedestrians might not be aware that they are sharing the footway with cyclists at this location, which could increase the risk of collisions between the two users. This issue could be exacerbated for visually impaired pedestrians.



RECOMMENDATION

A cycleway zebra crossing type design, similar to that proposed at the east of the scheme (at the bus stop) should be implemented, which keeps the cycleway separated from the footway.

2.3 PROBLEM

Location – Site access- footway crossing

Summary: Collisions with visually impaired pedestrians

The proposed tactile paving configuration for the dropped crossing point at the access is only two paving slabs deep. This could be missed by visually impaired pedestrians who might step over this and head into the carriageway, with the increased risk of them being struck by oncoming traffic.

RECOMMENDATION

The tactile paving configuration at the dropped crossing should be increased to three slabs deep as per guidance for an in-line crossing.

2.4 PROBLEM

Location – Gribble Lane junction

Summary: Collisions with pedestrians crossing

The dropped crossing point with tactile paving has been located at the widest extents of the junction bell mouth. Pedestrians, especially visually impaired will be directed to cross very close to traffic travelling along London Road where they could be struck by vehicles if they head offline slightly. Additionally, they will have greater exposure to vehicles turning in and out of the side road, also increasing the risk of collisions.

RECOMMENDATION

The crossing point should be further inset into Gribble Lane to provide a buffer away from London Road and reduce the crossing distance at the junction.

2.5 PROBLEM

Location – Extents of cycleway

Summary: Cyclist collisions with pedestrians

It is not known at this stage if the cycleway will have a stepped segregation away from the footway or if this is intended as a painted white line only for the extents of the route. If there is no physical separation, cyclists might choose to ignore the white line markings and breach the footway only areas, increasing the risk of collisions with pedestrians.

RECOMMENDATION

The cycleway facilities should be designed as being separated from footways by providing cycle tracks with kerbed, stepped or light segregation.

2.6 PROBLEM

Location – London Road extents of scheme

Summary: Collisions in the hours of darkness

At this stage no reference has been made to street lighting to cover the extents of the scheme. Given the potential mix of different users along the route, including at number of crossing points and intersections, if the scheme is not well illuminated, this could result in poor intervisibility between users. This could increase the risk of collisions occurring during the hours of darkness.

RECOMMENDATION

The scheme extents should be street lit.

2.7 PROBLEM

Location – London Road (option 1 only)

Summary: Speed related collisions

For scheme option 1, there is only a road narrowing at the east extents of the scheme instead of the raised table as per option 2. It is not known if this measure will provide a suitable reduction in speeds for the proposed 30mph limit. This could result in poor compliance with the posted speed limit and increase the risk of speed related collisions occurring.

RECOMMENDATION

The speed reducing feature should be reviewed at this location and upgraded where required to ensure the 30mph limit is self-enforcing.

3. **Audit Team Statement**

We certify that the terms of reference of the road safety audit are as described in GG 119.

Audit Team Leader

Lee Williams – BSc (Hons), MIHE
Highways England Approved RSA Certificate of Competency
Principal Engineer, TMS Consultancy

Signed



Date 26th April 2023

Audit Team Member

Mark Steventon – LLM, EngTech, MSoRSA
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Principal Engineer, TMS Consultancy

Signed



Date 26th April 2023

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Appendix A

Documents Examined:

0256 - Farlands, Cranbrook ES (Transport)
0256 - GG119 RSA Brief
0256 - RSA1 - Checklist of Information Required
0256 Farlands TA
0256 Farlands, Cranbrook - TAA_REVB
0256-01-ATR-101
0256-PHL-01-E
0256-PHL-02-A
Farlands, Cranbrook - Stage 1 RSA
4482 Cranbrook ATC Data
0256 - Farlands Cransbrook S1RSA Designers response - Rev A

Appendix B

Please refer to the following page for a plan illustrating the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

The location of the scheme is shown below:

