

Liveable Neighbourhoods Zone 04 - Lower Lansdown

Stage 1/2 Road Safety Audit
Response Report

Bath and North East Somerset Council

Project number: 60668625

October 2024

Quality information

Prepared by	Checked by	Verified by	Approved by
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Senior Engineer	Principal Engineer	Technical Director	Associate Director

Revision History

Revision	Revision date	Details	Authorised Name	Position
1	24/10/24	First Issue	Yes	Design Lead
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1. Introduction

1.1 Project Details

Report Title:	Liveable Neighbourhoods Zone 04: Lower Lansdown – Stage 1/2 Road Safety Audit Designer's Response
Date:	24 th October 2024
Document Reference & Rev:	60668625-ACM-LNZ4-BNESC-RP-RSA2-0001_Response_Report
Prepared by:	AECOM
On behalf of:	Bath and North East Somerset Council

1.1.1 This report documents the Designer's Response and results from a Stage 1/2 Road Safety Audit carried out on the local road improvements located in Lower Lansdown, Bath. The Audit was carried out at the request of Associate Director, AECOM Bristol, on behalf of Bath and North East Somerset Council, the Overseeing Organisation.

1.1.2 The Road Safety Audit Team membership, was as follows:

Name:	PD
Qualifications:	BSc (Hons) DipASM MCIHT MSoRSA
Role:	Team Leader
Organisation:	AECOM, Chesterfield

Name:	CJ
Qualifications:	BEng (Hons), EngTech MICE
Role:	Team Member
Organisation:	AECOM, Birmingham

1.1.3 The Audit Team has had no contact with the Design Team, nor had any involvement in the design process of the proposed scheme.

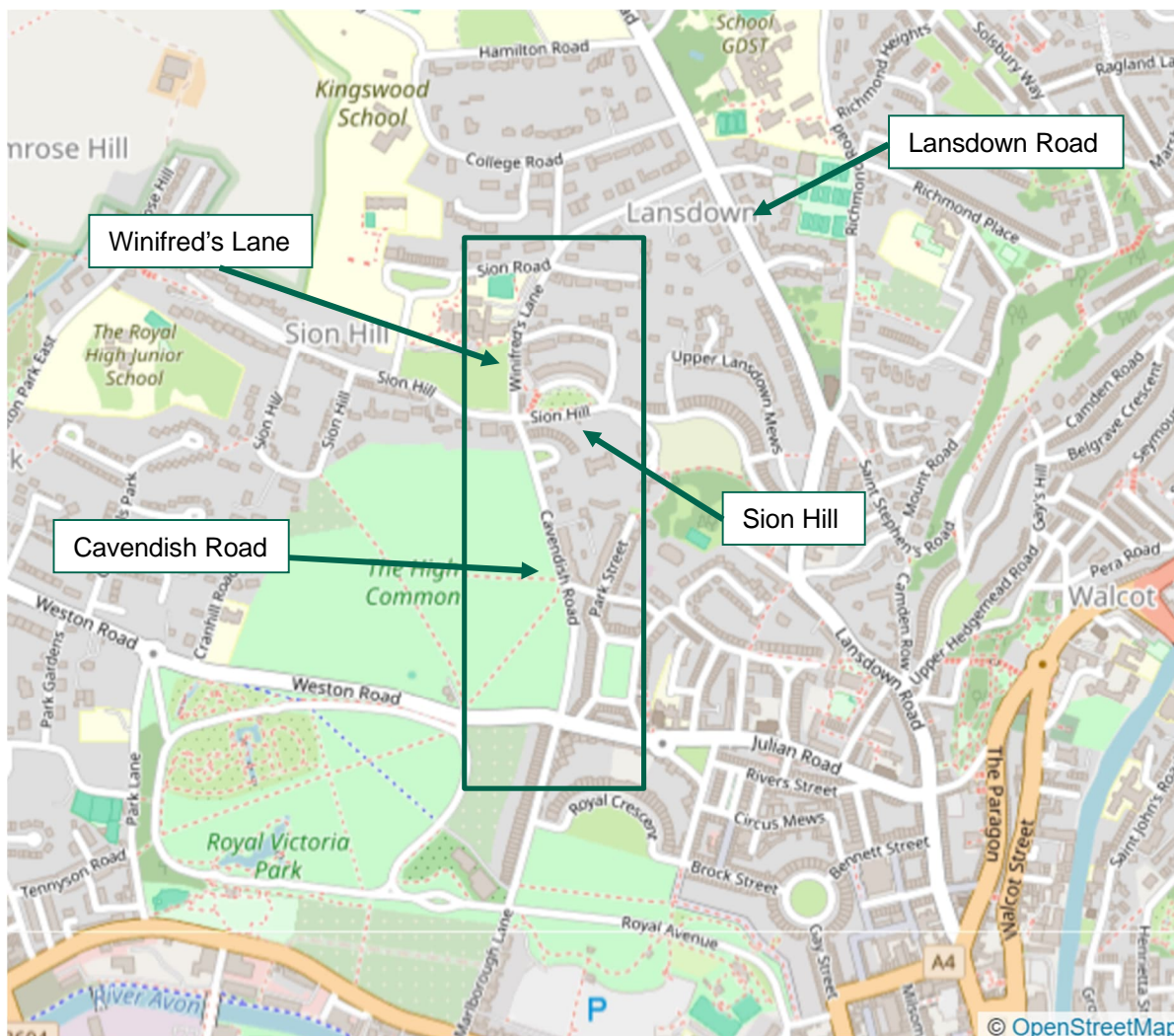
1.1.4 The Audit comprised of a review of the supplied drawings and documents listed in **Appendix A**, which were examined by the Audit Team during week commencing 30th September 2024. A site visit was undertaken during daylight hours on Tuesday 1st October 2024 between the hours of 12:00 and 13:00. Weather conditions during the site visit were dry and overcast, with a damp road surface.

1.1.5 Observed traffic and pedestrian flows were moderate during the site visit and were considered typical for the time of visit, and nature of the site and surrounding area.

1.2 Site Description

- 1.2.1 The scheme is located to the north of Bath City Centre. The extents of the scheme include the following roads:
- Sion Hill
 - Winifred's Lane
 - Cavendish Road
 - Marlborough Buildings
 - Julian Road
 - Weston Road, and
 - Park Place.
- 1.2.2 Currently, all the roads within the scheme extents; except for Winifred's Lane, are two-way. Winifred's Lane is one-way in the northbound direction which leads to Lansdown Road. Lansdown Road is the primary arterial road connecting the north of Bath to the A420 and the M4. For this reason, Winifred's Lane is often used as an inappropriate route to access Lansdown Rd.
- 1.2.3 The scheme will be implemented using the Experimental Traffic Regulation Order (ETRO) process. The scheme has therefore been designed as temporary, minimising permanent features, as to minimise disruption and simplifying the process of reverting back to existing if the ETRO is unsuccessful. If the ETRO is successful, further work will be undertaken to convert the temporary features to a permanent layout.
- 1.2.4 A map of the general area in which the scheme is located is shown in **Figure 1-1**.

Figure 1-1: Scheme Extents



1.3 Works Summary

1.3.1 The proposed works presented for this Stage 1/2 Road Safety Audit are as follows:

- The scheme proposes lockable bollards on Winifred's Lane to prevent the movement of motorised traffic whilst allowing cyclists and pedestrians to pass through.
- To prevent traffic flows from being displaced onto Lansdown Place, a right turn ban has been placed on northbound vehicles into Lansdown Place (Sion Hill) at the Winifred's Lane / Cavendish Road / Sion Hill junction. However, two-way access will be maintained for access to the private garages.
- Information and warning signs are placed in advance of the junction to advise drivers of the new road layout.
- Access to the electrical cabinet on Winifred's Lane will need to be maintained. Lockable bollards are proposed to provide access for maintenance vehicles to the cabinet.
- A new directional sign has been proposed opposite the entrance/exit of Charlotte Street Car Park to direct drivers south towards to A4 instead of north towards the Winifred's Lane modal filter and Sion Hill right turn ban.
- The existing No Entry signs will be replaced with a yellow backing to increase visibility to avoid vehicles and cyclists entering the one-way road at the top of Winifred's Lane.

1.4 Special Considerations

- 1.4.1 No special considerations have been raised by the Design Team as part of this Stage 1/2 Road Safety Audit.

1.5 Collision Analysis

- 1.5.1 Collision data has not been provided to AECOM by Bath and North East Somerset Council. Therefore, the Audit Team have reviewed collision data on Crash Map for the last 5 years (no date range has been specified within the Road Safety Audit Brief) as an overview. Within the past 5 years there has been 1 slight collision, occurring on Winifred's Lane. The collision took place in 2020 and involved two vehicles. No further information is provided regarding this single collision.

1.6 Traffic Flow and Speed Data

- 1.6.1 **Table 1** provides historic Average Annual Daily Traffic (AADT) flow and speed data for Winifred's Lane and Cavendish Road.

Table 1: Annual Daily Traffic and Speed Data

Location	Year	AADT	Average Speed (mph)	Speed 85% (mph)
Winifred's Lane	2013	846	18.2	22.9
Cavendish Road	2021	3821	20.6	25.5
Cavendish Road	2022	2874	21.1	26.1
Cavendish Road	2023	3142	21.6	26.9

1.7 Terms of Reference

- 1.7.1 The Terms of Reference of this Audit are as described in DMRB GG 119: Road Safety Audit. The advice issued in the DMRB applies to trunk road and motorway improvement schemes; however, it has been used in this report to define the scope of this Audit.
- 1.7.2 The Audit Team has examined and reported only on the road safety implications of the scheme as presented and how it impacts on all road users 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.
- 1.7.3 An absence of comment relating to specific road users / modes in **Section 3** of this report does not imply that they have not been considered, instead the Audit Team feel they are not adversely affected by the proposed changes.
- 1.7.4 This Road Safety Audit is not intended to identify pre-existing hazards which remain unchanged due to the proposals; hence they will not be raised in **Section 3** of this report as they fall outside the remit of Road Safety Audit in general as specified in the procedure GG 119. Any safety issues identified during the Audit and site visit that are outside the Terms of Reference, but which the Audit Team wishes to draw to the attention of the Client Organisation, will be set out in separate correspondence.
- 1.7.5 Nothing in this Audit should be regarded as a direct instruction to include or remove a measure from within the scheme. Responsibility for designing the scheme lies with the Designer and as such the Audit Team accepts no design responsibility for any changes made to the scheme as a result of this Audit.
- 1.7.6 In accordance with GG119, this Audit has a maximum shelf life of five years. If the scheme does not progress to the next stage in its development within this period, then the scheme should be re-audited.
- 1.7.7 Unless general to the scheme, all comments and recommendations will be referenced to the drawings supplied in the audit brief, and the locations of problems will be indicated on the plans in **Appendix B** where appropriate.

2. Items Raised at Previous Road Safety Audits


- 2.1.1 A Road Safety Audit was undertaken during December 2023; however, following design amendments to the scheme, B&NES has commissioned an additional Stage 1/2 Road Safety Audit. This report now supersedes the previous Stage 1/2 Road Safety Audit report in relation to the proposed works to be undertaken at the Winifred's Lane site as part of the Liveable Neighbourhoods project.

3. Items Raised at this Stage 1/2 Road Safety Audit

3.1.1 The following problems have been identified as potential road safety issues following a review of the documents submitted as part of this scheme and observations made during the site inspection.

A. ALIGNMENT

A1. VISIBILITY

Problem: E1.2	
Drawing Number(s):	60668625-ACM-04-DD-LL_ETRO-SHT-0101B.
Location:	Winifred's Lane.
Summary:	Visibility for egressing vehicles from Winifred's Lane may be restricted due to existing vegetation, resulting in drivers pulling out into oncoming vehicles, causing a side swipe collision.
Description:	
	
<p>The proposals change the priority on Winifred's Lane by introducing a stop line and giving priority to eastbound vehicles on Sion Hill; however, during the site visit the Audit Team observed vegetation overhanging the carriageway of Sion Hill. If the overhanging vegetation is not cut back and maintained, drivers approaching Sion Hill from Winifred's Lane may pull out into oncoming vehicles due to the obstructed visibility. This may result in side swipe or head on collisions.</p>	
Recommendation:	
It is recommended that a maintenance plan is put in place and the vegetation is cut back and maintained regularly.	
Designer Organisation Response:	
<p>Agree with the recommendation</p> <p>Regular maintenance will be undertaken to remove overgrown vegetation for the duration of the experimental order.</p>	
Overseeing Organisation Response:	

The Overseeing Organisation agrees with the Designer Organisation response.

Agreed RSA Action:

That the CRSTS Liveable Neighbourhoods Project Manager will put in place a maintenance plan to remove overgrown vegetation for the duration of the experimental order.

A2. LAYOUT

Please refer to **Section E**.

B. GENERAL

B1. DEPARTURES FROM STANDARD

No Departures from Standard have been provided to the Audit Team as part of this Stage 1/2 Road Safety Audit.

B2. LANDSCAPING

Please refer to **Section E**.

B3. ACCESS

No issues considered to be detrimental to the safety of road users were identified in relation to this subject.

B4. EMERGENCY VEHICLES

No issues considered to be detrimental to the safety of road users were identified in relation to this subject.

B5. LAY-BYS

No issues considered to be detrimental to the safety of road users were identified in relation to this subject.

B6. DRAINAGE

No issues considered to be detrimental to the safety of road users were identified in relation to this subject.

C. JUNCTIONS

C1. T, X, Y – JUNCTIONS

Please refer to **Section E**.

C2. ALL ROUNDABOUTS

Not applicable.

C3. MINI ROUNDABOUTS

Not applicable.

C4. TRAFFIC SIGNALS

Not applicable.

D. WALKING, CYCLING AND HORSE RIDING

D1. PEDESTRIANS

No issues considered to be detrimental to the safety of road users were identified in relation to this subject.

D2. CYCLISTS

No issues considered to be detrimental to the safety of road users were identified in relation to this subject.

D3. EQUESTRIANS

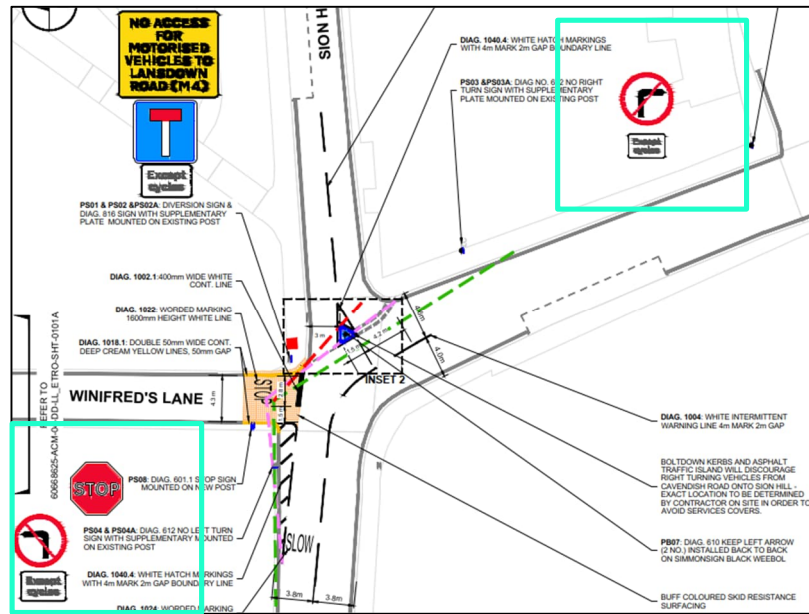
Not applicable.

E. TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING

E1. SIGNS

Problem: E1.1	
Drawing Number(s):	60668625-ACM-04-DD-LL_ETRO-SHT-0101B.
Location:	Cavendish Road and Sion Hill.
Summary:	Unclear signage on approach to Winifred's Lane / Sion Hill (east) junction from Cavendish Road and Sion Hill may result in drivers carrying out unsuitable manoeuvres, resulting in graze type or head on collisions with other road users.

Description:



The proposals prohibit motorists using Winifred's Lane as a through road, as well as performing right and left turning movements onto Sion Hill (east) from Cavendish Road to Lansdown Road to try and encourage drivers to utilise more appropriate roads. However, the proposed signage on the Cavendish Road northbound and Sion Hill eastbound approaches is unclear.

Northbound motorists approaching the Sion Hill (east) junction from Cavendish Road are informed there is no right turn except for cyclists. Similarly, eastbound motorists approaching the Sion Hill (east) junction from Sion Hill are informed that they are prohibited from turning left except for cyclists. It is unclear from both signs whether these prohibited movements are for Winifred's Lane or Sion Hill (east) due to the close proximity of the two roads.

The Audit Team is concerned that if the information presented on the signs is not clear, motorists may carry out unforeseen turning manoeuvres onto Sion Hill (east) which may lead to graze type or head on collisions with another vehicle on Sion Hill (east). Additionally, unexpected U-turn manoeuvres may be experienced if northbound motorists wish to access Sion Hill (east) without undertaking prohibited movements as the no left turn sign appears to be for Winifred's Lane. This is further exacerbated by the width of the Sion Hill (east) junction access which is proposed as 3m and is potentially wide enough to accommodate vehicle movements.

Recommendation:

It is recommended that the prohibited movement signage and its location is reviewed, and that the information presented provides a clear instruction of which roads the prohibited movement is associated with.

Designer Organisation Response:

Disagree with the recommendation.

The banned left turn movement applies to Winifred's Lane, while the banned right turn movement applies to Sion Hill East. Sion Hill East remains accessible to traffic as straight-ahead movement from Sion Hill (west). The configuration of the signs is such that the banned

turns apply to the first side road in each direction of travel, thus reducing the risk of confusion in the drivers. Given this is an experimental scheme this will be monitored from implementation.

Overseeing Organisation Response:


The Overseeing Organisation notes that:

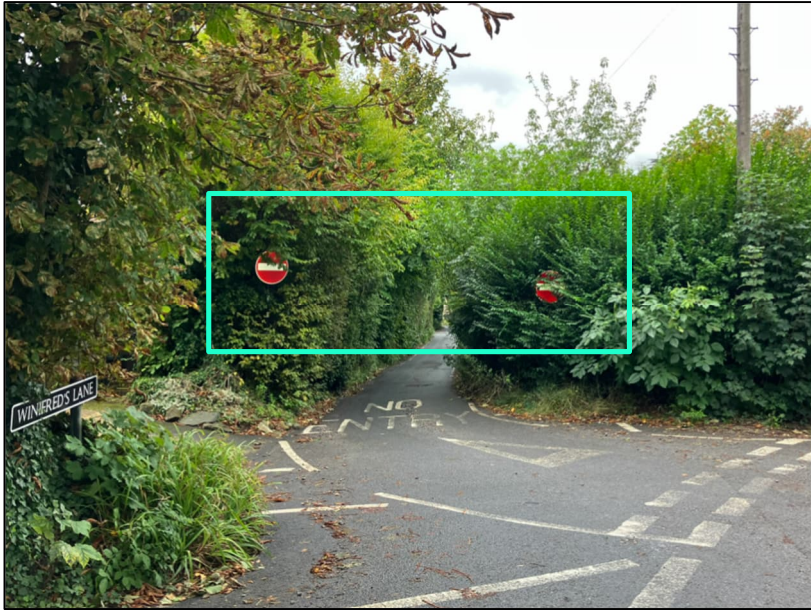
- (i) vehicles travelling eastbound from Sion Hill (West) towards Winifred's Lane will view the banned left turn movement sign.
- (ii) vehicles travelling northbound on Cavendish Road towards Sion Hill (East) will view the banned right turn movement sign.

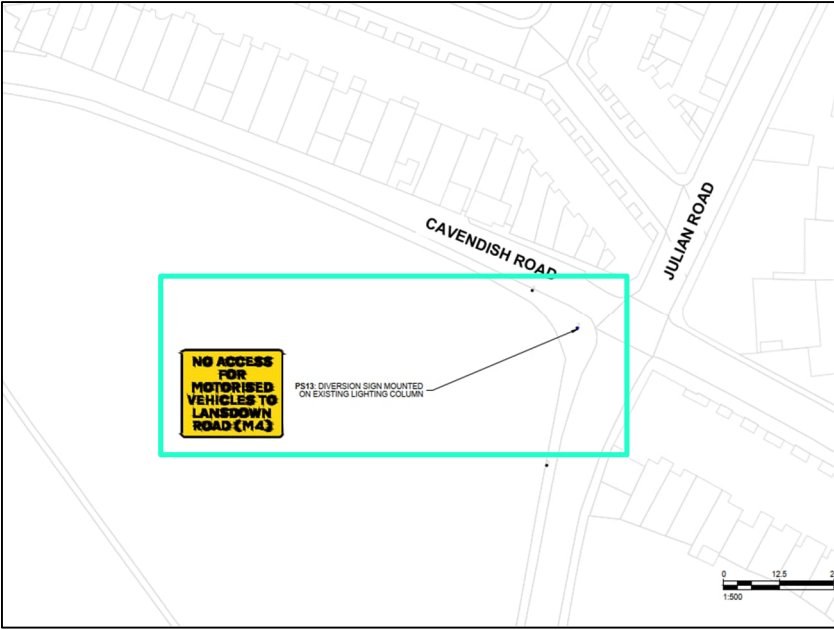
The Overseeing Organisation therefore agrees with the Designer Organisation response.

Agreed RSA Action:

No changes are required to the signage.

Problem: E1.2	
Drawing Number(s):	60668625-ACM-04-DD-LL_ETRO-SHT-0101B.
Location:	Sion Hill.
Summary:	Proposed signage may be obstructed by existing vegetation, resulting in motorists undertaking prohibited manoeuvres and causing head on or graze type collisions with other road users.
Description:	
	
<p>The proposals mount a prohibited turning sign onto an existing post on Sion Hill; however, during the site visit the Audit Team observed the existing sign to be obstructed by vegetation. If the overhanging vegetation is not cut back and maintained, once the proposed signage is in place, motorists approaching Winifred's Lane from Sion Hill may be unaware of the prohibited vehicular movements along Winifred's Lane due to the obstructed visibility to the sign. This may result in motorists turning left on to Winifred's Lane and causing a head on or graze type collision with other road users.</p>	
Recommendation:	
It is recommended that a maintenance plan is put in place and the vegetation is cut back and maintained regularly.	
Designer Organisation Response:	
<p>Agree with the recommendation</p> <p>Regular maintenance will be undertaken to remove overgrown vegetation for the duration of the experimental order.</p>	
Overseeing Organisation Response:	
The Overseeing Organisation agrees with the Designer Organisation response.	
Agreed RSA Action:	
That the Liveable Neighbourhoods CRSTS Project Manager will put in place a maintenance plan to remove overgrown vegetation for the duration of the experimental order.	

Problem: E1.3	
Drawing Number(s):	60668625-ACM-04-DD-LL_ETRO-SHT-0101A.
Location:	Northern end of Winifred's Lane (junction with Sion Road and Hermitage Road).
Summary:	Proposed signage may be obstructed by existing vegetation, resulting in drivers undertaking prohibited manoeuvres and causing head on or graze type collisions with other road users.
Description:	
	
<p>The proposals outline the use of No Entry signage with yellow backing boards, mounted onto the existing posts at the northern end of Winifred's Lane (junction with Sion Road and Hermitage Road); however, during the site visit the Audit Team observed substantially overgrown vegetation is masking the existing No Entry signage.</p> <p>The Audit Team is concerned that if the existing overgrown vegetation is not maintained, once the proposed signage is in place, drivers approaching Winifred's Lane from Sion Road may be unaware of the prohibited vehicle movements along Winifred's Lane due to the obstructed visibility to the sign. This may result in drivers turning on to Winifred's Lane, increasing the likelihood of a head on or graze type collision with other road users.</p>	
Recommendation:	
It is recommended that a maintenance plan is put in place and the vegetation is cut back and maintained regularly.	
Designer Organisation Response:	
<p>Agree with the recommendation</p> <p>Regular maintenance will be undertaken to remove overgrown vegetation for the duration of the experimental order.</p>	
Overseeing Organisation Response:	
The Overseeing Organisation agrees with the Designer Organisation response.	
Agreed RSA Action:	
That the CRSTS Liveable Neighbourhoods Project Manager will put in place a maintenance plan to remove overgrown vegetation for the duration of the experimental order.	

Problem: E1.4	
Drawing Number(s):	60668625-ACM-04-DD-LL_ETRO-SHT-0101C.
Location:	Weston Road.
Summary:	Lack of advanced warning sign for prohibited vehicle movements may result in vehicles undertaking sudden manoeuvres, resulting in rear end shunt or graze type collisions.
Description:	
	
<p>The proposals prohibit vehicle access to Lansdown Road (and the M4) from Cavendish Road to reduce the amount of traffic utilising Sion Hill (east); however, vehicles approaching Cavendish Road from Weston Road are not provided with advanced warning of this restriction. This may result in vehicles undertaking sudden manoeuvres at the junction of Weston Road / Cavendish Road as they approach the proposed warning sign, causing rear end shunts or graze type collisions with other road users.</p>	
Recommendation:	
<p>It is recommended that an advanced warning sign is placed on Weston Road before the junction with Cavendish Road indicating to drivers that all routes are to be accessed along Julian Road.</p>	
Designer Organisation Response:	
<p>Partially agree with the recommendation</p> <p>The junction is a conservation area therefore sign clutter is to be kept at a minimum. Therefore, the text on the proposed sign will be amended to include the additional words 'USE JULIAN ROAD' at the end of the sentence.</p>	
Overseeing Organisation Response:	
<p>The Overseeing Organisation agrees with the Designer Organisation response.</p>	
Agreed RSA Action:	
<p>That the text on the proposed sign will be amended to include the additional words 'USE JULIAN ROAD' at the end of the sentence. To be actioned by the Design Organisation.</p>	

E2. CARRIAGEWAY MARKINGS

Problem: E2.1	
Drawing Number(s):	60668625-ACM-04-DD-LL_ETRO-SHT-0101B.
Location:	Winifred's Lane.
Summary:	Insufficient length of proposed high friction surfacing may result in loss of control type collisions due to differential skid resistance between the front and back wheels of a vehicle.
Description:	
<p>The proposals provide the use of high friction surfacing at the stop line of Winifred's Lane; however, the length of the high friction surfacing appears short. Vehicles approaching the stop line may have a differential skid resistance between their front and back wheels as they slow, resulting in a loss of control type collision which may cause personal injury to vehicle occupants or other road users.</p>	
Recommendation:	
It is recommended that the high friction surfacing is extended further north along Winifred's Lane.	
Designer Organisation Response:	
<p>Disagree with the recommendation</p> <p>The high friction surfacing is to be used as a visual aid to define the difference in road of Winifred Lane from the revised main route on Sion Hill. Only residents of the adjacent building and cyclists will use the junction, with both categories not likely to approach the junction at speed.</p>	
Overseeing Organisation Response:	
<p>The Overseeing Organisation would note that the introduction of the anti-skid surfacing was primarily to provide additional anti-skid surfacing for cyclists as they approach the Stop Line. The Overseeing Organisation would therefore agree with the Designer Organisation response.</p>	
Agree RSA Action:	
To retain the high friction surfacing as shown on the drawing.	

E3. POLES / COLUMNS

No issues considered to be detrimental to the safety of road users were identified in relation to this subject.

E4. LIGHTING

No issues considered to be detrimental to the safety of road users were identified in relation to this subject.

4. Design Organisation and Overseeing Organisation Comments

4.1 On behalf of the Design Organisation, I certify that:

The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.

Name: CB

Signed:

Position: Design Lead

Organisation: AECOM

Date: 24/10/2024

4.2 On behalf of the Overseeing Organisation, I certify that:

The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Design Organisation, and the agreed RSA actions should be progressed by the Overseeing Organisation, except for Problem E1.4 which should be actioned by the Design Organisation.

Name: Paul Garrod

Signed:



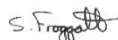
Position: Traffic Management & Network Manager

Organisation: Bath & North East Somerset Council

Date: 07/10/2024

Name: Steve Froggatt

Signed:



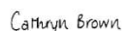
Position: Design & Projects Manager

Organisation: Bath & North East Somerset Council

Date: 07/10/2024

Name: Cathryn Brown

Signed:



Position: CRSTS Liveable Neighbourhoods Project Manager

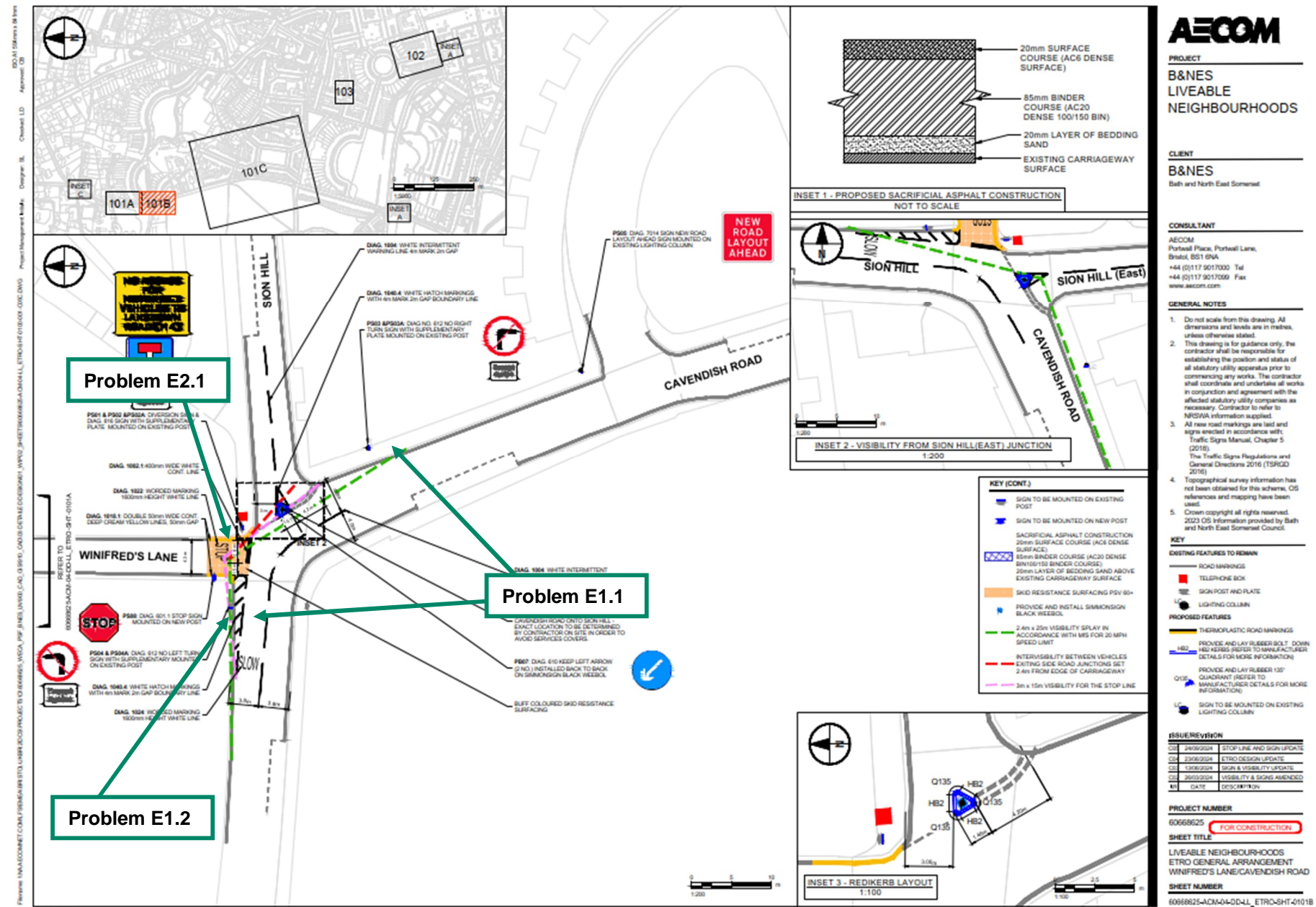
Organisation: Bath & North East Somerset Council

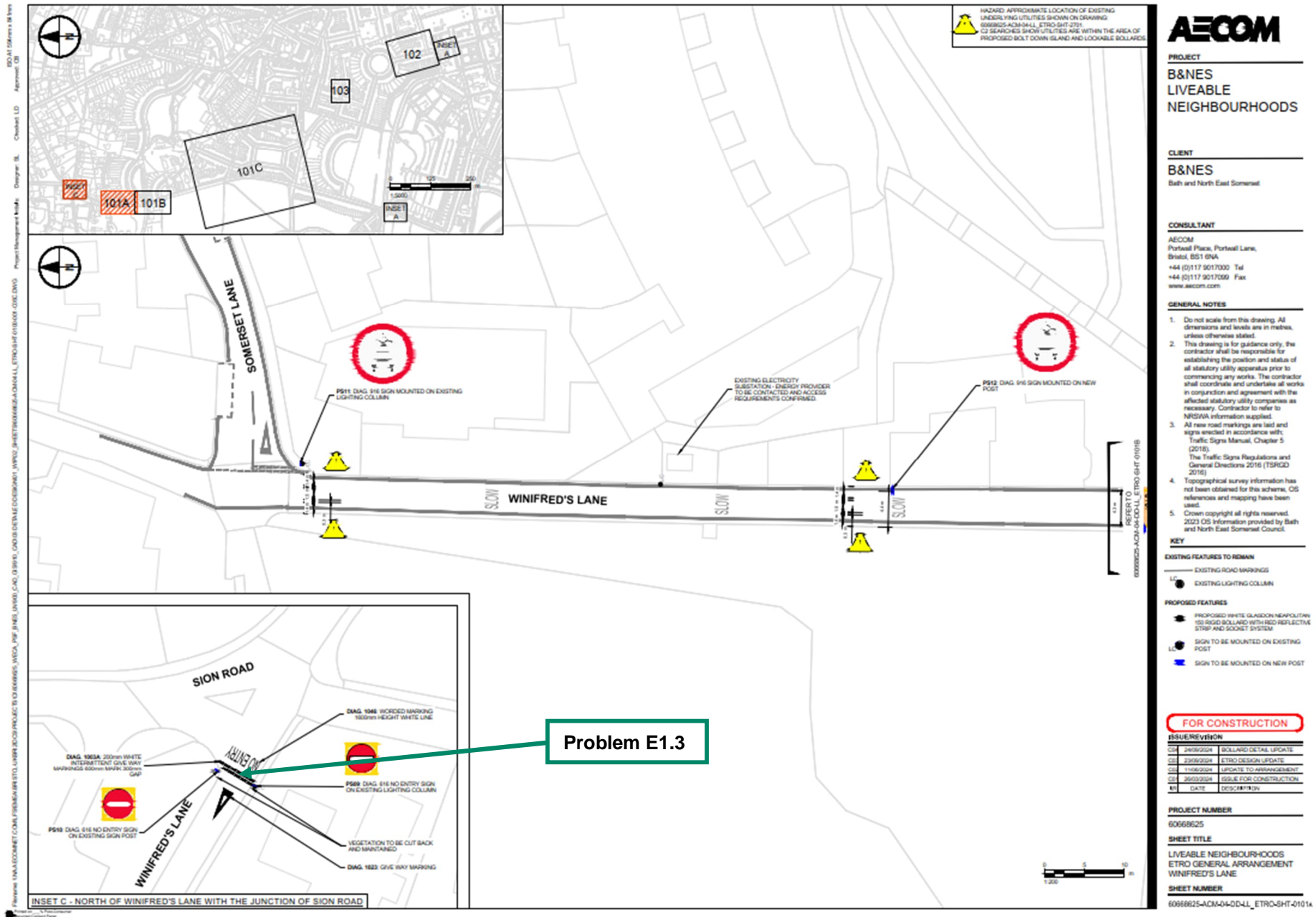
Date:

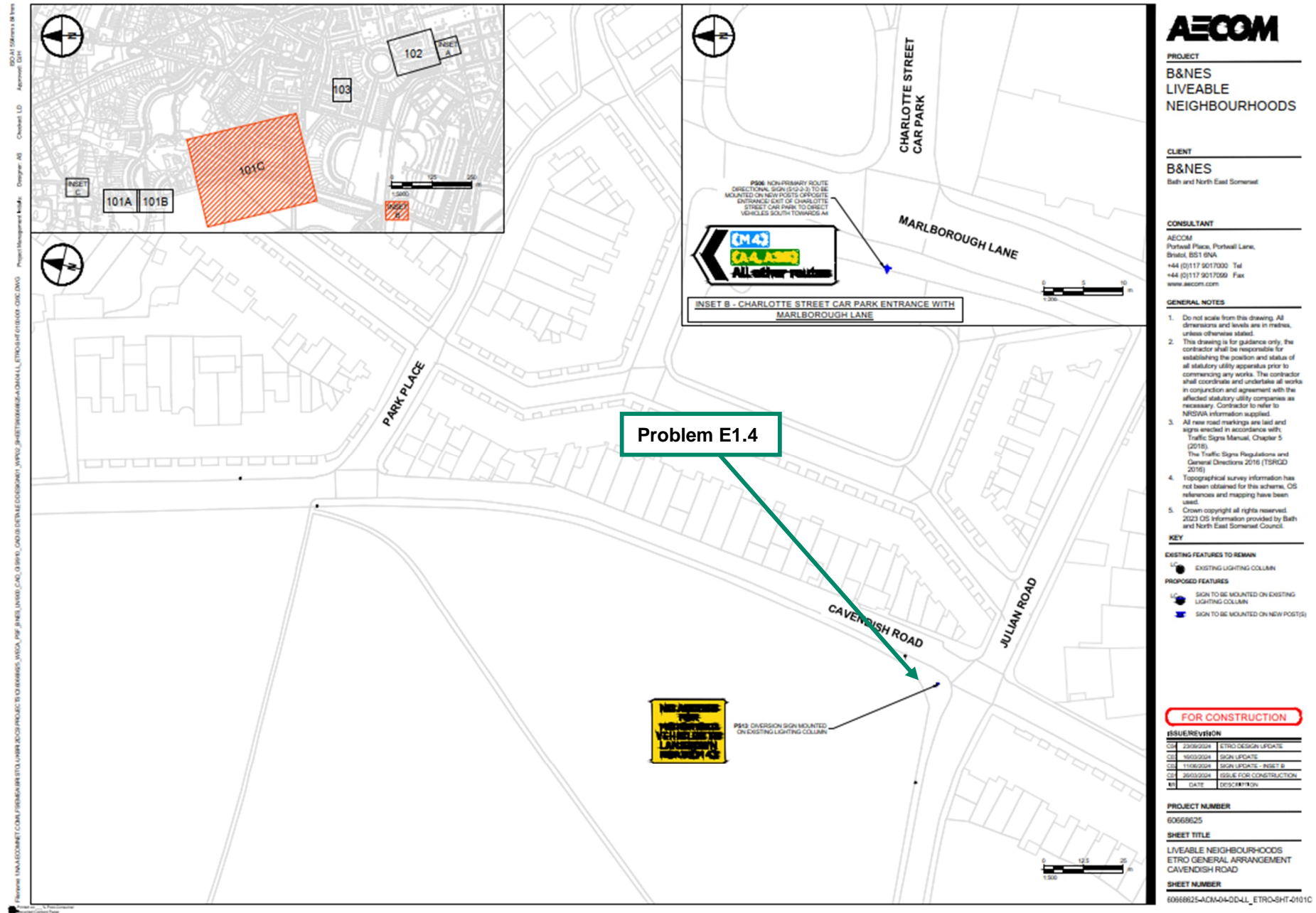
Appendix A – Documents Provided for Audit

Document Number	Rev	Description
Liveable Neighbourhoods RSA1-2 Brief - Lower Lansdown Winifred's Ln	-	Stage 1/2 Road Safety Audit Brief
60668625-ACM-04-LL-SHT-0101A	C04	GENERAL ARRANGEMENT – WINIFRED'S LANE
60668625-ACM-04-LL-SHT-0101B	C05	GENERAL ARRANGEMENT – WINIFRED'S LANE
60668625-ACM-04-LL-SHT-0101C	C04	GENERAL ARRANGEMENT – WINIFRED'S LANE
60668625-ACM-04-LL-SHT-0111B	C03	VEHICLE SWEPT PATHS – WINIFRED'S LANE
60668625-ACM-04-LL-SHT-1201	C05	SIGNAGE SCHEDULE – WINIFRED'S LANE
60668625-ACM-04-LL-SHT-2701A	C01	EXISTING UTILITIES PLAN – WINIFRED'S LANE
60668625-ACM-04-LL-SHT-2701B	C01	EXISTING UTILITIES PLAN – WINIFRED'S LANE

Appendix B – Location of Problems Plan







AECOM

PROJECT
B&NES
LIVEABLE
NEIGHBOURHOODS

CLIENT
B&NES
Bath and North East Somerset

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- GENERAL NOTES**
1. Do not scale from this drawing. All dimensions and levels are in metres, unless otherwise stated.
 2. This drawing is for guidance only, the contractor shall be responsible for establishing the position and status of all statutory utility apparatus prior to commencing any works. The contractor shall coordinate and undertake all works in conjunction and agreement with the affected statutory utility companies as necessary. Contractor to refer to NPSVA information supplied.
 3. All new road markings are laid and signs erected in accordance with: Traffic Signs Manual, Chapter 5 (2015); The Traffic Signs Regulations and General Directions 2016 (TSRGD 2016).
 4. Topographical survey information has not been obtained for this scheme, OS references and mapping have been used.
 5. Crown copyright all rights reserved. 2023 OS Information provided by Bath and North East Somerset Council.

- KEY**
- EXISTING FEATURES TO REMAIN**
- EXISTING LIGHTING COLUMN
- PROPOSED FEATURES**
- SIGN TO BE MOUNTED ON EXISTING LIGHTING COLUMN
 - SIGN TO BE MOUNTED ON NEW POST(S)

