

# **Wendlebury Road, Bicester**

Road Safety Audit  
Stage 1

10 March 2020



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# Issue and Revision Record

Revision	Date	Originator	Checker	Approver	Description
A	06/03/2020	T J Blaney	J Man	J Dooley	First Issue
B	10/03/2020	T J Blaney	J Man	J Dooley	Second Issue following receipt of additional information
					

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# 1 Introduction

This report describes a Stage 1 Road Safety Audit carried out on the proposed cycle facilities associated with a new c17,000 - 27,000sqm employment land development together with a Health and Racquets Club facility.

The audit was carried out at the request of David Tucker Associates.

The audit took place at the Bristol office of Mott MacDonald and consisted of a detailed examination of the submitted documentation and drawings listed in **Appendix A**.

It is confirmed that this is a Stage 1 Road Safety Audit and that the audit was undertaken upon completion of the preliminary design work.

The Road Safety Audit Team as approved by the Project Sponsor, Simon Parfit, consisted of:

Tim Blaney                      BSc (Hons), CMILT, MCIHT, MSoRSA  
  (Certificate of Competency in Road Safety Audit, July 2012)  
  Audit Team Leader, Mott MacDonald

Jeffrey Man                      MEng, MCIHT, MSoRSA  
  (Certificate of Competency in Road Safety Audit, November 2019)  
  Audit Team Member, Mott MacDonald

The Audit Team visited the site of the proposed works together on Wednesday 04<sup>th</sup> March 2020 at 11:45 hrs. During this visit the weather was overcast and the road surface was dry. Traffic management associated with development construction on the western side of Wendlebury Road meant that the carriageway was reduced to a single carriageway in the northbound direction. The footway / cycleway on the western side of Wendlebury Road was also inaccessible. No pedestrian or cyclist activity was observed.

This Road Safety Audit was carried out in accordance with Highways England's Departmental Standard GG119. The Road Safety 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.

The comments and suggestions for road safety improvements made in this report seek to address 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. Consequently, the auditors accept no responsibility for the design or construction of the scheme.

All the issues raised in this report are considered to be required for action. The comments contained in the report are based on safety related concerns and as such the design engineer will need to consider carefully how to respond to each of the issues. The Audit Response Report to the audit should be completed by the Design Team and kept on file for future reference.

A Key Plan indicating the location of any identified safety related issues is provided in **Appendix B**.

A comprehensive Transport Assessment (*Document Ref: 19539-04*) containing collision and traffic flow data has been provided to and reviewed by the Audit Team.

A previous Stage 1 Road Safety Audit was undertaken on the scheme in May 2019 by the same Audit Team (*Document Ref: 398911/TPN/ITD/062/A*). This has been reviewed in **Section 2** of this report. The purpose of this audit is to consider a design variant for cycle facilities at the new four-arm roundabout and along the eastern side of Wendlebury Road.

### **Scheme Description**

The proposed development site consists of c17,000-27,000sqm employment land and a Health and Racquets Club leisure facility. Access to the Health and Racquets Club leisure facility will be via a new priority-controlled T-junction, whilst the employment land access will be via a new four-arm roundabout.

An off-carriageway footway / cycleway will be provided along the eastern side of Wendlebury Road from where it meets the A41 to the north, to a point south of the proposed roundabout. New uncontrolled pedestrian / cycle crossing points will be provided on the southern and eastern arms of the roundabout, and a pedestrian crossing will be provided on the northern arm.



## 2 Items Raised at Previous Stage 1 Audit

This section identifies road safety related issues raised by the Audit Team during the previous Stage 1 Road Safety Audit (*Document Ref: 398911/TPN/ITD/062/A*) that remain outstanding.

It is the Audit Team's opinion that **Problem 1.01** identified in the previous Stage 1 Road Safety Audit remains outstanding. For completeness, this issue has been raised again in **Section 3** of this report.

## 3 Items Raised at this Stage 1 Audit

This section describes road safety related issues identified by the Audit Team associated with the scheme as presented in **Appendix A**. A reference key plan is shown in **Appendix B**.

### 3.1 Problem 2.01

*Location: Throughout scheme.*

*Summary: Drop at back of footway may present a hazard to pedestrians.*

A new 3.0m footway / cycleway is proposed along the eastern side of Wendlebury Road, and a new 3.0m cycleway on the western side, south of the proposed roundabout. There is an overgrown ditch running the length of the eastern side of Wendlebury Road throughout the scheme, with a noticeable level difference from the carriageway level to the bottom of the ditch; this is also the case along the western side of carriageway, south of the proposed roundabout. Provision of footway / cycleways at these locations will result in drop at the back of the footway / cycleways, which may present a hazard to pedestrians or cyclists should they leave the paved surface. This may result in falls resulting in personal injury.

**Figure 1: Existing ditch on western side of Wendlebury Road.**



Source: Mott MacDonald

### Recommendation

It is recommended that a fence or guardrail of suitable height is provided at the back of the footway wherever a drop to surrounding surface levels is present. Alternatively, ground at the edge of the footway/cycleway should be graded to avoid a steep drop.

### 3.2 Problem 2.02

*Location: Western side of proposed roundabout.*

*Summary: Unaccommodated pedestrian desire line may result in trips and falls.*

A new 3.0m cycleway is to be provided on the south-western side of the new roundabout to allow northbound cyclists to move between the Wendlebury Road carriageway and the new footway / cycleway along the eastern side via an uncontrolled crossing point across the southern arm of the roundabout. An existing footway is present on the northern side of the A41 link road and a footway / cycleway along the western side of Wendlebury Road north of the proposed roundabout that will become footway only. Pedestrians using or intending to use these facilities may attempt to cross the western arm of the roundabout away from any formal crossing facilities increasing the likelihood to trips and falls due to crossing a full height kerb or travelling over unmade ground.

**Figure 2: Existing footway / cycleway (to become footway only) on western side of Wendlebury Road.**



Source: Mott MacDonald

#### **Recommendation**

It is recommended that a pedestrian crossing is provided across the western arm of the roundabout. Alternatively, appropriate landscaping and / or street furniture could be installed between the new cycleway south of the roundabout and the roundabout to deter pedestrians.

Clear cyclist directional signing should be provided to indicate the route via the southern crossing and eastern footway / cycleway.

### 3.3 Problem 2.03

*Location: Wendlebury Road, south of proposed roundabout.*

*Summary: Inappropriate provision of tactile paving.*

3.0m cycleways are provided on both sides of Wendlebury Road, south of the proposed roundabout to provide appropriately positioned tie-ins between the cycleway and carriageway. At the tie-ins, tactile paving is shown despite no crossing points being present. Pedestrians, particularly those who are visually impaired, may believe there is a crossing point and begin to cross to the other side, increasing their vulnerability of trips and falls, and collision with vehicles.

#### **Recommendation**

It is recommended that the tactile paving is omitted from the scheme. Furthermore, where the shared section transitions to a dedicated cycleway, corduroy tactile paving should be installed across the width of the path.

It was noted during the audit that the width of the cycleway at the tie-in points together with the tapers appeared to be narrow; during detailed design, this should be modified to provide a 'smoother' transition.

## 4 Audit Team Statement

We certify that this audit has been carried out in accordance with Highways England's Departmental Standard GG119.

### Road Safety Audit Team Leader

**T J Blaney** BSc (Hons), CMILT, MCIHT, MSoRSA  
(Certificate of Competency in Road Safety Audit, July 2012)

Signed:



Date: 10<sup>th</sup> March 2020

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## A. List of Drawings & Documents Examined

**Table 4.1: Drawings**

Drawing Number	Revision	Drawing Title
19539-18	B	Preliminary Revised Access Arrangement [focussed on roundabout]
19539-18-TRACK-RAB	A	Revised Access Arrangement Vehicle Tracking
19539-18	A	Revised Access Arrangement
18022 Catalyst Bicester	04	Masterplan Scenario 04
A-PL-09-010	P05	Proposed Site Plan

Source: David Tucker Associates

**Table 4.2: Documents**

Document Number	Revision	Document Title
398911/TPN/ITD/062	A	Stage 1 Road Safety Audit
19539-07	A	Stantec Response
19539-10	A	Masterplan TN
19539-04	J	Catalyst Bicester TA

Source: David Tucker Associates

## B. Location Plan – Wendlebury Road, Bicester

