



safer roads for everyone

White Post Road, Bodicote, Banbury

Road Safety Audit Stage 1

on behalf of Ashely Helme Associates

TMS reference no: 12522A

White Post Road, Bodicote, Banbury

Road Safety Audit Stage 1

1. Introduction

- 1.1 This report describes a Stage 1 Road Safety Audit carried out on proposed highway works on White Post Road, Bodicote, Banbury, in association with a housing development, on behalf of Ashley Helme Associates. The audit was carried out on 9th and 10th December 2015 in the offices of TMS Consultancy.
- 1.2 The audit team members were as follows:-
- Robert Cycles - BSc (Hons), MIHE, MCIHT, MSoRSA
HA Approved Certificate of Competency
Senior Road Safety Consultant, TMS Consultancy
- Harminder Aulak - BSc (Hons), IEng, FIHE, RegRSA (IHE)
HA Approved Certificate of Competency
Technical Director – Engineering Services, TMS Consultancy
- 1.3 The audit comprised an examination of the documents listed in **Appendix A**. The site was visited by the Audit Team on 7th December 2015 at 1:45pm. The weather was fine and dry. Traffic, pedestrian and cycle flows were low.
- 1.4 The terms of reference of the audit are as described in HD 19/15. 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.
- 1.5 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 accident occurrence. The locations of specific problems are referenced on the plan in **Appendix B**.



- 1.6 The scheme consists of proposed highway works on White Post Road, Bodicote, Banbury, in association with a housing development on land bounded by White Horse Road and Wykham Lane. White Post Road is to be realigned to form a new link road into the development, with a ghost island right turn lane formed with the existing White Post Road (S). A zebra crossing and an additional uncontrolled crossing will be provided on the realigned road. An access to the Cricket Club will be relocated onto the new link road with a new off street car park to accommodate circa 26 vehicles.

2. Items resulting from this Stage 1 Audit

2.1 PROBLEM

Location – General – On street parking

Summary: Increased risk of collisions due to restricted visibility

At the time of the site visit, there were numerous parked vehicles along both sides of White Post Road. The proposed car park of 26 spaces may not be enough to accommodate the existing on-street parking demand. Vehicles parked inappropriately could reduce visibility around the scheme at junctions and crossing points, thereby increasing the risk of collisions.

RECOMMENDATION

The need for additional off-street parking should be established. Parking within the visibility splays of junctions and crossings should be prohibited within the detailed design.

2.2 PROBLEM

Location – White Post Road

Summary: Risk of loss of control collisions

Road users travelling along both directions of White Post Road may see-through to the old straight ahead road alignment, particularly if existing hedgerows and street lighting remain at current locations. This could increase the risk of vehicles losing control, particularly in times of reduced visibility.

RECOMMENDATION

At detail design, measures should be provided to reduce the effect of any see through of the old road alignment.

2.3 PROBLEM

Location – Existing Puffin crossing

Summary: Increased risk of collisions involving cyclists

The proposed shared footway/cycleway starts to the north of the existing puffin crossing on the west side of White Post Road and the cycle bypass terminates to the north of the puffin crossing on the east side of White Post Road. Cyclists travelling northbound along White Post Road will not have facilities to allow them to cross to the east side cycle bypass which could increase the risk of collisions involving cyclists.

RECOMMENDATION

The cycle bypass and shared footway cycleway should be extended to the south side of the puffin crossing which should also be upgraded to a Toucan crossing or a zebra crossing with a parallel cycle crossing.

2.4 PROBLEM

Location – Southern end of cycle bypass

Summary: Risk of cyclist collisions

The southern end of the cycle bypass joins White Post Road on a radius curve with a forced merge. This could increase the risk of collisions with other road users.

RECOMMENDATION

The cycle bypass should be extended to the southern side of the puffin crossing (see problem 2.3) with a parallel kerbed separation build-out provided to protect cyclists entering the carriageway from other road users.

2.5 PROBLEM

Location – Cricket Club right turn lane

Summary: Risk of shunt and side swipe collisions

The width of the proposed right turn lane for the cricket club varies end to end. Vehicles entering the right turn lane may unexpectedly overhang into the ahead lane in either direction. This could lead to shunt or side swipe type collisions occurring.

RECOMMENDATION

A consistent width right turn lane should be provided for the cricket club.

3. Audit Team Statement

We certify that the terms of reference of the audit are as described in HD 19/15.

Audit Team Leader

Robert Cycles - BSc (Hons), MIHE, MCIHT, MSoRSA
HA Approved Certificate of Competency
Senior Road Safety Consultant, TMS Consultancy

Signed 

Date 10th December 2015

Audit Team Member


Harminder Aulak - BSc (Hons), IEng, FIHE, RegRSA (IHE)
HA Approved Certificate of Competency
Technical Director – Engineering Services, TMS Consultancy

Signed 

Date 10th December 2015

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Appendix A

Documents Examined:

- Drawing No. 1361/22 A

Other Information Provided:

- Site Location Plan
- Accident data
- Traffic Flow data
- Trip generation with Development Link Road (Fig 1361/NOV/1)
- Audit Brief (email from Paul Loftus; 30th November 2015)

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:

