

Howes Lane, Bicester

Road Safety Audit
Stage 1

23 March 2022

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Road Safety Audit Stage 1

23 March 2022

Issue and Revision Record

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A	23/03/2022	T J Blaney	R J Collins	J T Pearson	First Issue

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1 Introduction

This report describes a Stage 1 Road Safety Audit carried out on a proposed Toucan Crossing on Howes Lane, Bicester.

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 David Tucker Associates' Project Sponsor, Simon Parfitt, consisted of:

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

Rachael Collins BA (Hons), MSc, MCIHT
(Certificate of Competency in Road Safety Audit, July 2016)
Audit Team Member, Mott MacDonald

A visit to the site was completed on Thursday 17th March 2022 at 08:30 hrs. During this visit the weather was fine, with sunny spells and the road surface was dry. Traffic conditions were moderate and free flowing. No pedestrian or cycle activity was observed.

This Road Safety Audit was carried out in accordance with National Highways' 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 should be completed by the Design Team and kept on file for future reference.

A previous audit that included the provision of a Toucan Crossing at the same location (*Doc. Ref: 382187/TPN/ITD/001/A*) was undertaken by the same Audit Team in January 2017. This audit raised two issues relating to the proposed crossing and these are discussed in more detail in **Section 2** of this report.

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

Scheme Description

The scheme consists of the provision of a Toucan Crossing across Howes Lane adjacent to an existing pedestrian footway linking with Wansbeck Drive. Dropped kerb facilities are proposed to enable cyclists on Howes Lane to leave the carriageway in order to utilise the Toucan Crossing.

2 Items Raised at previous Stage 1 Audit

This section describes road safety related issues identified during the previous Stage 1 Road Safety Audit (Doc. Ref: 382187/TPN/ITD/001/A) together with observations made during this Stage 1 Road Safety Audit.

2.1 Problem 101

Location: Toucan Crossing on Howes Lane.

Summary: Crossing facility in line with NMU approach may lead to conflicts.

The proposed Toucan Crossing is shown 'in line' with the existing footway link to Wansbeck Drive and the proposed footway / cycleway into the residential development. As such, pedestrians or cyclists approaching the crossing facility may do so at inappropriate speed increasing the likelihood of NMUs failing to stop before entering the carriageway. This may increase the risk of collisions with approaching vehicles. A guardrail 'chicane' is present at the western end of the existing footway link to Wansbeck Drive to mitigate against this, but a similar arrangement is not proposed on the western side of Howes Lane.

Figure 1: Point at which existing footway joins Howes Lane on the east.



Source: Mott MacDonald

Recommendation

It is recommended that either the Toucan Crossing is 'offset' from the footway / cycleway approaches on both sides of Howes Lane, or a guardrail 'chicane' is installed on the new

footway / cycleway on the western side of Howes Lane. The existing 'chicane' on the eastern side should be retained.

Observations made at this Stage 1 Road Safety Audit

The Toucan Crossing is still proposed 'in line' with the existing footway link and the proposed footway / cycleway has no guardrail 'chicane' proposed. Therefore, this issue is considered to remain outstanding and has been raised again in **Section 3** of this report.

2.2 Problem 102

Location: Howes Lane – NMU crossing facilities.

Summary: Lack of lighting provision on NMU facilities.

It is unclear whether street lighting is to be provided at the NMU crossing points. A lack of street lighting may result in approaching motorists failing to observe a pedestrian / cyclist waiting to or starting to cross the carriageway. This may lead to an increased risk of collisions between crossing pedestrians / cyclists and approaching vehicles. This is of particular concern at the Toucan Crossing as approaching motorists may be focussed on the traffic signals rather than pedestrians / cyclists who might cross contrary to the red crossing indicator.

Recommendation

It is recommended that appropriate levels of street lighting are provided at the NMU crossing points.

Observations made at this Stage 1 Road Safety Audit

It should be noted that the previous audit considered both a Toucan Crossing and an uncontrolled pedestrian crossing point located further south; the uncontrolled crossing point has been omitted from the scheme. No street lighting is proposed; therefore, this issue is considered to remain outstanding and 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 during the Stage 1 Road Safety Audit.

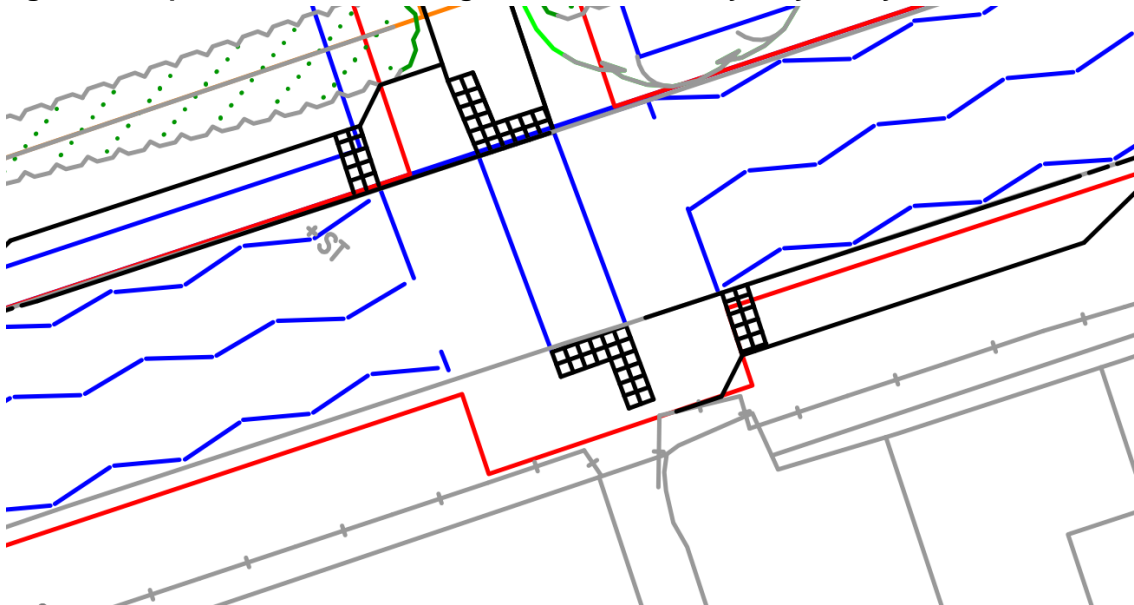
3.1 Problem 2.01

Location: Toucan Crossing on Howes Lane.

Summary: Crossing facility in line with NMU approach may lead to conflicts.

The proposed Toucan Crossing is shown 'in line' with the existing footway link to Wansbeck Drive and the proposed footway / cycleway into the development. As such, pedestrians or cyclists approaching the crossing facility may do so at inappropriate speed increasing the likelihood of NMUs failing to stop before entering the carriageway. This may increase the risk of collisions with approaching vehicles. A guardrail 'chicane' is present at the western end of the existing footway link to Wansbeck Drive to mitigate against this, but a similar arrangement is not proposed on the new footway / cycleway.

Figure 2: Proposed Toucan Crossing 'in line' with footways / cycleways.



Source: David Tucker Associates

Recommendation

It is recommended that either the Toucan Crossing is 'offset' from the footway / cycleway approaches on both sides of the Howes Lane, or a guardrail 'chicane' is installed on the new footway / cycleway on the western side of Howes Lane. The existing 'chicane' on the eastern side should be retained.

3.2 Problem 2.02

Location: Toucan Crossing on Howes Lane.

Summary: Lack of lighting provision.

It is unclear whether street lighting is to be provided at the Toucan Crossing. A lack of street lighting may result in approaching motorists failing to observe a pedestrian / cyclist waiting to, or starting to, cross the carriageway. This may lead to an increased risk of collisions between crossing pedestrians / cyclists and approaching vehicles. This may be exacerbated by approaching motorists focussing on the traffic signals rather than pedestrians / cyclists who might cross contrary to the red crossing indicator.

Figure 3: Lack of street lighting at location of proposed Toucan Crossing.



Source: Mott MacDonald

Recommendation

It is recommended that appropriate levels of street lighting are provided at the Toucan Crossing.

4 Audit Team Statement

We certify that this audit has been carried out in accordance with National Highways' 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: 23rd March 2022

Principal Road Safety Engineer
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Signed:



Date: 23rd March 2022

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Appendices

A.	List of Drawings & Documents Examined	9
B.	Location Plan – Howes Lane	10

A. List of Drawings & Documents Examined

Table 4.1: Drawings

Drawing Number	Revision	Drawing Title
14042-60M-GA	M	Access Road General Arrangement
14042-60-CY	M	Howes Lane Crossing

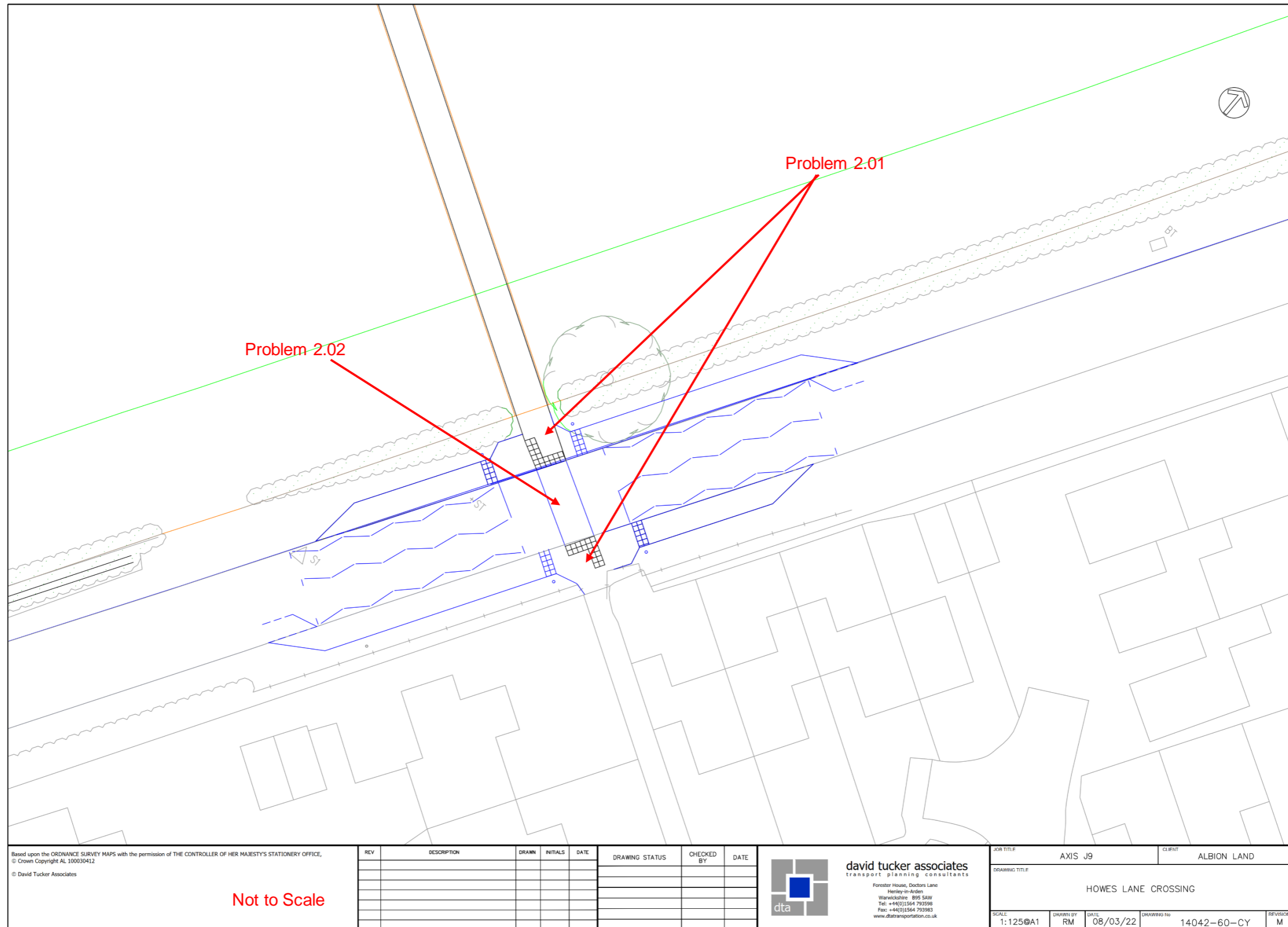
Source: David Tucker Associates

Table 4.2: Documents

Document Number	Revision	Document Title
382187/TPN/ITD/001	A	Stage 1 Road Safety Audit

Source: Mott MacDonald

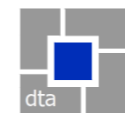
B. Location Plan – Howes Lane



Based upon the ORDNANCE SURVEY MAPS with the permission of THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE,
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Not to Scale

REV	DESCRIPTION	DRAWN	INITIALS	DATE	DRAWING STATUS	CHECKED BY	DATE



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JOB TITLE	AXIS J9	CLIENT	ALBION LAND
DRAWING TITLE	HOWES LANE CROSSING		
SCALE	DRAWN BY	DATE	DRAWING No
1:125@A1	RM	08/03/22	14042-60-CY
REVISION	M		

