



Atlas Hotels Group

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# BICESTER GATEWAY HOTEL

Stage 1/2 Road Safety Audit







**FINAL**

**PROJECT NO. 70033775**

**OUR REF. NO. 70033775\_RSA\_1\_2\_002**

**DATE: SEPTEMBER 2018**

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# QUALITY CONTROL

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Prepared by	Thomas Curson	Thomas Curson		
Signature	[REDACTED]	[REDACTED]		
Checked by	Jon Noble	Jon Noble		
Signature	[REDACTED]	[REDACTED]		
Authorised by	Jon Noble	Jon Noble		
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## PRODUCTION TEAM

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### WSP

- Jon Noble – Audit Team Leader
- Thomas Curson – Audit Team Member

### CLIENT

- Mark Beaumont – WSP



# 1 INTRODUCTION

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- 1.1.1. WSP have been commissioned by Mark Beaumont of WSP on behalf of Atlas Hotels Group to undertake a Stage 1/2 Road Safety Audit of the Section 278 works associated with the development of a new hotel off the A41 and Wendlebury Road in Bicester, Oxfordshire.
- 1.1.2. The road safety audit team membership was made up of the following:
- |                   |                                       |
|-------------------|---------------------------------------|
| Audit Team Leader | Jon Noble MEng CEng MCIHT MSoRSA      |
| Audit Team Member | Thomas Curson BSc (Hons) MCIHT MSoRSA |
- 1.1.3. The audit took place in the WSP offices in Chancery Lane in August 2018. The site was visited by Thomas Curson and Jon Noble of WSP on 2 August 2018 between 9:00 and 10:00am. The weather was warm and sunny and the road surface dry throughout the audit. There was high traffic flow on the A41 throughout the audit, with low flows on Wendlebury Road. Pedestrian and cyclist flows were very low. During the site visit, it was observed that vehicle speeds were noticeably higher on the A41 than the signed 40mph.
- 1.1.4. The audit also comprised an examination of the documents and drawings supplied to the audit team referenced in appendix A of this report.
- 1.1.5. The location of the problems raised can be found in Appendix B.
- 1.1.6. The terms of reference of the Road Safety Audit are as described in the Design Manual for Roads and Bridges (DMRB) Standard HD19/15 (with May 2017 amendment).
- 1.1.7. 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. This Road Safety Audit has not considered structural safety or checked for compliance to standards. This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Accident Investigation, Road Safety Engineering and Road Safety Audit. No member of the Road Safety Audit Team has had any previous input to the design of the scheme.

## 1.2 PURPOSE OF THE SCHEME

- 1.2.1. The purpose of the scheme is to provide vehicular access and improve pedestrian access to and from the proposed development of a new hotel in Bicester in land situated between the A41 and Wendlesbury Road, with the land located due east of the A41/B4030 Vendee Drive roundabout north-east of Bicester Park & Ride.
- 1.2.2. The Section 278 works include:
- Provision of a new priority junction off Wendlebury Road providing access to the site;
  - Installation of a new Toucan crossing over the A41;
  - Conversion of the existing HGV lay-by on the A41 to a bus stop; and
  - Widening the existing A41 footway to shared cycleway

## 1.3 PROBLEMS IDENTIFIED IN PREVIOUS ROAD SAFETY AUDITS

- 1.3.1. The Audit Team has not been made aware of any previous road safety audits carried out on this scheme.

## 2 PROBLEMS IDENTIFIED AT THIS STAGE 1/2 ROAD SAFETY AUDIT

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### 2.1 GENERAL

2.1.1. No general road safety problems have been identified in this audit

### 2.2 THE ALIGNMENT

#### 2.2.1. Problem A

Location: Proposed site access off Wendlebury Road

Summary: Vegetation may continue to obstruct visibility to the south for drivers turning out of access leading to shunts or T-bone collisions

Whilst it is recognised that vegetation is to be trimmed either side of the proposed access from Wendlebury Road, visibility issues may remain if the level of clearance is not significant and without maintenance, visibility will deteriorate if careful planting or hard landscaping is not provided. Visibility to the south for drivers turning out of the proposed site access off Wendlebury Road may be obstructed leading to drivers potentially pulling out of the junction into the path of a northbound vehicle on Wendlebury Road, leading to rear shunt or T-bone collisions.

Recommendation:

It is recommended that where necessary vegetation is removed rather than just trimmed and hard landscaping is considered within the splays.

#### 2.2.2. Problem B

Location: Proposed Toucan crossing on A41

Summary: Visibility to signal heads may not be adequate for the actual vehicle of speeds travelling along the A41 leading to rear shunts, pedestrian or cyclist collisions.

Vehicle speeds appeared to be higher on the A41 than the posted 40mph speed limit, possibly because the road is a modern dual carriageway with two lanes in both direction and due to the speed limit only recently being changed to 40mph.

This was especially noticeable for southbound vehicles, as northbound vehicles had just left the roundabout where roundabout deflection provides good speed reduction.

Visibility to signal heads for the Toucan crossing is sufficient for the posted speed limit of 40mph. However, for an 85<sup>th</sup> percentile speed of higher than 40mph, visibility of the inside signal heads for southbound vehicles may be inadequate due to vegetation in the central reserve.

Additionally, a bus stopped at the bus stop may obscure visibility of the outside signal heads for northbound vehicles. If a large vehicle is in the nearside southbound or offside lane northbound, a driver may not see any signal heads and may reach the crossing unaware leading to sudden braking and potential rear shunts or collisions with crossing pedestrians or cyclists.

Recommendation:

It is recommended that a speed assessment is undertaken to confirm 85<sup>th</sup> percentile speeds on the A41. If speeds are higher than the posted speed limit, speed management measures are recommended to ensure awareness of the upcoming Toucan crossing. Enhanced trimming of vegetation is recommended to ensure that sight lines are clear.

## **2.3 THE JUNCTIONS**

### **2.3.1. Problem C**

Location: Wendlebury Road/Vendee Place priority junction

Summary: Narrow width of carriageway at junction could lead to collisions between northbound and right turning vehicles

The carriageway of Wendlebury Road narrows at the junction with Vendee Drive. Once the development is complete, more drivers will be turning right from Wendlebury Road into Vendee Drive to access the A41. This will create increased conflict with northbound vehicles as vehicles wanting to turn right take up most of the effective carriageway space, potentially leading to side-on or head-on collisions due to the narrowness of the carriageway at the junction. This problem may be worse in the dark as the junction is unlit at present, but the surrounding road network and development may be well lit.

Recommendation:

It is recommended that the carriageway of Wendlebury Road is widened at the junction so a northbound vehicle can safely pass a vehicle waiting to turn right.

## **2.4 NON-MOTORISED USERS**

2.4.1. No problems with non-motorised user provision have been identified in this audit

## **2.5 SIGNING AND LIGHTING**

2.5.1. No problems with signing and lighting have been identified in this audit

### 3 AUDIT TEAM STATEMENT

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3.1.1. We certify that this audit has been carried out in accordance with HD 19/15.

AUDIT TEAM LEADER

Jon Noble  
Associate Director  
WSP  
WSP House  
70 Chancery Lane  
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Signed:



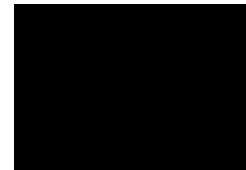
Date: 3 September 2018

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AUDIT TEAM MEMBER

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Signed:



Date: 3 September 2018

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# Appendix A

DOCUMENTS AUDITED





## DOCUMENT LIST

### DOCUMENTS

- HD19/15 Compliant Road Safety Audit Brief

### DRAWINGS

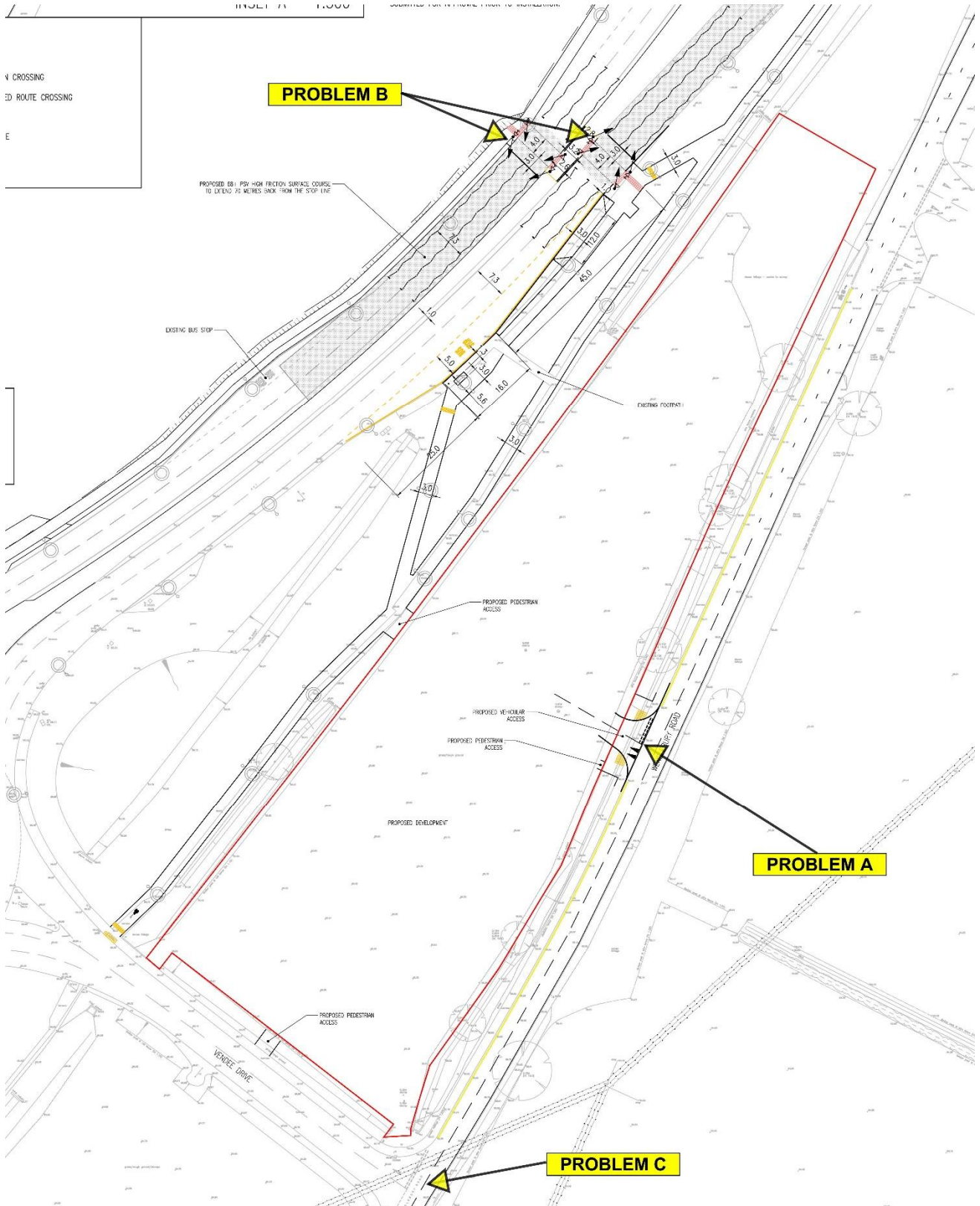
- 3775-WSP-S278-XX-DR-CE-1001 – General Arrangement Drawing
- 3775-WSP-S278-XX-DR-CE-2001 – Site Clearance Drawing
- 3775-WSP-S278-XX-DR-CE-3001 – Earthworks, Paving and Drainage Layout
- 3775-WSP-S278-XX-DR-CE-4001 – Traffic Signs and Road Markings Drawing
- 3775-WSP-S278-XX-DR-CE-5001 – Traffic Signals Arrangement Drawing
- 3775-WSP-S278-XX-DR-CE-6001 – Highway Construction Details 1 of 2
- 3775-WSP-S278-XX-DR-CE-6002 – Highway Construction Details 2 of 2
- 3775-WSP-S278-XX-DR-CE-6010 – Signing Details
- 3775-WSP-S278-XX-DR-CE-6011 – Toucan Signal Details
- 3775-WSP-S278-XX-DR-CE-7001 – Proposed Finish Levels Layout
- 3775-WSP-S278-XX-DR-CE-S278 – Section 278 Highway Works Scheme Layout

# Appendix B

PROBLEM LOCATION PLAN











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[wsp.com](http://wsp.com)