



Stage 1 Road Safety Audit

Orchard Farm, Pershore

Formula Land

Prepared by:

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Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
01	5 March 2024	Sasha Respini	Alastair Pike	Alastair Pike
02	18 March 2024	Sasha Respini	Alastair Pike	Alastair Pike
	Click to enter a date.			

Basis of Report

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Acronyms and Abbreviations

RSA	Road Safety Audit
DMRB	Design Manual for Roads and Bridges
MfS	Manual for Streets
PIC	Personal Injury Collisions
DfS	Departures from Standards
SPA	Swept Path Analysis



1.0 Introduction

- 1.1 This report results from a Stage 1 Road Safety Audit carried out on Tuesday 5th March 2024. The RSA was carried out on behalf of Formula Land. The Overseeing Organisation for this Stage 1 is Worcestershire County Council.
- 1.2 An Audit Brief was prepared by James Hiscocks of SLR Consulting Ltd on 19th February 2024. This Audit Brief was formally accepted by the Audit Team on the same date.
- 1.3 This Road Safety Audit team was as follows:
 - Sasha Respini, BSc (Hons), MSc, MCIHT, MSoRSA, NH Cert. Comp.
Audit Team Leader
Principal Transport Planner
SLR Consulting Ltd
 - Alastair Pike, MICE, MCIHT, MSoRSA, NH Approved Cert. Comp.
Audit Team Member
Head of Road Safety
SLR Consulting Ltd
- 1.4 A site visit was undertaken by the Audit Team on Monday 4th March 2024, between the hours of 12:00 and 13:00. The weather at the time of the visit was sunny and the carriageway surface was generally dry. Vehicular traffic levels were considered to be medium. There were low numbers of pedestrian and no cyclist movements observed during this time.
- 1.5 A site location plan can be found at **Appendix A** of this report.
- 1.6 The terms of reference of the Road Safety Audit are as described in the Design Manual for Roads and Bridges (DMRB) Standard, GG119 Road Safety Audit.
- 1.7 The 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. 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.
- 1.8 A table of documents submitted for this Stage 1 RSA can be found in **Appendix B**.
- 1.9 The scheme subject to Stage 1 RSA is a ghost right hand turn access into a proposed residential development of 300 dwellings, accessed via the A4104 Defford Road, which is subject to a 50mph speed limit along the site frontage. There are also new and improved offsite footways also being proposed.
- 1.10 Submitted design drawings have been annotated to show the locations of any problems identified during this Stage 1 RSA. These plans can be found at **Appendix C**.
- 1.11 Whilst recommendations have been made within this report, there may be equally satisfactory alternatives. The Audit Team will be pleased to consider alternatives if required.



Departures from Standards

- 1.12 The Audit Team were not informed of any Departure from Standards (DfS) associated with the design proposals.



2.0 Matters arising from this Stage 1 RSA

227119_PD02 Rev N – Proposed 50mph Ghost Island Arrangement

2.1 Problem.

Location A: Proposed site access junction.

Summary: Existing vegetation may obscure visibility splay to the left of the site access potentially leading to sideswipe type collisions.

Onsite observations noted that the presence of existing vegetation may constitute an obstruction to the junction visibility. Obstruction to the junction visibility splays may lead to injudicious vehicle movements at the proposed junction, potentially leading to side swipe type collisions between vehicles.

Recommendation:

It is recommended that the vegetation to the left of the site access junction be cut back and maintained such that it does not pose an obstruction to the visibility splays.

2.2 Problem.

Location B: Ghost island at site access.

Summary: The lead in taper appears too short for the recorded 85th percentile speeds leading to shunt type collisions.

The lead in taper length at the ghost island appears too short and would not give drivers enough time to safely merge onto the right-hand turn lane and could lead to loss of control or rear end shunt type collisions.

Recommendation:

It is recommended that a longer taper length is provided as this would allow drivers more time to adjust their speed and merge smoothly, reducing the risk of collisions.



227119_SK02 Rev N – Proposed Footway Alignment 50mph

2.3 Problem.

Location C Proposed footway along the Cemetery frontage.

Summary: Trees are overhanging onto the footway reducing the effective width for pedestrians.

The existing trees are overhanging, reducing the effective width and causing an obstruction on the footway, as shown in **Photograph 1**. This could cause pedestrians to step into the carriageway to avoid obstacles / other pedestrians, which could lead to pedestrians being struck by passing vehicles.

Photograph 1 – Trees encroaching the footway



Recommendation:

It is recommended that the existing trees are regularly maintained / pruned to ensure the safety of the pedestrians walking along this footway.



3.0 Audit Team Statement

3.1 We certify that this Audit has been carried out in accordance with the requirements of GG119.

Road Safety Audit Team Leader

Name: Sasha Respini



Signed:

Position: Principal Transport Planner

Organisation: SLR Consulting Ltd

Date: 18 March 2024

Road Safety Audit Team Member

Name: Alastair Pike

Signed:



Position: Head of Road Safety

Organisation: SLR Consulting Ltd

Date: 18 March 2024





Appendix A Site Location Plans

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Appendix B Submitted Documents

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Submitted Documents

Document	Document Title
Design Documents	227119 Orchard Farm, Pershore SLR RSA Brief – V1 227119 Transport Assessment V9
Design Drawings	227119 PD02 Rev N – Ghost Island Right Turn 50mph 22119 SK02 Rev N – Proposed Footway 50mph 227119 SK07 Rev C – End of Shared Route





Appendix C Problem Location Plans

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