



1 Introduction

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- 1.1 This report results from a request by Cotswold Transport Planning's Cheltenham office to provide a road safety opinion on the effects of the increase in traffic on a private lane arising from two additional dwellings.
- 1.2 The lane, which is unnamed is accessed from the A417 London Road in the form of a vehicle crossover of the footway approximately 90 metres west of The Plies and 70 metres east of East End. It currently serves seven dwellings.

Existing Conditions

Geometry of Lane

- 1.3 The private access track is of variable width. It is between around 5 and 8 metres wide for the 20 metres from its junction with the A417. It then reduces to between 3 and 4.5 metres over a generally straight section of 30 metres. A 90 degree bend then provides access to another generally straight section of 20 metres which has a width of between 3 and 4 metres. The final section to the site boundary is also generally straight. This has a length of around 35 metres and is currently a grassed area which varies from about 9 metres wide at the northern extent of the section to around 4 metres at the site access.

Existing Usage of Lane

- 1.4 The Designer has provided estimates for existing usage of the lane by the seven dwellings from the industry standard TRICS database. The estimates indicate there are 2 two-way pedestrian trips in the AM and PM peak hours. There are no cycling or public transport user trips in the AM and PM peak hours and there are 3 two-way vehicle trips in the AM and PM peak hours.

Personal Injury Accident Data

- 1.5 The 'CrashMap' database has been consulted and Figure 1 confirms that there have been no recorded collisions on the lane or in the vicinity of the access with London Road in the five year period to the end of 2017. The image at Figure 1 confirms.

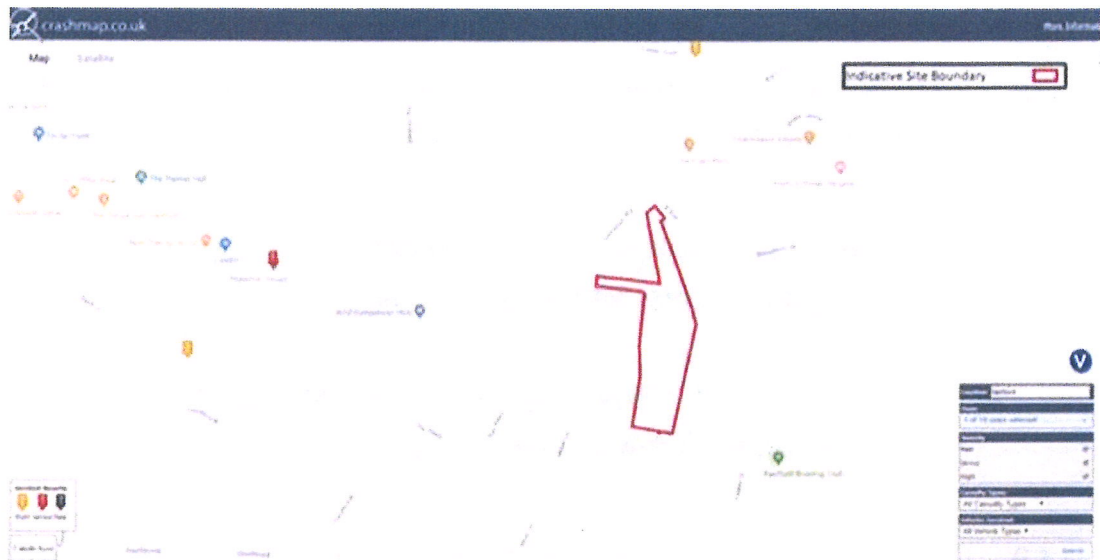


Figure 1 – Crash Map Database Output

Proposed Conditions

Geometry of Lane

- 1.6 The Designer has confirmed that no infrastructure changes are proposed on the lane. However, they have confirmed that as part of the development, the lane can be widened in places through the removal and trimming of vegetation as shown on SK05 which forms part of the drawings considered as part of this opinion. The widened areas would increase the section of the lane which is approximately 20 and 50 metres from London Road by approximately 0.75m

Proposed Usage of Lane

- 1.7 The Designer has provided estimates for the usage of the lane by the two additional dwellings from the industry standard TRICS database. The estimates indicate that there would be no additional pedestrian, cycle or public transport user trips in the AM and PM peak hours and 1 additional two-way vehicle trip in the AM and PM peak hours.



Safety Audit Opinion Scope of Reference

- 1.8 The Safety Audit Opinion was carried out by the following experienced Road Safety Auditors, both having carried out in excess of 400 Road Safety Audits:

M. Fuller BSc (Hons) IEng, MCIHT, MSoRSA
Technical Director, Cotswold Transport Planning

M. Prosser MCIHT, MSoRSA, Cert Comp RSA (May 2014)
Technical Director, Cotswold Transport Planning

- 1.9 It comprised an examination of the following Cotswold Transport Planning (Cheltenham) drawings:-

CTP-18-163 SK04 Intervisibility Assessment
CTP-18-163 SK05 Hedgerow Removal

- 1.10 A visit to the site access road was made on the morning of Thursday 11th October 2018. During the site visit, the weather was sunny and the road surface was dry.

Terms of Reference

- 1.11 The Review 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.



2 Road Safety Opinion

Introduction

- 2.1 The locations of items identified as part of this Road Safety Opinion to enhance safety are included on the plans contained in **Appendix A**.

Junction with A417

- 2.2 The Audit Team identified no highway safety concerns with the existing junction with the A417. Junction visibility is adequate, and geometry would allow for two cars to pass simultaneously.
- 2.3 The Audit Team would recommend that the trimming of the mature conifer hedgerow to the east side of the access as this overhangs the boundary wall which reduces the effective width of the access and reduces forward visibility.



Plate 1 – Overhanging Conifer

Private Access Track

- 2.4 The Audit Team both walked and drove the existing private access track. No other vehicles were encountered on the lane. On driving the track, the Audit Team considered that a vehicle speed of between 5 and 10mph was a realistic speed for vehicles to drive along the lane. This is a very low speed and with reference to Manual for Streets (MfS) would require a minimum forward visibility of 11 metres to be able to stop safely.



- 2.5 Such a forward visibility distance would be achieved along all sections of the track and as such the Audit Team raise no concerns in respect of forward visibility.
- 2.6 There are sections of the track where it would not be possible for two cars to pass one another or indeed for a car to pass a pedestrian, namely in front of the dwelling 'Ritchings' and in the vicinity of the 90 degree bend.
- 2.7 The Designer has provided estimates for the usage of the lane by the two additional dwellings from the industry standard TRICS database. The estimates indicate that there would be no additional pedestrian, cycle or public transport user trips in the AM and PM peak hours and 1 additional two-way vehicle trip in the AM and PM peak hours.
- 2.8 On the basis of the very limited increase in trips it is the view of the Audit Team that it is unlikely that two vehicles will meet one another or a vehicle meeting a pedestrian on a regular basis and as such the increase in use of the lane will not materially affect how it operates.
- 2.9 The Audit Team would recommend that two areas of the hedgerow to the north side of the track are removed to provide safe refuge for pedestrians but it is the view of the Audit Team that full removal of the hedgerow would not be beneficial as it may increase vehicle speeds.
- 2.10 The Audit Team would however recommend that an overgrown hedgerow on the south side of the lane is trimmed to enhance visibility towards the A417 where there is a section of the lane which is wide enough for a car to wait for another car to exit the lane whilst not affecting the free flow of traffic on the A417.

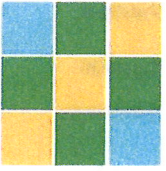


Plate 2 – Overhanging Hedgerow



Summary

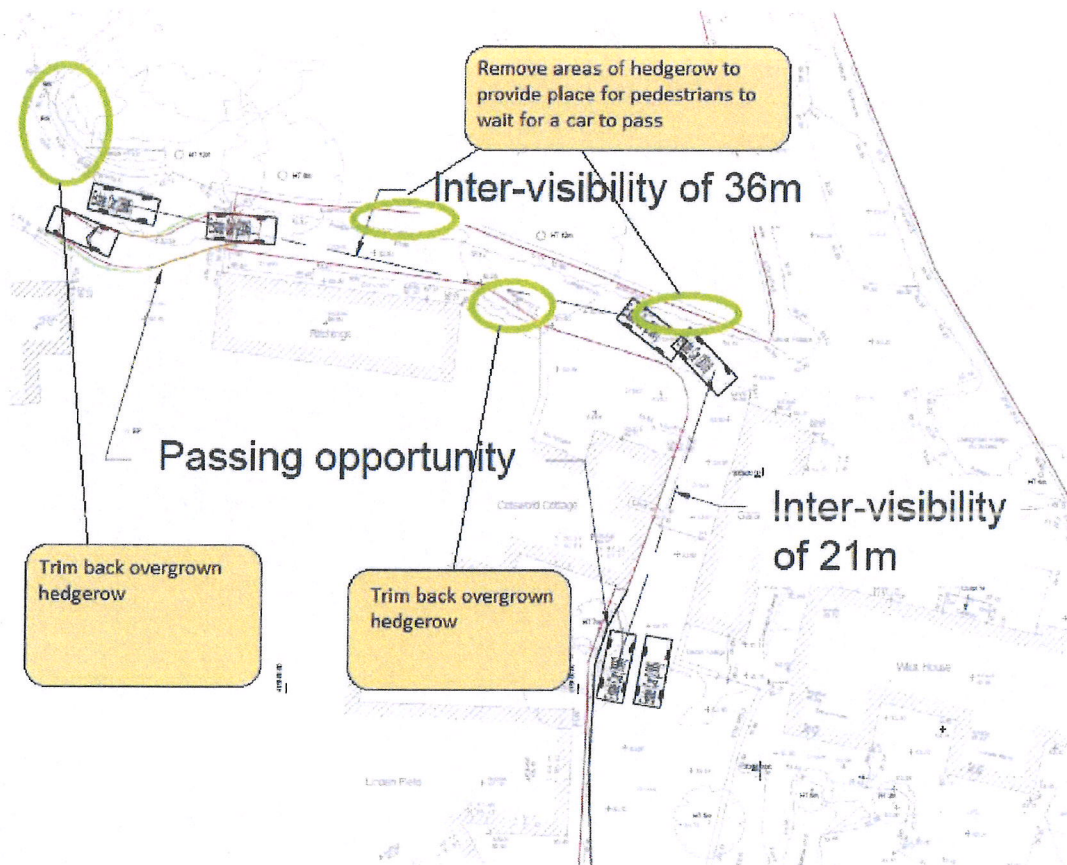
- 2.11 The Audit Team's Road Safety Opinion is that the increase in trips arising from two additional dwellings will not have a material safety impact on the operation of the lane. Minor measures such as trimming of hedgerows have been suggested which will in the view of the Audit Team provide mitigation commensurate in type and scale with the level of development proposed.

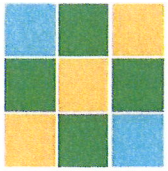


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Appendix A

Problem Location Plan





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Cotswold Transport Planning Ltd

Please visit our website at:
www.cotswoldtp.co.uk

Office locations in:
Bedford
Bristol
Cheltenham (HQ)
Plymouth

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