



safer roads for everyone

**Land East of Kidderminster Road,
Hampton Lovett, Worcestershire**

Road Safety Audit Stage 1

on behalf of **BWB Consulting Limited**

TMS reference no: 16950
Date: 13th April 2022

Land East of Kidderminster Road, Hampton Lovett, Worcestershire

Road Safety Audit Stage 1

1. Introduction

1.1 This report describes a Stage 1 Road Safety Audit carried out on proposed highway works to provide access to a residential development on land east of Kidderminster Road, Hampton Lovett, Worcestershire, on behalf of BWB Consulting Limited. The audit was carried out on 11th and 13th April 2022 in the offices of TMS Consultancy.

1.2 The audit team members were as follows:

Audit Team Leader

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

Audit Team Member

Neal Roderick – BEng (Hons)
Engineer, TMS Consultancy

1.3 The audit comprised an examination of the documents listed in **Appendix A**. The Road Safety Audit was undertaken in accordance with the Brief provided by Tom Price of BWB Consulting Limited.

1.4 The site was visited by the Audit Team on Monday 11th April 2022 at 10:30am. The weather was fine and dry. Traffic flows were moderate. Pedestrian and cycle flows were low.

1.5 The terms of reference of the Road Safety Audit are as described in GG 119. 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.

1.6 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 collision occurrence.

- 1.7 A scheme drawing is included in **Appendix B**, where the locations of specific problems are referenced. A location plan of the scheme is also included in this Appendix.
- 1.8 The scheme consists of a new priority junction on the A442 Kidderminster Road with a ghost island right turn lane and three separate central islands. The road shall be widened on the western side to accommodate the ghost island junction. Kidderminster Road is subject to a 40mph speed limit at this location and is unlit.
- 1.9 **Road Safety Audit Response Report**

Following the completion of the road safety audit, the design team should prepare a road safety audit response report in collaboration with the Overseeing Organisation.

The response report should incorporate the following:

- **Decision Log** spreadsheet, where each Problem and Recommendation in the Safety Audit report is reiterated
- In the Decision Log, a response should be provided by the Design Team and Overseeing Organisation for each problem raised in the RSA report, together with an agreed action

Further information is provided in **GG 119 Sections 4.11 to 4.19** and **Appendix F** (where a road safety audit response report template is available).

The response report should be produced and finalised within *one month* of the issue of the RSA report. A copy of the response report should be issued to the Safety Audit Team for information.

2. Items resulting from this Stage 1 Audit

2.1 PROBLEM

Location: Three proposed new central islands on Kidderminster Road

Summary: Risk of loss of control collisions if vehicles strike the islands at night.

As Kidderminster Road is unlit at the location, during the hours of darkness, vehicles approaching the ghost islands may be unaware of the central refuges, especially if the Keep Left bollards become dirty or are damaged. This could increase the likelihood of a vehicle hitting the central refuges and losing control, resulting in injury to vehicle occupants.



Road unlit where islands are proposed

RECOMMENDATION

The islands should be illuminated with high mounted beacon poles and Keep Left signs, in addition to the Keep Left bollards on the nosings.

2.2 PROBLEM

Location: Western verge in vicinity of road widening

Summary: Risk of injuries if vehicles leave carriageway and collide with roadside objects.

In the verge adjacent to the proposed new carriageway widening, there is a telegraph pole and mature trees. These may pose serious deceleration injuries to vehicle passengers should a vehicle lose control and leave the carriageway at this point. Furthermore there are several trees whose canopies will be hanging over the carriageway which could result in vehicle strikes from high sided vehicles.



Mature trees and telegraph pole adjacent to proposed carriageway widening

RECOMMENDATION

A Road Restraints Risk Assessment Process (RRRAP) should be carried out to ascertain whether further safety features are required to prevent serious injuries (especially as recorded vehicles speeds in the Transport Assessment are in the region of 50mph). In addition, the trees should be pruned so their canopies do not overhang the carriageway.

2.3 PROBLEM

Location: Footway on eastern side of Kidderminster Road

Summary: Increased risk of pedestrians being struck by vehicles, particularly mobility impaired pedestrians.

On the eastern side of Kidderminster Road, vegetation has overgrown the footway, limiting the available width for pedestrians travelling to and from the development. Pedestrians, particularly those with mobility impairments, will find it difficult to negotiate the footways safely and as this section of the A442 carries numerous HGVs, they could be affected by the wind turbulence created by large vehicles and could be struck by their wing mirrors.



Footway narrowed by overgrown vegetation

RECOMMENDATION

The vegetation should be cut back and the footway maintained with a 2m width.

2.4 PROBLEM

General: Footway / Cycleway links with new development

Summary: Increased risk of collisions involving pedestrians or cyclists

There are no planned improvements to either the footways or cycleway links with Hampton Lovett Industrial Estate, NCN Route 45 or crossing facilities for the Bus Stops on Kidderminster Road, adjacent to the proposed development. There is evidence that the verge on the western side of Kidderminster Road is being used to access the bus stop. With an increase in pedestrian and cycle movements from the development, there could be an increased risk of collisions involving pedestrians and cyclists if facilities are not improved.



Worn verge where pedestrians are accessing the bus stop

RECOMMENDATION

Improvements to the footways and cycle access to the development should be provided, linking to local facilities. Furthermore, the southern island should be upgraded to a pedestrian crossing refuge island to improve access to the bus-stop on the western side of Kidderminster Road.

2.5 PROBLEM

Location: Proposed new central island in vicinity of Bus Stops

Summary: Increased risk of shunt and side swipe type collisions.

The location of the proposed new central island at the southern end of the scheme is in the immediate vicinity of the Bus stops. Traffic may attempt to overtake stationary buses and have to brake suddenly because of the location of the island, which could result in shunt and side swipe type collisions.

RECOMMENDATION

It should be ensured the island is positioned sufficiently away from the existing Bus Stops to allow vehicles to overtake a stationary bus (see also Problem 2.4).

3. **Audit Team Statement**

We certify that the terms of reference of the road safety audit are as described in GG 119.

Audit Team Leader

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

Signed



Date

13th April 2022

Audit Team Member

Neal Roderick – BEng (Hons)
Engineer, TMS Consultancy

Signed



Date

13th April 2022

TMS Consultancy

Unit 36, Business Innovation Centre
Binley Business Park
Harry Weston Road
Coventry, CV3 2TX



+ 44 (0)24 7669 0900







info@tmsconsultancy.co.uk



www.tmsconsultancy.co.uk

Appendix A

Documents Examined:

-  Figure_3.2.png
-  HAM-BWB-GEN-XX-DR-TR-101_S2_P6_Proposed_Site_Access.pdf
-  HAM-BWB-GEN-XX-RP-TR-0001-Transport_Assessment-S2-P03.pdf
-  RSA2 or RSA12 - Checklist of Information Required - Completed.pdf

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:

