

Appendix G Road Safety Audit and Response

STAGE 1 ROAD SAFETY AUDIT REPORT FOR
SAFER ACTIVE TRAVEL PROPOSALS
SHORE RD. / BACK RD. &
COUNTESS RD. / COUNTESS CRES., DUNBAR






Report Ref 72719 (1)

Issue Date 4-Jul-19

Safer Active Travel Proposals, Dunbar
Road Safety Audit Stage 1

CONTENTS

1. INTRODUCTION.....	2
2. PROJECT DETAILS.....	3
3. PROCEDURE	6
5. IDENTIFIED PROBLEMS.....	8
Local Alignment.....	8
General.....	8
Junctions.....	8
Walking, Cycling and Horse Riding.....	9
Traffic Signs, Carriageway Markings and Lighting.....	10
6. COMMENT	10
7. AUDIT TEAM STATEMENT.....	11
Appendix A. Location Plan of Problems	12
Appendix B. Location of Recorded Collisions.....	20

Issue / Revision	Issue 1	Revision A	Revision B	Revision C
Remarks / Status	Final			
Prepared by	D. Lodge			
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Issued by	D. Lodge			
Signature				
Report No	72719 (1)			
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Safer Active Travel Proposals, Dunbar
Road Safety Audit Stage 1

1. INTRODUCTION.

1.1. The objective of a Road Safety Audit (RSA) is to identify any aspects of a road design or construction scheme that could give rise to road safety concerns and, where possible, to suggest modifications that would improve the road safety of the resultant scheme. This report results from a Stage 1 Road Safety Audit carried out on the various options for a proposed footway/cycleway along Back Street, and improvements to an existing signalised pedestrian crossing at the junction of Countess Road and Countess Crescent, both located in Dunbar. The audit was instructed by Peter Brett Associates and was carried out by Wyllie Lodge Ltd, Independent Road Safety Consultants.

1.2. The Audit Team members were;

Audit Team Leader	David Lodge, BSc, MSc, CMILT, MCIHT, MSoRSA.
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Audit Team Member	Blair Wyllie I Eng, MCIHT, MSoRSA
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Safer Active Travel Proposals, Dunbar
Road Safety Audit Stage 1

2. PROJECT DETAILS.

2.1. The projects forms two parts considered within this audit report:

Back Road, Dunbar is currently a two way route running east/west across the north of Dunbar. The route connects with Shore Road on the west and High Street / Victoria Street on the east side and Duke Street in between. Back Road forms part of the National Cycle Network (NCN) 76 and the John Muir Way for cycling and walking. It also provides access to the coast, Winterfield Golf Club and John Muir Country Park.

A number of options are being considered to provide enhanced cycling and walking facilities along Back Road which, due to its restricted width, will require the introduction of management of vehicular traffic measures. The options include;

- Option 1 A traffic free section from Winterfield Place eastwards.
A vehicle priority section between Shore Road and Winterfield Place with a 2.5m footway cycleway along the north side of Back Road.
A remote 2.5m footway cycleway along the west side of Shore Road.
Pedestrian crossing facilities at the junction with Winterfield Place (north).
One way northbound on Winterfield Place (north).
- Option 2 One way section eastbound between Shore Road and to beyond Winterfield Place.
A 20m section of 2.4m wide footway /cycleway from Shore Road eastwards and a 3m wide footway /cycleway over the remaining length of the one-way section.
- Option 2a A one way eastbound operation east of Winterfield Place.
Vehicle priority section between Shore Road and Winterfield Place.
A 2.5 / 3.0m wide footway/cycleway along the north side of Back Road from Shore Road to the eastern extent of the one way section.
A 2.5m wide remote footway/cycleway along the west side of Shore Road.
Pedestrian crossing facilities at the junction with Winterfield Place (north).
One way northbound on Winterfield Place (north).
- Option 2b One way operation from Shore Road eastwards to beyond Winterfield Place.
No left turn out of North Street and Winterfield Place.
A 2.5m to 3m wide footway/cycleway from the junction with Shore Road eastwards over the extent of the one way section of Back Road.

Safer Active Travel Proposals, Dunbar
Road Safety Audit Stage 1

- Pedestrian crossing facilities at the junction with Winterfield Place (north).
One way northbound on Winterfield Place (north).
- Option 3a Signalisation of Back Road from the junction with Shore Road to east of Winterfield Place.
A 2.5m wide footway/cycleway along the northside of Back road over the extents of the signalised section.
Pedestrian crossing facilities at the junction with Winterfield Place (north).
One way southbound on North Street.
One way northbound on Winterfield Place (north).
- Option 3b Signalisation of Shore Road at the junction with Back Road, Winterfield Place (South) and Back Road, east of Winterfield Place.
A 2.5m wide footway/cycleway from the junction with Shore Road eastwards over the extents of the signalised section of Back Road.
A 2.5m wide remote footway/cycleway along the west side of Shore Road.
One way southbound on North Street.
One way northbound on Winterfield Place (north).

Countess Road runs east /west within Dunbar and is parallel to the railway line. The signalised crossing is located just to the west of the junction with Countess Crescent and the minor access under the railway line to the Hallhill Centre and the residential area to the south of the playing fields. The Dunbar Primary John Muir Campus is located on the north side of Countess Road.

Two options have been proposed to improve the crossing facilities:

- Option 1 One way operation along Countess Crescent northbound.
Raised table across the junction.
Toucan crossing widened to 6m.
Widening and resurfacing on the minor access to Hallhill Centre.
Minor carriageway adjustments to the kerbing.
- Option 2 One way operation along Countess Crescent northbound.
Raised table across the junction.
Toucan crossing widened to 6m.
Widening and resurfacing on the minor access to Hallhill Centre.
Minor carriageway adjustments to the kerbing.
Narrowing of Countess Crescent near to the junction with Countess Road.

Safer Active Travel Proposals, Dunbar
Road Safety Audit Stage 1

See plans of the options in appendix A.

2.2. The information made available for the audit is listed below;

Drawing Ref.	Title
Page 1	Back Road, Dunbar – Option 1, No Through Traffic.
Page 3	Back Road, Dunbar – Option 1, No Through Traffic.
Page 2	Back Road, Dunbar – Option 2, One Way Operation.
Page 3	Back Road, Dunbar – Option 2a, One Way Operation (Partial).
Page 3	Back Road, Dunbar – Option 2b, One Way Operation (Full).
Page 3	Back Road, Dunbar – Option 3a, Priority Working (signals)
Page 4	Back Road, Dunbar – Option 3b, Priority Working (signals)
Page 1	Countess Road / Countess Crescent Signalised Crossing.
Page 2	Countess Road / Countess Crescent Signalised Junction.
Document Ref.	Title
45410 Rev 1.1	Safer Active Travel, Back Road, Dunbar, Final Report
Safer Active Travel Report extract, Dunbar Primary (Draft)	Traffic Data.

2.3. Road traffic collision information has also been retrieved from [Crashmap.co.uk](https://www.crashmap.co.uk) . See appendix B.

Safer Active Travel Proposals, Dunbar
Road Safety Audit Stage 1

3. PROCEDURE

- 3.1. The audit was carried out in accordance with procedures set out in GG 119 of the Design Manual for Roads and Bridges (DMRB). The Road Safety Audit procedure is not an examination or verification of compliance to a design standard. Any departures from the design standard have been referenced within the report. The recommendations in this report are considered by the audit team to be appropriate and proportionate to the concerns and problems identified.
- 3.2. The audit was carried out between 20th June and 4th July 2019 at the offices of Wyllie Lodge and on site. A daytime site visit was carried out between 11:00 and 12:00 hours by both audit team members on Wednesday, 3 July 2019.
- 3.3. During the site visit traffic flows were very light and flowed without interruption. No cycle users and one pedestrian was observed on Back Road during the site visit. The weather was warm and sunny and the road surface was dry.
- 3.4. In accordance with GG 119, the Overseeing Organisation should consider the recommendations contained within this audit. In doing so, the Overseeing Organisation shall consult with the Design Team. The design team shall prepare a road safety audit response report that has been agreed with the Overseeing Organisation and signed by both parties indicating their agreement on the RSA actions.
- 3.5. For the purposes of this audit the following are defined as:

Organisation	Contact
Overseeing Organisation	East Lothian Council.
3 rd Party Organisation / Project Promoter	Sustrans / East Lothian Council.
Design Organisation	Peter Brett Associates.
Road Safety Audit Organisation	Wyllie Lodge Limited.

Safer Active Travel Proposals, Dunbar
Road Safety Audit Stage 1

4. PREVIOUS ROAD SAFETY AUDITS.

4.1. No previous road safety audit has been carried out for this development.

5. IDENTIFIED PROBLEMS

Local Alignment.¹

No local alignment road safety problems have been identified.

General.

5.1 PROBLEM

Location Option 1 and 2a.

Summary Risk of vehicle collision within priority section of Back Road.

There is restricted sight line visibility for vehicle exiting Winterfield Place and turning left into the priority section of Back Road. Eastbound vehicles may proceed through the priority section if they cannot see vehicles starting to exit Winterfield Place. Vehicles turning right out of Winterfield Place, who have priority, may turn right into the path of an approaching vehicle. This may lead to head-on vehicle collisions.

Recommendation

It is recommended that the junction sightline splay to the left at Winterfield Place is increased by relocating the boundary wall of the adjacent property to provide intervisibility between vehicles using the priority section of Back Road.

5.2 PROBLEM

Location Option 2, 2a and 2b.

Summary Risk of higher severity collisions.

One way sections of roads are generally driven at a higher speed than two way roads, due to the lack of an opposing traffic flow. This may lead to increased severity of any collisions that do occur.

Recommendation

It is recommended that if one way sections of Back Road are being provided, the speed limit is reduced to 20mph.

Junctions.

No junction road safety problems have been identified.

¹ DMRB GG-119 standard list

Safer Active Travel Proposals, Dunbar
Road Safety Audit Stage 1

Walking, Cycling and Horse Riding.

5.3 PROBLEM

Location Option 1, 2, 2b, 3a and 3b.

Summary Risk of pedestrians tripping and falling.

A footway/cycleway is proposed along the west side of Shore Road and along the north side of Back Road. Mobility impaired pedestrians crossing Shore Road at the junction with Back Road, between the two paths may trip or fall on full height kerbs.

Recommendation

It is recommended that dropped kerb facilities with tactile paving are provided at the crossing point between Shore Road and Back Road.

5.4 PROBLEM

Location Back Road, Dunbar.

Summary Risk of cycle user loss of control.

Back Road is lined on both sides of the carriageway by trees for the length of the proposals. During the autumn months leaves will fall onto the carriageway and footway/cycleway. Wet leaves can cause slippery conditions which may lead to cycle users losing control and falling from their cycles.

Recommendation

It is recommended that a comprehensive maintenance regime is put in place to keep the footway/cycleway clear of leaves and other detritus.

5.5 PROBLEM

Location Footway/ cycleway on Back Road.

Summary Risk of collisions between cycle users and vehicles.

It is not clear from the option sketches whether the footway /cycleway is to be defined by kerbs or road markings. Where it is to be used in both directions by cycle users it would present a higher risk of head on collisions with vehicles if only road markings are used to define the cycle facility..

Recommendation

Safer Active Travel Proposals, Dunbar
Road Safety Audit Stage 1

It is recommended that if the intention is for two way cycle movements the footway/cycleway is separated from vehicles by a kerbline.

Traffic Signs, Carriageway Markings and Lighting.

No traffic sign, carriageway markings and lighting road safety problems have been identified.

6. COMMENT

- 6.1. No road safety problems were identified with the proposals for the Countess Road /
Countess Crescent junction

Safer Active Travel Proposals, Dunbar
Road Safety Audit Stage 1

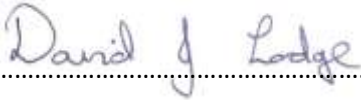
7. AUDIT TEAM STATEMENT


AUDIT TEAM STATEMENT

SAFER ACTIVE TRAVEL PROPOSALS, DUNBAR
SAFETY AUDIT STAGE 1

We certify that we have examined the works listed in this report. The examination has been carried out with the sole purpose of identifying any features of design or construction that can be modified in order to improve the safety of the scheme. The problems identified have been noted in this report together with recommendations, which should be studied for implementation.

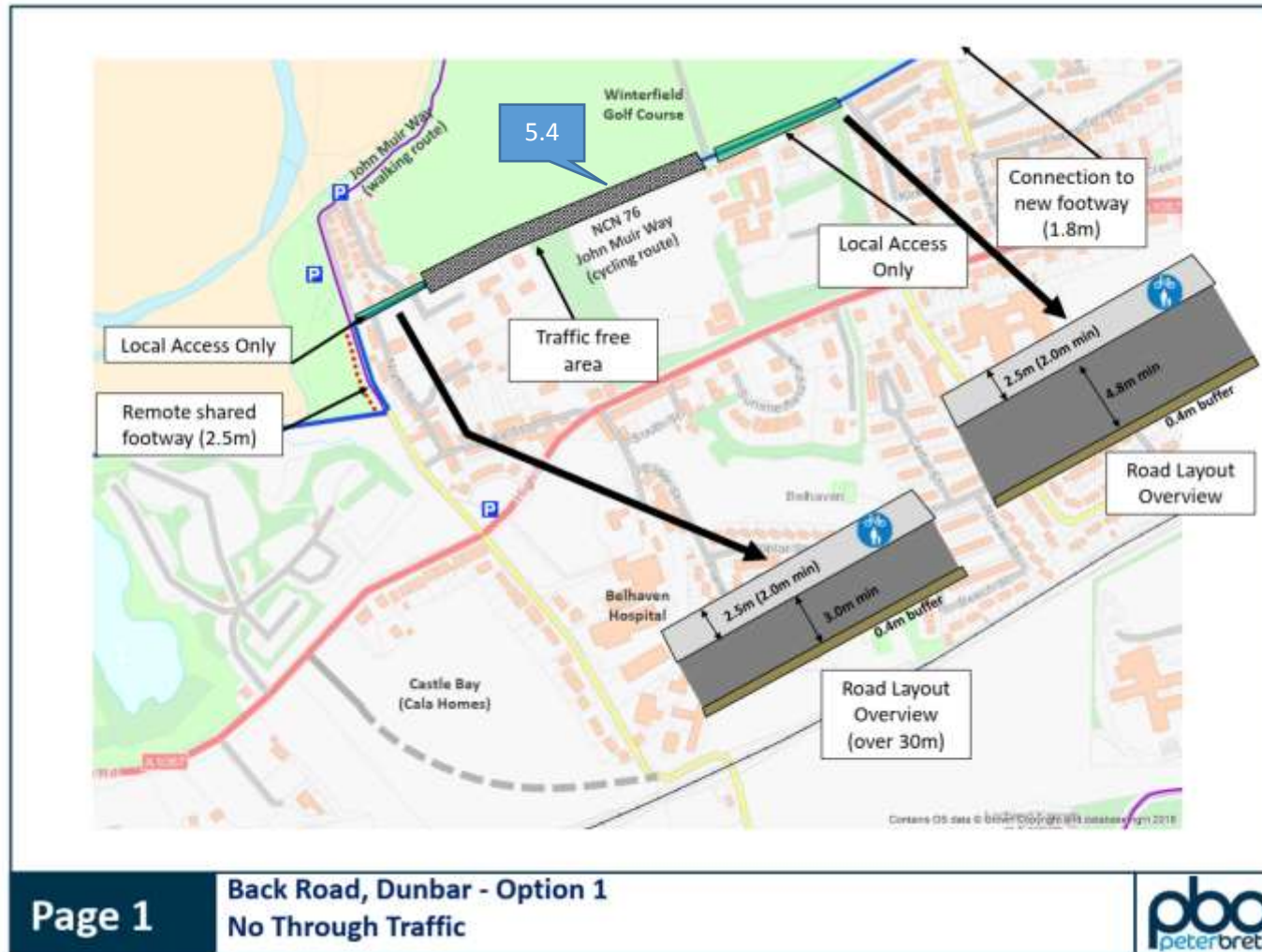
We certify that this Road Safety Audit has been carried out in accordance with GG 119.

Signed..........Audit Team Leader Date 4 July 2019.
David Lodge, BSc, MSc, CMILT, MCIHT, MSORSA.

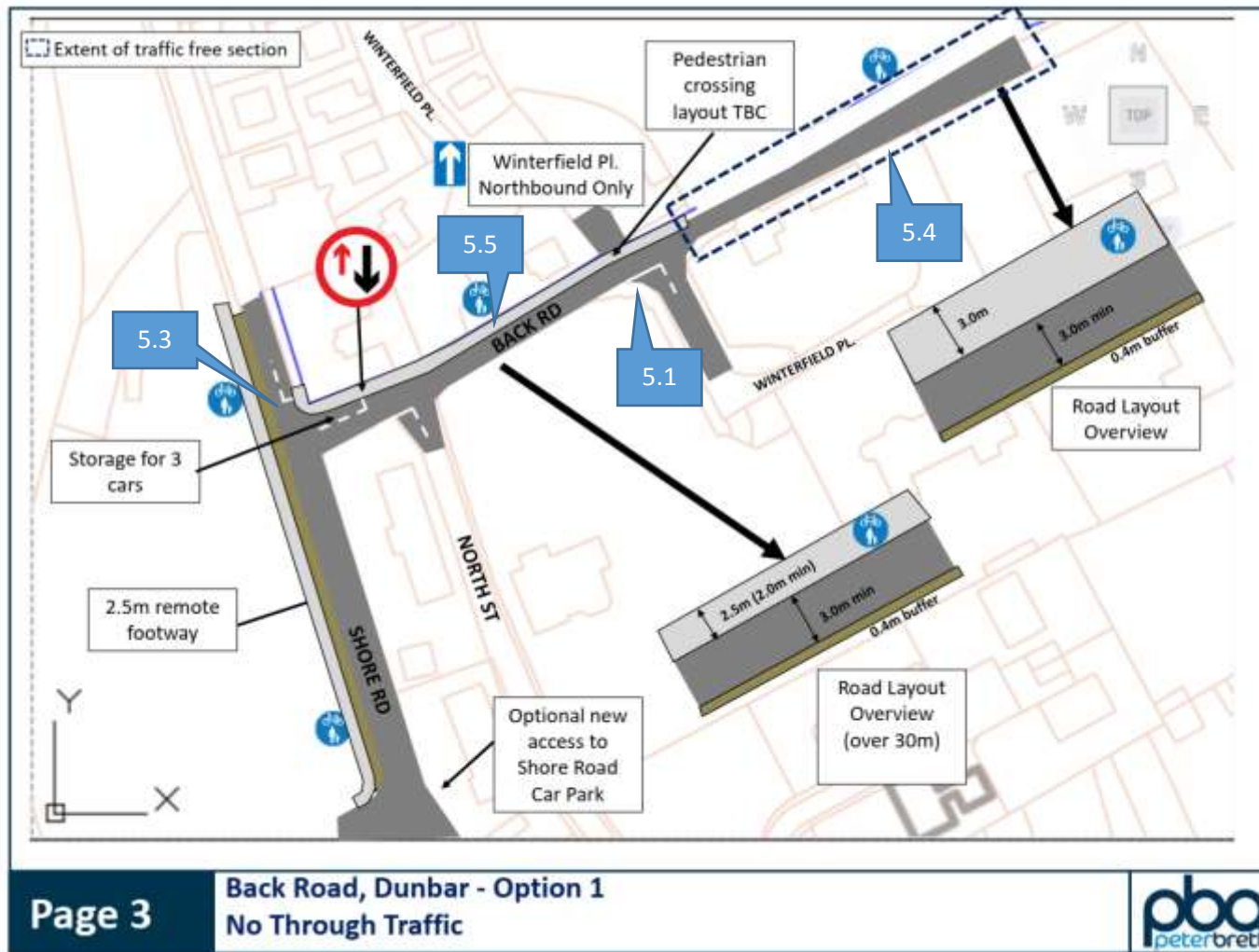
Signed..........Audit Team Member Date 4 July 2019.
Blair Wyllie, I Eng, MCIHT, MSORSA

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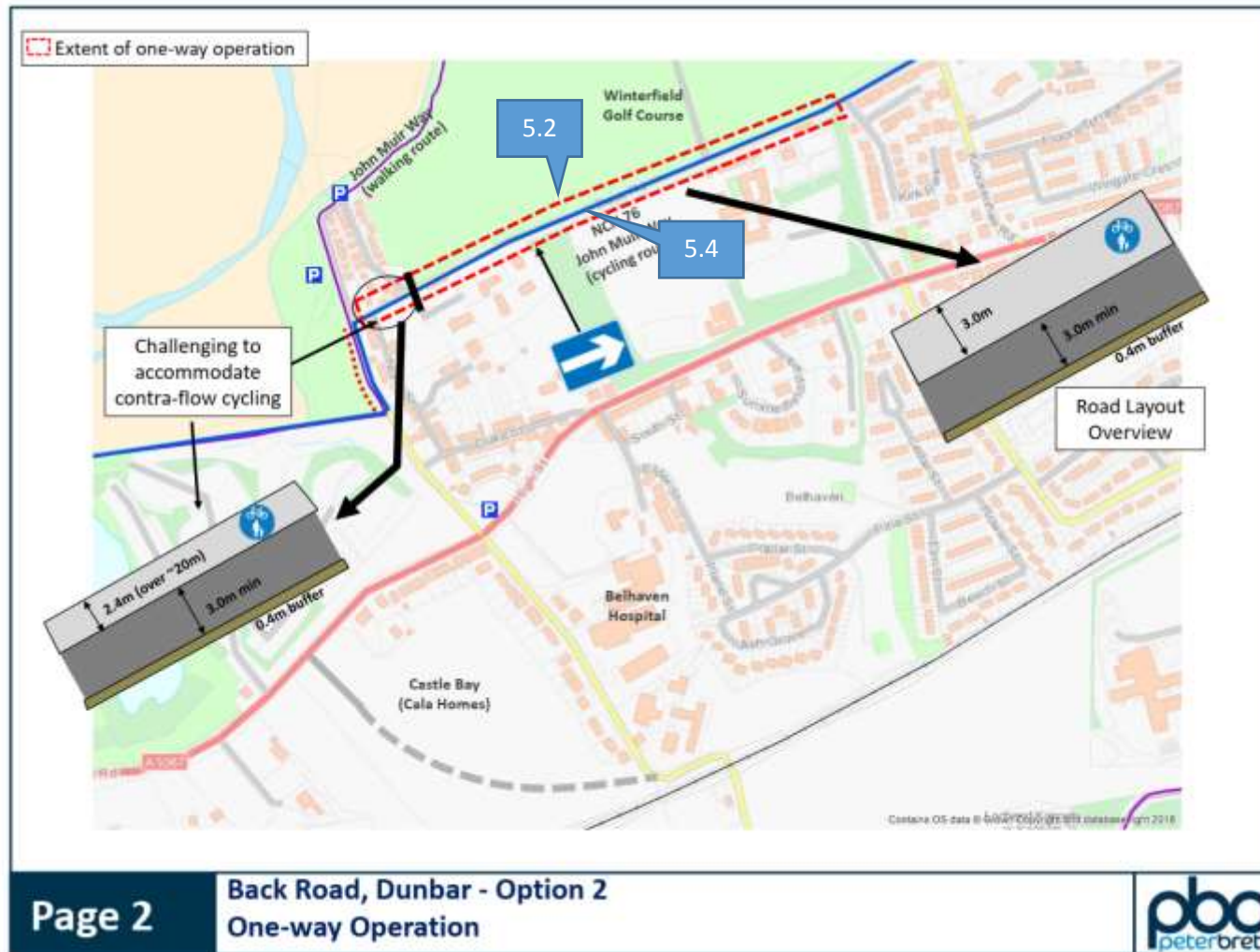
Appendix A. Location Plan of Problems



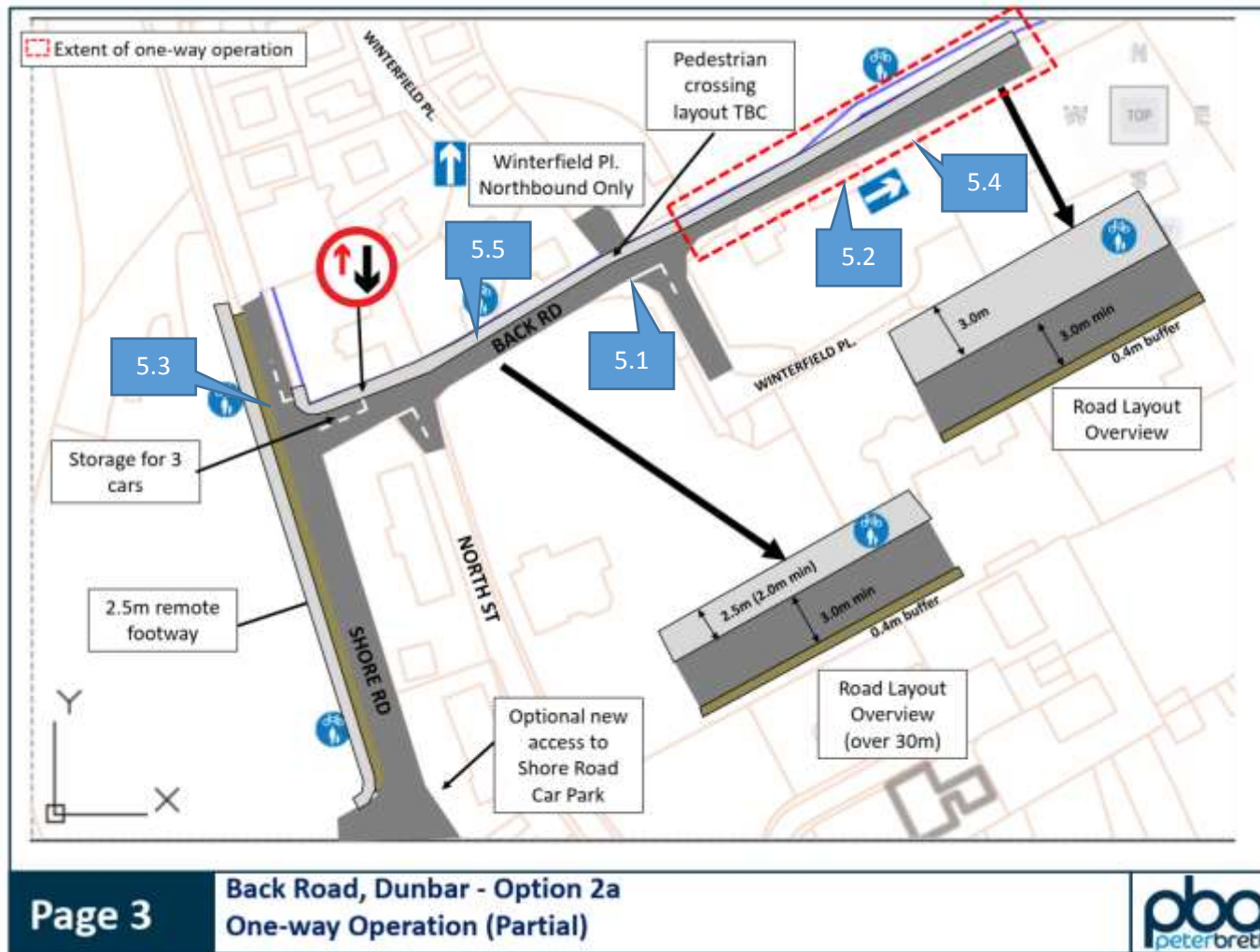
Safer Active Travel Proposals, Dunbar
Road Safety Audit Stage 1



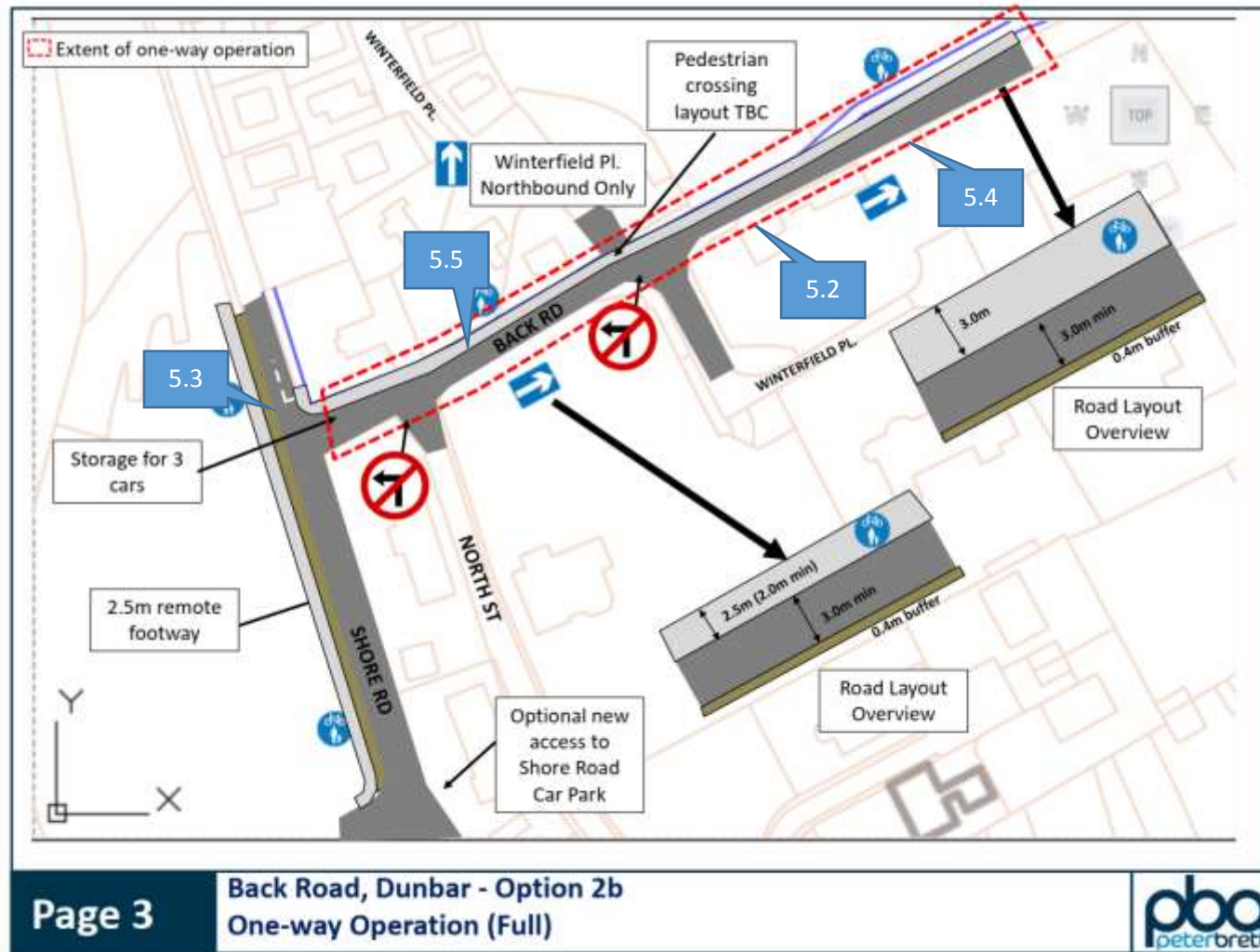
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Road Safety Audit Stage 1



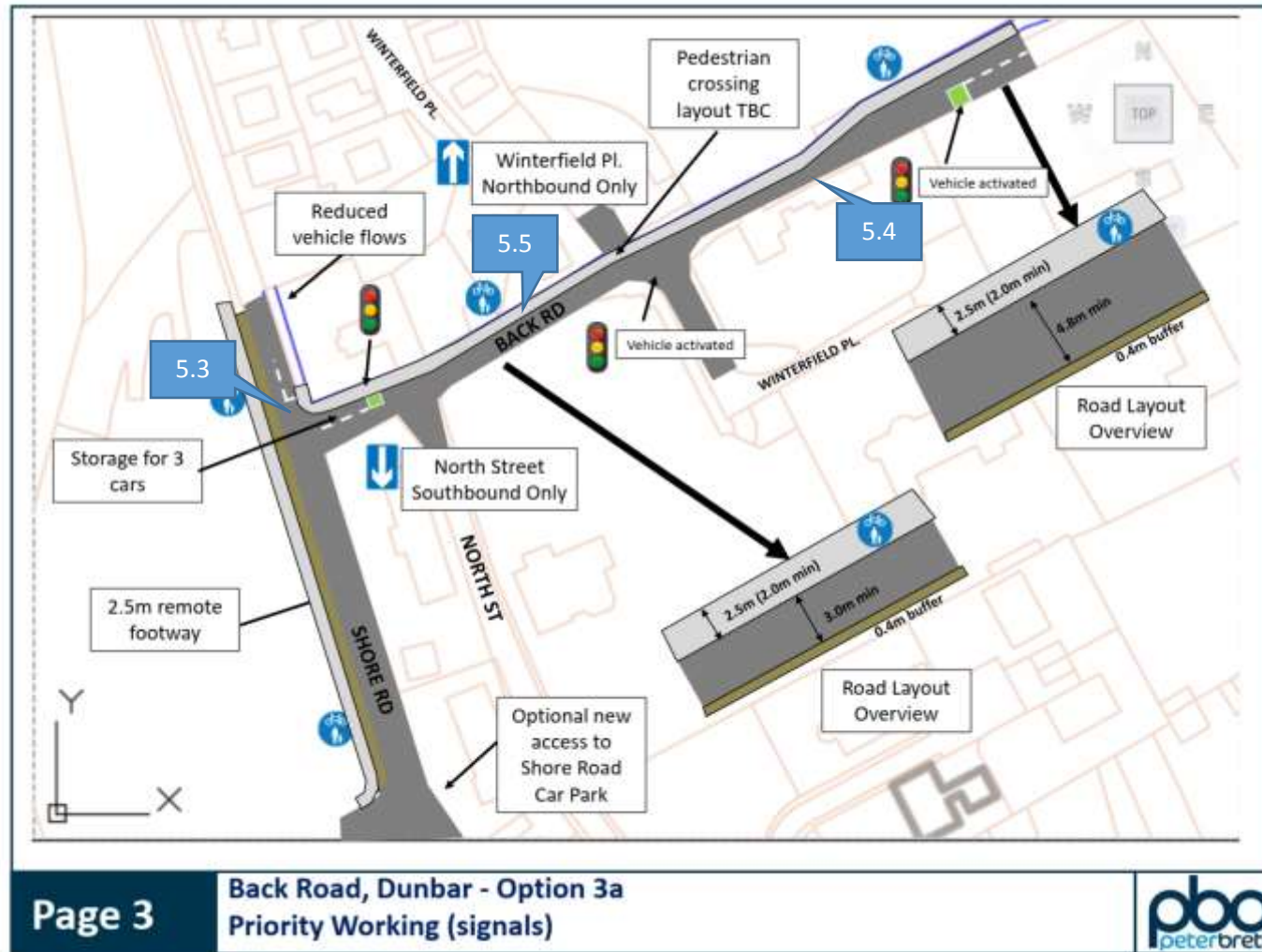
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Road Safety Audit Stage 1



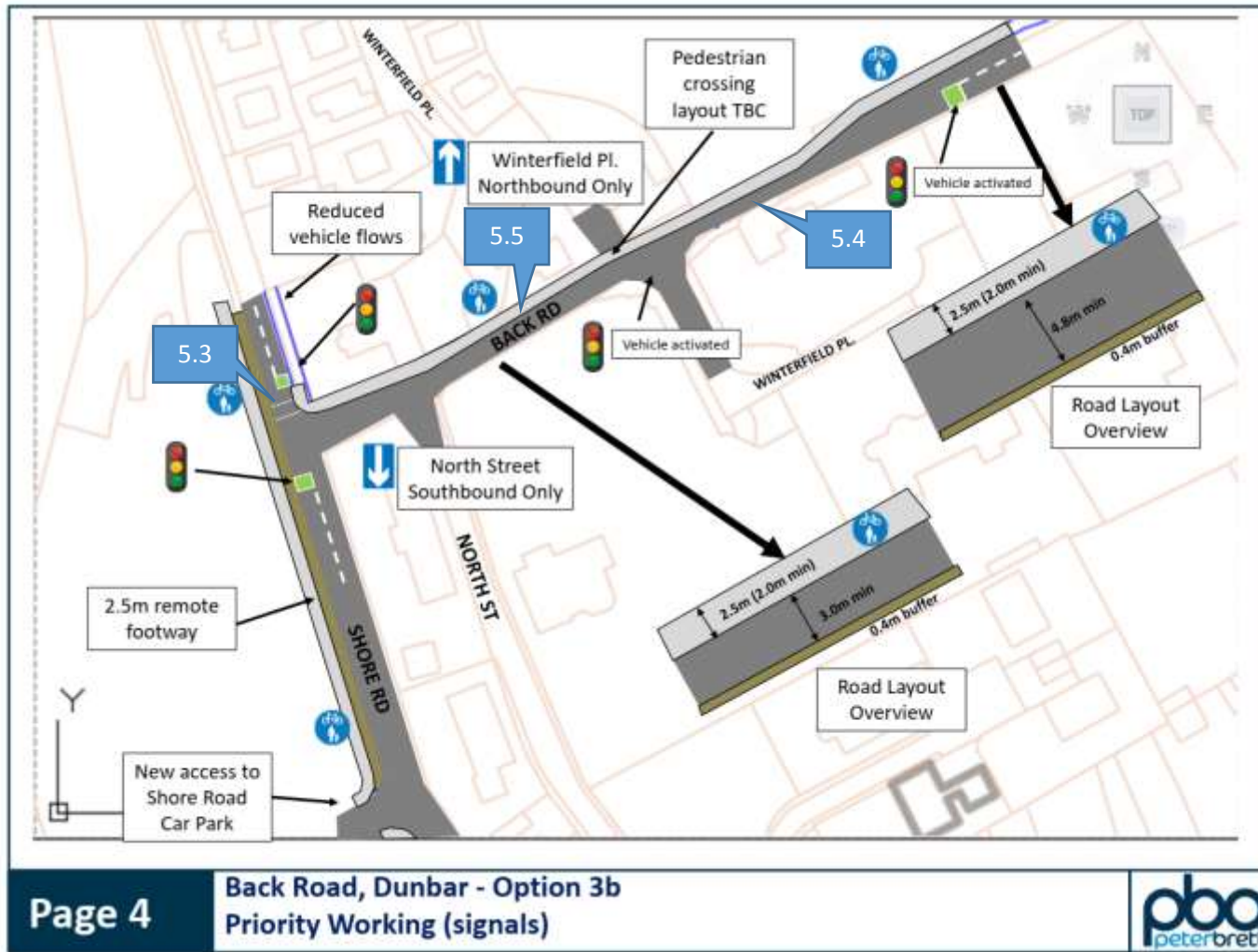
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Road Safety Audit Stage 1



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Road Safety Audit Stage 1



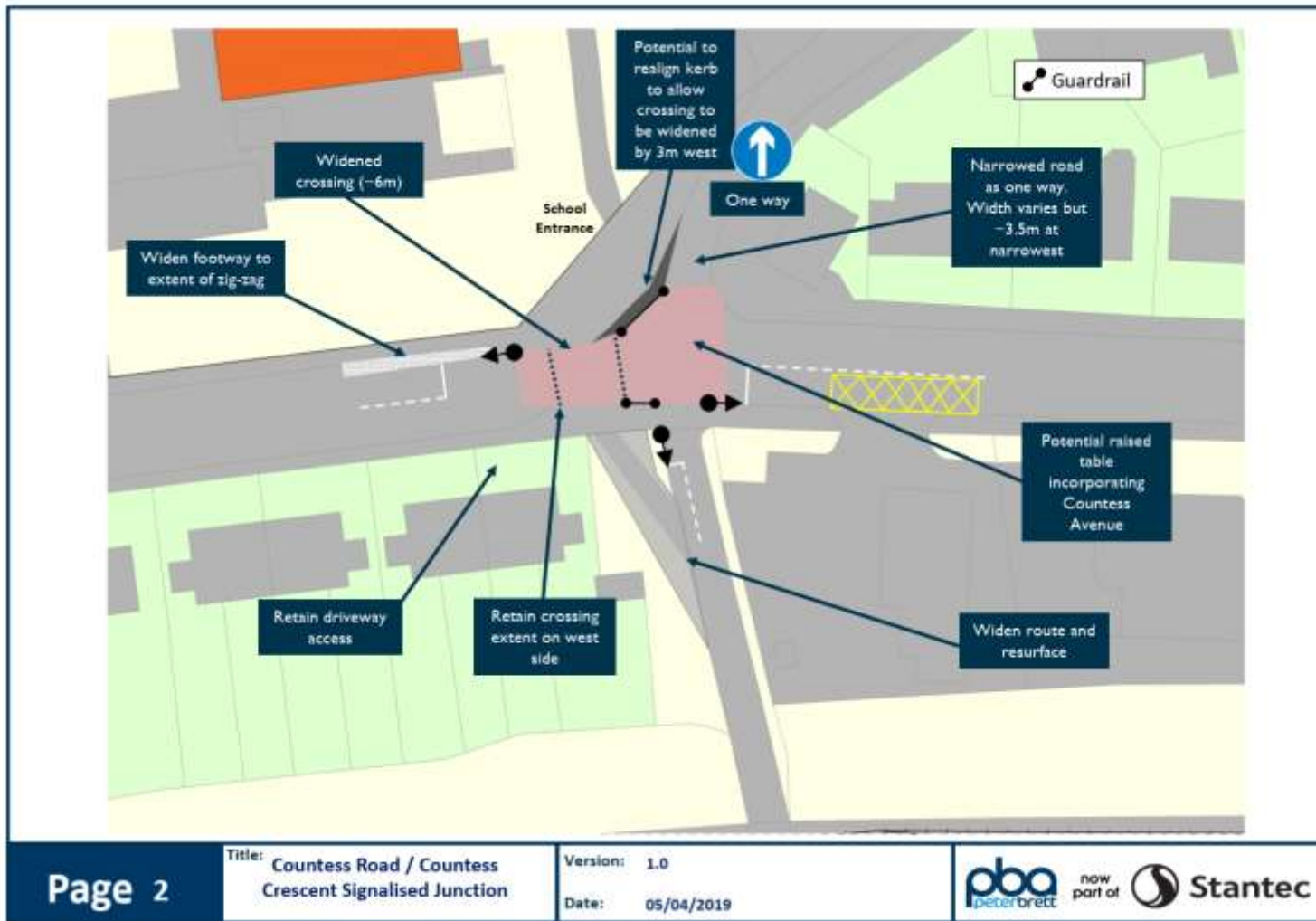
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Appendix B. Location of Recorded Collisions.

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Road Safety Audit Stage 1

