

Liveable Neighbourhoods Zone 04 - Catharine Place

Stage 3 Road Safety Audit

Bath and North East Somerset Council

Project number: 60668625

April 2025

Quality information

<u>Prepared by</u>	<u>Checked by</u>	<u>Verified by</u>	<u>Approved by</u>
<hr/> <i>JH</i> <hr/> Senior Engineer	<hr/> <i>HH</i> <hr/> Associate Director	<hr/> <i>CB</i> <hr/> Technical Director	<hr/> <i>HH</i> <hr/> Associate Director

Revision History

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Prepared for:

Bath and North East Somerset Council

Prepared by:

JH
Senior Engineer
AECOM Limited
Portwall Place
Portwall Lane
Bristol, BS1 6NA, UK, United Kingdom

T +44 (0)117 901 7000
aecom.com

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1. Introduction

1.1 Project Details

Report Title:	Liveable Neighbourhoods Zone 04 Catharine Place – Stage 3 Road Safety Audit
Date:	13 th December 2024
Document Reference & Rev:	60668625-ACM-LN04CP-BNESC-RP-RSA3-0001_P02
Prepared by:	██████████, AECOM
On behalf of:	Bath and North East Somerset Council

1.1.1 This report documents the Designer's Response from the results of a Stage 3 Road Safety Audit carried out on the Experimental Traffic Regulation Order (ETRO) around Catharine Place, Bath. The Audit was carried out at the request of ██████████, AECOM Bristol, on behalf of Bath and North East Somerset (B&NES) Council, the Overseeing Organisation.

1.1.2 The Road Safety Audit Team membership, was as follows:

Name: ██████████
Qualifications: BSc (Hons) DipASM MCIHT MSoRSA
Role: Team Leader
Organisation: AECOM, Chesterfield

Name: ██████████
Qualifications: BEng (Hons), EngTech MICE
Role: Team Member
Organisation: AECOM, Birmingham

1.1.3 The Audit Team has had no contact with the Design Team, nor had any involvement in the design process of the proposed scheme.

1.1.4 The Audit comprised of a review of the supplied drawings and documents listed in **Appendix A**, which were examined by the Audit Team during week commencing 18th November 2024. A site visit was undertaken during daylight hours on Thursday 21st November 2024 between the hours of 13:30 and 14:00. Weather conditions during the site visit were dry and sunny, with a dry road surface.

1.1.5 Observed traffic and pedestrian flows were low during the site visit and were considered typical for the time of visit, and nature of the site and surrounding area.

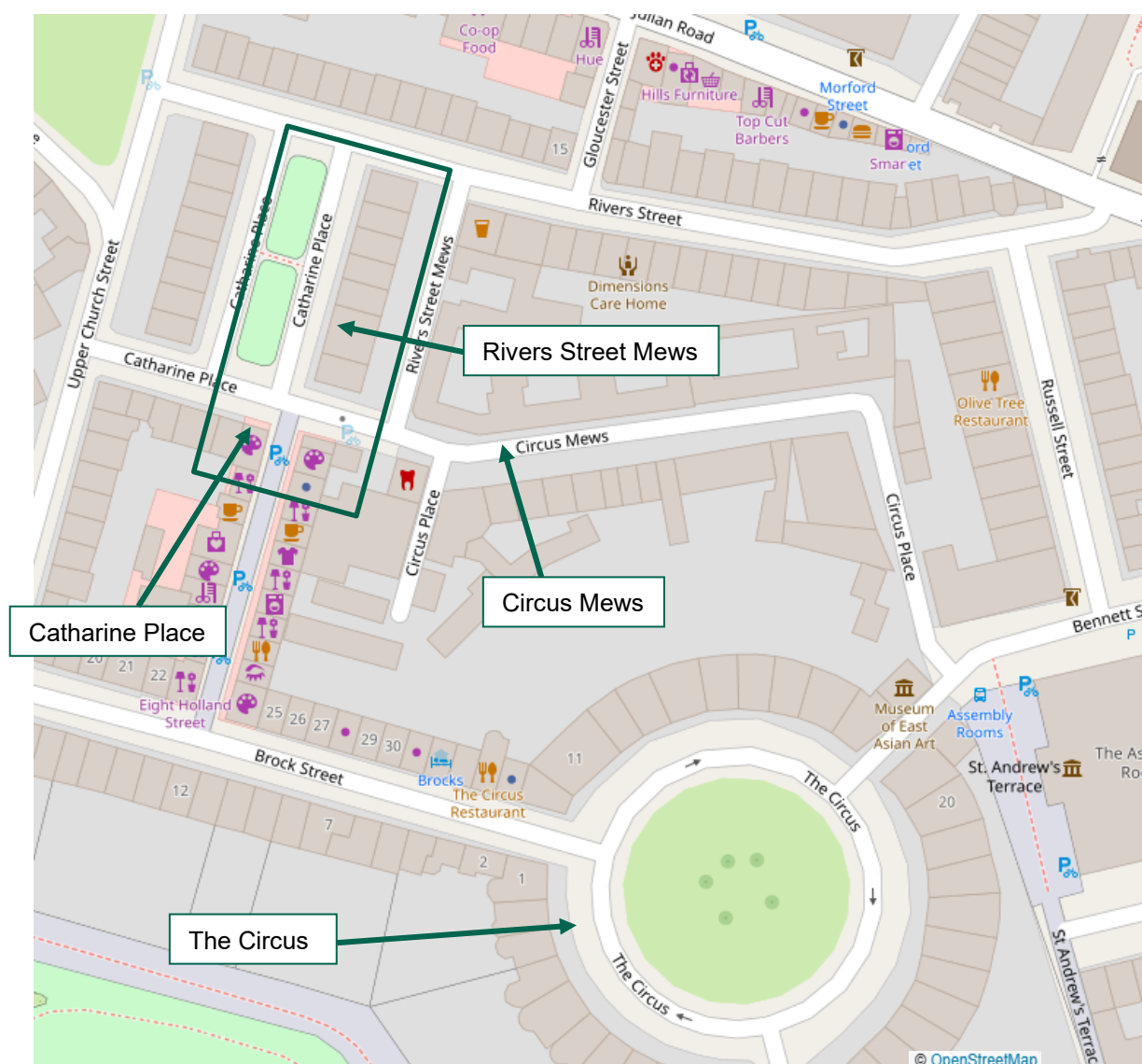
1.1.6 A site visit during the hours of darkness was undertaken on the same day by both members of the Audit Team, between the hours of 17:15 and 17:35. The weather conditions during the site visits were clear, with a dry road surface.

1.1.7 Both Avon and Somerset Police and a representative from Bath and North East Somerset Council (maintaining Authority) were invited to the daytime site visit. However, Avon and Somerset Police were unavailable and therefore did not attend the site visit. A Senior Engineer from B&NES was in attendance for the daytime site visit only.

1.2 Site Description

- 1.2.1 The Lower Lansdown schemes are located to the north of Bath City Centre. Catharine Place forms a square, the centre of which contains a small park with trees and seating. The area lies within the central resident's parking zone. The parking restrictions are active 7 days a week between the hours of 8am and 6pm. The parking restrictions on Catharine Place and Rivers Street Mews allow for pay and display parking of up to 2 hours.
- 1.2.2 The sections of Catharine Place to the immediate west and east of Margaret's Buildings allow for pay and display parking of up to 3 hours. There are two notable landmarks popular with tourists in the immediate locality of the scheme. These are The Circus to the south, and The Royal Crescent to the west.
- 1.2.3 A map of the general area in which the scheme is located is shown in **Figure 1**.

Figure 1: Location Plan



1.2.4

1.3 Works Summary

- 1.3.1 The works presented for this Stage 3 Road Safety Audit are as follows:
- The banned movement of motor traffic between Catharine Place and Circus Mews, whilst remaining accessible for pedestrians and cyclists.
 - The introduction of a modal filter on Catharine Place to the immediate West of the Catharine Place / Rivers Street Mews / Circus Mews junction.

1.4 Special Considerations

- 1.4.1 No special considerations have been raised by the Design Team as part of this Stage 3 Road Safety Audit.

1.5 Collision Analysis

- 1.5.1 Personal Injury Collision (PIC) data was not provided to AECOM by Bath and North East Somerset Council; therefore, collisions have been analysed on CrashMap Within the past five years, no collisions have been reported within the scheme extents.

1.6 Traffic Flow and Speed Data

- 1.6.1 Traffic flow and speed data has not been provided as part of this Stage 3 Road Safety Audit.

1.7 Terms of Reference

- 1.7.1 The Terms of Reference of this Audit are as described in DMRB GG 119: Road Safety Audit. The advice issued in the DMRB applies to trunk road and motorway improvement schemes; however, it has been used in this report to define the scope of this Audit.
- 1.7.2 The Audit Team has examined and reported only on the road safety implications of the scheme as presented and how it impacts on all road users 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.
- 1.7.3 An absence of comment relating to specific road users / modes in **Section 3** of this report does not imply that they have not been considered, instead the Audit Team feel they are not adversely affected by the proposed changes.
- 1.7.4 This Road Safety Audit is not intended to identify pre-existing hazards which remain unchanged due to the proposals; hence they will not be raised in **Section 3** of this report as they fall outside the remit of Road Safety Audit in general as specified in the procedure GG 119. Any safety issues identified during the Audit and site visit that are outside the Terms of Reference, but which the Audit Team wishes to draw to the attention of the Client Organisation, will be set out in separate correspondence.
- 1.7.5 Nothing in this Audit should be regarded as a direct instruction to include or remove a measure from within the scheme. Responsibility for designing the scheme lies with the Designer and as such the Audit Team accepts no design responsibility for any changes made to the scheme as a result of this Audit.
- 1.7.6 In accordance with GG119, this Audit has a maximum shelf life of five years. If the scheme does not progress to the next stage in its development within this period, then the scheme should be re-audited.
- 1.7.7 Unless general to the scheme, all comments and recommendations will be referenced to the drawings supplied in the audit brief, and the locations of problems will be indicated on the plans in **Appendix B** where appropriate.

2. Items Raised at Previous Road Safety Audits

- 2.1.1 A Stage 1/2 Road Safety Audit was undertaken by AECOM in December 2023, reference number "60668625_LNZ04_Lower Lansdown - Stage 1_2 RSA". A Designer's Response has been provided for the previous Stage 1/2 Road Safety Audit.
- 2.1.2 Issues relating to the scheme which were raised during the Stage 1/2 Road Safety Audit appear to have been resolved or are no longer felt to be road safety issues.

3. Items Raised at this Stage 3 Road Safety Audit

3.1.1 The following problems have been identified as potential road safety issues following a review of the documents submitted as part of this scheme and observations made during the site inspection.

A. ALIGNMENT

A1. VISIBILITY

No issues considered to be detrimental to the safety of road users were identified in relation to this subject.

A2. LAYOUT

Please refer to **Section E**.

B. GENERAL

B1. DEPARTURES FROM STANDARD

No Departures from Standard have been provided to the Audit Team as part of this Stage 3 Road Safety Audit.

B2. LANDSCAPING

No issues considered to be detrimental to the safety of road users were identified in relation to this subject.

B3. ACCESS

No issues considered to be detrimental to the safety of road users were identified in relation to this subject.

B4. EMERGENCY VEHICLES

No issues considered to be detrimental to the safety of road users were identified in relation to this subject.

B5. LAY-BYS

Not applicable.

B6. DRAINAGE

No issues considered to be detrimental to the safety of road users were identified in relation to this subject.

C. JUNCTIONS

C1. T, X, Y – JUNCTIONS

No issues considered to be detrimental to the safety of road users were identified in relation to this subject.

C2. ALL ROUNDABOUTS

Not applicable.

C3. MINI ROUNDABOUTS

Not applicable.

C4. TRAFFIC SIGNALS

Not applicable.

D. WALKING, CYCLING AND HORSE RIDING

D1. PEDESTRIANS

Please refer to **Problem E1.2.**

D2. CYCLISTS

Please refer to **Problem E1.2.**

D3. EQUESTRIANS

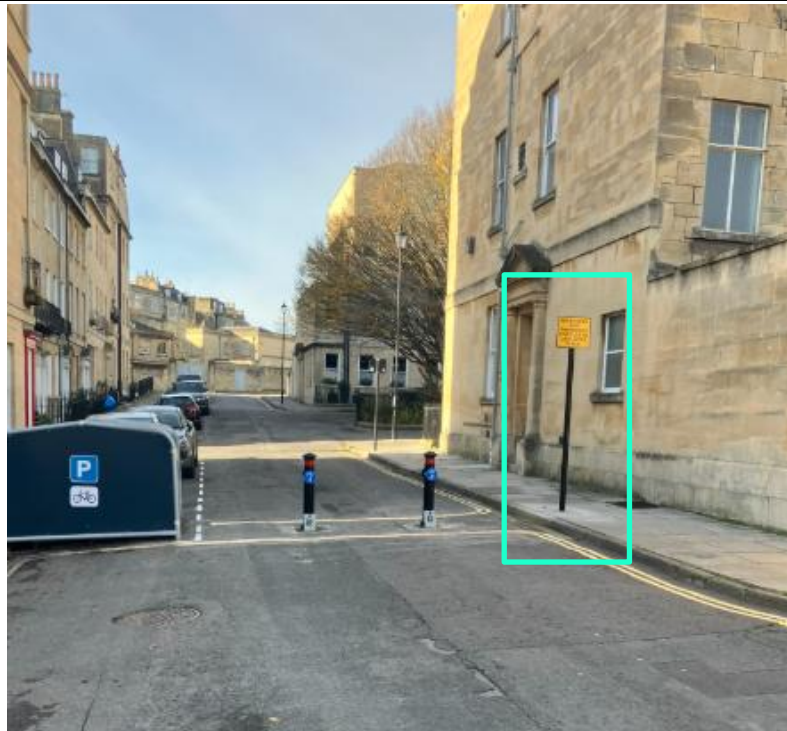
Not applicable.

E. TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING

E1. SIGNS

Problem: E1.1	
Drawing Number(s):	60668625-ACM-04-DD-LL_ETRO-SHT-0103.
Location:	Catharine Place (adjacent to Rivers Street Mews).
Summary:	Location of “no access” warning sign may result in drivers undertaking sudden and unsuitable manoeuvres, leading to graze type or rear end shunt collisions.

Description:



A “no access” sign has been installed as part of the scheme, to inform westbound drivers that access cannot be gained to Catharine Place from Circus Mews. However, the sign is located next to the bollards which prevent this movement rather than providing an advanced warning. This may result in drivers undertaking sudden manoeuvres or unsuitable turns in the road upon realising that access cannot be gained to Catharine Place, causing graze type or rear end shunt collisions.

Recommendation:

It is recommended that the sign is relocated and positioned before the bollards.

Road Safety Audit Stage 3 Designers Response:


Disagree with the recommendation.

The sign and bollards can be seen from both directions. There is opportunity to divert around the bollards, using either Rivers Street or Catharine Place.

The information sign was designed with a 40mm x height due to the historically sensitive nature of the area. It is a temporary sign and is due for removal at the end of the ETRO trial period.

Road Safety Audit Stage 3 Overseeing Organisation Response:

Disagree with the recommendation for the reasons outlined in the Designer's response.

Problem: E1.2	
Drawing Number(s):	60668625-ACM-04-DD-LL_ETRO-SHT-0103.
Location:	Bollards located on Catharine Place.
Summary:	Incorrect signage displayed on bollards may result in pedestrians walking within the carriageway, increasing their risk of being struck by a vehicle.
Description:	
	
<p>The signage displayed on the bollards located on Catharine Place insinuates shared use of the live carriageway as both a pedestrian and pedal cycle are displayed on the sign. This may result in pedestrians continuing their onward journey within the carriageway, increasing their risk of being struck by a vehicle and causing personal injury.</p>	
Recommendation:	
It is recommended that the signage on the bollards is replaced with cycle signs.	
Road Safety Audit Stage 3 Designers Response:	
The 'For construction' drawings issued to the contractor, AECOM drawing 60668625-ACM-04-DD-LL_ETRO-SHT-1203-C03, showed cycle symbols. The signs should be replaced with the signs specified	
Road Safety Audit Stage 3 Overseeing Organisation Response:	
Agree with recommendation.	

E2. CARRIAGEWAY MARKINGS

No issues considered to be detrimental to the safety of road users were identified in relation to this subject.

E3. POLES / COLUMNS

Please refer to **Problem E1.1**.

E4. LIGHTING

No issues considered to be detrimental to the safety of road users were identified in relation to this subject.

4. Design Organisation and Overseeing Organisation Comments

4.1 On behalf of the Design Organisation, I certify that:

The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.

Name: 

Signed: 

Position: Design Lead

Organisation: AECOM

Date: 23/04/2025

4.2 On behalf of the Overseeing Organisation, I certify that:

The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Design Organisation, and the agreed RSA actions should be progressed by the Overseeing Organisation.

Name: S.Froggatt

Signed:



Position: Design & Projects Manager

Organisation: Bath & North East Somerset Council

Date: 1 April 2025

Name: Paul Garrod

Signed:



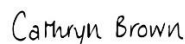
Position: Team Manager- Traffic Management and Network

Organisation: Bath & North East Somerset Council

Date: 3 April 2025

Name: Cathryn Brown

Signed:



Position: Senior Project Manager

Organisation: Bath & North East Somerset Council

Date: 3 April 2025

Appendix A – Documents Provided for Audit

Document Number	Rev	Description
Liveable Neighbourhoods Zone 04 - Lower Lansdown RSA 3 Brief_PG_SJF	-	Stage 3 Road Safety Audit Brief
60668625-ACM-04-LL-SHT-0103	C03	GENERAL ARRANGEMENT – CATHARINE PLACE
60668625-ACM-04-LL-SHT-0113	C01	VEHICLE SWEPT PATHS – CATHARINE PLACE
60668625-ACM-04-LL-SHT-1203	C03	SIGN PLAN – CATHARINE PLACE
60668625-ACM-04-LL-SHT-2703	C03	EXISTING UTILITIES PLAN – CATHARINE PLACE

Appendix B – Location of Problems Plan

