

Liveable Neighbourhoods Zone 04 - Winifred's Lane

Stage 3 Road Safety Audit

Bath and North East Somerset Council

Project number: 60668625

April 2025

Quality information

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1. Introduction

1.1 Project Details

Report Title:	Liveable Neighbourhoods Zone 04 Winifred's Lane – Stage 3 Road Safety Audit – Designer's Response
Date:	10 th December 2024
Document Reference & Rev:	60668625-ACM-LN04WL-BNESC-RP-RSA3-0001_P01_Designers Response
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 Winifred's Lane, 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 14:00 and 15:00. 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 17:35 and 18:15. 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

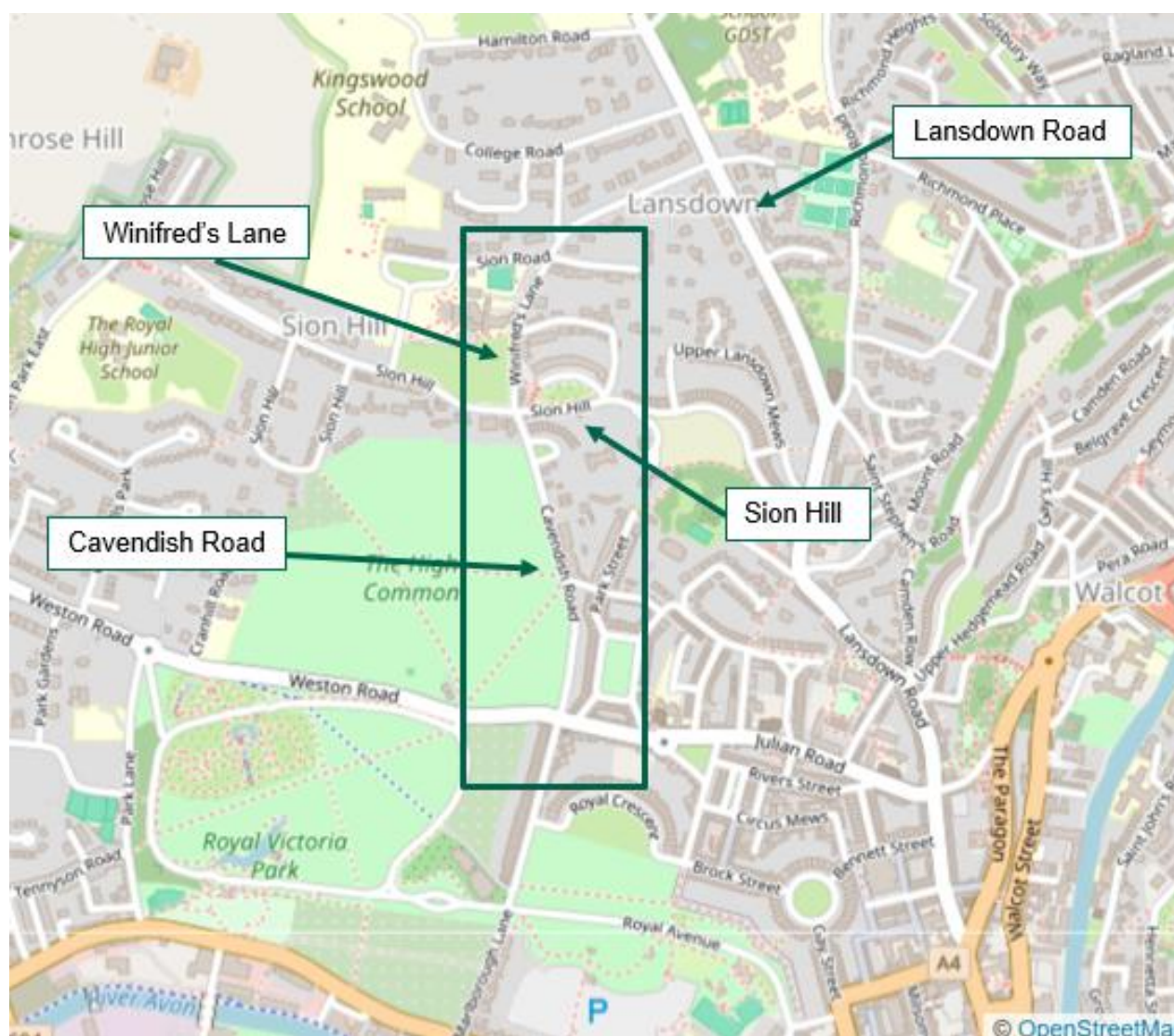
1.2.1 The Lower Lansdown schemes are located to the north of Bath City Centre. The extents of the scheme include the following roads:

- Sion Hill
- Winifred's Lane
- Cavendish Road
- Marlborough Buildings
- Julian Road
- Weston Road, and
- Park Place.

1.2.2 All the roads within the scheme extents; except for Winifred's Lane, are two-way. Lansdown Road is the primary arterial road connecting the north of Bath to the A420 and the M4. For this reason, Winifred's Lane has often used as a through route to Lansdown Road.

1.2.3 A map of the general area in which the scheme is located is shown in **Figure 1**.

Figure 1: Location Plan



1.3 Works Summary

- 1.3.1 The works presented for this Stage 3 Road Safety Audit are as follows:
- A modal filter with lockable bollards on Winifred’s Lane to prevent the movement of motorised traffic whilst allowing cyclists and pedestrians to pass through.
 - To prevent flows from being displaced onto Lansdown Place, a right turn ban has been placed on northbound vehicles in Cavendish Place at the Winifred’s Lane / Cavendish Road / Sion Hill junction.
 - Diversionary and warning signs are placed in advance of the junction at both Park Place and Julian Road to advise drivers of the new road layout.
 - Temporary signage and Variable Message Sign (VMS) throughout scheme to emphasise banned movements.

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 there has been a single slight collision within the scheme extents. The collision took place in 2020 between two vehicles.

1.6 Traffic Flow and Speed Data

- 1.6.1 Traffic flow and speed data has been provided as part of this Stage 3 Road Safety Audit and is presented in **Table 1**. The signed speed limit is 20mph for the scheme extents.

Table 1: Traffic Flow and Speed Data

Location	Year	ADT	Avg Speed (mph)	Speed 85% (mph)
Winifred’s Lane	2013	846	18.2	22.9
Cavendish Road	2021	3821	20.6	25.5
Cavendish Road	2022	2874	21.1	26.1
Cavendish Road	2023	3142	21.6	26.9

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 2 Road Safety Audit was undertaken by AECOM in October 2024, reference number "60668625-ACM-LNZ4-BNESC-RP-RSA2-0001". A Designer's Response has been provided for the previous Stage 2 Road Safety Audit.
- 2.1.2 The following items are considered to remain outstanding where no changes have been made to the scheme. The comments resulting from the Stage 2 Road Safety Audit are provided in italics. The recommendations and their associated issue numbers are the same as those used in the previous Road Safety Audit report.
- 2.1.3 All other issues relating to the scheme which were raised during the Stage 2 Road Safety Audit appear to have been resolved or are no longer felt to be road safety issues.

Problem: E1.1	
Drawing Number(s):	60668625-ACM-04-DD-LL_ETRO-SHT-0101B.
Location:	Cavendish Road and Sion Hill.
Summary:	Unclear signage on approach to Winifred's Lane / Sion Hill (east) junction from Cavendish Road and Sion Hill may result in drivers carrying out unsuitable manoeuvres, resulting in graze type or head on collisions with other road users.
Description:	
<p>The proposals prohibit motorists using Winifred's Lane as a through road, as well as performing right and left turning movements onto Sion Hill (east) from Cavendish Road to Lansdown Road to try and remove the through route. However, the proposed signage on the Cavendish Road northbound and Sion Hill eastbound approaches is unclear.</p> <p>Northbound motorists approaching the Sion Hill (east) junction from Cavendish Road are informed there is no right turn except for cyclists. Similarly, eastbound motorists approaching the Sion Hill (east) junction from Sion Hill are informed that they are prohibited from turning left except for cyclists. It is unclear from both signs whether these prohibited movements are for Winifred's Lane or Sion Hill (east) due to the close proximity of the two roads.</p> <p>The Audit Team is concerned that if the information presented on the signs is not clear, motorists may carry out unforeseen turning manoeuvres onto Sion Hill (east) which may lead to graze type or head on collisions with another vehicle on Sion Hill (east). Additionally, unexpected U-turn manoeuvres may be experienced if northbound motorists wish to access Sion Hill (east) without undertaking prohibited movements as the no left turn sign appears to be for Winifred's Lane. This is further exacerbated by the width of the Sion Hill (east) junction access which is proposed as 3m and is potentially wide enough to accommodate vehicle movements.</p>	
Recommendation	
<i>It is recommended that the prohibited movement signage and its location is reviewed, and that the information presented provides a clear instruction of which roads the prohibited movement is associated with.</i>	
Designer Organisation Response:	
<p><i>Disagree with the recommendation.</i></p> <p><i>The banned left turn movement applies to Winifred's Lane, while the banned right turn movement applies to Sion Hill East. Sion Hill East remains accessible to traffic as straight-ahead movement from Sion Hill (west). The configuration of the signs is such that the banned turns apply to the first side road in each direction of travel, thus reducing the risk of confusion in the drivers. Given this is an experimental scheme this will be monitored from implementation.</i></p>	
Overseeing Organisation Response:	
<p><i>The Overseeing Organisation notes that:</i></p> <ul style="list-style-type: none"> <i>(i) vehicles travelling eastbound from Sion Hill (West) towards Winifred's Lane will view the banned left turn movement sign.</i> <i>(ii) vehicles travelling northbound on Cavendish Road towards Sion Hill (East) will view the banned right turn movement sign.</i> <p><i>The Overseeing Organisation therefore agrees with the Designer Organisation response.</i></p>	
Road Safety Audit Stage 3 Comments:	
<p>During the site visit, the Audit Team observed multiple vehicles turning right from Cavendish Road onto Sion Hill (east). In all instances, drivers carried out this manoeuvre on the incorrect side of the carriageway in order to avoid the new central island (installed to deter drivers from undertaking this exact manoeuvre). This is exacerbated due to the size of the "no right turn" sign faces which appear small and inconspicuous, reducing their visual impact. Therefore, this issue remains outstanding.</p>	

It is recommended that the junction is continually monitored and drivers undertaking the banned movement are educated. It is also recommended that the "no right turn" sign faces on approach to the junction are replaced with larger sign faces.


Road Safety Audit Stage 3 Designers Response:

Monitoring of the junction will be undertaken as part of the ETRO process. Discussions are being undertaken by the Highway Authority around the use of camera enforcement for the banned right turn.

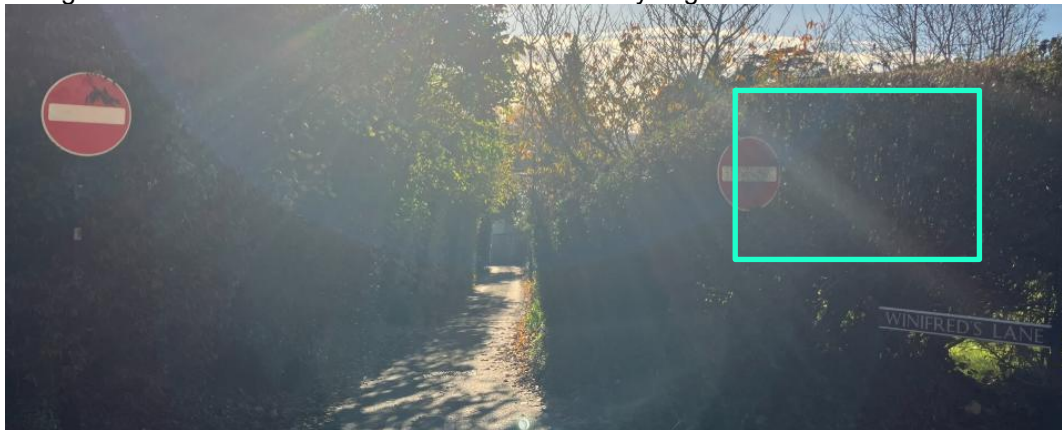
The sign faces were specified small as to not negatively impact the conservation area.


Road Safety Audit Stage 3 Overseeing Organisation Response:

Education and enforcement are being considered in this location. A larger sign face will be used in this location to improve their visual impact.

Problem: E1.2	
Drawing Number(s):	60668625-ACM-04-DD-LL_ETRO-SHT-0101B.
Location:	Sion Hill.
Summary:	<i>Proposed signage may be obstructed by existing vegetation, resulting in motorists undertaking prohibited manoeuvres and causing head on or graze type collisions with other road users.</i>
Description:	
<i>The proposals mount a prohibited turning sign onto an existing post on Sion Hill; however, during the site visit the Audit Team observed the existing sign to be obstructed by vegetation. If the overhanging vegetation is not cut back and maintained, once the proposed signage is in place, motorists approaching Winifred's Lane from Sion Hill may be unaware of the prohibited vehicular movements along Winifred's Lane due to the obstructed visibility to the sign. This may result in motorists turning left on to Winifred's Lane and causing a head on or graze type collision with other road users.</i>	
Recommendation:	
<i>It is recommended that a maintenance plan is put in place and the vegetation is cut back and maintained regularly.</i>	
Designers Response:	
<i>Agree with the recommendation</i>	
<i>Regular maintenance will be undertaken to remove overgrown vegetation for the duration of the experimental order.</i>	
Overseeing Organisation Response:	
<i>The Overseeing Organisation agrees with the Designer Organisation response.</i>	
Road Safety Audit Stage 3 Comments:	
During the site visit, the Audit Team observed the new signage to be obstructed by vegetation. Therefore, this issue remains outstanding.	
	
Road Safety Audit Stage 3 Designers Response:	
<i>Agree with the recommendation.</i>	

Road Safety Audit Stage 3 Overseeing Organisation Response:
Agree with the recommendation. A maintenance plan is in place.

Problem: E1.3	
Drawing Number(s):	60668625-ACM-04-DD-LL_ETRO-SHT-0101A.
Location:	Northern end of Winifred's Lane (junction with Sion Road and Hermitage Road).
Summary:	Proposed signage may be obstructed by existing vegetation, resulting in drivers undertaking prohibited manoeuvres and causing head on or graze type collisions with other road users.
Description:	
<p>The proposals outline the use of No Entry signage with yellow backing boards, mounted onto the existing posts at the northern end of Winifred's Lane (junction with Sion Road and Hermitage Road); however, during the site visit the Audit Team observed substantially overgrown vegetation is masking the existing No Entry signage.</p> <p>The Audit Team is concerned that if the existing overgrown vegetation is not maintained, once the proposed signage is in place, drivers approaching Winifred's Lane from Sion Road may be unaware of the prohibited vehicle movements along Winifred's Lane due to the obstructed visibility to the sign. This may result in drivers turning on to Winifred's Lane, increasing the likelihood of a head on or graze type collision with other road users.</p>	
Recommendation:	
It is recommended that a maintenance plan is put in place and the vegetation is cut back and maintained regularly.	
Designers Response:	
<p>Agree with the recommendation</p> <p>Regular maintenance will be undertaken to remove overgrown vegetation for the duration of the experimental order.</p>	
Overseeing Organisation Response:	
The Overseeing Organisation agrees with the Designer Organisation response.	
Road Safety Audit Stage 3 Comments:	
<p>During the site visit, the Audit Team acknowledged that the vegetation had been cut back around the "no entry" signs; however, this has left the sign itself covered in debris and may reduce visibility for motorists to the sign. It is therefore recommended that the "no entry" sign is cleaned.</p>	
	
Road Safety Audit Stage 3 Designers Response:	
<p>Agree with the recommendation.</p> <p>The vegetation will require regular maintenance and the sign face to be cleaned of debris.</p>	
Road Safety Audit Stage 3 Overseeing Organisation Response:	
Agree with the recommendation. Regular maintenance will take place and the sign will be cleaned as part of this maintenance.	

Problem: E1.4	
Drawing Number(s):	60668625-ACM-04-DD-LL_ETRO-SHT-0101C.
Location:	Weston Road.
Summary:	Lack of advanced warning sign for prohibited vehicle movements may result in vehicles undertaking sudden manoeuvres, resulting in rear end shunt or graze type collisions.
Description:	
The proposals prohibit vehicle access to Lansdown Road (and the M4) from Cavendish Road to reduce the amount of potential "rat running" along Sion Hill (east); however, vehicles approaching Cavendish Road from Weston Road are not provided with advanced warning of this restriction. This may result in vehicles undertaking sudden manoeuvres at the junction of Weston Road / Cavendish Road as they approach the proposed warning sign, causing rear end shunts or graze type collisions with other road users.	
Recommendation:	
It is recommended that an advanced warning sign is placed on Weston Road before the junction with Cavendish Road indicating to drivers that all routes are to be accessed along Julian Road.	
Designers Response:	
Partially agree with the recommendation	
The junction is a conservation area therefore sign clutter is to be kept at a minimum. Therefore, the text on the proposed sign will be amended to include the additional words 'USE JULIAN ROAD' at the end of the sentence.	
Designer Organisation Response:	
Partially agree with the recommendation	
The junction is a conservation area therefore sign clutter is to be kept at a minimum. Therefore, the text on the proposed sign will be amended to include the additional words 'USE JULIAN ROAD' at the end of the sentence.	
Road Safety Audit Stage 3 Comments:	
Although the sign located on Cavendish Road includes the wording "use Julian Road", it does not provide advanced warning. This may result in drivers undertaking sudden manoeuvres or unsuitable turns in the road upon realising that access cannot be gained, causing graze type or rear end shunt collisions. Therefore, this issue remains outstanding.	
	

Road Safety Audit Stage 3 Designers Response:

The 'For Construction' drawing issued to the contractor, 60668625-ACM-04-LL_ETRO-SHT-0100-001-0101C-C05, specified the sign to be positioned on a new post at the start of Cavendish Road. In the specified location, drivers could read the sign before turning into Cavendish Road. The information sign has not been located correctly and the sign should be relocated as per the drawing.

Road Safety Audit Stage 3 Overseeing Organisation Response:

Agree with Designers Response, emphasising the importance of this advanced signage for any camera enforcement in this area.

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

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

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

Problem: B2.1	
Drawing Number(s):	60668625-ACM-04-DD-LL_ETRO-SHT-0101A.
Location:	Winifred's Lane.
Summary:	Leaves deposited on active travel route may increase the likelihood of pedestrian slips and falls or cyclist loss of control collisions resulting in personal injuries.
Description:	
	
<p>Although some trees have been maintained throughout the scheme extents; it was noted during the site visit that along Winifred's Lane, leaves had been deposited onto the active travel route, increasing the likelihood of pedestrian slips and falls, or cyclists losing control and being dismounted from their bicycle resulting in personal injuries occurring. This issue will be exacerbated during autumn and winter months.</p>	
Recommendation:	
<p>It is recommended that a maintenance plan is put in place and the leaves are removed from the carriageway and footway and maintained regularly.</p>	
Road Safety Audit Stage 3 Designers Response:	
<p>Agree with the recommendation. A regular maintenance plan for Winifred's Lane should be put into place.</p>	

Road Safety Audit Stage 3 Overseeing Organisation Response:
Agree with the recommendation. A maintenance plan for leaf clearance will be put in place.

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 B2.1**.

D2. CYCLISTS

Please refer to **Problem B2.1**.

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-0101C.
Location:	Cavendish Road / Julian Road junction.
Summary:	Location of Variable Message Signs (VMS) cause an obstruction which may result in personal injury or rear end shunt collisions.

Description:



Temporary Variable Message Signs have been installed at the junction of Cavendish Road / Julian Road / Weston Road. However, the location of these signs mask permanent signage which is part of the scheme and obstruct an existing pedestrian crossing. This may result in personal injury collisions or rear end shunt collisions, if drivers undertake sudden manoeuvres.

Recommendation:

It is recommended that the temporary VMS are relocated.

Road Safety Audit Stage 3 Designers Response:

The VMS sign was temporarily placed in this location to provide drivers with additional information and has now been removed.

Road Safety Audit Stage 3 Overseeing Organisation Response:

The VMS sign was temporary and has now been removed.

E2. CARRIAGEWAY MARKINGS

Problem: E2.1	
Drawing Number(s):	60668625-ACM-04-DD-LL_ETRO-SHT-0101B.
Location:	Cavendish Road (opposite Cavendish Crescent).
Summary:	Worn carriageway markings may result in unsuitable parking along Cavendish Road, leading to graze type collisions.
Description:	
	
<p>The carriageway markings along Sion Hill (west) have been updated to reflect the change in priority for eastbound vehicles. However, during the site visit, the Audit Team observed the carriageway marking along Cavendish Road to be worn, including parking bays and double yellow lining. The Audit Team are concerned that drivers may park their vehicles along Cavendish Road (western side of the carriageway) and overhang onto the double yellow lines due to them not being visible. This may result in a graze type collision as a vehicle negotiates the bend from Sion Hill (west) onto Cavendish Road.</p>	
Recommendation:	
It is recommended the carriageway markings are refreshed.	
Road Safety Audit Stage 3 Designers Response:	
<p>Agree with the recommendation.</p> <p>The road markings to be refreshed when available to be do so as part of the ongoing highway maintenance.</p>	
Road Safety Audit Stage 3 Overseeing Organisation Response:	
<p>Agree with the recommendation. The road markings will be refreshed to support any camera enforcement in the area.</p>	

E3. POLES / COLUMNS

Please refer to **Section 2**.

E4. LIGHTING

Problem: E4.1	
Drawing Number(s):	60668625-ACM-04-DD-LL_ETRO-SHT-0101B.
Location:	Sion Hill egress.
Summary:	Lack of reflective strip on bollard may result in a graze type collision, particularly during the hours of darkness.

Description:



A new bollard has been installed on the eastern footway at the junction of Sion Hill (east) and Cavendish Road. However, there is no reflective strip located on the bollard. This may result in a vehicle inadvertently striking the kerb or bollard due to it not being visible to drivers, particularly during the hours of darkness, causing a strike or graze type collision.

Recommendation:

It is recommended that a reflective strip is placed on the bollard.

Road Safety Audit Stage 3 Designers Response:

The bollard identified was not installed as part of this scheme. This comment will be passed to the Highway Authority and a reflector strip to be added to the bollard.

Road Safety Audit Stage 3 Overseeing Organisation Response:

Agree with Designers Response.

Problem: E4.2	
Drawing Number(s):	60668625-ACM-04-DD-LL_ETRO-SHT-0101B.
Location:	Cavendish Road / Sion Hill junction.
Summary:	Location of temporary signage obstructs reflectivity of bollard located on a central island, which may result in a vehicle striking the bollard or kerb of the central island, particularly during the hours of darkness.

Description:



Temporary signage has been installed around Winifred’s Lane and along Sion Hill and Cavendish Road. However, one temporary sign which informs drivers of the banned right turn movement onto Sion Hill (east) is located on the newly constructed central island at the junction access/egress to Sion Hill (east). The sign overhangs the central island, which may result in a vehicle striking the sign as a driver negotiates the bend, particularly larger vehicles. This is further exacerbated as the sign blocks visibility to the white lining painted on the kerb line of the central reserve which is reflective during the hours of darkness.

In addition, the sign obstructs the reflective bollard located on the central island and therefore reduces visibility to the central island for approaching drivers, particularly during the hours of darkness. This is further exacerbated by the orientation of the bollard which does not face drivers in vehicles approaching from Sion Hill (west) travelling eastbound and Sion Hill (east) travelling westbound. This may result in vehicles striking the central reserve and result in a loss of control collision.

Recommendation:

It is recommended that the temporary sign is relocated away from bollard onto the northern footway and the bollard is orientated correctly to oncoming vehicles.

Road Safety Audit Stage 3 Designers Response:

The temporary sign was located on the island following requests from residents who were observing drivers ignoring the no right turn signs located on posts in advance of and at the junction.

The temporary sign, placed by the contractor, should be relocated so as to not block the bollard. Alternatively, if the sign is no longer needed, it should be removed.

The bollard should be orientated to face Sion Hill (east), as specified on the ‘For Construction’ drawing.

Road Safety Audit Stage 3 Overseeing Organisation Response:

Agree that the bollard should be reorientated to face Sion Hill (east) as specified on the ‘For Construction’ drawing.

The installation of larger no right turn sign faces and the introduction of education and enforcement should negate the need for temporary signage in the future.

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: [REDACTED]

Signed: [REDACTED]

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: Paul Garrod

Signed: 

Position: Team Manager- Traffic Management and Network

Organisation: Bath & North East Somerset Council

Date: 3 April 2025

Name: Steve Froggatt

Signed: 

Position: Team Manager- Design and Projects

Organisation: Bath & North East Somerset Council

Date: 1 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-0101A	C04	GENERAL ARRANGEMENT – WINIFRED'S LANE
60668625-ACM-04-LL-SHT-0101B	C06	GENERAL ARRANGEMENT – WINIFRED'S LANE
60668625-ACM-04-LL-SHT-0101C	C05	GENERAL ARRANGEMENT – WINIFRED'S LANE
60668625-ACM-04-LL_ETRO-SHT-0201 A	C02	SITE CLEARANCE – WINIFRED'S LANE
60668625-ACM-04-DD-LL_ETRO-SHT-0202 B	C01	SITE CLEARANCE – WINIFRED'S LANE
60668625-ACM-04-LL-SHT-0111B	C04	VEHICLE SWEPT PATHS – WINIFRED'S LANE
60668625-ACM-04-LL-SHT-1201	C06	SIGNAGE SCHEDULE – WINIFRED'S LANE
60668625-ACM-04-LL-SHT-2701A	C01	EXISTING UTILITIES PLAN – WINIFRED'S LANE
60668625-ACM-04-LL-SHT-2701B	C01	EXISTING UTILITIES PLAN – WINIFRED'S LANE
60668625-ACM-LNZ4-BNESC-RP-RSA2-0001_Designer Response	P01	Road Safety Audit Stage 2 Designers Response

Appendix B – Location of Problems Plan

