

TECHNICAL NOTE 4 (TN04)

Appendix B Designer's Response



A specialist team within DLP Planning Ltd

For and on behalf of
Boningale Homes Limited

**Stage 1 Road Safety Audit
Designers Response**

**Albrighton South
(Application 24/02108/OUT)**

**Prepared by
Sustainable Development and Delivery
DLP Planning Ltd
Sheffield**

December 2024

Prepared by:	Kurt Hardy Principal Transport Planner	
Checked by:	James Neville BSc (Hons), MTPS Associate Director	
Approved by:	Anna Meer BA (Hons) CMILT Director	
Date: December 2024	Office: Sheffield	Issue: Final

Sustainable Development and Delivery

**4 Abbey Court
 Fraser Road
 Priory Business Park
 Bedford
 MK44 3WH
 Tel: 01234 832740**

**6th Floor
 Broad Quay House
 Prince Street
 Bristol
 BS1 4DJ
 Tel: 01179 758680**

**Office 106
 Cumberland House
 35 Park Row
 Nottingham
 NG1 6EE
 Tel: 01156 715067**

**Ground Floor
 V1 Velocity
 Tenter Street
 Sheffield
 S1 4BY
 01142 289190**

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Appendices

RSA Appendix A	Stage 1 Road Safety Audit
RSA Appendix B	SDD Drawings

1.0 INTRODUCTION

- 1.1 This Designer's Response has been prepared by the SDD Team of DLP Planning Ltd in response to the Stage 1 Road Safety Audit (RSA), prepared by Midlands Road Safety Limited, with regards to the site access proposals and associated off-site improvement works proposed to facilitate access to a residential led development for up to 800 residential dwellings, a 80-bed care home, new secondary school and a local centre on land at Albrighton South, Shropshire. The outline planning application for the above development (reference 24/02108/OUT) was submitted to Shropshire Council (SC) in May 2024.
- 1.2 A formal RSA Brief was not provided to the Audit Team. However, information regarding the site including the Transport Assessment (TA) submitted with the application was provided to the Audit Team via email alongside the relevant scheme documents and drawings. As confirmed in paragraph 1.10 of the RSA, the Audit Team considered that the information provided was appropriate to inform the Stage 1 RSA.
- 1.3 The drawings and documents submitted for Audit are set out in **Table 1** below.

Drawings

Number	Title	Rev
SH5034-4PD-001	Proposed Access Strategy	A
SH5034-4PD-002	Southwestern Site Access (A464 Holyhead Road) – Proposed Roundabout	A
SH5034-4PD-003	Southeastern Site Access (A464 Holyhead Road) – Proposed Ghost Island Priority	A
SH5034-4PD-004	Northern Site Access (Cross Road) – Proposed Extension Into the Site	A
SH5034-4PD-005	Proposed Off-Site Improvements on Cross Road	A
SH5034-4PD-006	Proposed Stopping Up of Patshull Road	A
SH5034-4PD-007	Proposed Stopping Up of Newhouse Lane	A
SH5034-4PD-08	Swept Path Analysis of Proposed Site Access Junctions & Local Highway Network	-
SH5034-4PD-010	Off-Site Infrastructure improvements on Route to Existing Local Facilities - Overview	-
SH5034-4PD-010	Off-Site Infrastructure improvements on Route to Existing Local Facilities - Sheet 1 of 4	-
SH5034-4PD-010	Off-Site Infrastructure improvements on Route to Existing Local Facilities - Sheet 2 of 4	-
SH5034-4PD-010	Off-Site Infrastructure improvements on Route to Existing Local Facilities - Sheet 3 of 4	-
SH5034-4PD-010	Off-Site Infrastructure improvements on Route to Existing Local Facilities - Sheet 4 of 4	-
SH5034-4PD-010	Proposed Reduction of Speed Limit on A464	-

Documents

Author	Title	Rev	Date
DLP Consultants	Road Safety Audit Details (by email)	-	11.11.2024
DLP Consultants	Transport Assessment	-	05.2024
DLP Consultants	Technical Note 3 – Response to Second ATE Consultation Comments	-	11.2024
Shropshire Council	Highways Comments	-	

Table 1. Drawings Submitted for Audit

- 1.4 As set out above, the TA was provided and included existing traffic flow and vehicle speed information, a summary of the existing walking, cycling and active travel infrastructure, a review of personal injury accident data, proposed traffic flows and traffic assignment details as well as a written summary of the site access and off-site improvements proposed at the time of the application.
- 1.5 Following the submission of the application, comments on the access and off-site improvement proposals have been provided by Shropshire Council Highways as the Local Highway Authority (LHA) and Active Travel England (ATE). The drawings audited reflect the latest access and off-site improvement proposals that have been updated following receipt of the LHA and ATE comments.
- 1.6 In summary, the proposals audited include for the creation of a new three arm roundabout junction and priority junction on the A464 Holyhead Road as well as diversion of the existing Cross Road carriageway southward into the site, creating a new priority junction with the existing carriageway alignment. Works on Holyhead Road include lowering the existing speed limit to 40mph and provision of supporting rumble strips and 40 roundels.
- 1.7 The access works also include the removal of an existing mini-roundabout junction of Cross Road, Elm Road and Patshull Road with the closure of the southern Patshull Road arm alongside the stopping up of existing sections of Patshull Road, Newhouse Lane and Cross Road.
- 1.8 It is also proposed to construct a new shared footway / cycleway on the northern side of Cross Road to the east of the junction with Elm Road, linking into the development via a 'Green route' and continuing on the southern side of Cross Road to the west of the Elm Road junction.
- 1.9 As part of the proposed works, a number of off-site mitigation measures are also to be provided. These include:
- Provision of tactile paving at existing pedestrian crossing points along Station Road and Cross Road;
 - A new signal-controlled crossing on High Street, to the north of the junction with Station Road and Cross Road;
 - Installation of vertical traffic calming features (speed cushions) along Cross Road; and
 - Creation of a new zebra crossing on Cross Road, to the east of the junction with Elm Road.
- 1.10 A site inspection was carried out by the Audit Team together on Thursday 14th November 2024 between the hours of 12:55 and 15:40. During the site visit, the weather conditions were fine and the road surface was mostly dry. Traffic flows were observed as being light, with frequent pedestrians and occasional cycle movements being observed within the village centre.
- 1.11 The Audit Team had no involvement with the wider design prior to the audit work. A full copy

of the RSA, dated November 2024 (Report Ref:24-1819-RSA1B), is provided at **RSA Appendix A**.

1.12 The Audit Team included:

Chris Berry (MSc Transport Planning, NH RSA Cert Comp, MCIHT, MSoRSA) – Team Leader; and
Sarah Cooke (BA (Hons) – Team Member.

1.13 The key matters raised in the RSA and the Design Team response is provided in the following sections, with all revised drawings contained at **RSA Appendix B**.

1.14 In line with the structure of the RSA, the remainder of this Designers Response has been split into two key sections. Section 2 relates to the RSA matters arising from the site access proposals and Section 3 addresses the matters raised in terms of the off-site active travel, walking/cycling and speed reducing measures proposed as part of the application. For clarity, the paragraph numbering for each safety 'matter' set out in the RSA is replicated in this Designer's Response.

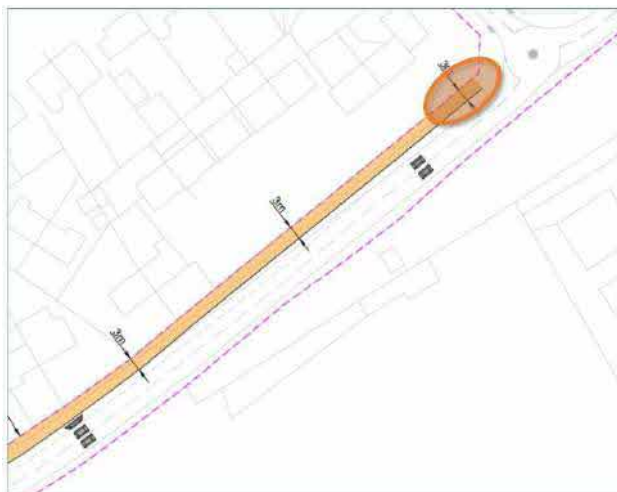
2.0 STAGE 1 AUDIT AND DESIGN TEAM RESPONSE – SITE ACCESS PROPOSALS

3.2 PROBLEM A1

Location: Cross Road – adjacent to the junction with Albert Road.

Summary: Lack of onward cycle route risks cycle to pedestrian collisions.

The proposed shared footway/cycleway ends close to the mini-roundabout junction of Cross Road and Albert Road. There is no obvious onward route for cyclists and no way for cyclists to rejoin the carriageway here. This may lead to them continuing their journey on the footway which is too narrow to be safely shared beyond this point, risking cycle to pedestrian collisions.



RECOMMENDATION

It is recommended that a safe way for cyclists to join and exit the facility here are provided.

DESIGNER'S RESPONSE

Recommendation Accepted

As shown on **Drawing Number SH5034-4PD-005 Revision B (RSA Appendix B)**, a cycle egress point has been provided approximately 50m to the south-west of the Cross Road / Albert Road Roundabout to provide an appropriate transition back on to the existing carriageway for cyclists travelling north east on the proposed shared footway/cycleway. Appropriate signage will be provided as part of the detailed design of the scheme to confirm that cyclists should exit the shared path in this location. Signage will also be provided to confirm that 'access' to the shared facility for cyclists travelling south-west bound is not permitted.

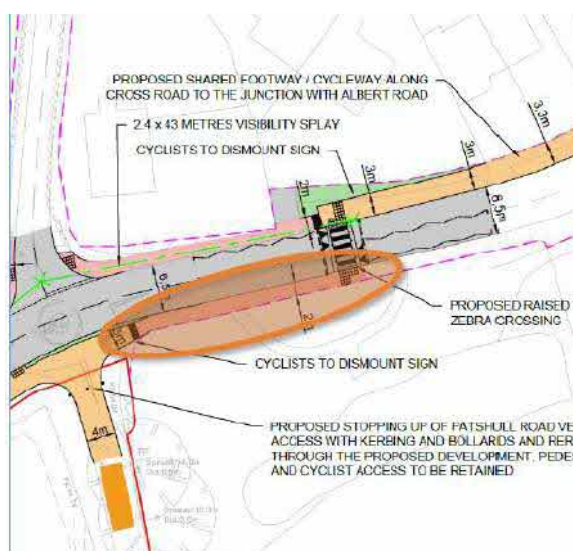
Cyclists travelling south-west on Cross Road towards the site will be able to access the proposed shared footway/cycleway on the southern side of the carriageway approximately 260m to the south west of the Cross Road / Albert Road Roundabout at the proposed parallel crossing.

3.3 PROBLEM A2

Location: Cross Road – southern footway between Patshull Road and the shared footway/cycleway on the northern side of Cross Road.

Summary: Cyclist dismount violations likely to lead to cycle to pedestrian collisions.

There is a gap in the cycle provision between Patshull Road and the zebra crossing linking to the onward route on the northern side of Cross Road. It is unlikely, given the length of the gap, that cyclists will dismount here, resulting in a risk of cycle to pedestrian collisions within the “gap” and on the crossing.



RECOMMENDATION

It is recommended that the link between the crossing and onward route is widened to a point where shared use can be safely accommodated and that the crossing is upgraded to a parallel crossing.

DESIGNER'S RESPONSE

Recommendation Accepted

As shown on **Drawing Number SH5034-4PD-004 Revision B (RSA Appendix B)**, the section of footway referenced in the audit comment has been widened to provide a continuous section of shared footway/cycleway between the previously proposed provision to the west and the proposed crossing point.

The new section of shared footway/cycleway measures between 2.7m and 3.0m in width. Whilst it is acknowledged that 3m is the recommended minimum width for a shared footway/cycleway (DfT Guidance LTN 1/20), the available width is limited by adopted highway and land ownership constraints in this location. Notwithstanding this, the provision of a short section of reduced width shared footway/cycleway, marginally below the recommended width should, on balance, be considered acceptable in this location as it allows

a complete active travel link between the site and the Cross Road / Albert Road Roundabout to the north-east.

The proposed widening of this section to a shared footway/cycleway is achieved via that narrowing of the carriageway to 5.5m along this short stretch. This still facilitates the two - way movements of larger vehicles and is the minimum width that can be provided to facilitate the proposed footway/cycleway widening.

As shown on **Drawing Number SH5034-4PD-004 Revision B (RSA Appendix B)**, in line with the RSA recommendation, the previously proposed zebra crossing has been upgraded to provide a parallel pedestrian/cyclist crossing which ensures that there is a continuous off-road cycleway link between the proposed Albrighton South site and the Cross Road / Albert Road Roundabout junction to the north-east.

3.4 PROBLEM A3

Location: Cross Road – to the west of the junction with Patshull Road.

Summary: *Inappropriate speeds risk loss of control collisions.*

At present Cross Road is subject to a 30mph, 40mph and then the national speed limit along the length that is to be traffic calmed and realigned to enter the development. Should the higher speed limits be retained, there is a risk of inappropriate speeds where vertical measures are provided, risking loss of control collisions.



RECOMMENDATION

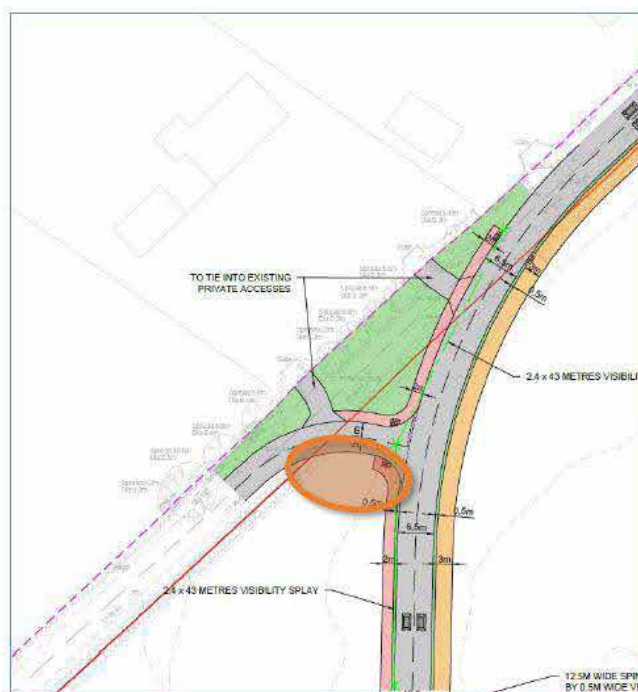
It is recommended that a maximum speed limit of 30mph is provided along the traffic-calmed sections of Cross Road.

Recommendation Accepted

3.5 PROBLEM A4/5

Summary: Lack of visibility risks vehicle to pedestrian collisions.

When crossing south to north, visibility for and of pedestrians entering the carriageway is restricted due to the alignment of the carriageway to the west. Should insufficient visibility be provided there is a risk a pedestrian may enter the carriageway into the path of an approaching vehicle, resulting in vehicle to pedestrian collisions.



It is recommended that unobstructed visibility of vehicles approaching from the west is provided for pedestrians looking to cross south to north at the junction.

Recommendation Accepted

As shown on **Drawing Number SH5034-4PD-004 Revision B (RSA Appendix B)**, in line with the RSA recommendation, pedestrian visibility splays of 1.5m x 43m (in line with the proposed 30mph speed of the road) will be provided at the Cross Road / spine road

crossings.

For clarity, it is confirmed that the retained section of Cross Road to the west of the site access spine road will be downgraded to a 30mph speed limit. This is considered appropriate considering the change in nature of the road which (as part of the access proposals) will not provide a through link to the A464 Holyhead Road and will only provide access to the limited employment and residential units between the site access spine road and the A464 Holyhead Road.

3.6 PROBLEM A6

Location: Cross Road – approaches to the realigned carriageway.

Summary: See-through to old alignment risks loss of control incidents.

Whilst it is appreciated that the traffic calming will reduce speeds for the majority of vehicles, there is a risk that drivers or riders approaching the realigned junction on Cross Road will be confused by being able to see the historic (current) alignment, resulting in westbound vehicles crossing the centre line or eastbound vehicles approaching the junction with excessive speed, risking loss of control incidents.



RECOMMENDATION

It is recommended that additional measures to highlight the presence of the junction and new alignment are provided as part of the detailed design.

DESIGNER'S RESPONSE

Recommendation Accepted

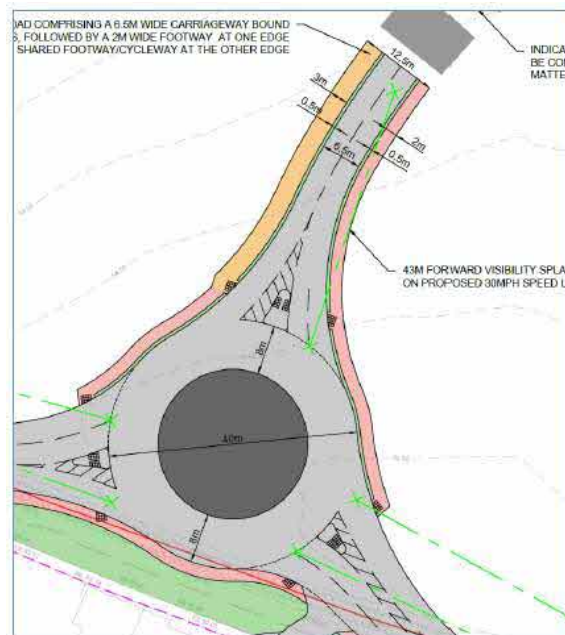
In line with the RSA recommendation, additional measures will be provided to highlight the presence of the junction and new road alignment as part of the detailed design process.

3.7 PROBLEM A7

Location: A464 Holyhead Road – proposed roundabout junction.

Summary: Lack of links into and from the cycle route risk vehicle to cycle collisions.

The shared footway/cycleway linking to and from the development starts and ends at the southern end of the western footway. In order to enter the facility, cyclists are required to navigate the roundabout. This junction type often presents an increased risk of cyclists being struck by larger vehicles navigating the junction.



RECOMMENDATION

It is recommended that segregated links to and from onward routes are provided for cyclists and that these links allow cyclists to avoid cycling around the roundabout.

DESIGNER'S RESPONSE

Recommendation Accepted

As shown on **Drawing Number SH5034-4PD-002 Revision B (RSA Appendix B)**, in line with the RSA recommendation, the extent of the western shared footway/cycleway has been extended and an appropriate entry point provided to ensure that cyclists travelling east on the A464 Holyhead Road towards the site can access the shared facility without having to navigate the roundabout.

In addition to this, the section of footway previously provided on the eastern side of the roundabout has been upgraded to provide a shared footway/cycleway with a new cycle access point provided on to the A464 Holyhead Road to the east of the roundabout. The island and associated crossing point on the northern (site) arm of the roundabout has been widened to provide a minimum 3m width as recommended in LTN 1/20. This will facilitate

In practice, the number of cycle movements through the junction are anticipated to be relatively low and there are no on or off-road cycle links adjacent to or on the A464 Holyhead Road in the vicinity of the site. Therefore, it is considered that the improvements proposed to facilitate access and egress to the shared footway/cycleway route in the vicinity of the site access roundabout are appropriate.

Location: A464 Holyhead Road – proposed roundabout junction.

The drawing provided show visibility splays based on the proposed 40mph speed limit. It was observed that Holyhead Road is currently subject to the national speed limit and, whilst it is appreciated that the proposals include gateway features and rumble strips / 40mph roundels along Holyhead Road, some high vehicle speeds were observed during the site visit and it is unclear whether the proposed measures will have the desired reduction in speeds. Should insufficient visibility be provided there is a risk of junction overshoots or shunt type collisions.



It is recommended that unobstructed visibility splays commensurate with likely vehicle speeds, as opposed to the speed limit, are provided.

DESIGNER'S RESPONSE

Recommendation Noted

As set out in the TA submitted in support of the application, ATC surveys were undertaken on the A464 Holyhead Road to establish the speed of vehicles in the vicinity of the proposed site access junction locations. The ATC (ATC 1 in the TA) located in the approximate location of the proposed roundabout junction recorded the following speeds:

Eastbound – 49.6mph (mean speed) and 56.3mph (85th percentile speed); and

Westbound – 53.0mph (mean speed) and 59.9mph (85th percentile speed).

In terms of the existing speed limit on the road, whilst this is currently national speed limit (60mph) along the A464 Holyhead Road site frontage, the DfT Setting Local Speed Limits (March 2024) document states at paragraph 131, Table 2 that a 60mph speed limit is only recommended for *'most high quality strategic A and B roads with few bends, junctions or accesses'*. In terms of a 50mph speed limit Table 2 states to a 50mph limit *'Should be considered for lower quality A and B roads that may have a relatively high number of bends, junctions or accesses. Can also be considered where mean speeds are below 50mph, so lower limit does not interfere with traffic flow'*. Based on the above DfT guidance, it is clear that, whilst the current speed limit on the A464 Holyhead Road along the frontage of the site is 60mph, in practice it could realistically be reduced to 50mph without the requirement for any additional traffic calming measures, given that the stretch of the A464 in question clearly meets the criteria set out for a 50mph road with a number of accesses and bends.

The proposals submitted for audit included reducing the speed limit to 40mph along the A464 over a distance of 1.6km to encompass the proposed site accesses. This 40mph speed limit would be enforced via the provision of the new access junctions as well as a suite of additional measures set out in **Drawing Number SH5034-4PD-011 Revision A (RSA Appendix B)**, including speed repeater signage, roundels on the road, gateway features, rumble strips, lining to reduce the visual width of the road and potential (subject to S278 requirements) lighting to reduce vehicle speeds. In addition to this, the provision of development on land to the north of the site access junctions will change the nature of the road, which is currently rural in nature. The speed reducing measures proposed all take reference from the information provided in the DfT Traffic Calming (1/07) guidance document, which provides the evidence basis which supports reducing speed limits and how effective measures can be.

It should be noted that the LHA reviewed the speed reducing measures and the proposals to reduce the speed limit to 40mph along the frontage of the A464 as part of their TA review response to the application. In the LHA response, it was confirmed that *"SC has reviewed (the speed reducing and speed limit reduction measures) and considers information acceptable subject to further detailed design and road safety audits"*. As such, it is clear that SC Highways are amenable to progressing the Traffic Regulation Order (TRO) required to reduce the speed of the road from 60mph to 40mph.

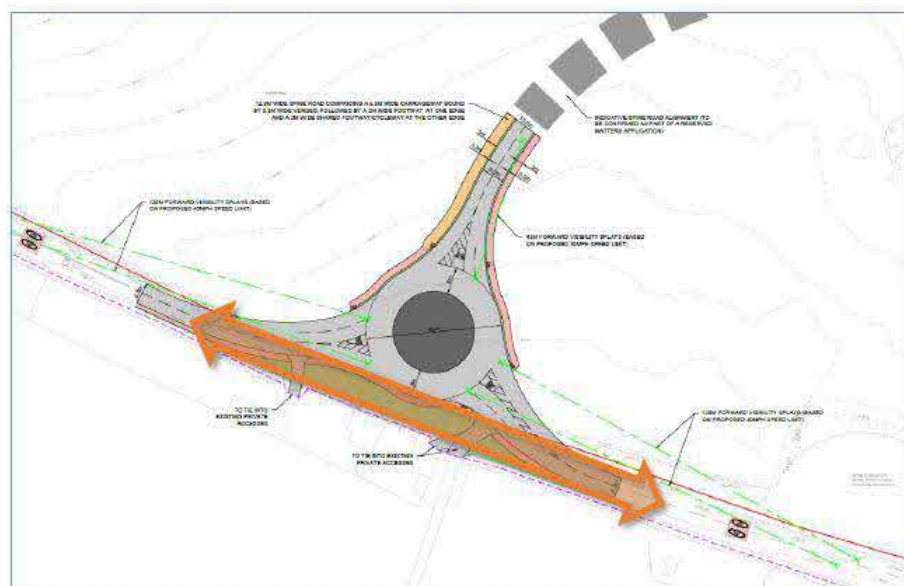
Based on the above information, and the fact that the LHA are broadly supportive of the proposals to reduce the speed limit on the A464 along the site frontage, it is not considered appropriate to provide visibility splays in line with recorded speeds as these will not be representative of vehicle speeds when the speed limit of the road is reduced and the speed reducing measures agreed as appropriate with the LHA have, together with the proposed site access, been implemented.

3.9 PROBLEM A8

Location: A464 Holyhead Road – proposed roundabout junction.

Summary: See-through to onward alignment risks loss of control incidents.

On both Holyhead Road approaches to the junction drivers will be able to see the onward carriageway on Holyhead Road. Given the potential for high-speed approaches as noted in Problem A7, alongside the rural nature of the location of the junction, there is a risk that drivers may not be aware of the junction until they are close to it, risking junction overshoots, loss of control incidents and shunt type collisions.



RECOMMENDATION

It is recommended that measures to prevent see-through along the existing carriageway alignment are provided and, pending a review of likely compliance with the proposed speed limit, additional measures to highlight the presence of the junction are provided as part of the detailed design.

DESIGNER'S RESPONSE

Recommendation Accepted

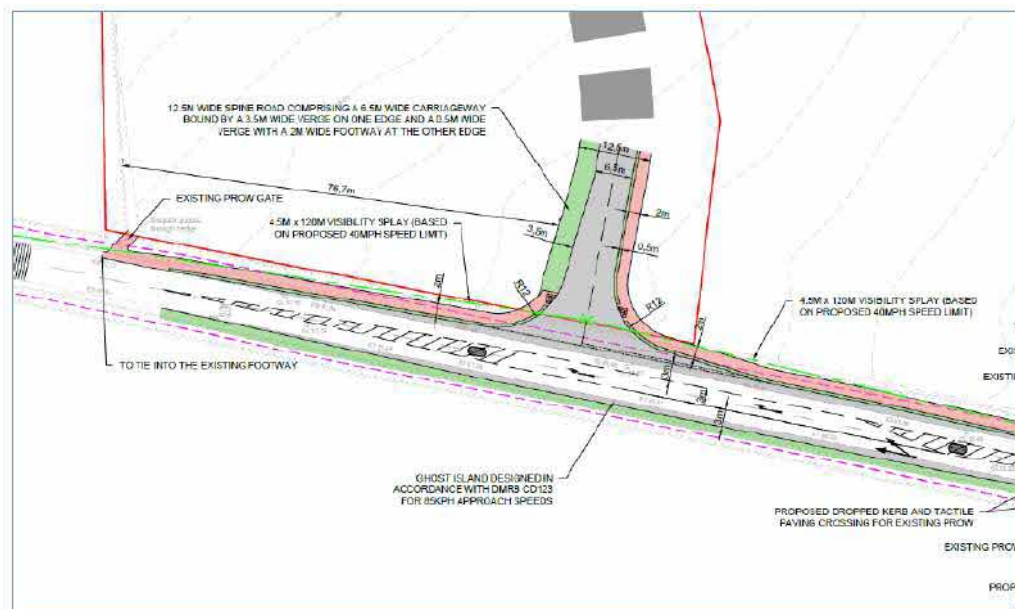
Measures to prevent 'see-through' along the existing A464 Holyhead Road carriageway will be confirmed and provided as part of the detailed design process.

3.10 PROBLEM A9

Location: A464 Holyhead Road – proposed ghost right turn priority junction.

Summary: Lack of visibility risks junction pull-out type collisions.

The drawing provided show visibility splays based on the proposed 40mph speed limit. As mentioned above Holyhead Road is currently subject to the national speed limit and whilst it is appreciated that the proposals include gateway features and rumble strips / 40mph roundels along Holyhead Road, some high vehicle speeds were observed during the site visit and it is unclear whether, especially given the proximity of the junction to the start of the 40mph speed limit, the proposed measures will have the desired reduction in speeds. Should insufficient visibility be provided there is a risk of drivers exiting the junction into the path of vehicles on Holyhead Road resulting in side-impact or shunt type collisions.



RECOMMENDATION

It is recommended that unobstructed visibility splays commensurate with likely vehicle speeds, as opposed to the speed limit, are provided at the junction.

DESIGNER'S RESPONSE

Recommendation Accepted

As set out in the TA submitted in support of the application, ATC surveys were undertaken on the A464 Holyhead Road to establish the speed of vehicles in the vicinity of the proposed site access junction locations. The ATC (ATC 3 in the TA) located in the approximate location of the ghost island right turn lane junction recorded the following speeds:

Eastbound – 47.6mph (mean speed) and 54.5mph (85th percentile speed); and

Westbound – 48.8mph (mean speed) and 55.4mph (85th percentile speed).

As shown above, vehicle speeds - in particular mean vehicle speeds - are significantly below the current posted 60mph limit.

In line with the Designers Response to 'Problem A7' it is considered that, given the speed reducing measures proposed and the in principle agreement from the LHA to the reduction in speed limits, it is considered that the provision of 120m visibility splays associated with the proposed 40mph speed limit are appropriate in this instance.

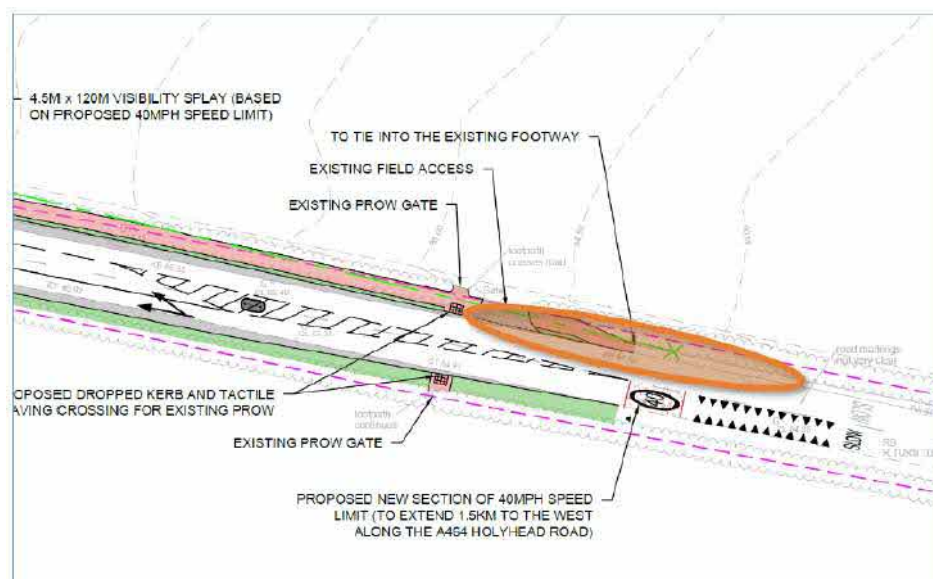
Notwithstanding this, the proposed speed limit change from 60mph to 40mph has been relocated to commence approximately 250m to the east of the ghost island right turn lane junction. This is approximately 100m further east than was shown on the site access junctions that were submitted for audit. The relocated speed limit location and package of speed reducing measures on approach to the junction are shown at **Drawing Number SH5034-4PD-011 Revision A (RSA Appendix B)**.

3.11 PROBLEM A10

Location: A464 Holyhead Road – proposed ghost right turn priority junction.

Summary: Lack of visibility risks junction vehicle to pedestrian collisions.

As noted in Problem A9, the crossing point is located close to the start of the 40mph speed limit and, as such there is a risk of excessive vehicle speeds at the crossing point, where visibility is likely restricted by adjacent vegetation to the east of the northern crossing point where there is currently a narrow footway and minimal verge. This may result in pedestrians entering the carriageway when it is unsafe to do so resulting in vehicle to pedestrian collisions.



RECOMMENDATION

It is recommended that unobstructed visibility splays commensurate with likely vehicle speeds, as opposed to the speed limit, are provided at the crossing point.

DESIGNER'S RESPONSE

Recommendation Noted

The dropped kerb tactile paving crossing referenced was proposed to formalise an existing informal crossing point that provides a link between PRow 0102/P1/1 to the south and PRow 0111/3/1 to the north of the A464 Holyhead Road.

As shown on **Drawing Number SH5034-4PD-003 Revision B (RSA Appendix B)**, in line with the RSA recommendation, pedestrian visibility splays of 1.5m x 120m (in line with the proposed 40mph speed of the road) will be provided at the existing PRow crossing point, noting the speed limit changes circa 100m east of this location. It should be noted that forward visibility is excellent at this location, with visibility splays of circa 215m achievable at the crossing location, and therefore should continue to be a suitable crossing point for PRow users.

3.0 STAGE 1 AUDIT AND DESIGN TEAM RESPONSE – OFF-SITE IMPROVEMENTS

4.2 PROBLEM B1

Location: Side road junctions with -

Shaw Lane
Brooklands Road
Windsor Road
Cotswold Drive
Redford Drive
Fair Lawn
Bushfield Road
Ashfields (High Street)

Summary: Lack of dropped kerb / residual kerb upstand risks pedestrian trips.

The proposals include the installation of tactile paving to an “existing dropped kerb pedestrian crossing” at numerous junctions across the site. However, during the site visit it was observed that a number of the sites had a significant kerb upstand at the existing crossing point and in some cases the dropped kerbs were not aligned. With the likely increase in pedestrian movements, and provision of tactile paving providing a more complete route for visually impaired pedestrians, this increases the risk of trip type incidents and pedestrian injuries.



RECOMMENDATION

It is recommended that as part of the works the dropped crossings are lowered so that a minimal upstand in line with the latest guidance remains.

DESIGNER'S RESPONSE

Recommendation Accepted

In line with the RSA recommendation, as part of the crossing improvements, where required at the junctions listed above, the existing dropped kerbs will be lowered and/or realigned as part of the pedestrian improvement works to ensure that where possible, the crossings are delivered in line with best practice guidance at the time of the works.

Further details on the how the accepted recommendations above will be delivered will be confirmed as part of the detailed design process and are indicatively shown on 'Sheet 3 & 4' of **Drawing Number SH5034-4PD-010 Revision B (RSA Appendix B)**.

4.3 PROBLEM B2

Location: *Shaw Lane – eastern side of the pedestrian crossing at the junction with Station Road.*

Summary: *Pedestrian dropped crossing within access risks damage to tactile paving and pedestrian trips / vehicle to pedestrian collisions.*

The eastern side of the proposed pedestrian crossing here is located within the access for the Albrighton Caravan Storage and the adjacent plot / field access. The crossing point is therefore likely to be overrun potentially by large or towing vehicles, resulting in damage to the proposed tactile paving and creation of a trip hazard. Furthermore, whilst the current boundary treatment to the north allows for reasonable visibility of approaching vehicles, there is potential for an alternative boundary treatment that will obscure visibility of and for pedestrians starting to cross here, risking vehicle to pedestrian collisions.



RECOMMENDATION

It is recommended that the crossing is relocated outside of the adjacent access and to a location either where good visibility of approaching traffic is available or away from the junction.

DESIGNER'S RESPONSE

Recommendation Accepted

As shown on 'Sheet 4' of **Drawing Number SH5034-4PD-010 Revision B (RSA Appendix B)**, in line with the RSA recommendation, the proposed crossing has been relocated south to be outside of the adjacent access.

4.4 PROBLEM B3

Location: *Proposed new pedestrian crossing – adjacent to 71 Station Road.*

Summary: *Pedestrian dropped crossing within access risks damage to tactile paving and pedestrian trips.*

The proposed pedestrian crossing across Station Road, to the west of the junction with Shaw Lane, is located within the footway crossover / access for 71 Station Road. The crossing point is therefore likely to be overrun, resulting in damage to the proposed tactile paving and creation of a trip hazard.



RECOMMENDATION

It is recommended that the crossing is relocated outside of the property access.

DESIGNER'S RESPONSE

Recommendation Accepted

As shown on 'Sheet 4' of **Drawing Number SH5034-4PD-010 Revision B (RSA Appendix B)**, in line with the RSA recommendation, the proposed crossing has been relocated further east to be outside of the vehicle crossover access, with minor modifications to the western kerb radii of the Station Road / Albrighton Train Station junction to improve the pedestrian access to the station.

4.5 PROBLEM B4

Location: *High Street – eastern side of the proposed crossing.*

Summary: *Narrow footway risks pedestrian obstructions / collisions with signal infrastructure.*

The footway on the eastern side of High Street, at the proposed crossing point, appears narrow with regard to accommodating signal equipment whilst maintaining a usable footway width and providing safe clearance for the signals from the edge of the carriageway. Should the signal pole be located close to the edge of the carriageway, there is a risk of the signal heads being struck by passing high-sided vehicles. Conversely, should the pole be located further into the footway, there is a risk that it will be a barrier to users risking pedestrians entering the carriageway to by-pass it, resulting in collisions with passing vehicles.



RECOMMENDATION

It is recommended that, as part of the detailed design, the signal pole locations are designed so as to ensure that a usable footway width is maintained. If required, it is recommended that swan neck poles are provided to ensure safe clearance from the edge of the carriageway.

DESIGNER'S RESPONSE

Recommendation Accepted

In line with the RSA recommendation, the potential location of the signal pole to maximise the extent of usable footway will be confirmed as part of the detailed design stage. As recommended, this could include the use of 'swan neck' poles.

4.6 PROBLEM B5

Location: Cross Road – proposed speed cushions adjacent to West Acres.

Summary: Cross Road – proposed speed cushions adjacent to West Acres.

It is unclear whether the proposed traffic calming features will fit between the driveways for West Acres on the northern side of Cross Road and The Rowans on the southern side. Should the feature overlap, there is a risk that vehicles turning into / out of the adjacent driveways may lose control, risking mounting the opposite footway or collisions with approaching vehicles.



RECOMMENDATION

It is recommended that the speed cushions are located outside of the adjacent driveways.

DESIGNER'S RESPONSE

Recommendation Accepted

In line with the RSA recommendation, the exact location of the speed cushions will be confirmed as part of the detailed design stage work. The final location of the speed cushions will be subject to agreement with the LHA and where possible, the cushions will be located to ensure that they are outside of adjacent driveways.

4.0 CONCLUSIONS

- 4.1 This Designer's Response has been prepared by the SDD Team of DLP Planning Ltd in response to the Stage 1 Road Safety Audit (RSA), prepared by Midlands Road Safety Limited with regards to the site access proposals and associated off-site improvement works proposed to facilitate access to a residential led development for up to 800 residential dwellings, a 80-bed care home, new secondary school and a local centre on land at Albrighton South, Shropshire. The Outline planning application for the above development (reference 24/02108/OUT) was submitted to Shropshire Council (SC) in May 2024.
- 4.2 The RSA raised a number of matters associated with the site access and off-site improvement proposals prepared to date. It is considered that all of these matters have been addressed in full as part of this Designers Response either by updates to the proposed access and off-site improvement drawings, by the provision of additional information and justification or through the confirmation that as requested, further information will be provided as part of the detailed design work stage.

SH5034-13PD Albrighton South
Stage 1 RSA Designer's Response
Boningale Homes Limited
December 2024



RSA Appendix A Stage 1 Road Safety Audit - Midlands Road Safety (November 2024)



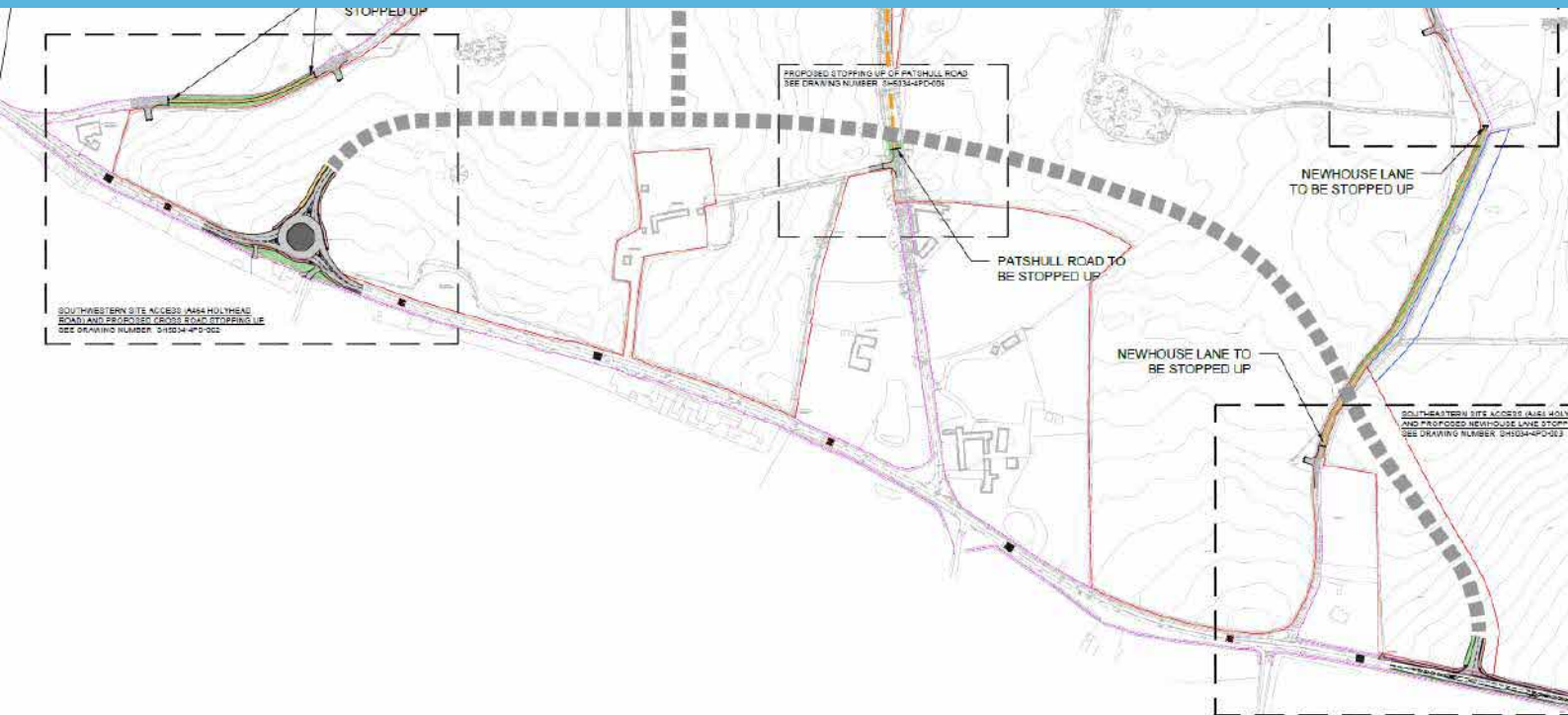
Midlands Road Safety Ltd

PROPOSED MIXED USE DEVELOPMENT ALBRIGHTON, SHROPSHIRE

STAGE 1 – ROAD SAFETY AUDIT

NOVEMBER 2024

REPORT REF: 24-1819-RSA1B



PROPOSED MIXED USE DEVELOPMENT

ALBRIGHTON, SHROPSHIRE

STAGE 1 ROAD SAFETY AUDIT

NOVEMBER 2024

REPORT REF: 24-1819-RSA1B

CLIENT: DLP Consultants

ENGINEER: Midlands Road Safety Ltd

TEL: 0779 112 1104

EMAIL: chris.berry@midlandsroadsafety.co.uk

Revision	Date of Issue	Author	Checked
B	04.12.2024	CB	SC
A	03.12.2024	CB	SC
-	19.11.2024	CB	SC
Draft (Internal)	18.11.2024	CB	SC

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B.	SITE LOCATION AND PROBLEM IDENTIFICATION PLANS

REGISTRATION OF AMENDMENTS		
DATE	REVISION	CHANGE
04.12.2024	B	Updated following review of speed data against proposed limit and correction to problem numbering.
29.11.2024	A	Transport Assessment provided – transport data added to review.

1. INTRODUCTION

- 1.1 This report comprises a Stage 1 Road Safety Audit (RSA) on the proposed highway amendments arising from a large mixed-use development known locally as Albrighton South in Albrighton, Shropshire. The proposed development includes up to 800 residential dwellings, a 70-bed care home, new secondary school and a local centre.
- 1.2 The site access works include the creation of a new three arm roundabout junction and priority junction on the A464 Holyhead Road as well as diversion of the existing Cross Road carriageway southward into the site, creating a new priority junction with the existing carriageway alignment. Works on Holyhead Road include lowering the existing speed limit to 40mph and provision of supporting rumble strips and 40 roundels.
- 1.3 The access works also include the removal of an existing mini-roundabout junction of Cross Road, Elm Road and Patshull Road with the closure of the southern Patshull Road arm alongside the stopping up of existing sections of Patshull Road, Newhouse Lane and Cross Road.
- 1.4 It is also proposed to construct a new shared footway / cycleway on the northern side of Cross Road to the east of the junction with Elm Road, linking into the development via a 'Green route' and continuing on the southern side of Cross Road to the west of the Elm Road junction.
- 1.5 As part of the proposed works, a number of off-site mitigation measures are also to be provided. This includes:
 - Provision of tactile paving at existing pedestrian crossing points along Station Road and Cross Road;
 - A new signal controlled crossing on High Street, to the north of the junction with Station Road and Cross Road;
 - Installation of vertical traffic calming features (speed cushions) along Cross Road; and
 - Creation of a new Zebra crossing on Cross Road, to the east of the junction with Elm Road;
- 1.6 The report was requested by DLP Consultants on behalf of their client Boningale Homes. The Overseeing Organisation is Shropshire County Council.

1.7 The Audit Team Membership was as follows:

Audit Team Leader

Chris Berry, MSc Transport Planning, MCIHT, MSoRSA, NH RSA Certificate of Competency

Audit Team Member

Sarah Cooke, BA (Hons)

1.8 A site inspection was carried out by the Audit Team together on Thursday 14th November 2024 between the hours of 12:55 and 15:40. During the site visit the weather conditions were fine and the road surface was mostly dry. Traffic flows were observed as being light, with frequent pedestrians and occasional cycle movements being observed within the village centre.

1.9 The audit also comprised of a desk-top study where all documents and plans provided by the Design Team were reviewed. A list of these can be found in Appendix A. The auditors have not been made aware of any departures from design standards.

1.10 The audit has been carried out in accordance with the principles of the National Highways document GG 119 'Road Safety Audit' (version 2). A formal Road Safety Audit Brief was not provided to the Audit Team. However, information regarding the site was provided via email alongside the relevant scheme documents and drawings. This was considered by the Audit Team to provide sufficient detail to undertake the appropriate stage of audit.

1.11 The Audit Team have examined and reported solely on the road safety implications of the scheme as presented and not examined or verified the compliance to any alternate criteria.

1.12 All comments and recommendations in this report are referenced to the Audit Brief where provided, and detailed drawings supplied. Where appropriate a list of "Additional Observations" will follow from any safety problems raised. These are not identified safety problems but generalised observations, outside of the scope of the relevant stage of audit, that may highlight potential safety problems that could arise at future stages of the safety audit process.

1.13 Midlands Road Safety Ltd has ensured that this report has been carried out independently with no member of the Audit Team membership directly linked to the scheme design.

2. SAFETY PROBLEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS

- 2.1. It is understood that no previous Road Safety Audits have been undertaken for the proposals subject to this report.

3. SAFETY PROBLEMS RAISED IN THIS ROAD SAFETY AUDIT – SITE ACCESS WORKS

3.1. The Audit Team has identified ten safety problems to be addressed.

3.2. [Problem A1](#)

Location: Cross Road – adjacent to the junction with Albert Road.

Summary: Lack of onward cycle route risks cycle to pedestrian collisions.

The proposed shared footway/cycleway ends close to the mini-roundabout junction of Cross Road and Albert Road. There is no obvious onward route for cyclists and no way for cyclists to rejoin the carriageway here. This may lead to them continuing their journey on the footway which is too narrow to be safely shared beyond this point, risking cycle to pedestrian collisions.



Recommendation:

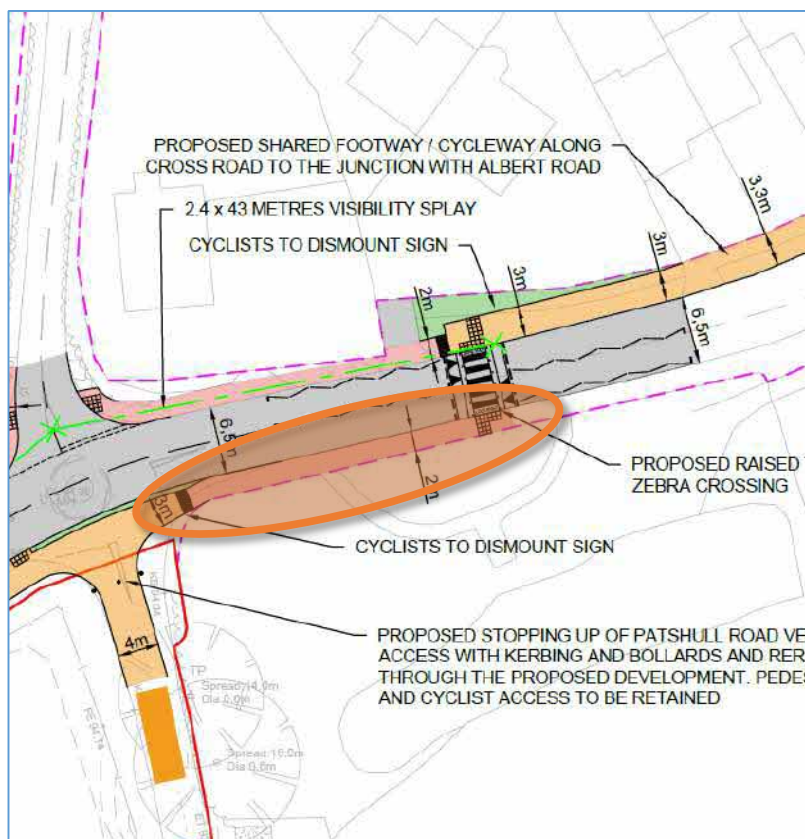
It is recommended that a safe way for cyclists to join and exit the facility here are provided.

3.3. Problem A2

Location: Cross Road – southern footway between Patshull Road and the shared footway/cycleway on the northern side of Cross Road.

Summary: Cyclist dismount violations likely to lead to cycle to pedestrian collisions.

There is a gap in the cycle provision between Patshull Road and the Zebra crossing linking to the onward route on the northern side of Cross Road. It is unlikely, given the length of the gap, that cyclists will dismount here, resulting in a risk of cycle to pedestrian collisions within the “gap” and on the crossing.



Recommendation:

It is recommended that the link between the crossing and onward route is widened to a point where shared use can be safely accommodated and that the crossing is upgraded to a parallel crossing.

3.4. Problem A3

Location: Cross Road – to the west of the junction with Patshull Road.

Summary: Inappropriate speeds risk loss of control collisions.

At present Cross Road is subject to a 30mph, 40mph and then the national speed limit along the length that is to be traffic calmed and realigned to enter the development. Should the higher speed limits be retained, there is a risk of inappropriate speeds where vertical measures are provided, risking loss of control collisions.



Recommendation:

It is recommended that a maximum speed limit of 30mph is provided along the traffic calmed sections of Cross Road.

Summary: Lack of visibility risks vehicle to pedestrian collisions.

TO TIE INTO EXISTING PRIVATE ACCESSES

24 x 43 METRES VISIBILITY SPY

2.4 x 43 METRES VISIBILITY

12.5M WIDE SPY BY 0.5M WIDE

Diagram illustrating a proposed road layout with various dimensions and sight triangles. Key features include:

- 24 x 43 METRES VISIBILITY SPY**: A large triangular area defined by a dashed line, indicating the required sight triangle for a 24m wide road.
- 2.4 x 43 METRES VISIBILITY**: A smaller triangular area defined by a dashed line, indicating the required sight triangle for a 2.4m wide road.
- 12.5M WIDE SPY BY 0.5M WIDE**: A section of the road with a 12.5m wide splay and a 0.5m wide section.
- Dimensions**: Various dimensions are provided for different sections of the road, including 0.5m, 1.0m, 1.5m, 2.0m, 2.5m, 3.0m, 3.5m, 4.0m, 4.5m, 5.0m, 5.5m, 6.0m, 6.5m, 7.0m, 7.5m, 8.0m, 8.5m, 9.0m, 9.5m, 10.0m, 10.5m, 11.0m, 11.5m, 12.0m, 12.5m, 13.0m, 13.5m, 14.0m, 14.5m, 15.0m, 15.5m, 16.0m, 16.5m, 17.0m, 17.5m, 18.0m, 18.5m, 19.0m, 19.5m, 20.0m, 20.5m, 21.0m, 21.5m, 22.0m, 22.5m, 23.0m, 23.5m, 24.0m, 24.5m, 25.0m, 25.5m, 26.0m, 26.5m, 27.0m, 27.5m, 28.0m, 28.5m, 29.0m, 29.5m, 30.0m, 30.5m, 31.0m, 31.5m, 32.0m, 32.5m, 33.0m, 33.5m, 34.0m, 34.5m, 35.0m, 35.5m, 36.0m, 36.5m, 37.0m, 37.5m, 38.0m, 38.5m, 39.0m, 39.5m, 40.0m, 40.5m, 41.0m, 41.5m, 42.0m, 42.5m, 43.0m, 43.5m, 44.0m, 44.5m, 45.0m, 45.5m, 46.0m, 46.5m, 47.0m, 47.5m, 48.0m, 48.5m, 49.0m, 49.5m, 50.0m, 50.5m, 51.0m, 51.5m, 52.0m, 52.5m, 53.0m, 53.5m, 54.0m, 54.5m, 55.0m, 55.5m, 56.0m, 56.5m, 57.0m, 57.5m, 58.0m, 58.5m, 59.0m, 59.5m, 60.0m, 60.5m, 61.0m, 61.5m, 62.0m, 62.5m, 63.0m, 63.5m, 64.0m, 64.5m, 65.0m, 65.5m, 66.0m, 66.5m, 67.0m, 67.5m, 68.0m, 68.5m, 69.0m, 69.5m, 70.0m, 70.5m, 71.0m, 71.5m, 72.0m, 72.5m, 73.0m, 73.5m, 74.0m, 74.5m, 75.0m, 75.5m, 76.0m, 76.5m, 77.0m, 77.5m, 78.0m, 78.5m, 79.0m, 79.5m, 80.0m, 80.5m, 81.0m, 81.5m, 82.0m, 82.5m, 83.0m, 83.5m, 84.0m, 84.5m, 85.0m, 85.5m, 86.0m, 86.5m, 87.0m, 87.5m, 88.0m, 88.5m, 89.0m, 89.5m, 90.0m, 90.5m, 91.0m, 91.5m, 92.0m, 92.5m, 93.0m, 93.5m, 94.0m, 94.5m, 95.0m, 95.5m, 96.0m, 96.5m, 97.0m, 97.5m, 98.0m, 98.5m, 99.0m, 99.5m, 100.0m, 100.5m, 101.0m, 101.5m, 102.0m, 102.5m, 103.0m, 103.5m, 104.0m, 104.5m, 105.0m, 105.5m, 106.0m, 106.5m, 107.0m, 107.5m, 108.0m, 108.5m, 109.0m, 109.5m, 110.0m, 110.5m, 111.0m, 111.5m, 112.0m, 112.5m, 113.0m, 113.5m, 114.0m, 114.5m, 115.0m, 115.5m, 116.0m, 116.5m, 117.0m, 117.5m, 118.0m, 118.5m, 119.0m, 119.5m, 120.0m, 120.5m, 121.0m, 121.5m, 122.0m, 122.5m, 123.0m, 123.5m, 124.0m, 124.5m, 125.0m, 125.5m, 126.0m, 126.5m, 127.0m, 127.5m, 128.0m, 128.5m, 129.0m, 129.5m, 130.0m, 130.5m, 131.0m, 131.5m, 132.0m, 132.5m, 133.0m, 133.5m, 134.0m, 134.5m, 135.0m, 135.5m, 136.0m, 136.5m, 137.0m, 137.5m, 138.0m, 138.5m, 139.0m, 139.5m, 140.0m, 140.5m, 141.0m, 141.5m, 142.0m, 142.5m, 143.0m, 143.5m, 144.0m, 144.5m, 145.0m, 145.5m, 146.0m, 146.5m, 147.0m, 147.5m, 148.0m, 148.5m, 149.0m, 149.5m, 150.0m, 150.5m, 151.0m, 151.5m, 152.0m, 152.5m, 153.0m, 153.5m, 154.0m, 154.5m, 155.0m, 155.5m, 156.0m, 156.5m, 157.0m, 157.5m, 158.0m, 158.5m, 159.0m, 159.5m, 160.0m, 160.5m, 161.0m, 161.5m, 162.0m, 162.5m, 163.0m, 163.5m, 164.0m, 164.5m, 165.0m, 165.5m, 166.0m, 166.5m, 167.0m, 167.5m, 168.0m, 168.5m, 169.0m, 169.5m, 170.0m, 170.5m, 171.0m, 171.5m, 172.0m, 172.5m, 173.0m, 173.5m, 174.0m, 174.5m, 175.0m, 175.5m, 176.0m, 176.5m, 177.0m, 177.5m, 178.0m, 178.5m, 179.0m, 179.5m, 180.0m, 180.5m, 181.0m, 181.5m, 182.0m, 182.5m, 183.0m, 183.5m, 184.0m, 184.5m, 185.0m, 185.5m, 186.0m, 186.5m, 187.0m, 187.5m, 188.0m, 188.5m, 189.0m, 189.5m, 190.0m, 190.5m, 191.0m, 191.5m, 192.0m, 192.5m, 193.0m, 193.5m, 194.0m, 194.5m, 195.0m, 195.5m, 196.0m, 196.5m, 197.0m, 197.5m, 198.0m, 198.5m, 199.0m, 199.5m, 200.0m, 200.5m, 201.0m, 201.5m, 202.0m, 202.5m, 203.0m, 203.5m, 204.0m, 204.5m, 205.0m, 205.5m, 206.0m, 206.5m, 207.0m, 207.5m, 208.0m, 208.5m, 209.0m, 209.5m, 210.0m, 210.5m, 211.0m, 211.5m, 212.0m, 212.5m, 213.0m, 213.5m, 214.0m, 214.5m, 215.0m, 215.5m, 216.0m, 216.5m, 217.0m, 217.5m, 218.0m, 218.5m, 219.0m, 219.5m, 220.0m, 220.5m, 221.0m, 221.5m, 222.0m, 222.5m, 223.0m, 223.5m, 224.0m, 224.5m, 225.0m, 225.5m, 226.0m, 226.5m, 227.0m, 227.5m, 228.0m, 228.5m, 229.0m, 229.5m, 230.0m, 230.5m, 231.0m, 231.5m, 232.0m, 232.5m, 233.0m, 233.5m, 234.0m, 234.5m, 235.0m, 235.5m, 236.0m, 236.5m, 237.0m, 237.5m, 238.0m, 238.5m, 239.0m, 239.5m, 240.0m, 240.5m, 241.0m, 241.5m, 242.0m, 242.5m, 243.0m, 243.5m, 244.0m, 244.5m, 245.0m, 245.5m, 246.0m, 246.5m, 247.0m, 247.5m, 248.0m, 248.5m

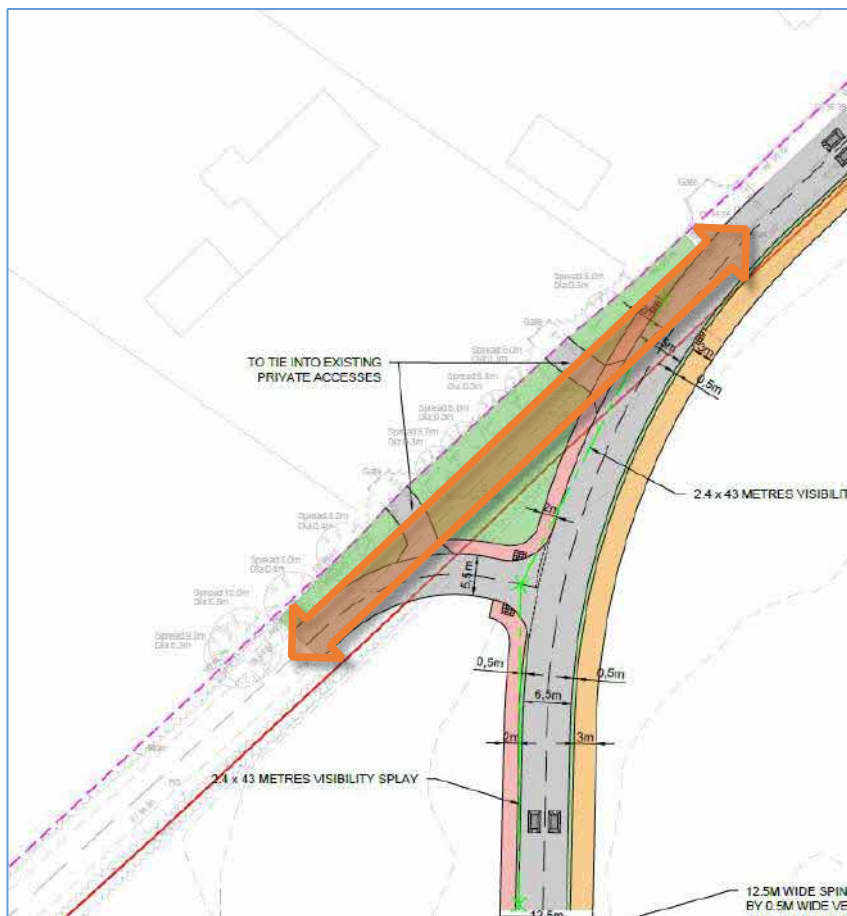
It is recommended that unobstructed visibility of vehicles approaching from the west is provided for pedestrians looking to cross south to north at the junction.

3.6. Problem A5

Location: Cross Road – approaches to the realigned carriageway.

Summary: See-through to old alignment risks loss of control incidents.

Whilst it is appreciated that the traffic calming will reduce speeds for the majority of vehicles, there is a risk that drivers or riders approaching the realigned junction on Cross Road will be confused by being able to see the historic (current) alignment, resulting in westbound vehicles crossing the centre line or eastbound vehicles approaching the junction with excessive speed, risking loss of control incidents.



Recommendation:

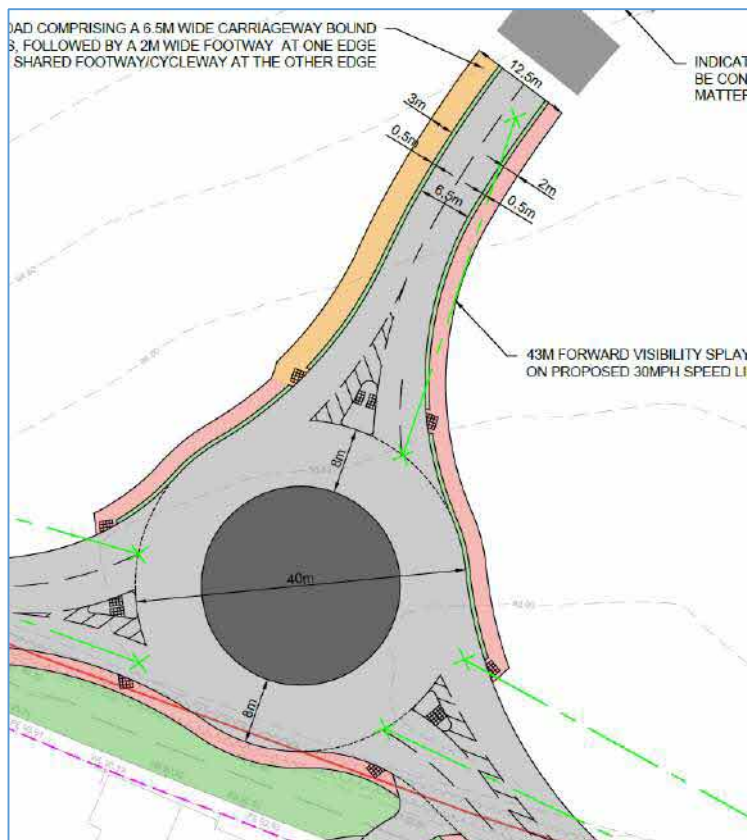
It is recommended that additional measures to highlight the presence of the junction and new alignment are provided as part of the detailed design.

3.7. Problem A6

Location: A464 Holyhead Road – proposed roundabout junction.

Summary: Lack of links into and from the cycle route risk vehicle to cycle collisions.

The shared footway/cycleway linking to and from the development starts and ends at the southern end of the western footway. In order to enter the facility cyclists are required to navigate the roundabout. This junction type often presents an increased risk of cyclists being struck by larger vehicles navigating the junction.



Recommendation:

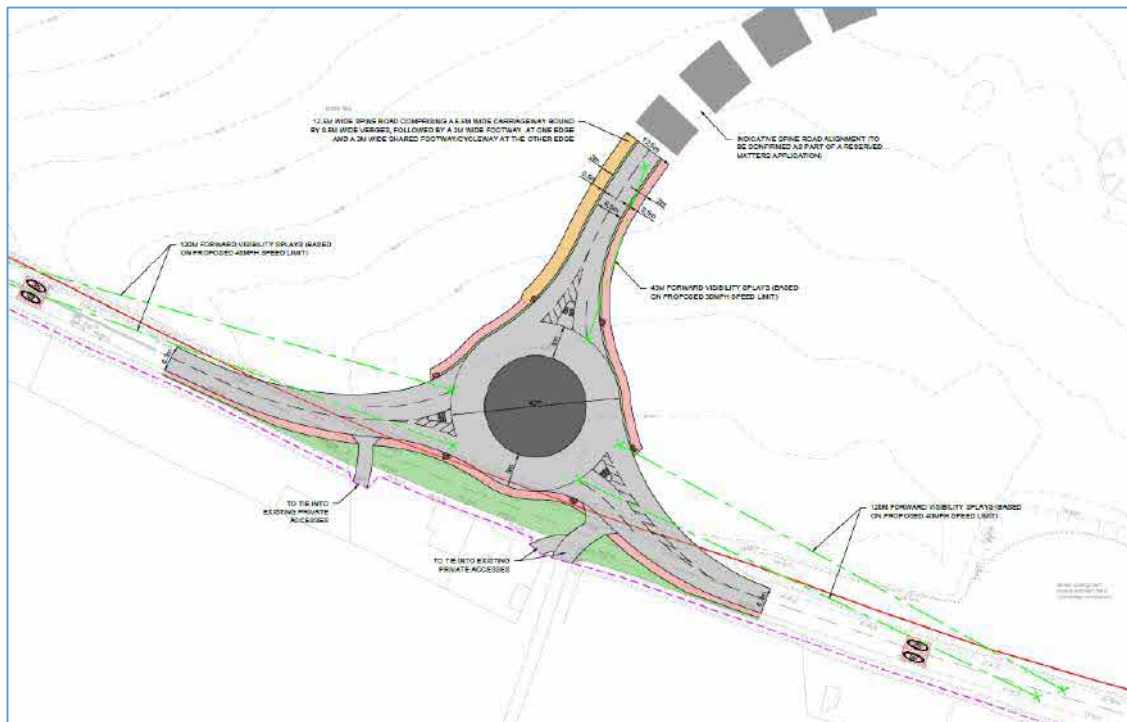
It is recommended that segregated links to and from onward routes are provided for cyclists and that these links allow cyclists to avoid cycling around the roundabout.

3.8. Problem A7

Location: A464 Holyhead Road – proposed roundabout junction.

Summary: Lack of forward visibility risks inappropriate speed and junction overshoots / shunt type collisions.

The drawing provided show visibility splays based on the proposed 40mph speed limit. It was observed that Holyhead Road is currently subject to the national speed limit and whilst it is appreciated that the proposals include gateway features and rumble strips / 40mph roundels along Holyhead Road, some high vehicle speeds were observed during the site visit and it is unclear whether the proposed measures will have the desired reduction in speeds. Should insufficient visibility be provided there is a risk of junction overshoots or shunt type collisions.



Recommendation:

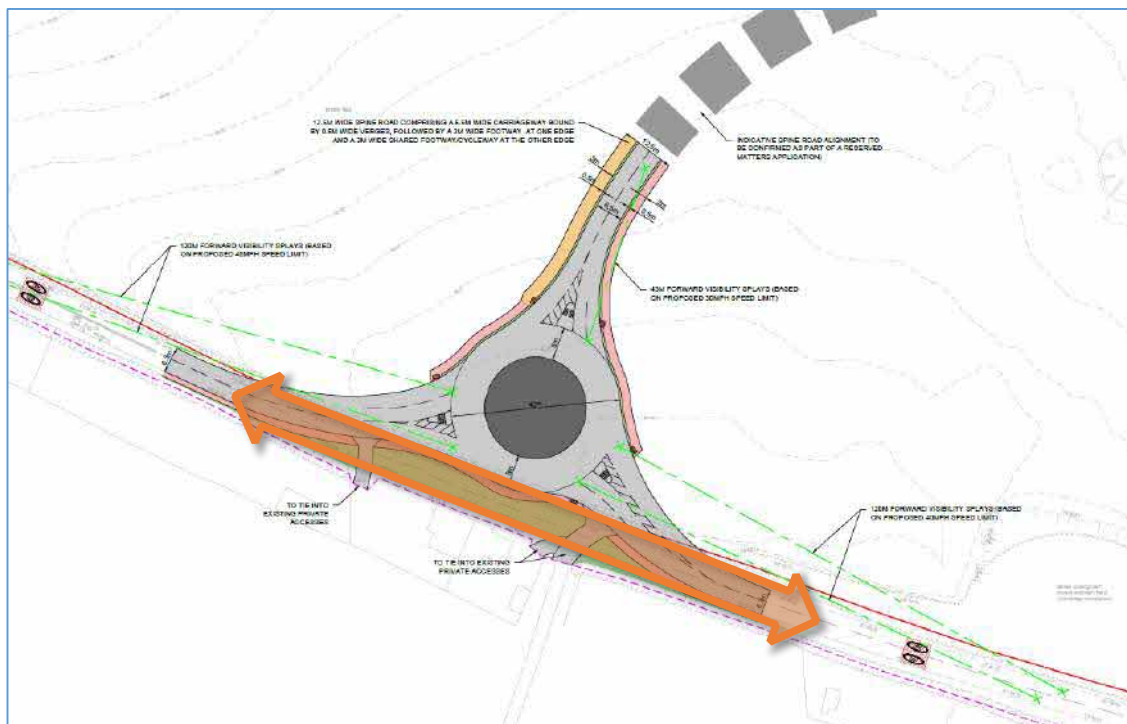
It is recommended that unobstructed visibility splays commensurate with likely vehicle speeds, as opposed to the speed limit, are provided.

3.9. Problem A8

Location: A464 Holyhead Road – proposed roundabout junction.

Summary: See-through to onward alignment risks loss of control incidents.

On both Holyhead Road approaches to the junction drivers will be able to see the onward carriageway on Holyhead Road. Given the potential for high speed approaches as noted in Problem A7, alongside the rural nature of the location of the junction, there is a risk that drivers may not be aware of the junction until they are close to it, risking junction overshoots, loss of control incidents and shunt type collisions.



Recommendation:

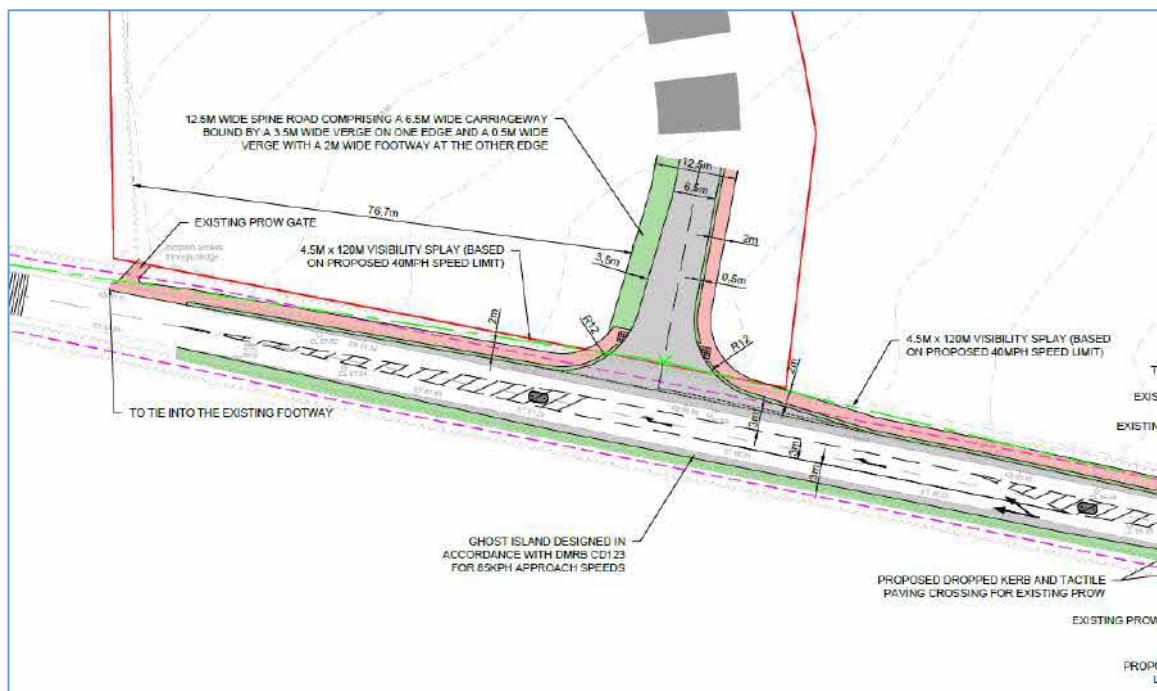
It is recommended that measures to prevent see-through along the existing carriageway alignment are provided and, pending a review of likely compliance with the proposed speed limit, additional measures to highlight the presence of the junction are provided as part of the detailed design.

3.10. Problem A9

Location: A464 Holyhead Road – proposed ghost right turn priority junction.

Summary: Lack of visibility risks junction pull-out type collisions.

The drawing provided show visibility splays based on the proposed 40mph speed limit. As mentioned above Holyhead Road is currently subject to the national speed limit and whilst it is appreciated that the proposals include gateway features and rumble strips / 40mph roundels along Holyhead Road, some high vehicle speeds were observed during the site visit and it is unclear whether, especially given the proximity of the junction to the start of the 40mph speed limit, the proposed measures will have the desired reduction in speeds. Should insufficient visibility be provided there is a risk of drivers exiting the junction into the path of vehicles on Holyhead Road resulting in side-impact or shunt type collisions.



Recommendation:

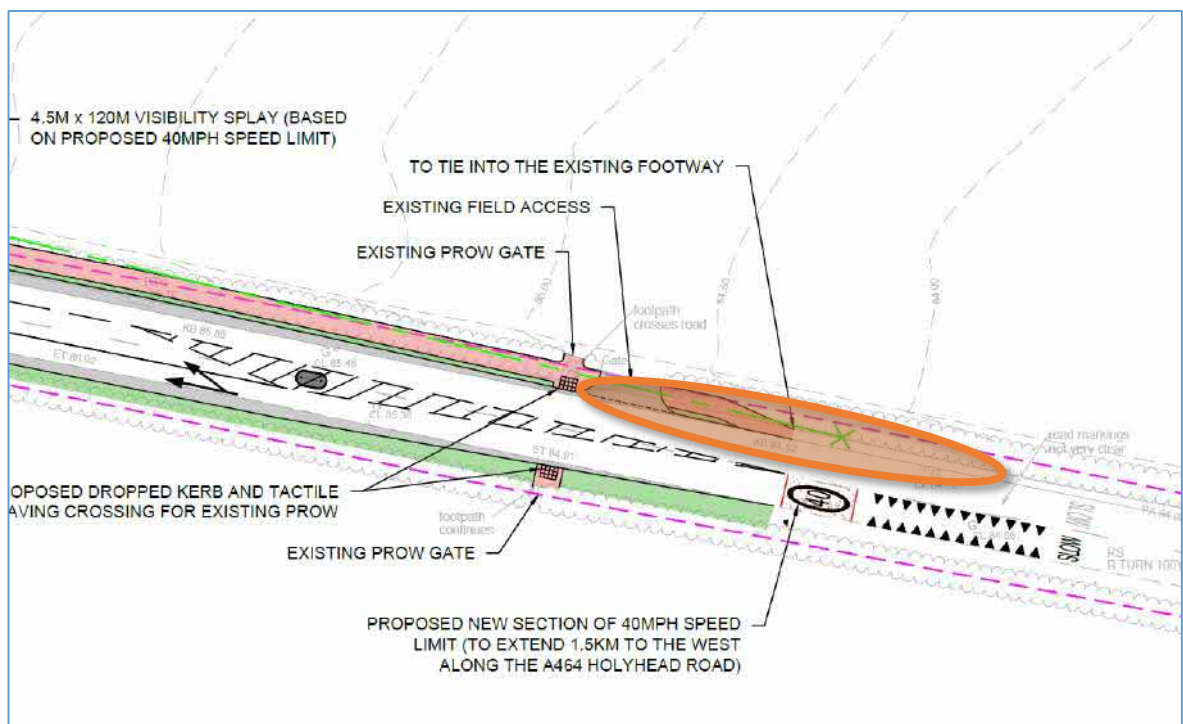
It is recommended that unobstructed visibility splays commensurate with likely vehicle speeds, as opposed to the speed limit, are provided at the junction.

3.11. Problem A10

Location: A464 Holyhead Road – proposed ghost right turn priority junction.

Summary: Lack of visibility risks junction vehicle to pedestrian collisions.

As noted in Problem A9, the crossing point is located close to the start of the 40mph speed limit and, as such there is a risk of excessive vehicle speeds at the crossing point, where visibility is likely restricted by adjacent vegetation to the east of the northern crossing point where there is currently a narrow footway and minimal verge. This may result in pedestrians entering the carriageway when it is unsafe to do so resulting in vehicle to pedestrian collisions.



Recommendation:

It is recommended that unobstructed visibility splays commensurate with likely vehicle speeds, as opposed to the speed limit, are provided at the crossing point.

4. SAFETY PROBLEMS RAISED IN THIS ROAD SAFETY AUDIT – OFF-SITE WORKS

4.1. The Audit Team has identified five safety problems to be addressed.

4.2. Problem B1

Location: Side road junctions with -

Shaw Lane

Brooklands Road

Windsor Road

Cotswold Drive

Redford Drive

Fair Lawn

Bushfield Road

Ashfields (High Street)

Summary: Lack of dropped kerb / residual kerb upstand risks pedestrian trips.

The proposals include the installation of tactile paving to an “existing dropped kerb pedestrian crossing” at numerous junctions across the site. However, during the site visit it was observed that a number of the sites had a significant kerb upstand at the existing crossing point and in some cases the dropped kerbs were not aligned. With the likely increase in pedestrian movements, and provision of tactile paving providing a more complete route for visually impaired pedestrians, this increases the risk of trip type incidents and pedestrian injuries.



Recommendation:

It is recommended that as part of the works the dropped crossings are lowered so that a minimal upstand in line with the latest guidance remains.

4.3. Problem B2

Location: Shaw Lane – eastern side of the pedestrian crossing at the junction with Station Road.

Summary: Pedestrian dropped crossing within access risks damage to tactile paving and pedestrian trips / vehicle to pedestrian collisions.

The eastern side of the proposed pedestrian crossing here is located within the access for the Albrighton Caravan Storage and the adjacent plot / field access. The crossing point is therefore likely to be overrun, potentially by large or towing vehicles, resulting in damage to the proposed tactile paving and creation of a trip hazard. Furthermore, whilst the current boundary treatment to the north allows for reasonable visibility of approaching vehicles, there is potential for an alternative boundary treatment that will obscure visibility of and for pedestrians starting to cross here, risking vehicle to pedestrian collisions.



Recommendation:

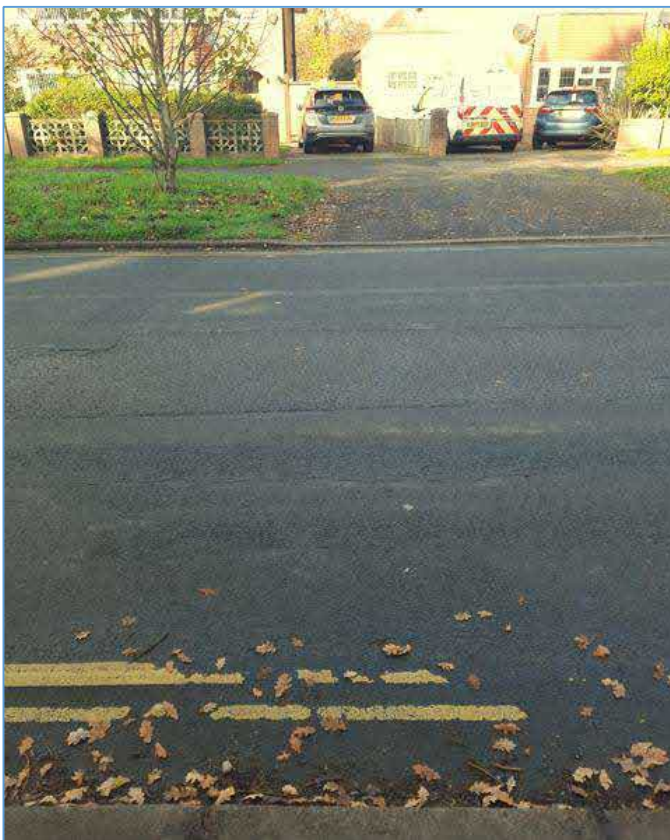
It is recommended that the crossing is relocated outside of the adjacent access and to a location either where good visibility of approaching traffic is available or away from the junction.

4.4. Problem B3

Location: Proposed new pedestrian crossing – adjacent to 71 Station Road.

Summary: Pedestrian dropped crossing within access risks damage to tactile paving and pedestrian trips.

The proposed pedestrian crossing across Station Road, to the west of the junction with Shaw Lane, is located within the footway crossover / access for 71 Station Road. The crossing point is therefore likely to be overrun, resulting in damage to the proposed tactile paving and creation of a trip hazard.



Recommendation:

It is recommended that the crossing is relocated outside of the property access.

4.5. Problem B4

Location: High Street – eastern side of the proposed crossing.

Summary: Narrow footway risks pedestrian obstructions / collisions with signal infrastructure.

The footway on the eastern side of High Street, at the proposed crossing point, appears narrow with regard to accommodating signal equipment whilst maintaining a usable footway width and providing safe clearance for the signals from the edge of the carriageway. Should the signal pole be located close to the edge of the carriageway, there is a risk of the signal heads being struck by passing high-sided vehicles. Conversely, should the pole be located further into the footway, there is a risk that it will be a barrier to users risking pedestrians entering the carriageway to by-pass it, resulting in collisions with passing vehicles.



Recommendation:

It is recommended that, as part of the detailed design, the signal pole locations are designed so as to ensure that a usable footway width is maintained. If required, it is recommended that swan neck poles are provided to ensure safe clearance from the edge of the carriageway.

4.6. Problem B5

Location: Cross Road – proposed speed cushions adjacent to West Acres.

Summary: Raised feature overlapping driveway(s) risks loss of control incidents.

It is unclear whether the proposed traffic calming features will fit between the driveways for West Acres on the northern side of Cross Road and The Rowans on the southern side. Should the feature overlap there is a risk that vehicles turning into / out of the adjacent driveways may lose control, risking mounting the opposite footway or collisions with approaching vehicles.



Recommendation:

It is recommended that the speed cushions are located outside of the adjacent driveways.

End of the 'Safety Problems' in this Section of the Report

5. ADDITIONAL OBSERVATIONS

5.1. Additional Observation 1

It was observed that the proposed realignment of Cross Road and the new junctions on Holyhead Road are currently unlit. It is recommended that, as part of the detailed design, the need for illumination across the proposed traffic calmed areas and new junctions is reviewed and lighting provided such that they are sufficiently illuminated during the hours of darkness.

6. AUDIT STATEMENT

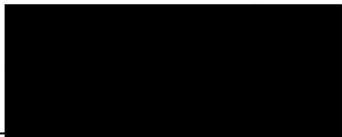
- 6.1. We certify that the terms of reference of the audit are as described in GG 119 and that no member of the Audit Team was directly linked to the scheme design.

6.2. **AUDIT TEAM LEADER:**

Chris Berry, MSc Transport Planning, MCIHT, NH RSA Certificate of Competency

Director

Midlands Road Safety Ltd

Signed: 

Date: 04.12.2024

6.3. **AUDIT TEAM MEMBER:**

Sarah Cooke, BA (Hons)

Associate

Midlands Road Safety Ltd

Signed: 

Date: 04.12.2024

APPENDIX A

The following documents and drawings were provided for the purposes of this road safety audit.

Drawings

Number	Title	Rev
SH5034-4PD-001	Proposed Access Strategy	A
SH5034-4PD-002	Southwestern Site Access (A464 Holyhead Road) – Proposed Roundabout	A
SH5034-4PD-003	Southeastern Site Access (A464 Holyhead Road) – Proposed Ghost Island Priority	A
SH5034-4PD-004	Northern Site Access (Cross Road) – Proposed Extension Into the Site	A
SH5034-4PD-005	Proposed Off-Site Improvements on Cross Road	A
SH5034-4PD-006	Proposed Stopping Up of Patshull Road	A
SH5034-4PD-007	Proposed Stopping Up of Newhouse Lane	A
SH5034-4PD-008	Swept Path Analysis of Proposed Site Access Junctions & Local Highway Network	-
SH5034-4PD-010	Off-Site Infrastructure improvements on Route to Existing Local Facilities - Overview	-
SH5034-4PD-010	Off-Site Infrastructure improvements on Route to Existing Local Facilities - Sheet 1 of 4	-
SH5034-4PD-010	Off-Site Infrastructure improvements on Route to Existing Local Facilities - Sheet 2 of 4	-
SH5034-4PD-010	Off-Site Infrastructure improvements on Route to Existing Local Facilities - Sheet 3 of 4	-
SH5034-4PD-010	Off-Site Infrastructure improvements on Route to Existing Local Facilities - Sheet 4 of 4	-
SH5034-4PD-010	Proposed Reduction of Speed Limit on A464	-

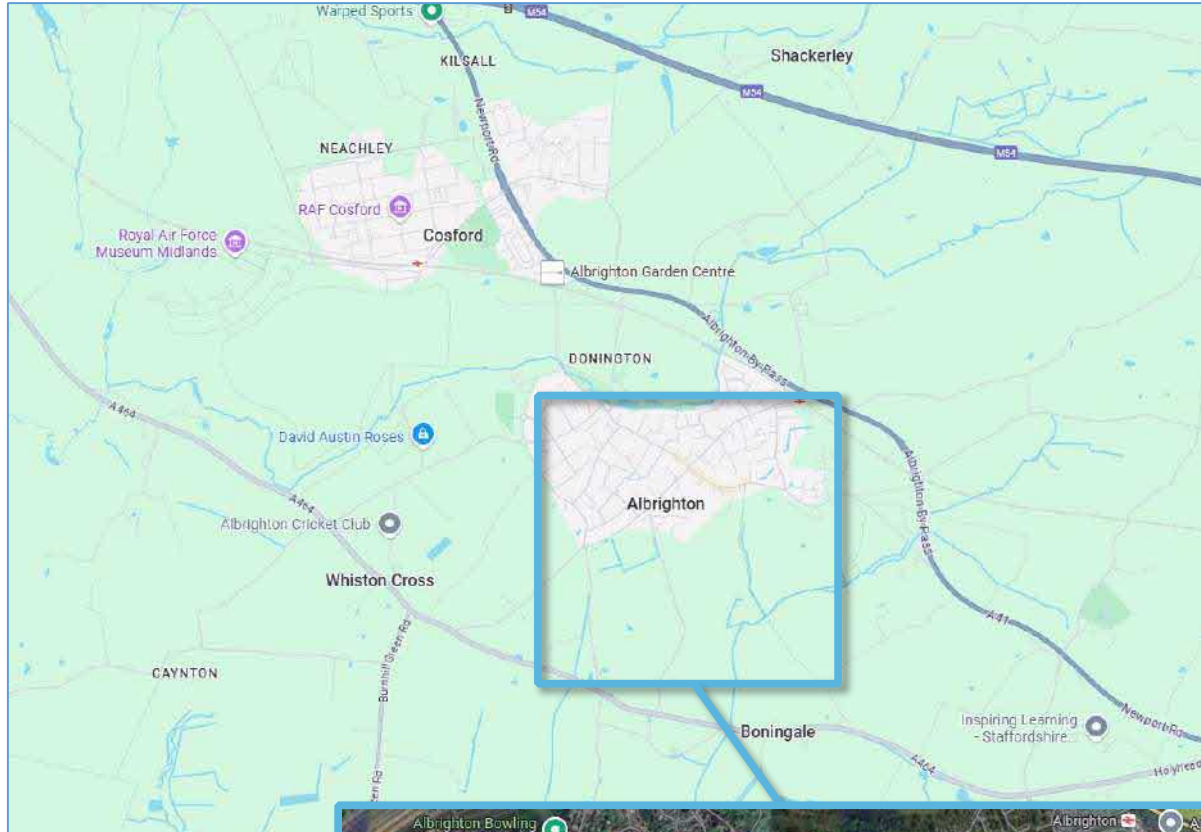
Documents

Author	Title	Rev	Date
DLP Consultants	Road Safety Audit Details (by email)	-	11.11.2024
DLP Consultants	Transport Assessment	-	05.2024
DLP Consultants	Technical Note 3 – Response to Second ATE Consultation Comments	-	11.2024
Shropshire Council	Highways Comments	-	

APPENDIX B

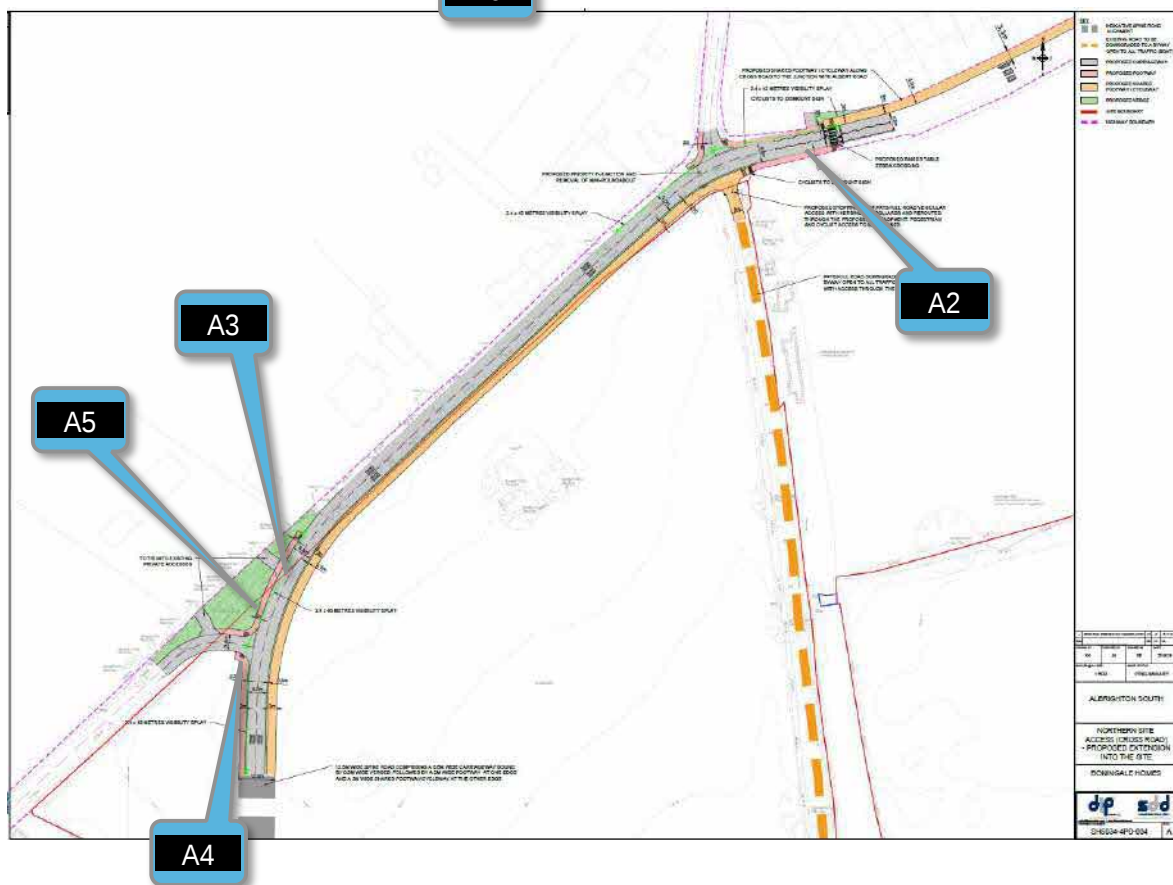
The location of any problems/observations that have been identified in Section 3 of this report can be seen on the extracts of the drawings supplied to the Audit Team, as listed in Appendix A.

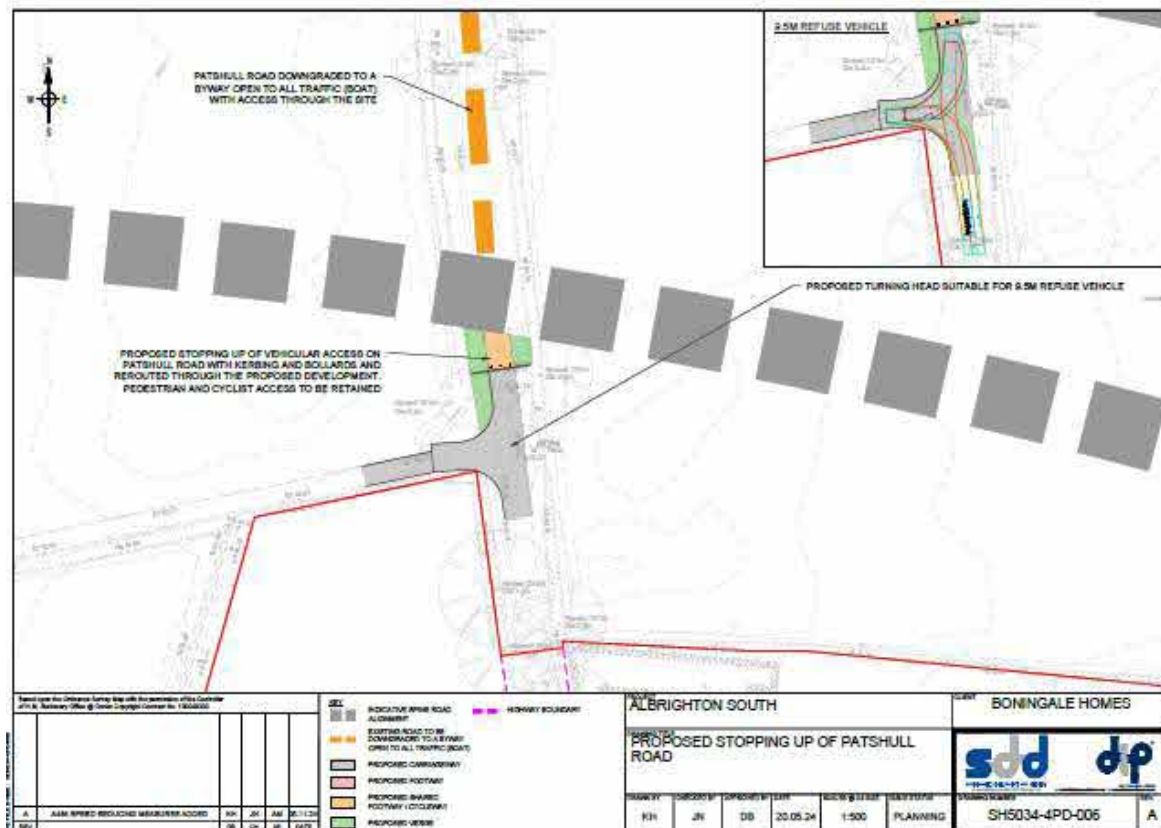
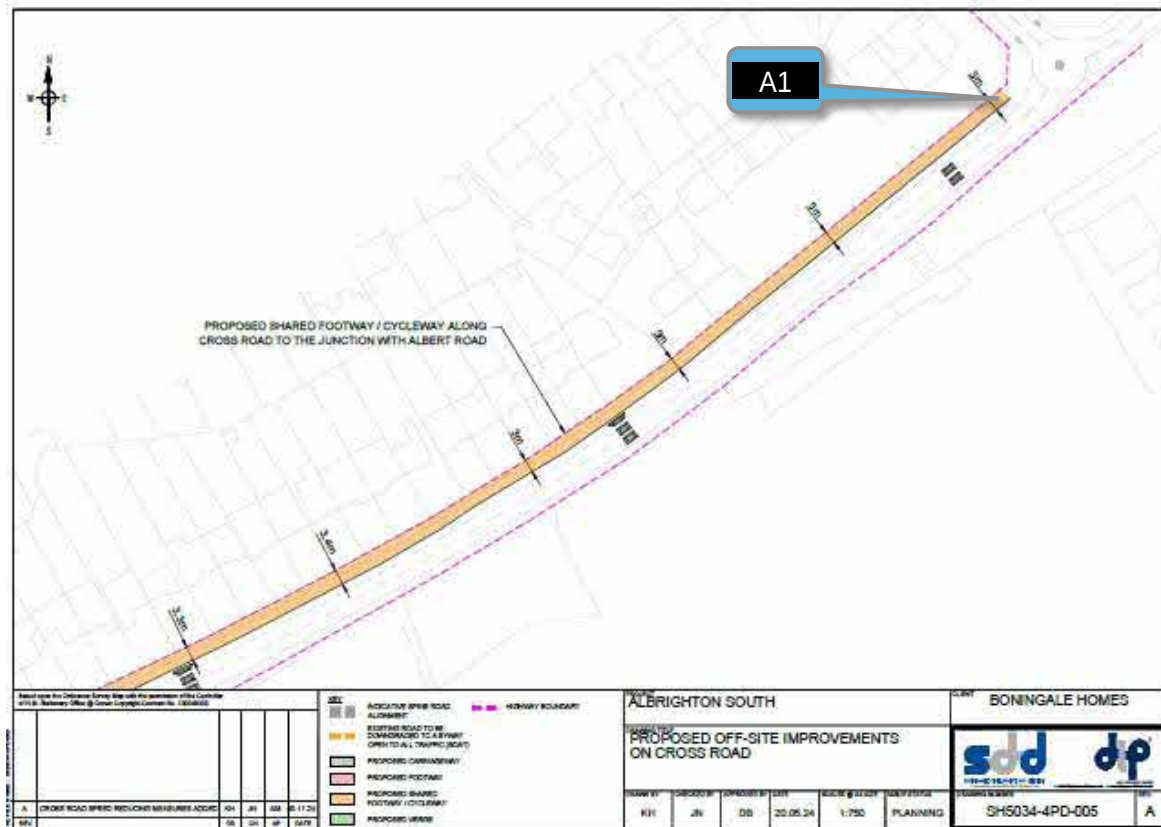
Figure 1 – Site Location

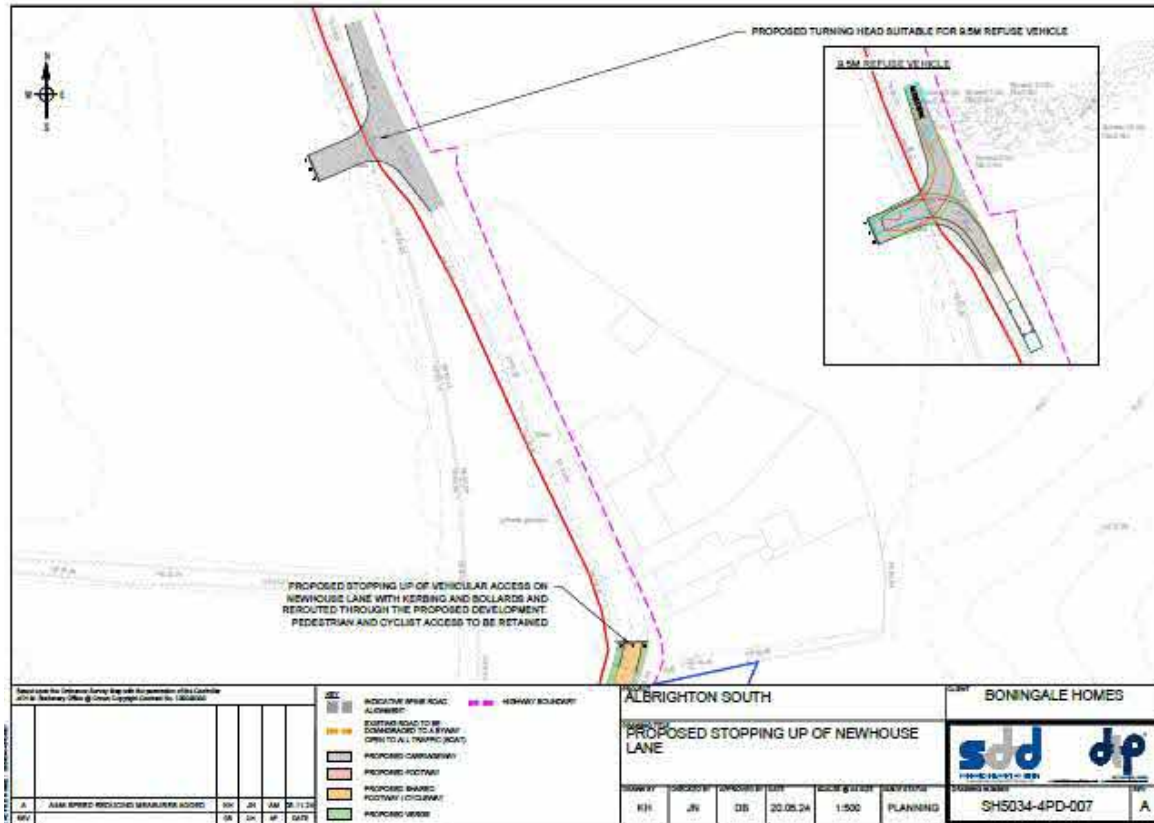


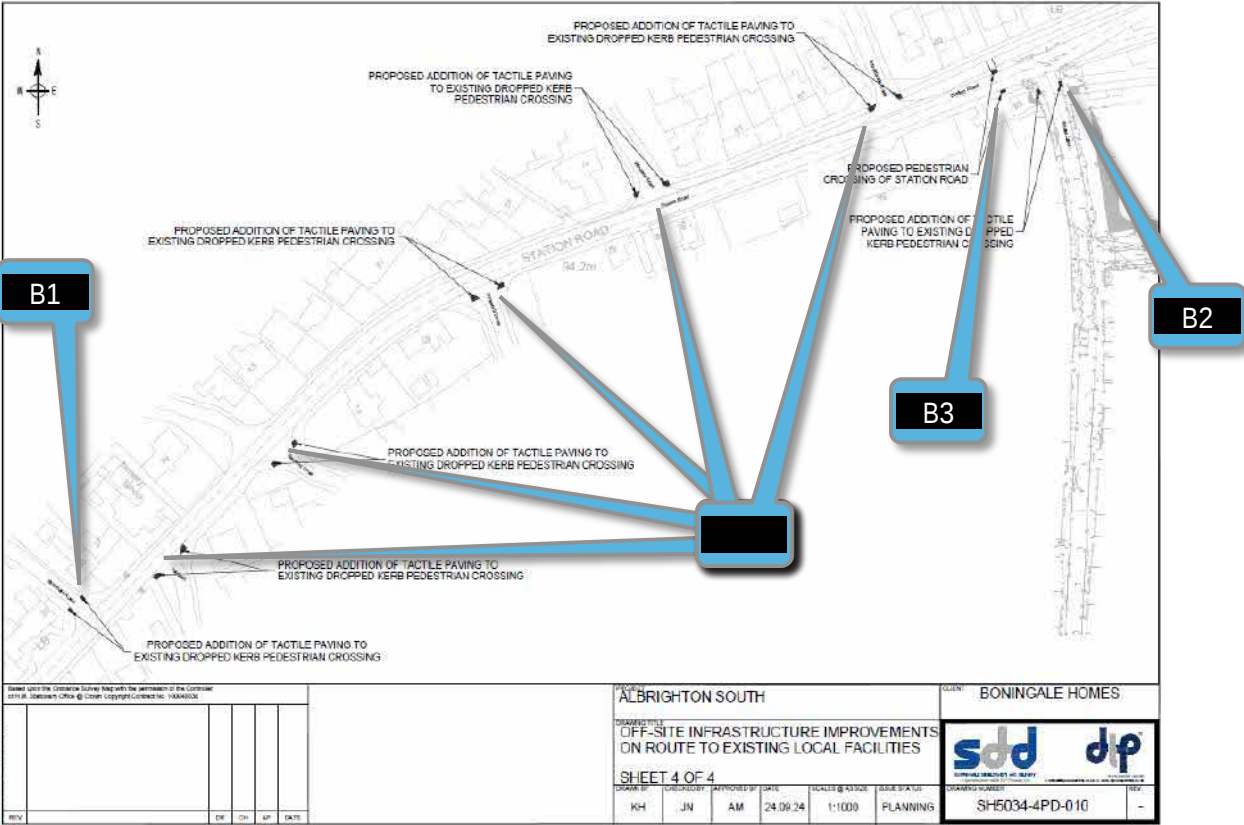
[Mapping source; Google Maps]













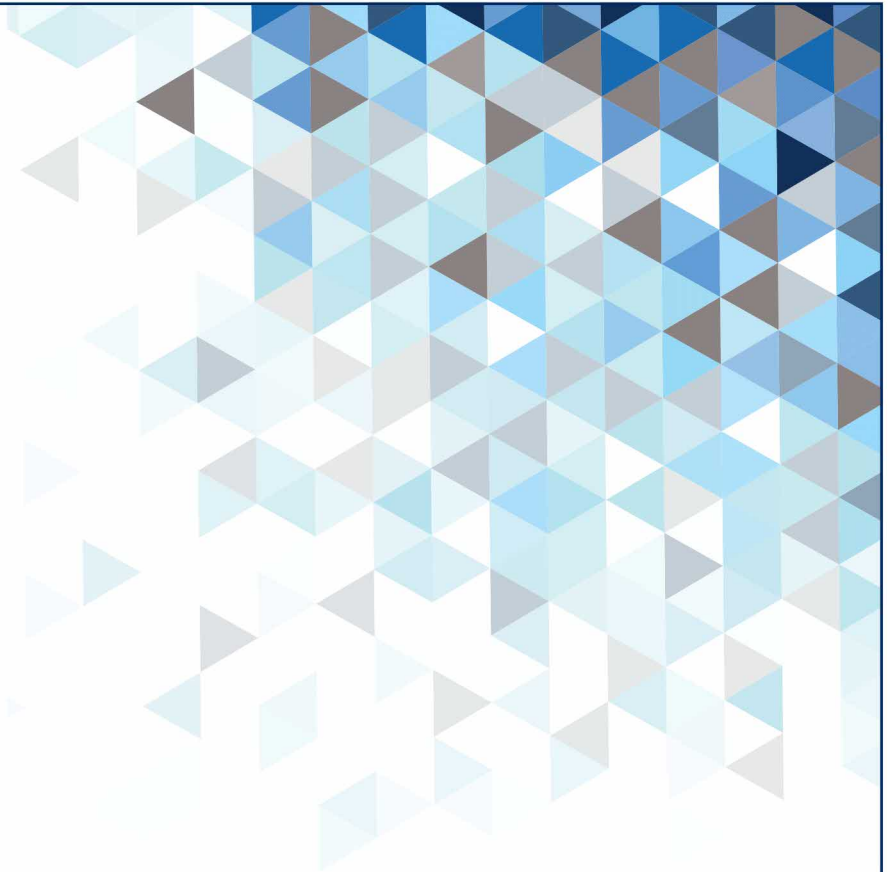
Midlands Road Safety Ltd

29 Arboretum Street, Nottingham NG1 4JA

T: +44 (0) 7791121104

E: enquiries@midlandsroadsafety.co.uk

W: www.midlandsroadsafety.co.uk



BEDFORD

Planning / SDD / SPRU

bedford@dlpconsultants.co.uk

BRISTOL

Planning / SDD / SPRU

bristol@dlpconsultants.co.uk

EAST MIDLANDS

Planning/ SDD

nottingham@dlpconsultants.co.uk

LIVERPOOL

Planning

liverpool@dlpconsultants.co.uk

LONDON

Planning

london@dlpconsultants.co.uk

MILTON KEYNES

Planning

miltonkeynes@dlpconsultants.co.uk

RUGBY

Planning

rugby.enquiries@dlpconsultants.co.uk

SHEFFIELD

Planning/ SDD / SPRU

sheffield@dlpconsultants.co.uk

**URBAN
DESIGN
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