

**“TRINITY SCHOOL”  
QUAKERS WALK, DEVIZES, WILTSHIRE  
SCHOOL ENTRANCE/EXIT**

**Road Safety Audit  
Stage 3 - Completion of Construction**

July 2013

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## INTRODUCTION

This report describes the results of a Stage 3 Road Safety Audit of the completed S38 Adoptable Access & Highway Construction Works at the frontage of “Trinity School”, Quakers Walk, Devizes, Wiltshire. This Road Safety Audit was carried out at the request of Persimmon Homes Wessex, Verona House, Tetbury Hill, Malmesbury, Wiltshire, SN16 9JR and Taylor Wimpey Southern Counties, Templars House, Lulworth Close, Chandlers Ford, Eastleigh, Hampshire, SO53 3TJ.

The Audit Team comprised Ted Smith and Steve Sierakowski, Consulting Traffic Engineers specialising in Highway Safety and Traffic Engineering, who have operated independently of the design team responsible for the scheme and have had no involvement with the design of the scheme.

The Audit Team were also accompanied for the daylight inspection by Paul Galpin representing Wiltshire County Council Highways and PC 852 Steve Colwill, representing Wiltshire Police.

The object of this Audit is to identify any existing safety related problems that may be exacerbated or any new problems that may be introduced by the completed works. No previous road safety audit reports, details of any current traffic flow data, details of vehicle swept paths or details of any recorded accidents were available for this audit.

The procedures followed by the Audit are as generally described in the Highways Design Standard HD 19/03 (DMRB Volume 5: Section 2, Part 2) and the incorporated categories of checklists, as appropriate. The Audit has examined and reported only on the road safety implications of the scheme as completed and as presented in the drawings listed in the Appendix to this report, and has not examined or verified compliance of the design with any other criteria or standard.

This Audit was carried out in the offices of the Audit Team members during July 2013 comprising of a review of the documents listed in Appendix A. The site was inspected during daylight on the afternoon of Tuesday 16<sup>th</sup> July 2013, during which time it was sunny and dry with light traffic flows. Frequent vehicular movements were observed and vehicles seen parked across the school frontage. Many pedestrian movements associated with pupils and parents leaving the school, either as pedestrians or on foot to waiting vehicles were also observed. A further inspection was undertaken later that evening in darkness conditions, during which time no vehicular traffic or pedestrian movements were seen.

All of the problems identified in this report are considered to be of sufficient importance to warrant attention and each are indicated on the Key Plan.

## **ITEMS RAISED WITHIN THIS STAGE 3 ROAD SAFETY AUDIT**

### **C1 GENERAL**

#### **C1.1 COMMENT** *(Not included on the Key Plan)*

No Relaxations or Departures from Standards were reported by the Designer.

#### **C1.2 PROBLEM**

**Location:** Quakers Walk, at the Trinity School frontage.

**Summary:** Risk of vehicles waiting along school frontage.

Whereas several vehicles were seen parked along the northeast kerb line of the school frontage by drivers picking up pupils during the school exit time, passing vehicle speeds observed during the site inspection did not appear unduly high for the conditions and no road safety problems were identified. Whilst the vehicle parking appeared to be associated with the school sports event, the Audit Team were informed by Paul Galpin that the extent of parking appeared unlike more regular school days when observations of the frontage generally shows it clear of vehicles.

Whereas application of school box markings on the current block paving may be considered, owing to poor adhesive qualities on such surfaces, markings would quickly become worn and barely visible and likely to need frequent maintenance.

#### **RECOMMENDATION**

Any vehicle parking at the school frontage may need to be casually monitored by the School Administrators to determine whether any more emphatic versions of messages regarding parking at the school frontage may need to be relayed to parents.

### **C2 LOCAL ALIGNMENT**

#### **C2.1 PROBLEM**

**Location:** Quakers Walk, east of the Trinity School exit.

**Summary:** Risk of vehicles parking on bend.

Whereas no problems were identified due to the several vehicles seen parked along the school frontage as part of picking up pupils during the school exit time, one vehicle was also seen parked immediately east of the raised table on the inner radius of the carriageway facing east towards London Road. Apart from that vehicle obstructing forward visibility for eastbound drivers it also resulted in obstructing passage of eastbound traffic, particularly when opposing westbound vehicles were approaching around the bend.

#### **RECOMMENDATION**

Occurrences of vehicle waiting associated with the school exit and entry times may need to be monitored to determine whether any vehicle waiting restrictions may be required on that section of carriageway.

### **C3 JUNCTIONS**

#### **C3.1 OBSERVATION**

**Location:** Trinity School exit, at the junction with Quakers Walk.

Whereas brick pillars at the entry to the development site have been set back behind the required visible splays for the school exit junction and that for the recycling area opposite, clear visibility is also currently available from behind the pillars, whereby momentary loss of visibility of westbound vehicles, especially two wheeled riders may occur for drivers approaching the Quakers Walk carriageway.

### **C4 NON MOTOR VEHICLE PROVISIONS**

#### **C4.1 PROBLEM**

**Location:** Quakers Walk, east of the Trinity School Exit.

**Summary:** Risk of unsuitable pedestrian access conditions.

Observations of parents and pupils leaving the school exit identified many were using the block paved raised table to cross the carriageway diagonally east towards London Road. As the colour of that feature also contrasts to the asphalt carriageway and appears on a pedestrian 'desire line', concern arises that its current kerb upstands of approximately 40mm up to the footway level at each side are restrictive and may create difficulties for wheelchair users or pedestrians with pushchairs and buggies.

#### **RECOMMENDATION**

The current kerbing of the raised table should be revisited with a view to providing suitable flush dropped kerb facilities at/along each side of that feature.

### **C5 SIGNS, ROAD MARKINGS AND STREET LIGHTING**

#### **C5.1 PROBLEM**

**Location:** Quakers Walk, at the westbound approach to the development site and school frontage.

**Summary:** 20mph signs missing.

Whereas 30mph signs are currently mounted on the west side of the brick pillars facing eastbound drivers leaving the development, no corresponding 20mph signs are currently provided on the opposite sides of the pillars to face westbound drivers entering the development and also approaching the school frontage.

#### **RECOMMENDATION**

20mph signs should be mounted on the east side of the current brick pillars in accordance with design proposals.

**\*\* No further road safety related items are identified at this Stage 3 Audit. \*\***

## **AUDIT TEAM LEADER'S STATEMENT**

I certify that this audit has been carried out in accordance with HD 19/03.

### AUDIT TEAM LEADER

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Signed

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Date

25<sup>th</sup> July 2013

### AUDIT TEAM MEMBER

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## APPENDIX A

### LIST OF DOCUMENTS EXAMINED

<b>Drawing No</b>	<b>Date</b>	<b>Scale</b>	<b>Description</b>
P404/109 Rev I	20/04/10	1:200	Levels and Contours (Sheet 4 of 5)
P404/114 Rev K	08/08/10	1:200	Drainage Layout (Sheet 4 of 5)
P404/119 Rev T	21/02/12	1:200	Surface Treatment, Signing, Lining and Street Lighting Plots 1-96 (Sheet 4 of 5)
P404/121 Rev C	25/03/10	As shown	Construction Details (Sheet 1 of 3)
P404/122 Rev D	10/12/09	As shown	Construction Details (Sheet 2 of 3)
P404/132 Rev I	21/02/12	1:500	Section 38 Agreement Plan
Emails	Various	--	Correspondence between School Administrators & Wiltshire CC

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## APPENDIX B

### KEY PLAN

#### Reduction of Drawing P404/132 Rev I

(Item C1.1 is not included on the Key Plan)

