

A39 Bucks Cross Safety Assessment

Report of the Head of Planning, Transportation and Environment

Please note that the following recommendations are subject to consideration and determination by the Committee before taking effect.

Recommendation: It is recommended that Members note the report from the Road Safety Team.

1. Summary and Introduction

Previously at HATOC the Committee considered the Report of the Chief Officer for Highways, Infrastructure Development and Waste (HIW/19/45) on a request by the Chair of Woolsery Parish Council made at the last meeting of this Committee for (a) a crossing point across the A39 be funded and provided; (b) explanation as to why a crossing point had not been provided when the new school was built; and (c) the existing 40mph speed limit be extended to cover the entrance to the new school.

A safety assessment had been undertaken by the County Council Officers on 8 March 2019 and copy of the report of that assessment (which also outlined the options available) was attached as Appendix I of the Report. It was intended that both the extension of the speed limit and the provision of a crossing point would be reviewed through the stage 4 (post opening and monitoring) safety audit process for the College. It was **MOVED** by Councillor Saywell and **SECONDED** by Councillor Hellyer and **RESOLVED** that a Stage 4 Safety Audit report be brought back to this Committee when available so that Members can determine whether any further action is required.

This report is in relation to that Stage 4 Safety Audit.

2. Discussion

See attached report from the Safer Travel Strategic Officer Appendix I.

Route 39 has been renamed to The Atlantic Academy, for which a stage 3 audit was carried out on 6 December 2018.

There is now validated personal injury collision data for 2019 and 2020 giving 24 months of validated data for the new section of road on the A39 in the region of the Atlantic Academy.

During this time there have been no reported collisions in the vicinity of the section of altered road at the Atlantic Academy.

There is therefore no requirement to carry out a stage 4 audit as per the requirements from the Design Manual for Roads and Bridges: GG 119 Road Safety Audit.

3. Options/Alternatives

No alternatives are available, as a Stage 4 audit is based on recorded collision data.

4. Consultations

No consultation is required.

5. Financial Considerations

There are no financial considerations.

6. Legal Considerations

Road safety audits are to be carried out in accordance with Design Manual for Roads and Bridges: GG 119 Road Safety Audit.

7. Environmental Impact Considerations (Including Climate Change)

No impacts.

8. Equality Considerations

No new policies are being recommended in this report and therefore an individual Equality Impact and Needs Assessment for the scheme is not considered necessary.

9. Risk Management Considerations

There are no risk management considerations.

10. Public Health Impact

There are no known public health impacts.

11. Reasons for Recommendations

No action is required. Review of the collision data has shown that there are no collisions, and by implication the road is considered acceptably safe in its current form.

Dave Black
Head of Service for Planning, Transportation and Environment

Electoral Division: Bideford West & Hartland

Local Government Act 1972: List of Background Papers

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Background Paper	Date	File Ref.
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Nil

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Atlantic Academy

The Atlantic Academy stage 3 audit was carried out on 06/12/2018 so there is now validated data for 2019 and 2020 giving 24 months of validated data for the new section of road on the A39 in the region of the Atlantic Academy.

During this time there have been no reported collisions in the vicinity of the section of altered road at the Atlantic Academy.

From this position there is not a requirement to carry out a stage 4 audit as per the requirements from the Design Manual for Roads and Bridges: GG 119 Road Safety Audit

GG 119 – Road Safety Audit

Stage 4 road safety audit - Post-opening monitoring

5.32 The Overseeing Organisation shall arrange for stage 4 RSA to be undertaken.

NOTE The stage 4 RSA is an evidence-led review of road traffic collisions that have occurred in the vicinity of the highway scheme.

5.33 Stage 4 RSA shall be carried out using 12 months of validated post highway scheme-opening road traffic collision data.

NOTE 1 Stage 4 RSAs are carried out so that any post highway scheme-opening road safety matters can be identified and remedial action taken.

NOTE 2 The lag in availability of validated road traffic collision data means the RSA can occur later than 12 months from the opening of the highway scheme.

NOTE 3 The availability of validated road traffic collision data varies depending on the individual Overseeing Organisation.

5.34 A stage 4 RSA report shall be produced where road traffic collisions have been recorded in the vicinity of the highway scheme over the 12 month period of validated road traffic collision data.

NOTE A stage 4 RSA report is not needed where no road traffic collisions have been recorded in the vicinity of the highway scheme over the 12 month period of post-opening validated road traffic collision data.

5.35 If the Overseeing Organisation decides not to proceed further with the stage 4 RSA reporting, this decision shall be recorded, and kept on the highway scheme file (or equivalent).