



High Wycombe Town Centre Masterplan

Stage 1 Road Safety Audit – Designer’s Response

Transport for Buckinghamshire
Wycombe District Council

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1.1 Stage 1 Road Safety Audit – Designer’s Response

Jacobs conducted a Stage 1 (feasibility) Road Safety Audit (RSA) to determine if there were any road safety issues that may have arisen due to the proposed conceptual design prepared for the High Wycombe Town Centre Masterplan.

This document encapsulates the Designer’s Response to the “problems” highlighted in the Stage 1 RSA. No responses are provided on “comments” identified in the Stage 1 RSA.

2 Responses to Problems Raised

Stage 1 Road Safety Audit DESIGNER'S RESPONSE TO SAFETY AUDIT EXCEPTION Scheme Name: High Wycombe Town Centre Masterplan –Conceptual Scheme Design		
The issues categorised in the safety audit as 'Problem' matters are those causing serious concern and are summarised below. The purpose of this form is for the scheme designer or Overseeing Organisation to respond to the 'Problem' matters. Responses should be sent to: Paul Smith, Divisional Director, Jacobs, 1180 Eskdale Road, Winnersh, Wokingham RG41 5TU 'Comments' in the report are made for the benefit of the designer, and are not referred to below.		
Paragraph	Summary of Problem and Recommendation	Designer's Response
4.2	<p>Problem: Queuing traffic on the approach to Wycombe General Hospital - The Masterplan intends to move traffic from the existing road network and onto redesigned existing roads. One of these proposed routes would entail using the Queen Alexandra Road which is also the main access road to Wycombe General Hospital. During the site visit, it was noted that mid-morning the hospital regularly generated queuing traffic on Queen Alexandra Road (up to 4/5 vehicles) as drivers entered the hospital car park (see photo 1). If significant levels of additional traffic were to use this road then further delays could be expected and driver behaviour could become hostile. This could lead to impulsive/reckless driving and possibly result in side swipe or shunt type collisions.</p> <p>Recommendation: Review traffic data at this location to identify when the busiest times are and what the queue lengths are like. It may well be that the peak times for traffic at the hospital are outside the peak times for general traffic flow. Consider the use of this road and whether or not the hospital entrance can be</p>	<p>Traffic modelling will establish vehicle flows on Queen Alexandra Road and will highlight the extent of the queues on Queen Alexandra Road. If this highlights the need for additional capacity, this will need to be looked at during the detailed design stage.</p> <p>Creation of vehicle stacking space and alterations to the hospital entrance layout are currently outside the scope of works. However these can be investigated once agreed with the Client and in consultation with the hospital.</p>

	improved or create more vehicle stacking space within the hospital grounds rather than on Queen Alexandra Road.	
4.4	<p>Problem: Proposed new build-out on Queen Alexandra Road - The design shows that a build-out is proposed at the junction of Queen Alexandra Road, Suffield Road and the new road linking to Lily's Walk. The design aims to change the main movement of vehicles along the new road rather than along Suffield Road. The build-out in its current position could prevent residents from accessing their driveways. In addition the build-out could encourage pedestrians to cross Queen Alexandra Road where there are a number of vehicle movements. (See photo 3). This could cause conflict between pedestrians and vehicles unless vehicle speeds are reduced.</p> <p>Recommendation: Provision must be made to accommodate access to existing driveways by either continuing the driveways across the build-out, where this can be done safely or reduce the size of the build-out. Consideration should be give to a raised informal pedestrian crossing near to this location that would encourage reduced vehicle speeds.</p>	<p>The loss of access to driveways at the front of the properties has been discussed with the Client in progress meetings. The properties have the potential to have vehicular access at the back. The large build-out is proposed at this location to create a strong visual impact and guide vehicles along the main route.</p> <p>The tight horizontal radius coupled with the vertical gradient of the Gas Works Link Road is anticipated to reduce vehicle speeds sufficiently to allow safe movements by pedestrians. A raised informal crossing point has not been provided at this location as the combination of the proposed gradient and the additional height due to the raised crossing can lead to grounding of vehicles.</p>
4.6	<p>Problem: Vehicular approach to the existing multi-storey car park - The design indicates that there will be a dedicated bus lane and a separate general vehicle lane for traffic heading in an easterly direction along Lily's Walk. The bus lane is proposed as being at the northern side of the carriageway, whilst the general eastern bound traffic lane is in the centre of the road. As vehicles enter the car park for the shopping centre they will have to cross over the bus lane which could cause side swipe collisions. The bus lanes will also used by cyclists and two wheeled motor</p>	<p>In subsequent revisions to the drawings, the east bound vehicular lane has been switched to the northern side of the carriageway with the bus lane at the centre up to the car park access.</p>

	<p>vehicles which can be more difficult to see approaching from the drivers off side. Additionally, if there is congestion as vehicles enter the car park (likely during busy periods) vehicles might queue across the bus lane and consequently delay buses.</p> <p>Recommendation: Consider switching the two lanes so that buses use the central lane until after the car park entrance, where they then switch back to the northern side of the carriageway.</p>	
4.11	<p>Problem: Enforcement of left turn only - The proposed junction arrangement could enable determined drivers to turn right across the central median. This could result in pedestrian/vehicle or side swipe type collisions as other road users would not be expecting this manoeuvre to be made.</p> <p>Recommendation: Introduce some form of street furniture/soft landscaping on this central median to prevent this manoeuvre whilst retaining good visibility.</p>	<p>Enforcement of left hand turn only through design, to be considered in more detail at later stage as discussed with the Client in the progress meeting on 6th April 2011.</p>
4.14	<p>Problem: Provision for the visually/mobility impaired - Whilst the detail of provision for the visually/mobility impaired such as tactile paving would not be expected at this stage of the design process, this is an area that needs to be considered. A lack of suitable facilities could lead to pedestrians inadvertently entering the carriageway which could result in pedestrian/vehicle collisions.</p> <p>Recommendation: Safe crossing points should be provided throughout the scheme with appropriate measures to facilitate their use by the visually/mobility impaired.</p>	<p>Safe and convenient crossing points are provided for visually/mobility impaired users by way of raised crossings. The exact layout of the crossing facilities e.g. positioning of tactiles, etc. are to be confirmed as the design progresses through the preliminary and detailed design stages.</p>
4.15	<p>Problem: Location of existing pedestrian crossing - There is an existing zebra crossing to the west of the Eden Centre car park entrance. During the site visit it was noted that the pedestrian crossing was located very close</p>	<p>An informal raised crossing is proposed further west of the existing Zebra crossing.</p>

	<p>to the car park exit (see photo 7). Drivers exiting the car park have to consider vehicles approaching from two directions as well as pedestrian movements. The design of the scheme does not look to improve this situation; in fact the situation could worsen with an additional lane being added on Lily's Walk.</p> <p>Recommendation: Relocate the crossing slightly further away (westward) from its current location.</p>	
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1. The Jacobs Designer responsible for preparing the conceptual design for the Master Plan scheme has examined the Stage 1 RSA prepared by Andrea Chadwick and Matthew Pilsbury based in the Jacobs Winnersh office. The examination has been carried out with the sole purpose of responding to the matters raised as “problems” identified by the Auditors.
2. Six problems were raised and have been commented on as detailed in Section 2.
3. Responses have not been provided to “comments” made by the Auditors as these are for information for the designer. As the design progresses through the preliminary and detailed design stages, it is recommended that the comments and problems raised by the Auditors are taken into consideration.