INTRODUCTION

This report contains the results of a Stage 3 Safety Audit carried out on the above scheme. The Audit was carried out at the request of Mott MacDonald, Cambridge on behalf of Hertfordshire County Council.

The Audit Team membership was as follows:-

Kevin Allen BEng (Hons), I Eng, MCIHT, MSoRSA	Project Engineer
(Audit Team Leader)	Network Analysis + Safety
	Norfolk County Council
Julian Fonseka EngTech, MCIHT, MSoRSA	Project Technician
(Audit Team Member)	Network Analysis + Safety
	Norfolk County Council

The Audit took place on site on 3 July 2015. The audit comprised an examination of the previous Safety Audit submission and a site inspection by the Audit Leader and Audit Team Member. The site inspection took place on 3 July 2015 at 11:00 and lasted around 60minutes. During the inspection the weather was fine and the road surface dry.

This report is presented based upon the checklist contained in Annex C of HD19/15. The Auditors have examined and reported only on the road safety implications of the scheme as presented and have not verified the compliance of the design to any other criteria, in accordance with HD 19/15.

ITEMS RAISED AT PREVIOUS AUDIT

Safety issues raised at the previous Stage 1/2 audit (3 December 2013) remain a problem and are referred to again in this report in paragraphs 1.1 and 4.1

ITEMS RAISED AT THIS STAGE 3 AUDIT

1.0 General

1.1 Location – Waterhouse Street

Problem – Speed Limit inappropriate to pedestrian/cyclist environment

The proposals to relocate the taxi rank and reduce on street parking have decreased through traffic and potentially increased pedestrian crossing movements of Waterhouse Street. A reduction in superfluous road markings has contributed to a less traffic dominated environment and the existing 30mph speed limit is now inappropriate. The Designer's Response to the Stage 1/2 Safety Audit stated that following adoption of DfT Guidance for Setting Local Speed Limits by Hertfordshire CC an application would be made for a 20mph speed limit on Waterhouse Street. This has not yet been implemented.

Recommendation –

To promote appropriate driver behaviour and improve the street environment for all users, it is recommended that a 20mph speed limit is implemented on Waterhouse Street.

1.2   Location – 'No Waiting At Any Time' restrictions on Waterhouse Street

Problem – Location of Green Badge Parking raises risk of conflict

The Waterhouse Street Scheme has seen the replacement of several disabled parking bays with taxi ranks. Although some disabled bays are retained, there is a net loss and during the site visit demand far exceeded capacity. As a consequence the majority of the short sections of 'No Waiting At Any Time' restrictions were used by Blue Badge Holders. Several of these are at locations which hinder access or raise the possibility of conflict, such as adjacent to pedestrian or vehicular accesses, or immediately next to bus stops. Conversely, long lengths of taxi rank were unoccupied. Illegal and potentially unsafe parking was also observed by non-Blue Badge holders on pedestrian crossing zig zags and at pedestrian accesses.

3

B.

C.

Recommendation

It is understood that alternative disabled parking provision is located within the nearby car parks. It is recommended that dialogue takes place with local disabled user groups to highlight this and encourage alternative parking arrangements. It is also recommended that enhanced parking enforcement is undertaken to deter any illegal and unsafe parking.

During the site visit, the long lengths of empty taxi rank suggested an appropriate balance of parking provision may not have been struck on Waterhouse Street. It is accepted that at other times, such as Saturdays and around Christmas, that demand for taxis is likely to be higher. Nevertheless, it would be prudent to review usage of the various parking bays and restrictions after 6 months and consider re-allocation as required.

2.0   Alignment

2.1   No comment

3.0   Junctions

3.1   No comment

4.0   Non-motorised Users

4.1   Location – Waterhouse Street/Bridge Street

Problem – Inadequate crossing facilities increase risk of pedestrian/vehicle conflict

The existing pedestrian refuge island at the north end of the Waterhouse Street scheme is narrow, at approximately 1.5m in width. This is a key pedestrian desire line for access to The Marlowes from car parks and the head of the taxi rank. Site observations indicate that the existing refuge is too small to accommodate groups of pedestrians and there is an increased risk of pedestrians being struck by passing traffic. The Designer's response to the Stage 1/2 Safety Audit stated that analysis would be undertaken to establish whether a larger island could be accommodated, although this has not been confirmed.

E.

Recommendation

Provide a wider 1.8m pedestrian refuge and delineated contrasting surface, similar to that on the Bridge Street arm of the mini roundabout to highlight the crossing. Two rows of buff coloured tactile paving should be provided at the crossing point to aid partially sighted users.
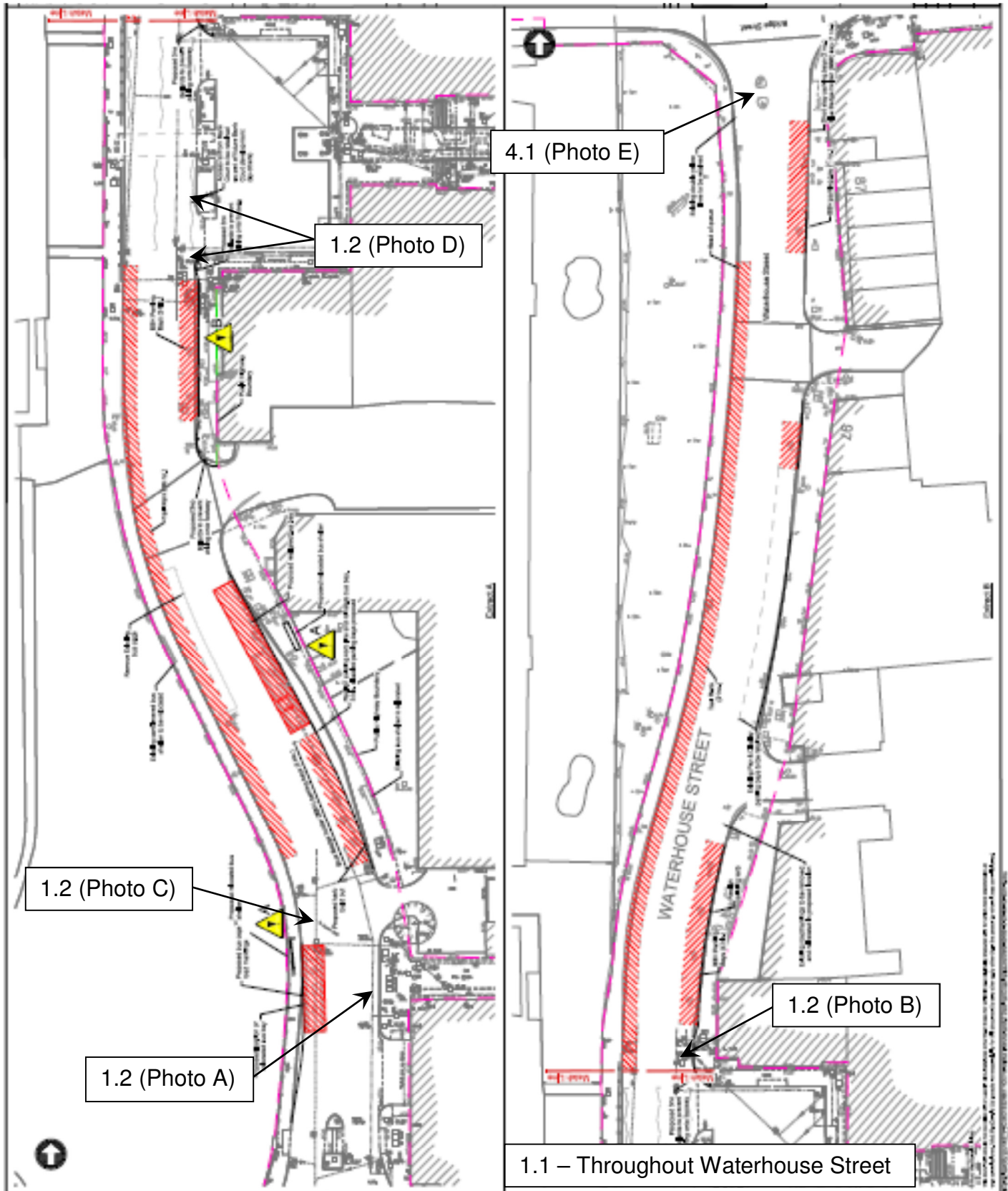
5.0 Signs, Lighting and Markings

5.1 No comment

6.0 Comments

Issues noted below are not necessarily safety issues. They relate either to wider network implications, suitability of a particular design choice or lack of information contained within the submission documents

6.1 No comments

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7.0   Problem Location Plan

4.1 (Photo E)

1.2 (Photo D)

1.2 (Photo C)

1.2 (Photo A)

1.2 (Photo B)

1.1 – Throughout Waterhouse Street

WATERHOUSE STREET

AUDIT TEAM STATEMENT

We certify that this audit has been carried out in accordance with Norfolk County Council Environment, Transport and Development Procedures.

Signed (ATL)   Kevin Allen

Dated   8 July 2015

Signed   Julian Fonseka

Dated   08/07/2015

Norfolk County Council

RESPONSE SHEET

Problem (para no.)	Agree/ Disagree	Reasons/Proposals

To:- Team Manager (Network Analysis + Safety): fao Kevin Allen

From...

Signed...…………Project Engineer   Dated: ....

Note: If producing your own version of this page please include **SAFETY AUDIT FILE NO/DATE** & ATL name

File Ref: Gen241X Hemel Hempstead   Audit Date: 3 July 2015