

Road Safety Audit Response Report

Document:	Form #220
Issue:	#6
Related to:	Procedure 061



TERM CONTRACT FOR THE MANAGEMENT AND MAINTENANCE OF THE SCOTTISH TRUNK ROAD NETWORK

NORTH WEST UNIT SCOTTISH TRUNK ROAD NETWORK MANAGEMENT CONTRACT

A9 Helmsdale

Footway Improvements

ROAD SAFETY AUDIT RESPONSE REPORT

STAGE: 1

ROAD SAFETY AUDIT

SCHEME ID: 22-NW-0801-63

AUDIT REF NO: 006

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AUTHORISATION SHEET

Project: 22-NW-0801-63 A9 Helmsdale Footway Works

Report Title: Road Safety Audit Stage 1 Reponse

PREPARED BY:

Name: redacted 11(2)

Position: Design Team Leader

redacted 11(2)

Signed:

Organisation: BEAR Scotland

Date: 02/11/2022

APPROVED BY:

Name: redacted 11(2)

Position: Overseeing Organisation Representative

Signed:

Organisation: Transport Scotland

Date:

Road Safety Audit Response Report

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Issue:	#6
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Project details

Provide:

Table 1 Project details

Report title:	Road Safety Audit Stage 2 Response
Date:	27/10/2022
Document reference and revision:	001
Prepared by:	BEAR Scotland
On behalf of:	Transport Scotland

Introduction

22-NW-0801-63 A9 Helmsdale Pedestrian Improvements Stage 1 Road Safety Audit. RSA number 006.

redacted 11(2), Design Team Leader, NW Road Safety Manager.

Key personnel

Provide:

Table 2 Key personnel

Overseeing Organisation:	Transport Scotland
RSA team:	redacted 11(2) (Leader) & redacted 11(2)
Design Organisation:	BEAR Scotland

Road Safety Audit Response Report

Document:	Form #220
Issue:	#6
Related to:	Procedure 061



Road safety audit decision log

Table 3 Road safety audit decision log

RSA problem	RSA recommendation	Design organisation response	Overseeing Organisation response	Agreed RSA action
The proposed footway on Old Caithness Road adjacent to the hostel will be on a downhill gradient leading to the A9 where kerbing will may lead to surface water ponding at the end of footway increasing the likelihood of slipping accidents.	It is recommended that adequate carriageway drainage is provided.	Problem Accepted. The drainage will be considered as part of the detailed design. Adequate draining will be provided to prevent water ponding and the built up of debris.	Problem Accepted.	Consider the RSA Problem as part of the Detailed Design for the scheme.
The downpipes from the hostel will be at the rear of the proposed footway on Old Caithness Road. Lack of proper outfall for the downpipes will lead to surface water on the footway increasing the likelihood of slipping accidents.	It is recommended that adequate downpipe outfalls are provided.	Problem Accepted. The requirement for downpipes will be considered as part of the detailed design.	Problem Accepted.	Consider the RSA Problem as part of the Detailed Design for the scheme.
The proposed design incorporates a new uncontrolled crossing point across the A9, but no crossing provision is proposed for Old Caithness Road increasing the likelihood of a visually impaired pedestrian crossing where there is limited visibility and the likelihood of conflict between pedestrians and vehicles.	It is recommended a crossing point is provided on the proposed new footway across Old Caithness Road.	Problem Accepted. An uncontrolled crossing point will be provided across Old Caithness Road. The exact location will be decided during the detailed design phase.	Problem Accepted.	Consider the RSA Problem as part of the Detailed Design for the scheme.

Road Safety Audit Response Report



Document:	Form #220
Issue:	#6
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<p>The existing crossing point north of the A9 / Old Caithness Road has limited visibility to and from the south. There is also a very narrow pinch point at the end of the wall adjacent to the wooden shed. Use of the uncontrolled crossing point over the new crossing point will increase the likelihood of conflict between pedestrians and vehicles.</p>	<p>It is recommended the crossing point which does not comply with "Roads for All" guidance is removed.</p>	<p>Problem Accepted. The crossing point will be removed and the footway and kerbs will be reinstated to full height.</p>	<p>Problem Accepted.</p>	<p>Consider the RSA Problem as part of the Detailed Design for the scheme.</p>
<p>The existing signage will not reflect proposed one way out of Old Caithness Road layout increasing the likelihood of junction accidents.</p>	<p>It is recommended all signage on the approaches to the junction is amended to reflect the layout, order of hazards and distance to hazards.</p>	<p>Problem Accepted. All signage provided will be appropriate for the new junction layout. Temporary signs will be utilised after construction.</p>	<p>Problem Accepted.</p>	<p>Consider the RSA Problem as part of the Detailed Design for the scheme.</p>
<p>The proposed footway on Old Caithness Road adjacent to the hostel will remove the existing KEEP CLEAR road markings. Parked vehicles at this location could mask pedestrians attempting to cross the road increasing the likelihood of conflict between pedestrians and moving vehicles.</p>	<p>It is recommended that the KEEP CLEAR markings are reinstated in front of the proposed footway.</p>	<p>Problem Accepted. recommendation will need further evaluation. Consultation will be undertaken with Highland Council to identify most appropriate way to discourage vehicles parking where it may affect pedestrian visibility at the crossing.</p>	<p>Problem Accepted.</p>	<p>Consider the RSA Problem as part of the Detailed Design for the scheme.</p>

Road Safety Audit Response Report

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Issue:	#6
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<p>The access to the Bungalow is located on the northern radius of the junction bell mouth and the property gates open outwards into the footway. Location of prohibition signage combined with a reduced footway width may deter the safest entry / exit manoeuvre increasing the likelihood of junction accidents</p>	<p>It is recommended that prohibition signage is located to allow a safe as possible entry / exit manoeuvre from the property.</p>	<p>Problem Accepted. Further consideration will be given to the location of the signage so that vehicles entering/emerging from the property can do so safely.</p>	<p>Problem Accepted.</p>	<p>Consider the RSA Problem as part of the Detailed Design for the scheme.</p>
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Road Safety Audit Response Report

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Design Organisation and Overseeing Organisation statements

Table 4 Design Organisation statement

On behalf of the Design Organisation I certify that: 1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	redacted 11(2)
Signed:	redacted 11(2)
Position:	NW SRS Manager
Organisation:	BEAR Scotland
Date:	02/11/2022

Table 5 Overseeing Organisation statement

On behalf of the Overseeing Organisation I certify that: 1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and 2) the agreed RSA actions will be progressed.	
Name:	redacted 11(2)
Signed:	redacted 11(2)
Position:	Trunk Road Casuaty Reduction Manager
Organisation:	Transport Scotland
Date:	2 November 2022