



**safer roads for everyone**

## **University of Warwick CP16 Access Junctions: Kirby Corner Road Access Junction**

### **Road Safety Audit Stage 1**

on behalf of ARUP

**TMS reference no: 13521**

# University of Warwick CP16 Access Junctions: Kirby Corner Road Access Junction

## Road Safety Audit Stage 1

### 1. Introduction

1.1 This report describes a Stage 1 Road Safety Audit carried out for proposed highway works at Kirby Corner Road, University of Warwick on behalf of ARUP. The audit was carried out on 19<sup>th</sup> April 2017 in the offices of TMS Consultancy.

1.2 The audit team members were as follows:-

#### Audit Team Leader

Stephen Proctor – MSc, MCIHT, MCILT, FSoRSA  
Highways England Approved RSA Certificate of Competency  
Director, TMS Consultancy

#### Audit Team Member

Amy Sutherland, BSc (Hons)  
Graduate Road Safety Engineer, TMS Consultancy

1.3 The audit comprised an examination of the documents listed in **Appendix A**. The Road Safety Audit was undertaken in accordance with the Brief provided by Ian Clarke of ARUP. The site was visited by the Audit Team on 19<sup>th</sup> April 2017 at 13:00hrs. The weather was sunny, fine and dry. Traffic, pedestrian and cycle flows were low.

1.4 The terms of reference of the audit are as described in HD 19/15. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.

1.5 All of the problems described in this report are considered by the audit team to require action in order to improve the safety of the scheme and minimise accident occurrence. The locations of specific problems are referenced on the plan in **Appendix B**.

1.6 The scheme consists of improvements to an existing all movements access junction on Kirby Corner Road. The junction mouth is proposed to be widened to accommodate for 2 exit lanes allowing exiting vehicles to turn left and right at the same time.

## **2. Items resulting from this Stage 1 Audit**

CRASHMAP was analysed for the 5-year period 2011-15. This revealed that there had been 3 reported slight injury accidents on Kirby Corner Road within the vicinity of the proposed access. One of these collisions involved vehicles turning at an access, a second involved a vehicle and a pedal cyclist, and a third involved injury to a pedestrian.

### **2.1 PROBLEM**

Location – Kirby Corner Road, access junction

Summary: Risk of loss of control type incidents for motorcycles

A sunken service chamber cover is located close to the access. There is a risk that motorcyclists leaving the access may lose control if they travel over this, particularly whilst turning.

#### **RECOMMENDATION**

The cover should be reset so it is flush with the carriageway surface.

### **2.2 PROBLEM**

Location – Kirby Corner Road, access junction

Summary: Risk of vehicle skidding or loss of control

The existing carriageway surface in the nearside lane was observed to be in a poor condition with longitudinal cracking. As this worsens it may present a loss of control hazard for turning or braking vehicles where braking capability may be reduced.

#### **RECOMMENDATION**

The carriageway surface should be repaired.

### 3. **Audit Team Statement**

We certify that the terms of reference of the road safety audit are as described in HD 19/15.

#### **Audit Team Leader**

Stephen Proctor – MSc, MCIHT, MCILT, FSoRSA  
Highways England Approved RSA Certificate of Competency  
Director, TMS Consultancy

Signed 

Date 20<sup>th</sup> April 2017

#### **Audit Team Member**

Amy Sutherland, BSc (Hons)  
Graduate Road Safety Engineer, TMS Consultancy

Signed 

Date 20<sup>th</sup> April 2017

#### **TMS Consultancy**

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## Appendix A

### Documents Examined:

- Drawing No. 1115-30/Figure 4/04

### Other Information Provided:

- Stage 1 Audit Brief

## Appendix B

Please refer to the following page for a plan illustrating the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

The location of the scheme is shown below:



