

Road Safety Audit – Pewsey

Stage: 1

Location: Wilcot Road and Woodborough Road, Pewsey, Wiltshire

Site: Proposed new vehicle access and footways

ATSS Ref: 250501

Client Ref: 24143/RSA1

Date: 23 June 2025



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Project Details

Report Title:	Stage 1 road safety audit, Pewsey
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Prepared by:	Avon Traffic & Safety Services Ltd
On behalf of:	Highgate Transportation Ltd

Report Control Sheet

	Name	Position	Date
Audit requested by	Alice Howse	Highgate Transportation Ltd	22 May 2025
Team leader	Nick Jeanes	Team Leader	
Team Member	Jack Jeanes	Team Member	
Observer			
Draft report issued by	Nick Jeanes	Team Leader	19 June 2025
Final report issued by	Nick Jeanes	Team Leader	23 June 2025
Designer's response issued by			

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1. Introduction

- 1.1 Avon Traffic & Safety Services Ltd has been commissioned by Highgate Transportation Ltd, to undertake a Stage 1 Road Safety Audit, with regard to the proposals to create a vehicle access for a residential development of up to 30 dwellings off of Wilcot Road, Pewsey, provision of footway connections on Wilcot Road (including approximately 250 metres of 'soft' footway), and a ramped shared path to Woodborough Road.
- 1.2 The RSA Brief was supplied by Highgate Transportation Ltd and accepted by the Audit Team. The Brief and Audit Team were approved by Alice Howse, Highgate Transportation Ltd.
- 1.3 Wilcot Road and Woodborough Road are two quiet country lanes on the west side of Pewsey, both displaying a semi-rural character with a few frontagers, otherwise bounded by hedges and green fields. There are no footways on either road. There is no street lighting on Woodborough Road, and limited lighting on Wilcot Road (only two lighting columns were noted on the site visit, however these are both adjacent to the two proposed informal crossing points). The speed limit on Wilcot Road at the proposed site access is national speed limit, changing to 30 mph approximately 125 metres south-east of the access. The speed limit on Woodborough Road is unclear, however vehicle speeds appear to be quite low.
- 1.4 The audit team members are:
- | | | |
|-------------|---|-------------|
| Nick Jeanes | – | Team Leader |
| Jack Jeanes | – | Team Member |
- 1.5 The audit took place during June 2025 and comprised of an examination of the documents/plans listed in Appendix A. The auditors visited site together between 11.00 and 12.00 on Wednesday 18 June when the weather conditions were dry and sunny with a dry road surface. Vehicle flows were light on both roads and speeds appeared commensurate with the speed limit. No pedestrians, and one cycle (on Wilcot Road) were observed.
- 1.6 Data from Crashmap.org show that there have been no reported collisions involving injury, in the 5 years 2019-2023 inclusive, in the close vicinity of the proposals. Two 'slight' collisions were recorded in the Personal Injury Accident report provided by Highgate Transportation Ltd, however it is considered that these collisions are too far away from the proposals to be of relevance.
- 1.7 Traffic surveys taken in January 2025 shows the peak hour 2-way flow on Wilcot Road to be 146, with 85%ile speeds of 37mph. No traffic survey data has been provided for Woodborough Road, however, the road is a 'Quiet Road' and has been observed to be lightly trafficked. The development is predicted to generate 190 vehicle movements per day.
- 1.8 The audit team have not been made aware of any departures from standards or relaxations in relation to the proposed scheme.
- 1.9 The audit was carried out under the terms and conditions of DMRB GG 119. The team 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 with any other criteria. However, reference may be made to National/Local Guidance in order to verify a point.

1.10 Documents and drawings examined in this safety audit are listed at Appendix A.

1.11 General views of site



Looking north-west on Wilcot Road. A short length of solid footway is proposed on the right side of the road, replacing the verge visible



Looking north-west on Wilcot Road, showing the approximate position of the informal pedestrian crossing. At this point the solid footway on the right will terminate, and a solid build-out will be constructed on the left, to provide a platform for crossing pedestrians. A 'soft' or 'false' footway will be continued north-westward on the left side, from this point to the new vehicle entrance



Looking north-west on Wilcot Road. The approximate location of the new vehicle entrance is arrowed



Looking south-east on Wilcot Road. The approximate location of the new vehicle entrance is arrowed red, and the approximate position of the informal pedestrian crossing arrowed blue. A short length of footway will be constructed on the right side between the 2 arrows



Approximate views to left and right for a driver exiting the new access. Views to the left will be improved by removal of vegetation to construct the junction and footway



Views looking east (top) and west on Woodborough Road, showing approximate location of pedestrian/cycle access arrowed



Views to left and right from the Woodborough Road access

2. Safety Issues Raised in this Stage 1 Road Safety Audit. (see Appendix B for locations)

2.1 Problem

Location – Existing direction sign at east end of new footway

Summary – Risk of footway obstruction

It is proposed to raise the sign height to provide head clearance, however one of the posts supporting the sign will obstruct the footway



Recommendation – Relocate signposts so they do not obstruct the footway

2.2 Problem

Location – Existing mirror in verge, middle of proposed new footway

Summary – Risk of footway obstruction

An existing mirror on a post will likely obstruct the new footway

Recommendation – Relocate the mirror and post so they do not obstruct the footway

2.3 Problem

Location – Proposed informal crossing, Wilcot Road eastern end

Summary – Risk of head-on collisions

The road width adjacent to the build-out will be 4.1 metres, which is very tight for 2 small vehicles to pass, so increasing the risk of a head-on collision, especially if one or both vehicles is larger than a car

Recommendation – Provide ‘road narrows’ warning signs on both approaches to the crossing point

2.4 Problem

Location – Proposed informal crossing, Wilcot Road eastern end, proposed build-out

Summary – Risk of vehicles colliding with the build-out

The proposed build-out projects into the carriageway, and may not be conspicuous to north-westbound drivers in darkness or conditions of poor visibility

Recommendation – provide a reflective bollard on the nose of the build-out

2.6 Problem

Location – North west end of new footway adjacent to new vehicle access

Summary – Risk of vehicle/pedestrian collisions, or pedestrian slips/trips

There appears to be an existing pedestrian crossing desire line between the rugby club fields to the south-west and the sports fields to the north-east, so pedestrians using this route may wish to use the proposed new informal crossing. However, there is no proposal to link the new footway to the rugby club access, so pedestrians may walk in the carriageway or on the verge between the two



Recommendation – Extend the proposed footway a short distance to link with the existing hardstanding outside the rugby club gates (indicated in red above)

2.7 Problem

Location – Proposed informal crossing, Wilcot Road western end, north-east side

Summary – Risk of vehicle/pedestrian collisions

The north side footway is obstructed by vegetation both above and on the existing footway. Pedestrians are likely to walk in the carriageway to avoid these, increasing the risk that they will be struck by a passing vehicle



Existing vegetation obstructs the footway

Recommendation – Remove overhanging vegetation and side out the footway to provide a safe pedestrian route

2.8 Problem

Location – Proposed 'soft' footway, entire length

Summary – Risk of vehicle/pedestrian collisions

No pedestrian symbols have been indicated within the 'soft' footway. There is a risk that drivers will not understand what the footway marking is for, especially where it crosses vehicle accesses, increasing the risk of a vehicle striking a pedestrian

Recommendation – Provide regular pedestrian markings along the length of the 'soft' footway, and especially at points where it crosses vehicle accesses

2.9 Problem

Location – Proposed pedestrian warning signs

Summary – Risk of vehicles colliding with signs or signs obstructing footways

The exact position of the signs and mounting heights have not been specified. If they are too close to the carriageway they may be struck by passing vehicles, and if poorly sited the posts may obstruct the footway(s)

Recommendation – Ensure signs are mounted a minimum of 450mm from the carriageway, and do not obstruct footways

3. Audit Team Statement

We certify that this audit has been carried out in accordance with DMRB GG 119

Audit Team Leader:

Name: Nick Jeanes MCIHT; MSORSA; NH Cert. Comp.
Director



Signed:

Date: 23/6/2025

Audit Team Member:

Name: Jack Jeanes GradCIHT AMIHE
Auditor



Signed:

Date: 23/6/2025

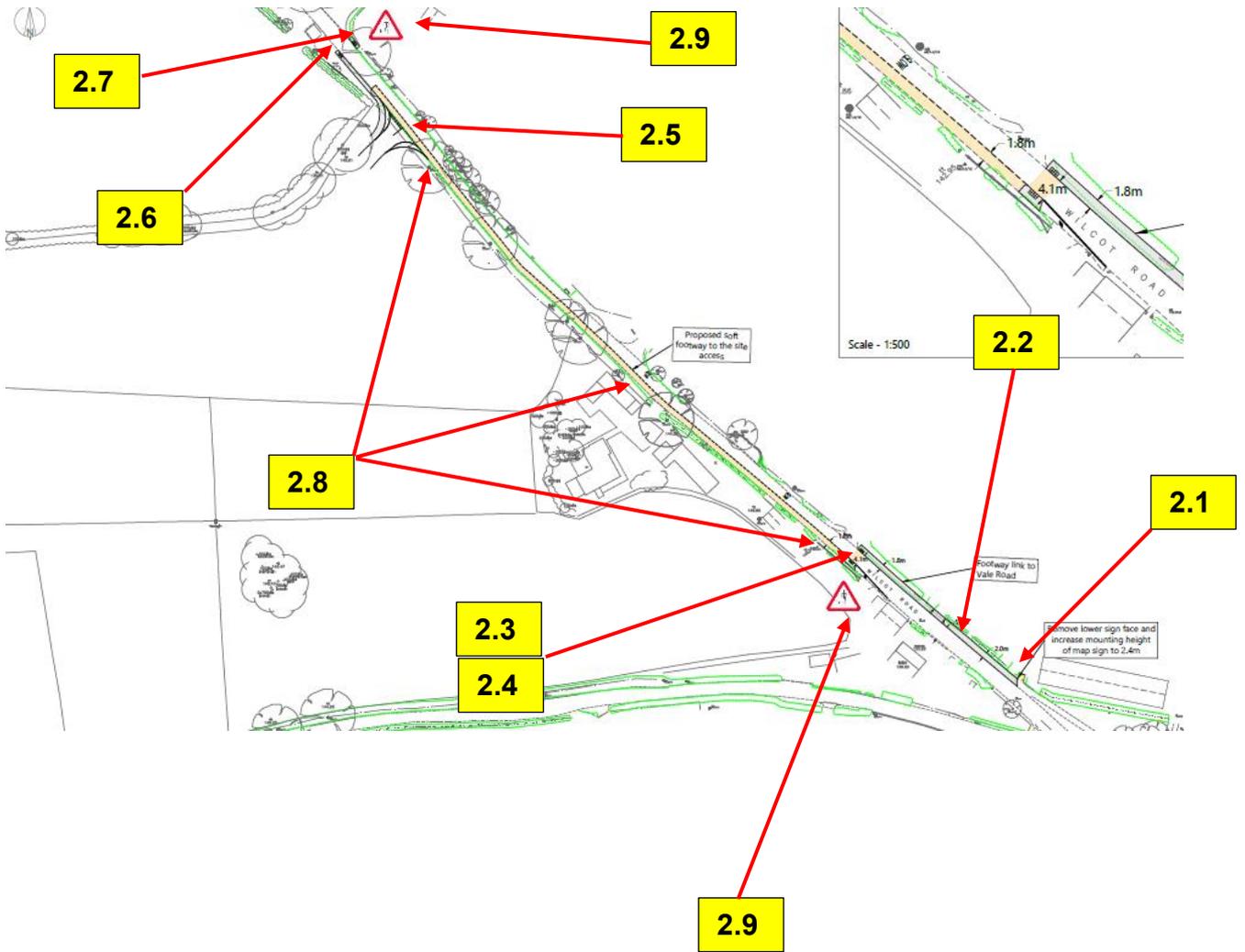
Appendix A: Information Utilised in this Stage 1 Road Safety Audit

Drawings:

- 24143 02B Proposed Access Arrangement
- 24143 03A Proposed Access Arrangement - Visibility Splays-Sheet 1 of 2
- 24143 03A Proposed Access Arrangement - Visibility Splays-Sheet 2 of 2
- 24143 08 Plan of Proposed Pedestrian Access and Footway Link to Vale Road
- 24143 09C Proposed Ramped Access to Woodborough Road-Sheet 1
- 24143 09C Proposed Ramped Access to Woodborough Road-Sheet 2

Automatic traffic count results from January 2025

Appendix B: Key Plan showing Audit Problems



Appendix C – Site location plan

