

Prepared on behalf of

Craven District Council

Jerry Croft, Skipton

Road Safety Risk Assessment

Acknowledgements:

Personal Injury Accident Data has been obtained from CrashMap.

Disclaimer

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1 INTRODUCTION

1.1 *Background*

1.1.1 Sanderson Associates (Consulting Engineers) Limited have been appointed by Craven District Council to carry out an independent Road Safety Risk Assessment of Jerry Croft, Skipton, North Yorkshire.

1.1.2 Craven District Council have requested this Road Safety Risk Assessment to be prepared to review the highway layout along a 110m section of Jerry Croft, Skipton, from it's junction with High Street to the west and Albion Yard to the east, as road safety concerns have been raised, particularly relating to the interaction between pedestrians and vehicular traffic.

1.1.3 Therefore, this Road Safety Risk Assessment has been requested to:

- Identify potential road safety problems specific to the site location.
- Identify who is at risk.
- Identify measures to mitigate the problems.
- Evaluate the level of risk based on the potential frequency and severity of incidents.

1.2 *Existing Highway Layout*

1.2.1 Jerry Croft is a private street owned by Craven District Council. The street provides vehicular access to Skipton's largest car park and coach park, operating one-way in an eastbound direction from High Street to it's junction with Albion Yard, where it becomes two-way. Further two-way vehicular access to the car park is provided from the south and east.

1.2.2 Jerry Croft provides direct pedestrian access to a number of commercial properties and the Town Hall. It also provides access for service vehicles, including access to the Red Lion public house service yard and the M&S retail store loading bay on the south side; and a further service area on the north side.

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- 1.2.3 Jerry Croft varies in width along its length, but is at its narrowest close to the junction with High Street, where the highway narrows to approximately 5m wide, which includes a 1m wide footway on the south side.
- 1.2.4 The footway provision along Jerry Croft is below minimum desirable standards, as it is narrow (below 1.5m wide) for a 50m length from the junction with High Street, with some of the provision being a pedestrian route marked by road markings and coloured surfacing only.
- 1.2.5 Road markings are provided on Jerry Croft to encourage slow vehicle speeds, which include a 5mph roundel and slow markings. Jerry Croft includes waiting restrictions in the form of double yellow lines and street lighting is provided. Coaches and cars are directed to use Jerry Croft to access the parking area from High Street, with road markings provided to direct southbound traffic to turn left into Jerry Croft. Northbound traffic on High Street is not permitted to turn right into Jerry Croft; instead drivers are directed by signage to u-turn at the roundabout to the north.

1.3 Existing Road Safety Conditions

- 1.3.1 As Jerry Croft is not a highway maintainable at public expense, the Local Highway Authority (North Yorkshire County Council) could not provide full details of recorded Personal Injury Accidents on this road. Therefore, Sanderson Associates have reviewed the CrashMap online database to see if any incidents have been recorded. This shows that between 2005 - 2013 there have been two recorded incidents, both involving pedestrians. The incidents were both slight in severity and one involving a coach.
- 1.3.2 As advised by Craven District Council, there have also been a number of other incidents that are not known to have been reported to the Police, which related to pedestrian trip/slip type incidents.

- 1.3.3 An incident is also understood to have occurred on Monday 15th December (PM). Full details of the incident are not currently available. However, it is understood that the incident involved a vehicle colliding with a pedestrian crossing the Jerry Croft junction near to High Street.

1.4 The Road Safety Risk Assessment

- 1.4.1 The scope of this assessment has been agreed with Craven District Council to include a 110m section of Jerry Croft to the south of Skipton Town Hall.
- 1.4.2 As requested, the site has been visited on a number of occasions, including on Monday 15th December during the AM peak period, to observe market activities and servicing activities along Jerry Croft.
- 1.4.3 As construction works are currently ongoing at the Town Hall that affect the boundary treatment along the north side of Jerry Croft, plans have been provided by Craven District Council of this development that show that the works generally retain the existing alignment of Jerry Croft. These proposals have been taken into consideration within this assessment.
- 1.4.4 Craven District Council have provided a brief summary of some of the safety concerns that exist relating to Jerry Croft. These points have been considered in this assessment and include:
- *'It is narrow (one way), a pinch point is created by the presence of buildings on either side of the road.'*
 - *'Large vehicles – coaches and HGVs use the road to access the car park and the retail developments.'*
 - *'The pavement itself is narrow and pedestrians walk along the road in both directions.'*
 - *'The pavement is non-existent in an area but marked footway exists on the road instead.'*
- 1.4.5 This assessment has been undertaken by an experienced Highway Engineer and Road Safety Auditor, Adam Darwin FIHE of Sanderson Associates (Consulting Engineers Ltd).

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- 1.4.6 Section 2 of this report includes the safety problems that have been identified in this assessment and provides recommendations for potential mitigation measures. Section 3 of this report includes details of the associated risk ratings for the identified safety problems both pre and post mitigation.

2 RISK IDENTIFICATION AND MITIGATION

2.1 *General*

- 2.1.1 This section identifies road safety problems along Jerry Croft and possible mitigation measures to address these concerns. The mitigation measures that have been recommended should not be regarded as an exhaustive list of possible remedial measures, but are considered to be a potential means of reducing the identified risks. Other design measures may be equally suitable in addressing the safety issues and should be considered if alterations to Jerry Croft are to be proposed.
- 2.1.2 Any changes to Jerry Croft should be considered holistically, as the physical constraints of Jerry Croft are unlikely to allow an optimum design solution to be provided for all highway users. Should alternative designs be considered, it may be beneficial for these to be subject to comparative road safety assessments to help determine the most appropriate design solutions.
- 2.1.3 The following sections identify a number of safety problems, the majority of which are problems associated with pedestrian/vehicle conflict, with mitigation measures recommended to improve the highway arrangements to reduce the identified risk. However, alterations to the traffic management arrangements along Jerry Croft would reduce the frequency of pedestrian/vehicle conflicts, if vehicular traffic were restricted. As there are alternative access arrangements to the car/coach park, it would be possible to prevent access to the parking area via Jerry Croft, which would significantly reduce through traffic; although due to the businesses being serviced directly from Jerry Croft, it would not appear to be possible to completely remove traffic from Jerry Croft.
- 2.1.4 In light of the above, in addition to the mitigation measures recommended in the following sections, consideration should be given to restricting through traffic on Jerry Croft. This may include pedestrianisation of Jerry Croft with limited access for loading only. Loading could also be time restricted, to take place outside of peak pedestrian periods.

- 2.1.5 To consider the option of restricting traffic using Jerry Croft in more detail, it is likely that a Transport Assessment would be required, as this proposal would change traffic flow patterns through Skipton, which would have consequential effects on other routes that may have safety and operational implications. Consultation with the Local Highway Authority should be undertaken to consider these matters further, to determine whether they would consider supporting this proposal and promote the associated Traffic Regulation Orders that would be required.
- 2.1.6 The following sections identify some of the key safety problems that have been identified, with drawing 8376/001 included in **Appendix A** identifying their approximate location. It is noted that general problems or those with multiple locations have not all been shown.
- 2.1.7 The majority of the safety problems that have been identified are associated with pedestrians. These problems will be of particular concern to vulnerable user groups such as blind/partially sighted pedestrians, disabled users and children. Therefore, any changes to Jerry Croft that are proposed should take into consideration the specific requirements of these user groups.

2.2 Servicing

- 2.2.1 **Problem:** A loading dock exists to serve the M&S unit from an on-street loading bay on the south side of Jerry Croft. The loading bay was observed being used by a large articulated HGV, which was required to reverse into position at the loading dock. The waiting vehicle then blocked the pedestrian route. The reversing manoeuvre creates a hazard for all traffic, but particularly for pedestrians and other less conspicuous road users such as cyclists. The waiting vehicle also forces pedestrians to leave the footway and walk within the carriageway in conflict with vehicular traffic.

Recommendation: Alterations to the pedestrian route along Jerry Croft should be considered. This may include an improved pedestrian route on the south side from High Street up to the M&S loading bay. Pedestrians could then be transferred at this point to a footway on the north side, reducing conflict with these delivery vehicles.

2.2.2 **Problem:** Jerry Croft provides access to the service yard for the Red Lion Public House (and other adjacent businesses). During the site visit, beer deliveries took place that involved a large rigid bodied HGV waiting in the M&S loading bay and barrels being manually handling between here and the public house. As an M&S delivery vehicle arrived during the beer delivery, the brewery vehicle needed to move out of the loading bay towards the Albion Yard junction and then unload from this point, which increased the carry distance to over 50m.

These servicing arrangement created a number of hazards. Firstly, the handling of barrels in the highway, particularly over long distances is of concern, both for the delivery person who could slip/trip or who may lose control of the barrels, which may then collide with other highway users. Secondly, as the delivery vehicle had to wait on-street outside of a loading bay, depending on the location chosen by the driver (that is likely to vary), the delivery vehicle may obstruct traffic and pedestrian routes, block intervisibility between other highway users and/or highway features such as warning signage. This could result in vehicle/pedestrian collisions.

From discussions on site with the delivery driver it was understood that the service yard could not be accessed with the vehicle type that was being used. Therefore, the only option was for them to deliver from on-street.

Recommendation: Loading restrictions could be introduced on Jerry Croft to control it's use by service vehicles. However, the practicalities of servicing directly from the service yards should be discussed with the associated businesses to ensure that their servicing could be undertaken safely and efficiently, otherwise they may object to loading restrictions being introduced on Jerry Croft. Should it be deemed necessary to maintain some servicing directly from Jerry Croft, it may be possible to provide an appropriately located and designed loading bay closer to the junction with Albion Yard, with loading restricted in all other areas (except the M&S loading bay), which would reduce the associated risk.

2.3 *Turning traffic at High Street/Jerry Croft Junction*

2.3.1 **Problem:** During market days loading takes place on High Street. During the site visit a service vehicle was observed loading immediately north of the Jerry Croft junction. This resulted in visibility being restricted for drivers turning left into Jerry Croft, which could result in drivers being unable to brake in time to stop for

pedestrians crossing the Jerry Croft junction, resulting in vehicle collisions with pedestrians, or drivers swerving and colliding with street furniture etc.

Recommendation: Loading restrictions could be introduced on High Street to encourage loading in more appropriate locations.

- 2.3.2 **Problem:** Immediately north of the Jerry Croft junction on High Street are a number of flower planters, other street furniture and a Christmas tree, which also restricted visibility between left turning vehicles into Jerry Croft and pedestrians crossing the junction (as 2.3.1). The height of the planters restricts visibility for shorter pedestrians, who would be at greater risk of collisions.

Recommendation: Relocate planters etc. away from pedestrian crossing point, to ensure adequate pedestrian visibility is provided.

- 2.3.3 **Problem:** Right turns from High Street in to Jerry Croft are not permitted. However, the directional signage and road markings that confirm this are not particularly conspicuous. This is likely to result in drivers failing to observe the no right turn restrictions and turning right into Jerry Croft. On market days the market stalls on the south side of the junction restrict visibility, creating similar problems to those identified in 2.3.1 - 2.3.2.

Recommendation: Provide improved warning signage and road markings on High Street.

2.4 *Narrow Carriageway/Footway on Jerry Croft*

- 2.4.1 **Problem:** Both the carriageway and footway (where provided) on Jerry Croft are narrow, being a total of approximately 5m wide close to the junction with High Street. Whilst there aren't rigid standards on the carriageway widths required in this specific situation, a minimum desirable width may be closer to 5.7m (this would allow a 1.5m footway, 3.7m wide carriageway and 0.5m clearance from northern building line). The narrow footway, which is less than 1.5m wide requires passing pedestrians to walk into the carriageway. The narrow carriageway requires large vehicles such as delivery vehicles and coaches that are permitted to use Jerry Croft to encroach the footway when turning into Jerry Croft from High Street. Both

of these problems could result in collisions between vehicles and pedestrians. The problem is further exacerbated by the buildings fronting Jerry Croft that immediately abut the highway, as any collisions could result in crush type injuries that are likely to be more severe than collision only type incidents.

Recommendation: As it is not possible to widen the highway, various measures could be considered to reduce this risk. Assuming the current traffic management arrangement are maintained that allow access to the car/coach park and for servicing, alterations to Jerry Croft could instead be proposed that could include improvements to footways and pedestrian crossing provision or perhaps a shared surface treatment, with associated traffic calming features. Even if it considered necessary to maintain access for servicing and for cars entering the car park, it would be beneficial to highway safety on Jerry Croft to direct coach traffic to use the alternative route to the parking area.

2.5 *Vehicle pedestrian conflict on Jerry Croft*

2.5.1 Problem: Jerry Croft does not include continuous pedestrian links of adequate width for two-way pedestrian flow along its full length. This includes sections of the road that do not include a segregated footway. Instead a marked pedestrian route is provided within the carriageway, adjacent to the Red Lion service yard. Along the full length of Jerry Croft all footways and pedestrianised areas include low height kerbs. Both of these factors encourage pedestrians to utilise the full width of the carriageway as a shared space with vehicles. However, this situation is not obvious to all drivers who treat the carriageway as a space where vehicles have priority, which results pedestrian/vehicle conflicts, particularly with pedestrians stepping off the pedestrian areas into the path of vehicles. Some warning signage is provided to highlight the presence on pedestrians within the carriageway. However, this is close to the exit of the one-way section and is therefore ineffective.

Recommendation: Provide improved warning signage upon entry to Jerry Croft. As para. 2.4.1, alterations to Jerry Croft could also be proposed that may include improvements to footways and pedestrian crossing provision; or a shared surface treatment with associated traffic calming features.

2.5.2 Problem: A number of pedestrian accesses to buildings exist on the south side of Jerry Croft. As pedestrians exiting these buildings do so directly onto the footway, with restricted intervisibility and where the footway is narrow, there is potential for exiting pedestrians to collide with passing pedestrians, or walk into the path of vehicles, particularly large vehicles that may be overhanging the footway as outlined in paragraph 2.4.1.

Recommendation: Contrasting surface treatments could be provided to highlight the building entrances. Subject to vehicle turning requirements, bollards could be provided to ensure that vehicles do not pass close to the building entrances.

2.5.3 Problem: Immediately upon entry to Jerry Croft, a 5mph roundel road marking is provided to encourage slow vehicle speeds. However, this appears to be relatively ineffective, with virtually all drivers travelling in excess of 5mph. As pedestrians are likely to be present within the carriageway, as identified paragraph 2.5.1, any pedestrian/vehicle collisions that occur may be at higher speeds, which are likely to be of greater severity. As Jerry Croft has a left hand bend upon entry from High Street, forward visibility is restricted by the adjacent building, which increases the potential for vehicles colliding with pedestrians, particularly those walking in the carriageway on the north side of Jerry Croft.

Recommendation: Traffic calming measures could be provided to reduce vehicle speeds. To achieve a low vehicle speed of 5mph, it is likely that some form of vertical deflection features would be required. This could be in the form of raised plateaux's that are frequently located along Jerry Croft. Prominent signage should also be provided at the entrance to Jerry Croft from High Street.

2.6 Trip Hazards

2.6.1 Problem: A number of trip hazards exist on Jerry Croft. These include the dropped kerbs adjacent to the pedestrianised areas, gully grates that are not of pedestrian friendly design and drainage channels. Of particular note is the drainage channel located across the Red Lion public house yard, which tapers across the width of the marked on-street pedestrian route.

Recommendation: Should improvement be proposed along Jerry Croft, these should include measures to remove or minimise trip hazards. The initial focus

should be within the vicinity of the Red Lion service yard, which is of particular concern.

2.7 *Street Lighting*

2.7.1 **Problem:** Street lighting is provided on Jerry Croft. However, the provision appears to be minimal (single column located near Albion Yard junction), which may result in poor lighting conditions along sections of the road (although the site visit was undertaken in daylight hours, so the street lighting was not observed in operation). The lack of adequate lighting can exacerbate a number of safety problems and in particular would increase the potential for pedestrian/vehicle conflict. It is noted that a street lighting column that was previously provided on Jerry Croft, has been removed as part of the current works at the Town Hall.

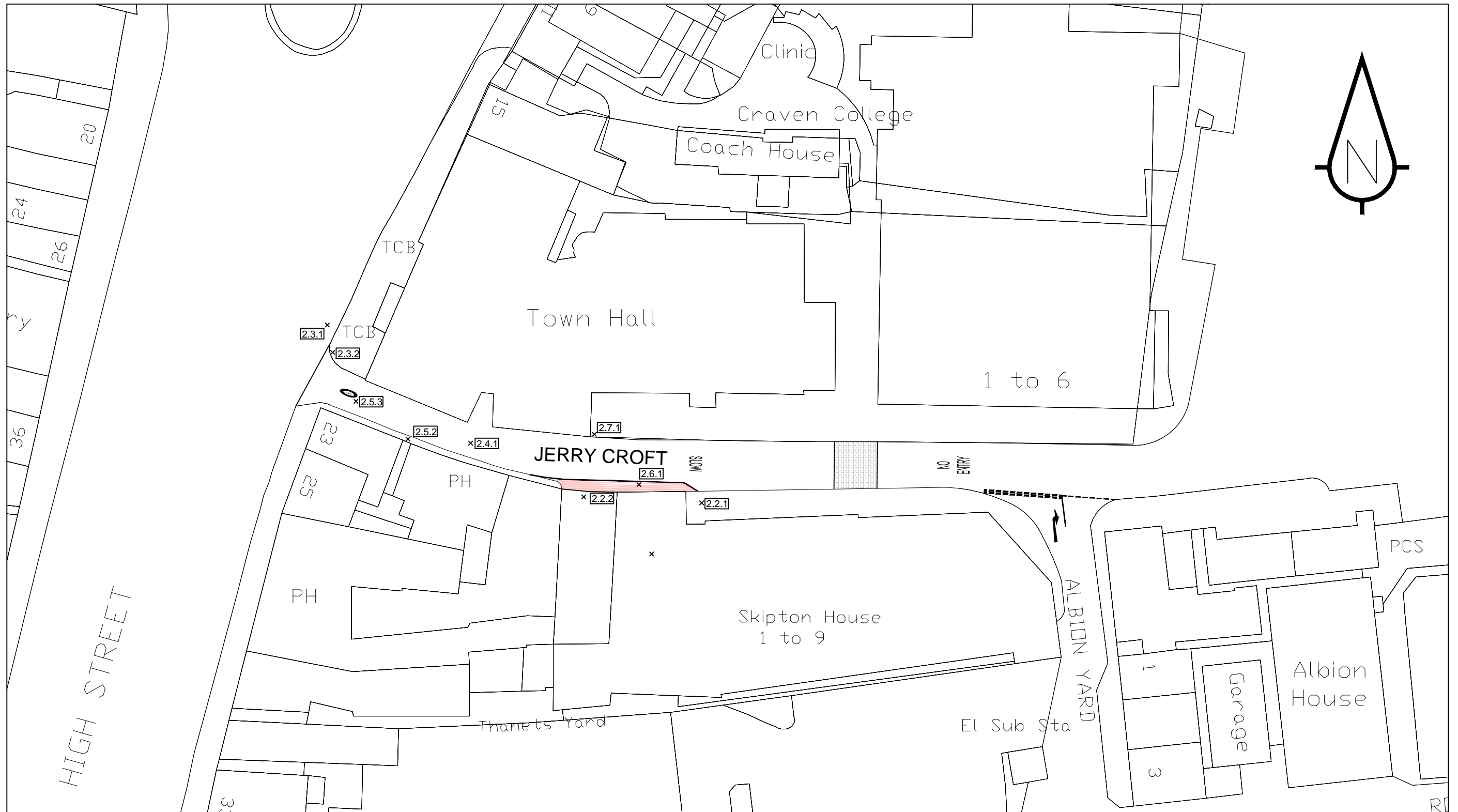
Recommendation: Review existing street lighting provision and upgrade where necessary.

3 RISK ASSESSMENT

- 3.1 The road safety problems identified in Section 2 have been assessed to determine their potential frequency and severity, to provide an overall risk rating. This enables the comparative risk of different problems to be considered.
- 3.2 The possible changes to the identified risk ratings have also been considered post implementation of the recommended mitigation measures, which will allow the implementation of measures to be prioritised and/or used for cost/benefit analysis purposes. Consideration has been given to the benefit of the safety problems and mitigation measures identified in 2.2-2.7.
- 3.3 A 4 x 4 scoring matrix has been used to assess the potential frequency/severity of each risk item, which are shown in the tables included in **Appendix B**.
- 3.4 In addition to safety benefit of the mitigation measures identified in sections 2.2-2.7, the pedestrianisation of Jerry Croft identified in 2.1.4 would provide further safety benefits. This would significantly reduce the volume of vehicular traffic using Jerry Croft (it may only be necessary to maintain service vehicle traffic), which would reduce the potential frequency of the safety problems identified that are associated with pedestrian/vehicle conflict.

APPENDIX A

Drawing 8376/001 Problem Location Plan



APPENDIX B
Risk Assessment Matrix

Project:	Road Safety Risk Assessment on behalf of Craven District Council	Assessed by:	Adam Darwin	Date:	12.01.15
Location:	Jerry Croft, Skipton				

Ref	Road User Group	Location	INITIAL ASSESSMENT				POST MITIGATION			
			Problem Description	Severity (1-4)	Likelihood (1-4)	Risk Rating	Proposed Mitigation	Severity (1-4)	Likelihood (1-4)	Risk Rating
2.2.1	Pedestrian/Driver	Jerry Croft	A loading dock exists to serve the M&S unit from an on-street loading bay on the south side of Jerry Croft. The loading bay was observed being used by a large articulated HGV, which was required to reverse into position at the loading dock. The waiting vehicle then blocked the pedestrian route. The reversing manoeuvre creates a hazard for all traffic, but particularly for pedestrians and other less conspicuous road users such as cyclists. The waiting vehicle also forces pedestrians to leave the footway and walk within the carriageway in conflict with vehicular traffic	3	3	9	Alterations to the pedestrian route along Jerry Croft should be considered. This may include an improved pedestrian route on the south side from High Street up to the M&S loading bay. Pedestrians could then be transferred at this point to a footway on the north side, reducing conflict with these delivery vehicles.	3	2	6
2.2.2	Pedestrian/Driver	Jerry Croft	Jerry Croft provides access to the service yard for the Red Lion Public House (and other adjacent businesses). During the site visit, beer deliveries took place that involved a large rigid bodied HGV waiting in the M&S loading bay and barrels being manually handling between here and the public house. As an M&S delivery vehicle arrived during the beer delivery, the brewery vehicle needed to move out of the loading bay towards the Albion Yard junction and then unload from this point, which increased the carry distance to over 50m. These servicing arrangement created a number of hazards. Firstly, the handling of barrels in the highway, particularly over long distances is of concern, both for the delivery person who could slip/trip or who may lose control of the barrels, which may then collide with other highway users. Secondly, as the delivery vehicle had to wait on-street outside of a loading bay, depending on the location chosen by the driver (that is likely to vary), the delivery vehicle may obstruct traffic and pedestrian routes, block intervisibility between other highway users and/or highway features such as warning signage. This could result in vehicle/pedestrian collisions. From discussions on site with the delivery driver it was understood that the service yard could not be accessed with the vehicle type that was being used. Therefore, the only option was for them to deliver from on-street.	3	3	9	Loading restrictions could be introduced on Jerry Croft to control it's use by service vehicles. However, the practicalities of servicing directly from the service yards should be discussed with the associated businesses to ensure that their servicing could be undertaken safely and efficiently, otherwise they may object to loading restrictions being introduced on Jerry Croft. Should it be deemed necessary to maintain some servicing directly from Jerry Croft, it may be possible to provide an appropriately located and designed loading bay closer to the junction with Albion Yard, with loading restricted in all other areas (except the M&S loading bay), which would reduce the associated risk.	3	2	6
2.3.1	Pedestrian	Jerry Croft	During market days loading takes place on High Street. During the site visit a service vehicle was observed loading immediately north of the Jerry Croft junction. This resulted in visibility being restricted for drivers turning left into Jerry Croft, which could result in drivers being unable to brake in time to stop for pedestrians crossing the Jerry Croft junction, resulting in vehicle collisions with pedestrians, or drivers swerving and colliding with street furniture etc.	3	3	9	Loading restrictions could be introduced on High Street to encourage loading in more appropriate locations.	3	2	6
2.3.2	Pedestrian	Jerry Croft	Immediately north of the Jerry Croft junction on High Street are a number of flower planters, other street furniture and a Christmas tree, which also restricted visibility between left turning vehicles into Jerry Croft and pedestrians crossing the junction (as 2.3.1). The height of the planters restricts visibility for shorter pedestrians, who would be at greater risk of collisions.	3	4	12	Relocate planters etc. away from pedestrian crossing point, to ensure adequate pedestrian visibility is provided.	3	2	6
2.3.3	Pedestrian	Jerry Croft	Right turns from High Street in to Jerry Croft are not permitted. However, the directional signage and road markings that confirm this are not particularly conspicuous. This is likely to result in drivers failing to observe the no right turn restrictions and turning right into Jerry Croft. On market days the market stalls on the south side of the junction restrict visibility, creating similar problems to those identified in 2.3.1 - 2.3.2.	3	2	6	Provide improved warning signage and road markings on High Street	3	1	3
2.4.1	Pedestrian	Jerry Croft	Both the carriageway and footway (where provided) on Jerry Croft are narrow, being a total of approximately 5m wide close to the junction with High Street. Whilst there aren't rigid standards on the carriageway widths required in this specific situation, a minimum desirable width may be closer to 5.7m (this would allow a 1.5m footway, 3.7m wide carriageway and 0.5m clearance from northern building line). The narrow footway, which is less than 1.5m wide requires passing pedestrians to walk into the carriageway. The narrow carriageway requires large vehicles such as delivery vehicles and coaches that are permitted to use Jerry Croft to encroach the footway when turning into Jerry Croft from High Street. Both of these problems could result in collisions between vehicles and pedestrians. The problem is further exacerbated by the buildings fronting Jerry Croft that immediately abut the highway, as any collisions could result in crush type injuries that are likely to be more severe than collision only type incidents	3	3	9	As it is not possible to widen the highway, various measures could be considered to reduce this risk. Assuming the current traffic management arrangement are maintained that allow access to the car/coach park and for servicing, alterations to Jerry Croft could instead be proposed that could include improvements to footways and pedestrian crossing provision or perhaps a shared surface treatment, with associated traffic calming features. Even if it considered necessary to maintain access for servicing and for cars entering the car park, it would be beneficial to highway safety on Jerry Croft to direct coach traffic to use the alternative route to the parking area.	2	2	4
2.5.1	Pedestrian	Jerry Croft	Jerry Croft does not include continuous pedestrian links of adequate width for two-way pedestrian flow along it's full length. This includes sections of the road that do not include a segregated footway. Instead a marked pedestrian route is provided within the carriageway, adjacent to the Red Lion service yard. Along the full length of Jerry Croft all footways and pedestrianised areas include low height kerbs. Both of these factors encourage pedestrians to utilise the full width of the carriageway as a shared space with vehicles. However, this situation is not obvious to all drivers who treat the carriageway as a space where vehicles have priority, which results in pedestrian/vehicle conflicts, particularly with pedestrians stepping off the pedestrian areas into the path of vehicles. Some warning signage is provided to highlight the presence of pedestrians within the carriageway. However, this is close to the exit of the one-way section and is therefore ineffective.	3	3	9	Provide improved warning signage upon entry to Jerry Croft. As para. 2.4.1, alterations to Jerry Croft could also be proposed that may include improvements to footways and pedestrian crossing provision; or a shared surface treatment with associated traffic calming features.	2	2	4
2.5.2	Pedestrian	Jerry Croft	A number of pedestrian accesses to buildings exist on the south side of Jerry Croft. As pedestrians exiting these buildings do so directly onto the footway, with restricted intervisibility and where the footway is narrow, there is potential for exiting pedestrians to collide with passing pedestrians, or walk into the path of vehicles, particularly large vehicles that may be overhanging the footway as outlined in paragraph 2.4.1.	3	2	6	Contrasting surface treatments could be provided to highlight the building entrances. Subject to vehicle turning requirements, bollards could be provided to ensure that vehicles do not pass close to the building entrances.	2	1	2
2.5.3	Pedestrian	Jerry Croft	Immediately upon entry to Jerry Croft, a 5mph roundel road marking is provided to encourage slow vehicle speeds. However, this appears to be relatively ineffective, with virtually all drivers travelling in excess of 5mph. As pedestrians are likely to be present within the carriageway, as identified paragraph 2.5.1, any pedestrian/vehicle collisions that occur may be at higher speeds, which are likely to be of greater severity. As Jerry Croft has a left hand bend upon entry from High Street, forward visibility is restricted by the adjacent building, which increases the potential for vehicles colliding with pedestrians, particularly those walking in the carriageway on the north side of Jerry Croft.	3	3	9	Traffic calming measures could be provided to reduce vehicle speeds. To achieve a low vehicle speed of 5mph, it is likely that some form of vertical deflection features would be required. This could be in the form of raised plateaux's that are frequently located along Jerry Croft. Prominent signage should also be provided at the entrance to Jerry Croft from High Street.	2	2	4
2.6.1	Pedestrian	Jerry Croft	A number of trip hazards exist on Jerry Croft. These include the dropped kerbs adjacent to the pedestrianised areas, gully grates that are not of pedestrian friendly design and drainage channels. Of particular note is the drainage channel located across the Red Lion public house yard, which tapers across the width of the marked on-street pedestrian route.	2	4	8	Should improvement be proposed along Jerry Croft, these should include measures to remove or minimise trip hazards. The initial focus should be within the vicinity of the Red Lion service yard, which is of particular concern.	2	2	4
2.7.1	General	Jerry Croft	Street lighting is provided on Jerry Croft. However, the provision appears to be minimal (single column located near Albion Yard junction), which may result in poor lighting conditions along sections of the road (although the site visit was undertaken in daylight hours, so the street lighting was not observed in operation). The lack of adequate lighting can exacerbate a number of safety problems and in particular would increase the potential for pedestrian/vehicle conflict. It is noted that a street lighting column that was previously provided on Jerry Croft, has been removed as part of the current works at the Town Hall.	3	3	9	Review existing street lighting provision and upgrade where necessary.	3	1	3

RISK ASSESSMENT KEY - SEVERITY	RATING
Fatal	4
Serious	3
Slight	2
Damage Only	1

RISK ASSESSMENT KEY - LIKELIHOOD	RATING
Very Likely	4
Likely	3
May Happen	2
Unlikely	1

RISK RATING	
16	Very High
8 - 15	High
4 - 7	Medium
1 - 3	Low