



Proposed Travellers Site, A49 Leominster

SRN Risk Assessment

Balfour Beatty Living Places

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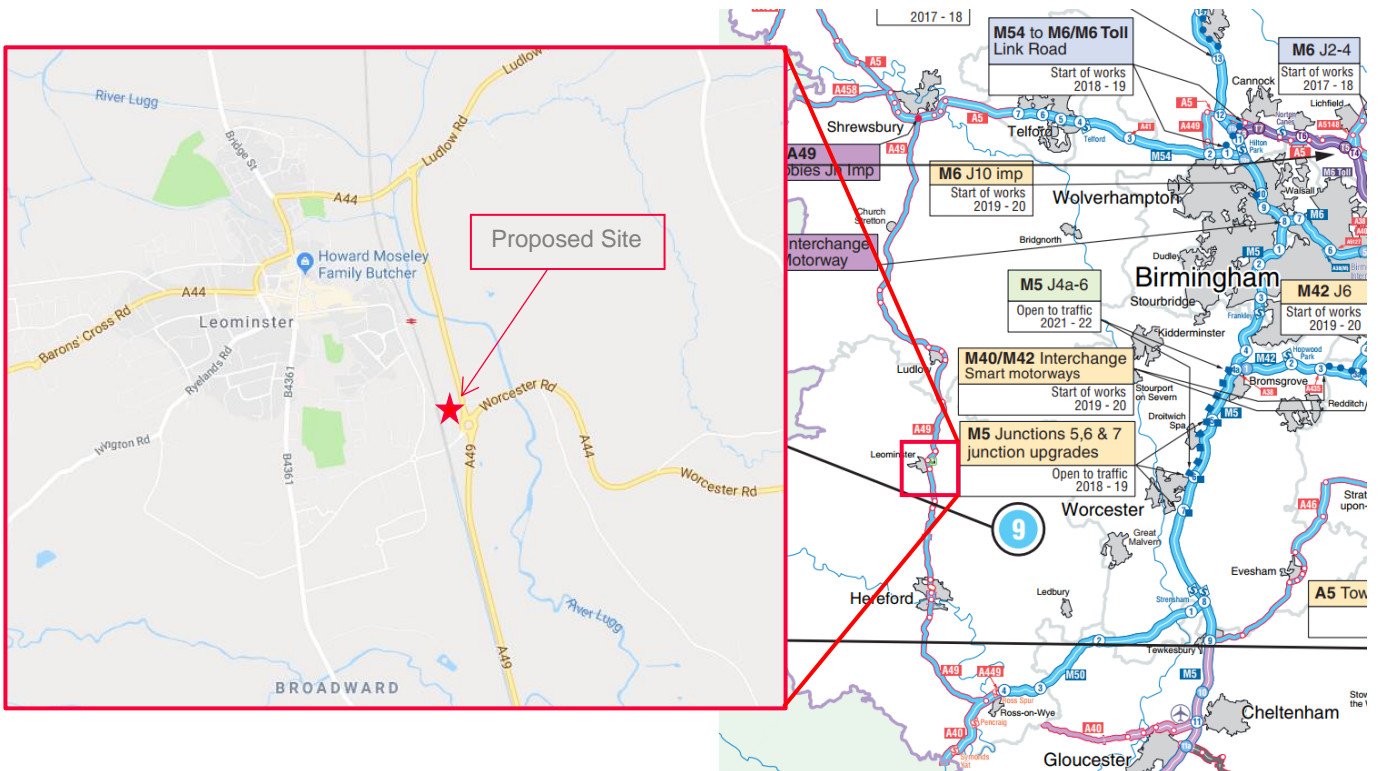
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1.0 Background

It is proposed to allocate a site to the west of the A49, northwest of the roundabout at the southern end of the Leominster Bypass for a temporary stopping place for 10 traveller pitches.

Herefordshire Council are producing a Travellers Sites Development Plan document to identify and provide for the future demands for Traveller provision within the County.

As part of this process Highways England (HE) who are responsible for operating, maintaining and improving England’s motorways and major A roads (Strategic Road Network) which includes the A49 have a statutory role to maintain the safe use and operation of the network and are a consultee in relation to any proposal that may impact upon the SRN.



Strategic Road Network Extract and Site Location

Through pre-planning discussions HE have requested that to assist in their evaluation of the potential site they require a Safety Risk Assessment to be undertaken. Guidance for such an assessment is contained in the Design Manual for Roads and Bridges, Vol 0, Sec 2, Part 3 – GD 04/12.

Balfour Beatty Living Places (BBLP) on behalf of Herefordshire Council submitted a Scoping Study to outline the proposed methodology to be followed in preparing this Risk Assessment. This was agreed as appropriate by HE’s consultants Amey in their response dated (**Appendix A**) In accordance with the DMRB Guidance the stages of assessment are as follows:



GD 04/12 Figure 2: Safety Risk Management Process

2.0 Stage 1: Determining the Scope

The Proposal

At this time the scheme is in its infancy with detailed site design to follow if it is allocated for this land use. It is expected that the findings of this risk assessment will inform later planning and design decisions. The site layout and any suitable control measures appropriate with the scale and frequency of use of the site and will subsequently be incorporated at that time.

The scheme will provide ten temporary stopping pitches for travellers, with a maximum permitted stay of 14 days. The nature of the expected demand is such that the site, whilst available 365 days a year, would not be fully occupied or used to this extent. The use is expected to reflect seasonal demands and the lifestyle of future users.

There are no existing sites of this nature in the County and hence consideration of the scale of demand has been gauged from consultation with Herefordshire Council's Travellers Team and is considered to be a reasonable and robust assumption.

- Groups of travellers will move onto the site as and when required and for varying lengths of stay but these will not exceed 14 days.
- The site is most likely to be used during the spring and summer months between April and September.
- During this period it is anticipated that on average there may be 2 -3 stays per month per pitch. Outside these months an average of one stay per month is considered reasonable although there may be no occupants at all through the winter months.
- It is anticipated that once caravans are towed on to the site that they will be unhitched and will only be moved when the occupants leave the site. However whilst the site is occupied it is anticipated that some of the occupants of the site may go off site and return 3-4 times a day.

Assessment of other fixed travellers sites using TRICS data and direct surveys indicate that a typical site would experience an average of 9 movements per day per pitch and hence supports the assumption on daily demand. These values are used later in the report to determine risk levels.

Reference	Location	Pitches	Residents	Survey Date	Type
HC-16-A-01	Hartfordbridge	20	82	05/01/89	Permanent
SC-16-A-01	Leatherhead	10	Not stated	04/02/10	Static
-	Pembrokeshire	21	51	13/06/17	Not known

Surveys of Gypsy Traveller Sites

	Time	Location	Arrivals	Departures	Total (2 Way)
AM Peak	08:00-09:00	Hartfordbridge	0.15	0.2	0.35
	08:00-09:00	Leatherhead	0.5	0.8	1.3
	07:45-08:45	Pembrokeshire	0.4	0.7	1.1
PM Peak	17:00-18:00	Hartfordbridge	0.3	0.4	0.7
	17:00-18:00	Leatherhead	0.3	0.1	0.4
	16:45-17:45	Pembrokeshire	1.4	0.9	2.3

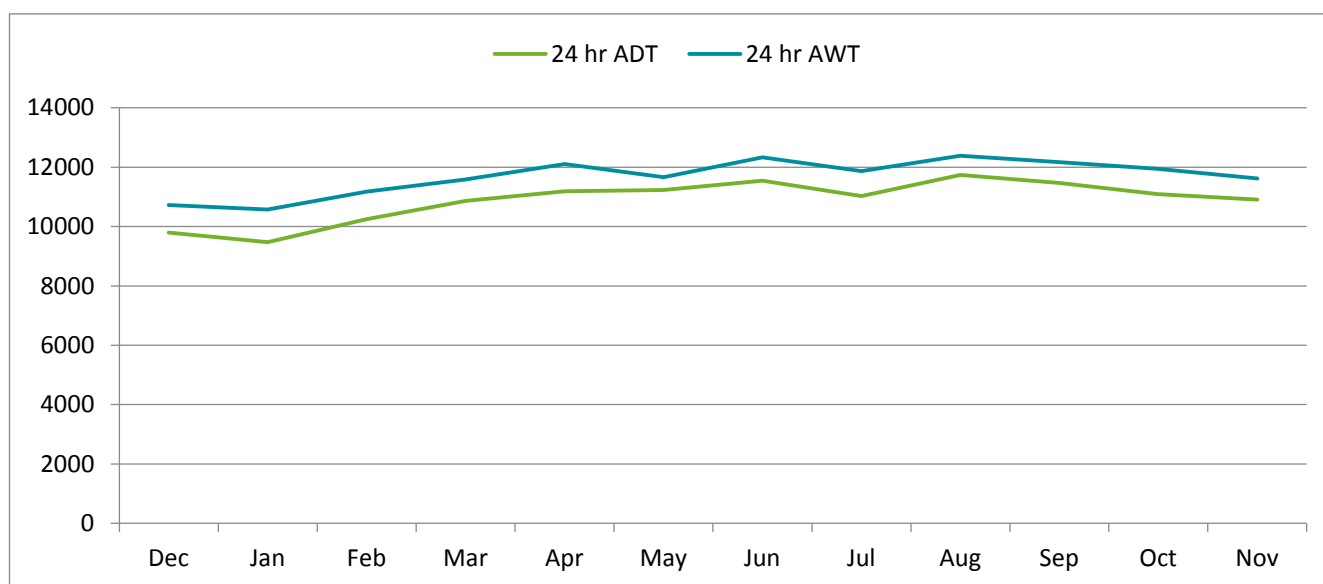
	Time	Location	Arrivals	Departures	Total (2 Way)
Full Survey	07:00-19:00	Hartfordbridge	4.55	4.7	9.25
	07:00-18:00	Leatherhead	4.6	4.6	9.2
	07:00-19:00	Pembrokeshire	4.33	4.76	9.10

Gypsy Traveller Site Traffic Generation – Trip Rates per Pitch

Baseline Conditions

To establish the current conditions and determine future changes that may arise and increase the potential for risk, traffic survey data and Personal Injury Accident data has been examined. Based on the nature of the proposal a study area has been agreed to encompass the A49 to the east of Leominster known as the Leominster Bypass.

A 12 hour junction count was undertaken to determine the pattern and scale of movements, along with the traffic composition. Due to the timetable for planning consideration the survey was undertaken on Thursday 11th January 2018. This is not considered a neutral month and as the chart below shows, traffic flows in January are 9.5% below the Annual Average Weekday Daily Traffic (AWT) flow. As this is the case a correction factor has been applied to scale the recorded traffic to represent the annual average.



Monthly Variation on Average Traffic Flow (ADT- 7 day average, AWT – 5 day Average)

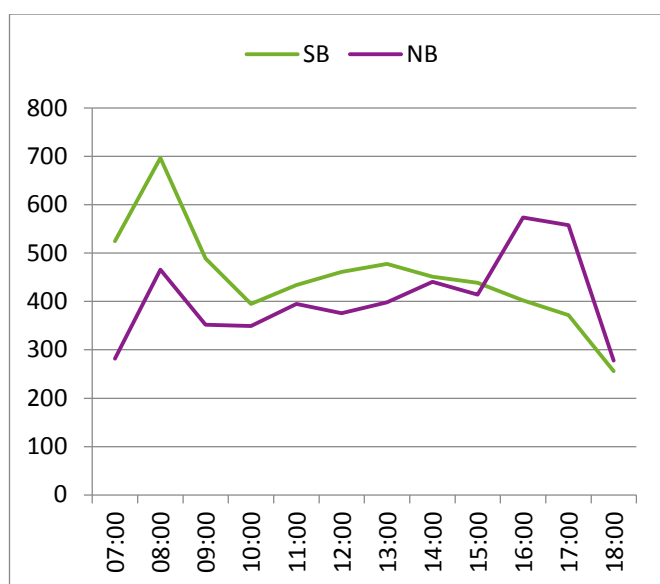
Month	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
Monthly ADT	9801	9476	10247	10859	11188	11225	11545	11027	11740	11466	11086	10903
24 hr ADT	-9.9%	-12.9%	-5.8%	-0.2%	2.8%	3.2%	6.1%	1.3%	7.9%	5.4%	1.9%	0.2%
24 hr AWT	-8.2%	-9.5%	-4.3%	-0.8%	3.6%	-0.1%	5.6%	1.7%	6.0%	4.2%	2.2%	-0.5%

Monthly Variation on Average Daily Traffic Flow

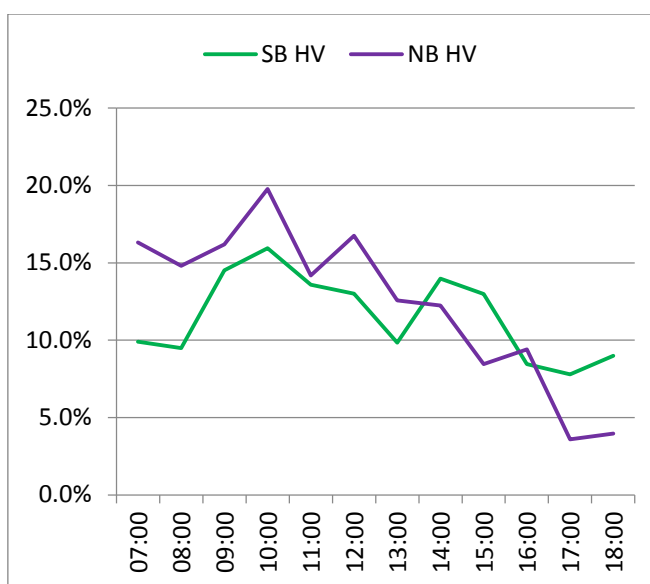
On the day of the survey whilst there was a pronounced AM and PM peak period for northbound vehicles, southbound there was no PM peak. Traffic flows were shown to contain a high proportion of Heavy Good Vehicles in both directions.

	Peak	Car	LGV	OGV1	OGV2	PSV	MC	PC	Total	%HV
Northbound	08:00	306	90	29	37	3	1	0	466	14.8%
	16:00	453	67	21	33	0	0	0	574	9.4%
Southbound	08:00	549	81	36	27	3	0	1	697	9.5%
	16:00	289	78	7	25	2	1	0	402	8.5%

Peak Hour Flow and Vehicle Composition



Hourly Flow Variation All Vehicles



Hourly Flow Variation Heavy Vehicle Percentage

A49 Leominster Bypass

Personal Injury Data

In the 5 year period from 1/12/12 till 30/11/17 there have been a total of five slight injury collisions reported that gave rise to 5 slight casualties. Three of the incidents occurred at the southern roundabout, and two at the northern roundabout. All five collisions were attributed to driver error/poor manoeuvre. Full details are included in **Appendix B**.

	2013	2014	2015	2016	2017
Slight Collision	0	3	2	0	0

A49/A44 Bromyard Road/Southern Way Roundabout

- Driver on entering the roundabout from Leominster intending to travel northbound, veered off the carriageway with no external factors.
- Driver on entering the roundabout travelling southbound, veered off the carriageway with no external factors.
- Driver on exiting the roundabout travelling northbound, driver believed they clipped the central reserve island, and in taking evasive action swerved off the carriageway.

A49/A44 Ludlow Road/Eaton Roundabout

- Driver on entering the roundabout lost control and in over correcting veered off the carriageway with no external factors.
- Driver proceeded to drive forward when in queuing traffic to enter the roundabout, but vehicle ahead had not moved off (rear shunt).

Based on the length of road and annual traffic volume within the 5 year period there has been an average of 1 casualty per annum. The bypass length (1.3km) and the AADT (10,977) give rise to a total of 5,200,000 vehicle kilometres per annum. The A49 bypass is therefore seen as having a good collision rate compared to the RCGB average of one slight collision every 2,500,000 million kilometres.

Identified Populations

As part of the Scope it is necessary to identify the Populations at Risk. In accordance with the Guidance Document, Table 1, four possible populations have been identified.

Group	Description	Identified Populations
Pop 1	Direct Workers	<ul style="list-style-type: none"> • HE Staff
Pop 2	Contractual workers	<ul style="list-style-type: none"> • Kier Managing Agent, Area 9
Pop 3	SRN Road users	<ul style="list-style-type: none"> • Passing motorised traffic • Police and emergency services • Cyclists & pedestrians using adjacent crossing • Future visitors/travellers' to the proposed site
Pop 4	Third parties	<ul style="list-style-type: none"> • Herefordshire Council – site owner and future operator of the proposed travellers' site.

Table 1: Populations at Risk

3.0 Stage2: Identify the Hazards

Stage 2 of the Risk Assessment is to identify the associated Hazards. Those identified are listed as follows and their likelihood of their impact upon each of the identified populations noted. Each of the risks is further explored in turn.

	HE Staff	Kier Managing Agent, Area 9	Passing motorised traffic	Police/emergency services	NMUs	Visitors/travellers to the site	Herefordshire Council
Increased localized movements impacting traffic flow close to the roundabout	✓	✓	✓	✓	✓		
Safe access and egress to the site			✓	✓	✓	✓	✓
Safe use of the crossing	✓	✓	✓	✓	✓	✓	✓
Vulnerable users next to SRN (eg children at the site)	✓	✓	✓		✓	✓	
Potential for animals to stray onto SRN eg horses/dogs	✓	✓	✓	✓	✓	✓	✓
Distraction of site use to users			✓		✓		

Increased localized movements impacting traffic flow close to the roundabout

At present movements to and from the site are infrequent based on the low intensity use (occasional agricultural grazing). Based on the expected use outlined above, the table below provides an expected occupancy and associated daily movements. This is presented as a proportion of the existing traffic flow on the A49 Leominster Bypass. This shows an increase of less than 0.6%. The increase in localised flow is not considered lead to any increased risk of collision and is indicative of local daily variations.

Month	Days occupied	Pitches Occupied	Equivalent Daily Movements	%age increase
Jan	5	6	8.7	0.09%
Feb	5	6	9.6	0.09%
Mar	10	8	23.2	0.21%
Apr	15	8	36.0	0.32%
May	22	9	57.5	0.51%
Jun	25	9	67.5	0.58%
Jul	25	9	65.3	0.59%
Aug	25	9	65.3	0.56%
Sep	15	8	36.0	0.31%
Oct	10	7	20.3	0.18%
Nov	5	6	9.0	0.08%
Dec	5	6	8.7	0.08%

Monthly estimate of Site Use

Safe access and egress to the site

The existing site access is agricultural in nature, but benefits from a wide entry, and a long set back from the road that would allow vehicles room to pull off the carriageway. The location of the access is in close proximity to the crossing (15m to the north) and this is addressed below.



Existing Site Access

The preceding paragraphs indicated the likely increase in localised movements that the site could attract (two way movements). Of these caravan movements on and off the site represent the greatest risk due to the larger and slower moving nature of these vehicles. The volume of movements is shown to be extremely low and not to give rise to undue additional risks.

Month	No of Stays	Monthly Caravan Movements	%age of Average Monthly Flow
Jan	1	6	0.0020%
Feb	1	6	0.0021%
Mar	2	16	0.0048%
Apr	3	24	0.0072%
May	3	27	0.0078%
Jun	3	27	0.0078%
Jul	3	27	0.0079%
Aug	3	27	0.0074%
Sep	2	16	0.0047%
Oct	2	14	0.0041%
Nov	1	6	0.0018%
Dec	1	6	0.0020%

Monthly estimate of Caravan Movements

Drawing 001 (**Appendix C**) shows the present visibility that is achieved as shown in the pictures below. This indicates that the existing mileage sign is located within the desirable visibility splay. This is a hazard for further consideration in Stage 6.



Visibility to the left



Visibility to the right



Pedestrian Crossing of the A49

Safe use of the crossing

The survey of the existing crossing indicated that it is infrequently used. The daily total indicates that 23 people used the facility on the day of the survey (note some of these may have crossed together and does not indicate that the crossing was called 23 times).

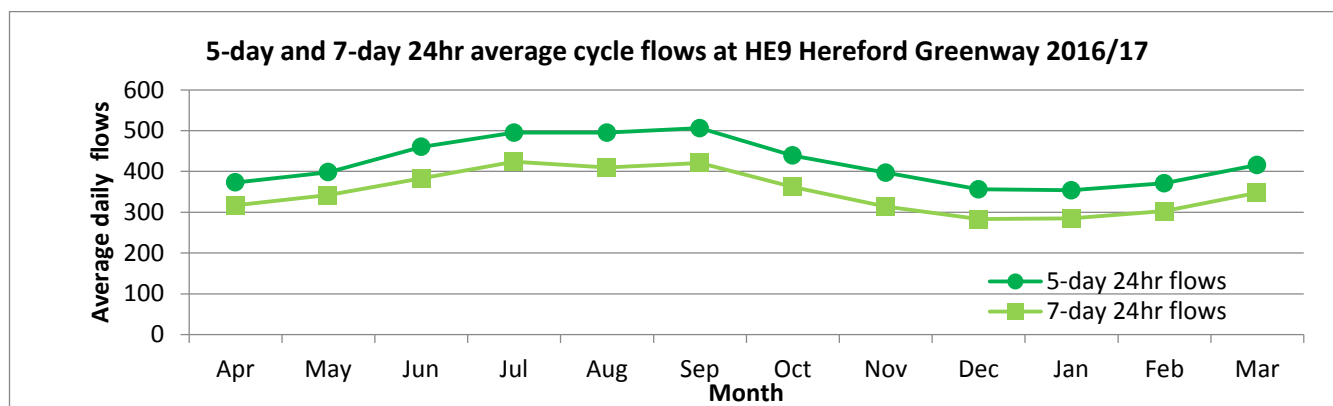
Hour:	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	Total
EB	0	1	1	0	3	0	0	0	4	0	0	3	12
WB	0	0	1	0	1	0	0	2	0	5	0	2	11

Pedestrian Crossings of the A49

It is acknowledged that higher use could be expected in warmer months of the year when active travel could be seen as more attractive. As a proxy the flows on the Greenway Cycle Route in Hereford are shown to demonstrate the seasonal shift and changes in cyclist numbers and that 20% fewer cyclists were recorded in January against the yearly average.

Year	2016									2017		
Month	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
7-day 24hr flows	317	342	383	424	410	421	362	314	283	285	303	348
Variation on 16/17 Average	-9.3%	-2.1%	9.6%	21.4%	17.4%	20.5%	3.6%	-10.1%	-19.0%	-18.4%	-13.3%	-0.4%

7-day 24hr flows (2016/17)



It is considered that the highest risk to crossing users could be when vehicles are emerging from the site and are considering traffic as opposed to the risk of pedestrians crossing. Pedestrians from the site itself would be chiefly expected to be attracted towards the town centre and not make regular use of the crossing.

Overall based on the crossing demand and vehicle demand from the site, such movements arising at the same time are infrequent. Site users will still need to obey the highway code and take due regard to the crossing use.

Vulnerable users next to SRN (eg children at the site)

At present the site is not occupied but the change of use would lead to an increase in resident population adjacent to the SRN. The site topography being lower than the surrounding ground would help dissuade children from wandering onto the road. The site will need to be securely fenced to ensure appropriate privacy and security for occupants.

Potential for animals to stray onto SRN eg horses/dogs

As above the site’s topography would help dissuade animals wandering onto the road. The site will need to be securely fenced to ensure appropriate privacy and security for occupants. It will be necessary for occupants to safely secure animals which would be particularly expected with regard to horses which are a valuable asset for Travellers.

Distraction of site use to users

The site is sheltered from passing views by existing established vegetation to the boundary. The site is also lower than the adjoining roads and it is felt that few would know the nature of the activities occurring on site. This is therefore not considered a particular risk.

4.0 Stage 3: Criteria for the Populations

Stage 3 of the Guidance seeks to establish the safety risk on the population and the risk tolerance for each of the populations. In accordance with the HSE's TOR model the following thresholds are identified in terms of a fatality.

Group	Description	Unacceptable	Tolerable	Broadly Acceptable
Pop 1	Workers	Less than 1 in 1,000	Greater than 1 in 1,000	Greater than 1 in 1,000,000
Pop 2				
Pop 3	SRN Road users	Less than 1 in 10,000	Greater than 1 in 10,000	Greater than 1 in 1,000,000
Pop 4	Third parties			

5.0 Stage 4: Existing Risk Exposure

Based on the collision analysis undertaken in Stage 1, the current risk of a **slight** collision is 1 in 4,000,000 (5 collisions / 365*10,977 AADT in 5 years). This is therefore much better than the broadly acceptable rate for a fatality of 1 in a million.

6.0 Stage 5: Safety Risk Analysis, Assessment and Evaluation

In accordance with the HSE's TOR model risks are expressed as being Broadly acceptable, Tolerable or Unacceptable. Each of the risks against the identified populations is summarised as follows, using a RAG colour coding (Red Unacceptable, Amber Tolerable, Green Broadly acceptable). This is based on the assessment of the consequences of the risk and the likelihood of any injury occurring.

The risk of a collision is felt to be greatest if vehicles turning into/from the site. The frequency of movement is 1 in 13,500 vehicles for a caravan, which indicates a risk of collision of 1 in 54,000,000,000. This is infrequent and based on the number of vehicle movements, volume of trips on the A49 and gap acceptance/possibility of conflict is therefore extremely very low.

	HE Staff	Kier Managing Agent, Area 9	Passing motorised traffic	Police/emergency services	NMUs	Visitors/travellers' to the site	Herefordshire Council
Increased localized movements impacting traffic flow close to the roundabout	Green	Green	Green	Green	Green	Black	Black
Safe access and egress to the site	Black	Green	Green	Green	Green	Green	Green
Safe use of the crossing	Green	Green	Green	Green	Green	Green	Green
Vulnerable users next to SRN	Green	Green	Green	Black	Green	Green	Black
Potential for animals to stray onto SRN	Green	Green	Green	Green	Green	Green	Green
Distraction of site use to users	Black	Green	Green	Black	Green	Black	Black

7.0 Stage 6: Risk Control Decisions

Based on the assessment, the primary risk to be addressed is the consequence of vehicles either blocking back across the crossing when turning right into the site, or the impact on visibility of the existing advanced directional sign some 75 metres north of the junction. There is adequate scope to increase the sign height to provide visibility underneath the sign to the left for exiting vehicles. This will require consideration of the sign foundations and their construction to meet appropriate standards and the agreement of Highways England.

As outlined above the site itself will need to be securely fenced to reduce the risk children or stray animals entering the highway, but this is not an unduly significant requirement and is appropriate for the development.

To assist turning manoeuvres it is suggested that larger vehicles are encouraged to enter only from the south (left turn in) thereby negating the risk of blocking back across the pedestrian crossing. This is suggested to be part of a voluntary traffic management plan (soft measure) and not require physical measures or a traffic regulation order to enforce.

8.0 Stage 7: Documenting the Decision

The report has been prepared for consideration by Highways England operatives. The decision has to be considered in light of the decision making pyramid where schemes are classed as Type A, B or C as per the DMRB Guidance. In this instance the scheme is seen primarily Type A.

Features	Type A Specialist Technical/ Coordinator Roles	Type B Professional Safety Advisors	Type C Professional Roles
What is the size of the decision impact? (geographically and in impact terms; extent of the network, number of 'Users'/'Workers')	Local, low density	Local, high density or national, low density	National, high density
What are the cost implications of the decision for the Agency?	Low	Medium	High
What is the lifetime of the decision? (how long will the Agency be affected by the decision)	Rest of the day	Months to a few years	Decades
What is the level of safety risk or uncertainty associated with the decision?	Low	Medium	High
What is the policy or stakeholder interest level? (how sensitive is it?)	Low	Medium	High

Note: Stakeholder could be many bodies, e.g. user, worker, another road authority MP etc.

Table 2 – Characterising Decision Features

- Scheme size- local in nature (A).
- Cost implications – low to nil for Highways England (A)
- Decision lifetime – the site if permitted for this use would be for many years coming (C).
- Level of safety risk – shown to be low (A)
- Policy interest – perceived to be low due to the scale and intensity of use (A).

9.0 Stage 8 through 10

At this time the report is used to inform the consideration of the site's allocation for a Temporary Stopping site for Travellers. Stages 8 to 10 take the report forward through to the operator, updating the report in light of any proposals, and monitoring the situation after implementation.

These stages will be for the future implementation of any works on site if the proposal is approved and construction is undertaken.

10.0 Conclusions

In support of Herefordshire Council's proposed Travellers Sites Development Plan Document, Highways England have requested a risk assessment in accordance with GD 04/12.

The risk assessment considers the safety consequences on the Strategic Highway Network (A49 Leominster Bypass) of the proposal and the impact on workers, road users and third parties.

Six primary hazards have been identified and due to the low volume of movements and incidental use of the site, no risk of a fatality at a rate greater than 1 in a million has been identified making the site proposal broadly acceptable.

Some works will be necessary to enhance the site's safety and further reduce risk namely:

- Consideration of the existing directional sign north of the site access;
- Site fencing; and
- A traffic management plan to reduce the number of turning movements into the site across other traffic streams.

APPENDIX A: SCOPING RESPONSE

Spatial Planning Framework Commission – Technical Note

Prepared by SYSTRA as named Sub-Consultant to AECOM under the Highways England
2016 SPA

Job No.	GB01T17D46 67						
Job Title	Proposed Travellers Temporary stopping Site, A49 Roundabout Leominster						
To	Patrick Thomas	cc					
Topic	Review of Safety Risk Assessment Scoping Note						
Prepared	Nick Oram	Date	16/01/18	Checked	Lee White	Date	17/01/18
Approved	Lee White	Date	17/01/18	Verified	Jenny Oakes	Date	18/01/18

INTRODUCTION

1. SYSTRA and Kier, as sub-consultants to Highways England, have been instructed to review a Safety Risk Assessment (SRA) Scoping Note for a proposed Travellers Temporary Stopping Site near Leominster.

BACKGROUND

2. Further to feedback from Highways England in November 2017, Balfour Beatty provided a Safety Risk Assessment Scoping Note for the proposed Travellers Site to Highways England on 12 December 2017 to address their requirements for a GD 04/12 Safety Risk Assessment.
3. The scoping note was produced on behalf of Herefordshire Council as part of their Travellers Sites Development Plan which, once adopted, will form part of the Herefordshire Local Plan.
4. There is an identified need for a Temporary Traveller Stopping site within the County. The proposed site, located approximately 1 mile east of Leominster, adjacent to the A49/A44 Worcester Road Roundabout, has been identified for this purpose (10 pitches).

PROPOSED SRA STRUCTURE

5. Highways England are pleased to note that Balfour Beatty have referenced the Vol 0 Section 2 GD 04/12 Standard for Safety Risk Assessment on the Strategic Road Network as well as the DMRB guidance for the stages of assessment. The Safety Risk Assessment that Balfour Beatty produce will need to meet the structures and guidelines referenced.

RECOMMENDATIONS FROM THE SCOPE PROVIDED

6. The SRA scoping proposes collecting traffic count data over a 12 hour period. This period of traffic data collection may be too short to provide representative flows so we suggest that flows relating to the A49 are checked against WebTRIS data as a validation exercise. It would be helpful if the raw data is made available for review by Highways England if necessary.
7. Balfour Beatty have mentioned that they will provide data on usage of the A49 signal controlled pedestrian crossing to the north of the proposed site. They have asked Highways England if they are able to provide any data on the use of this crossing. Unfortunately, Highways England are not able to gain traffic flows for pedestrians and cyclists as the crossing is not on Microprocessor Optimised Vehicle Actuation (MOVA) and it is maintained by the Regional Technology Maintenance Contractor (RTMC). This means we cannot use the remote data collection systems to undertake a pushbutton count. We would recommend that a manual assessment is considered.
8. The scope of data collection should include the collection of collision data as this will be required in order to complete the GD 04/12 assessment for use of the access. Reference is drawn to the HSE ToR model as illustrated in GD 04/12 Figures 4 - 6 which expresses the tolerance to risk dependent upon the population type.
9. Reference should also be made to the source of predicted traffic flow data for the site (i.e. TRICS) as this will be relied upon in the analysis. It would be helpful if the information used is made available for review by Highways England if necessary.
10. Consideration should also be given to the methods of risk analysis employed for the hazards identified to date. Guidance on this is given in GD 04/12 Annex A and C. Particular reference to the proposed analysis techniques in the scoping note will be needed. Looking at whether the risks will be assessed using qualitative, semi-quantitative or quantitative methods and the reasons for this will help identify any gaps in data required to undertake the analysis.

APPENDIX B: COLLISION AND TRAFFIC DATA

Contributory Factors Report Summary - A49 Leominster Bypass

Accidents Found Date Range: 14/08/2014 - 19/05/2015

Grid Coordinate Range: 350475,258286-350537,258375

Accident Date BETWEEN '01-Dec-2012' AND '30-Nov-2017'

Accident Severity

	2014	2015	Total
Slight	3	2	5
Total	3	2	5

Casualty Severity

	2014	2015	Total
Slight	3	2	5
Total	3	2	5

Casualty KSI

	2014	2015	Total
Slight	3	2	5
Total	3	2	5

A49 Leominster Bypass

Accident Date BETWEEN '01-Dec-2012' AND '30-Nov-2017'

A49 Leominster Bypass

Accident Date BETWEEN '01-Dec-2012' AND '30-Nov-2017'

Accident Reference:14E403135 Slight a 44,Eaton Leominster,Jw a 49 Leominster by Pass, Accident 1 of 5
 Thursday 14/08/2014 15:10 Grid Coords 350531/258356 Daylight Daylight
 Surface Wet/Damp Weather Raining without high winds

Contributory Factors	Participant	Confidence	Did a police officer attend?
406 Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 002	Very likely	Yes

Accident Description

V001 Has Approached Roundabout Intending to Go Straight Over, Has Stopped in left Side Lane and Has Believed That V002 Would Be Setting Off, V001 Remained Stationary and Therefore V002 then Collided with V001 on the Rear Offside Quarter.

Vehicles

1 Car	Waiting to go ahead but held up	No skid	Negative	NE to SW	Female Age 37
2 Van/Goods < 3.5t	Starting	No skid	Negative	NE to SW	Male Age 68

Casualties

1 Driver or Rider Slight Vehicle no.1 Female 37

Accident Reference:14E403165 Slight a 49 by Pass Leominster Sb,Jw A49 Eaton Island, Accident 2 of 5
 Monday 25/08/2014 13:00 Grid Coords 350524/258286 Daylight Daylight
 Surface Wet/Damp Weather Raining without high winds

Contributory Factors	Participant	Confidence	Did a police officer attend?
103 Slippery road due to weather (Road Environment Contrib)	Vehicle 001	Very likely	Yes
307 Travelling too fast for conditions (Driver/Rider - Injudicious)	Vehicle 001	Possible	
410 Loss of control (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description

V001 Neg Roundabout Going Straight Ahead. Whilst Leaving the Roundabout the Driver Has Lost Control and States the Vehicle Went into a Skid he Has Tried to Correct the Skid, over Compensated and left the Road to the Nearside and Collided with a Lamppost.

Vehicles

1 Car	Going ahead other	Skid	Negative	N to S	Male Age 30
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Casualties

1 Passenger Slight Vehicle no.1 Female 5

A49 Leominster Bypass

Accident Date BETWEEN '01-Dec-2012' AND '30-Nov-2017'

Accident Reference:14E404032 Slight A49 Leominster Bypass ,J/W A44 Worcester Road, Accident 3 of 5
 Monday 27/10/2014 22:58 Grid Coords 350475/258370 Daylight Dark/lights lit
 Surface Wet/Damp Weather Fine without high winds

Contributory Factors	Participant	Confidence	Did a police officer attend?
410 Loss of control (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
307 Travelling too fast for conditions (Driver/Rider - Injudicious)	Vehicle 001	Very likely	
403 Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Very likely	
103 Slippery road due to weather (Road Environment Contrib)	Vehicle 001	Very likely	

Accident Description

V001 Has Entered the Roundabout from Leominster Intending to Turn left and Head North on A49. V001 Has Been Travelling Too Fast and May Have Clipped the Inside of the Roundabout, the Vehicle Has then Lost Control and left the Roundabout onto the Grass and Skidded Sideways into the Lamp Post, Spinning the Car Around So it was Facing South.

Vehicles
 1 Car Turning left Skid Negative SW to N Male Age 20

Casualties
 1 Driver or Rider Slight Vehicle no.1 Male 20

Accident Reference:15E500186 Slight A49 Leominster by Pass ,J/W A44 Bromyard Rd, Accident 4 of 5
 Wednesday 07/01/2015 17:30 Grid Coords 350537/258312 Daylight Dark/lights lit
 Surface Dry Weather Fine without high winds

Contributory Factors	Participant	Confidence	Did a police officer attend?
405 Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	Yes
602 Careless/Reckless (Driver/Rider - Behaviour)	Vehicle 001	Very likely	
403 Poor turn or manoeuvre (Driver/Rider - Error)	Vehicle 001	Very likely	
410 Loss of control (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description

Vehicle 1 was Travelling Southbound on the A49 and Veered off the Road Whilst Negotiating the Roundabout, Crossing the Nearside Grass Verge, Coming to a Stop down an Embankment. the Vehicle Sheared off a Street Lamp Post when Leaving the Main Carriageway.

Vehicles
 1 Car Going ahead other No skid Not requested N to S Male Age 53

Casualties
 1 Driver or Rider Slight Vehicle no.1 Male 53

A49 Leominster Bypass

Accident Date BETWEEN '01-Dec-2012' AND '30-Nov-2017'

Accident Reference:15E501809 Slight a 49,Leominster,Jw Southern Ave Roundabout. Accident 5 of 5
Tuesday 19/05/2015 17:56 Grid Coords 350476/258375 Daylight Daylight
Surface Dry Weather Fine without high winds

Contributory Factors

403 Poor turn or manoeuvre (Driver/Rider - Error)
409 Swerved (Driver/Rider - Error)

Participant	Confidence	Did a police officer attend?
Vehicle 001	Very likely	Yes
Vehicle 001	Possible	

Accident Description

Vehicle One was Driving North Along the A49 in Leominster, the Female Driver Has Negotiated the Roundabout but Upon Exiting the Roundabout to Head North, Driver Believes she Has Clipped the Small Triangular Island with Chevron Boards On, this Has Made Driver React by Swerving to her Left/Nearside and Driver Has Gone up onto Verge and Hit a Tree Causing her to Stop. Minor Injury to right Hand Thumb, Bruising and Swelling, Also Abrasions to Shins. no Other Vehicles Involved

1 Car Going ahead left hand bend No skid Negative SW to N Female Age 43

Casualties

1 Driver or Rider Slight Vehicle no.1 Female 43

Site 1

Start/End Time
07:00 19:00

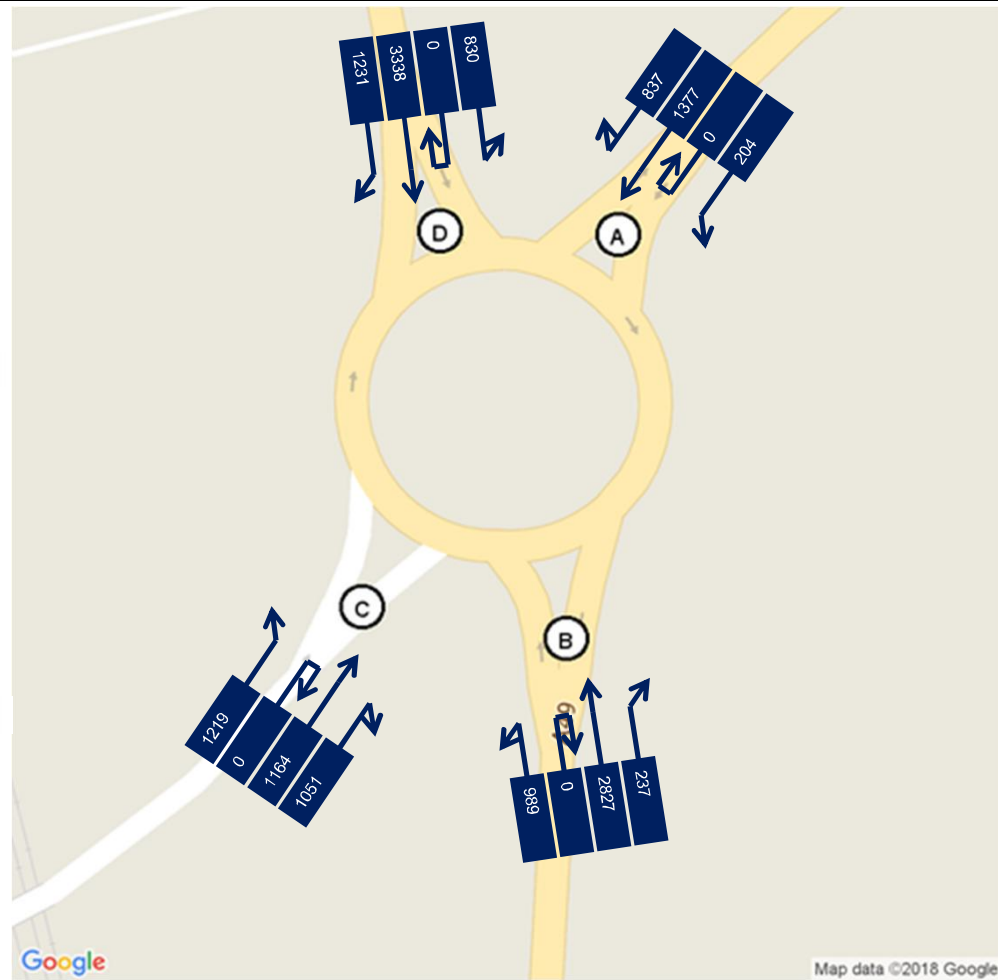
Origin Arm ALL
Dest Arm ALL

Class Selection
 Car LGV OGV1
 OGV2 PSV MC
 PC

Vehicles PCU Values

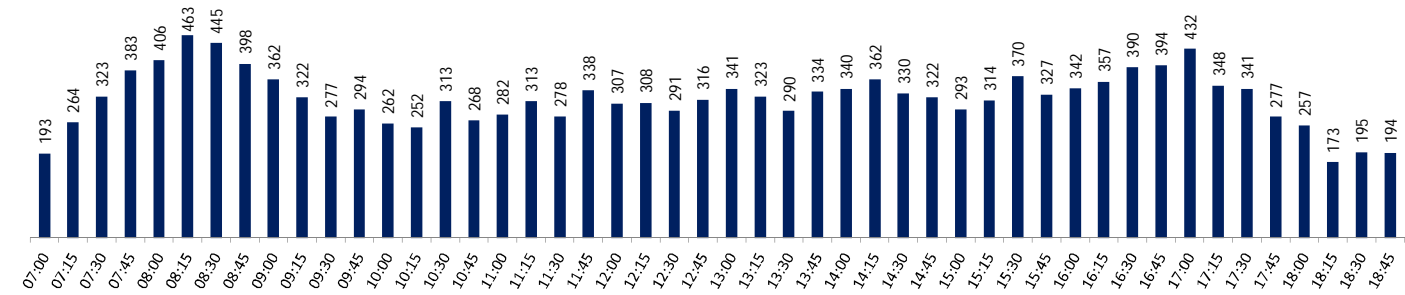
Network Peak
AM IP PM ALL

Display
 Sites Show Flows
 Overview

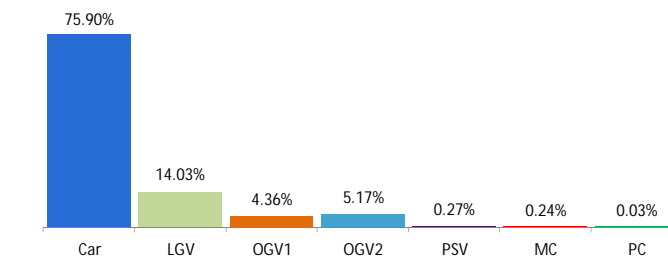


Arm	Location	Observations
A	Worcester Road	52.22071
B	A49 (S)	-2.72598
C	A49 (SSW)	
D	Leominster Bypass	

Total Number of Vehicles per Interval



Percentage of Classed Vehicles

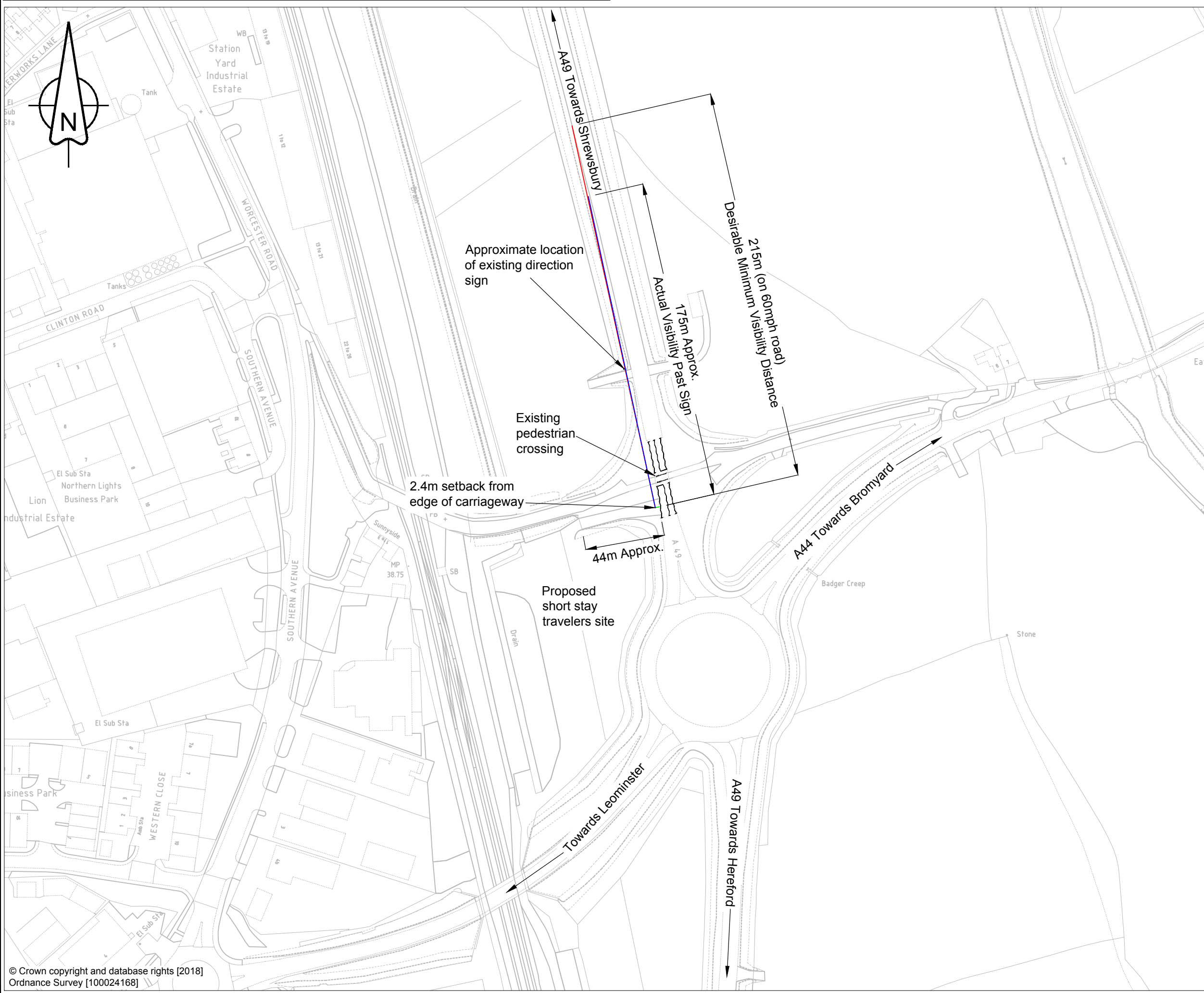


	A	B	C	D
A	0	204	1377	837
B	237	0	989	2827
C	1164	1051	0	1219
D	830	3338	1231	0

Arm A	
Eastbound	Westbound

07:00	0	0
07:15	0	0
07:30	0	0
07:45	0	0
1 Hr	0	0
08:00	0	0
08:15	0	0
08:30	0	0
08:45	1	0
1 Hr	1	0
09:00	0	1
09:15	1	0
09:30	0	0
09:45	0	0
1 Hr	1	1
10:00	0	0
10:15	0	0
10:30	0	0
10:45	0	0
1 Hr	0	0
11:00	1	1
11:15	1	0
11:30	1	0
11:45	0	0
1 Hr	3	1
12:00	0	0
12:15	0	0
12:30	0	0
12:45	0	0
1 Hr	0	0
13:00	0	0
13:15	0	0
13:30	0	0
13:45	0	0
1 Hr	0	0
14:00	0	2
14:15	0	0
14:30	0	0
14:45	0	0
1 Hr	0	2
15:00	4	0
15:15	0	0
15:30	0	0
15:45	0	0
1 Hr	4	0
16:00	0	0
16:15	0	0
16:30	0	0
16:45	0	5
1 Hr	0	5
17:00	0	0
17:15	0	0
17:30	0	0
17:45	0	0
1 Hr	0	0
18:00	0	0
18:15	2	1
18:30	1	1
18:45	0	0
1 Hr	3	2
Total	12	11

APPENDIX C: SITE OVERVIEW DRAWING



KEY

Desirable minimum visibility —
 Actual visibility —

Rev	Revision details	Chkd	Appd	Date

Drawn: M.S.W.	Preliminary	<input checked="" type="checkbox"/>
Design: BBLP	For comment	<input type="checkbox"/>
Chkd: P.T.	For tender	<input type="checkbox"/>
Appd: J.F.	For construction	<input type="checkbox"/>
Date: 7/02/18	As constructed	<input type="checkbox"/>
	Other	<input type="checkbox"/>

Balfour Beatty
 Living Places

Client
G. HUGHES B.A.(Hons), M.R.T.P.I., M.I.E.D.
 DIRECTOR for ECONOMIES,
 COMMUNITIES and CORPORATE Herefordshire Council
Place Based Commissioning, Plough Lane, PO Box 4, Hereford, HR4 0LX

Project Name
**A49 Leominster
 Proposed Temporary
 Travelers Site**

Drawing Title
Site Overview

Original Drg Size : A3 Dimensions : -
 Scale : 1:2000 Copyright © BBLP

Drawing No
MN0130/001 Rev

February 2018

Balfour Beatty Living Places

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Senior Project Manager

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