

# **Greenbank Road, Devoran Proposed Virtual Footway**

## Road Safety Review

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CORMAC Consultancy  
CORMAC Western Region,  
Radnor Road, Scorrier, Redruth, Cornwall, TR16 5EH.

## Issue & Revision Record

Revision	Date	Originator	Purpose of Issue / Nature of Change
0	13/07/2016	M Wallace	Original



**Prepared by  
Engineering Design Group**

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## **SAFETY REVIEW**

SITE: Greenbank Road, Devoran

INFORMATION RECEIVED:

- a. Possible Highway Improvements & Quiet Lanes Feasibility Report.
- b. EDG0942-SR-01, Safety Review Drawing.
- c. EDG0942-F01, Feasibility Drawing.

REVIEW REFERENCE: SR131

REQUESTED BY: Stuart Gallaway, Engineering Design Group.

SAFETY REVIEWER: Martyn Wallace, Engineering Design Group.

SCOPE OF THIS REVIEW: Assess the feasibility and Road Safety aspects of the proposed virtual footway along Greenbank Road, Devoran.

SITE VISIT: 29 June 2016, 1500hrs.

### **1. Description**

1.1 The current proposal is to provide a virtual footway along the eastern/northern side of Greenbank Road from its junction with the former A39 to the existing footway adjacent Market Street. A solid white line would provide a facility 1.5 metre wide around the left hand bend leading to Market Street. There would be no solid features.

1.2 The Feasibility Report gives the AADT count for Greenbank Road as 1100 vehicles (including 30 HCV's). At the time of the site visit there was very little traffic, perhaps one a minute in each direction.

1.3 The Feasibility Report gives "RadarClass" average speed readings of 25/27 mph and this was concurred with by driving through.

1.4 The Feasibility Report states that there were no vehicle related accidents recorded between 01 January 2009 and 31 March 2015.

### **2. Discussion**

2.1 The carriageway width around the bend is in the region of 5 metres, which would leave 3.5 metres for traffic if a 1.5 virtual footway was provided. Hence, if there is traffic in opposite directions, there will be encroachment into the virtual footway. Pedestrians walking within the defined area may not be prepared for this, assuming they are in a protected area. This could cause conflict.

2.2 Users of the facility walking east would have their backs to traffic around the bend with restricted visibility of only 35/40 metres. Pedestrians should be encouraged to walk facing the on-coming traffic, especially around bends, so that they will be fully aware of what traffic is approaching them.

2.3 At the time of the site visit there were very few pedestrians, three over a 45 minute period, which indicates there is little demand for such a facility. If very little used, then drivers will get used to being able to drive over it which could put pedestrians in more danger than if there was no facility. Virtual footways should be used only in exceptional circumstances, and if there is a demand.

2.4 There was no visible conflict with vehicles at the time of the site visit.

2.5 There is no obvious pedestrian desire line along Greenbank Road, except the connection to the Mineral Tramway Trail from Portreath, which is mainly used by cyclists, who would not benefit from the facility.

2.6 There are some light industrial units on the western side of Greenbank Road, but these are in the wider section of the road which the vehicles use to access the A39. One large articulated lorry entered a unit from the A39 direction during the site visit, but this presented no danger to pedestrians.

2.7 The current proposal is to also provide a virtual footway along the remainder of Greenbank Road from its junction with the former A39 road. This would achieve very little because the road is wide enough for two-way traffic as well as pedestrians.

### 3. Options

3.1 A virtual footway could be provided around the outside of the bend, on the southwestern side, which would have better visibility than the proposed one on the inside of the bend. However, the same problem would exist relating to the carriageway width, and the constant encroachment by drivers due to the light usage. This will be on the opposite side of the road to the existing footway adjacent Market Street, but with very little traffic it would present no safety issues for pedestrians to cross the road

3.2 There is a wide verge area on the southwest side of the bend which could be used to provide a standard footway. This would not encroach into the carriageway, and would give pedestrians total protection. Again this would be on the opposite side of the road to the existing footway adjacent Market Street, but this would present no safety issues to pedestrians. The feasibility report suggests this area is not maintained by Cornwall Council, but if there is a desire it should be possible to acquire the land.

### 4. Recommendations

- a. Do not provide a virtual footway around the left hand bend, or along the remainder of Greenbank Road.
- b. If there is a desire to provide a standard footway, seek to acquire the necessary land.

Martyn Wallace

Traffic Engineer  
Cormac Solutions

13 July 2016