



## **Safety Risk Assessment**

**Rue de Maupertuis Point Road Closure**

**Client: States of Jersey**

**Road Safety Answers reference no: PR002**

### Control Sheet

	Name	Date	Signature
Author	[REDACTED]	06/08/2018	[REDACTED]
Checker	[REDACTED]	06/08/2018	[REDACTED]
Authoriser	[REDACTED]	06/08/2018	[REDACTED]

### Report Version

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## 1. Introduction

- 1.1 Road Safety Answers Ltd (RSA Ltd) has been commissioned by States of Jersey (SoJ) to carry out an independent road safety risk assessment of Rue de Maupertuis, the road in which a point road closure is due to be trialled shortly. The point closure is associated with traffic calming that is designed to reduce the risk to students attending the nearby school. The purpose of the commission is to provide SoJ with advice on the current level of risk to road users and, in particular, students walking to school, as they travel along Rue De Maupertuis. Once the yearlong trial has been completed the risk to road users will be assessed again to ascertain whether the trial has been successful.
- 1.2 This initial road safety risk assessment was carried out by RSA Ltd during June 2018, the site visit having been carried out on Wednesday 20<sup>th</sup> June between 07.50 and 09.00 hours.
- 1.3 RSA Ltd's highway risk assessor, [REDACTED], has extensive experience in providing specialist consultancy and training services in traffic management and road safety engineering to a wide client base in both the public and private sectors in the UK and overseas.

## 2. Background

- 2.1 SoJ's Department for Infrastructure (DfI) are the promoter of Safer Routes to School and are undertaking a trial closure of Rue de Maupertuis to determine whether an intervention should become permanent, as shown in **Appendix A**. This trial, over a 12 month period, will be based on an assessment of the benefits afforded to vulnerable road users and how the perception of safety is anticipated to change, through the implementation of the scheme. DfI have reasoned that if the perception of safety were to improve, then it is likely that the number of school pupils walking and cycling could realistically increase in the future. This would help contribute to a reduction in congestion and improvement in wellbeing through active travel.
- 2.2 The trial closure of Rue de Maupertuis involves installing planters (or bollards) near the two right-angle bends in the road, located to the east of Willow Cottage. This will effectively turn Rue de Maupertuis into a no-through road for vehicular traffic. Access will be maintained for premises along the route. Access for pedestrians and cyclists will remain as per the current arrangement i.e. no restrictions.
- 2.3 The Rue de Maupertuis point closure is one of three interventions that have been designed to improve the quality and safety of walking and cycling routes to and from Le Rocquier, St Christopher's and St Clements Schools. The primary aim is to make walking and cycling to school safer and more attractive.
- 2.4 These interventions align with wider States of Jersey policies such as Future Jersey, the Island Plan and the Sustainable Transport Policy in promoting walking and cycling modes of transport above private car use and reducing the risk of road traffic collisions. Promoting walking and

cycling will contribute towards an uptake in active travel and will realise wider health benefits to the population in Jersey.

- 2.5 SoJ has required this risk assessment to be carried out by a Qualified Road Safety Auditor, involving a comparison between the risk assessment of the existing road layout and that of the trial intervention. Their requirement is for an appropriately qualified independent Road Safety Auditor (MSoRSA qualified or equivalent) to undertake a Road Safety Assessment of the proposed scheme. The requirement was for an auditor to be appropriately qualified to the level outlined in DfI's Road Safety Audit Policy, which broadly mirrors the UK standard HD 19/15 document.
- 2.6 [REDACTED] has carried out this risk assessment, being a Chartered Engineer, and a Fellow of the Chartered Institution of Highways and Transportation's (CIHT's) Society of Road Safety Auditors (FSoRSA).

### 3. Methodology

- 3.1 This initial Safety Risk Assessment has been carried out by [REDACTED], a Director of RSA Ltd, visiting just the closure section of Rue de Maupertuis, including its junction with La Rue de Samares. The assessment has been carried out using engineering judgement based on the assessor's experience in road safety engineering, risk assessment and accident analysis.
- 3.2 Background information relating to the proposed point closure and the surrounding road network was provided by SoJ's [REDACTED], Engineer, and [REDACTED], in e-mail format during May and June, 2018. This information is listed in **Appendix B**.
- 3.3 [REDACTED] visited the site in daylight on Wednesday 20th June 2018, between 07.50 and 09.00 hours (morning peak traffic) to gain an understanding of the area, observe any conflicts involving road users and identify any hazards associated with the highway environment. The weather at the time was fine and dry. Vehicle, pedestrian and cycle flows were low to moderate along Rue de Maupertuis. Pedestrian and cycle flows were low in the roads leading to, and surrounding, Rue de Maupertuis.
- 3.4 To determine the level of risk of collisions involving personal injury, or damage to vehicles or property, associated with the various conflicts, a risk assessment matrix was used, which is provided in the IHT guidelines on road safety audit (2008). The table is shown overleaf:

		Frequency of collision			
		More than one per year	One every 1-4 years	One every 5-10 years	Less than one per 10 years
Severity	Fatal	Very high	High	High	Medium
	Serious	High	High	Medium	Medium
	Slight	High	Medium	Medium	Low
	Damage	Medium	Medium	Low	Low

3.5 [REDACTED] has completed the initial review of Rue de Maupertuis and has assessed the current level of risk of collisions to current users traveling along the length that will be subject to the point closure, including its junction with La Rue de Samares.

## 4. Safety Risk Assessment Findings

### Rue de Maupertuis – Existing Situation

- 4.1 The length of Rue de Maupertuis that is to be closed, from Rue de Samares to Clos de la Mare, currently has characteristics that engender slow traffic speeds: two relatively sharp bends, each with poor forward visibility (see Photos 1 and 2), a carriageway width suitable for two light vehicles to pass one another slowly. Combine these characteristics with relatively low traffic, cycle and pedestrian flows (notwithstanding the groups of school children dominating the environment in the morning and afternoon periods) the risk level would have been classed as Low to Medium (see IHT’s risk matrix in paragraph 3.4), were it not for the single collision involving personal injury in the five year period January 2013 to December 2017. This occurred in 2015 and involved a cyclist, the collision location being away from the right-angle bends, towards the eastern end of the road. The risk of collisions involving personal injury, or damage to vehicles or property along this stretch of Rue de Maupertuis is, therefore, in the **Medium** Risk category.



**Photo 1: Looking north towards northerly bend**



**Photo 2: Looking south towards southerly bend**

**La Rue de Samares junction with Rue de la Croix and Rue de Maupertuis**

4.2 Visibility from both Rue de Maupertuis and Rue de la Croix onto La Rue de Samares is adequate for both pedestrians and vehicles waiting at the give way line of each side road (photos 10 to 13).



**Photo 10: Looking south from Rue de Maupertuis onto La Rue de Samares**



**Photo 11: Looking north from Rue de Maupertuis onto La Rue de Samares**



**Photo 12: Looking south from Rue de La Croix onto La Rue de Samares**



**Photo 13: Looking north from Rue de La Croix onto La Rue de Samares**

4.3 Traffic flows are very light on La Rue de Samares and there is little exposure to risk as a result. There have been no reported injury

collisions at this junction in the latest five year period (2013 to 2017 inclusive) and the risk of injury collisions, or collisions involving damage to vehicle or property, is in the **Low to Medium** category.

## 5. Summary and Conclusions

- 5.1 This safety risk assessment has considered background information relating to the proposals for a point road closure near the bends in Rue de Maupertuis, associated with the interventions that have been designed to improve the quality and safety of walking and cycling routes to and from Le Rocquier, St Christopher's and St Clements Schools.
- 5.2 The assessment has concluded that, within the stretch of Rue de Maupertuis in which the point closure will be located, the current risk of injury collisions, or collisions involving damage to vehicle or property, is in the **Medium** category. In real terms this means the following: -
- that there is a likelihood of a collision occurring more than once a year where the result is damage to the vehicle or personal property on, or adjacent to, the road,
  - that once every four years there is a likelihood of a collision occurring involving personal injury of a slight nature, or damage to a vehicle or property,
  - that once every 5 to 10 years there is a likelihood of a collision occurring involving personal injury of a slight or serious nature, or damage to a vehicle or property, and
  - that the likelihood of a collision occurring in which a fatality results is less than once every 10 years.
- 5.3 The assessment has also concluded that, at the junction of Rue de Maupertuis with La Rue de Samares and Rue de la Croix, the current risk of injury collisions, or collisions involving damage to vehicle or property, is in the **Low to Medium** category. In real terms this means that the levels of risk are similar, or slightly less than, the levels associated with the **Medium** category (explained above) i.e. for the '5

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to 10 years', and 'fewer than 10 years' time period categories, the severity of the injuries resulting from a collision could be reduced, or result only in damage to the vehicle or personal property.

## 6. Assessor

██████████ BSc (Hons), CEng, MICE, MCIHT, FSoRSA  
Highways England Approved Road Safety Audit Certificate of Competency  
Director, Road Safety Answers Ltd.

Signed: ██████████

Date 6<sup>th</sup> August 2018

### Road Safety Answers

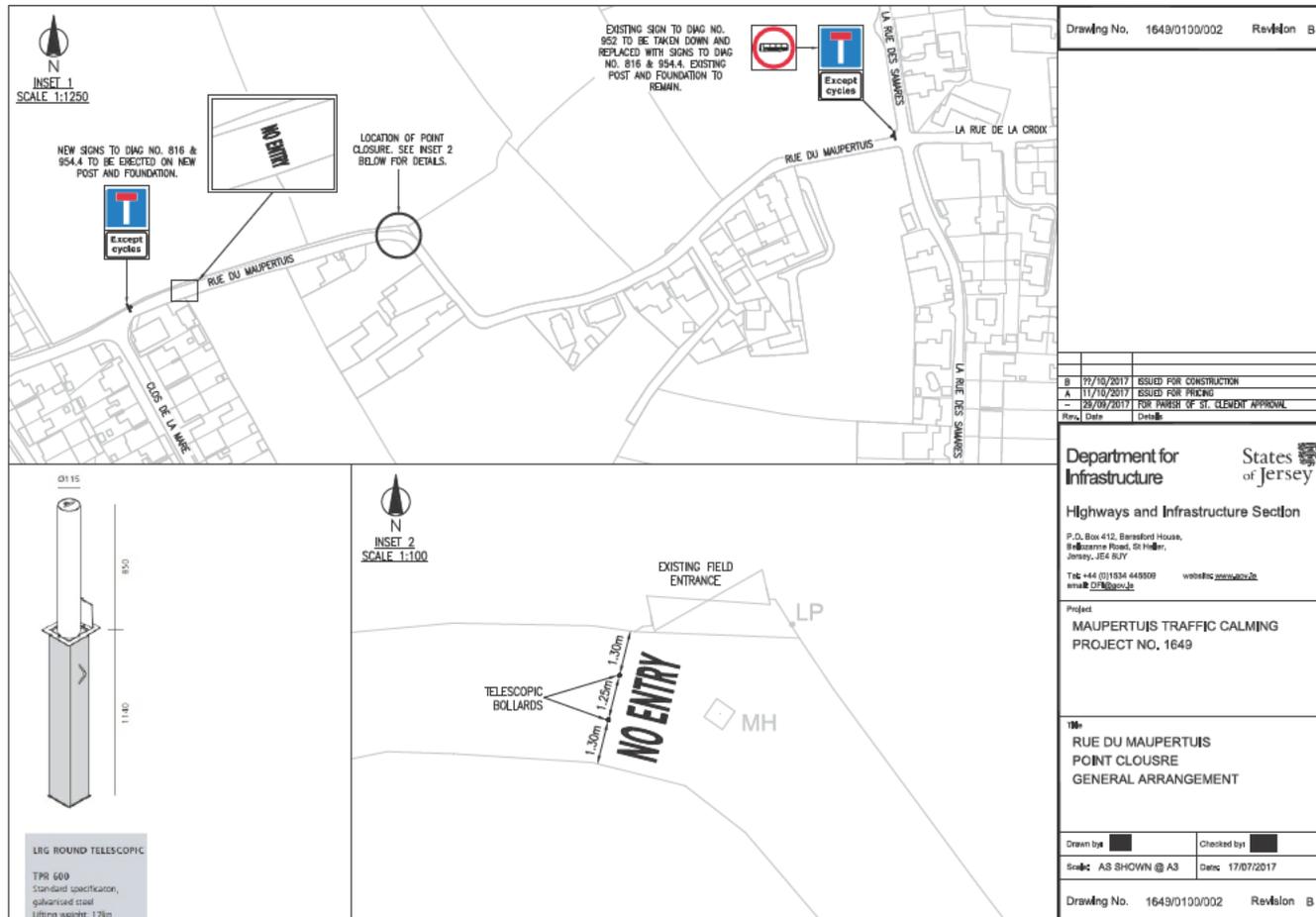
17 McDermott Road  
Borough Green  
Sevenoaks  
Kent TN15 8SA

Tel: + 44 (0)7710 980 141

E-mail: ██████████ [@roadsafetyanswers.co.uk](mailto:██████████@roadsafetyanswers.co.uk)

Web: [www.roadsafetyanswers.co.uk](http://www.roadsafetyanswers.co.uk)

## Appendix A – Rue de Maupertuis Point Road Closure



## Appendix B – Information Received and Examined

1649-0100-002B (Maupertuis - Point Closure) 0100-001 (1).pdf  
2013-2017 Collision Map - Rue du Maupertuis Diversion area.pdf  
Appraisal Methodology Statement (1)  
Collision Data Report for St Clement.xlsx  
Manual Traffic and Pedestrian Counts May18.pdf  
Maupertuis big map Presentation Dec 2016 (3).pdf  
Maupertuis Presentation Dec 2016.pdf  
St Clement magazine article.pdf  
St Clements banners 20170315.pdf