



Stand Golf Club Site B, Radcliffe

Designers Response



13.08.2025

ROAD SAFETY AUDIT - DESIGNERS RESPONSE

AJP Ref: 224-181

PREPARED BY JAMES ROGERS



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WESTSHIELD



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Contents

Introduction	3
Items Raised	3

Alan Johnston Partnership Ltd.

Company No. 13204766



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Designers Response

Introduction

The report has been produced in response to the Stage 1&2 Road Safety Audit produced by Highways Associates (REF 2025/PJ/2445) to comment on the items raised in respect of the future use and safety of the proposed highways at the development of Stand Golf Club Site B, Radcliffe



Items Raised

3.1.1 PROBLEM

LOCATION: Ringley Road - Proposed junction

SUMMARY: Insufficient right turn provision could lead to rear end shunts Dedicated right turn provision has not been proposed to enable northbound vehicles to turn right into the development site. Insufficient right turn provision could result in an increased potential for rear end shunts as vehicles waiting to turn right are struck by following vehicles.

RECOMMENDATION

Carry out further assessment and analysis to determine the appropriate level of right turn provision required.

DESIGNER'S COMMENTS

An assessment of the visibility from the crossing showed sufficient visibility of the road for 70m+ in both directions from the crossing. This is sufficient as so to not require any road markings as this road has a speed limit of 30mph. This is compliant with the "The Design Manual for Roads and Bridges" (DMRB).

3.1.2 PROBLEM

LOCATION: Proposed junction

SUMMARY: Reduced visibility It is noted that the proposed junction is located in an area where there is substantial boundary hedging and foliage. Concern is expressed that foliage could reduce visibility for drivers who are attempting to turn out of the junction increasing the potential for failure to give way type conflicts such as side-on or rear end shunts.

RECOMMENDATION

Ensure suitable visibility splays are provided which should be kept clear and maintained of all high-level boundary treatment

DESIGNER'S COMMENTS

Visibility Splay Plan drawing "SCG-AJP-XX-00-DR-C-1490" has been produced and demonstrates sufficient visibility from the junction for the 30mph road without the need for further removal of existing hedges and foliage.

3.2.1 PROBLEM

LOCATION: Proposed junction - Uncontrolled crossing

SUMMARY: Excessive crossing width could increase the potential for pedestrian to vehicular conflict The proposed uncontrolled inline pedestrian crossing facility across the proposed junction bellmouth measures over 24 metres wide. This is deemed to be excessive and may increase the likelihood of pedestrians, particularly those who are less mobile, becoming stranded midway within the crossing should a vehicle attempt to turn in or out, increasing the potential for pedestrian to vehicular conflict within the bellmouth. Furthermore, having a single stage crossing of this width could cause difficulties for visually impaired pedestrians who may due to the significant distance be inclined to travel towards a full height kerb or indeed towards the mainline carriageway risking conflicts with passing traffic.

RECOMMENDATION

A suitable splitter island should be installed within the junction bellmouth paying particular attention to swept path analysis.

DESIGNER'S COMMENTS

A traffic refuge island has been added to the centre of the crossing in line with Bury Councils specification and Department for Transportation guidance.

3.2.2 PROBLEM

LOCATION: Proposed junction - Uncontrolled crossing

SUMMARY: Reduced visibility Notwithstanding problem 3.1.2, it is noted that the proposed junction is located in an area where there is substantial boundary hedging and foliage. Concern is expressed that foliage within the vicinity of the junction could reduce visibility for pedestrians who are attempting to cross the junction and for drivers travelling towards the junction from within the site increasing the potential for pedestrian to vehicular conflicts on the crossing.

RECOMMENDATION

Ensure suitable visibility splays are provided at the crossing which should be kept clear and maintained of all high level boundary treatment.

DESIGNER'S COMMENTS

Visibility Splay Plan drawing "SCG-AJP-XX-00-DR-C-1490" has been produced and demonstrates sufficient visibility from the junction for the 30mph road without the need for further removal of existing hedges and foliage.

3.3.1 PROBLEM

LOCATION: Proposed junction

SUMMARY: Road markings could cause confusion The proposed giveway road markings have been set back in line with the back of footway similar to a "Copenhagen" style junction arrangement. Concern is expressed that this could exacerbate issues mentioned within Problem 3.1.2 and 3.2.2 but also, if used in isolation cause confusion to drivers as to the appropriate place to giveway giving rise to failure to giveway type conflicts.

RECOMMENDATION

The giveway road markings should be repositioned in line with the mainline channel line.

DESIGNER'S COMMENTS

Giveway road markings have been pulled out so that they are in line with the mainline channel line.

3.7.1 PROBLEM

LOCATION: Ringley Road - Proposed junction

SUMMARY: Drainage gully location could cause loss of control. An existing drainage gully appears to be located within the proposed junction. Due to the inherent lack of skid resistance afforded by cast iron gulleys particularly when wet, concern is expressed that should it be struck particularly by powered or unpowered two wheelers whilst turning, that it could increase the risk of loss of control.

RECOMMENDATION

The gully should be relocated to a suitable position along the kerb line.

DESIGNER'S COMMENTS

Existing gully is to be relocated due north west so that it is clear of the proposed junction.