

Lowercroft Road, Bury– Proposed Highway Access Works Stage 1 Road Safety Audit

Prepared by



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1. Alan Davies - DTPC
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1 INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit carried out on proposals for a priority junction access to be installed to serve a small Business B1, B2 and B8 development with a 25 metre mainline offset from the adjacent junction. The audit was carried out during February 2020.

1.2 The audit team consisted of:

Team Leader: Naresh Madhavan MCIHT, MSoRSA EU RSA Cert. Comp
Director
Highway Associates

Team Member: Robin Sawczyn BEng MCIHT MSoRSA
Senior Road Safety Engineer
Highway Associates

1.3 The audit took place at the offices of Highway Associates, Chester on behalf of Bury Council, the overseeing organisation. The Road Safety Audit was undertaken in accordance with the Road Safety Audit Brief provided by Alan Davies of DTPC. The Road Safety Audit comprised an examination of the documents provided, and these are listed in Appendix A.

The site was visited at the following times/conditions:

Day/Date	Time	Weather Con	Traffic Flow
Sun 9 th Feb 2020	12:40 – 13:20hrs	Wet/Cloudy	Ave

1.4 The terms of reference for this audit are as described in GG119, Design Manual for Roads and Bridges. The scheme has been examined and this report compiled only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

- 1.5 If relevant within this report the generic term “pedestrians” can include walking pedestrians, wheelchair users, dismounted cyclists, the blind, partially sighted, mobility impaired and people with prams or pushchairs. Highway Maintenance Operatives are also included within this term. Where a problem is specific to one or more of these vulnerable groups then appropriate reference will be made in the report.
- 1.6 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems identified. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.
- 1.7 This Road Safety Audit makes allowance for the fact that strategic decisions on matters such as route choice, junction type, standard of provision and approved Departures from Standards already reflect an appropriate balance of a number of factors including road safety.
- 1.8 The Audit Team have not been made aware of any possible geometric departures from standards.
- 1.9 The reader is reminded that a Road Safety Audit is not limited to the new works alone where there are features that are considered by the Audit Team to affect the general safety in the area. Section 3 of this report lists ‘Problems’ identified from the drawings and as a result of the site visit relating to the proposed changes to the highway layout that are directly, or indirectly, related to the area (e.g. features/matters within the proposed works or immediate surrounds which the Audit Team feel should be brought to the attention of the Designer or other organisations even though they might not pose an immediate risk associated with the proposed works), and which are considered by the Audit Team to warrant attention under the subject proposals, generally by the maintaining authority. On occasions there are more sensitive issues or issues that fall outside the audit brief but which are of such a nature that Auditors feel should be specifically brought to the attention of the authorities - such issues, if they arise, are usually dealt with in detail in separate correspondence.

2 ITEMS RAISED BY PREVIOUS AUDITS AND REPORTS

- 2.1 It is understood that no previous road safety audits have been undertaken in relation to this scheme option.

3 ITEMS RAISED BY THIS AUDIT

3.1 General

3.1.1 PROBLEM

LOCATION: Proposed access

SUMMARY: Reduced visibility could result in junction conflicts

Concern is expressed that visibility to the south of the proposed access junction could be reduced by fixed sight line obstructions in the way of an existing building line which borders the highway boundary. Reduced visibility could increase the potential for failure to give way type conflicts as traffic turning out of the junction fails to sufficiently appreciate approaching northbound mainline traffic. The situation is somewhat exacerbated by observed mainline speeds which appeared to be in excess of the posted 30mph speed limit.

RECOMMENDATION

Ensure that suitable visibility splays in line with measured speeds are provided for the proposed junction. If this is not practical due to the existing building line, the junction should be relocated to an alternative suitable position where adequate visibility can be provided.

3.2 Non-Motorised Road User Provision

3.2.1 PROBLEM

LOCATION: Proposed access

SUMMARY: Insufficient pedestrian crossing provision

Pedestrian crossing facilities have not been proposed at the junction. Without dedicated facilities, pedestrians could be forced to negotiate a full height kerb increasing the potential for slips or trips or be encouraged to cross in unsafe locations risking conflicts with passing traffic.

RECOMMENDATION

Ensure suitable uncontrolled crossing facilities are provided as part of the installed scheme.

3.3 Road Signs and Markings

No comments at this stage

3.4 Lighting and Signals

No comments at this stage

3.5 **Landscaping**

No comments at this stage

3.6 **Protective Aids**

No comments at this stage

3.7 **Surface Characteristics and Drainage**

No comments at this stage

4 AUDIT TEAM STATEMENT

We confirm that this Audit has been carried out in accordance with the guidelines in GG119.

AUDIT TEAM LEADER

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Signed:



Date:

11/02/20

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Signed:



Date:

11/02/20

APPENDIX A

DRAWINGS AND DOCUMENTS PROVIDED

DRAWING NUMBER OR REFERENCE	TITLE	DATE
	RSA1 Brief	04/02/20
J807-TN01	Technical Note	01/11/19
3855-19(SK01)	Proposed Site Layout	May 19
	ATC Data	Oct 2019

APPENDIX B

PLAN OF ITEMS RAISED BY THIS AUDIT

