

Our Ref: 784-B041101-ISSUE 3

Glen Beattie  
Alpha Design  
*By email only*

08 September 2023

Dear Glen

**SUBJECT: DESIGNER'S RESPONSE TO STAGE 1 RSA AT STATION YARD, MOOR  
ROW – ISSUE 3**

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I write following the receipt of the revised Stage 1 Road Safety Audit undertaken by Nicholson Sloan Consultancy of the proposed new access and associated works for the proposed residential development at Station Yard, Moor Row. The previous iteration of the design proposal was subject to an initial RSA1 (revisions 1 & 2 dated Nov 2022) which raised a total of 5 minor issues. The recommendations were all accepted and were either included within drawing amendments or specified for inclusion at the detailed design stage. A Designer's Response (issue 1, dated 22 Nov 22) was prepared and submitted alongside the RSA1 and other documents with the planning application.

Subsequently, following post-submission consultation responses from Cumberland Council and Egremont Town Council, amendments were made to the proposals. The previously agreed footway over the bridge was replaced with pedestrian/cycle connections onto the NCN 72.

The modified proposals were subject to an RSA1 by Nicholson Sloan Consultancy who revised their Audit report (revision 3 dated 25 June 2023). The Audit excluded items previously raised that were addressed in the initial Designer's Response (see para 2.1 of the Audit). One item, regarding dropped kerbs, has been carried over as it was unaddressed, and one additional item regarding the revised proposal is raised.

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784-B041101

The accompanying Designer's Response (Issue 2) accepted all of the recommendations and either provided revisions to the drawing or specified that they be considered at detailed design stage.

Revision 4 of the Audit (September 2023), which is attached, makes 3 recommendations, 1 of which is carried over from the previous revision. The recommendations are minor in nature and are accepted. Our Designer's Response to the points raised is summarised in Table 1 below. Following that, Tables 2 and 3 have been included, which show the items previously raised in order that this document is a comprehensive response.

Drawing number 784-B041101-TTE-00-XX-DR-O-0001-P08 is attached which incorporates recommendations from both Audits.

Yours sincerely

**Eleanor Bunn**

Senior Transport Planner

Highways & Transport Planning

Enc:

Stage 1 RSA Revision 4 (September 2023)

TT Drawing 784-B041101-TTE-00-XX-DR-O-0001-P08 Access Arrangements

**Table 1: Designer's Response to revision 4 RSA1 (September 2023)**

Audit Reference	Problem Summary and Recommendation	Designer's Response
<p>Sept 2023 Item 3.1</p>	<p><u>Location:</u> The northern end of the proposed footway/cycleway between the development and the speed limit boundary.</p> <p><u>Summary:</u> The absence of dropped kerbs could lead to pedestrians tripping and falling.</p> <p>At this stage, dropped kerbs are not present on the northern end of the footway/cycleway. Providing dropped kerbs could reduce the risks both of physically impaired pedestrians tripping and of wheelchair users being stranded or of overturning.</p> <p><u>RECOMMENDATION:</u> It is recommended that dropped kerbs are specified at the northern end of the footway/cycleway on Dalzell Street.</p>	<p><u>Response:</u></p> <p>The recommendation is accepted and a dropped kerb is indicated on TT Drawing no. 784-B041101-TTE-00-XX-DR-O-0001-P08, attached.</p>
<p>Sept 2023 Item 3.2</p>	<p><u>Location:</u> The proposed footway/cycleway between the development and the speed limit boundary.</p> <p><u>Summary:</u> The absence of traffic signs could result in conflicts between cyclists and pedestrians. Appropriate shared facility signing will help to inform pedestrians of the likelihood of encountering cyclists and reduce the risk of collisions. Direction signs could also be provided to help to guide pedestrians and cyclists through the development to access NCN 72 and reduce the risk of conflicts with vehicles on the bridge to the south.</p>	<p><u>Response:</u></p> <p>The recommendation is accepted.</p> <p>The recommendation is accepted and will be considered at the detailed design stage.</p>

	<p><u>RECOMMENDATIONS:</u></p> <p>It is recommended that the entry point to the footway/cycleway is signed for to indicate its use by both pedestrians and cyclists (Diagram 956 if the facility is unsegregated). In addition, the opportunity could be taken to provide signs guiding users towards NCN 72.</p>	
<p>Sept 2023</p> <p>Item 3.3</p> <p>(repeat)</p>	<p><u>Location:</u></p> <p>The accesses to NCN 72 from the development.</p> <p><u>Summary:</u></p> <p>The absence of warning signs could increase the risk of collisions.</p> <p>At this stage, there are no signs specified to inform users leaving the development of the presence of NCN 72 and of the likelihood of encountering cyclists. Providing signs could reduce the risk of collisions involving cyclists on NCN 72.</p> <p><u>RECOMMENDATION:</u></p> <p>It is recommended that appropriate signs are specified as the detailed design progresses.</p>	<p><u>Response:</u></p> <p>The recommendation is accepted.</p> <p>The recommendation is accepted and will be incorporated at the detailed design stage.</p>

**Table 2: Designer's Response to revision 3 RSA1 (June 2023)**

Audit Reference	Problem Summary and Recommendation	Designer's Response
June 2023 Item 3.1	<p><u>Location:</u> The proposed footway fronting the development and the existing footway on the east side of Dalzell Street.</p> <p><u>Summary:</u> The absence of dropped kerbs could lead to pedestrians tripping and falling.</p> <p>At this stage, dropped kerbs are not present on the southern end of the footway fronting the development, nor on the footway to the north of No 1 Dalzell Street. Notwithstanding the provision of a pedestrian route to Moor Row via NCN 72, there could be some pedestrian movements along Dalzell Street between the development and the village and providing dropped kerbs could reduce the risks both of physically impaired pedestrians tripping and of wheelchair users being stranded or of overturning.</p> <p><u>RECOMMENDATION:</u> It is recommended that dropped kerbs are specified for the ends of the footways.</p>	<p><u>Response:</u> The recommendation is accepted and dropped kerbs are shown on TT Drawing no. 784-B041101-TTE-00-XX-DR-O-0001-P05, attached.</p>
June 2023 Item 3.2	<p><u>Location:</u> The accesses to NCN 72 from the development.</p> <p><u>Summary:</u> The absence of warning signs could increase the risk of collisions.</p> <p>At this stage, there are no signs specified to inform users leaving the development of the presence of NCN 72 and of the likelihood of encountering cyclists. Providing signs could reduce the risk of collisions involving cyclists on NCN 72.</p>	<p><u>Response:</u> The recommendation is accepted.</p> <p>The recommendation is accepted and will be incorporated at the detailed design stage.</p>

	<p><u>RECOMMENDATION:</u> It is recommended that appropriate signs are specified as the detailed design progresses.</p>	
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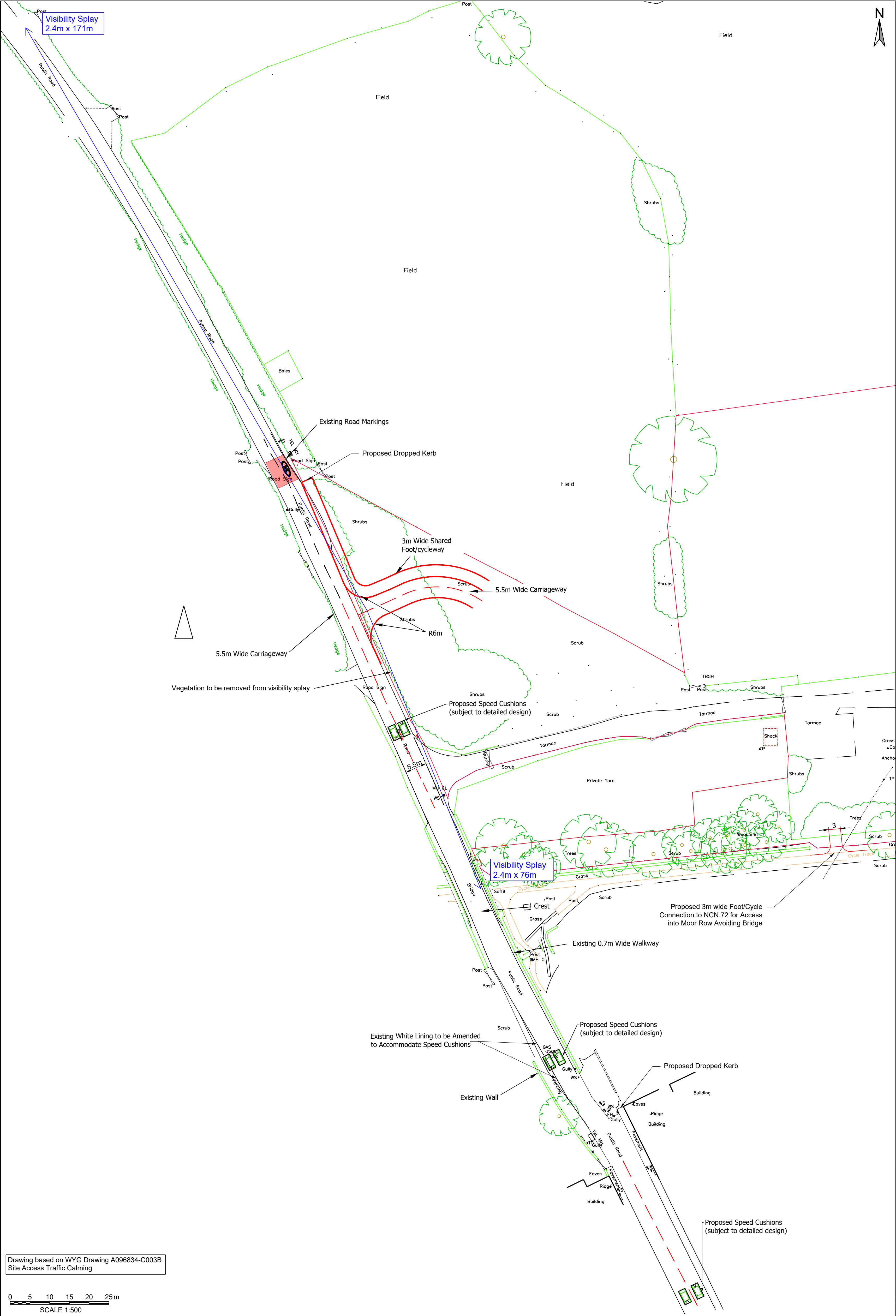
**Table 3: Designer's Response to revision 2 RSA1 (Nov 2022)**

Audit Reference	Problem Summary and Recommendation	Designer's Response
Nov 2022 Item 3.1	<p><u>Location:</u> The junction of the development access road with Dalzell Street.</p> <p><u>Summary:</u> Maintaining adequate visibility at the junction could reduce the risk of turning collisions.</p> <p>Although visibility splays are shown on the drawing, there is a substantial length of foliage along the development frontage. The treatment of the foliage should be specified in order to ensure that mutual visibility can be achieved between motorists turning out of the development access and those on Dalzell Street.</p> <p><u>RECOMMENDATION:</u> It is recommended that, as the design progresses, the foliage is specified for removal or relocation where it lies within or close to the splays, taking into account the potential for re-growth.</p>	<p><u>Response:</u></p> <p>The recommendation is accepted.</p> <p>While the need to maintain a clear view along the visibility splay will form part of the planning condition, for the avoidance of doubt a label has been included on the layout drawing stating that vegetation must be removed from the visibility splay, as shown on TT Drawing no. 784-B041101-TTE-00-XX-DR-O-0001-P05, attached.</p>
Nov 2022 Item 3.2	<p><u>Location:</u> The proposed footways on the east side of Dalzell Street.</p> <p><u>Summary:</u> The absence of dropped kerbs and tactile paving could lead to pedestrians tripping and falling or being struck by vehicles.</p> <p>At this stage, dropped kerbs and tactile paving are not shown on the footways across the existing access road to the north of the bridge, or to the north of No 1 Dalzell Street. The Audit Team are aware that Cumbria County Council have a policy to install tactile paving only in areas of significant pedestrian traffic (they were not</p>	<p><u>Response:</u></p> <p>The recommendation is accepted.</p> <p>While the detailed design will include dropped kerbs, the current layout drawing has been amended to reflect this intention, as shown on TT Drawing no. 784-B041101-TTE-00-XX-DR-O-0001-P05, attached.</p>

	<p>present at other junctions in the village) but if dropped kerbs are not provided as a minimum, wheelchair users could attempt to cross and find themselves stranded in the carriageway on the exit side, increasing the risk of collisions or of overturning. Visually impaired pedestrians could be confused as to where to cross, again increasing the risk of trips or of conflicts with vehicles.</p> <p><u>RECOMMENDATION:</u> It is recommended that dropped kerbs are provided as a minimum, and that tactile paving is also installed if acceptable within the local policy.</p>	
<p>Nov 2022 Item 3.3</p>	<p><u>Location:</u> Dalzell Street between the development and the northern end of the village.</p> <p><u>Summary:</u> Providing street lighting could reduce the risks of trips and collisions.</p> <p>It is assumed that the internal roads of the development will be lit. If so, it would be beneficial to extend the system of lighting to the northern edge of the village to reduce the risk of pedestrian trips. In addition, it could reduce the risk of a number of collision types involving vehicles as motorists move between lit and dark sections of road.</p> <p><u>RECOMMENDATION:</u> It is recommended that, if the development is to be lit, the system of lighting is extended to the northern edge of the village.</p>	<p><u>Response:</u></p> <p>The recommendation is accepted and will be incorporated at the detailed design stage.</p>
<p>Nov 2022 Item 3.4</p>	<p><u>Location:</u> The speed cushions on Dalzell Street.</p> <p><u>Summary:</u> The incorrect placing of the shark's tooth road markings could increase the risk of</p>	<p><u>Response:</u></p> <p>The recommendation is accepted.</p> <p>The shark's tooth marking has been amended, as shown on TT Drawing no.</p>

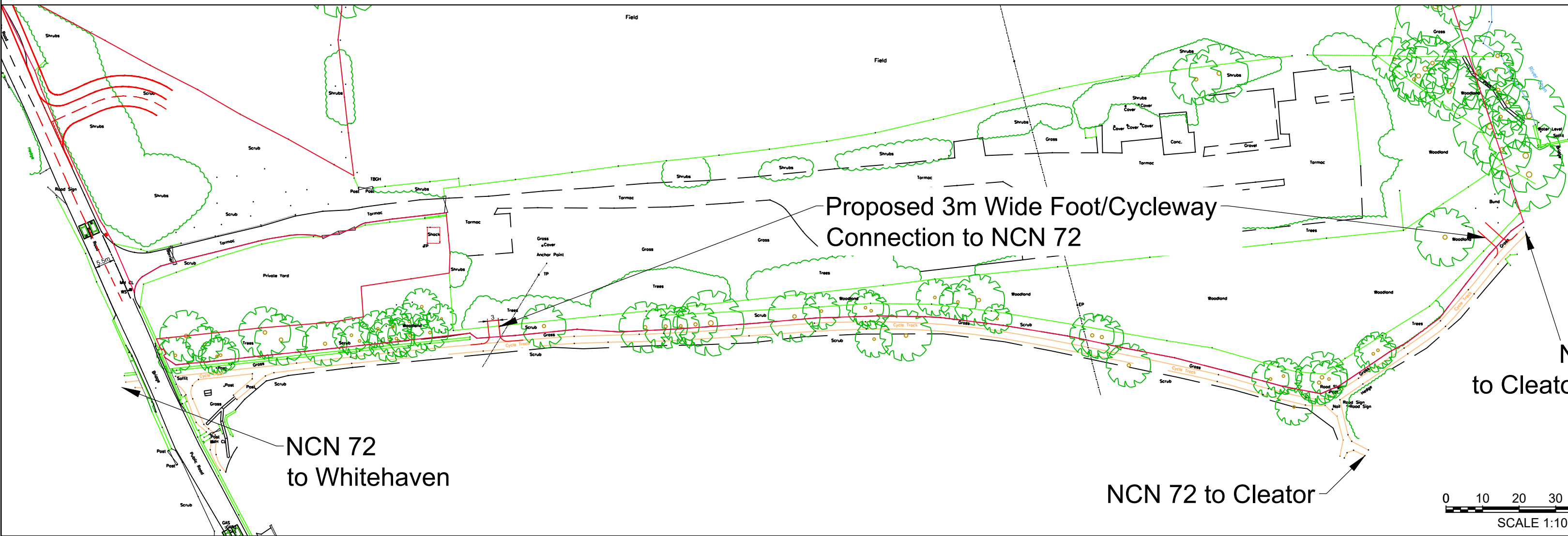


	<p>head on collisions and of conflicts with pedestrians.</p> <p>While perhaps schematic at present, the drawing show shark's tooth road markings on the same side of each of the pairs of speed cushions. If laid as such, northbound motorists unfamiliar with the area could be led to believe that they are on a one-way street and that they can drive in the 'offside' lane. This could increase the risk of collisions with opposing motorists and crossing pedestrians, neither of whom will expect vehicles to approach in that lane from that direction.</p> <p><u>RECOMMENDATION:</u> It is recommended that the markings on the cushions are shown in the direction of travel only.</p>	784-B041101-TTE-00-XX-DR-O-0001-P05, attached.
Nov 2022 Item 3.5	<p><u>Location:</u> The approaches to the speed humps on Dalzell Street.</p> <p><u>Summary:</u> The absence of warning signs could increase the risk of loss of control collisions.</p> <p>At this stage, there are no warning signs specified for the speed cushions. In their absence, drivers and riders could fail to notice the cushions, strike them at speed or brake suddenly and lose control. This can be particularly problematic for two-wheeled riders.</p> <p><u>RECOMMENDATION:</u> It is recommended that signs to Diagram 557.1, together with appropriate supplementary plates, are erected on the approaches to the speed cushions.</p>	<p><u>Response:</u> The recommendation is accepted and will be incorporated at the detailed design stage.</p>



Drawing based on WYG Drawing A096834-C003B  
Site Access Traffic Calming

0 5 10 15 20 25m  
SCALE 1:500



NCN 72  
to Whitehaven

NCN 72 to Cleator

NCN 72  
to Cleator Moor

0 10 20 30 40 50m  
SCALE 1:1000

FOR INFORMATION  
ONLY

P08	AMENDED FOLLOWING RSA STAGE 1	08.09.2023	EB	NB	NB
P07	REDLINE AMENDED. 3M FOOT/CYCLEWAY ADDED.	07.09.2023	EB	NB	NB
P06	SOUTHERN FOOTWAY REMOVED	04.09.2023	EB	EB	NB
P05	AMENDED FOLLOWING CC COMMENTS	26.06.2023	EB	EB	NB
P04	AMENDED FOLLOWING REVISED RSA STAGE 1	20.06.2023	EB	EB	NB
P03	AMENDED FOLLOWING RSA STAGE 1	14.11.2022	EB	EB	NB
P02	AMENDED FOR ISSUE	03.11.2022	EB	EB	NB
P01	PRELIMINARY FIRST ISSUE	11.10.2022	JH	EB	EB
Rev	Description	Date	Em	Chk	App

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Client  
**NIGEL KAY HOMES LTD**

Project Name  
**FORMER STATION YARD, MOOR ROW**

Sheet Title  
**ACCESS ARRANGEMENTS**

TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-B041101	JH	Oct '22	EB	Oct '22	EB	Oct '22	As Shown	S2
Client Project Number	Originator	Volume/System Level/Location	Type/Code	Role	Number	Revision		
784-B041101	TTE	- 00 - XX	- DR - O -	0001	P08			

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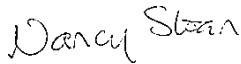
Former Station Yard, Moor Row  
Proposed Residential Development  
Access Arrangements







Stage 1 Road Safety Audit



## REPORT CONTROL

<b>Document</b>	Stage 1 Road Safety Audit	
<b>Project</b>	Former Station Yard, Moor Row Proposed Residential Development – Access Arrangements	
<b>Client</b>	Tetra Tech	
<b>Report Number</b>	NS22/788/RSA1	
<b>Primary Author</b>	Kevin Nicholson	
<b>Reviewer</b>	Nancy Sloan	

## REVISION HISTORY

Issue	Date	Status	Checked for Issue
1	03/11/22	Issued to Client	
2	11/11/22	Update following minor drawing amendments and issued to Client	
3	25/06/23	Update following drawing amendments and issued to Client	
4	08/09/23	Update following drawing amendments and issued to Client	



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## 1. INTRODUCTION

1.1. This report results from a Stage 1 Road Safety Audit carried out on the vehicular and pedestrian access arrangements associated with a proposed residential development of up to 80 units at the former Station Yard, Moor Row. Briefly, the improvements comprise the following: -

- a new access road with footways forming a simple priority junction with the east side of Dalzell Street;
- a section of shared footway/cycleway between the development and the 30mph/national speed limit boundary to the north;
- a system of speed cushions on Dalzell Street on the northbound approach to the new junction;
- footway/cycleway connections between the development and NCN 72 and to also provide access to Moor Row without having to use the existing bridge;
- amendment of the existing nearside white lining to the north of 66 Dalzell Street to accommodate a speed cushion.

1.2. The Road Safety Audit was requested by Eleanor Bunn of Tetra Tech and was carried out during September 2023. The purpose of this latest Stage 1 Audit is to consider recent design changes that include the proposed footway/cycleway connection between the development and the speed limit boundary and the removal of the earlier proposal to install a footway across the bridge between the development and the village.

1.3. The Audit Team membership was as follows: -

Kevin Nicholson	Nicholson Sloan Consultancy Limited (Audit Team Leader);
Nancy Sloan	Nicholson Sloan Consultancy Limited (Audit Team Member).

1.4. The Audit Team had previously visited the site together on the afternoon of Monday 31 October 2022, during which the weather was cool with light cloud, and the road surfaces were damp following earlier rain. Traffic was light and free flowing, and a number of pedestrians were observed. In the vicinity of the works, Dalzell Street is subject to a 30mph speed limit and is unlit.

1.5. An investigation of the Crashmap database has revealed that there were no recorded collisions in the vicinity of the proposed works in the 5-year period 2017 to 2021 inclusive.

1.6. The terms of reference for this audit are as described in GG 119 (Revision 2) in the Design Manual for Roads and Bridges. The Team has reported only on the road safety implications of the proposals and has not examined or verified the compliance of the design to any other criteria. However, and

without being prescriptive, the Audit Team might refer to a design standard or technical guidance where this would help to clarify a safety problem or recommendation. In addition, there may be alternative methods of addressing a problem that would be equally acceptable in achieving the elimination or mitigation of a problem, and these should be considered in the light of the recommendations in this report.

- 1.7. The detail provided for the audit is shown in Section 5. All comments and recommendations are referenced to the design drawings and related documents and the locations of the items raised by the audit are shown on the plan in Section 6.
- 1.8. Where relevant within this report traffic signs will be described either by their reference numbers on the drawings or by their diagram number within the Traffic Signs Regulations and General Directions 2016 (TSRGD).
- 1.9. Within this report the generic term "pedestrians" can include walking pedestrians, wheelchair users, mobility scooter users, dismounted cyclists, the blind, partially sighted and mobility impaired. Reference may be made to specific groups where appropriate.
- 1.10. Some items in Section 3 refer to issues that might usually be raised as part of a Stage 2 (detailed design) Road Safety Audit. However, notwithstanding that this is a Stage 1 Audit, those issues are raised in order that they can be given due consideration as the detailed design progresses.



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## 2. ITEMS RAISED BY PREVIOUS ROAD SAFETY AUDITS

- 2.1 A Stage 1 Road Safety Audit was carried out in November 2022 on a previous revision of the proposals, and an updated report following further revisions was carried out in June 2023. All of the problems raised in the resulting reports were accepted in the respective Designer's Responses dated 22 November 2023 and 26 June 2023 and have either been included in the latest revision of the Access Arrangement drawing or will be addressed at the detailed design stage. As a result, four of the five problems raised in the original report are considered to be closed. However, the response regarding the problem relating to dropped kerbs and tactile paving are not shown on Revision P07 of the Access Arrangements (currently subject to audit). It should be noted that tactile paving is installed primarily to inform visually impaired pedestrians of the absence of a full height kerb (and thus that they are at the edge of the carriageway), but those users usually expect to find a corresponding arrangement on the opposite side of the road (that is, a crossing point). However, the proposed footway/cycleway has a single access (and egress) point only so, on balance, dropped kerbs only should be provided. This problem has therefore been reworded and included within this report as Problem 3.1.



## 3. ITEMS RAISED BY THIS STAGE 1 ROAD SAFETY AUDIT

### 3.1 PROBLEM

Location: The northern end of the proposed footway/cycleway between the development and the speed limit boundary.

Summary: The absence of dropped kerbs could lead to pedestrians tripping and falling.

At this stage, dropped kerbs are not present on the northern end of the footway/cycleway. Providing dropped kerbs could reduce the risks both of physically impaired pedestrians tripping and of wheelchair users being stranded or of overturning.

#### RECOMMENDATION

It is recommended that dropped kerbs are specified for the northern end of the footway/cycleway on Dalzell Street.

### 3.2 Location: The proposed footway/cycleway between the development and the speed limit boundary.

Summary: The absence of traffic signs could result in conflicts between cyclists and pedestrians.

Appropriate shared facility signing will help to inform pedestrians of the likelihood of encountering cyclists and reduce the risk of collisions. Direction signs could also be provided to help to guide pedestrians and cyclists through the development to access NCN 72 and reduce the risk of conflicts with vehicles on the bridge to the south.

#### RECOMMENDATIONS

It is recommended that the entry point to the footway/cycleway is signed for to indicate its use by both pedestrians and cyclists (Diagram 956 if the facility is unsegregated). In addition, the opportunity could be taken to provide signs guiding users towards NCN 72.

### 3.3 PROBLEM

Location: The accesses to NCN 72 from the development.

Summary: The absence of warning signs could increase the risk of collisions.

At this stage, there are no signs specified to inform users leaving the development of the presence of NCN 72 and of the likelihood of encountering cyclists. Providing signs could reduce the risk of collisions involving cyclists on NCN 72.

#### RECOMMENDATION

It is recommended that appropriate signs are specified as the detailed design progresses.



## 4. AUDIT TEAM STATEMENT

We certify that this Road Safety Audit has been carried out in accordance with GG 119.

### ROAD SAFETY AUDIT TEAM LEADER

Kevin Nicholson BSc, CMaths, MCIHT, FSoRSA,  
HE Certificate of Competency  
Director, Nicholson Sloan Consultancy Limited  
Cherry Tree Cottage  
Hayton, Brampton, Cumberland, CA8 9HT

Signed:

Date:

08/09/23

### ROAD SAFETY AUDIT TEAM MEMBER

Nancy Sloan MCIHT, MSoRSA  
Director, Nicholson Sloan Consultancy Limited  
Cherry Tree Cottage  
Hayton, Brampton, Cumberland, CA8 9HT

Signed:

Date:

08/09/23

## 5. DRAWINGS AND DOCUMENTS PROVIDED

DRAWING OR DOCUMENT NUMBER	PROJECT AND TITLE	DATE
784-B041101-TTE-00-XX-DR-O-0001 REVISION P07	FORMER STATION YARD, MOOR ROW ACCESS ARRANGEMENTS	07.09.23
784-B041101 REVISION 2	STATION YARD, MOOR ROW TRANSPORT STATEMENT	20.06.23
784-B041101 ISSUE 2	DESIGNER'S RESPONSE TO STAGE 1 RSA AT STATION YARD, MOOR ROW	26.06.23

## 6. LOCATION PLAN OF ITEMS RAISED BY THIS AUDIT

