



Ref: A103748-2  
Date: 17<sup>th</sup> October 2019

**Mr S Blacker**  
SRE Associates  
by email

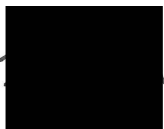
Dear Simon,

**PROPOSED DEVELOPMENT: KIRKLAND ROAD, ENNERDALE BRIDGE  
STAGE 1 ROAD SAFETY AUDIT AND DESIGNER'S RESPONSE**

I write following the Stage 1 Road Safety Audit undertaken by an independent team within WYG for a proposed footway and priority system over Croasdale Bridge and a footpath link in association with a proposed residential development of 11 units at Kirkland Road, Ennerdale Bridge.

The Audit, which is attached, makes a total of 3 recommendations. Our Designer's Response to the points raised is summarised in the note below.

Yours sincerely,



Eleanor Bunn  
**Transport Planner**  
For and on behalf of WYG

Enc Stage 1 Road Safety Audit





**PROPOSED DEVELOPMENT: KIRKLAND ROAD  
STAGE 1 ROAD SAFETY AUDIT AND DESIGNER'S RESPONSE**

Audit Reference	Problem Summary and Recommendation	Designer's Response
3.1	<p><u>Location:</u> Kirkland Road and the track adjacent to the development.</p> <p><u>Summary:</u> The absence of footway lighting could result in pedestrians tripping or slipping and being struck by vehicles.</p> <p>No details of lighting have been shown on the drawing submitted for audit, and the issue was raised in the 2018 Road Safety Audit. There will be an increase in pedestrian use of Kirkland Road and the track once the development and new section of footway are in place. If lighting is not provided there will be an increased risk of pedestrian trips and slips and of collisions with vehicles.</p> <p><u>Recommendation:</u> It is recommended that an appropriate system of lighting is installed northwards from the existing system in the village to the south, to include the new footway and the track.</p> <p>If this recommendation is accepted, and a system of lighting is introduced, then the sign and supplementary plate indicating the give way at the priority system should be directly illuminated if they lie within 50m of any lamp within that system.</p>	<p><u>Response:</u> Recommendation is accepted.</p> <p>To be addressed at the detailed design stage.</p> <p>An appropriate system of lighting could be installed on Kirkland Road to include the new footway and the track.</p> <p>The lighting of traffic signs associated with the carriageway narrowing will also be assessed at detailed design stage.</p>
3.2	<p><u>Location:</u> The new footway on Kirkland Road.</p> <p><u>Summary:</u> The absence of bollards and road markings could lead to a number of collision types.</p> <p>There are no bollards or other identifying features shown at the southern end of the new footway. In addition, there are no road markings shown to guide motorists past the footway towards the offside of the bridge. In their absence, there could be an increased risk of motorists colliding with the footway and the attendant risks of losing control and of collisions with pedestrians.</p>	<p><u>Response:</u> Recommendation is accepted.</p> <p>To be addressed at the detailed design stage.</p> <p>Edge markings can be laid over the bridge and hazard marker posts can be installed at the taper end of the proposed footway.</p>



	<p><u>Recommendation:</u> It is recommended that bollards with reflectorised bands or other warning features are installed at the southern end of the footway. In addition, it is recommended that edge of carriageway markings are laid to guide motorists past the footway.</p>	
3.3	<p><u>Location:</u> The Kirkland Road approaches to the bridge.</p> <p><u>Summary:</u> The absence of signs warning road users of the changes to the road layout could increase the risk of a number of collision types.</p> <p>There are no temporary signs specified to warn road users of the new priority system. In their absence, users might be unaware of the changes and brake or manoeuvre suddenly with the attendant risk of losing control, or of tail end or head on collisions.</p> <p><u>Recommendation:</u> It is recommended that once the scheme is in place, signs to Diagram 7014 are erected on the approaches to the priority system, worded appropriately.</p>	<p><u>Response:</u> Recommendation is accepted.</p> <p>To be addressed at the detailed design stage.</p> <p>Temporary signs informing drivers of changed priorities ahead can be installed during construction and for a period after completion.</p>

**Land Adjacent to Kirkland Road, Ennerdale Bridge  
Proposed Footway across Croasdale Bridge**

**Stage 1 Road Safety Audit**



WYG  
4<sup>th</sup> Floor, Rotterdam House  
116 Quayside  
Newcastle upon Tyne  
NE1 3DY

Report No. A103748-1/RSA1

Date: October 2019



## REPORT CONTROL

Document: Stage 1 Road Safety Audit

Project: Land Adjacent to Kirkland Road, Ennerdale Bridge  
Proposed Footway across Croasdale Bridge

Client: Teratus Ltd

Job Number: A103748-1

File Origin: -

Document Checking:

Primary Author	Kevin Nicholson	Initialled:	NS
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Contributor	Nancy Sloan	Initialled:	KN
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Review By	Andy Green	Initialled:	AG
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Issue	Date	Status	Checked for Issue
1	17/10/19	Issued	A Green
2			
3			



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## 1. INTRODUCTION

- 1.1.** This report results from a Stage 1 Road Safety Audit carried out on proposed highway works at Kirkland road, Ennerdale Bridge, associated with a small residential development of 11 units on land to the west of Kirkland Road. Briefly, the works subject to audit are a new section of footway on the west side of Croasdale Bridge, a priority give way system on the north side of the bridge, and the widening and surfacing of an existing track from its junction with Kirkland Road running north-west along the boundary of the development site.
- 1.2.** Kirkland Road in the vicinity of the proposals is an unlit single carriageway two-way road subject to a 30mph speed limit.
- 1.3.** The audit was requested by Ellie Bunn of WYG (Cockermouth) and the Audit Team membership was as follows: -
- Kevin Nicholson, Associate Director, WYG, Newcastle  
Nancy Sloan, Senior Consultant, WYG, Newcastle
- 1.4.** The audit took place in the offices of WYG during August 2019. The Audit Team had previously visited the site in August 2018, and a number of additional photographs were provided for reference.
- 1.5.** The terms of reference for this audit are as described in GG 119 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.
- 1.6.** 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.
- 1.7.** 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.



- 1.8.** 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.
- 1.9.** Some items in Section 3 might refer to issues that would usually be evaluated 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 design progresses.





## 2. ITEMS RAISED BY PREVIOUS ROAD SAFETY AUDITS

- 2.1 The Audit Team is unaware of any previous Road Safety Audits for the scheme, although a Combined Stage 1 and 2 Road Safety Audit was carried out in August 2018 by the same Audit Team on the outline proposals for the development. Any items from that Audit still considered to be relevant and unresolved will be raised again in Section 3 of this report.

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

#### 3.1. PROBLEM

Location: Kirkland Road and the track adjacent to the development.

Summary: The absence of footway lighting could result in pedestrians tripping or slipping and being struck by vehicles.

No details of lighting have been shown on the drawing submitted for audit, and the issue was raised in the 2018 Road Safety Audit. There will be an increase in pedestrian use of Kirkland Road and the track once the development and new section of footway are in place. If lighting is not provided there will be an increased risk of pedestrian trips and slips and of collisions with vehicles.

#### RECOMMENDATIONS

It is recommended that an appropriate system of lighting is installed northwards from the existing system in the village to the south, to include the new footway and the track. If this recommendation is accepted, and a system of lighting is introduced, then the sign and supplementary plate indicating the give way at the priority system should be directly illuminated if they lie within 50m of any lamp within that system.

#### 3.2. PROBLEM

Location: The new footway on Kirkland Road.

Summary: The absence of bollards and road markings could lead to a number of collision types.

There are no bollards or other identifying features shown at the southern end of the new footway. In addition, there are no road markings shown to guide motorists past the footway towards the offside of the bridge. In their absence, there could be an increased risk of motorists colliding with the footway and the attendant risks of losing control and of collisions with pedestrians.

#### RECOMMENDATIONS

It is recommended that bollards with reflectorised bands or other warning features are installed at the southern end of the footway. In addition, it is recommended that edge of carriageway markings are laid to guide motorists past the footway.

**3.3. PROBLEM**

Location: The Kirkland Road approaches to the bridge.

Summary: The absence of signs warning road users of the changes to the road layout could increase the risk of a number of collision types.

There are no temporary signs specified to warn road users of the new priority system. In their absence, users might be unaware of the changes and brake or manoeuvre suddenly with the attendant risk of losing control, or of tail end or head on collisions.

**RECOMMENDATION**

It is recommended that once the scheme is in place, signs to Diagram 7014 are erected on the approaches to the priority system, worded appropriately.



## 4. AUDIT TEAM STATEMENT

We certify that this Road Safety Audit has been carried out in accordance with HD 19/15.

### ROAD SAFETY AUDIT TEAM LEADER


Kevin Nicholson  
Associate Director  
WYG  
4th Floor, Rotterdam House  
Newcastle upon Tyne

Signed: 

Date: 17 October 2019

### ROAD SAFETY AUDIT TEAM MEMBER

Nancy Sloan  
Senior Consultant  
WYG  
4th Floor, Rotterdam House  
Newcastle upon Tyne

Signed: 

Date: 17 October 2019



## 5. DRAWINGS AND DOCUMENTS SUBMITTED FOR AUDIT

DRAWING OR DOCUMENT NUMBER	PROJECT AND DRAWING TITLE	DATE
A103748-C002 REVISION A	LAND ADJACENT TO KIRKLAND ROAD, ENNERDALE BRIDGE PROPOSED FOOTWAY OVER CROASDALE BRIDGE	17.10.19

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

