



Lawson Plant Hire

Whitehaven Golf Club Potential Site Access Arrangement Stage 1 Road Safety Audit & Designers Response

WYG
St James Gate
Newcastle upon Tyne
NE1 4AD

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Potential Site Access Arrangement

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1. INTRODUCTION

- 1.1. This report results from a Stage 1 Road Safety Audit carried out on proposed amendments to the existing access arrangements to Whitehaven Golf Club. Briefly, the works subject to audit comprise revisions to the existing (temporary) access road junction with Red Lonning, the closure and return to verge of the existing layby, a proposed layby to the south and new sections of footway including pedestrian crossing points.
- 1.2. The audit was requested by Nick Bunn of WYG on behalf of the client, Lawson Plant Hire and the Audit Team membership was as follows: -
- | | |
|-----------------|------------------------------------|
| Kevin Nicholson | Associate Director, WYG, Newcastle |
| Nancy Sloan | Senior Consultant, WYG, Newcastle |
- 1.3. The audit took place in the offices of WYG and on site during January 2017. The Audit Team visited the site together on Sunday 8 January during which the weather was overcast and the road surfaces in the area were damp. Traffic on Keekle Terrace was steady but free flowing.
- 1.4. The terms of reference for this audit are as described in HD 19/15 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.
- 1.5. 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.
- 1.6. 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.
- 1.7. 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. Where a problem is specific to one or more groups, appropriate reference will be made.



- 1.8. Some items in Section 3 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 detailed design progresses.
- 1.9. The designers response to the points made are indicated in **red text** below.



2. ITEMS RAISED BY PREVIOUS ROAD SAFETY AUDITS

- 2.1 The Audit Team is unaware of any previous Road Safety Audits relating to this scheme.

3. ITEMS RAISED BY THIS STAGE 1 ROAD SAFETY AUDIT

3.1 PROBLEM

Location: The proposed layby on Red Lonning.

Summary: The proximity of the layby to the carriageway could increase the risk of vehicles colliding with pedestrians.

The layby is shown immediately adjacent to the southbound lane on Red Lonning. It is possible that parents might want to cross Red Lonning by the most direct route and allow children to exit their vehicle on the carriageway side, with the attendant risk of being struck by vehicles. While it is difficult to force pedestrians to cross by a more indirect route, the potential for leaving the vehicle into the live carriageway can be mitigated against.

RECOMMENDATION

It is recommended that the layby is constructed on the east side of the existing verge and the footway placed between it and the carriageway.

DESIGNERS RESPONSE

Recommendation is accepted in part. The proposed layby included a footway at the rear and it is expected that parents accompanying children to school will use the footway to walk along and that children would use the footway side doors when entering or leaving a car. It is accepted that some people may use the carriageway side of the layby and so to improve separation between the layby and moving traffic on Red Lonning a separation strip has been added. This is a 1.2m wide strip of solid white road marking with entry exit tapers. It is considered that the separation strip gives sufficient protection for users of the layby from traffic on Red Lonning

3.2 PROBLEM

Location: The proposed layby on Red Lonning.

Summary: Restricted access to the layby could increase the risk of side on or tail end collisions.

If the recommendation in 3.1 above is taken up, the layby will require vehicular access and egress through the proposed footway with appropriate widths and radii that allow turns in and

out in a single movement. Given the current pattern of motorists parking with their vehicles facing south, this is of particular importance in terms of the right turn into the northern end of the layby.

RECOMMENDATION

It is recommended that the layby accesses are designed to allow turns in and out in a single movement. In addition, edge of carriageway markings to Diagram 1010 should be provided at the junctions of the layby with the main carriageway.

RESPONSE

Recommendation is accepted – The attached drawing A094970/C002B shows that swept path of a large estate car turning right into the proposed layby. To accommodate the manoeuvre the depth of the layby has been increased. Edge of carriageway markings to Diagram 1010 have been provided at the junctions of the layby with the main carriageway.

3.3 PROBLEM

Location: The proposed layby on Red Lonning.

Summary: The absence of dropped kerbs and tactile paving could lead to pedestrians tripping and falling or being struck by vehicles.

If the recommendation in 3.1 above is taken up, dropped kerbs and tactile paving will be required where the footway joins the layby vehicular accesses. If these are not provided, wheelchair users could attempt to cross and find themselves stranded in the carriageway on the exit side, increasing the risk of collisions. Visually impaired pedestrians could be confused as to where to cross, again increasing the risk of trips or of conflicts with vehicles.

RECOMMENDATION

It is recommended that dropped kerbs and tactile paving are provided across the accesses.

RESPONSE

Recommendation 3.1 has been addressed without using a footway the problem is no longer an issue.

3.4 PROBLEM

Location: The proposed layby on Red Lonning.

Summary: The absence of warning of the layby could increase the risk of tail end or loss of control collisions.

There are no signs specified to inform approaching motorists of the presence of the layby. If they wish to park, but do not see the layby until they are upon it, they could brake or manoeuvre suddenly to turn in.

RECOMMENDATION

It is recommended that a sign to Diagram 2501 is provided at the layby.

RESPONSE

Recommendation is accepted – A traffic sign to TSRGD Diagram 2501 will be provided at the entrance to the layby and a further sign to diagram 2501 will be provided 1/4mile in advance of the layby. The precise location of the advance sign can be determined at detailed design stage.

3.5 PROBLEM

Location: The proposed layby on Red Lonning.

Summary: The absence of warning of pedestrians crossing Red Lonning could increase the risk of collisions with vehicles.

The existing layby is currently well used by parents to park and walk their children to and from school. It is anticipated that the new facility will be equally well used but there are no signs specified to warn approaching motorists of the likelihood of encountering crossing pedestrians during school start and finishing times.

RECOMMENDATION

It is recommended that signs to Diagram 545, accompanied by 'school' supplementary plates, are provided on Red Lonning in advance of the crossing points.

RESPONSE

Recommendation is accepted – Traffic signs to TSRGD Diagram 545 with appropriate supplementary will be provided in advance of the crossing points. The precise details of the signs will be determined at detailed design stage.

3.6 PROBLEM

LOCATION: The pedestrian crossing points.

SUMMARY: Pedestrians could slip and fall if the existing and new footway materials have different wet slip resistance.

There are new sections of footway joining to the existing facilities. It is possible that in wet or freezing conditions the new and existing materials could look similar but exhibit different degrees of wet slip resistance, increasing the risk of slips and falls as users move from one surface to another.

RECOMMENDATION:

It is recommended that the existing and new materials have similar properties in terms of slip resistance in wet or freezing conditions.

RESPONSE

Recommendation is accepted – It is expected that the proposed footways will have similar properties in terms of wet slip resistance in wet or freezing conditions as the existing footways and this will be considered further at the detailed design stage.



4. AUDIT TEAM STATEMENT

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

ROAD SAFETY AUDIT TEAM LEADER

Kevin Nicholson

Signed:

Associate Director

WYG

Date: 24 January 2017

St James Gate

Newcastle upon Tyne

ROAD SAFETY AUDIT TEAM MEMBER

Nancy Sloan

Signed:

Senior Consultant

WYG

Date: 24 January 2017

St James Gate

Newcastle upon Tyne

5. DRAWINGS AND DOCUMENTS SUBMITTED FOR AUDIT

DRAWING OR DOCUMENT NUMBER	PROJECT AND DRAWING TITLE	DATE
A094970_Lett001 & _Lett002	LETTERS BETWEEN WYG AND CUMBRIA COUNTY COUNCIL, TOGETHER WITH PHOTOGRAPHS, TRAFFIC FLOWS AND SPEED INFORMATION	25.01.16 & 19.12.16
A094970-C002 REV A	WHITEHAVEN GOLF COURSE POTENTIAL SITE ACCESS ARRANGEMENT OPTION 1A	25.04.16

