



Messrs Bowe

**Land off Elizabeth Crescent, Whitehaven
Proposed Junction Alterations
Victoria Road/Bay Vista**

Stage 1 Road Safety Audit

WYG
4th Floor, Rotterdam House
116 Quayside
Newcastle upon Tyne
NE1 3DY

Report No. A102063/RSA1

Date: June 2019

REPORT CONTROL

Document: Stage 1 Road Safety Audit

Project: Land off Elizabeth Crescent, Whitehaven
Proposed Junction Alterations - Victoria Road/Bay Vista

Clients: Messrs Bowe

Job Number: A102063

File Origin: -

Document Checking:

Primary Author	Kevin Nicholson	Initialled:	KN
----------------	-----------------	-------------	----

Contributor	Richard Pearson	Initialled:	RP
-------------	-----------------	-------------	----

Reviewer	Andy Green	Initialled:	AG
----------	------------	-------------	----

Issue	Date	Status	Checked for Issue
1	14/06/19	Draft	A Green
2	24/06/19	Final	A Green

Contents

1.	INTRODUCTION.....	1
2.	ITEMS RAISED BY PREVIOUS ROAD SAFETY AUDITS.....	3
3.	ITEMS RAISED BY THIS STAGE 1 ROAD SAFETY AUDIT	4
4.	AUDIT TEAM STATEMENT	6
5.	DRAWINGS AND DOCUMENTS SUBMITTED FOR AUDIT	7
6.	LOCATION PLAN OF ITEMS RAISED BY THIS AUDIT	8

1. INTRODUCTION

- 1.1. This report results from a Stage 1 Road Safety Audit carried out on potential highway improvements at the junction of Victoria Road with Bay Vista (also known as Rosemary Close), Whitehaven, associated with a proposed housing development of up to 50 homes off Elizabeth Crescent to the south. Briefly, the works subject to audit comprise amendments to the kerblines at the junction, bringing the give way line forward with an associated reduction in width of Victoria Road, together with minor relocations of street furniture. The measures are designed to improve visibility at the junction with the secondary target of potentially reducing vehicle approach speeds towards the junction on Victoria Road.
- 1.2. The Road Safety Audit was requested by Eleanor Bunn of WYG Cockermouth (the Design Organisation) on behalf of the client, Messrs Bowe and included a drawing showing the proposals (including visibility splays) and a Transport Statement that included existing and forecast traffic flows, location details for the development site and historical collision data.
- 1.3. The audit took place in the offices of WYG and on-site during June 2019. The Audit Team visited the site together on the afternoon of Thursday 13 June during which the weather was overcast and cool and the road surfaces were dry. Traffic flows were light and Victoria Road was subject to temporary traffic control in the form of traffic signals in the vicinity of the junction. Some pedestrian activity was evident but no cycle movements were observed.
- 1.4. The Audit Team membership was as follows: -

Kevin Nicholson BSc, CMaths, MCIHT, FSoRSA, HE Certificate of Competency
Associate Director, WYG (Newcastle)

Richard Pearson BSc (Hons), CMILT, MCIHT, MSoRSA, HE Certificate of Competency
Principal Engineer, WYG (Edinburgh)
- 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 (TSRGD).
- 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.

2. ITEMS RAISED BY PREVIOUS ROAD SAFETY AUDITS

- 2.1 The Audit Team have not been made aware of any previous Road Safety Audits for the proposals.

3. ITEMS RAISED BY THIS STAGE 1 ROAD SAFETY AUDIT

3.1. PROBLEM

Location: Bay Vista.

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

There is likely to be an increase in pedestrian activity at the junction as result of the development. There are currently no existing dropped kerbs or tactile paving present, nor are they proposed on the drawing. The opportunity could be taken to provide a dropped crossing as part of the improvement works. In their absence, physically impaired pedestrians could trip and fall when attempting to cross. Wheelchair and mobility scooter users, while probably capable of achieving the downward movement, will have significant difficulty in completing the movement up the opposite kerb and could be stranded in the carriageway on the exit side, increasing the risk of overturning or of collisions with vehicles.

Visually impaired pedestrians can negotiate full height kerbs without difficulty but, in the absence of dropped kerbs, they could be confused as to where to cross with the attendant risk of conflicts with vehicles. Conversely, if dropped kerbs were present, they would normally require warning of their presence by the use of tactile paving.

It is understood that the Local Highway Authority have a policy to install tactile paving only in areas of heavy pedestrian traffic and, if this policy applies to this junction, then dropped kerbs should be installed as a minimum to provide a compromise solution for all users.

RECOMMENDATIONS

It is recommended that dropped kerbs and tactile paving are provided at the junction. If tactile paving is not provided (in line with LHA policy) then dropped kerbs with a maximum upstand of 6mm should be provided.

3.2. PROBLEM

Location: Victoria Road and Bay Vista.

Summary: Differential grip could lead to pedestrians slipping and falling.

If the recommendation in 3.1 above is accepted, and the crossing is placed close to Victoria Road in the existing verge area, a different type of surface finish might be used for the new areas of footway compared with the existing. It is possible that, in wet or freezing conditions,

the two finishes could look similar but exhibit different degrees of wet slip resistance, increasing the risk of falls and loss of control as users move from one surface to another.

RECOMMENDATION

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

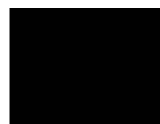
4. AUDIT TEAM STATEMENT

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

ROAD SAFETY AUDIT TEAM LEADER

Kevin Nicholson

Signed:



Associate Director

WYG

Date: 24/06/19

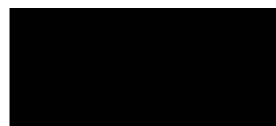
116 Quayside

Newcastle upon Tyne

ROAD SAFETY AUDIT TEAM MEMBER

Richard Pearson

Signed:



Principal Engineer

WYG

Date: 24/06/19

The Cube

45 Leith Street

Edinburgh

5. DRAWINGS AND DOCUMENTS SUBMITTED FOR AUDIT

DRAWING OR DOCUMENT NUMBER	PROJECT AND DRAWING TITLE	DATE
A102063-C001 REVISION -	ELIZABETH CRESCENT, WHITEHAVEN PROPOSED JUNCTION ALTERATIONS VICTORIA ROAD/BAY VISTA	03.06.19
A102063	LAND OFF ELIZABETH CRESCENT, WHITEHAVEN TRANSPORT STATEMENT	12.06.19

6. LOCATION PLAN OF ITEMS RAISED BY THIS AUDIT

