



Taylor Wimpey (North West)

**PROPOSED ACCESS ARRANGEMENTS
FOX'S BANK LANE, WHISTON**

**STAGE 1/2 - ROAD SAFETY AUDIT
JUNE 2023**

Transport Planning /Traffic Surveys/ Road Safety Audits

Tel: +44 (0)2920 667663 Email: admin@go-surveys.co.uk Web: www.go-surveys.co.uk
go-surveys Ltd Registered in England and Wales No:5841452
Registered office: go-surveys Ltd, 72 Plasturton Avenue, Cardiff, CF11 9HJ

REPORT CONTROL

Document:	GS1266-2023 - Proposed Access Arrangments, Foxs Lane, Whiston - Stage 1_2 RSA - June 2023 Update - Final.docx
Client:	Taylor Wimpey (North West)
Job Number:	gs-1266-2023
File Origin:	/Users/go-surveys/Road Safety Audits/GS1266 - S278 Fox's Bank Lane, Whiston - Stage 1:2 RSA - June 2023 Update/GS1266-2023 - Proposed Access Arrangments, Foxs Lane, Whiston - Stage 1_2 RSA - June 2023 Update - Final.docx

Document Checking:			
Primary Author:	T Brooks	Initialled:	TB
Contributor:	R Lister	Initialled:	RL
Reviewed By:	Initialled:		

Document Reference and Revision			
Issue	Date	Status	Checked for Issue
1	23/06/2023	Final	Tristan Brooks
2			
3			
4			



Contents

1	INTRODUCTION	2
2	ROAD SAFETY AUDIT FINDINGS FROM RSA 1/2.....	5
	PROBLEM 1	5
	PROBLEM 2	5
	PROBLEM 3	6
	PROBLEM 4	7
3	NOTES/OBSERVATIONS.....	8
4	AUDIT STATEMENT	9

Appendices

Appendix A – List of drawings and documents supplied for audit.

Appendix B – Location plan of identified problems.

1 INTRODUCTION

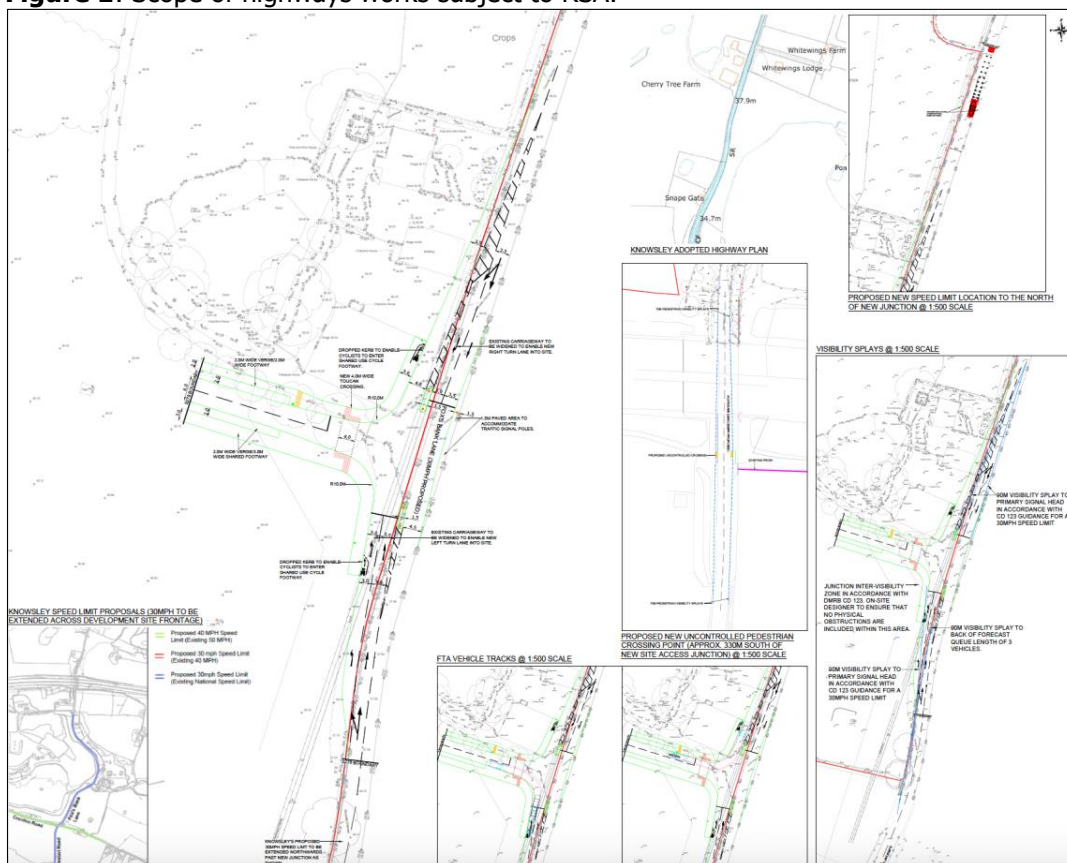
- 1.1 This report presents the findings from a combined Stage 1/2 Road Safety Audit (RSA) undertaken on the proposed access arrangements to a proposed residential development on land to the west of Fox's Bank Lane, Whiston.
- 1.2 This RSA supersedes the Stage 1/2 RSA undertaken in August 2021 due to a number of revisions made to the scheme since the original Stage 1/2 RSA was undertaken.
- 1.3 The audit was carried out by the following:
- | | |
|--|-------------------------------------|
| Tristan Brooks | - Road Safety Audit Team Leader |
| BSc (Hons), MBA, CMILT, MCIHT, MSoRSA, | |
| HE RSA Cert. of Competency | |
|
R Lister |
- Road Safety Audit Team Member |
| BSc (Hons), MSc, MRTPI, MCIHT, MSoRSA | |
- 1.4 The RSA was commissioned by Taylor Wimpey (North West) the developers of the scheme. The scheme has been designed by Eddisons who provided the audit information and although there was no formal 'audit brief' the RSA team has accepted that sufficient information has been provided to undertake the Stage 1/2 RSA.
- 1.5 Eddisons have approved the audit team as effective project sponsor. The overseeing organisation is Knowsley Council.
- 1.6 The site visit was undertaken on Friday 6th August 2021 between 10:25-10:55 and comprised a walk (where available) and drive throughs of the area covered by the scheme. During the site visit both it was overcast and the road surface was wet. Traffic in the vicinity of the scheme was relatively light. No pedestrians or cyclists were observed during the site visit.
- 1.7 The highway network in the vicinity of the scheme is subject to the national speed limit for single carriageways, (although it is noted that this transitions to 30mph approximately 400 metres to the north of the proposed site access and approximately 250 metres to the south of the to the proposed site access) and there is no street lighting.
- 1.8 The information provided for review as part of the RSA has indicated that the speed limit throughout the proposed scheme will be reduced to 30mph.
- 1.9 A review of the Personal Injury Collisions (PIC) data between 01/01/2017 and 31/12/2021 has indicated that during this period there has been 2 PICs in the vicinity of the proposed access arrangements of which 1 resulted in an injury that was serious in severity and 1 that

resulted in an injury that was slight in severity. A review of the PIC data has indicated the following:

- The 1 serious PIC occurred in the immediate vicinity of the proposed site access;
- The serious PIC occurred in July 2018, during the hours of daylight when the carriageway surface was dry and appeared to of involved a 2 vehicle head-on type collision; and
- The PIC that resulted in a slight injury occurred to the south of the proposed access arrangements and occurred in November 2017 during the hours of daylight when there was frost/ice on the carriageway. The collision involved a car in the act of slowing down or stopping being struck by a van/goods vehicle under 3.5 tonnes.

1.10 The scope of the highways works subject to RSA are shown in **Figure 1**.

Figure 1: Scope of highways works subject to RSA.



1.11 Junction capacity assessments provided as part of the audit information indicates that the junction will operate within capacity with forecast maximum vehicle queues of 3 vehicles.

1.12 No details of the proposed lighting provision were available for review as part of the RSA and therefore the audit team have not been able to assess any potential road safety problems associated with this element of the scheme.

-
- 1.13 The drawings and documents supplied for audit are listed in **Appendix A**. An annotated drawing showing the locations of the problems identified is provided in **Appendix B**.
- 1.14 The terms of reference of the audit are as that described in DMRB GG/119 Guidelines on Road Safety Audits. This standard has been used for guidance only. The one exception to GG/119 is the inclusion (if applicable) of a notes/observation section at the end of the report. The audit team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.
- 1.15 The audit team have not been made aware of any departures or relaxations from standard within the design of the scheme or have any previous RSA's been undertaken on the scheme.
- 1.16 The recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG/119. 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.

2 ROAD SAFETY AUDIT FINDINGS FROM RSA 1/2

PROBLEM 1

LOCATION: Proposed signalised junction.

SUMMARY: Proposed forward visibility splay to the signal heads may be insufficient resulting in an increased risk of drivers failing to stop on red potentially resulting in collisions.

- 2.1 The proposed forward visibility splays to the proposed signal heads on Fox's Bank Lane have been based on a 30mph speed limit. However, the audit team would note that based on observations made during the site visit, vehicle speeds on the approach to the proposed access, appeared to be excessive. The proposed forward visibility splays to the signal heads may therefore not be sufficient and potentially result in an increased risk drivers failing to stop on red potentially resulting in collisions.

RECOMMENDATION

- 2.2 It is recommended that vehicle speed surveys be undertaken post completion of the site access (prior to occupation of the site) and if vehicle speeds are excessive, it is recommended that additional speed reduction measures be provided.

PREVIOUSLY REVIEWED/APPROVED DESIGNERS RESPONSE

Comments noted. 90m forward visibility splays to the traffic signal heads have been provided in line with the 30mph speed limit as part of the agreed planning GA for the site access.

Comments noted regarding the potential requirement for a speed survey post completion of the S278 works. This can be progressed if Knowsley feel it is required.

PROBLEM 2

LOCATION: Fox's Bank Lane – Proposed uncontrolled crossing to the south of the proposed site access.

SUMMARY: Proposed intervisibility splays to/from the proposed uncontrolled pedestrian crossing to the south of the site access may result in an increased risk of pedestrian/vehicle collisions.

- 2.3 As noted in Problem 1, vehicle speeds on Fox's Bank Lane appeared to be excessive. Excessive vehicle speeds on the approach to the proposed uncontrolled crossing could increase the risk pedestrian/vehicle collisions if sufficient inter-visibility splays to/from the crossing are not provided.

- 2.4 The audit team note that the crossing is existing and currently within the national speed limit, although the development of the site may increase the use of the crossing.

RECOMMENDATION

- 2.5 It is recommended that vehicle speed surveys be undertaken post completion crossing and if vehicle speeds are excessive, it is recommended that additional speed reduction measures be provided on approach to the crossing.

DESIGNERS RESPONSE

Comments noted regarding the potential requirement for a speed survey post completion of the S278 works. This can be progressed if Knowsley feel it is required.

PROBLEM 3

LOCATION: Proposed signalised junction.

SUMMARY: No details provided with regard to the maintenance arrangements of the signals could potentially increase the risk of injuries to maintenance personnel.

- 2.6 No details have been provided with regard to the maintenance arrangements for the proposed signals. A lack of suitable maintenance facilities/area may increase the risk of injuries to maintenance personnel such as being struck by passing vehicles or slip/ trip falls if carrying or using equipment on uneven ground.

RECOMMENDATION

- 2.7 It is recommended that suitable parking/layby provision should be provided for signals maintenance personnel.

PREVIOUSLY REVIEWED/APPROVED DESIGNERS RESPONSE

We are currently awaiting full details of Siemens traffic signal design which may provide location details for required parking/layby provision.

PROBLEM 4

LOCATION: Fox's Bank Lane southbound right turn lane.

SUMMARY: Omission of lane guidance carriageway markings within the centre of the junction could result in head-on or loss of control type collisions.

- 2.8 There are no carriageway markings within the centre of the junction to advise drivers turning right into the site where they should wait if opposed by northbound traffic. This could result in vehicles waiting to turn right into the site, injudiciously entering the path of vehicles travelling northbound on Fox's Bank Lane which could result in head-on or loss of control type collisions should vehicles travelling northbound have to avoid a vehicle encroaching into the northbound lane.

RECOMMENDATIONS

- 2.9 It is recommended that lane guidance carriageway markings be provided to advise drivers where to wait if waiting to turn right into the site.

PREVIOUSLY REVIEWED/APPROVED DESIGNERS RESPONSE

It is understood from the junction modelling undertaken at planning stage that there is only 0.58 right turners per cycle in the AM peak and 1.63 right turners per cycle in the PM peak.

Therefore no dedicated green light is required for right turning traffic into the site and no carriageway markings for drivers turning right into the site are provided.

3 NOTES/OBSERVATIONS

- 3.1 Good practice suggests that 'cyclists re-join carriageway' signs are used in preference of 'end of route' signs.

4 AUDIT STATEMENT

4.1 We certify that this audit has been carried out in accordance with GG/119 unless otherwise noted.

Signed:



Date: 23 June 2023

T Brooks – BSc (Hons), MBA, CMILT, MCIHT, MSoRSA,
HE RSA Cert of Competency
Audit Team Leader
go-surveys Ltd
72 Plasturton Avenue
Cardiff
CF11 9HJ

Signed:



Date: 23 June 2023

R Lister - BSc (Hons), MSc, MRTPI, MCIHT, MSoRSA
Audit Team Member
go-surveys Ltd
72 Plasturton Avenue
Cardiff
CF11 9HJ



APPENDIX A

List of Drawings and Documents Provided for Audit

3251-D001 - Rev G

S278 General Arrangement

3251-D002 - Rev F

S278 Construction Materials

3251-D003 - Rev D

S278 Signs and Markings

3251-D004 - Rev A (Part 1)

S278 Standard Details

3251-D005 - (Part 2)

S278 Standard Details

3251-D006 - Rev A

S278 Setting Out and Drainage

858707249-SIE-00-XX-DR-Y-1001 – Rev P1

Preliminary Signal Layout

Linsig Outputs

PIC Data

(Jan 2017 - Dec 2021)

APPENDIX B

Location of Identified Problems

