
REPORT

65215060
INDURENT PARK, MOORGATE POINT,
ALCHEMY BUSINESS PARK, KNOWSLEY
STAGE 1 ROAD SAFETY AUDIT



P01

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12 November 2025

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On behalf of
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Change list

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P01	12/11/2025	DRAFT ISSUE FOR OVERSEEING ORGANISATION APPROVAL	MMAGYAR	PDUNCANSON

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Key personnel

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Designer	Road Safety Audit Team
Sweco Manchester 3rd Floor 1 New York Street Manchester M1 4HN <i>Contact: Ian Bullard, Principal Engineer</i>	Sweco Leeds Grove House Mansion Gate Drive Leeds LS7 4DN <i>Contact: Andrew Russ</i> <i>Andrew.russ@sweco.co.uk</i>
Police (only required for Stage 3)	Maintaining Agent (only required for Stage 3)
N/A	N/A

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1 Introduction

1.1 Scheme Objective

The continuation of Alchemy Way, as part of the Indurent Park development, into a new site spine road and the provision / reinstatement of the footway.

1.2 Scheme Description

Construction of a new spine road providing a continuation of the existing Alchemy Way, to provide access into a new industrial development. The works include the provision of new footway, and re-instalment of existing footway, to provide a full provision on either side of the existing stub end bell-mouth.

For background, the bell-mouth has been in situ for a significant period of time, and the existing footway has been overgrown, buried in mud/detritus and in some cases broken up entirely. The stub end will eventually feed a new access into the derelict land to the west of Alchemy Way. A short section of private land, to the full width of the carriageway/footway, will be offered for adoption under S38, to bring the extent of the adopted highway to abut the site red line boundary, north of which will remain private.

The scheme has been designed in accordance with the Design Manual for Roads and Bridges and Knowsley Metropolitan Borough Council's local road design guidance. The design speed for the scheme is 30mph.

1.3 Road Safety Audit Report

This report results from a Stage 1 Road Safety Audit carried out on the Scheme designed by Sweco Manchester at the request of Louise Fortune, the Highway Authority Project Sponsor. The Road Safety Audit was carried out during November 2025.

This Stage 1 audit covers the entirety of the scheme shown in the drawing with reference number 22520-UMC-ZZZZ-SI-DR-A-0601.

1.4 Road Safety Audit Team

The Road Safety Audit Team membership was as follows:

Team Leader	Andrew Russ
Team Member	Martin Magyar

1.5 Road Safety Audit Brief

A formal Road Safety Audit Brief, with reference *RSA Brief, Rev.:1, 4 November 2025* and dated 04/11/2025, was provided to the audit team. The Brief was accepted by the audit team.

The documents provided as part of the Brief are listed in Appendix A.

1.6 Terms of Reference

The terms of reference of the audit are as described in GG 119 Rev.2. The 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. This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Collision Investigation, Road Safety Engineering and Road Safety Audits.

1.7 Road Safety Audit

The desk-based review of the scheme drawings of the Road Safety Audit took place at the Leeds office of Sweco Ltd on Tuesday, 04 November 2025, with the site visit taking place on Wednesday, 05 November 2025.

The scheme has been examined and this report compiled only regarding the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

Any 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, and in no way, imply that a formal design process has been undertaken. 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.

All comments and recommendations are referenced to the design drawings, and the locations have been indicated on the plan supplied with the Road Safety Audit Brief in Appendix B.

1.8 Site Visit

The site was visited by all Road Safety Audit Team members as detailed below:

Day/Date	Time from	Time to	Light Conditions	Weather	Surface	Traffic*
Tuesday, 04 November 2025	11:45	12:35	Daylight	Fine	Dry	Motor Moderate Cyclist ** Light Pedestrian ** Light

Notes:

**The levels of traffic observed are relative to the average traffic flows expected on the site. During the site visit an articulated HGV vehicle was parked within the cul-de-sac for the duration and a second rigid HGV drove into the cul-de-sac and parked up.*

***No cyclists or pedestrians were observed during the site visit.*

2 Items raised in previous road safety audits

No previous road safety audits have taken place.

3 Items raised at this Stage 1 road safety audit.

Reference	Location	Type of collision	Description	Recommendation	Photographs / Plans
3.1	Existing bellmouth on western side of Alchemy Way.	Pedestrians trip and fall.	At present the footway along the western side of Alchemy Way is routed along the back of the side road stub. Pedestrians walking along the footway, north to south or vice versa will take the shortest route and potentially trip and fall at the kerblines as they cross the bellmouth.	Provide dropped kerbs and tactile paviments on the desire line crossing the bellmouth.	 View looking south along western side of Alchemy Way, existing bellmouth on the right of the picture.
3.2	Existing bellmouth on western side of Alchemy Way.	Single vehicle loss of control skids.	The existing surfacing in the side road stub is in a very poor condition, with spalling and breaking up throughout the entire area.	Re-surface the bellmouth to remove level differences, 'bird baths', etc.	 View looking at existing bellmouth; note poor surfacing throughout.

Reference	Location	Type of collision	Description	Recommendation	Photographs / Plans
3.3	Existing stub arm on western side of Alchemy Way.	Single vehicle loss of control skids.	The site visit took place after a period of rain and whilst the mainline, Alchemy Way, was dry, the side road stub showed signs of ponding and retention of surface water. It appears that the camber of the mainline sheds water into the side road stub, but the stub is flat in comparison, and therefore susceptible to collecting water. No drainage gullies were visible within the stub, though it is noted that gullies may have been covered over by detritus.	Ensure the side road stub can adequately drain rainwater.	 View looking at existing bellmouth showing poor surfacing and inadequate surface drainage.
3.4	Existing stub arm on western side of Alchemy Way.	Pedestrians struck by turning motor vehicles.	The side road stub is over approximately 30m wide at its' interface with the western channel of Alchemy Way, this would take at least 25 seconds to cross (assuming an average walking speed of 1.2m/s). Once the stub is connected to a new access road there could be significant traffic movements at the junction and pedestrians may struggle to cross the road safely.	Provide a pedestrian refuge in the side road stub, on the desire line, to enable pedestrians to cross the bellmouth in two movements. Ensure the refuge is wide enough and deep enough to safely accommodate all user types.	

Reference	Location	Type of collision	Description	Recommendation	Photographs / Plans
3.5	Eastern footway.	Pedestrians trip and fall and pedestrians struck by motor vehicles.	At the north-eastern end of Alchemy Way vegetation has encroached onto the existing footway, so reducing its effective width. If vegetation is not maintained pedestrians will walk closer to the kerb edge which may result in them tripping and falling into the carriageway or a parked vehicle, or choosing to walk in the carriageway into the path of oncoming vehicles.	Cut back the vegetation to a point well beyond the back of the footway and maintain this width.	 View looking north along eastern side of Alchemy Way.

Reference	Location	Type of collision	Description	Recommendation	Photographs / Plans
3.6	Length of Alchemy Way.	Shunts or side-swipes.	Currently vehicles park on the mainline of Alchemy Way, including HGVs, with an apparent preference to park directly opposite side roads (see photographs). It is unclear whether this is as a result of Alchemy Way's existing cul-de-sac status or whether an increase in use – as proposed following the construction of the scheme – will exacerbate the problem. The worst case would be that on-street parking remains the same or increases at the same time as the development sites accessed via the stub arm and northern end of Alchemy Way are opened to traffic. This could lead to shunts, or side-swipes as drivers attempt to access and egress from the side roads either side of Alchemy Way.	Implement an on-street parking strategy for the whole of Alchemy Way, with a view to providing parking restrictions throughout. Should parking restrictions be implemented then wayfinding for drivers of large vehicles directing them to the closest appropriate 24-hour parking facilities should also be provided.	 View looking north along the eastern side of Alchemy Way.

Reference	Location	Type of collision	Description	Recommendation	Photographs / Plans
					 View looking south along centreline of Alchemy Way.

4 Audit team statement

We certify that this Road Safety Audit has been carried out in accordance with GG119 Revision 2.

Road Safety Audit Team Leader

Name Andrew Russ

Signed

Qualification EngTech MCIHT MSoRSA Certificate of Competence

Position Senior Engineer

Date: 12/11/2025

Road Safety Audit Team Member

Name Martin Magyar

Signed

Qualification BEng, MSc (Eng), CEng MICE, MSoRSA Certificate of Competence

Position Technical Director

Date: 12/11/2025

Appendix A – Documents forming the audit brief

Documents

Ref	Title	Date
Sweco GG119 RSA Brief Nov25 - Indurent Park	STAGE 1 ROAD SAFETY AUDIT BRIEF	04/11/2025

Drawings

Drawing Number	Title
22520-UMC-ZZZZ-SI-DR-A-0601 [P04]	PROPOSED SITE PLAN - B2 PARKING STANDARDS LAYOUT

Appendix B – Annotated scheme drawing



