

# **A57 Dinting Vale Glossop - Proposed S278 Works Stage 1&2 Road Safety Audit**

Prepared by



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## Issue and revision record

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Appendix A: Drawings and documents provided

Appendix B: Plan of items raised by this audit

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## 1 INTRODUCTION

1.1 This report results from a Stage 1&2 Road Safety Audit carried out relating to S278 proposals in the way of new priority junction to serve a new residential development off A57 Dinting Vale, Glossop together with bus stop relocation. The audit was carried out during August 2024.

1.2 The audit team consisted of:

Team Leader: Naresh Madhavan MCIHT, MSoRSA EU RSA Cert. Comp  
Director  
Highway Associates

Team Member: Robin Sawczyn BEng MCIHT MSoRSA  
Senior Road Safety Engineer  
Highway Associates

1.3 The audit took place at the offices of Highway Associates, Chester. The Road Safety Audit was undertaken in accordance with the Road Safety Audit Brief provided by Nicholas Richards of Betts. The Road Safety Audit comprised an examination of the documents provided, and these are listed in Appendix A.

The site was visited by the audit team at the following times/conditions:

| Day/Date                      | Time          | Weather Con | Traffic Flow |
|-------------------------------|---------------|-------------|--------------|
| Wed 14 <sup>th</sup> Aug 2024 | 17:50 – 18:20 | Dry/Fine    | Heavy        |

1.4 The terms of reference for this audit are as given in GG119, Design Manual for Roads and Bridges. The scheme has been examined and this report compiled only with regard to 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, in order 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.

1.5 If relevant within this report the generic term “pedestrians” can include walking pedestrians, wheelchair users, dismounted cyclists, the blind, partially sighted, mobility impaired and people

with prams or pushchairs. Highway Maintenance Operatives are also included within this term. Where a problem is specific to one or more of these vulnerable groups then appropriate reference will be made in the report.

- 1.6 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems identified. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG119, 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.
- 1.7 This Road Safety Audit makes allowance for the fact that strategic decisions on matters such as route choice, junction type, standard of provision and approved Departures from Standards already reflect an appropriate balance of a number of factors including road safety.
- 1.8 The Audit Team have not been made aware of any possible geometric departures or relaxations from standards.
- 1.9 The reader is reminded that a Road Safety Audit is not limited to the new works alone where there are features that are considered by the Audit Team to affect the general safety in the area. Section 3 of this report lists 'Problems' identified from the drawings and as a result of the site visit relating to the proposed changes to the highway layout that are directly, or indirectly, related to the area (e.g. features/matters within the proposed works or immediate surrounds which the Audit Team feel should be brought to the attention of the Designer or other organisations even though they might not pose an immediate risk associated with the proposed works), and which are considered by the Audit Team to warrant attention under the subject proposals, generally by the maintaining authority. On occasions there are more sensitive issues or issues that fall outside the audit brief but which are of such a nature that Auditors feel should be specifically brought to the attention of the authorities - such issues, if they arise, are usually dealt with in detail in separate correspondence.
- 1.10 The Audit has been written on the assumption that the existing telegraph post within the proposed visibility splay will be relocated as part of the works.

## **2 ITEMS RAISED BY PREVIOUS AUDITS AND REPORTS**

2.1 It is understood no previous road safety audits have been undertaken in relation to this scheme.

### **3 ITEMS RAISED BY THIS AUDIT**

#### **3.1 General**

##### **3.1.1 PROBLEM**

LOCATION: Proposed junction

SUMMARY: Insufficient manoeuvring space

It is unclear as to whether large vehicles such as refuse vehicles can negotiate the proposed junction without risk of kerb strikes or footway overrunning which could result in loss of control or conflicts with passing pedestrians.

##### **RECOMMENDATION**

Undertake swept path analysis to determine the exact nature of the problem. If necessary, the geometry should be altered to allow for sufficient manoeuvring space for all type of visiting vehicles.

##### **3.1.2 PROBLEM**

LOCATION: Proposed junction

SUMMARY: Reduced visibility due to waiting buses could result in junction conflict

Visibility from the proposed junction would be reduced should a bus be waiting within the relocated northbound bus stop. This could result in drivers attempting to turn out of the junction failing to sufficiently appreciate approaching southbound traffic resulting in failure to give way type conflict at the junction.

##### **RECOMMENDATION**

The bus stop should be relocated to an appropriate position outside of the likely visibility splay of the junction.

##### **3.1.3 PROBLEM**

LOCATION: A57 – Proposed bus stop

SUMMARY: Waiting buses could cause conflicts

Concern is expressed that should buses be waiting simultaneously within both the north and south bound bus stops, due to their adjacent locations, that there may not be sufficient space for vehicles to pass causing potential obstruction issues and injudicious manoeuvres.

##### **RECOMMENDATION**

The northbound bus stop should be relocated to an appropriate position away from the opposing bus stop.

### 3.1.4 PROBLEM

LOCATION: Proposed junction

SUMMARY: Reduced visibility due to on-street parking could result in junction conflict

Visibility from the proposed junction would be reduced should on-street parking take place outside of the adjacent terraced properties to the north which mostly do not have dedicated off-street parking facilities. This could result in drivers attempting to turn out of the junction failing to sufficiently appreciate approaching southbound traffic resulting in failure to give way type conflict at the junction.

### RECOMMENDATION

It should be ensured that on-street parking does not take place within the likely visibility splays of the junction. This could be achieved for example by providing dedicated parking facilities within the proposed development site access road.

## 3.2 **Non-Motorised Road User Provision**

### 3.2.1 PROBLEM

LOCATION: Cycleway termination

SUMMARY: Insufficient connectivity

It is noted that the proposed cycleway terminates at the junction with the A57. Without connecting cycle infrastructure or adequate transitions, concern is expressed that cyclists travelling from the development site will be encouraged to ride along the adjacent footway links increasing the potential for cycle to pedestrian conflicts.

### RECOMMENDATION

A review of the cycle interfaces should be undertaken and the appropriate transitions provided where necessary.

## 3.3 **Road Signs and Markings**

No comments at this stage

## 3.4 **Lighting and Signals**

No comments at this stage

## 3.5 **Landscaping**

No comments at this stage

### 3.6 **Protective Aids**

No comments at this stage

### 3.7 **Surface Characteristics and Drainage**

No comments at this stage

#### 4 AUDIT TEAM STATEMENT

We certify that this Audit has been carried out in accordance with the guidelines in GG119.

##### AUDIT TEAM LEADER

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Signed:

Date: 16/08/24

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Signed:

Date: 16/08/24

## **APPENDIX A**

### **DRAWINGS AND DOCUMENTS PROVIDED**

-  WAI25-XX-BET-ZZ-XX-DR-C-2501-P01-S278-GA
-  WAI25-XX-BET-ZZ-XX-DR-C-2502-P01-S278-Bus Stop Relocation

**APPENDIX B**

**PLAN OF ITEMS RAISED BY THIS AUDIT**

