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**DESIGNER'S RESPONSE TO
STAGE 1 ROAD SAFETY AUDIT
Frederick House, Fulford Road, York,
Student Accommodation**

ADL/CT/4865/30A

Dec 2020

Prepared in accordance with Appendix F of GG119 Rev 0

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PROJECT DETAILS

Document Details

Report Title	Designer's Response to Stage 1 Road Safety Audit
Date	30 Dec 2020
Document Reference and Revision	ADL/3189/30A
Prepared By:	ADL Traffic and Highways Engineering Ltd
On behalf of	York City Council

Authorisation Sheet

Project:	Frederick House Fulford Road York Student Accommodation
Report Title	Designer's Response to Stage 1 Road Safety Audit
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1.0 INTRODUCTION

1.1 Background to Road Safety Audit

- 1.1.1 A proposed student accommodation development has been granted planning permission on Fulford Road, York.
- 1.1.2 As part of the design process a Stage 1 Road Safety Audit has been prepared, at the request of York City Council.
- 1.1.3 The audit was undertaken in accordance with GG119 by TMS Consultancy (Ref 16068) and this Designer's Response has been prepared in line with the template provided at Appendix F of GG119.

1.2 Key Personnel

- 1.2.1 The following organisations were involved in the preparation of the safety audit.

Table 1A Key Personnel

Overseeing Organisation	Mr Tim Goodall York City Council Email: Tim.Goodall@york.gov.uk
RSA Team	<ul style="list-style-type: none">Nick Newton Audit Leader (TMS)Neal Roderick Audit Member (TMS)
Design Organisation	Christopher Turner ADL Traffic and Highways Engineering Ltd Email: chris@adlhighways.co.uk Tel: 01454 332100

2.0 ROAD SAFETY AUDIT DECISION LOG

- 2.1 This section considers the matters raised in the audit, utilising the same numbering as the audit document.

Audit Reference 2.1

RSA Problem:

Location – Starting point of proposed new 3m shared footway/cycleway

Summary: Risk of collisions between cyclists and pedestrians

The proposed new footway/cycleway starts at the location of the existing signalised pedestrian crossing. Cyclists may be encouraged to leave the southbound carriageway cycle lane at the point of the pedestrian crossing which could result in conflicts between pedestrians and cyclists resulting in injury.

RSA Recommendation:

The start of footway/cycleway should be extended further north of the signalised pedestrian crossing and a formal point where cyclists can leave the carriageway cycle lane to join the footway/cycleway installed at this point.

Design Organisation Response:

Problem accepted. Auditor Recommendation accepted.

Overseeing Organisation Response:

Agreed RSA Action:

Audit Reference 2.2**RSA Problem:**

Location – Bus Shelter and seating area on new footway/cycleway

Summary: Risk of collisions between cyclists and pedestrians

South of Kilburn Road junction there is a bus shelter with a seating area directly behind it which could act as a pinch point. Pedestrians may also congregate in this area which could result in conflict between pedestrians and cyclists and possible injury.

RSA Recommendation:

At the detailed design stage measures to mitigate the possible conflicts between pedestrians and cyclists in this area should be considered.

Design Organisation Response:

Problem accepted. Auditor Recommendation accepted. Public benches to be relocated.

Overseeing Organisation Response:**Agreed RSA Action:**

Audit Reference 2.3

RSA Problem:

Location – Fulford Arms public house car park entrance/exit

Summary: Risk of collisions between vehicles and cyclists

Vehicles leaving the Fulford Arms public house car park may be unaware that they are crossing a footway/cycleway and unsighted of cyclists and pedestrians due to poor visibility at the egress which could result in collisions and injury.

RSA Recommendation:

At detailed design stage the cycleway/footway should be realigned to improve the visibility issues at this point and give way markings to traffic egressing the carpark provided so cyclists will be given priority over vehicles egressing the public house car park, and the cycleway/footway crossing should be highlighted by means of coloured bituminous surfacing similar to the other locations on the scheme.

Design Organisation Response:

Problem accepted. Auditor Recommendation accepted.

Overseeing Organisation Response:

Agreed RSA Action:

Audit Reference 2.4

<p>RSA Problem:</p> <p>Location – Dropped crossing on southern side of existing development exit</p> <p>Summary: Cyclist loss of control and pedestrian slip hazard</p> <p>There is excessive ponding at the dropped kerb crossing at the existing development exit. This could pose a trip/slip hazard to pedestrians crossing the road and could cause cyclist on the footway/cycleway to lose control and be ejected from their bicycle.</p>
<p>RSA Recommendation:</p> <p>The drainage should be reviewed on the carriageway and gully's checked and unblocked if required to prevent ponding.</p>
<p>Design Organisation Response:</p> <p>Problem accepted. Auditor Recommendation accepted.</p>
<p>Overseeing Organisation Response:</p>
<p>Agreed RSA Action:</p>

Audit Reference 2.5

RSA Problem:

Location – Vehicular access along the length of the development

Summary: Risk of collisions between vehicles and other road users.

It is unclear if the vehicular access along the length of the site is of the form of shared space use or not. Due to the tight nature of the proposed vehicular access along the length of the site, if the access is shared space use then there are several pinch points where conflict could arise between vehicular traffic and other road users, which could result in serious injury.

RSA Recommendation:

At the detailed design stage access arrangements for larger vehicles, such as refuse vehicles, should be designed so that other road users have their own negotiable space along the length of the access and all pinch points are designed out.

Design Organisation Response:

The refuse collection would occur up to three times a week and therefore the potential of conflict between refuse truck and pedestrians is very limited. Furthermore, the refuse collection would occur during development off peak times as per Management Company's requirements, thus further reducing any conflicts. Internal access road is of very low speed environment with very good forward visibility allowing the truck driver and pedestrians to make informed decision of their routes. The number of pinch points are also low and in balance we therefore consider that pinch points would not give rise to any conflicts.

Overseeing Organisation Response:

Agreed RSA Action:

Audit Reference 2.6

<p>RSA Problem:</p> <p>Location – Vehicular access along the length of the development</p> <p>Summary: The swept path analysis provided does not allow for more than one vehicle at a time entering and leaving the site at any one time. Due to the tight nature of the vehicular access should two or more vehicles at one time be within the development, excessive reverse manoeuvring may be required to negotiate the site, which could result in conflicts with pedestrians and other road users or damage only incidents</p>
<p>RSA Recommendation:</p> <p>The detailed design should allow for more than one vehicle at a time, possibly emergency vehicles, to be able to negotiate the site without excessive reversing manoeuvres.</p>
<p>Design Organisation Response:</p> <p>Signage will be located on the internal access road adjacent to Block B stating “Authorised Vehicles Only”. This would ensure that no vehicles except for refuse truck and emergency vehicles enter the internal access road. Therefore, at any given time, there will be only one vehicle using the access road between Blocks B and G.</p> <p>Between the site entrance and the aforementioned signage, the access road is at least six metres wide as shown on the screenshot of the site below. The car parking spaces provided on site on this section will only be made available to students with Blue Badge and as such, in our experience of working on student accommodation sites, take up of these spaces is always very low. We therefore consider that the proposed site layout is sufficient to meet the low traffic demand associated with the development.</p>
<p>Overseeing Organisation Response:</p>
<p>Agreed RSA Action:</p>

Audit Reference 2.7

<p>RSA Problem:</p> <p>Location – Street Lighting in general</p> <p>Summary: Potential darkness related hazards to all road users</p> <p>Details of the street lighting design have not been provided. If the lighting is not adequate it may result in darkness related hazards and collisions between all road users.</p>
<p>RSA Recommendation:</p> <p>The street lighting design should be checked to determine if the lighting is adequate.</p>
<p>Design Organisation Response:</p> <p>Problem accepted. Auditor Recommendation accepted.</p>
<p>Overseeing Organisation Response:</p>
<p>Agreed RSA Action:</p>

2.2 This completes the review of the matters raised in the Safety Audit.

3.0 STATEMENTS

3.1 Design Organisation

3.1.1 The following declaration has been completed on behalf of the design organisation.

Design Organisation Statement

On behalf of the design organisation I certify that: 1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with Overseeing Organisation.	
Name:	Christopher Turner
Signed:	C Turner
Position:	Associate Director
Organisation:	ADL Traffic and Highways Engineering Ltd
Date:	30/12/20

3.2 Overseeing Organisation

3.2.1 The following declaration has been completed on behalf of the overseeing organisation.

Overseeing Organisation Statement

On behalf of the design organisation I certify that: 1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and 2) The agreed RSA action will be progressed.	
Name:	
Signed:	
Position:	
Organisation:	
Date:	

