



The Lanes, Bee Lane,  
Penwortham  
Stage 1 Road Safety Audit

Vectos (North) Ltd

26 November 2021



Grange Transport Consulting



# The Lanes, Bee Lane, Penwortham

## Stage 1 Road Safety Audit

November 2021

Client: Vectos (North) Ltd

Rev	Report Reference	Date	Issue Status	Prepared	Checked
-	261121_J190016_Bee Lane RSA1.docx	26.11.21	Final	WL	IM

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# 1. Introduction

## 1.1 General

1.1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on Tuesday 23 November 2021. The audit was undertaken on behalf of Vectos (North) Ltd.

1.1.2 The audit was carried out in response to a brief supplied by Paul Whitaker of Vectos (North) Ltd and agreed with the audit team.

1.1.3 The Road Safety Audit team comprised of the following individuals:

Wing Lee      BEng(Hons), PGCert, HE CoC, MCHIT, MIHE

Audit Team Leader

Ian Medd      MCHIT, FSoRSA

Audit Team Member

1.1.4 A site visit was undertaken by the Audit Team on Tuesday 23 November 2021, between the hours of 12:30 and 13:30. The weather was dry and cloudy, and the road surface was dry. Traffic was minimal and moderate pedestrians and cyclists were observed passing the site.

1.1.5 Bee Lane routes from the B5254 in an west-to-east alignment and is located along the northern extent of the proposals site. It is a cul-de-sac and serves a small number of residential dwellings and commercial units. In the vicinity of the proposed access junction no street lighting, footways, or kerbing is provided along the road. Bee Lane is subject to a 30mph speed limit and has varying carriageway widths, with an average of circa 4.8m. Trees and hedges line both sides of the carriageway for the majority of the length of Bee Lane.

1.1.6 The terms of reference of the Road Safety Audit are as described in the Design Manuals for Roads and Bridges (DMRB) standard - GG119 Road Safety Audit.

1.1.7 The Audit Team has examined and reported only on the road safety implications of the scheme as presented by Vectos and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to design standards without touching on technical audit.



- 1.1.8 A residential-led development is proposed on land to the west of Leyland Road for up to 1,350 dwellings with associated community infrastructure. The primary vehicular access is proposed via a new access on the A582 Penwortham Way. A secondary access is proposed on Bee Lane to serve 40 dwellings only. Existing properties accessed via Bee Lane will be retained.
- 1.1.9 The proposals submitted for Stage 1 RSA relate to the provision of a new simple priority controlled T-junction site access onto Bee Lane (Site 3), and includes a footway along the southern side of Bee Lane (between the access junction and railway bridge).
- 1.1.10 A list of the documents and drawings submitted for this Stage 1 RSA can be found at **Appendix B**.
- 1.1.11 The submitted design drawings have been annotated to show the location of problems identified during this Stage 1 Road Safety Audit. These plans are shown at **Appendix C**.
- 1.1.12 The recommendations offered within this report should not be regarded as prescriptive. Whilst recommendations have been made with this report, there may be equally satisfactory or superior alternative solutions to the identified problems. The Audit Team will be pleased to consider any alternatives if required.

## 1.2 Departures from Standards

- 1.2.1 The Audit Team has not been informed of any departures from standards relating to the designs submitted for audit.




## 2. Problems identified from this audit

### 2.1 Bee Lane

2.1.1 The following provides details of the problems identified during this Stage 1 Road Safety Audit.

Problem 1	
<b>Location</b>	Site access
<b>Summary</b>	Limited visibility for pedestrians crossing
The pedestrian crossing facility on the site access road is set back into the development and visibility to turning traffic may be limited, resulting in pedestrians stepping into the path of traffic turning into the site.	
<b>Recommendation</b>	It is recommended that an appropriate visibility envelope is provided to allow pedestrians to cross safely.

Problem 2	
<b>Location</b>	Eastern extent of footway on Bee Lane
<b>Summary</b>	Carriageway alignment may lead to vehicles striking kerb
	
<p>The alignment of the proposed southern kerb results in the end of the footway intruding into the carriageway where it may be struck by westbound vehicles, resulting in loss of control and increasing the risk of pedestrians being struck.</p>	
<b>Recommendation</b>	It is recommended that, in the absence of footway facilities on the bridge, the footway is terminated further to the west to provide a smooth transition into the existing alignment.

Problem 3	
<b>Location</b>	Site access
<b>Summary</b>	Refuse vehicles may strike vehicles approaching junction on the site access
<p>The swept path of a refuse vehicle intrudes into the opposing carriageway and if insufficient intervisibility is not provided both approaching drivers may fail to avoid collision.</p>	
<b>Recommendation</b>	It is recommended that sufficient intervisibility is provided to allow approaching drivers to permit safe passage.

Problem 4	
<b>Location</b>	Gated field access
<b>Summary</b>	Extent of carriageway may lead to vehicles striking kerb
	
<p>The provision of kerbing on the northern side of the carriageway extends up to and in front of the existing gate for the field. Vehicles turning right out of the field may collide with the new kerbing, resulting in loss of control.</p>	
<b>Recommendation</b>	It is recommended that the new kerbing is terminated further to the west of the gated access to ensure vehicles can turn out safely.






### 3. Audit Team Statement

3.1.1 We certify that the drawings listed at **Appendix B** have been examined, and that this Audit has been carried out in accordance with the requirements of GG119, with the sole purpose of identifying road safety matters to be addressed in order to improve the safety of the scheme.

#### Road Safety Audit Team Leader

Signed: 

Name: Wing Lee

Date: 26.11.21

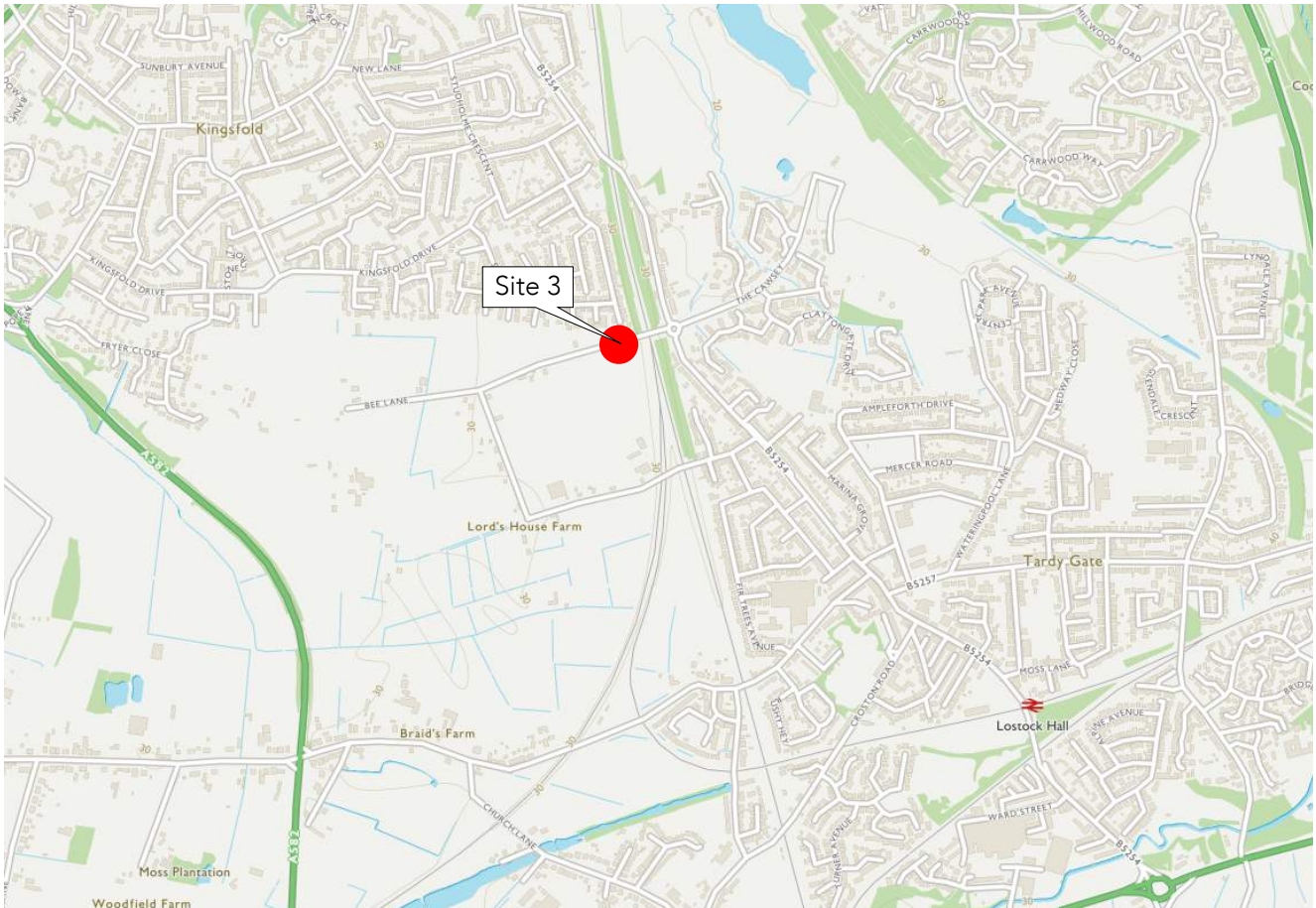
#### Road Safety Audit Team Member

Signed: 

Name: Ian Medd

Date: 26.11.21

## Appendix A - Site Location Plan

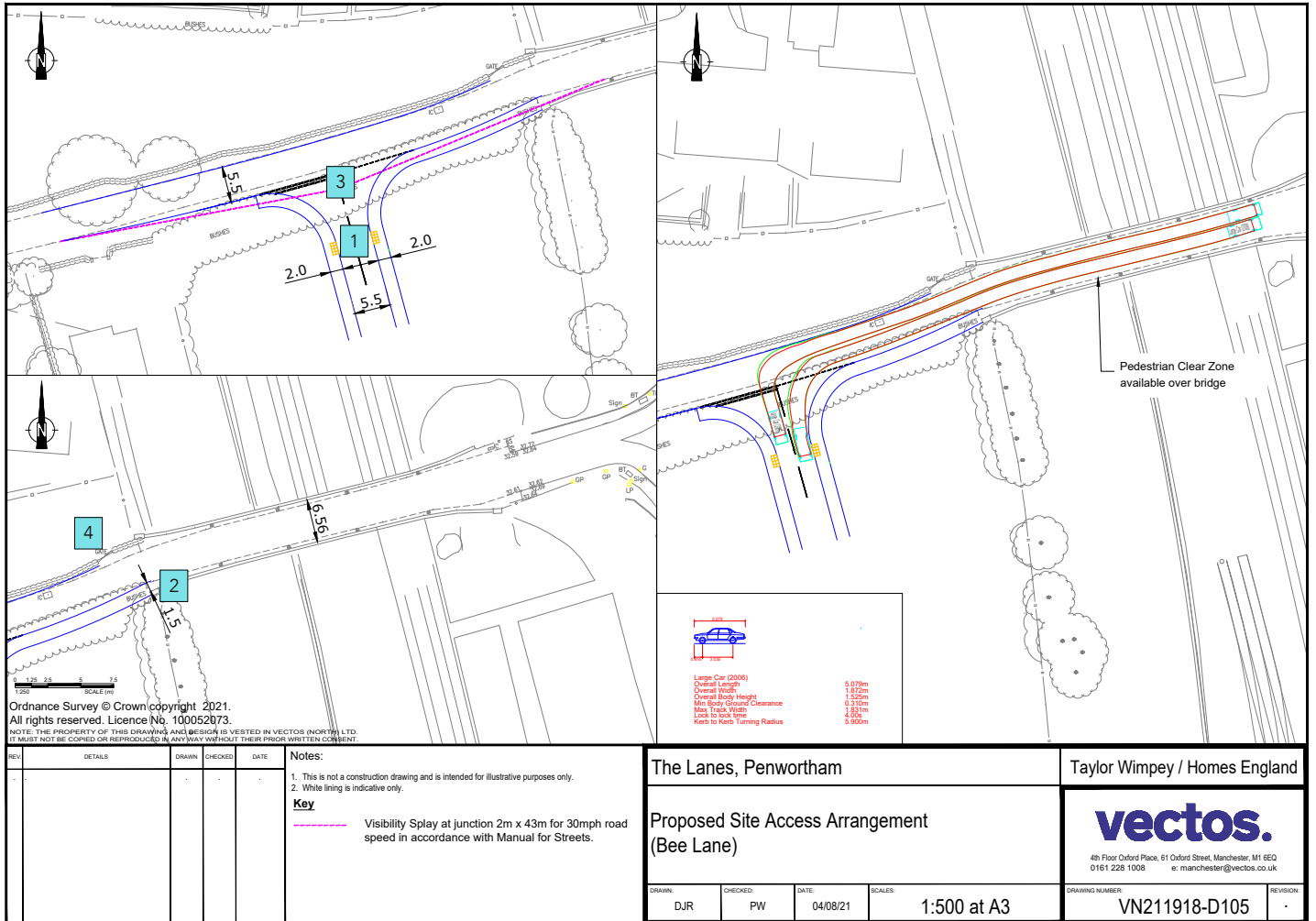




## Appendix B - Documents provided for Audit

- VN211918-G110
- VN211918 TN04 Bee Lane Access Review
- VN211918-D105 Bee Lane
- VN211918-TR106 Bee Lane - Refuse
- VN211918 The Lanes, Penwortham - Transport Assessment\_01a
- RSA1 Brief – The Lanes, Penwortham – New Bee Lane Priority Junction

# Appendix C - Problem Location Plan



REV	DETAILS	DRAWN	CHECKED	DATE

**The Lanes, Penwortham**

**Proposed Site Access Arrangement (Bee Lane)**

DRAWN: DJR	CHECKED: PW	DATE: 04/08/21	SCALE: 1:500 at A3
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**vectors.**

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REVISION: .