

Project Details

Table F.1 Project details

Report title:	Designers response to Stage 1 Road Safety Audit, A49 / Cromwell Avenue Roundabout, Warrington
Date:	5 th February 2021
Document reference and revision:	1901/RSA/DR/02
Prepared by:	Highgate Transportation Ltd
On behalf of:	Satnam Millennium Ltd

Table F.2 Authorisation sheet

Report title	Designers Response
Prepared by:	
Name:	Alice Howse
Position	Transport Planner
Signed:	
Organisation:	Highgate Transportation Ltd
Date	05/02/2021
Approved by:	
Name:	Fiona Bennett
Position	Director
Signed:	
Organisation:	Highgate Transportation Ltd
Date:	05/02/2021

Introduction

A Stage 1 Road Safety Audit (ref: RSC/KS/EB/20044) was undertaken by Road Safety Consulting Ltd on 29th January 2021 with regard to proposed capacity improvements at the A49/Cromwell Avenue roundabout, Warrington. The proposals include the lengthening and widening of the A49 northbound left turn lane to A574 Cromwell Avenue, including the relocation of a bus stop and offset of pedestrian footway.

The Road Safety Audit response has been prepared by Alice Howse, Highgate Transportation Ltd.

Key personnel

Table F.3 Key personnel

Overseeing Organisation:	Warrington Borough Council
RSA team:	Road Safety Consulting Ltd
Design organisation:	Highgate Transportation Ltd

Road safety audit decision log

Table F.4 Road safety audit decision log

RSA problem	RSA recommendation	Design organisation response	Overseeing Organisation response	Agreed action	RSA
<p>3.1 Walking, Cycling & Horse Riding</p> <p>3.1.1 Location - At the Cromwell Avenue signalled crossing.</p> <p>Summary - Failure to stop type collisions involving pedestrian injury.</p> <p>The audit team noted that drivers emerging from the left slip lane occasionally ran a red light, when the pedestrian crossing was green for vulnerable users. This occurrence may be exacerbated when the left slip is two lanes wide and when larger vehicles may obscure signal heads and pedestrians waiting on the southern footway. Red light running may lead to pedestrian to vehicle collisions.</p>	<p>It is recommended that the left slip lane is fully signalled, removing the left slip lane give way facility, incorporating the signal crossing into the junction control strategy, to remove the potential for failure to stop type collisions at the crossing.</p>	<p>Agreed.</p> <p>At detailed design stage the give-way lining at the end of the left-turn lanes where they meet Cromwell Avenue will be removed. The stop line for the pedestrian crossing on the left-turn lanes will become the fully-signalled stop line within the junction control for left-turn traffic. The VISSIM modelling has allowed for such a signal control strategy. The signalised pedestrian crossing on Cromwell Avenue (westbound) will then be incorporated into the overall junction control strategy.</p>			

RSA problem	RSA recommendation	Design organisation response	Overseeing Organisation response	Agreed action	RSA
<p>3.2 Junctions</p> <p>3.2.1 Location – At the left slip lane.</p> <p>Summary - Lane change collisions on Cromwell Avenue.</p> <p>The provision of a two lane left slip lane may increase the likelihood of lane changes on the Cromwell Avenue link between the junction and Calver Road. Lane changes may lead to side-swipe type collisions.</p>	<p>It is recommended that vertical lane destination signing is provided to clarify lane allocations at the left slip lane.</p>	<p>Agreed. This will be shown at detailed design.</p>			

Items to be discussed with Local Highway Authority

Description	Recommendation	Design organisation response	Overseeing Organisation response	Agreed action RSA
<p>1. The existing dual use facility along Winwick Road, on the western side of the road, south of the junction appears to end arbitrarily. The facility will be affected by the relocation of the bus stop and layby and this should be accommodated within the detailed design. See photo 008 attached. See also Issue 2 below.</p>	<p>The termination of the dual use facility should be relocated, to reflect the location of the new bus stop and layby.</p>	<p>Agreed. This will be dealt with at detailed design stage.</p>		

Photo 008



Items to be discussed with Local Highway Authority

Description	Recommendation	Design organisation response	Overseeing Organisation response	Agreed action RSA
<p>2. The audit team noted that there was a substantial desire for cyclists to use the off-road facilities, as well as pedestrian crossings at the junction, particularly across Cromwell Avenue and the southern arm of the junction. This use clearly reflects that cyclists are not keen to use the dual carriageway at this location.</p>	<p>As part of an overall cycle strategy the need and desirability to enhance off-road facilities should be discussed with the highway authority.</p>	<p>We will discuss at detailed design stage.</p>		

Items to be discussed with Local Highway Authority

Description	Recommendation	Design organisation response	Overseeing Organisation response	Agreed action RSA
<p>3. At the Winwick Road crossing there is evidence of poor surface water drainage at the dropped kerb area and at the footway. This is an existing issue that should be resolved when amending the left slip lane area. See photo 326 attached.</p>	<p>The surface water drainage issue should be resolved as part of the detailed design.</p>	<p>This will be picked up at detailed design stage.</p>		

Photo 326



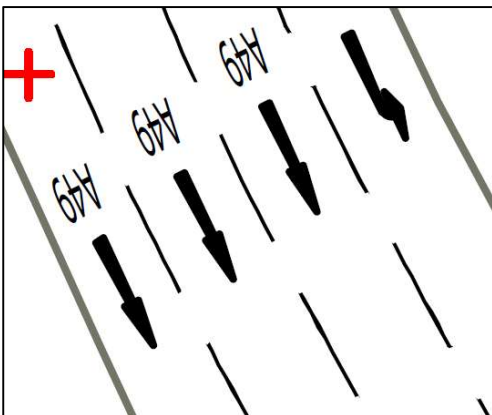
Items to be discussed with Local Highway Authority

Description	Recommendation	Design organisation response	Overseeing Organisation response	Agreed action	RSA
4. On the northern approach arm of the junction, drawing 27 shows the offside lane as "A49". This is assumed to be a drafting error, as the existing marking shows "A574".	The lane allocation marking on the drawing should reflect the existing situation.	This was a drafting error and will be updated at detailed design stage.			

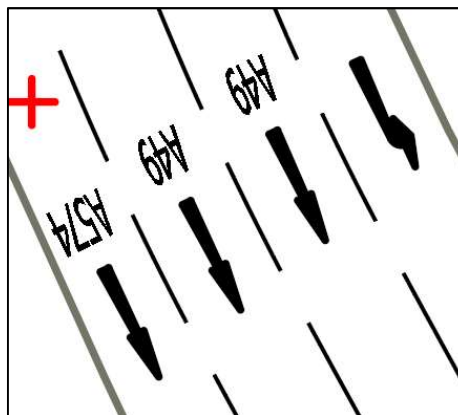
Google Earth screenshot of A49 northern approach road markings:



a) Existing drawing:



b) Changes required:



Design organisation and Overseeing Organisation statements

Table F.5 Design organisation statement

On behalf of the design organisation I certify that:	
<p>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 Overseeing Organisation</p>	
Name:	Fiona Bennett
Signed:	
Position:	Director
Organisation:	Highgate Transportation Ltd
Date:	

Table F.6 Overseeing Organisation statement

On behalf of the Overseeing Organisation I certify that:	
<p>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 actions will be progressed.</p>	
Name:	
Signed:	
Position:	
Organisation:	Warrington Borough Council
Date:	