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To All Members of the Cabinet

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DATE: 8 March 2017

Dear Councillor

CABINET - TUESDAY, 14TH MARCH, 2017

I am now able to enclose, for consideration at next Tuesday, 14th March, 2017 meeting of the Cabinet, the following report that was unavailable when the agenda was printed.

Item 6 - Available Walking Routes to Schools - Progress Update (Pages 3 - 30)

Yours sincerely

Paul Mountford

Democratic Services Officer

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Cheshire East Council

Cabinet Briefing Note

Date of Meeting:	Tuesday 14 th March 2017
Briefing Note of:	Frank Jordan, Executive Director – Place Kath O’Dwyer, Executive Director of People and Deputy Chief Executive
Subject/Title:	Briefing note - Available Walking Routes to Schools, Progress Update
Portfolio Holders:	Cllr David Brown, Highways & infrastructure Portfolio Holder Cllr Liz Durham, Children & Families People Portfolio Holder

1. Summary

- 1.1. This briefing provides Cabinet with an update on the actions taken to date to implement local infrastructure measures that are necessary to enable the Council to designate additional Available Walking Routes (AWR) to Schools. Specifically, the paper addresses the following motions as discussed at Council on 23 February 2017.
 - 1.1.1. *Council approved the amendment to Motion 1, “The Council requests that Cabinet defers implementation of its decision made on 18th October 2016 to withdraw free school transport from Bollington to Tytherington High School via the Middlewood Way, until a toucan crossing for pedestrians and cyclists has been installed and is operational, and its operational safety has been assessed and evaluated, adjacent to the roundabout on the A523 Silk Road, at the junction with the B5090”.*
 - 1.1.2. *Council approved the amendment to Motion 2, “The Council requests that Cabinet defers implementation of its decision made on 18th October 2016 to withdraw free school transport from Willaston to Malbank School and Brine Leas School until such time as Network Rail have provided an assessment as to whether they consider the London Road level crossing to be safe for pedestrians to use, and this Council has accepted the assessment, in the light of the fact that there is potential for an additional 64 pupils to walk that route.*

This note summarises how these have been addressed within the implementation programme.

- 1.2. On 18 October 2016, Cabinet agreed to progress works to re-classify five Available Walking Routes to Schools, following review and where necessary improvement of infrastructure. The approach is consistent with the Council’s Home to School Travel policies and the subsequent removal of free transport, for non-eligible students, will contribute to the Council’s revenue savings plan.
- 1.3. In line with the commitment from Cabinet to monitor implementation of Available Walking Routes, this update provides details on further matters raised by Overview and Scrutiny Committee.

2. Update on Actions Taken to Date

- 2.1. The following table summarises progress on measures agreed by Cabinet, on 18 October 2016, as part of the implementation programme for AWRs.

Agreed Action	Update	RAG
1. Highway improvements approved for implementation by September 2017.		
Repair potholes on the Middlewood Way	Potholes have now been repaired. Maintenance of the Middlewood Way is on-going.	
Install signage to improve visibility of Toucan crossing on A500, Nantwich.	<p>A review of the visibility of the Toucan has been undertaken and the following works have been completed.</p> <ul style="list-style-type: none"> • Cut back vegetation on junction of A500 and B5074 to improve visibility. • Erect warning signs on all approaches to roundabout • Alterations to the tactile paving 	
Switch lighting back on Newcastle Road	Lighting is now switched on	
Review speed limit on Newcastle Road	The speed limit along Newcastle Road has been reviewed and no objections to the recent consultation were received. The speed limit will be reduced to 40 mph by mid-April subject to Legal check.	
2. The provision of a subsidy towards the cost of transport for those children currently in receipt of free transport until they either conclude their education at their current school or move to another		

Agreed Action	Update	RAG
school		
Discussions to take place with regard to innovative solutions using the subsidy as a grant	Meetings have taken place with all five schools to discuss alternative innovative solutions. The only school that was interested in exploring innovative solutions was Malbank High School. However, as a financial subsidy will be provided on the other four routes, it is felt likely that parents at Malbank High School will may prefer a financial subsidy. Further discussions will take place with Malbank High School but the agreement of all parents will be needed to take any ideas forward.	
Subsidy to be made available towards the cost of transport for those children currently in receipt of free transport until they either conclude their education at their current school or move to another school	<p>It is proposed to make the subsidy available to for those Children receiving Free Transport as at 31 December 2016 and still in receipt of free transport as at 31 May 2017.</p> <p>The subsidy will be paid at a rate of £192 per child per full year remaining at the school for secondary aged children and £128 per child per full year remaining at the school for primary aged children. This reflects the different distance criteria of 2 miles for primary and 3 miles for secondary.</p> <p>This will be a single payment to cover the child's remaining school career.</p> <p>Letters will be sent to parents in March outlining the implication of the changes following the decision on 23 February 2017 and outlining the arrangements for claiming the subsidy.</p> <p>It is proposed that for parents of children attending Wheelock Primary School and Poynton High School the Subsidy will be paid in June /July 2017.</p> <p>For the remaining three routes it is proposed that 12 weeks' notice is provided at the point in time the route is reconsidered as per the revised Council Motions. The subsidy will only be made available at this point in time. For transport to be removed by the beginning of September a decision will need to be made by 9 June 2017.</p> <p>In the case that transport continues in September the transport will be available for new year 7 pupils but they will be informed as part of the admissions process that this is an interim arrangement and they will not be eligible for a subsidy.</p>	
3. Develop a Sustainable Modes of Travel Strategy		
Develop a Sustainable Modes of Travel Strategy	<p>This strategy is required by legislation to ensure that the Council fulfils its statutory obligations regarding travel to school.</p> <p>Ringway Jacobs have been commissioned to develop a Sustainable Modes of Travel to Schools strategy. The</p>	

Agreed Action	Update	RAG
	<p>purpose of this strategy is to identify approaches to provide safe and sustainable travel to school.</p> <p>Four key tasks will be undertaken to inform the strategy, a brief summary of which is set out below:</p> <ol style="list-style-type: none"> 1. Undertake surveys in collaboration with Cheshire East Research and Intelligence. <ul style="list-style-type: none"> • School Travel Plans - Survey to determine how many active school travel plans / initiatives • Further Education travel plans - Survey to find out how many active FE travel plans/initiatives • Mode of Travel Survey - Selection of schools to complete 'usual mode of travel' data (500 – 1000 pupils) • Safer Route to School Survey - on-line safer routes to school survey (1000 parents, 20 schools) 2. Develop the strategy, producing a document that outlines the Council's approach to improving and promoting safe and sustainable travel options to schools. 3. Promote sustainable travel and transport to and from school by updating the Cheshire East Council website to reflect how schools can be involved. 4. Publication of sustainable school travel strategy. <p>In addition, the strategy will reference relevant Cheshire East guidance and strategy documents such as Cycling Strategy, Road Safety Strategy, Air Quality Strategy and the Local Transport Plan.</p> <p>The total commission estimated value is £10,000 (excluding VAT and framework overheads). Expected completion date for the updated strategy is October 2017.</p>	

2.2. Since Cabinet met in October 2016, discussions have taken place regarding additional highways improvements that are worthy of further consideration/investigation. The following table summarises action on these matters.

Agreed Action	Update	RAG
1. Install Crossing on Silk Road.		
Install crossing on Silk Road	<p>In terms of further improving the walking route to school, by providing an alternative route, the feasibility of installing a toucan crossing on the A523 Silk Road at the junction with the B5090 has been examined. A Road Safety Audit (RSA) has been conducted, considering the needs of all road users. A copy of this audit is appended to this briefing note (see appendix 1).</p>	

Agreed Action	Update	RAG														
	<p>The installation of a crossing is estimated to cost in the region of £200k, provision is made in the capital programme to cover these works.</p> <p>The process has now commenced and informal consultation is underway with Local Members and other stakeholders; this will lead up to a decision to proceed from the Executive Director Place in consultation with the Portfolio Holder.</p>															
2. Install double barriers on level crossing on Nantwich Road.																
<p>Install double barriers on level crossing on Nantwich Road</p>	<p>A meeting was held on 21 December 2016 with Network Rail and Cllr Rachel Bailey, Cllr David Brown, Cllr Glen Williams, Cllr Sarah Pochin and officers to discuss improvements to the automatic half barrier (AHB) on London Road. The following proposals were discussed, for which an update has been provided:</p> <table border="1" data-bbox="560 891 1323 1753"> <tbody> <tr> <td data-bbox="560 891 959 1025">Install a full barrier with skirt</td> <td data-bbox="959 891 1323 1025">The crossing is not due to be upgraded until 2029 and cost will be in region of £3.5m</td> </tr> <tr> <td data-bbox="560 1025 959 1160">Red lights for pedestrians to improve warning for pedestrians that trains are approaching</td> <td data-bbox="959 1025 1323 1160">Network Rail will look into the feasibility to install Summer 2017</td> </tr> <tr> <td data-bbox="560 1160 959 1261">Increase the timing of the lighting sequence</td> <td data-bbox="959 1160 1323 1261">Network Rail will look into the feasibility of increasing the time</td> </tr> <tr> <td data-bbox="560 1261 959 1395">Provide guard rails to corral pedestrians to stay on pavements and possible widening of pavement</td> <td data-bbox="959 1261 1323 1395">Highways are currently reviewing the feasibility of installing these</td> </tr> <tr> <td data-bbox="560 1395 959 1529">Improve boundary markings</td> <td data-bbox="959 1395 1323 1529">Network Rail to consider feasibility</td> </tr> <tr> <td data-bbox="560 1529 959 1664">Leaflets to parents and presentations to Willaston Primary School and Malbank High School.</td> <td data-bbox="959 1529 1323 1664">Network Rail have programmed in talks for schools in July and September.</td> </tr> <tr> <td data-bbox="560 1664 959 1753">Remove highway/leaf debris on footways</td> <td data-bbox="959 1664 1323 1753">Highways to programme in clearing up of debris</td> </tr> </tbody> </table> <p>In addition, the Council's Executive Director of Place has written to Network Rail, seeking their written confirmation of the scope and timing of actions relating to this crossing. These actions are expected to include:</p> <p>a) Completion of a survey of pedestrian usage of the crossing</p>	Install a full barrier with skirt	The crossing is not due to be upgraded until 2029 and cost will be in region of £3.5m	Red lights for pedestrians to improve warning for pedestrians that trains are approaching	Network Rail will look into the feasibility to install Summer 2017	Increase the timing of the lighting sequence	Network Rail will look into the feasibility of increasing the time	Provide guard rails to corral pedestrians to stay on pavements and possible widening of pavement	Highways are currently reviewing the feasibility of installing these	Improve boundary markings	Network Rail to consider feasibility	Leaflets to parents and presentations to Willaston Primary School and Malbank High School.	Network Rail have programmed in talks for schools in July and September.	Remove highway/leaf debris on footways	Highways to programme in clearing up of debris	
Install a full barrier with skirt	The crossing is not due to be upgraded until 2029 and cost will be in region of £3.5m															
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Improve boundary markings	Network Rail to consider feasibility															
Leaflets to parents and presentations to Willaston Primary School and Malbank High School.	Network Rail have programmed in talks for schools in July and September.															
Remove highway/leaf debris on footways	Highways to programme in clearing up of debris															

Agreed Action	Update	RAG
	<p>b) Update of the Network Rail Safety Assessment for the crossing</p> <p>c) Review and update of the mitigation plan, as currently discussed with the Council.</p>	
3. Install lighting on Hindheath Road		
Install lighting on Hindheath Road	Consideration will be given to installing lighting as part of a new housing development. No progress can be made until the housing development progresses.	
4. Install crossing at Peacock Roundabout		
Install crossing at Peacock Roundabout	Consideration will be given to installing a crossing as part of a new housing development. No progress can be made until the housing development progresses.	

3. Chronology

3.1. At Council, on 23rd February 2017, the Council considered the following motions;

3.1.1. *Council approved the amendment to Motion 1, “The Council requests that Cabinet defers implementation of its decision made on 18th October*

2016 to withdraw free school transport from Bollington to Tytherington High School via the Middlewood Way, until a toucan crossing for pedestrians and cyclists has been installed and is operational, and its operational safety has been assessed and evaluated, adjacent to the roundabout on the A523 Silk Road, at the junction with the B5090”.

- 3.1.2. *Council approved the amendment to Motion 2, “The Council requests that Cabinet defers implementation of its decision made on 18th October 2016 to withdraw free school transport from Willaston to Malbank School and Brine Leas School until such time as Network Rail have provided an assessment as to whether they consider the London Road level crossing to be safe for pedestrians to use, and this Council has accepted the assessment, in the light of the fact that there is potential for an additional 64 pupils to walk that route.*
- 3.2. The delivery programme for AWR has been reviewed in light of these Motions to Council and, as necessary, additional measures have been put in place to ensure there is appropriate assurance on delivery.
- 3.3. A letter was been sent to all parents affected by the decision following Cabinet in October 2017 to inform them that their child’s route to school will no longer qualify for free transport from September 2017. The letter provided information on other criteria for free transport and advised of their right of appeal.
- 3.4. A revised letter will be sent during March 2017 to update parents on the implications of the decision and outline revised implementation arrangements. This information will also be published on the website.
- 3.5. Appeals panels are taking in place in March 2017 to consider any appeals that have been received.

4. Wards Affected and Local Ward Members

- 4.1. All Cheshire East Wards.

5. Implications of Actions Taken to Date

5.1. Policy Implications

- 5.1.1. As outlined in the Home to School Travel Policy and the Cabinet Report date 18 October 2016.

5.2. Legal Implications

- 5.2.1. As outlined in the Cabinet Report date 18 October 2016.

5.3. Financial Implications

5.3.1. As outlined in the Cabinet Report date 18 October 2016.

5.4. Equality Implications

5.4.1. As outlined in the Cabinet Report date 18 October 2016.

5.5. Rural Community Implications

7.5.1 As outlined in the Cabinet Report date 18 October 2016.

5.6. Human Resources Implications

5.6.1. As outlined in the Cabinet Report date 18 October 2016.

5.7. Public Health Implications

5.7.1. As outlined in the Cabinet Report date 18 October 2016.

5.8. Implications for Children and Young People

5.8.1. As outlined in the Cabinet Report date 18 October 2016.

6. Risk Management

6.1. As outlined in the Cabinet Report date 18 October 2016.

7. Access to Information/Bibliography

7.1. Further information on this briefing note can be accessed by contacting the writers.

8. Contact Information

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Appendix 1

Road Safety Audit re Silk Road Crossing

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THE SILK ROAD, BOLLINGTON
PROPOSED PEDESTRIAN CROSSING
Road Safety Audit Stage 1

January 2017



Document Control Sheet

Client: Cheshire East Council

Project No:
C1605WALK04

Project: The Silk Road, Macclesfield
Document Title: Road Safety Audit Stage 1
Ref. No: CEH/RSA/16-17/16

	Originated by	Checked by	Reviewed by	Approved by
ORIGINAL	NAME	NAME	NAME	NAME
Revision 0				
DATE	INITIALS DEP	INITIALS DC	INITIALS SPB	INITIALS GM
	Document Status			

REVISION	NAME	NAME	NAME	NAME
DATE	INITIALS	INITIALS	INITIALS	INITIALS
	Document Status			

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1 Introduction

1.1 Background

This report results from a request from Cheshire East Highways on behalf of Cheshire East Council for a for a Stage 1 Road Safety Audit (RSA). This RSA is concerned only with the proposed pedestrian crossing at the roundabout of the A523 The Silk Road and the B5090 Bollington Road.

1.2 Scheme Details

The audited scheme includes the provision of a 'TOUCAN' type crossing on the A523 to the South of the roundabout, as well as the wider safety considerations surrounding the installation of such a crossing at this location.

For a plan view of the site, see Appendix A.

1.3 Safety Assessment Team

The Audit Team	Road Safety Engineer, Traffic and Road Safety Team, Cheshire East Highways Senior Road Safety Engineer, Design, Cheshire East Highways
Audit Observers	Graduate Engineer Senior Technician
Documents Used:	
Departures from standards	No departures from standard have been advised
Audit desktop evaluation	Location: Cheshire East Highways Office, Delamere House Date: 9 th January 2017
Site visit daytime	Site visited by: The Audit Team Weather: Broken cloud, mild. Road surface was damp Date: 10 th January 2017
Site visit night-time	N/A

Where recommendations are made these do not comprise design decisions, and it remains the responsibility of the design team to incorporate any changes into the scheme, and consider any interactions between design elements.

1.5 Collision History

Collision data for the five year period from June 2011 until May 2016 was obtained for the purposes of this report. This indicates that there have been

eleven Road Traffic Collisions (RTC's) reported by the police within the immediate vicinity of the roundabout within the last five years. The descriptions of the collisions have been removed from the majority of the accidents, but observing the locations that the collisions occurred, it would appear that the majority would be typical roundabout accidents, with rear end shunts and side impact. The vast majority of the collisions occurred on the southbound approach to the roundabout.

1.6 Traffic Data

No traffic data was available

2 Items Raised at this Stage 1 Road Safety Audit

2.1 Summary Table

The table summarises the findings from this Stage 1 Road Safety Audit, which are described in detail below. The reference numbers in the table below are based on the Stage 1 annex checklists in HD19/15.

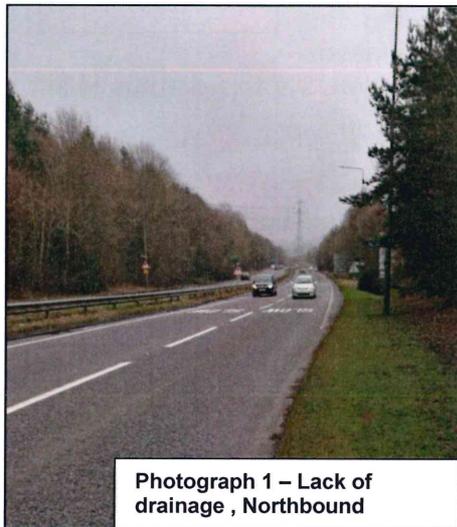
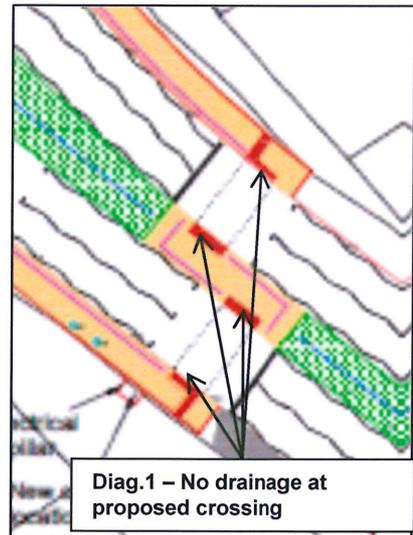
Summary of Items Raised at this Stage 1 Road Safety Audit.		
Item	Problem / No Problem	Notes
A1 General		
Departures from Standard	No Problem	
Cross Sections	No Problem	
Cross Sectional Variation	No Problem	
Drainage	Problem	Lack of drainage
Landscaping	Problem	Vegetation
Public Utilities	No Problem	
Lay-by's	Problem	Service vehicle layby
Access	No Problem	
Emergency Vehicles	No Problem	
Future Widening	No Problem	
Adjacent Development and Roads	No Problem	
Basic Design Principles	Problem	Vehicle speeds
A2 Local Alignment		
Visibility	Problem	Visibility from Old Bollington Road approach
New / Existing Road Interface	No Problem	
Vertical Alignment	No Problem	
A3 Junctions		
Layout	No Problem	
Visibility	No Problem	
A4 Non Motorised Users		
Adjacent Land	No Problem	
Pedestrians/Cyclists	No Problem	Lighting column
Equestrians	No Problem	
A5 Road Signs & Marking		
Signs	No Problem	
Lighting	No Problem	
Poles/Columns	No Problem	
Road Markings	No Problem	

2.2 PROBLEM A1.1

Location: A523, The Silk Road

Summary: Lack of drainage at crossing points.

Description: The proposed crossing points will lie inbetween existing gully locations. The Audit team feel that this may not remove all standing water from immediately in front of the proposed dropped crossing. Any standing water could lead to a slipping hazard for Non Motorised users (NMU's), particularly during cold weather where ice may form and significantly increase the risk of falling.



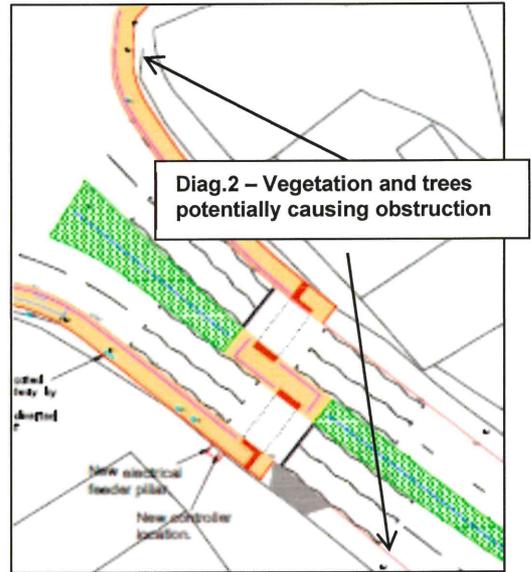
Recommendation: It is recommended that drainage is provided to prevent any standing water from gathering in front of the proposed crossing facility.

2.3 PROBLEM A1.2

Location: A523, The Silk Road

Summary: Existing tree line and vegetation may obstruct visibility and fallen leaves may create a slipping hazard..

Description: The existing tree line South of the roundabout on the Northbound approach to the roundabout, and the trees and vegetation at the Old Bollington Road approach to the roundabout could obstruct visibility for NMU's, particularly during the summer months when in full leaf. During the autumn and winter months, fallen leaves may present a slipping hazard for NMU's if this detritus is left, particularly during wet weather conditions.



Recommendation: It is recommended that maximum visibility is provided for NMU's through regular maintenance of the vegetation and road sweeping.



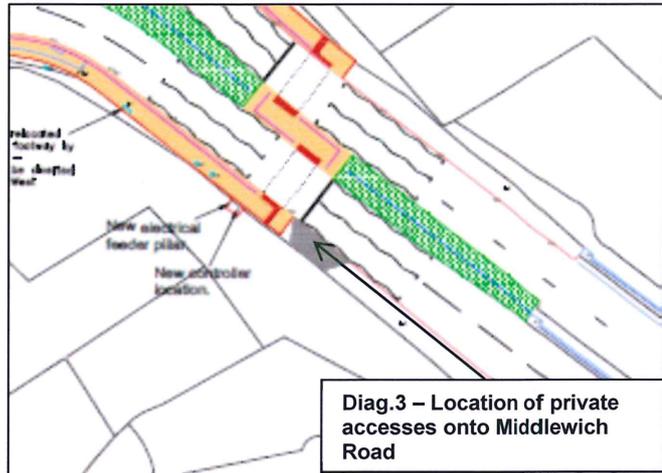
Photograph 2 – View North
 towards Old Bollington Road
 approach

2.4 PROBLEM A1.3

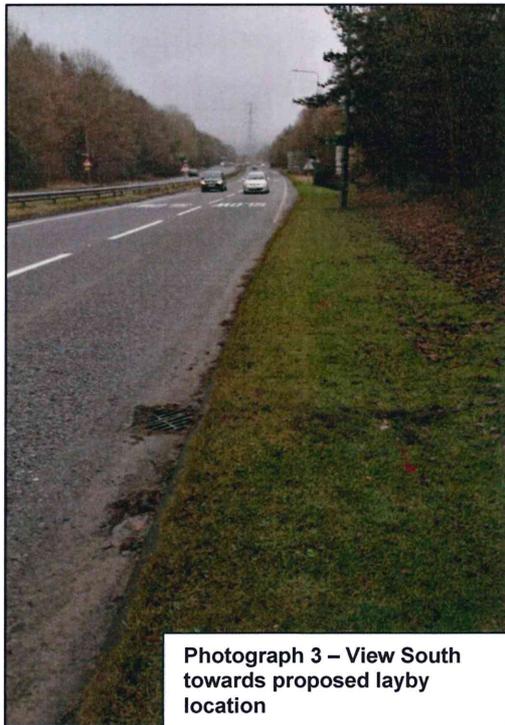
Location: A523, The Silk Road

Summary: Location of Service vehicle layby.

Description: The proposed location of the service vehicle layby could obstruct visibility for NMU's (viewing oncoming vehicles) and drivers travelling Northbound approaching the crossing (viewing pedestrians at the proposed crossing). This could lead to conflict between NMU's and vehicles leading to serious/fatal injuries.



Recommendation: It is recommended that the service vehicle layby is relocated to prevent obstructing the view of NMU's and pedestrians.

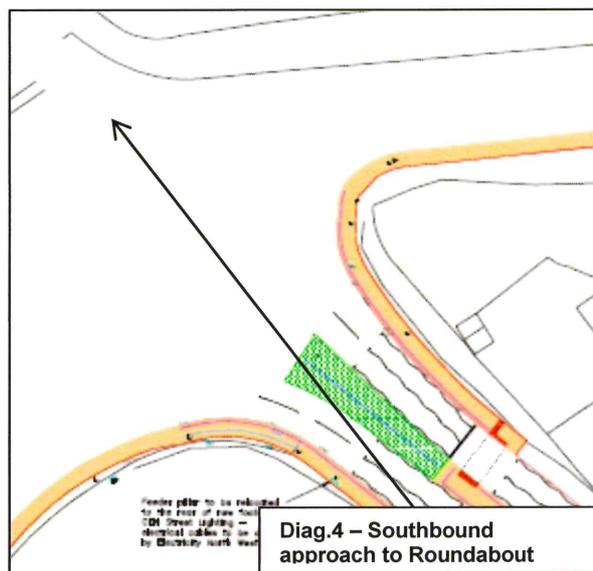


2.5 PROBLEM A1.4

Location: A523, The Silk Road, Southbound approach.

Summary: Vehicle speeds exiting the roundabout.

Description: During the site visit, the Audit Team observed numerous incidents where drivers exiting the roundabout, travelling Southbound on The Silk Road, were accelerating aggressively and very quickly reaching high speeds. Given the single carriageway approach from the North to the roundabout, and the dual carriageway exit, along with the long straight carriageway upon leaving the junction, this behaviour could potentially lead to serious incidents with vehicles and NMU's, vehicle loss of control and rear end shunts.



Recommendation: It is recommended that methods are implemented to reduce the speed of vehicles exiting the roundabout travelling southbound.

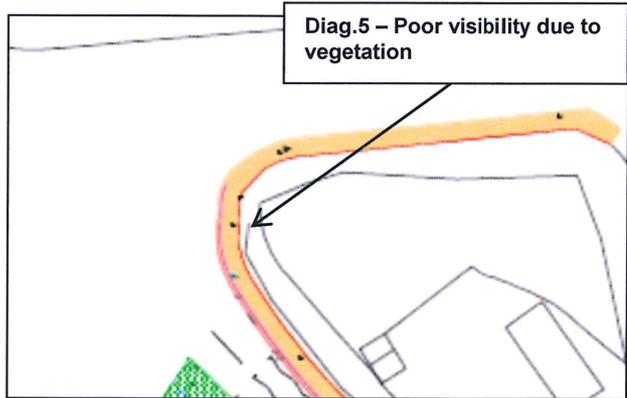
Photograph 4 – View South towards crossing facility

2.6 PROBLEM A2.1

Location: Old Bollington Road

Summary: Existing tree line and vegetation may obstruct visibility.

Description: The existing tree line and vegetation on the approach to the roundabout from Old Bollington Road will obstruct visibility of the proposed crossing point for drivers wishing to continue onto The Silk Road. This could lead to potential sharp braking manoeuvres, stop line overrunning, loss of control, rear end shunts and conflict with NMU's at the proposed crossing point.



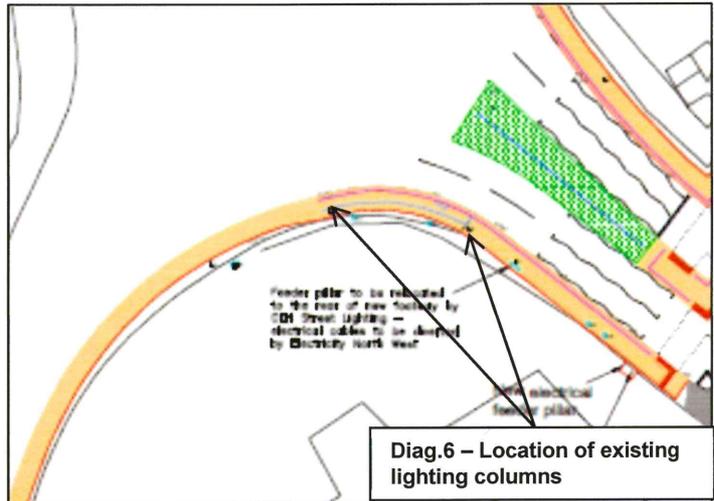
Recommendation: It is recommended that maximum visibility is provided for drivers on Old Bollington Road approaching the proposed signalised crossing point on The Silk Road. Advanced warning is also recommended.

2.7 PROBLEM A4.1

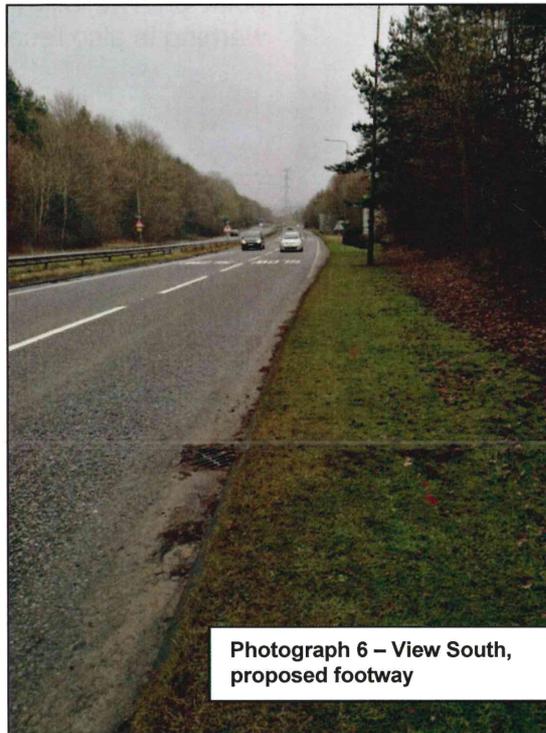
Location: Footway south west side of A523 The Silk Road

Summary: Lighting columns in proposed footway.

Description: The design proposal shows that two existing lighting columns will retain their existing position within the middle of the proposed footway. This could lead to potential conflict for NMU's, particularly if opposing flows of NMU traffic meet at these locations, leading to tripping and falling hazards.



Recommendation: It is recommended that footway space is maximised for NMU's to prevent narrowing and potential conflict.



3 Audit Team Statement

I certify that this report complies with HD19/15, except where stated in the text.

AUDIT TEAM LEADER

Road Safety Engineer
Cheshire East Highways

Date 16th January 2017

AUDIT TEAM MEMBER

Senior Road Safety Engineer, Design
Cheshire East Highways

4 Road Safety Exception Report

ROAD SAFETY AUDIT DESIGNER'S RESPONSE / EXCEPTION REPORT

Stage:	1	Road Safety Audit reference number:	CEH/RSA/16-17/16	
Scheme name:	A523 The Silk Road, Bollington			
Location (if different from above):				
Scheme reference:	C1605WALK04			
<p>The issues categorised in the road safety audit as 'Problem' matters are those causing serious concern and are summarised below. The purpose of this form is for the scheme Overseeing Organisation to respond to the 'Problem' matters in accordance with the procedure set out in HD 19/15. Issues within the covering letter listed as 'Additional considerations' are included as points that the Audit Team consider should also be addressed by the Design Engineer.</p> <p>Responses should be sent to, 6th Floor Delamere House, Delamere Street, Crewe, Cheshire, CW1 2LL.</p>				
Problem number	Problem Accepted Yes/No	Recommendation Accepted Yes/No	Design Engineer's comments	Scheme promoter's decision and proposed action
A1.1	Y	Y	Channel gradients to be checked. Positive drainage installed where required	
A1.2	Y	Y	Vegetation to be cut back when crossing installed. To be fed in to the Asset Management system	

A1.3	N	N	The reason for the bay location is so that a parked maintenance vehicle does not obstruct the footway. It needs to be on the same side of the road as the controller as this is what the engineer most frequently needs access to. The bay is wide enough so that a parked vehicle should not obstruct the signal head or a waiting ped. Expected usage is very low, it is only likely to be used twice a year for the inspection (one hour each time) and when there is a fault.	<i>As per road</i>
A1.4	Y	Y	Installation of Speed Assessment loops on high speed approaches. Installation of VAS warning signs on approaches. Increase inter green timings of the crossing over the exit from the roundabout	<i>Additional lane markings to be provided on circulatory carriageway.</i>
A2.1	Y	Y	Vegetation to be cut back on installation. Warning signs to be installed on side road approaches/	
A4.1	Y	Y	Lighting columns to be relocated to provide maximum pedestrian / cycle space	
Additional considerations raised in letter (outside scope of RSA)				
Design Engineer's comments				
Scheme promoter's decision and proposed position				
Auditors				
The Audit Team		Design Engineer		
		<i>R. Cull.</i>		
Date		Date		
16 th January 2017		31/1/17		
		Scheme Promoter		
		<i>[Signature]</i>		
		Date		
		6.3.17		

	Signed		Signed
			

4 Appendix A – Plan of Items Raised by this Audit

