
**36-40 RICKMANSWORTH ROAD,
NORTHWOOD**

Proposed Site Access Arrangement

**Stage 1 Road Safety Audit
Requested by Lanmor Consulting**

February 2017



Project: 36-40 Rickmansworth Road, Northwood
Proposed Site Access Arrangement

Client: Lanmor Consulting

Document: Stage 1 Road Safety Audit

Gateway TSP ref: SG/VP/1610-D RSA1 v2_0

Issue date: 09-Feb-17

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Authorised by: SG

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1 INTRODUCTION

- 1.1** This report describes a Stage 1 Road Safety Audit (RSA) of the proposed highway access works serving a residential development on land occupied by 36 - 40 Rickmansworth Road, Northwood, in the London Borough of Hillingdon. The development scheme involves demolition of three detached houses and construction of 14 x one-bedroom, 8 x two-bedroom and 3 x three-bedroom flats.
- 1.2** The highway works considered by this Audit comprise a revised priority junction access located toward the eastern boundary of the development, providing a left turn egress only and a right turning lane on Rickmansworth Road. Additional measures include a central refuge island incorporating an uncontrolled pedestrian crossing facility on Rickmansworth Road, west of the proposed development access.
- 1.3** Rickmansworth Road is a local distributor road running west to east past the development access, forming one of the main routes through the north of the Borough. It is a wide single carriageway with central hatch markings and hatched edge of carriageway markings along its northern side. The carriageway is lit and a footway runs along the northern (development) side. The footway along the southern side is set back behind a grass verge.
- 1.4** This Road Safety Audit was carried out by Steve Giles and Vimal Patel between 4th and 9th February 2017. The Audit consisted of a desktop study and a site visit, which was carried out on Tuesday 8th November 2016 as a part of the Stage 1 Road Safety Audit for an earlier scheme, when the weather was dry/fine and the road surface dry. No significant traffic congestion was observed during the off-peak period.
- 1.5** The Audit Team is independent of the project design team and has had no involvement in the design process. This RSA considers only the road safety implications of the proposed highway works.

- 1.6** The terms of reference for this RSA are as described in the Design Manual for Roads and Bridges (DMRB) document HD19/15. The Audit Team has examined only road safety implications of the scheme and has not verified compliance of the design with any other criteria. The Audit Team is independent of the project Design Team and has had no involvement in the design process. No attempt is made to justify the scheme.
- 1.7** The Audit Team has not been made aware of any Departures from Standard. Whilst reference may be made to design standards, this report is not intended to provide a design check.
- 1.8** Recommendations are aimed at addressing the identified potential road safety problems. However, there may be other acceptable ways to overcome a particular problem, taking into account wider constraints and opportunities; the Auditors would be pleased to discuss such alternative solutions as appropriate. The recommendations contained herein do not absolve the Designer of his/her responsibilities.

2 ITEMS CONSIDERED BY THIS ROAD SAFETY AUDIT

| Document ref. | Rev. | Originator | Title |
|---------------|------|-----------------------------|---------------------------------|
| 160824/100/01 | D | Lanmor Consulting Engineers | Road Markings |
| 160824/SK/04 | - | Lanmor Consulting Engineers | Vehicle Tracking (Sheet 4 of 4) |
| | | | |

Additional/background information provided to the Audit Team

- Letter to London Borough of Hillingdon from Lanmor Consulting Engineers relating to the right turn lane on Rickmansworth.
- Speed Surveys along Rickmansworth Road undertaken by Countsequential Limited (March 2014).

3 PROBLEMS IDENTIFIED BY THIS ROAD SAFETY AUDIT

3.1 Problem

Potential collisions due to standing water or service covers

Location: Site access

No details have been provided in respect of surface water drainage or other services and it is therefore not possible to ascertain whether or not there will be any safety implications. None were apparent during the site inspection.

Recommendation

When preparing the detailed design, ensure adequate surface water drainage from the site and locate gullies/service covers clear of desire lines for pedestrians, cyclists and powered two-wheel vehicles.

Checklist A2 – Local Alignment

3.2 Problem

Potential turning collisions associated with proposed central refuge island

Location: Central islands on Rickmansworth Road

The proposed central refuge/traffic islands on Rickmansworth Road may restrict access for vehicles turning into and out of Ivy Walk (located directly opposite the site access) or other private accesses. This could result in rear impact 'shunt' type collisions involving vehicles waiting to turn right into Ivy Walk or collisions associated with drivers performing multiple manoeuvres around the islands.

Recommendation

Undertake vehicle swept path plots to confirm that the proposed central islands on Rickmansworth Road will not restrict access to/from private accesses. If necessary, relocate the central island(s).

Checklist A3 – Junctions

3.3 Problem

Turning collisions due to reduced junction visibility

Location: Site access on Rickmansworth Road

The Audit Team notes the proposed visibility splays of 2.4m x 65.7m to the west and 2.4 by 70m to the east from the proposed access. Whilst the supporting speed surveys confirm that vehicle speeds accord with the speed limit (30mph) along Rickmansworth Road, vegetation associated with overhanging branches adjacent to the access may over time restrict visibility to and from the junction. This could increase the risk of turning collisions.

Recommendation

Existing and/or proposed vegetation along Rickmansworth Road adjacent to the site access should be cut back or replaced with a low-level variety to improve visibility to and from the site access junction.

Checklist A4 – Non-motorised User Provision

- 3.4** The Audit Team raises no concerns at this Stage 1 RSA in respect of non-motorised user provision.

Checklist A5 – Road Signs, Carriageway Markings and Lighting

- 3.5** The Audit Team raises no concerns at this Stage 1 RSA in respect of road signs, carriageway markings and lighting. However, full details should be prepared in detailed design, for the purposes of the Stage 2 RSA.

4 AUDIT TEAM STATEMENT

4.1 We certify that this Road Safety Audit has been carried out in accordance with DMRB document HD 19/15.

Audit Team Leader

Steve Giles
BEng (Hons), IEng, FIHE, MCIHT, MICE, CMILT, MSoRSA, HE Cert Comp
Director, Gateway TSP

Signed:

A handwritten signature in black ink, appearing to read "Stephen Giles".

Date: 9th February 2017

Audit Team Member

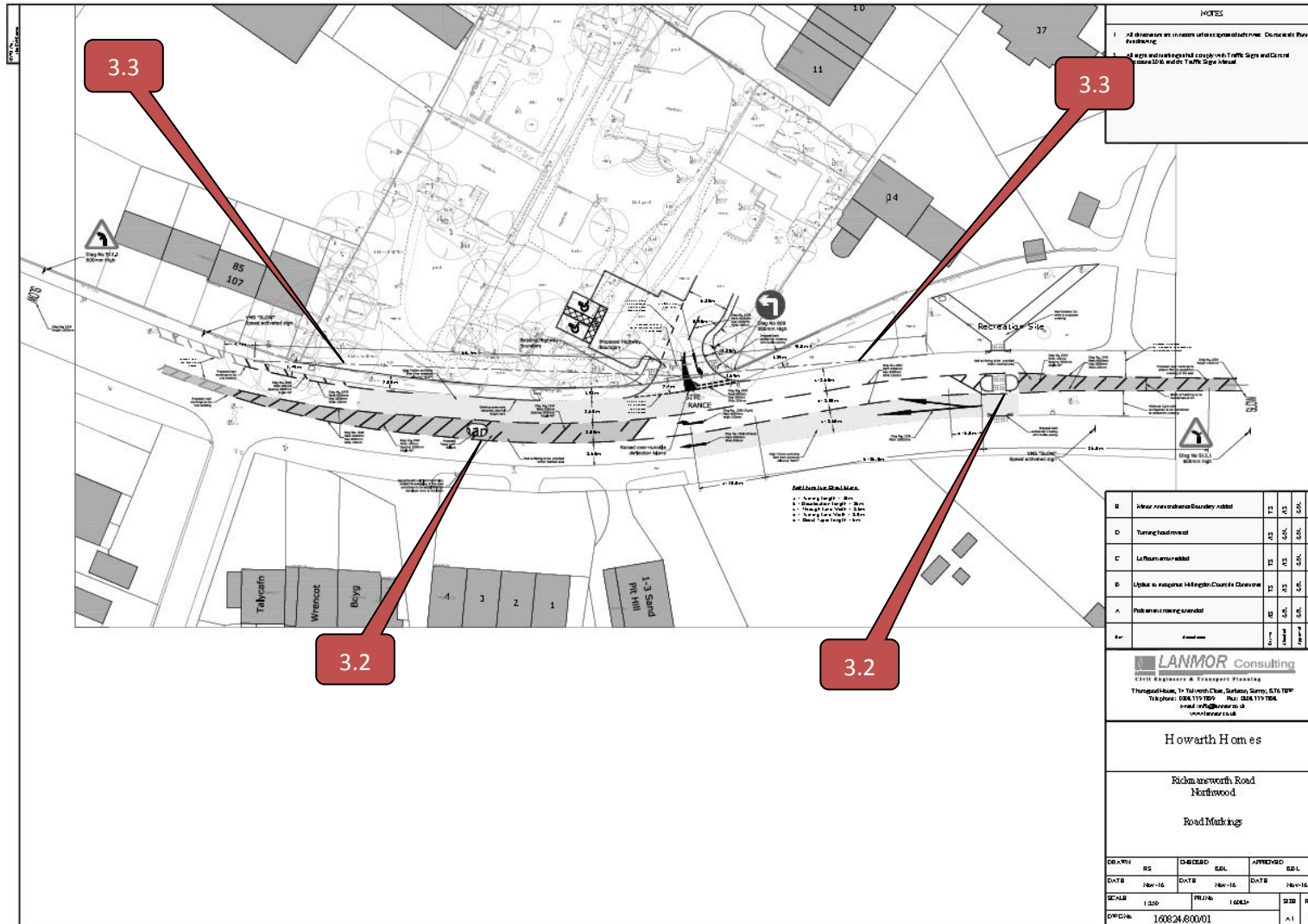
Vimal Patel
BEng (Hons), FIHE, HE Cert Comp, RegRSA (IHE)
Senior Road Safety Consultant

Signed:

A handwritten signature in black ink, appearing to read "Vimal Patel".

Date: 9th February 2017

APPENDIX A
Location Plan



APPENDIX B
Designer's Response

Project: 36-40 Rickmansworth Road, Northwood
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| Item No. | Audit Team Recommendation | Designer's Response |
|----------|--|--|
| 3.1 | When preparing the detailed design, ensure adequate surface water drainage from the site and locate gullies/service covers clear of desire lines for pedestrians, cyclists and powered two-wheel vehicles. | Auditors comments noted. Item to be considered during detailed design stage. |
| 3.2 | Undertake vehicle swept path plots to confirm that the proposed central islands on Rickmansworth Road will not restrict access to/from private accesses. If necessary, relocate the central island(s). | Vehicle tracking has been completed for all manoeuvres around the pedestrian island, please refer to sketches. Therefore, the islands are to remain in the current locations. |
| 3.3 | Existing and/or proposed vegetation along Rickmansworth Road adjacent to the site access should be cut back or replaced with a low-level variety to improve forward visibility to and from the site access junction. | Auditors comments noted. Works to be incorporated into landscaping proposals. |
| 3.4 | N/A | |
| 3.5 | Full details of road signs, carriageway markings and lighting should be prepared in detailed design, for the purposes of the Stage 2 RSA. | Auditors comments noted. Items to be considered during detailed design stage |

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Designer's Statement:

I confirm that I have considered the items that have arisen in the Stage 1 Road Safety Audit Report and my response to its recommendations are set out above.

A handwritten signature in black ink, appearing to read "R. Hunter".

.....
Designer

Date: 10/02/2017

Highway Authority/Project Sponsor/ Client Organisation Statement:

I accept/do not accept the Designer's Response (delete as appropriate)

.....
On behalf of Highway Authority/Project Sponsor/Client Organisation
(delete as appropriate)

Date: