



North

Yorkshire County Council

Business and Environmental Services

NYMNP
15 APR 2013

PROPOSED TANKER PARKING AT RUSWARP S.P.S.

ROAD SAFETY AUDIT STAGE 1/2

APRIL 2013

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1. Introduction

1.1 Background

This report results from the Stage 1/2 Road Safety Audit carried out on the proposed tanker parking layby at Ruswarp SPS.

1.2 Scheme details

It is proposed to install a layby to provide a suitable tanker parking facility on Sneaton Lane, Ruswarp. The proposal includes widening the existing vehicular crossing and providing a new concrete hard standing behind the existing footway to accommodate a tanker associated with the adjacent pumping station.

1.3 Traffic Conditions

The speed limit on Sneaton Lane is 30mph and the road does not have a system of street lights to illuminate the road. Traffic flows and vehicle speeds are appropriate for the nature of the road. During the visit it was observed that pedestrian and cycle flows were low along Sneaton Lane.

1.4 Terms of Reference of the Audit

The terms of reference of the audit are as described in HD19/03. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the designs to any other criteria. The locations of any items raised in this audit are shown on the attached plan No. L414-11-100RSA.

1.5 Audit Team and Documents Reviewed

The audit team	Audit Team Leader: M. S. H. Smith, BSc(hons). MCIHT, Traffic Management and Road Safety Engineer. Audit Team Member: A. Holt, Traffic Management and Road Safety Engineer.	
Audit Observers	N/A	
Specialist Advisors	N/A	
Documents used:	Drawing Nos. L414-11-100	
Departures from standard	No departures from standard have been advised.	
Audit desktop evaluation	Location: NYCC County Hall, Northallerton	Date: 08/04/2013
Site visit day time	Site visited by: Matt Smith, Abi Holt Weather: Fine and dry Traffic: Low	Date: 08/04/2013
Site visit night time	Night-time site visit not required at this stage.	Date: N/A

Each of the audit team's response is classified as a 'Problem' that is likely to result in a road safety hazard.

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.

1.6 Items raised at the Stage 1 Audit

A Stage 1 Road Safety Audit was not carried out.

2. Items raised at the Stage 1/2 Audit

The table summarises the findings from this Stage 1/2 Road Safety Audit, which are described in detail below. The reference numbers in the table below are based on the annex checklists in HD19/03.

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Summary of items raised at Stage 1/2 Road Safety Audit		
Item	Problem/ No Problem	Notes
A1 General		
Departures from Standards	N/A	None provided
Cross-sections	No problem	
Cross-sectional variation	No problem	
Drainage	No Problem	
Landscaping	No problem	
Public Utilities/ Services Apparatus	Problem	A1.1 Crossing phone close to swept path
Lay-bys	Problem	A1.2 Vehicles parking in lay-by
Access	No problem	
Emergency Vehicles	No problem	
Future Widening	No problem	
Adjacent Development	No problem	
Basic Design Principles	No problem	A1.3 Over-run of verge resulting in damage to verge/footway A1.4 Swept path encroaching into carriageway
A2 Local Alignment		
Visibility	No problem	
New/Existing Road Interface	No problem	
Vertical Alignment	No problem	
A3 Junctions		
Layout	No problem	
Visibility	No problem	
A4 Non Motorised User Provision		
Adjacent Land	No problem	
Pedestrian/ Cyclists	Problem	A4.1 Potential collision with pedestrians
Equestrians	No problem	

A5 Road Sign, Carriageway Markings and Lighting		
Signs	No problem	
Lighting	No problem	
Poles/ Columns	No problem	
Road Markings	No problem	
B1 General		
Climatic Conditions	No problem	
Skid resistance	No problem	
Agriculture	No problem	
Fences and Road Restraint Systems	No problem	
B3 Junctions		
Signing	No problem	
Road Markings	No problem	
T, X, Y-junctions	No problem	
All roundabouts	No problem	
Mini roundabouts	No problem	
Traffic Signals	No problem	
B5 Road Signs, Carriageway Markings and Lighting		
ADS and Local Traffic Signs	No problem	
Variable Message Signs	No problem	

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A1.1 PROBLEM

Location: E - East of proposed extended vehicular crossing

Summary: Crossing phone close to swept path

Description: It was noted on site that the existing crossing phone is within the vicinity of the proposed extended vehicular crossing. This could result in a vehicle using the crossing colliding with the crossing phone resulting in injury to the driver.

Recommendation: Relocate crossing phone away from vehicular crossing..

A1.2 PROBLEM

Location: A – Lay-by.

Summary: Vehicles parked in the lay-by could prevent a tanker accessing the pumping station

Description: It was observed on site that the existing road markings denoting parking restrictions are missing end bars and a glass recycling bank is located adjacent to the lay-by. This could encourage vehicles to park in the lay-by thus preventing a tanker accessing the pumping station. A tanker waiting to access the lay-by immediately after the 90 degree bend after the bridge could result in shunt type collisions.

Recommendation: Relocate the recycling bank away from the lay-by and discourage people parking in the layby by ensuring that the waiting restrictions are enforceable.

A1.3 PROBLEM

Location: D – East of proposed extended vehicular crossing.

Summary: Over-run of verge resulting in damage to verge and footway

Description: A vehicle carrying out a reversing manoeuvre onto the proposed hard standing may over run the verge resulting in damage to the verge and footway edge producing a trip hazard for pedestrians.

Recommendation: Ensure that the proposed extension to the vehicular crossing provided sufficient area to carry out the manoeuvre without encroaching onto the verge.

A1.4 PROBLEM

Location: B – Eastbound carriageway adjacent to existing lay-by

Summary: Swept path encroaching into carriageway

Description: A vehicle carrying out a reversing manoeuvre onto the proposed hard standing will encroach into the eastbound carriageway potentially colliding with a passing vehicle resulting in damage and injury.

Recommendation: Ensure that the proposed extension to the vehicular crossing provided sufficient area to carry out the manoeuvre without encroaching onto the carriageway.

A4.1 PROBLEM

Location: C – Footway adjacent to vehicular crossing

Summary: Potential collision with pedestrians

Description: A vehicle carrying out a reversing manoeuvre onto the proposed hard standing could collide with a pedestrian using the footway, causing injury.

Recommendation: Ensure that adequate personnel are present to guide the driver and prevent pedestrians being in the vicinity of the vehicle when carrying out the reversing manoeuvre.

3. Audit Team Statement



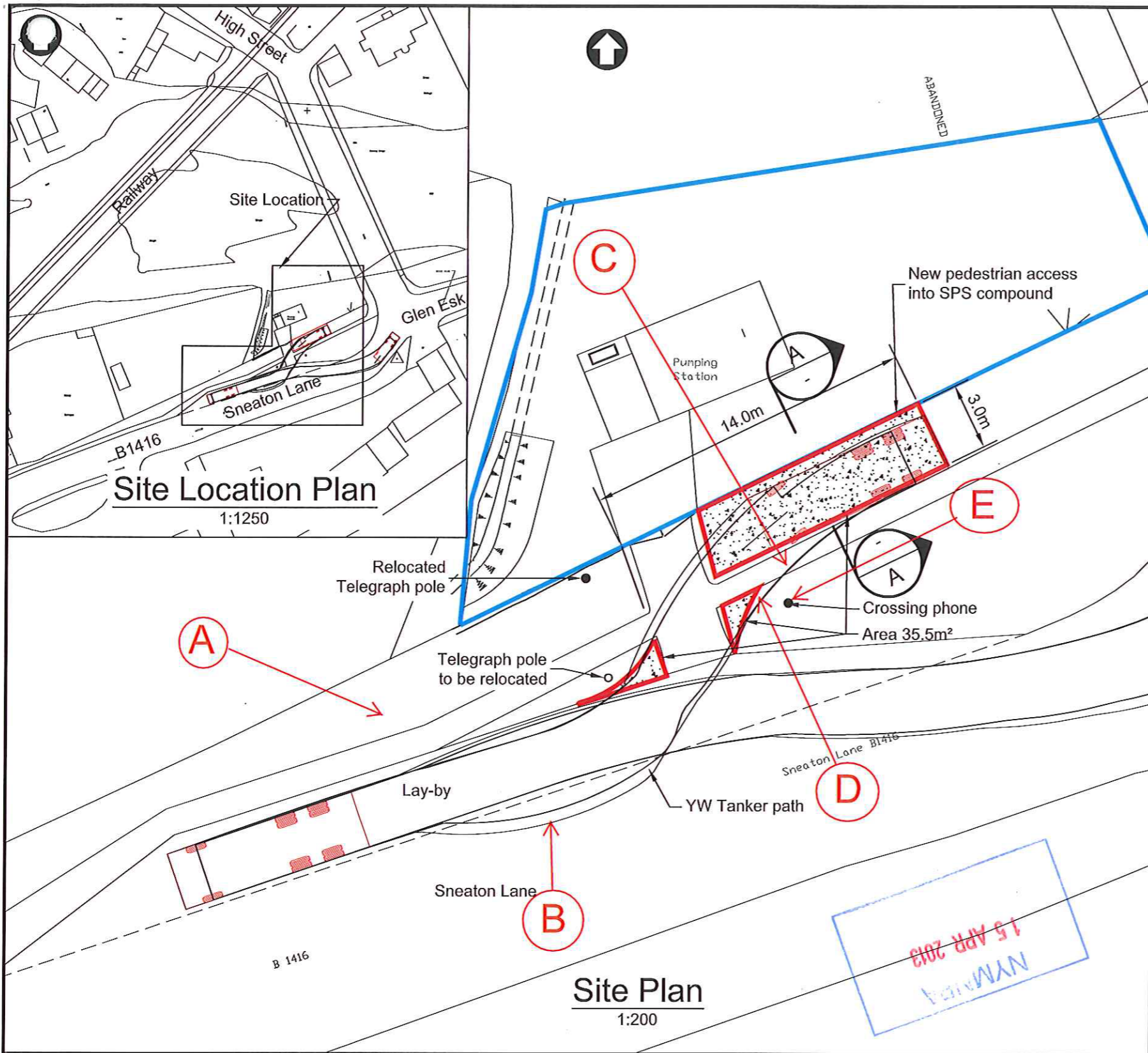
ROAD SAFETY AUDIT STAGE 1/2

I certify that I have examined the drawing No. L414-11-100 and that the examination has been carried out with the sole purpose of identifying features of the design that could be modified in order to improve the safety of the scheme. The proposals identified have been noted in this report together with associated safety improvement suggestions, which I recommend should be studied for implementation.

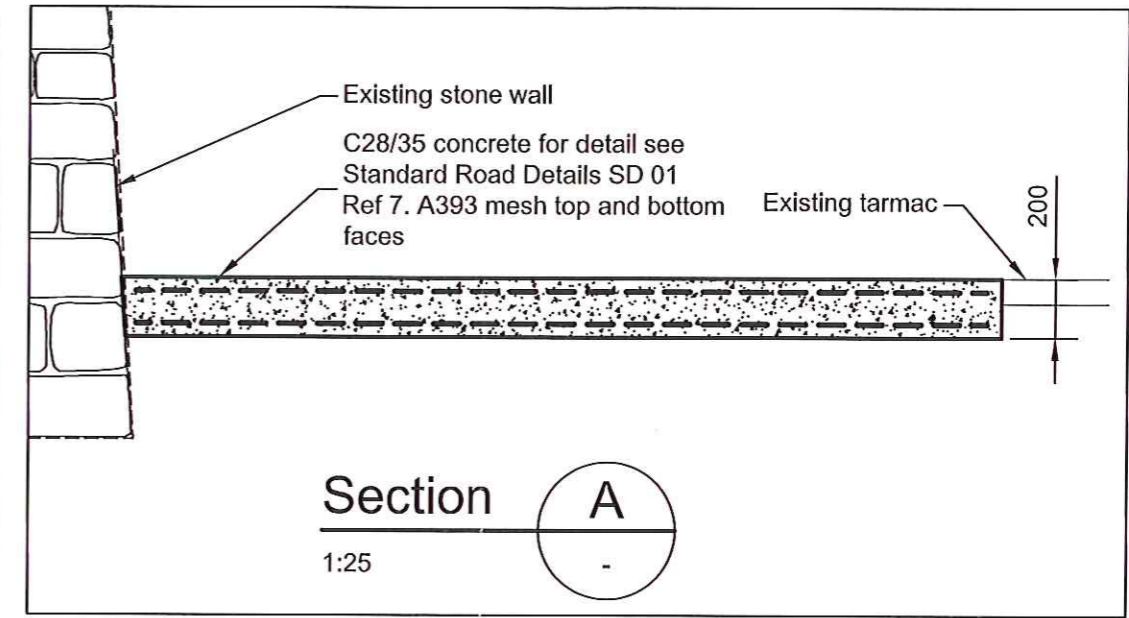
AUDIT TEAM LEADER	
Signed:	
	M. S. H. Smith Traffic Management and Road Safety Engineer Traffic Engineering Team North Yorkshire County Council
Date: 10th April 2013	
AUDIT TEAM MEMBER	
Signed:	
	A Holt Traffic Management and Road Safety Engineer Traffic Engineering Team North Yorkshire County Council
Date: 10th April 2013	

4. Appendix A – Plan of Items Raised in the Audit

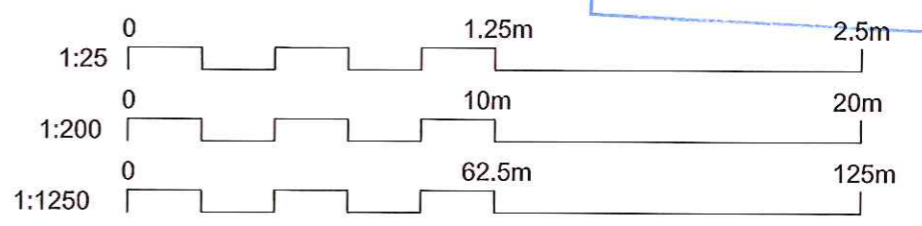
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1. This drawing to be read in conjunction with all relevant drawings & together with the specifications.
2. All dimensions are shown in millimetres (mm), unless noted otherwise.
3. All levels are shown in metres (m) AOD, unless noted otherwise.
4. No dimensions are to be scaled from this drawing.
5. Concrete shall be supplied in accordance with table 2.20 of the YW Engineering Specification. Grade C28/35 RHS (PAV2).
6. All exposed concrete corners and arrises have 25mm 45° chamfers.
7. Mesh reinforcement shall comply with BS 4483. Mesh laps shall be 380mm minimum.
8. Concrete parking area construction to be in accordance with NYCC Concrete Access Guidance E3 including provision of a minimum 250mm Type 1 Sub-Base and a minimum 1 in 40 fall toward the SPS compound.
9. Joint between new concrete parking area and existing tarmac footpath or concrete access road, to be filled with bituminous sealant to prevent water ingress. New concrete surfacing to be dowelled to existing concrete.



- Application site. YW tanker parking area.
- Boundary of YW ownership



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 AMP5 - Asset Delivery Unit Mott MacDonald Bentley Limited <small>Livingstone House Chadwick Street Leeds, LS10 1LJ</small>	Client YorkshireWater <small>Livingstone House Chadwick Street Leeds, LS10 1LJ</small>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Rev</th> <th>Date</th> <th>Drawn</th> <th>Description</th> <th>Ch'k'd</th> <th>App'd</th> <th>Title</th> </tr> </thead> <tbody> <tr> <td>P1</td> <td></td> <td></td> <td>Preliminary Issue</td> <td></td> <td></td> <td rowspan="3" style="text-align: center;">North Pumping & EO Batch 4 Ruswarp SPS Tanker Parking Details Planning Application</td> </tr> <tr> <td>P2</td> <td>28/1/2013</td> <td>DPH</td> <td>Planning Issue</td> <td>ZAK</td> <td>PL</td> </tr> <tr> <td>P3</td> <td>25/02/13</td> <td>IA</td> <td>Tanker turning route updated</td> <td>DPH</td> <td>PJL</td> </tr> </tbody> </table>	Rev	Date	Drawn	Description	Ch'k'd	App'd	Title	P1			Preliminary Issue			North Pumping & EO Batch 4 Ruswarp SPS Tanker Parking Details Planning Application	P2	28/1/2013	DPH	Planning Issue	ZAK	PL	P3	25/02/13	IA	Tanker turning route updated	DPH	PJL	Designer: D P Holt CAD Technician: D P Holt Specialist Check: N/A	Engineering Check: Z A Kevanhu Lead Batch Designer Check: D P Holt Design Manager Approval: P Luxton	Scale at A3 As Shown Drawing No. L414-11-100RSA Rev P3 Status PRE
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Stream: _____ Batch No: _____ Scheme Address: Ruswarp SPS, Sneaton Lane, Ruswarp Whitby, North Yorkshire, YO21 1YL	YWS Ref : R0496 DAZ : 376 OS Ref : 489022 509056 (NZ 8909) DOA : TBC																														