

Rugby Free School - Stage 1 Non Motorised User (NMU) Audit

Prepared by



Distribution List

1. James Parker – PTB Transport Planning
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CONTACT

Naresh Madhavan
Highway Associates
International House
Aviation Park
Flint Road
Chester
CH4 0GZ

Tel: 07715109788

Email: Naresh@HighwayAssociates.co.uk
Web: www.HighwayAssociates.co.uk

Issue and revision record

Revision	Date	Originator	Checker	Approver	Description
FINAL	15/02/18	N Madhavan	R Sawczyn	L Madhavan	First Issue

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Appendix A: Drawings and documents provided

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1 INTRODUCTION

Report Produced For:	James Parker – PTB Transport Planning
Report Produced By:	Highways Associates
Scheme Description:	Provision of new school
Terms of Reference:	The terms of reference for this audit are as described in DMRB HD42/05
Audit Date:	12th February 2018
Drawings Examined:	Refer to Appendix A
Limit of Audit:	This scheme has been examined, and this report compiled, only with regard to non motorised users (NMUs) provision for the scheme. The audit team did not receive a brief describing any departures from standard. All of the issues described by the Auditor, require action in order to meet the scheme objectives for NMUs.
Site Visit Date	24th January 2018
Weather Conditions During Site Visit:	Overcast
Carriageway Conditions During Site Visit:	Wet
NMU Activity:	There are currently footways serving an existing school development. The existing and proposed school form the largest NMU trip generator within the immediate vicinity. Bus stops are located to the north of the site along Charlesfield Road.

2 REVIEW OF SCHEME OBJECTIVES

A context report was provided as part of the audit brief and the following scheme objective assumptions have therefore been made:-

- Safe NMU into and out of the site
- Safe NMU route along the nearby highway network within the vicinity of the development access
- Provide safe and direct crossing points
- Segregate where possible NMUs from motorised traffic through adequate footway provision

3 ISSUES RAISED BY THIS NMU AUDIT

3.1 ISSUE

LOCATION: Long Furlong / Anderson Avenue

SUMMARY: On-street parking could restrict visibility for crossing pedestrians

On-street parking particularly around school opening and closing times within the vicinity of the school could obstruct or restrict visibility for crossing pedestrians. This could increase the risk of crossing pedestrians failing to sufficiently appreciate approaching vehicles resulting in injudicious crossing leading to pedestrian to vehicular conflict.

RECOMMENDATION

Sufficient off-street parking within the development site should be provided to ensure additional on-street parking does not take place. Furthermore, parking surveys should be undertaken and parking restrictions provided if necessary to ensure suitable areas free of parked vehicles are provided where pedestrians may cross.

3.2 ISSUE

LOCATION: Long Furlong - Junction with site access

SUMMARY: Insufficient pedestrian crossing measures

Notwithstanding issue 3.1, it is noted that no dedicated pedestrian crossing measures are provided to enable pedestrians to cross to and from the development site access. As such visually impaired pedestrians and wheelchair users may experience problems identifying and using crossing points exacerbating issues outlined in issue 3.1 and encouraging crossing in unsafe locations.

RECOMMENDATION

Appropriate uncontrolled pedestrian crossing points should be provided close to the development site entrance.

3.3 ISSUE

LOCATION: Long Furlong - Junction with site access

SUMMARY: Cycle access and route

Whilst 3 metres wide footways have been provided into the site on both sides of the carriageway it is unclear whether these will be defined as shared or segregated use cycleways. Cyclists could therefore be encouraged to take the most direct route into and out of the site which may not necessarily be the most appropriate giving rise to additional risk of conflicts with other types of road users.

RECOMMENDATION

An appropriate cycle route should be defined within the site and suitable interfaces provided with the existing highway network. Any route within the site should preferably be segregated from vehicular traffic and due to the likely pedestrian flows during peak times also segregated from pedestrians if possible.

4 **OBSERVATIONS**

No comments at this stage

5 AUDIT TEAM STATEMENT

We certify that we have examined the scheme details with the specific purpose of identifying any issues that could improve conditions for NMUs together with recommendations for action to be taken.

AUDIT TEAM LEADER

Naresh Madhavan MCIHT MSoRSA EU Cert.Comp
Director
Highway Associates
International House
Aviation Park
Flint Road
Chester
CH4 0GZ

Signed:



Date:

15/02/18

DESIGN TEAM LEADER

James Parker
PTB Transport Planning
Radclyffe House
66/68 Hagley Road
Edgbaston
Birmingham
B16 8PF

Signed:



Date:

15/02/18

APPENDIX A
DRAWINGS AND DOCUMENTS PROVIDED

DRAWING NUMBER OR REFERENCE	TITLE	DATE
-	NMU Context report	02/02/18
526-1109	Levels Strategy	11/01/18
2.6.1	Landscape Site Plan	14/02/17
T16514	Transport Assessment	11/11/16
0001 E	Indicative Site Access Junction	22/03/17

APPENDIX B
PLAN OF ITEMS RAISED BY THIS AUDIT

