



Midlands Road Safety Ltd

PROPOSED RESIDENTIAL DEVELOPMENT SECRET LAKE, STATION ROAD, NORTH REDDISH

STAGE 1 – ROAD SAFETY AUDIT

MAY 2025

REPORT REF: 25-1954-RSA1



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REPORT REF: 25-1954-RSA1

CLIENT: mode transport planning

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1. INTRODUCTION

- 1.1 This report comprises a Stage 1 Road Safety Audit (RSA) on the proposed residential development access and internal road layout, at the Secret Lake Site, Station Road, North Reddish, Stockport. The works are arising from a new housing development of approximately 200 houses and apartments delivered as an eastern, central and western parcel. The development is to be served via an extension of Station Road to the west and two proposed priority access junctions connecting to it from the south.
- 1.2 The report was requested by mode transport planning on behalf of Northern Group. The Overseeing Organisation is Stockport Metropolitan Borough Council.
- 1.3 The Audit Team Membership was as follows:
- Audit Team Leader
Sarah Cooke, BA (Hons), MCIHT
- Audit Team Member
Chris Berry, MSc Transport Planning, MCIHT, NH RSA Certificate of Competency
- 1.4 A site inspection was carried out by the Audit Team together on Thursday 15th May 2025 between the hours of 11:00 and 11:45. During the site visit the weather conditions were sunny and the road surface was dry. Traffic flows were observed as being light, with few pedestrians and no cycle movements being observed.
- 1.5 The audit also comprised of a desk-top study where all documents and plans provided by the Design Team were reviewed. A list of these can be found in Appendix A. The auditors have not been made aware of any departures from design standards.
- 1.6 The audit has been carried out in accordance with the principles of the National Highways document GG 119 'Road Safety Audit' (version 2.0.1). A formal Road Safety Audit Brief was not provided to the Audit Team. However, information regarding the site was provided via email alongside the relevant scheme documents and drawings. This was considered by the Audit Team to provide sufficient detail to undertake the appropriate stage of audit.
- 1.7 The Audit Team have examined and reported solely on the road safety implications of the scheme as presented and not examined or verified the compliance to any alternate criteria.

- 1.8 All comments and recommendations in this report are referenced to the Audit Brief where provided, and detailed drawings supplied. Where appropriate a list of “Additional Observations” will follow from any safety problems raised. These are not identified safety problems but generalised observations, outside of the scope of the relevant stage of audit, that may highlight potential safety problems that could arise at future stages of the safety audit process.
- 1.9 Midlands Road Safety Ltd has ensured that this report has been carried out independently with no member of the Audit Team membership directly linked to the scheme design.

2. SAFETY PROBLEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS

- 2.1. It is understood that no previous Road Safety Audits have been undertaken for the proposals subject to this report.

3. SAFETY PROBLEMS RAISED IN THIS ROAD SAFETY AUDIT

3.1. The Audit Team has identified two safety problems to be addressed.

3.2. **Problem 1**

Location: Western industrial section of Station Road.

Summary: Lack of existing pedestrian infrastructure and connectivity risks pedestrian trips / collisions with vehicles.

Station Road provides the main access to and from the proposed residential site. The existing western section of Station Road is predominantly industrial in nature with a lack of continuous footway and dropped crossing provision, particularly at site accesses. The various kerb upstands and lack of crossing facilities risk pedestrian trip type incidents and barriers to accessibility for mobility and visually impaired users, whilst the high HGV use increased the risk to pedestrians forced to travel any distances within the carriageway due to the lack of facilities.



Recommendation:

It is recommended that a continuous footway is provided between the site and existing onward routes on the southern side of Station Road, including the provision of pedestrian dropped crossings at side roads and accesses and appropriate street furniture or parking restrictions to prevent obstructions of pedestrian routes.

3.3. Problem 2

Location: Proposed new spinal roads within the development.

Summary: Carriageway geometry and lack of speed mitigation measures risks speed related collisions.

There are sections of the proposed spinal roads within the central and eastern parcels with only slight horizontal/vertical alignment changes along it and no changes to the surface type. This may lead to vehicles travelling along the spine roads travelling at an inappropriately high speeds for the residential nature of the development, risking speed related collisions.



Recommendation:

It is recommended that speed mitigation measures are provided as part of the detailed design.

End of the 'Safety Problems' in this Section of the Report

4. ADDITIONAL OBSERVATIONS

4.1. Additional Observation 1

It was observed on site that there are some notable gradients dropping away towards the south of the site from Station Road, where the two proposed residential accesses are located. As part of the detailed design, it is recommended that the carriageway and footway gradients for the new spine roads are amended so that they are appropriate for all road users and that there is an area of level carriageway provided at the approach to their junctions with Station Road to allow vehicles to enter Station Road safely.



4.2. Additional Observation 2

It is unclear from the provided drawings which of the existing pedestrian footpaths and cycle routes within the area are to be maintained within the new proposals and how they interact with the proposed new layout. It is recommended that this is addressed within the detailed design ensuring that pedestrian and cycle connectivity is maintained throughout.



4.3. Additional Observation 3

Vehicle tracking details and junction visibility splays have not been provided as part of the audit drawing submission and therefore this report does not include comments on these design elements in relation to the proposed site layout. It is recommended that these are submitted for consideration.

5. AUDIT STATEMENT

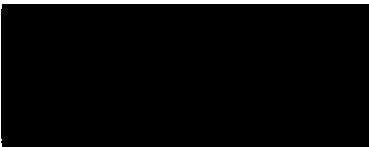
- 5.1. We certify that the terms of reference of the audit are as described in GG 119 and that no member of the Audit Team was directly linked to the scheme design.

5.2. **AUDIT TEAM LEADER:**

Sarah Cooke, BA (Hons)

Associate

Midlands Road Safety Ltd

Signed: 

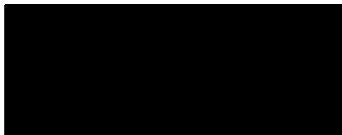
Date: 27.05.2025

5.3. **AUDIT TEAM MEMBER:**

Chris Berry, MSc Transport Planning, MCIHT, NH RSA Certificate of Competency

Director

Midlands Road Safety Ltd

Signed: 

Date: 27.05.2025

APPENDIX A

The following documents and drawings were provided for the purposes of this road safety audit.

Drawings

Number	Title	Rev
PR1889-2000	Proposed Site Plan	P2
PR1889-HFR-XX-ZZ-DR-A-2000	Proposed Site Plan	P3
PR1889-HFR-XX-ZZ-DR-A-2001	Proposed Site Plan Western & Central Parcel	P11
PR1889-HFR-XX-ZZ-DR-A-2002	Proposed Site Plan – Eastern Parcel	P11

Documents

Author	Title	Rev	Date
mode transport planning	Road Safety Audit Details (by email)	-	12.05.2025
Crashmap.co.uk	Accident Details	-	21.05.2025

APPENDIX B

The location of any problems/observations that have been identified in Section 3 of this report can be seen on the extracts of the drawings supplied to the Audit Team, as listed in Appendix A.

Figure 1 – Site Location

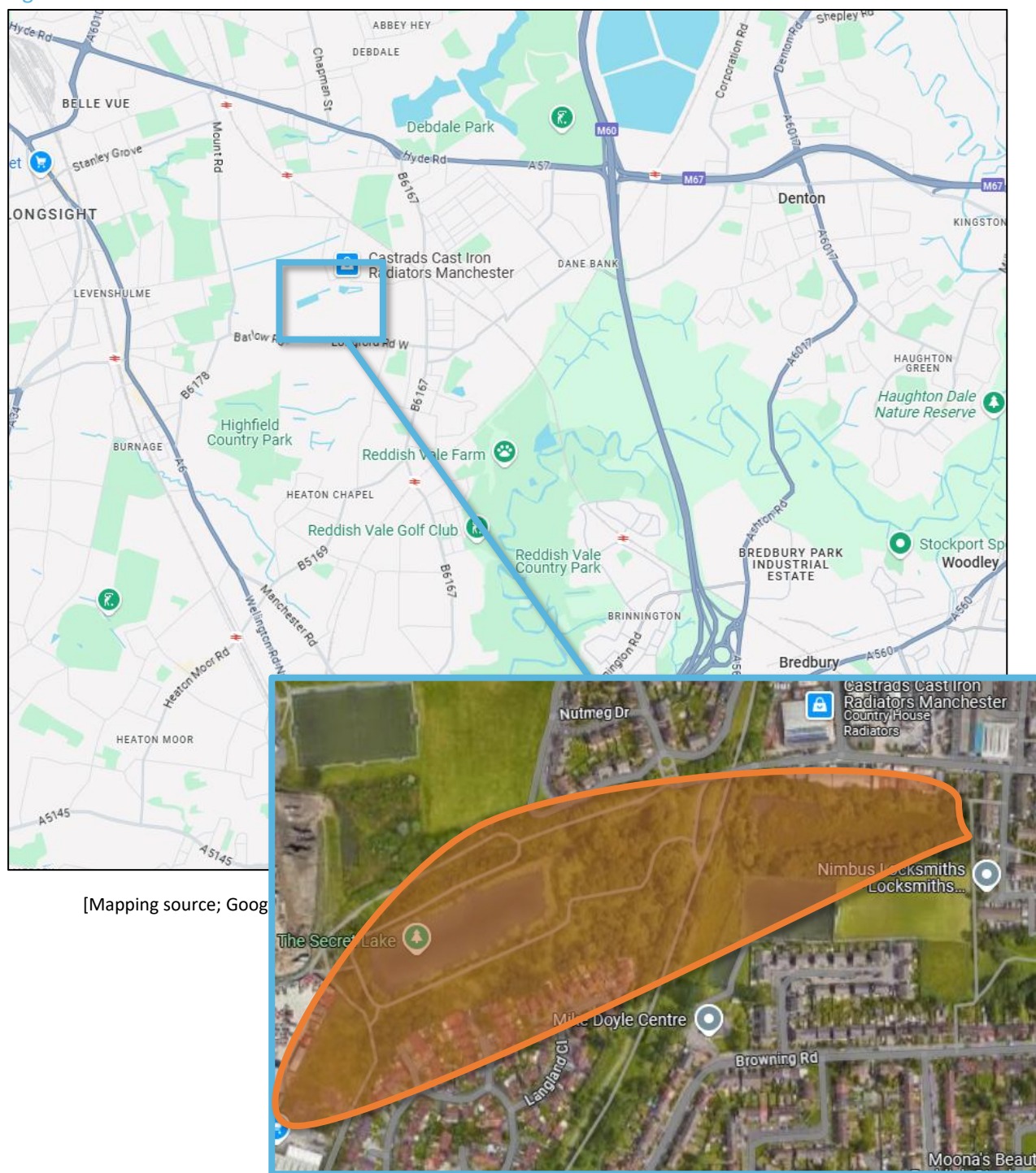


Figure 2 – Problem Location Plan





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