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Parking Scheme, Marden Road, Whitley Bay  
Road Safety Assessment  
North Tyneside Council

May 2012

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# QM

Issue/revision	Issue 1	Revision 1	Revision 2	Revision 3
Remarks	FINAL			
Date	May 2012			
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# Contents

<b>1</b>	<b>Introduction</b>	<b>4</b>
<b>2</b>	<b>Items Raised In This Assessment</b>	<b>6</b>
	Key Plan	

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# 1 Introduction

1.1.1 WSP UK has been commissioned by North Tyneside Council to complete a Road Safety Assessment (Post Completion) on the Parking Scheme, Marden Road, Whitley Bay.

1.1.2 This Assessment comprises a review of information supplied, a site visit, an identification of the hazards and subsequent recommendations to reduce the likelihood of the hazards being realised. It was carried out by an experienced road safety engineer employed by WSP UK who has not been involved with the scheme design process. It should be noted that the outcome of this report is subjective and relates to the current experience of the road safety engineer. Other road safety professionals may provide a different assessment.

1.1.3 As far as the Road Safety Engineer is aware no Road Safety Audits or Assessments have been undertaken on this scheme beforehand.

1.1.4 Comments and suggestions for road safety improvements made in this report seek to address matters that might have an adverse effect on road safety for all road users, including vulnerable and non-motorised users. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Assessors accept no responsibility for the design or construction of the scheme.

1.1.5 The Road Safety Engineer was:

**Mark Hedley**, IEng, MCIHT, MSoRSA, FIHE, RegRSA(IHE)

Principal Engineer, WSP UK

Member of the CIHT Society of Road Safety Auditors and IHE Registered Lead Road Safety Audit Practitioner

1.1.6 Mark Hedley is an experienced Road Safety and Highway Engineer with over 22 years experience in highways, traffic and road safety engineering, including the design, consultation, reporting, legislation and CDM requirements.

1.1.7 The documents were made available to the Assessment Team by the Design Team are listed below:

Drawing No.	Revision	Title
N003	-	Parking Scheme
N002	0	Resurfacing Extents
MARDENAVE-001	-	Proposed Splitter Island

1.1.8 The Road Safety Engineer visited the site on 15 May 2012 between 13.00 and 13.30 hours. The weather was overcast and the road surface was dry during the visit.

1.1.9 David Guthrie (7165) and Jeff Gallon (2651), Northumbria Police accompanied the Road Safety Engineer during the site visit.

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## **SCHEME DESCRIPTION**

1.1.10 This Assessment will review the road safety aspects of the removal of grass verge and provision of parking bays on the western side of Marden Road. In addition, the assessment is also looking at the splitter island introduced at the south end of Marden Road (A191/A193 roundabout).

## **SITE DESCRIPTION AND OBSERVATIONS**

1.1.11 The A193 Marden Road is a single carriageway and is part of an area wide 20mph Zone. The 20mph speed limit generally appeared to be observed along this section of the A193, the roundabout and traffic signals at either end, along with the parking either side and carriageway widths appeared to successfully contribute.

1.1.12 Marden Road is a typical busy main distributor road and bus route leading into Whitley Bay town centre and Metro station.

1.1.13 Parking bays already existed on the east side of Marden Road prior to the introduction of parking bays on the west side (although been narrowed as part of the works). During the site visit the parking areas were generally occupied. The nature/vicinity of the parking, along with volume of traffic and overall road layout would expect road-users to proceed with caution.

1.1.14 A footway is provided on both sides of the carriageway with street lighting. It was observed that this is a well-used pedestrian route (including mobility scooters and pedestrians with push chairs). Whilst Marden Road is not identified as an advisory cycle route within North Tyneside Cycle Network, several cyclists were observed crossing Marden Road and using the adjacent footways.

1.1.15 Indicative site measurements show that the various widths of lanes and parking bays are actually slightly greater than those shown on the scheme drawings.

1.1.16 The Road Safety Engineer was made aware that the resurfacing of Marden Road is programmed for this year (2<sup>nd</sup> July 2012).

## **TRAFFIC DATA**

1.1.17 No traffic data was submitted to the Road Safety Engineer.

## **COLLISION DATA**

1.1.18 Personal Injury collision (PIC) data on Marden Road from 1 January 2007 to 31 December 2011 was provided to the Audit Team.

1.1.19 Two collisions occurred along Marden Road both within the vicinity of Grosvenor Road, both resulted in slight injuries.

1.1.20 One of the collisions occurred on the southbound approach to the Grosvenor junction. Southbound vehicle collided with stationary vehicle waiting to turn right. Driver claimed to be blinded by sun.

1.1.21 The remaining slight collision occurred during the hours of darkness in wet/damp road conditions. Northbound vehicle collided with rear of stationary vehicle waiting in queue for traffic lights.




## **DEPARTURES FROM STANDARD**



1.1.22 No departures from standard were submitted to the Road Safety Engineer.




## 2 Items Raised In This Assessment

### 2.1 INTRODUCTION

2.1.1 In this section of the report, the problems identified are considered to have the potential for an adverse effect on road safety, in the context of the modifications to Marden Road. The subsequent recommendations are proposed to address these site specific problems.

Ref	Location	Issue	Recommendation
1	Marden Road (southern end) 	Dropped kerbs/tactile paving exist on the east side of Marden Road. However, no facility is provided on the west side (appears to have been removed as part of the works). This may result in conflicts for vulnerable road users.	Remove dropped crossing and tactile paving.
2	Marden Road (west side) 	Double yellow lines still remain adjacent to the parking area provided on the west side of Marden Road. The provision of a parking area and also double yellow lines may result in driver confusion and lead to conflicts. The Assessment Team are unaware whether the TRO associated with the double yellow lines has been revoked.	Remove double yellow lines, amend the existing TRO and provide appropriate signs.  This can be carried out following the resurfacing (programmed for 2 July 2012).
3	Marden Road 	Previous centre line road marking is still clearly visible. This may result in drivers passing too close to each other and lead to collisions.	Remove redundant centre line road marking.  This can be carried out following the resurfacing (programmed for 2 July 2012).

<p>4</p>	<p>Marden Road (both sides)</p> 	<p>The parking bays have been constructed without a tapered entry/exit (virtually perpendicular to the main carriageway) with individual bays not marked out. This may lead to the following and subsequent conflicts:</p> <ul style="list-style-type: none"> <li>• Vehicles protruding into carriageway;</li> <li>• Sudden braking to enter parking area (particularly just after leaving roundabout); and</li> <li>• Several manoeuvres to enter/egress parking (including reversing and crossing into the opposing carriageway).</li> </ul> <p>In addition, there may be future maintenance issues in trying to sweep the bays and the removal of detritus leading to potential drainage issues.</p> <p>The lack of formal markings of the parking bays may also lead to reduced parking efficiency.</p>	<p>Provide either a kerbed or painted parking bay tapers.</p> <p>Mark out individual bays to ensure parking is controlled and formalised.</p> <p>This can be carried out following the resurfacing (programmed for 2 July 2012).</p>
<p>5</p>	<p>Marden Road (both sides)</p> 	<p>Build-outs have been provided within the parking areas on both sides of the carriageway. It is unclear whether these have been provided for pedestrians. During the site visit, the build-outs were regularly used as a crossing point and appear to be within pedestrian desire line. The close surrounding parking and design of the build-outs restricts visibility between pedestrians and vehicles.</p> <p>The build-outs have dropped kerbs but no tactile paving has been provided to assist partially sighted pedestrians. In addition, the bollards provided on the build-outs create a partial obstruction for visually impaired, mobility scooters, wheel chair and pushchair users.</p> <p>The gradients also appear excessive. This may result in pedestrian slips and issues for vulnerable road users, particularly during wintry weather.</p>	<p>If build-outs are for pedestrian use, ensure suitably designed.</p> <p>If build-outs are not for pedestrians, provide measures to discourage use.</p>

6	<p>Marden Road</p> 	<p>Throughout the scheme extents there are gaps between the new kerb-lines and carriageway. This may lead to carriageway deterioration as well as potential drainage issues.</p>	<p>Remove gaps between carriageway and kerbs.</p> <p>This can be carried out during the resurfacing (programmed for 2 July 2012).</p>
7	<p>A191/A193 roundabout</p> 	<p>Gaps exist between the tactile paving and surrounding footway on east side of crossing point (at new splitter island). This may result in trip and falls for pedestrians, particularly for those with heeled footwear.</p>	<p>Remove gaps between tactile paving and surrounding footway.</p>
8	<p>A191/A193 roundabout</p> 	<p>There is a 'Keep left' sign located on the exit from the roundabout onto Marden Road. Traffic can pass to the right of the sign therefore sign incorrect and misleading.</p>	<p>Replace with a plain faced flexible bollard.</p>
9	<p>Marden Road</p>	<p>Marden Road is a busy distributor road within a 20mph Zone, which is also a bus route and used by HGVs. The narrowing of the carriageway to introduce the parking area has resulted in the traffic being squeezed together. HGV/Buses were observed to encroach into the opposing lane. In addition, it has also resulted in drivers/passengers having to open their car door within the live carriageway with limited room for manoeuvre.</p> <p>It is acknowledged that due to the layout and constraints, all road users are likely to show extra care and attention. Refer also to Ref. 4.</p>	<p>Remove the verge on the eastside to widen the available carriageway width.</p> <p>This could also create opportunities for type of parking to increase capacity without impacting on road safety i.e. echelon parking.</p> <p>It is acknowledged that this may not be financially viable.</p>

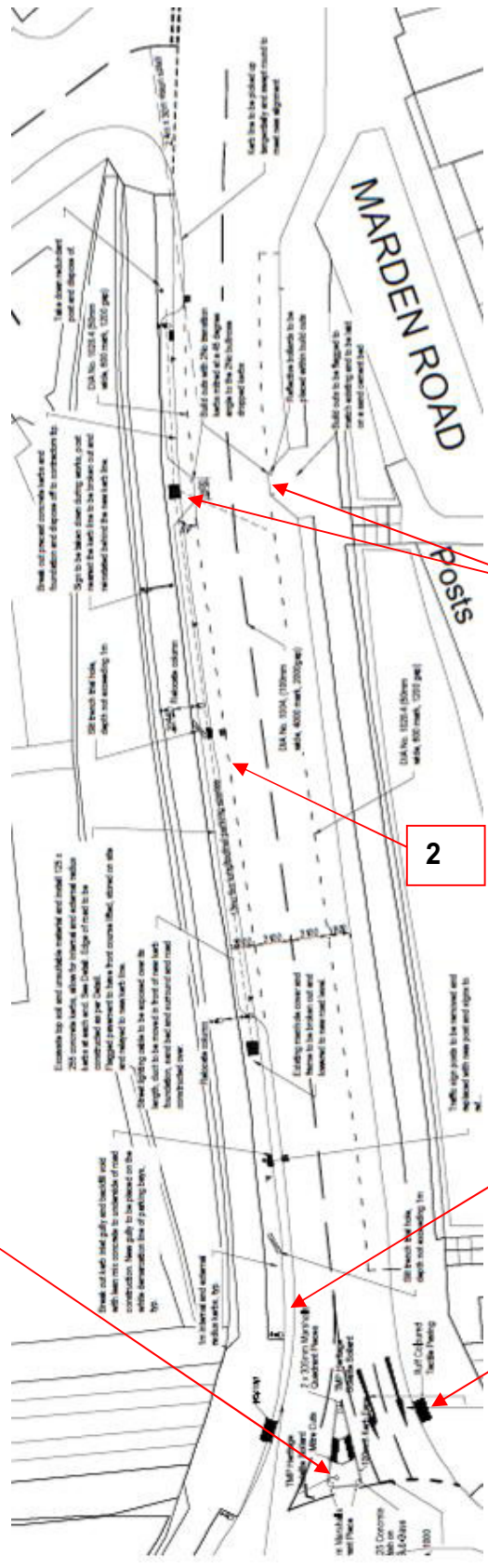


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## Appendices, Figures & Tables

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# Appendix A Key Plan



8

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**GENERAL**  
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4  
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