



York Street Interchange

Stage 1 Road Safety Audit: Exception Report

Report

28 May 2014

47037827 / S105296

Prepared for:
DRD Roads Service

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REVISION SCHEDULE

Rev	Date	Details	Prepared by	Reviewed by	Approved by
0	28 May 2014	First Issue	John McBride Senior Engineer	Michael Megarry Associate	Michael Megarry Associate

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URS Project Number

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STAGE 1 ROAD SAFETY AUDIT:
EXCEPTION REPORT

May 2014

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1 INTRODUCTION

1.1 Background

A Stage 1 Road Safety Audit was completed for the proposed York Street Interchange scheme in May 2014 (Document Ref No. 47037827/DOC/RSA/01). The audit was carried out in accordance with the provisions of HD 19/03 “Road Safety Audit” of the Design Manual for Roads and Bridges (DMRB).

Table 1.1.1 identifies the parties and organisations undertaking the various roles defined in HD 19/03.

TABLE 1.1.1: HD 19/03 ROLES	
Item	Description
Audit Team Leader	Richard Kilner BEng, CEng, MICE (URS)
Audit Team Member(s)	Rebecca Jackson, MEng, CEng, MICE (URS) Maamle Okutu, BSc, MSc, MCIHT (URS)
Specialist Advisor	Gordon Philpott, BSc, DMS(PA) (URS)
Project Sponsor	Colin Pentland, Roads Service
Design Organisation	URS
Design Team Leader	Michael Megarry, BEng CEng MICE (URS)
Director	Roy Spiers, Deputy Divisional Roads Manager, Roads Service Eastern Division

1.2 Purpose of Report

In accordance with the provisions of paragraph 2.72 of HD 19/03, the **Project Sponsor** has identified a number of audit recommendations that are not suitable given the relevant economic and environmental constraints. The **Design Organisation** has accordingly prepared this Exception Report on behalf of the Project Sponsor to seek the necessary approval from the **Director**.

2 EXCEPTIONS

2.1 List of Exceptions

Table 2.1.1 presents a summary of exceptions to recommendations made by the Audit Team proposed by the Project Sponsor.

TABLE 2.1.1: SUMMARY OF PROPOSED EXCEPTIONS					
Exception Report Ref. No.	Problem No.	Problem	Location	Summary	Recommendation
EXR-001	3.1	Limited northbound weaving length, Westlink	Westlink northbound carriageway, north of Clifton Street junction	The weaving length from the Clifton Street merge slip road will be too short for coping with the range of proposed movements	Close the Clifton Street northbound merge slip road

To obtain Director approval, a standard pro-forma template has been developed and completed for each proposed exception. Completed forms are included in Appendix A.

APPENDIX A

Completed Exception Pro-Formas

Exception Report – Road Safety Audit

This Exception Report is prepared in accordance with HD 19/03 – Road Safety Audit – par. 2.75.

Scheme: York Street Interchange

Exception Report Reference: EXR-001

Road Safety Audit Report Reference: 47037827/DOC/RSA/01

Road Safety Audit Stage: Stage 1

Location: Westlink northbound carriageway, north of Clifton Street junction

Problem Reference No: 3.1

Problem*: Limited northbound weaving length, Westlink

The weaving length from the Clifton Street merge slip road will be short for coping with the range of proposed movements

Recommendation*:

Close the Clifton Street northbound merge slip road

* - As identified within Road Safety Audit Report.

Reasons for Exception and Proposed Alternatives (if any):

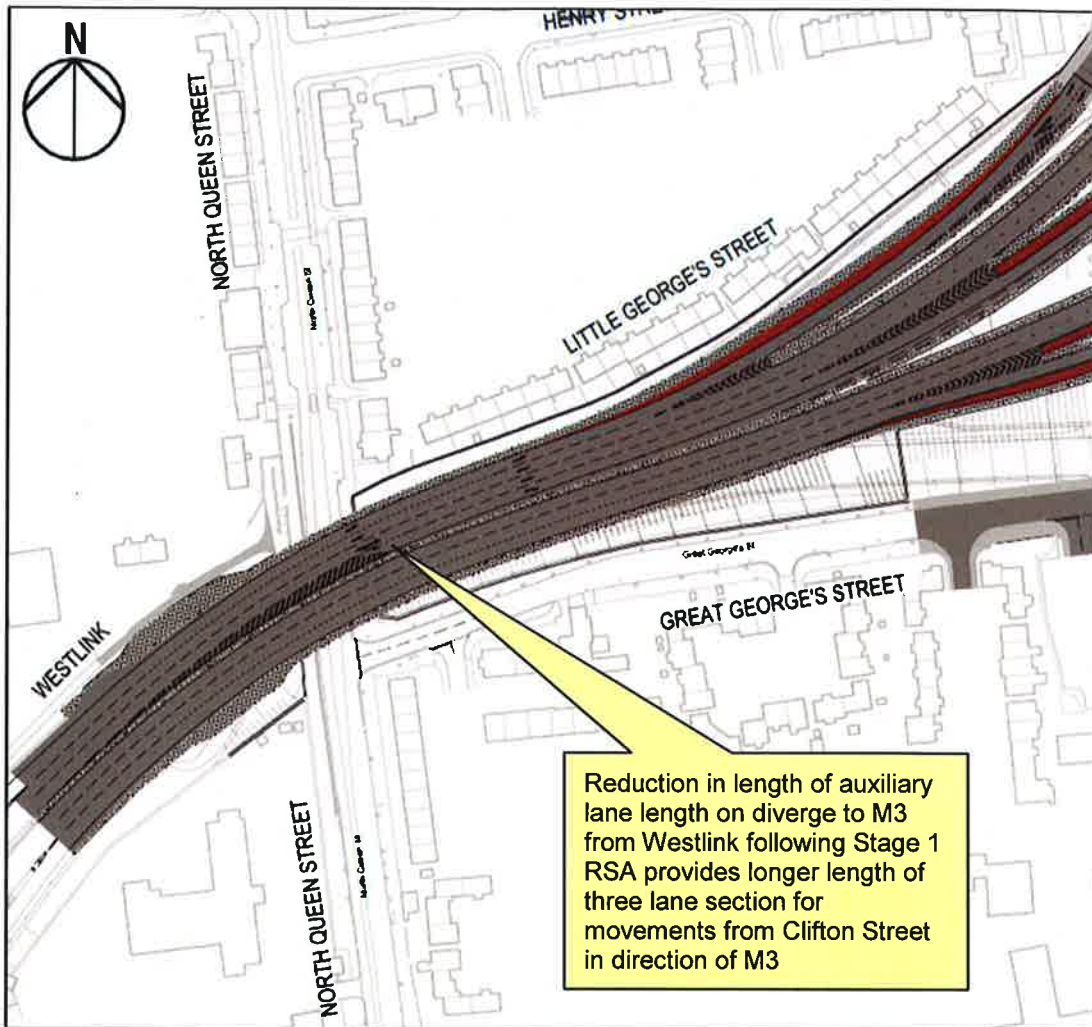
It is not proposed to implement this recommendation since the solution recommended is not considered to be suitable given the relevant economic and environmental constraints.

The proposed closure of the existing northbound on-slip from Clifton Street would lead to traffic reassignment onto adjacent routes, primarily Clifton Street, Frederick Street and York Street. As part of the scheme's DMRB Stage 2 Scheme Assessment process, the closure of the slip road was examined as a component of one of several options under consideration at the time. The economic impact of such a closure was assessed using the Department for Transport's Cost Benefit Analysis (COBA) software. Results from this analysis identified that the closure of the slip road would lead to significant adverse impacts on the economic performance of the scheme and would render the scheme economically unviable, in spite of significant economic benefits being identified through the introduction of grade separation on the adjacent strategic routes.

In addition, the existing northbound on-slip from Clifton Street provides the local communities of North Belfast and commuters to the Mater Hospital with a means to directly access the Strategic Road Network, for onward travel to the M2 and M3 motorways. The closure of the on-slip would lead to the severance of these communities from the Strategic Road Network and would lead to significant objection at future Public Inquiry.

Although no clearly defined alternative is available, the Design Team has sought to mitigate the impact of the short weaving lengths available through the provision of a widened northbound carriageway and a revised weaving arrangement, further to the recommendations of the Audit Team, as illustrated in **Figure EXR-01**.

Figure EXR-01: Proposed Westlink northbound weaving arrangement



Signed: *C R Pentland*

Date: *29/5/2014*

Project Sponsor: Colin Pentland

The exception proposal is approved by the Deputy Divisional Roads Manager (Eastern Division)

Signed: *R Spier*

Date: *29/5/2014*

Director: Roy Spiers