

APPENDIX Y

DESIGNERS RESPONSE TO SAFETY AUDIT

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Transport Planning

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OLDLANDS BUSINESS PARK – BOGNOR REGIS

STAGE ONE SAFETY AUDIT

Designers Response

(references correspond to Safety Audit references)

The following document addresses the issues raised in the Stage 1 Safety Audit carried out on 11th December 2007 by Road Safety Consulting Ltd – Ref:RSC/MKG/---/Bognor. This response is to be read in conjunction with drawings 0704/13 which details changes made in response to the Safety Audit and 0704/13A which details junction visibility splays.

General

2.1.1 PROBLEM

No surface water drainage information

Response.

This will be assessed at detail design stage for consideration in Stage 2 audit

2.1.2 PROBLEM

Landscaping

Response.

Details of Landscaping are indicative only. Details of landscaping within the Visibility Splays will be assessed at detail design stage for consideration in Stage 2 audit.

2.1.3 PROBLEM

Ramp sited close to roundabout

Response.

The raised pedestrian surface has been moved 8.5m west (also addresses Problem 2.3.2).

Junctions

2.2.1 PROBLEM

Bus right turn lane

Response.

This is not considered to be an issue due to the low number of manoeuvres. However the right turn lane has been lengthen to include a longer taper and a 25m deceleration lane, which is separated from opposing vehicles by a central island.

'U' turning is not considered to be a problem due to the proximity of the roundabouts at each end of this section of Shripney Road. The "bus only" facility is important to improve public access to the site.

2.2.2 PROBLEM

Bus turning movements

Response.

This is not considered to be an issue due to the low number of manoeuvres - one bus per hour in each direction.

2.2.3 PROBLEM

Non-goods vehicles entering the service road in error

Response.

Granite sets and coloured surfacing have been added to the entrance of the service road as recommended to clearly differentiate between the public and service access.

2.2.4 PROBLEM

Visibility for exiting driver

Response.

As shown on drawing 0704/13 the vehicle cab is almost perpendicular to the giveway line when exiting the service road, which affords the driver the prescribed 90m visibility to the left and up to the roundabout access to the right.

2.2.5 PROBLEM

Access road delays

Response.

This is not considered to represent an issue due to the low traffic flows to and from the individual business park units. It can also be shown that the peak periods for vehicular access to commercial premises and Asda supermarkets differ.

Non-motorised users**2.3.1 PROBLEM**

Pedestrian crossing alignment

Response.

Crossing points have been re-aligned as recommended.

2.3.2 PROBLEM

Long single crossing

Response.

Pedestrian raised crossing has been moved 8.5m east as stated in the response to problem 2.1.3 to create a shorter crossing width with better visibility to vehicles exiting the roundabout.

2.3.3 PROBLEM

Footways do not align

Response.

Footways have been re-aligned as recommended.

2.3.4 PROBLEM

Direct footway access to and from the store

Response.

Car parks to the north of the bus lane and east of the service yard belong to the commercial units. These car parks will be subject controlled parking orders to prevent abuse by Asda customers. As such, any pedestrian trips generated by the commercial premises will be coming from the building themselves and are unlikely to originate from the car parks.

2.3.5 PROBLEM

Direct footway access and crossing of the main access road

Response.

It is unlikely that there will be any pedestrian access between commercial units, however an additional crossing has been added in the centre on the access road opposite the footway linking to the bus stops and the Asda store.

2.3.6 PROBLEM

Immediate proximity of a pedestrian crossing to the bus stops

Response.

We do not consider this to be an issue due to the restricted vehicle access and infrequent use. It is unlikely that overtaking or high speed manoeuvres would occur on this road. However both bus stops have been moved as far from the crossing point as the vehicle swept paths will allow.

2.3.7 PROBLEM

Intervisibility at pedestrian crossings

Response.

This will be assessed at detail design stage for consideration in Stage 2 audit.

2.3.8 PROBLEM

Tactile and dropped kerbs

Response.

This will be assessed at detail design stage for consideration in Stage 2 audit.

Road signs, markings and lighting**2.4.1 PROBLEM**

No street lighting information

Response.

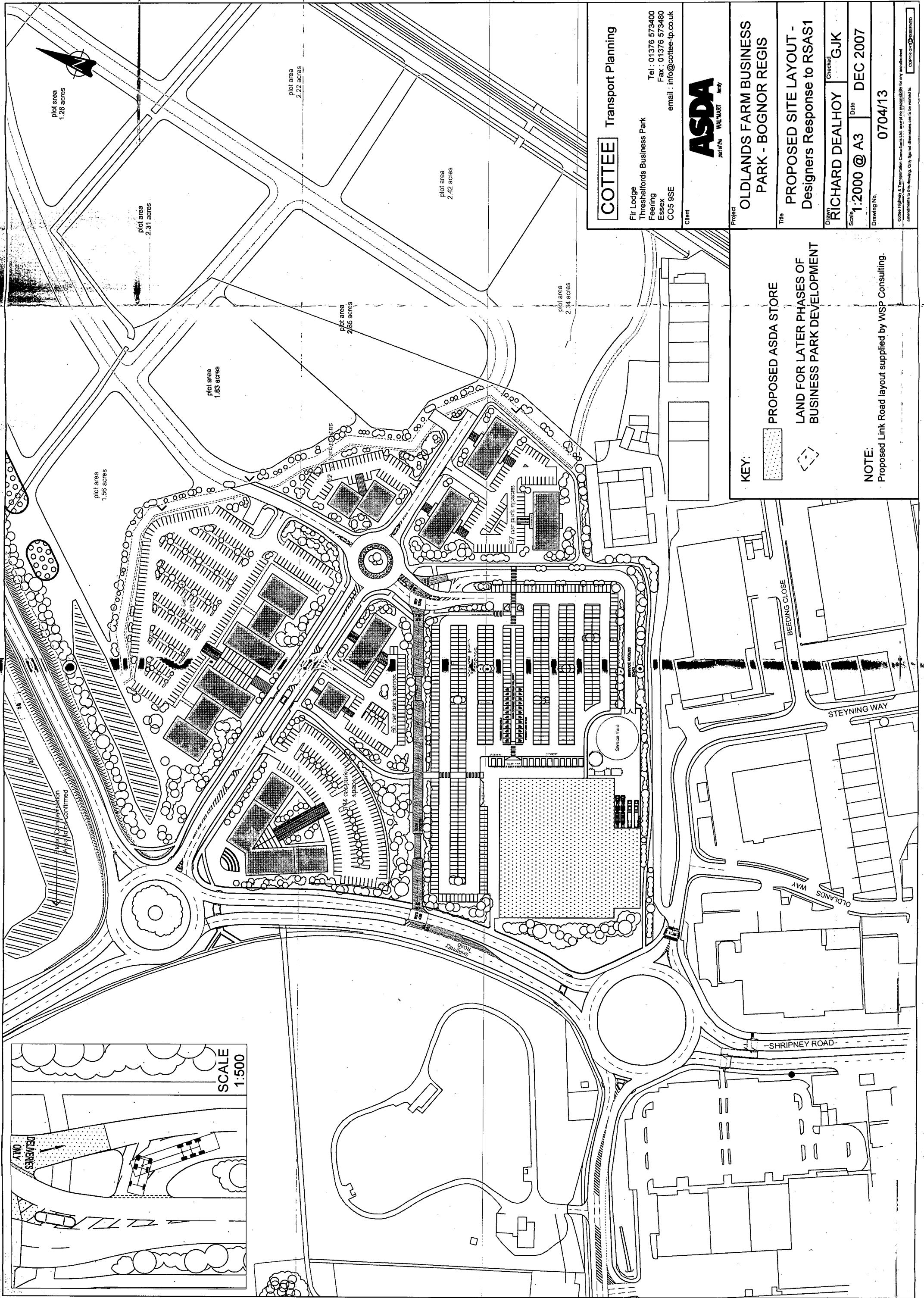
This will be assessed at detail design stage for consideration in Stage 2 audit.

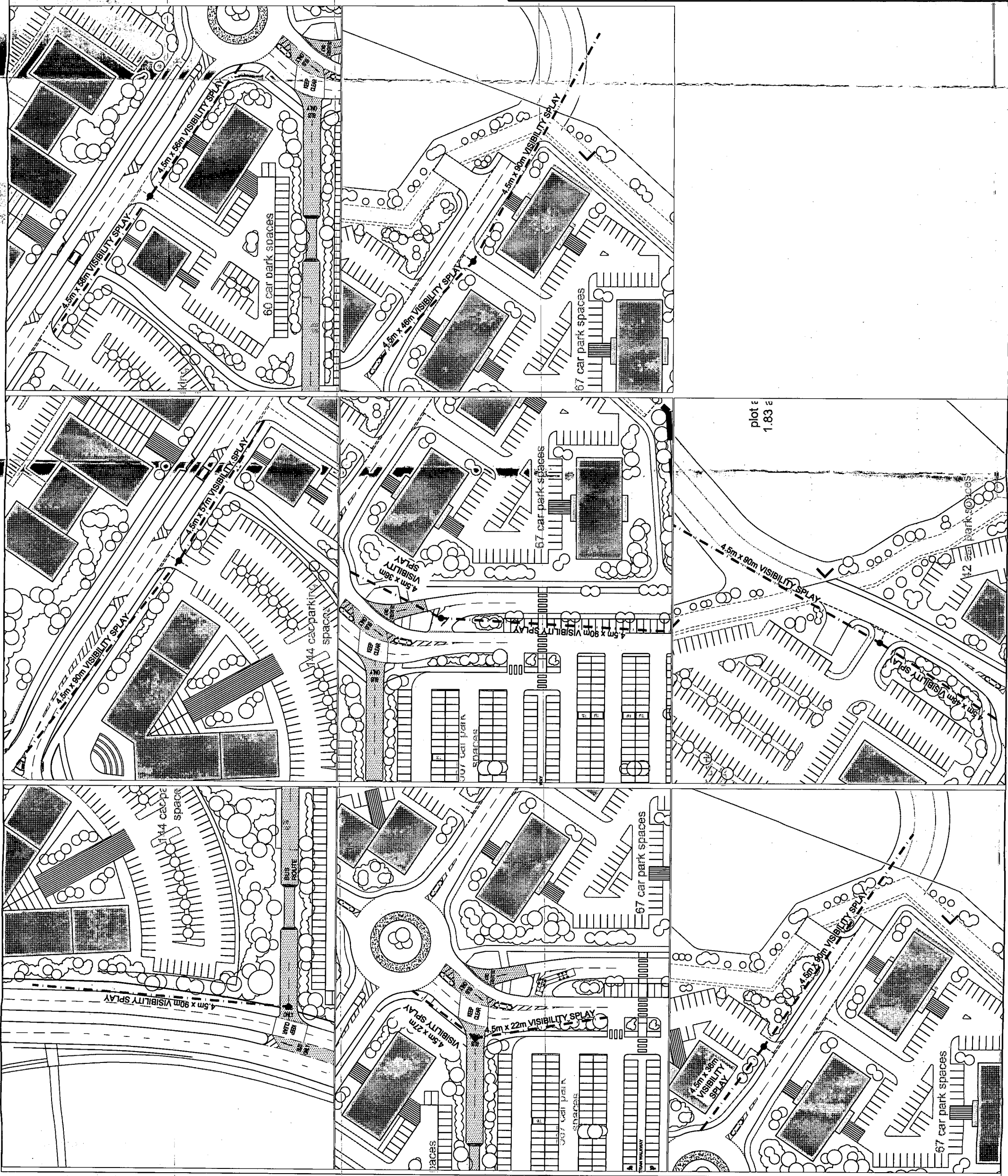
2.4.2 PROBLEM

Carriageway marking alignment

Response.

All lining and signing shown is indicative and will be assessed at detail design stage for consideration in Stage 2 audit.





KEY:

4.5m X 90m VISIBILITY
SPLAY

LAND FOR LATER PHASES
OF BUSINESS PARK
DEVELOPMENT

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ASDA
part of the WATMART family

Project
OLDLANDS FARM BUSINESS
PARK - BOGNOR REGIS

Title
VISIBILITY SPLAYS -
Designers Response to RSAS1

Drawn
RICHARD DEALHOY

Checked
GJK

Scale
1:2000 @ A3

Date
DEC 2007

Drawing No.
0704/13A

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