

No.	RSA Problem	Audit Team Recommendation(s)	Design Organisation Response	Audit Team Correspondence	Overseeing Organisation Response	Agreed RSA Action
2.1	<p>Summary: Potential collisions due to standing water or service covers <i>Location: Throughout</i></p> <p>No details have been provided in respect of surface water drainage or other services and it is therefore not possible to ascertain whether or not there will be any safety implications. The absence of adequate surface water drainage may increase the risk of the collection of surface water which may contribute to the increase risk of loss of control collisions.</p>	<p>Ensure that adequate surface water drainage is provided, if necessary, provide additional drainage.</p>	<p>Details of drainage will be provided and agreed through the detailed design, technical approvals and S278 stage and the appropriate highway drainage will be provided in accordance with WSCC specification. It is not considered that there are any constraints preventing the provision of drainage in line with standards.</p>	<p>Accept</p>		
3.1	<p>Summary: Potential risk of vehicle turning collisions associated with inadvertent vehicle manoeuvres <i>Location: Proposed Development Access & Access to Adjacent Development (Orchard Place)</i></p> <p>Observations during the site inspection noted that the proposed development access is located adjacent to a vehicle access serving the neighbouring residential development (Orchard Place). There is concern that the proximity of both accesses may increase the risk of vehicle collisions associated with inadvertent vehicle manoeuvres.</p>	<p>Ensure that appropriate signs informing motorists of the development is places on the entry to the development.</p>	<p>Drawing R-21-0021-001.B demonstrates that a sign will be provided on the southern side of the access road at the back of the footway stating the name of the development. A similar sign is provided at the access to Orchard Place, and this will ensure that motorists are aware of the presence of the access road and that vehicles are likely to be entering and exiting the development.</p>	<p>Accept</p>		

3.2	<p>Potential risk of vehicle collisions associated with sudden braking <i>Location: A29 Shripney Road approach to proposed development access</i></p> <p>It is unclear from the drawings provided if the marker posts, vegetation and any foliage within verge in the vicinity of the proposed development access is to be cleared. The retention of these features will make the proposed development access less conspicuous and may cause vehicles travelling south along A29 Shripney Road to suddenly brake to negotiate the development access. This may lead to an increased risk of loss of control or tail end shunt type collisions on the A29 Shripney Road approach to the development access.</p>	<p>Ensure that marker posts, vegetation and foliage within verge in the vicinity of the proposed development access is cleared to make the proposed development access more conspicuous.</p>	<p>Marker posts, vegetation and the verge along A29 Shripney Road on the approach to the site will be maintained to ensure that the access road is visible to vehicles travelling south along A29 Shripney Road.</p>	<p>Accept, although will need minor setting back.</p>		
3.3	<p>Summary: Potential risk of vehicle collisions associated with obstruction in visibility <i>Location: Proposed development access</i></p> <p>The scheme drawing indicates that appropriate visibility splays to and from the development access can be achieved. However, vegetation/landscaping behind the visibility splay may over time restrict visibility for vehicles waiting to turn out of the development. Poor visibility may increase the risk of vehicular collisions between traffic turning out of the site and vehicles travelling south along A29 Shripney Road.</p>	<p>Ensure that any vegetation/landscaping behind the visibility splays is cut back and regularly maintained, or of a low-level variety.</p>	<p>Drawing R-21-0021-001.B demonstrates that a visibility splay of 2.4m x 120m is achievable to the north in accordance with DMRB guidance for a 40mph road. It is noted that the verge on the eastern side of A29 Shripney Road is provided fully within the highway boundary. As such, any vegetation and landscaping within the visibility splays can be cut back and maintained by the Local Highway Authority as required.</p>	<p>Accept</p>		

4.1	<p>Summary: Potential risk collisions associated with layout of crossing and obstruction in visibility <i>Location: Uncontrolled pedestrian crossing facility across A29 Shripney Road</i></p> <p>The scheme drawing indicates a proposed uncontrolled pedestrian crossing facility across A29 Shripney Road. However, there is concern that the introduction of the refuge island within the central median is unconventional, in addition the footway fronting the development to the crossing point is narrow and whilst visibility splays to the crossing can be achieved, the dense vegetation within the central median may restrict visibility to the north for pedestrians waiting to cross the A29.</p>	<p>The central refuge island should be removed and replaced with a conventional uncontrolled crossing facility ensuring that any vegetation within the central median is cut back to improve visibility to and from the crossing.</p>	<p>The central refuge island shown in Drawing R-21-0021-003 has been removed and Drawing R-21-0021-003.A replaces the previous version of the drawing and shows a revised pedestrian crossing proposal with the provision of tactile paving on the central median. Vegetation on the central median within the pedestrian visibility splays shown in Drawing R-21-0021-004.A can be cut back and maintained by the Local Highway Authority as this lies within the highway boundary. This will ensure that pedestrians waiting to cross will be seen by vehicles and vehicles travelling along Shripney Road will also be seen by pedestrians.</p>	Accept		
5.1	<p>Summary: Potential risk of vehicles performing errant manoeuvres <i>Location: Uncontrolled pedestrian crossing facility across A29 Shripney Road</i></p> <p>It is noted that the proposed development access restricts movements to left in and left out only. The absence of appropriate signs and markings may encourage motorists to perform errant manoeuvres to access/leave the development, crossing the central verge strip. This may increase the risk of collisions with other road users travelling along the A29 Shripney Road.</p>	<p>Ensure that appropriate signs and markings are provided to inform motorists of the permitted movements to access/leave the development.</p>	<p>As shown in Drawing R-21-0021-001.B, a 'left-turn only' sign will be provided opposite the access road to inform vehicles leaving the site that they can only turn left to travel southbound on A29 Shripney Road. This mirrors the neighbouring Orchard Place arrangement.</p>	Accept		