

Persimmon Homes Thames Valley

North Littlehampton, Phase 2 comprising Parcel C1 and Part Parcel B2, B4 and C2

Stage 1 RSA – Road Safety Audit Response Report



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1.1 This report results from receipt of a Stage 1 RSA Report, undertaken dated March 2017.

1.2 The Designer's Response to the 'Problems' highlighted are indicated in the table below:

Item	Problem	Recommendation	Designer's Response
2.1	Location: General Summary: Visibility splays Junction visibility splays have not been detailed consistently on the drawings submitted at this stage. A number of splays are shown to the channel line and others are shown to the centre line / offside lane. Forward visibility splays have not been detailed. Pedestrian inter-visibility splays have not been detailed on all of the general arrangement drawings provided. It will be important that adequate splays are provided, this should include junction, pedestrian inter-visibility and forward visibility splays.	Provide visibility splays in accordance with relevant design standards and ensure that the splays will be kept free from obstruction. Any vegetation within the splays should be maintained to ensure that it does not extend beyond a vertical height of 0.6m. If planters are to be provided then these, together with any foliage which they contain, should also not extend beyond a vertical height of 0.6m.	The Design speed of the development is intended to be 20mph. As a result, in accordance with LTN 1/07 Traffic Calming measures are proposed with a maximum of 70m spacing. In consideration of the above, visibility splays provided are indicated as 2.4m x 25m, as set out in MfS. MfS suggests two methods of indicating visibility 'y' distances along the near side kerb line (thus providing maximum visibility). However, some circumstances make it unlikely that vehicles approaching from the left on the main arm will cross the centreline of the main arm. Although the design does not physically restricted vehicles from approaching on the wrong side of the carriageway, there is one instance, the junction of Road Four with the Main Avenue, where visibility to the left is restricted by parking spaces. In this instance, the design incorporates a visibility of 2.4m x 25m where the 'y' distance is achieved not to the nearside channel but to a point approx. 1.5m off the nearside channel. The Designer considers that provision of a visibility splay that achieves the required 'x' distance of 25m to a point 1.5m off of the nearside channel, will still enable emerging vehicles to see traffic from the left that may be on the opposite side of the carriageway.

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Item	Problem	Recommendation	Designer's Response
2.2	Location: Main Avenue (Please refer to reference point 2.2 in Appendix B) Summary: Possible injury to bus passengers as a result of vertical deflection. A raised table at this location is likely to be detrimental to bus passenger safety as vertical deflections will occur as passengers rise from seats and / or use the stairs within the bus, on approach to the bus stop.	Either: 1. Relocate bus stop away from raised table 2. Relocate raised table away from bus stop	Accepted. The raised tables have been designed with 1 in 20 approach ramps and adequate hump length (greater than 6m) as recommended by LTN 1/07. However, it is acknowledged that when humps are used on bus routes it may not be appropriate to locate them close to bus stops. As a result and as recommended, the bus stop has been relocated eastwards between two traffic calming features. Furthermore, the calming feature on the approach to the bus stop has been changed from a raised table to a speed cushion which is more easily traversed by an approaching bus.
2.3	Location: Uncontrolled crossing point east of bus stop (Please refer to reference point 2.3 in Appendix B) Summary: Crossing pedestrians masked by stationary bus If a bus is stationary within the bus stop then the crossing point sited to the east of it will be masked from drivers approaching from the west. This could result in pedestrians stepping out front of a moving vehicle, potentially resulting in injury. The Audit Team have considered the same issue with the crossing located to the west of the bus stop. However, it was agreed that this did not provide a safety risk as westbound drivers will already be slowing significantly for the raised table prior to the crossing point.	Relocate eastern crossing point away from the bus stop, ensure appropriate forward visibility splays to the pedestrian landing points can be achieved.	Accepted. Bus stop relocated. Visibility splays to pedestrian crossing locations indicated as recommended.

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Item	Problem	Recommendation	Designer's Response
2.4	Location: General Summary: Junction markings within the internal residential development The priorities indicated are unnatural and would probably quickly be disregarded by residents and frequent users. The change in surface and raised junction tables would add an element of uncertainty that might reduce speeds and increase concentration to those unfamiliar with the development.	Omit junction markings on raised tables / block paving within the internal road network of the development site.	Accepted. It is considered that the giveaway markings on the Main Avenue junctions should be retained as these provide priority to the Main Avenue traffic route. However, giveaway markings on other junctions within the internal road network have been omitted as recommended.
2.5	Location: General Summary: Ramp warning triangles There are a number of ramps / raised tables provided within the internal residential layout. It will be important that approaching drivers / riders are able to identify these ramps on approach so that they can adjust the speed / riding position as appropriate to reduce the risk of losing control.	Provide white warning triangles (Diag 1062) on all speed reducing ramps.	Partially Accepted. It is intended that the area will be subject to a 20mph Zone and thus utilise signs to Diag 674 on entry to the Main Avenue. TSM Chapter 5 indicates that in 20mph zones signed with diagram 674, road markings are not required on road humps, speed cushions or thumps; however they may be used if the traffic authority considers them appropriate. It is understood that such markings have been omitted within the agreed B3/B5 development proposals. In consideration of the above, triangular road markings to Diag 1062 shall be used for humps and cushions on the Main Avenue but omitted within the internal road network.

Prepared By:

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Date: 20/03/2017