

Stage 1 RSA - Road Safety Audit Response Report [Rev P2]

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 30mph for the short adopted section of the Main Avenue and 20mph elsewhere. 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 (20mph) and 2.4m x 43m (30mph), as set out in MfS. As recommend any vegetation within vis splays shall be 0.6m or less. A note added to General Arrangement drawings "Any vegetation within the splays should be maintained to ensure that it does not extend beyond a vertical height of 0.6m."

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 traffic calming feature on approach to the bus stop has been removed.
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.

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.	Accepted. Triangular road markings to Diag 1062 shall be provided at all speed reducing ramps as recommended.

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