

Job Title: **Lineside Industrial Estate**
Job No: 2017-3548
File Ref: N01-AFG-RSA Stage 2 Designers Response
Date: October 2019

Subject: Stage 2 Road Safety Audit Response

Item Reference	Problem	Recommendation	Designers Response
3.1.1	Location: Proposed access with Eldon Way. Summary: Insufficient construction details could compromise road safety. Construction details were provided for assessment; however, these did not include the Polished Stone Value (PSV) of the carriageway surface. A low PSV could lead to differential braking or overshoot collisions, particularly under severe braking conditions, though it is recognised that vehicle speeds will likely be low.	It is recommended that PSV details should be checked to ensure they provide adequate grip resistance for the speed of road.	Noted PSV values are in-keeping with local road network and to standard, as mentioned in drawing CA_3548_SD04 – Full Depth Carriageway Construction Standard Detail. Within this drawing, the drawing mentions the PSV values being to DfT / Specification for Highway Works, Appendix / Table 7/1.
3.1.2	Location: Proposed ramp to raised table. Summary: Ponding could lead to loss of control collisions. A raised table is proposed; however, the ramp may be a barrier to surface water drainage and could lead to the creation of a low spot. A low spot could lead to ponding and possible loss of control of collisions, particularly in wet or icy conditions, though it is recognised that vehicle speeds are likely to be very low.	That suitable drainage should be provided.	Noted Site changed on design drawings to no longer have a raised table. Entry as existing arrangement now and thus drainage as existing.
3.1.3	Location: Proposed ramp to raised table. Summary: Insufficient construction detail on raised tables could lead to loss of control collisions. No details of the ramp profiles or height of humps have been provided for assessment. There is concern that if the height is outside normal ranges, this could lead to loss of control collisions, though it is recognised that vehicle speeds are likely to be very low.	That ramp profiles should be within normal accepted ranges.	Noted Site changed on design drawings to no longer have a raised table. Entry as existing arrangement now.
3.3.1	Location: Proposed access with Eldon Way. Summary: Insufficient carriageway space could lead to head on collisions or side swipe collisions.	It is recommended that the junction radii should be eased to provide sufficient carriageway space for all expected movements. It is also recommended that the hedgerow should be cut back and that a 'Side road ahead' sign to Diagram 506.1 should be installed on the approach to the junction.	Disagree The access is viewed as a car park, rather than a side road and therefore any issues surrounding a side road are muted. The hedgerows are part of West Sussex

	It is noted that 'At any time' waiting restrictions have been provided on the western side of the carriageway, each side of the access, and within the bell mouth of the access. However, the swept paths provided show that the larger vehicles enter the opposing running lane when egressing the access, which could lead to head on collisions or side swipe collisions. Further, the junction follows a sweeping bend, where the junction for southbound traffic may not be sufficiently visible, see figure 1 below, where forward visibility may be impeded by a hedgerow and tree trunk. A lack of forward visibility and warning of the junction could lead to head on collisions or rear end shunts.		County Council's ownership and will require cutting back as part of their works. Additionally, the access exists already and will be slightly widened to accommodate larger vehicles – thus increasing visibility and allowing more movements.
3.4.1	Location: Proposed access with Eldon Way. Summary: Lack of facilities could compromise pedestrian safety The footway on the south side of the access is shown as ending at the access. There is a concern that this will result in pedestrians entering and exiting the site having to walk within the access thereby risking conflict with vehicles, though it is recognised that vehicle speeds will likely be low.	It is recommended that a safer arrangement for pedestrians entering and leaving the site should be provided.	Disagree The site is only accessible by vehicle, with the footway being limited. The asphalt at the front of the site is not viewed as footway due to the footway not leading anywhere (i.e. there is grass verge on the north-west side).
3.5.1	Location: Proposed access with Eldon Way. Summary: Insufficient warning of raised table may lead to loss of control collisions or rear end shunts. No warning signs have been proposed in advance of the raised table at the access. Insufficient warning of the raised table could lead to possible loss of control collisions or sudden braking and rear end shunts and be a particular problem for powered two-wheel riders.	It is recommended that 'Road hump' signs, to diagram 557.1 should be installed on the approaches to the raised table. It is also recommended that triangular warning markings to diagram 1062 should be installed on the ramps of the raised table.	Noted Site changed on design drawings to no longer have a raised table. Entry as existing arrangement now.