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REPLY TO CLIENT'S RESPONSE REPORT

LAND AT KINGS CLOSE YAPTON

ROAD SAFETY AUDIT STAGE 1
JUNE 2014

SUPPLEMENTARY

27.6.14

Para No.	Observation/Problem	Recommendations	Designer's/Clients's Response	Safety Audit Team's Response
2.1	Location: At the Main Road/Kings Close junction Summary: lack of loading facilities may result in accidents At present it is not clear how the Co-operative Store is serviced, although 'Keep Clear' carriageway markings are across the junction of Kings Close and it is assumed that HGVs are parked on the carriageway of Main Road, possibly across Kings Close while delivering. The reduction of the width of Main Road would present a danger for other road users if HGVs stood on the public highway and may result in vehicle/vehicle conflicts	It is recommended that the loading arrangements at the junction of Main Road/Kings Close are reviewed.	Servicing and deliveries to the convenience store are an ongoing and existing highway management matter. Maintaining the "keep clear" carriageway markings at the entrance to Kings Close and the presence of the parking layby to the west would suggest a deterrent to HGV's parking on the carriageway in the immediate vicinity of the junction of Kings Close with Main Road. The outline planning application drawings have been revised to indicate that the "keep clear" road markings at the access to Kings Close are maintained as part of the highway works.	Acknowledged
2.2	Location: At the entrance to Kings Close Summary: lack of definition of the service margin may result in accidents Drawing No. 13020-03 shows a 2.0m wide service margin with a footway surface extended from the public highway for a short distance to meet the low level ground cover of the service margin. It is not clear whether the footway surface is level to the shared use area of Kings Close or level to the public highway footway. If the footway surface is at the same level of the Kings Close shared use surface blind of partially sighted pedestrians may become disoriented and pedestrian/vehicle conflicts may occur.	It is recommended that level differences should be provided to the standards of the Inclusive Mobility Unit to assist blind pedestrians.	The short length of footway surface referred to within the audit document is intended as a service margin / raised pedestrian walkway as part of the private road extended from the convenience store forecourt area both raised and distinct in colour from the shared surface itself. Following a review of the recent coop extension on site the walkway area adjacent the shared surface at the access has been extended in context with the adjacent building slightly further into the site. The outline planning application drawings have been revised noting that a level differentiation is to be included as recommended in the stage 1 audit together with a visual distinction between the	This answers the issue raised and would remove the problem. This should be checked at the Stage 2 RSA

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			walkway, the shared surface and other carriageway surfaces. A larger rumble strip has also been indicated to mark the change of circumstances to drivers at the crossover.	

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