

SUPPLEMENTARY

30.6.14

PROPOSED IMPROVEMENTS TO THE ACCESS AND FOOTWAYS
KINGS CLOSE YAPTON WEST SUSSEX

STAGE 1 ROAD SAFETY AUDIT
DESIGN RESPONSE

JUNE 2014

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DESIGN RESPONSE TO STAGE 1 ROAD SAFETY AUDIT DATED JUNE 2014
CONDUCTED BY LAURENCE SHAW ASSOCIATES. Ref LSA/SA/14/01

IDENTIFIED PROBLEM 2.1 AND DESIGN RESPONSE (refer to audit document)

2.1 Problem

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

Recommendation

It is recommended that the loading arrangements at the junction of Main Road/Kings Close are reviewed.

DESIGN RESPONSE

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.

IDENTIFIED PROBLEM 2.2 AND DESIGN RESPONSE (refer to audit document)

2.2 Problem

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.

LAND AT KINGS CLOSE YAPTON
COMBINED SITE
File Ref:13020 SA-RES 01

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Recommendation

It is recommended that level differences should be provided to the standards of the Inclusive Mobility Unit to assist blind pedestrians.

DESIGN RESPONSE

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 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.

Design response prepared by:

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Director

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Date 25.06.14

Design response refers to revised plans

- 13020-01REVB Proposed Outline Planning Site layout
- 13020-02REVB Proposed Access Improvements
- 13020-03REVB proposed Access and Parking Layout Plan

END

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