

Baydon, Ermin Street – West End

ROAD SAFETY AUDIT - STAGE 2

DESIGNERS RESPONSE

(RSA 2 Designers Response Ref: 2015-031-R001-O)

Baydon, Ermin Street – West End**ROAD SAFETY AUDIT - STAGE 2****DESIGNERS RESPONSE****(RSA 3 Designers Response Ref: 2015-031-R001-O)**

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1 INTRODUCTION

1.1 Commission and Terms of Reference

1.1.1 This Designers Response has been prepared following a review of the Stage 2 Road Safety Audit produced by an independent Audit team working in Atkins Highways and Transportation on a scheme providing traffic calming measures in Ermin Street, Baydon.

1.1.2 The Stage 2 Road Safety Audit was undertaken by;

James Heathcote
Audit Team Leader Atkins Highways and Transportation

Alan Powning
Audit Team Member Atkins Highways and Transportation

1.1.4 The audit took place during daylight hours on Wednesday 20th July 2016. The weather conditions at the time of the audit were sunny with a dry road surface.

1.1.5 For details of the findings and recommendations of the audit please refer to Stage 2 Road Safety Audit for Baydon, Ermin Street, West End produced by Atkins. For ease of reference the problems identified by the RSA and the recommendations are included in this Designers Response.

Problem	Recommendation	Design Team/ Client Response	
<p><u>Problem 2.1</u></p> <p><u>Location:</u> Western build-out</p> <p><u>Summary:</u> East- bound traffic may approach the build-out too quickly.</p> <p><u>Detail:</u></p> <p>Refer to Stage 2 Road Safety Audit Report</p>	<p>Cut back the hedges to improve the site lines and refresh the road markings</p>	<p>Agreed.</p> <p>As a guide, within Design Manual for Roads and Bridges (DMRB), desirable minimum stopping sight distance for a new link with a design speed of 50kph=70m. One step below desirable minimum=50m</p> <p>Proposed distance from 30mph terminal point to build out = 68m.</p> <p>It is therefore anticipated that any vehicle approaching the build out will have sufficient time to slow down and stop.</p>	

Problem	Recommendation	Design Team/ Client Response	
<p><u>Problem 2.2</u></p> <p><u>Location:</u> Western build out</p> <p><u>Summary:</u> There are several locations near the proposed build out where hedges are close to the carriageway restricting visibility for those joining the carriageway.</p> <p><u>Detail:</u></p> <p>Refer to Stage 2 Road Safety Audit Report</p>	<p>Cut back the hedges to improve the visibility.</p>	<p>Agreed</p>	

Problem	Recommendation	Design Team/ Client Response	
<p><u>Problem 2.3</u></p> <p><u>Location:</u> Western build out</p> <p><u>Summary:</u> Reversing into the existing garage of Manor Farm will be made more difficult.</p> <p><u>Detail:</u></p> <p>Refer to Stage 2 Road Safety Audit Report</p>	<p>There is not an easy solution to this problem. It may be necessary to find another location for the build out.</p>	<p>There are no other locations nearby that are suitable for a build out.</p> <p>Reversing into the garage will be different than at present but it would still be possible.</p>	

Problem	Recommendation	Design Team/ Client Response	
<p><u>Problem 2.4</u></p> <p><u>Location:</u> Eastern build out</p> <p><u>Summary:</u> The proposed build out will not be sufficiently visible to westbound drivers.</p> <p><u>Detail:</u></p> <p>Refer to Stage 2 Road Safety Audit Report</p>	<p>Relocate the build out or provide much improved information to westbound drivers.</p>	<p>Visibility to the kerbed island is at least 50m which is one step below desirable stopping sight distance for 50kph. Therefore visibility is acceptable.</p> <p>There will also be signing and a bollard at the location of the island and these will be illuminated.</p> <p>The existing street lighting will also be checked and upgraded if necessary.</p>	

Problem	Recommendation	Design Team/ Client Response	
<p><u>Problem 2.5</u></p> <p><u>Location:</u> Eastern build out</p> <p><u>Summary:</u> There does not appear to be a provision for cyclists to pass the build out on the near side.</p> <p><u>Detail:</u></p> <p>Refer to Stage 2 Road Safety Audit Report</p>	<p>Provide a nearside cycle bypass through the island.</p>	<p>Accepted. There is space at this location to include a cycle bypass.</p>	

Problem	Recommendation	Design Team/ Client Response	
<p><u>Problem 2.6</u></p> <p><u>Location:</u> Western build out</p> <p><u>Summary:</u> The street lighting is insufficient for road safety.</p> <p><u>Detail:</u></p> <p>Refer to Stage 2 Road Safety Audit Report</p>	<p>Provide extra street lighting to illuminate the build out</p>	<p>The street lighting will be reviewed and updated if necessary at this location.</p>	

Problem	Recommendation	Design Team/ Client Response	