

DESIGNER'S RESPONSE TO STAGE 1 RSA

for

NEWLAND HOMES

PROPOSED RESIDENTIAL DEVELOPMENT

at

COLLIN LANE, WILLERSEY



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1. INTRODUCTION

- 1.1 **carl TONKS consulting (cTc)** is commissioned by Newland Homes to advise on transportation issues associated with their proposed residential development on existing agricultural land adjacent to Collin Lane, Willersey in Gloucestershire.
- 1.2 A Transport Assessment (TA) was compiled by **cTc** and submitted in support of the planning application. A number of issues were raised by highways officers of Gloucestershire County Council subsequent to submission of the TA and these were addressed to the satisfaction of officers through design of local minor highways and traffic management measures. Planning permission has been granted on the basis that these improvements will address the highway safety issues raised by officers.
- 1.3 In designing the agreed works a number of other items were considered, however, these were considered by highways officers likely to fail the standard test of planning conditions in that they would not be required in order to make acceptable an otherwise unacceptable proposal.
- 1.4 Following normal highway design protocol, a Stage 1 Road Safety Audit (RSA) has been undertaken of the highway works proposed in association with these proposals. That RSA has identified a number of problems and **cTc's** Designer's Response is provided in Section 2 of this report. The items are addressed in the same order as raised in the RSA and the same paragraph numbering has been adopted for clarity.

2. ITEMS RAISED AND DESIGNER'S RESPONSE

“2.1 PROBLEM

Location: Collin Lane Eastbound approach to the proposed junction.

Summary: There is a 30 mph speed limit approximately 40m from the proposed junction. This limit is at the end of a derestricted speed section. The recorded 85% speeds of 45 mph are considerably in excess of the posted speed limit. Although the visibility splays noted on the drawings are satisfactory for the recorded speeds there remains the risk that vehicles emerging from the site will underestimate these approach speeds with the risk of accidents with turning vehicles.

RECOMMENDATION

It is recommended that the site of the 30 mph limit is visually reinforced within the existing verge to provide a village entry point, with appropriate 'Willersey' village signage and gateway features to assist reduction of speeds to within the posted limit.”

DESIGNER'S RESPONSE

Agreed.

Throughout discussions with highways officers a village gateway was promoted in order to reduce vehicle speeds as identified in the RSA. This was deemed by highways officers to fail the standard test of conditions and therefore dropped from the proposals. The designers agree that such a measure would be beneficial and this can be provided to a design to be agreed in the detailed design process.

“2.2 PROBLEM

Location: Proposed Collin Road build-outs.

Summary: The build-outs proposed will further help reinforce appropriate vehicle speeds in Collin Lane but the fast approach from the West will have the give way markings on the nearside with the build-out located on the offside. Vehicles entering the village at speed may not recognise or concede priority at the give way markings with the risk of head-on collisions with vehicles leaving the village who will have assumed they have priority.

RECOMMENDATION

Relocate each of the proposed build-outs to the opposite side so that each build-out is located on the nearside at the give way mark locations to be consistent and reinforce the requirement to give way.”

DESIGNER'S RESPONSE

Partially agreed.

Earlier proposals included minor width constrictions of Collin Lane with the intention of encouraging reductions in vehicle speeds, whilst retaining two-way operation. In discussions with officers it was agreed to reduce the width of Collin Lane such as to preclude passage by traffic in both directions, however, the presence of residences on the southern side, to the east of the site, constrains the locations and design of such measures. Whilst it is generally preferable to place the width constraints on the side required to give way, in this instance such design would compromise access to adjacent driveways and turning manoeuvres at the junction with Collin Close.

In order to address the above it is necessary to either place the width restrictions on the opposite side of Collin Lane or to relocate them away from the junction with Collin Close and adjacent households.

In discussion with highways officers it was agreed that the measures should not be moved far from their currently proposed location and it was preferable to locate them as currently shown on the opposite sides of the carriageway. The concern raised in the RSA can be addressed by use of Give Way signage at the Give Way line.

“2.3 PROBLEM

Location: Collin Lane footway from the development to provide pedestrian link to Willersey Village East of Collin Close.

Summary: The proposed footway appears to be constrained by the existing hedge at the East end. It appears that the proposed width of 1.5m might not be accommodated within the existing verge. If the footway is too narrow pedestrians might be forced into the carriageway, with the risk of being struck by passing vehicles.

RECOMMENDATION

Engineer the proposals onto a topographic survey to confirm the detailed realignment of the existing kerbline that will be required to deliver the required footway width. This can be considered further at Stage 2 detailed design.”

DESIGNER’S RESPONSE

Agreed.

This should be addressed at detailed design. The issue can be addressed either by minor kerb realignment, or by cutting back of the adjacent hedgerow within the adopted highway limits.

“2.4 PROBLEM

Location: Proposed footway in Collin Lane along the ‘Hopefield’ frontage.

Summary: There is an existing ditch in the vicinity of the proposed back edge of the footway that may require the proposed footway width to be reduced to 1.5m. Pedestrians may step off the edge of the footway with the risk of injury.

RECOMMENDATION

Consider proposed levels, the width of the proposed footway, and the back edge in more detail to confirm that the proposed construction does not introduce a step-off hazard. This can be considered further at Stage 2 detailed design.”

DESIGNER’S RESPONSE

Agreed.

At detailed design consideration should be given to re-contouring the ditch within the adopted highway.

“3.1 Location: Visibility between back of footway and driveways, generally through the site.

Summary: Intervisibility between pedestrians walking closely to the rear edge and vehicles emerging from driveways may be constrained by plot boundary treatments with the risk that pedestrians may be struck by emerging vehicles eg units 34,35.

RECOMMENDATION

Check throughout the site during detailed design to ensure plot boundary treatments allow a minimum 2m x 2m splay with no greater than 600mm high walls within the splay, or an open see-through fence is specified.”

DESIGNER'S RESPONSE

Agreed.

- “4.1 It is noted that the existing footway in Collin Lane between the end of the proposed footway and the village centre is in places less than 1m wide.”

DESIGNER'S RESPONSE

Acknowledged.

- “4.2 It is recommended that the tracking of vehicles between existing entrances in Collin Lane and the proposed build-outs are checked during detailed design to ensure the required manoeuvres can be achieved.”

DESIGNER'S RESPONSE

Agreed.

If issues are identified, these should be addressed by minor kerb realignments if necessary.

- “4.3 It is recommended that the existing Hopefield boundary hedge at the corner of the development exit bellmouth radius is considered in more detail to ensure that it can be constructed within the space available.”

DESIGNER'S RESPONSE

Partially agreed.

The design has been produced on a topographical survey base and indicates that sufficient width exists to construct the proposed access arrangements. These can be verified at detailed design.

3. SUMMARY AND CONCLUSION

3.1 Summary

3.1.1 The above review of the Stage 1 Road Safety Audit undertaken for proposed highway works on Collin Lane, Willersey has acknowledged each of the issues raised. The Designer's response to the RSA recommendations is summarised below;

- a gateway feature should be designed for the commencement of the 30mph speed limit, west of the proposed site access location;
- the proposed build outs should not be relocated to the opposite side of Collin Lane due to resultant impact on adjacent properties, but the give way lines should be supported by Give Way signs (Traffic Signs Manual 602);
- footway width should be confirmed at detailed design stage;
- the highway ditch adjacent to the proposed footway should be examined in the detailed design and re-contoured if appropriate;
- pedestrian / vehicle inter-visibility within the proposed development should be confirmed in the detailed design;
- swept paths of vehicle manoeuvres between existing driveways and the proposed buildouts should be confirmed during the detailed design; and,
- proximity of the proposed highway works to the site boundary with Hopefield should be confirmed throughout the detailed design.

3.2 Conclusion

- 3.2.1 The above response will require to be agreed with highways officers of Gloucestershire County Council, who will advise if they require an Exemption Report in regard to the above recommendation not to relocate the proposed buildouts.



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