



Laund Road, Salendine Nook

Designers Response to Stage 1/2 Road Safety Audit

May 2018

Project 1387

Paragon Highways

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1 ITEMS RAISED IN THE STAGE 1 / 2 ROAD SAFETY AUDIT

3.1 General

3.1.1 Problem 1

Location: New Access Road in front of existing row of cottages.

Summary: Risk of excessive water running into adjacent driveways to existing properties resulting in ice in freezing conditions.

Detail: The drawings show a narrow block paved margin with a vehicular dropped crossing and edging in front of the existing driveways that lead to the stone cottages. It appears that the road and surface water will fall in the direction of these properties. There is only one gully specified along this section and there is concern that during heavy rainfall this will not be adequate to catch all the surface water.



Recommendation

Ensure the drainage and gullies are adequate to catch the expected amount of surface water from the highway.

Designers Response

Gully provision is considered suitable to cater for the drained area of highway. Kerbs contain a 25mm upstand, and together with appropriate cross fall and end fall, surface water would be collected within the channel and drained within the gullies provided.

3.1.2

Problem 2

Location: Visitor Parking Spaces within New Development

Summary: Risk of collisions with manoeuvring vehicles in and out of visitor car parking spaces.

Detail: There are a number of visitor car parking spaces identified within the development, but the audit team are concerned that there is inadequate visibility or space to manoeuvre in and out of these spaces without conflict with other traffic. The space opposite dwelling No. 3 is positioned prior to a bend in the road and the carriageway is only 3.1 metres wide at this point. Cars travelling uphill may be in conflict with vehicles pulling out of this space if forward visibility is not adequate. The visitors space adjacent house No. 7 is also very restricted and if cars are reversing out of this space there is very little room for manoeuvre in the turning area.

Recommendation: Ensure there is adequate visibility and space to manoeuvre safely in and out of the visitor spaces.

Designers Response

The layout of the road and visitor spaces has been agreed with KMC Highways Officers/ Local Planning Authority as part of the planning process.

3.1.3

Problem 3

Location: Parking within New Development

Summary: Risk of collisions with manoeuvring vehicles within the site.

Detail: The dwellings with integral garages do not appear to have provision for any other parking other than the single visitor space opposite. This could lead to vehicles parking in the turning head creating difficulty for other vehicles using the road or an increased risk to pedestrians if other cars are trying to manoeuvre around them.

Recommendation: Ensure there is adequate provision for parking.

Designers Response

The layout of the road and parking provision has been agreed with KMC Highways Officers/ Local Planning Authority as part of the planning process.

3.2 Local Alignment

3.2.1 Problem 4

Location: Junction at New Access Road with Laund Road

Summary: Risk of collisions with vehicles and / or pedestrians on main road due to limited visibility and speed of existing traffic.

Detail: No details have been provided regarding visibility for egressing vehicles at the new access road. There is an existing stone wall and vegetation to the north east of the access and a privet hedge to the south west. It is unclear if these features are to remain which all restrict visibility. The Audit Team also noted that there is on street parking on Laund Road at both sides of the proposed access (see images below).



The speed of traffic on Laund Road appeared to be higher than the 30mph speed limit in force and if vehicles are emerging from the new road without adequate visibility there is a risk of collisions with passing pedestrians masked by the hedge or traffic on the main road.

Recommendation

The proposals should include adequate visibility splays and restrict parking if necessary.

Designers Response

Visibility splays of 2.4m x 43m are provided on both sides of the access in full accordance with the requirements of Manual for Streets. Visibility has been agreed with KMC Highways Officers/ Local Planning Authority as part of the planning process.

3.2.2

Problem 5

Location: New Access Road from Chainage 20 into turning area.

Summary: Steep gradient may cause pedestrian slips, trips and falls during inclement weather and / or collisions with vehicles.

Detail: The gradient is more than the maximum as recommended in the Standards and may cause safety issues particularly for pedestrians as there is no footway provided. During inclement weather if the road is icy and pedestrians are using the carriageway they may slip or conflict with vehicles also unable to drive safely on the incline.

Recommendation: Ensure the gradient of the road is acceptable for this type of development.

Designers Response

The layout of the road and vertical alignment has been agreed with KMC Highways Officers.

3.2.3

Problem 6

Location: Existing Garage and access opposite Turning Area.

Summary: Risk of collisions with passing vehicles.

Detail: The drawing indicates that access to an existing garage is being maintained but there are no details of the transition with the new highway or the boundary detail. The visibility is already restricted due to the position of the garage and the angle at which the access is located.

Recommendation: Ensure the visibility or access to the existing garage is not restricted.

Designers Response

The proposed highway meets existing levels at this location. The layout of the development has been agreed with KMC Highways Officers/ Local Planning Authority.

3.3 Non-Motorised User Provision (NMU)

3.3.1 Problem 7

Location: New Access Road at junction with Laund Road

Summary: Risk of pedestrians failing to negotiate junction resulting in conflicts with turning vehicles.

Detail: No detail has been provided regarding the access arrangements at the new junction. The drainage drawing indicates a different layout to the Section 38 drawing; which shows the footway on Laund Road continuing through the new junction without any provision for pedestrians. If the footway does continue there is a risk that pedestrians will not be aware of vehicles emerging from the site or if it is proposed as a standard junction layout, then no details are shown for pedestrian dropped crossings.



Recommendation: Ensure the new junction layout is to standard and has appropriate provision for pedestrians.

Designers Response

The site access takes the form of a footway/ vehicular crossing. Therefore, pedestrian routes through the junction are clearly defined.

3.3.2

Problem 8

Location: Full length of New Access Road

Summary: Risk of conflict between pedestrians and vehicles.

Detail: The proposal indicates a 0.3 metre block paved margin around the edge of part of the new access road. This is below the standard recommended width of 0.6 metres and may create a safety issue for pedestrians particularly at the pinch points where the carriageway is only 3.1 metres wide. The road leading to dwelling no's 5, 6, 7 & 8 does not show any provision for a margin.

Recommendation: Ensure the margin and provision for pedestrians is adequate for this type of development.

Designers Response

The layout of the road has been agreed with KMC Highways Officers/ Local Planning Authority.

3.4 Road Signs, Marking & Lighting

3.4.1

Problem 9

Location: Full length of New Development

Summary: Risk of collisions between vehicles and vehicles / pedestrians

Detail: No details have been provided showing any street lighting provision within the new development. Failure to provide any lighting may lead to collisions between vehicles and pedestrians or pedestrian trips and falls if they are unable to see street furniture / features.

Recommendation

The proposals should include suitable street lighting to an acceptable standard.

Designers Response

The internal road will include street lighting that will be designed by KMC.

3.4.2

Problem 10

Location: Junction with Laund Road

Summary: Risk of collisions between vehicles exiting new development and pedestrians, and vehicles travelling on Laund Road.

Detail: No details have been provided showing any control at the new access road onto Laund Road. It is unclear if the junction will operate as a Give Way but if the footway remains as shown without any lining there is a risk of conflict between pedestrians and vehicles and / or with vehicles travelling on Laund Road.

Recommendation

The proposals should include adequate lining at this junction.

Designers Response

The junction includes a footway/ vehicular crossing. Therefore, priorities are clearly defined, and the provision of road markings is not considered appropriate.

DESIGNERS RESPONSE

Dated 4th July 2018

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Appendix B

