

# ROAD SAFETY AUDIT RESPONSE REPORT

**December 2014**

Location:	Southam Road, Banbury	Scheme:	Supermarket Development
Drawing numbers:	26004/2001/001	Project number:	26004
Site visit:	Yes Date: 02-12-14	Weather:	Cold with light rain fall

All issues suffixed with '**recommendation**' are considered to be of sufficient importance to require action. Issues suffixed with '**comment**' are included for information and consideration only. Please use a separate sheet for detailed comments and responses.

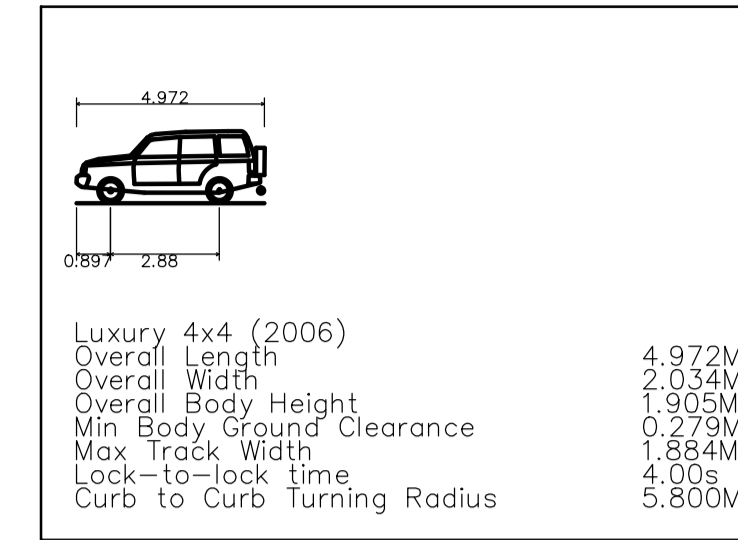
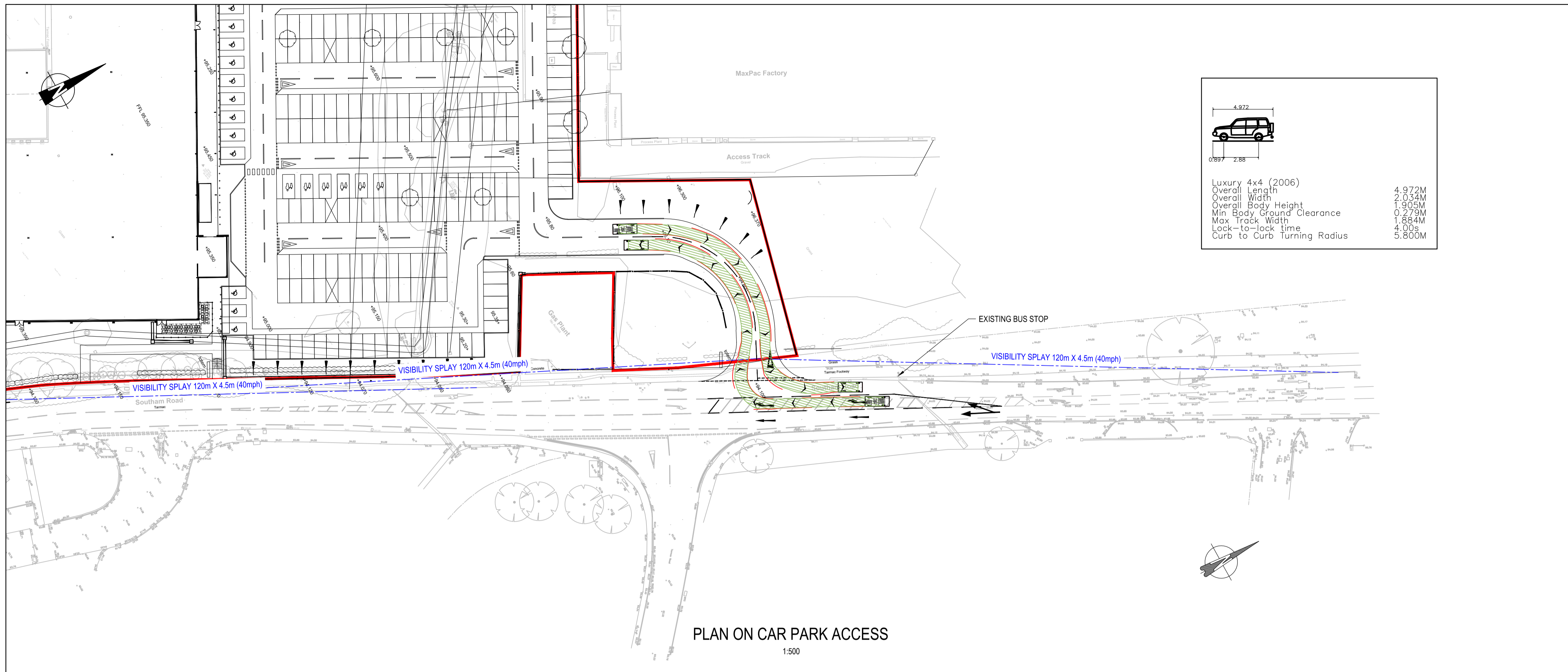
Item number	Section 1 Comments and recommendations made by Safety Auditor	Section 2 Design Engineer's comments	Section 3 Project Sponsors decision and proposed action.
2.1	<p><b>Summary - Increase multiple collision types incidents due to junction types</b></p> <p>Stage 1 RSA Recommendation</p> <p>In the absence of a Transport Assessment, the Audit Team would recommend altering the proposed form of the Southam Road / Marley Way / Car Park Access junction from a staggered junction, to a roundabout or signalised junction.</p>	<p>The Transport Assessment (TA) has now been completed and OCC consulted on the form for the junction at the site access.</p> <p>The findings of the TA show that the priority junction proposed is an appropriate form for the junction to serve the proposed scheme.</p> <p>OCC have confirmed that the layout and type of junction is acceptable for the development proposed and for the design to comply with Manual for Streets rather than DMRB.</p> <p>However, notwithstanding the above the design as proposed is compliant with DMRB with regards to the geometry and visibility requirements.</p> <p>It has been agreed with OCC that in the context of the local highway network, that the manoeuvring requirements of an 18.35m drawbar trailer combination is not relevant for this scheme. Both the minor arms are private roads and not adopted highway. Furthermore, the access to the proposed store is for the car park and not for deliveries.</p>	

		The TA and OCC's comments confirm that the proposed junction form is appropriate and a roundabout or signalised junction need not be considered further.	
2.2	<p><b>Summary - Junction visibility restricted leading to failed to Give Way type collisions</b></p> <p>Stage 1 RSA Recommendation</p> <p>Full and unrestricted junction visibility splays should be provided within the extent of the adopted highway boundary for this 40mph road. These visibility splay should be safeguarded by undertaking any necessary vegetation reduction / removal of overhanging branches.</p>	<p>The current masterplan (14334-6000-C), and junction layout has been developed to provide for visibility splays in accordance with DMRB and includes the removal of existing trees in the vicinity of the proposed junctions.</p> <p>The design will be reviewed during detailed design as required.</p>	
2.3	<p><b>Summary - Insufficient width of proposed turning lane leading to shunt and side swipe collisions</b></p> <p>Stage 1 RSA Recommendation</p> <p>The width of the turning facility should be increased in order to comply with the requirements stated within Mandatory Item 7.35 of TD 42/05 for this new junction</p>	<p>After further assessment, there is sufficient room to accommodate a 3m right-hand turning lane for the entire turning length as stated in Item 7.35.</p> <p>The design will be reviewed at detailed design stage as required.</p>	
2.4	<p><b>Summary - Increase in entry width resulting in multiple collision types at the junction</b></p> <p>Stage 1 RSA Recommendation</p> <p>The Audit Team recommend that this facility is increased in width. Gully grates could be</p>	<p>This is an existing issue and will not be affected further by the proposed scheme. Therefore, this falls outside of the current stage of works</p>	

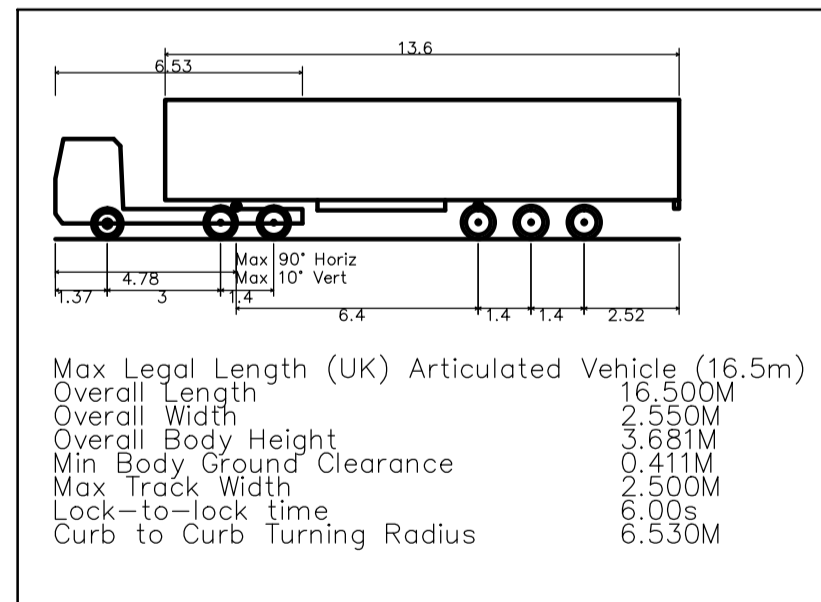
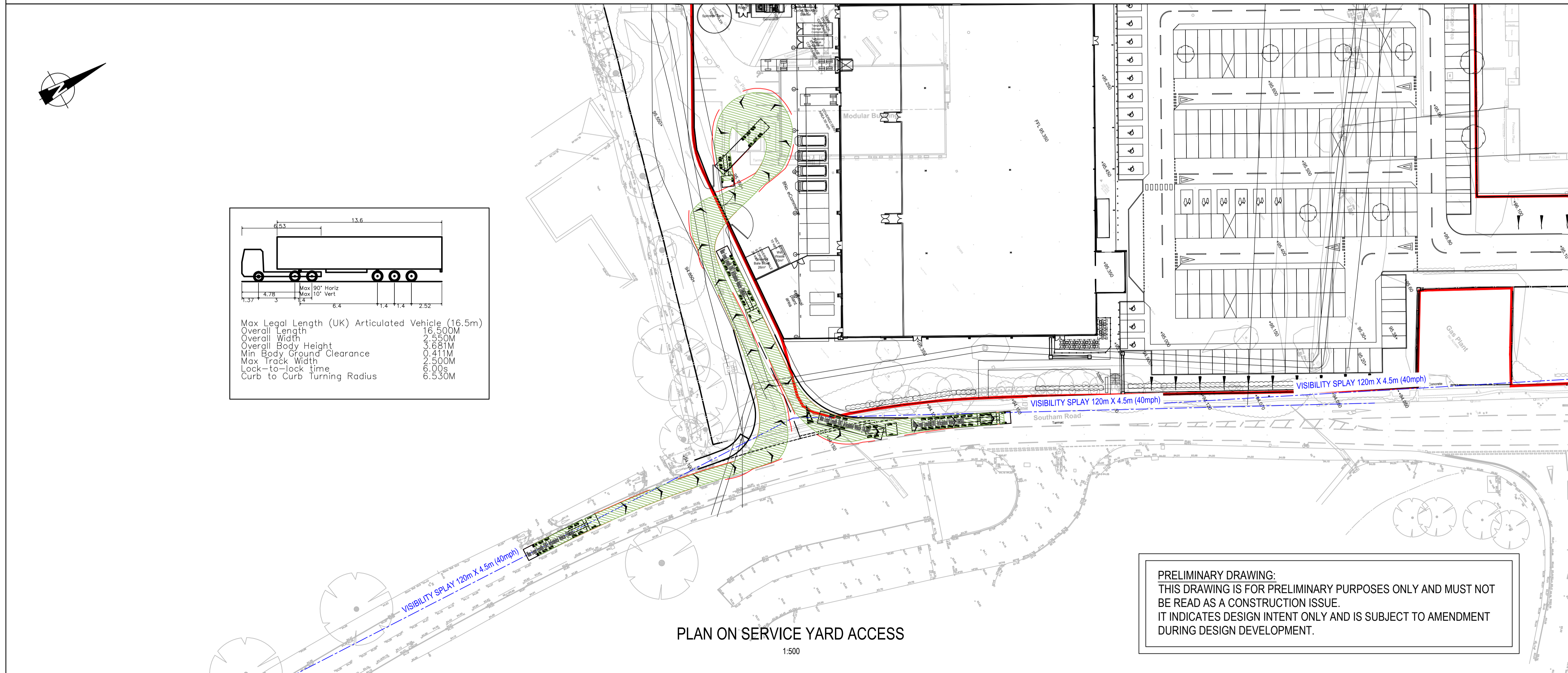
	<p>replaced with kerb outlets (associated gully pots relocated).</p> <p>Road markings, including Diag 1057 (cycle symbol) should be reapplied. A coloured surface should be provided across the Southam Road / Marley Way junction to help increase the conspicuity of this facility and increase driver awareness of cyclist as per 7.3.2 of LTN 2/08</p>		
2.5	<p><b>Summary - Vulnerable pedestrians in danger of being struck by other road users</b></p> <p>Stage 1 RSA Recommendation</p> <p>Uncontrolled crossing points should be provided inset into the minor roads. If possible, the corner radii forming the junctions should be reduced in order to locate these crossing points closer to the direct NMU desire line.</p> <p>Appropriate tactile paving should also be provided as part of the details of the pedestrian ramp and steps between Southam Road and the car park.</p>	<p>This will be reviewed at detailed design stage, and appropriate crossing details provided.</p>	
2.6	<p><b>Summary - Lack of crossing facilities could result in NMUs being struck by other road users</b></p> <p>Stage 1 RSA Recommendation</p> <p>An assessment (such as LTN 1/95 – ‘The Assessment of Pedestrian Crossings’) should be undertaken to determine the need and appropriate form of crossing facilities required</p>	<p>This will be reviewed at detailed design stage.</p>	

	across Southam Road. Following this assessment, the proposed junctions should be amended to accommodate the outcome of this assessment if necessary. Any proposed crossing provisions should consider and accommodate the existing bus stops located to the north of the proposed Car Park junction, as well as the Public Right of Way on the south side of the proposed Service Access		
2.7	<p><b>Summary - Incomplete swept path analysis</b></p> <p>Stage 1 RSA Recommendation</p> <p>The swept path analysis should be repeated in response to the above in order to confirm that the proposed layout is suitable with any subsequent alterations to the design undertaken as necessary to ensure vehicles do not strike kerbs, overhang potential off carriageway NMU provisions, etc.</p>	<p>Tracking has been undertaken at 5mph for the scheme. The largest appropriate vehicles have been tracked and appropriate changes recommended made in the final masterplan ref 14334-6000-C to accommodate these.</p> <p>Not all tracking is shown for clarity of drawings.</p> <p>Additional tracking will be completed at detailed design.</p>	
2.8	<p><b>Summary - Drafting error</b></p> <p>Stage 1 RSA Recommendation</p> <p>This assumed draft error should be corrected.</p>	<p>Error in architects layout has been highlighted and correct levels are shown on drawing 26004-2001-003.</p>	
	Auditor: <b>Simon Owen</b>	Design Engineer: Anne Farmer	Scheme Promoter:
	Date: <b>02/12/14</b>	Date: 11/3/15	Date
	Signed:	Signed:	Signed:

**If the Safety Auditors recommendations are not accepted by the Scheme Promoter, an Exception Report must be created and approved by the Head of Operations at the relevant Divisional office.**



PLAN ON CAR PARK ACCESS  
1:500



PLAN ON SERVICE YARD ACCESS  
1:500

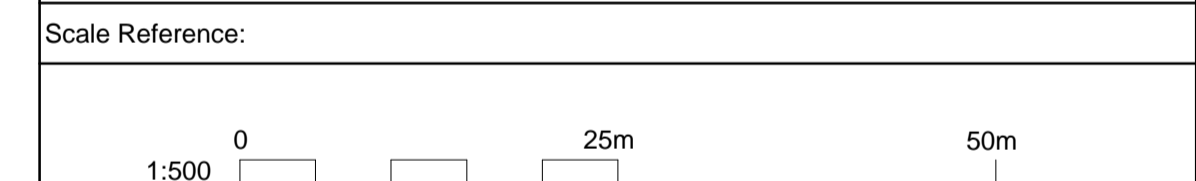
PRELIMINARY DRAWING:  
THIS DRAWING IS FOR PRELIMINARY PURPOSES ONLY AND MUST NOT  
BE READ AS A CONSTRUCTION ISSUE.  
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**Key Plan:**

- Notes:**
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DOCUMENTATION.
  - DO NOT SCALE FROM THIS DRAWING. USE ONLY PRINTED DIMENSIONS.
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  - JUNCTION VISIBILITY SPLAYS BASED ON A SIGN POSTED SPEED OF 40mph:  
Y DISTANCE 120m, X DISTANCE 4.5m.
  - PROPOSED SITE LAYOUT BASED ON THE MASTERPLAN BY CORSTORPHINE + WRIGHT, PROPOSED SITE PLAN CONSTRAINTS OVERLAY, DRAWING NUMBER 14334-6000 Rev A, DATED JANUARY 2015.

**Key:**

- VISIBILITY SPLAY
- SITE BOUNDARY



- XREFS:**
- x-OS Data Combined
  - x-OS Data Combined Rotated
  - x-topo survey
  - x-Masterplan
  - x-new access junctions
  - x-new access junctions, (swept path)
  - x-Barwood\_Capital\_Logo (2).jpg
  - x-mondelez.jpg

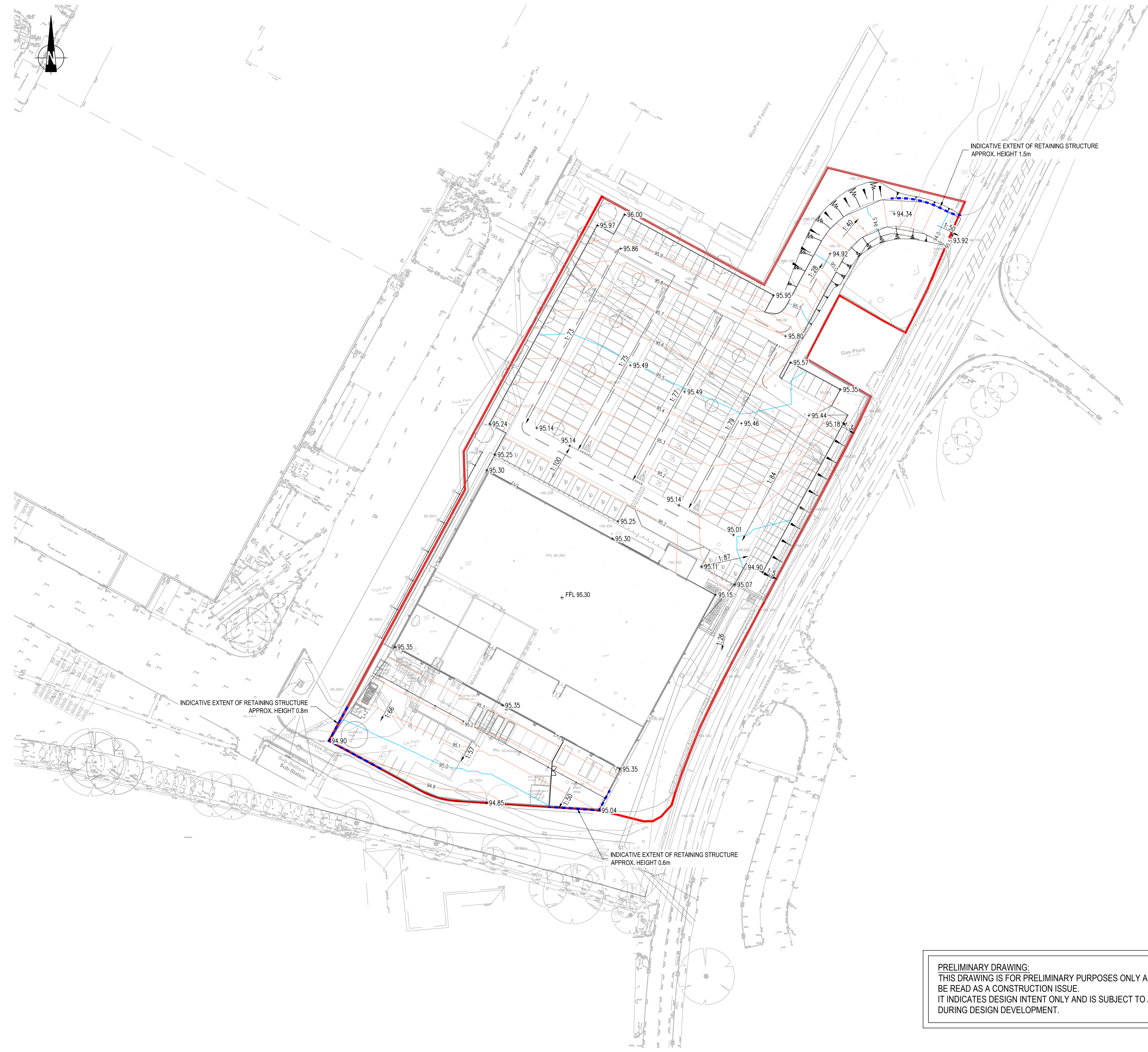
B	MASTERPLAN UPDATED. PROPOSED LANDSCAPING ADDED.	GM	16.03.15	AF
A	4 X 4 TRACKING CHANGED TO A BOX VAN PROFILE. RIGHT-HAND TURN LANE WIDTH AMENDED TO 3m.	GM	22.12.14	AF
Mark	Revision	Drawn	Date	Chkd

**SCALING NOTE:** Do not scale from this drawing. If in doubt, ask.  
**UTILITIES NOTE:** The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake his own investigation where the presence of any existing sewers, services, plant or apparatus may affect his operations.

Drawing Issue Status  
**PRELIMINARY**

**LAND AT MONDELEZ INTERNATIONAL  
SOUTHAM ROAD, BANBURY  
PROPOSED ACCESS JUNCTIONS &  
SWEEP PATH ANALYSIS**

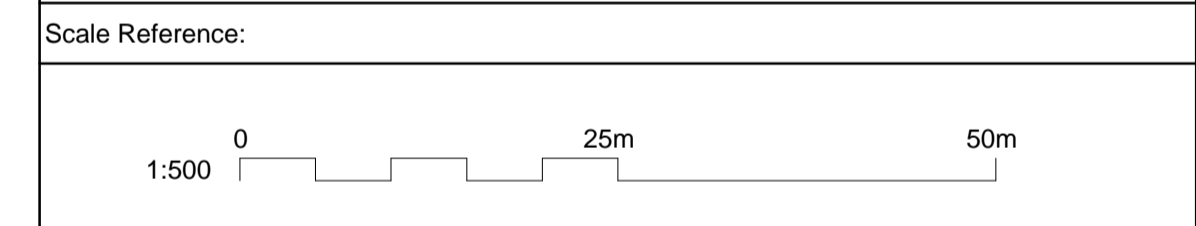
<b>Client</b> Delivering Real Property Potential 		 Offices throughout the UK and Europe <b>www.peterbrett.com</b> © Peter Brett Associates LLP BIRMINGHAM Tel: 0121 633 2900
Date of 1st Issue 09.12.14	Drawn by GM	
A1 Scale 1:500	Checked by AF	
Drawing Number <b>26004-2001-001</b>	Revision <b>B</b>	



**Key Plan:**

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  - GRADIENTS ARE WITHIN THE PARAMETERS SET WITHIN THE WAITROSE NEW STORE DEVELOPER REQUIREMENTS (JULY 2014).
  - PROPOSED CONTOURS SHOWN AT MAJOR INTERVAL OF 0.5m AND MINOR INTERVAL 0.1m.
  - PROPOSED SITE LAYOUT BASED ON THE MASTERPLAN BY CORSTORPHINE + WRIGHT, PROPOSED SITE PLAN CONSTRAINTS OVERLAY, DRAWING NUMBER 11619-0331, DATED APRIL 14.
  - LEVELS ASSUME GAS MAIN DIVERTED.

- Key:**
- SITE BOUNDARY
  - - - - INDICATIVE RETAINING STRUCTURE
  - MAJOR CONTOUR
  - MINOR CONTOUR



**XREFS:**  
 x-Masterplan  
 x-topo survey  
 X-C-NEW STORE GRADING  
 x-Barwood\_Capital\_Logo (2).jpg  
 x-mondelez.jpg

B	MASTERPLAN UPDATED	GM	16.03.15	AF
A	CONTOUR COLOURS AMENDED, LABELS ADDED.	GM	22.12.14	AF
Mark	Revision	Drawn	Date	Chkd

**SCALING NOTE:** Do not scale from this drawing. If in doubt, ask.  
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Drawing Issue Status  
**PRELIMINARY**

**LAND AT MONDELEZ INTERNATIONAL,  
 SOUTHAM ROAD, BANBURY  
 PROPOSED ACCESS LEVELS**

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Date of 1st Issue 09.12.14	Drawn by GM	
A1 Scale 1:500	Checked by AF	Drawing Number <b>26004-2001-003</b>
Drawing Number <b>26004-2001-003</b>		Revision <b>B</b>

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