

# ROAD SAFETY AUDIT RESPONSE REPORT – Rev A

**August 2015**

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><b>The Transport Assessment (TA) has now been completed and Oxfordshire County Council (OCC) consulted on the form for the junction at the site access.</b></p> <p><b>The findings of the TA show that the priority junction proposed is an appropriate form for the junction to serve the proposed scheme.</b></p> <p><b>OCC have previously confirmed that the layout and type of junction is acceptable for the development proposed (ref. email dated 4<sup>th</sup> June 2014) and for the design to comply with Manual for Streets rather than DMRB.</b></p> <p><b>However, notwithstanding the above the design as proposed is compliant with DMRB with regards to the geometry and visibility requirements.</b></p> <p><b>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</b></p>	

		<p>store is for the car park and not for deliveries.</p> <p>Since the submission of the TA (May 2015) further consultation with OCC and technical work has been undertaken to demonstrate the appropriateness of the proposed ghost island right turn (GIRT) access to serve the proposals. Additional junction modelling has been completed which demonstrates that the proposed site access junction operates within capacity with the inclusion Marley Way (modelled as a staggered crossroads) with minimal queuing on any of the approaches to the junction.</p> <p>It is therefore considered that the access proposals are acceptable, entirely appropriate for the development proposed, and a roundabout or signalised junction need not be considered further.</p>	
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-F), 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><b>The amount of vegetation to be removed will be indicated on the construction details of the junction that will be agreed through the S278 design submission.</b></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 S278 design details will include the 3m wide turning lane and construction details will be agreed with OCC through the S278 design submission.</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 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>	<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>	
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><b>Tactile paving details will be included on the construction details that will be agreed with OCC through the S278 design submission whereby appropriate crossing details will be provided.</b></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 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</p>	<p><b>Since submission of the TA (May 2015) further consultation has been undertaken with OCC relating to the provision of pedestrian crossing facilities on Southam Road, It is proposed to provide a zebra pedestrian crossing on Southam Road in proximity to the proposed food store to enhance connectivity to nearby retail facilities as well as public transport services.</b></p> <p><b>The design and location of the Zebra crossing will be agreed with OCC through the S278 design submission.</b></p>	
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</p>	<p><b>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-F to</b></p>	

	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.	<b>accommodate these.</b>  <b>Not all tracking is shown for clarity of drawings.</b>	
2.8	<b>Summary - Drafting error</b>  Stage 1 RSA Recommendation  This assumed draft error should be corrected.	<b>Error in architects layout has been highlighted and correct levels are shown on drawing 26004-2001-003.</b>	
	Auditor: Simon Owen	Design Engineer: Anne Farmer / Dan Palmer	Scheme Promoter:
	Date: 02/12/14	Date: 11/3/15 / 07/8/15	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.**