



Himley Village, Bicester

Phase 1B, Road Safety Audit - Stage 1 Designer's Response

For Hydrock

Date 24 May 2024

Doc ref 27141-HYD-XX-XX-RP-C-0002-P01

Document control sheet

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Checked by	Simon Weetch	
Approved by	Simon Weetch	

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1. Project Details

1.1 Audit Details

Road Safety Audit	
Report Title:	Proposed Phase 1B Works - Stage 1 Road Safety Audit
Date:	May 2024
Document Reference:	SG-AA-2024-4431-RSA1
Prepared by:	The Safety Forum
On behalf of:	Hydrock

Table 1: Road Safety Audit Details

1.2 Authorisation Sheet



Project Details:	
Project:	Himley Village, Bicester
Report Title:	Phase 1B, Road Safety Audit - Stage 1 Designer's Response
Prepared by:	
Name:	Rob Pembridge
Position:	Principal Highway Engineer
Signed:	
Organisation:	Hydrock
Date:	24/05/2024
Approved by:	
Name:	Simon Weetch
Position:	Technical Director
Signed:	
Organisation:	Hydrock
Date:	24/05/2024

Table 2: Report Authorisation Sheet

1.3 Description

The Himley Village development comprises 1,700 homes, care housing, commercial and community facilities, and a primary school.

The Road Safety Audit will cover the site infrastructure area known as Phase 1B, which is shown in Hydrock drawing 27141-HYD-XX-XX-DR-C-3000, titled 'Phase 1B Infrastructure RM Boundary'

The RSA1 was undertaken by The Safety Forum on behalf of Hydrock in accordance with the audit brief provided. A copy of the RSA brief can be found in Appendix A, with the Phase 1B RSA1 report provided within Appendix B.

1.4 Audit Team Personnel

Role	Name	Organisation
Overseeing Organisation		
TBC	TBC	TBC
Road Safety Audit Team		
Team Leader	Siraj Gajia	The Safety Forum Ltd
Team Member	Andy Ashfield	The Safety Forum Ltd
Design Team		
Principal Engineer	Rob Pembridge	Hydrock
Senior Engineer	Robert Parker	Hydrock

Table 3: Audit Team Key Personnel

2. Road Safety Audit Decision Log

The following list of problems/items was identified during the Stage 1 RSA process and will require the design team's review and response.

RSA Ref No.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response
Matters Arising from Road Safety Audit - Stage 1				
3.1	<p>Middleton Stoney Road – West of proposed vehicular access.</p> <p>The scheme proposals include extending the existing 40mph speed limit westwards to include the location of both the vehicular accesses into the proposed development. Motorists travelling in an eastbound direction west of the development may be travelling at or above the National Speed Limit (ie 60mph) on this approach. Although 40mph signs have been proposed, the provision of signage alone may not be sufficient for eastbound road users to comply with the change in speed limit ahead. Inappropriate speeds within the vicinity of the proposed vehicular accesses/crossings may result in collisions of all types, including injury to NMUs using the crossing. Collisions involving excessive speeds will also likely increase the severity of collisions.</p>	<p>The Audit Team recommends additional measures, including providing signage to comply with the proposed 40mph speed limit at the new highway features.</p>	<p>AGREE:</p> <p>40mph Speed Roundel Road marking is proposed to be added to the speed terminal to the west of the site. The roundel road marking will improve conspicuity and driver awareness when entering the 40mph speed restriction.</p>	

RSA Ref No.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response
3.2	Vehicular access (western end) The alignment of the eastbound lane in relation to the proposed bus lay-by is such that it directs road users into the bus lay-by where they may either come into conflict with a bus stopped here or the nearside kerb. This may increase the likelihood of vehicles colliding with buses or single-vehicle loss of control collisions as a result of sudden manoeuvring/striking the kerb.	The Audit Team recommends that the eastbound near-side kerb alignment is adjusted to provide a smoother alignment for road users. This could be achieved by providing a more conventional bus lay-by arrangement than that proposed.	DISAGREE: Lane Road Markings and Bus cage markings will guide vehicles travelling east on Middleton Stoney Road passed the bus lay-by. This arrangement is similar to the junction with Empire Road 600m to the east on the B4030.	
3.3	General to Middleton Stoney Road and internal roads The scheme proposals include the provision of swales in close proximity to shared use facilities / cycleways and footways. From the information provided, some of the proposed swales are to be a minimum of 0.6m deep. With the absence of any features to protect NMU's from incursions into the swale, NMU's particularly cyclists may be at risk of exposure to level differences. This would be further exacerbated during periods of heavy rainfall where storm water may create a drowning hazard for any such incursions.	The Audit Team recommend providing measures to protect NMU's from incursions into the proposed swales throughout the scheme extents.	DISAGREE: The swales are a maximum of 600mm deep in various locations. Each swale comprises a filter drain designed to store the surface water below ground from the storm up to a 1:30 year event. The swale will typically contain water in an extreme storm event for a short duration. No hazard mitigation is required.	

RSA Ref No.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response
3.4	Middleton Stoney Road – Vehicular Access Eastern end From the vehicle swept path analysis provided as part of the scheme submission, it is evident that larger service/refuse vehicle cannot turn left from the site without encroaching onto the right turn lane. Insufficient carriageway widths to accommodate long wheel based vehicular turning movements may increase the risk of vehicle on vehicle side impact/sideswipe type collisions.	The Audit Team recommends providing adequate carriageway geometry to ensure that all likely vehicle types to use this junction can carry out turning safely and without obstruction.	DISAGREE: The eastern site access is the secondary access onto a 5.5m road into the site; providing tapers within the area increases the size of the minor junction, which should primarily be used by cars. The only HGVs using the access should be the occasional refuse vehicle. HGVs typically encroach on the adjacent lanes, when exiting minor junctions.	
3.5	Middleton Stoney Road – Both access Junctions The scheme proposals indicate visibility splays either side of the proposed accesses onto Middleton Stoney Road. It was noted during the site inspection that there is existing vegetation in the vicinity of the proposed accesses. Obstruction of the visibility splays may increase the likelihood of failure to give way by motorists emerging from the site and a risk of associated vehicle on vehicle type collisions.	The Audit Team recommend that the existing vegetation is cut back and adequately maintained, in order that the proposed visibility splays are kept clear of obstruction.	AGREED: Vegetation will be cleared to ensure visibility along the proposed sightlines.	

RSA Ref No.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response
3.6	<p>Middleton Stoney Road – Eastern Access.</p> <p>It is unclear from the drawings provided whether there will be sufficient carriageway width between the edge of the give-way and the mainline carriageway of Middleton Stoney Road. Insufficient width may result in vehicles entering the proposed access overhanging the mainline carriageway when stopped to give-way to cyclists at this location. This may increase the risk of vehicle on vehicle side impact type collisions and possible injury to vehicle occupants.</p>	<p>The Audit Team recommend that sufficient carriageway length is provided between the proposed give-way and the mainline carriageway to accommodate all vehicles expected to use this junction.</p>	<p>DISAGREE:</p> <p>The give way crossing is 12.5m back from Middleton Stoney Road, allowing space for local buses or refuse vehicles to enter the access and yield when required for cyclists.</p>	

3. Audit Statements

3.1 Design Organisation Statement

On behalf of the Design Organisation, I certify that:

The actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.

Name: Rob Pembridge

Position: Principal Highway Engineer

Signed:



Organisation: Hydrock

Date: 24/05/2024

1.1 Overseeing Organisation Statement

On behalf of the Overseeing Organisation, I certify that:

The actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Design Organisation.and;
the agreed RSA actions will be progressed.

Name:

Position:

Signed:

Organisation:

Date:

Appendix A Road Safety Audit Safety 1 Brief

ROAD SAFETY AUDIT BRIEF

1. General Details							
1.1 Highway Improvement Scheme Name and Road Number				Phase 1B Works Middleton Stoney Road, Bicester.			
1.2 Type of Scheme The Highway infrastructure associated with the Phase 1B works.							
1.3 Road Safety Audit Stage (tick as appropriate)	1 ✓	2	1 & 2	3	Interim	4 (12 months)	4 (36 months)
1.4 Overseeing Organisation Project Sponsor Details Oxfordshire County Council, Road Agreements, Growth & Place, Communities, County Hall, New Road, Oxford, OX1 1ND Email:				1.5 Design Organisation Details Rob Pembridge Hydrock Over Court Barns Over lane Almondsbury, Bristol. BS32 4DF Email: robpembridge@hydrock.com Tel: 07733 714574			
1.6 Police Contact Details N/A				1.7 Maintaining Agent Contact Details N/A			
1.8 Road Safety Audit Team Membership Rob Westhead. Email: r.westhead@thesafetyforum.co.uk							
1.9 Terms of Reference The Stage 1 Road Safety Audit (RSA) is to be undertaken fully in accordance with the DMRB Standard GG 119, as well as the contents of this Road Safety Audit Brief.							
2. Scheme Description/Objective (provide a brief description of the scheme and its objectives)							
2.1 General The Himley Village development comprises 1,700 homes, extra-care housing, commercial uses, community facilities, and a primary school. The Road Safety Audit will cover the area known as Phase 1B, which is shown in Hydrock drawing 27141-HYD-XX-XX-DR-C-3000, titled 'Phase 1B Infrastructure RM Boundary'.							
2.2 Design Standards Applied to the Scheme Design The adopted highway is designed in accordance with the use of DMRB for offsite and onsite DfT MfS/OCC design guide. The pedestrian and cycle should be facility LTN 1/20 with practicable.							
2.3 Design Speeds Onsite, the design Speed is 20mph. Offsite the design speed is 40mph							
2.4 Speed Limits (state whether mandatory or advisory) Existing national speed limit (mandatory) on A4030 Middleton Stoney Road extended to include highway works.							
2.5 Existing Traffic Flows/Queues							

N/A		
2.6 Forecast Traffic Flows		
N/A		
2.7 Non-Motorised User (NMTU) Desire Lines		
N/A		
2.8 Environmental Constraints		
N/A		
3. Description Locality (provide details of any relevant factors which may affect road safety)		
3.1 General Description		
N/A		
3.2 Relevant Factors which may affect Road Safety		
N/A		
4 Personal Injury Collision Analysis (provide personal injury collision data covering both the extent of the scheme and the adjoining sections of highway)		
4.1 Summary of Personal Injury Collision Data		
N/A		
4.2 Personal Injury Collision Details		
N/A		
5.0 Departures and Relaxations from Standard (including details of their status – approved or pending), plus any Design Strategy Records produced for improvements to existing motorways and trunk roads.		
5.1 General		
The designer does not believe any departures and relaxations are required due to the local classification road.		
6.0 Previous Road Safety Audit Reports, Road Safety Audit Response Reports and Exception Reports.		
6.1 N/A		
7.0 Strategic Decisions – Items outside the scope of this Road Safety Audit.		
7.1 General		
N/A		
8.0 List of included documents and drawings		
8.1 Documents		
Reference	Date	Description
22-3093_GD_03_J	February 2024	Design Code
8.2 Drawings		
27141-HYD-XX-XX-DR-C-3000	Phase 1B Infrastructure RM Boundary	P06
592-PL-101	Site Boundary - Parameter Plan 1	Rev B
P22-3093_DE_003_H_01	Framework Plan	Rev H
P22-3093_EN_04_D_00	Phase 1B Detailed Infrastructure Landscape Proposal	Rev D
27141-HYD-XX-XX-DR-D-0100	Primary Access Junction General Arrangement Sheet 1	P03
27141-HYD-XX-XX-DR-D-0101	Secondary Access Junction General Arrangement Sheet 2	P03
27141-HYD-XX-XX-DR-D-0102	Pedestrian/Cycle Link General Arrangement Sheet 3	P03
27141-HYD-XX-XX-DR-D-0103	Sites Accesses Visibility Splays	P01
27141-HYD-XX-XX-DR-D-0104	Swept Path Analysis-Sh1	P02
27141-HYD-XX-XX-DR-D-0104.1	Swept Path Analysis-Sh2	P01
27141-HYD-XX-XX-DR-D-0105	Swept Path Analysis-Sh3	P01
27141-HYD-XX-XX-DR-C-2050	Phase 1B Vehicle and Cycle Visibility Sheet 1 of 4	P01

27141-HYD-XX-XX-DR-C-2051	Phase 1B Vehicle and Cycle Visibility Sheet 1 of 4	P01
27141-HYD-XX-XX-DR-C-2052	Phase 1B Vehicle and Cycle Visibility Sheet 1 of 4	P01
27141-HYD-XX-XX-DR-C-2053	Phase 1B Vehicle and Cycle Visibility Sheet 1 of 4	P01
27141-HYD-XX-XX-DR-C-2200	Phase 1B Engineering Strategy Sheet 1 of 4	P07
27141-HYD-XX-XX-DR-C-2201	Phase 1B Engineering Strategy Sheet 2 of 4	P08
27141-HYD-XX-XX-DR-C-2202	Phase 1B Engineering Strategy Sheet 3 of 4	P08
27141-HYD-XX-XX-DR-C-2203	Phase 1B Engineering Strategy Sheet 4 of 4	P07
27141-HYD-XX-XX-DR-C-2200	Phase 1B Bus Tracking Sheet 1	P06
27141-HYD-XX-XX-DR-C-2600	Phase 1B Bus & Large Car Tracking Sheet 2	P06
27141-HYD-XX-XX-DR-C-2601	Phase 1B Refuse & Large Car Tracking Sheet 3	P06
27141-HYD-XX-XX-DR-C-2602	Phase 1B Refuse & Large Car Tracking Sheet 4	P06

9.0 Checklist (tick all that are included and provide reasons for those that are not included)

9.1 Road Safety Audit Brief including description of scheme objectives.	✓	9.2 Site Location Plan	✓
9.3 Scale Layout Plans	✓	9.4 Construction/typical details	N/A
9.5 Previous Road Safety Audit Reports	N/A	9.6 Previous Road Safety Audit Response Reports	N/A
9.7 Road Safety Audit Exception Reports	N/A	9.8 Departures and Relaxations from Standards	N/A
9.9 Traffic signal staging	N/A	9.10 Personal injury collision data	N/A
9.11 Personal Injury Collision plot	✓	9.12 Traffic Counts	✓
9.13 Speed surveys	N/A	9.14 NMU desire lines and volumes.	N/A
9.15 NMU context and Audit Report	N/A	9.16 Items outside the scope of the RSA/strategic decisions	N/A
9.17 Other factors that may impact on road safety	N/A	9.18 Design speeds/speed limits.	✓
9.19 Design standards used	✓	9.20 Adjacent land uses	N/A

Appendix B

The Safety Forum - Road Safety Audit - Stage 1

MIDDLETON STONEY ROAD, BICESTER.


PROPOSED PHASE 1B WORKS

Stage 1 Road Safety Audit

May 2024

SG-AA-2024-4431-RSA1

Report title:	Middleton Stoney Road, Bicester. Phase 1B Works. Stage 1 of RSA
Date:	22 nd May 2024
Document reference and revision:	SG-AA-2024-4431-RSA1
Prepared by:	The Safety Forum Ltd
On behalf of:	Oxford County Council

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Original	S.Gajia	A. Ashfield		22/05/24
Designer's Response				
Authority's Response				
Audit Response				

Client:	
Hydrock	The Safety Forum Ltd
Over Court Barns Over lane Almondsbury, Bristol. BS32 4DF	PO Box 831 Godalming Surrey GU7 9HT
	Date: 22/05/2024

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APPENDIX A Location Plan

1.0 INTRODUCTION

- 1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on the proposed highway works relating to the Himley Village development that comprises 1,700 homes, extra-care housing, commercial uses, community facilities, and a primary school.
- 1.2 The highway proposals include:
- Two vehicular accesses with associated carriageway widening to accommodate two ghost right turn lanes into the proposed development.
 - Provision of Bus stops
 - NMU facilities – Shared Use facility / Cycle Lanes / Footways
 - Internal spine roads and associated infrastructure
 - Swales to facilitate drainage
- 1.3 The Stage 1 RSA was carried out at the request of Hydrock.
- 1.4 The Road Safety Audit Brief was supplied by Rob Pembridge of Hydrock. The overseeing organisation is Oxford County Council. The RSA Brief was accepted by the Audit Team as adequate to complete the RSA.
- 1.5 The Audit was carried out between 19th and 22nd May 2024 by consultants working on behalf of The Safety Forum Limited. The Audit Team, which is established from The Safety Forum Ltd and independent of the project design team, has had no involvement with the project.

The Auditors were:

Siraj Gajia – Team Leader, BA (Hons), MCIHT MSoRSA, HE RSA Certificate of Competence

Andy Ashfield - Team Member, FCIHT FIHE MSoRSA HE RSA Certificate of Competence

- 1.6 The report has been prepared in accordance with General Principles and Scheme Governance General Information, GG 119, Road Safety Audit (Formerly HD 19/15).
- 1.7 The Audit consisted of a desktop study and a site visit. The site visit was carried out on 20th May 2024, between 12:00 and 13:00 hours by all members of the Audit Team together. The weather was sunny and the road surface was dry. Traffic conditions were moderate and considered free flowing.

- 1.8 Issues relating to the health & safety of operatives constructing, operating or maintaining the highway are not covered by Road Safety Audit. Only issues relating to the design and construction of facilities for highway maintenance that may potentially contribute to a Road Safety Matter are considered by the Road Safety Audit process.

Road Safety Audit is not a technical check that the design conforms to Standards and/or best practice guidance. Design Organisations are responsible for ensuring that their designs have been subjected to the appropriate design reviews (including, where applicable, Walking, Cycling & Horse Riding Assessment & Review) prior to Road Safety Audit.

Road Safety Audit is not a check that the scheme has been constructed in accordance with the design.

Whilst reference is made to certain design standards, where safety may be compromised by a reduction in standard, this report is not intended to provide a design check. The Auditors have only reported on matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or construction of the scheme.

- 1.9 The recommendations in this report are aimed at addressing the road safety problems; however there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.
- 1.10 The Overseeing Organisation response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the *As Built* design pack to be provided and retained by the Overseeing Organisation on final completion.
- 1.11 All problems identified in this Road Safety Audit Report are indicated on a location plan in Appendix A

2.0 ITEMS CONSIDERED

2.1 The Road Safety Audit was undertaken on the scheme detailed in the following Hydrock documentation.

27141-HYD-XX-XX-DR-C-3000	Phase 1B Infrastructure RM Boundary	P06
592-PL-101	Site Boundary - Parameter Plan 1	Rev B
P22-3093_DE_003_H_01	Framework Plan	Rev H
P22-3093_EN_04_D_00	Phase 1B Detailed Infrastructure Landscape Proposal	Rev D
27141-HYD-XX-XX-DR-D-0100	Primary Access Junction General Arrangement Sheet 1	P03
27141-HYD-XX-XX-DR-D-0101	Secondary Access Junction General Arrangement Sheet 2	P03
27141-HYD-XX-XX-DR-D-0102	Pedestrian/Cycle Link General Arrangement Sheet 3	P03
27141-HYD-XX-XX-DR-D-0103	Sites Accesses Visibility Splays	P01
27141-HYD-XX-XX-DR-D-0104	Swept Path Analysis-Sh1	P02
27141-HYD-XX-XX-DR-D-0104.1	Swept Path Analysis-Sh2	P01
27141-HYD-XX-XX-DR-D-0105	Swept Path Analysis-Sh3	P01
27141-HYD-XX-XX-DR-C-2050	Phase 1B Vehicle and Cycle Visibility Sheet 1 of 4	P01
27141-HYD-XX-XX-DR-C-2051	Phase 1B Vehicle and Cycle Visibility Sheet 1 of 4	P01
27141-HYD-XX-XX-DR-C-2052	Phase 1B Vehicle and Cycle Visibility Sheet 1 of 4	P01
27141-HYD-XX-XX-DR-C-2053	Phase 1B Vehicle and Cycle Visibility Sheet 1 of 4	P01
27141-HYD-XX-XX-DR-C-2200	Phase 1B Engineering Strategy Sheet 1 of 4	P07
27141-HYD-XX-XX-DR-C-2201	Phase 1B Engineering Strategy Sheet 2 of 4	P08
27141-HYD-XX-XX-DR-C-2202	Phase 1B Engineering Strategy Sheet 3 of 4	P08
27141-HYD-XX-XX-DR-C-2203	Phase 1B Engineering Strategy Sheet 4 of 4	P07
27141-HYD-XX-XX-DR-C-2200	Phase 1B Bus Tracking Sheet 1	P06
27141-HYD-XX-XX-DR-C-2600	Phase 1B Bus & Large Car Tracking Sheet 2	P06
27141-HYD-XX-XX-DR-C-2601	Phase 1B Refuse & Large Car Tracking Sheet 3	P06
27141-HYD-XX-XX-DR-C-2602	Phase 1B Refuse & Large Car Tracking Sheet 4	P06

2.2 No departure from standards or other information was submitted to the Audit Team.

2.3 Accepting that this request is for a Stage 1 RSA, further safety aspects to be considered at subsequent Audit stages should include, but are not limited to:

- relevant regulatory / warning signs and road marking schedules;
- street lighting assessments to ensure adequate illumination
- kerb details
- review of carriageway and shared facility surfacing detail and gradients;
- review of drainage design; and
- review of site clearance.

2.5 No deflection arrows have been provided at either end of the proposed ghost island right turn lane. These should be implemented as part of the proposals.

3.0 MATTERS ARISING FROM THIS STAGE 1 AUDIT.

3.1 PROBLEM

LOCATION: Middleton Stoney Road – West of proposed vehicular access

SUMMARY: Risk of vehicles speeding in excess of the posted speed limit

The scheme proposals include extending the existing 40mph speed limit westwards to include the location of both the vehicular accesses into the proposed development. Motorists travelling in an eastbound direction west of the development may be travelling at or above the National Speed Limit (ie 60mph) on this approach. Although 40mph signs have been proposed, the provision of signage alone may not be sufficient for eastbound road users to comply with the change in speed limit ahead. Inappropriate speeds within the vicinity of the proposed vehicular accesses/crossings may result in collisions of all types, including injury to NMUs using the crossing. Collisions involving excessive speeds will also likely increase the severity of collisions.

RECOMMENDATION

The Audit Team recommend additional measures including the provision of signage is provided to achieve compliance with the proposed 40mph speed limit at the new highway features.

3.2 PROBLEM

LOCATION: Vehicular access (western end)

SUMMARY: Risk of vehicle to bus type collisions and/or vehicles striking kerb/loss of control

The alignment of the eastbound lane in relation to the proposed bus lay-by is such that it directs road users into the bus lay-by where they may either come into conflict with a bus stopped here or the nearside kerb. This may increase the likelihood of vehicles colliding with busses or single vehicle loss of control collisions as a result of sudden manoeuvring/striking the kerb.

RECOMMENDATION

The Audit Team recommends that the eastbound near-side kerb alignment is adjusted to provide a smoother alignment for road users. This could be achieved by providing a more conventional bus lay-by arrangement than that proposed.

3.3 PROBLEM

LOCATION: General to Middleton Stoney Road and internal roads

SUMMARY: Risk of NMU incursions into swale with risk of drowning

The scheme proposals include the provision of swales in close proximity to shared use facilities / cycleways and footways. From the information provided, some of the proposed swales are to be a minimum of 0.6m deep. With the absence of any features to protect NMU's from incursions into the swale, NMU's particularly cyclists may be at risk of exposure to level differences. This would be further exacerbated during periods of heavy rainfall where storm water may create a drowning hazard for any such incursions.

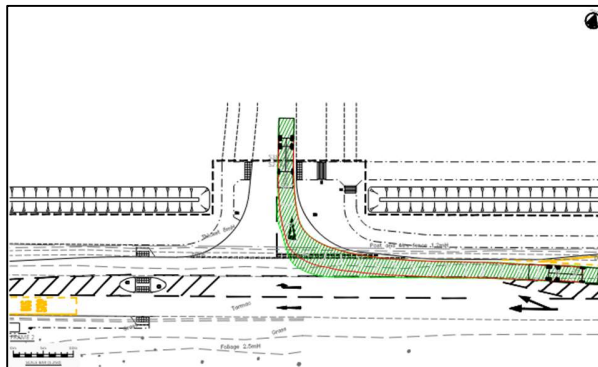
RECOMMENDATION

The Audit Team recommend providing measures to protect NMU's from incursions into the proposed swales throughout the scheme extents.

3.4 PROBLEM

LOCATION: Middleton Stoney Road – Vehicular Access Eastern end

SUMMARY: Insufficient carriageway geometry



From the vehicle swept path analysis provided as part of the scheme submission, it is evident that larger service/refuse vehicle cannot turn left from the site without encroaching onto the right turn lane. Insufficient carriageway widths to accommodate long wheel based vehicular turning movements may increase the risk of vehicle on vehicle side impact/sideswipe type collisions.

RECOMMENDATION

The Audit Team recommends providing adequate carriageway geometry to ensure that all likely vehicle types to use this junction can carry out turning safely and without obstruction.

3.5 PROBLEM

LOCATION: Middleton Stoney Road – Both access Junctions

SUMMARY: Vegetation within visibility splays

The scheme proposals indicate visibility splays either side of the proposed accesses onto Middleton Stoney Road. It was noted during the site inspection that there is existing vegetation in the vicinity of the proposed accesses. Obstruction of the visibility splays may increase the likelihood of failure to give way by motorists emerging from the site and a risk of associated vehicle on vehicle type collisions.

RECOMMENDATION

The Audit Team recommend that the existing vegetation is cut back and adequately maintained, in order that the proposed visibility splays are kept clear of obstruction.

3.6 PROBLEM

LOCATION: Middleton Stoney Road – Eastern Access.

SUMMARY: Risk of vehicle overhang on mainline carriageway.

It is unclear from the drawings provided whether there will be sufficient carriageway width between the edge of the give-way and the mainline carriageway of Middleton Stoney Road. Insufficient width may result in vehicles entering the proposed access overhanging the mainline carriageway when stopped to give-way to cyclists at this location. This may increase the risk of vehicle on vehicle side impact type collisions and possible injury to vehicle occupants.

RECOMMENDATION

The Audit Team recommend that sufficient carriageway length is provided between the proposed give-way and the mainline carriageway to accommodate all vehicles expected to use this junction.

4.0 AUDIT TEAM STATEMENT

4.1 We certify that this audit has been carried out in accordance with GG 119.

AUDIT TEAM LEADER

Name: Siraj Gajia

Position: Audit Team Leader

The Safety Forum Ltd

PO Box 831

Godalming

Surrey

GU7 9HT

Signed:



Date: 22nd May 2024

AUDIT TEAM MEMBER

Name: Andy Ashfield

Position: Audit Team Member

The Safety Forum Ltd


PO Box 831

Godalming

Surrey

GU7 9HT

Signed:



Date: 22nd May 2024

APPENDIX A: LOCATION PLAN

