



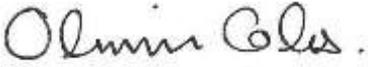
TMS Designers Response Template

ROAD SAFETY AUDIT STAGE 1

Scheme Title	Phase 9, Heyford Park, Upper Heyford, Bicester
Client	Dorchester Living
TMS RSA Report Ref No:	TMS 14436
Road Safety Audit Team	RC/AS

Problem Identified (Paragraph No)	Problem Accepted (YES/NO)	Recommendation Accepted (YES/NO)	Alternative measure (describe)
2.1	YES	YES	<p>10m RADII INTRODUCED TO TWO NEWLY PROPOSED ACCESS JUNCTIONS ONTO CAMP ROAD TO EASE TRACKING.</p> <p>GEOMETRY AMENDED ELSEWHERE WITHIN THE SITE TO PROVIDE SUFFICIENT MARGIN FOR ERROR ON CAMP ROAD AND IZZARD ROAD (TURNING RIGHT INTO THE DEVELOPMENT BOULEVARD ONLY – IZZARD ROAD JUNCTION IS EXISTING).</p> <p>TRACKING FROM IZZARD ROAD RUNS OVER THE HARD PAVED RUN-OVER AREA WHICH DOES NOT HAVE A KERB IN THIS LOCATION. KERBS ARE PROVIDED AROUND THE GRASSED CENTRAL ISLAND. FULL DETAILS TO BE AGREED AT S38 STAGE.</p> <p>SITING OF STREET FURNITURE TO BE DEALT WITH AT S38 STAGE BUT SHOULD BE CAREFULLY POSITIONED IN LINE WITH RSA COMMENTS.</p> <p>TRACKING RE-PRODUCED BASED ON VEHICLE SPEC AGREED WITH OCC ON 04.09.18.</p> <p>ADJUSTMENTS TO TRACKING HAS PULLED THE VEHICLE AWAY FROM DESIGNATED PARKING SPACES AS IDENTIFIED.</p>
2.2	YES	YES	<p>2m X 2m VISIBILITY PROVIDED TO ALL FOOTPATH, CYCLELINK & DRIVEWAY CROSSING POINTS. WE CONSIDERED PROVIDING A RAISED TABLE AND SIGNAGE TO OFFER PRIORITY TO PED/CYCLISTS BUT THERE WAS INSUFFICIENT REFUGE AREA FOR VEHICLES WHEN TURNING OFF CAMP ROAD FOR THIS TO WORK</p> <p>THEREFORE, IN ORDER TO PROVIDE ADEQUATE INTERVISIBILITY, THE FOLIAGE WILL BE TRIMMED BACK 5M FROM THE CROSSING POINT.</p>
2.3	YES	YES	<p>PEDESTRIAN CROSSING POINTS HAVE BEEN ADDED ACROSS THE SITE IN SEVERAL LOCATIONS. CROSSING POINTS HAVE BEEN MADE TARMAC AND DO NOT UTILISE RUMBLE STRIPS</p> <p>TACTILE PAVING WILL BE DETAILED AT THE S38 TECHNICAL DESIGN STAGE</p>

2.4	YES	NO	PLANTING DESIGNED AT PATH JUNCTIONS TO HELP PREVENT PEDESTRIANS FROM CUTTING CORNERS
2.5	YES – ALBEIT ALREADY PROVIDED	YES	CYCLEWAYS ARE ALREADY PROVIDED ACROSS THE SITE & IDENTIFIED WITHIN THE SUBMITTED DAS. WE HAVE UPDATED THE CYCLE PLAN TO REFLECT THE LATEST LAYOUT TO SUPPORT THE APPLICATION AND IDENTIFY THEIR NEW LOCATIONS
2.6	YES	NO	<p>THE PRIORITY JUNCTION TO THE NORTH OF CAMP ROAD WILL BE CLOSED OFF AS THE MAIN ACCESS TO THE BUSINESSES LOCATED ON THE FLYING FIELD AS PART OF THE LOCAL PLAN ALLOCATION AND ASSOCIATED PLANNING APPLICATIONS. THIS JUNCTION IN THE FUTURE WILL ONLY ACCESS THE NURSERY.</p> <p>THE CLOSURE OF ACCESS TO THE BUSINESSES IN THE NORTH WILL SIGNIFICANTLY REDUCE THE AMOUNT OF VEHICLE MOVEMENTS (INCLUDING HGVS) AT THIS JUNCTION WHICH WILL REDUCE THE LIKELIHOOD OF CONFLICTS.</p> <p>THE JUNCTION LAYOUT WILL ALSO BE REVIEWED AT THE S278 STAGE TO UNDERSTAND IF THE EXISTING GHOST ISLAND FOR RIGHT TURNS INTO THE JUNCTION TO THE NORTH CAN BE AMENDED TO PROVIDE AN ISLAND FOR RIGHT TURNERS TO BOTH THE NORTH AND SOUTH.</p>
2.7	YES	YES	1M LEVEL VERGE PROVIDED

Signed	
Job Title	DIRECTOR
Date	5 th SEPTEMBER 2018

The completed Designers' Response Form should be issued to the Overseeing Authority for their comments

Please provide a copy of the completed Designers' Response Form to Jan Alcock at TMS info@tmsconsultancy.co.uk (for our information only)