

PROJECT	DATE	BY	REFERENCE
5018551 - Eastleigh Borough Council, One Horton Heath, Site Wide Infrastructure Delivery	3 rd July 2023	PRB	5018551-TN-0001
TITLE			
Stage 1 RSA, Designer's Response.			

Introduction

Ridge has been commissioned by Eastleigh Borough Council for the design of the public highway works for their development One Horton Heath, Hampshire.

This requires the design to be approved by the Highway Authority under a Section 38 Agreement, Highways Act.

Part of the process requires a Stage 1 Road Safety Audit to be undertaken as per DMRB procedure GG119.

This technical note lists the issues raised by the audit and recommendations put forward by the Auditor together with the required Designer's Response from Ridge.

Stage 1 Road Safety Audit Findings and Designer's Response

The Audit was undertaken by J Bartlett Consulting Ltd on 7th June 2023.

The following drawings were provided to the audit team on which they based their audit on.

Drawing Number	Rev	Title
5018551 RDG XX ST DR C 051	-	Drainage Strategy Sheet 1
5018551 RDG XX ST DR C 052	-	Drainage Strategy Sheet 2
5018551 RDG XX ST DR C 053	-	Drainage Strategy Sheet 3
5018551 RDG XX ST DR C 054	-	Drainage Strategy Sheet 4
5018551 RDG XX ST DR C 2200	A	Overall Tracking Sheet 1
5018551 RDG XX ST DR C 2201	A	Overall Tracking Sheet 2
5018551 RDG XX ST DR C 2202	B	Overall Tracking Sheet 3
5018551 RDG XX ST DR C 2203	A	Overall Tracking Sheet 4

Problems in this Audit will be identified linearly and by drawing number as an approved alternative to the layout indicated in GG119.

Drawing 5018551 RDG XX ST DR C 051 Rev -

After due and careful consideration, the Audit Team have been unable to identify any areas of concern regarding the road safety of users of the highway network resulting from the information provided for this stage of audit.

RESPONSE: No response

Drawing 5018551 RDG XX ST DR C 052 Rev -

After due and careful consideration, the Audit Team have been unable to identify any areas of concern regarding the road safety of users of the highway network resulting from the information provided for this stage of audit.

RESPONSE: No response

Drawing 5018551 RDG XX ST DR C 053 Rev –

After due and careful consideration, the Audit Team have been unable to identify any areas of concern regarding the road safety of users of the highway network resulting from the information provided for this stage of audit.

RESPONSE: No response

Drawing 5018551 RDG XX ST DR C 054 Rev –

After due and careful consideration, the Audit Team have been unable to identify any areas of concern regarding the road safety of users of the highway network resulting from the information provided for this stage of audit.

RESPONSE: No response

Drawing 5018551 RDG XX ST DR C 2200 Rev A

The drawing shows swept path movements for vehicles expected to use the network. All movements can be accommodated within the available carriageway all be it in some situation's vehicle movements cross into the opposite bound carriageway during the turn from the side road. This is not unusual for networks of this type and as such does not give rise to concern.

RESPONSE: Comment noted.

Drawing 5018551 RDG XX ST DR C 2201 Rev A

The drawing shows swept path movements for vehicles expected to use the network. All movements can be accommodated within the available carriageway all be it in some situation's vehicle movements cross into the opposite bound carriageway during the turn from the side road. This is not unusual for networks of this type and as such does not give rise to concern.

RESPONSE: Comment noted.

Drawing 5018551 RDG XX ST DR C 2202 Rev B

The drawing shows swept path movements for vehicles expected to use the network. All movements can be accommodated within the available carriageway all be it in some situation's vehicle movements cross into the opposite bound carriageway during the turn from the side road. This is not unusual for networks of this type and as such does not give rise to concern.

RESPONSE: Comment noted.

Drawing 5018551 RDG XX ST DR C 2203 Rev A

The drawing shows swept path movements for vehicles expected to use the network. All movements can be accommodated within the available carriageway all be it in some situation's vehicle movements cross into the opposite bound carriageway during the turn from the side road. This is not unusual for networks of this type and as such does not give rise to concern.

RESPONSE: Comment noted.

Issues Raised Outside of Scope of the RSA

It would appear that a number of street trees are proposed or existing across the proposed network. While the audit team accept that the landscaping design has not been undertaken at this time, it is important that junction visibility is maintained and protected and in particular canopy height is considered as part of that design phase.

RESPONSE: The Design Team will inform the Landscape designers of this criteria.

Many of the Tier 3 roads and footway / cycleway proposals terminate in the middle of plots. It is accepted that the design of the downstream infrastructure has not been undertaken at this time, but it is recommended that downstream design is subject to an appropriate road safety audit.

RESPONSE: Will inform Client that this recommendation should be followed and will put together appropriate drawing package for such an audit.

Both surface and foul water chamber covers are likely to be located within the carriageway space. While on most occasions these are located outside of the wheel path for vehicles in certain situations this may not be the case. There is some evidence to suggest that where chamber covers are located within the vehicle wheel track there is the potential for single vehicle loss of control due to differential frictional properties between the chamber cover and surrounding carriageway. This is of particular concern for power two-wheel vehicles especially under braking / heavy braking. In this instance however speeds are likely to be low and the potential for personal injury unlikely, it would be beneficial to provide chamber covers with similar frictional properties to the abutting carriageway.

RESPONSE: The use of high friction covers (or relocation of manhole structures) will be reviewed at key locations. An exercise to ensure that covers are not within vehicle tracks should be undertaken.

With the wider acceptance of the safer systems approach to highway design it may be beneficial to engage with the local highway authority and seek their views on implementing a 20mph speed limit / zone across the development.

RESPONSE: It is not known if this is currently being reviewed by either the Client or Highway Authority. Discussion with the Client to be made first prior to the Highway Authority. The current proposed speed limit for roads being put forward for adoption is 30mph.