



RSA Reference:	Proposed Highway Access for residential Retirement Home, Pinhoe Road, Exeter, Devon, EX4 8AD – Stage 1				
Road Safety Auditor Organisation:	David A Graham Associates Ltd	Designer Organisation:	Awcock Ward Partnership	Overseeing Organisation (OO):	Devon County Council
RSA Contact Name:	David Graham (Managing Director)	Designer Contact Name:	Annabel Harris, Engineer	OO Contact Name:	Lloyd Orriel, Highway Development Management Officer (Exeter)
Date Audit Received:	22/06/2020	Date of Response:	15/07/2020	Date of Response:	23/07/2020

Road Safety Comment	Designers Response	Overseeing Organisation Response	Agreed RSA Action
<p>3.1 PROBLEM</p> <p>Location: A – Pinhoe Road at proposed new crossover access to site</p> <p>Summary: Vehicles turning right into proposed vehicle crossover</p> <p>The Audit team are concerned that vehicles turning right into the proposed new vehicle crossover into the site from Pinhoe Road will have to cross both the opposing traffic lane and a bus lane to enter the site. Given the potential complexity of this manoeuvre for drivers unfamiliar with the site access there is the potential for heavy breaking and shunt type collisions to occur and side impact type collisions with opposing traffic.</p> <p>RECOMMENDATION</p> <p>In order to make the manoeuvre less complex the Audit team would recommend that the existing hatch markings on Pinhoe Road are realigned leaving a gap at the proposed site access for right turning vehicles to aim for. This should also be supported by adequate nameplate signs for the proposed retirement home in a conspicuous position so that drivers and riders know when they have reached their destination.</p>	<p>We do not propose to make any changes to existing white lining within Pinhoe Road, this is consistent with other vehicular crossovers in the area.</p> <p>The existing central white hatching, at the location of the vehicular crossover, is near to the start of the taper and therefore is no more than approximately 600mm wide. We don't consider this to be a significant visual impact and vehicles will be able cross this when turning into the site as they would at any other junction along this road.</p> <p>The vehicular access is provided in conjunction with a break in the existing wall located at the break of footway along Pinhoe Road, this break in the wall will ensure vehicles/cyclists and pedestrians are aware they have reached their destination.</p> <p>Adequate nameplate signage will be provided upon completion to support this.</p>	<p>Agree with Designers Response.</p>	<p>Retain existing white lining on Pinhoe Road.</p> <p>Specify adequate nameplate signage at the detailed design stage.</p>

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<p>2.2 PROBLEM</p> <p>Location: B – Pinhoe Road at proposed new crossover access to site</p> <p>Summary: Inspection cover adjacent to bell-mouth of proposed new vehicle crossover</p> <p>During the site visit the Audit team noted that there is an existing inspection cover in the westbound lane of Pinhoe Road immediately adjacent to the bell-mouth of the proposed vehicle crossover. Such a cover could be a potential slip hazard in freezing and inclement weather conditions for cyclists and other riders of two wheeled vehicles entering the site who could be unseated.</p> <p>RECOMMENDATION</p> <p>The existing inspection cover should be replaced with a rebated cover with a slip resistance similar to that of the surrounding carriageway.</p>	<p>The auditor comment is noted and will be picked up at the detailed design stage.</p>	<p>Agree with Designers Response.</p>	<p>Suitable cover replacement to be specified at the detailed design stage.</p>
<p>2.3 PROBLEM</p> <p>Location: C – Pinhoe Road at proposed new crossover access to site</p> <p>Summary: Access to the site for cyclists and pedestrians</p> <p>The Audit team note that there appears to be a short section of shared footway for cyclists and pedestrians on the eastern side of the proposed vehicle crossover. However, it is not clear how this will join in with any existing cycle route infrastructure and without the benefit of appropriate traffic signs, dropped kerbs and tactile paving could be confusing, particularly for visually impaired pedestrians who may be entering or leaving the retirement home. This could lead to a potential for conflicts between cyclists and pedestrians or cyclists and wheelchair users.</p> <p>RECOMMENDATION</p> <p>Any proposed shared pedestrian cycle route should comply with the appropriate standards and incorporate appropriate traffic signs, road markings and tactile paving. Such a design should be presented at Stage 2 of the Audit process.</p>	<p>Suitable tactiles, signage and dropped kerbs will be specified at the detailed design stage.</p>	<p>Agree with Designers Response.</p>	<p>Suitable tactiles, signage and dropped kerbs will be specified at the detailed design stage.</p>



Road Safety Comment		Designers Response	Overseeing Organisation Response	Agreed RSA Action
2.4	<p>PROBLEM</p> <p>Location: D – Pinhoe Road at proposed new crossover access to site</p> <p>Summary: Swept path analysis of refuse vehicle</p> <p>The drawing indicates the swept path of a standard refuse vehicle turning right and left into the site. From the drawing it can be seen that if two vehicles were to oppose one another at the new vehicle crossover there would be a conflict with one or other having to reverse injudiciously. This in turn could lead to side impact type collisions on the major road, sideswipe type collisions and the potential for mounting of the footway with resultant collisions with pedestrians and cyclists. This could be of particular concern with regard to drivers turning right into the proposed new vehicle crossover as highlighted in problem 3.1 above.</p> <p>RECOMMENDATION</p> <p>The proposed new highway crossover should provide adequate space for a refuse vehicle to turn into the site whilst another vehicle is leaving the site without the need for injudicious manoeuvres and potential collisions.</p>	<p>The estimated trip generation for this development is 1 trip every 9-10minutes during the peak hours. Given this we consider the access as it stands at 4.8m wide is suitable and it is unnecessary to be widened to accommodate an infrequent manoeuvre such as the refuse vehicle visiting the site no more than once a week.</p> <p>This is in accordance with Manual for Street guidance which states that roads 'primarily designed to meet the needs of motor traffic' should be discouraged (para 1.1.6) and should instead be designed 'using the minimum of highway design features necessary to make the streets work properly' (para 1.6.1)</p> <p>Widening the access would also mean that more of the wall which fronts the site would need to be remove unnecessarily.</p> <p>Finally, there is clear intervisibility such that the refuse vehicle or car could wait for the other to exit before turning into the site if required. Please see SK-102 attached for information.</p>	Agree with Designers Response.	None required, retain access as designed.