Job no. :	0256
Scheme Name:	Farlands Cranbrook, Site Access
Location:	Cranbrook, Devon
RSA Ref:	17745 – Farlands, Cranbrook, Devon, Road Safety Audit Stage 1
Title:	Designer's Response and Exceptions Report
Revision:	A
Status:	Design Feasibility / Pre-Planning
Date:	27.04.2023

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RSA ref	Location	Summary	Problem	Recommendation	Designers Comment
2.1	Site access priority junction onto London Road	Skidding and loss of control collisions.	It was noted that an existing gulley was located in the carriageway at the proposed site access. The metallic gulley cover might have poor surface friction levels, especially in wet and icy weather conditions. This could increase the risk of loss of control collisions for vehicles turning in and out of the development access.	The gulley should be relocated out the development access junction and the drainage should be reviewed at detailed design stage.	Noted: This will be identified at S278 stage.
2.2	London Road – uncontrolled crossing point	Cyclist collisions with pedestrians	At this uncontrolled crossing point on London Road, pedestrians crossing from the south side footway will be led directly into a shared footway area. Pedestrians might not be aware that they are sharing the footway with cyclists at this location, which could increase the risk of collisions between the two users. This issue could be exacerbated for visually impaired pedestrians.	A cycleway zebra crossing type design, similar to that proposed at the east of the scheme (at the bus stop) should be implemented, which keeps the cycleway separated from the footway.	Noted: This has been amended and can be seen on the revised access plans.
2.3	Site access-footway crossing	Collisions with visually impaired pedestrians	The proposed tactile paving configuration for the dropped crossing point at the access is only two paving slabs deep. This could be missed by visually impaired pedestrians who might step over this and head into the carriageway, with the increased risk of them being struck by oncoming traffic	The tactile paving configuration at the dropped crossing should be increased to three slabs deep as per guidance for an in-line crossing.	Noted: This has been amended and can be seen on the revised access plans.
2.4	Gribble Lane junction	Collisions with pedestrians crossing	The dropped crossing point with tactile paving has been located at the widest extents of the junction bell mouth. Pedestrians, especially visually impaired will be directed to cross very close to traffic travelling along London Road where they could be struck by vehicles if they head offline slightly. Additionally, they will have greater exposure to vehicles turning in and out of the side road, also increasing the risk of collisions.	The crossing point should be further inset into Gribble Lane to provide a buffer away from London Road and reduce the crossing distance at the junction.	Noted: The crossing has been moved slightly further south however, any further would push it away from the desire line. The crossing could be moved further in the future if the LHA decide that it is appropriate as and when further land south of London Road comes forward for development.

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2.5	Extents of cycleway	Cyclist collisions with pedestrians	It is not known at this stage if the cycleway will have a stepped segregation away from the footway or if this is intended as a painted white line only for the extents of the route. If there is no physical separation, cyclists might choose to ignore the white line markings and breach the footway only areas, increasing the risk of collisions with pedestrians.	The cycleway facilities should be designed as being separated from footways by providing cycle tracks with kerbed, stepped or light segregation.	Noted: The LHA requires the same traffic calming design principles to be replicated from the adjacent Cobdens works. It is not clear from the Cobdens drawings whether the foot/cycleway is intended to be stepped or level surface. However, this could be confirmed at S278/S38 stage, and the final solution would not affect the deliverability of the traffic calming works associated with the Farlands frontage in principle.
2.6	London Road extents of scheme	Collisions in the hours of darkness	At this stage no reference has been made to street lighting to cover the extents of the scheme. Given the potential mix of different users along the route, including at number of crossing points and intersections, if the scheme is not well illuminated, this could result in poor intervisibility between users. This could increase the risk of collisions occurring during the hours of darkness.	The scheme extents should be street lit.	Noted: It is anticipated that London Road would be lit in association with the extension of the 30mph limit. Approval of the detailed street lighting design would be agreed through the S278/S38 detailed design process in the usual manner.
2.7	London Road (option 1 only)	Speed related collisions	For scheme option 1, there is only a road narrowing at the east extents of the scheme instead of the raised table as per option 2. It is not known if this measure will provide a suitable reduction in speeds for the proposed 30mph limit. This could result in poor compliance with the posted speed limit and increase the risk of speed related collisions occurring.	The speed reducing feature should be reviewed at this location and upgraded where required to ensure the 30mph limit is self-enforcing.	Disagree: For option 2 this is not a raised table; it is a change in surfacing with a gateway feature added to reduce approach speeds, replicating that understood to be acceptable by the LHA for the entry to the 30mph zone at the adjacent Cobden's development. The proposed gateway features are promoted in LTN1/07 as effective means of encouraging a reduction in vehicle speeds at the entry to a 30mph zone. On option 1 the development to the east will be implementing speed reducing features so a gateway feature immediately east of the Farlands site is not necessary.