

PROPOSED STORAGE & DISTRIBUTION FACILITY, OLD IPSWICH ROAD, ARDLEIGH
STAGE 1 ROAD SAFETY AUDIT DESIGNER'S RESPONSE

Project Details:

Project Title:	Proposed Storage & Distribution Facility, Old Ipswich Road, Ardleigh Stage1 Road Safety Audit Designer's Response
Date:	13.09.2021
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On behalf of:	Flying Trade Group

Authorisation Sheet:

Prepared by:	
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Position:	
Signed:	
Organisation:	Intermodal Transportation Ltd
Date:	13.09.2021
Approved by:	
Name:	Steve Williamson
Position:	
Signed:	
Organisation:	Intermodal Transportation Limited
Date:	13.09.2021

Introduction and Context

This Designer's Response report has been produced as a result of a Stage 1 Road Safety Audit (RSA) carried out at the request of Essex County Council, by Allen Transport Consultancy Ltd, with reference ATC/666/IT/1 Rev 1 and dated 02.09.2021.

The RSA has been produced as a result of a Stage 1 Road Safety Audit carried out on the preliminary design for the proposed site access to serve a commercial development site located off Old Ipswich Road in Ardleigh. The development would consist of 3,470 sqm of employment floorspace and 40,250 sqm warehouse / distribution space.

The proposal considered as part of the Stage 1 RSA report was the provision of a new access junction on Old Ipswich Road to serve the proposed development. This report has been prepared in accordance with the approach set out in GG 119.

Key Personnel:

Overseeing Organisation:	Essex County Council
RSA Team:	Lisa Allen of Allen Transport Consultancy Ltd – RSA Team Leader John Bowman of Allen Transport Consultancy Ltd – RSA Team Member
Design Organisation:	Intermodal Transportation Ltd

Road Safety Audit Decision Log

Reference	RSA Problem	RSA Recommendation	Design organisation response	Overseeing Organisation response	Agreed RSA Action
2.3.1	Restricted visibility at the proposed development site access junction could result in a potential increased risk of side impact collisions occurring.	<p>It is recommended that the existing speed limit should be reduced in order to mitigate the above described potential collision scenario. If for whatever reason the above recommendation cannot be achieved, then it is recommended that approval for the current scheme proposal should be sought and agreed with the Overseeing Organisation via the Road Safety Audit Response Report and Table F4 Decision Log as contained within DMRB GG 119.</p> <p>Additionally, it is recommended that the development site boundary fence/wall/vegetation should be located outside of the visibility splays.</p> <p>Furthermore, it is recommended that measures to prevent parked vehicles from restricting the maximum achievable visibility splays should be provided. Measures could include the provision of No Waiting At Any Time (double yellow line) restrictions, including loading and unloading.</p>	<p>The results from the ATC survey undertaken in Feb 2020, show that there would be a flow of 42 vehicles northbound and 132 vehicles southbound in the AM peak hour and 35 / 86 vehicles north and southbound respectively in the PM peak hours. Additionally, the recorded speeds are well below the 60mph speed limit. Given the modest traffic levels and lower speed recorded it is considered that funding of a lower speed limit on Old Ipswich Road should not be required.</p> <p>Proposed vegetation within the site boundary would be maintained clear of visibility splays.</p> <p>The provision of double yellow lines would require a TRO. If requested by the Highway Authority, the developer could offer fund the TRO process but could not guarantee implementation. Given the very low traffic flows along Old Ipswich Road it is questioned whether such provision is actually necessary.</p>		
2.3.2	Swept path requirements of larger vehicles could result in a potential increased risk of head on or side swipe type collisions occurring.	<p>It is recommended that the junction geometry should be modified in order to mitigate the above described potential collision scenarios.</p> <p>If for whatever reason the above recommendation cannot be achieved, then it is recommended that approval for the current scheme proposal should be sought and agreed with the Overseeing Organisation, Essex County Council via the Road Safety Audit Response Report and Table F4 Decision Log as contained within DMRB GG 119.</p>	<p>A revised access junction proposal has been produced and can be seen on Drawing IT2114_TA_02 Rev A (attached appendices). This includes a taper on the southern side of the access which allows a maximum legal articulated HGV vehicle to access and egress the site without oversailing the carriageway centreline. Additionally two such vehicles could pass satisfactorily within the site access shown in Drawing IT2114_TA_05 (attached appendices).</p>		
2.4.1	Reducing the potential risk of pedestrian trips and falls on full height kerb upstands at the proposed development site access junction, whereby pedestrians could sustain personal injury.	<p>It is recommended that an uncontrolled pedestrian crossing facility, including dropped kerbs, should be provided across Old Ipswich Road.</p>	<p>Given the commercial nature of the development, the low traffic volumes passing the site and the lack of close walking destinations or housing, it is considered that the pedestrian access to the site is adequate and appropriate without modification. It is unlikely that persons using wheelchairs or persons with small children in buggies would need to access the site and hence the provision of dropped kerbs is considered unnecessary.</p>		

Design Organisation and Overseeing Organisation Statements

Design Organisation Statement

On behalf of the design organisation I certify that:	
1) the RSA 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:	Devesh Shrivastava
Signed:	
Position:	
Organisation:	Intermodal Transportation Ltd
Date:	13/09/21

Overseeing Organisation Statement

On behalf of the Overseeing Organisation I certify that:	
1) the RSA 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	
2) the agreed RSA actions will be progressed.	
Name:	
Signed:	
Position:	
Organisation:	
Date:	