



**SENIOR LIVING URBAN (EPSOM) LTD
GUILD LIVING CARE COMMUNITY
EPSOM HOSPITAL
WOODCOTE GREEN ROAD**

**STAGE 1 ROAD SAFETY AUDIT
RESPONSE REPORT**

MAY 2020



the journey is the reward

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GUILD LIVING CARE COMMUNITY
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**STAGE 1 ROAD SAFETY AUDIT
RESPONSE REPORT**

MAY 2020

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Prepared by:	RG
Approved by:	RG
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Status:	Final

**Senior Living Urban (Epsom) Ltd
Guild Living Care Community Epsom Hospital
Woodcote Green Road
Stage 1 Road Safety Audit Response Report**

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1 Introduction

Introduction

- 1.1 This report results from a Stage 1 Road Safety Audit regarding the highway alterations associated with a proposed development on land at Epsom Hospital. The audit inspection was undertaken on 20th May 2020.
- 1.2 The proposed highway works which form the subject of the audit report are as shown on the proposed site layout plan attached to this report at **Appendix A**.

2 Response to Issues Raised

General

2.1 Problem

Location: General

Summary: Surface Water Drainage

This matter can be addressed at the detailed design stage.

Standing water within the carriageway may result in loss of control for vehicles, especially during sub-zero conditions, and standing water on the footway surface may result in slip hazard for pedestrians, especially during sub-zero conditions.

Recommendation

Ensure that carriageway and footway drainage is provided to current design standards.

Response

Noted. Drainage will be dealt with at the detailed design stage.

2.2 Problem

Location: General

Summary: Maintenance / inspection covers – Two-wheel vehicle loss of control.

This matter can be addressed at the detailed design stage.

New service provision may be required for the proposed development. Inspection covers which become polished by traffic action may create skid hazards for two-wheeled vehicles; this could lead to a loss of control and result in rider and / or passenger injury

Recommendation

Ensure as far as practical that no manholes or inspection chambers are located where they are likely to be traversed by two-wheeled vehicles during turning manoeuvres. Where this is unavoidable, use skid resistant covers and ensure that they are regularly inspected and maintained.

Response

Noted. The requirement for and location of any new service provision will be dealt with at the detailed design stage.

2.3 Problem

Location: General

Summary: Lighting Provision

This matter can be addressed at the detailed design stage

Details of the proposed lighting provision are not provided at this stage. Inadequate and/or uneven levels of illumination may result in drivers failing to correctly identify the various junction layouts associated with this development, with consequent kerb strikes and loss of control.

Recommendation

Provide carriageway and footway lighting in accordance with current design standards.

Response

Noted. Details of the proposed lighting provision will be dealt with at the detailed design stage.

Non-Motorised Users (NMUs)

2.4 Problem

Location: Site frontage/Rear edge of footway between the proposed vehicular ingress and egress (please refer to reference point 3.4 in **Appendix B**)

Summary: Risk of vehicles overrunning footway/Pedestrian straying on to the internal vehicle recirculation lane

The recirculation lane provided within the development site abuts the rear edge of footway between the vehicular ingress and egress. The Audit Team are concerned, that without some form of physical measures being provided, vehicles turning right into the recirculation lane could over run the footway, and potential strike pedestrians using the footway. Conversely, without some form of physical measure being provided, pedestrians using the footway may inadvertently stray off the footway and onto the recirculation lane, and subsequently being at risk of being struck by a moving vehicle.

Recommendation

It is recommended that some form of pedestrian restraint barrier and full height kerb is provided at the rear edge of footway/site boundary. It will be important to ensure that any pedestrian restraint barrier does not obstruction junction visibility splays.

Response

Agreed. A form of physical barrier between the vehicular route and footway will be provided in this location, most likely through the provision of additional landscaping/planters between the trees currently shown. This barrier will be illustrated on future layout plans.

2.5 Problem

Location: Woodcote Green Road/Proposed vehicular ingress and egress (please refer to reference points 3.5 in **Appendix B**)

Summary: Risk of vehicles overrunning footway

The full height kerbed radii provided at both the site ingress and egress tie into the rear edge of the existing footway on Woodcote Green Road. This could result in vehicles following the kerb alignment and entering the footway, potentially leading to pedestrian/vehicle collisions.

Recommendation

It is recommended that if a bell mouth junction arrangement is to be provided, then the kerbed radii should tie into the channel line of Woodcote Green Road.

Response

*Agreed. This has been amended and is illustrated on the updated proposed site layout plan attached to this report at **Appendix B**.*

2.6 Problem

Location: Woodcote Green Road/Proposed vehicular ingress and egress (please refer to reference points 3.6 in **Appendix B**)

Summary: Layout of vehicular access points do not indicate pedestrian priority

The Audit Team are advised that pedestrians using the footway on the northern side of Woodcote Green Road should be given priority over other road users accessing the development. It is also understood that for this reason tactile paving is not to be provided at either access to aid vision impaired users.

However, the proposed access arrangements include the provision of full height kerbed radii at both access points. This conventional bell-mouth type arrangement may indicate that vehicles accessing the site have priority over crossing pedestrians, this could result in confusion, driver hesitation and/or pedestrian being struck by a moving vehicle. Additionally, lack of provision of tactile paving at dropped crossing points on either side of the vehicle

ingress and egress points could result in visually impaired pedestrians inadvertently walking into the site access vehicular routes.

Recommendation

It is recommended that both the ingress and egress are formed of a crossover arrangement including dropped kerbs.

Response

*Agreed. This arrangement is indicated on the updated proposed site layout plan attached to this report at **Appendix B**.*

Junctions

2.7 Problem

Location: Site frontage/Rear edge of footway between the proposed vehicular ingress and egress (please refer to reference point 3.7 in **Appendix B**)

Summary: Potential obstruction to junction visibility splays

Whilst some visibility splays have been formally identified on the drawings submitted, it will be important that all visibility splays remain free from obstruction.

A number of trees are shown along the site frontage, one of which appears to be within the junction visibility splays, or if not within the visibility splays then very close to them. Even if the trees are intended to be of relatively small girth and have clear stems, they will inevitably have some impact on sightlines; this effect will be greater the closer they are to the egress and will increase with time as the trees grow. This will increase the risks of vehicles emerging from the egress and being struck by passing traffic.

Recommendation

- i. Provide visibility splays in accordance with relevant design standards and ensure that the splays will be kept free from obstruction.
- ii. Any vegetation within the splays should be maintained to ensure that it does not extend beyond a vertical height of 0.6m.
- iii. Do not plant trees within the visibility splays.

Response

Agreed. The proposed site layout will be reviewed, and any obstructions removed from the visibility splay in accordance with the above recommendations.

2.8 Problem

Location: Proposed vehicular ingress and egress (please refer to reference points 3.8 in **Appendix B**)

Summary: Signage and road markings

It will be important to provide appropriate signing and road markings to ensure that road users are able to differentiate between the vehicular ingress and egress, in order to reduce the risk of sudden braking and/or late turning manoeuvres.

Recommendation

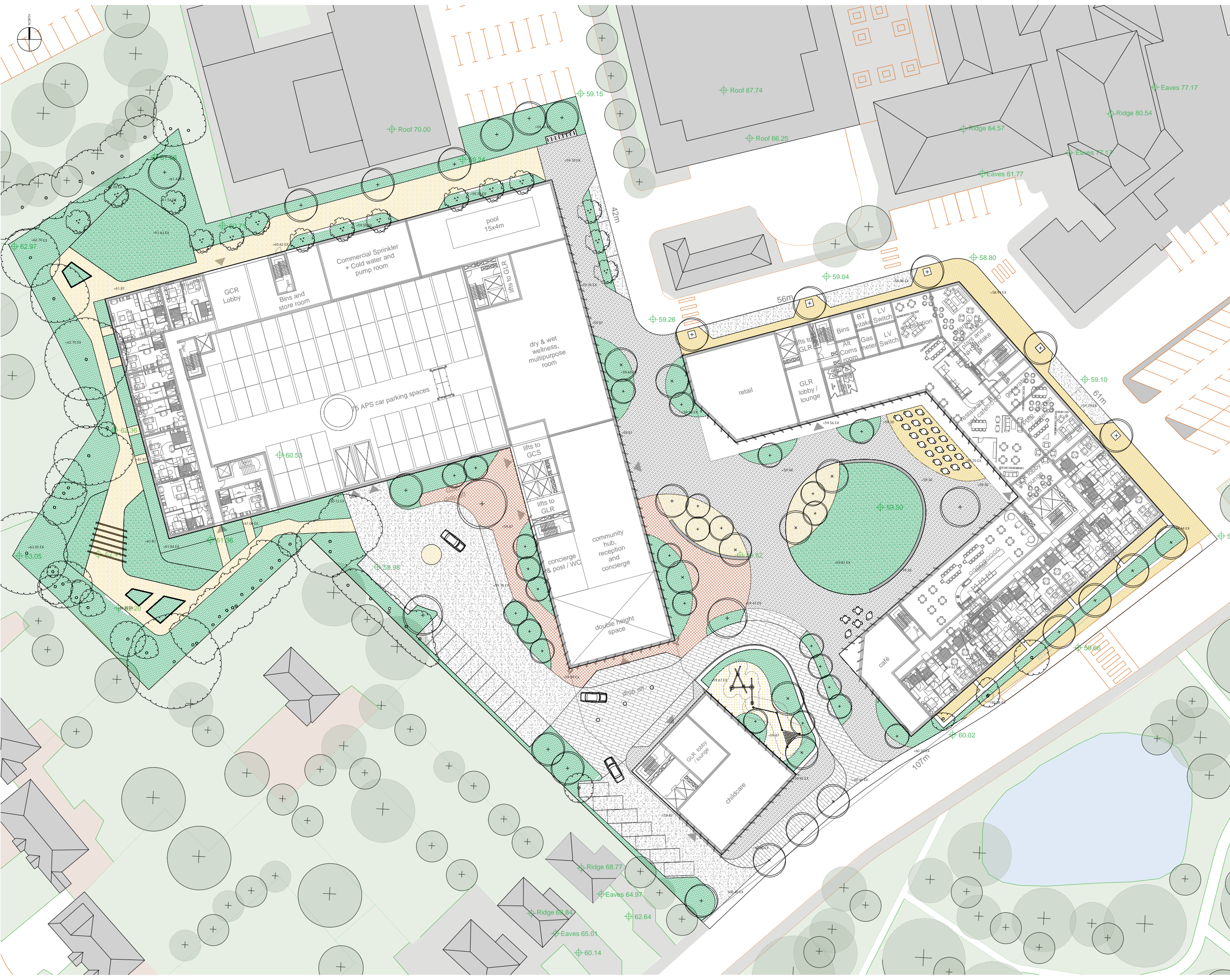
It is recommended that appropriate 'No Entry' signing and 'No Entry' markings should be provided at the site egress to ensure vehicles are prohibited from turning into the site egress.

It is also recommended that appropriate 'Entry' signing, and 'Entry' or 'One Way' markings should be provided within the site ingress to ensure vehicles enter the site using the appropriate access point.

Response

Agreed. Appropriate markings will be provided at the site ingress and egress in accordance with the above recommendation.

APPENDIX A: Drawing Subject to Road Safety Audit



GENERAL NOTES

This drawing remains the copyright of Andy Sturgeon Design Limited.
All dimensions to be checked prior to commencement of any works,
and/or preparation of any shop drawings on site.
Any dimensional discrepancies and alterations to be referred to the designer.
DO NOT SCALE FROM THIS DRAWING.

KEY

- Project Boundary
- Existing trees retained
- Proposed Trees: 62no.
- Proposed Multi-stem trees: 16no.
- Paving type 1: 1341m²
- Paving type 2: 586m²
- Paving type 3: 157m²
- Paving type 4: 64m²
- Paving type 5: 400m²
- Paving type 6: 573m²
- Paving type 7: 391m²
- Access Road/parking: 945m²
- Proposed Planting: 2177m²
- Feature hedge: 105 Lm.
- Low: 67m²
- Seating units: 51m
- Spill out furniture
- Bike Stands
- Tree grills: 10no.
- Play Features
- Pergola
- Gate

0m 5m 10m 20m
Scale 1:200 @A0

REV 14.12.19 Issue for PERM
REV 07.03.19 Issue for PERM
REV 02.03.19 Final Issue

DATE: 14.12.19
BY: [Signature]
CHECKED: [Signature]

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project no. drawing no. 596 _P_00_100 P03

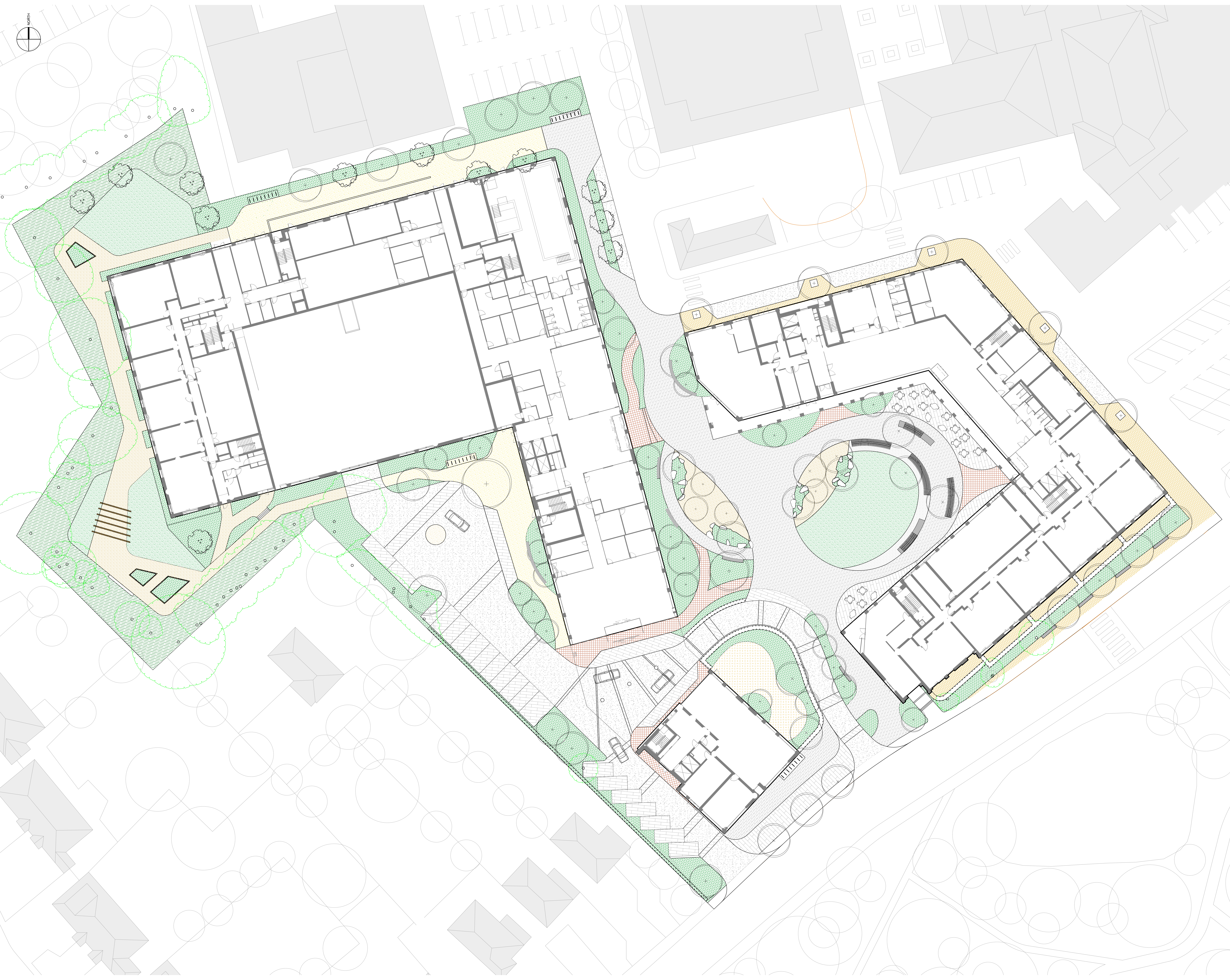
client Guild Living

project Epsom

drawing Guild Living
Ground Floor Masterplan

SCALE 1:200 @A0
1:400 @A2

APPENDIX B: Revised Layout Drawing



GENERAL NOTES:
This drawing remains the copyright of Andy Sturgeon Garden Design Limited.
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and/or preparation of any shop drawings on site.
Any dimensional discrepancies and alterations to be referred to the designer.
DO NOT SCALE FROM THIS DRAWING.

- KEY
- Project Boundary
 - Existing trees retained
 - Proposed Trees .65no.
 - Proposed Multi-stem Trees . 15no.
 - Paving type 1 - 1227m2
Marshalls concrete sett-
Mistral Priors Concrete sett
 - Paving type 2 - 542m2
Marshalls concrete sett-
Mistral Priors Concrete sett
 - Paving type 3 - 573m2
Hoggin:
Buff
 - Paving type 4 - 442m2
Sureset
 - Paving type 5 - 166m2
Natural Stone
 - Paving type 6 - 439
Clay brick pavers
 - Paving type 7 - 114
Wicksteed wet pour:
Earth Yellow
 - Access Road/parking - 1106m2
Exposed aggregate
 - Proposed Planting - 1463m2
 - Proposed boundary Planting - 825m2
 - Feature hedge - 115LM
 - Lawn - 590m2
 - Seating units - 107LM
 - Spill out furniture
 - Bike Stands x32
 - Tree grille - 10no.
 - Pergola x1
 - Gate - 2no.
 - Boulder - 15no.

0m 5m 10m 20m
Scale 1:200 @A0

P05 21.02.20 Extended access roads to outer government edge
P04 19.02.20 Update to lawn to respond to architectural changes
P03 24.04.20 Final plan sets approved
P02 24.04.20 Layout updated and design updated in accordance to architecture
P01 07.04.20 Home conversion updated
P00 07.04.20 Design final issue

Iss Date Issue notes

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project no. drawing no. issue
EPS001-ASD-SZ-GF-DR-L-000100 P05

client Guild Living
project Epsom

drawing Guild Living
Ground Floor Masterplan

scale 1:200 @A0
1:400 @A2

