

Section 278 Works, Long Lane / Woodmansey Mile, Beverley
 Stage 3 Road Safety Audit: Designers Response

Item	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response
A	<p>Proposed Woodmansey Mile / Long Lane traffic signal junction Risk of collisions between drivers undertaking banned turning movements and other junction users.</p>	<p>It is recommended that additional measures are provided in the verges to prevent drivers from driving over footway and verge in order to make banned movements.</p> <p>It is also recommended that measures are implemented on street in the form of signage and carriageway markings to ensure better compliance with the Traffic Regulation Orders associated with banned movements on both Long Lane and Woodmansey Mile.</p>	<p>LTP Comment The proposed straight-ahead junction was a requirement of ERYC's development brief and planning condition. The abuse of the banned turning movements is likely to occur until the junction is properly enforced, this was raised in previous safety audit and discussed previously with ERYC.</p> <p>Bollards within the verge (Long Lane south) and additional temporary 'Ahead Only' signing could be provided subject to ERYC approval (see LTP/3913/C1/12.03D).</p>	
B	<p>Top of embankment to the east of Long Lane in the vicinity of water course. It was noted during the site visit that fencing does not extend fully along the carriageway boundary to both the north and south of the culvert across the watercourse which runs parallel to Long Lane. There is also a lack of fencing on the top of the headwalls to both sides of the culvert. This allows pedestrian access from the highway to the embankment and area surrounding the water course and therefore increases the risk of falls and water related injuries.</p>	<p>It is recommended that fencing is extended along the boundary of Long Lane and the area surrounding the headwalls to control pedestrian access.</p>	<p>LTP Comment The culvert and headwall Designer would be best placed to comment on the headwall fencing recommendation.</p> <p>The drain alongside Long Lane presumably has access requirements and has had no previous vertical restraint throughout its length.</p>	
C	<p>Footway to the northwest of the new signalised junction. Incomplete corduroy paving and lack of suitable signage may lead to confusion and an increased risk of collisions between pedestrians and cyclists.</p>	<p>It is recommended that corduroy paving is extended to the edge of the footway and clear signage is provided to differentiate between shared footway cycleway and footway.</p>	<p>LTP Comment The design had footway edging to delineate the footway edge from the hardened verge areas although these appear not to have been implemented within the scheme.</p>	

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		Signage should also be provided to define the use of the northern footway to the east of the signalised junction on Woodmansey Mile. It is recommended that guidance contained within LTN 1/20 is considered as part of any further changes to the tactile paving and signage design.	LTP would suggest the installation of road markings to guide the use of the foot/cycleway in lieu of the edging kerbs, subject to agreement with ERYC. Subject to ERYC agreement, additional traffic signs could be provided on the existing shared cycle/footway in the vicinity of LP17 to indicate to cycles that the shared cycle footway terminates east of this point and that cycles should either continue along Woodmansey Mile to the traffic signal junction or cross to the southside of Woodmansey Mile to join the new shared cycle/footway that connects into the new housing development.	
D	Tactile paving arrangement at uncontrolled crossings to the north and south of the signalised junction on Long Lane. Tactile paving has been installed incorrectly at a depth of less than 1.2 metres to either side of the uncontrolled pedestrian crossings across the northern and southern arms of the signalised junction on Long Lane and may cause confusion leading to collisions involving visually impaired pedestrians.	It is recommended that the tactile paving arrangements are extended to ensure that the tactile paving arrangements are consistent with current guidance.	The depth of the tactile paving at the uncontrolled crossings to the north and south of the signalised junction on Long Lane should be increased to 1.2m as indicated on Drawing Ref. LTP/3913/C1/07/01 Rev C.	
E	Verge to the west of Long Lane, to the south of the signalised junction. Signs to diagram 956 of the Traffic Signs Regulations and General Directions remain in place in the verge to the west of Long Lane on the southern arm of the junction.	It is recommended that the signs are removed.	The Diag. 956 signs located in the verge to the west of Long Lane on the southern arm of the junction should be removed as indicated on Drawing Ref. LTP/3913/C1/07/01 Rev C.	

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	<p>Northbound approach to signalised junction on Long Lane. The Quiet Lane sign located in the eastern verge on Long Lane, to the southeast of the signalised junction, partially obstructs visibility to the secondary signal head associated with northbound traffic.</p>	<p>It is recommended that the Quiet Lane sign is relocated away from the line of sight for drivers travelling northbound on Long Lane.</p>	<p>The Quiet Lane sign indicated should be relocated to a suitable location. The Quiet Lane signing appears to have been erected after the signals were commissioned.</p>	
	<p>Northbound and southbound approaches to signalised junction on Long Lane. No advance warning signs have been provided on the northbound and southbound Long Lane approaches to the signalised junction.</p>	<p>It is recommended that traffic signal advance warning signs are installed on the approaches to the junction on Long Lane.</p>	<p>Guidance on the use of warning signs to Diagram 543 provided in Traffic Signs Manual: Chapter 6 (Signals) indicates that they should not be placed routinely and recommends they are used on 30mph roads where the visibility of the signals to approaching drivers is less than 65m. On Long Lane, the visibility to the traffic signals is greater than 65m plus the road is an unclassified 'back-road' used primarily by local drivers who will be familiar with the road layout. Based on this it is considered traffic signal warning signs on Long Lane are not required.</p>	
	<p>During the RSA site visit it was noted that street lighting was not operational during the hours of darkness.</p>		<p>It is suggested that the supply and switching to the street lighting is tested and any identified faults rectified.</p>	