EC ROAD SAFETY LIMITED

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m/r		*Email*	audits@ecroadsafety.co.uk
y/r	EC/2021/01/AR1	*Date*	12 February 2021

The person dealing with this matter is: Paul Nevard

Dear Mr Rollings

RE: 104 – 106 Brighton Road - RSA Stage 1 – Response Report

Thank you for sending through a response to the Road Safety Audit: EC.2021.01.AR1

You may be aware that there were some changes to the Road Safety Audit Standard, when GG119 was introduced to supersede HD19/15. Many of the were subtle changes that most would not be aware of but resulted in some minor changes to how auditors present reports and outline their comments and recommendations. There was however also a slight variation to exception reports and designers' responses. Exception Reports are no longer produced; instead, the Overseeing Organisation's response and decision is added to the designers' response to form an RSA Response Report.

For reference in GG119, pages 18 to 19 show how a Road Safety Audit Response Report is now set out and this no longer includes a Road Safety Audit Team response.

However, I am aware you wish for some feedback on the revised changes / plans and I have included these below for you.

Problem 3.1.1
Proposed site exit restricted visibility and site lines

Designer Response:
The entry & exit operation has been changed due to the safety audit raising this problem. All properties are now served with tandem parking in car-ports with reversing available onto the previous car parking area outside the properties which will be kept clear by a continuous white line similar to the approach adopted by the majority of recently constructed houses (See Appendix C)

Road Safety Audit Team Comments:
It is agreed by the Audit team that this arrangement would be of preference.

Problem 3.1.2
Proposed arrangement could lead to rear end shunt/loss of control type collision.

Designer Response:
The entry & exit operation has been changed due to the safety audit raising this problem.

Road Safety Audit Team Comments:
Noted and agreed.

Problem 3.1.3
Proposed parking places. Risk of side swipe/ shunt type collision.

Designer Response:
The entry & exit operation has been changed due to the safety audit raising this problem. Parallel parking is to be omitted and garages replaced by car ports supplemented by visitor parking on street which is currently occupied by existing flat owner's vehicles resulting in no change for on street parking demand.

Road Safety Audit Team Comments:
Noted and agreed.

I hope this is of help.

Regards



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