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17-7295 Access Park, Gloucester

Road Safety Audit Stage 2

October 2022

Section 2 - Items Raised at the Previous Stage F/1 Audit

Designer responses to the Stage 2 Road Safety Audit conducted by Mott MacDonald during October 2022:

2.1 Problem 1.01

Location: Magnet Trade car park entrance.

Summary: Close proximity to signalised junction may result in rear end shunt type collisions.

The existing access to the Magnet Trade car park is located close to the proposed signalised junction between Chancel Close and Eastern Avenue. Motorists turning into Chancel Close may not anticipate turning vehicles at this location, increasing the risk of rear end shunt type collisions.

Figure 1: Existing access to Magnet Trade car park.



Source: [REDACTED]

Recommendation

It is recommended that the existing Magnet Trade car park access is made egress only.



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Stage 2 Road Safety Audit Team Comment

The Magnet Trade access arrangements remain unmodified and therefore this issue is considered to remain outstanding and has been raised again in Section 3.

CDP Designer response comments:

The existing access to the Magnet Trade car park is the only access/ egress to the building unit, therefore the junction cannot be just egress only. The existing junction has scope to be widened to form an access/ egress junction to the building unit.

The proposed road markings can be modified to form a right turn into the Magnet Trade unit from the left turn junction from Eastern Avenue into Chancel Close, as well to have 'KEEP CLEAR' diagram 1026 to the 2 lanes that approach the proposed signalised junction to mitigate rear end shunts.

2.2 Problem 1.02

Location: Left turn lane from Chancel Close onto Eastern Avenue.

Summary: Carriageway alignment may increase likelihood of collisions.

The proposed left turn lane from Chancel Close onto Eastern Avenue generally follows the existing alignment. Evidence of previous HGV kerb overrun suggests that this alignment may not be suitable for the large vehicles likely to be associated with the proposed development.

Vehicles striking the kerb have an increased risk of loss of control or the loosening of kerb material increasing the risk of secondary collisions.

Figure 2: Evidence of kerb overrun.



Recommendation

It is recommended that the alignment of the left turn lane is amended to ease the movement of all vehicles. Vehicle tracking should be undertaken to confirm the appropriateness of any design.

Stage 2 Road Safety Audit Team Comment

The junction arrangement, and therefore the kerb alignment, has been modified. This issue is no longer considered outstanding.



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CDP Designer response comments:

Proposed junction of Chancel Close and Eastern Avenue has been modified to suit.

2.3 Problem 1.03

Location: Proposed signalised junction between Chancel Close and Eastern Avenue.

Summary: Close proximity to York Road junction may lead to 'see through' related collisions.

It is understood that following concerns raised in the Road Safety Audit for the previously agreed signalised junction, it is now proposed that the new junction and the existing junction between Eastern Avenue and York Road will be linked. The close proximity of the two junctions may create a 'see through' effect resulting in motorists observing and reacting to the second set of traffic signals increasing the risk of collisions associated with failing to appropriately stop at a signal stop line.

Figure 3: View looking towards existing Eastern Avenue / York Road junction.



Source: [REDACTED]

Recommendation

It is recommended that, in addition to linking the traffic signal junctions, louvers should be installed on any signal heads that may be wrongly interpreted by approaching motorists.

Stage 2 Road Safety Audit Team Comment

The traffic signal design does not indicate that louvers will be provided. The Audit Team remains concerned that 'see through' effect will occur and therefore this issue remains outstanding and has been raised in Section 3.



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CDP Designer response comments:

We concur with the recommendations made, in addition to linking the traffic signal junctions, louvres should be added to any of the signal heads that may be wrongly interpreted by approaching motorists.

Section 3 - Items Raised at this Stage 2 Audit

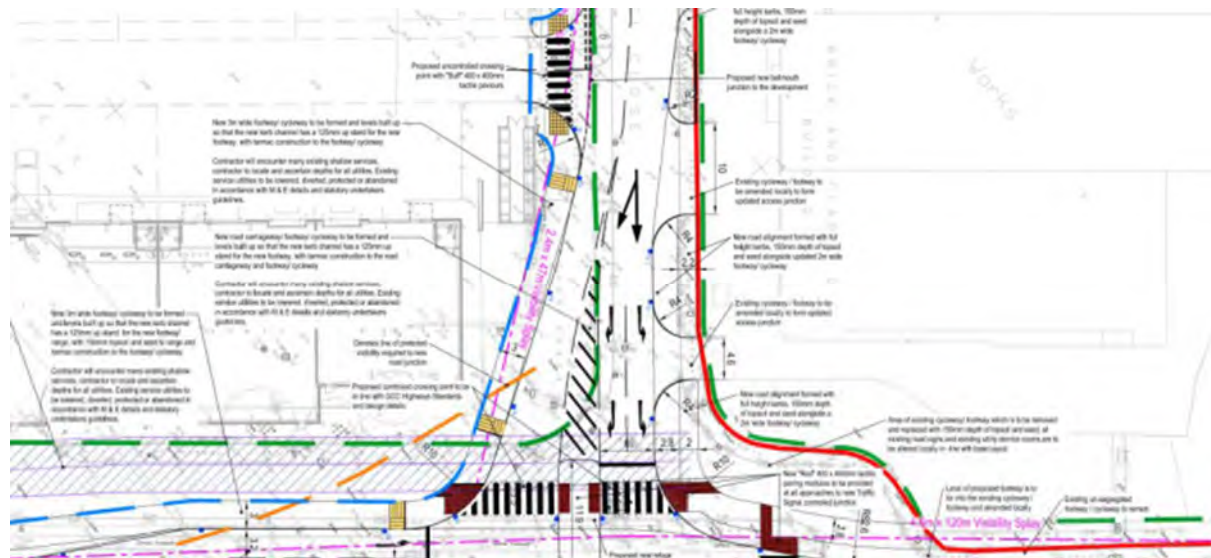
This section describes road safety related issues identified by the Audit Team during this Stage 2 Road Safety Audit.

3.1 Problem 2.01

Location: Throughout scheme.

Summary: Incorrect provision of Zebra crossing markings may lead to confusion. A number of Toucan crossings and uncontrolled pedestrian / cyclist crossings are present throughout the scheme. At all of these, black and white Zebra crossing markings are proposed. The provision of such markings may lead pedestrians / cyclists to believe that the crossings are Zebra crossings and begin to cross into the path of approaching vehicles who may not be expecting to stop. This may lead to collisions between pedestrians / cyclists and vehicles.

Figure 4: Zebra crossing markings provided at Toucan and Uncontrolled crossings.



Source: Complete Design Partnership Ltd.



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Table 1: Problem 2.01 Risk Matrix

Severity / Frequency	Frequent	Probable	Occasional	Remote
Fatal Injury	Low	Low	Low	Average
Serious Injury	Low	Low	Average	Average
Slight Injury	Low	Average	Average	High
Damage Only	Low	Low	Low	Low

Source: [REDACTED]

Recommendation

It is recommended that all Zebra crossing markings are omitted from the scheme. The crossing studs should also be omitted from the uncontrolled crossing points.

CDP Designer response comments:

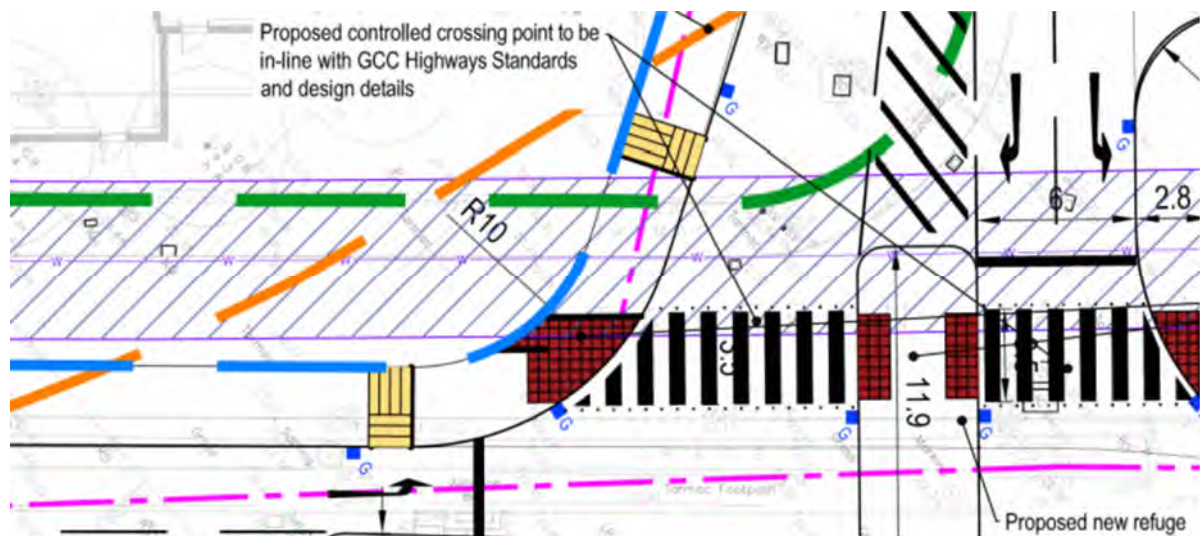
We concur with the recommendations made and have removed all zebra crossings as well as the crossing studs from the uncontrolled crossings.

3.2 Problem 2.02

Location: Throughout scheme.

Summary: Incorrect provision of ‘Tramline’ and ‘Ladder’ corduroy tactile paving. ‘Tramline’ and ‘Ladder’ corduroy tactile paving is shown at various locations on the widened unsegregated shared use footway / cycleway. The use of ‘Tramline’ and ‘Ladder’ corduroy tactile paving indicates to users the presence of a segregated shared use facility. As such pedestrians or cyclists may wrongly believe that the other user will not be present on the footway / cycleway increasing the risk of collisions between the two user types.

Figure 5: Example of ‘Tramline’ and ‘Ladder’ corduroy tactile paving.



Source: Complete Design Partnership Ltd.

Table 2: Problem 2.02 Risk Matrix

Severity / Frequency	Frequent	Probable	Occasional	Remote
Fatal Injury	Low	Low	Low	Low
Serious Injury	Low	Low	Low	Low
Slight Injury	Low	Low	Low	Average
Damage Only	Low	Low	Low	Low

Source: [REDACTED]

Recommendation

It is recommended that corduroy tactile paving is correctly provided in accordance with the



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Department for Transport's 'Guidance on the Use of Tactile Paving Surfaces' (DfT, 2022). Given that no existing corduroy paving is present on the shared use footway / cycleways that the scheme ties into, it may be appropriate that the 'Tramline' and 'Ladder' corduroy tactile paving is omitted from the scheme to provide consistency along the route.

CDP Designer response comments:

We agree with the later part of the recommendation that the 'Tramline' and 'Ladder' corduroy tactile paving is omitted from the scheme to provide consistency along the route, as no 'Tramline' or 'Ladder' corduroy tactile pavements are installed on the existing network.



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3.3 Problem 2.03

Location: Throughout scheme.

Summary: Lack of directional signing may lead to driver uncertainty.

There does not appear to be any directional signing associated with the scheme. The Audit Team is concerned that, given this is a trading estate, motorists may be unfamiliar with the junction and be uncertain of which direction they need to travel in. This may lead to driver hesitancy or late lane changes resulting in rear end shunt or side swipe type collisions.

Table 3: Problem 2.03 Risk Matrix

Severity / Frequency	Frequent	Probable	Occasional	Remote
Fatal Injury	Low	Low	Low	Low
Serious Injury	Low	Low	Low	Low
Slight Injury	Low	Low	Average	Average
Damage Only	Low	Average	Average	High

Source: [REDACTED]

Recommendation

It is recommended that suitable directional signing associated with the development and the new junction is appropriately located.

CDP Designer response comments:

We agree that there should be updated road signage, road sign scheme layout to follow.

3.4 Problem 2.04

Location: Chancel Close.

Summary: Lack of parking restrictions may hinder vehicle movements on Chancel Close. A significant level of on-street parking was observed on Chancel Close. The design drawings do not indicate that any parking restrictions will be implemented on Chancel Close. The Audit Team is concerned that continued parking at this location will hinder safe access and egress from the new development. The increased traffic flows likely as a result of the new development may also result in an increased risk of side swipe type collisions involving vehicles attempting to pass parked vehicles.

Figure 6: Existing parking on Chancel Close.



Source: [REDACTED]

Table 4: Problem 2.04 Risk Matrix

Severity / Frequency	Frequent	Probable	Occasional	Remote
Fatal Injury	Low	Low	Low	Low
Serious Injury	Low	Low	Low	Low
Slight Injury	Low	Low	Average	High
Damage Only	Average	Average	High	Very High

Source: [REDACTED]



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Recommendation

It is recommended that appropriate parking restrictions are implemented on Chancel Close.

CDP Designer response comments:

We agree that there should be parking restrictions along Chancel Close and we have proposed the use of double yellow line road markings as diagram 1018.1 along the entirety of Chancel Close that is within our boundaries/ scope of works.

3.5 Problem 2.05

Location: Magnet Trade car park entrance.

Summary: Close proximity to signalised junction may result in rear end shunt type collisions. The existing access to the Magnet Trade car park is located close to the proposed signalised junction between Chancel Close and Eastern Avenue. Motorists turning into Chancel Close may not anticipate turning vehicles at this location increasing the risk of rear end shunt type collisions.

Figure 7: Existing access to Magnet Trade car park.



Source: [Redacted]

Table 5: Problem 2.05 Risk Matrix

Severity / Frequency	Frequent	Probable	Occasional	Remote
Fatal Injury	Low	Low	Low	Low
Serious Injury	Low	Low	Low	Low
Slight Injury	Low	Low	Average	High
Damage Only	Low	Low	High	Very High

Source: [Redacted]



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Recommendation

It is recommended that the existing Magnet Trade car park access is made egress only.

CDP Designer response comments:

The existing access to the Magnet Trade car park is the only access/ egress to the building unit, therefore the junction cannot be just egress only. The existing junction has scope to be widened to form an access/ egress junction to the building unit.

There is not scope within our scheme to provide a separate access only into the Magnet Trade unit car park. The only place a new access junction into the Magnet Trade unit could be built would be along Eastern Avenue, however it would be required approximately 25m to the east of the proposed crossing point on the northern bound carriageway of Eastern Avenue, which is beyond our boundaries and scope of works. This would also require the existing car park and levels to be modified as there is quite a level difference between the existing, adjoining Eastern Avenue carriageway and the Magnet Trade unit carpark.



Source: Complete Design Partnership Ltd

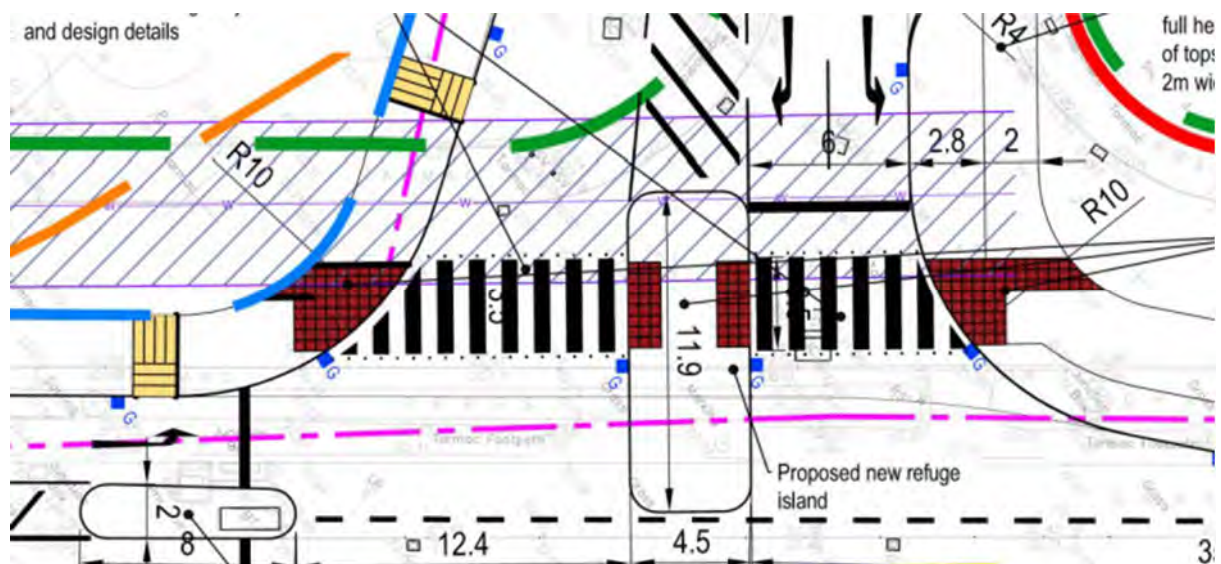
The proposed road markings can be modified to form a right turn into the Magnet Trade unit from the left turn junction from Eastern Avenue into Chancel Close, as well to have 'KEEP CLEAR' diagram 1026 to the 2 lanes that approach the proposed signalised junction, to mitigate rear end shunts.

3.6 Problem 2.06

Location: Junction between Eastern Avenue and Chancel Close.

Summary: Separate 'in line' Toucan crossings may result in pedestrian / cyclist collisions. New Toucan crossings are proposed across Chancel Close. These are to be provided 'in line', However, the traffic signal staging indicates that these will operate as separate phases. Pedestrians / cyclists may mistakenly believe that the Toucan crossings are provided as a single crossing and attempt to cross in a single movement without waiting in the central island, increasing their vulnerability to being struck by passing vehicles.

Figure 8: Inappropriate provision of 'in line' crossings.



Source: Complete Design Partnership Ltd.

Table 6: Problem 2.06 Risk Matrix

Severity / Frequency	Frequent	Probable	Occasional	Remote
Fatal Injury	Low	Low	Low	Low
Serious Injury	Low	Low	Low	Average
Slight Injury	Low	Average	Average	High
Damage Only	Low	Average	High	Very High

Source: [REDACTED]



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Recommendation

It is recommended that either a 3.0m stagger between the crossings is provided.

CDP Designer response comments:

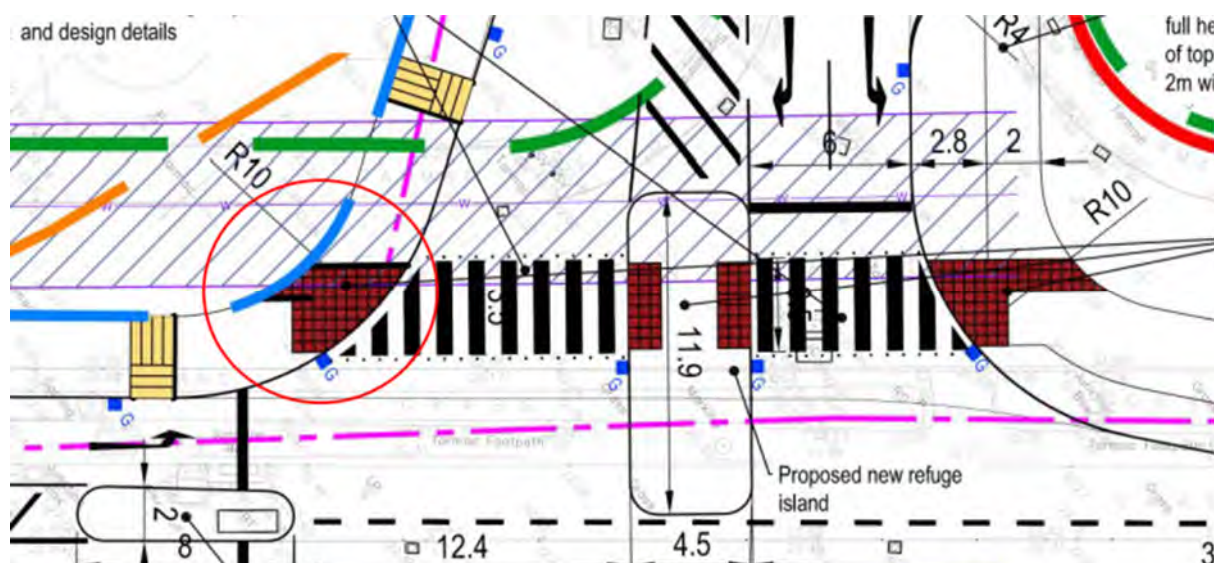
We concur with the recommendation and have updated the layout to show a 3.0m stagger between crossing points.

3.7 Problem 2.07

Location: Junction between Eastern Avenue and Chancel Close.

Summary: Incorrectly located stem of tactile paving may mislead crossing pedestrians / cyclists. New Toucan crossings are proposed across Chancel Close. On the southern side of Chancel Close, the stem of the 'L' tactile paving is positioned on the side furthest from approaching traffic. The stem should be provided on the side from which traffic is approaching. As such, pedestrians / cyclists, and particularly visibility impair users, may fail to correctly anticipate approaching vehicles increasing their vulnerability to being struck by passing vehicles.

Figure 9: Incorrect tactile paving arrangement.



Source: Complete Design Partnership Ltd.

Table 7: Problem 2.07 Risk Matrix

Severity / Frequency	Frequent	Probable	Occasional	Remote
Fatal Injury	Low	Low	Low	Low
Serious Injury	Low	Low	Low	Low
Slight Injury	Low	Low	Average	High
Damage Only	Low	Low	High	Very High

Source: [Redacted]



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Recommendation

It is recommended that the stem of the 'L' tactile paving on the southern side of Chancel Close is correctly positioned so that it is on the side of approaching traffic.

CDP Designer response comments:

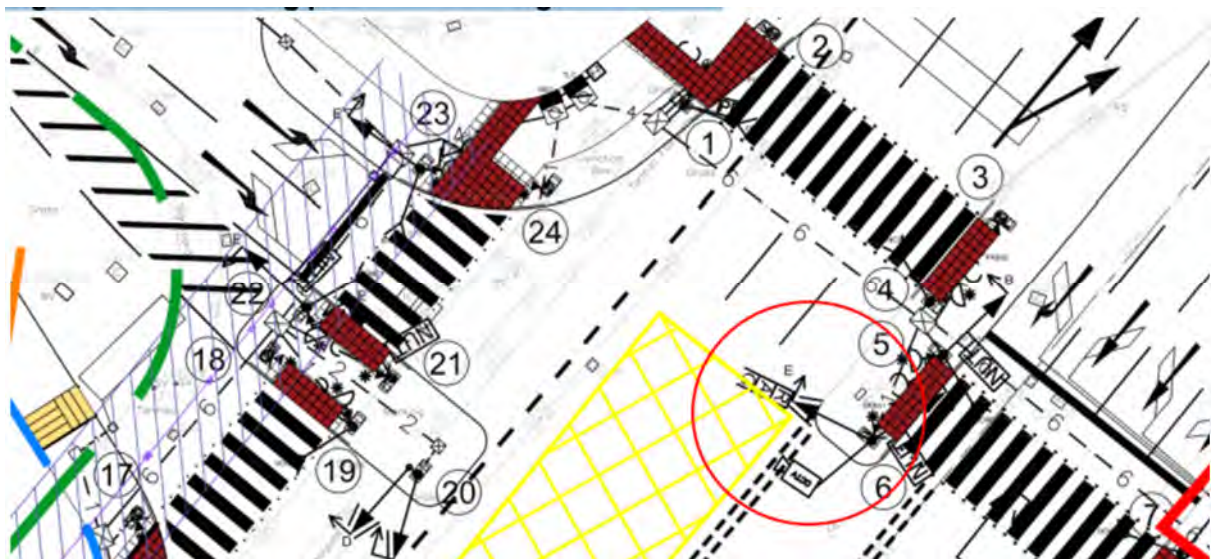
We concur with the recommendation and have updated the layout to show the correct setting out of tactile pavements, also this crossing point has been modified to have a 3.0m stagger between crossing points, in-line with the crossing point across Eastern Avenue.

3.8 Problem 2.08

Location: Junction between Eastern Avenue and Chancel Close.

Summary: Chancel Close secondary signal shows 'left green arrow' only. Primary 'left green arrow' and 'right green arrow' signal heads are proposed on Chancel Close at its junction with Eastern Avenue. However, the secondary signal shows a 'left green arrow' only. This arrangement may lead to driver hesitation increasing the likelihood of rear end shunts.

Figure 10: Misleading provision of 'left green arrow'.



Source: Complete Design Partnership Ltd.

Table 8: Problem 2.08 Risk Matrix

Severity / Frequency	Frequent	Probable	Occasional	Remote
Fatal Injury	Low	Low	Low	Low
Serious Injury	Low	Low	Low	Average
Slight Injury	Low	Average	Average	High
Damage Only	Low	Average	High	Very High

Source: [REDACTED]



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Recommendation

It is recommended that a secondary 'right green arrow' is also provided.

CDP Designer response comments:

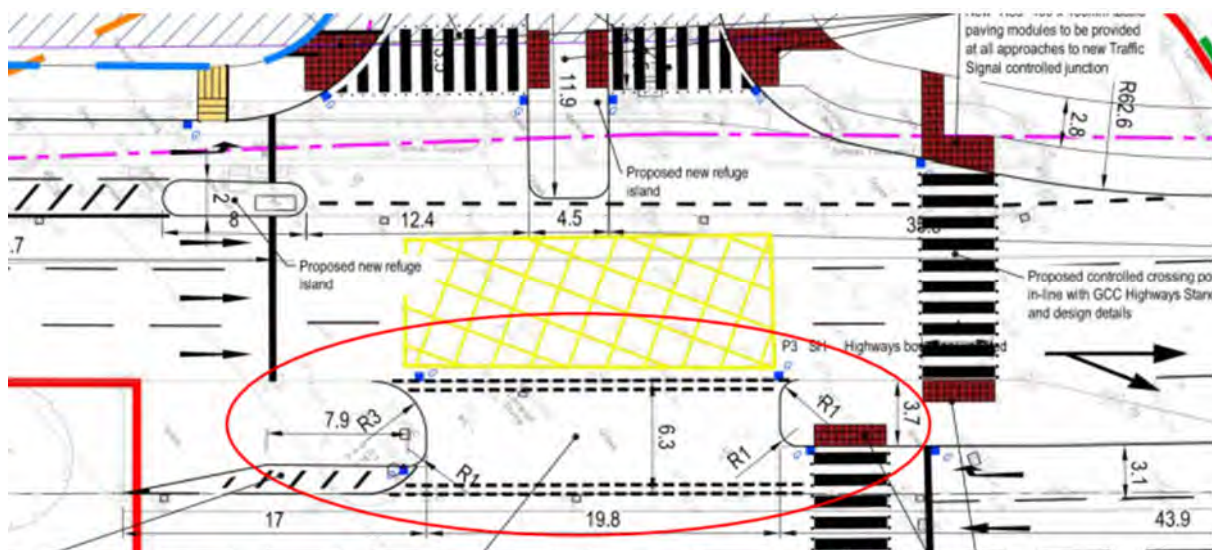
We concur with the recommendation and a secondary right green arrow should be provided.

3.9 Problem 2.09

Location: Junction between Eastern Avenue and Chancel Close.

Summary: Incorrect provision of ‘Give way’ markings may lead to driver hesitancy. ‘Give way’ markings to TSRGD 2016 Diagram No. 1003 are proposed within the central reserve gap at the junction between Eastern Avenue and Chancel Close. The traffic signal staging indicates that no motorists turning right into or out of Chancel Close are required to give way at this location. The presence of such markings may result in motorists hesitating or unexpectedly braking leading to an increased risk of rear end shunt type collisions.

Figure 11: Inappropriate provision of ‘Give way’ markings.



Source: Complete Design Partnership Ltd.

Table 9: Problem 2.09 Risk Matrix

Severity / Frequency	Frequent	Probable	Occasional	Remote
Fatal Injury	Low	Low	Low	Low
Serious Injury	Low	Low	Low	Average
Slight Injury	Low	Average	Average	High
Damage Only	Low	Average	High	Very High

Source: [REDACTED]



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Recommendation

It is recommended that the 'Give way' markings (TSRGD 2016 Diagram No. 1003) are replaced with 'edge of carriageway' markings.

CDP Designer response comments:

We concur with the recommendation and have updated the proposed road markings to suit.

3.10 Problem 2.10

Location: Proposed signalised junction between Chancel Close and Eastern Avenue.
Summary: Close proximity to York Road junction may lead to ‘see through’ related collisions. It is proposed that the new junction and the existing junction between Eastern Avenue and York Road traffic signals will be linked. However, the close proximity of the two junctions may create a ‘see through’ effect resulting in motorists observing and reacting to the second set of traffic signals, increasing the risk of collisions associated with failing to appropriately stop at a signal stop line.

Figure 12: View looking towards existing Eastern Avenue / York Road junction.



Source: [Redacted]

Table 10: Problem 2.10 Risk Matrix

Severity / Frequency	Frequent	Probable	Occasional	Remote
Fatal Injury	Low	Low	Low	Low
Serious Injury	Low	Low	Low	Average
Slight Injury	Low	Average	Average	High
Damage Only	Low	Average	High	Very High

Source: [Redacted]



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Recommendation

It is recommended that louvers are installed on any signal heads that may be wrongly interpreted by approaching motorists.

CDP Designer response comments:

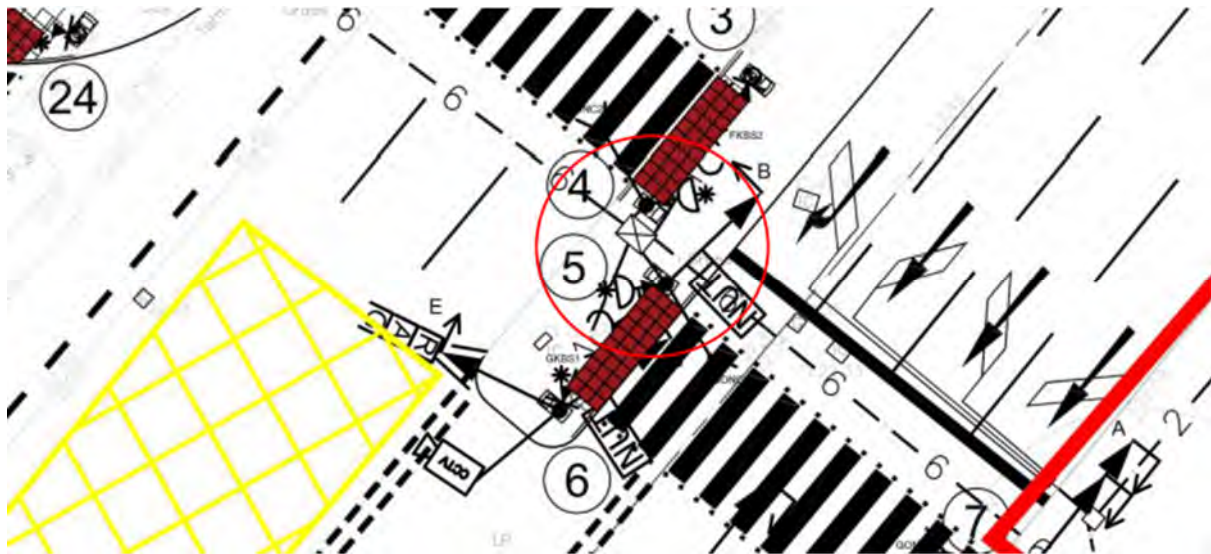
We concur with the recommendation and agree louvres should be installed on any signal heads that may be wrongly interpreted by approaching motorists.

3.11 Problem 2.11

Location: Proposed signalised junction between Chancel Close and Eastern Avenue.

Summary: Insufficient gap between traffic signal equipment on central island. A new staggered Toucan crossing is to be incorporated across Eastern Avenue on the northern side of the new signalised junction. Though the width of the central island is stated as being 3.7m wide, the width of the 'stagger' and the position of the traffic signal equipment appears to result in a 'pinch point' that may hinder the safe movement of pedestrians and / or cyclists leading to collisions between users or with the signal equipment.

Figure 13: Proposed position of pedestrian / cyclist push button demand units.



Source: Complete Design Partnership Ltd.

Table 11: Problem 2.11 Risk Matrix

Severity / Frequency	Frequent	Probable	Occasional	Remote
Fatal Injury	Low	Low	Low	Low
Serious Injury	Low	Low	Low	Low
Slight Injury	Low	Low	Average	High
Damage Only	Low	Low	Low	Low

Source: [REDACTED]



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Recommendation

It is recommended that a minimum 3.0m stagger between the two crossings is provided. It is noted that at a crossing such as this one, tactile paving is only required to be 800mm deep.

Removing the additional row of tactile paving may assist with achieving greater separation.

CDP Designer response comments:

We concur with the recommendation and have updated the crossing point.

3.12 Problem 2.12

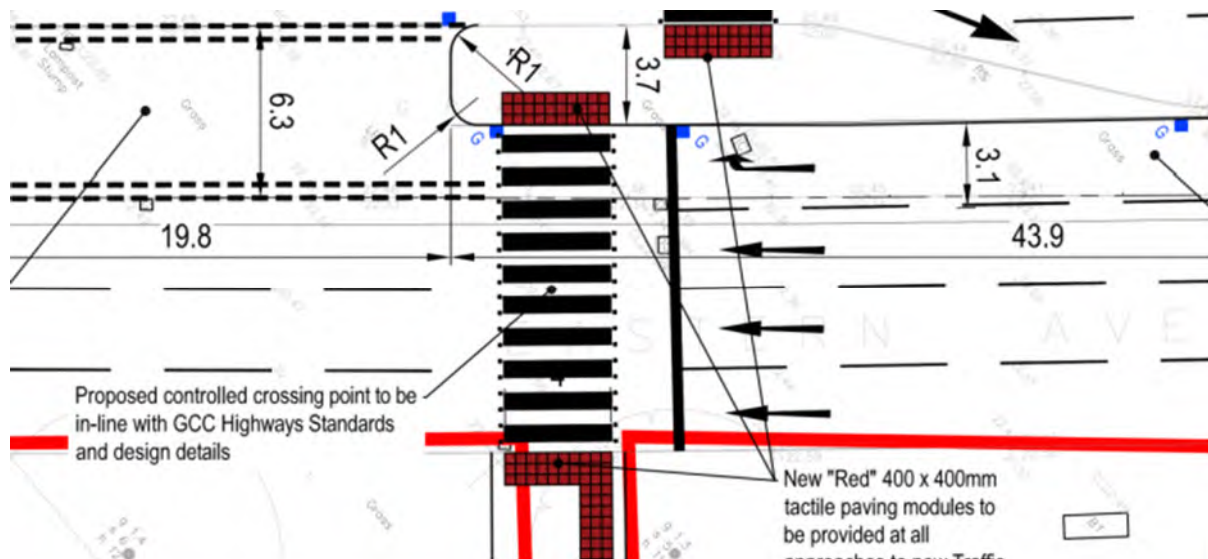
Location: Proposed signalised junction between Chancel Close and Eastern Avenue.

Summary: Lack of traffic island separating differently staged traffic movements may lead to rear end shunt or failure to stop collisions.

A new right turn lane is proposed on the southbound Eastern Avenue at its junction with Chancel Close. This will be separately signalled from the three existing 'Ahead only' lanes. However, no physical separation is provided between the 'Ahead only' and 'Right turn' lanes. As such, motorists may be unclear if they are required to stop, increasing the likelihood of inappropriate braking leading to rear end shunts or failure to stop resulting in turning related collisions.

Furthermore, pedestrians / cyclists using the Toucan crossing may observe right turning traffic stopping and begin to cross assuming all traffic has received a red signal. This increases the risk of collisions involving crossing pedestrians / cyclists.

Figure 14: Lack of traffic island may result in hesitation and confusion.



Source: Complete Design Partnership Ltd.



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Table 12: Problem 2.12 Risk Matrix

Severity / Frequency	Frequent	Probable	Occasional	Remote
Fatal Injury	Low	Low	Low	Low
Serious Injury	Low	Low	Low	Average
Slight Injury	Low	Average	Average	High
Damage Only	Low	Average	High	Very High

Source: [REDACTED]

Recommendation

It is recommended that a traffic island incorporating appropriate traffic signals is provided between the 'Ahead' and 'Right turn' lanes.

CDP Designer response comments:

We concur with the recommendation and have added a traffic island to separate the 'Ahead' and 'Right turn' lanes.

3.13 Problem 2.13

Location: Proposed signalised junction between Chancel Close and Eastern Avenue.

Summary: Existing sign may result in unnecessary turning movements.
An existing directional sign is located immediately before the proposed southbound Eastern Avenue stop line. This sign relates to the following junction between Eastern Avenue and Metz Way and indicates a right turn for motorists intending to continue to the City Centre. The design drawings do not indicate that this sign will be removed or relocated. Retaining the sign at this location may result in motorists turning right into Chancel Close believing it continues to the City Centre. Such movements will require additional turning manoeuvres in order for motorists to continue to the City Centre, increasing the risk of turning related collisions.

Figure 15: Existing sign for Eastern Avenue / Metz Way junction.



Source: [REDACTED]

Table 13: Problem 2.13 Risk Matrix

Severity / Frequency	Frequent	Probable	Occasional	Remote
Fatal Injury	Low	Low	Low	Low
Serious Injury	Low	Low	Low	Low
Slight Injury	Low	Average	Average	High
Damage Only	Low	Average	High	Very High



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Source: Mott MacDonald

Recommendation

It is recommended that the requirement to retain the existing road sign is assessed. If the sign is deemed necessary, it should be relocated to the southern side of the new junction.

CDP Designer response comments:

We agree with the comment made and the sign should be relocated to suit.

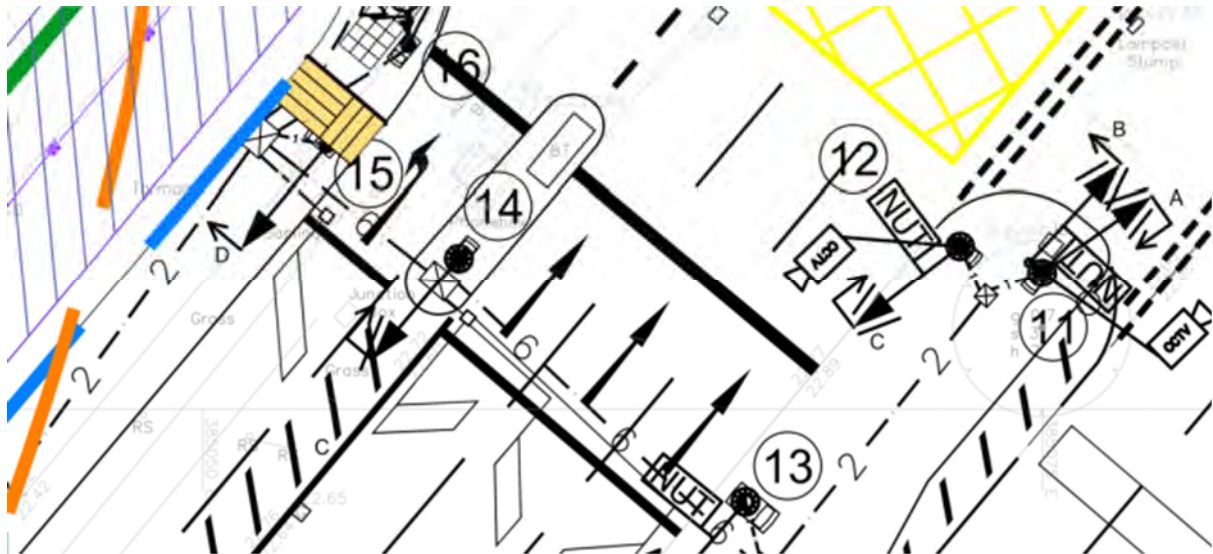
3.14 Problem 2.14

Location: Proposed signalised junction between Chancel Close and Eastern Avenue.

Summary: Provision of two sets of signal Stop lines may lead to rear end shunt type collisions.

The traffic signal design drawings show two sets of Stop lines for the northbound Eastern Avenue, one in advance of the primary signal heads and one beyond them. Provision of two sets of Stop lines is likely to result in driver confusion and hesitation as the point at which to stop will be unclear. This is likely to lead to an increased risk of rear end shunt type collisions.

Figure 16: Two sets of Stop lines provide on north-eastbound Eastern Avenue.



Source: [REDACTED]

Table 14: Problem 2.14 Risk Matrix

Severity / Frequency	Frequent	Probable	Occasional	Remote
Fatal Injury	Low	Low	Low	Low
Serious Injury	Low	Low	Low	Low
Slight Injury	Low	Average	Average	High
Damage Only	Low	Average	High	Very High

Source: [REDACTED]



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Recommendation

It is recommended that the Stop lines located beyond the primary signal heads are omitted from the design. Relocate the carriageway arrow markings prior to the retained Stop lines.

CDP Designer response comments:

We agree with the comment made and have updated the road markings to suit.

3.15 Problem 2.15

Location: Proposed signalised junction between Chancel Close and Eastern Avenue.

Summary: Existing road signs to be removed leading to possible driver hesitancy. Two existing road signs (Destination distances and Eastbrook Road Trading Centre) are located on the northbound Eastern Avenue. These are shown in the design drawings as being removed with no replacements. The removal of existing road signs may result in motorists having insufficient information to assist with route choice increasing the risk of driver hesitancy or late lane changing manoeuvres increasing the risk of rear end shunt or side swipe type collisions.

Figure 17: Existing signs proposed to be removed.



Source: [Redacted]

Table 15: Problem 2.15 Risk Matrix

Severity / Frequency	Frequent	Probable	Occasional	Remote
Fatal Injury	Low	Low	Low	Low
Serious Injury	Low	Low	Low	Low
Slight Injury	Low	Low	Average	Average
Damage Only	Low	Average	Average	High

Source: [Redacted]



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Recommendation

It is recommended that the appropriateness to remove these signs is assessed. If the signs are required, the signs should be appropriately relocated to provide relevant information to motorists.

CDP Designer response comments:

We agree with the comment made and the sign should be relocated to suit.

3.16 Problem 2.16

Location: Proposed signalised junction between Chancel Close and Eastern Avenue.

Summary: Toucan Crossing does not tie-in with appropriate facilities on eastern side. A new staggered Toucan crossing is to be provided across Eastern Avenue on the northern side of the new signalised junction. On the eastern side of Eastern Avenue, a narrow and poorly maintained footway is present between the service road and the main carriageway. This facility does not appropriately tie-in with other footways or cycleways on the Eastern Avenue service road, nor is it suitable as a shared use footway / cycleway. As such, the new Toucan crossing does not suitably tie-in with appropriate facilities on the eastern side of Eastern Avenue, increasing the likelihood of collisions involving vulnerable road users, or trips / falls should pedestrians continue along the grass verge or attempt to cross the service road via a full height kerb.

Figure 18: Lack of appropriate footway / cycleway on eastern side of Eastern Avenue.



Source: [REDACTED]



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Table 16: Problem 2.16 Risk Matrix

Severity / Frequency	Frequent	Probable	Occasional	Remote
Fatal Injury	Low	Low	Low	Low
Serious Injury	Low	Low	Low	Average
Slight Injury	Low	Average	Average	High
Damage Only	Low	Low	Low	Low

Source: [REDACTED]

Recommendation

Provide appropriate footway / cycleway facilities on the eastern side of Eastern Avenue as well as an appropriate tie-in between the Toucan crossing and other pedestrian / cyclist facilities on the eastern side of Eastern Avenue service road.

CDP Designer response comments:

The existing tarmac footway doesn't look like it is even maintained as the overall look of the footway is very poor, with overgrown grass covering a large portion of the footway. The existing footway is also not compliant with current regulations and is without tactile pavements at both ends where it joins/ leaves the existing carriageway, and dropped kerbs are missing from the west side where it joins/ leave the carriageway.

This element has not been picked up in our scope of works and will incur additional costs to rectify, however shown on the updated base layout is an option to upgrade a portion of the existing footway to be compliant for both pedestrians and cyclists alike, with a further uncontrolled crossing point back to the existing footway/ cycleway that runs from east to west on the southern carriageway of Eastern Avenue.

3.17 Problem 2.17

Location: Eastern Avenue south of proposed junction with Chancel Close.

Summary: Existing sign for 'Chancel Close Trading Estate' may cause driver confusion. An existing directional sign for 'Chancel Close Trading Estate' is located within the central reserve. It appears that this sign will be retained and relates to the existing U-turn facility on the southbound Eastern Avenue carriageway immediately prior to its junction with Metz Way.

Whilst this facility is to remain and therefore the sign is still appropriate, its position is likely to be visible from the right turn lane at the new junction at Chancel Close. As such, motorists turning right into Chancel Close may wrongly believe they are turning at the wrong location and attempt to continue ahead from the right turn lane. This may lead to side swipe type collisions.

Figure 19: Existing sign indicating 'Chancel Close Trading Estate'.



Source: [REDACTED]



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Table 17: Problem 2.17 Risk Matrix

Severity / Frequency	Frequent	Probable	Occasional	Remote
Fatal Injury	Low	Low	Low	Low
Serious Injury	Low	Low	Low	Low
Slight Injury	Low	Average	Average	High
Damage Only	Low	Average	High	Very High

Source: [REDACTED]

Recommendation

It is recommended that, if needed, the sign is appropriately relocated to provide relevant information to motorists.

CDP Designer response comments:

We agree with the comment made and the sign should be relocated to suit.



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WORCS B61 7LH

PROJECT: Access Park, Gloucester
JOB REF: 17-7295

DATE: April-22
SHEET: 1 of 1

DRAWING REGISTER & ISSUE RECORD

DATE OF ISSUE	DAY MONTH YEAR	03.05.22	04.05.22	05.05.22	19.08.22	05.10.22	11.10.22	27.10.22	28.10.22	08.11.22	23.11.22	24.11.22	25.11.22	28/11/22	15.12.22	30.01.23	30.01.23	31.01.23
DRAWING TITLE	DRG. NO.	AMENDMENTS																
Site Location	17-7295-0001	P1	P1	P1	P2	P3	P3	P3		P3	P3			P3	P3	P4	P4	
Existing Site Plan	17-7295-0100	P1	P1	P1	P2	P3	P3	P3		P3	P3			P3	P3	P4	P4	
Site Constraints Plan	17-7295-0101	P1	P1	P1	P2	P3		P3		P3	P3			P3	P3	P4	P4	
General Arrangement	17-7295-0102	P1	P1	P1	P2	P3	P3	P3		P3	P3			P3	P3	P4	P4	P5
Site Clearance	17-7295-0103	P1	P1	P1	P2	P3		P3		P3	P3			P3	P3	P4	P4	
External Finishes	17-7295-0104	P1	P1	P1	P2	P3		P3		P3	P3			P3	P3	P4	P4	
Setting Out	17-7295-0105	P1	P1	P1	P2	P3		P3	P3	P3	P3	P4	P4	P4	P4	P5	P5	
Setting Out	17-7295-0106	P1	P1	P1	P2	P3		P3		P3	P3	P4	P4	P4	P4	P5	P5	
Road Markings	17-7295-0107	P1	P1	P1	P2	P3		P3		P3	P3			P3	P3	P4	P4	
Drainage and Levels	17-7295-0108	P1	P1	P1	P2	P3		P3	P3	P3	P3	P4	P4	P4	P4	P5	P5	
Land Dedication Plan	17-7295-0109	P1	P1	P1	P2	P3		P3		P3	P3			P3	P3	P4	P4	
Longitudinal Sections	17-7295-0110	P1	P1	P1	P2	P3		P3		P3	P3	P4	P4	P4	P4	P5	P5	
Cross Sections	17-7295-0111	P1	P1	P1	P2			P2		P2	P2	P3	P3	P3	P3	P4	P4	
Cross Sections	17-7295-0112				P1	P2		P2		P2	P2	P3	P3	P3	P3	P4	P4	
Cross Sections	17-7295-0113				P1	P2		P2		P2	P2	P2	P2	P2	P2	P3	P3	P3
External Construction Details	17-7295-0114	P1	P1	P1	P2	P3		P3		P3	P3			P3	P3	P3	P3	
Road Signs	17-7295-0115															P1	P1	
Road Signs	17-7295-0116															P1	P1	
Stopping Up Order	17-7295-2000						P5	P5		P5	P5			P5	P5	P6	P6	
OTHER DOCUMENTS																		
Road Lighting Site Clearance	3708-201		A	A	A	A		A		A	A				A			
Road Lighting General Arrangement	3708-1301		A	A	A	A		A		A	A				A			
Road Lighting Calc Summary	3708-1302		A	A	A	A		A	A	A	A				A			
Road Lighting Standard Details	3708-1401		A	A	A	A		A		A	A				A			
Road Lighting Standard Details	3708-1402		A	A	A	A		A		A	A				A			
Road Lighting Standard Details	3708-1403		A	A	A	A		A		A	A				A			
Road Lighting Standard Details	3708-1404		A	A	A	A		A		A	A				A			
Traffic Signals Design	312581-TS01		oo	oo	oo	oo		oo		oo	oo				oo			
Traffic Signals Design	312581-TS02		oo	oo	oo	oo		oo		oo	oo				oo			
Civils Layout	312581-CV01		oo	oo	oo	oo		oo		oo	oo				oo			
DISTRIBUTION																		
1. CLIENT:	Canmoor	Kevin Murphy	pdf	pdf	pdf	pdf	pdf	pdf	pdf	pdf	pdf	pdf	pdf	pdf	pdf	pdf	pdf	pdf
2. ARCHITECT:																		
3. QUANTITY SURVEYOR:																		
4. PROJECT MANAGER: Trinity P.C. Ltd.																		
5. CONTRACTOR - OFFICE:																		
6. CONTRACTOR - SITE:																		
7. LOCAL AUTHORITY: Gloucester County Council																		
8. SERVICES ENGINEER: ESC																		
9. COW/RE:																		
10. PLANNING CONSULTANT:																		
11. SMITHS GLOUCESTER																		
12. ASTLEY HORNE																		
13. DTA																		
14. Mott McDonald																		
15. TMS																		
16. Aspect Traffic Solutions																		
17. IL Consulting																		
18. Wale and West Utilities Ltd																		
19. Dft																		
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