

# Road Safety Audit Response

RSA File Ref

## PROJECT DETAILS

Report Title Include RSA stage - Forsyth Street, Hopeman

## PREPARED BY

Name Pauline Davies Date 01/02/2021  
Position Civil Design Engineer  
Organisation Springfield Retail Estates Management

Signed

## APPROVED BY

Name Date  
Position  
Organisation Moray Council

Signed

## INTRODUCTION

This report results from a Combined Stage 1 & Stage 2 Road Safety Audit carried out on the proposed mixed-use development. The project comprises of a simple priority junction access (to replace the existing 2 former garage forecourt accesses) to access parking for 2 retail units and 8 residential apartments.

The report was prepared by Richard Pearson of Drummond Black Consulting Limited.

## RSA DECISION LOG

	<b>RSA Problem</b>	<b>RSA Recommendation</b>	<b>Design Organisation Response</b>	<b>Overseeing Organisation Response</b>	<b>Agreed RSA Action</b>
Number of problem from RSA REPORT	Insert problem from RSA REPORT	Insert recommendation from RSA report	Insert design organisation's response	Insert Overseeing Organisation's response	Insert design and Overseeing Organisation's agreed action
3.1	The absence of dropped kerbs and tactile paving could lead to pedestrians tripping and falling or being struck by vehicles.	It is recommended that dropped kerbs and tactile paving are provided at the crossing facilities.	Dropped kerb/ tactile paving shown on plans		
3.2	Absence of dropped kerbs at disabled parking bays.	It is recommended that dropped kerbs are provided adjacent to the disabled parking bays.	Dropped kerbs shown to disabled bays		
3.3	Absence of footway connections to westbound bus stops.	It is recommended that a direct footway connection is provided. TMC have plans for a footway to the west of the site. Should discuss this with MC and co-ordinate with their proposals.	Pedestrian crossing removed. Dropped kerbs & tactile paving indicated on layout.		
3.4	Insufficient detail of proposed crossing.	It is recommended that the crossing is designed with the full markings and beacons as required for these crossing types.	Dropped kerbs & tactile paving indicated on layout.		
3.5	The location of the crossing could increase the risk of collisions.	It is recommended that the crossing point is installed as an informal facility.	Pedestrian crossing road markings removed. Dropped kerbs retained for 'informal crossing'		

3.6	Potential collisions with pedestrians and manoeuvring vehicles.	It is recommended that the parking bays are moved adj to the carriageway with the footway behind. It is recommended the crossing be relocated east to allow space for a reversing car to not encroach onto the crossing point.	Crossing moved closer to junction, parking bays moved towards wall, distance of 5.2m achieved		
3.7	Increase in use and lack of junction and crossing warning signs could result in a variety of collision types at the crossing/ access junction.	It is recommended that advanced junction warning signs are provided on both approaches to the junction and crossing. A "New Road Layout Ahead sign" would appear to be the most appropriate.	New road signs added to plan		

<b>DESIGN ORGANISATION STATEMENT</b>			
<b>On behalf of the design organisation I certify that:</b>			
<b>1) the RSA actions identified in response to the road safety audit problems in the road safety audit have been discussed and agreed with the Overseeing Organisation.</b>			
Name	Pauline Davies	Date	01.02.21
Position	Civil Design Engineer		
Organisation	Springfield retail Estate Management		
Signed			
<b>OVERSEEING ORGANISATION STATEMENT</b>			
<b>On behalf of the Overseeing Organisation I certify that:</b>			
<b>1) the RSA actions identified in response to the road safety audit problems in the road safety audit have been discussed and agreed with the design organisation; and</b>			
<b>2) the agreed RSA actions will be progressed.</b>			
Name		Date	

Position	
Organisation	Moray Council
Signed	