# LAND OFF LITTLE GREEN LANE, CROXLEY GREEN, HERTFORDSHIRE

## PROPOSED HIGHWAY WORKS

## STAGE 1

## ROAD SAFETY AUDIT REPORT

**REQUESTED BY:**
**HUB TRANSPORT PLANNING**

**JULY 2025**

RKS Associates

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| Project: | Land off Little Green Lane, Croxley Green, Hertfordshire<br>Proposed Highway Works |
| Client: | Hub Transport Planning |
| Document: | Stage 1 Road Safety Audit |
| RKS Associates Ref: | VRP2002 - RSA 1 |
| Issue date: | 10th July 2025 |
| Status: | Final |
| Authorised by: | VP/BN |



RKS
Associates

## Contents



**Appendices**

# 1 INTRODUCTION

**1.1** This report results from a Stage 1 Road Safety Audit carried out on the highway works associated with an outline planning application for a proposed mixed use development on land located to the north of Little Green Lane, Croxley Green in Hertfordshire. The proposed development comprises of up to 600 residential dwellings, a 5-bedroom property for children's social care and supported living, one-form entry primary school (plus expansion land for a two-form entry primary school), a mixed-use local centre including NHS health and social care services, community building, retail and café. In addition the proposals include a country park incorporating recreational facilities, allotments, community orchard and landscaping.

**1.2** The proposed highway works include the provision of two vehicular access points and a pedestrian/cycleway access located on Little Green Lane. The proposed vehicular site access junctions involve the continuation of Durrants Drive and Links Way in to the site with a change in priority which results in Little Green Lane giving way to traffic accessing and egressing the proposed development. The proposed pedestrian /cycleway access is located opposite Canterbury Way and the proposals include a shared footway/cycleway link along Canterbury Way, Dover Way and Links Way. Additional highway works include provision of off-street parking along Durrants Drive by the way of chevron parking bays within sections where a wide verge is provided and the provision of raised tables along Links Way where it connects with side road junctions.

**1.3** Little Green Lane in the vicinity of the proposed development accesses is a single lane carriageway facilitating two-way vehicle movements, it forms the southern boundary of the development and is aligned in an east to west direction. The carriageway is lit and it is subject to a 30mph limit with a footway along its southern side. Canterbury Way, Dover Way and Links Way are wider two-way residential roads that are subject to a 30mph speed limit, the respective roads are lit with footways along both sides of the carriageway that are interspersed with vehicle crossovers.

**1.4** Hub Transport Planning has supplied the following information upon which this Stage 1 RSA is based:

- Transport Assessment prepared by Hub Transport Reference: T24544 Rev C (July 2025);
- Hub Transport Planning Drawing Numbers:
  - T24544.001 Rev E Proposed Vehicular Site Access via Durrants Drive;
  - T24544.002 Rev D Proposed Vehicular Site Access via Links Way;
  - T24544.003 Rev E Vehicular Site Access with Footway/Cycleway;
  - T24544.004 Rev A Footway/Cycleway Access from Canterbury Way; and
  - T24544.005 Rev A Additional Parking Provision Durrants Drive.

**1.5** The main parties to this Road Safety Audit include the following:

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| Road Safety Audit Team Leader | Vimal Patel<br>BEng (Hons), GMICE, FIHE, NH Cert Comp |
| Road Safety Audit Team Member | Beth Newiss<br>MCIHT, MSoRSA, NH Cert Comp |
| Local Highway Authority | Hertfordshire County Council |
| Design Organisation | Hub Transport Planning |

**1.6** The Audit was undertaken following examination of the submitted documents, including a site visit undertaken on Tuesday 8th July 2025 between the hours of 10am and midday. Observations during the site inspection noted low traffic, pedestrian flows and no cycle flows along the Little Green Lane, Links Way, Dover Way, Canterbury Way and Durrants Drive. Observations during the site inspection noted that on-street car parking was prevalent with vehicles parked on the footway.

**Terms of Reference**

**1.7** The Audit Team is independent of the project design team and has no other involvement with the project. This Stage 1 RSA has been undertaken in accordance with the relevant sections of GG-119, part of the Design Manual for Roads and Bridges (DMRB).

**1.8** The Safety Audit Team has examined only matters relating to road safety implications of the scheme and has not verified compliance of the design to any other criteria. The Audit Team has not been made aware of any Departures from Standard or any previous road safety audits carried out on the proposed highway works.

**1.9** All of the problems identified in this report are considered by the Audit Team to require action in order to improve the safety of the scheme and to minimise accident occurrence for all users. The location of the problems identified in this Safety Audit is shown in **Appendix A** where the reference numbers relate to the problems identified in this report.

**1.10** The recommendations in this report are aimed at addressing the identified road safety problems; however, there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities. The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit and would encourage the Designer to consult them on this matter.

**1.11** The Designer is advised to prepare a Road Safety Audit Decision Log, a template for which is included in **Appendix B**. This enables the Designers and Overseeing Organisations Response to the Audit to be documented along with an agreed RSA Action.

**Trip Generation/Traffic Flow Data**

**1.12** The Transport Assessment prepared by Hub Transport Planning provides details of the likely trip generation associated with the proposed development. The trip generation assessment indicates that the proposed residential element of the development is likely to generate 315 and 304 two-way vehicle trips during the AM and PM peak hour periods respectively.

**Collision Data**

**1.13** Publicly available personal Injury Collision (PIC) information obtained from the *Crashmap UK* website (www.crashmap.co.uk) for the five-year period up to December 2023 for the local highway. The collision data indicates one collision has occurred at Little Green Lane/Durrants Drive junction, the collision occurred in March 2019, it involved a single vehicle and resulted in a slight injury.

## 2 ISSUES IDENTIFED DURING STAGE 1 ROAD SAFETY AUDIT

**2.1** **Problem:**

Summary: Potential collisions due to standing water or service covers
*Location: General - Throughout*

No details have been provided in respect of surface water drainage or other services, and it is therefore not possible to ascertain whether there will be any safety implications. The absence of surface water drainage may result in the collection of surface water on the local highway, which could increase the risk of loss of control collisions.

**Recommendation:**

Ensure that surface water drainage is provided to mitigate the risk of collection of surface water on the carriageway.

**2.2** **Problem**

Summary: Potential vehicle collisions due to inadequate road space or visibility
*Location: General*

No details have been provided in respect of vehicle swept path assessments and it is therefore not possible to ascertain whether there will be any safety implications. There is concern that that insufficient road space may result in large vehicles overrunning the opposing carriageway when negotiating a turning manoeuvre which may increase the risk of side-swipe collisions with other road users. There is further concern that vehicles may overrun the footway putting pedestrians waiting on the footway to cross the carriageway at greater risk of being struck turning vehicles, particularly at locations where a raised table is proposed where there will be little level difference between the footway and carriageway levels.

**Recommendation**

Ensure vehicle swept path assessments are undertaken to ensure large vehicles can negotiate proposed highway layout, if necessary amend the layout.

**Proposed Western Site Access Little Green Lane/Durrants Drive**

**2.3** **Problem**

Summary: Potential risk of failing to give way vehicle collisions associated with see through effect

*Location: Little Green Lane approach to proposed Site Access/Durrants Drive junction*

The proposed highway works involve changing the priority of the existing Little Green Lane/Durrants Drive junction whereby Durrants Drive forms the major arm. There is concern that the proposed layout may result in a *see though* effect for motorist travelling along and approaching Little Green Lane. This may result in motorists travelling along Little Green Lane failing to give way to traffic travelling along Durrants Drive (major arm) which may lead to an increased risk of failing to give way collisions at the junction.

**Recommendation**

Ensure that additional measures are provided to mitigate the *see though* effect for motorist travelling along and approaching Little Green Lane.

**2.4** **Problem**

Summary: Potential risk of vehicle collisions associated with poor visibility

*Location: Little Green Lane/Durrants Drive junction*

The visibility splays indicated on the proposed drawings provided are incorrectly shown with the 2.4m set back taken from the advisory markings for the pedestrian crossing rather that the give way markings. Consequently poor visibility may result in a greater risk of failing to give way or turning collisions to occur at the junction.

**Recommendation**

Ensure that visibility splays are correctly provided, any obstructions within the visibility splays should be removed or the proposed layout of the junction amended.

**2.5** **Problem**

Summary: Potential risk of vehicle collisions associated with obstruction in visibility

*Location: Durrants Drive approach to Little Green Lane*

Observations during the site inspection noted that on-street car parking was prevalent along Durrants Drive with parking observed outside properties adjacent to Little Green Lane junction. There is concern that the absence of parking restrictions will encourage indiscriminate parking near the Little Green Lane junction which may lead to a greater risk of collisions associated with poor visibility.

**Recommendation**

Ensure that measure to prevent on-street car parking are provided along Durrants Drive in the vicinity Little Green Lane junction.

**2.6** **Problem**

Summary: Potential risk of pedestrians struck by vehicle associated with unclear layout
*Location: Proposed pedestrian crossing facility across Little Green Lane*

The proposed layout of the Little Green Lane/Durrants Drive indicate that the footway along Durrants Drive will continue across Little Green Lane with the give way markings on Little Green Lane set back. There is concern that the absence of a formal crossing facility incorporating tactile paving and a level surface may increase the risk of pedestrians struck by vehicles unaware of the priority given to pedestrians across the junction. The road safety is further compromised as the raised table arrangement may encourage motorists to overrun the footway putting pedestrians at unnecessary risk of being stuck by a vehicle turning.

**Recommendation**

Review and amend the layout to ensure that all road users are aware of the layout, this should include tactile paving and a level surface at the crossing facility, in addition a bollard should be placed on the verge adjacent to the crossing to delineate the extent of the carriageway.

**Proposed Eastern Site Access Little Green Lane/Links Way**

**2.7** **Problem**

Summary: Potential risk of failing to give way vehicle collisions associated with see through effect

*Location: Little Green Lane approach to proposed Site Access/Links Way junction*

The proposed highway works involve changing the priority of the existing Little Green Lane/Links Way junction whereby Links Way forms the major arm. There is concern that the proposed layout may result in a *see though* effect for motorist travelling along and approaching Little Green Lane. This may result in motorists travelling along Little Green Lane failing to give way to traffic travelling along Links Way (major arm), this may lead to an increased risk of failing to give way collisions at the junction.

**Recommendation**

Ensure that additional measures are provided to mitigate the *see though* effect for motorist travelling along and approaching Little Green Lane.

**2.8** **Problem**

Summary: Potential risk of vehicle collisions associated with poor visibility

*Location: Little Green Lane/Links Way junction*

The visibility splays indicated on the proposed drawings provided are incorrectly shown with the 2.4m set back taken from the advisory markings for the pedestrian crossing rather that the give way markings. Consequently poor visibility may result in a greater risk of failing to give way or turning collisions to occur at the junction.

**Recommendation**

Ensure that visibility splays are correctly provided, any obstructions within the visibility splays should be removed or the proposed layout of the junction amended.

**2.9** **Problem**

Summary: Potential risk of vehicle collisions associated with obstruction in visibility

*Location: Links Way approach to Little Green Lane*

Observations during the site inspection noted that on-street car parking was prevalent along Links Way with parking observed outside properties adjacent to Little Green Lane junction. There is concern that the absence of parking restrictions will encourage indiscriminate parking near the Little Green Lane junction which may lead to a greater risk of collisions associated with poor visibility.

**Recommendation**

Ensure that measure to prevent on-street car parking are provided along Links Way in the vicinity Little Green Lane junction.

**2.10** **Problem**

Summary: Potential risk of pedestrians struck by vehicle associated with unclear layout
*Location: Proposed pedestrian crossing facility across Little Green Lane*

The proposed layout of the Little Green Lane/Links Way indicate that the footway along Links Way will continue across Little Green Lane with the give way markings on Little Green Lane set back. There is concern that the absence of a formal crossing facility incorporating tactile paving and a level surface may increase the risk of pedestrians struck by vehicles unaware of the priority given to pedestrians across the junction. The road safety is further compromised as the raised table arrangement may encourage motorists to overrun the footway putting pedestrians at unnecessary risk of being stuck by a vehicle turning.

**Recommendation**

Review and amend the layout to ensure that all road users are aware of the layout, this should include tactile paving and a level surface at the crossing facility, in addition a bollard should be placed on the verge adjacent to the crossing to delineate the extent of the carriageway.

**Proposed Site Access Shared Footway/Cycleway**

**2.11** **Problem**

Summary: Potential risk of collisions associated with poor visibility
*Location: Proposed pedestrian/cycle crossing across Little Green Lane*

No details of relating to visibility splays to and from the pedestrian/cycle crossing facility have been provided. Observations during the site inspection noted that a combination of vegetation and the vertical and horizontal alignment of Little Green Lane approaches to the proposed crossing facility may compromise visibility for road users. Poor visibility may result in a greater risk of pedestrians/cyclists struck by passing traffic.

**Recommendation**

Ensure that visibility splays to and from the crossing facility are provided, any vegetation that causes an obstruction in the visibility splays should be removed or replaced with a low level variety, alternatively amend the layout.

**2.12** **Problem**

Summary: Potential risk of vehicle collisions associated with poor forward visibility
*Location: Little Green Lane westbound approach proposed pedestrian/cycle crossing*

Observations during the site inspection noted that vertical and horizontal alignment along Little Green Lane westbound approach to the proposed pedestrian/cycle crossing is restricted. No details relating to the forward visibility to the proposed pedestrian/cycle crossing have been provided. Consequently, there is a greater risk of a tail end shunt collision between a vehicle waiting to give way to pedestrians and cyclists using the crossing and westbound traffic travelling along Little Green Lane.

**Recommendation**

Ensure that forward visibility splays are provided, if necessary amend the layout.

**2.13** **Problem**

Summary: Potential risk of vehicle collisions associated with poor layout
*Location: Proposed pedestrian/cycle access General*

The scheme proposals seek to improve the footway along the eastern side of Canterbury Way, northern side of Dover Way and western side of Links Way up to Baldwins Lane. However there are a number of concerns that individually or collectively may increase the risk of non-motorised users struck by other road users the following issues have been raised:

a) A number of private vehicle crossovers along the route with property boundary fencing/landscape restricting visibility to and from the shared use facility;

b) Observations during the site inspection noted indiscriminate parking along the proposed shared use facility, vehicles parked on the footway will cause an obstruction for non-motorised users;

c) Overhanging vegetation associated with residential properties along the route will cause a hazard for non-motorised users particularly cyclists;

d) The condition of the footway in certain locations is poor with tree routes causing the footway to lift, poor surfacing may lead to loss of control collisions for cyclists or trip or fall injuries to pedestrians.

**Recommendation**

It is recommended that an alternative route for pedestrians and cyclists should be considered via a quieter less intrusive environment alternatively improve the footway and revert the cyclists to carriageway.

**2.14** **Problem**

Summary: Potential risk of vehicles overrunning the pedestrian/cycle shared use facility
*Location: Proposed crossings across side road junctions*

The scheme proposals provided raised tables across side road junctions along Links Way. There is concern that the raised tables will result in the carriageway being level with the adjacent shared use facility and footway. Consequently, there is a greater risk that vehicles will overrun the adjacent shared use facility and footway when performing turning manoeuvres. This will put non-motorised users at greater risk of being struck by turning traffic

**Recommendation**

Review the layout and provide measures such as bollards to prevent vehicles overrunning the shared use facility and footway.

**2.15** **Problem**

Summary: Potential risk of loss of control collisions associated with raised tables
*Location: Proposed raised tables across side road junctions*

The scheme proposals indicates raised tables are to be provided across side road junctions along Links Way. There is concern that the ramps associated with the raised tables are laid across private accesses as a result the uneven transition from a vehicle crossover access onto the ramp may lead to a loss of control collision.

**Recommendation**

Review the layout to ensure that the ramps associated with the raised tables are not laid across private accesses.

**2.16** **Problem**

Summary: Potential risk of loss of control collisions associated with raised tables
*Location: Proposed raised tables across side road junctions*

There is concern that the raised tables across side road junctions along Links Way are excessive in length and as a result may contribute to loss of control collisions attributed to vehicles traveling at speed.

**Recommendation**

Review the length of the raised tables, it would be appropriate to reduce the length to cover the extent of the side road junction.

**2.17** **Problem**

Summary: Potential risk of pedestrians stuck by turning traffic
*Location: Links Way/Baldwins Lane junction*

The proposed amendments to the Links Way/Baldwins Lane junction seeks to remove the existing central pedestrian refuge island and provide a straight crossing set back from the junction. The proposed crossing facility deviates away from the natural pedestrian crossing desire line across the bell-mouth of the junction. The absence of a refuge island will result in a greater time for pedestrians on the carriageway where the risk of being struck by turning traffic will be greater.

**Recommendation**

Review the layout, the proposed crossing facility should cater for the natural pedestrian desire line, if possible a central pedestrian refuge island on Links Way should be provided.

**Proposed Potential Parking Provision on Durrants Drive**

**2.18** **Problem**

Summary: Potential risk of collisions associated with poor layout
*Location: Echelon parking along Durrants Drive*

The layout of the echelon parking along Durrants Drive results in vehicles either reversing into the parking bay or reversing out, both manoeuvres will require the full width of the carriageway. Whilst these manoeuvres are common there is a risk that vehicles may need to perform multiple manoeuvres to access a car parking space, this may lead to an increased risk of collision with other road users who may not anticipate vehicles performing multiple manoeuvres.

**Recommendation**

Review the layout, if possible parallel parking bays should be provided, similar to those along Durrants Drive.

**2.19** **Problem**

Summary: Potential risk of collisions associated with poor visibility
*Location: Echelon parking along Durrants Drive*

The proposed echelon parking along Durrants Drive may result in vehicles driving into a parking space in a forward gear, subsequently the exit manoeuvre will result in vehicle revering out onto the highway where the visibility to other road users travelling along Durrants Drive will be compromised by vehicles parked in the adjacent parking bay. This may lead to an increased risk of collisions associated with poor visibility.

**Recommendation**

Review the layout, if possible parallel parking bays should be provided, similar to those along Durrants Drive.

## 3 AUDIT TEAM STATEMENT

**3.1** We certify that this audit has been carried out in accordance with GG-119 of Design Manual for Roads & Bridges Volume 5 Section 2 - Road Safety Audits. Its sole purpose being to identify features of the scheme that could be removed or modified to improve safety. No member of the Audit Team has been involved in the scheme design.

### Audit Team Leader

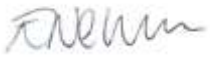
Vimal Patel
BEng (Hons), GMICE, FIHE, NH Cert Comp, Reg RSA (IHE)

Signed: 

Date: 11th July 2025

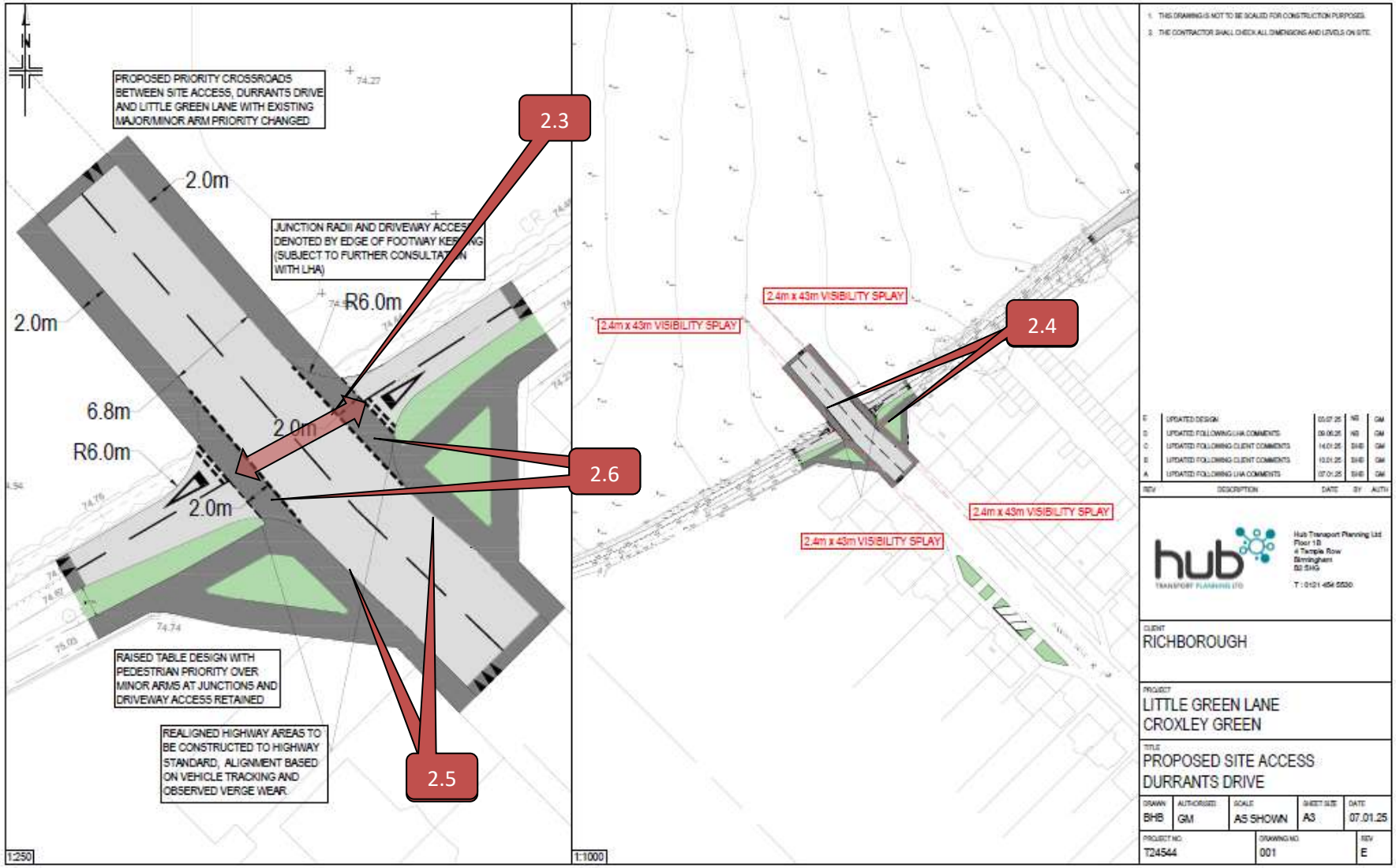
### Audit Team Member

Beth Newiss
MCIHT, MSoRSA, NH Cert Comp

Signed: 

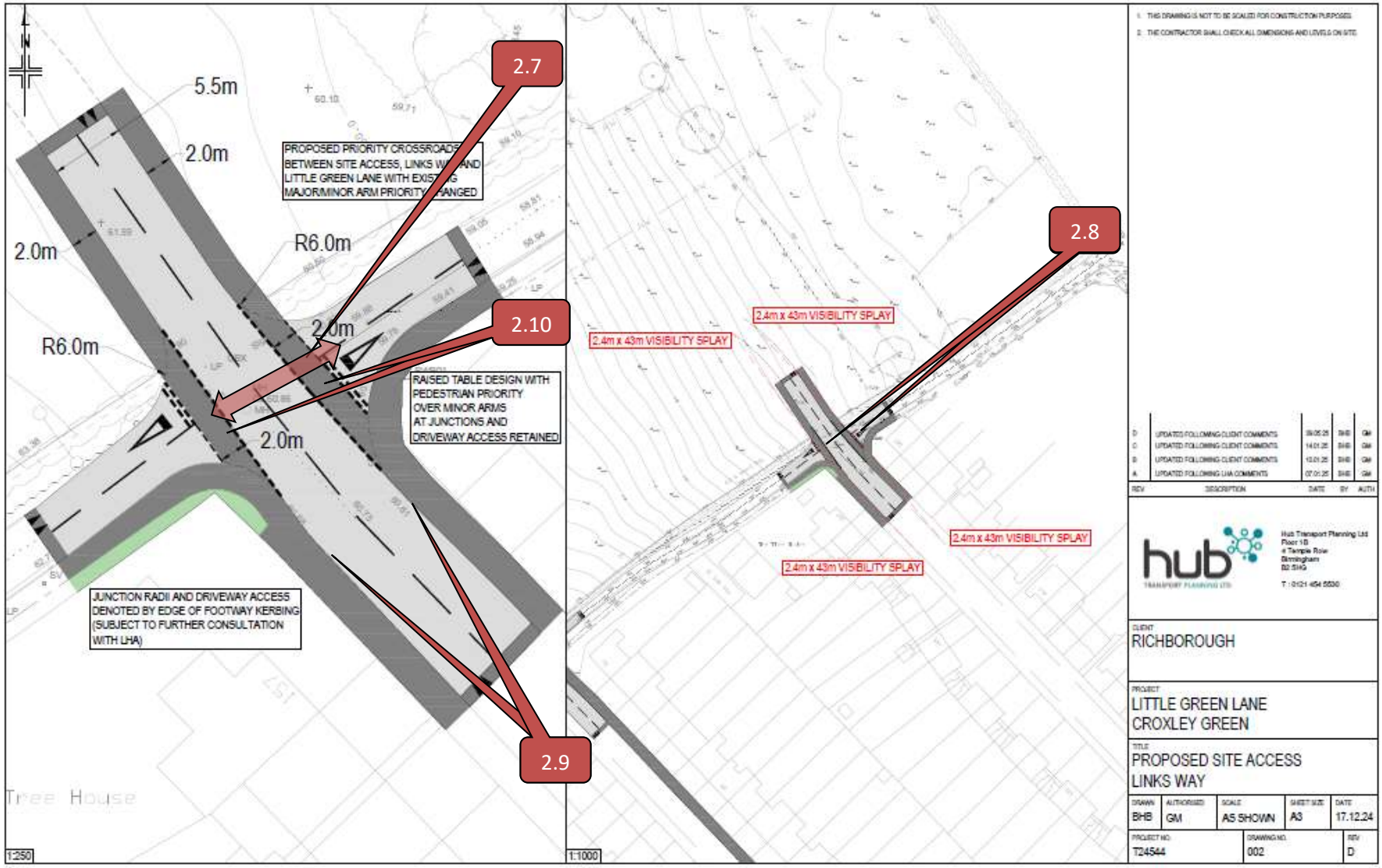
Date: 11th July 2025

# Appendix A




2.1 2.2

**General Points**




2.1 2.2

**General Points**


2.1 2.2

**General Points**


2.1 2.2

2.13

**General Points**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**General Points**

# Appendix B

| Issue N° | RSA Problem | RSA Recommendation | Design Organisation Response | Overseeing Organisation Response | Agreed RSA Action |
|---|---|---|---|---|---|
| 2.1 | No details have been provided in respect of surface water drainage or other services, and it is therefore not possible to ascertain whether there will be any safety implications. The absence of surface water drainage may result in the collection of surface water on the local highway, which could increase the risk of loss of control collisions. | Ensure that surface water drainage is provided to mitigate the risk of collection of surface water on the carriageway. | | | |
| 2.2 | No details have been provided in respect of vehicle swept path assessments and it is therefore not possible to ascertain whether there will be any safety implications. There is concern that that insufficient road space may result in large vehicles overrunning the opposing carriageway when negotiating a turning manoeuvre which may increase the risk of side-swipe collisions with other road users. There is further concern that vehicles may overrun the footway putting pedestrians waiting on the footway to cross the carriageway at greater risk of being struck turning vehicles, particularly at locations where a raised table is proposed where there will be little level difference between the footway and carriageway levels. | Ensure vehicle swept path assessments are undertaken to ensure large vehicles can negotiate proposed highway layout, if necessary amend the layout. | | | |

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| 2.3 | The proposed highway works involve changing the priority of the existing Little Green Lane/Durrants Drive junction whereby Durrants Drive forms the major arm. There is concern that the proposed layout may result in a see though effect for motorist travelling along and approaching Little Green Lane. This may result in motorists travelling along Little Green Lane failing to give way to traffic travelling along Durrants Drive (major arm) which may lead to an increased risk of failing to give way collisions at the junction. | Ensure that additional measures are provided to mitigate the see though effect for motorist travelling along and approaching Little Green Lane. | | | |
| 2.4 | The visibility splays indicated on the proposed drawings provided are incorrectly shown with the 2.4m set back taken from the advisory markings for the pedestrian crossing rather that the give way markings. Consequently poor visibility may result in a greater risk of failing to give way or turning collisions to occur at the junction. | Ensure that visibility splays are correctly provided, any obstructions within the visibility splays should be removed or the proposed layout of the junction amended. | | | |
| 2.5 | Observations during the site inspection noted that on-street car parking was prevalent along Durrants Drive with parking observed outside properties adjacent to Little Green Lane junction. There is concern that the absence of parking restrictions will encourage indiscriminate parking near the Little Green Lane junction which may lead to a greater risk of collisions associated with poor visibility. | Ensure that measure to prevent on-street car parking are provided along Durrants Drive in the vicinity Little Green Lane junction. | | | |

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| 2.6 | The proposed layout of the Little Green Lane/Durrants Drive indicate that the footway along Durrants Drive will continue across Little Green Lane with the give way markings on Little Green Lane set back. There is concern that the absence of a formal crossing facility incorporating tactile paving and a level surface may increase the risk of pedestrians struck by vehicles unaware of the priority given to pedestrians across the junction. The road safety is further compromised as the raised table arrangement may encourage motorists to overrun the footway putting pedestrians at unnecessary risk of being stuck by a vehicle turning. | Review and amend the layout to ensure that all road users are aware of the layout, this should include tactile paving and a level surface at the crossing facility, in addition a bollard should be placed on the verge adjacent to the crossing to delineate the extent of the carriageway. | | | |
| 2.7 | The proposed highway works involve changing the priority of the existing Little Green Lane/Links Way junction whereby Links Way forms the major arm. There is concern that the proposed layout may result in a see though effect for motorist travelling along and approaching Little Green Lane. This may result in motorists travelling along Little Green Lane failing to give way to traffic travelling along Links Way (major arm), this may lead to an increased risk of failing to give way collisions at the junction. | Ensure that additional measures are provided to mitigate the see though effect for motorist travelling along and approaching Little Green Lane. | | | |
| 2.8 | The visibility splays indicated on the proposed drawings provided are incorrectly shown with the 2.4m set back taken from the advisory markings for the pedestrian crossing rather that the give way markings. Consequently poor visibility may result in a greater risk of failing to give way or turning collisions to occur at the junction. | Ensure that visibility splays are correctly provided, any obstructions within the visibility splays should be removed or the proposed layout of the junction amended. | | | |

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| 2.9 | Observations during the site inspection noted that on-street car parking was prevalent along Links Way with parking observed outside properties adjacent to Little Green Lane junction. There is concern that the absence of parking restrictions will encourage indiscriminate parking near the Little Green Lane junction which may lead to a greater risk of collisions associated with poor visibility. | Ensure that measure to prevent on-street car parking are provided along Links Way in the vicinity Little Green Lane junction. | | | |
| 2.10 | The proposed layout of the Little Green Lane/Links Way indicate that the footway along Links Way will continue across Little Green Lane with the give way markings on Little Green Lane set back. There is concern that the absence of a formal crossing facility incorporating tactile paving and a level surface may increase the risk of pedestrians struck by vehicles unaware of the priority given to pedestrians across the junction. The road safety is further compromised as the raised table arrangement may encourage motorists to overrun the footway putting pedestrians at unnecessary risk of being stuck by a vehicle turning. | Review and amend the layout to ensure that all road users are aware of the layout, this should include tactile paving and a level surface at the crossing facility, in addition a bollard should be placed on the verge adjacent to the crossing to delineate the extent of the carriageway. | | | |
| 2.11 | No details of relating to visibility splays to and from the pedestrian/cycle crossing facility have been provided. Observations during the site inspection noted that a combination of vegetation and the vertical and horizontal alignment of Little Green Lane approaches to the proposed crossing facility may compromise visibility for road users. Poor visibility may result in a greater risk of pedestrians/cyclists struck by passing traffic. | Ensure that visibility splays to and from the crossing facility are provided, any vegetation that causes an obstruction in the visibility splays should be removed or replaced with a low level variety, alternatively amend the layout. | | | |

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| 2.12 | Observations during the site inspection noted that vertical and horizontal alignment along Little Green Lane westbound approach to the proposed pedestrian/cycle crossing is restricted. No details relating to the forward visibility to the proposed pedestrian/cycle crossing have been provided. Consequently, there is a greater risk of a tail end shunt collision between a vehicle waiting to give way to pedestrians and cyclists using the crossing and westbound traffic travelling along Little Green Lane. | Ensure that forward visibility splays are provided, if necessary amend the layout. | | | |
| 2.13 | The scheme proposals seek to improve the footway along the eastern side of Canterbury Way, northern side of Dover Way and western side of Links Way up to Baldwins Lane. However there are a number of concerns that individually or collectively may increase the risk of non-motorised users struck by other road users the following issues have been raised:<br>a) A number of private vehicle crossovers along the route with property boundary fencing/landscape restricting visibility to and from the shared use facility;<br>b) Observations during the site inspection noted indiscriminate parking along the proposed shared use facility, vehicles parked on the footway will cause an obstruction for non-motorised users;<br>c) Overhanging vegetation associated with residential properties along the route will cause a hazard for non-motorised users particularly cyclists;<br>d) The condition of the footway in certain locations is poor with tree routes causing the footway to lift, poor surfacing may lead to loss | It is recommended that an alternative route for pedestrians and cyclists should be considered via a quieter less intrusive environment alternatively improve the footway and revert the cyclists to carriageway. | | | |

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| 2.14 | The scheme proposals provided raised tables across side road junctions along Links Way. There is concern that the raised tables will result in the carriageway being level with the adjacent shared use facility and footway. Consequently, there is a greater risk that vehicles will overrun the adjacent shared use facility and footway when performing turning manoeuvres. This will put non-motorised users at greater risk of being struck by turning traffic | Review the layout and provide measures such as bollards to prevent vehicles overrunning the shared use facility and footway. | | | |
| 2.15 | The scheme proposals indicates raised tables are to be provided across side road junctions along Links Way. There is concern that the ramps associated with the raised tables are laid across private accesses as a result the uneven transition from a vehicle crossover access onto the ramp may lead to a loss of control collision. | Review the layout to ensure that the ramps associated with the raised tables are not laid across private accesses. | | | |
| 2.16 | There is concern that the raised tables across side road junctions along Links Way are excessive in length and as a result may contribute to loss of control collisions attributed to vehicles traveling at speed. | Review the length of the raised tables, it would be appropriate to reduce the length to cover the extent of the side road junction. | | | |
| 2.17 | The proposed amendments to the Links Way/Baldwins Lane junction seeks to remove the existing central pedestrian refuge island and provide a straight crossing set back from the junction. The proposed crossing facility deviates away from the natural pedestrian crossing desire line across the bell-mouth of the junction. The absence of a refuge island will result in a greater time for pedestrians on the carriageway where the risk of being struck by turning traffic will be greater. | Review the layout, the proposed crossing facility should cater for the natural pedestrian desire line, if possible a central pedestrian refuge island on Links Way should be provided. | | | |

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| 2.18 | The layout of the echelon parking along Durrants Drive results in vehicles either reversing into the parking bay or reversing out, both manoeuvres will require the full width of the carriageway. Whilst these manoeuvres are common there is a risk that vehicles may need to perform multiple manoeuvres to access a car parking space, this may lead to an increased risk of collision with other road users who may not anticipate vehicles performing multiple manoeuvres. | Review the layout, if possible parallel parking bays should be provided, similar to those along Durrants Drive. | | | |
| 2.19 | The proposed echelon parking along Durrants Drive may result in vehicles driving into a parking space in a forward gear, subsequently the exit manoeuvre will result in vehicle revering out onto the highway where the visibility to other road users travelling along Durrants Drive will be compromised by vehicles parked in the adjacent parking bay. This may lead to an increased risk of collisions associated with poor visibility. | Review the layout, if possible parallel parking bays should be provided, similar to those along Durrants Drive. | | | |