

**Road Line Marking Assessment Report Covering Darlington
Borough Council Road Infrastructure Surrounding Bishopton
Parish Council Area.
Document Reference BPC/1/24/001**

Revision History

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1. BACKGROUND

This document has been produced by Bishopton Parish Council (BPC) following a review of the road conditions surrounding Bishopton village. The road survey was carried out to highlight the concern of lack of maintenance being undertaken on the roads and the poor conditions being encountered when using the roads.

There have been a number of road traffic incidents on the roads which is considered by BPC partly due to the lack of road maintenance being carried out by Darlington Borough Council (DBC)

Photographic evidence of recent Road traffic incidents are included in appendix B of this report.

2. ASSESSMENT CRITERIA

This report has been written with reference to **CS 126 Inspection and assessment of road markings and road studs (formerly TD 26/17) Version 0.1.0**

In Summary document **CS 126** provides general information to support the inspection and assessment of the road marking and road stud asset. It specifically clarifies the risk based approach when considering renewal of these assets.

This report will focus on road markings and

1. wear only.

it will not look at

2. retro reflectivity (dry)
3. retro reflectivity (wet)
4. colour;
5. luminance factor or
6. luminance co-efficient;
7. skid resistance.

Items 2 to 7 however should form part of the inspection regime carried out by Darlington Borough Council Highways department carried out on a regular basis as set out in DBC defined inspection regime.

3. METHODOLOGY

The most basic of road marking characteristics for assessment is wear as this is what impairs visibility and as such this report will demonstrate wear by means of a visual assessment surveys carried out by Bishopton Parish Council to obtain an assessment of wear and define defect categories as based on extract of CS 126 Version 0.1.0 Appendix B1 (included in the document appendix C for use by the reader)

To aid the assessment CS 126 Version 0.1.0 also has Photographic examples for detailed visual assessment to ensure that the wear of road markings can be categorised correctly by independent individuals without conflicted assessment or opinion.

This is contained within Appendix C of CS 126 Version 0.1.0 which is also included in Appendix C of this document for the benefit of the reader of this report.

4. SURVEY PROCEDURE.

The roads surrounding Bishopston were surveyed by a vehicle camera system in order to best replicate what the driver will see.

The results are presented along sections of the route where the line condition changes to a different wear category and scored 50 to 0 as detailed appendix C guidance. (CS 126)

Surveys will only be taken up to DBC boundary as it is understood maintenance of these roads fall outside of DBC responsibility.

Not all roads have been surveyed but a representative number of roads in and surrounding Bishopston have been included in the report. More roads may be surveyed and added too this report at a future date.

Appendix A will include a map of each surveyed route section and the road will be marked with a colour to represent the condition score as stipulated in CS 126 Appendic C (see table 1)

Condition colour category for each route survey to be marked as below table 1 along the length of each surveyed route section. (Refer to individual route section maps Appendix A)

Assessment	Wear Index score	Defect type when score is averaged	Colour indicated on route map survey
Non-existent, residue only	0	Critical defect	RED
Barely visible	10	Critical defect	YELLOW
Visible, but has randomly spaced small bare spots	20	Potentially critical defect – judgement required taking into account location and function. Plan should be put in place to manage	PINK
Marginal – some visible wear, larger bare spots	30	Non critical defect	SKY BLUE
Very little wear	40	Non critical defect	DARK BLUE
No obvious wear	50	Not a defect	GREEN

Table 1

5. SUMMARY OF SURVEY RESULTS

Route	Wear summary	Remedial action priority order
Route 1 – Bishopton Centre to Redmarshall	Line markings predominantly wear index Score 0-10 (Critical defects) and requires remedial action.	1 (due to recent road traffic incidents)
Route 2 – Whinny Hill to Redmarshall Road.	Approx 50% of route wear index score 0-10 (Critical defects) and requires remedial action.	5
Route 3 – Bishopton Centre to Little Stainton to Bishopton Lane	Line markings wear index score predominantly wear index Score 0-10 (Critical defects) and requires remedial action	3
Route 4 – Bishopton - Bleach house Bank Cross Roads -to Great Stainton Lane	Line markings wear index score ranging from 0- 40 with some long sections at 0 and requires remedial action	4
Route 5 – Bishopton to Great Stainton	Line markings predominantly wear index Score 50 . Only very small sections have wear index score 0 (Critical defects) and require remedial action	9
Route 6 – Great Stainton to Sadberge Turning (Hill house Lane	Line markings wear index score varies from 0-50. Some remedial Action required in various locations	7
Route 7 – Great Burdon (A66) to Hill house Lane Junction	Almost the entire Route at wear index score 0.	2
Route 8 – Hill house Lane Junction to Sadberge	Line markings predominantly wear index Score 50 however Line Marking approaching and into Sadberge wear index score ranging from 0- 30 require remedial Action.	8
Route 9 – Sadberge to Whinny Hill	Line markings through Sadberge wear index score ranging from 0- 10 (Critical defects) require remedial Action. Remainder of Route wear index score 50	6

Refer to appendix A or detailed route Maps and route section images

6. CONCLUSIONS FROM SURVEY

The road survey carried out has identified that the local road network road markings have a high percentage of white lines markings with 'CRITICAL DEFECTS' which require immediate action rectification repair. It can only be presumed that these have been allowed to reach the Critical Defect categories as they have not been inspected adequately or on a timely manner.

Section 5 Summary of survey results categorises the roads surveys into the most critical for maintenance and repair.

Note CS126, 4.2 states 'A road marking shall be deemed a critical defect three years after its application where there is no record of its expected functional life and no recorded value of in-service performance.'

BPC are greatly concerned about the poor condition of the local road network and request evidence of the inspection regime and records of inspection carried out by DBC and also how critical defects will be rectified and within what timescale.

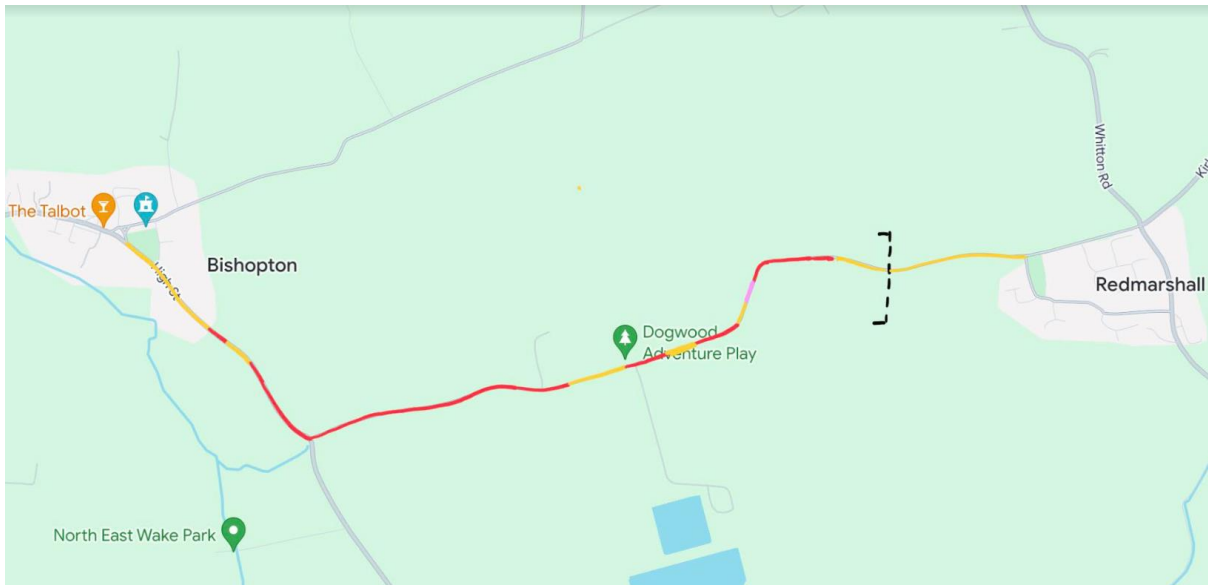
What was also evident from this survey was the poor condition of the wear surface and the encroachment of the verges into the road and the subsequent degradation of the road shoulders resulting in a reduction in overall usable carriageway width. This is relevant to this report as road users are forced in many places as a result to straddle the centre of the road and without the centre of the road being marked this greatly increases the risk of an overlap / head on collision with other on coming road users, especially at night time or poorly lit conditions.

BPC request DBC highways department meet BPC to discuss this report to establish how the poor road condition can be improved in and around Bishopton Parish.

7. APPENDIX A – ROUTE SECTION SURVEYS

Route 1 – Bishopton Centre to Redmarshall - Road survey.

Summary Map - Line markings predominantly wear index Score 0-10 (Critical defects) and requires remedial action.



R1.1 – Condition score 10



R1.2 – Condition score 10



R1.3 – Condition score 10



R1.4 – Condition score 0



R1.5 – Condition score 10



R1.5 – Condition score 0



R1.6 – Condition score 0



R1.7 – Condition score 0 (Junction lines also 0) **Location of recent RTI See Appendix B**



R1.8 – Condition score 0 **Location of recent RTI See Appendix B**



R1.9 – Condition score 0



R1.10 – Condition score 0



R1.11 – Condition score 0



R1.12 – Condition score 0



R1.13 – Condition score 10



R1.14 – Condition score 0



R1.15 – Condition score 10



R1.16 – Condition score 0



R1.17 – Condition score 0 (Slow sign badly worn)



R1.18 – Condition score 0 **Location of recent RTI See appendix B**



R1.19 – Condition score 20



R1.20 – Condition score 0 (SLOW signs badly worn)



R1.21 – Condition score 0

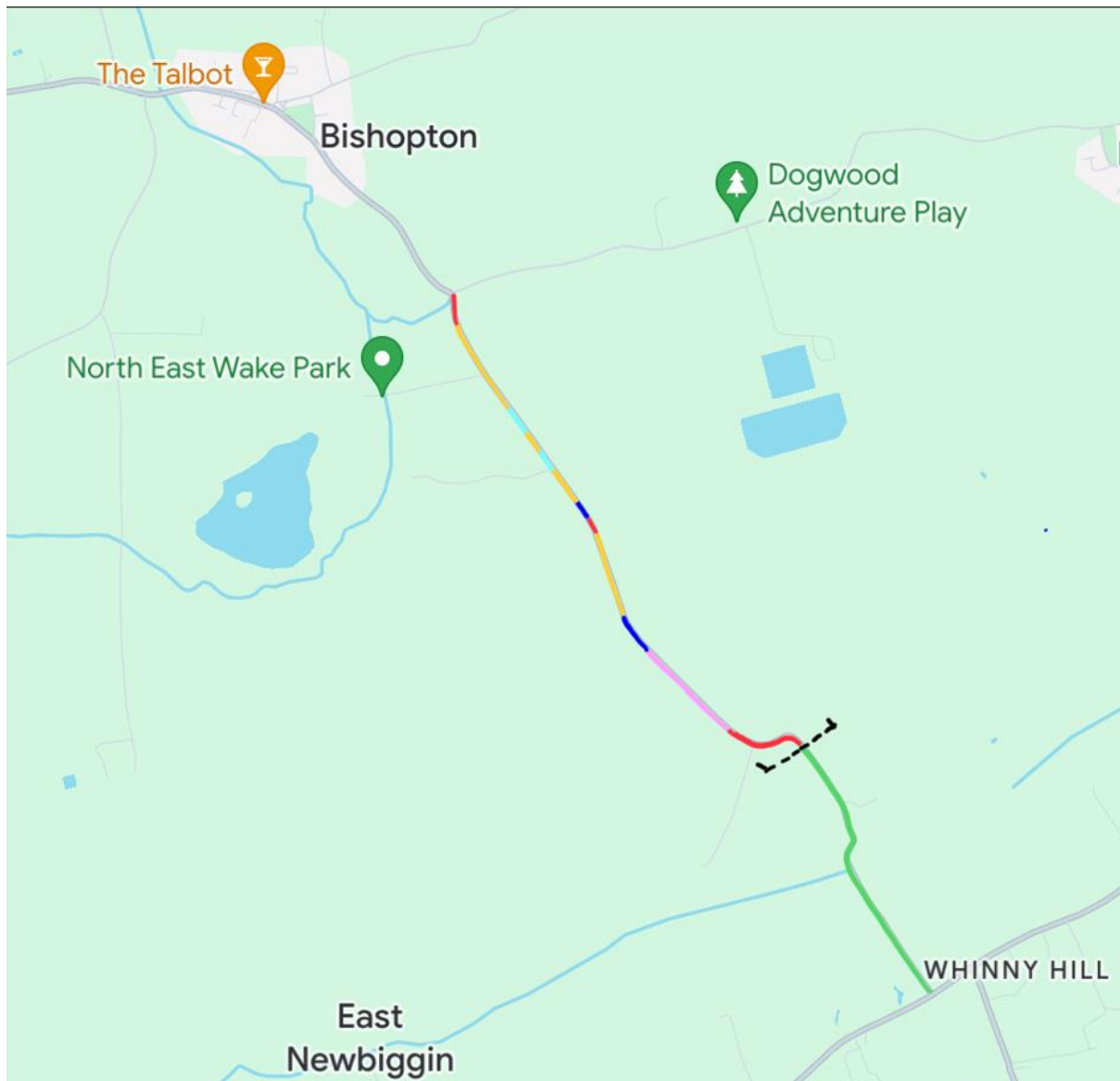


R1.22 – Condition score 10 (entering Stockton-on-Tees)



Route 2 – Whinny Hill to Redmarshall Road - Road survey.

Summary Map - Approx 50% of route wear index score 0-10 (Critical defects) and requires remedial action.



R2.1 – Condition score 50 (Stockton Borough Council infrastructure)



R2.2 – Condition score 50 (Stockton Borough Council infrastructure)



R2.3 – Condition score 50 (Final point of Stockton Borough Council infrastructure)



R2.4 – Condition score 0 Centre lines (crossing onto Darlington Borough council Infrastructure)



R2.5 – Condition score 0 Centre lines



R2.5 – Condition score 0 Centre lines



R2.6– Condition score 0 Centre lines



R2.6– Condition score 0 Centre lines



R2.6– Condition score 20



R2.7– Condition score 20



R2.8– Condition score 40



R2.9– Condition score 10



R2.10 - Condition score 0



R2.11 - Condition score 0



R2.12 - Condition score 10



R2.13 - Condition score 10 (Note Lane surface extreme poor condition) forced to use centre of carriageway!



R2.14 - Condition score 30



R2.15 - Condition score 20



R2.16 - Condition score 30



R2.17 - Condition score 10



R2.18 - Condition score 10. (SLOW sign not legible)



R2.19 - Condition score 10. (SLOW sign not legible)



R2.20 - Condition score 0. (no marking approaching junction)



R2.22 - Condition score 0. (no markings approaching Junction)

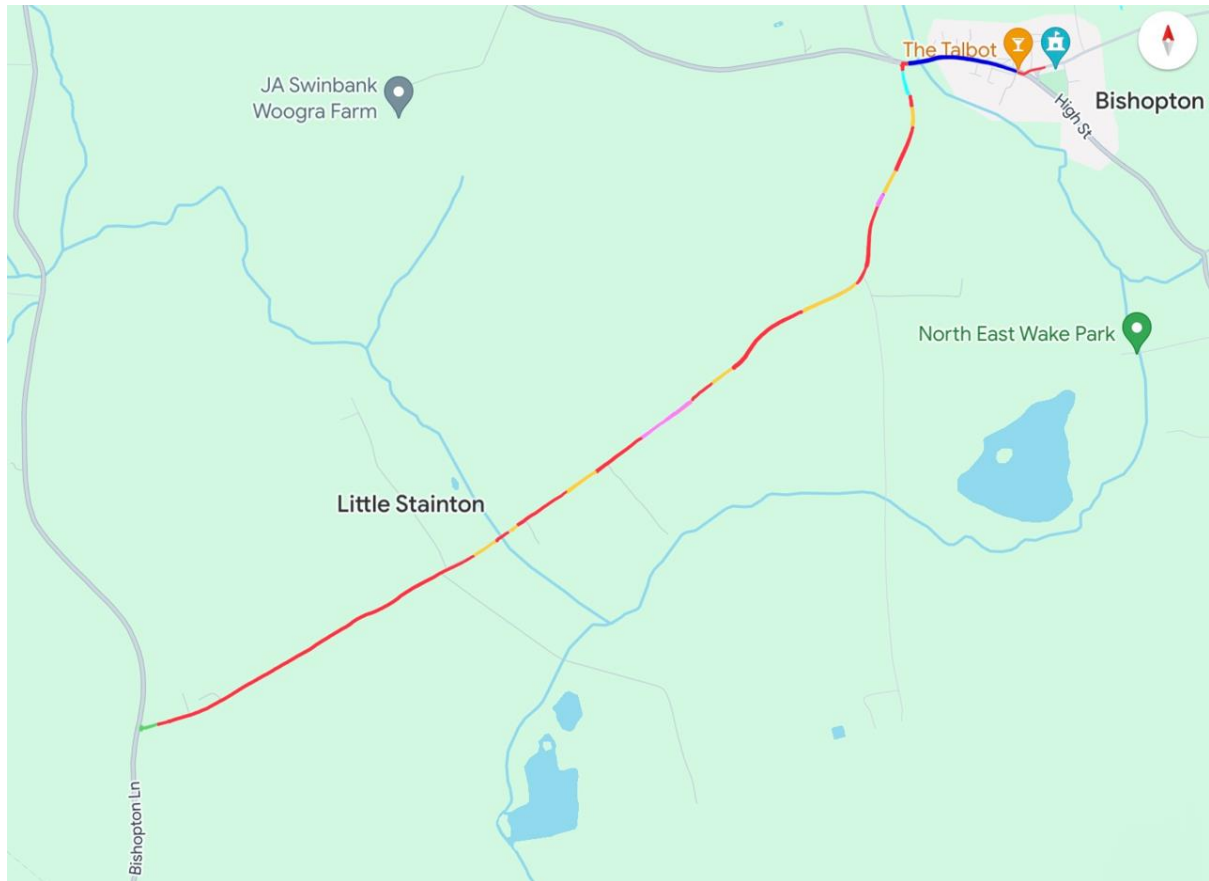


R2.22 - Condition score 0. (For Junction markings)



Route 3 – Bishopton Centre to Little Stainton to Bishopton Lane - Road survey.

Summary Map - Line markings wear index score predominantly wear index Score 0-10 (Critical defects) and requires remedial action.



R3.1 - Condition score 0. Junction lines



R3.2 - Condition score 0. (prior to resurfaced section)



R3.3 - Condition score 0. (prior to resurfaced section)



R3.4 - Condition score 40.



R3.5 - Condition score 40



R3.6 - Condition score 40



R3.7 - Condition score 0 - for centre Lines and Folly Bank Junction Markings



R3.7a Condition score 0



R3.7b Condition score 0 - Junction Markings. (alternate view opposite approach) **Location of recent Road Traffic Incident - See Appendix B**



R3.8 Condition score 30



R3.9 Condition score 0



R3.10 Condition score 10



R3.11 Condition score 0 (very Poor road surface inside of bend)



R3.12 Condition score 10



R3.13 Condition score 20



R3.14 Condition score 0



R3.15 Condition score 10



R3.16 Condition score 0



R3.17 Condition score 0



R3.18 Condition score 10



R3.19 Condition score 0



R3.20 Condition score 20



R3.21 Condition score 0



R3.22 Condition score 10



R3.23 Condition score 0



R3.23 Condition score 10



R3.24 Condition score 0 (very Poor road surface at water crossing)



R3.25 Condition score 10



R3.26 Condition score 0



R3.27 Condition score 0



R3.28 Condition score 0



R3.29 Condition score 0



R3.30 Condition score 0



R3.31 Condition score 0

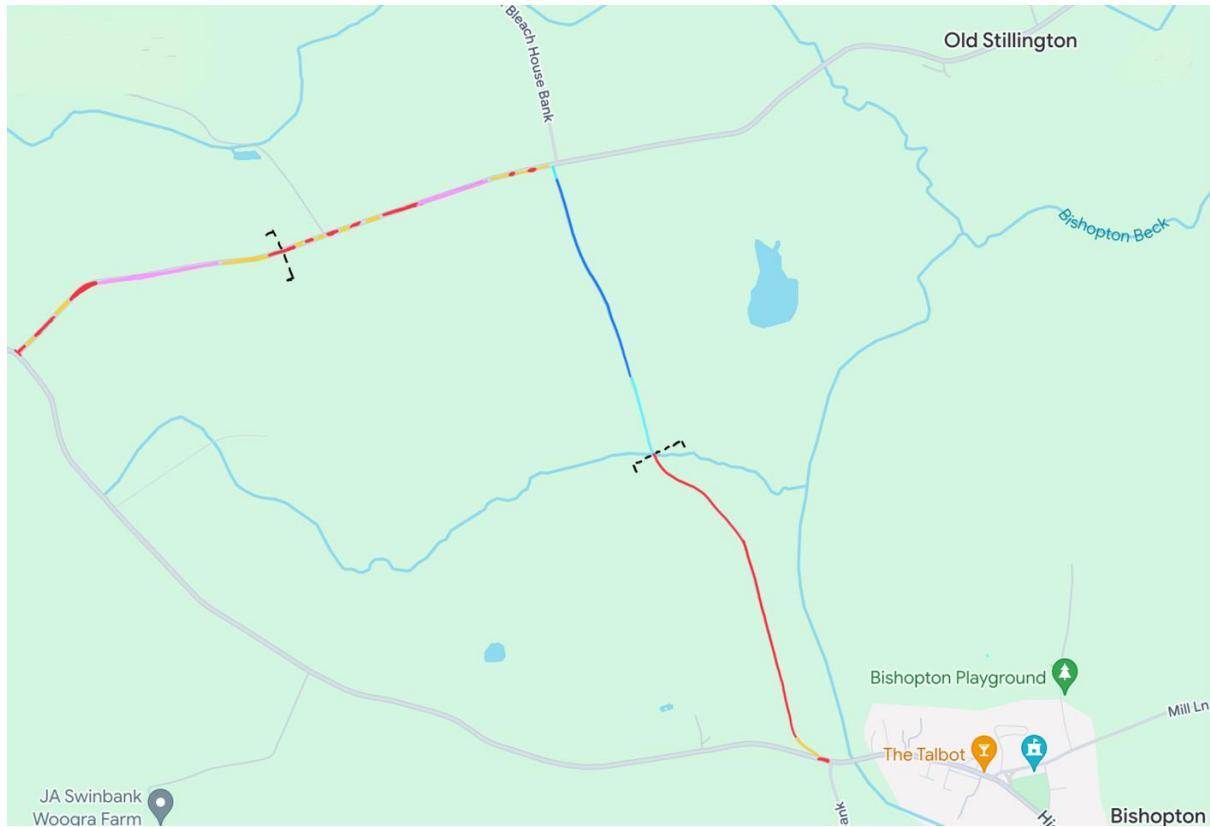


R3.26 Condition score 50 (Prior to Junction)



Route 4 – Bishopton - Bleach house Bank Cross Roads -to Great Stainton Lane – Road survey.

Summary Map – Line markings wear index score ranging from 0-40 with some long sections at 0 and requires remedial action.



R4.1 Condition Score 0



R4.2 Condition Score 10



R4.3 Condition Score 10



R4.4 Condition Score 0



R4.5 Condition Score 0 (slow marking almost completely work away)



R4.6 Condition Score 0



R4.7 Condition Score 0



R4.8 Condition Score 0



R4.9 Condition Score 0



R4.10 Condition Score 0



R4.11 Condition Score 30 (Crossing into Co Durham)



R4.12 Condition Score 30



R4.13 Condition Score 40



R4.14 Condition Score 40



R4.15 Condition Score 30 (At Junction)



R4.16 Condition Score 30



R4.17 Condition Score 10/0



R4.18 Condition Score 20



R4.19 Condition Score 20



R4.20 Condition Score 0



R4.21 Condition Score 10



R4.22 Condition Score 0



R4.22 Condition Score 0 (At DBC boundary)



R4.23 Condition Score 0



R4.24 Condition Score 0



R4.25 Condition Score 0



R4.26 Condition Score 10



R4.27 Condition Score 0



R4.28 Condition Score 0



R4.29 Condition Score 0



R4.30 Condition Score 0 (for Junction Markings)



Route 5 – Bishopton to Great Stainton – Road survey.



Summary Map – Line markings predominantly wear index Score 50 . Only very small sections have wear index score 0 (Critical defects) and require remedial action

R5.1 - Condition Score 0



R5.2 - Condition Score 50



R5.3 - Condition Score 50



R5.4 - Condition Score 50



R5.5- Condition Score 50



R5.6- Condition Score 50



R5.7- Condition Score 50



R5.8- Condition Score 50



R5.9- Condition Score 50



R5.10- Condition Score 50



R5.11- Condition Score 50



R5.12- Condition Score 50



R5.13- Condition Score 50



R5.14- Condition Score 50



R5.15- Condition Score 50



R5.16- Condition Score 0 (blind bend)



R5.17 - Condition Score 0



R5.18 - Condition Score 50



R5.19 - Condition Score 50



R5.20 - Condition Score 50



R5.21 - Condition Score 50



R5.22 - Condition Score 50



R5.23 - Condition Score 50



R5.23a - Condition Score 40 (Junction markings)



R5.24 - Condition Score 50



R5.25 - Condition Score 50



R5.26 - Condition Score 40 (Junction markings)

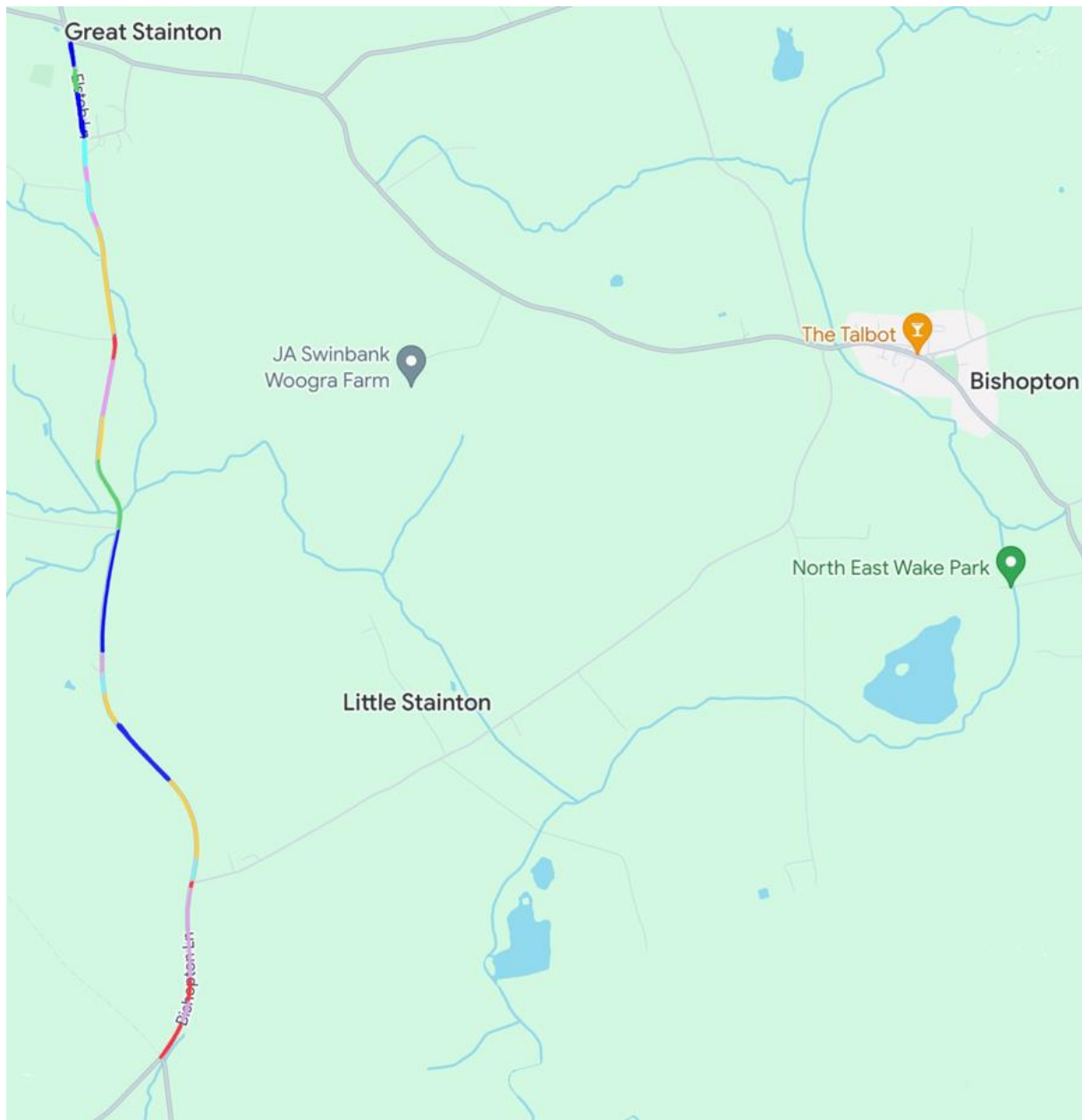


R5.27 - Condition Score 40 (Junction markings)



Route 6– Great Stainton to Sadberge Turning – Road survey.

Summary Map – Line markings wear index score varies from 0-50. Some remedial Action required in various locations



R6.1 – Condition 20 (Slow Sign south)
Condition 40 (lines)



R6.2– Condition 20 (Slow Sign North)



R6.3 – Condition 30 (Slow Sign North)
Condition 10 (Markers)
Condition 40 (Lines)



- R6.4– Condition 10 (road shoulder ,markings))
Condition 40 (arrow
Condition 50 (Lines)



- R6.5 – Condition 0 (road shoulder ,markings))
Condition 30 (slow
Condition 40 (Lines)



- R6.6 – Condition 0 (road shoulder ,markings))
Condition 40 (slow
Condition 40 (Lines)



R6.7 – Condition 20 (road shoulder ,markings))
Condition 40 (junction markings)
Condition 30 (Lines)



R6.8 – Condition 0 (road shoulder ,markings))
Condition 30 (slow sign)
Condition 30 (Lines)



R6.9 – Condition 20 (road shoulder ,markings))
Condition 20 (Lines)



R6.10– Condition 0 (road shoulder ,markings))

Condition 30 (slow sign)

Condition 30 (Lines)



R6.11– Condition 0 (road shoulder ,markings))

Condition 20 (slow sign)

Condition

30

(Lines)



R6.12 – Condition 30 (road shoulder ,markings))

Condition 20 (slow sign)

Condition 30 (Lines)



R6.13 – Condition 30 (road shoulder ,markings))

Condition 20 (slow sign)

Condition 30 (Lines)



R6.14 – Condition 20 (road shoulder ,markings))

Condition 30 (slow sign)

Condition 30 (Lines)



R6.15 – Condition 0 (road shoulder ,markings))

Condition 20 (Lines)



R6.16 – Condition

10



R6.17 – Condition 10



R6.18 – Condition 0



R6.19 – Condition 0



R6.20 – Condition 20



R6.21 – Condition 10



R6.22 – Condition 50 Shoulder markings
Condition 50 Lines



R6.23 – Condition 50 Shoulder markings
Condition 50 Lines



R6.24 Condition 40 Lines



R6.25 Condition 40 Lines



R6.26 Condition 20 Lines



R6.27 Condition 30 Lines



R6.28 Condition 10 Lines



R6.29 Condition 40 Lines



R6.30 Condition 40 (Lines)
40 (slow)



R6.31 Condition 20 Lines



R6.32 Condition 20 Lines
30 (slow)



R6.33 Condition 30 Lines



R6.34 Condition 0 Lines



R6.35 Condition 20 Lines



R6.36 Condition 20 Lines



R6.37 Condition 0 Lines



R6.38 Condition 20 Lines



R6.39 Condition 0 (Lines)
0 (slow)



R6.40 Condition 0

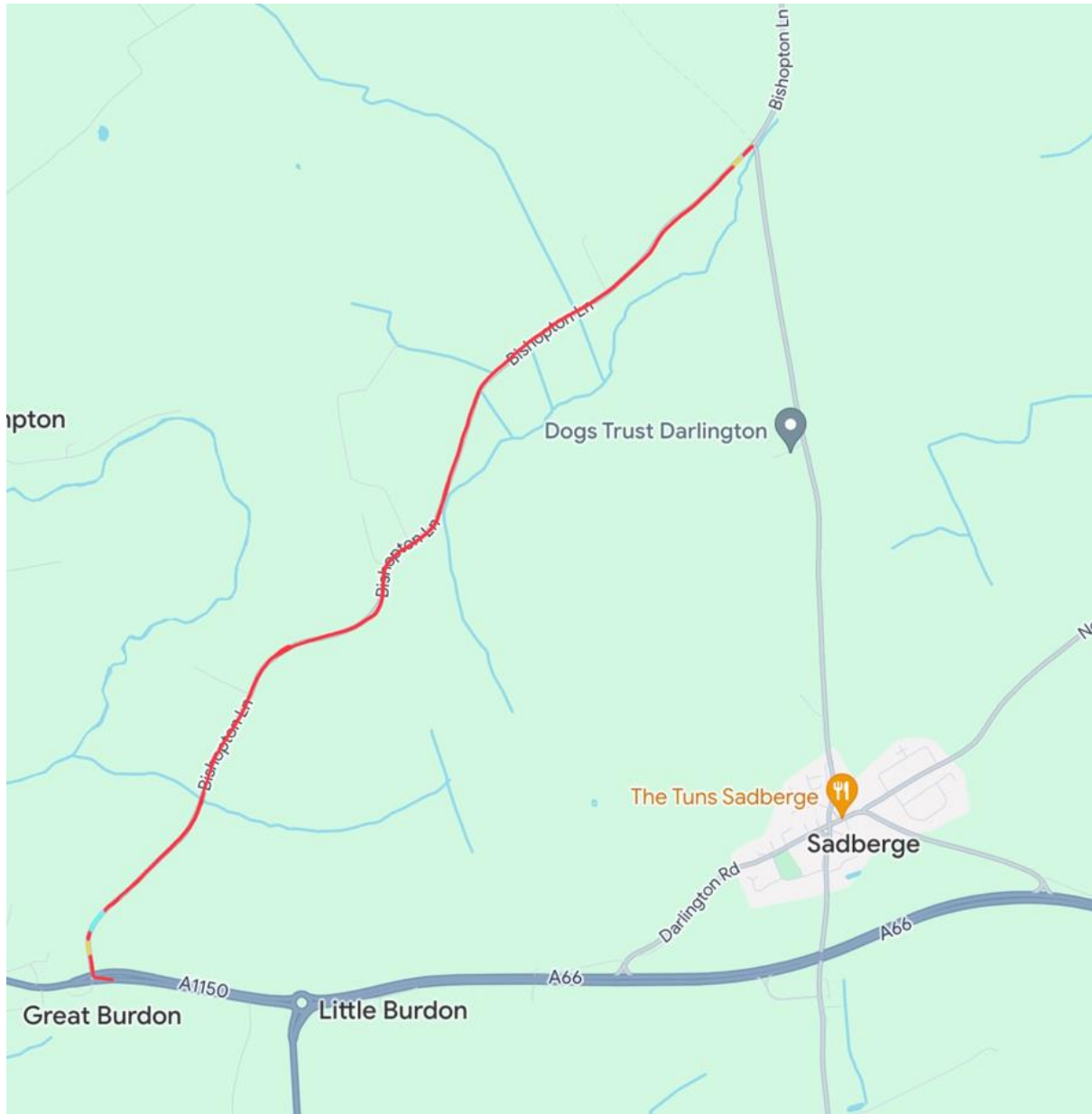


R6.41 Condition 0 Lines



Route 7–Great Burdon (A66) to Hill house Lane Junction – Road survey.

Summary Map – Almost the entire Route at wear index score 0



R7.1 – Condition 0 – Give Way Junction marking and lines (Confusing Junction and traffic priorities unclear!)



R7.2 – Condition 0 – Carraige way crossing lines. (priorities unclear)



R7.3 – Condition 0



R7.4 – Condition 10



R7.5 – Condition 0



R7.6 – Condition 30



R7.7 – Condition 30



R7.8 – Condition 0



R7.9 – Condition 0 (line)
Condition 10 (slow)



R7.10 – Condition 0 (line)
Condition 20 (slow)



R7.11 – Condition 0



R7.12 – Condition 0



R7.13 – Condition 0



R7.14 – Condition 0



R7.15 – Condition 0 (LINE)
Condition 50 (SLOW)



R7.16 – Condition 0 (LINE)
Condition 20 (SLOW)



R7.17 – Condition 0



R7.18 – Condition 0 (LINE)
Condition 20 (SLOW)



R7.19 – Condition 0 (LINE)
Condition 10 (SLOW)



R7.20 – Condition 0 (LINE)
Condition 10 (SLOW)



R7.21 – Condition 0 (LINE)
Condition 50 (SLOW)



R7.22 – Condition 0 (LINE)
Condition 20 (SLOW)



R7.23 – Condition 0 (LINE)
Condition 20 (SLOW)



R7.24 – Condition 0 (LINE)
Condition 10 (SLOW)



R7.25 – Condition 0



- R7.26 – Condition 0 (LINE)
Condition 50 (SLOW)
Condition 0 (SLOW) (opposite carriageway)



- R7.27 – Condition 0 (LINE)



- R7.28 – Condition 0 (LINE)
Condition 0 (SLOW)



R7.29 – Condition 0 (LINE)
Condition 0 (SLOW)



R7.30 – Condition 0



R7.31 – Condition 0 (LINE)
Condition 10 (SLOW)



R7.32 – Condition 0 (LINE)
Condition 20 (SLOW)



R7.33 – Condition 0 (LINE)



R7.34 – Condition 0 (LINE)
Condition 30 (SLOW)



R7.35 – Condition 0 (LINE)
Condition 30 (SLOW)



R7.36 – Condition 0 (LINE)



R7.37 – Condition 0

Poor Road surface forces drivers to centre of carriageway



R7.38 – Condition 0



R7.39 – Condition 0



R7.40 – Condition 0



R7.41 – Condition 0 (LINE)
Condition 10 (SLOW)



R7.42 – Condition 0 (LINE)
Condition 20 (SLOW)



R7.43 – Condition 10 (LINE)
Condition 20 (SLOW)

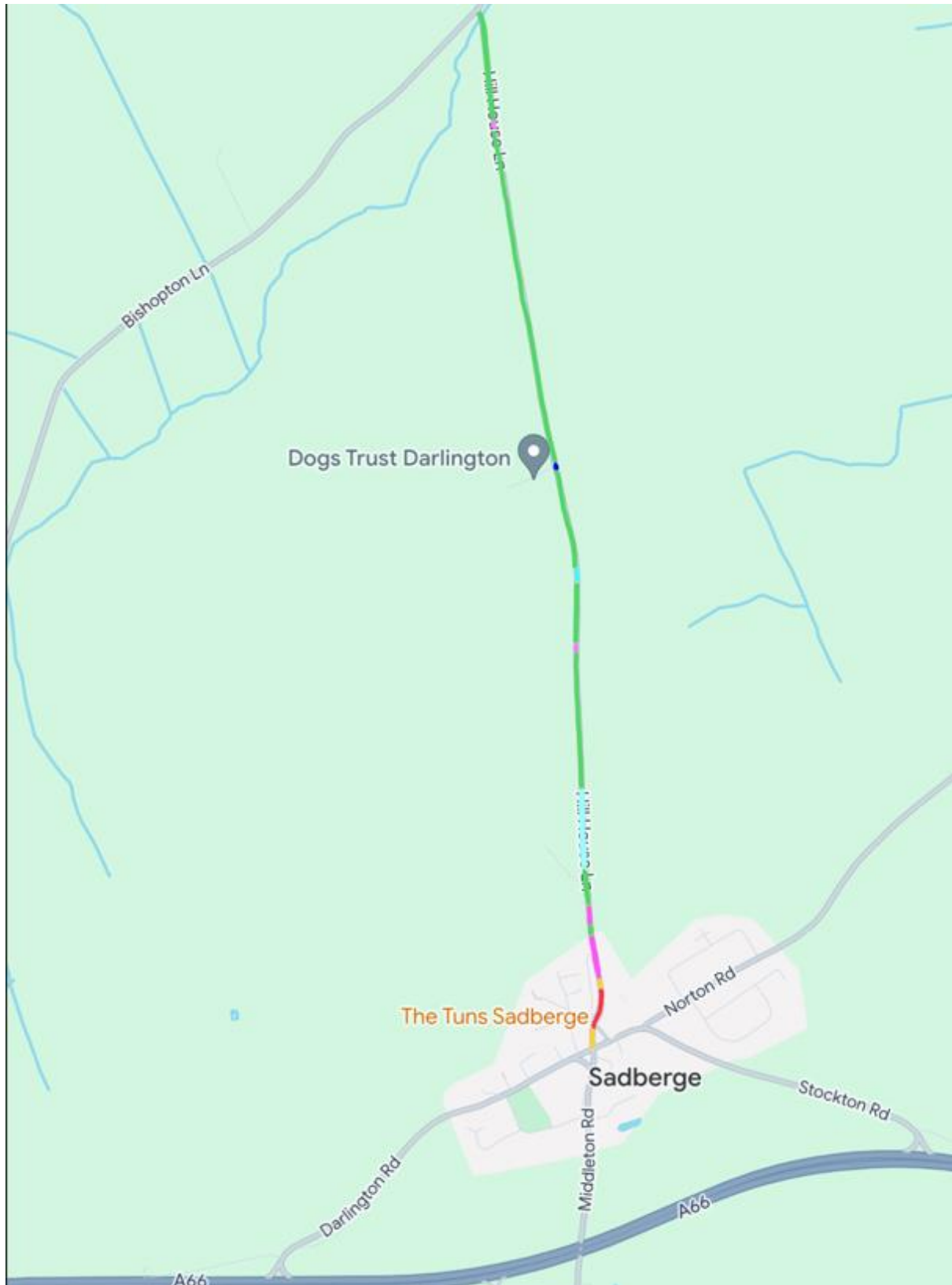


R7.44 – Condition 0



Route 8 – Hill house Lane Junction to Sadberge – Road survey.

Summary Map – Line markings predominantly wear index Score 50 however Line Marking approaching and into Sadberge wear index score ranging from 0- 30 require remedial Action.



R8.1 – Condition 50 (Junction LINES)



R8.2 – Condition 50 (Junction LINES)



R8.3 – Condition 50



R8.4 – Condition 50



R8.5– Condition 50 (LINES)
Condition 50 (SLOW)



R8.6 – Condition 20



R8.7 – Condition 50



R8.8– Condition 50



R8.9– Condition 50 (LINES)
Condition 50 (SLOW)



R8.10 – Condition 50



R8.11– Condition 40



R8.12– Condition 50



R8.13 – Condition 50 (LINES)
Condition 50 (SLOW)



R8.14 – Condition 30 (LINES)
Condition 30 (JUNCTION LINES)



R8.15 – Condition 50



R8.16 – Condition 20



R8.17 – Condition 50



R8.18 – Condition 50



R8.19 – Condition 30



R8.20 – Condition 30



R8.21 – Condition 30



R8.22 – Condition 50



R8.23 – Condition 50



R8.24 – Condition 50 (LINES)
Condition 40 (SLOW)



R8.25 – Condition 20



R8.26 – Condition 50



R8.27 - Condition 20 (LINES)
Condition 40 (SLOW)



R8.28 – Condition 20 (LINES)



R8.29 – Condition 10 (LINES)
Condition 50 (SLOW)



R8.30 – Condition 0



R8.31 – Condition 0



R8.32 – Condition 0 (LINES)
Condition 40 (SLOW)



R8.33 – Condition 10



R8.34 – Condition 10 (LINES)
Condition 10 (SLOW)



R8.35 – Condition 10 (LINES)

Condition 10 (JUNCTION MARKINGS)



Route 9 –Sadberge to Whinny Hill – Road survey.

Summary Map – Line markings through Sadberge wear index score ranging from 0- 10 (Critical defects) require remedial Action. Remainder of Route wear index score 50



R9.1 - Condition 0



R9.2 - Condition 0



**R9.3 - Condition 0 (Lines)
Condition 20 (Junction Markings)**



R9.4 - Condition 20 (Junction Markings)



**R9.5 – Condition 0 (Lines)
Condition 10 (Arrow)
Condition 10 (SLOW)**



**R9.6 – Condition 0 (Lines)
Condition 10 / 20 (Junctions)
Condition 0 (SLOW)**



R9.7 – Condition 10 (Lines)



R9.8 – Condition 0



**R9.9 – Condition 10 (Lines)
Condition 10 (Junction Markings)**



R9.10 – Condition 10



R9.11 – Condition 50



R9.12 – Condition 50



R9.13 – Condition 50



R9.14 – Condition 50



R9.15 – Condition 50



R9.16 – Condition 50



R9.17 – Condition 50



R9.18 – Condition 50



R9.19 – Condition 50



R9.20 – Condition 50



R9.21 – Condition 50



R9.22 – Condition 50



R9.23 – Condition 50



R9.24 – Condition 50



R9.25 – Condition 50



R9.26 – Condition 50 (Boundary with Stockton on Tees infrastructure.)



APPENDIX B – ROAD TRAFFIC INCIDENTS – EVIDENCE

In this Section evidence of Road Traffic incidents is presented where the condition of road markings cannot be ruled out as a contributing factor to each incident.

Route 1 - Road Traffic Incident #1

This RTI is associated with (R1.8 road survey image)

A Vehicle leaving Bishopton via Highstreet and failed to negotiate the bend onto Redmarshall Road On scene when questioned what happened the driver stated 'she couldn't see which way the road went'

Road markings categorised as Critical may well be a contributing factor to this RTI

RTI date 31.10.23 approx 1800hrs.

R1 Image 1



R1 Image 2



R1 Image 3



Route 1 - Road Traffic Incident #2

This RTI is associated with (R1.7 road survey image)

A Vehicle leaving Bishopton via Highstreet and failed to negotiate the bend onto Redmarshall Road left the road and came to rest on the embankment / ditch. RTI date 21.12.23 (approx.)

Road markings categorised as Critical may well be a contributing factor to this RTI

R1 image 4



R1 image 5



R1 image 6



Route 1 - Road Traffic Incident #3

This RTI is associated with (R1.18 road survey image)

A Vehicle leaving Travelling on Redmarshall Road towards Redmarshall left the road and crashed through a boundary wall into a garden of a residential bungalow RTI date 06.12.23 (Lunchtime)

Road markings categorised as Critical may well be a contributing factor to this RTI.

R1 image 7



R1 image 7



Route 3 - Road Traffic Incident

Road Traffic Incident relating to Route 3, Folly Bank

This RTI is associated with (R3.7b)road survey image)

A vehicle descending Folly Bank approaching Bishopton failed to stop at the Junction and left the road and crashed into trees knocking down street furniture. A vehicle fire ensued.

R3 Image 1



R3 Image 2



R3 Image 3



R3 Image 4

Evidence of Skid mark can be seen in gravel as vehicle failed to negotiate / stop at junction.



R3 Image 4

Poor road markings categorised as 'Critical defect' may have been a contributing factor to this Road Traffic Incident (date of RTI 27.08.23 approx 0100hrs)



R3 Image 5

Fire damage can be seen in highways verge and cone indicates where road furniture was knocked over.



APPENDIX C.

(EXTRACT C 126) - PHOTOGRAPHIC EXAMPLES FOR DETAILED VISUAL ASSESSMENT

Below are photographs to provide guidance on scoring the level of condition of road markings:

Figure C.1 Condition score 50 – close-up



Figure C.2 Condition score 50 – close-up of profiled line designed for wet visibility



Figure C.3 Condition score 50 – long view



Figure C.4 Condition score 40 - close-up



Figure C.5 Condition score 40 – long view



Note - although not ideal, the surface patch repair being at the end of the marking will be unlikely to have an effect on road user understanding, but may in time become a surfacing hazard, particularly for motorcyclists.

Figure C.6 Condition score 30 – close-up

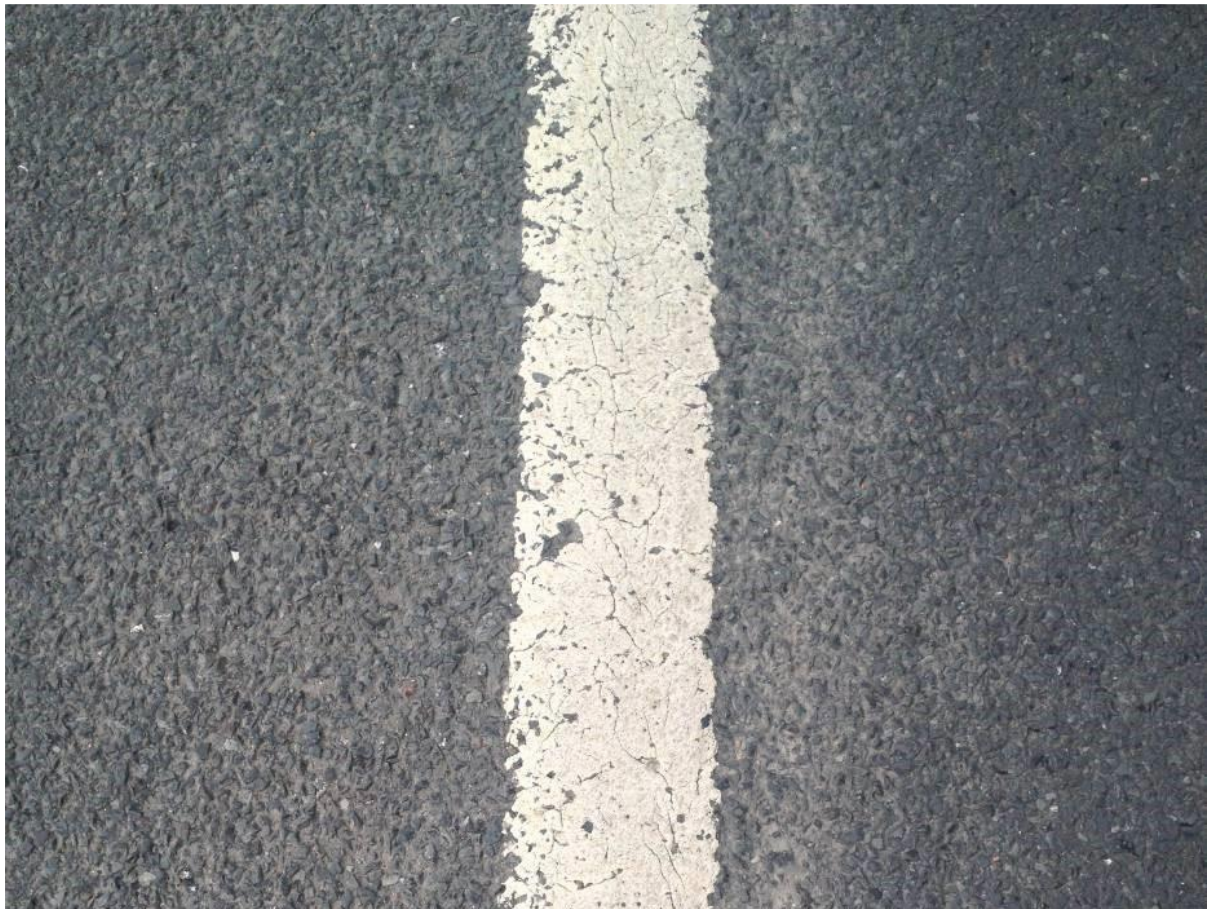


Figure C.7 Condition score 30 – long view



Figure C.8 Condition score 20 – close-up



Figure C.9 Condition score 20 – close-up of profiled line designed for wet visibility



Figure C.10 Condition score 20 – long view



Figure C.11 Condition score 10 – close-up



Figure C.12 Condition score 10 – long view



Figure C.13 Condition score 0 – close-up



42

Figure C.14 Condition score 0 – long view

