Luton Rising
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January 2024

London Luton Airport Expansion

Planning Inspectorate Scheme Ref: TR020001

Volume 8 Additional Submissions (Examination)

8.118 Applicant's Response to Issue Specific Hearing 4 Action 7 - Updates on Road Safety Audits (Tracked Change Version)

Infrastructure Planning (Examination Procedure) Rules 2010

Application Document Ref: TR020001/APP/8.118

The Planning Act 2008

The Infrastructure Planning (Examination Procedure) Rules 2010

London Luton Airport Expansion Development Consent Order 202x

8.118 Applicant's Response to Issue Specific Hearing 4 Action 7 – Update on Road Safety Audits (Tracked Change Version)

Deadline:	Deadline 85
Planning Inspectorate Scheme Reference:	TR020001
Document Reference:	TR020001/APP/8.118
Author:	Luton Rising

Version	Date	Status of Version
Issue 1	November 2023	Additional Submission – Deadline 5
Revision 1	January 2024	Additional Submission – Deadline 8

Contents

1 INTRODUCTION

1.1.1 This note has been prepared to provide a further update to the Examining Authority (ExA) with regard to Issue Specific Hearing 4 (ISH4) Action 7 in relation to the progress on completing the Stage 1 Road Safety Audits (RSA1) designer's responses.

1.1.2 The note provides an status update on the statuscompletion and agreement of the RSA1s designer's responses for the strategic network (specifically M1 Junction 10) and the local highway network.

M1 Junction 10

1.1.3 A Stage 1 RSA is required to be was completed on the basis of the proposed highway mitigation designs shown in drawings LLADCO-3C-ARP-SFA-HWM-DR-CE-0009, -0024/25 and -0029/30, as contained within **Appendix A** of the **Transport Assessment Appendices - Part 1 of 3 (Appendices A to E) [APP-200].**

1.1.4 The proposals form a three-stage approach to mitigation at M1 Junction 10, with works proposed at all three Assessment Phases of the Proposed Development. All three stages of the works will be were assessed as part of the RSA.

1.1.5 An audit brief has beenwas developed in conjunction with National Highways (NH), and this has beenwas agreed and signed off by NH on 5th November 2023. The audit team has also been approved by NH. As such, the The safety audit is expected towas be undertaken in the week commencing 13thon 10th November 2023, and the results of which are intended to bewere shared with the ExA at Deadline 6 [REP6-071]. A copy of the Audit Brief including the details of the audit team is appended to this document (**Appendix A**).

1.1.6 In order to satisfy the requirements of Design Manual for Roads and Bridges (DMRB) GG119 'Road Safety Audit' guidance (Ref 1), it will be necessary to engage further further engagement has been undertaken with NH (Overseeing Organisation) in order to agree the proposed actions in response to the issues raised within the audits. This engagement process will be started following completion of the RSA. The signed and agreed version of the designer's response to the M1 Junction 10 audit is appended to this document (**Appendix A**).

Off-site Highway Mitigation

1.1.7 The RSAs associated with the off-site highway mitigation works on the local highway network were undertaken by TMS Consultancy Ltd. on 10th October 2023, and the recommendations of the audits were received on 23rd October 2023.

1.1.8 The audits were undertaken on the basis of the proposed highway mitigation designs shown in drawings LLADCO-3C-ARP-SFA-HWM-DR-CE-0005 to -0033, as contained within **Appendix A** of the **Transport Assessment Appendices - Part 1 of 3 (Appendices A to E) [APP-200].**

~~1.1.9 Whilst details of the proposed 'Future Baseline' highway schemes were provided to TMS for context, only the highway mitigation schemes which are proposed to be delivered as part of the Proposed Development were audited.~~

~~1.1.10~~1.1.9 The off-site highways RSAs set out various recommendations at each of the junctions which were audited. Subsequently, designer's response reports have been created to respond to the audit recommendations, and these are grouped into three Appendices within this report according to which local authority the junctions are located within, namely:

a. Appendix B: Luton Borough Council
b. Appendix C: Hertfordshire County Council; and
c. Appendix D: Central Bedfordshire Council.

~~1.1.11~~1.1.10 The audited junctions which fall within Luton Borough Council are:

a. A505 Vauxhall Way / Eaton Green Road
b. A505 Vauxhall Way / Kimpton Road
c. A1081 New Airport Way / London Road (North)
d. A1081 New Airport Way / Percival Way
e. Airport Access Road (Assessment Phase 2a)
f. Airport Access Road (Assessment Phase 2b)
g. Crawley Green Road / Lalleford Road
h. Eaton Green Road / Frank Lester Way
i. Eaton Green Road / Lalleford Road
j. Wigmore Lane / Crawley Green Road
k. Wigmore Lane / Eaton Green Road
l. Windmill Road / Kimpton Road; and
m. Windmill Road / St. Mary's Road / Crawley Green Road.

~~1.1.12~~1.1.11 The audited junctions which fall within Hertfordshire County Council are:

a. A505 / Upper Tilehouse Street
b. A505 Upper Tilehouse Street / A602 Park Way; and
c. A602 Park Way / A602 Stevenage Road / Hitchin Hill.

~~1.1.13~~1.1.12 The audited junctions which fall within Central Bedfordshire Council are:

a. A1081 New Airport Way / Gipsy Lane; and
b. A1081 New Airport Way / London Road (South).

1.1.13 As with the M1 Junction 10 audit process, ~~it will be necessary to engage~~engagement has been undertaken with the three above local authorities (Overseeing Organisations) in order to agree the proposed actions in response to the issues raised within the audits, with an update provided to the ExA at Deadline 5 **[REP5-055]**. ~~As of the week commencing 13th November 2023,~~

~~engagement with the three local authorities has begun, and t~~The updated draft designer's responses in the GG119 format supplied within this report in ~~the following appendices~~**Appendices B to D** ~~form the basis of~~show the results of ongoing engagement for the off-site junctions with the three local authorities.

2 STATUS OF RSA1 AGREEMENTS

2.1.1 Table 2.1~~Table 1.1~~, below, shows the status of the RSA1~~RSA~~ designer's responses in terms of whether agreement has been reached on the proposed actions in response to the RSA recommendations, for the junctions overseen by the three local authority areas and National Highways.

Table 2.1: RSA1 ~~D~~designer's ~~R~~response ~~A~~agreement ~~S~~status

Overseeing Authority	Junction	Agreement ~~R~~reached?
Luton Borough Council	A505 Vauxhall Way / Eaton Green Road	Yes
	A505 Vauxhall Way / Kimpton Road	Yes
	A1081 New Airport Way / London Road (North)	Yes
	A1081 New Airport Way / Percival Way	Yes
	Airport Access Road (Assessment Phase 2a)	Yes
	Airport Access Road (Assessment Phase 2b)	Yes
	Crawley Green Road / Lalleford Road	Yes
	Eaton Green Road / Frank Lester Way	Yes
	Eaton Green Road / Lalleford Road	Yes
	Wigmore Lane / Crawley Green Road	Yes
	Wigmore Lane / Eaton Green Road	Yes
	Windmill Road / Kimpton Road	Yes
	Windmill Road / St. Mary's Road / Crawley Green Road	Yes
Hertfordshire County Council	A505 / Upper Tilehouse Street	Ongoing
	A505 Upper Tilehouse Street / A602 Park Way	Ongoing

	A602 Park Way / A602 Stevenage Road / Hitchin Hill	Ongoing
Central Bedfordshire Council	A1081 New Airport Way / Gipsy Lane	Ongoing
	A1081 New Airport Way / London Road (South)	Ongoing
National Highways	M1 Junction 10	Yes

2.1.2 For the RSA1 designer's responses at junctions which have not yet been agreed, ongoing engagement will continue to be undertaken with Central Bedfordshire Council and Hertfordshire County Council to help determine agreed actions. A further update will be provided to the ExA at Deadline 9.

REFERENCES

Ref 1 'GG119- Road safety audit', Revision 2 (January 2020), Design Manual for Road and Bridges, National Highways

APPENDIX A - M1 JUNCTION 10 STAGE 1 RSA DESIGNER'S RESPONSE~~AUDIT BRIEF~~

Contents

Tables

Figures

1 PROJECT DETAILS

Table 1.1: Project Details

Report title:	Stage 1 Road Safety Audit Designer's Response- M1 Junction 10
Date:	November 2023
Document Reference and Revision:	TR020001/APP/8.118
Prepared by:	Neil Scott
On behalf of:	Luton Rising

Table 1.2: Authorisation Sheet

Project:	Luton Airport
Report title:	Stage 1 Road Safety Audit Designer's Response- M1 Junction 10
Prepared by:	
Name:	Neil Scott
Position:	Senior Technician
Signed:	[redacted]
Organisation:	Arup
Date:	November 2023
Approved by:	
Name:	Jagjit Riat
Position:	Associate Director
Signed:	[redacted]
Organisation:	Arup
Date:	November 2023

2 INTRODUCTION

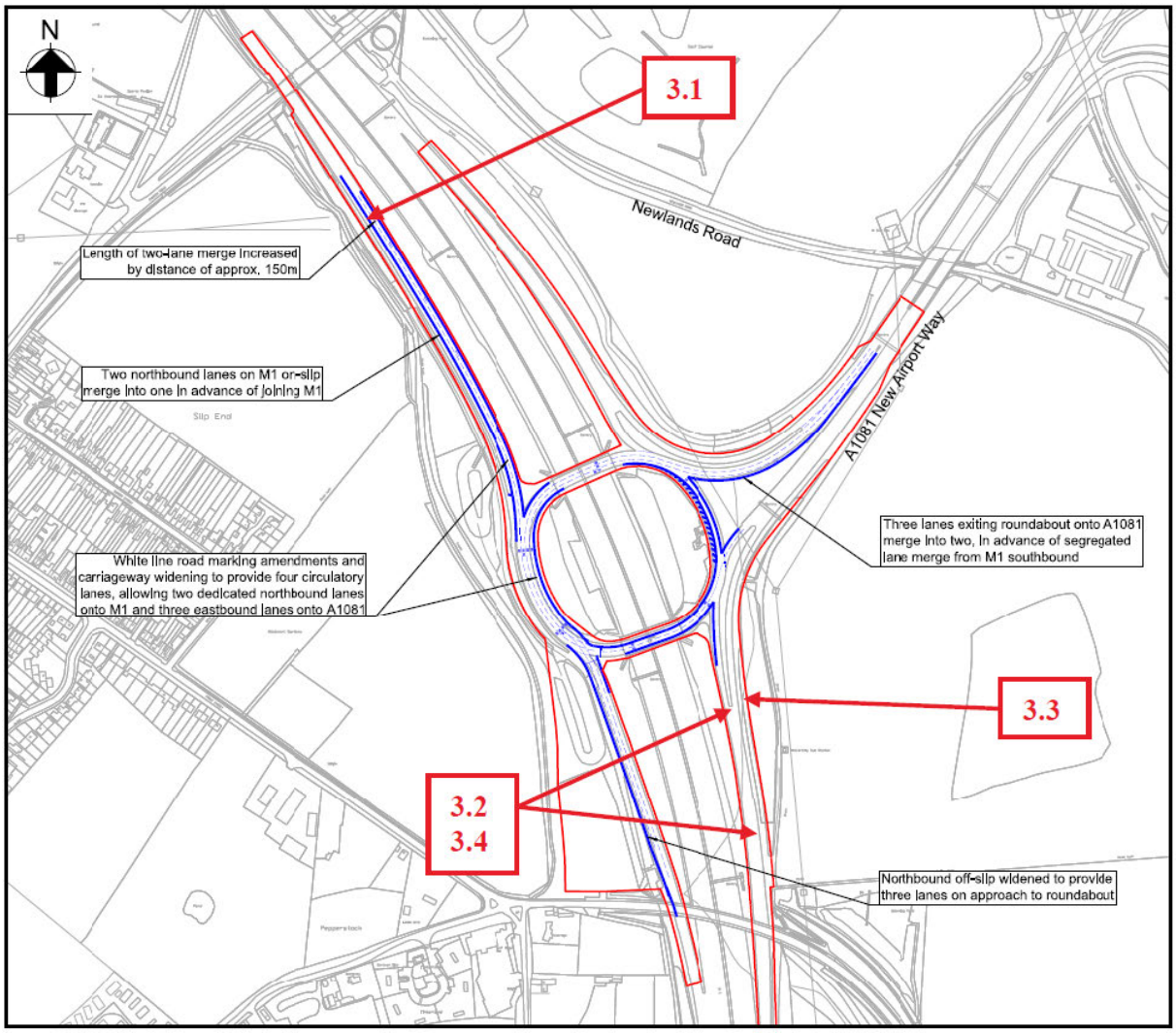
2.1 Stage 1 Road Safety Audit

2.1.1 This Designer's Response report has been compiled to summarise the recommendations of the Stage 1 Road Safety Audit (RSA) undertaken by Ove Arup and Partners Limited (Arup) on Monday 10th November 2023, for the proposed mitigation design at M1 Junction 10.

2.1.2 The audit was undertaken on the basis of the proposed highway mitigation designs shown in drawings LLADCO-3C-ARP-SFA-HWM-DR-CE-0009 (Assessment Phase 1), LLADCO-3C-ARP-SFA-HWM-DR-CE-0024 & 0025 (Assessment Phase 2a) and LLADCO-3C-ARP-SFA-HWM-DR-CE-0029 & -0030 (Assessment Phase 2b) as contained within **Appendix A** of the **Transport Assessment Appendices- Part 1 of 3 (Appendices A to E) [APP-200].**

2.1.3 The report sets out the problems, summary and recommendations of the Arup audit, together with the designer's response. The locations of the problems identified within the audit are shown below, in Figure 2.1.

Figure 2.1: Locations of Problems Identified within the Audit



2.2 Key Personnel

Table 2.1: Key Personnel

Overseeing Organisation:	Jeremy Bloom - National Highways Fiona Ahmed – Jacobs (National Highways)
RSA Team:	Ema Jones- Arup Anna Goldie- Arup
Design Organisation:	Neil Scott- Arup (Luton Rising) Jagjit Riat- Arup (Luton Rising) Robert Blair- Arup (Luton Rising)

3 ITEMS RESULTING FROM THE STAGE 1 RSA AUDIT

3.1.1 The following sections provide detail on the audit recommendations and actions.

Table 3.1: Road Safety Audit Decision Log

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.1	Drawing LLADCO-3C-ARP-SFA-HWM-DR-CE-0009 indicates that the length of the two-lane merge is to be extended by 150m. This may result in forward visibility of the merge point being compromised by an existing hidden dip in the northbound on-slip. This problem increases the risk of side swipe and loss of control type collisions.	Ensure that sufficient forward visibility of the merge is maintained.	Accepted. Forward visibility would be checked at the detailed design stage to ensure that appropriate visibility of the merge is maintained.	National Highways agree with the RSA. Traffic on the slip will be visible but the designer has agreed to checks.	Forward visibility would be checked at the detailed design stage to ensure that appropriate visibility of the merge is maintained.
3.2	The brief provided for Road Safety Audit did not identify any departures from standard, however an offside merge has been proposed on the southbound on-slip in both phases 2a and 2b. This arrangement may increase the risk of road user confusion and it may be difficult for road users to merge into the segregated left turn lanes coming from the A1081. Road users may slow or stop when trying to merge increasing the risk of shunt type collisions with other road users heading southbound from the roundabout or shunt, sideswipe and loss of control type collisions with road users in the segregated left turn lanes.	Rearrange the proposed junction arrangement to eliminate the off-side merge.	Accepted. The proposed design of the merge could be amended to be a nearside merge. Alternatively, the exit lane off the circulatory could be removed as this would only serve errant vehicle movements i.e. M1 'U' turners or southbound vehicles that exit at J10 and then rejoin the M1 southbound carriageway. Almost all the vehicles using the southbound on-slip would be from the A1081 and would use the	National Highways agree with the RSA. The alternative designers response could hinder low numbers of U-turners and lead to erratic / late braking manoeuvres so suitable signing would need to be provided to inform road users of the route required to re-join the M1. Merging into the offside can also result in slower moving traffic that would typically be in lane 1 (HGV) needed to merge into potentially faster moving traffic.	NH comments on the alternative noted and any amendement to the design would be supported by appropriate amendments to the signage. NH comments on merging noted however the arrangements proposed by the Auditor and accepted by the Design Organisation are in keeping with the existing arrangements at the junction.

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
			segregated left turn lanes. These alternatives do not affect the design principles of the proposals and would be investigated further with National Highways at the detailed design stage.	leading to rear end shunt / side swipe collisions. National Highways recommend that the signage and lane marking are reviewed and amended to support the design changes. This includes a requirement for the provision of two gantries on the junction to support the safe and efficient operation of the junction.	The action is to amend the merge at detailed design stage in accordance with the RSA recommendation. Given the NH response to 3.3, the opportunity to close the eastern circulatory or southbound merge will be considered at the detailed design stage. NH comments on signage and gantries noted and accepted.
3.3	In Phase 2a and Phase 2b a two lane segregated left turn from the A1081 onto the M1 southbound slip road has been proposed. The existing southbound lane from the M1 J10 roundabout is proposed to join the segregated lanes with a short length of off-side merge. No details regarding infrastructure or stopping sight distances have been provided. Items such as VRS and signs between the segregated left turn lanes and off-side merge may obscure visibility for road users. This issue may increase the risk of side swipe, shunt, and loss of control type collisions. This	Provide sufficient intervisibility between the merge and segregated left turn lanes.	Accepted. See above response to Item 3.2 regarding the design or removal of the merge. If the exit off the circulatory is retained, there is scope to amend the alignment of the segregated left turn and separating island in order to accommodate potential VRS, signage and visibility requirements. This would be addressed at the detailed design stage.	National Highways agree with the RSA. It would be interested to explore the potential for closing the eastern circulatory or S/B merge exit as mentioned. That could remove a couple of issues, but signing for route finding would be key.	Amend the alignment of the segregated left turn and separating island in order to accommodate potential VRS, signage and visibility requirements. This would be addressed at the detailed design stage. The opportunity to close the eastern circulatory or southbound merge will be considered at the detailed design stage.

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	problem may be exacerbated due to the short merge length (See Problem 3.4) and potential difference in speed between merging road users and those in the segregated left turn lanes.				
3.4	In Phase 2a a two-lane segregated left turn from the A1081 onto the M1 southbound slip road has been proposed. The existing southbound lane from the M1 J10 roundabout is proposed to join the segregated lanes with a short length of off-side merge, this merge is followed immediately by a section of informal two-lane merge in advance of joining the main carriageway on the M1. Insufficient road space for the merges may increase the risk of side swipe and loss of control type collisions.	Ensure that sufficient road space is provided for road users to safely merge.	Accepted. See above response to Item 3.2 regarding the design or removal of the merge. It is noted that the proposed amendments to the white lining south of the offside merge increase the width of the on-slip as well as the overall merging length with the mainline by some 175m. The width of the slip is sufficient to extend the white lining to formalise the two lane section beyond that shown on the existing drawings and to extend the two lane section prior to the secondary merge. This can be addressed as part of the detailed design.	National Highways agree with the RSA.	As part of the detailed design amend white-lining to maximise the length of the two lane section.

3.2 Design Organisation and Overseeing Organisation Statements

Table 3.2: Design Organisation Statement

On behalf of the design organisation I certify that: **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation**	
Name:	Jagjit Riat
Signed:	[redacted]
Position:	Associate Director
Organisation:	Arup
Date:	18/01/2024

Table 3.3: Overseeing Organisation Statement

On behalf of the Overseeing Organisation I certify that: **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and** **2) the agreed RSA actions will be progressed.**	
Name:	Jeremy Bloom
Signed:	[redacted]
Position:	Interim Spatial Planner
Organisation:	National Highways
Date:	17 January 2024

APPENDIX B - LUTON BOROUGH COUNCIL STAGE 1 RSA DESIGNER'S RESPONSES

B.1 A505 Vauxhall Way / Eaton Green Road

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1 PROJECT DETAILS

Table 1.1: Project Details

Report title:	Stage 1 Road Safety Audit Designer's Response - A505 Vauxhall Way / Eaton Green Road
Date:	November 2023
Document Reference and Revision:	TR020001/APP/8.118
Prepared by:	Neil Scott
On behalf of:	Luton Rising

Table 1.2: Authorisation Sheet

Project:	Luton Airport
Report title:	Stage 1 Road Safety Audit Designer's Response - A505 Vauxhall Way / Eaton Green Road
Prepared by:	
Name:	Neil Scott
Position:	Senior Technician
Signed:	[redacted]
Organisation:	Arup
Date:	November 2023
Approved by:	
Name:	Jagjit Riat
Position:	Associate Director
Signed:	[redacted]
Organisation:	Arup
Date:	November 2023

2 INTRODUCTION

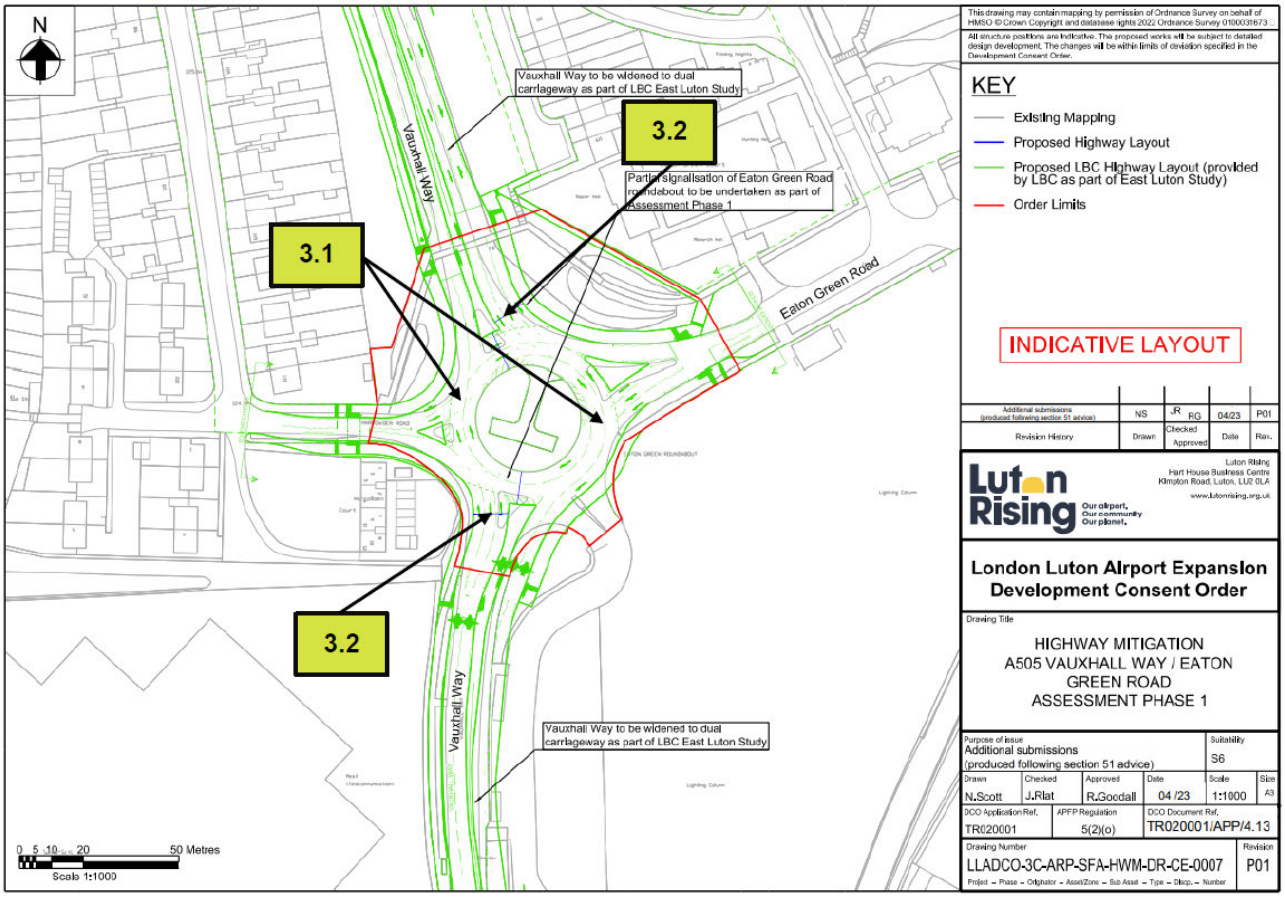
2.1 Stage 1 Road Safety Audit

2.1.1 This Designer's Response report has been compiled to summarise the recommendations of the Stage 1 Road Safety Audit (RSA) undertaken by TMS Consultancy on Monday 10th October 2023, for the proposed mitigation design at the junction between A505 Vauxhall Way / Eaton Green Road, in Luton.

2.1.2 The audit was undertaken on the basis of the proposed highway mitigation design shown in drawing LLADCO-3C-ARP-SFA-HWM-DR-CE-0007, as contained within **Appendix A** of the **Transport Assessment Appendices - Part 1 of 3 (Appendices A to E) [APP-200].**

2.1.3 The report sets out the problems, summary and recommendations of the TMS audit, together with the designer's response. The locations of the problems identified within the audit are shown below, in Figure 2.1.

Figure 2.1: Locations of Problems Identified within the Audit



2.2 Key Personnel

Table 2.1: Key Personnel

Overseeing Organisation:	~~TBC~~ Christopher Godden - Luton Borough Council
RSA Team:	Harminder Aulak - TMS Consultancy Lee Williams - TMS Consultancy
Design Organisation:	Neil Scott - Arup (Luton Rising) Jagjit Riat - Arup (Luton Rising) Robert Blair - Arup (Luton Rising)

3 ITEMS RESULTING FROM THE STAGE 1 RSA AUDIT

3.1.1 The following sections provide detail on the audit recommendations and actions.

Table 3.1: Road Safety Audit Decision Log

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.1	The stacking distance between successive signal stop lines is quite short, which could lead to vehicle queues extending across the Harrowden Road and Eaton Green Road entries to the roundabout. As a result, collisions could occur as road users attempt to weave through queues or change lane suddenly.	It should be ensured that the road layout and traffic signalling strategy is suitable to prevent vehicles queuing across entry arms to the roundabout.	Accepted. The operation of the signals would be optimised to ensure the efficient operation of the junction and would include consideration of queue lengths within the circulatory carriageway of the roundabout.	Design Response is accepted.	RSA recommendation to be adopted as part of the detailed design.
3.2	The widening to three lanes on the approaches to the junction could increase the likelihood of the primary signals being masked by high sided vehicles. If a red signal is not clearly visibly to road users, there could be an increased risk of overshoot collisions or accidents involving sudden and late braking, such as rear-end shunts.	High-mounted duplicate primary signals should be provided on the Vauxhall Way approaches to the junction.	Accepted. The provision of high-mounted signals would be considered at the detailed design stage.	Design Response is accepted.	RSA recommendation to be adopted as part of the detailed design.

3.2 Design Organisation and Overseeing Organisation Statements

Table 3.2: Design Organisation Statement

On behalf of the design organisation I certify that: **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation**	
Name:	Jagjit Riat
Signed:	[redacted]
Position:	Associate Director
Organisation:	Arup
Date:	20/12/2023

Table 3.3: Overseeing Organisation Statement

On behalf of the Overseeing Organisation I certify that: **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and** **2) the agreed RSA actions will be progressed.**	
Name:	C Godden
Signed:	[redacted]
Position:	Highway Development Control Manager
Organisation:	Luton Borough Council
Date:	18/12/2023

B.2 A505 Vauxhall Way / Kimpton Road

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1 PROJECT DETAILS

Table 1.1: Project Details

Report title:	Stage 1 Road Safety Audit Designer's Response - A505 Vauxhall Way / Kimpton Road
Date:	November 2023
Document Reference and Revision:	TR020001/APP/8.118
Prepared by:	Neil Scott
On behalf of:	Luton Rising

Table 1.2: Authorisation Sheet

Project:	Luton Airport
Report title:	Stage 1 Road Safety Audit Designer's Response - A505 Vauxhall Way / Kimpton Road
Prepared by:	
Name:	Neil Scott
Position:	Senior Technician
Signed:	[redacted]
Organisation:	Arup
Date:	November 2023
Approved by:	
Name:	Jagjit Riat
Position:	Associate Director
Signed:	[redacted]
Organisation:	Arup
Date:	November 2023

2 INTRODUCTION

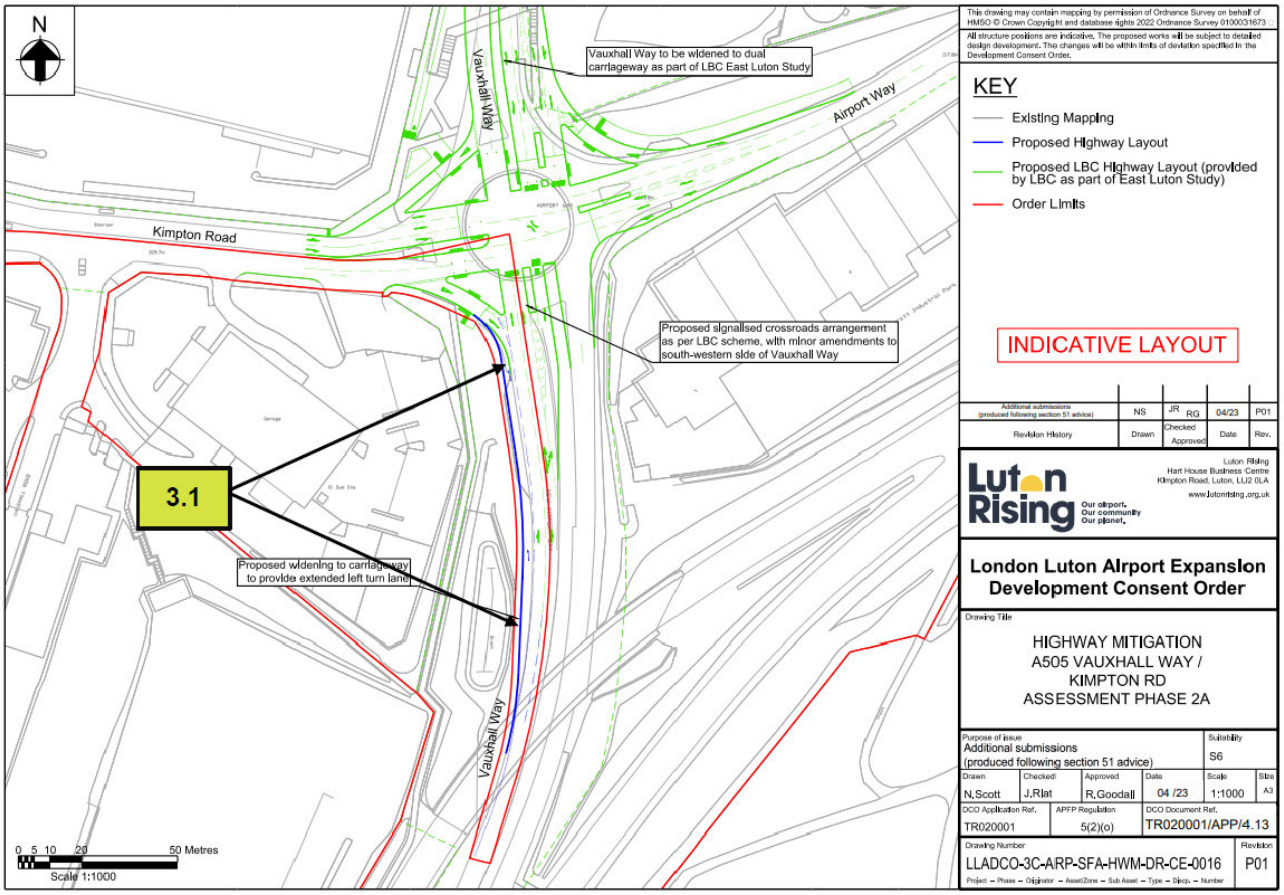
2.1 Stage 1 Road Safety Audit

2.1.1 This Designer's Response report has been compiled to summarise the recommendations of the Stage 1 Road Safety Audit (RSA) undertaken by TMS Consultancy on Monday 10th October 2023, for the proposed mitigation design at the junction between A505 Vauxhall Way / Kimpton Road, in Luton.

2.1.2 The audit was undertaken on the basis of the proposed highway mitigation design shown in drawing LLADCO-3C-ARP-SFA-HWM-DR-CE-0016, as contained within **Appendix A** of the **Transport Assessment Appendices - Part 1 of 3 (Appendices A to E) [APP-200].**

2.1.3 The report sets out the problems, summary and recommendations of the TMS audit, together with the designer's response. The locations of the problems identified within the audit are shown below, in Figure 2.1.

Figure 2.1: Locations of Problems Identified within the Audit



2.2 Key Personnel

Table 2.1: Key Personnel

Overseeing Organisation:	Christopher Godden~~TBC~~ - Luton Borough Council
RSA Team:	Harminder Aulak - TMS Consultancy Lee Williams - TMS Consultancy
Design Organisation:	Neil Scott - Arup (Luton Rising) Jagjit Riat - Arup (Luton Rising) Robert Blair - Arup (Luton Rising)

3 ITEMS RESULTING FROM THE STAGE 1 RSA AUDIT

3.1.1 The following sections provide detail on the audit recommendations and actions.

Table 3.1: Road Safety Audit Decision Log

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.1	There are lamp columns and trees within the verge that will be closer to the edge of carriageway when the road is widened. A temporary vertical concrete barrier is also present, but it is not clear whether this will be retained. If not, the lamp columns and trees could present a roadside hazard to road users if they lose control and collide into the objects. Injuries could be serious if vehicles are brought to an abrupt halt or redirected violently.	A suitable vehicle restraint system should be provided, unless the lamp columns are replaced by passively safe systems and any mature trees removed that will be close to the edge of carriageway.	Accepted. This would be addressed at the detailed design stage.	Design Response is accepted.	RSA recommendation to be adopted as part of the detailed design.

3.2 Design Organisation and Overseeing Organisation Statements

Table 3.2: Design Organisation Statement

On behalf of the design organisation I certify that: **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation**	
Name:	Jagjit Riat
Signed:	[redacted]
Position:	Associate Director
Organisation:	Arup
Date:	20/12/2023

Table 3.3: Overseeing Organisation Statement

On behalf of the Overseeing Organisation I certify that: **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and** **2) the agreed RSA actions will be progressed.**	
Name:	C Godden
Signed:	[redacted]
Position:	Highway Development Control Manager
Organisation:	Luton Borough Council
Date:	18/12/2023

B.3 A1081 New Airport Way / London Road (North)

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1 PROJECT DETAILS

Table 1.1: Project Details

Report title:	Stage 1 Road Safety Audit Designer's Response - A1081 New Airport Way / London Road (North)
Date:	November 2023
Document Reference and Revision:	TR020001/APP/8.118
Prepared by:	Neil Scott
On behalf of:	Luton Rising

Table 1.2: Authorisation Sheet

Project:	Luton Airport
Report title:	Stage 1 Road Safety Audit Designer's Response - A1081 New Airport Way / London Road (North)
Prepared by:	
Name:	Neil Scott
Position:	Senior Technician
Signed:	[redacted]
Organisation:	Arup
Date:	November 2023
Approved by:	
Name:	Jagjit Riat
Position:	Associate Director
Signed:	[redacted]
Organisation:	Arup
Date:	November 2023

2 INTRODUCTION

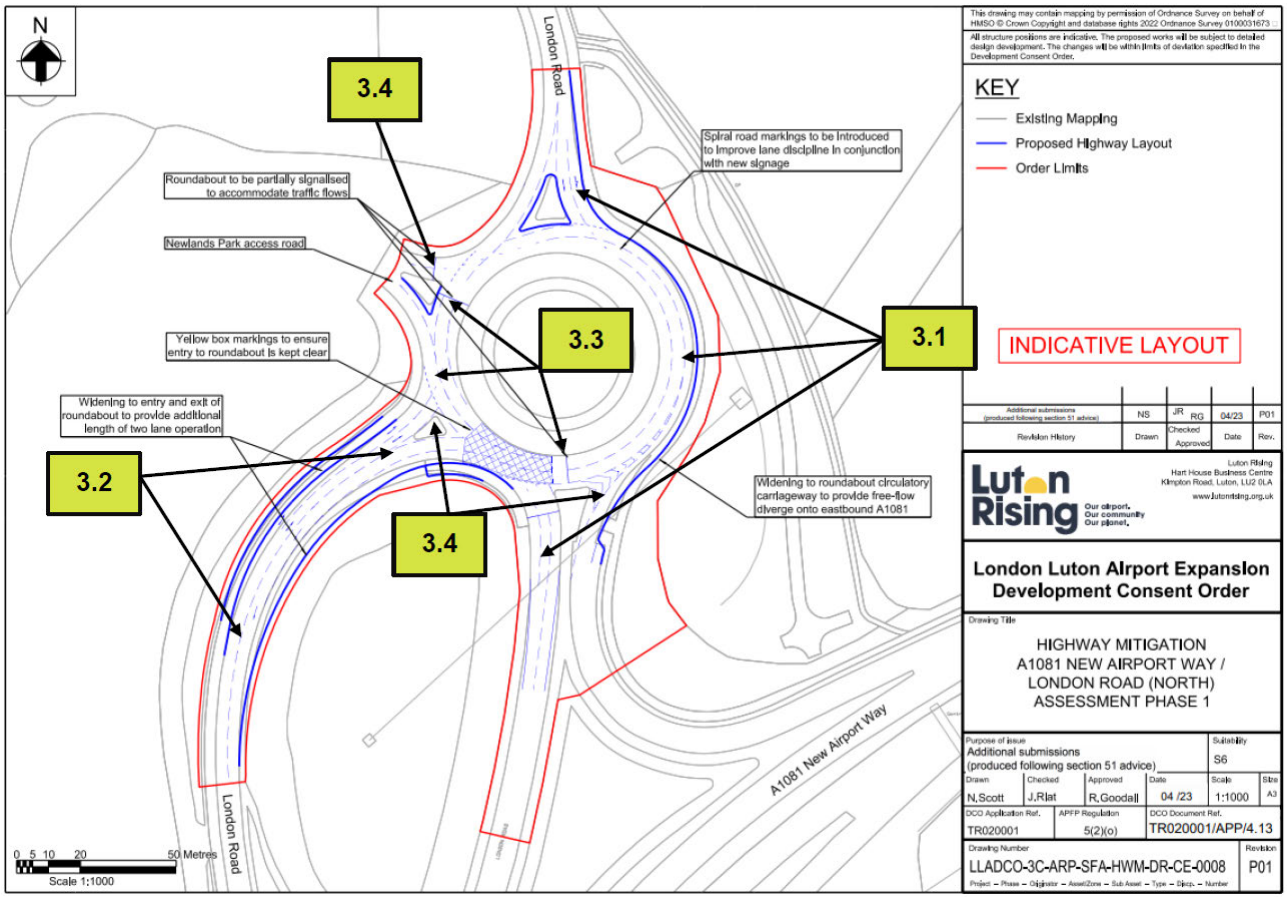
2.1 Stage 1 Road Safety Audit

2.1.1 This Designer's Response report has been compiled to summarise the recommendations of the Stage 1 Road Safety Audit (RSA) undertaken by TMS Consultancy on Monday 10th October 2023, for the proposed mitigation design at the junction between A1081 New Airport Way / London Road (North), in Luton.

2.1.2 The audit was undertaken on the basis of the proposed highway mitigation design shown in drawing LLADCO-3C-ARP-SFA-HWM-DR-CE-0008, as contained within **Appendix A** of the **Transport Assessment Appendices - Part 1 of 3 (Appendices A to E) [APP-200].**

2.1.3 The report sets out the problems, summary and recommendations of the TMS audit, together with the designer's response. The locations of the problems identified within the audit are shown below, in Figure 2.1.

Figure 2.1: Locations of Problems Identified within the Audit



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Design Organisation:	Neil Scott - Arup (Luton Rising) Jagjit Riat - Arup (Luton Rising) Robert Blair - Arup (Luton Rising)

3 ITEMS RESULTING FROM THE STAGE 1 RSA AUDIT

3.1.1 The following sections provide detail on the audit recommendations and actions.

Table 3.1: Road Safety Audit Decision Log

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.1	Road users may not be able to anticipate which lanes to use to reach their intended destination. For example, on the A1081 approach, road users may use the middle lane to reach London Road (north) rather than the designated offside lane. On the London Road southbound approach, road users may use the offside lane to reach the A1081 (which they can currently), instead of using the nearside lane only. If road users find that they are in the incorrect lanes, side swipe and lane change collisions could occur.	Lane destination signs and road markings should be provided at strategic locations to inform road users of the correct lanes to use.	Accepted. Lane markings and signage would be provided to clarify which destinations are reached from each approach lane. This would be addressed at the detailed design stage.	Design Response is accepted.	RSA recommendation to be adopted as part of the detailed design.
3.2	As there will be four lanes on the London Road southern arm (two in each direction), road users may be unsure of the direction of each lane and enter opposing lanes by mistake. In addition, there could be an increased likelihood of road users straying across the centre line, especially within the southbound merge area. These issues could lead to head-on type collisions, which can result in serious injury.	A marginal strip with the use of cross-hatching road markings should be provided to separate the northbound and southbound traffic lanes.	Accepted. There is scope within the Order Limits to create a marginal strip between northbound and southbound lanes, and this would be addressed at the detailed design stage.	Design Response is accepted.	RSA recommendation to be adopted as part of the detailed design.

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.3	The stacking distance between successive signal stop lines is quite short, which could lead to vehicle queues extending across the London Road southern entry to the roundabout. As a result, collisions could occur as road users attempt to weave through queues or change lane suddenly.	It should be ensured that the road layout and traffic signalling strategy is suitable to prevent vehicles queuing across entry arms to the roundabout.	Accepted. The operation of the signals would be optimised to ensure the efficient operation of the junction and would include consideration of queue lengths within the circulatory carriageway of the roundabout.	Design Response is accepted.	RSA recommendation to be adopted as part of the detailed design.
3.4	The widening of the roundabout could make crossing movements more hazardous for pedestrians and cyclists, especially at times of high vehicle flows (peak times) or when speeds could be higher at off-peak times. This could be a particular issue on the London Road southern arm and on the A1081 exit arm. On the Newlands Park access entry to the roundabout, the position of the signal stop line could make it difficult to provide a crossing point. Vulnerable road users could be at increased risk of being struck by vehicles under such circumstances.	It should be ensured that the pedestrian and cycle crossing points will be safe to use (for example, controlled crossings may be beneficial at some locations).	Noted. The proposed realignment on the A1081 exit arm increases the crossing distance by approximately 1.0m and could be reduced at the detailed design stage to minimise any additional crossing distance. The pedestrian demand on the London Road (south) exit arm is likely to be very low, and the proposed signalisation of the A1081 arm should create gaps in the traffic for pedestrians to cross. In addition, the widening to the London Road exit is c1.5m and would only add c.1 second to the crossing time for pedestrians.	Design Response is noted. Recommend that non-motorised user demand is reviewed as part of the detailed design.	RSA recommendation is noted and overseeing organisation comment accepted.

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
			The position of the stop line at the exit from Newlands Park would be adjusted to accommodate a pedestrian crossing at the detailed design stage.		
3.5	The widening of the carriageway could result in utility service covers being located into new carriageway areas, rather than the verges. Ironwork within critical braking and turning areas, such as the roundabout entries, exits and the circulatory carriageway, could increase the risk of skidding and loss of control type collisions, particularly involving two-wheeled vehicles.	All utilities affected by the scheme should be identified at an early stage and diverted where necessary to ensure ironwork does not coincide with new carriageway areas.	Accepted. Whilst the proposed realignment is not anticipated to impact any existing utility covers, this would be considered at the detailed design stage.	Design Response is accepted.	RSA recommendation to be adopted as part of the detailed design.

3.2 Design Organisation and Overseeing Organisation Statements

Table 3.2: Design Organisation Statement

On behalf of the design organisation I certify that: **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation**	
Name:	Jagjit Riat
Signed:	[redacted]
Position:	Associate Director
Organisation:	Arup
Date:	20/12/2023

Table 3.3: Overseeing Organisation Statement

On behalf of the Overseeing Organisation I certify that: **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and** **2) the agreed RSA actions will be progressed.**	
Name:	C Godden
Signed:	[redacted]
Position:	Highway Development Control Manager
Organisation:	Luton Borough Council
Date:	18/12/2023

B.4 A1081 New Airport Way / Percival Way

Contents

Tables

Figures

1 PROJECT DETAILS

Table 1.1: Project Details

Report title:	Stage 1 Road Safety Audit Designer's Response – A1081 New Airport Way / Percival Way
Date:	November 2023
Document Reference and Revision:	TR020001/APP/8.118
Prepared by:	Neil Scott
On behalf of:	Luton Rising

Table 1.2: Authorisation Sheet

Project:	Luton Airport
Report title:	Stage 1 Road Safety Audit Designer's Response – A1081 New Airport Way / Percival Way
Prepared by:	
Name:	Neil Scott
Position:	Senior Technician
Signed:	[redacted]
Organisation:	Arup
Date:	November 2023
Approved by:	
Name:	Jagjit Riat
Position:	Associate Director
Signed:	[redacted]
Organisation:	Arup
Date:	November 2023

2 INTRODUCTION

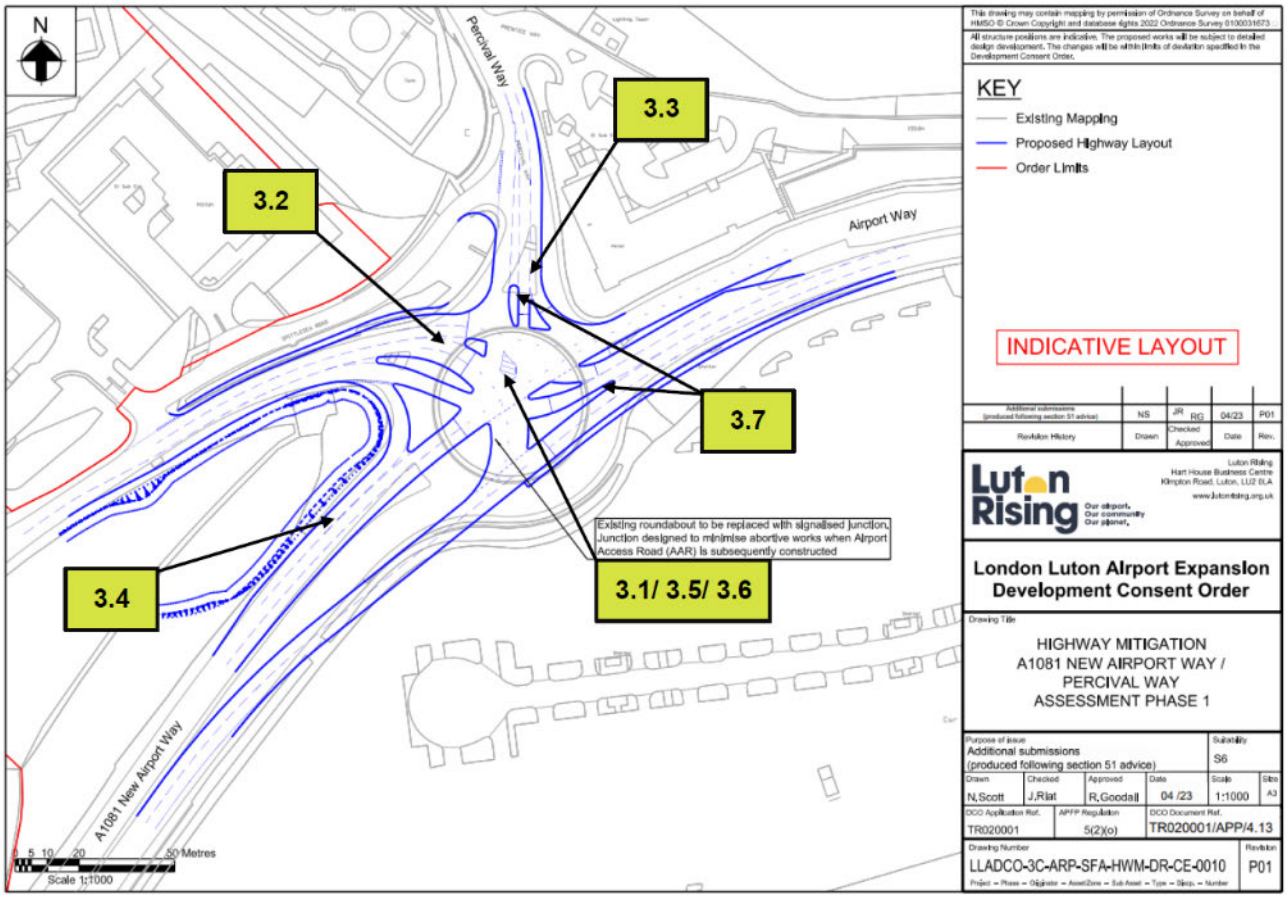
2.1 Stage 1 Road Safety Audit

2.1.1 This Designer's Response report has been compiled to summarise the recommendations of the Stage 1 Road Safety Audit (RSA) undertaken by TMS Consultancy on Monday 10th October 2023, for the proposed mitigation design at the junction between A1081 New Airport Way / Percival Way, in Luton.

2.1.2 The audit was undertaken on the basis of the proposed highway mitigation design shown in drawing LLADCO-3C-ARP-SFA-HWM-DR-CE-0010, as contained within **Appendix A** of the **Transport Assessment Appendices – Part 1 of 3 (Appendices A to E) [APP-200].**

2.1.3 The report sets out the problems, summary and recommendations of the TMS audit, together with the designer's response. The locations of the problems identified within the audit are shown below, in Figure 2.1.

Figure 2.1: Locations of Problems Identified within the Audit



2.2 Key Personnel

Table 2.1: Key Personnel

Overseeing Organisation:	Christopher Godden~~TBC~~ – Luton Borough Council
RSA Team:	Harminder Aulak – TMS Consultancy Lee Williams – TMS Consultancy
Design Organisation:	Neil Scott – Arup (Luton Rising) Jagjit Riat – Arup (Luton Rising) Robert Blair – Arup (Luton Rising)

3 ITEMS RESULTING FROM THE STAGE 1 RSA AUDIT

3.1.1 The following sections provide detail on the audit recommendations and actions.

Table 3.1: Road Safety Audit Decision Log

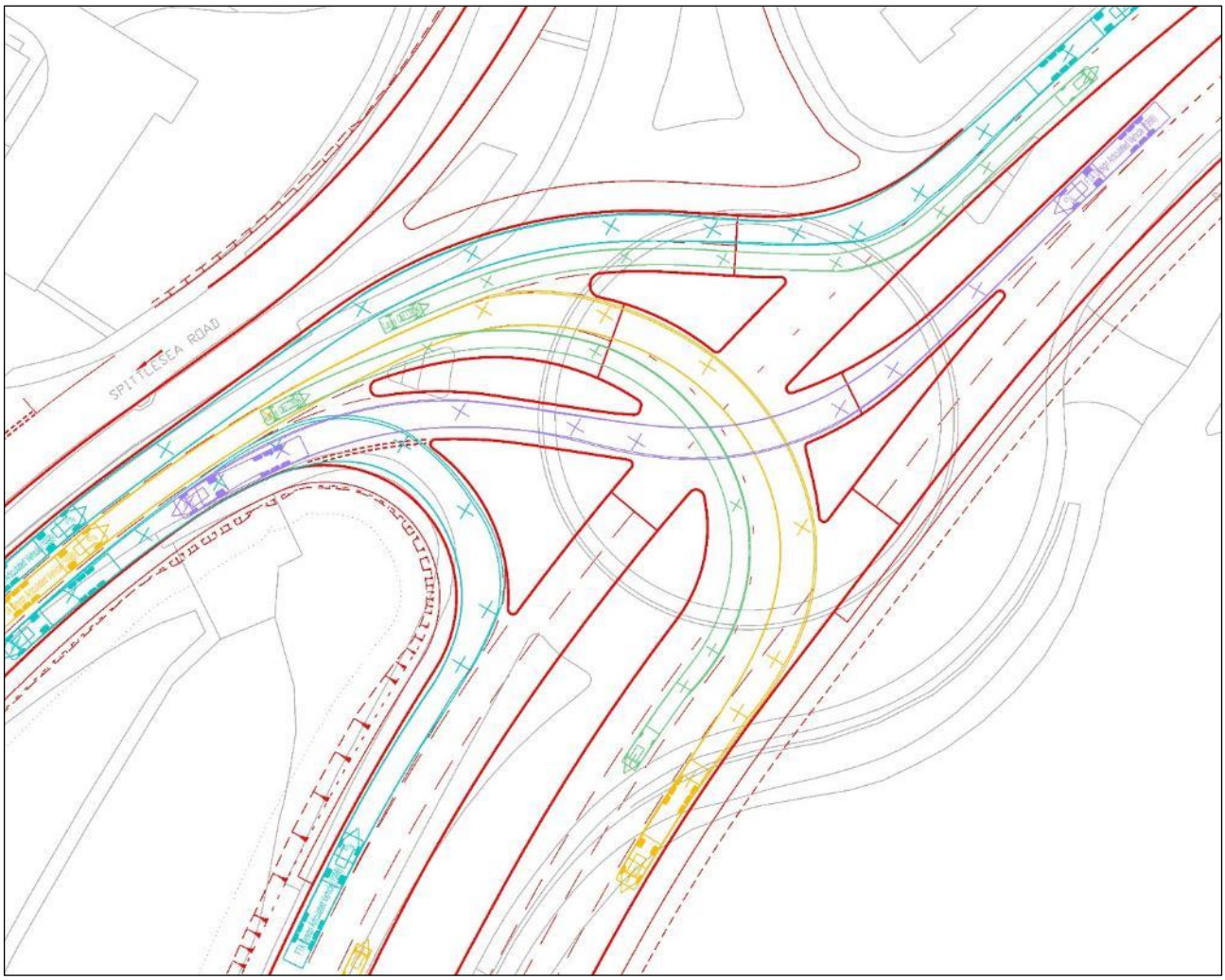
Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.1	It was noted that the existing roundabout for New Airport Way and Percival Way is on a steep gradient which slopes away from the north side. With the introduction of the signalised junction there could be a level difference between each approach, which could create an adverse camber for vehicles turning at the junction. This could increase the risk of loss of control collisions and could cause larger, high sided vehicles to turn over.	The levels should be checked for each approach ensuring a level junction platform with no adverse cambers for vehicle turning movements.	Accepted. It is accepted likely that some regrading would be required on the approaches to~~,~~ and within the junction. This would be addressed at the detailed design stage.	Design Response is accepted.	RSA recommendation to be adopted as part of the detailed design.
3.2	Airport Way currently has a steep approach to the roundabout with no level dwell area. With the introduction of the signalised junction, there are likely to be more hill starts from traffic being stationary on a red light. This could result in slow get aways, especially for HGV~~'~~s, where there could be the increased risk of shunt collisions from traffic following, who might not be expecting the slow speeds. This could also reduce the throughput capacity for this arm at the junction and increase queue lengths.	A level dwell area of suitable length should be created for this arm of the junction.	Accepted. See response to 3.1.	Design Response is accepted.	RSA recommendation to be adopted as part of the detailed design.

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.3	The vertical alignment for Percival Way on the approach to the junction is on a steep downhill section. With the introduction of the signal control there could be more sudden braking movements such as when the lights change from green to red. This combined with being on a downhill section could increase the risk of loss of control and subsequent shunt and junction overshoot collisions.	A level dwell area of suitable length should be created for this arm of the junction.	Accepted. See response to 3.1.	Design Response is accepted.	RSA recommendation to be adopted as part of the detailed design.
3.4	It is not known what speed limit will be set at this proposed signalised junction, where New Airport Way is currently a high-speed road of 40mph. With the increased potential for heavy and late braking from the introduction of the traffic signals, there could be an increased risk of speed related collisions at the junction, such as skidding and shunts.	At detailed design stage, the design speed should be reviewed and established for the junction, where for high-speed approaches, high friction or anti-skid surfacing should be installed. Passive safety for any roadside objects or street furniture should also be included.	Accepted. The existing speed limit is 40mph however it is likely that the revised junction would be covered by a 30mph limit as per the existing airport access roads / Percival Way / Airport Way. This would be addressed at the detailed design stage.	Design Response is accepted however it should be considered that lowering the speed limit alone may not be enough in itself to reduce vehicle approach speeds. Traffic Regulation Orders (TROs) will need to be amended accordingly.	RSA recommendation is noted and overseeing organisation comment accepted.
3.5	With numerous lanes and splitter islands, road users turning at the signalised junction might have difficulty manoeuvring into the correct lane for their required destination. These potentially late lane swapping manoeuvres could increase the risk of side swipe collisions with other users. Furthermore, they might get confused and turn into the incorrect	At detailed design stage appropriate signing, lining and bollards should be installed at the junction to guide users to the correct lanes for their desired destination. Signal phasing should be reviewed ensuring minimal conflicts between opposing traffic	Accepted. Appropriate signage, road markings and bollards would be provided at the detailed design stage to reinforce appropriate manoeuvres throughout the junction.	Design Response is accepted.	RSA recommendation to be adopted as part of the detailed design.

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	lane on the destination arm, which might have an opposing traffic flow and head-on collisions could occur as a consequence.	flows, such as separate right turn lane phases.			
3.6	No vehicle swept path analysis has been provided for the junction, which has a number of different turning movements, where vehicles will have to pass through splitter island pinch points. It is therefore not known if the geometry will allow for all size vehicles to negotiate these. This could result in excess kerb strikes and overrun collisions if there is not adequate road width available for turning movements.	A swept path analysis should be carried out for each potential turning movement at the junction and adjustment made to the geometry where required.	Swept path analysis has been undertaken for ~~the design vehicle~~16.5m articulated HGVs to ensure that all manoeuvres can be accommodated, see Figure 3.1.	LBC notes the provision of the swept path information. Swept paths should continue~~s~~ to be checked at subsequent design stages.	LBC response noted and vehicle swept paths will continue to be checked at subsequent design stages.
3.7	It is not known at this stage if there are going to be any controlled crossing facilities at the proposed signalised junction. It is noted that for Airport Way and Percival Way there are existing shared footway/ cycleways and uncontrolled crossing facilities which link to a nearby hotel and car park area. With the new multilane signalised arrangements with greater crossing distances this could increase the risk of collisions with pedestrians and cyclists.	Pedestrian and cyclist movement should be reviewed around the junction and appropriate controlled crossing facilities should be installed where required such as Toucan crossings. These should also be compliant with the latest cycling guidance, such as LTN 1/20.	Accepted. There is flexibility within the junction design to accommodate crossing facilities on existing desire lines and this would be considered at the detailed design stage.	Design Response is accepted.	RSA recommendation to be adopted as part of the detailed design.

3.2 Swept Path Information

Figure 3.1: Swept Paths - A1081 New Airport Way / Airport Way



3.2.1 Figure 3.1~~The image~~ above shows the swept path analysis for 16.5m articulated HGVs and large cars at the signalised junction between A1081 New Airport Way, Airport Way and Percival Way.

3.3 Design Organisation and Overseeing Organisation Statements

Table 3.2: Design Organisation Statement

On behalf of the design organisation I certify that: **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation**	
Name:	Jagjit Riat
Signed:	[redacted]
Position:	Associate Director
Organisation:	Arup
Date:	20/12/2023

Table 3.3: Overseeing Organisation Statement

On behalf of the Overseeing Organisation I certify that: **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and** **2) the agreed RSA actions will be progressed.**	
Name:	C Godden
Signed:	[redacted]
Position:	Highway Development Control Manager
Organisation:	Luton Borough Council
Date:	18/12/2023

GLOSSARY AND ABBREVIATIONS

Term	Definition
TRO	Traffic Regulation Order

B.5 Airport Access Road (Assessment Phase 2a)

Contents

Tables

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1 PROJECT DETAILS

Table 1.1: Project Details

Report title:	Stage 1 Road Safety Audit Designer's Response - Airport Access Road Schemes, Assessment Phase 2a
Date:	November 2023
Document Reference and Revision:	TR020001/APP/8.118
Prepared by:	Neil Scott
On behalf of:	Luton Rising

Table 1.2: Authorisation Sheet

Project:	Luton Airport
Report title:	Stage 1 Road Safety Audit Designer's Response - Airport Access Road Schemes, Assessment Phase 2a
Prepared by:	
Name:	Neil Scott
Position:	Senior Technician
Signed:	[redacted]
Organisation:	Arup
Date:	November 2023
Approved by:	
Name:	Jagjit Riat
Position:	Associate Director
Signed:	[redacted]
Organisation:	Arup
Date:	November 2023

2 INTRODUCTION

2.1 Stage 1 Road Safety Audit

2.1.1 This Designer's Response report has been compiled to summarise the recommendations of the Stage 1 Road Safety Audit (RSA) undertaken by TMS Consultancy on Monday 10th October 2023, for the proposed mitigation design for the Airport Access Road schemes, at Assessment Phase 2a.

2.1.2 The audit was undertaken on the basis of the proposed Airport Access Road highway mitigation design shown in drawings LLADCO-3C-ARP-SFA-HWM-DR-CE-0019 to 0023 as contained within **Appendix A** of the **Transport Assessment Appendices - Part 1 of 3 (Appendices A to E) [APP-200].**

2.1.3 The report sets out the problems, summary and recommendations of the TMS audit, together with the designer's response. The locations of the problems identified within the audit are shown below, in Figure 2.1 to Figure 2.5.

Figure 2.1: Locations of Problems Identified within the Audit - Sheet 1 of 5

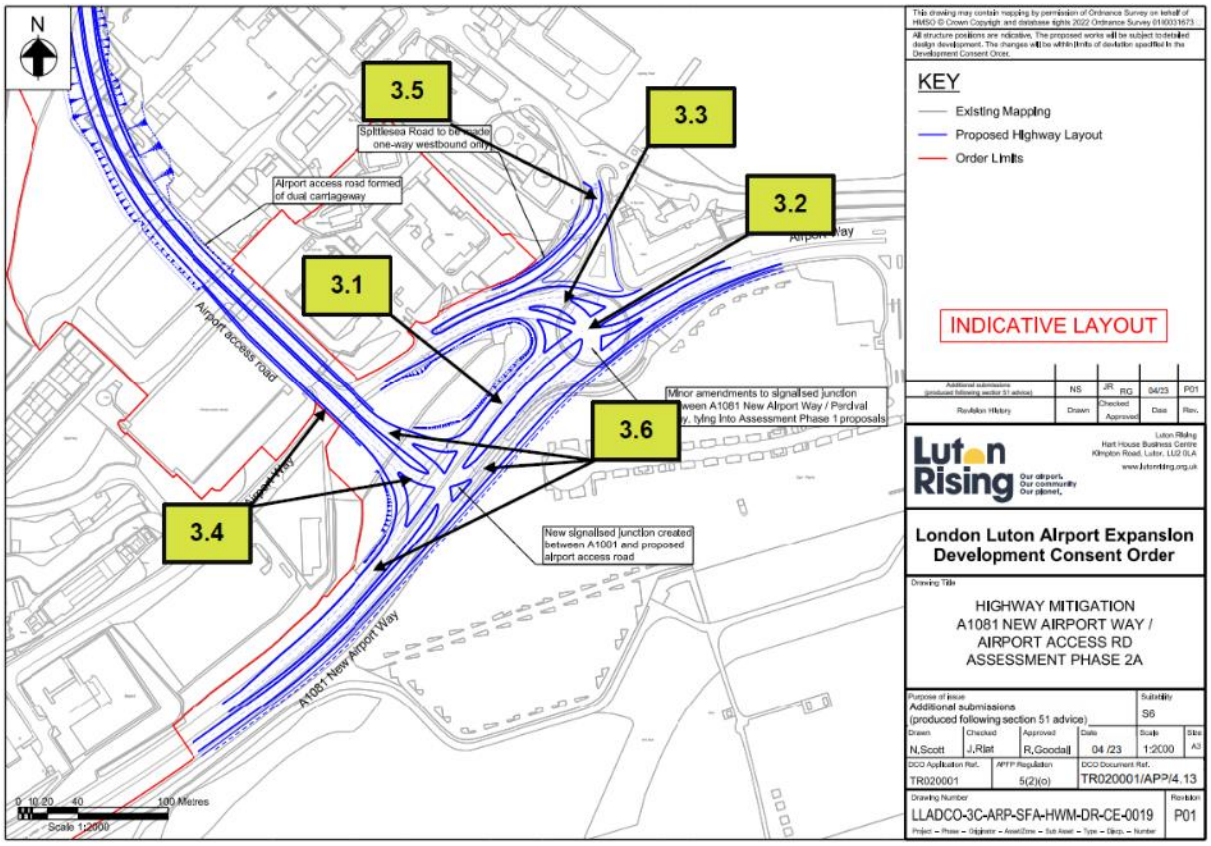

Figure 2.2: Locations of Problems Identified within the Audit - Sheet 2 of 5

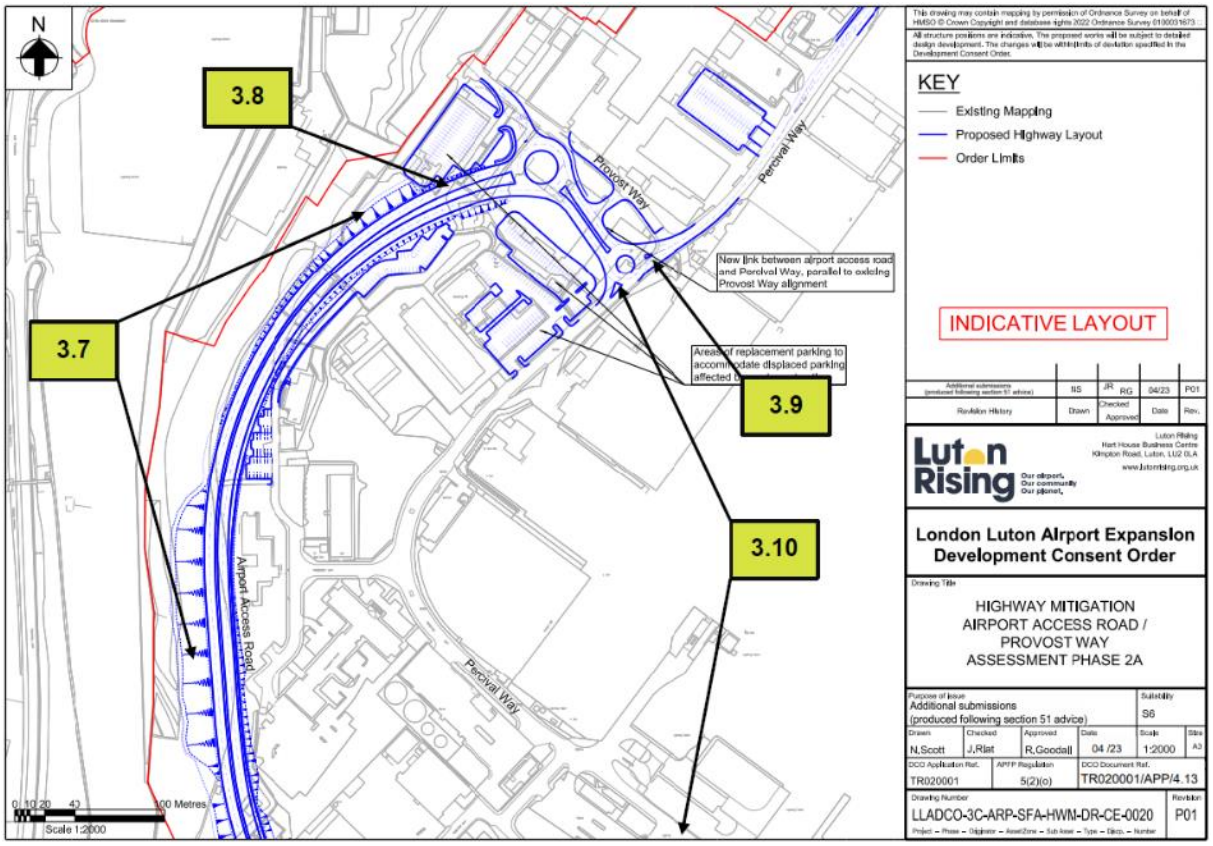

Figure 2.3: Locations of Problems Identified within the Audit - Sheet 3 of 5

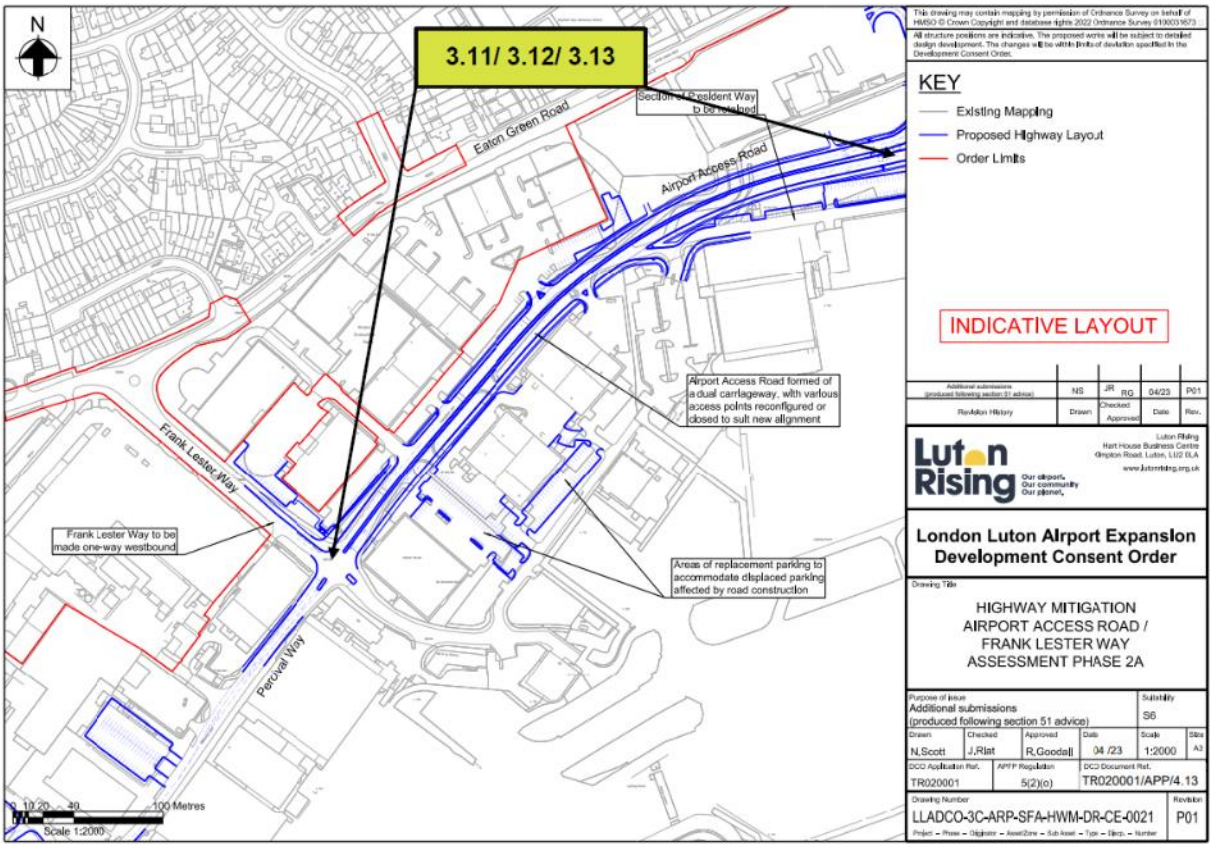

Figure 2.4: Locations of Problems Identified within the Audit - Sheet 4 of 5

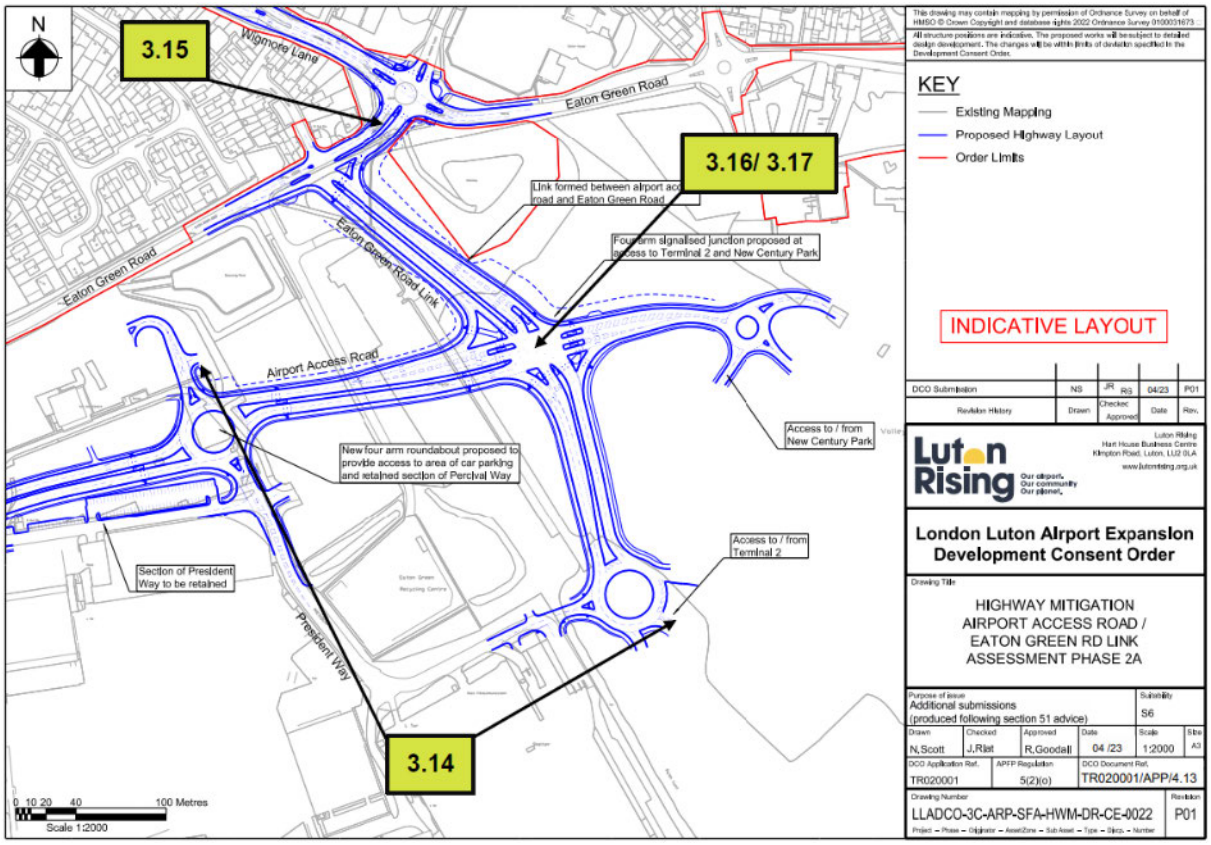

Figure 2.5: Locations of Problems Identified within the Audit - Sheet 5 of 5

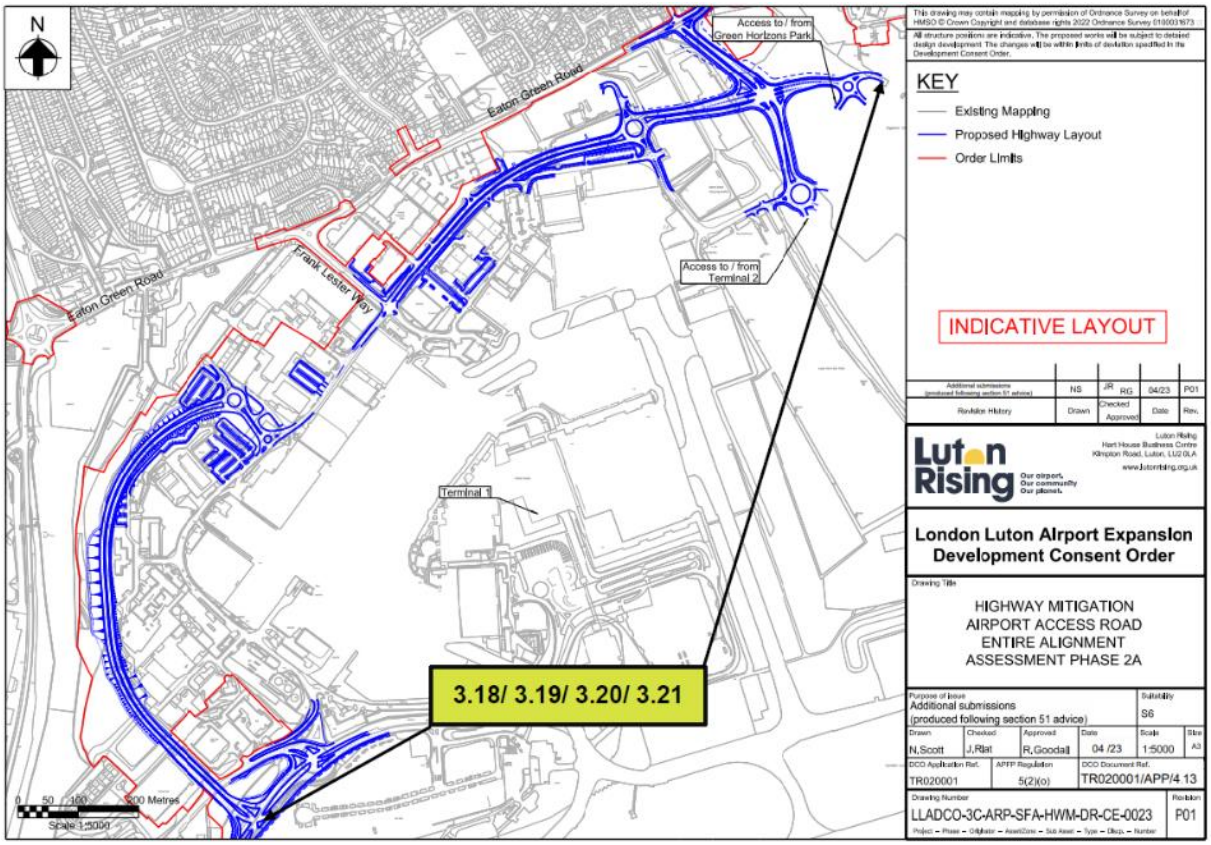

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Table 2.1: Key Personnel

Overseeing Organisation:	Christopher Godden~~TBC~~ - Luton Borough Council
RSA Team:	Harminder Aulak - TMS Consultancy Lee Williams - TMS Consultancy
Design Organisation:	Neil Scott - Arup (Luton Rising) Jagjit Riat - Arup (Luton Rising) Robert Blair - Arup (Luton Rising)

3 ITEMS RESULTING FROM THE STAGE 1 RSA AUDIT

3.1.1 The following sections provide detail on the audit recommendations and actions.

Table 3.1: Road Safety Audit Decision Log

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.1	Due to the close proximity of the two proposed signalised junction for this A1081 section of the scheme, there is limited traffic stacking capacity between them. Depending on the signal phasing and timings for each junction, traffic could queue back into the other junction, such as when one is at a red light phase and the other is on a green light. Road users might not expect to have to slow down suddenly for queuing traffic as they pass through the junction, increasing the risk of shunt collisions.	At detailed design stage the stacking capacity and signal phasing of the junctions should be reviewed, ensuring they are synchronised, and that the junction throughput is adequate for the expected traffic flow levels.	Accepted. The traffic signals would be designed to operate in the most efficient manner, taking account of the stacking capacity between the junctions. This would be addressed at the detailed design stage.	The Design organisation's response is noted and accepted. Traffic signal design should be undertaken in consultation with the highway authority	RSA recommendation is noted and overseeing organisation comment accepted.
3.2	It was noted that the existing roundabout for New Airport Way and Percival Way is on a steep gradient which slopes away from the north side. With the introduction of the signalised junction there could be a level difference between each approach, which could create an adverse camber for vehicles turning at the junction. This could increase the risk of loss of control collisions and could cause larger, high sided vehicle to turn over.	The levels should be checked for each approach ensuring a level junction platform with no adverse cambers for vehicle turning movements.	Accepted. It is acknowledged that regrading of the existing levels would be required to construct the new signalised junction. This would be addressed at the detailed design stage.	The design organisation's response is noted and accepted	RSA recommendation is noted and the design organisation comment accepted.

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.3	Airport Way currently has a steep approach to the roundabout with no level dwell area. With the introduction of the signalised junction, there are likely to be more hill starts from traffic being stationary on a red light. This could result in slow get aways, especially for HGV's, where there could be the increased risk of shunt collisions from traffic following, who might not be expecting the slow speeds. This could also reduce the throughput capacity for this arm at the junction and increase queue lengths.	A level dwell area of suitable length should be created for this arm of the junction.	Accepted. See response to 3.2.	The design organisation's response is noted and accepted	RSA recommendation is noted and the design organisation comment accepted.
3.4	With the steep level differences between the proposed airport access road and the New Airport Way (A1081) Junction, it is assumed to overcome this, the access road will be elevated and there will be a bridge at its intersection with Airport Way. This could lead to high drop offs from the edge of the carriageway, which could increase the risk of fall hazards, such as in the case of any errant vehicle leaving the carriageway.	At detailed design stage a suitable vehicle restraint system should be devised for the junction and its approaches, including at the intersection with Airport Way. As per Problems 3.2 and 3.3, the camber should also be reviewed for turning vehicles and level dwell areas introduced for all approaches.	Accepted. A vehicle restraint system (VRS) would be provided where appropriate and levels regraded as necessary. This would be addressed at the detailed design stage.	The design organsation's response is noted and accepted	RSA recommendation is noted and the design organisation comment accepted.
3.5	With the merging of Percival Way into Spittlesea Road, which will form a righthand bend into a one-way road, the alignment on this approach is on a downhill section,	The levels should be reviewed ensuring the righthand bend is a banked turn.	Accepted. Levels would be designed to the appropriate standard at the detailed design stage.	The design organisation's response is noted and accepted	RSA recommendation is noted and the design organisation comment accepted.

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	which might slope away. This could create an adverse camber and increase the risk of loss of control collisions.				
3.6	It is not known what speed limit will be set at this proposed signalised junction, where New Airport Way is currently a high-speed road of 40mph. With the increased potential for heavy and late braking from the introduction of the traffic signals, there could be an increased risk of speed related collisions at the junction, such as skidding and shunts.	At detailed design stage, the design speed should be reviewed and established for the junction, where for high-speed approaches, high friction or anti-skid surfacing should be installed. Passive safety for any roadside objects or street furniture should also be included.	Accepted. It is likely that a speed reduction to 30mph would be proposed in the vicinity of the new junction with Airport Access Road (AAR), extending the existing 30mph speed limit to the west of the proposed junction. The design speed would be further considered at the detailed design stage.	The design organisation's response is noted and accepted. Amendments to Traffic Regulation Orders (TROs) may be required.	RSA recommendation is noted and overseeing organisation comment accepted. Amendments to TROs to be considered as part of the next design stage.
3.7	From the indicative layout drawing provided it would appear that sections of the Airport Access Road could be elevated, with a gradual righthand bend, heading north. With the potentially high-speed nature of the dual carriageway, should any errant vehicle lose control and leave the carriageway, they could descend steep embankments, which could increase the severity of a collision and the risk of injury to the vehicle occupants. Furthermore, there could also be the risk of adverse cambers given the potential level differences for this section of the scheme.	At detailed design stage a suitable restraint system should be designed appropriate for the speed of the road with suitable cambers.	With the exception of the bridge link as AAR crosses Airport Way, there are no proposed elevated structures. North of Airport Way, AAR would be at ground level, albeit with a length of significant cutting into an embankment, where a VRS would be provided on the outer edge of the bend. The VRS and cambers would be considered further at the detailed design stage.	The design organisation's response is noted and accepted	RSA recommendation is noted and the design organisation comment accepted.

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.8	The stopping site distance (SSD) might be restricted due to the curvature of the proposed access road for traffic approaching the roundabout from the south. If the SSD is insufficient for the speed of the road, then this could increase the risk of shunt collisions with potentially queuing traffic at the roundabout. There is also the risk that traffic could overshoot the roundabout give way line and collide with traffic on the circulatory.	It should be ensured that there is sufficient stopping site distance on the approach to the roundabout, suitable for the speed of the road.	Accepted. The SSD on the north-easterly approach to the Provost Way roundabout has been checked and at least 90m SSD is achievable to the roundabout, suitable for a 30mph speed limit. This will be confirmed at the detailed design stage.	The design organisation's response is noted and accepted	RSA recommendation is noted and the design organisation comment accepted.
3.9	For the northeast approach to the proposed Percival Way roundabout, there is little entry path deflection and potential 'see through' to the road ahead. This could result in road users straight lining the roundabout at speed, where they might fail to give way and collide with traffic turning on the circulatory.	Entry path deflection should be increased on the northeast approach to the roundabout and measures implemented to reduce 'see through' from this approach.	There is limited scope to provide deflection on the south-westbound entry to the proposed roundabout between Provost Way and Percival Way due to existing highway boundary and third party land constraints. This can however be considered further at the detailed design stage to maximise the available deflection.	The design organisation's response is noted and accepted.	RSA recommendation is noted and the design organisation comment accepted.
3.10	From the indicative drawings provided, it is not clear at this stage how traffic will be directed to use the new Airport Access Road, when approaching northeast from Percival Way. They could instead head straight on at the roundabout, continue along Percival Way and turn onto Airport Way to get back to	Signing and restrictions should be put in place to prevent non-authorised road users from accessing the southern section of Percival Way.	Accepted. Signage would be provided to direct general traffic along the AAR, with Percival Way proposed to be retained for local access traffic. This could include formal restrictions such as 'Except for Access'	The design organisation's response is noted and accepted.	RSA recommendation is noted and the design organisation comment accepted.

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	the main A1081 carriageway for exiting the airport. By taking this alternative route, which has more accesses and intersections, there could be the increased risk of collisions at these additional conflict points.		signage and this would be addressed at the detailed design stage.		
3.11	With the Airport Access Road replacing President Way with an upgraded dual carriageway, which will likely encourage higher speeds, there will still be numerous accesses branching off from this main road. This could increase the risk of speed related pull out type collisions, especially as it was noted that some of these already had limited visibility splays due to overgrown vegetation.	The visibility splays at all of the accesses along the proposed Airport Access Road should be reviewed ensuring they are sufficient for the speed of the road.	Visibility splays at the side-road accesses onto AAR are not expected to be impacted by the proposals, with similar or improved visibility splays to existing being retained at all locations.	The design organisation's response is noted	RSA recommendation is noted and the design organisation comment accepted.
3.12	Currently there are footways on both sides of President Way, where many business units are in the vicinity. It is not known if there are pedestrian crossing desire lines to access these. With the proposed dual carriageway layout, which could have higher speeds and two lanes of traffic travelling in each direction, this will likely make crossing more difficult. These two factors could increase the risk of pedestrians being struck by oncoming vehicles.	Pedestrian crossing movements should be reviewed for the Airport Access Road and appropriate crossing facilities installed where required.	Accepted. Pedestrian crossing points have been indicated at locations where crossing activity is considered likely to occur.	The design organisation's response is noted and accepted.	RSA recommendation is noted and the design organisation comment accepted.
3.13	It appears from the drawing that there will be a central reserve along	It should be ensured that the U-turn points will be	The intention is that U-turns would be made at	The design organisation's response	RSA recommendation is noted and overseeing

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	the extents of the Airport Access Road, with no breaks to turn right into the existing accesses. This will mean that road users will have to make U-turns at the junctions, at both ends of the Airport Access Road to access these. It is not known if these are appropriate for this type of manoeuvre, where there could be the increased risk of collisions with oncoming vehicles, especially at the junction with Frank Lester Way where the manoeuvre is likely to be tight.	suitable for all vehicle types and appropriate signing specified at the detailed design stage.	the Provost Way roundabout to the west, and the President Way roundabout to the east. These roundabouts are large enough to enable U-turn manoeuvres by HGVs. At the Frank Lester Way/AAR signal controlled crossroads, U-turns would be banned. There is insufficient space to include dedicated U-turn facilities at locations along AAR.	is noted and accepted. Consideration should be given during the detailed design to the physical layout of the Frank Lester Way/AAR junction to help support the proposed banned U turns	organisation comment accepted. The layout of the Frank Lester Way/AAR junction will be reviewed as part of the next design stage to reduce the risk of vehicles attempting to U-turn.
3.14	It is not known at this stage what pedestrian facilities will be available to safely access the airport terminal from the car park areas. If these are not adequate, or not located at potential desire lines, then there could be the increased risk of collisions with pedestrians crossing or walking in the road heading to and from the terminal building.	Pedestrian crossing movements should be reviewed between the car park areas and the terminal building(s), and footways and crossing facilities installed where required.	The proposed areas of replacement parking along AAR are generally provided for staff usage, and to replace areas of existing staff parking in broadly similar locations to the spaces which are affected by the AAR alignment. Crossing points have been provided at appropriate locations along AAR and the adjacent Eaton Green Road Link to enable access to-/-from the terminal for pedestrians. Pedestrian facilities would be reviewed at the detailed design stage.	The design organisation's response is noted.	RSA recommendation is noted and the design organisation comment accepted.

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.15	The two signalised junctions proposed along Eaton Green Road are in close proximity to each other, where there is little traffic stacking capacity between them. Traffic could queue up into these junctions and increase the risk of shunt collisions, where road users might not be expecting stationary traffic as they accelerate through the junction on a green light phase.	At detailed design stage the stacking capacity and signal phasing of the junctions should be reviewed, ensuring they are synchronised, and that the junction throughput is adequate for the expected traffic flows.	Accepted. The traffic signals would be designed to operate in the most efficient manner, taking account of the stacking capacity between the junctions. This would be addressed at the detailed design stage	The design organisation's response is noted and accepted. The detailed design of the traffic signals should be in conjunction with the highway authority	RSA recommendation is noted and overseeing organisation comment accepted.
3.16	At this multi-lane signalised junction there are numerous splitter islands on each of the four arms. This could result in multiple crossing stages for pedestrians to negotiate the junction from one side to the other. Pedestrians might get frustrated having to wait for the signals at each of these phases and bypass the controlled crossings. They might cross at less appropriate locations or take chances with red light phases, increasing the risk of them being struck by oncoming vehicles.	The junction should be simplified ensuring pedestrians have desirable crossing points with as few stages as possible.	The form of the signal-controlled crossroads is designed to provide a balance between vehicular capacity and pedestrian connectivity, whilst acknowledging that airports by their very nature generally have a low pedestrian mode share. Simplifying the layout would likely have a detrimental impact on vehicular capacity but reducing crossing points could be investigated further during the detailed design stage.	The design organisation's response is noted, There can be significant pedestrian movement on the approaches to Luton airport particularly those wishing to avoid car park drop off and Dart charges, the reduction of the number of crossing points should be fully investigated at the detailed design stage.	RSA recommendation is noted and overseeing organisation comment are also noted. Appropriate pedestrian provision will be considered as part of the next design stage.
3.17	Further to Problem 3.16, with numerous lanes and splitter islands, road users turning at the signalised junction might have difficulty manoeuvring into the correct lane for their required	At detailed design stage appropriate signing, lining and bollards should be installed at the junction to guide users to the correct lanes for their	Accepted. Appropriate signage, road markings and bollards would be provided at the detailed design stage to reinforce	The design organisation's response is noted and accepted.	RSA recommendation is noted and the design organisation comment accepted.

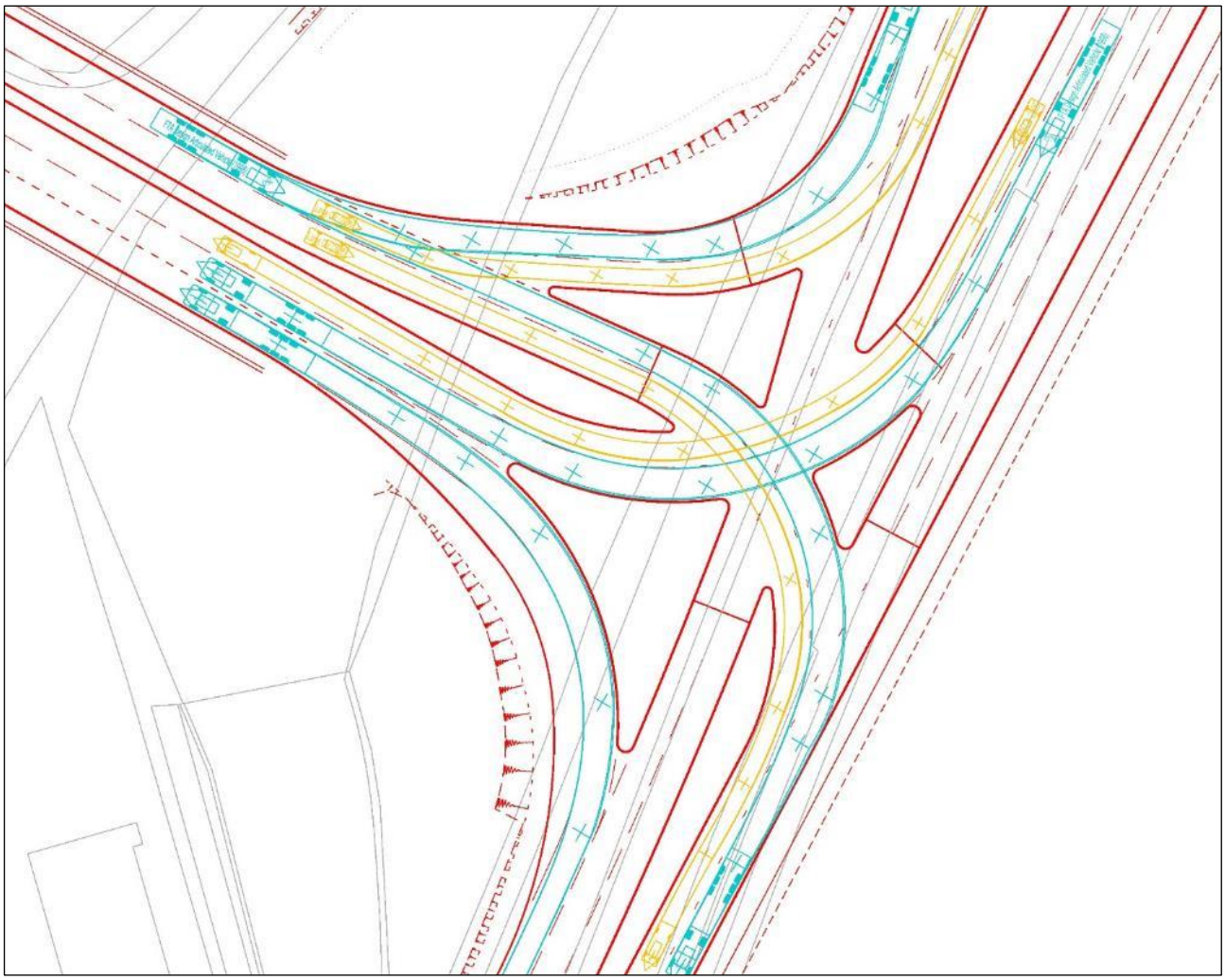
Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	destination. These potentially late lane swapping manoeuvres could increase the risk of side swipe collisions with other users. Furthermore, they might get confused and turn into the incorrect lane on the destination arm, which might have an opposing traffic flow and in head-on collisions could occur as a consequence.	desired destination. Signal phasing should be reviewed ensuring minimal conflicts between opposing traffic flows, such as separate right turn lane phases.	appropriate manoeuvres throughout the junction.		
3.18	At this preliminary stage, no vehicle swept path analysis has been provided for any of the junctions, including for roundabouts and signalised crossroads/ T-junctions. It is therefore not known if the geometry will allow for all size vehicles to negotiate the junctions. Otherwise, there could be excess kerb strikes and overrun collisions if there is not adequate road width available for turning movements.	A swept path analysis should be carried out for each junction and adjustment made to the geometry where required.	Swept path analysis has been carried out for all manoeuvres to ensure that vehicles can be accommodated. See Figures 3.1 to 3.6.	The design organisation's response is noted.	RSA recommendation is noted and the design organisation comment accepted.
3.19	No facilities have been specified for cyclists at this preliminary stage, where it is not known if there will be a requirement for this mode of transport as part of the travel plan (such as for staff living in the local vicinity, who might choose to cycle to work). Currently the existing scheme is unlikely to safely accommodate this type of vulnerable road user as there are many junction intersections and conflict points where the risk of	It should be determined if cyclists are to be included as part of the travel plan, and appropriate cycling facilities should be provided if this is a requirement. These should also be compliant with the latest cycling guidance, such as LTN 1/20.	The AAR design (including the Eaton Green Road Link and the access road linking AAR to the new terminal) includes an off-road shared pedestrian / cycle route along one side. Advanced Stop Lines and toucan crossings could be provided at the signalised junctions for cyclists who wish to ride	The design organisation's response is noted and accepted	RSA recommendation is noted and the design organisation comment accepted.

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	collisions with cyclists could be high.		on-road, with cycle parking also to be provided at the new terminal. This would be addressed at the detailed design stage.		
3.20	The speed limit for the Airport Access Road has not yet been specified. If this is not appropriate, it could increase the risk of speed related collisions occurring. This could include being set too high or too low, where compliance could be low with the posted speed limit and therefore be counterproductive.	At detailed design stage an appropriate speed limit should be determined in accordance with the latest speed limit guidance. This should be a self-enforcing limit using the highway geometry rather than relying on police enforcement, where resources might not be available. Passive safety of roadside features should also be included in the design if this it to be set as a high-speed road (40mph or above).	Accepted. The proposed AAR design is based on a 30mph speed limit.	The design organisation's response is noted and accepted.	RSA recommendation is noted and the design organisation comment accepted.
3.21	Throughout the scheme there are numerous multilane approaches to junctions where users must navigate into specific lanes to get to their desired destinations. If this is not clear, this could result in late lane swapping manoeuvres, which could increase the risk of side swipe collisions. Additionally, they could head into the wrong lanes on	At detailed design stage, lane designation road markings and destination signs should be proposed at suitable locations to assist users to navigate the airport access road and associated routes.	Accepted. Provision of appropriate signage and road markings would be addressed at the detailed design stage.	The design organisation's response is noted and accepted.	RSA recommendation is noted and the design organisation comment accepted.

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	the destination arms of junctions, where some of these are not well aligned, resulting in further junction collisions.				

3.2 Swept Path Information

Figure 3.1: Swept Paths - A1081 New Airport Way / AAR

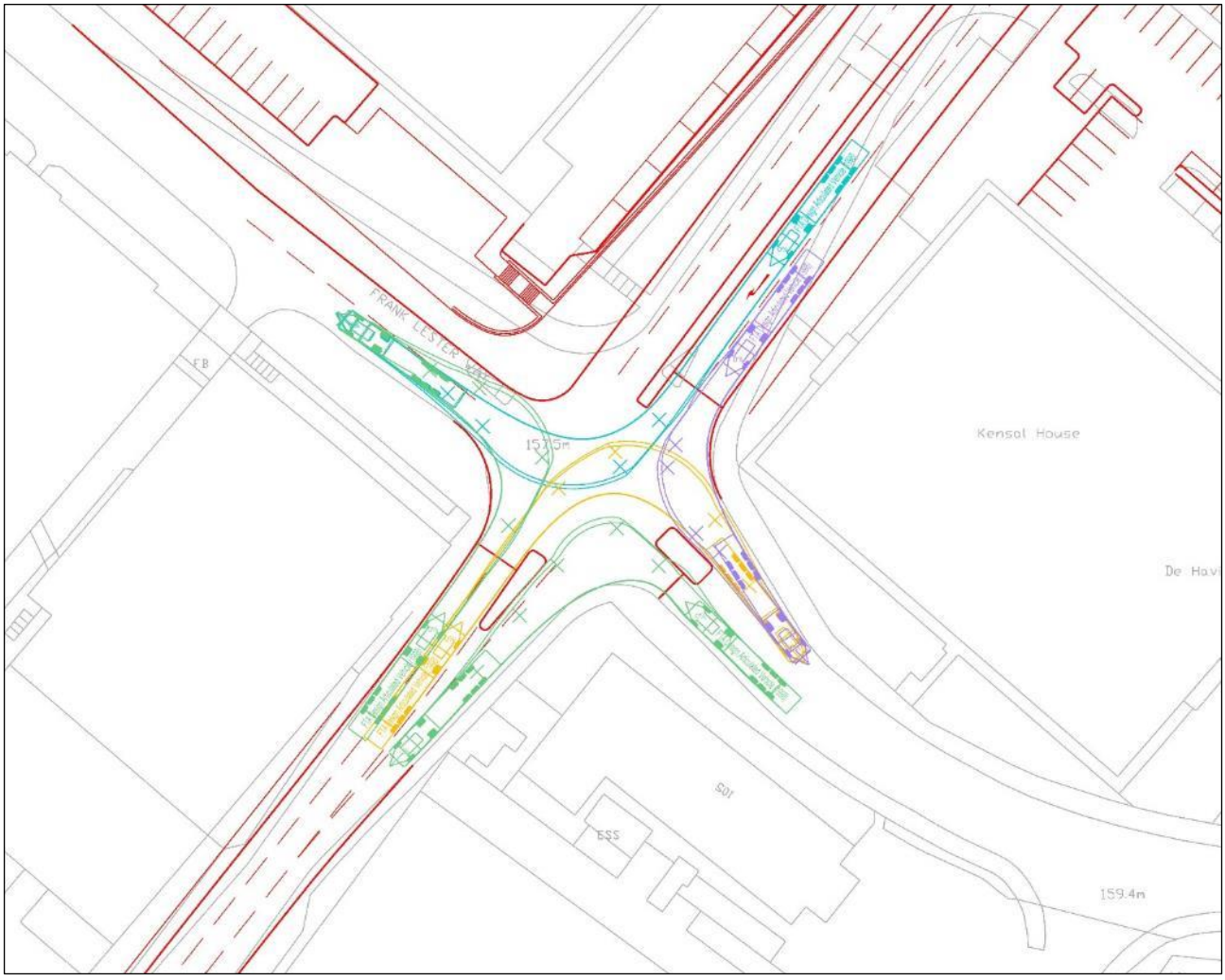


3.2.1 Figure 3.1~~The image~~ above shows the swept path analysis for 16.5m articulated HGVs and large cars at the signalised junction between A1081 New Airport Way and the proposed AAR.

Figure 3.2: Swept Paths - AAR / Provost Way

3.2.2 Figure 3.2~~Figure 3.2~~~~Figure 3.3~~~~The image~~ above shows the swept path analysis for 16.5m articulated HGVs and large cars at the roundabout junctions between the proposed AAR / Provost Way and Percival Way.

Figure 3.3: Swept Paths - AAR / Percival Way / Frank Lester Way

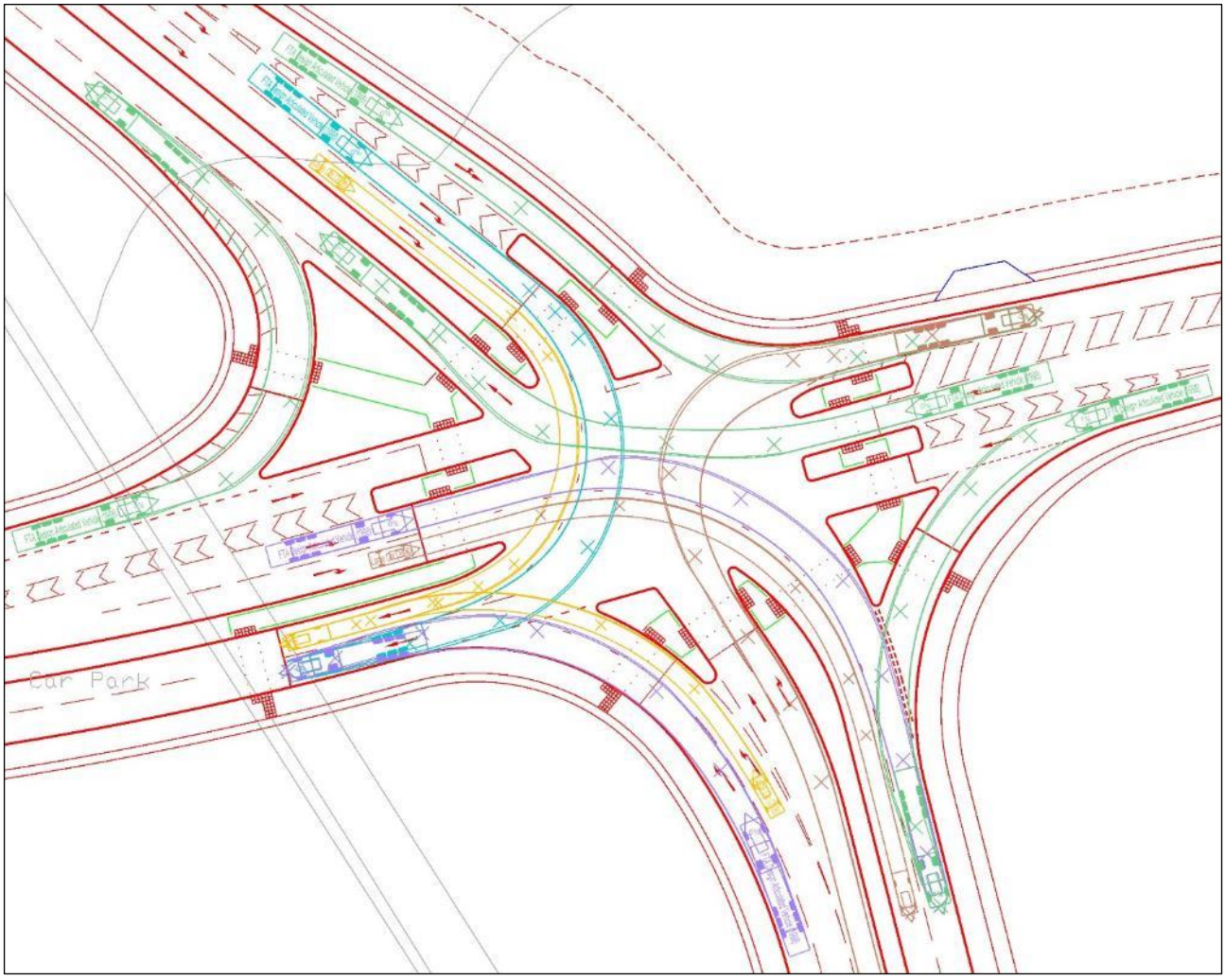


3.2.3 Figure 3.3~~The image~~ above shows the swept path analysis for 16.5m articulated HGVs at the signalised junction between the proposed AAR / Percival Way / Frank Lester Way.

Figure 3.4: Swept Paths - AAR / President Way Roundabout

3.2.4 Figure 3.4~~The image~~ above shows the swept path analysis for 16.5m articulated HGVs and large cars, at the roundabout junction between the proposed AAR and the retained section of President Way.

Figure 3.5: Swept Paths - AAR / Eaton Green Road Link



3.2.5 ~~The~~ Figure 3.5 ~~image~~ above shows the swept path analysis for 16.5m articulated HGVs and large cars at the signalised junction between the proposed AAR / Eaton Green Road Link / Terminal 2 access road.

Figure 3.6: Swept Paths - Eaton Green Road Link / Eaton Green Road / Wigmore Lane

3.2.6 FThe igureimage 3.6 above shows the swept path analysis for 16.5m articulated HGVs at the signalised junctions between the proposed Eaton Green Road Link / Eaton Green Road and Eaton Green Road / Wigmore Lane.

3.3 Design Organisation and Overseeing Organisation Statements

Table 3.2: Design Organisation Statement

On behalf of the design organisation I certify that: **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation**	
Name:	Jagjit Riat
Signed:	[redacted]
Position:	Associate Director
Organisation:	Arup
Date:	20/12/2023

Table 3.3: Overseeing Organisation Statement

On behalf of the Overseeing Organisation I certify that: **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and** **2) the agreed RSA actions will be progressed.**	
Name:	C Godden
Signed:	[redacted]
Position:	Highway Development Control Manager
Organisation:	Luton Borough Council
Date:	18/12/2023

GLOSSARY AND ABBREVIATIONS

Term	Definition
SSD	Stopping Site Distance
TRO	Traffic Regulation Order
VRS	Vehicle Restraint System

B.6 Airport Access Road (Assessment Phase 2b)

Contents

Tables

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1 PROJECT DETAILS

Table 1.1: Project Details

Report title:	Stage 1 Road Safety Audit Designer's Response - Airport Access Road Schemes, Assessment Phase 2b
Date:	November 2023
Document Reference and Revision:	TR020001/APP/8.118
Prepared by:	Neil Scott
On behalf of:	Luton Rising

Table 1.2: Authorisation Sheet

Project:	Luton Airport
Report title:	Stage 1 Road Safety Audit Designer's Response - Airport Access Road Schemes, Assessment Phase 2b
Prepared by:	
Name:	Neil Scott
Position:	Senior Technician
Signed:	[redacted]
Organisation:	Arup
Date:	November 2023
Approved by:	
Name:	Jagjit Riat
Position:	Associate Director
Signed:	[redacted]
Organisation:	Arup
Date:	November 2023

2 INTRODUCTION

2.1 Stage 1 Road Safety Audit

2.1.1 This Designer's Response report has been compiled to summarise the recommendations of the Stage 1 Road Safety Audit (RSA) undertaken by TMS Consultancy on Monday 10th October 2023, for the proposed mitigation design for the Airport Access Road schemes, Assessment Phase 2b.

2.1.2 The audit was undertaken on the basis of the proposed Airport Access Road highway mitigation design shown in drawings LLADCO-3C-ARP-SFA-HWM-DR-CE-0031 to 0033 as contained within **Appendix A** of the **Transport Assessment Appendices - Part 1 of 3 (Appendices A to E) [APP-200].**

2.1.3 The report sets out the problems, summary and recommendations of the TMS audit, together with the designer's response. The locations of the problems identified within the audit are shown below, in Figure 2.1 to Figure 2.3.

Figure 2.1: Locations of Problems Identified within the Audit - Sheet 1 of 3

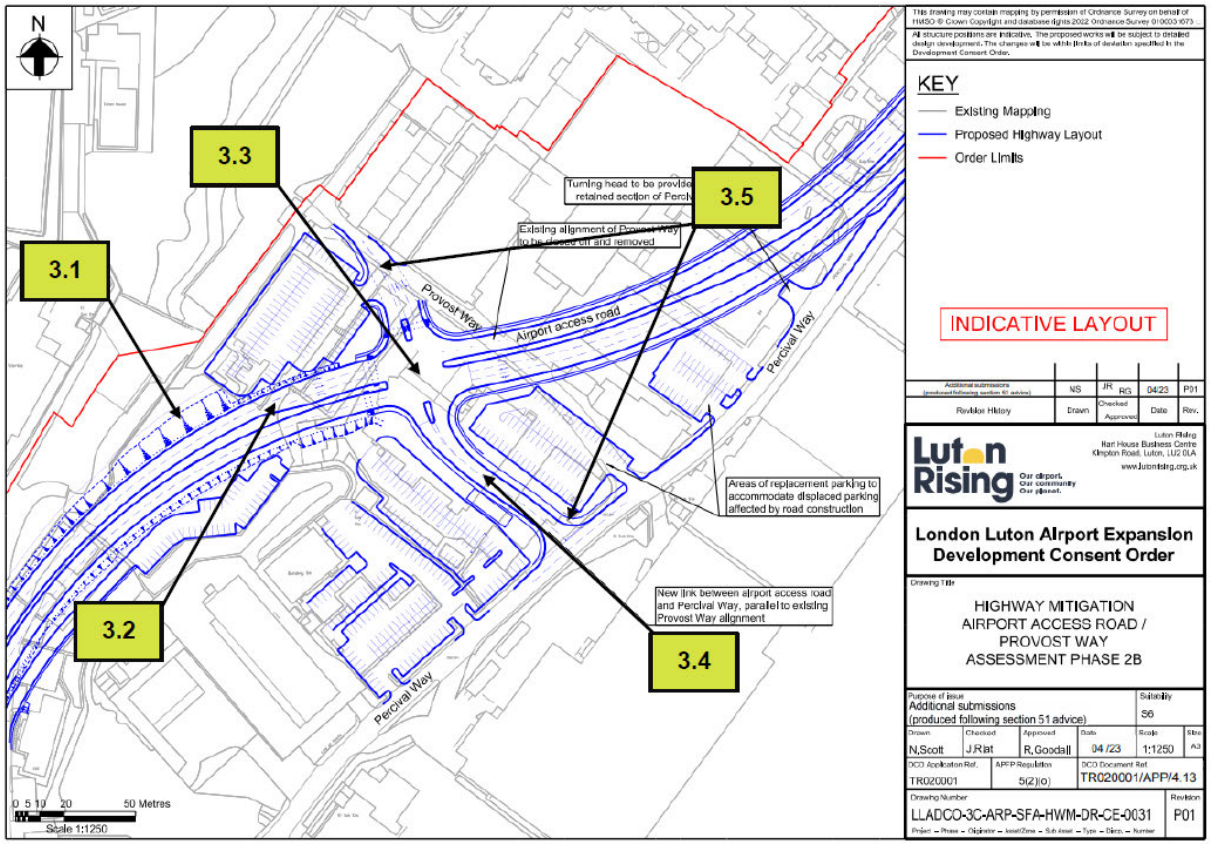


Figure 2.2: Locations of Problems Identified within the Audit - Sheet 2 of 3

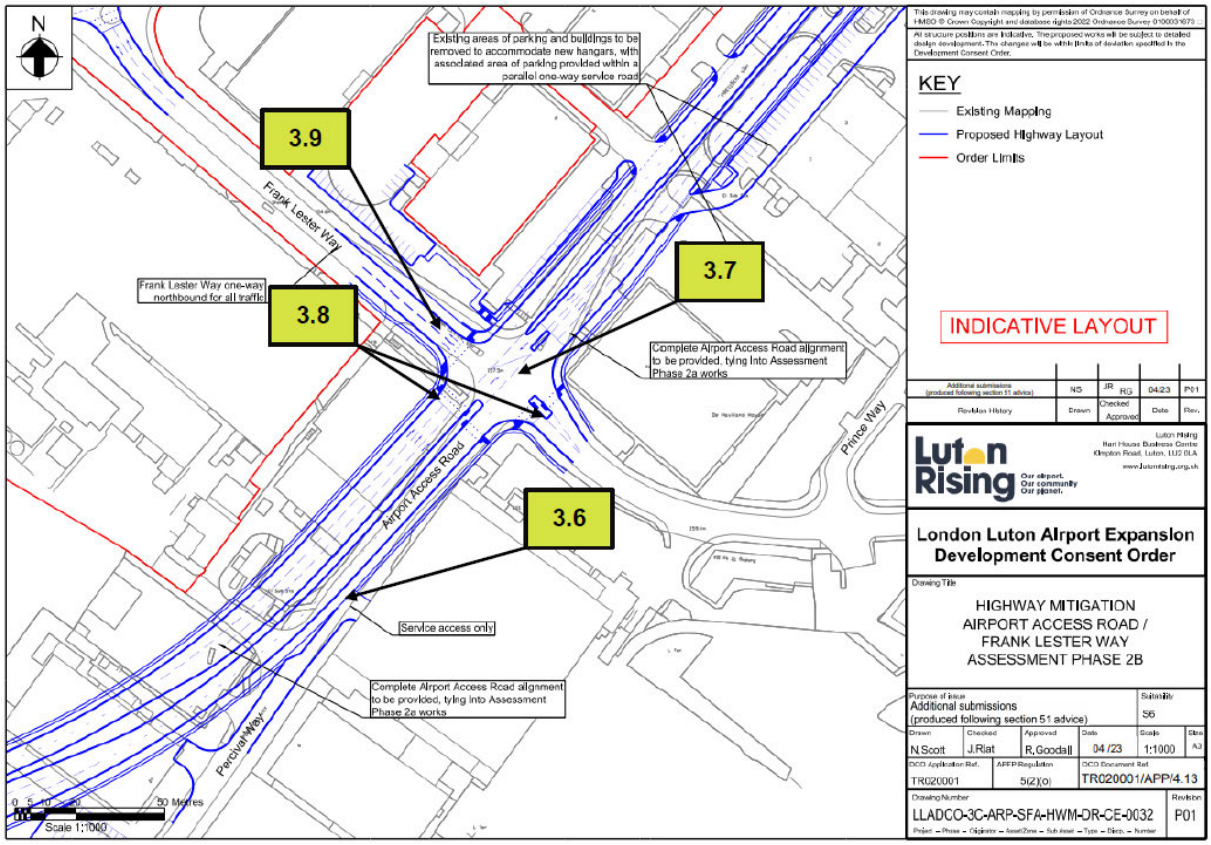
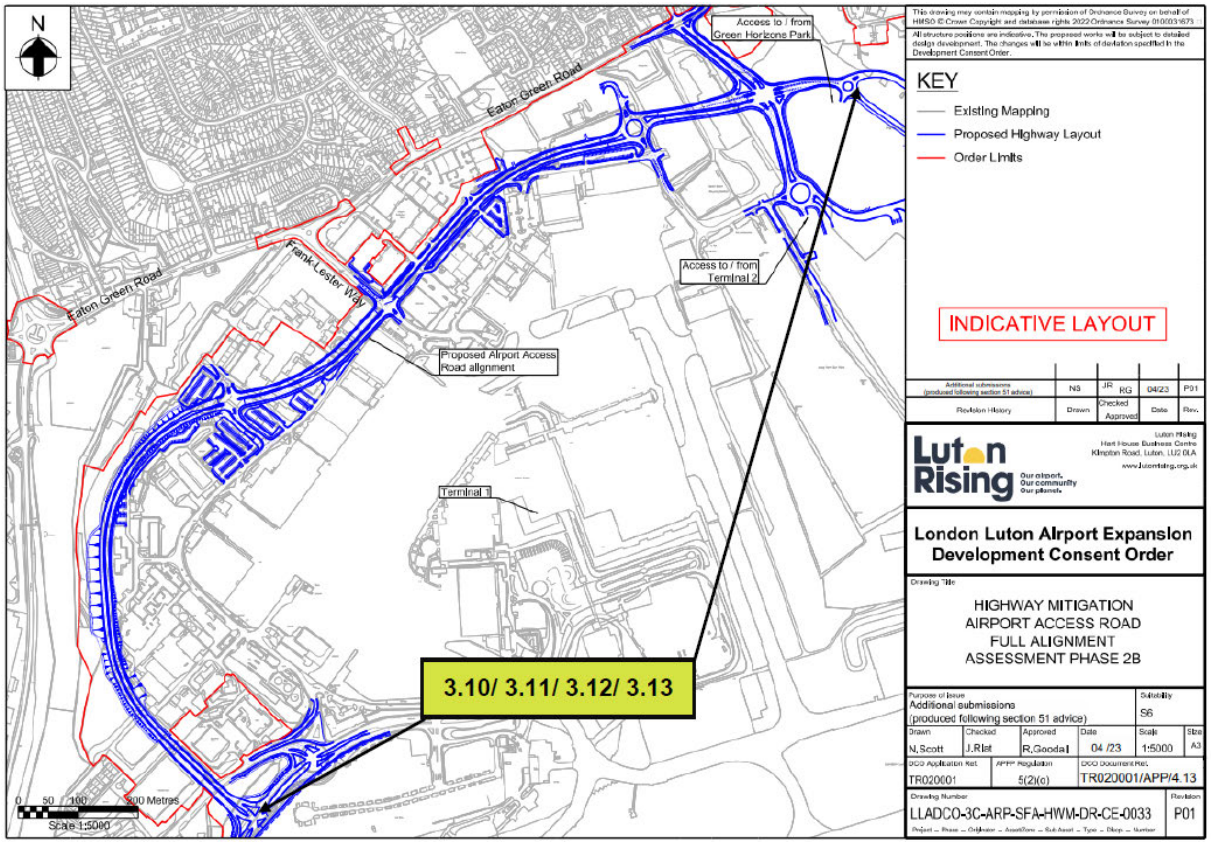


Figure 2.3: Locations of Problems Identified within the Audit - Sheet 3 of 3



2.2 Key Personnel

Table 2.1: Key Personnel

Overseeing Organisation:	Christopher Godden~~TBC~~ - Luton Borough Council
RSA Team:	Harminder Aulak - TMS Consultancy Lee Williams - TMS Consultancy
Design Organisation:	Neil Scott - Arup (Luton Rising) Jagjit Riat - Arup (Luton Rising) Robert Blair - Arup (Luton Rising)

3 ITEMS RESULTING FROM THE STAGE 1 RSA AUDIT

3.1.1 The following sections provide detail on the audit recommendations and actions.

Table 3.1: Road Safety Audit Decision Log

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.1	With the vertical alignment on the righthand bend approaching the signal junction, an errant vehicle leaving the carriageway could descend the steep embankment. Vehicles could gain speed and roll down the embankment which could increase the severity of any resultant collision and the risk of injury to the vehicle occupants.	At detailed design stage, a suitable vehicle restraint system (VRS) should be proposed at this location.	Accepted. A VRS would be provided on the AAR at suitable locations and this would be addressed at the detailed design stage.	The design organisation's response is noted and accepted	RSA recommendation is noted and the design organisation comment accepted.
3.2	Given the curvature of the carriageway which bends to the right, the stopping sight distance (SSD) might be compromised. Approaching road users might not view the signals until late or see potentially queuing traffic. This could increase the risk of shunt and overshoot type collisions.	It should be ensured that there is sufficient stopping site distance on the approach to the signalised junction, suitable for the speed of the road.	Accepted. The SSD on the north-eastbound approach to the traffic signals has been checked and at least 90m SSD is achievable, which is suitable for a 30mph speed limit. This will be confirmed at the detailed design stage.	The design organisation's response is noted and accepted	RSA recommendation is noted and the design organisation comment accepted.
3.3	It was noted from the site assessment that Provost Way slopes downhill at its north extents, approximately where the new junction will be located. With these potential level differences, this could create adverse cambers for vehicles turning at the junction which could increase the risk of	The vertical alignment for the junction and its approaches should be reviewed and rectified where required, including level dwell areas and no adverse cambers for turning vehicles.	Accepted. The vertical alignment has been considered as part of the design and an indicative vertical alignment has been produced in this location and submitted as part of the DCO submission and can be	The design organisation's response is noted and accepted	RSA recommendation is noted and the design organisation comment accepted.

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	loss of control collisions or high sided vehicles toppling over. Furthermore, the junction dwell areas might be on slopes which could result in slow getaway shunt and turning collisions (if uphill) or overshoot collisions (if heading downhill).		seen in drawing LLADCO-3C-ARP-SFA-HWM-DR-HY-0701 of Volume 4.11 Airport Access Road and Luton DART Long Section Plans **[APP-027]**. This seeks to provide a level dwell area as far as reasonably practicable on the junction approaches, and this will be revisited at the detailed design stage.		
3.4	A link is being provided from the Airport Access Road (AAR) to the existing Percival Road. It is not known at this stage if this is to be accessible for the general public or is intended for staff and authorised business users only. Without any signing or restrictions in place, traffic could use this as an alternative route to the main access road, where there could be the increased risk of collisions due to the additional conflict points at accesses and junctions along Percival Way.	Appropriate signing and restrictions should be put in place to prevent non-authorised road users from accessing Percival Way if this is not intended to be used by the general public and through traffic.	Accepted. Signage would be provided to direct general traffic along the AAR, with Percival Way proposed to be retained for local access. This could include formal restrictions such as 'Except for Access' signage, and this would be addressed at the detailed design stage.	The design organisation's response is noted and accepted	RSA recommendation is noted and the design organisation comment accepted.
3.5	At this preliminary stage although the 'Indicative' layout drawing shows footways and some crossing points at the junction, pedestrian movements are not clear. With the proposals for a number of car parks	Pedestrian movements should be reviewed and adequate footway and crossing facilities implemented at the detailed design.	The proposed areas of replacement parking along AAR are generally provided for staff usage, and to replace areas of existing staff parking in	The design organisation's response is noted and accepted	RSA recommendation is noted and the design organisation comment accepted.

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	in this area, pedestrians are likely to require comprehensive routes and crossing points to and from the airport amenities. If the facilities are not adequate, there could be the increased risk of collisions with pedestrians, especially as they might have to cross high speed dual carriageway sections.		broadly similar locations to the spaces which are affected by the AAR alignment. Crossing points have been provided at appropriate locations along AAR and the adjacent Eaton Green Road link to enable access to ~~/~~ from the terminal for pedestrians. Pedestrian facilities would be reviewed at the detailed design stage.		
3.6	A service access is intended to link from the AAR~~Airport Access Road~~ and Percival Way. From the drawing provided this would appear to be a footway crossover, which unauthorised vehicles may use as a short cut if there are no restrictions in place. This could increase the risk of collisions with pedestrians on the footway.	Signing and restrictions should be put in place to ensure non-authorised users do not use the service access.	Accepted. The footway crossover is intended to be used as an access to the existing hangar service door only. Appropriate signage and road markings would be considered at the detailed design stage.	The design organisation's response is noted and accepted	RSA recommendation is noted and the design organisation comment accepted.
3.7	It was noted that a number of tall buildings surround the existing roundabout junction of the Percival Way (AAR~~Airport Access Road~~) and Frank Lester Way. With the introduction of a signalised junction to replace this, the ~~J~~junction intervisibility zone could be compromised by the building obstructions. Road users waiting at	It should be ensured that the junction intervisibility zone can be achieved, with adjustment made to the junction geometry where required.	Accepted. There would be a potential constraint on intervisibility between the AAR~~Airport Approach Road~~ and the north-eastern arm of AAR due to the position of Kensal House. The positions of the stop lines (particularly on the north-eastern arm	The design organisation's response is noted and accepted	RSA recommendation is noted and the design organisation comment accepted.

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	the stop line of each arm of the junction might not be able to view each other in the event that the signals fail, or a user fails to stop at a red light, increasing the risk of junction collisions.		of AAR) could be amended to maximise the available intervisibility zone, and this would be addressed at the detailed design stage.		
3.8	Although the controlled crossings at this junction might only be for illustrative purposes at this preliminary design stage. It is noted that the two staggered pedestrian crossings feature a righthand stagger instead of the preferred lefthand stagger. Pedestrians will therefore walk in the central island with their backs to approaching traffic, which could make them less aware of the traffic flow. In the case of a user failing to stop at a red light, this could increase the risk of pedestrians being struck should they step out, where they might not be observing the traffic and be relying on the signal control instead.	All staggered signalised crossings should feature a lefthand stagger	The layout of the junction was designed to provide a balance between pedestrian provision, intervisibility and intergreen times. The provision of left hand staggers could be investigated at the detailed design stage.	The design organisation's response is noted and accepted	RSA recommendation is noted and the design organisation comment accepted.
3.9	As Frank Lester Way is to be one way only and to be made into a two lane carriageway, road users will have the option of two lanes to turn into from the other three approaches. The details of the signal phasing are not known at this stage, and it is not known how road users will select either the left	Vehicle movements into Frank Lester Way and signal phasing should be determined at the junction, with a clear lane designation strategy and appropriate signing and road markings.	The risk of side-swipe collisions should be reduced by there being only single lane entries into Frank Lester Way from AAR and the Airport Approach Road. Signage and road markings would however be provided to	The design organisation's response is noted and accepted	RSA recommendation is noted and the design organisation comment accepted.

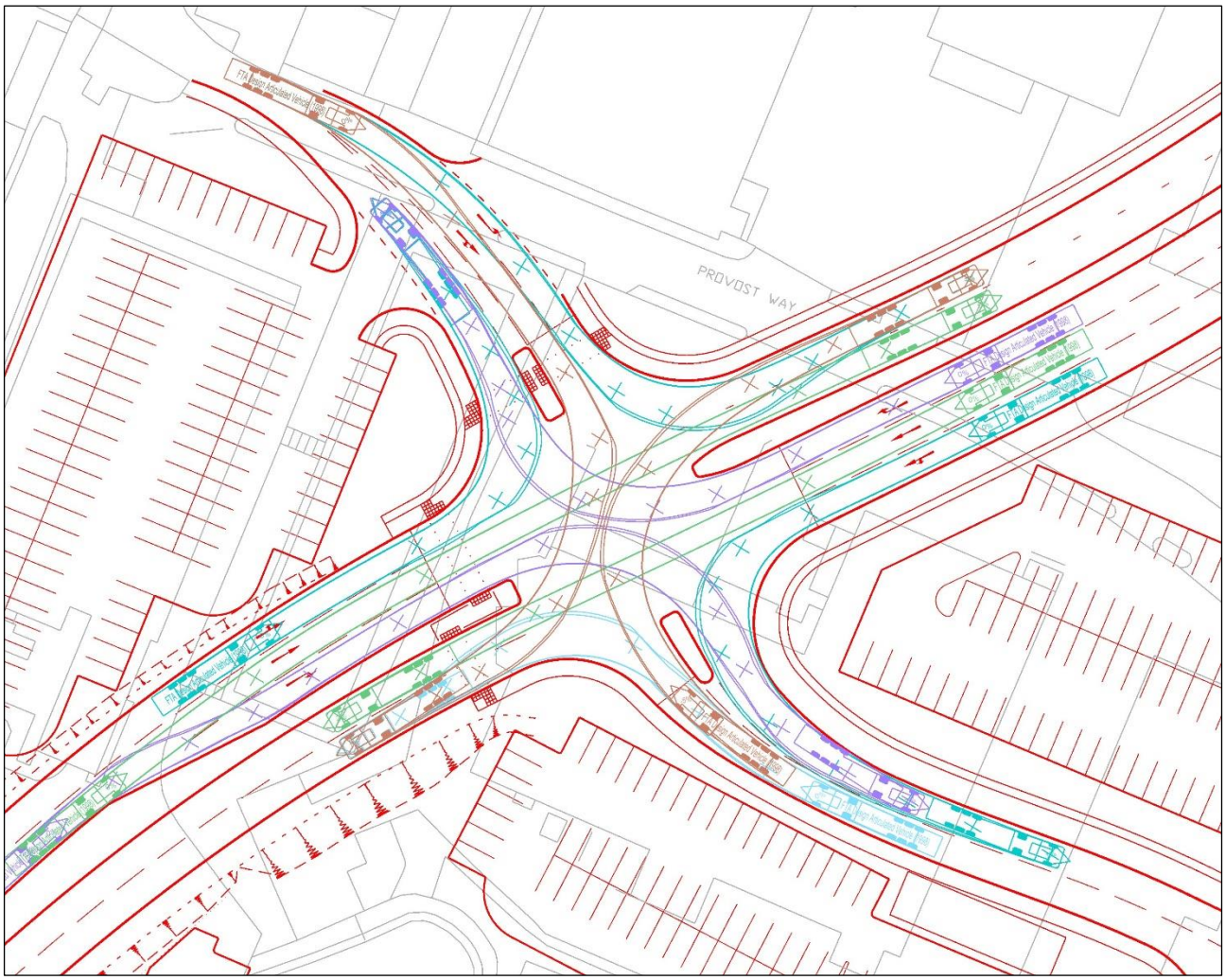
Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	or right lane to head into Frank Lester Way. This ambiguity could lead to merge and side swipe collisions between users who might opt for different lanes, leading to late lane swapping on the approach to the Eaton Green Road junction.		clarify directions and destinations, and this would be addressed at the detailed design stage.		
3.10	At this preliminary stage no vehicle swept path analysis has been provided for any of the junctions. It is therefore not known if the geometry will allow for all size vehicles to negotiate the junctions. Otherwise, there could be excess kerb strikes and overrun collisions if there is not adequate road width available for turning movements.	At detailed design stage, swept path analysis should be carried out for each junction and adjustment made to the geometry where required.	Accepted. Swept path analysis has been carried out for all manoeuvres to ensure that vehicles can be accommodated, and these are shown in Figures 3.1 and 3.2. Note: many of the junctions along the proposed route of AAR are retained from Assessment Phase 2a, and therefore only new junctions created at Assessment Phase 2b are shown on Figures 3.1 and 3.2.	The design organisation's response is noted and accepted	RSA recommendation is noted and the design organisation comment accepted.
3.11	No facilities have been specified for cyclists at this preliminary stage, where it is not known if there will be a requirement for this mode of transport as part of the travel plan (such as for staff living in the local vicinity, who might choose to cycle to work). Currently the existing scheme is unlikely to safely accommodate this type of vulnerable road user as there are	It should be determined if cyclists are to be included as part of the travel plan, and appropriate cycling facilities provided if this is a requirement. These should also be compliant with the latest cycling guidance, such as LTN 1/20.	Accepted. The AAR design (including the Eaton Green Road Link and the access road linking to the new terminal) includes for an off-road shared pedestrian / cycle route along one side. Advanced Stop Lines and toucan crossings	The design organisation's response is noted and accepted	RSA recommendation is noted and the design organisation comment accepted.

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	many junction intersections and conflict points where the risk of collisions with cyclists could be high.		could be provided at the signalised junctions for those cyclists choosing to ride on-road, with cycle parking also to be provided at the new terminal. This would be addressed at the detailed design stage.		
3.12	The speed limit for the AAR has not yet been specified. If this is not appropriate, it could increase the risk of speed related collisions occurring. This could include being set too high or too low where compliance could be low with the posted speed limit and therefore be counterproductive.	At detailed design stage an appropriate speed limit should be determined in accordance with the latest speed limit guidance. This should be a self-enforcing limit using the highway geometry rather than relying on police enforcement, where resources might not be available. Passive safety of roadside features should also be included in the design if this it to be set as a high-speed road (40mph or above).	Agreed. The proposed AAR design is based on a 30mph speed limit.	The design organisation's response is noted and accepted	RSA recommendation is noted and the design organisation comment accepted.
3.13	Throughout the scheme there are multi-lane approaches to junctions where users must navigate into specific lanes to get to their desired destinations. If this is not clear, this could result in late lane swapping manoeuvres, which could increase	At detailed design stage, lane designation road markings and destination signs should be proposed at suitable locations to assist users	Accepted. Signage and road markings would be provided to inform road users of the directions available from the respective lanes. This would be considered at	The design organisation's response is noted and accepted.	RSA recommendation is noted and the design organisation comment accepted.

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	the risk of side swipe collisions. Additionally, they could head into the wrong lanes on the destination arms of junctions where some of these are not well aligned resulting in further junction collisions.	to navigate the AAR and associated routes.	the detailed design stage.		

3.2 Swept Path Information

Figure 3.1: Swept Path~~-~~s - AAR / Provost Way signalised junction



3.2.1 Figure 3.1~~The image~~ above shows the swept paths of 16.5m articulated HGVs at the proposed signalised junction between AAR and Provost Way.

Figure 3.2: Swept Paths - AAR / Frank Lester Way signalised junction

3.2.2 Figure 3.2~~The image~~ above shows the swept paths of 16.5m articulated HGVs at the proposed signalised junction between AAR and Frank Lester Way / Airport Approach Road.

3.3 Design Organisation and Overseeing Organisation Statements

Table 3.2: Design Organisation Statement

On behalf of the design organisation I certify that: **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation**	
Name:	Jagjit Riat
Signed:	[redacted]
Position:	Associate Director
Organisation:	Arup
Date:	20/12/2023

Table 3.3: Overseeing Organisation Statement

On behalf of the Overseeing Organisation I certify that: **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and** **2) the agreed RSA actions will be progressed.**	
Name:	C Godden
Signed:	[redacted]
Position:	Highway Development Control Manager
Organisation:	Luton Borough Council
Date:	18/12/2023

GLOSSARY AND ABBREVIATIONS

Term	Definition
SSD	Stopping Sight Distance
VRS	Vehicle Restraint System

B.7 Crawley Green Road / Lalleford Road

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1 PROJECT DETAILS

Table 1.1: Project Details

Report title:	Stage 1 Road Safety Audit Designer's Response - Crawley Green Road / Lalleford Road
Date:	November 2023
Document Reference and Revision:	TR020001/APP/8.118
Prepared by:	Neil Scott
On behalf of:	Luton Rising

Table 1.2: Authorisation Sheet

Project:	Luton Airport
Report title:	Stage 1 Road Safety Audit Designer's Response - Crawley Green Road / Lalleford Road
Prepared by:	
Name:	Neil Scott
Position:	Senior Technician
Signed:	[redacted]
Organisation:	Arup
Date:	November 2023
Approved by:	
Name:	Jagjit Riat
Position:	Associate Director
Signed:	[redacted]
Organisation:	Arup
Date:	November 2023

2 INTRODUCTION

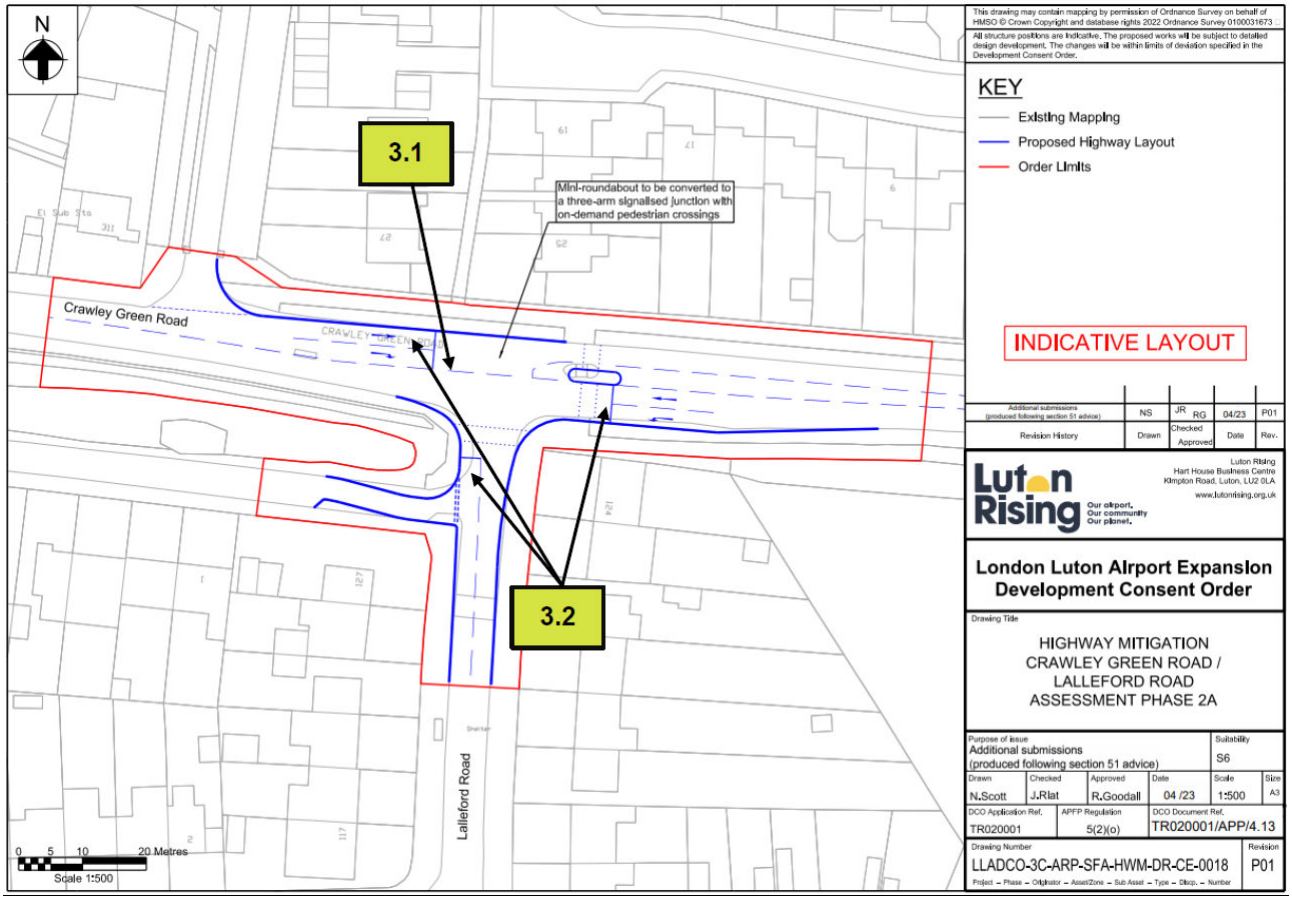
2.1 Stage 1 Road Safety Audit

2.1.1 This Designer's Response report has been compiled to summarise the recommendations of the Stage 1 Road Safety Audit (RSA) undertaken by TMS Consultancy on Monday 10th October 2023, for the proposed mitigation design at the junction between Crawley Green Road / Lalleford Road, in Luton.

2.1.2 The audit was undertaken on the basis of the proposed highway mitigation design shown in drawing LLADCO-3C-ARP-SFA-HWM-DR-CE-0018, as contained within **Appendix A** of the **Transport Assessment Appendices - Part 1 of 3 (Appendices A to E) [APP-200].**

2.1.3 The report sets out the problems, summary and recommendations of the TMS audit, together with the designer's response. The locations of the problems identified within the audit are shown below, in Figure 2.1.

Figure 2.1: Locations of Problems Identified within the Audit



2.2 Key Personnel

Table 2.1: Key Personnel

Overseeing Organisation:	Christopher Godden~~TBC~~ - Luton Borough Council
RSA Team:	Harminder Aulak - TMS Consultancy Lee Williams - TMS Consultancy
Design Organisation:	Neil Scott - Arup (Luton Rising) Jagjit Riat - Arup (Luton Rising) Robert Blair - Arup (Luton Rising)

3 ITEMS RESULTING FROM THE STAGE 1 RSA AUDIT

3.1.1 The following sections provide detail on the audit recommendations and actions.

Table 3.1: Road Safety Audit Decision Log

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.1	A pedestrian crossing point is not shown at the western arm of the junction, even though the signals are likely to operate an all-red pedestrian phase. The lack of a crossing point at this location could increase the risk of pedestrians being struck by vehicles or being injured if they trip and fall whilst negotiating full height kerbs.	A pedestrian crossing point should be provided across the western arm of the traffic signal junction. This would allow the existing narrow pedestrian refuge island to be removed.	A pedestrian crossing is not proposed on the western arm of Crawley Green Road, as an existing zebra crossing is located approximately 75m to the west, on the pedestrian desire line. The existing narrow painted island is not a pedestrian refuge and will be removed as part of the proposed works.	Design Response is noted and accepted. Pedestrian desire lines should continue to be reviewed through subsequent design stages.	LBC response noted. Pedestrian desire lines will continue to be reviewed through subsequent design stages.
3.2	The design does not show any facilities for cyclists. They could be vulnerable negotiating the junction in the absence of facilities, especially when turning right, and could be struck by vehicles.	Cycle facilities should be provided, such as advanced stop lines with cycle feeder lanes.	Accepted. Advanced Stop Lines could be provided on all arms of the junction. Alternatively, the Overseeing Organisation has wider aspirations to develop a segregated off-road route along Crawley Green Road. As such, appropriate cycle facilities would be provided through the junction in conjunction with the Overseeing Organisation as part of the detailed design stage.	Design Response is noted and accepted. LBC notes that the proposed improvement is on LBC's LCWIP Route Q and the designer should continue to engage with LBC through subsequent design stages to ensure the proposals remain compliant with the aspirations of the LCWIP.	LBC response noted. The design will continue to be developed in consultation with LBC through subsequent design stages.

3.2 Design Organisation and Overseeing Organisation Statements

Table 3.2: Design Organisation Statement

On behalf of the design organisation I certify that: **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation**	
Name:	Jagjit Riat
Signed:	[redacted]
Position:	Associate Director
Organisation:	Arup
Date:	20/12/2023

Table 3.3: Overseeing Organisation Statement

On behalf of the Overseeing Organisation I certify that: **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and** **2) the agreed RSA actions will be progressed.**	
Name:	C Godden
Signed:	[redacted]
Position:	Highway Development Control Manager
Organisation:	Luton Borough Council
Date:	18/12/2023

B.8 Eaton Green Road / Frank Lester Way

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Tables

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1 PROJECT DETAILS

Table 1.1: Project Details

Report title:	Stage 1 Road Safety Audit Designer's Response - Eaton Green Road / Frank Lester Way
Date:	November 2023
Document Reference and Revision:	TR020001/APP/8.118
Prepared by:	Neil Scott
On behalf of:	Luton Rising

Table 1.2: Authorisation Sheet

Project:	Luton Airport
Report title:	Stage 1 Road Safety Audit Designer's Response - Eaton Green Road / Frank Lester Way
Prepared by:	
Name:	Neil Scott
Position:	Senior Technician
Signed:	[redacted]
Organisation:	Arup
Date:	November 2023
Approved by:	
Name:	Jagjit Riat
Position:	Associate Director
Signed:	[redacted]
Organisation:	Arup
Date:	November 2023

2 INTRODUCTION

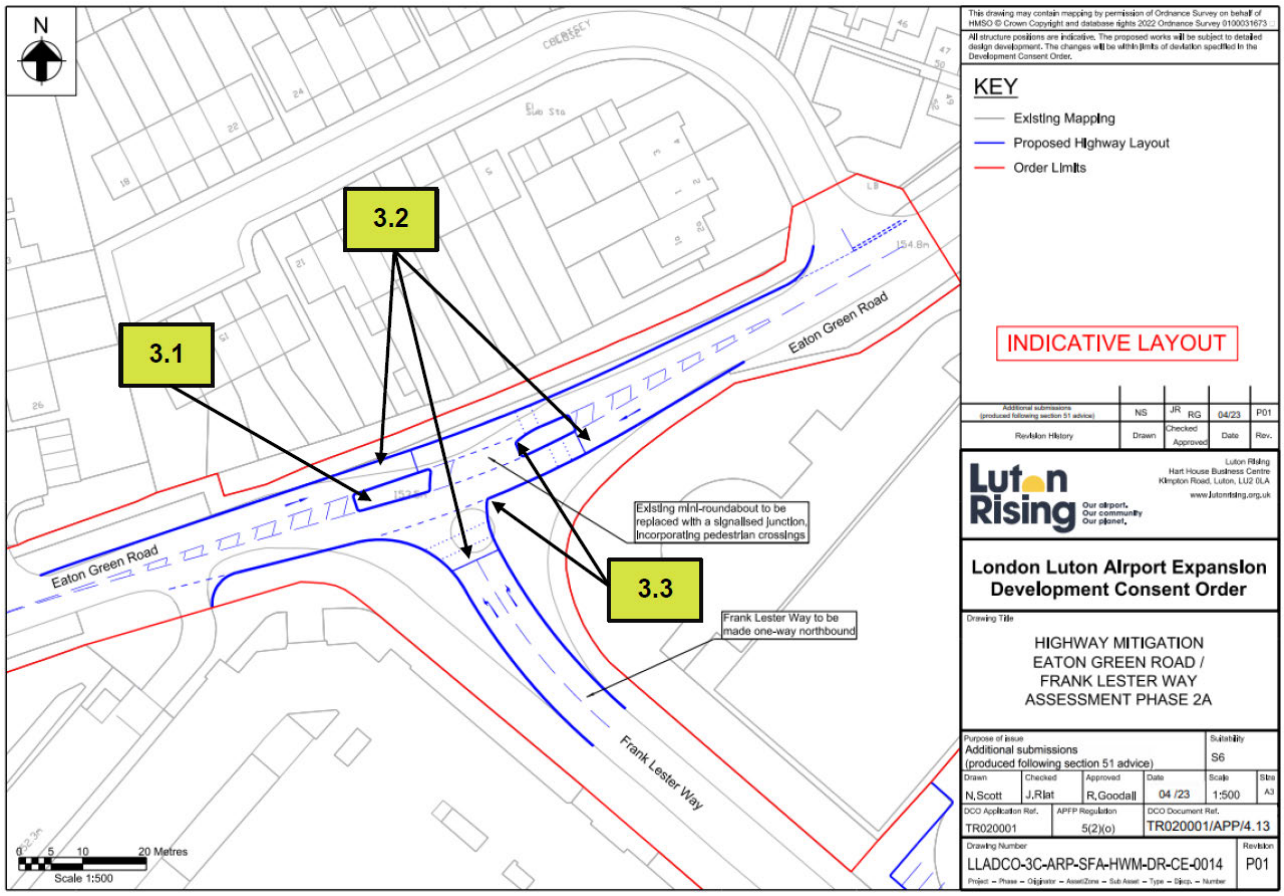
2.1 Stage 1 Road Safety Audit

2.1.1 This Designer's Response report has been compiled to summarise the recommendations of the Stage 1 Road Safety Audit (RSA) undertaken by TMS Consultancy on Monday 10th October 2023, for the proposed mitigation design at the junction between Eaton Green Road / Frank Lester Way, in Luton.

2.1.2 The audit was undertaken on the basis of the proposed highway mitigation design shown in drawing LLADCO-3C-ARP-SFA-HWM-DR-CE-0014, as contained within **Appendix A** of the **Transport Assessment Appendices - Part 1 of 3 (Appendices A to E) [APP-200].**

2.1.3 The report sets out the problems, summary and recommendations of the TMS audit, together with the designer's response. The locations of the problems identified within the audit are shown below, in Figure 2.1.

Figure 2.1: Locations of Problems Identified within the Audit



2.2 Key Personnel

Table 2.1: Key Personnel

Overseeing Organisation:	Christopher Godden~~TBC~~ - Luton Borough Council
RSA Team:	Harminder Aulak - TMS Consultancy Lee Williams - TMS Consultancy
Design Organisation:	Neil Scott - Arup (Luton Rising) Jagjit Riat - Arup (Luton Rising) Robert Blair - Arup (Luton Rising)

3 ITEMS RESULTING FROM THE STAGE 1 RSA AUDIT

3.1.1 The following sections provide detail on the audit recommendations and actions.

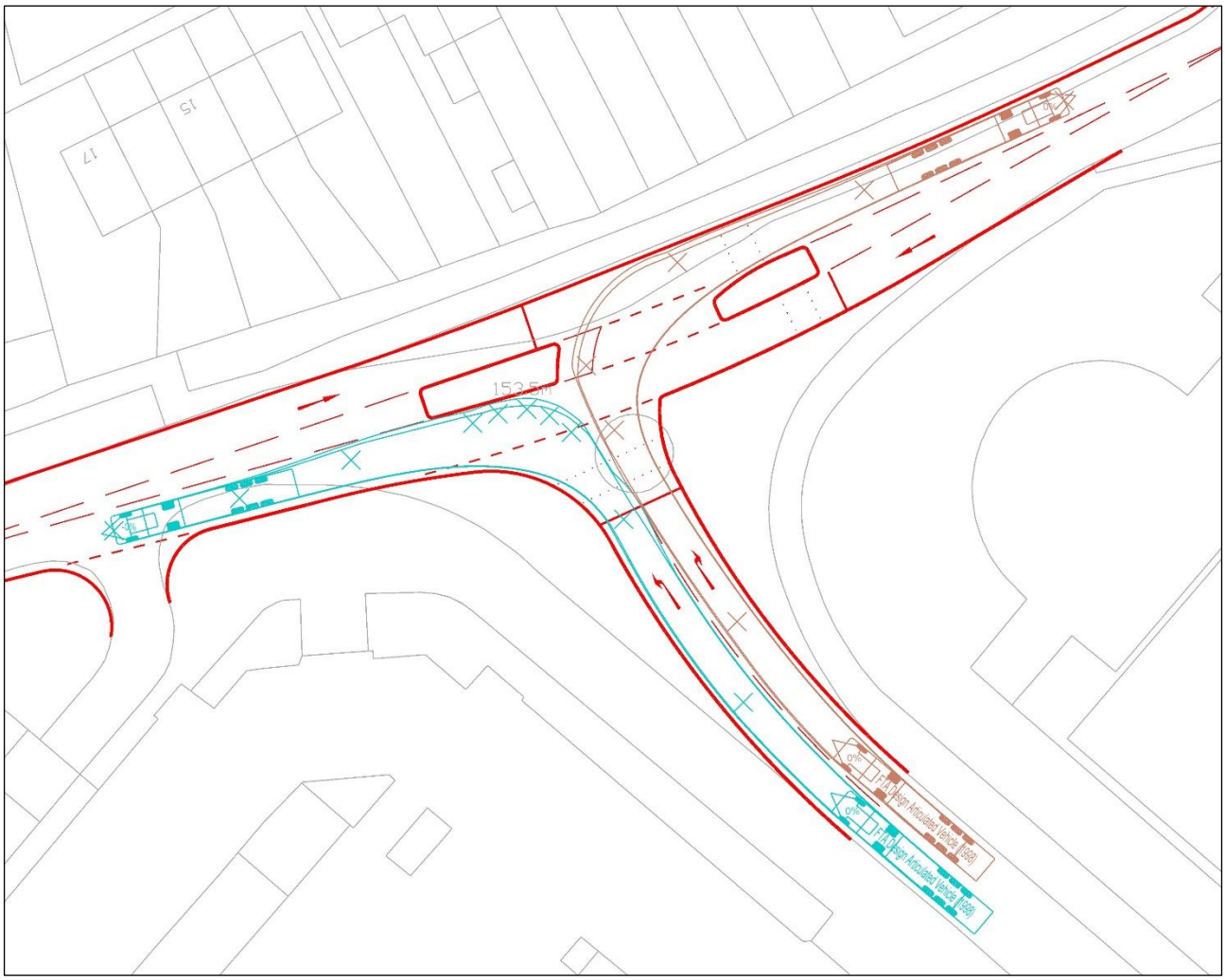
Table 3.1: Road Safety Audit Decision Log

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.1	A pedestrian crossing point is not shown at the western arm of the junction. The lack of a crossing point at this location could increase the risk of pedestrians being struck by vehicles or being injured if they trip and fall whilst negotiating full height kerbs.	A pedestrian crossing point should be provided across the western arm of the traffic signal junction if there is likely to be a desire line at the location.	Accepted. A staggered pedestrian crossing could be provided across the western arm of the junction, and this would be considered at the detailed design stage.	Design Response is accepted.	RSA recommendation to be adopted as part of the detailed design.
3.2	The design does not show any facilities for cyclists. They could be vulnerable negotiating the junction in the absence of facilities, especially when turning right from Frank Lester Way into Eaton Green Road. They could also be vulnerable travelling eastbound towards to the junction (on Eaton Green Road) as the uphill gradient is likely to mean that their speeds will be low. Cyclists could be vulnerable to being struck by vehicles, particularly if road users attempt to squeeze past them where the physical central islands are located.	Cycle facilities should be provided, such as advanced stop lines with cycle feeder lanes.	Noted. Advanced stop lines and cycle feeder lanes could be provided as part of this junction. However, Eaton Green Road and Frank Lester Way are part of Route J in the LBC LCWIP, and this proposes a one-sided, two-way segregated cycle track in this area. The provision of cycle facilities at this junction would be considered at the detailed design stage in conjunction with LBC.	Design Response is noted and accepted. As the improvements impact on LBC's LCWIP Route J the designer should continue to engage with LBC through subsequent design stages to ensure the proposals remain compliant with the aspirations of the LCWIP.	LBC response noted. The design will continue to be developed in consultation with LBC through subsequent design stages.
3.3	The kerb alignment and position of the physical central island could make the right turn movement difficult for large vehicles. As a	A swept path analysis of large vehicles should be carried out and the	Swept path analysis has been undertaken to ensure that the right turn from Frank Lester Way	LBC notes the provision of the swept path information. Swept paths should continue to be	LBC response noted and vehicle swept paths will continue to be checked

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	result, they may mount the kerbs or strike street furniture, creating a hazard to other road users or pedestrians walking along the footway.	geometry of the junction amended if required.	into Eaton Green Road was achievable for vehicles including articulated HGVs and buses – see Figure 3.1	checked at subsequent design stages.	at subsequent design stages.

3.2 Swept Path Information

Figure 3.1: Swept Paths - Frank Lester Way / Eaton Green Road



3.2.1 Figure 3.1 ~~The~~ above ~~image~~ shows the swept path analysis for 16.5m articulated HGV manoeuvres at the proposed signalised junction between Frank Lester Way and Eaton Green Road.

3.3 Design Organisation and Overseeing Organisation Statements

Table 3.2: Design Organisation Statement

On behalf of the design organisation I certify that: **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation**	
Name:	Jagjit Riat
Signed:	[redacted]
Position:	Associate Director
Organisation:	Arup
Date:	20/12/2023

Table 3.3: Overseeing Organisation Statement

On behalf of the Overseeing Organisation I certify that: **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and** **2) the agreed RSA actions will be progressed.**	
Name:	C Godden
Signed:	[redacted]
Position:	Highway Development Control Manager
Organisation:	Luton Borough Council
Date:	18/12/2023

B.9 Eaton Green Road / Lalleford Road

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1 PROJECT DETAILS

Table 1.1: Project Details

Report title:	Stage 1 Road Safety Audit Designer's Response - Eaton Green Road / Lalleford Road
Date:	November 2023
Document Reference and Revision:	TR020001/APP/8.118
Prepared by:	Neil Scott
On behalf of:	Luton Rising

Table 1.2: Authorisation Sheet

Project:	Luton Airport
Report title:	Stage 1 Road Safety Audit Designer's Response - Eaton Green Road / Lalleford Road
Prepared by:	
Name:	Neil Scott
Position:	Senior Technician
Signed:	[redacted]
Organisation:	Arup
Date:	November 2023
Approved by:	
Name:	Jagjit Riat
Position:	Associate Director
Signed:	[redacted]
Organisation:	Arup
Date:	November 2023

2 INTRODUCTION

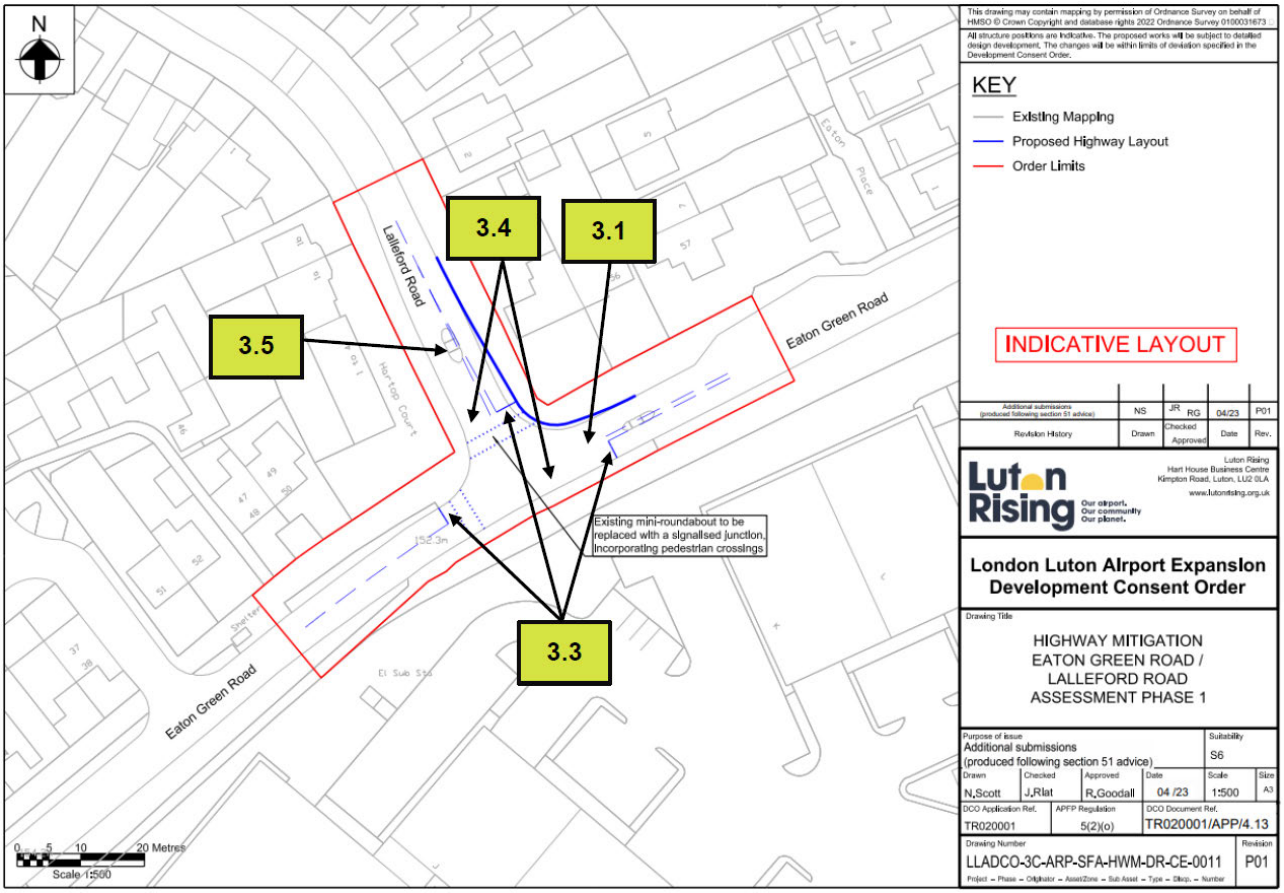
2.1 Stage 1 Road Safety Audit

2.1.1 This Designer's Response report has been compiled to summarise the recommendations of the Stage 1 Road Safety Audit (RSA) undertaken by TMS Consultancy on Monday 10th October 2023, for the proposed mitigation design at the junction between Eaton Green Road / Lalleford Road, in Luton.

2.1.2 The audit was undertaken on the basis of the proposed highway mitigation design shown in drawing LLADCO-3C-ARP-SFA-HWM-DR-CE-0011, as contained within **Appendix A** of the **Transport Assessment Appendices - Part 1 of 3 (Appendices A to E) [APP-200].**

2.1.3 The report sets out the problems, summary and recommendations of the TMS audit, together with the designer's response. The locations of the problems identified within the audit are shown below, in Figure 2.1.

Figure 2.1: Locations of Problems Identified within the Audit



2.2 Key Personnel

Table 2.1: Key Personnel

Overseeing Organisation:	Christopher Godden - Luton Borough Council
RSA Team:	Harminder Aulak - TMS Consultancy Lee Williams - TMS Consultancy
Design Organisation:	Neil Scott - Arup (Luton Rising) Jagjit Riat - Arup (Luton Rising) Robert Blair - Arup (Luton Rising)

3 ITEMS RESULTING FROM THE STAGE 1 RSA AUDIT

3.1.1 The following sections provide detail on the audit recommendations and actions.

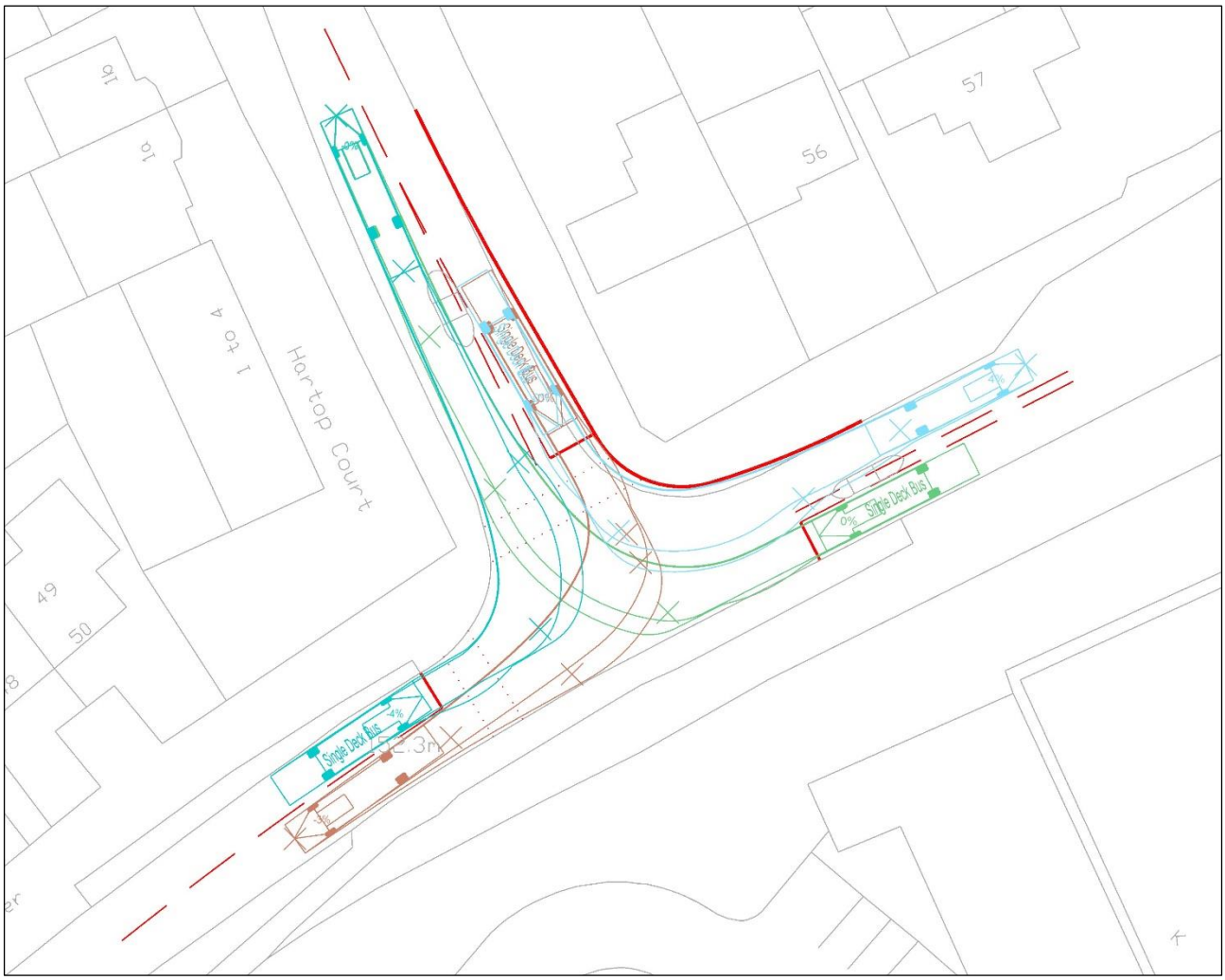
Table 3.1: Road Safety Audit Decision Log

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.1	A pedestrian crossing point is not shown at the eastern arm of the junction, even though the signals are likely to operate an all-red pedestrian phase. The lack of a crossing point at this location could increase the risk of pedestrians being struck by vehicles or being injured if they trip and fall whilst negotiating full height kerbs.	A pedestrian crossing point should be provided across the eastern arm of the traffic signal junction. This would allow the existing narrow pedestrian refuge island to be removed.	Accepted. A pedestrian crossing point would be provided on the eastern arm of the junction and this would be addressed at the detailed design stage.	Design Response is accepted.	RSA recommendation to be adopted as part of the detailed design.
3.2	The design does not show any facilities for cyclists. They could be vulnerable negotiating the junction in the absence of facilities, especially when turning right, and could be struck by vehicles.	Cycle facilities should be provided, such as advanced stop lines with cycle feeder lanes.	Noted. Advanced stop lines could be provided on all arms of the junction. However, Eaton Green Road is part of Route J in the LBC LCWIP, and this proposes a one-sided, two-way segregated cycle track (south side). The provision of cycle facilities at this junction would be considered at the detailed design stage in conjunction with LBC.	Design Response is noted and accepted. As the improvements impact on LBC's LCWIP Route J the designer should continue to engage with LBC through subsequent design stages to ensure the proposals remain compliant with the aspirations of the LCWIP.	LBC response noted. The design will continue to be developed in consultation with LBC through subsequent design stages.
3.3	The position of the signal stop lines could make turning manoeuvres difficult for large vehicles, such as buses (it is noted that Lalleford	A swept path analysis of large vehicles should be carried out and the	Swept path analysis has been undertaken for all design vehicles, including 12m single deck buses,	LBC notes the provision of the swept path information. Swept paths should continue to be	LBC response noted and vehicle swept paths will continue to be checked

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	Road is a bus route). As a result, large vehicles may mount the kerbs or strike street furniture, creating a hazard to other road users or pedestrians walking along the footway.	position of the stop lines adjusted if required.	to ensure that all manoeuvres can be accommodated without overrunning stop lines – see Figure 3.1.	checked at subsequent design stages.	at subsequent design stages.
3.4	Road users waiting to turn right into Lalleford Road could be vulnerable to rear-end shunt type collisions as they wait in the middle of the junction. Vehicles waiting to turn right will also hold up vehicles behind, which could increase the risk of red-light violations due to driver frustration and impatience.	A right turn facility, such as a right turn indicative arrow (early cut-off arrangement) should be provided as part of the traffic signal strategy.	Analysis of the junction operation has not highlighted the need for a right turn indicative arrow, however this would be considered at the detailed design stage.	Design Response is accepted.	RSA response noted and the need for an indicative arrow will be reviewed at subsequent design stages.
3.5	It is not clear whether the existing pedestrian refuge island on Lalleford Road will be removed. If not, the road markings do not tie into the island, which could lead to it being struck by vehicles.	The island should be removed as pedestrians will be able to use the controlled crossing at the signal junction instead.	It is proposed to remove the existing pedestrian refuge island as part of the works to convert the mini-roundabout to a signalised junction. This would be addressed at the detailed design stage.	Design Response is accepted.	RSA recommendation to be adopted as part of the detailed design.

3.2 Swept Path information

Figure 3.1: Swept Paths - Eaton Green Road / Lalleford Road



3.2.1 Figure 3.1 above shows the swept path analysis for 12m single deck buses at the proposed signalised junction between Eaton Green Road and Lalleford Road.

3.3 Design Organisation and Overseeing Organisation Statements

Table 3.2: Design Organisation Statement

On behalf of the design organisation I certify that: **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation**	
Name:	Jagjit Riat
Signed:	[redacted]
Position:	Associate Director
Organisation:	Arup
Date:	20/12/2023

Table 3.3: Overseeing Organisation Statement

On behalf of the Overseeing Organisation I certify that: **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and** **2) the agreed RSA actions will be progressed.**	
Name:	C Godden
Signed:	[redacted]
Position:	Highway Development Control Manager
Organisation:	Luton Borough Council
Date:	18/12/2023

B.10 Wigmore Lane / Crawley Green Road

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1 PROJECT DETAILS

Table 1.1: Project Details

Report title:	Stage 1 Road Safety Audit Designer's Response - Wigmore Lane / Crawley Green Road
Date:	November 2023
Document Reference and Revision:	TR020001/APP/8.118
Prepared by:	Neil Scott
On behalf of:	Luton Rising

Table 1.2: Authorisation Sheet

Project:	Luton Airport
Report title:	Stage 1 Road Safety Audit Designer's Response - Wigmore Lane / Crawley Green Road
Prepared by:	
Name:	Neil Scott
Position:	Senior Technician
Signed:	[redacted]
Organisation:	Arup
Date:	November 2023
Approved by:	
Name:	Jagjit Riat
Position:	Associate Director
Signed:	[redacted]
Organisation:	Arup
Date:	November 2023

2 INTRODUCTION

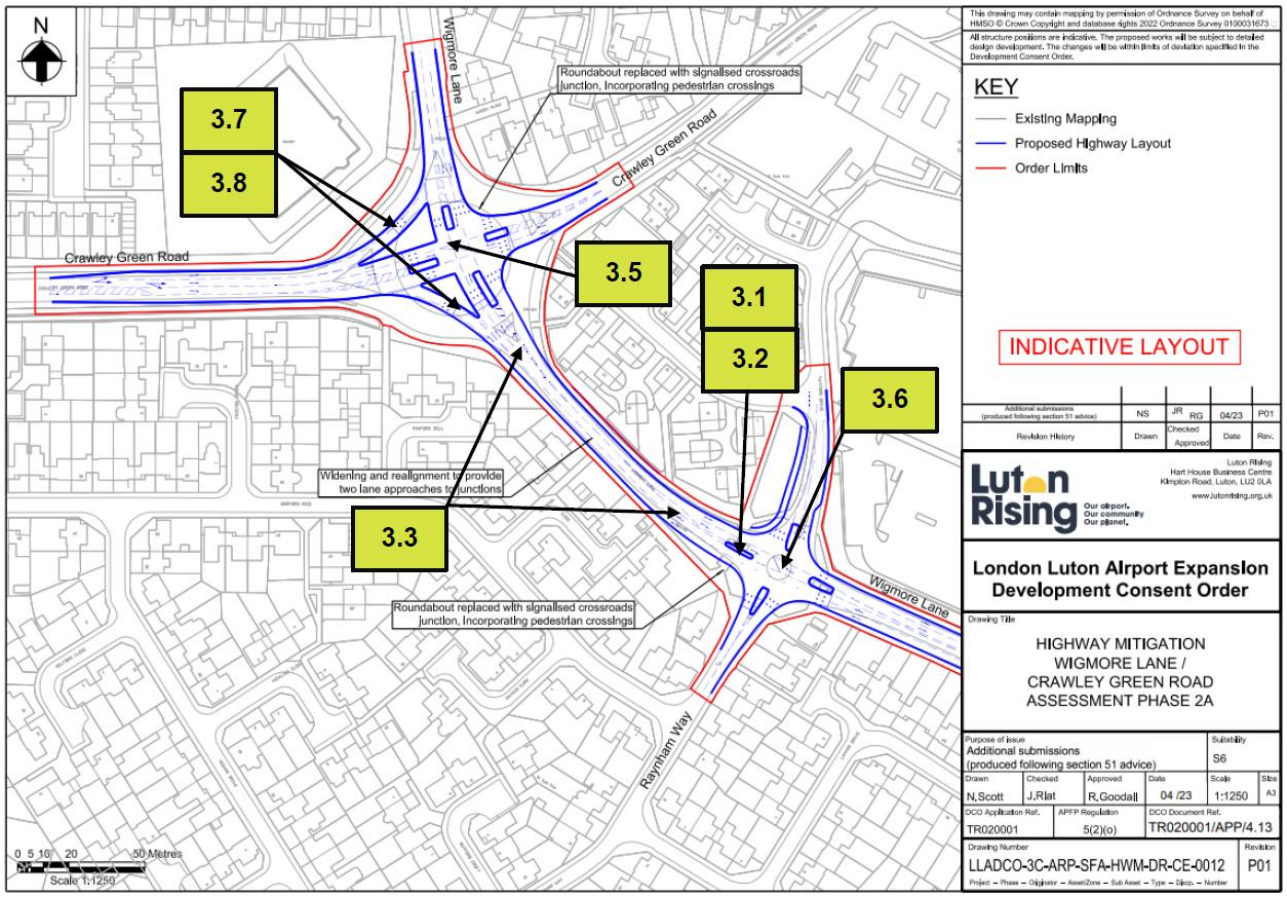
2.1 Stage 1 Road Safety Audit

2.1.1 This Designer's Response report has been compiled to summarise the recommendations of the Stage 1 Road Safety Audit (RSA) undertaken by TMS Consultancy on Monday 10th October 2023, for the proposed mitigation design at the junction between Wigmore Lane / Crawley Green Road, in Luton.

2.1.2 The audit was undertaken on the basis of the proposed highway mitigation design shown in drawing LLADCO-3C-ARP-SFA-HWM-DR-CE-0012, as contained within **Appendix A** of the **Transport Assessment Appendices - Part 1 of 3 (Appendices A to E) [APP-200].**

2.1.3 The report sets out the problems, summary and recommendations of the TMS audit, together with the designer's response. The locations of the problems identified within the audit are shown below, in Figure 2.1.

Figure 2.1: Locations of Problems Identified within the Audit



2.2 Key Personnel

Table 2.1: Key Personnel

Overseeing Organisation:	Christopher Godden~~TBC~~ - Luton Borough Council
RSA Team:	Harminder Aulak - TMS Consultancy Lee Williams - TMS Consultancy
Design Organisation:	Neil Scot t- Arup (Luton Rising) Jagjit Riat - Arup (Luton Rising) Robert Blair - Arup (Luton Rising)

3 ITEMS RESULTING FROM THE STAGE 1 RSA AUDIT

3.1.1 The following sections provide detail on the audit recommendations and actions.

Table 3.1: Road Safety Audit Decision Log

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.1	The traffic signal junction does not show a pedestrian/cycle crossing across the Wigmore Lane western arm of the junction. The absence of a crossing could increase the risk of pedestrians and cyclists being struck by vehicles, or they could be injured whilst attempting to cross where full height kerbs are present.	A controlled crossing should be provided across the western arm of the junction.	Accepted. This would be considered at the detailed design stage.	Design Response is accepted.	RSA recommendation to be adopted as part of the detailed design.
3.2	On the Wigmore Lane western arm of the junction, a narrow physical island is proposed. The island may be inconspicuous at night or during poor weather conditions and may be too small to house reflective bollards and signal equipment. Therefore, the physical island may be prone to being struck by vehicles, creating an injury hazard to road users.	The local geometry should be amended to allow a larger physical island to be provided.	The width of the island is approximately 1.6m, which is sufficient to accommodate reflective bollards or signalised equipment. There may be scope to increase this width and this would be considered at the detailed design stage in conjunction with Issue 3.1.	Design Response is accepted.	Design response will be adopted at subsequent design stages.
3.3	As there will be three lanes on Wigmore Lane, road users may be unsure of the direction of each lane and enter opposing lanes by mistake. In addition, there could be an increased likelihood of road users straying across the centre line into opposing lanes. These	A marginal strip with the use of cross-hatching road markings should be provided to separate the eastbound and westbound traffic lanes. Arrow road markings depicting the direction of	There is insufficient width to provide a marginal strip with cross-hatching on Wigmore Lane between Raynham Way and Crawley Green Road. Road markings and lane signage would	Design Response is noted. The design should be reviewed at subsequent design stages to ensure that appropriate lane and road markings are provided.	Design will be reviewed at subsequent design stages to ensure that appropriate lane and road markings are provided.

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	issues could lead to head-on type collisions, which can result in serious injury.	travel for each lane should also be provided at regular intervals along the link section.	be provided to guide traffic and this would be addressed at the detailed design stage.		
3.4	The design does not include any facilities for cyclists, who could be vulnerable when travelling through the junctions, especially when turning right. They could also get squeezed by passing vehicles where traffic lanes are narrow, especially where three lanes of traffic are proposed along Wigmore Lane.	Facilities for cyclists should be provided at the junctions and link sections, with guidance taken from LTN 1/20 Cycle Infrastructure Design. Where existing shared use footways are provided along Wigmore Lane, these should be expanded and improved with Toucan crossings specified at the signal junctions.	The proposed highway works could include advanced stop lines and Toucan crossings at the junctions. In this area, Wigmore Lane currently provides shared use pedestrian/cycle facilities on both sides of the road. Where possible, the widths of the existing shared use paths are proposed to be improved. The provision of cycle facilities in this area would be considered at the detailed design stage in conjunction with LBC.	Design Response is noted and accepted. As the improvements impact on LBCs LCWIP Route J the designer should continue to engage with LBC through subsequent design stages to ensure the proposals remain compliant with the aspirations of the LCWIP.	LBC response noted. The design will continue to be developed in consultation with LBC through subsequent design stages.
3.5	There is likely to be a high demand for vehicles to turn right from Crawley Green Road into Wigmore Lane, but it is not clear whether the traffic signals will incorporate a right turn phase. At peak-times, road users may make rash judgments and turn right into the path of oncoming vehicles and collisions could occur as a result.	A right turn phase should be incorporated as part of the traffic signal strategy.	Analysis of the junction operation has not highlighted a need for a right turn phase, however this would be considered at the detailed design stage.	Design Response is accepted.	LBC response noted and the need for a dedicated right turn phase will be reviewed at subsequent design stages.

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.6	The stacking space for right turning vehicles in the middle of the junction is small. Therefore, at peak times when the Primary School is in operation on Twyford Drive, right turning vehicles may queue back into the offside ahead lane and so rear-end shunt and side swipe type collisions could occur. In addition, road users may make rash judgments and turn right into the path of oncoming vehicles and collisions could occur as a result.	It should be ensured that the layout is suitable to accommodate right turning vehicles. A right turn phase may be necessary as part of the traffic signal strategy.	Analysis of the junction operation has not highlighted a need for a right turn phase, however this would be considered at the detailed design stage.	Design Response is accepted.	RSA response noted and the need for a dedicated right turn phase will be reviewed at subsequent design stages.
3.7	On the western side of the junction, dedicated left turn slip-lanes are proposed with triangular splitter islands. Drivers waiting at the give-way lines at the end of the left turn lanes would have to look back over their right shoulder before pulling out and so may not see approaching vehicles clearly (especially two-wheelers). Collisions could occur as a result.	A conventional junction layout without the left turn slip-lanes should be provided.	Whilst the provision of left-turn slips allows additional flexibility with regard to the staging of pedestrian crossing movements, removal of the dedicated left-turn slips would be considered at the detailed design stage.	Design Response is accepted.	RSA response noted and the need for an indicative arrow will be reviewed at subsequent design stages.
3.8	On the western side of the junction, the dedicated left turn slip-lanes with triangular splitter islands add a stagger to the pedestrian/cycle crossings and thereby increasing the journey time for pedestrians and cyclists. The additional stagger also makes crossing movements more discontinuous. If pedestrians and cyclists attempt to cross in	A conventional junction layout without the left turn slip-lanes should be provided, thereby reducing the number of staggers at the controlled crossings.	A conventional junction layout would be considered as an option at the detailed design stage.	Design Response is accepted.	RSA response noted and the need for the left turn slip-lanes will be reviewed at subsequent design stages.

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	gaps in traffic rather than wait for the green man, they may be at an increased risk of being struck by vehicles.				

3.2 Design Organisation and Overseeing Organisation Statements

Table 3.2: Design Organisation Statement

On behalf of the design organisation I certify that: **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation**	
Name:	Jagjit Riat
Signed:	[redacted]
Position:	Associate Director
Organisation:	Arup
Date:	20/12/2023

Table 3.3: Overseeing Organisation Statement

On behalf of the Overseeing Organisation I certify that: **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and** **2) the agreed RSA actions will be progressed.**	
Name:	C Godden
Signed:	[redacted]
Position:	Highway Development Control Manager
Organisation:	Luton Borough Council
Date:	18/12/2023

B.11 Wigmore Lane / Eaton Green Road

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Tables

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1 PROJECT DETAILS

Table 1.1: Project Details

Report title:	Stage 1 Road Safety Audit Designer's Response - Wigmore Lane / Eaton Green Road
Date:	November 2023
Document Reference and Revision:	TR020001/APP/8.118
Prepared by:	Neil Scott
On behalf of:	Luton Rising

Table 1.2: Authorisation Sheet

Project:	Luton Airport
Report title:	Stage 1 Road Safety Audit Designer's Response - Wigmore Lane / Eaton Green Road
Prepared by:	
Name:	Neil Scott
Position:	Senior Technician
Signed:	[redacted]
Organisation:	Arup
Date:	November 2023
Approved by:	
Name:	Jagjit Riat
Position:	Associate Director
Signed:	[redacted]
Organisation:	Arup
Date:	November 2023

2 INTRODUCTION

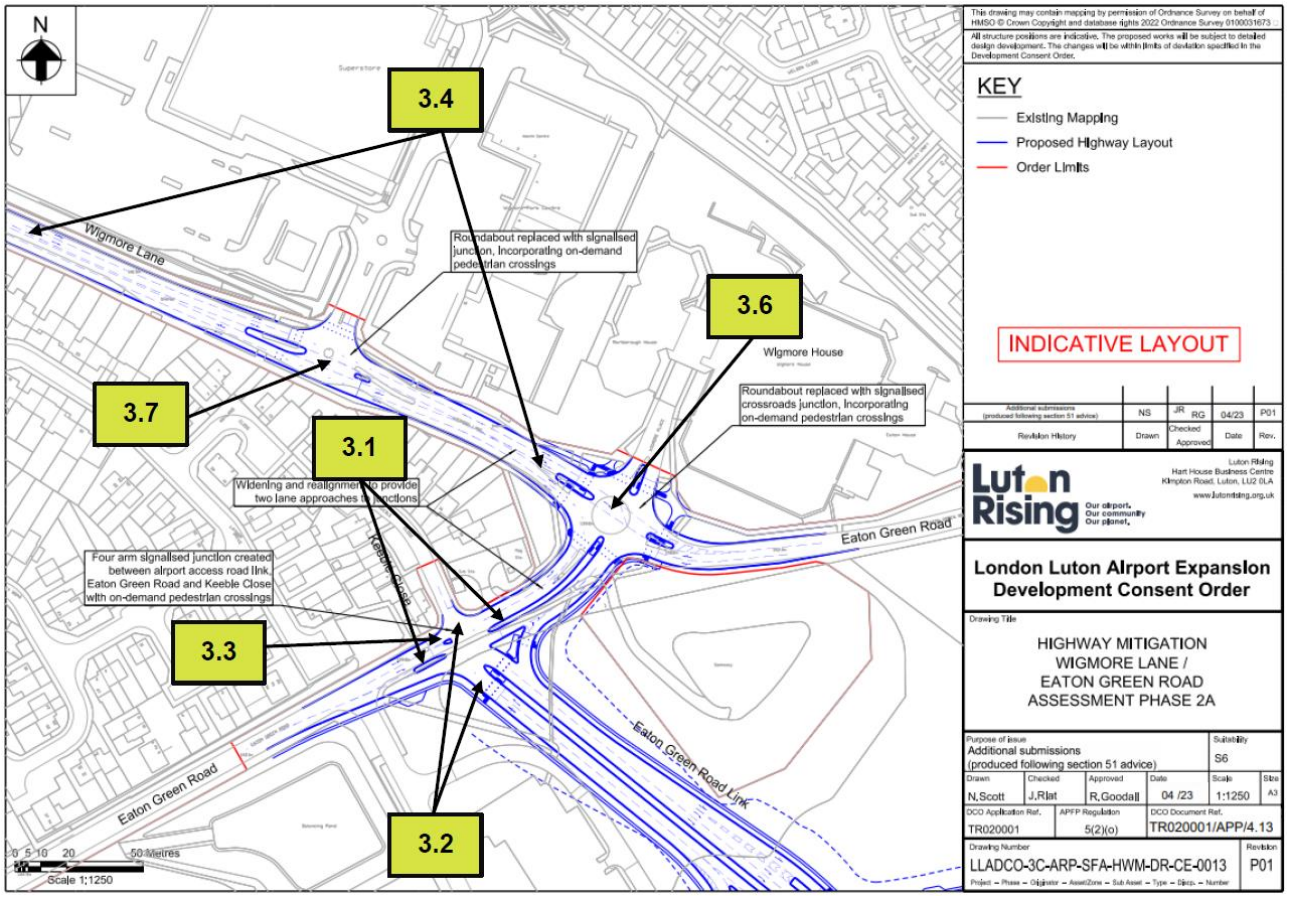
2.1 Stage 1 Road Safety Audit

2.1.1 This Designer's Response report has been compiled to summarise the recommendations of the Stage 1 Road Safety Audit (RSA) undertaken by TMS Consultancy on Monday 10th October 2023, for the proposed mitigation design at the junction between Wigmore Lane / Eaton Green Road, in Luton.

2.1.2 The audit was undertaken on the basis of the proposed highway mitigation design shown in drawing LLADCO-3C-ARP-SFA-HWM-DR-CE-0013, as contained within **Appendix A** of the **Transport Assessment Appendices - Part 1 of 3 (Appendices A to E) [APP-200].**

2.1.3 The report sets out the problems, summary and recommendations of the TMS audit, together with the designer's response. The locations of the problems identified within the audit are shown below, in Figure 2.1.

Figure 2.1: Locations of Problems Identified within the Audit



2.2 Key Personnel

Table 2.1: Key Personnel

Overseeing Organisation:	Christopher Godden~~TBC~~ - Luton Borough Council
RSA Team:	Harminder Aulak - TMS Consultancy Lee Williams - TMS Consultancy
Design Organisation:	Neil Scott - Arup (Luton Rising) Jagjit Riat - Arup (Luton Rising) Robert Blair - Arup (Luton Rising)

3 ITEMS RESULTING FROM THE STAGE 1 RSA AUDIT

3.1.1 The following sections provide detail on the audit recommendations and actions.

Table 3.1: Road Safety Audit Decision Log

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.1	The traffic signal junction does not show any pedestrian/cycle crossings across the Eaton Green Road arms of the junction. The absence of crossings could increase the risk of pedestrians and cyclists being struck by vehicles, or they could be injured whilst attempting to cross where full height kerbs are present.	Controlled crossings should be provided across the Eaton Green Road arms of the junction.	Provision of a pedestrian/cycle crossing on Eaton Green Road (at the junction with the Eaton Green Road Link) would be considered at the detailed design stage.	Design Response is noted and accepted. As the improvements impact on LBC's LCWIP Route J the designer should continue to engage with LBC through subsequent design stages to ensure the proposals remain compliant with the aspirations of the LCWIP.	LBC response noted. The design will continue to be developed in consultation with LBC through subsequent design stages.
3.2	The approaches to the traffic signal junction on the Eaton Green Road Link and Keeble Close do not align. Therefore, if these movements run together within a traffic signal stage, collisions could occur between opposing vehicle streams. For example, vehicles turning right from both the approaches could conflict in the middle of the junction.	As part of the traffic signal strategy, the two approaches should run in separate stages, rather than together.	Accepted. It is likely that Keeble Close would run as a separate stage. This would be considered at the detailed design stage.	Design Response is noted and accepted	LBC response noted. The design will continue to be developed in consultation with LBC through subsequent design stages.
3.3	On the Eaton Green Road western arm of the junction, a small triangular splitter island is proposed. The island may be inconspicuous at night or during poor weather conditions and may be too small to house reflective	The need for the island should be reassessed. Otherwise, the local geometry should be amended to allow a larger physical island to be provided.	Accepted. This would be considered at the detailed design stage.	Design Response is accepted.	RSA recommendation to be adopted as part of the detailed design.

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	bollards and signal equipment. Therefore, the physical island may be prone to being struck by vehicles, creating an injury hazard to road users.				
3.4	As there will be four lanes on Wigmore Lane, road users may be unsure of the direction of each lane and enter opposing lanes by mistake. In addition, there could be an increased likelihood of road users straying across the centre line into opposing lanes. These issues could lead to head-on type collisions, which can result in serious injury.	A marginal strip with the use of cross-hatching road markings should be provided to separate the eastbound and westbound traffic lanes. Arrow road markings depicting the direction of travel for each lane should also be provided at regular intervals along the link section.	Accepted. The proposed design allows for the provision of a marginal strip between lanes. This would be supplemented by road markings and signage, and would be addressed at the detailed design stage.	Design Response is accepted.	RSA recommendation to be adopted as part of the detailed design.
3.5	The design does not include any facilities for cyclists, who could be vulnerable when travelling through the junctions, especially when turning right. They could also get squeezed by passing vehicles where traffic lanes are narrow, especially where four lanes of traffic are proposed along Wigmore Lane.	Facilities for cyclists should be provided at the junctions and link sections, with guidance taken from LTN 1/20 Cycle Infrastructure Design. Where existing shared use footways are provided along Wigmore Lane, these should be expanded and improved with toucan crossings specified at the signal junctions.	The proposed highway works could include advanced stop lines and Toucan crossings at the junctions on Wigmore Lane. In this area, Wigmore Lane currently provides shared use pedestrian/cycle facilities on both sides of the road. Where possible, the widths of the existing shared use path is proposed to be improved. The provision of cycle facilities in this area would be considered at	Design Response is noted and accepted. As the improvements impact on LBC's LCWIP Route J the designer should continue to engage with LBC through subsequent design stages to ensure the proposals remain compliant with the aspirations of the LCWIP.	LBC response noted. The design will continue to be developed in consultation with LBC through subsequent design stages.

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
			the detailed design stage in conjunction with LBC.		
3.6	There is likely to be a high demand for vehicles to turn right from Wigmore Lane into Eaton Green Road, but it is not clear whether the traffic signals will incorporate a right turn phase. At peak times, road users may make rash judgments and turn right into the path of oncoming vehicles (where two ahead lanes are proposed) and collisions could occur as a result.	A right turn phase should be incorporated as part of the traffic signal strategy.	Accepted. Analysis of the junction operation has not highlighted a need for a right turn phase, however this would be considered at the detailed design stage.	Design Response is accepted.	LBC response noted and the need for a dedicated right turn phase will be reviewed at subsequent design stages.
3.7	The stacking space for right turning vehicles in the middle of the junction is small. Therefore, at peak times, right turning vehicles may queue back into the offside ahead lane and so rear-end shunt and side swipe type collisions could occur. In addition, road users may make rash judgments and turn right into the path of oncoming vehicles (where two ahead lanes are proposed) and collisions could occur as a result.	It should be ensured that the layout is suitable to accommodate right turning vehicles. A right turn phase may be necessary as part of the traffic signal strategy.	Accepted. Analysis of the junction operation has not highlighted issues with vehicles blocking back, but the requirement for a right turn phase would be considered at the detailed design stage.	Design Response is accepted.	LBC response noted and the need for a dedicated right turn phase will be reviewed at subsequent design stages.

3.2 Design Organisation and Overseeing Organisation Statements

Table 3.2: Design Organisation Statement

On behalf of the design organisation I certify that: **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation**	
Name:	Jagjit Riat
Signed:	[redacted]
Position:	Associate Director
Organisation:	Arup
Date:	20/12/2023

Table 3.3: Overseeing Organisation Statement

On behalf of the Overseeing Organisation I certify that: **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and** **2) the agreed RSA actions will be progressed.**	
Name:	C Godden
Signed:	[redacted]
Position:	Highway Development Control Manager~~Luton Borough Council~~
Organisation:	Luton Borough Council
Date:	18/12/2023

B.12 Windmill Road / Kimpton Road

Contents

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1 PROJECT DETAILS

Table 1.1: Project Details

Report title:	Stage 1 Road Safety Audit Designer's Response - Windmill Road / Kimpton Road
Date:	November 2023
Document Reference and Revision:	TR020001/APP/8.118
Prepared by:	Neil Scott
On behalf of:	Luton Rising

Table 1.2: Authorisation Sheet

Project:	Luton Airport
Report title:	Stage 1 Road Safety Audit Designer's Response - Windmill Road / Kimpton Road
Prepared by:	
Name:	Neil Scott
Position:	Senior Technician
Signed:	[redacted]
Organisation:	Arup
Date:	November 2023
Approved by:	
Name:	Jagjit Riat
Position:	Associate Director
Signed:	[redacted]
Organisation:	Arup
Date:	November 2023

2 INTRODUCTION

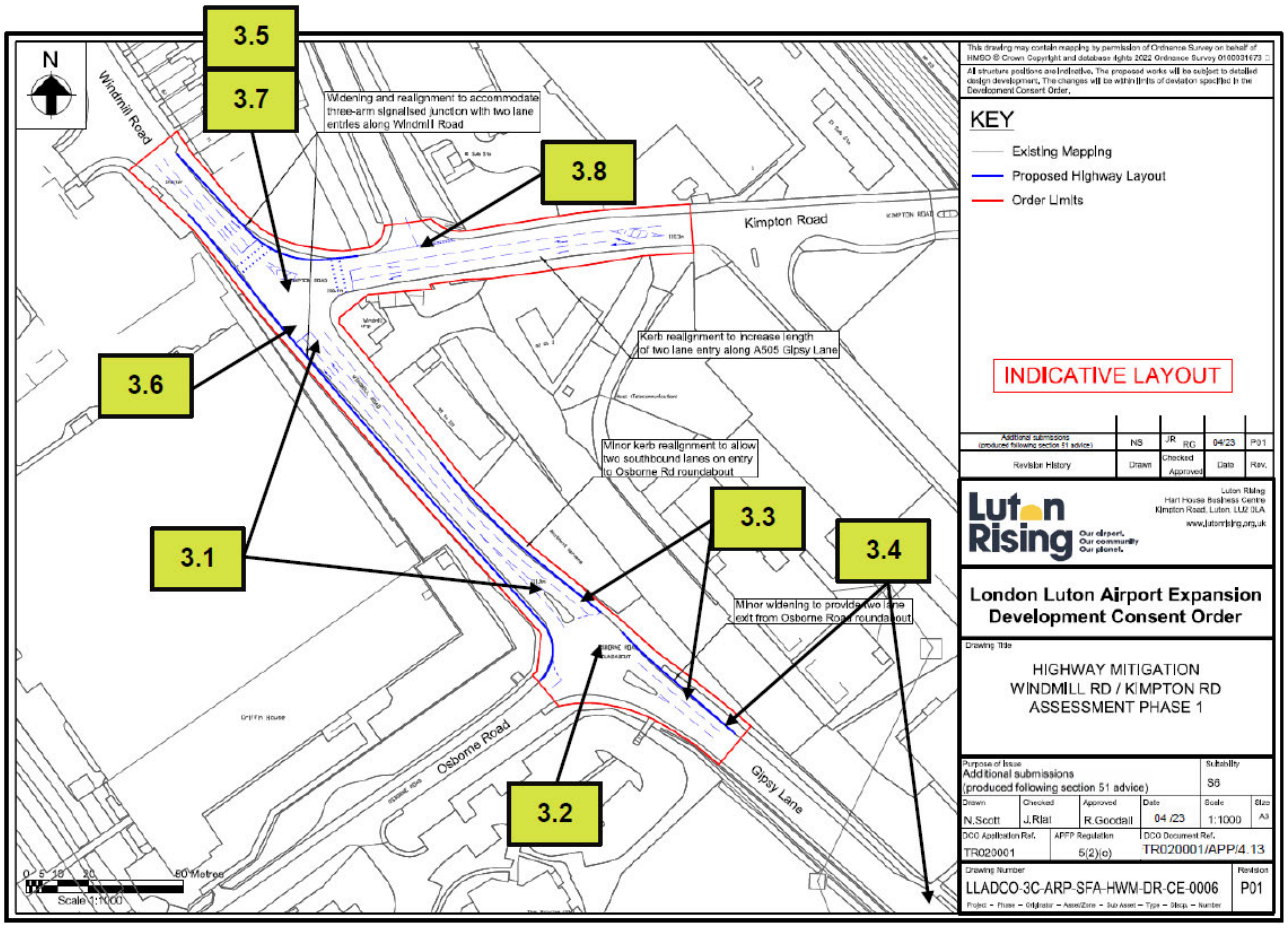
2.1 Stage 1 Road Safety Audit

2.1.1 This Designer's Response report has been compiled to summarise the recommendations of the Stage 1 Road Safety Audit (RSA) undertaken by TMS Consultancy on Monday 10th October 2023, for the proposed mitigation design at the junction between Windmill Road / Kimpton Road, in Luton.

2.1.2 The audit was undertaken on the basis of the proposed highway mitigation design shown in drawing LLADCO-3C-ARP-SFA-HWM-DR-CE-0006, as contained within **Appendix A** of the **Transport Assessment Appendices - Part 1 of 3 (Appendices A to E) [APP-200].**

2.1.3 The report sets out the problems, summary and recommendations of the TMS audit, together with the designer's response. The locations of the problems identified within the audit are shown below, in Figure 2.1.

Figure 2.1: Locations of Problems Identified within the Audit



2.2 Key Personnel

Table 2.1: Key Personnel

Overseeing Organisation:	Christopher Godden~~TBC~~ - Luton Borough Council
RSA Team:	Harminder Aulak - TMS Consultancy Lee Williams - TMS Consultancy
Design Organisation:	Neil Scott - Arup (Luton Rising) Jagjit Riat - Arup (Luton Rising) Robert Blair - Arup (Luton Rising)

3 ITEMS RESULTING FROM THE STAGE 1 RSA AUDIT

3.1.1 The following sections provide detail on the audit recommendations and actions.

Table 3.1: Road Safety Audit Decision Log

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.1	As there will be between three and four lanes on Windmill Road, road users may be unsure of the direction of each lane and enter opposing lanes by mistake. In addition, there could be an increased likelihood of road users straying across the centre line into opposing lanes. These issues could lead to head-on type collisions, which can result in serious injury.	A marginal strip with the use of cross-hatching road markings should be provided to separate the northbound and southbound traffic lanes. Arrow road markings depicting the direction of travel for each lane should also be provided at regular intervals along the link section.	There is insufficient width to provide a marginal strip with cross-hatching on Windmill Road. Road markings and lane signage would be provided to guide traffic and this would be addressed at the detailed design stage.	Design Response is noted and accepted. The design should be reviewed at subsequent design stages to ensure that appropriate lane and road markings are provided.	Design will be reviewed at subsequent design stages to ensure that appropriate lane and road markings are provided.
3.2	The mini-roundabout would be inconsistent with the traffic signal junctions either side at the Kimpton Road and retail park junctions. The inconsistency in the road layout could increase the risk of collisions at the mini-roundabout if road users do not anticipate the road layout ahead, especially as visibility to the mini-roundabout in the southbound direction is restricted by the vertical alignment of the road.	The Osborne Road junction should be upgraded to a traffic signal layout for consistency and improve coordination of traffic flows.	The Windmill Road/Gipsy Lane corridor between the A1081 and Crawley Green Road currently has a mix of signal controlled junctions and roundabouts. The proposal to upgrade the Windmill Road/Kimpton Road roundabout to signals would still leave two roundabouts on the corridor. In addition, crashmap does not indicate an accident issue at the Gipsy Lane/Osborne Road	Design Response is noted and accepted.	No change needed however the design of the junctions should continue to be reviewed at subsequent design stages.

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
			roundabout where there has been one slight accident in the last 5 years, suggesting that the visibility of the junction has not been an issue with the mix of junction types. The impacts from the airport expansion did not necessitate a junction upgrade to signals.		
3.3	In the southbound traffic on Windmill Road, two approach and exit lanes are proposed. This is unusual at mini-roundabouts as it could increase the risk of failure to give-way type collisions, particularly as deflection is lacking on this approach. Pedestrians could also be more vulnerable to being struck by vehicles if they are crossing in front of vehicles that may not slow down.	A single ahead lane configuration should be retained, unless the junction format could be improved, for example, by upgrading the junction to traffic signals so that traffic flows and speeds could be more easily regulated (see also Problem 3.2).	Deflection is not required on approach to a mini-roundabout and is an existing feature of the junction, where there has been one slight accident in the last 5 years. Two-lane approaches are allowed by the design standards. The design and operation of the junction would be reassessed at the detailed design stage.	Design Response is noted and accepted.	No change needed however the operation and design of the junctions should continue to be reviewed at subsequent design stages.
3.4	In the southbound direction after the mini-roundabout, it is unclear how the road markings will tie into the layout at the downstream retail park junction, where a dedicated left turn lane is provided at the traffic signals. Inconsistency in the road markings and traffic lane designation could result in side	It should be ensured that there is a logical tie-in to the road markings at the retail park traffic signal junction.	The proposed road markings would tie into the recently completed works along Gipsy Lane on the southbound approach to the retail park signalised access junction, whereby the nearside lane is for	Design Response is noted and accepted. The design should be reviewed at subsequent design stages to ensure that appropriate lane and road markings are provided.	Design will be reviewed at subsequent design stages to ensure that appropriate lane and road markings are provided.

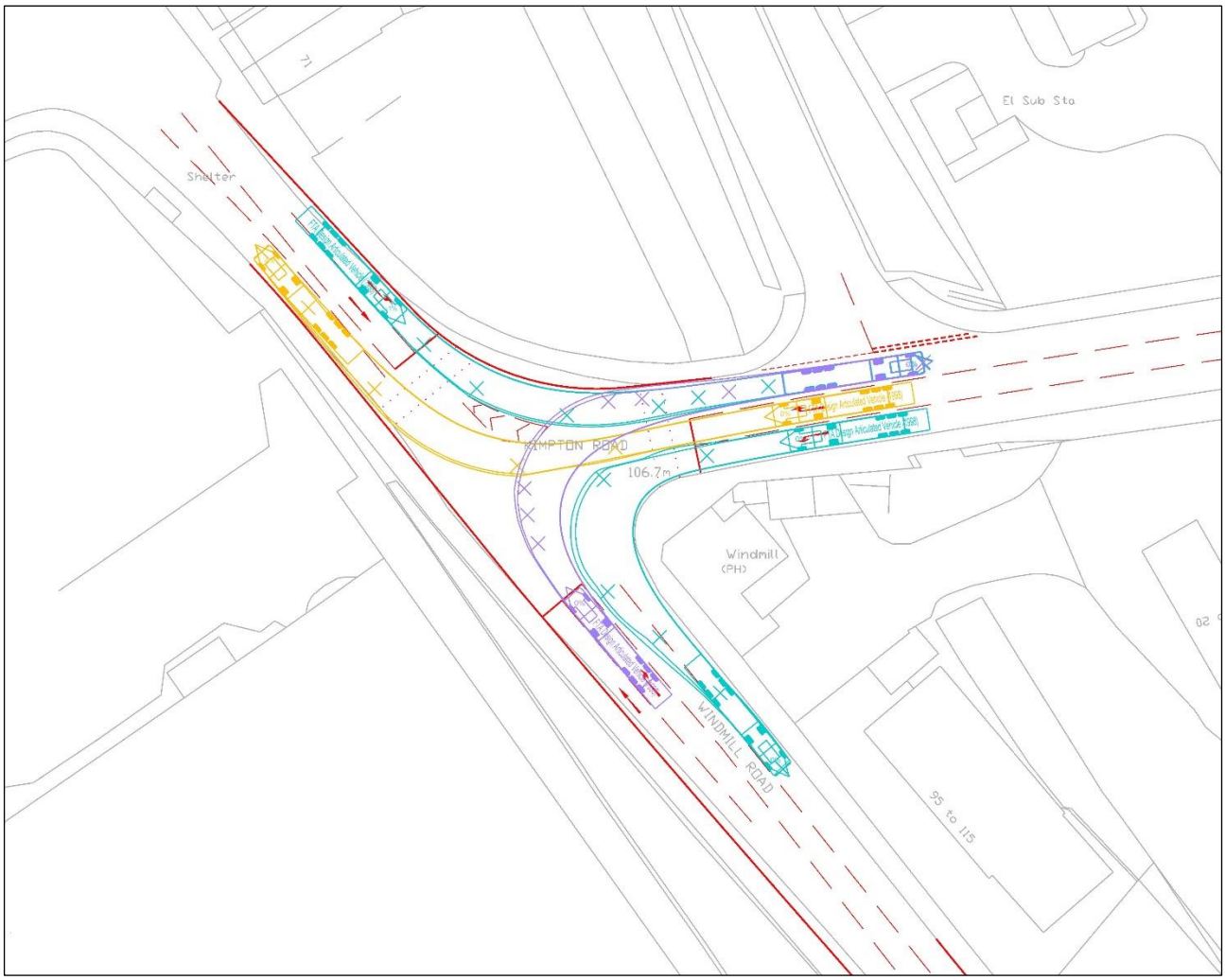
Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	swipe type collisions if road users suddenly find themselves in the incorrect lane.		vehicles turning left/ahead, and the offside lane is for vehicles turning right into the Aldi supermarket. Road markings and signage would be provided on the exit from the roundabout to clarify these movements, and this would be addressed at the detailed design stage.		
3.5	Some of the turning manoeuvres for large vehicles could be difficult due to the geometry of the traffic signal junction, such as the left turn from Kimpton Road to Windmill Road and the vice versa right turn movement. Large vehicles could strike other vehicles whilst turning or they could mount footways damaging the surface and street furniture.	A swept path analysis of large vehicles should be carried out and the geometry adjusted as needed (for example, the stop lines may need setting back).	Swept path analysis was carried out as part of the design process to ensure that all turning manoeuvres could be accommodated. The left turn from Kimpton Road to Windmill Road is eased by the provision of a two-lane exit onto Windmill Road, and the stop line on Kimpton Road is positioned such that the right turn from Windmill Road can be accommodated – see Figure 3.1	LBC notes the provision of the swept path information. Swept paths should continue~~s~~ to be checked at subsequent design stages.	LBC response noted and vehicle swept paths will continue to be checked at subsequent design stages.
3.6	A pedestrian crossing point is not shown at the southern arm of the junction, even though the signals are likely to operate an all-red pedestrian phase. The lack of a	A pedestrian crossing point should be provided across the southern arm of the traffic signal junction.	Accepted. A pedestrian crossing point could be accommodated on all arms and this would be	Design Response is accepted.	RSA recommendation to be adopted as part of the detailed design.

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	crossing point at this location could increase the risk of pedestrians being struck by vehicles or being injured if they trip and fall whilst negotiating full height kerbs.		considered at the detailed design stage.		
3.7	There are currently polished metal service covers within the junction, that are likely to coincide with the turning arc of vehicles travelling through the traffic signals. They could pose a skidding and loss of control hazard to two-wheeled vehicles, especially in wet weather conditions.	Service apparatus should be identified at an early stage and redirected as necessary to avoid service covers being located within the junction turning and braking areas.	The turning area within the junction remains largely as per the existing mini-roundabout, with only minor kerb realignment proposed. However, this would be considered at the detailed design stage.	Design Response is noted and accepted. The design should be reviewed at subsequent design stages to minimise any impact on service apparatus. Relocation of service apparatus is likely to be impractical. Polished covers should be replaced at the time of any works.	Design will be reviewed at subsequent design stages to minimise any impact on service apparatus.
3.8	With the new road layout, it could be more difficult for buses to turn right onto Kimpton Road from the busway junction. At peak times, vehicle queues on the approach to the traffic signals could make the right turn movement more onerous and as a result, pull-out type collisions could occur.	The right turn movement from the busway should be accommodated as part of the traffic signal design.	Accepted. This would be considered at the detailed design stage.	Design Response is accepted.	RSA recommendation to be adopted as part of the detailed design.
3.9	The design does not include any facilities for cyclists, who could be vulnerable when travelling through the junctions, especially when turning right. They could also get squeezed by passing vehicles where traffic lanes are narrow.	Facilities for cyclists should be provided at the junctions and link sections, with guidance taken from LTN 1/20 Cycle Infrastructure Design.	The design has the potential to accommodate advanced stop lines on all arms of the Windmill Road/Kimpton Road junction. The provision of cycle facilities would be	Design Response is noted and accepted. As the improvements impact on LBC's LCWIP Route ~~R t~~the designer should continue to engage with LBC through subsequent design stages to ensure	LBC response noted. The design will continue to be developed in consultation with LBC through subsequent design stages.

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
			considered at the detailed design stage in conjunction with LBC.	the proposals remain compliant with the aspirations of the LCWIP.	

3.2 Swept Path Information

Figure 3.1: Swept Paths - Windmill Road / Kimpton Road



3.2.1 Figure 3.1 ~~The image~~ above shows the swept path manoeuvres for 16.5m articulated HGVs at the proposed signalised junction between Windmill Road and Kimpton Road.

3.3 Design Organisation and Overseeing Organisation Statements

Table 3.2: Design Organisation Statement

On behalf of the design organisation I certify that: **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation**	
Name:	Jagjit Riat
Signed:	[redacted]
Position:	Associate Director
Organisation:	Arup
Date:	20/12/2023

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On behalf of the Overseeing Organisation I certify that: **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and** **2) the agreed RSA actions will be progressed.**	
Name:	C Godden
Signed:	[redacted]
Position:	Highway Development Control Manager
Organisation:	Luton Borough Council
Date:	18/12/2023

B.13 Windmill Road / St. Mary's Road / Crawley Green Road

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1 PROJECT DETAILS

Table 1.1: Project Details

Report title:	Stage 1 Road Safety Audit Designer's Response - Windmill Road / St. Mary's Road / Crawley Green Road
Date:	November 2023
Document Reference and Revision:	TR020001/APP/8.118
Prepared by:	Neil Scott
On behalf of:	Luton Rising

Table 1.2: Authorisation Sheet

Project:	Luton Airport
Report title:	Stage 1 Road Safety Audit Designer's Response - Windmill Road / St. Mary's Road / Crawley Green Road
Prepared by:	
Name:	Neil Scott
Position:	Senior Technician
Signed:	[redacted]
Organisation:	Arup
Date:	November 2023
Approved by:	
Name:	Jagjit Riat
Position:	Associate Director
Signed:	[redacted]
Organisation:	Arup
Date:	November 2023

2 INTRODUCTION

2.1 Stage 1 Road Safety Audit

2.1.1 This Designer's Response report has been compiled to summarise the recommendations of the Stage 1 Road Safety Audit (RSA) undertaken by TMS Consultancy on Monday 10th October 2023, for the proposed mitigation design at the junction between Windmill Road / St. Mary's Road / Crawley Green Road, in Luton.

2.1.2 The audit was undertaken on the basis of the proposed highway mitigation design shown in drawing LLADCO-3C-ARP-SFA-HWM-DR-CE-0015, as contained within **Appendix A** of the **Transport Assessment Appendices - Part 1 of 3 (Appendices A to E) [APP-200].**

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Figure 2.1: Locations of Problems Identified within the Audit

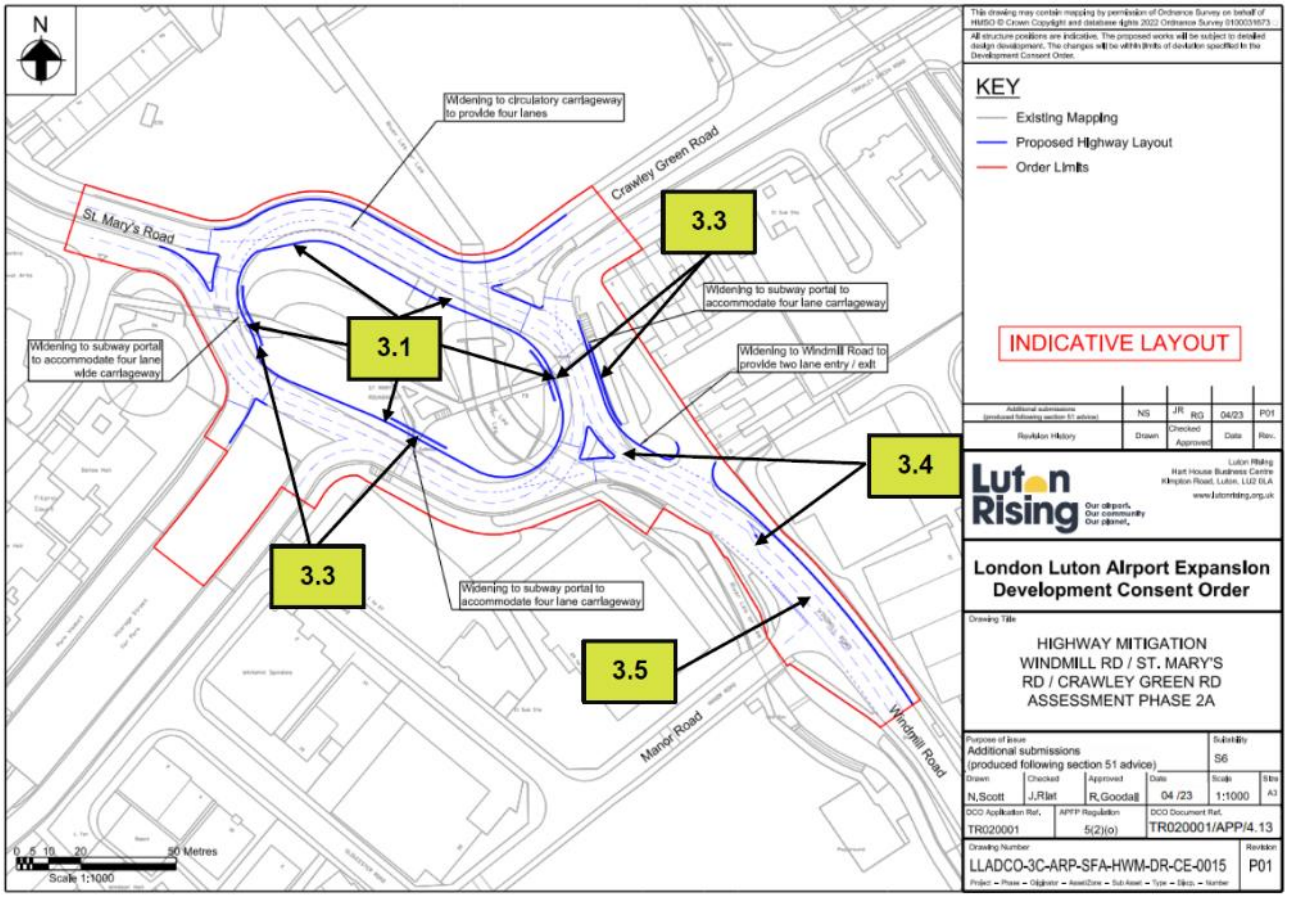

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Table 2.1: Key Personnel

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RSA Team:	Harminder Aulak - TMS Consultancy Lee Williams - TMS Consultancy
Design Organisation:	Neil Scott - Arup (Luton Rising) Jagjit Riat - Arup (Luton Rising) Robert Blair - Arup (Luton Rising)

3 ITEMS RESULTING FROM THE STAGE 1 RSA AUDIT

3.1.1 The following sections provide detail on the audit recommendations and actions.

Table 3.1: Road Safety Audit Decision Log

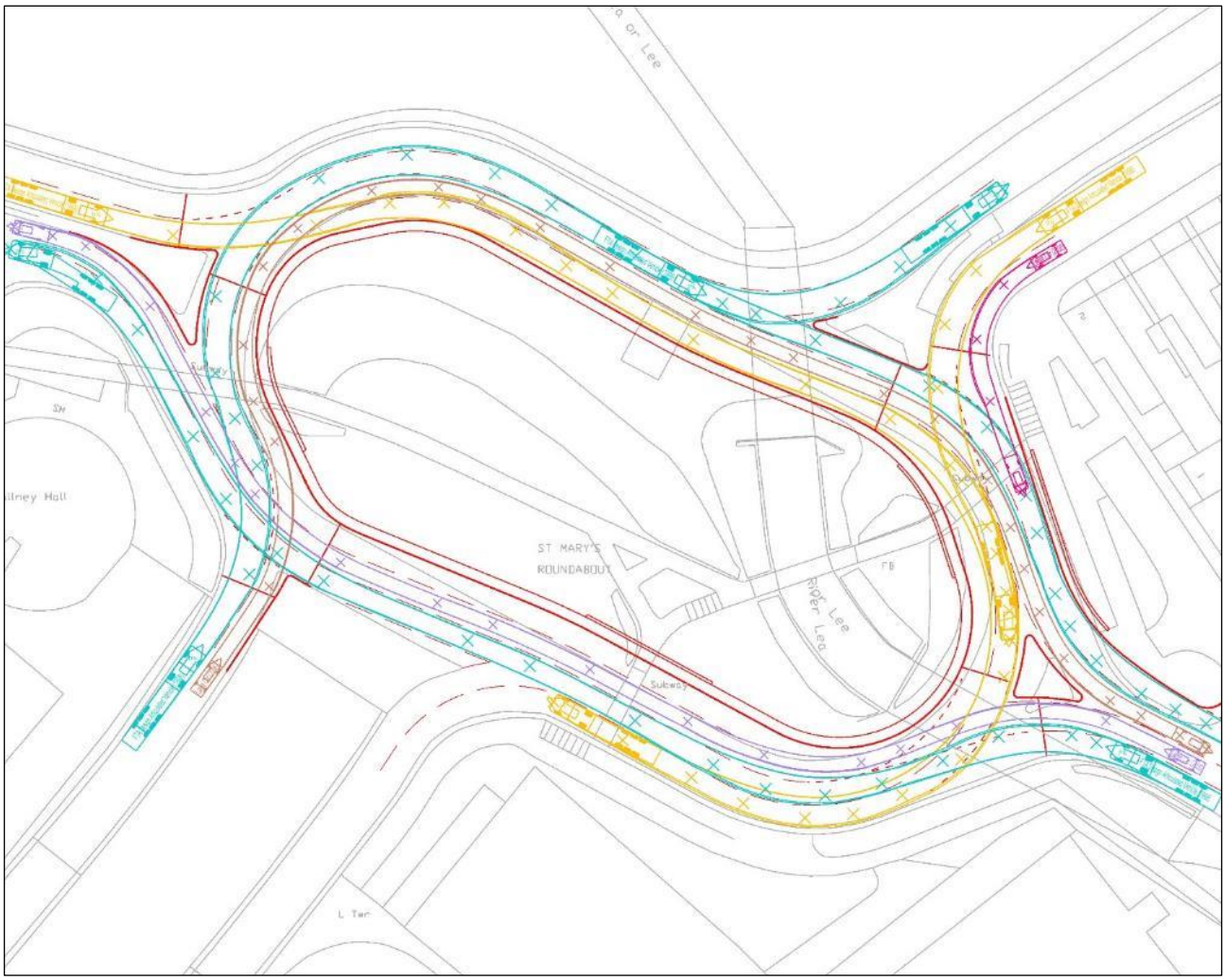
Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.1	The alignment of the central island is not consistent and there are areas where it changes abruptly, such as on the western side. There are also curves along the northern and southern straight sections. These issues could make the alignment difficult to follow by large vehicles, causing them to stray into adjacent lanes and side swipe type collisions could occur as result. HGVs may also snag along the Trief kerbing provided around the central island.	A consistent alignment should be provided around the central island. A swept path analysis should also be carried out to ensure the layout can be negotiated by large vehicles.	The alignment of the central island is designed to facilitate spiral markings and guide vehicles into the correct lanes, with the 'lane gain' alignment on the centre of the island designed to maximise the length of the circulating lanes, in relation to the adjacent exiting lanes. It is noted that the existing road layout is unable to contain 16.5m articulated HGV manoeuvres fully within their lanes as the vehicles enter and negotiate the gyratory. As the proposed layout generally builds on the existing layout by providing an additional circulatory lane of the same width, many of the swept paths in the proposed layout will also overhang adjacent lanes. Despite this, swept path analysis has been	Design Response is noted. The design should be reviewed at subsequent design stages to ensure that appropriate lane and road markings are provided. LBC notes the provision of the swept path information. Swept paths should continue to be checked at subsequent design stages. The design here may well be affected by the Luton 2020 development (football stadium) and design changes will need to consider the impact of any proposals relating to that development.	Design will be reviewed at subsequent design stages to ensure that appropriate lane and road markings are provided. Vehicle swept paths will also continue to be checked at subsequent design stages.

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
			undertaken to show HGV movements - see Figure 3.1.		
3.2	Road users may not be able to anticipate which lanes to use to reach their intended destination, especially on the circulatory carriageway where up to four lanes will be available. If road users find that they are in the incorrect lanes, side swipe and lane change collisions could occur.	Lane destination signs and road markings should be provided at strategic locations to inform road users of the correct lanes to use.	Accepted. Appropriate road markings and signage would be provided at the detailed design stage.	Design Response is accepted.	RSA recommendation to be adopted as part of the detailed design.
3.3	The widening works will result in the subway portals being positioned closer to the edge of carriageway. Currently, protection is only provided in the form of Trief kerbing. This may be insufficient to prevent errant vehicles from descending into the portals, which could result in serious injury to road users and people travelling through the subways.	The subway portals should either be amended to ensure they are positioned at a suitable distance back from the edge of carriageway, or the form of protection should be improved.	Accepted. The drawing suggests that the subway portals would need to be extended to suit the widened circulatory carriageway alignment, and this would be considered further at the detailed design stage.	Design Response is accepted.	RSA recommendation to be adopted as part of the detailed design.
3.4	As there will be between three and four lanes on Windmill Road, road users may be unsure of the direction of each lane and enter opposing lanes by mistake. In addition, there could be an increased likelihood of road users straying across the centre line into opposing lanes. These issues could lead to head-on type collisions, which can result in serious injury.	A marginal strip with the use of cross-hatching road markings should be provided to separate the northbound and southbound traffic lanes. Arrow road markings depicting the direction of travel for each lane should also be provided at regular intervals along the link section.	There is limited scope to provide a marginal strip between opposing lanes due to existing width restrictions. Appropriate road markings and signage would be considered at the detailed design stage.	Design Response is noted. The design should be reviewed at subsequent design stages to ensure that appropriate lane and road markings are provided.	Design will be reviewed at subsequent design stages to ensure that appropriate lane and road markings are provided.

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.5	It is not clear how the road markings will accommodate the right turn from Windmill Road into Manor Road. Drivers travelling southbound and entering the offside lane may not expect vehicles in front to suddenly stop as they wait to turn right. Rear-end shunt collisions could occur as a result.	A right turn lane should be marked for the Manor Road junction, before the two southbound lanes on Windmill Lane are developed. At the southern tie-in to the scheme, it should also be ensured that the road markings are suitably blended into the road markings downstream.	Accepted. The exit from the roundabout onto Windmill Road is a two-lane exit which merges down to a single lane, in advance of the Manor Road junction. Following this merge, a ghost island right turn lane is formed to the offside. South of Manor Road, Windmill Road would continue as a two-lane wide standard carriageway. Appropriate road markings and signage would be provided at the detailed design stage to mark the right turn to Manor Road.	Design Response is noted. The design should be reviewed at subsequent design stages to ensure that appropriate lane and road markings are provided.	Design will be reviewed at subsequent design stages to ensure that appropriate lane and road markings are provided.

3.2 Swept Path Information

Figure 3.1: Swept Paths - Windmill Road / St. Mary's Road / Crawley Green Road



3.2.1 Figure 3.1~~The image~~ above shows the swept path analysis for a combination of 16.5m articulated HGVs and large cars, for various manoeuvres at the Windmill Road / St. Mary's Road / Crawley Green Road gyratory.

3.2.2 Whilst these swept paths show that there would be some overrunning of lanes for HGV manoeuvres, it is noted that a significant majority of the design retains the current lane widths and entry widths/radii, with the main change being the addition of an additional circulatory lane on the inside of the roundabout. As such, many of the areas where overrunning occurs are existing, and widening or realignment has been proposed where possible to mitigate these issues.

3.3 Design Organisation and Overseeing Organisation Statements

Table 3.2: Design Organisation Statement

On behalf of the design organisation I certify that: **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation**	
Name:	Jagjit Riat
Signed:	[redacted]
Position:	Associate Director
Organisation:	Arup
Date:	20/12/2023

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Name:	C Godden
Signed:	[redacted]
Position:	Highway Development Control Manager
Organisation:	Luton Borough Council
Date:	18/12/2023

APPENDIX C - HERTFORDSHIRE COUNTY COUNCIL STAGE 1 RSA DESIGNER'S RESPONSES

C.1 A505 / Upper Tilehouse Street

Contents

Tables

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1 PROJECT DETAILS

Table 1.1: Project Details

Report title:	Stage 1 Road Safety Audit Designer's Response - A505 / Upper Tilehouse Street
Date:	November 2023
Document Reference and Revision:	TR020001/APP/8.118
Prepared by:	Neil Scott
On behalf of:	Luton Rising

Table 1.2: Authorisation Sheet

Project:	Luton Airport
Report title:	Stage 1 Road Safety Audit Designer's Response - A505 / Upper Tilehouse Street
Prepared by:	
Name:	Neil Scott
Position:	Senior Technician
Signed:	[redacted]
Organisation:	Arup
Date:	November 2023
Approved by:	
Name:	Jagjit Riat
Position:	Associate Director
Signed:	[redacted]
Organisation:	Arup
Date:	November 2023

2 INTRODUCTION

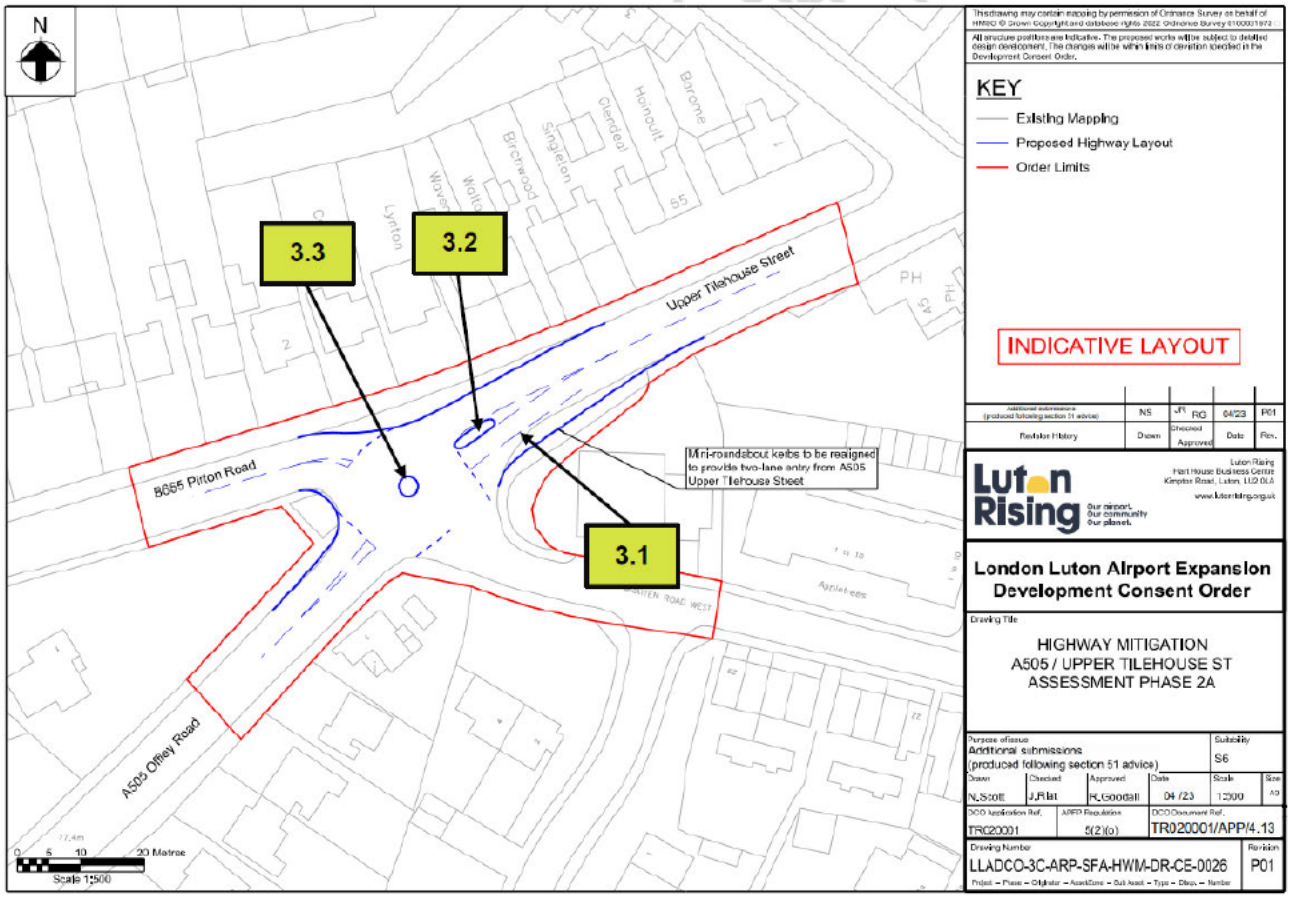
2.1 Stage 1 Road Safety Audit

2.1.1 This Designer's Response report has been compiled to summarise the recommendations of the Stage 1 Road Safety Audit (RSA) undertaken by TMS Consultancy on Monday 10th October 2023, for the proposed mitigation design at the junction between A505 / Upper Tilehouse Street, in Hitchin.

2.1.2 The audit was undertaken on the basis of the proposed highway mitigation design shown in drawing LLADCO-3C-ARP-SFA-HWM-DR-CE-0026, as contained within **Appendix A** of the **Transport Assessment Appendices - Part 1 of 3 (Appendices A to E) [APP-200].**

2.1.3 The report sets out the problems, summary and recommendations of the TMS audit, together with the designer's response. The locations of the problems identified within the audit are shown below, in Figure 2.1.

Figure 2.1~~2.1~~: Locations of Problems Identified within the Audit



2.2 Key Personnel

Table 2.1: Key Personnel

Overseeing Organisation:	TBC - Hertfordshire County Council
RSA Team:	Harminder Aulak - TMS Consultancy Lee Williams - TMS Consultancy
Design Organisation:	Neil Scott - Arup (Luton Rising) Jagjit Riat - Arup (Luton Rising) Robert Blair - Arup (Luton Rising)

[redacted]

3 ITEMS RESULTING FROM THE STAGE 1 RSA AUDIT

3.1.1 The following sections provide detail on the audit recommendations and actions.

Table 3.1: Road Safety Audit Decision Log

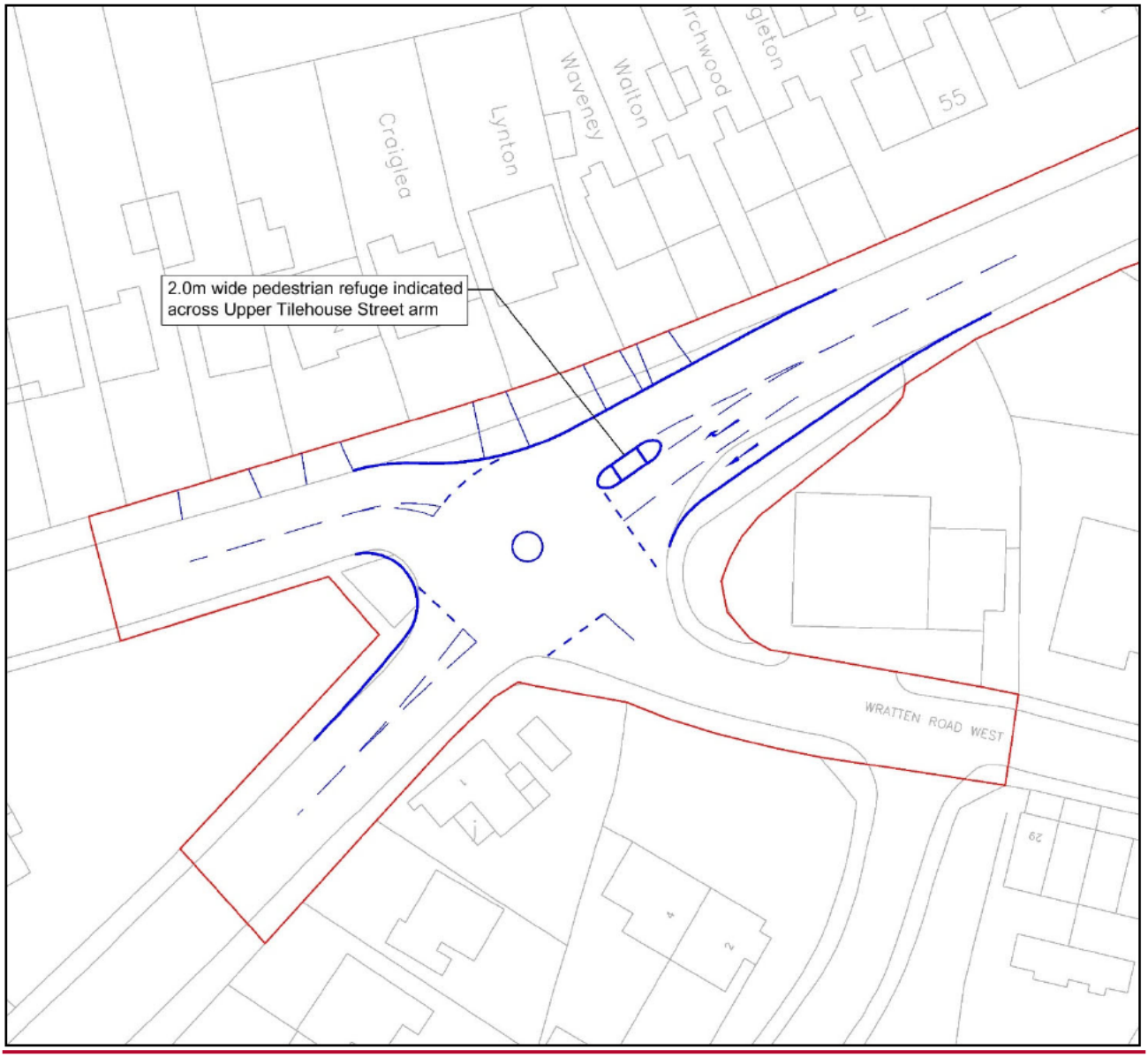
Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.1	It is not clear whether the two-lane entry will allow ahead movements simultaneously, or whether the lanes will be dedicated for specific movements. If drivers attempt to travel ahead simultaneously, side swipe type collisions could occur as there is only one lane at the Offley Road exit.	The lanes should be dedicated for specific movements with the use of arrow road markings.	Accepted. Arrow markings will be added to the two-lane entry arm of the junction to clarify movements. This would be addressed at the detailed design stage.	Accepted	
3.2	The widening to two lanes could make crossing movements more hazardous for pedestrians, especially at peak-times when traffic flows are likely to be high. This could increase the risk of pedestrians being struck by vehicles.	An uncontrolled pedestrian crossing point should be provided, with a wider physical central island specified.	Accepted. An uncontrolled crossing on Upper Tilehouse Street has been incorporated into the proposed layout as shown on Figure 3.1.	Disagree: At detailed design stage it is too late to address this issue. Pedestrian crossing facilities must be addressed at this stage in line with HCC policy.	
3.3	The central island of the mini-roundabout is small and so deflection is very limited. The lack of deflection could increase the risk of entry versus circulatory type collisions as road users may not slow down sufficiently as they travel through the junction. The widening on Upper Tilehouse Street would exacerbate this problem.	A larger central island should be provided at the mini-roundabout to improve deflection.	Accepted. A larger central island would be considered at the detailed design stage.	The lack of pedestrian crossing facilities, the difficulty of including an additional entry lane (3.1) and this issue relating to 'limited deflection' combines to raise significant concerns that the measures being considered are not feasible and will, in fact, create more problems in	

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
				terms of hazards than solves in terms of capacity. In summary, the scheme is not feasible.	

3.2 Potential Crossing Improvements

3.2.1 Figure 3.1, below, shows an indicative arrangement to provide a pedestrian crossing on the eastern arm of the mini-roundabout.

Figure 3.1: Potential Pedestrian Crossing Improvements



3.2.2 Figure 3.1 shows an indicative revised junction arrangement which incorporates a pedestrian refuge across Upper Tilehouse Street. Existing residential dropped kerb accesses are also highlighted along the northern side of Upper Tilehouse Street and Pirton Road, in the vicinity of the junction.

~~3.2~~3.3 Design Organisation and Overseeing Organisation Statements

Table 3.2: Design Organisation Statement

On behalf of the design organisation I certify that: **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation**	
Name:	Jagjit Riat
Signed:	
Position:	Associate Director
Organisation:	Arup
Date:	

Table 3.3: Overseeing Organisation Statement

On behalf of the Overseeing Organisation I certify that: **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and** **2) the agreed RSA actions will be progressed.**	
Name:	
Signed:	
Position:	
Organisation:	Hertfordshire County Council
Date:	

C.2 A505 Upper Tilehouse Street / A602 Park Way

Contents

Tables

Figures

1 PROJECT DETAILS

Table 1.1: Project Details

Report title:	Stage 1 Road Safety Audit Designer's Response - A505 Upper Tilehouse Street / A602 Park Way
Date:	November 2023
Document Reference and Revision:	TR020001/APP/8.118
Prepared by:	Neil Scott
On behalf of:	Luton Rising

Table 1.2: Authorisation Sheet

Project:	Luton Airport
Report title:	Stage 1 Road Safety Audit Designer's Response - A505 Upper Tilehouse Street / A602 Park Way
Prepared by:	
Name:	Neil Scott
Position:	Senior Technician
Signed:	[redacted]
Organisation:	Arup
Date:	November 2023
Approved by:	
Name:	Jagjit Riat
Position:	Associate Director
Signed:	[redacted]
Organisation:	Arup
Date:	November 2023

2 INTRODUCTION

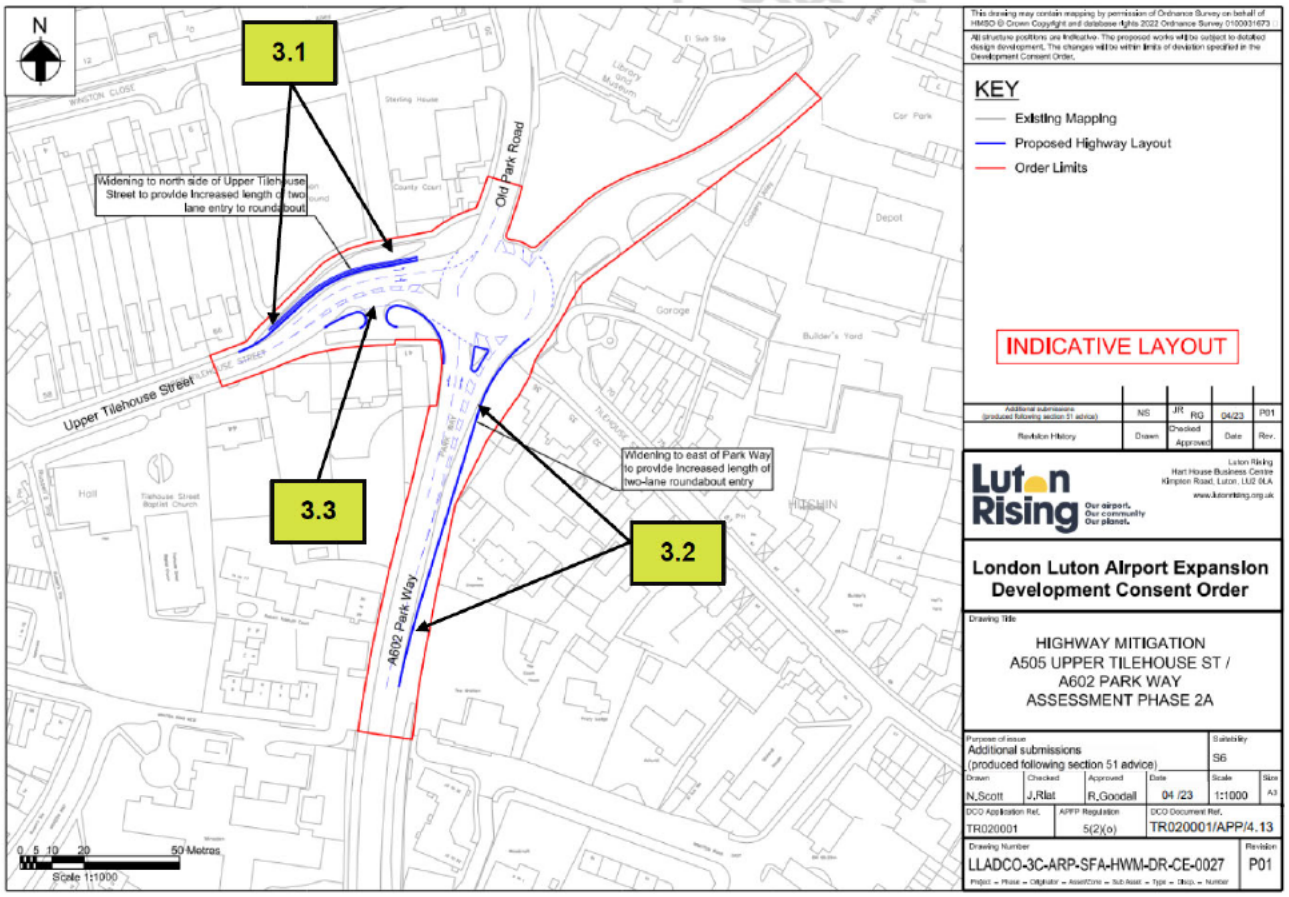
2.1 Stage 1 Road Safety Audit

2.1.1 This Designer's Response report has been compiled to summarise the recommendations of the Stage 1 Road Safety Audit (RSA) undertaken by TMS Consultancy on Monday 10th October 2023, for the proposed mitigation design at the junction between A505 Upper Tilehouse Street / A602 Park Way, in Hitchin.

2.1.2 The audit was undertaken on the basis of the proposed highway mitigation design shown in drawing LLADCO-3C-ARP-SFA-HWM-DR-CE-0027, as contained within **Appendix A** of the **Transport Assessment Appendices - Part 1 of 3 (Appendices A to E) [APP-200].**

2.1.3 The report sets out the problems, summary and recommendations of the TMS audit, together with the designer's response. The locations of the problems identified within the audit are shown below, in Figure 2.1.

Figure 2.1: Locations of Problems Identified within the Audit



2.2 Key Personnel

Table 2.1: Key Personnel

Overseeing Organisation:	TBC - Hertfordshire County Council
RSA Team:	Harminder Aulak - TMS Consultancy Lee Williams - TMS Consultancy
Design Organisation:	Neil Scott - Arup (Luton Rising) Jagjit Riat - Arup (Luton Rising) Robert Blair - Arup (Luton Rising)

[redacted]

3 ITEMS RESULTING FROM THE STAGE 1 RSA AUDIT

3.1.1 The following sections provide detail on the audit recommendations and actions.

Table 3.1: Road Safety Audit Decision Log

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.1	There is a high and steep embankment slope on the northern side of Upper Tilehouse Street, which will be impacted by the widening works. The proximity of the embankment to the carriageway could increase the risk of errant vehicles descending down the slope, causing injury to the occupants and any pedestrians that may be walking along the footpath.	It should be ensured that the embankment can be protected by a suitable vehicle restraint system (VRS), taking into account the working width requirements of the VRS.	Accepted. The proposed design would require amendments to the VRS and embankment to accommodate the proposed widening, and this has been indicatively shown as part of the proposal. The amendment to the VRS would be considered further at the detailed design stage.	Agreed	
3.2	There are mature trees, dense vegetation, signs and lamp columns on the eastern side of Park Way, that could be impacted by the carriageway widening works. If these items are positioned close to the edge of carriageway, there could be an increased risk of them being struck by errant vehicles, resulting in injury to road users.	It should be ensured that any dense vegetation and mature trees are removed if they are likely to be positioned close to the edge of carriageway and other items of street furniture relocated as necessary.	Accepted. Figure 3.1 shows the indicative locations of mature trees in the area where road widening is proposed. The mature trees are within the Hitchin Conservation Area but do not have Tree Preservation Orders. They are generally located close to the highway boundary and would not be close to the widened road carriageway edge. It is not therefore expected	Disagree: Mature trees are unlikely to be removed to make way for these works. Further scheme detail will be required to show which trees are affected: This may change the nature of the scheme, easily leading to it being undeliverable. In short, the designer organisation response is not feasible/practical solution.	

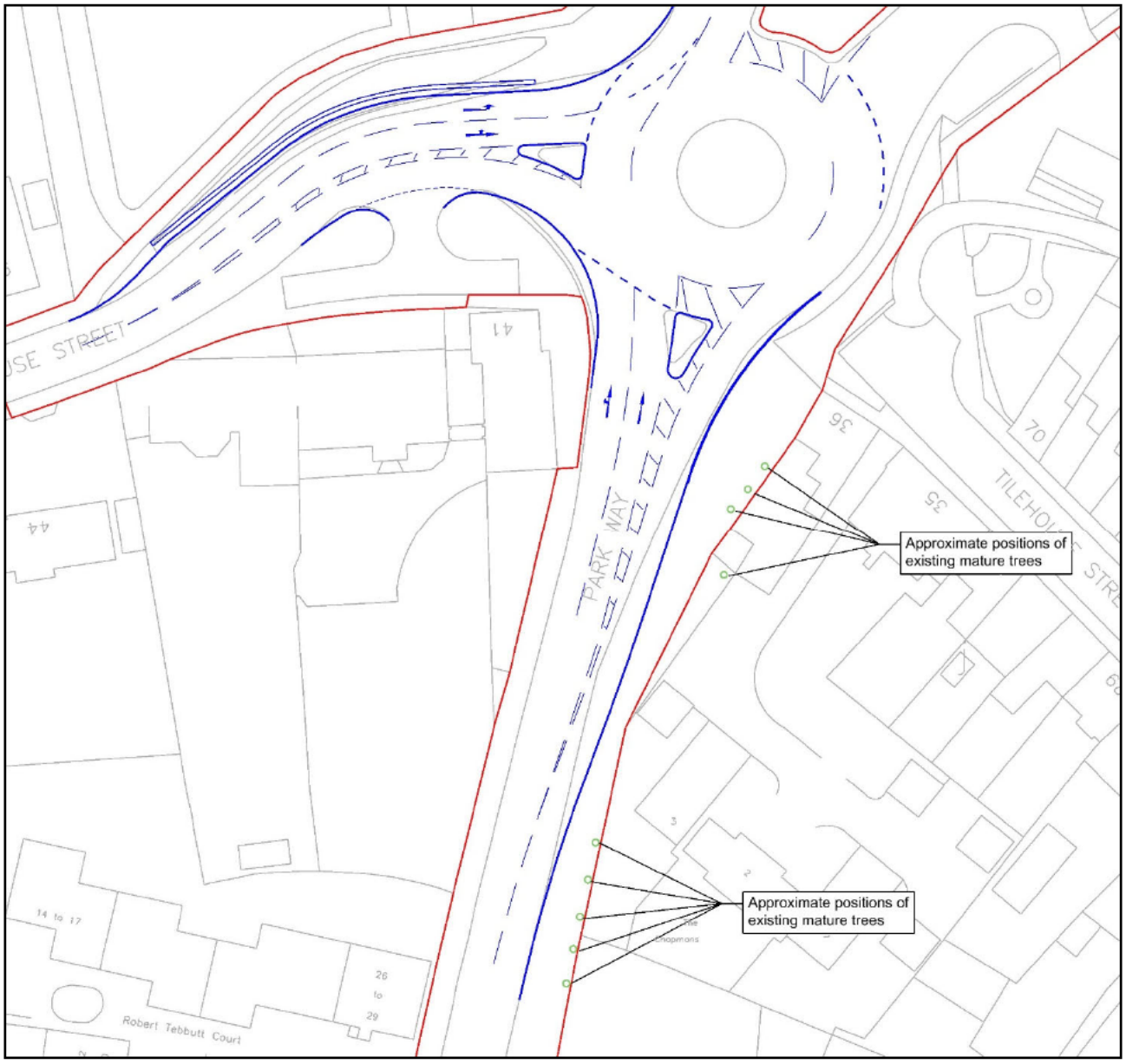
Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
			that the trees would need removing. There is also flexibility in the design to adjust the length of the two lane A602 northbound approach to provide additional clearance to some of the mature trees, without significantly affecting the junction capacity. Any trimming of trees or vegetation and relocating of street furniture would be addressed at the detailed design stage.		
3.3	The realignment of the kerbs could reduce the right-hand visibility splay for road users emerging from the access onto Upper Tilehouse Street. As a result, pull-out type collisions could occur at the access.	It should be ensured that a suitable right-hand visibility splay can be provided at the access, in particular allowing drivers to see vehicles about to turn left into Upper Tilehouse Street from Park Way.	Accepted. The design seeks to reduce the angle at which drivers from the private access are required to look over their shoulder to see oncoming traffic from Upper Tilehouse Street, improving the visibility compared to existing. The visibility splay would be within the public highway/Order Limits. Vegetation within the highway boundary would be trimmed to improve visibility on exit from the private access. This	The presumption being all land required to provide necessary visibility splays are within land classified as public highway?	

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
			would be addressed at the detailed design stage.		

3.2 Existing Tree Locations

3.2.1 Figure 3.1, below, shows the existing tree locations along the eastern side of A602 Park Way, together with the proposed Order Limit.

Figure 3.1: Existing Tree Locations – A602 Park Way



~~3.2~~3.3 Design Organisation and Overseeing Organisation Statements

Table 3.2: Design Organisation Statement

On behalf of the design organisation I certify that: **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation**	
Name:	Jagjit Riat
Signed:	
Position:	Associate Director
Organisation:	Arup
Date:	

Table 3.3: Overseeing Organisation Statement

On behalf of the Overseeing Organisation I certify that: **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and** **2) the agreed RSA actions will be progressed.**	
Name:	
Signed:	
Position:	
Organisation:	Hertfordshire County Council
Date:	

GLOSSARY AND ABBREVIATIONS

Term	Definition
VRS	Vehicle Restraint System

C.3 A602 Park Way / A602 Stevenage Road / Hitchin Hill

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Tables

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1 PROJECT DETAILS

Table 1.1: Project Details

Report title:	Stage 1 Road Safety Audit Designer's Response - A602 Park Way / Stevenage Road / Hitchin Hill
Date:	November 2023
Document Reference and Revision:	TR020001/APP/8.118
Prepared by:	Neil Scott
On behalf of:	Luton Rising

Table 1.2: Authorisation Sheet

Project:	Luton Airport
Report title:	Stage 1 Road Safety Audit Designer's Response - A602 Park Way / Stevenage Road / -Hitchin Hill
Prepared by:	
Name:	Neil Scott
Position:	Senior Technician
Signed:	[redacted]
Organisation:	Arup
Date:	November 2023
Approved by:	
Name:	Jagjit Riat
Position:	Associate Director
Signed:	[redacted]
Organisation:	Arup
Date:	November 2023

2 INTRODUCTION

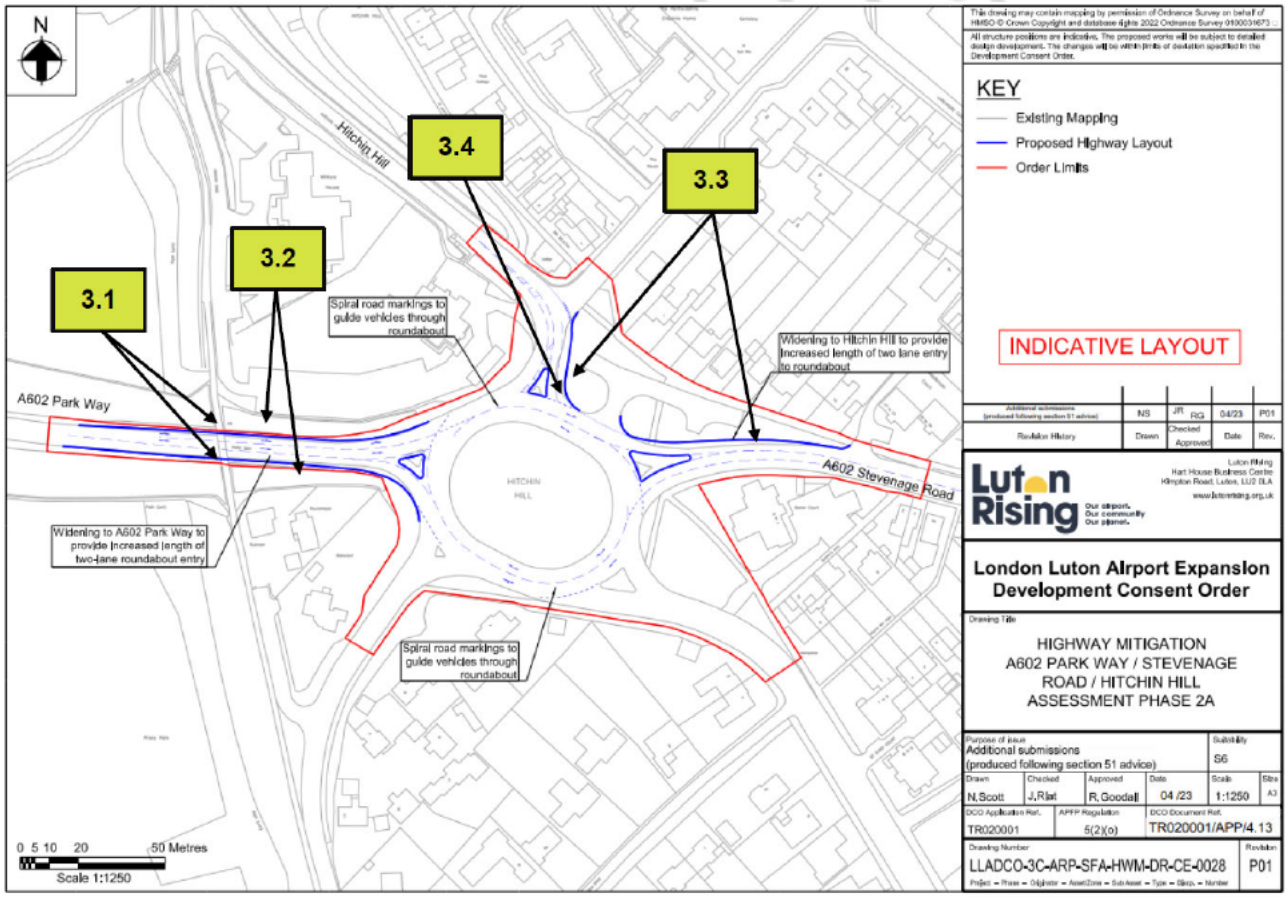
2.1 Stage 1 Road Safety Audit

2.1.1 This Designer's Response report has been compiled to summarise the recommendations of the Stage 1 Road Safety Audit (RSA) undertaken by TMS Consultancy on Monday 10th October 2023, for the proposed mitigation design at the junction between A602 Park Way, A602 Stevenage Road, Hitchin Hill, London Road and Gosmore Road.

2.1.2 The audit was undertaken on the basis of the proposed highway mitigation design shown in drawing LLADCO-3C-ARP-SFA-HWM-DR-CE-0028, as contained within **Appendix A** of the **Transport Assessment Appendices - Part 1 of 3 (Appendices A to E) [APP-200].**

2.1.3 The report sets out the problems, summary and recommendations of the TMS audit, together with the designer's response. The locations of the problems identified within the audit are shown below, in Figure 2.1.

Figure 2.1: Locations of Problems Identified within the Audit



2.2 Key Personnel

Table 2.1: Key Personnel

Overseeing Organisation:	TBC - Hertfordshire County Council
RSA Team:	Harminder Aulak - TMS Consultancy Lee Williams - TMS Consultancy
Design Organisation:	Neil Scott - Arup (Luton Rising) Jagjit Riat - Arup (Luton Rising) Robert Blair - Arup (Luton Rising)

[redacted]

3 ITEMS RESULTING FROM THE STAGE 1 RSA AUDIT

3.1.1 The following sections provide detail on the audit recommendations and actions.

Table 3.1: Road Safety Audit Decision Log

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.1	The piers for a footbridge could be impacted by the carriageway widening works. If sufficient protection cannot be provided for the bridge piers due to the working width requirements of the vehicle restraint systems (VRS), they could be a hazard to road users if struck by errant vehicles.	It should be ensured that the bridge piers can be suitably protected as part of the carriageway widening works.	Accepted. The VRS would be redesigned to suit the proposed highway widening at the detailed design stage.	Agreed	
3.2	There are mature trees, dense vegetation, signs and lamp columns on Park Way, that could be impacted by the carriageway widening works. If these items are positioned close to the edge of carriageway, there could be an increased risk of them being struck by errant vehicles, resulting in injury to road users.	It should be ensured that any dense vegetation and mature trees are removed if they are likely to be positioned close to the edge of carriageway and other items of street furniture relocated as necessary.	Accepted. Figure 3.1 shows the indicative locations of mature trees in the area where road widening is proposed. The trees are not within the Hitchin Conservation Area (HCA) and do not have Tree Preservation Orders. The trees on the north side of A602 Park Way are on an embankment and are set back from the road carriageway edge where it is not therefore expected that the trees would need removing. On the south side, it is likely that some trees	Disagree: Mature trees are unlikely to be removed to make way for these works. Further scheme detail will be required to show which trees are affected: This may change the nature of the scheme, easily leading to it being undeliverable. In short, the designer organisation response is not feasible/practical.	

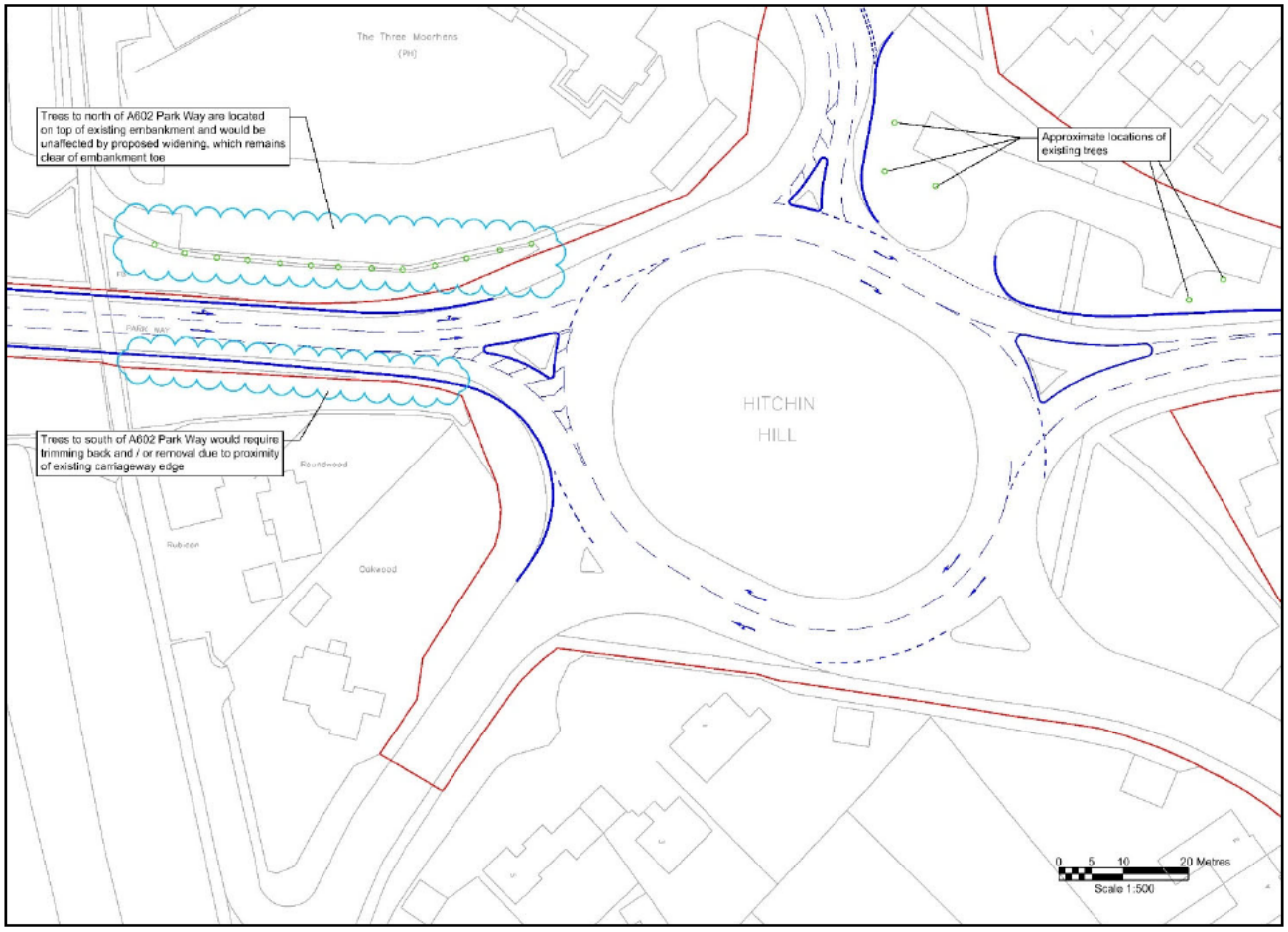
Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
			would need to be removed to accommodate the road widening, but these are not within the HCA and do not have Tree Preservation Orders. Trimming or removal of vegetation and relocation of street furniture would be addressed at the detailed design stage.		
3.3	There are numerous heavy-duty items of street furniture, such as lamp columns, utility cabinets and a telegraph pole, in addition to mature trees, that will be impacted by the carriageway widening works. If these items are positioned close to the edge of carriageway, there could be an increased risk of them being struck by errant vehicles, resulting in injury to road users.	It should be ensured that street furniture is relocated, and mature trees removed as necessary as part of the widening works.	Accepted. Figure 3.1 shows the indicative locations of mature trees in the area where road widening is proposed. The trees are not within the Hitchin Conservation Area (HCA) and do not have Tree Preservation Orders. Nevertheless, there is flexibility in the design of the Hitchin Hill approach to move the kerbline away from the closest trees by reducing the lane widths and/or the central hatched area – this is shown on Figure 3.1. The mature trees on the north side of the A602 westbound approach are	Disagree: Mature trees are unlikely to be removed to make way for these works. Further scheme detail will be required to show which trees are affected: This may change the nature of the scheme, easily leading to it being undeliverable. In short, the designer organisation response is not feasible/practical.	

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
			set back from the road carriageway edge and it is not therefore expected that the trees would need removing. The trimming of vegetation/trees and relocation of street furniture would be addressed at the detailed design stage.		
3.4	Utility service covers currently in the verge will become located in the carriageway due to the widening works. Ironwork at the roundabout entry could present a skid and loss of control hazard to road users (particularly to two-wheeled vehicles) whilst they are braking or accelerating.	The service apparatus should be identified at an early stage and diverted as necessary so that metallic covers are positioned in verge areas, rather than the carriageway.	Accepted. The impact on utility apparatus including service covers would be addressed at the detailed design stage.	Agreed	

3.2 Existing Tree Locations

3.2.1 Figure 3.1, below, shows the approximate locations of existing trees in the vicinity of the A602 Park Way / Hitchin Hill arms of the junction, together with a potential minor amendment to the Hitchin Hill arm of the junction to minimise potential impact on trees to the east.

Figure 3.1: Existing Tree Locations



~~3.2~~3.3 Design Organisation and Overseeing Organisation Statements

Table 3.2: Design Organisation Statement

On behalf of the design organisation I certify that: **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation**	
Name:	Jagjit Riat
Signed:	
Position:	Associate Director
Organisation:	Arup
Date:	

Table 3.3: Overseeing Organisation Statement

On behalf of the Overseeing Organisation I certify that: **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and** **2) the agreed RSA actions will be progressed.**	
Name:	
Signed:	
Position:	
Organisation:	Hertfordshire County Council
Date:	

GLOSSARY AND ABBREVIATIONS

Term	Definition
VRS	Vehicle Restraint Systems

APPENDIX D - CENTRAL BEDFORDSHIRE COUNCIL STAGE 1 RSA DESIGNER'S RESPONSES

D.1 A1081 New Airport Way / Gipsy Lane

Contents

Tables

Figures

1 PROJECT DETAILS

Table 1.1: Project Details

Report title:	Stage 1 Road Safety Audit Designer's Response - A1081 New Airport Way / B653 Gipsy Lane
Date:	November 2023
Document Reference and Revision:	TR020001/APP/8.118
Prepared by:	Neil Scott
On behalf of:	Luton Rising

Table 1.2: Authorisation Sheet

Project:	Luton Airport
Report title:	Stage 1 Road Safety Audit Designer's Response - A1081 New Airport Way / B653 Gipsy Lane
Prepared by:	
Name:	Neil Scott
Position:	Senior Technician
Signed:	[redacted]
Organisation:	Arup
Date:	November 2023
Approved by:	
Name:	Jagjit Riat
Position:	Associate Director
Signed:	[redacted]
Organisation:	Arup
Date:	November 2023

2 INTRODUCTION

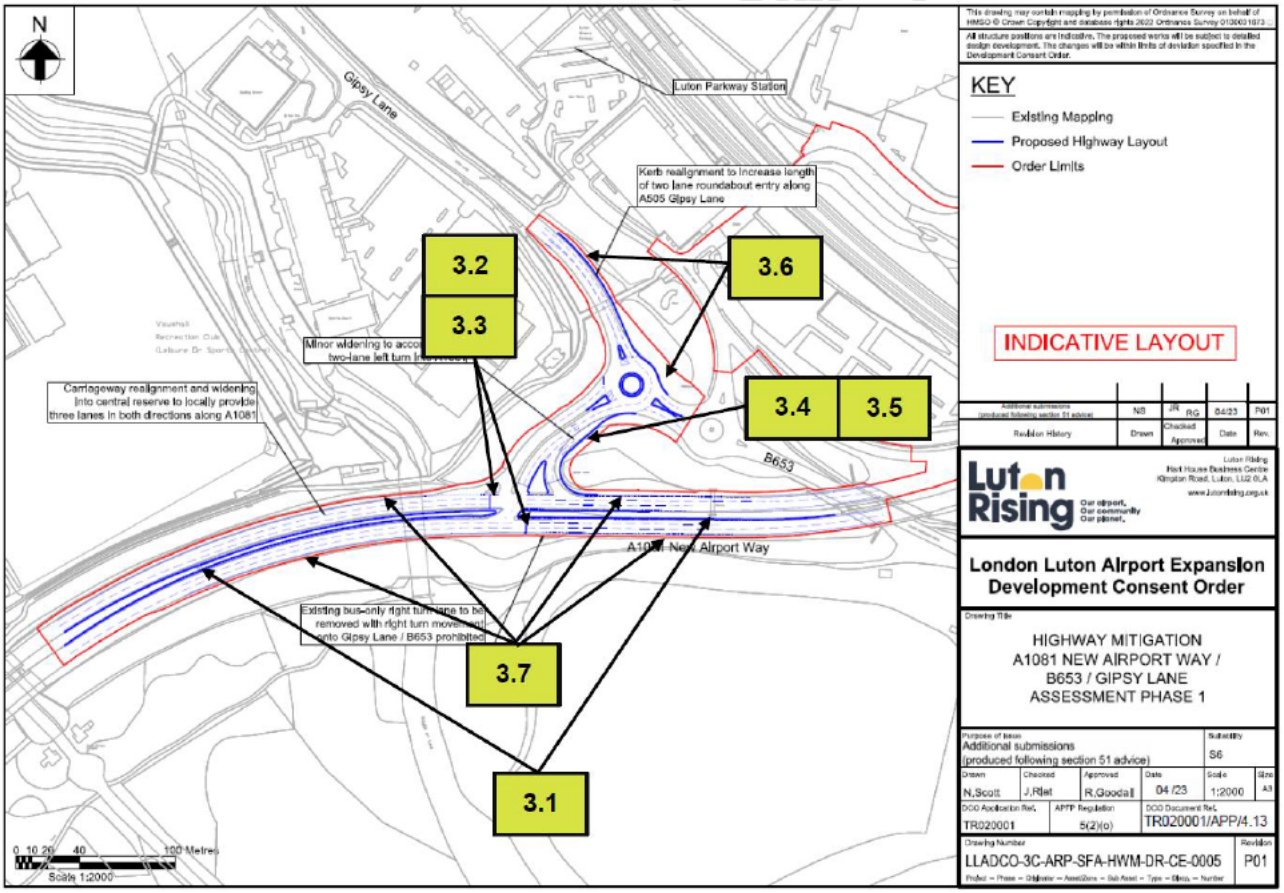
2.1 Stage 1 Road Safety Audit

2.1.1 This Designer's Response report has been compiled to summarise the recommendations of the Stage 1 Road Safety Audit (RSA) undertaken by TMS Consultancy on Monday 10th October 2023, for the proposed mitigation design at the junction between A1081 New Airport Way and B653 Gipsy Lane, in Luton.

2.1.2 The audit was undertaken on the basis of the proposed highway mitigation design shown in drawing LLADCO-3C-ARP-SFA-HWM-DR-CE-0005, as contained within **Appendix A** of the **Transport Assessment Appendices - Part 1 of 3 (Appendices A to E) [APP-200].**

2.1.3 The report sets out the problems, summary and recommendations of the TMS audit, together with the designer's response. The locations of the problems identified within the audit are shown below, in Figure 2.1.

Figure 2.1: Locations of Problems Identified within the Audit



2.2 Key Personnel

Table 2.1: Key Personnel

Overseeing Organisation:	~~TBC~~ Jethro Punter / Christopher Godden - Central Bedfordshire Council/Luton Borough Council
RSA Team:	Harminder Aulak – TMS Consultancy Lee Williams – TMS Consultancy
Design Organisation:	Neil Scott – Arup (Luton Rising) Jagjit Riat – Arup (Luton Rising) Robert Blair – Arup (Luton Rising)

[redacted]

3 ITEMS RESULTING FROM THE STAGE 1 RSA AUDIT

3.1.1 The following sections provide detail on the audit recommendations and actions.

Table 3.1: Road Safety Audit Decision Log

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.1	There are existing heavy-duty items of street furniture within the central reservation, such as lamp columns, a gantry support and signposts. When the reservation is narrowed to accommodate the widening works, there may be insufficient width to provide protection for the items. In addition, the items may be within the working width of the vehicle restraint system (VRS). Road users could suffer serious injury if vehicles collide into the street furniture and are brought to an abrupt halt or redirected violently.	It should be ensured that the items of street furniture can be adequately protected by vehicle restraint systems, without encroaching into the working width of the VRS.	Accepted. The detailed design of the realignment would ensure that sufficient clearance is provided to items of street furniture including lighting columns, signage and the gantry support. Space would also be provided for the VRS and its associated working width. To demonstrate this, two indicative cross sections are shown on Figure 3.5. Section A-A shows the available widths at the narrowest point and Section B-B shows the available widths at the gantry location. In both cross sections, the current design provides a minimum clearance of approximately 2.2m between the VRS on either side of the central reserve. This provides working width for the VRS and space for the street furniture and the gantry. At the gantry location, there is further flexibility in the cross section as the length of 3 to 2	The updated layout provided as Figure 3.4 appears to substantially further reduce the width of the central reservation in the immediate vicinity of the overhead gantry, east of the junction, leaving limited clearance between the edge of the reservation and the gantry in the central reservation, whilst the widening required to maintain the cycle lane on the northern side of the A1081 appears to also bring the edge of carriageway closer to the northern ~~gantry~~gantry. It appears therefore that works to, or relocation of, the gantry are likely required if the Safety Audit recommendations are to be addressed. Whilst the gantry's northern pillar lies within adopted public highway, it falls outside of the DCO limits.	

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
			lane merge on the eastbbound carriageway could be shortened creating more available width for the central reserve.		
3.2	The equipment associated with the traffic signals, such as signal poles and the controller, could be a roadside hazard to road users if they lose control and collide into the items at high speed. The speeds along the A1081 could be higher than the posted 40mph speed limit, due to rural dual carriageway and widened nature of the road.	Passively safe traffic signal equipment should be specified for the scheme, with the controller not located in a likely run-off area for errant vehicles.	Accepted. The design of the roadside equipment would be considered at the detailed design stage.	Noted that this is accepted. We are content that this could be addressed at the detailed design stage, subject to a relevant approvals process being secured through the DCO.	Position agreed. Consider the provision and design of roadside equipment at the detailed design stage.
3.3	The widening to three lanes on the approaches to the junction could increase the likelihood of the primary signals being masked by high sided vehicles. If a red signal is not clearly visibly to road users, there could be an increased risk of overshoot collisions or accidents involving sudden and late braking, such as rear-end shunts.	High-mounted duplicate primary signals should be provided on the A1081 approaches to the junction.	Accepted. The provision of high-mounted signals would be considered at the detailed design stage.	Noted that this accepted. We are content that this could be addressed at the detailed design stage, subject to a relevant approvals process being secured through the DCO.	Position agreed. Consider the provision and design of high-mounted signals at the detailed design stage
3.4	There is dense vegetation in the verge and a cutting slope	The verge should be cleared of dense	Accepted. For the existing layout, an SSD of 38m would	It is noted that the works required to clear the verge	

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	on the approach to the traffic signals. These features will be closer to the edge of carriageway when the road is widened, creating a roadside hazard to road users if they lose control and leave the carriageway. The vegetation and slope could also restrict the stopping sight distance (SSD) to the signal heads, increasing the risk of overshoot and failure to stop type collisions.	vegetation and the slope regraded over a sufficient distance to ensure the features do not present a roadside hazard to road users, and to ensure suitable SSD can be provided to the traffic signals.	be achievable to the offside signalhead of the left turn lane. The proposed design would provide an SSD of approximately 50m to the same signal head - see Figure 3.3. This provides a substantial improvement compared to existing. Note: CD123 para 7.3.1 states that where multiple lanes are provided on the approach, a signal-controlled junction may have offside primary signals. Vehicle speeds are likely to be lower than the posted 40mph speed limit given the proximity of the Parkway Roundabout and the uphill gradient between the roundabout and the signals. The 50m SSD is considered proportionate given the location, it is an improvement compared to existing and covers the entire length of the left turn lanes. To keep the 50m SSD clear, ~~T~~the verge would be cleared of dense vegetation, the sign would be moved and the slope regraded or a small retaining structure would be provided at the detailed design stage.	and provide for the required SSD (and potentially also some of the physical widening works and replacement directional signage, lighting columns and embankment works), appear to fall outside of the current CBC highway boundary, although within land under the control of CBC and (potentially) within the DCO limits. In addition it is noted that visibility to the signal heads cannot be achieved in line with CD123, with the nearside rather than offside signal head being considered as the primary signal and with visibility below the SSD for the design speed of the road, albeit the existing limitations are acknowledged. In addition to the concerns over growth and embankments obstructing forward visibility to the signal heads, the realignment of the junction approach also appears to further reduce achievable levels of forward visibility. CBC have a concern that, when the signals are on green on the B653 approach,	

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
			At the left turn onto the A1081, the Order Limit has been positioned to allow improvements to Forward Sight Stopping Distance (FSSD) around the radius of the left turn, through cutting back of vegetation. Currently, a FSSD of approximately 22-24m is achievable at the tightest point of the left hand curve, with the proposed Order Limit enabling a minimum FSSD of approximately 28m.	and drivers are able to join the A1081 in free-flow conditions, a lack of forward visibiltyvisibility could result in drivers being unaware of stationary or slow moving traffic on the A0181. It appears likely that the land requiring clearing and regrading to allow for forward visibility may be outside of the DCO limits.	
3.5	The widening to create the two lanes on the approach to the traffic signal junction is abrupt and the alignment may be difficult to follow by large vehicles. This could lead to side swipe collisions and incidents of large vehicles striking street furniture if they override the kerbs onto verge areas.	A swept path analysis should be carried out and amendments to the alignment implemented if necessary.	Accepted. Swept path analysis was undertaken as part of the design process to ensure that vehicles can undertake all manoeuvres, see Figures 3.1 and 3.2. T the swept path exercise has been undertaken for an articulated HGV and large private car as it was not considered appropriate to allow for two left turning HGVs due to the sharpness of the turn, –which would result in an abnormally wide junction entry. The entry would become even wider if a taper was added for the HGV to turn into the nearside	The updated swept path, in which the HGV movement on the nearside previously overran the cycle lane, has been amended. However in order to avoid over-running the cycle lane, this now details the HGV significantly intruding into the second lane on the A1081 as it makes the left turn, with a risk of conflict with an adjacent left-turning car. CD123 states that the design of signal control junctions should incorporate turning radii for the largest design vehicle, and that provision	

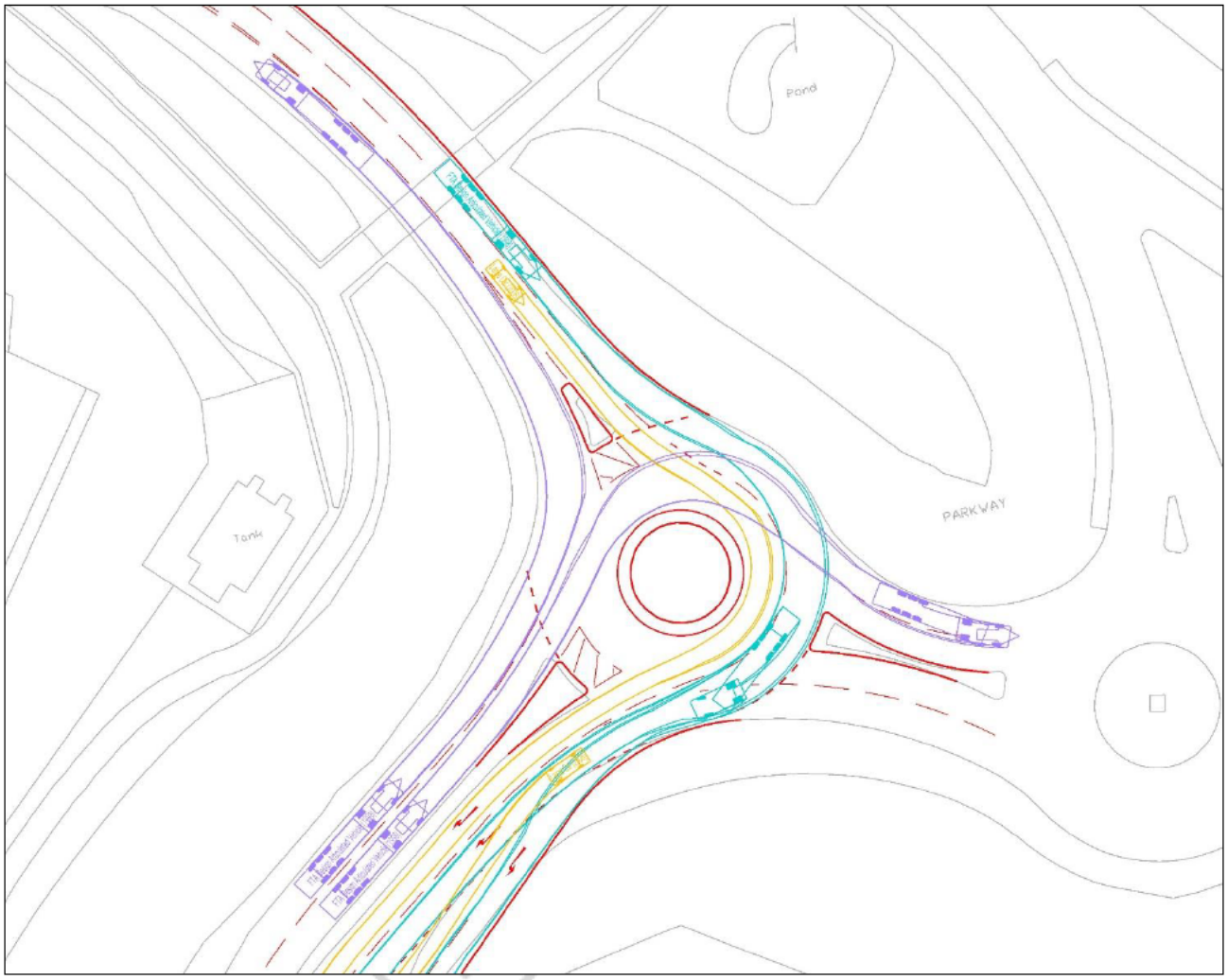
Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
			lane of the A1081 without entering the middle lane. Whilst the HGV path crosses two of the three proposed lanes on the A1081, there are only two left turn lanes entering the A1081, which means a parallel left turning car would still be able to enter the offside lane of the A1081. To guide vehicles, white lining would be provided as shown on Figure 3.2. If concerns over a left turning HGV remain, the widening of the left turn to create two approach lanes could be removed from the proposed scheme as it would not have a material impact on the overall operation of the junction. This would mean that the left turn would remain as existing.	should be made for appropriate corner radii and associated tapers, to allow for the turning of Heavy Goods Vehicles. As such the swept path analysis demonstrates the need for further revisions to the layout as per the Safety Audit recommendations, in order for a HGV to turn left without straddling lanes, which would appear to require the provision of a corner taper. It is unclear if this can be achieved within the DCO limits or the extent of available public highway.	
3.6	There is a high drop on the northern side of Gypsy Lane where the road widening is proposing (including the parapet for a subway). When the kerbs are realigned, the drop could be within the working width of the vehicle restraint system (VRS). If so, errant vehicles slip under the	It should be ensured that there is sufficient width available to reposition the VRS and adequately protect the drop.	Accepted. The proposed widening along the northern edge of Gipsy Lane is contained within the existing verge, with scope to adjust the position of the VRS. There is also scope to adjust the alignment of the southern kerbline to 'balance' the proposed widening across	It is noted that sufficient land appears to be available to enable the re-balancing of the kerblines, although this would entail a revision to the scheme at detailed design. However as this section of the Highway falls within the control of LBC, the extent of highway and the ability for	

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	VRS after it has deformed, and enter the drop, resulting in injury to road users.		both sides of the carriageway, which would increase clearances from the northern realigned kerbline and existing subway portal, and retain a distance of approximately- 2.0m to the southern subway portal. A 2.0m clearance between the realigned northern kerbline and subway portal is considered an appropriate width to accommodate VRS. The position of the VRS would be considered further at the detailed design stage. LBC has confirmed that they are satisfied with the RSA response.	these works to be carried out should be confirmed with Luton Borough Council.	
3.7	There are existing cycle facilities along the A1081 New Airport Way in both directions. It is not clear how the proposed layout will accommodate cyclists. If the cycle routes become discontinuous, cyclists could be vulnerable to being struck by vehicles, if they have to travel within or close to the live traffic lanes of the dual carriageway.	It should be ensured that adequate and safe cycle facilities are provided as part of the proposals.	Accepted. There is scope within the width of the Order Limits to retain on-road cycle lanes along the A1081, to the same width as the existing provision, as shown on Figure 3.5. The traffic signal maintenance bay would not be affected by the proposed works and would therefore be retained. Section B-B on Figure 3.5 shows that the relocated VRS on the north side of the A1081 would be 1m from the gantry support meaning there	It is noted that the updated layout provided as Figures 3.2-3.4 details the retention of the on-carriageway cycle lane, however this appears to be as a result of further reductions to the width of the central reservation, beyond that in the original plans undergoing Safety Audit. As such this exacerbates the issues identified as RSA problem 3.1, reducing the clearance between street furniture contained within the central reservation and the related RSS. In addition the	

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
			would be sufficient working width for the VRS without affecting the existing gantry support. [redacted]	cycle lane to the northern side of the A1081, appears to be proposed as being relocated slighty to the north, rather than being retained in its current position, which could have further implications in terms of the need to also relocate the adjacent safety barrier (and the subsequent implications in terms of proximty to the gantry footings). As such the wider concern remains that the actions required to address the identified combined Safety Audit problems may not be deliverable within the DCO limits.	

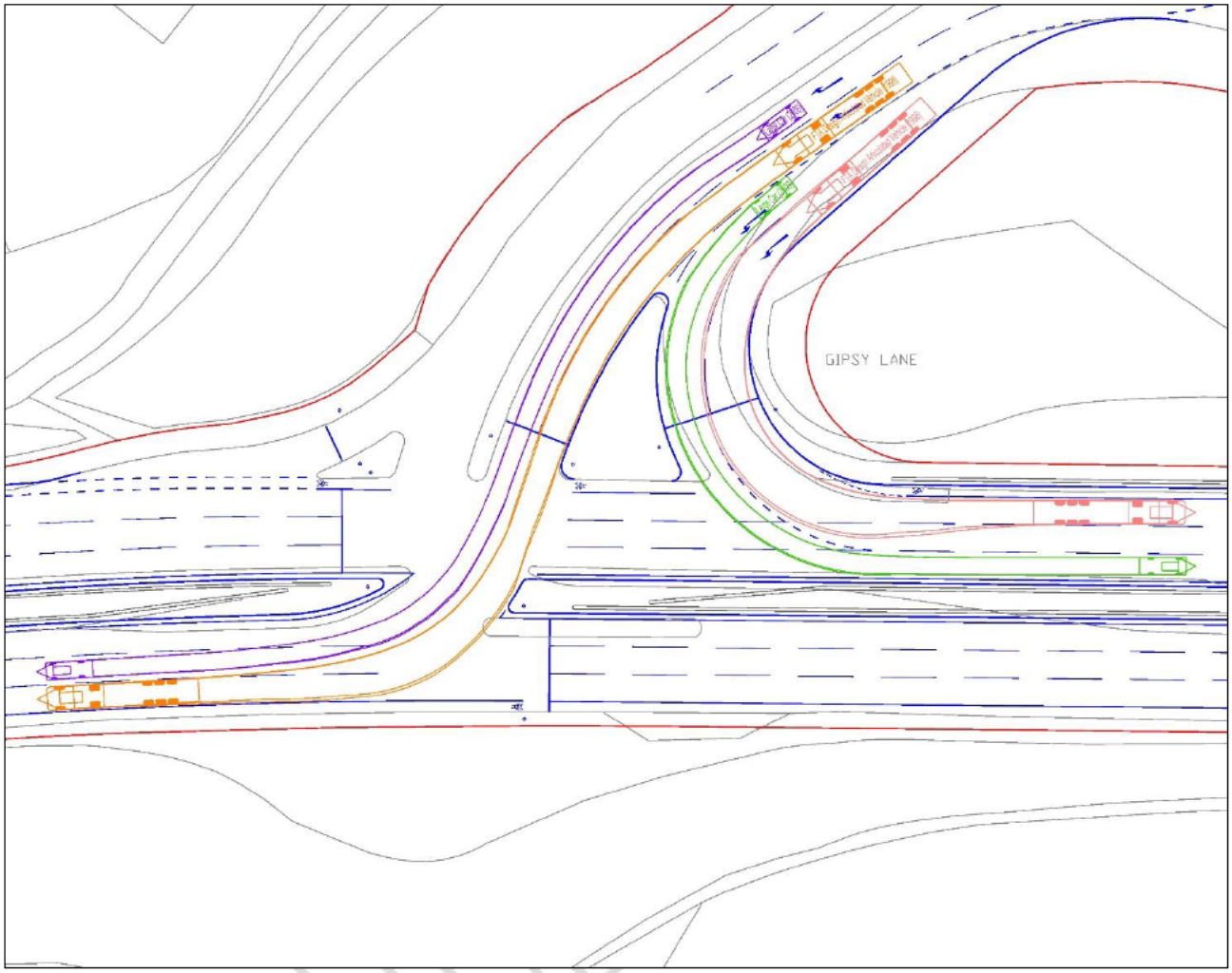
3.2 Swept Path Information

Figure 3.1: Swept Paths – B653 Gipsy Lane / A1081 New Airport Way Link Road



3.2.1 Figure 3.1 above shows the swept path analysis for 16.5m articulated HGVs and large cars at the roundabout junction between B653 Gipsy Lane and the A1081 New Airport Way link road.

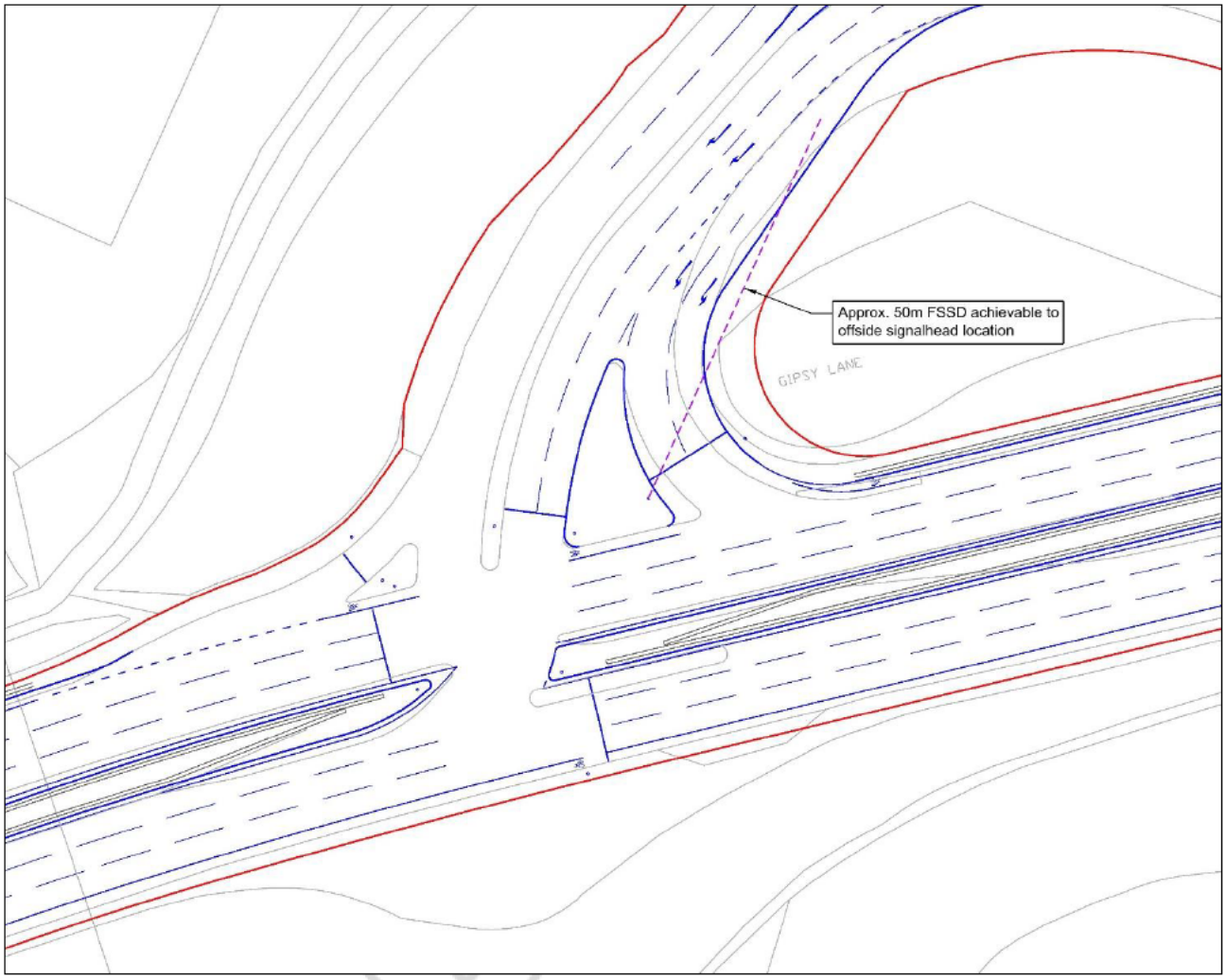
Figure 3.2: Swept Paths – A1081 New Airport Way / B653 Gipsy Lane Link



3.2.2 Figure 3.2 above shows the swept path analysis for 16.5m articulated HGVs and large cars at the signalised junction between A1081 New Airport Way and the Gipsy Lane link road. The left turn onto the A1081 has not been designed to accommodate two parallel HGVs, as this would result in an abnormally wide stop line.

3.3 Forward Stopping Sight Distance

Figure 3.3: A1081 New Airport Way / B653 Gipsy Lane Link SSD

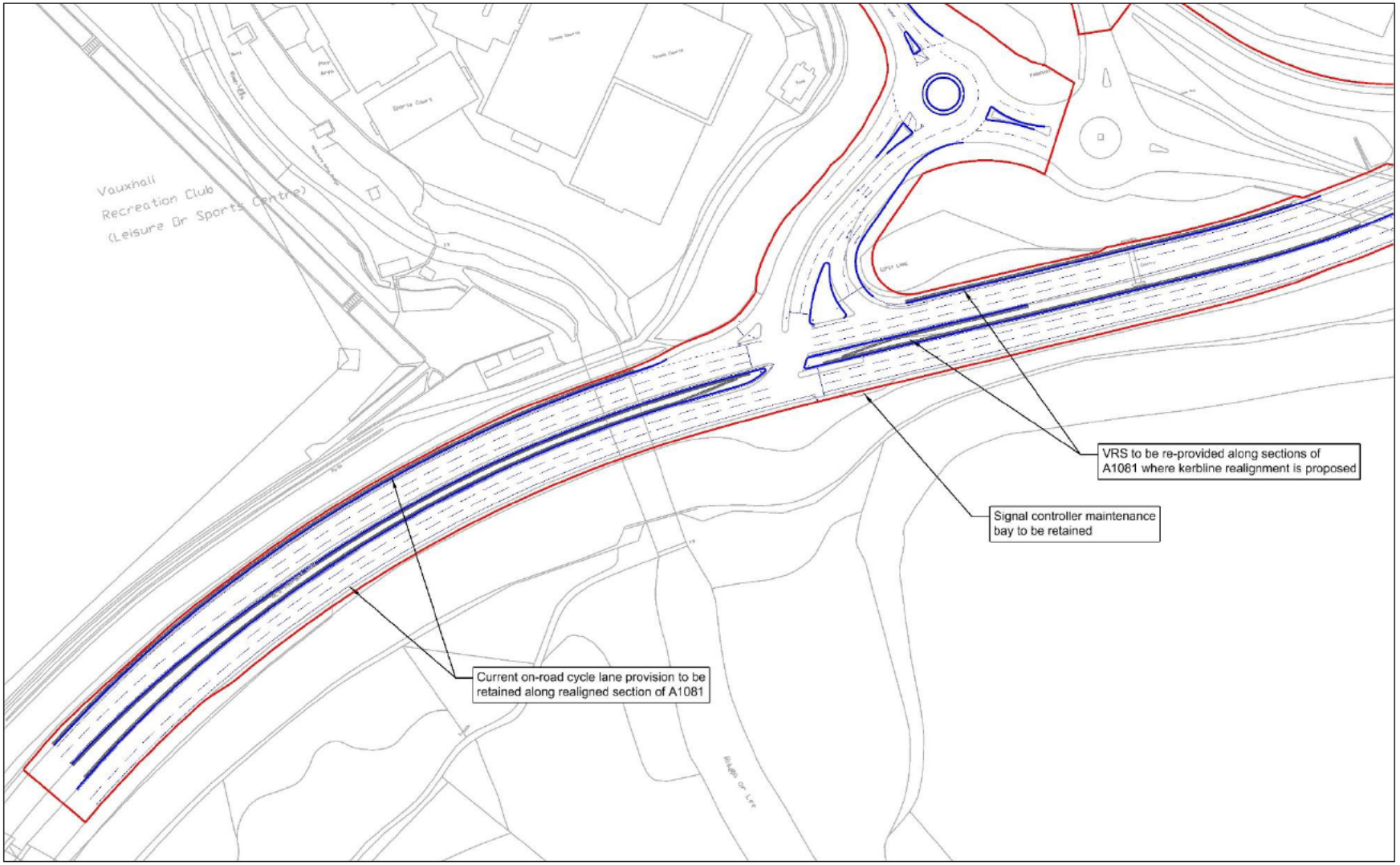


~~3.2.2~~3.3.1 Figure 3.3~~Figure 3.3~~ above shows the proposed SSD to the offside signalhead. A SSD of at least 50m SSD to a primary signalhead for the left turn is achievable (covering the entirety of the left turn lanes) without removing significant amounts of trees, which is an improvement over the current SSD of approximately 38m.

~~3.3~~3.4 A1081 Cycle Lane

3.4.1 Figure 3.4, below, shows the proposed layout of the A1081 New Airport Way in the vicinity of the Gipsy Lane junction.

Figure 3.4: A1081 New Airport Way- Proposed Layout

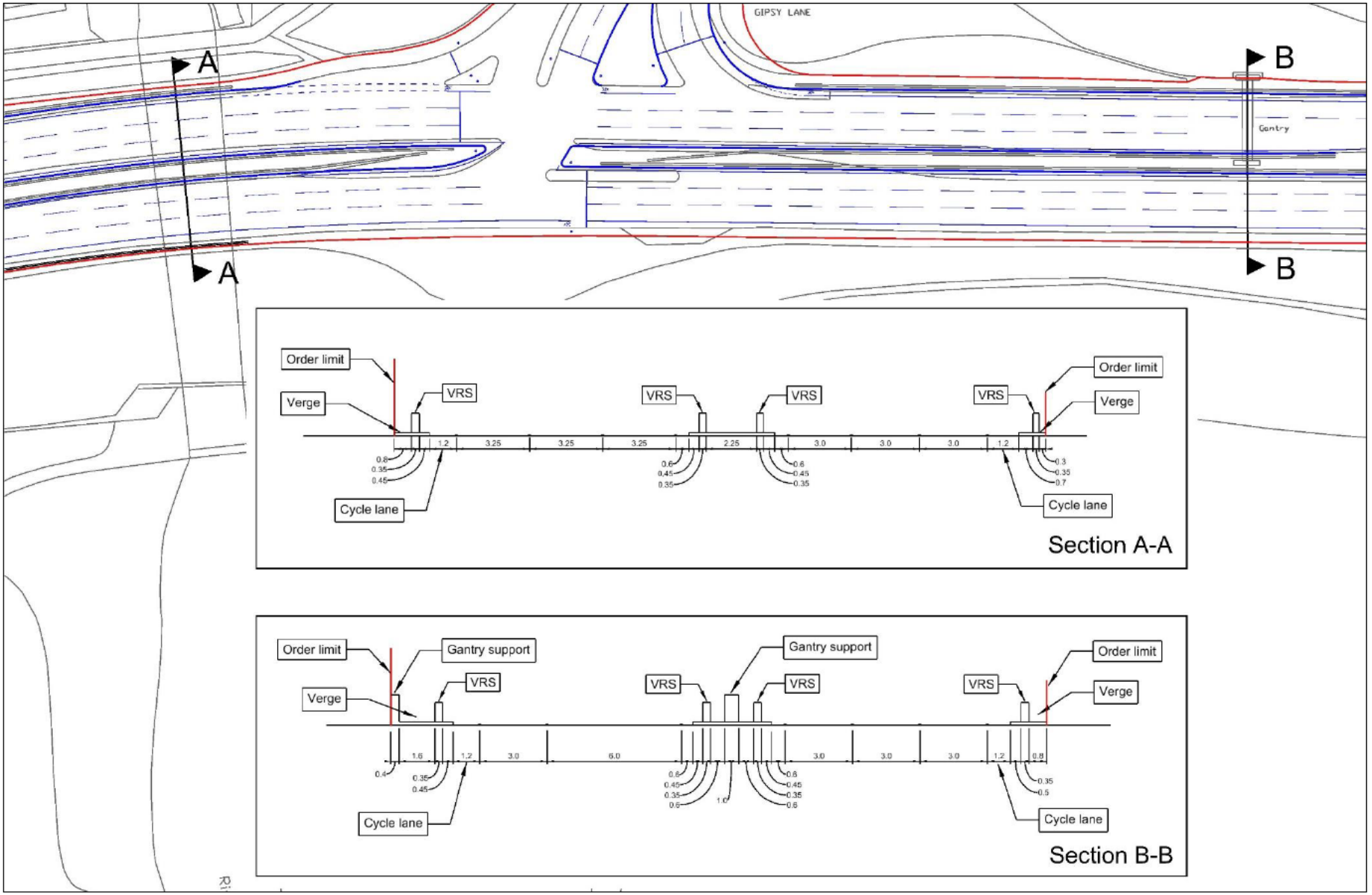


3.4.2 Figure 3.4, above, shows the proposed design of the A1081 New Airport Way, which demonstrates that the existing cycle facilities can be retained within the proposed layout. The existing signal maintenance layby to the south of the junction is also retained in its current location. VRS is indicated along both sides of the A1081 and within the central reserve area, which would need to be re-provided in areas where the kerblines are proposed to be amended.

3.5 Indicative A1081 Cross Sections

3.5.1 Figure 3.5, below, shows indicative cross sections at two locations along the proposed A1081 New Airport Way alignment, to the east and west of the junction. The western cross-section (Section A-A) is located at the narrowest point of the central reserve, noting that there is potential to reduce the length of three to two lane westbound merge, which would increase the central reserve width to the west of the cross section by up to 1m. The eastern cross-section (Section B-B) demonstrates that there remains a significant clearance between the proposed realigned northern kerbline and gantry foundation.

Figure 3.5: Indicative A1081 Cross Sections



~~3.4~~3.6 Design Organisation and Overseeing Organisation Statements

Table 3.2: Design Organisation Statement

On behalf of the design organisation I certify that: **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation**	
Name:	Jagjit Riat
Signed:	
Position:	Associate Director
Organisation:	Arup
Date:	

Table 3.3: Overseeing Organisation Statement

On behalf of the Overseeing Organisation I certify that: **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and** **2) the agreed RSA actions will be progressed.**	
Name:	Jethro Punter/Christopher Godden
Signed:	
Position:	
Organisation:	Central Bedfordshire Council/Luton Borough Council
Date:	

GLOSSARY AND ABBREVIATIONS

Term	Definition
SSD	Stopping Sight Distance
VRS	Vehicle Restraint System

[redacted]

D.2 A1081 New Airport Way / London Road (South)

Contents

Tables

Figures

1 PROJECT DETAILS

Table 1.1: Project Details

Report title:	Stage 1 Road Safety Audit Designer's Response - A1081 New Airport Way / London Road (South)
Date:	November 2023
Document Reference and Revision:	TR020001/APP/8.118
Prepared by:	Neil Scott
On behalf of:	Luton Rising

Table 1.2: Authorisation Sheet

Project:	Luton Airport
Report title:	Stage 1 Road Safety Audit Designer's Response - A1081 New Airport Way / London Road (South)
Prepared by:	
Name:	Neil Scott
Position:	Senior Technician
Signed:	[redacted]
Organisation:	Arup
Date:	November 2023
Approved by:	
Name:	Jagjit Riat
Position:	Associate Director
Signed:	[redacted]
Organisation:	Arup
Date:	November 2023

2 INTRODUCTION

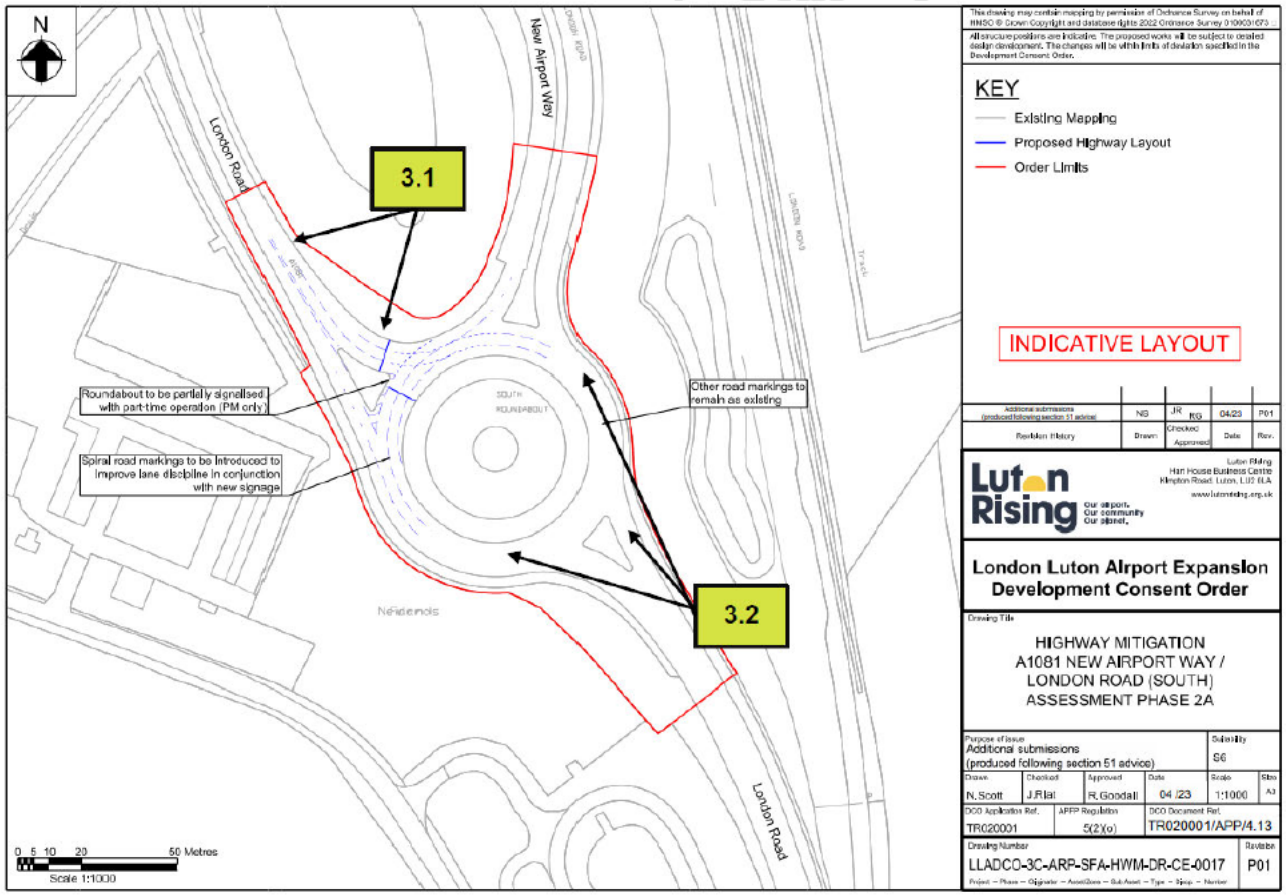
2.1 Stage 1 Road Safety Audit

2.1.1 This Designer's Response report has been compiled to summarise the recommendations of the Stage 1 Road Safety Audit (RSA) undertaken by TMS Consultancy on Monday 10th October 2023, for the proposed mitigation design at the junction between A1081 New Airport Way / London Road (South), in Luton.

2.1.2 The audit was undertaken on the basis of the proposed highway mitigation design shown in drawing LLADCO-3C-ARP-SFA-HWM-DR-CE-0017, as contained within **Appendix A** of the **Transport Assessment Appendices - Part 1 of 3 (Appendices A to E) [APP-200].**

2.1.3 The report sets out the problems, summary and recommendations of the TMS audit, together with the designer's response. The locations of the problems identified within the audit are shown below, in Figure 2.1.

Figure 2.1: Locations of Problems Identified within the Audit



2.2 Key Personnel

Table 2.1: Key Personnel

Overseeing Organisation:	~~TBC~~ Jethro Punter - Central Bedfordshire Council
RSA Team:	Harminder Aulak - TMS Consultancy Lee Williams - TMS Consultancy
Design Organisation:	Neil Scott - Arup (Luton Rising) Jagjit Riat - Arup (Luton Rising) Robert Blair - Arup (Luton Rising)

[redacted]

3 ITEMS RESULTING FROM THE STAGE 1 RSA AUDIT

3.1.1 The following sections provide detail on the audit recommendations and actions.

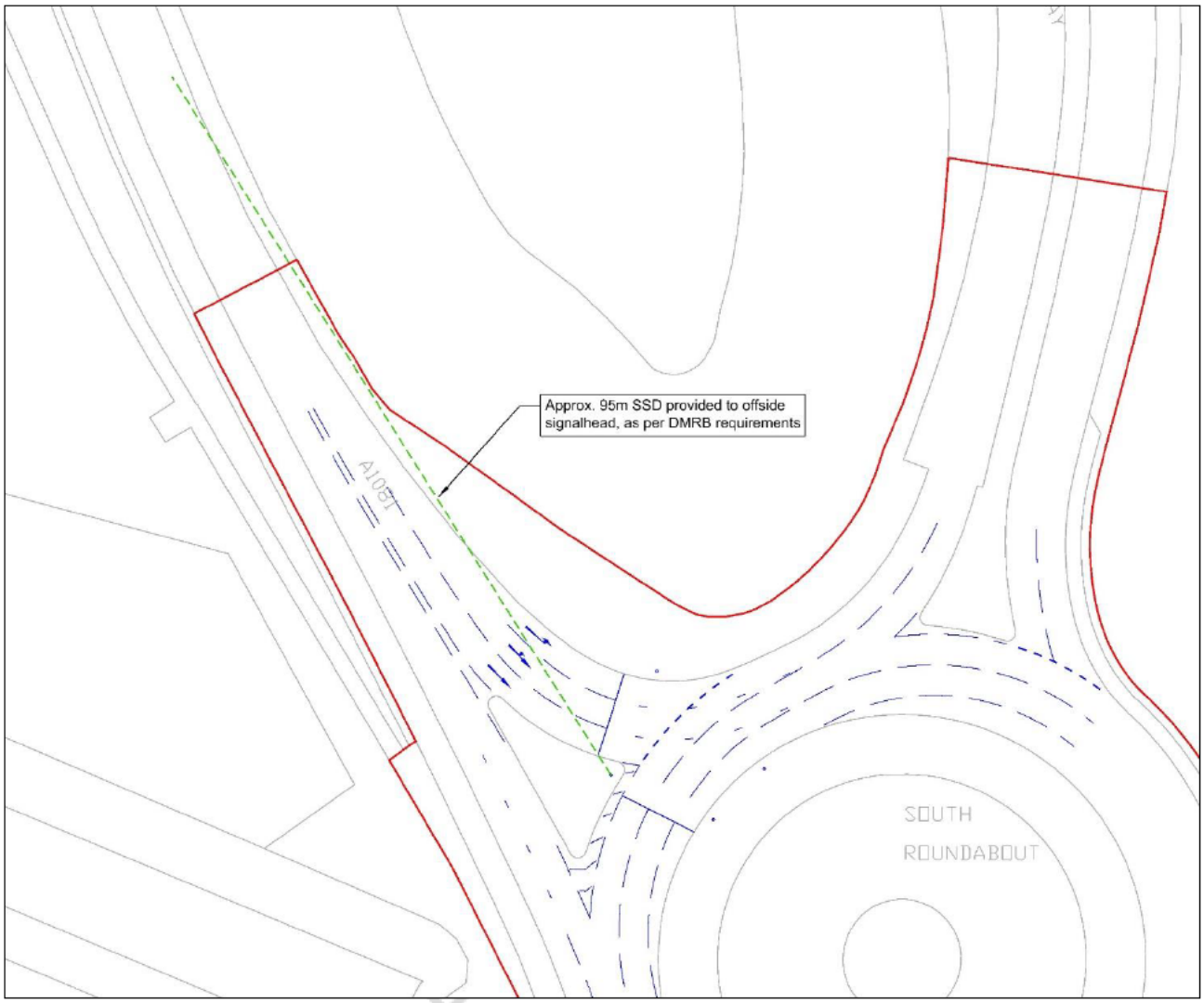
Table 3.1: Road Safety Audit Decision Log

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.1	The stopping sight distance (SSD) to the nearside primary traffic signal is likely to be reduced by the nearside cutting slope and vegetation (due to the curvature of the road). If the appropriate SSD is not provided, there could be an increased risk of overshoot and shunt type collisions, especially if the offside signals are obscured by high-sided vehicles.	Appropriate SSD to the signals should be provided, which is likely to require the regrading of the cutting slope and removal of vegetation.	The existing design speed of 30mph (60B) would be retained at the roundabout and on the approaches, where a desirable minimum SSD is 90m and a one-step below desirable minimum SSD is 70m. CD123 of the DMRB states that desirable minimum visibility should be provided to at least one primary signal head (on either the nearside or offside, as per para 7.3.1 of CD123). The proposed design would achieve desirable minimum SSD to the offside primary signal head as per CD123 requirements - see Figure 3.1. To make sure the desirable minimum SSD is not obscured by high sided vehicles, ~~However,~~ high-mast signals would be provided for the offside primary signal	Whilst the viisbilty to the offside signal has been shown, this does not directly address the Safety Audit problem, which refers to the potential for the offside signals to be obscured by high sided vehicles. CD123 (whilst applicable to priority signal junctions) defines the primary signal as being the nearside (when there are more than one set of signals near the stop line). Whilst visibility one-step below desirable minimum can be achieved to the nearside signal, CD109 states that relaxations below desirable minimum shall not be used on the immediate approach to junctions. Should it be the case that the 85th %ile speeds on the approach can be demonstrated to be	

Ref.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
			head at the detailed design stage. No works outside the DCO boundary would be required to meet the requirements of CD123. Note: CD123 para 7.3.1 sets out details of primary and secondary signalheads, where an offside signalhead is considered a primary signalhead.	50kph, then a 70m SSD could be considered as applicable, As such it appears likely that works outside of the DCO boundary may be required to re-grade the bank in order to achieve desirable minimum SSD to the nearside signal head.	
3.2	The existing road markings on the circulatory carriageway are significantly worn and so when compared to the new markings, will be less visible to road users. The sudden reduced visibility of the road markings could result in poor lane discipline and side swipe type collisions could occur as a result.	All road markings at the roundabout should be refreshed so that the quality is uniform throughout.	Accepted. Road markings would be refreshed / replaced in line with the proposed spiral marking design, with the potential for a line marking refresh of the remaining existing markings. This would be addressed at the detailed design stage.	Noted that this is accepted. We are content this could be addressed at the detailed design and construction stage.	Position agreed. Road markings to be considered at detailed design stage.

3.2 Forward Stopping Sight Distance

Figure 3.1: Forward Stopping Sight Distance to Signalhead



3.2.1 Figure 3.1, above, shows that the Desirable Minimum FSSD to the offside signalhead can be achieved in line with DMRB guidance for a 30mph speed limit (90m). Paragraph 4.7 of CD116 states:

> *"On an external approach to a signal-controlled roundabout, each traffic lane shall have clear visibility of at least one primary traffic signal associated with its particular movement, from a distance equivalent to the desirable minimum SSD of the approach road."*

3.2.2 Paragraph 7.3.1 of CD123 'Geometric Design of at-grade priority and signal-controlled junctions' states:

> *"Where multiple lanes are provided on the approach, a signal-controlled junction may have offside primary, double-headed or overhead additional signals to ensure visibility of the signals from all lanes."*

~~3.2~~3.3 Design Organisation and Overseeing Organisation Statements

Table 3.2: Design Organisation Statement

On behalf of the design organisation I certify that: **1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation**	
Name:	Jagjit Riat
Signed:	
Position:	Associate Director
Organisation:	Arup
Date:	

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Signed:	
Position:	
Organisation:	Central Bedfordshire Council
Date:	

GLOSSARY AND ABBREVIATIONS

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