



**ZA921 Little Court Wratting Road, Haverhill,  
RSA Designers Response  
For CARE (Little Court)  
August 2021**

**1.0 Introduction**

1.1 Road Safety Auditors “Road Safety Consulting” (RSC) were commissioned by Cannon Consulting Engineers (CCE) to carry out a Stage 1 Road Safety Audit (RSA) of the proposed site access and pedestrian/cycle facilities associated with the proposed Little Court Care Home Access Arrangements off A143 Haverhill Road, Little Wratting, Suffolk. The Audit was carried out during July 2021.

1.2 RSC were asked to consider site following plans and documents as follows:

Drawing ZA921-PL-DR-001	P06	Proposed Access
Drawing ZA921-PL-DR-002	P04	Proposed Access Tracking
Drawing ZA921-PL-DR-004	P04	Refuse Vehicle Tracking
Document CCE/ZA921/TA	02	Transport Assessment

1.3 The RSAs prepared by RSC are included in **Appendix A**.

1.4 This report draws together the following documents and information:

- a. The Designer’s Comments to the Stage 1 RSA, set out as follows:
  - Column 1 – identifies the item number (or paragraph number) in the Stage 1 RSA and summarises the problems identified within the Audit;
  - Column 2 – sets out the Auditor’s Recommendations;
  - Column 3 – sets out the Designer’s Comments to these problems and recommendations; and
  - Column 4 – allows for comments from the Highway Authority.

1.5 There is a tabulated response to each RSA included overleaf.

1.6 The updated drawings are included in **Appendix B (Drawing ZA921-PL-SK-006-PO2 and Drawing ZA921-PL-SK-001-P09)**.



## DESIGNERS RESPONSE:-T JUNCTION CARE HOME

Proposed Site Access (Drawing ZA921-PL-DR-001)				
Item	Problem	Auditor's Recommendation	Designer's Response	Highway Authority Response
<b>4.1 Walking, cycling and horse riding</b>				
4.1.1	<p><b>Location:</b> At the eastern crossing point for bus stop</p> <p><b>Summary:</b> Reduced forward visibility at the crossing point and high approach speeds may lead to pedestrian to vehicle collisions</p> <p>The A143, east of the development access, has a slight rolling vertical crest curve, with a raised verge area along the southern side of the A143. This may reduce the forward visibility (stopping sight distance) to and for pedestrians crossing at the bus stop hardstanding. Reduced forward visibility may lead to pedestrian to vehicle collisions, particularly as this section of the A143 is on a straight alignment and vehicle speeds appeared to be high.</p>	It is recommended that adequate forward visibility (stopping sight distance) is provided at the crossing point, consistent with free flow approach speeds.	<p><b>Drawing ZA921-PL-SK-006-P02</b> has been prepared to demonstrate that vertical visibility is achievable to the site access and proposed crossing points.</p> <p><b>Drawing ZA921-PL-SK-001-P09</b> shows the updated site access strategy.</p>	
4.1.2	<p><b>Location:</b> On the A143, eastbound approach to the western pedestrian / cyclist crossing</p> <p><b>Summary:</b> Reduced forward visibility at the crossing point may lead to pedestrian / cyclist to vehicle collisions</p> <p>At the crossing, there is reduced forward visibility (stopping sight distance) to the east to / from the northern crossing point. Reduced forward visibility may lead to poor crossing decisions by users and to pedestrian / cyclist to vehicle collisions.</p>	It is recommended that the crossing point is relocated to a point where adequate stopping sight distance is available to the crossing point, consistent with free flow approach speeds.	<p><b>Noted:</b> This crossing has been removed from the scheme and a crossing point is instead provided just east of the site access.</p>	
4.1.3	<p><b>Location:</b> On the A143, westbound cycle facility transition from footway to carriageway</p> <p><b>Summary:</b> Cycle to vehicle collisions at the return to the carriageway</p> <p>At the transition, cyclists will have difficulty viewing westbound approaching vehicles. The westbound traffic lane is narrowed by the presence of the central hatched markings and a merging cyclist may be vulnerable to collisions with vehicles at this point.</p>	It is recommended that cyclists are encouraged to make the left turn at the development access, making a positive turn on to the A143 rather than a merge manoeuvre (see also Problem 4.1.2 for the recommended relocation of the crossing point).	<p><b>Noted:</b> The scheme has been updated to encourage cyclists to cycle on the A143.</p> <p>A crossing point has been provided for eastbound cyclists to access the site.</p>	
4.1.4	<p><b>Location:</b> At the development access</p> <p><b>Summary:</b> Pedestrian to vehicle collisions at the side road crossover due to reduced inter-visibility</p> <p>At the eastern footway crossing area, there may be reduced inter-visibility between pedestrians and drivers making the left turn in to the site. Reduced inter-visibility may lead to pedestrian to vehicle collisions.</p>	It is recommended that adequate inter-visibility is provided between conflicting users at this point; this may require the cutting back of vegetation and / or landscaping at this point.	<p><b>Noted:</b> The vegetation will be cleared in this location of maximise inter-visibility between vehicles and pedestrians. The crossing has been moved further towards the junction mouth. Although this will increase the width needed to cross it will increase inter-visibility between pedestrians/cyclists and vehicles.</p> <p>A separate pedestrian and cycle access is now proposed to provide direct access into the car park.</p>	
<b>4.2 Junctions</b>				
4.2.1	<p><b>Location:</b> At the development access</p> <p><b>Summary:</b> Reduced side road visibility and high approach speeds may lead to failure to give way type collisions</p> <p>The A143, east of the development access, has a slight rolling vertical crest curve, with a raised verge area along the southern side of the A143. This may reduce the side road visibility to the right from the</p>	It is recommended that adequate side road visibility is provided, consistent with free flow approach speeds.	<p><b>Drawing ZA921-PL-SK-006-P02</b> has been prepared to demonstrate that vertical visibility is achievable to the site access and proposed crossing points.</p> <p><b>Drawing ZA921-PL-SK-001-P09</b> shows the updated site access strategy.</p>	



Proposed Site Access (Drawing ZA921-PL-DR-001)				
Item	Problem	Auditor's Recommendation	Designer's Response	Highway Authority Response
	development access. Reduced side road visibility may lead to failure to give way type collisions, particularly as this section of the A143 is on a straight alignment and vehicle speeds appeared to be high.			
4.2.2	<p><b>Location:</b> On the A143, eastbound approach to the development access</p> <p><b>Summary:</b> High approach speeds may lead to late braking type collisions</p> <p>The alignment of this section of the A143 is relatively straight and vehicle speeds appeared to be high. Vehicles making a main road right turn may be vulnerable to late braking rear shunt type collisions.</p>	It is recommended that improved advanced warning of the location of the development access is provided. Measures may include but not be limited to providing a flag type sign at the junction, a diagram 506.1 junction warning sign and 'SLOW' carriageway marking to diagram 1024. (There is an existing junction warning sign for the adjacent side road, and this may need to be relocated as part of this recommendation).	<b>Noted:</b> Additional signing and road markings will be provided. See Drawing ZA921-PL-SK-001-P09.	
<b>5. Other Observations</b>				
5.1	<p><b>Location:</b> On the development access</p> <p>The private driveway is located close to the dropped kerb pedestrian crossover and the give way line. This may lead to occasional over-run of the tactile paving and possible damage to paving. It is suggested that the driveway access is relocated further from the crossing area, to provide separation; this would also increase the distance between the give way line and the access.</p>		<b>Noted:</b> The location at which the private drive meets the site access road has been moved away from the site access junction with the A143. The private drives access will be used very infrequently as the property has another driveway to the west which is their principle access.	
5.2	<p><b>Location:</b> Driveway off A143</p> <p>The driveway is shown as a fully kerbed access. It would appear to be a single property access and it may be appropriate to provide this as a dropped kerb crossover, to remove the need for tactile paving.</p>		<b>Noted:</b> The updated scheme removes the need to cross this side road.	

## Appendix A – RSA

**Stage 1 Road Safety Audit**

**A143 Haverhill Road, Little Wratting, Suffolk**

**Little Court Care Home Access Arrangements**

**Date:** 05/07/2021

**Report produced for:** Care (Little Court) Ltd

**Report requested by:** Cannon Consulting Engineers

**On behalf of:** Suffolk County Council

**Report prepared by:** Kevin Seymour, Road Safety Consulting Ltd

**Reference:** RSC/KS/EB/20101

**Document Control Sheet**

Project Title           A143 Haverhill Road, Little Wratting, Suffolk  
                                   Little Court Care Home Access Arrangements

Report Title            Stage 1 Road Safety Audit  
                                   Reference: RSC/KS/EB/20101

Revision                -

Status                  Final

Control Date          05/07/2021

Record of Issue

Issue	Author	Date	Check	Date	Authorised	Date
Final	KS	02/07/21	EB	03/07/21	KS	05/07/21

Distribution

Organisation	Contact	Copies
Cannon Consulting Engineers	Jessica Pratt	ecopy

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## 1. Introduction

- 1.1. This report results from a Stage 1 Road Safety Audit carried out on the proposed Little Court Care Home Access Arrangements off A143 Haverhill Road, Little Wrating, Suffolk. The Audit was carried out during July 2021.
- 1.2. This Road Safety Audit was produced for (client organisation): Care (Little Court) Ltd, requested by (design organisation): Cannon Consulting Engineers, on behalf of (overseeing organisation): Suffolk County Council.
- 1.3. The Audit Team membership was as follows:  
  
Audit Team Leader  
Kevin Seymour  
B Sc, PG Dip TS, MCIHT, MSoRSA  
Highways England Certificate of Competence (Road Safety Audit)  
Road Safety Consulting Ltd  
  
  
Audit Team Member  
Elaine Bingham  
B Eng (Hons), MCIHT, MSoRSA  
Highways England Certificate of Competence (Road Safety Audit)  
Road Safety Consulting Ltd
- 1.4. The audit took place at the offices of Road Safety Consulting Ltd between the 1<sup>st</sup> and 3<sup>rd</sup> July 2021. The Audit was undertaken in accordance with the email instruction and the report has been prepared with reference to the Design Manual for Roads and Bridges (DMRB) GG 119.
- 1.5. The Audit Team visited the site together on the 1<sup>st</sup> July 2021 between 2:30pm and 3:30pm. Weather conditions at the time of the audit were overcast and dry. The road surface was dry. Traffic flows were low. No pedestrians or cyclists were observed.
- 1.6. The Audit comprised an examination of the information provided by the Design Organisation and listed in Appendix 1.
- 1.7. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.
- 1.8. All comments and recommendations are referenced to the design drawing and the locations have been indicated on plans in Appendix 2.

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## **2. Items Considered**

### **2.1. Scheme Proposals**

2.1.1. The development proposal consists of a new specialist dementia care village for up to 120 residents, including central amenity building (shop, restaurant, pub, communal hall, treatment/counselling rooms, offices and staff accommodation), club/hobby rooms, vehicle parking, landscaping proposals and associated works.

2.1.2. The highway works associated with the proposal consists of a widened give way controlled tee junction on Haverhill Road, with associated dual use footway / cycleway provision along Haverhill Road, including a bus stop hardstanding area for passengers on the northern verge area with a dropped kerb crossing facility.

### **2.2. Information Provided to the Audit Team**

2.2.1. Information that has been provided to the Audit Team, for the purpose of this audit, is as outlined within Appendix 1 of this report.

### **2.3. Departures from Standards (Design)**

2.3.1. The Audit Team has not been advised of any design departures from standards.

### **2.4. Departures from Standards (Road Safety Audit)**

2.4.1. This Road Safety Audit has been produced, with reference to DMRB – GG 119 – Road Safety Audit with the following exceptions.

- A formal Road Safety Audit Brief, approved by Suffolk County Council, has not been provided to the Audit Team, however the Audit Team received a supporting email with relevant background data and information and therefore did not consider that the lack of a formal brief would compromise the production of a Road Safety Audit for these proposals.
- Section 5 of this report provides additional Observations, that are outside of the scope of GG119 (which specifically excludes the provision of additional comments within Road Safety Audit report). These comments, whilst considered outside the scope of the audit, have been produced to assist the designer in providing a safe design where any safety comment may be conditional on receiving more detailed information.

## **3. Items Raised at Previous Road Safety Audits**

3.1. The Audit Team is unaware of any previous Road Safety Audits on these development proposals.



## 4. Items Raised by this Stage 1 Road Safety Audit

### 4.1. Walking, Cycling & Horse Riding

#### 4.1.1. Problem

Location: At the eastern crossing point for bus stop

Summary: Reduced forward visibility at the crossing point and high approach speeds may lead to pedestrian to vehicle collisions



The A143, east of the development access, has a slight rolling vertical crest curve, with a raised verge area along the southern side of the A143. This may reduce the forward visibility (stopping sight distance) to and for pedestrians crossing at the bus stop hardstanding. Reduced forward visibility may lead to pedestrian to vehicle collisions, particularly as this section of the A143 is on a straight alignment and vehicle speeds appeared to be high.

#### **Recommendation:**

It is recommended that adequate forward visibility (stopping sight distance) is provided at the crossing point, consistent with free flow approach speeds.

#### 4.1.2. Problem

**Location:** On the A143, eastbound approach to the western pedestrian / cyclist crossing

**Summary:** Reduced forward visibility at the crossing point may lead to pedestrian / cyclist to vehicle collisions



At the crossing, there is reduced forward visibility (stopping sight distance) to the east to / from the northern crossing point. Reduced forward visibility may lead to poor crossing decisions by users and to pedestrian / cyclist to vehicle collisions.

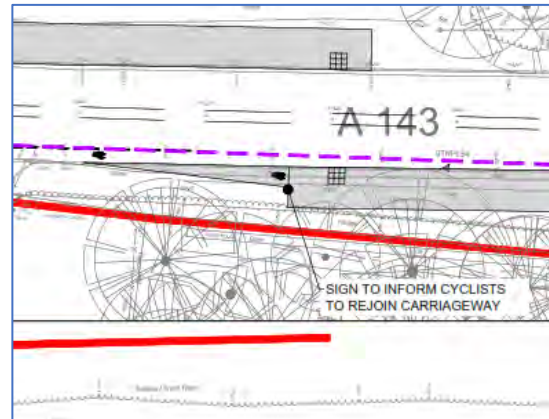
#### **Recommendation:**

It is recommended that the crossing point is relocated to a point where adequate stopping sight distance is available to the crossing point, consistent with free flow approach speeds.

**4.1.3. Problem**

**Location:** On the A143, westbound cycle facility transition from footway to carriageway

**Summary:** Cycle to vehicle collisions at the return to the carriageway



At the transition, cyclists will have difficulty viewing westbound approaching vehicles. The westbound traffic lane is narrowed by the presence of the central hatched markings and a merging cyclist may be vulnerable to collisions with vehicles at this point.

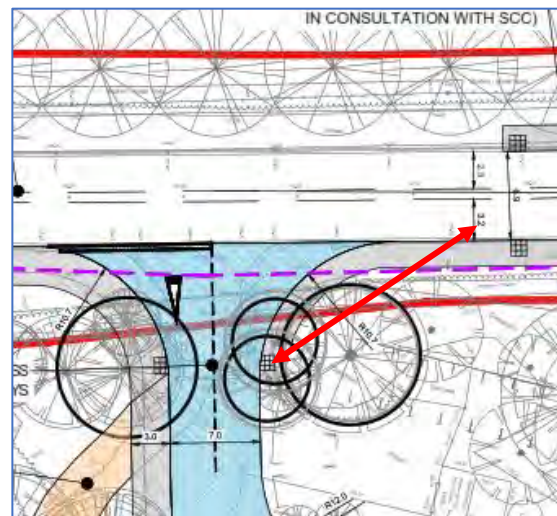
**Recommendation:**

It is recommended that cyclists are encouraged to make the left turn at the development access, making a positive turn on to the A143 rather than a merge manoeuvre (see also Problem 4.1.2 for the recommended relocation of the crossing point).

**4.1.4. Problem**

**Location:** At the development access

**Summary:** Pedestrian to vehicle collisions at the side road crossover due to reduced inter-visibility



At the eastern footway crossing area, there may be reduced inter-visibility between pedestrians and drivers making the left turn in to the site. Reduced inter-visibility may lead to pedestrian to vehicle collisions.

**Recommendation:**

It is recommended that adequate inter-visibility is provided between conflicting users at this point; this may require the cutting back of vegetation and / or landscaping at this point.

## 4.2. Junctions

### 4.2.1. Problem

Location: At the development access

Summary: Reduced side road visibility and high approach speeds may lead to failure to give way type collisions



The A143, east of the development access, has a slight rolling vertical crest curve, with a raised verge area along the southern side of the A143. This may reduce the side road visibility to the right from the development access. Reduced side road visibility may lead to failure to give way type collisions, particularly as this section of the A143 is on a straight alignment and vehicle speeds appeared to be high.

#### **Recommendation:**

It is recommended that adequate side road visibility is provided, consistent with free flow approach speeds.

### 4.2.2. Problem

Location: On the A143, eastbound approach to the development access

Summary: High approach speeds may lead to late braking type collisions

The alignment of this section of the A143 is relatively straight and vehicle speeds appeared to be high. Vehicles making a main road right turn may be vulnerable to late braking rear shunt type collisions.

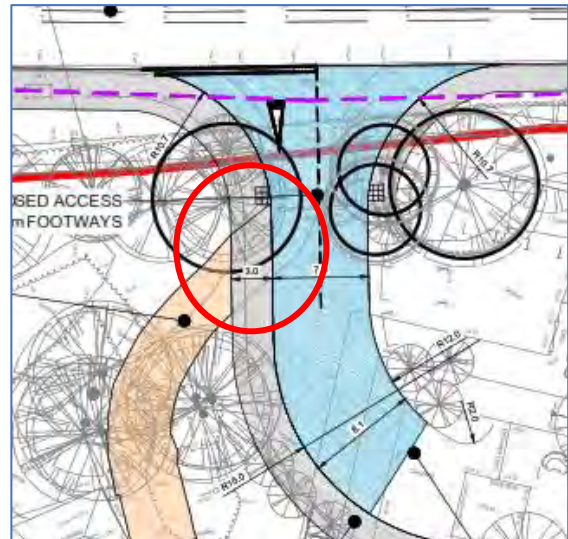
#### **Recommendation:**

It is recommended that improved advanced warning of the location of the development access is provided. Measures may include but not be limited to providing a flag type sign at the junction, a diagram 506.1 junction warning sign and 'SLOW' carriageway marking to diagram 1024. (There is an existing junction warning sign for the adjacent side road, and this may need to be relocated as part of this recommendation).

## 5. Other Observations

### 5.1. Observation

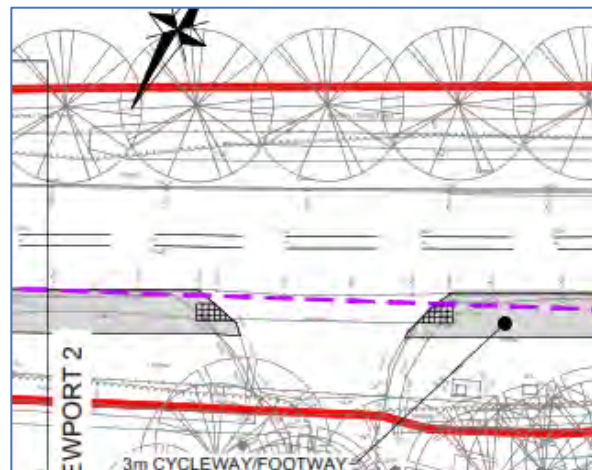
Location: On the development access



The private driveway is located close to the dropped kerb pedestrian crossover and the give way line. This may lead to occasional over-run of the tactile paving and possible damage to paving. It is suggested that the driveway access is relocated further from the crossing area, to provide separation; this would also increase the distance between the give way line and the access.

### 5.2. Observation

Location: Driveway off A143



The driveway is shown as a fully kerbed access. It would appear to be a single property access and it may be appropriate to provide this as a dropped kerb crossover, to remove the need for tactile paving.

## 6. Audit Team Statement

We certify that this Stage 1 Road Safety Audit has been carried with reference to GG 119.

### Audit Team Leader

Kevin Seymour  
B Sc, PG Dip TS, MCIHT, MSoRSA  
Highways England Certificate of Competence (Road Safety Audit)

Signed: .....  ..... Dated 2<sup>nd</sup> July 2021  
Director of Road Safety Consulting Ltd

### Audit Team Member

Elaine Bingham,  
B Eng (Hons), MCIHT, MSoRSA  
Highways England Certificate of Competence (Road Safety Audit)  
Director of Road Safety Consulting Ltd

Signed: .....  ..... Dated 3<sup>rd</sup> July 2021  
Director of Road Safety Consulting Ltd

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4 Paramore Close  
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## APPENDIX 1: Information Provided

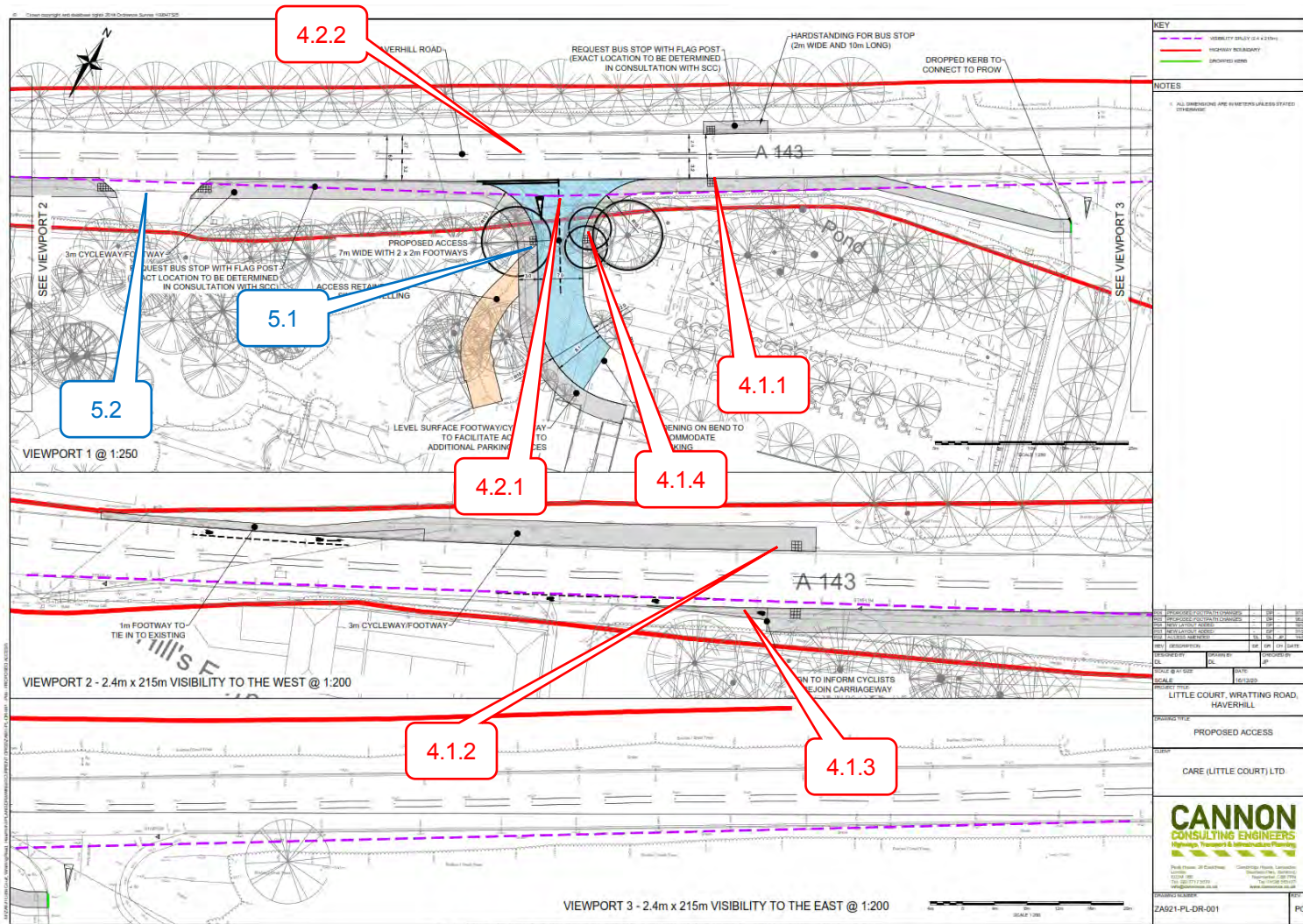
### List of Information Provided

Document Reference Number	Rev	Title
Drawing ZA921-PL-DR-001	P06	Proposed Access
Drawing ZA921-PL-DR-002	P04	Proposed Access Tracking
Drawing ZA921-PL-DR-004	P04	Refuse Vehicle Tracking
Document CCE/ZA921/TA	02	Transport Assessment
Drawing PB8301-RHD-DE-H1-DR-D-0158		Redrow Reserved Matters Highway Adoption Plan

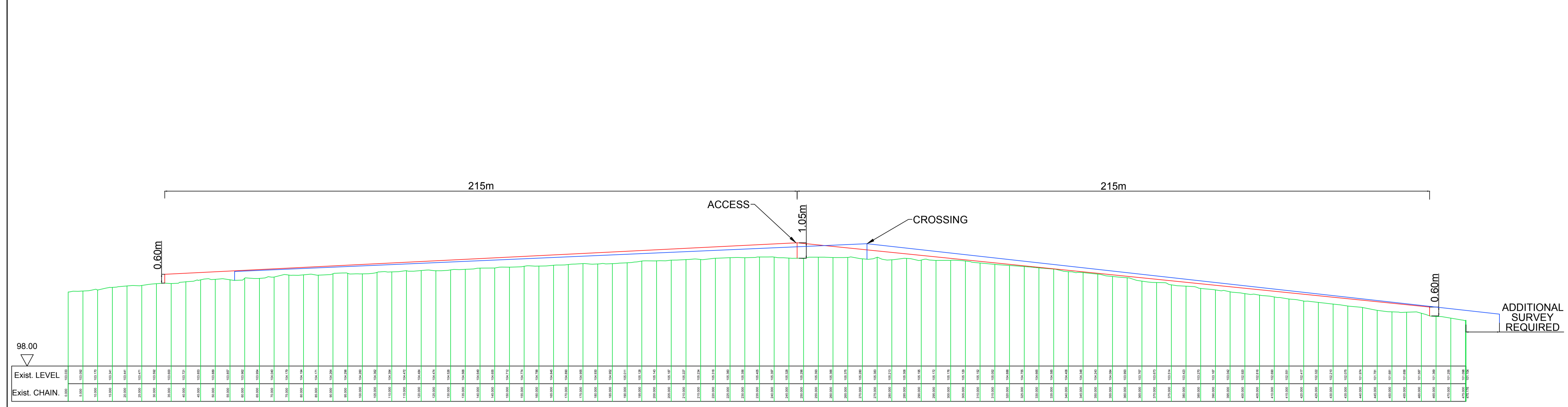
## **APPENDIX 2: Drawing Showing Problem Locations**

Problem numbers shown on the attached drawing refer to Problem numbers within the report.





## Appendix B – Updated Plans



**SECTION 1**  
Horiz. 1:500 Vert. 1:100

Chainage	Level
0.000	103.000
10.000	103.000
20.000	103.000
30.000	103.000
40.000	103.000
50.000	103.000
60.000	103.000
70.000	103.000
80.000	103.000
90.000	103.000
100.000	103.000
110.000	103.000
120.000	103.000
130.000	103.000
140.000	103.000
150.000	103.000
160.000	103.000
170.000	103.000
180.000	103.000
190.000	103.000
200.000	103.000
210.000	103.000
220.000	103.000
230.000	103.000
240.000	103.000
250.000	103.000
260.000	103.000
270.000	103.000
280.000	103.000
290.000	103.000
300.000	103.000
310.000	103.000
320.000	103.000
330.000	103.000
340.000	103.000
350.000	103.000
360.000	103.000
370.000	103.000
380.000	103.000
390.000	103.000
400.000	103.000
410.000	103.000
420.000	103.000
430.000	103.000
440.000	103.000
450.000	103.000
460.000	103.000
470.000	103.000
480.000	103.000
490.000	103.000
500.000	103.000

**SECTION ALONG SOUTHERN CHANNEL LINE**  
VERTICAL ALIGNMENT SCALED UP BY 5



**PLAN VIEW**

KEY	

NOTES				

P02	CROSSING REMOVED	-	DP	-	08/2021
P01	PROPOSED CROSSING VISIBILITY SPLAYS ADDED	-	DP	-	05/2021
REV	DESCRIPTION	DE	DR	CH	DATE
DESIGNED BY	DRAWN BY	CHECKED BY			
-	DP	-			
SCALE @ A1 SIZE		DATE			
D.N.S.		29/07/2021			
PROJECT TITLE					
LITTLE COURT, WRATTING ROAD, HAVERHILL					
DRAWING TITLE					
VISIBILITY PLAN					
CLIENT					
CARE (LITTLE COURT) LTD					

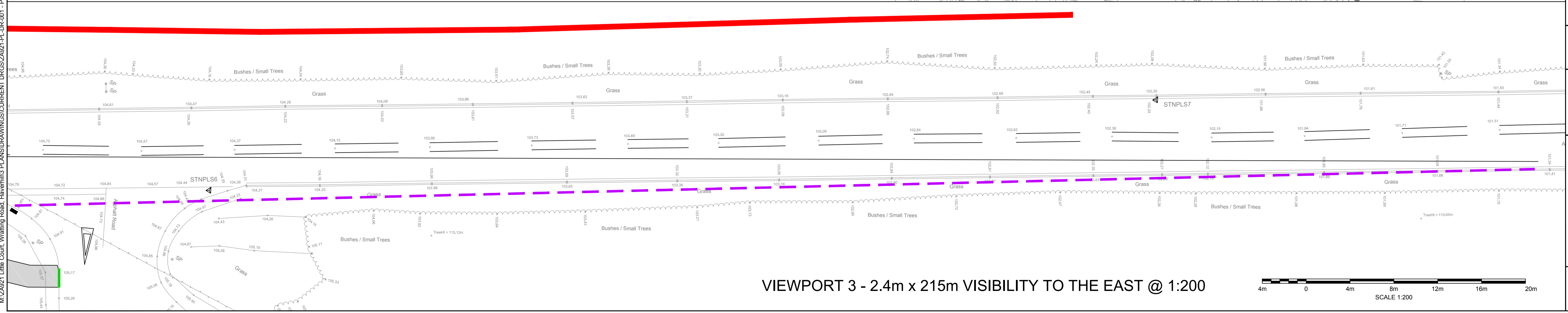
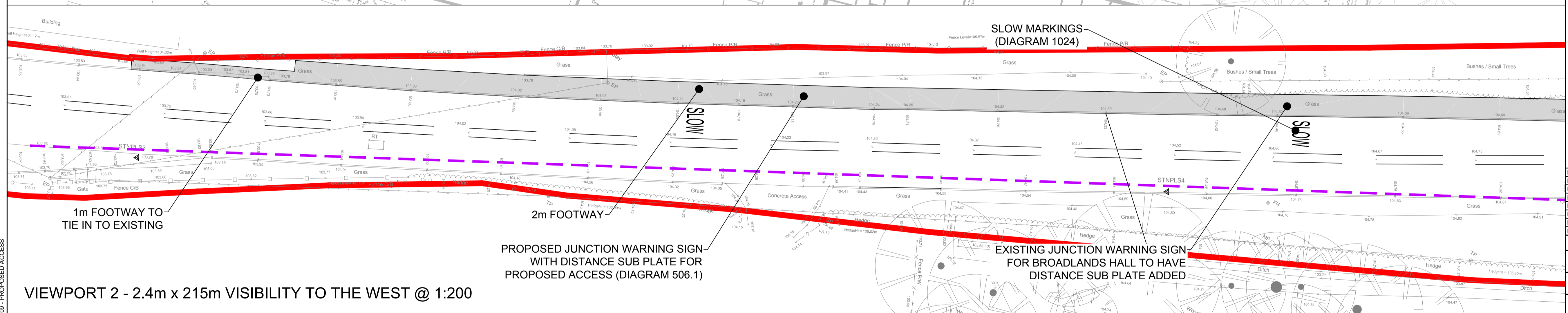
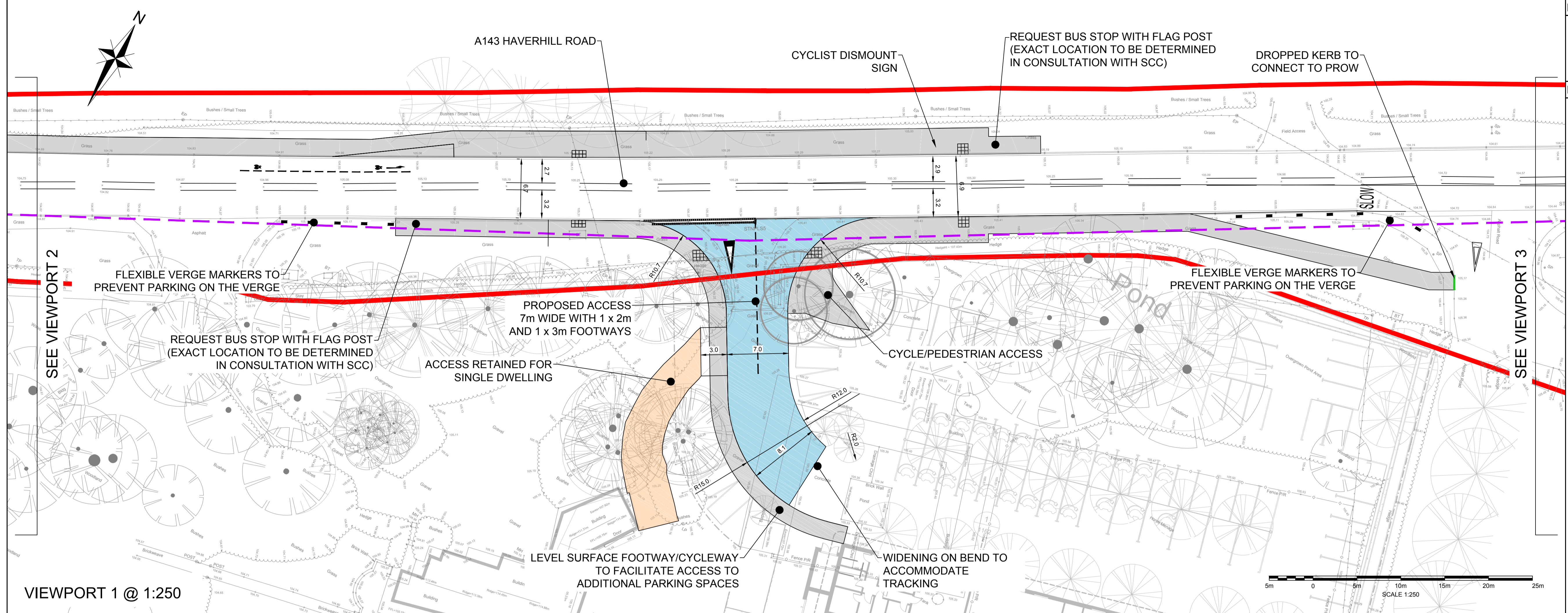
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DRAWING NUMBER	REV.
ZA921 - PL - SK - 006	P02

M:\Z921 Little Court, Wrattling Road, Haverhill\3 PLANS\DRAWINGS\CURRENT DRGS\ZA921 - PL - SK - 006 - P02 - VISIBILITY SPLAY



KEY	
	VISIBILITY SPY (2.4 x 215m)
	HIGHWAY BOUNDARY
	DROPPED KERB

NOTES	
1. ALL DIMENSIONS ARE IN METERS UNLESS STATED OTHERWISE.	

REV	DESCRIPTION	DL	DR	CH	DATE
P09	PROPOSED FOOTPATH CHANGES	-	DP	-	08/2021
P08	PROPOSED FOOTPATH CHANGES	-	DP	-	08/2021
P07	PROPOSED FOOTPATH CHANGES	-	DP	-	07/2021
P06	PROPOSED FOOTPATH CHANGES	-	DP	-	07/2021
P05	PROPOSED FOOTPATH CHANGES	-	DP	-	06/2021
P04	NEW LAYOUT ADDED	-	DP	-	02/2021
P03	NEW LAYOUT ADDED	-	DP	-	01/2021
P02	ACCESS AMENDED	DL	DL	JP	14/01/21

DESIGNED BY DL	DRAWN BY DL	CHECKED BY JP
SCALE @ A1 SIZE		DATE 16/12/20
PROJECT TITLE LITTLE COURT, WRATTING ROAD, HAVERHILL		
DRAWING TITLE PROPOSED ACCESS		
CLIENT CARE (LITTLE COURT) LTD		

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www.cannonce.co.uk

DRAWING NUMBER ZA921-PL-DR-001	REV. P09
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M:\ZA921 Little Court, Wrating Road, Haverhill\3 PLANS\DRAWINGS\CURRENT\DRGS\ZA921-PL-DR-001\_P09 - PROPOSED ACCESS