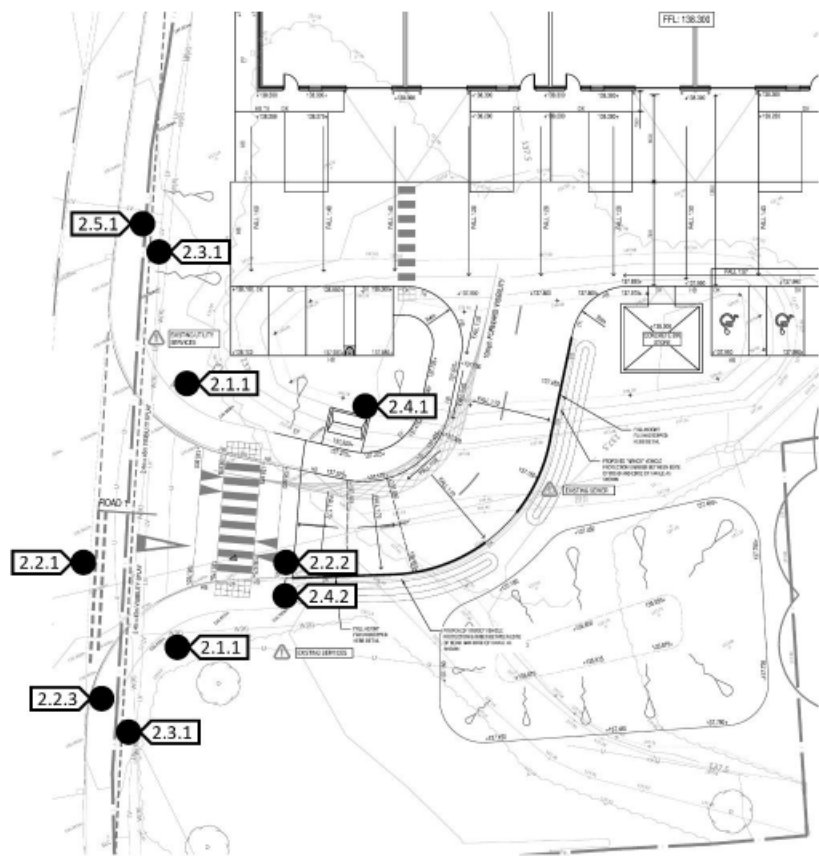


BHPL Designers Responses to RSA Recommendations - 31.10.25

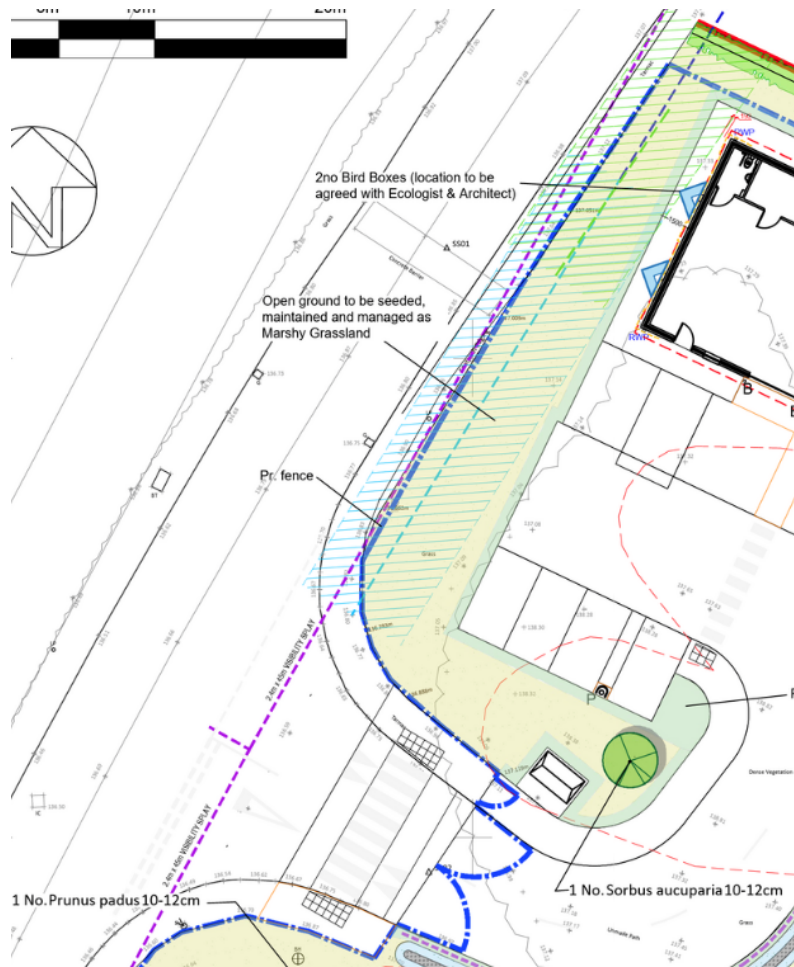
Comments made in order raised withing Audit. Key plan showing location of each comment is given below (extract from Appendix 3 of the RSA).

Appendix 3 Key plan



2	Items raised at this Stage 1/2 Audit	
2.1	Local alignment	
	Landscaping	
2.1.1	Summary Visibility for pedestrians waiting to cross the road (looking towards the main road) crosses the landscaping/planting areas at the back-edge of the footway on both sides of the carriageway and could be obstructed as the planting matures. Location Tactile paving at either end of the crossing across the site access It is noted from the plans provided that the visibility for pedestrians waiting to cross the road (looking towards the main road) crosses the landscaping areas at the back-edge of the footway on both sides of the carriageway. As the planting/landscaping matures, this could obstruct visibility for pedestrians and could lead to pedestrians stepping into the carriageway injudiciously, when it is unsafe to do so, increasing the potential for a pedestrian to be hit by a passing vehicle. Recommendation It is recommended that low level planting is specified within the visibility splays, and that regular maintenance is undertaken to ensure the landscaping/planting does not grow beyond 650mm in height.	

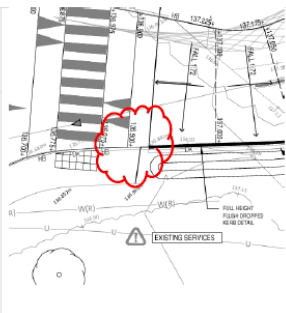
Designers’ Response: 2.1.1 Soft landscaping has been designed to be low level marshy grassland which is to be maintained in the future by NPTC; see extract from Landscape Architects’ design proposals given below in confirmation.



2.2	General
	Drainage
2.2.1	Summary Joint between the carriageway surfacing has failed, allowing further water penetration and deterioration, leading to ponding within the carriageway at a point where vehicles are stopping at the give-way markings. Location Give-way markings at the site access.
	It was noted from the site visit that the joint between the carriageway surfacing has failed. This will allow further water to penetrate the sub-base leading to further deterioration of the carriageway surfacing and water ponding within the carriageway. During freezing weather, this surface water could turn to ice and could lead to drivers losing control of their vehicle on the approach to the give-way markings. This could result in vehicles over-shooting the give-way markings, into the path of an oncoming vehicle, increasing the potential for side impact type collisions. Recommendation It is recommended that the surface of the carriageway is repaired/re-laid and suitable jointing compound is installed to prevent surface water from penetrating the sub-base.



Designers' Response 2.2.1 – It has been agreed that the main contractor, Andrew Scott Construction, will resurface this area as recommended. Works are programmed week commencing 3rd November 2025.

2.2.2	Summary Surface water could collect at the back edge of the raised table, leading to ponding, which during freezing weather could turn to ice, increasing the potential for drivers to lose control of their vehicles. Location Along the southern edge of the access road, on the eastern side of the raised table.	
It is noted from the plans provided that it is proposed to introduce a raised table crossing across the access road, and to introduce flush kerbs along the southern and eastern side of the access road to allow surface water to run-off the carriageway not the proposed swales. However, there is a small section of full height kerb, between the edge of the raised table and the edge of the flush kerb that will capture/hold surface water. During freezing weather, this surface water could turn to ice and result in drivers losing control of their vehicle on the approach to the crossing, increasing the potential for a vehicle to strike a pedestrian crossing the access. Recommendation It is recommended that the flush kerb/swale is extended slightly to prevent surface water ponding at the edge of the carriageway.		

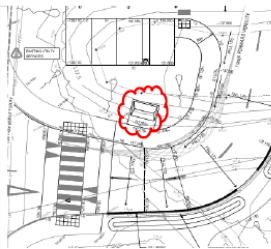
Designers' Response 2.2.2 The road levels in this area have been raised slightly to eliminate any ponding at the edge of the carriageway.

2.2.3	Summary Surface water ponding on the footway on the approach to the site, which during freezing weather could turn to ice, creating a slip hazard for pedestrians. Location Footway on the eastern side of the main road (south of the access to the site).	
It was noted from the site visit that there is evidence of uneven settlement and ponding on the footway leading to the site. During freezing weather, this surface water could turn to ice thereby creating a slip hazard for pedestrians travelling along the footway. Recommendation It is recommended that the surface of the footway is replaced/re-laid.		

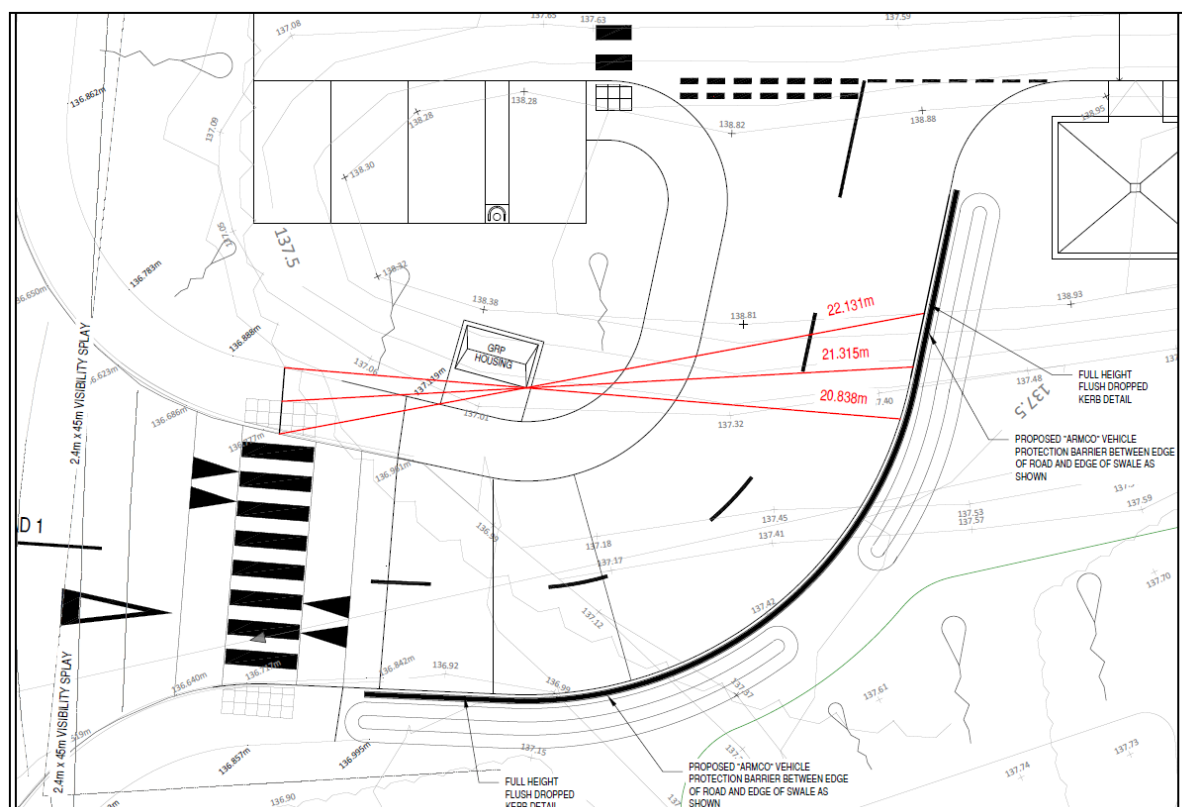
Designers' Response 2.2.3 – It has been agreed that the main contractor, Andrew Scott Construction Ltd., will resurface this area as recommended.

2.3	Junctions	
	Visibility	
2.3.1	Summary Visibility splay at the access crosses the back edge of the footway/landscaping on both sides of the access. As the landscaping/planting matures, this could obstruct visibility for vehicles exiting the site. Location Site access on to the main road. It is noted from the plans provided that the visibility splays at the access crosses the back edge of the footway/landscaping on both sides of the access. As the landscaping/planting matures, this could obstruct visibility for vehicles exiting the site, and could result in vehicles entering the carriageway injudiciously, when it is unsafe to do so, increasing the potential for side-swipe type collisions. Recommendation It is recommended that low level planting is specified within the visibility splays, and that regular maintenance is undertaken to ensure the landscaping/planting does not grow beyond 650mm in height.	

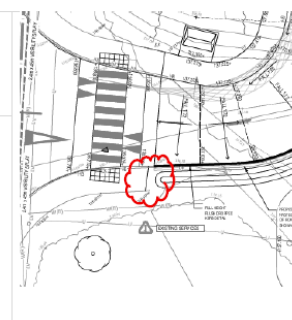
Designers' response 2.3.1 As per response to 2.1.1 – this area will be low level marshy grassland to be maintained in the future by NPTC.

2.4 Walking, cycling and horse-riding	
Pedestrians	
2.4.1 Summary In the absence of any specific details, it is difficult to determine whether the proposed electricity sub-station sits within the visibility splay for pedestrians (travelling north to south) waiting to cross the road. Location Proposed crossing across the access	
It is noted from the plans provided that it is proposed to provide a structure (possibly electricity sub-station) to the north of the footway on the northern edge of the access into the site. In the absence of any specific information, it is difficult to determine whether the structure sits within the visibility splay for pedestrians (travelling north to south) waiting to cross the road. Insufficient visibility could lead to pedestrians stepping into the carriageway injudiciously, when it is unsafe to do so, increasing the potential for a pedestrian to be hit by a passing vehicle. Recommendation It is recommended that the required visibility, based on the posted speed limit, is determined and plotted and, if necessary, site the proposed structure outside of the visibility splay.	

Designers Response 2.4.1 – see below for constructed forward visibility splays for pedestrians and cyclists stopping at northern end of crossing point. DOT Local Transport Note 1/20 gives recommendations on visibility splays, Section 5.8 “Visibility Splays” and Table 5-5 gives forward lines for various speed limits. For 30mph the Y dimension = 31m and for 20mph = 17m. Arguably the new minor access road is 20mph and therefore the minimum distance of 20.7m is deemed acceptable.



2.4.2	Summary The proposed footway on the southern side of the access terminates immediately east of the proposed crossing, and there is nothing to indicate to blind or partially sighted pedestrians that the footway terminates. Location Footway along the southern edge of the access road.
	It is noted from the plans provided that the footway along the southern edge of the access road terminates immediately east. However, there is nothing to indicate to blind or partially sighted pedestrians that the footway terminates. This could lead to confusion for blind/partially sighted pedestrians and could result in pedestrians stepping into the carriageway injudiciously, away from the crossing, when it is unsafe to do so, into the path of passing vehicles, or could result in pedestrians stepping in to the swale. Recommendation It is recommended that the appropriate tactile paving is provided before the end of the footway together with planting to prevent pedestrians from entering the swale.



Designers' Response 2.4.2 – Buff Blister paving will be installed as per data sheet below, size 400x400mm.

Tactile and patterned paving to BS EN 1339

24

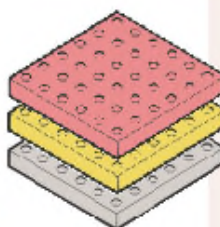
We produce a choice of tactile paving which is easily felt underfoot for pedestrian guidance.

The distinctive profiles indicate to the blind or partially-sighted the position of potential specific hazards on the footway or pavement.

Tactile	sizes mm nominal	colour grey red buff	no. per tonne	no. per pack
Blister	450x450x50	• • •	42	40
Blister	400x400x65	• • •	40	30
Blister	400x400x50	• • •	54	40
Hazard	400x400x50	• • •	54	40
Cycleway	400x400x50	• • •	54	40

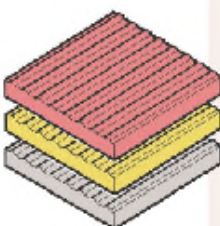
The table above shows the range of sizes and colours available.

The patterns on the tactile slabs are approximately 5mm high, whereas the ridges on the barface are approximately 3mm high.



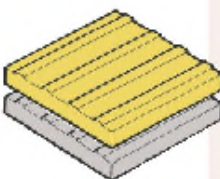
BLISTER PAVING

Used for identification of the presence of a dropped kerb at appropriate controlled and uncontrolled pedestrian road crossings.



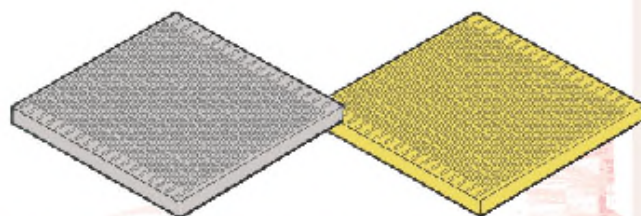
HAZARD WARNING PAVING

For use in pedestrian areas which require caution these half rod pattern pavings warn of such hazards as pedestrian/cyclepath crossings and flights of stairs.



CYCLEWAY/FOOTPATH PAVING

Where pedestrians and cycles share the same route these segregate the two. They are laid at the start of the path lengthways to denote the cyclepath and transversely for pedestrians. A central delineation strip then runs the full length of the shared pathway separating pedestrians from bicycles.



BARFACE PAVING

The ribbed pattern on this paving has been developed to improve grip on inclined surfaces, such as the ramps to footbridges or pedestrian subways, in damp conditions.

Barface sizes mm nominal	grey	buff	no. per tonne	no. per pack
600x600x50	•	•	24	20

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2.5	Traffic signs, carriageway markings and lighting	
	Lighting	
2.5.1	Summary Existing lighting column is listing to the north and could eventually fall onto the footway or carriageway. Location Footway on the eastern side of the main road, north of the site access It was noted from the site visit that the existing lighting column is listing, indicating failure of the footings/fixings. This could lead to total failure of the footings/fixings, and result in the lighting column falling on to the footway or carriageway, injuring pedestrians, and increasing the potential for vehicle strike. Recommendation It is recommended that the existing lighting column is removed and replaced.	

Designers' Response 2.5.1- Comments relating to this SLP have been passed on to NPTCBC for review. NPTCBC Streetlighting Dept have confirmed they will assess the lamppost and will replace as required.