

South Tyneside College

S278 Road Safety Audit Designers Response



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Castle

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DOCUMENT HISTORY

VERSION	PURPOSE/DESCRIPTION	DATE
1	First Issue	06.05.25

1.0 INTRODUCTION

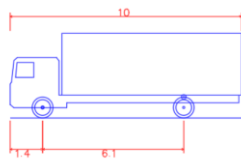
Transport Network Connect have conducted an independent Road Safety Audit (RSA) Stage 1 and 2 of the Section 278 works associated with the proposed development of the South Tyneside College (STC) Campus. The RSA has identified items within the S278 highway alteration drawings that have been responded too within this report.



2.0 ITEMS RAISED

2.1 ZONE 1 ARGOS SERVICE YARD SWEEP PATH

Problems 2.1.1, 2.1.2



FTA Design 13/18 Tonne Rigid Vehicle (2006)
Overall Length 10.000m
Overall Width 2.550m
Overall Body Height 3.645m
Min Body Ground Clearance 0.440m
Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 11.000m

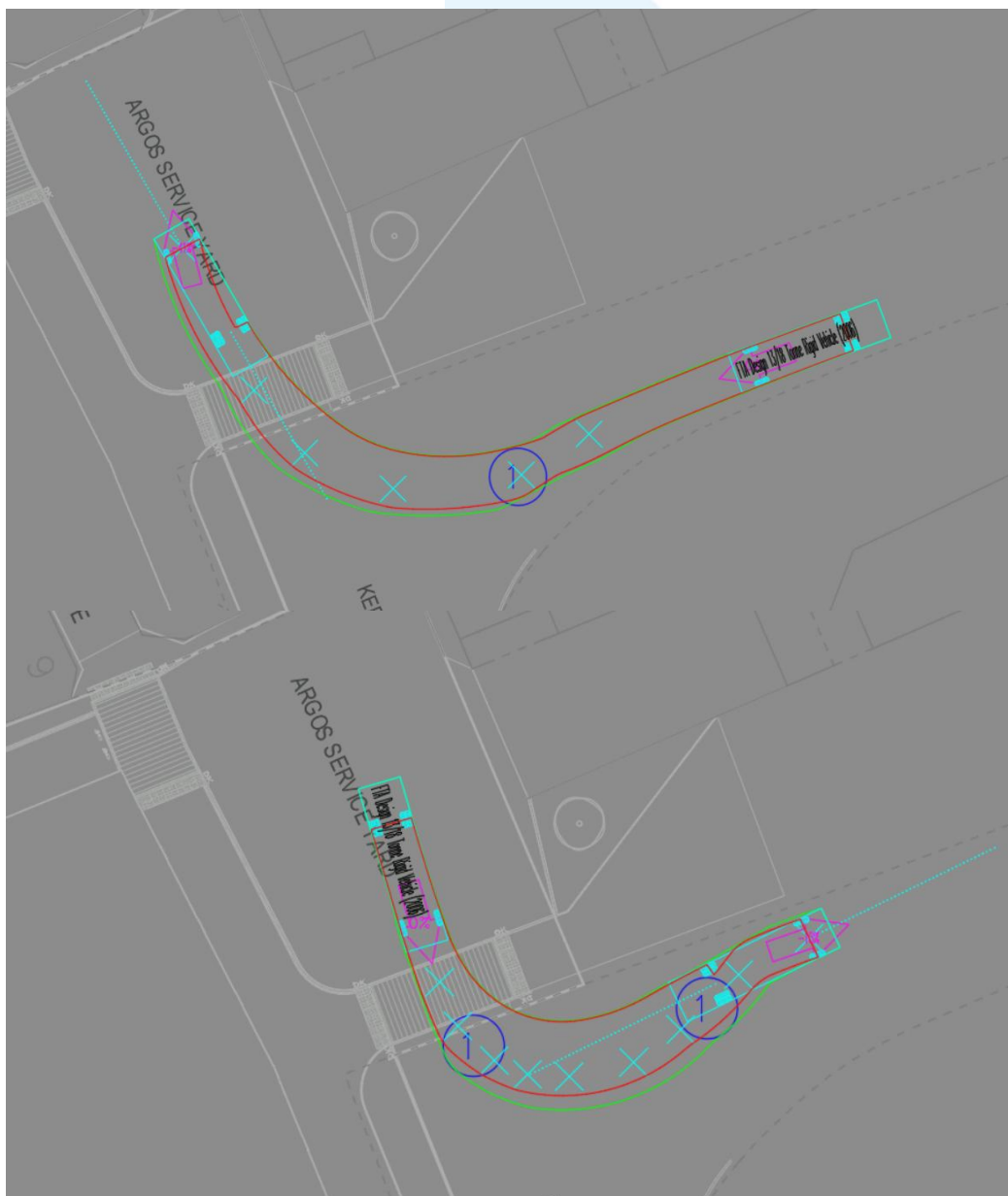


Figure 1 – Argos Service Yard Swept Path Analysis

Figure 1 shows a 18 tonne vehicles movements into and from the service yard. The paths shows that a radii on the junction is not required in this instance.

2.2 PARKING

Problems 2.1.3

It has been assessed that with the change in road layout and change of retail units to provide the college campus that the public parking need will be less than in the predevelopment scenario. The note within problem 2.1.3 has led to the signage on Cornwallis Street being relocated as recommend.

2.3 TEMPORARY HOARDING

Problems 2.4.1, 2.4.2

Temporary Hoarding will be managed on site and suitable traffic management will be provided to ensure pedestrian safety.

2.3 CROSSING TYPE

Problems 2.4.3, 2.4.4, 2.4.5

Following the Stage 1 & 2 recommendations, LTN1/95 Appendix C Option Assessment, and Traffic Signs Regulations and General Directions Chapter 6 14. Option assessment have been reviewed and a Zebra Crossing has been implemented on the junction within Chapter Row. The blister paving is in accordance with the Department of Transport, 'Guidance on the Use of Tactile Paving Surfaces' with 800mm present in front of the zebra crossing which is deemed sufficiently away from the junction.

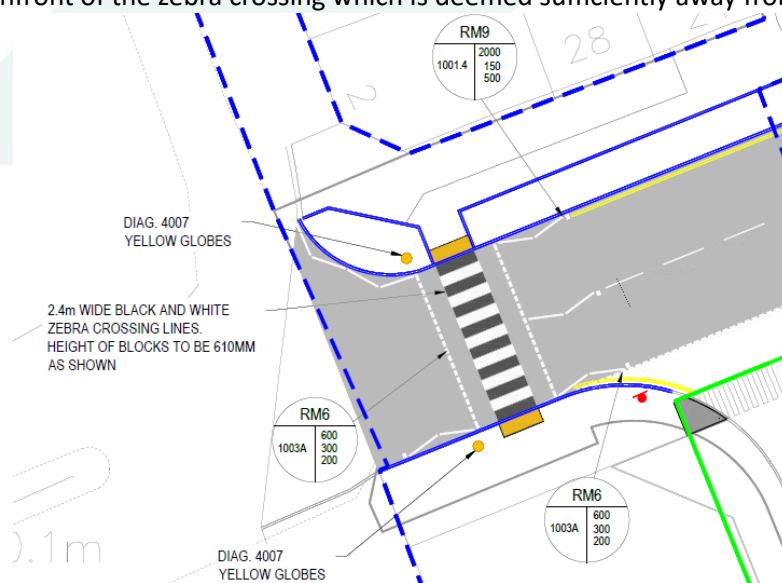


Figure 2 – Zebra Crossing

2.4 ROAD MARKINGS AND SIGNAGE

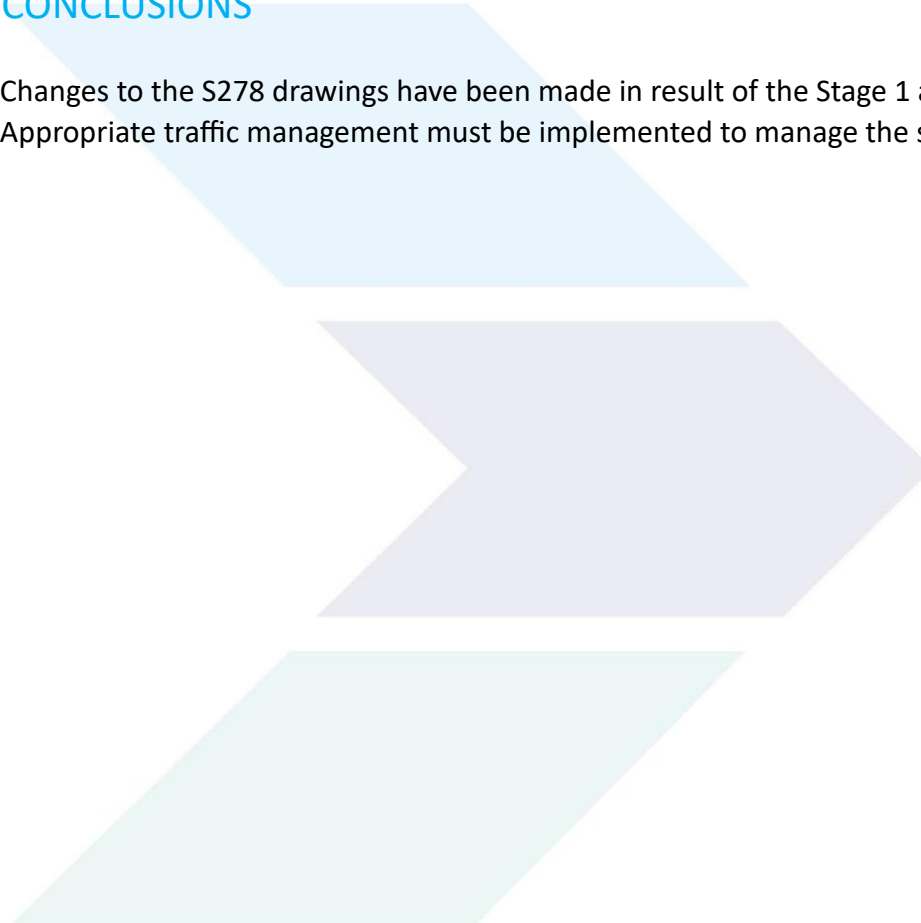
Problems 2.5.1, 2.5.2, 2.5.3, 2.5.4

The proposed road markings have been reviewed by the highway officer and are deemed to be compliant with the required usage of the Argos Service yard junction.

The labelling on the site clearance drawings has been adjusted to note that road signs identified are to remain to satisfy the queries noted.

3.0 CONCLUSIONS

- Changes to the S278 drawings have been made in result of the Stage 1 and 2 RSA.
- Appropriate traffic management must be implemented to manage the site hoarding.



RWO Group
June 2025

