

M6 Junction 29 south – Designers Response to Stage 1 Road Safety Audit

DATE: 12 October 2023

Problem Ref	Issue Summary	Summary of Proposed Action	Notes
1	Vegetation and other sign obscuring traffic signals and warning signs	Agree with recommendation regarding vegetation maintenance, and recommendation regarding use of double height signal poles at both primary signal locations.	Vegetation removal and maintenance should be achievable, particularly noting that a hard shoulder exists on the near side which would facilitate vegetation maintenance on that side of the carriageway, where the majority of the signage is located. Double height traffic signal poles are considered achievable at the approximate locations shown on the drawing, there is sufficient room within the kerbed areas on either side of the approach arm to accommodate the two primary signal poles.
2	Proposed signal head / pole to be located in front of VRS and Chevron signs	Secondary signal pole to be located behind VRS and signage. VRS alignment to be adjusted if needed to achieve this.	Ideally we would seek to locate the secondary signal pole behind the existing VRS and signage, although we do note some minor earthworks may be required to do this. As a fall back solution we would look to adjust the location of the VRS to allow more room for the secondary signal pole and existing signage. There is a grass verge of approx. width 3.5m in front of the existing VRS at the proposed secondary signal pole location, allowing room for the VRS to be moved forward if needed.
3	Proposed build out places traffic signal at a vulnerable location where vehicles losing control may strike the traffic signal	Omit build out from design.	Preferred solution would be to omit the build out as per the audit suggestion, and locate the near-side primary signal pole within the existing kerbed area. Based on a review of the viewing angles, we concur with the audit finding that a signal pole located within the existing kerbed area would be suitably visible. However if signal viewing angles require the signal pole to be located outside the existing kerbed area, we would look to extend the proposed extent of VRS to create a shallower angle of approach to the VRS.
4	Proposed build out restricts width for HGVs and may result in sideswipe collisions	Superseded if build out omitted from design as per problem 3.	If the preferred solution to problem 3 is adopted, then problem 4 is superseded as the build out is removed. If a build out continues to be required then we would ensure that the layout can be tracked by two full sized HGVs in parallel. The existing lane widths with the build out in place are >4m at the signal stopline.