



Road Safety Audit Stage 1

Section 278 Works

Fontwell Avenue Bus Stop Works

Eastergate

West Sussex

Date: 10th January 2022

Report produced for: *Paul Basham Associates*

Report produced by: **M & S Traffic**

Registered Office: 32 Hamelin Road, Gillingham, Kent ME7 3EX Registered in Cardiff No:06730905

DOCUMENT CONTROL SHEET

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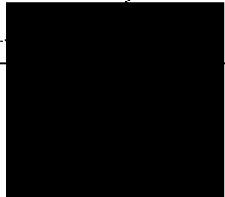
Project Title Land at Bayards, Fontwell Avenue, Eastergate

Report Title Fontwell Avenue, Bus Stop Works, Road Safety Audit Stage 1

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Revision	Martin Morris	Bryan Shawyer		10 th January 2022
Designers Response	Adam Ford	Mark Smith		10 th January 2022
Authority Response				

Distribution

Organisation	Contact	Copies
Paul Basham Associates	Adam Ford	-

CONTENTS

Document Control Sheet	2
Contents	3
1 Introduction	4
2 Safety issues raised at previous Audits	5
3 Items raised at the Stage 1 Audit	6
4 Issues identified during the Stage 1 Audit that are outside the terms of reference	8
5 Auditors Statement	9

Appendix A..... List of drawings

Appendix B..... Comment location drawing

Appendix C..... Road Safety Audit Decision Log.

Appendix D..... Design Organisation Statement.

Appendix E..... Overseeing Organisation Statement.

1 INTRODUCTION

- 1.1 This report describes a Stage 1 Road Safety Audit carried out on Section 278 works associated with a residential development off Fontwell Avenue Road, comprising of:

- The provision of a pedestrian crossing point and hard standing area to an existing Bus Stop on Fontwell Avenue.

The Audit was requested by the design organisation, Paul Basham Associates, Paul Basham Associates, The Bothy, Cams Hall Estate, Fareham, PO16 8UT on behalf of West Sussex County Council, as the Highway Authority.

- 1.2 The Audit Team membership was as follows:

Martin Morris, PGD, MCIHT, MSoRSA – Audit Team Member
Highways England Approved RSA Certificate of Competency

Bryan Shawyer B.Eng. (Hons), MSc, MCIHT, MSoRSA – Audit Team Leader
Highways England Approved RSA Certificate of Competency

- 1.3 The audit was undertaken in accordance with GG 119, The Design Manual for Roads and Bridges. The documents available at the time the report was compiled are detailed in Appendix A.
- 1.4 The Audit took place at the Gillingham offices of M&S Traffic in January 2022 and comprised an examination of the documents provided as listed in Appendix A, plus a joint visit to the site of the proposed scheme during the afternoon of the 10th January 2022 between 11:00 and 11:30. Weather conditions at the time were overcast and the road surface was damp. Traffic flows were moderate and free flow speeds were low, and there were temporary traffic signals on Fontwell Avenue. There were no pedestrian flows or cyclist movements observed during the site visit.
- 1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any “Technical Check” function on these proposals. It is assumed that the Project Sponsor is satisfied that such a “Technical Check” has been successfully completed prior to requesting this safety audit.
- 1.6 The auditors have not been informed of any Departures from Standard.
- 1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

- 2.1 The main Section 278 works were subject to Audit, Stage 1 March 2018, and Stage 1/2 in August 2021 by M&S Traffic, which were supplied in the Audit Brief. The bus stop works did not previously feature in the S278 works.

3 ITEMS RAISED AT THE STAGE 1 AUDIT

3.1 General

3.1.1 No comment.

3.2 Local Alignment

3.2.1 No comment.

3.3 Junctions

3.3.1 No comment.

3.4 Non-Motorised User Provision

3.4.1 PROBLEM

Location: at the proposed crossing point.

Summary: Lack of visibility could lead to vehicle to pedestrian or rear end shunt collisions.

Visibility splays have been shown at the crossing point, which are considered acceptable, however, in the southern visibility splay on the western side of the carriageway (at the bus stop position), the visibility splay is restricted by adjacent vegetation which could be worsened when the shrub is in leaf-see figure 1 below. Restricted visibility could lead to vehicle to pedestrian collisions, or sudden braking and rear end shunts.



Figure 1: Vegetation in the southern visibility splay (western side of Fontwell Avenue).

RECOMMENDATION

It is recommended that the vegetation should be cut back and maintained.

3.5 Road Signs, Carriageway Markings and Lighting

3.5.1 No comment.

4 ISSUES IDENTIFIED DURING THE AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

4.1 Any issues that the Audit Team wish to bring to the attention of the Client Organisation, which are not covered by the road safety implications of this audit have been included in the following section. These issues could include maintenance items, operational issues or poor existing provision. It should be understood however, that in raising these issues, the Audit Team do not warrant that a full review of the existing highway environment has been undertaken beyond the scope of the audit.

4.2 The Audit Team had no issues to raise within this section.

5 AUDITOR TEAM STATEMENT

5.1 We certify that this audit has been carried out following the principles of GG 119.

Audit Team Leader

Martin Morris
PGD, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed:

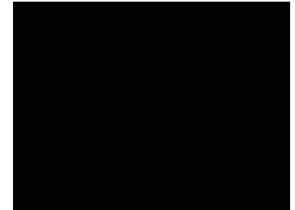


Date: 10/01/2022

Audit Team Member

Bryan Shawyer
BEng (Hons), MSc, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed:



Date: 10/01/2022

APPENDIX A

List of drawings and documentation submitted for auditing:

Drawing Number	Title
020.0672.012	Proposed Bus Stop Improvements.

Supporting Documentation:

- Road Safety Audit Brief PBA 6th January 2022

APPENDIX B

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

APPENDIX C: Road Safety Audit Decision Log.

Auditors: Martin Morris (Team Leader) and Bryan Shawyer (Team Member).

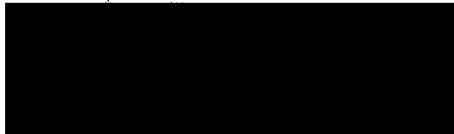
Scheme: Fontwell Avenue, Bus Stop Works, Road Safety Audit Stage 1

Date Audit Completed: 10th January 2022

This response is to a Stage 1 Road Safety Audit to the design standard detailed within GG 119 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

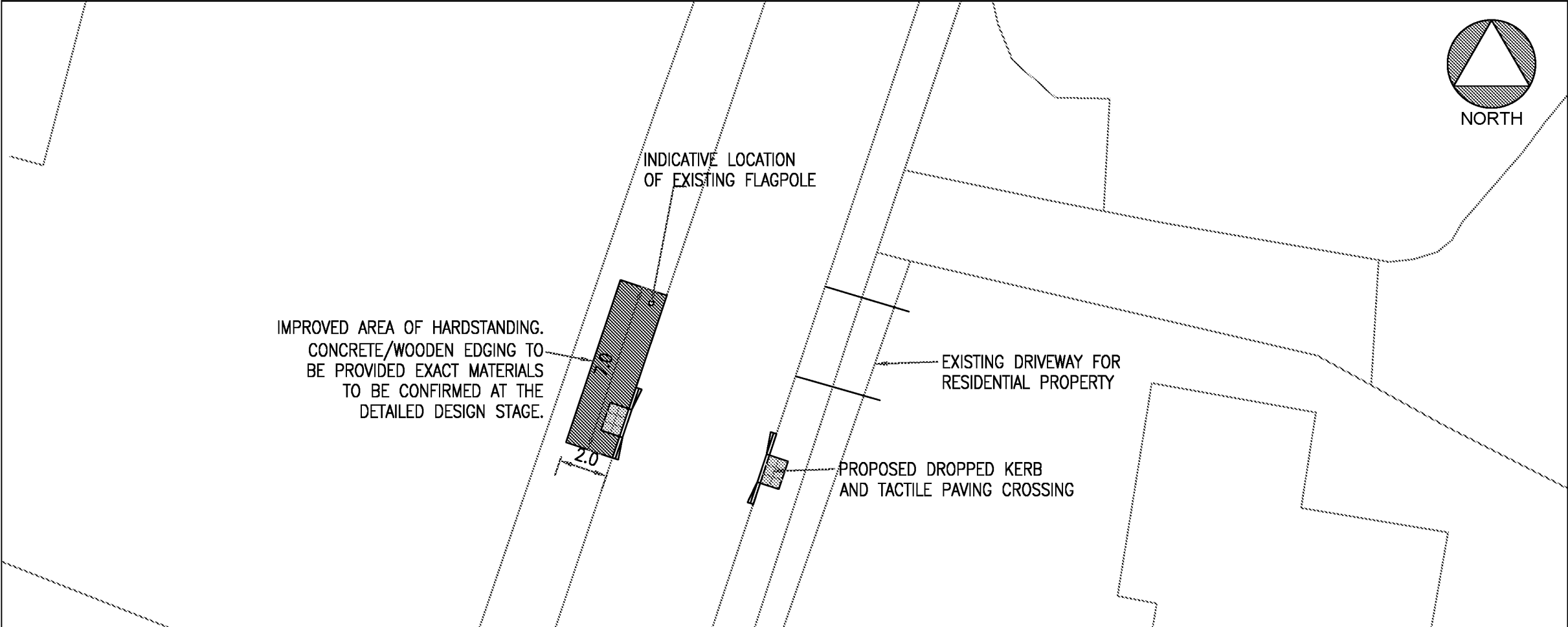
RSA Problem	RSA Recommendation	Design Organisation response)	Overseeing Organisation response	Agreed RSA action
3.4.1 Visibility splays have been shown at the crossing point, which are considered acceptable, however, in the southern visibility splay on the western side of the carriageway (at the bus stop position), the visibility splay is restricted by adjacent vegetation which could be worsened when the shrub is in leaf-see figure 1 in the report. Restricted visibility could lead to vehicle to pedestrian collisions, or sudden braking and rear end shunts.	It is recommended that the vegetation should be cut back and maintained.	The vegetation lies within the highway boundary and will therefore be maintained to ensure visibility.		

APPENDIX D: DESIGN ORGANISATION STATEMENT

PROJECT NAME. Fontwell Avenue, Bus Stop Works, Road Safety Audit Stage 1.	
On behalf of the Design Organisation I certify that: 1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Overseeing Organisation	
Name	Mark Smith
Signed	
Position	Director
Organisation	Paul Basham Associates Ltd
Date	10 th January 2022

APPENDIX E: OVERSEEING ORGANISATION STATEMENT

PROJECT NAME: Fontwell Avenue, Bus Stop Works, Road Safety Audit Stage 1.	
On behalf of the Overseeing Organisation I certify that: 1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Design Organisation; and 2) The agreed RSA actions will be progressed.	
Name	
Signed	
Position	
Organisation	
Date	



GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
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VISIBILITY SPLAYS

1. PEDESTRIAN VISIBILITY SPLAYS ARE BASED ON THE 40MPH SPEED LIMIT ON FONTWELL AVENUE AND HAVE BEEN MEASURED TO 1.5M X 120M IN BOTH DIRECTIONS.

PROPOSED BUS IMPROVEMENTS (1:200)



PEDESTRIAN VISIBILITY SPLAYS (1:1000)

Project Name PHASE 2 NORTHFIELD COTTAGE FONTWELL AVENUE		Title PROPOSED BUS IMPROVEMENTS	 Paul Basham Associates Ltd The Brity, Conis Hall Estate, Farnham PO18 8UT 01250 711 000 info@paulbashamassociates.com www.paulbashamassociates.com	Client reside.	Checked By MS	Checked Date 06.01.22	Scale AS SHOWN (AT A3 SIZE)		
Project Phase PRELIMINARY					Drawn By SM	Drawn Date 06.01.22	Client Drawing No. -	PBA Drawing No. 020.0672.012	Revision -