



Road Safety Audit Stage 1/2
Section 278 Works Phase 1 and 2
Level Mare Lane/Fontwell Avenue
Eastergate
West Sussex

Date: 27th August 2021

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 Eastergate, Fontwell.

Report Title Level Mare Lane/Fontwell Avenue Road Safety Audit Stage 1/2

Revision A

Status Final

Record of Issue

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Revision A	Martin Morris	Bryan Shawyer		11 th November 2021
Designers Response	Adam Ford	Shaan Novitzki		15 th November 2021
Authority Response				

Distribution

Organisation	Contact	Copies
Paul Basham Associates	Shaan Novitzki	-
Paul Basham Associates	Adam Ford	

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1 INTRODUCTION

- 1.1 This report describes a combined Stage 1&2 Road Safety Audit carried out on Section 278 works associated with a 42-unit residential development off Fontwell Avenue, comprising of:

- The provision of a priority junction access off Fontwell Avenue.
- The provision of a right turn lane with carriageway widening.
- The provision of a footway link and pedestrian refuge island.
- The provision of an access onto Level Mare Lane.

The Audit was requested by the design organisation, 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

David Bond, BA (Hons), MCIT, MILT, RoSPA Cert Comp, Team Member

- 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 August 2021 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 16th August 2021 between 12:30 and 13:15. Weather conditions at the time were fine and the road surface was dry. Traffic flows were moderate and free flow speeds were moderate. There were no pedestrian flows or cyclist movements observed during the site visit. However, the audit was undertaken in the Covid-19 outbreak.

- 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 been informed of the following Departure from Standards in this scheme construction.

- The tapering of the junction should be 1:20 (CD 123 para 6.11 /6.12) however due to the proximity of neighbouring junction c.50m to the north and c.50m to the south of the site this cannot be provided without affecting the operation of the two neighbouring junctions.

Given the constraints the taper at the junction is 1:11.

- The standards states that a distance of 50m should be provided between junctions for right/left staggers, however a distance of 41m, 9m short of the standard, is proposed.

- 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 scheme was subject to a combined Stage 1 and 2 Safety Audit in May 2021 by M&S Traffic where item and 3.5.1 remains a cause for concern, this item is referred to again in 3.5.1 of this report.

3 ITEMS RAISED AT THE STAGE 1/2 AUDIT

3.1 General

3.1.1 No comment.

3.2 Local Alignment

3.2.1 No comment.

3.3 Junctions

3.3.1 PROBLEM

Location: Proposed access with Level Mare Lane.

Summary: Lack of visibility could lead to side impact collisions or rear end shunts.

Visibility splays at the proposed access to the development have been provided and hedge lines are present that could restrict visibility. There is concern that vegetation exceeding 600mm in height within the visibility splays could adversely affect visibility, which could lead to side impact collisions or rear end shunts.

RECOMMENDATION

It is recommended that vegetation within the visibility splays should not exceed 600mm in height and that a regular maintenance programme should be employed.

3.4 Non-Motorised User Provision

3.4.1 No comment.

3.5 Road Signs, Carriageway Markings and Lighting

3.5.1 PROBLEM

Location: The scheme.

Summary: Inappropriate speeds could lead to overshoot, rear end shunt or side impact type collisions.

An existing 40mph speed limit covers the proposed access; and vehicle approach speeds may be high. In addition, development is at the fringes of Eastergate, and extended development could effectively change the nature of Fontwell Avenue. As such, a 40mph speed limit may give rise to vehicles approaching the junction at inappropriate speeds, which could lead to overshoot, rear end shunt or side impact type collisions.

RECOMMENDATION

It is recommended that the existing 30 mph speed limit terminal point should be relocated north of the proposed access.

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 A temporary ramp has been created at the site access to facilitate plant entering and exiting the site. This is made of loose material and encroaches into the carriageway within the path normally taken by cyclists and, potentially, motorcyclists.
There is concern that if cyclists or motorcyclists hit the ramp, particularly at night, it could result in them dismounting and falling into the path of vehicles or sudden swerving and loss of control collisions. It is recommended that this is removed and that entry to the site is via a dropped kerb access.

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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:

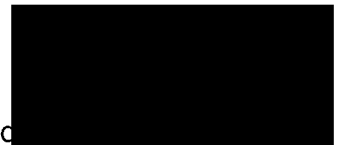


Date: 11/11/2021

Audit Team Member

David Bond
BA (Hons) MCiHT, MILT, RoSPA Cert Comp
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed:



Date: 11/11/2021

APPENDIX A

List of drawings and documentation submitted for auditing:

Drawing Number	Title
108.5009.101.B	S278 General Arrangement
108.5009.103.B	S278 Construction Makeup
108.5009.104.A	S278 Drainage Layout
108.5009.107.A	S278 Vehicle Tracking
29662C 101N	Site Block Plan
020.0672.002B	Access onto Level Mare Lane.
020.0672.007A	Level Mare Lane Visibility Splays

Supporting Documentation:

- Road Safety Audit Brief PBA August 2021
- Land at Bayards Eastergate Transport Statement PBA August 2021
- Stage 1/2 Audit Designers Response
- Departures from Standards
- West Sussex County Council Consultation
- Traffic and Speed Survey Data 2019

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 David Bond (Team Member).

Scheme: S278 Works Level Mare Lane/Fontwell Avenue, Eastergate Rev A

Date Audit Completed: 27th August 2021

This response is to a Stage 1/2 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.

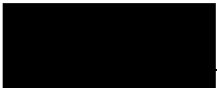
RSA Problem	RSA Recommendation	Design Organisation response)	Overseeing Organisation response	Agreed RSA action
3.3.1 Visibility splays at the proposed access to the development have been provided and hedge lines are present that could restrict visibility. There is concern that vegetation exceeding 600mm in height within the visibility splays could adversely affect visibility, which could lead to side impact collisions or rear end shunts.	It is recommended that vegetation within the visibility splays should not exceed 600mm in height and that a regular maintenance programme should be employed.	As per the auditor's recommendation a regular maintenance programme will be deployed to ensure that visibility is maintained by keeping vegetation to less than 600mm.	Agreed, splays have been demonstrated as suitable within applicant and adopted highway land.	
3.5.1 An existing 40mph speed limit covers the proposed access; and vehicle approach speeds may be high. In addition, development is at the fringes of Eastergate, and extended development could effectively change the nature of Fontwell Avenue. As such, a 40mph	It is recommended that the existing 30 mph speed limit terminal point should be relocated north of the proposed access.	The access design and visibility splays onto Fontwell Avenue have been designed in accordance with recorded 85th percentile speeds. While extension of the speed limit is something we would support, the acceptability of the development is not predicated on the implementation of this. We therefore encourage WSCC to explore the feasibility of this extension.	As per BN/50/20, access has been designed to 85th percentile speeds and reviewed by WSCC Safety Audit Lead thus considered the speed limit would need relocating to make design acceptable.	

speed limit may give rise to vehicles approaching the junction at inappropriate speeds, which could lead to overshoot, rear end shunt or side impact type collisions.				
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APPENDIX D: DESIGN ORGANISATION STATEMENT

PROJECT NAME: Stage 1/2 RSA S278 Works Level Mare Lane/Fontwell Avenue, Eastergate.	
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	Shaan Novitzki
Signed	
Position	Senior Transport Planner
Organisation	Paul Basham Associates Ltd
Date	15 th November 2021

APPENDIX E: OVERSEEING ORGANISATION STATEMENT

PROJECT NAME: Stage 1/2 S278 Works Level Mare Lane/Fontwell Avenue, Eastergate...	
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	KATIE KUREK
Signed	
Position	Senior Transport Planner
Organisation	West Sussex County Council
Date	07/12/2021