

Road Safety Audit Report

Incorporating
Stage 1 Completion of Preliminary Design; and
Design Team Response to items raised.



Proposed Highway Access off Roundstone Lane, Angmering

Client:
Development Transport Planning

Client reference:
68011

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Report Status 3

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Prepared by	JJF	Verified by	AJB	Approved by	JJF
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document control sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Audit drafted for Audit Team discussion	JJ F			4 th June 2018
1	Stage 1 Road Safety Audit finalised and issued to the Design Team	JJ F	AJ B	JJ F	5 th June 2018
2	Report Format amended to incorporate row for Design Team Response in order to maintain an easy record of items raised	JJ F	AJ B	JJ F	5 th June 2018
3	Design Team Response Incorporated	Andy Jenkinson on behalf of Development Transport Planning			6 th June 2018

Contents:

1.0	Introduction	1
2.0	Items Raised in any previous Road Safety Audits	3
3.0	Items Raised in this Stage 1 Road Safety Audit	4
A.1	General	
A.2	Local Alignment	
A.3	Junctions	
A.4	Non-Motorised User (NMU) Provision	
A.5	Road Signs, Carriageway Markings and Lighting	
A.6	Stage 1 Audit Team Statement	7

Appendices:

Stage 1	A1	Documents and Drawings provided for this Road Safety Audit
	A2	Item Location Plan
	A3	Drawings associated with the Design Team Response

1.0 INTRODUCTION

1.1 This report has been prepared by Fenley Road Safety Limited and results from a Stage 1 Road Safety Audit of a proposed access off Roundstone Lane in Angmering. It is understood that the proposals are to be provided to allow access to a 71-bed residential care home. The request for the Audit was made by the Design Team, Development Transport Planning on behalf of Hallmark Care Homes.

1.2 The Road Safety Audit has been undertaken by an Audit Team whose qualifications and experience accord with the requirements of HD19/15. The Audit Team consists of the following members:

Audit Team Leader

Jamie Fenning BSc(Hons), MSoRSA, MIHE, Highways England RSA Certificate of Competency
Road Safety / Highway Engineer

Audit Team Member

Angharad Bradley BEng(Hons), MSoRSA, MCiHT, Highways England RSA Certificate of Competency
Road Safety / Highway Engineer

Others in attendance

Farouk Bhatti

Trainee Road Safety Auditor

1.3 The Road Safety Audit took place at the Reading Office of Fenley Road Safety Limited during the week commencing Monday 29th May 2018. The Road Safety Audit was undertaken in accordance with the Road Safety Audit Brief provided by Development Transport Planning on the 21st May 2018. The Road Safety Audit comprised an examination of the documents provided, and these are identified in Appendix A1.

1.4 The site of the proposed works was visited on Thursday 24th May 2018 between 1:45pm and 2:15pm. The site visit included a walk and drive around the local highway network whilst observing the local infrastructure and off-peak traffic conditions for a 30-minute period. It was raining during the site visit, the road surface was wet but visibility was good.

1.5 A number of pedestrians were observed walking along the western footway of Roundstone Lane, opposite the proposed access and along the local highway network, during the site visit but no cyclists were present. Vehicular traffic including cars and light goods vehicles were also observed during the site visit, the traffic flow was light. Traffic management was in place during the site visit with temporary traffic signals controlling the flow of traffic at the junction of Roundstone Lane with Nursery Road. Speeds were not recorded by the Audit Team.

- 1.6 The terms of reference of the Road Safety Audit are as described in HD 19/15 Incorporating Amendment dated May 2017. This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Collision Investigation, Road Safety Engineering and Road Safety Audits.
- 1.7 All comments and recommendations are referenced to the preliminary design drawing supplied with the Audit Brief and the location of road safety concerns raised have been illustrated adjacent to the items along with relevant photographs for clarity, where appropriate, as well as on the Location Plan attached at Appendix A2.
- 1.8 The proposals that are subject to this Road Safety Audit include the modification of an existing access to a single large dwelling to a bellmouth access to a care home that accommodates 71 beds. The bellmouth is to be formed with 6 metre corner radii and allows access to a 4.8 metre carriageway with 2 metre footways either side. The scheme drawing illustrates that 2.4x43 metre visibility splays are achievable.
- 1.9 The Audit Team have not been made aware of any Departures from Standard associated with the proposals.
- 1.10 The scheme has been examined and this report compiled, only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. A technical audit has not been included.
- 1.11 Recommendations made in this report are not prescriptive design solutions to the problems raised. They are suggested to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with HD19/15, and do not imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when the design team responds to this report.

Design Team Response

- 1.12 In accordance with national standards, this Road Safety Audit was finalised and issued to the Design Team as per the illustrative example within HD19/15. The format of the Audit Report was subsequently revised to incorporate these paragraphs under the sub-heading as well as sufficient space beneath the items and recommendation, within Section 3, for the inclusion of a Design Team Response. This is generally contained within a separate Design Team Response Report but is included to enable the Audit Team to maintain a single record of all problems, recommendations and responses for the benefit of a concise Road Safety Audit trail.

- 1.13 The Design Team Response has been prepared by:

Name: Andy Jenkinson
Position: Director
Organisation: Development Transport Planning Limited

Signed:

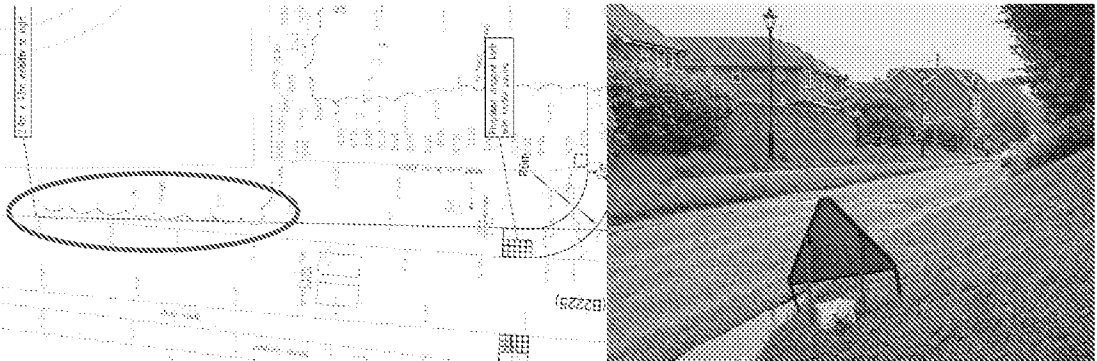
Date: 6th June 2018

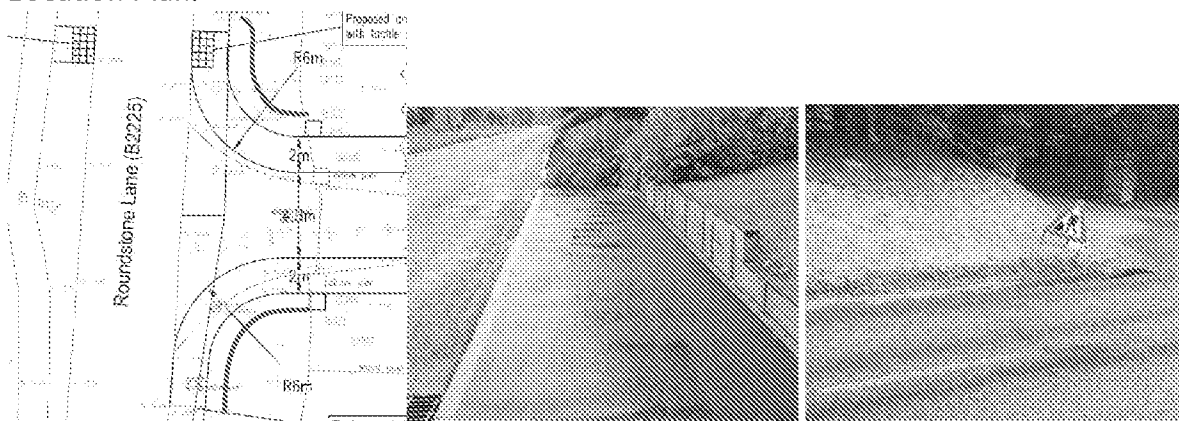
- 1.14 Any drawings or documents associated with the Design Team Response are attached at Appendix A3, if applicable.

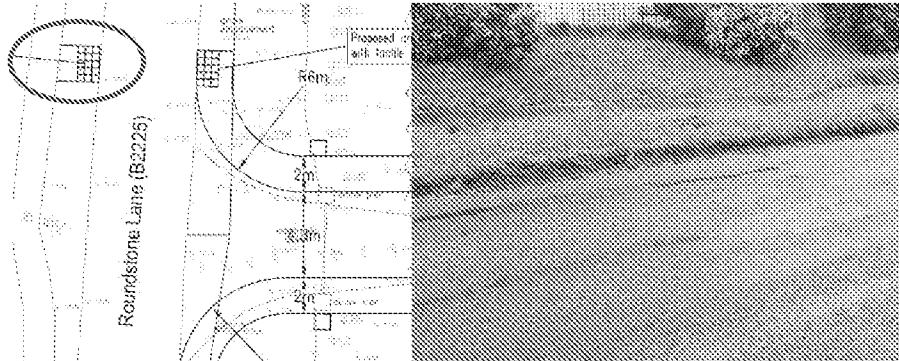
2.0 ITEMS RAISED IN ANY PREVIOUS ROAD SAFETY AUDITS

- 2.1 The Audit Team have not been made aware that the proposals have been subject to any previous road safety audits.

3.0 ITEMS RAISED IN THIS STAGE 1 ROAD SAFETY AUDIT

A.1	GENERAL
A.1.1	PROBLEM
Location:	Roundstone Lane eastern verge
Summary:	Existing vegetation restricts visibility to and from vehicles egressing
Acc. Type:	Heavy braking and side impact collisions
The scheme drawing provided with the Audit Brief illustrates that 2.4x43 metre visibility splays are achievable from the proposed access, however existing vegetation within the eastern verge of Roundstone Lane to the north is overgrown restricts visibility. Restricted visibility could result in a vehicle exiting the proposed access when it is not safe to do so and side impact collisions when southbound vehicles do not become aware of a vehicle egressing at a safe distance to slow / stop.	
RECOMMENDATION:	
It is recommended that a sufficient level of visibility is achievable at all times.	
Location Plan: 	
DESIGN TEAM RESPONSE provided by Development Transport Planning on the 6th June 2018 following formal issue of this Stage 1 Road Safety Audit on the 5th June 2018	
Regular maintenance of the vegetation in the verge will ensure that sightlines are achieved and the care home management will be able to ensure this is done as part of the maintenance of the site landscaping.	
A.2	LOCAL ALIGNMENT
A.2.1	No road safety concerns regarding LOCAL ALIGNMENT have been raised at this stage
A.3	JUNCTIONS
A.3.1	No road safety concerns regarding JUNCTIONS have been raised at this stage

A.4	NON-MOTORISED USER (NMU) PROVISION
A.4.1	PROBLEM
Location:	Eastern verge of Roundstone Lane
Summary:	Existing topography of the land adjacent to the proposed footway could result in a significant crossfall along the proposed footway
Acc. Type:	Pedestrian trip / fall, vehicle wheeled user collision
The existing verge to the east of Roundstone Lane is formed as an embankment graded up to the carriageway. As such, and as no retaining structures are detailed on the scheme drawing, the proposed footway is likely to accommodate a steep crossfall. A footway crossfall in excess of 3% are uncomfortable for pedestrians to walk along and could result wheeled users inadvertently falling towards the carriageway.	
RECOMMENDATION:	
It is recommended that a retaining structure is provided to ensure the crossfall does not exceed 3%	
Location Plan: 	
DESIGN TEAM RESPONSE provided by Development Transport Planning on the 6th June 2018 following formal issue of this Stage 1 Road Safety Audit on the 5th June 2018	
The crossfall of the proposed footway will be considered as part of the detailed design of the highway works and it is envisaged that a solution similar to that adopted to the south of the access and shown in the photographs would be used for the new sections of footway.	
A.4.2	PROBLEM
Location:	Western verge of Roundstone lane
Summary:	Levels of existing footway and carriageway could result in a ramp down / up to the proposed crossing point
Acc. Type:	
The existing footway along the western side of Roundstone Lane is approximately 400mm above the carriageway level with a 2 metre verge where a crossing point is proposed. As such, the link between the footway and crossing will slope at a gradient of 1 in 5. A ramp towards the carriageway is uncomfortable for wheelchair users and could result in a user inadvertently	

entering the carriageway when it is not safe to do so.	
RECOMMENDATION:	
It is recommended that the ramp down to the carriageway is reduced to a maximum gradient of 1 in 12.	
Location Plan: 	
DESIGN TEAM RESPONSE provided by Development Transport Planning on the 6 th June 2018 following formal issue of this Stage 1 Road Safety Audit on the 5 th June 2018	
The gradient of the proposed footway connection across the verge to the existing footway on the west side of Roundstone Lane will be considered as part of the detailed design of the highway works and will need to be approved by the highway authority. This will ensure that an appropriate gradient will be provided.	
A.5	ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING
A.5.1	No road safety concerns regarding ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING have been raised at this stage

A.6.0 STAGE 1 ROAD SAFETY AUDIT TEAM STATEMENT

A.6.1 We certify that this Road Safety Audit has been carried out in accordance with HD 19/15.

Audit Team Leader

Name: J amie Fenning

BSc (Hons), MSoRSA, MIHE, HE Certificate of Competency

Position: Road Safety / Highway Engineer

Organisation: Fenley

Signed: 

Date: 5th J une 2018

Audit Team Member

Name: Angharad Bradley

BEng (Hons), MSoRSA, MCIHT, HE Certificate of Competency

Position: Road Safety / Highway Engineer

Organisation: Fenley

Signed: 

Date: 5th J une 2018

Others in attendance

Name: M.A. Farouk Bhatti

Position: Trainee Road Safety Auditor

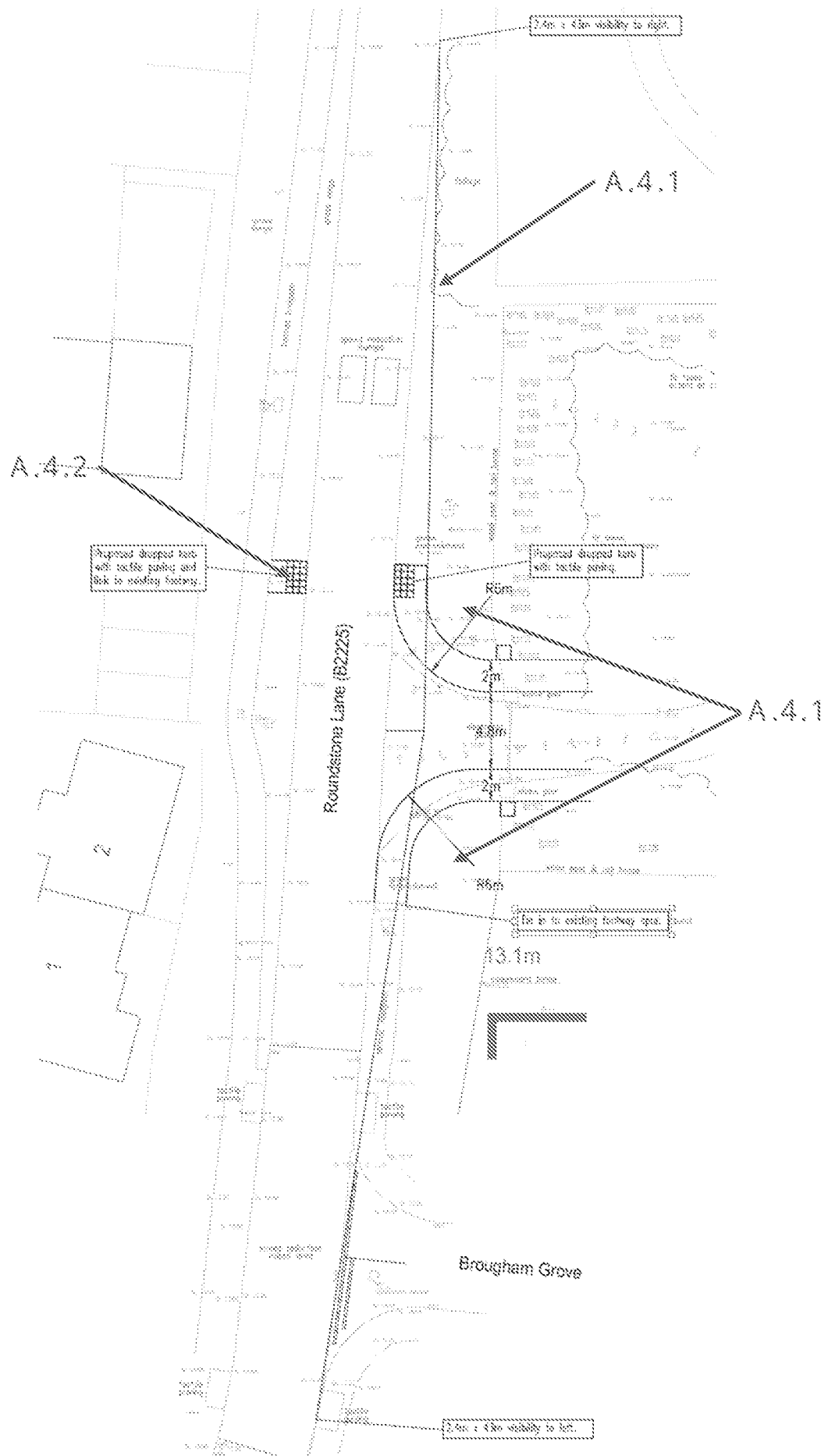
Appendix A1

Drawings and Documents provided for this Stage 1 Road Safety Audit

<u>Audit Stage</u>	<u>Drawing No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	68011 - 2018-04-03	-	Transport Statement
	68011-TS-001	-	Proposed Access Arrangement

Appendix A2

Item Location Plan



Appendix A3

Drawings and Documents associated with the Design Team Response

<u>Audit Stage</u>	<u>Drawing No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	N/A	-	-
	N/A	-	-

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