

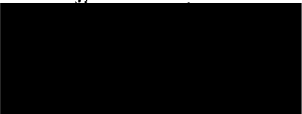
WEST SUSSEX COUNTY COUNCIL

*Barnham, Eastergate, Westergate, Chichester,
West Sussex - Realigned A29 & associated highway works*

Road Safety Audit Decision Log Cover Sheet

This report should be read in conjunction with the Stage 1 Safety Audit undertaken by RKS Associates in March 2023.

Produced: Pell Frischmann Consultants/ Tim Townsend (WSCC)	Date: 04/09/2023
Signed: Tim Townsend, Principal Planner, County Highways Team	
Signed: Terance McLaughlin, Divisional Director, Pell Frischmann (11/09/23)	
(Project Manager)	

Reviewed: Roger Harper	Date: 01/09/2023
Signed: 	
(Lead Professional Safety Audit)	

Having reviewed the recommendations of the Safety Audit and considered the comments of the Client Project Manager and Design Team, I accept the conclusions of the Road Safety Audit Decision Log on behalf of the Highway Authority.

Overseeing Organisation Manager Highway Projects:	
Name: Alex Sharkey	Date:
Signed: 	11 th September, 2023

Item No.	RSA Problem	Audit Team Recommendation(s)	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.1	Details in respect of surface water drainage or other services have been provided, however there is concern that the positioning of service water covers within the carriageway may result in a differential skid resistance properties to the carriageway. Differential skid resistance properties of the carriageway attributed to service covers within the carriageway may increase the risk of loss of control collisions particularly motorcyclists. In addition any servicing/maintenance works required will result in the introduction of traffic management.	Ensure that service water covers are relocated away from the carriageway ensuring that safe access can be provided during servicing /maintenance works.	Noted, to be considered at Detailed Design Stage.	Accept Audit Team Recommendation and Design Organisation Response to it.	That service water covers be relocated away from the carriageway ensuring that safe access can be provided during servicing /maintenance works.
2.2	No details relating to landscaping have been provided, it is therefore not possible to ascertain whether or not there will be any safety implications. There is concern poor visibility associated with proposed landscaping may increase the risk of turning collisions from side road junctions along the new road.	Ensure that vegetation associated with proposed landscaping along the new road is set back and is a low- level variety that can be kept clear of the visibility splays to and from side road junctions.	Noted, to be considered at Detailed Design Stage.	Accept Audit Team Recommendation and Design Organisation Response to it.	That vegetation associated with proposed landscaping along the new road is set back and is a low- level variety that can be kept clear of the visibility splays to and from side road junctions.
2.3	The scheme drawings indicate that the entry treatments to side roads will be ramped in accordance with the design principles set out in LTN 1/20. There is concern that the ramps start at the traditional give way line on the entry to side roads. Consequently, there may be an increased risk of vehicles particularly high sided vehicles overturning when traversing the ramp.	Review the layout of the ramps, the layout of the ramps should provide smooth transition for vehicles turning into and out of side roads.	Exact details of ramp to be developed as part of Detailed Design.	<u>12/04/2023.</u> It is assumed that the recommendation under 2.3 refers to the side roads that are not connected to any of the roundabout junctions – Design Organisation to confirm and show on a plan. If this is the case, then the Overseeing Organisation accepts the Audit Team Recommendation and Design Organisation Response to it.	That the layout and construction of the ramps provide smooth transition for vehicles turning into and out of side roads.
2.4	No details of vehicle swept path analysis have been provided for proposed minor side road junctions. It is therefore not possible to ascertain whether or not there will be any safety implications. There is concern that insufficient width of junctions may increase the risk of side swipe collisions between vehicles entering and exiting simultaneously or increase the risk of vehicles colliding with users of the footway.	Vehicle swept paths should be undertaken to ensure that vehicles can access side road junctions safely, if necessary widen the side road junctions to mitigate the risk of side swipe collisions or vehicles mounting the footway when negotiating the turning manoeuvres.	<u>11/09/2023.</u> Tracking provided to WSCC PF drawings: A13394-PF-ZZ-TR-DR-CD-00001 and A13394-PF-ZZ-TR-DR-CD-00002	<u>12/04/2023.</u> Design Organisation to reply (see preceding column).	That the junctions be designed to accommodate the swept paths of all vehicles intended to use them without mounting adjacent footways and mitigating the possibility of side-swipe collisions during manoeuvres.

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2.5	The scheme drawings indicate that street lighting is to be provided, it is noted that the street lighting assessment has been undertaken. However, there is concern that street lighting columns placed at the back of footway/verge are approximately 5m or more from the edge of carriageway. Consequently, the illumination of the carriageway during the hours of darkness may be limited. Poor illumination of the carriageway may increase the risk of loss of control collisions during the hours of darkness.	Ensure that lighting columns are placed such that an appropriate level of illumination is provided to carriageway, footway and cycleways in order to mitigate the risk of collisions during the hours of darkness.	Noted, lighting column positions shown on drawings but exact operation to form part of discussions with WSCC.	Accept Audit Team Recommendation and Design Organisation Response to it.	That lighting columns are placed such that an appropriate level of illumination is provided to carriageway, footway and cycleways in order to mitigate the risk of collisions during the hours of darkness and that they are located in accordance with LTN 1/20 guidance at suitable distances away from any footway and/or cycle way. 24/04/23. PF Noted, exact location to be confirmed as part of Detailed Design.
2.6	The scheme drawings indicate that on-carriageway bus stops are to be provided, whilst this is not uncommon it will increase the occurrence of vehicles overtaking stationary buses waiting at a bus stop. This may increase the risk of head-on collisions between vehicle overtaking a stationary bus and traffic traveling in the opposite direction.	In order to mitigate the risk of overtaking collisions, where possible bus laybys within the wide verge along the realigned A29 should be provided.	This layout is a reflection of what has been proposed in Phase 1 of the realigned A29. and therefore typically carriageway bus stops are used. This can be further explored at the detailed design stage.	Response to be reviewed as part of detailed design.	24/04/23. Provisions of Bus Stop to be agreed at Detailed Design Stage. Laybys could replace swales where required.
2.7	It is acknowledged that the proposed layout of the cycle/pedestrian infrastructure has been amended to reflect the design principles set out in LTN1/20. However, it is unclear from the drawings provided if there is sufficient space for a vehicle to wait to give way to pedestrians/cycle crossings across the side road without blocking back onto the A29. The road safety may be further compromised at locations where there will be a high proportion of larger vehicles. This may lead to an increased risk of collisions between vehicles waiting and traveling along the A29.	Review the layout of the cycle/pedestrian crossing facilities across side roads to ensure sufficient space is provided for vehicles to wait at the give way without extending back onto the A29.	The A29 is a 30mph road and therefore turning into a side road should be at low speeds. WSCC have also indicated that they would like incorporate cycle priority across side roads.	12/04/2023. It is assumed that the recommendation under 2.7 refers to the side roads that are not connected to any of the roundabout junctions – Design Organisation to confirm and show on a plan. If this is the case, then 5.0m set-backs appear to be shown that would cater for a car's length in accordance with LTN 1/20, but not that of a larger vehicle which could result in part of it overhanging the carriageway of the new A29. However, given that the proposed speed limit is 30mph and that turning vehicles would be slowing to undertake manoeuvres and that predominantly, the side roads will serve residential areas which would not be likely to involve high numbers of larger vehicles entering and leaving the side roads, the risk of conflicts would be minimised. And as such, the Overseeing Organisation accepts the Audit Team Recommendation but not the Design Organisation Response to it. As such, the	24/04/23. Set backs in accordance with LTN 1/20 Design Guidance (Figure 10.5.10) Exact detail to be agreed at Detailed Design Stage.

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				Design Organisation should include more information as to why the set-backs are acceptable.	
Proposed A29 Link Road Between Roundabouts 2 & 4					
3.1	The scheme drawings indicate that the commencement/termination of segregated footway/cycleway proposals is to tie in with highway works outside the scope of the Audit (Extent of WSCC Phase 1 works). There is concern that the termination of the segregated cycleway does not provide a facility for cyclists to rejoin the carriageway to continue their journey. In addition a safe facility should be provided for cyclists to gain access to the segregated cycle lane. Insufficient poor provision for cyclists to gain access to the segregated cycle facility may increase the risk of injury to cyclists as they negotiate full height kerbs.	Ensure that a safe facility is provided for cyclists to gain access to and from the proposed segregated cycle facility.	The A29 Phase 1 facilities including the Barnham Road Roundabout is being delivered by WSCC and do not form part of our work. As soon as we connect the facilities become segregated.	<u>12/04/2023.</u> Accept RSA recommendation but not the Design Organisation to it. The recommendation also refers to access to and from the carriageway which is not reflected in your current response. Design Organisation to review current Response and add to it.	<i>24/04/23. On and Off slips to be provided on to carriageway. This may require alteration to work completed by WSCC prior to our works being started.</i>
3.2	No details of vertical levels have been provided, however it is noted that pond 1 and catchment basin 2 are located to the rear of segregated pedestrian/cycle facility along the new road. The absence of a safety fence or a level berm may increase the risk of injury to road users if they inadvertently enter the water.	Ensure that safety fencing in the form of post and rail fence and/or a level berm is provided at the back of the of segregated pedestrian/cycle facility where there is a significant difference vertical alignment.	Noted, detail to be agreed at Detailed Design Stage	Accept Audit Team Recommendation and Design Organisation Response to it.	That safety fencing in the form of post and rail fence and/or a level berm be provided at the back of the of segregated pedestrian/cycle facility where there is a significant difference vertical alignment.
Proposed A29 Link Road Roundabout 4 & East/West Link					
4.1	No details of vertical levels have been provided, however it is noted that catchment basin 3 is located to the rear of segregated pedestrian/cycle facility on the south eastern side of the proposed four arm roundabout and basin 3b, 4 and 10 located to the rear of pedestrian/cycle facility on the northern and southern side of the East/West link. The absence of a safety fence or a level berm may increase the risk of injury to road users if they inadvertently enter the water.	Ensure that safety fencing in the form of post and rail fence and/or a level berm is provided at the back of the segregated pedestrian.	Noted, detail to be agreed at Detailed Design Stage	Accept Audit Team Recommendation and Design Organisation Response to it.	That safety fencing in the form of post and rail fence and/or a level berm be provided at the back of the of segregated pedestrian/cycle facility where there is a significant difference vertical alignment.
4.2	The proposals indicate that a four arm roundabout is to be provided with a short two lane flared approach on all arm. However, it is noted that the northern and southern exit arms of the roundabout have a two lane exit that merges into a single lane. Whilst the proposed roundabout conforms to highway standards, the short	Review the layout, if possible and subject to capacity assessments a single lane exit on all exits to the roundabout should be provided.	Single lane exits are provided on all roundabouts in line with CD116.	Accept Audit Team Recommendation and Design Organisation Response to it.	That single lane exits are provided on all roundabouts in line with CD116. <i>24/04/23. That single lane exits are provided on all roundabouts in line with CD116.</i>

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	merge length on the exits to the roundabout may increase the risk of sideswipe collisions as vehicles attempt to merge into a single lane.				
4.3	The proposed pedestrian/cycle crossing facilities across eastern and western arms of roundabout 4 are set back from the entry/exit to the roundabout away from the central splitter islands. The setting back of the crossing facilities may restrict forward visibility to and from the crossing, as a result pedestrians and cyclists using the crossing may be put at unnecessary risk of being struck by vehicles exiting the roundabout. Furthermore the introduction of a zebra crossing on the eastern and western arms is inconsistent with that on the northern and southern arms this may result in non-motorised users inadvertently crossing the carriageway at the uncontrolled crossings without giving way to traffic, this may increase the risk of pedestrians/cyclists being struck by motorists.	The pedestrian/cycle crossing facilities across eastern and western arms of the roundabout should be moved closer to the entry to the roundabout, ensuring that there is sufficient space for a vehicle to wait at the crossing without encroaching onto the circulatory carriageway. If possible the crossing should use the central refuge islands. Further consideration should be given to providing a consistent crossing layout across all arms.	The crossing has been positioned as such to allow for a vehicle to sit off the main A29 corridor whilst waiting at the crossing. Zebra crossings are proposed to maintain the segregated footway/cycleway facilities.	Part-Accept Audit Team Recommendation (about forward visibility) and Part-Accept Design Organisation Response (set-back for vehicles). Design Organisation to reply to the final sentence in the recommendation about consistency of crossings around the roundabout and to also respond to forward visibility concern and to demonstrate that adequate forward visibility is achieved in accordance with DMRB.	24/04/23. Types and locations of crossing on proposed A29 considered in detail in consultation with WSCC. It is not the intention to have signal-controlled crossing on Secondary Roads. To have a continuous Segregated footway /cycleway alongside the A29 the crossing must be controlled. Forward visibility is achieved keeping the crossing within the 20m requirement identified in DMRB
4.4	The proposed pedestrian/cycle crossing facilities across the southern arm of roundabout 4 is set back from the entry/exit to the roundabout. There is concern that setting back of the crossing facilities is away from the crossing desire lines at the roundabout. This may result in pedestrians/cyclists attempting to cross the southern arm at the entry/exit to the roundabout where no crossing facility is provided. This may put pedestrians/cyclists at unnecessary risk of being struck by vehicles entering/exiting the roundabout.	The pedestrian/cycle crossing facilities across southern arm of the roundabout should be moved closer to the entry/exit to the roundabout, where possible making use of central refuge islands. Further consideration should be given to providing a consistent crossing layout across all arms.	This has been relocated closer the roundabout utilising the central refuge island.	<u>12/04/2023.</u> Part-Accept Audit Team Recommendation and Part-Accept Design Organisation Response to it. Design Organisation to respond to the final part of the recommendation, describing what type of crossings are proposed on each arm and why.	24/04/23. Types and locations of crossing on proposed A29 considered in detail in consultation with WSCC.
Proposed A29 Link Road Between Roundabouts 4 & 5					
5.1	No details of vertical levels have been provided, however it is noted that catchment basin 5 is located to the rear of pedestrian/cycle facility on the eastern side of the A29 link. The absence of a safety fence or a level berm may increase the risk of injury to road users if they inadvertently enter the water.	Ensure that safety fencing in the form of post and rail fence and/or a level berm is provided at the back of the segregated pedestrian.	Noted, detail to be agreed at Detailed Design Stage	Accept Audit Team Recommendation and Design Organisation Response to it.	That safety fencing in the form of post and rail fence and/or a level berm be provided at the back of the of segregated pedestrian/cycle facility where there is a significant difference vertical alignment.

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5.2	The proposed uncontrolled pedestrian/cycle crossing facilities across the northern arm of the roundabout is set back from the entry to the circulatory carriageway away from the central splitter island. There is concern that setting back of the crossing facility is away from the crossing desire lines at the roundabout. This may result in pedestrians/cyclists attempting to cross at the northern arm at the roundabout where no crossing facilities are provided. This may result pedestrians and cyclists put at unnecessary risk of being struck by vehicles entering/exiting the roundabout.	The pedestrian/cycle crossing facilities across northern arm of the roundabout should be moved closer to the entry to the roundabout, where possible making use of central refuge island.	This has been relocated closer the roundabout utilising the central refuge island.	Accept Audit Team Recommendation and Design Organisation Response to it.	That the pedestrian/cycle crossing facilities across northern arm of the roundabout be constructed closer to the entry to the roundabout, where possible, making use of central refuge island.
5.3	The scheme drawings indicate that the red tactile paving at the uncontrolled pedestrian crossing (western side) located to the north of roundabout 5 is incorrect and provides a confusing layout. This may lead to potential collisions between non-motorised users and traffic travelling along the A29.	The tactile paving at the uncontrolled crossing should be changed to buff.	Noted and to be changed.	Accept Audit Team Recommendation and Design Organisation Response to it.	That the tactile paving at the uncontrolled crossing be provided in the appropriate colour.
Proposed A29 Link Road Between Roundabouts 5 & 9 and Hanbury Link					
6.1	No details of vertical levels have been provided, however it is noted that catchment basin 6 is located to the rear of pedestrian/cycle facility on the western side of the A29 link. The absence of a safety fence or a level berm may increase the risk of injury to road users if they inadvertently enter the water.	Ensure that safety fencing in the form of post and rail fence and/or a level berm is provided at the back of the segregated pedestrian.	Noted, detail to be agreed at Detailed Design Stage	Accept Audit Team Recommendation and Design Organisation Response to it.	That safety fencing in the form of post and rail fence and/or a level berm be provided at the back of the of segregated pedestrian/cycle facility where there is a significant difference vertical alignment.
6.2	The proposed pedestrian/cycle crossing facilities across the eastern and western arms of the roundabout are set back from the entry to the circulatory carriageway. There is concern that setting back of the crossing facilities may restrict forward visibility to and from the crossing, as a result pedestrians and cyclists using the crossing may be put at unnecessary risk of being struck by vehicles exiting the roundabout.	The pedestrian/cycle crossing facilities across the eastern and western arms of the roundabout should be moved closer to the entry/exit to the roundabout, ensuring that there is sufficient space for a vehicle to wait at the crossing without encroaching onto the circulatory carriageway. If possible the crossing should use the central refuge islands.	The crossing has been positioned as such to allow for a vehicle to sit off the main A29 corridor whilst waiting at the crossing. Zebra crossings are proposed to maintain the segregated footway/cycleway facilities.	Part-Accept Audit Team Recommendation (about forward visibility) and Part-Accept Design Organisation Response (set-back for vehicles). Design Organisation to reply to the final sentence in the recommendation about consistency of crossings around the roundabout and to also respond to forward visibility concern and to demonstrate that adequate forward visibility is achieved in accordance with DMRB.	24/04/23. Types and locations of crossing on proposed A29 considered in detail in consultation with WSCC. Forward visibility is achieved keeping the crossing within the 20m requirement identified in DMRB

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6.3	The proposed pedestrian/cycle zebra crossing facility across the western arm of roundabout 9 is inconsistent with the crossing facilities provide on the northern and southern arms whereby it is set back from the entry/exit to the roundabout. There is concern that setting back of the crossing facility may restrict forward visibility to and from the crossing. This may put non-motorised users at unnecessary risk of being struck by vehicles exiting the roundabout.	The zebra pedestrian/cycle crossing facility across the western arm of the roundabout should be moved closer to the roundabout, ensuring that there is sufficient space for a vehicle to wait at the crossing without encroaching onto the circulatory carriageway. If possible the crossing should use the central refuge islands.	The crossing has been positioned as such to allow for a vehicle to sit off the main A29 corridor whilst waiting at the crossing. Zebra crossings are proposed to maintain the segregated footway/cycleway facilities.	Part-Accept Audit Team Recommendation (about forward visibility) and Part-Accept Design Organisation Response (set-back for vehicles). Design Organisation to reply to the final sentence in the recommendation about consistency of crossings around the roundabout and to also respond to forward visibility concern and to demonstrate that adequate forward visibility is achieved in accordance with DMRB.	24/04/23. Types and locations of crossing on proposed A29 considered in detail in consultation with WSCC. Forward visibility is achieved keeping the crossing within the 20m requirement identified in DMRB
6.4	The proposals indicate that a pedestrian/cycle crossing facilities are to be provided to the north and south of the proposed bus stops. Whilst the crossing facilities are welcomed, there is concern that multiple crossing facilities may create driver frustration and may increase the risk of failing to adhere to the traffic signal aspects at the proposed Toucan crossings. This could increase the risk of pedestrians/cyclists being struck by passing traffic.	Review the layout, it would be more appropriate to provide a single Toucan pedestrian/cycle crossing facility between the respective northbound and southbound bus stops.	Crossing locations have been dictated by Masterplan, PRow or other strategic elements.	Do Not Accept Audit Team Recommendation but Accept Design Organisation Response. The crossing facilities are designed to cater for desire lines for PRow and other routes within the development to maximise opportunities for connectivity between developments on opposite sides of the road.	24/04/23. Noted
6.5	The proposals indicate that a pedestrian footway along either side of Hanbury Link are to continue along Lidsey Road beyond the proposed crossing facilities. This may encourage pedestrians to walk along Lidsey Road where the risk of being struck by passing traffic will be greater.	Review the layout, the footways along either side of Hanbury Link should be terminated at the crossing facilities on Lidsey Road.	To be terminated.	Do Not Accept Audit Team Recommendation nor Design Organisation Response. The foot (and if possible, cycle ways) should be extended both southwards and northwards - south to meet with existing barns found alongside the existing A29 and north to link up with existing provision found north of Lee's Yard, Woodgate in order to provide ongoing connectivity in and out of the development for users and with an appropriately designed crossing on the eastern arm of the roundabout.	That foot (and if possible, cycle ways) be extended both south and north alongside existing A29 Lidsey Road to provide ongoing connectivity for non-motorised users - south to meet with existing barns found alongside the existing A29 and north to link up with existing provision found north of Lee's Yard, Woodgate + an appropriately designed crossing on the eastern arm of the roundabout. 24/04/23. This is a new request and not part of any previous discussions. We are unsure of the requirement to introduce a footway alongside a road that does not currently have one. This needs to be discussed further at the detailed design stage.

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6.6	The proposals indicate that speed limit along Hanbury Link is to be 20mph, however there is concern that the Hanbury Link has been designed to a greater 'Design Speed' and thus will induce higher speeds and encourage overtaking of slower moving vehicles. This may increase the risk of speed related collisions along Hanbury Link.	Review the layout and proposed 20mph speed limit, it may be more appropriate to retain a speed limit of 30mph or alternatively provide additional measure to enforce the proposed 20mph speed limit.	Additional Speed reduction measures to be considered at detailed design stage. Consideration to be given to raised table junctions and potentially a gateway feature.	Accept Audit Team Recommendation and Design Organisation Response to it. The Overseeing Organisation recommends that additional speed reducing measures be implemented at the detailed design stage to support a 20mph speed limit and additionally be considered through ongoing Safety Audit process.	That additional speed reducing measures be implemented at the detailed design stage to support a 20 mph speed limit and additionally be considered through ongoing Safety Audit process.
Proposed A29 Link Road Between Roundabouts 11 & 13					
7.1	No details relating to the commencement/termination of segregated footway/cycleway along the proposed A29 Link Road have been provided. There is concern that inadequate facilities for cyclists to access the segregated cycleway may increase the risk of injury to cyclists as they negotiate full height kerbs.	Ensure that a safe facility is provided for cyclists to gain access to and from the proposed segregated cycle facility.	Our design incorporates the change from segregated to shared facilities as we approach the southern roundabout and is marked appropriately to show changes.	Accept Audit Team Recommendation and Design Organisation Response to it.	That a safe facility is provided for cyclists to gain access to and from the proposed segregated cycle facility. 24/04/23. Details to be added to Design
7.2	No details of vertical levels have been provided, however it is noted that catchment basin 9 located to the rear of segregated pedestrian/cycle facility along the eastern side of the A29 Link Road. The absence of a safety fence or a level berm may increase the risk of injury to road users if they inadvertently enter the water.	Ensure that safety fencing in the form of post and rail fence and/or a level berm is provided at the back of the of segregated pedestrian/cycle facility where there is a significant difference vertical alignment.	Noted, detail to be agreed at Detailed Design Stage	Accept Audit Team Recommendation and Design Organisation Response to it.	That safety fencing in the form of post and rail fence and/or a level berm be provided at the back of the of segregated pedestrian/cycle facility where there is a significant difference vertical alignment.
7.3	The proposed pedestrian/cycle crossing facilities across eastern and western arms of roundabout 11 is set back from the entry/exit to the roundabout away from the central splitter islands. There is concern that setting back of the crossing facilities may restrict forward visibility to and from the crossing, as a result pedestrians and cyclists using the crossing may be put at unnecessary risk of being struck by vehicles exiting the roundabout. Furthermore the introduction of a zebra crossing may result in vehicles queuing back onto the roundabout where the risk of collisions with other road users on the roundabout will be greater.	The pedestrian/cycle crossing facilities across eastern and western arms of the roundabout should be moved closer to the entry to the roundabout, ensuring that there is sufficient space for a vehicle to wait at the crossing without encroaching onto the circulatory carriageway. If possible the crossing should use the central refuge islands.	The crossing has been positioned as such to allow for a vehicle to sit off the main A29 corridor whilst waiting at the crossing. Zebra crossings are proposed to maintain the segregated footway/cycleway facilities.	Part-Accept Audit Team Recommendation (about forward visibility) and Part-Accept Design Organisation Response (set-back for vehicles). Design Organisation to reply to the forward visibility concern and to demonstrate that adequate forward visibility is achieved in accordance with DMRB.	24/04/23. Types and locations of crossing on proposed A29 considered in detail in consultation with WSCC. Forward visibility is achieved keeping the crossing within the 20m requirement identified in DMRB

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7.4	The scheme drawings indicate that forward visibility along Lidsey Road to roundabout 13 can be achieved. However, there is concern that the forward visibility may be compromised by vegetation/building outside the scope of works. Poor forward visibility to the proposed roundabout may increase the risk of tail end shunts or loss of control collisions between vehicles approaching the roundabout.	Ensure that forward visibility to roundabout 13 is not compromised, if necessary amend the layout.	The position of the roundabout is optimum considering the constraints of the Lidsey Farm access, which will eventually be replaced by an access off the realigned A29 and the ghost island right turn into the Lidsey Caravan Park	Accept Audit Team Recommendation but not Design Organisation Response. Visibility requirements at the junction are due to be considered through a Departure from Standard process which will determine whether visibilities will be suitable, or not. If not, then further measures to support the shown visibilities and/or a re-design of the roundabout might be required.	That appropriate visibilities (including forward visibility) are provided in accordance with DMRB and WSCC requirements. 24/04/23. Achievable visibility splays have been shown on PF drawings, either within Highway or developer ownership. Location of roundabout optimum based upon maintaining access int. Lidsey Farm and right turn Ghost Island into Caravan Park
Proposed Highway Works Along Lidsey Road (Old Alignment)					
8.1	The scheme proposals seek to provide a new link forming the A29, therefore the traffic flows on the existing A29 Lidsey Road will reduce leading to potentially higher vehicle speeds. The Audit Team welcome the introduction of the 40mph speed limit along the old A29 alignment (Lidsey Road), albeit that the forward visibility on the southbound approach of the Hanbury Link junction and the northbound approach of the main A29 roundabout does not accord with highway standards. However, there is concern that the reduction to 40mph may still encourage vehicles to travel at higher speeds, which may increase the risk of speed related collisions.	The Audit Team recommend that the speed limit on the old A29 alignment (Lidsey Road) is reduced further to 30mph, to reflect the local environment and reduced the risk of speed related collisions occurring.	A reduction to 40mph is currently being considered by WSCC. We await results of their consultation. Traffic Speed data provided to Auditor and WSCC confirms that the speed of the traffic is currently around 40mph, with the introduction of the additional junctions it is expected that that will reduce further.	The Overseeing Organisation does not accept the RSA recommendation. This is because following review of traffic speed data supplied by the Design Organisation read alongside latest WSCC Speed Limit Policy suggests that the section of road the tie-in point connects to would be suited to a 40mph speed limit and not a reduction to 30mph. Therefore, any design and associated visibilities will need to reflect a 40mph speed limit.	24/04/23. As requested by WSCC 40mph Design Speed to be proposed.