



PERSIMMON HOMES
NORTH LITTLEHAMPTON PHASE 2
B3/B5 ACCESS ROAD

STAGE 1 SAFETY AUDIT - ADDENDUM

APRIL 2016



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B3/B5 ACCESS ROAD**

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Project Code:	S/PHLITTLE-P2.1B.6a
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Approved by:	John Reid
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Status:	FINAL

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**Persimmon Homes
North Littlehampton Phase 2
B3/B5 Access Road
Stage 1 Safety Audit - Addendum**

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1 Introduction

1.1 Stage 1 Road Safety Audits of junctions associated with this development were carried out in October 2014 and October 2015.

1.2 This Addendum relates to the north-south access road B3/B5, also known as the Internal Distributor Road ('IDR') and this audit has been carried out by the same Audit Team as the October 2014 Stage 1 Audit and the October 2015 Addendum:

K W FRY – I Eng, FIHE, RegRSA (IHE), HECoc
Audit Team Leader
Principal Consultant
Mayer Brown Limited

J F REID - MSc, DipHTE, MCIHT, FSoRSA, MITAI, HECoc.
Audit Team Member
Technical Director (Safety)
Mayer Brown Limited

1.3 The Auditors have been supplied with a detailed Audit Addendum Brief dated April 2016 including the following Mayer Brown drawings of the works to be audited:

- » **A/PHLITTLE.2/IDR-GA Rev. C: Amended IDR General Arrangement Drawing**
- » **A/PHLITTLE.2/IDR-TK: Amended IDR Swept Path Drawing**

1.4 For ease of reference, reduced scale copies of both drawings are appended to this report.

1.5 Whilst recommendations have been made within this report, there may be equally satisfactory alternatives. The Audit Team will be pleased to consider alternatives if required.

2 Items Raised at this Stage 1 Road Safety Audit

General

2.1 Problem

Location: General along the IDR

Summary: On-street parking potentially blocking sightlines

From the indicative residential layout information provided, it appears there will be a considerable number of dwellings fronting onto the IDR. These are likely to attract on-street parking by residents and visitors directly in front of the properties, so parked vehicles could block sightlines and obstruct manoeuvring space to and from the side road junctions and private car park accesses. This would increase the risk of emerging vehicles being hit by passing traffic.

Recommendation:

The highway authority should monitor the situation after occupation of the dwellings and introduce parking restrictions if and where necessary.

Junctions / Non-motorised Users

2.2 Problem

Location: Toddington Lane / IDR junction

Summary: Excessive junction radius

The drawing shows a 20m kerb radius on the west side of the junction. This could encourage relatively high speeds by left-turning vehicles, particularly cars and light vans, and it increases the width of carriageway to be traversed by pedestrians crossing the junction; both of these factors increase the danger to pedestrians from turning vehicles. Whilst it appears from the traffic flow information supplied in the Audit Brief that a significant number of HGVs will use this junction, it is clear from the swept path plots that the radius could be reduced without causing them difficulty.

Recommendations:

- i. Reduce the kerb radius as far as possible consistent with providing adequate turning space for the largest vehicles regularly using the junction.

- ii. Inset the pedestrian crossing point slightly further into the junction (c.1.5m) to reduce the crossing width for pedestrians, particularly those with a disability, and increase their visibility to/from southbound vehicles approaching on the IDR.

2.3 **Problem**

Location: All side road junctions with IDR

Summary: Trees obstructing visibility

A considerable number of trees is shown within the verges on both sides of the IDR, some of which are within designated junction visibility splays. Whilst we note that the trees are intended to be of relatively small girth and have clear stems, they will inevitably have some impact on sightlines; this effect will be greater the closer they are to the junction and will increase with time as the trees grow. This will increase the risks of vehicles emerging from the side roads being struck by passing traffic, and of cyclists approaching a junction along the shared path being concealed from drivers intending to turn into the side road.

Recommendation:

Do not plant trees within the visibility splays.

2.4 **Problem**

Location: All side road junctions with IDR

Summary: Discontinuous shared paths increasing risk to cyclists

Whilst the shared path provision should increase cyclists' safety by removing them from the carriageway, this benefit is likely to be largely nullified by the frequent interruption of the route by side road junctions where cyclists are not given priority; in these circumstances, although children may cycle along the path, confident cyclists are more likely to remain in the carriageway to avoid the possible need to keep stopping. In addition, the side road junctions are drawn with 8m kerb radii, which will not significantly reduce turning vehicle speeds to maximise the safety of pedestrians and cyclists. In accordance with Manual for Streets advice it would be better in most cases to keep kerb radii to a minimum and accept that larger vehicles will occasionally need to cross into the opposing lane of the IDR to make the turn. The Auditors have not been provided with details of the individual

development areas to be served off each side road, but in some cases (i.e. if only a small number of dwellings is proposed) it may be appropriate to provide access in the form of a dropped kerb and footway crossing rather than a kerbed bellmouth. Alternatively it may be appropriate to provide entry treatments such as entry ramps, raised tables and/or set back Give Way markings.

Recommendation:

Reconfigure the side road junction treatment (providing cycle priority if possible) to improve continuity of the cycle route.

3 Audit Team Statement

We certify that this audit has been carried out in accordance with the requirements of HD 19/15.

Signed: ...

K W FRY (Audit Team Leader) ↴

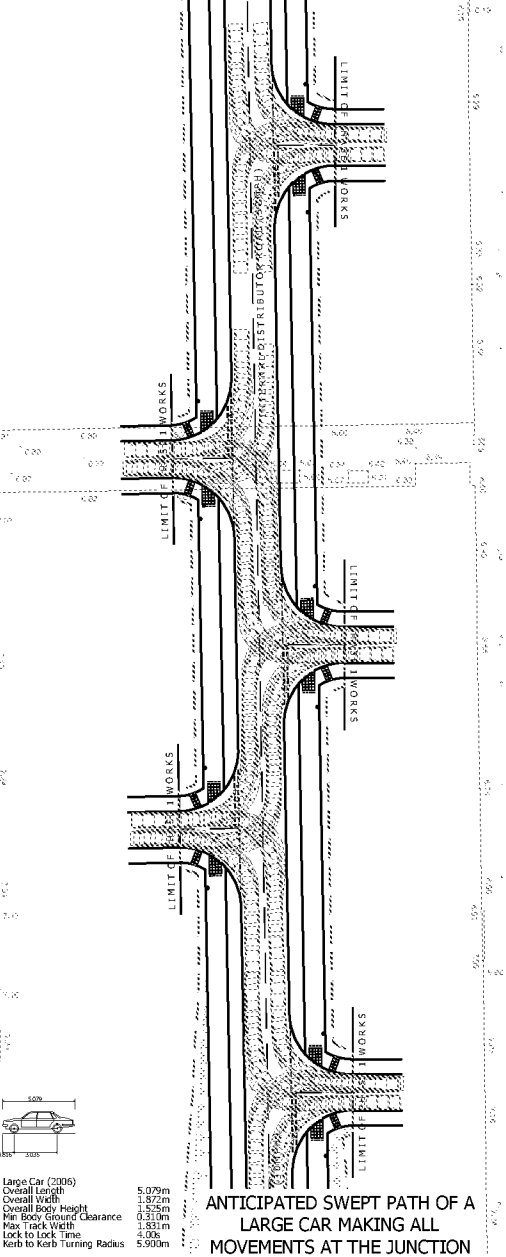
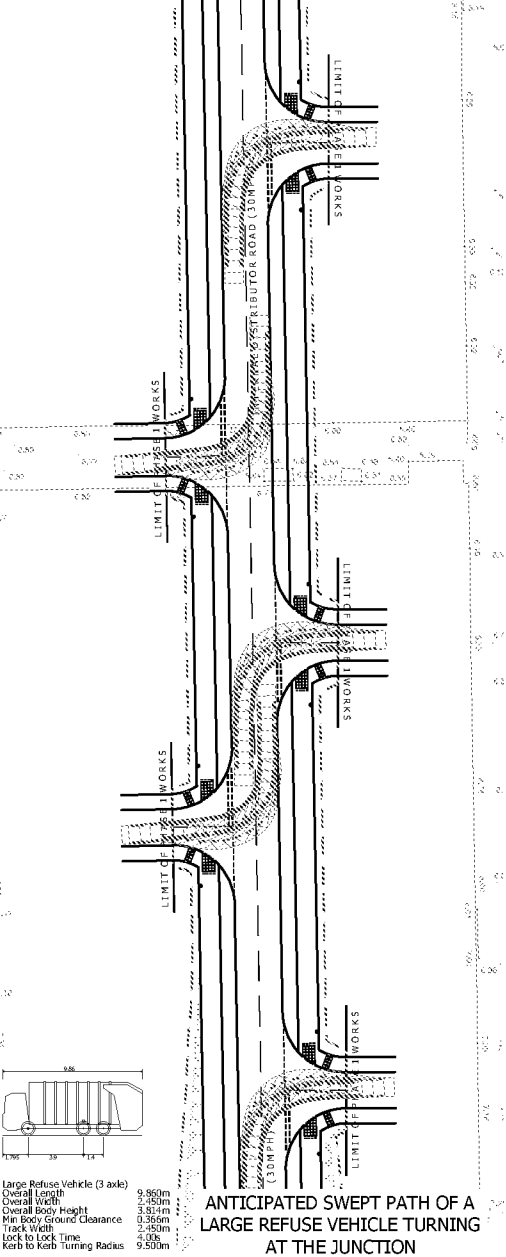
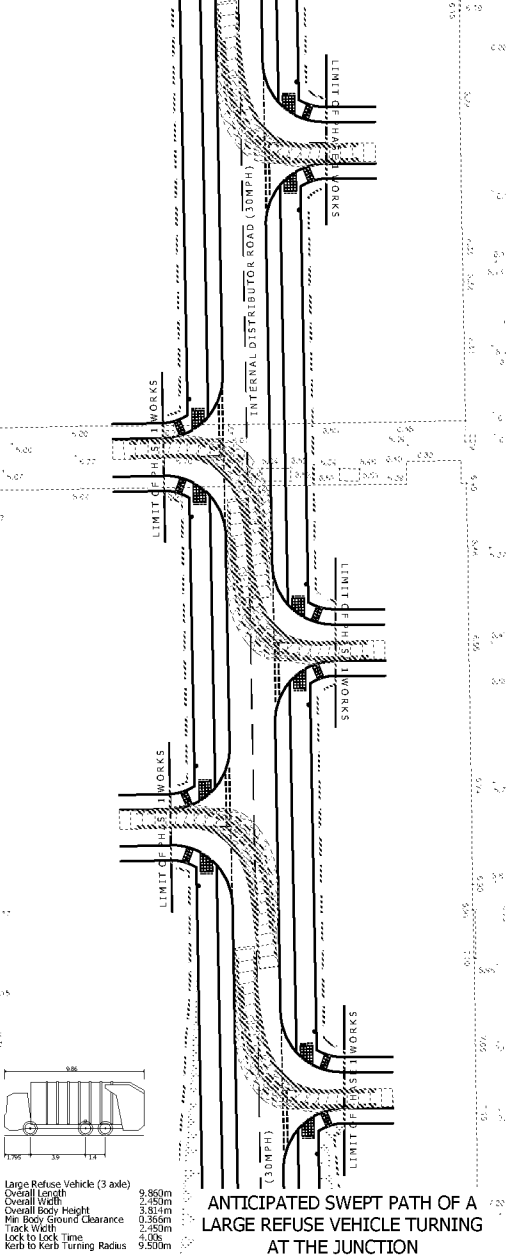
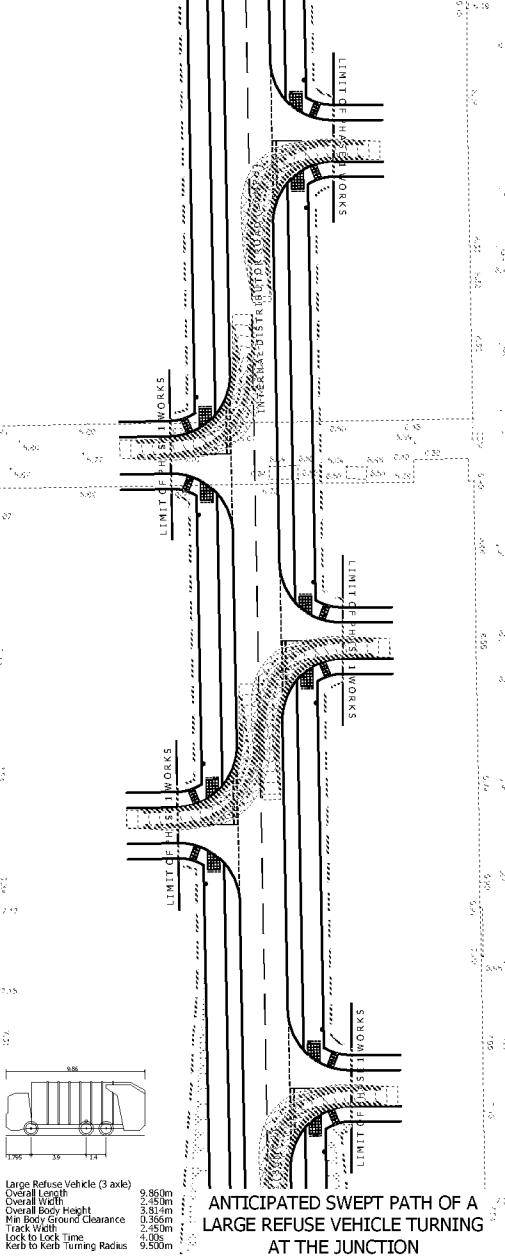
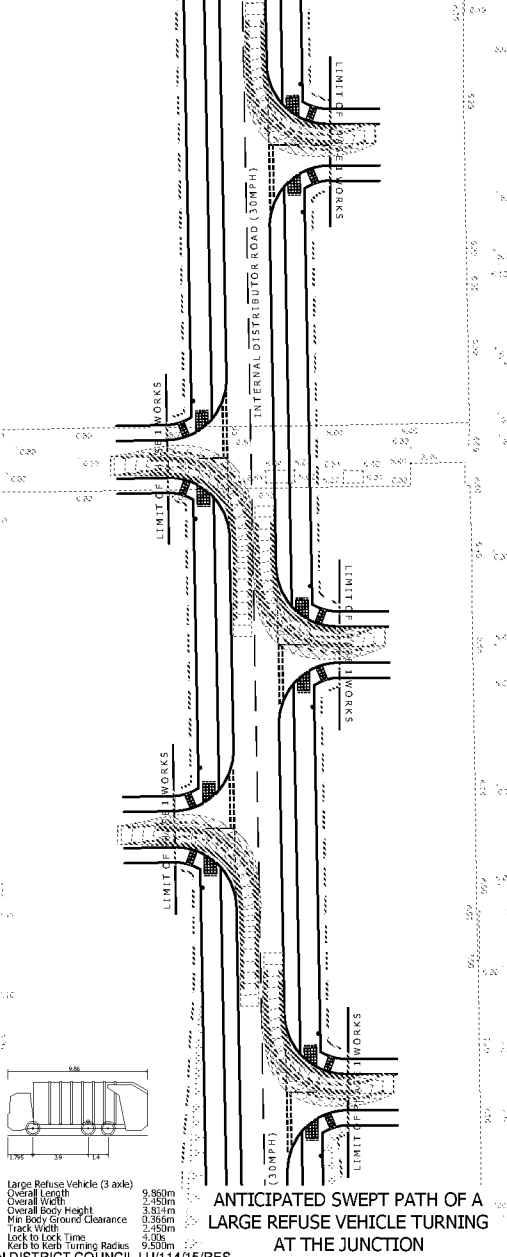
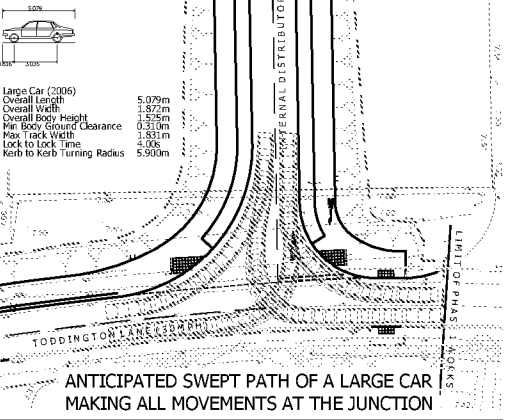
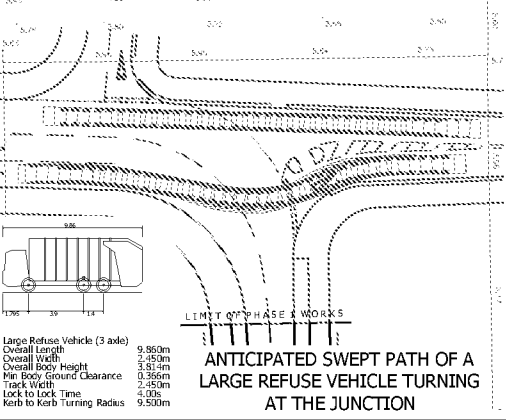
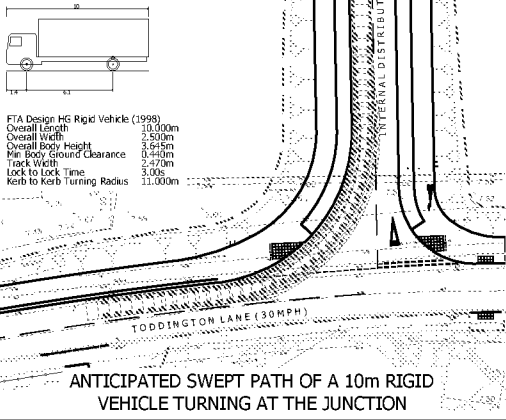
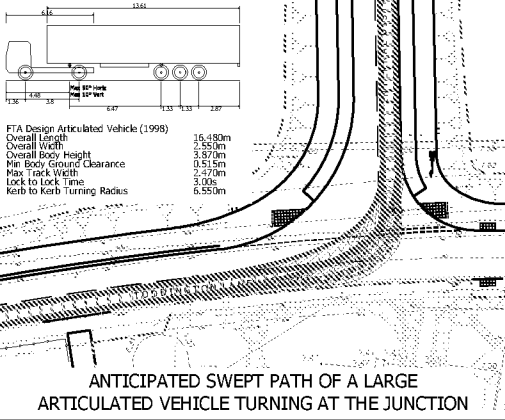
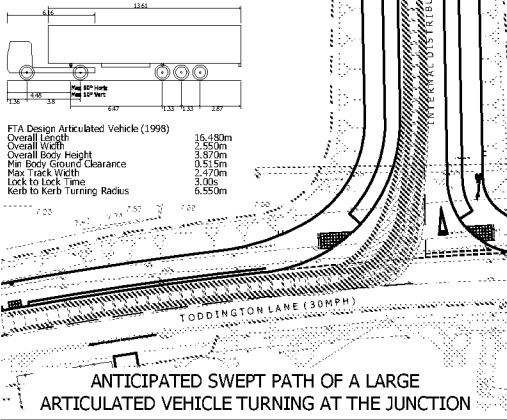
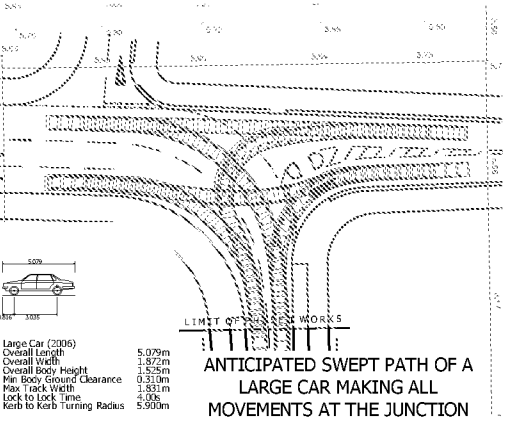
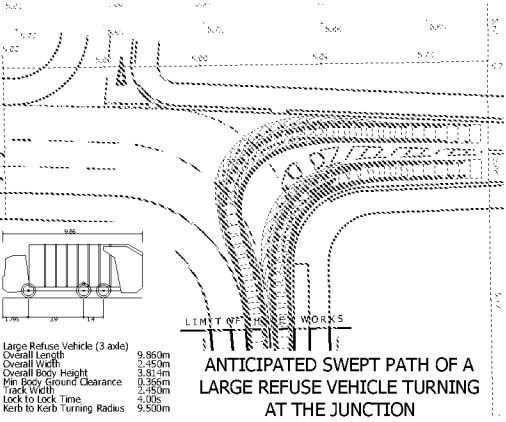
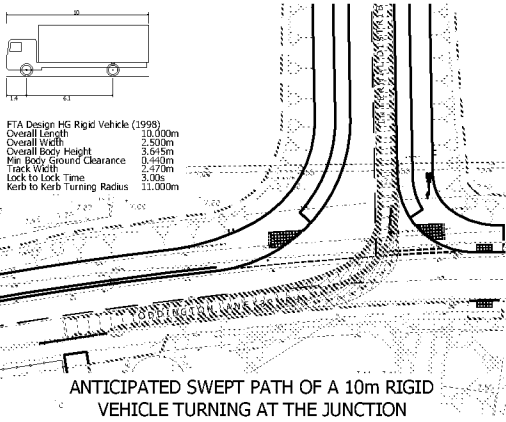
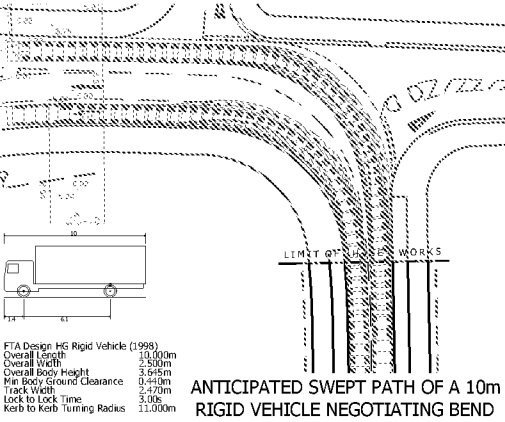
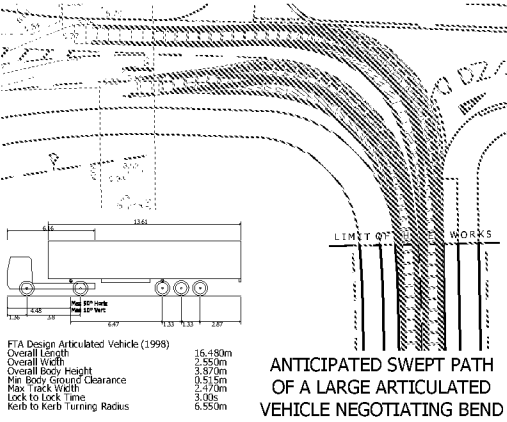
Date: 29 April 2016

Signed

J F Reid (Audit Team Member)

Date: 29th April 2016

APPENDIX A: Reference Plans



FOR INFORMATION
NOT FOR CONSTRUCTION

rev.	amendment	checked	date
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mayer brown

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client
PERSIMMON HOMES

project
NORTH LITTLEHAMPTON PHASE 1
TODDINGTON LANE S278 WORKS

scale 1:500 drawn by OJN checked by AB

date MARCH 2016 cad file MASTER PHASE 1.DWG

title

PROPOSED S278 HIGHWAY WORKS
AMENDED IDR SWEEP PATH DRAWING

drawing number A/PHLITTLE.2/IDR-TK rev.

