
**LAND AT TODDINGTON LANE,
TODDINGTON, WEST SUSSEX**

**PROPOSED HIGHWAY WORKS &
DEVELOPMENT ACCESS**

**STAGE 1
ROAD SAFETY AUDIT REPORT**

**REQUESTED BY:
TRANSPORT PLANNING PRACTICE**

AUGUST 2017



RKS
Associates

Project: Land at Toddington Lane, Toddington
Proposed Highway Works & Development Access

Client: Transport Planning Practice

Document: Stage 1 Road Safety Audit

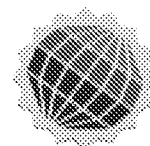
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Appendices

Appendix A: Location of Problems Identified During Stage 1 Road Safety Audit

Appendix B: Designers Response



1 INTRODUCTION

- 1.1** This report describes a Stage 1 Road Safety Audit (RSA) of the proposed highway works and access serving a proposed residential development on land to the south of Toddington Lane, Toddington in West Sussex. The scheme proposals involve the redevelopment of the site to provide 10 residential units.
- 1.2** Toddington Lane, in the vicinity of the proposed site access is a single carriageway providing two-way traffic flow with grass verges on either side. The carriageway generally runs in a northwest to south direction with the proposed development access located to the south of a right hand bend. The carriageway is unlit and is subject to a 30mph speed limit.
- 1.3** The proposed site access serving the development comprises of an improved priority junction located approximately in the same location as the existing access serving the site. The proposals indicate that the new junction will facilitate all movements and the internal road will be a shared use facility. Additional highway works include the provision of pedestrian access points onto Toddington Lane (north of the site).
- 1.4** Transport Planning Practice has supplied the following information upon which this Stage 1 RSA is based:
- ECE Architecture Drawing 6436-001 Rev E – Site Plan; and
 - ECE Architecture Drawing 6436-002 Rev D – Site Layout Proposed;
- 1.5** The Safety Audit Team consisted of Vimal Patel and Wendy Palmer. The Audit was undertaken following examination of the submitted documents and a site visit on Friday 18th August 2017, during the mid-day peak period, when the weather was sunny and the road surface was dry. No traffic congestion or incidents were observed during the site inspection, and traffic flows were moderate, possibly attributed to highway works on the local road network. No pedestrian or cyclists were observed along Toddington Lane.
- 1.6** The Stage 1 RSA has been undertaken in accordance with the relevant sections of HD19/15, part of the Design Manual for Roads and Bridges (DMRB). The Safety Audit Team has examined only matters relating to road safety implications of the scheme and has not verified compliance of the design to any other criteria. Problems identified in this report are considered by the Audit Team to merit action in order to improve the safety of the scheme and to minimise accident occurrence for all users.
- 1.7** The location of the problems identified in this Safety Audit is shown in **Appendix A** where the reference numbers relate to the problems identified in this report.



- 1.8** The recommendations in this report are aimed at addressing the identified road safety problems; however, there may be alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities. The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit, and would encourage the Designer to consult them on this matter.
- 1.9** The Local Highway Authority response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the 'As Built' design pack to be provided and retained by the Local Highway Authority on completion.
- 1.10** Publicly available collision information (Crashmap) indicates that there were no personal injury collisions in the vicinity of the scheme in the latest five years' data.



2 GENERAL

2.1 Problem

Summary: Potential collisions due to standing water or service covers

Location: *Throughout*

No details have been provided in respect of surface water drainage or other services and it is therefore not possible to ascertain whether or not there will be any safety implications.

Recommendation:

When preparing the detailed design, ensure adequate surface water drainage and locate gullies/service covers clear of desire lines for pedestrians, cyclists and powered two-wheel vehicles.

2.2 Problem

Summary: Potential vehicle collisions due to inadequate road space or visibility

Location: *Proposed site access*

Vehicle swept path plots associated with the development access have not been provided. It is therefore not clear whether or not vehicles particularly servicing vehicles will be able to negotiate the proposed access safely. Inadequate geometry could result in vehicles overrunning the footway or opposing carriageway thereby increasing the risk of collisions with other road users at the site access.

Recommendation:

Provide swept path plots to ensure that vehicles including servicing vehicles will be able to manoeuvre to and from the development access safely.



3 LOCAL ALIGNMENT

3.1 The Audit Team raises no concerns at this Stage 1 RSA in respect of local alignment.



4 JUNCTIONS

4.1 Problem

Summary: Vehicle collisions associated with poor visibility

Location: *Proposed site access*

No details relating to the visibility splay to the left from the proposed development access have been provided. The scheme drawings indicate that low-level planting (0.6m in height) is to be provided, however the combination of proposed landscaping along the site frontage and the right-hand bend on its southbound approach to the proposed access may restrict visibility for traffic entering and exiting the development. Poor visibility may increase the risk of vehicle collisions.

Recommendation:

Visibility splays to and from the proposed access should be undertaken to ensure that visibility is not compromised by proposed landscaping.



5 NON-MOTORISED USER PROVISION

5.1 Problem

Summary: Hazard for pedestrians associated with vertical levels/steps

Location: *Proposed pedestrian access onto Toddington Lane*

The proposed scheme drawing indicates that steps are to be provided from the development to the proposed footway along the southern side of Toddington Lane. There is concern that mobility impaired pedestrians and pram users may find it difficult to negotiate the steps. The provision of steps may cause a hazard for these users particularly during adverse weather conditions.

Recommendation:

A ramped access arrangement should be provided to link the footway between the development and proposed footway along Toddington Lane.

5.2 Problem

Summary: Increased risk of injury to pedestrians associated with poor facilities

Location: *Pedestrian crossing across site access*

Observations during the site inspection noted that larger residential developments are being constructed to the west of the proposed development. The scheme drawings indicate that a footway along the southern side of Toddington Lane is to be provided, however no further details on how this footway will link up with the wider footway network for the local area. The absence of continuity of footway link may increase the risk of pedestrians walking along the carriageway where the risk of collision with passing traffic will be greater.

Recommendation:

Review the pedestrian network, it would be appropriate to link the proposed footway to the wider footway network to accord with the pedestrian desire lines.



6 ROAD SIGNS, CARRIAGEWAY MARKINGS & LIGHTING

6.1 Problem:

Summary: Potential collisions associated with poor positioning of signs

Location: Toddington Lane (nearside verge on the bend)

The proposed highway works will require the relocation of existing road signs associated with the level crossing. Whilst no details have been provided at this stage, there is concern that poor positioning of these signs may restrict visibility for vehicles exiting the development or cause an obstruction for pedestrians using the proposed footway.

Recommendation:

Ensure that all relocated signs do not obstruct the visibility to and from the proposed development access or cause an obstruction for pedestrian users.



7 AUDIT TEAM STATEMENT

- 7.1 We certify that this Road Safety Audit has been carried out in accordance with document HD 19/15, its sole purpose being to identify features of the scheme that could be removed or modified to improve safety. No member of the Audit Team has been involved in the scheme design.

Audit Team Leader

Vimal Patel
BEng (Hons), FIHE, RegRSA, CoC

Signed:

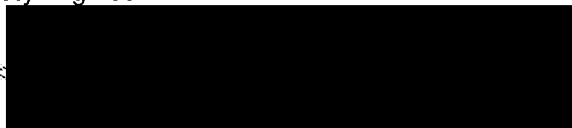


Date: 21st August 2017

Audit Team Member

Wendy Palmer
MCIHT, M SoRSA, HE Cert Comp
Road Safety Engineer

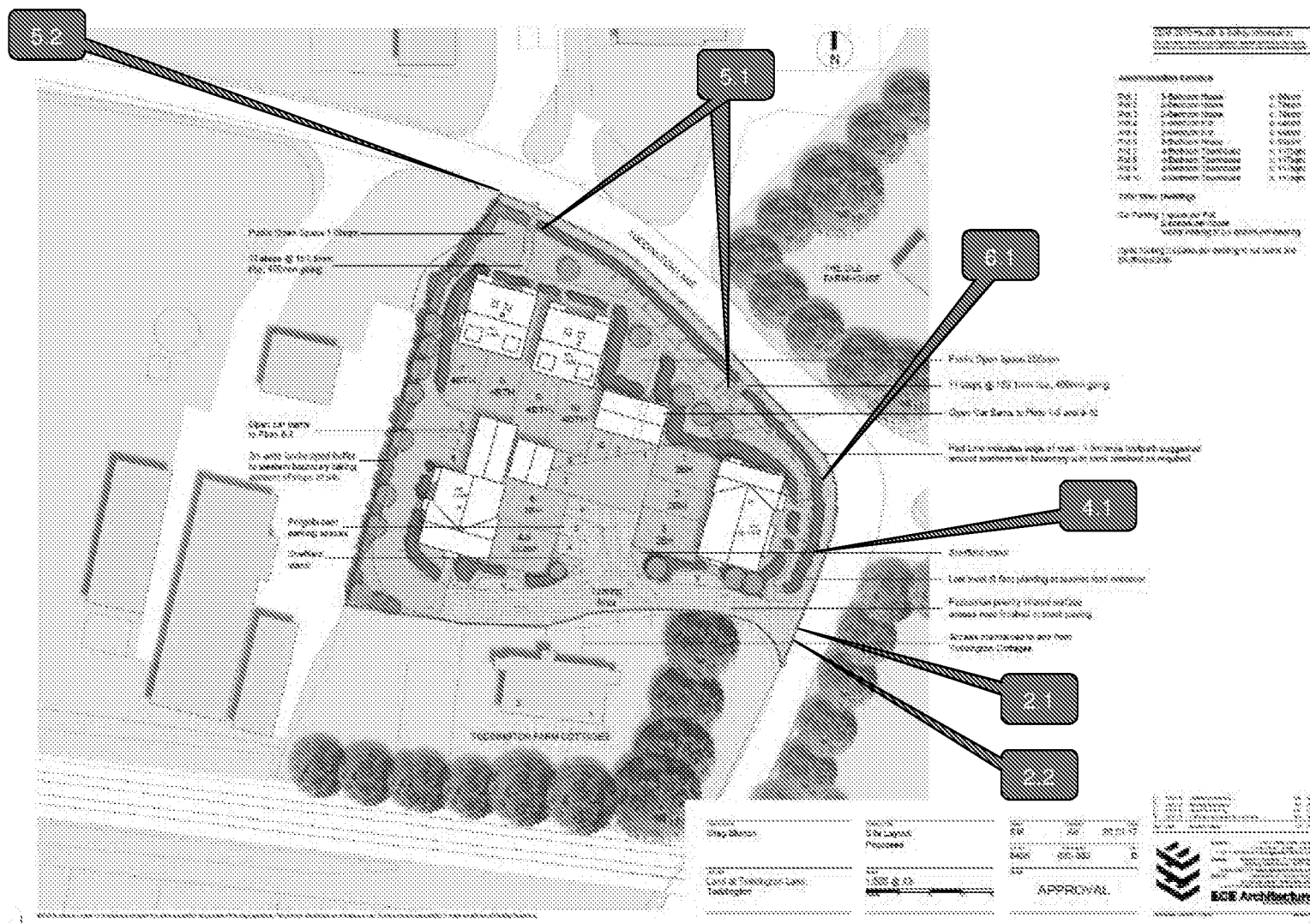
Signed:



Date: 21st August 2017



Appendix A





Appendix B



Item No.	Audit Team Recommendation(s)	Designer's Response
2.1	When preparing the detailed design, ensure adequate surface water drainage and locate gullies/ service covers clear of desire lines for pedestrians, cyclists and powered two-wheel vehicles.	This has been included in the Foul and Surface Water Drainage Assessment that has been submitted as part of the planning application.
2.2	Provide swept path plots to ensure that vehicles including servicing vehicles will be able to manoeuvre to and from the development access safely.	A swept path drawing of a servicing vehicle manoeuvring accessing and egressing the site is attached in the designer's response.
4.1	Visibility splays to and from the proposed access should be undertaken to ensure that visibility is not compromised by proposed landscaping.	A visibility splay drawing of the proposed access is attached in the designer's response.
5.1	A ramped access arrangement should be provided to link the footway between the development and proposed footway along Toddington Lane.	A level access point will be provided on Toddington Lane, to the east of the site. This access will facilitate access for mobility impaired pedestrians and pram users. It will lead to an on-site footway that will not include steps which will facilitate access to the residential properties.
5.2	Review the pedestrian network, it would be appropriate to link the proposed footway to the wider footway network to accord with the pedestrian desire lines.	A new footway will be provided along the entire frontage of the site. As the adjacent sites are developed, these will the opportunity to link into this footway.
6.1	Ensure that all relocated signs do not obstruct the visibility to and from the proposed development access or cause an obstruction for pedestrian users.	This will be implemented at detailed design stage.

Designer's Statement:

I certify that I have considered the items that have arisen in the Stage 1 Road Safety Audit Report and my response to its recommendations are set out above.

Mike Lewin
Designer

Date: 23/08/2017

