



Unit 2
71A Hamilton Road
READING
RG1 5RA

14 Aintree Lane
Liverpool
L10 2JL

Road Safety Audit Stage 1 (Feasibility)

Location: Phase 3 Toddington Lane,
Littlehampton. Parcel A2.B6

Produced for MJA Consulting

Date 8th November 2018



Prepared by

Peter Ronald, I.Eng, AMICE, MCIHT, MSoRSA (HA RSA CofC)
Wing Lee B.Eng(hons), PG Cert, MCIHT, MIHE

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DOCUMENT CONTROL SHEET

Project Name: Toddington Lane, Littlehampton. Phase 3 - Parcel A2 and B6

Report Title: Stage 1 Road Safety Audit
Proposed S278/38 highway works

Date: 8th November 2018

Client: MJA

Audit Team			
	Name	Position	Date
Audit Team Leader:	Peter Ronald	Director	08/11/2018
Audit Team Member:	Wing Lee	Road Safety Auditor	08/11/2018
Approved By:	Peter Ronald	Director	08/11/2018

Revision History					
Revision	Date	Description	Audit Team Leader	Audit Team Member	Approved
A	08/11/2018	Final	PR	WL	PR
B	15/11/2018	Auditor comments added	PR		

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1. Executive Summary

This scheme is promoted by Persimmon. This Stage 1 Road Safety Audit is provided under the provisions of the Safety Audit request dated 5th November 2018.

2. Introduction

This report results from a Stage 1 Road Safety Audit request for a proposal to construct a new residential development with two new side road T-junctions off Toddington Lane, Littlehampton.

The Audit Team consisted of:

Peter Ronald, I.Eng, AMICE, MCIHT, MSoRSA, HA RSA Cert of Comp
Wing Lee B.Eng(hons), PGCert, MCIHT, MIHE

A site visit was made to the site on Tuesday 6th November October 2018 between 2.00pm and 2.30pmm. Traffic flows were low and no pedestrian / cycle movements were observed. Traffic speeds were perceived to be within the posted 30mph speed limit. The weather was cloudy and dry.

The Audit comprised an examination of the drawings provided by MJA Consulting and any additional support documents completed by the Audit Team as listed in the Appendices.

The terms of reference of the audit are based on “Guidelines for the Safety Audit of Highway Schemes” published by the Institution of Highways and Transportation, other guidance references and the Traffic Signs Regulations and General Directions 2016, and HD 19/15 Design Manual for Roads & Bridges.

The Auditors have examined and reported only on the road safety implications of the detailed design, as presented in the supplied drawings.

All safety issues are with reference to the specific design details shown on the drawings.

Each of the auditors’ responses is classified as either a ‘Problem’ or a ‘Nil Response/Comment’. Items classified as a ‘Problem’ denote matters likely to result in significant road safety hazards. Items marked as ‘Nil Response/Comment’ are less serious, but worthy of consideration by the designer and/or by the overseeing organisation.

Although all of the problems identified are considered to be of sufficient importance to require action, the table below shows their relative urgency based on the risk perceived by the Safety Auditors. The level of risk assigned to each problem is largely subjective and is only intended as a guide, to assist the client in determining the priority of the issues raised.

Severity / Risk Level	Probability				
	Frequent	Probable	Occasional	Remote	Improbable
Catastrophic	*** Problem*** (Urgent)				
Critical		** Problem** (High Risk)			
Major			* Problem* (Medium Risk)		
Minor				* Problem* (Low Risk)	
Negligible					Comment

3. Historical Summary

The site is currently under construction

4. Existing Environment

Toddington Lane is a single carriageway local distributor road that extends from Mill Lane through to the A259. It has footways on both sides fronting new residential development along its length.

A system of street lighting is present that introduces a 30mph speed limit.

The road is relatively flat and straight at the new junctions.

5. Accident / Collision History

No information provided

6. Survey Information

No information provided.

7. Project

To construct a new residential development off the southern side of Toddington Lane, east of Hinchcliff Drive, with internal road network accessed via two new side road T-junctions.

8. Stage 1 - Audit Assessment

The table below summarises the findings from this audit, which are described in detail on following pages.

There appears to be different layouts on different drawings, hence only the site layout drawing amended 8/10/2018 is considered for this audit to avoid confusion

	Item	Comments	Notes
A1	General		
A1.1	Departures from Standards		None reported
A1.2	Cross-sections		
A1.3	Cross-sectional Variation		
A1.4	Drainage	Comment	(9.1) No new drainage detailed
A1.5	Landscaping		
A1.6	Public Utilities/Services Apparatus		
A1.7	Lay-bys		
A1.8	Access	Comment	(9.2) Refuse vehicle used for tracking is too small
A1.9	Emergency Vehicles		
A1.10	Future Widening		
A1.11	Adjacent Development		
A1.12	Basic Design Principles	Problem Comment	(8.1) A2 - Road priority appears to be for side road cul-de-sac on left, after accessing site. Unusual arrangement. (9.3) Plans produced show differing layouts in front of Plots 6 & 7
A2	Local Alignment		
A2.1	Visibility		
A2.2	New/Existing Road Interface		
A2.3	Vertical Alignment		
A3	Junctions		
A3.1	Layout	Problem	(8.2) Road A2 Centre line needs to extend back from main road junction.
A3.2	Visibility		
A4	Non-Motorised User Provision		
A4.1	Adjacent land		
A4.2	Pedestrian/cycle routes provided	Problem	(8.3) Road A2 Pedestrian crossing positioned across junction where reduced visibility
A4.3	Facilities adequate		
A4.4	Separation from carriageway		
A4.5	Special requirements elderly/young infirm		
A4.6	Tactile paving/guardrails		
A4.7	Junctions		

A4.8	Routes clear of obstruction		
A4.9	Equestrians		
A5	Road Signs, Carriageway Markings And Lighting		
A5.1	Signs		
A5.2	Lighting		
A5.3	Poles and Columns		
A5.4	Road Markings		

8.1 *Problem* (item A1.12)

Location: Road A2. From Toddington Lane up to first side road on left

Summary: Priority given to vehicles exiting side road, rather than from the majority of development

Description: A new road layout is detailed with priority given to vehicles exiting from the side road cul-de-sac near the main access into the site. This unusual priority arrangement may result in vehicles tailing back across the junction, possibly restricting access/egress to and from the development.

Type of conflict/collision: Collisions and congestion on junction near access

Recommendation: Review current proposal.

8.2 *Problem* (item A 3.1)

Location: Road A2 from Toddington Lane

Summary: Extend centre line into main access past side road junction to help position vehicles exiting and accessing the development.

Description: There is a side road junction close to the main access. Vehicles exiting the side road need to keep to the left to avoid blocking the main access.

Type of conflict/collision: Traffic congestion/collisions at junction

Recommendation: Extend centre warning line into development to clarify priority.

8.3 *Problem* (item A1.8)

Location: Pedestrian crossing point in front of Plot 7

Summary: Reduced visibility at pedestrian crossing point and inadequate facilities

Description: A new pedestrian crossing point is detailed. There is reduced visibility for pedestrians crossing from in front of Plot 5 and no crossing point across the cul-de-sac. Amend pedestrian footways / pedestrian crossing point to ensure adequate visibility, and provide pedestrian crossing point across cul-de-sac between footways.

Type of conflict/collision: Inadequate/unsafe pedestrian crossing facilities

Recommendation: Amend design to provide improved pedestrian crossing facilities

9. Nil response/Comments

- 9.1 Provide appropriate drainage
- 9.2 Refuse vehicle used for tracking appears too small
- 9.3 Different layouts on different drawings

10. Non-Motorised User Report

The report indicates a problem that the Audit Team believes need consideration.

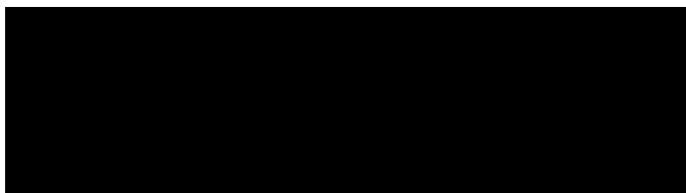
11. Auditors' Statement

Auditors Statement

We certify that we have examined the drawings listed in Appendix A and that the site has been inspected. The examination has been carried out with the sole purpose of identifying those features the design that can be modified in order to improve the safety of the scheme.

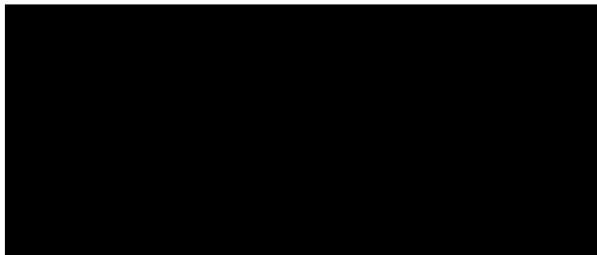
The problems identified have been noted in the report together with associated safety improvement suggestions that we recommend should be studied for implementation.

We can confirm that we have not been involved with the scheme design.



Peter Ronald
Senior Safety Auditor (Team Leader)

Date 8th November 2018



Wing Lee
Safety Auditor (Team Member)

Stage Road Safety Audit SAFETY AUDIT EXCEPTION RESPONSE		
Scheme Name: Phase 3 Toddington Lane Parcels A2, B6		
The issues categorised in the safety audit as 'Problem' matters are those causing concern and are summarised below. The purpose of this form is for the scheme designer or Overseeing Organisation to respond to the 'Problem' matters. Responses should be returned to Traffic Management Consultants. 'Comments' in the report are made for the benefit of the designer, and are not referred to below.		
Paragraph	Summary of Problem	Designer's response
8.1	Priority given to vehicles exiting side road rather than from rest of development	Yes, priority is given to adopted road providing access to Plots 1 to 5. Whilst this arrangement may be unusual, it is a deliberate design decision to highlight the vehicle crossover transition into the home-zone private residential route serving Plots 6 to 29.
8.2	Extend centre line into main access past side road junction to help position vehicles exiting and accessing the development to stop entrance getting blocked.	Unfortunately, the drawing copy audited incorporated a pedestrian crossing (between Plots 5 and 7) that had been introduced by the architect in error, giving the false impression of this being a junction access, rather than a vehicular crossing. I believe that this is where the confusion has arisen from. However, with this crossing subsequently removed for clarity, the white lining will be indicated continuing to give priority to the adopted road lengths serving Plots 1 to 5.
8.3	Reduced visibility at pedestrian crossing point and inadequate facilities	As detailed in my 8.2 response, this crossing was introduced in error but has now been removed from this vehicle crossover scenario.

Please complete Designer's response and return to Traffic Management Consultants Ltd.

Audit Team Comments

8.1 Noted . Junction configuration subject to planning review /approval

8.2 Noted . Junction configuration subject to planning review /approval

8.3 Agreed . Crossing point now removed and additional crossing point added where required

Appendix A

Drawing Numbers:

544-PL -100 Rev A - Site Layout



Also provided with other drawings that appear to show a different layout on Road A2 so not considered for this audit

