



safer roads for everyone

Wandleys Lane, Fontwell, West Sussex

Road Safety Audit Stage 1

on behalf of Peter Brett Associates

TMS reference no: 14106



THE CHARTERED
INSTITUTION OF HIGHWAYS
& TRANSPORTATION



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Wandleys Lane, Fontwell, West Sussex

Road Safety Audit Stage 1

1. Introduction

1.1 This report describes a Stage 1 Road Safety Audit carried out on the proposed widening of and provision of a priority junction access to a development site onto Wandleys Lane, Fontwell, West Sussex, on behalf of Peter Brett Associates. The audit was carried out the 2nd of March 2018 in the offices of TMS Consultancy.

1.2 The audit team members were as follows:-

Audit Team Leader

Darren Newbold – MSc, BSc (Hons), MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
Senior Engineer, TMS Consultancy

Audit Team Member

Robert Cyples - BSc (Hons), MIHE, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
Senior Road Safety Consultant, TMS Consultancy

1.3 The audit comprised an examination of the documents listed in **Appendix A**. The Road Safety Audit was undertaken in accordance with the Brief provided by Peter Brett Associates. The site was visited by the Audit Team on the 12th of July 2017 between 3pm and 3.30pm. The weather was cloudy and dry. Traffic flows were low. Pedestrian and cycle flows were also low.

1.4 The terms of reference of the audit are as described in HD 19/15. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.

1.5 All of the problems described in this report are considered by the audit team to require action in order to improve the safety of the scheme and minimise accident occurrence. The locations of specific problems are referenced on the plan in **Appendix B**.

- 1.6 The scheme consists of the proposed widening of (from junction with Walberton Lane) and provision of a priority junction access to a development site onto Wandleys Lane, Fontwell, West Sussex. A new footway will also be provided on Wandleys Lane, crossing from the south side to the north outside the property named 'Woodside'.

Note: This Stage 1 Road Safety Audit supersedes the original Stage 1 RSA carried out in July 2017 (TMS Report No. 13703) to reflect changes to the scheme design. Changes include a reduction in the width of widening on Wandleys Lane, annotation of visibility splays and provision of an additional pedestrian crossing point on Wandleys Lane to serve proposed developments to both the north and south of the road.

2. Items resulting from this Stage 1 Audit

2.1 PROBLEM

Location – Wandleys Lane

Summary: Potential vehicle collisions

Although Wandleys Lane (currently single track) is to be widened (varying between 4.1 and 5.5m) and lined as two lanes, the marked centre line marking may encourage higher vehicles speeds as drivers will feel more confident that they have dedicated road space. Inappropriate speeds may lead to vehicle collisions.

RECOMMENDATION

The centre line should be omitted from the scheme, to encourage drivers to be more cautious on Wandleys Lane and reduce vehicle speeds.

2.2 PROBLEM

Location – Wandleys lane

Summary: Potential darkness related collisions and hazards to all road users

There is currently no street lighting present on Wandleys Lane. The number of units to be provided in the development is unknown and therefore likely flows to and from the site (vehicles and pedestrians) is also unknown. If there is a significant increase in flows, the risk of darkness related hazards and collisions between all road users may also increase.

RECOMMENDATION

At detailed design stage the likely flow to and from the site should be established and the need to provide street lighting assessed.

2.3 PROBLEM

Location – Wandleys Lane; footway

Summary: Potential trip hazard to pedestrians

The new footway on the north side of Wandleys Lane will end at the side road outside Nos. 27 / 28. There is an existing footway on the east side of this side road. Pedestrians wishing to cross the side road will have to do so via full height kerbs which may be a trip hazard, particularly to those with visual and mobility impairments.

RECOMMENDATION

At detailed design stage an uncontrolled pedestrian crossing point with dropped kerbs and tactile paving should be provided at the side road.

Similarly, dropped kerbs and tactile paving should be provided where the footway crosses Wandleys Lane outside 'Woodside'.

3. Audit Team Statement

We certify that the terms of reference of the road safety audit are as described in HD 19/15.

Audit Team Leader

Darren Newbold – MSc, BSc (Hons), MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
Senior Engineer, TMS Consultancy

Signed



Date 2nd March 2018

Audit Team Member

Robert Cyples - BSc (Hons), MIHE, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
Senior Road Safety Consultant, TMS Consultancy

Signed



Date 2nd March 2018

TMS Consultancy

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Appendix A

Documents Examined:

- ✧ Drawing No. 38848_5501_009B

Other Information Provided (from Original RSA):

- ✧ Location Plan
- ✧ Traffic Flow Data
- ✧ Road Safety Audit Brief

