



Road Safety Audit Stage 1/2

Temporary Construction Access

Ford Lane

Yapton

West Sussex

Date: 22nd September 2020

Report produced for: Odyssey

Report produced by: M & S Traffic

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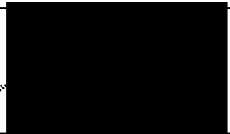
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1 INTRODUCTION

- 1.1 This report describes a Stage 1&2 Road Safety Audit on a temporary construction access off Ford Lane in Yapton, West Sussex.

The Audit was requested by the design organisation, Odyssey, Tuscany House, White Hart Lane, Basingstoke, Hampshire, RG21 4AF, on behalf of West Sussex County Council as the Highway Authority.

- 1.2 The Audit Team membership was as follows:

Martin Morris PGD, MCIHT, MSoRSA, Team Leader
(Certificate of Competency in Road Safety Audit gained in April 2012)

Bryan Shawyer, BEng (Hons), MSc, MCIHT, MSoRSA, Team Member
(Certificate of Competency in Road Safety Audit gained in July 2012)

- 1.3 The audit was undertaken following the principles of GG 119, The Design Manual for Roads and Bridges. The documents available at the time the report was compiled are detailed in Appendix A.
- 1.4 The Audit took place at the Gillingham offices of M&S Traffic in September 2020 and comprised an examination of the documents provided as listed in Appendix A, plus a joint visit to the site of the scheme on the morning of the 21st September between 11:00 and 11:30. Weather conditions at the time were fine and the road surface was dry. Traffic flows were low and free flow speeds were low. No pedestrian or cyclist movements were observed during the site visit.
- 1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any "Technical Check" function on these proposals. It is assumed that the Project Sponsor is satisfied that such a "Technical Check" has been successfully completed prior to requesting this safety audit.
- 1.6 The auditors have not been informed of any Departures from Standards in this scheme construction.
- 1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 ITEMS RAISED BY PREVIOUS AUDITS

2.1 No previous safety audits were submitted for assessment.

3 ITEMS RAISED BY THE STAGE 1&2 AUDIT

3.1 General

3.1.1 PROBLEM

Location: At the proposed access.

Summary: Ponding of surface water could lead to loss of control collisions.

Kerblines are being amended as part of these proposals, and the land slopes towards Ford Lane. No details have been provided regarding the proposed carriageway drainage, where inadequate drainage provision could cause possible ponding, which could lead to loss of control collisions.

RECOMMENDATION

It is recommended that drainage details and carriageway profiles should be such that surface water is shed to an appropriate surface water system.

3.2 Local Alignment

3.2.1 PROBLEM

Location: At the proposed access.

Summary: Insufficient carriageway space could lead to rear end shunt head on or side impact collisions.

The proposed temporary access is shown as being 5.5m in width and has a 6m radius on the south eastern side of the junction. Swept paths provided show marked deviations in paths taken to make the turns into and out of the temporary access., which could lead to head on collisions. There is concern that at 5.5m in width with the current radii that two-way HGV operation of the access will not be possible. This could lead to vehicles stopping or reversing onto Ford Lane, which could lead to rear end shunt head on or side impact collisions.

RECOMMENDATION

It is recommended that the temporary access and associated radii should be capable of accommodating simultaneous two-way HGV movements.

3.3 Junctions

3.3.1 PROBLEM

Location: At the proposed access.

Summary: Insufficient visibility could lead rear end shunt head on or side impact collisions.

Ford Lane is subject to National speed limit, visibility splays have been provided for 34m and 43m for the proposed access, which may be insufficient for the vehicle approach speeds. Further, no forward visibility splays have been provided for vehicles waiting to turn right into the proposed access where visibility is restricted see figures 1 and 2 below.



Figures 1 and 2: Restricted visibility.

Insufficient visibility splays and forward visibility splays could lead to rear end shunt head on or side impact collisions.

RECOMMENDATION

It is recommended that forward and junction visibility splays should be commensurate with traffic speeds. Further that forward visibility splays and traffic speeds should be provided for assessment.

3.4 Non-Motorised User (NMU) Provision

3.4.1 No comment.

3.5 Road Signs, Carriageway Markings and Lighting

3.5.1 PROBLEM

Location: Approaches to the temporary access.

Summary: Lack of warning of traffic accessing/egressing the site could lead to rear end shunt head or side impact collisions.

No advanced road signing of the construction access has been provided where forward visibility of the temporary access is restricted. Road users on Ford Lane may not expect the slowing and turning of HGVs accessing and egressing the site, this could lead to rear end shunt head or side impact collisions.

RECOMMENDATION

It is recommended that signage should be provided to warn and inform of the construction access.

4 ISSUES IDENTIFIED DURING THE STAGE 1&2 AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

- 4.1 Safety issues identified during the audit and site inspection that are considered to be outside the Terms of Reference, but which the Audit Team wishes to draw to the attention of the Client Organisation, are set out in this section. It is to be understood that, in raising these issues, the Audit Team in no way warrant that a full review of the highway environment has been undertaken beyond that necessary to undertake the Audit as commissioned.
- 4.2 The Audit Team had no issues to raise within this section.

5 AUDITOR TEAM STATEMENT

5.1 We certify that this audit has been carried out following the principles of GG 119.

Audit Team Leader

Martin Morris
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Highways England Approved RSA Certificate of Competency
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Signed:



Date: 22/09/2020

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Date: 22/09/2020

APPENDIX A

Drawing Number	Title
18-344-700A	Construction Access Agreement Plan
18-344-701A	Construction Access General Arrangement
18-344-702	Construction Access Levels and Drainage
18-344-703A	Construction Access Vehicle Swept Path Analysis
18-344-704	Construction Access Construction Makeup

Supporting Documentation:

- N/A

APPENDIX B

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).