



TEMPORARY CONSTRUCTION ACCESS
FORD LANE, YAPTON, WEST SUSSEX

DESIGNER'S RESPONSE TO ROAD SAFETY AUDIT STAGE 1/2



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ON BEHALF OF CLIENT

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January 2021

SUMMARY SHEET

Title: Designers Response to Road Safety Audit Stage 1/2

Project: 18-344

Report No.: 18-344-14

Date: January 2021

DOCUMENT CONTROL SHEET

Rev	Issue Purpose	Author	Checked	Reviewed	Approved	Date
-	First Issue	LH	LH	LH	LH	25/09/2020
A	WSCC responses added and format updated	SG	LH	SG	LH	13/10/2020
B	Design responses updated for audit items 3.1.1 and 3.3.1	SG	LH	SG	LH	08/01/2021

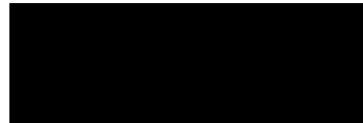
DESIGNER'S STATEMENT

A Combined Stage 1 and 2 Road Safety Audit was carried out on the Temporary Construction Access for the new development off Ford Lane, Yapton.
The Audit was undertaken by M & S Traffic Ltd and the audit team identified items for review.

I have considered the issues and problems raised in the Safety Audit and have appended my comments, which set out

- the changes to the design which I propose to make, or
- the reasons why I do not propose to make any changes

Signed:



Date: 08 January 2021

DESIGNERS RESPONSE TO ROAD SAFETY AUDIT STAGE 1/2

Audit Item No.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.0	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.	It is recommended that drainage details and carriageway profiles should be such that surface water is shed to an appropriate surface water system.	Recommendation acknowledged. The proposed access levels have now been adjusted such that any localised surface water will drain towards the site access and into the on-site surface water system.		

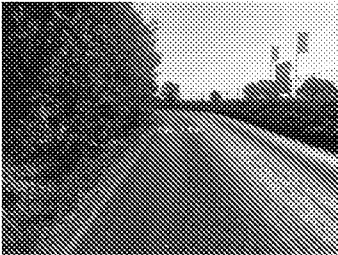
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Audit Item No.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.2	LOCAL ALIGNMENT				
3.2.1	PROBLEM Location: At the proposed access. Summary: Insufficient carriageway space could lead 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.	It is recommended that the temporary access and associated radii should be capable of accommodating simultaneous two-way HGV movements.	The junction layout is typical for this type of access/use. Provision of a layout to simultaneously accommodate two HVGs would make the access unnecessarily oversized and could lead to increased vehicle entry/exit speeds.	Radii and width have been increased to accommodate 2 way HGV š	Access widened to 6.5m and junction radii increased to accommodate 2 way HGV š.

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	This could lead to vehicles stopping or reversing onto Ford Lane, which could lead to rear end shunt head on or side impact collisions.				
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	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.	Further traffic speed data has now been made available and visibility splays have been updated to reflect this. 85th percentile speeds were recorded at 37mph for westbound traffic and 33mph for eastbound traffic.		

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	where visibility is restricted see figures 1 and 2 below.  Insufficient visibility splays and forward visibility splays could lead to rear end shunt head on or side impact collisions.  Figures 1 and 2: Restricted visibility.				

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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.	It is recommended that signage should be provided to warn and inform of the construction access.	Please note response to item 3.3.1 above. We will also pass these comments on to the contractor to ensure suitable signing is provided as part of their traffic management plans, layout and strategy.	Designers response is acceptable and has also now been noted and accepted by auditor.	Comments to be passed on to contractor to ensure suitable signing is provided.