

Road Safety Audit – B2132 Bilsham Road, Yapton

Stage: 2

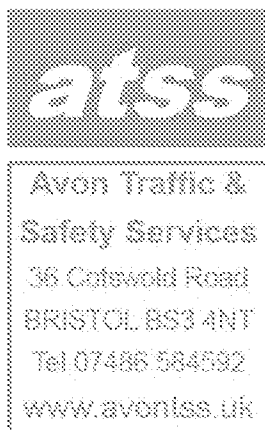
Location: B2132 Bilsham Road, Yapton, West Sussex

Site: Proposed new development accesses

ATSS Ref: 210908

Client Ref: A361

Date: 5 October 2021



Project Details

Report Title:	Stage 2 road safety audit, B2132 Bilsham Road Yapton
Date:	5 October 2021
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Prepared by:	Avon Traffic & Safety Services Ltd
On behalf of:	Abley Letchford Partnership Ltd

Report Control Sheet

	Name	Position	Date
Audit requested by	Thomas Moloney	Abley Letchford Partnership Ltd	22 September 2021
Team leader	Darren Cox	Team Leader	
Team Member	Tasos Papaloucas	Team Member	
Observer			
Draft report issued by	Darren Cox	Team Leader	4 October 2021
Final report issued by	Darren Cox	Team Leader	5 October 2021
Designer's response issued by			

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Contents	Page
1. Introduction	4
2. Road Safety Issues raised in this Stage 2 safety audit	9
3. Other Issues	18
4. Audit Team Statement	19
Appendix A – Information utilised in this safety audit	20
Appendix B - Key Plan showing Audit Problems	21
Appendix C – Site location plan	23

1. Introduction

- 1.1 Avon Traffic & Safety Services Ltd has been commissioned by Abley Letchford Partnership Ltd, to undertake a Stage 2 Road Safety Audit, with regard to the proposals to create 2 vehicle accesses, off of B2132 Bilsham Road, Yapton. The proposals include 3 informal pedestrian crossings of the B2132 with drop kerbs and tactile slabs, and a similar crossing across the mouth of Taylors Close, to the south of the site.
- 1.2 The RSA Brief was supplied by Abley Letchford Partnership Ltd and accepted by the Audit Team. The Brief and Audit Team were approved by Thomas Moloney, Abley Letchford Partnership Ltd
- 1.3 The B2132 is a classified road which is largely residential in character, which becomes semi-rural in the vicinity of the proposed two priority junctions. The carriageway is relatively flat and forward visibility along the link is very good. A footway exists on the north-west side of the carriageway, which terminates approximately 40-metres north-east of the priority junction of the B2132 Bilsham Road and Graham Road. A continuous footway exists on the south-east side of the carriageway which terminates on the south-west side of Taylors Close.
- 1.4 The B2132 Bilsham Road is lit by a system of street lighting and, in the vicinity of the proposed two priority junctions, is subject to a speed limit of 30mph. Approximately 45 metres south-west of the priority junction of the B2132 and Taylors Close the speed limit changes to 40mph. North-eastbound and south-westbound bus stops existing on the B2132, between Graham Road and Taylors Close, both of which benefit from a shelter, pole, Real Time Information (RTI) display and bus cage and bus stop clearway carriageway markings.
- 1.5 The audit team members are:
- | | | |
|------------------|---|-------------|
| Darren Cox | – | Team Leader |
| Tasos Papaloucas | – | Team Member |
- 1.6 The audit took place during October 2021 and comprised of an examination of the documents/plans listed in Appendix A. The auditors visited site together between 10:00 and 11:00 hours on Friday 1st October 2021 when the weather conditions were overcast, and the road surface was wet. Vehicle flows were moderate, and speeds appeared commensurate with the speed limit. During the visit to the site, the Audit Team observed five pedestrians and two cyclists.
- 1.7 Data supplied by Sussex Safer Roads Partnership show that there have been no reported collisions involving injury, in the 5 years 1/8/2016-31/7/2021 inclusive, in the vicinity of the proposals.

- 1.8 The B2132 at the audit site carries 2-way 12-hour flows of around 4000 vehicles. Speed data shows the average 85%ile speeds to be 39.2 mph (southbound) and 38.5 mph (northbound).
- 1.9 The audit team have not been made aware of any departures from standards or relaxations in relation to the proposed scheme.
- 1.10 The audit was carried out under the terms and conditions of DMRB GG 119. The team 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 with any other criteria. However, reference may be made to National/Local Guidance in order to verify a point.
- 1.11 Documents and drawings examined in this safety audit are listed at Appendix A.

1.12 General views of site



The proposed priority junction south of Graham Road taken from the B2132 Bilsham Road, looking south-westward. Graham Road is shown on the left-hand side of the photograph. The new access is indicated by the arrow.



The proposed priority junction south of Graham Road, taken from the south-east side of the B2132 Bilsham Road looking north-westward. The site of the new access is circled.



The proposed priority junction south of Graham Road, taken from the B2132 Bilsham Road, looking north-eastwards. The site of the new access is arrowed.



The proposed priority junction north of Taylors Close, taken from the B2132 Bilsham Road, looking south-westward. The location of the proposed vehicular access is arrowed.



The proposed priority junction north of Taylors Close, taken from the south-east side of the B2132 Bilsham Road looking north-westward. The proposed new vehicular access is arrowed.



The proposed priority junction north of Taylors Close, taken from Taylors Close looking north-eastwards along the B2132 Bilsham Road.

2. Safety Issues Raised in this Stage 2 Road Safety Audit. (see Appendix B for locations)

2.1 Problem

Location – B2132 Bilsham Road north-west side.

Summary – Risk of conflict between motor vehicles and vulnerable road users.

No footway construction details have been supplied to the Audit Team. Half-battered kerbs currently exist on the north-west side of the B2132 Bilsham Road increasing the risk of motor vehicles mounting the proposed footway and coming into conflict with vulnerable road users.



Recommendation – Install HB2 type kerbs along the front edge of the proposed footway.

2.2 Problem

Location – B2132 Bilsham Road north-west side.

Summary – Risk of conflict between motor vehicles and vulnerable road users.

Lighting columns exist within the highway verge on the north-west side of the B2132 Bilsham Road which will be located within the proposed two-metre footway, reducing the effective width, forcing pedestrians into the live carriageway placing them in conflict with motor vehicles.



Recommendation – Relocate the existing lighting columns to the back edge of the footway or behind the footway.

2.3 Problem

Location – B2132 Bilsham Road north-west side.

Summary – Risk of failure to give way collisions.

Vegetation to the rear of the proposed two-metre-wide footway on the north-west side of the B2132 Bilsham Road will obscure visibility to the left and right for drivers exiting the proposed priority junction onto the B2132 Bilsham Road, increasing the risk of failure to give way collisions.

Recommendation – Cut back the vegetation as part of an on-going planned maintenance regime or remove the vegetation.

2.4 Problem

Location – B2132 Bilsham Road north-west side.

Summary – Risk of loss of control collisions.

No drainage details have been provided and there is evidence of ponding on the north side of the B2132 increasing the risk of loss of control collisions.



Recommendation – Ensure that the carriageway is adequately drained.

2.5 Problem

Location – Taylors Close

Summary – Pedestrians slips and falls.

There is evidence of ponding on both sides of Taylors Close, in the vicinity of the proposed dropped kerb pedestrian crossing point, increasing the risk of pedestrian slips and falls.



Recommendation – Ensure that the carriageway is adequately drained.

2.6 Problem

Location – Taylors Close south-west side.

Summary – Risk of conflict between motor vehicles and vulnerable road users.

An illuminated Diagram Number 602 'Give Way' highway sign and street naming plate exist on the south-west side of Taylors Close which will be located within the proposed two-metre-wide footway to the allotment, reducing the effective width of the footway, forcing pedestrians into the live carriageway placing them in conflict with motor vehicles.



Recommendation – Relocate the highway sign and street naming plate to the back edge of the footway or behind the footway.

2.7 Problem

Location – Taylors Close south-west side.

Summary – Risk of conflict between motor vehicles and vulnerable road users.

The proposed dropped kerb pedestrian crossing across the bellmouth of Taylors Close makes the existing dropped kerb crossing point redundant. The existing dropped kerb on the south-west side of Taylors Close is currently being used by motor vehicles to access an off-street parking area to the rear of the footway, increasing the risk of conflict between vulnerable road users and motor vehicles.



Recommendation – Remove the existing tactile paving on both sides of Taylors Close and reinstate the existing dropped kerb crossing point with full height kerbs.

2.8 Problem

Location – B2132 south-east side.

Summary – Risk of conflict between motor vehicles and vulnerable road users.

Existing overhanging vegetation and scrub will obstruct the proposed two-metre-wide footway to the allotments forcing pedestrians into the live carriageway placing them in conflict with motor vehicles.



Recommendation – Cut back the vegetation as part of an on-going planned maintenance regime or remove the vegetation.

2.9 Problem

Location – B2132 south-east side.

Summary – Risk of conflict between motor vehicles and vulnerable road users.

The existing Diagram Number 670 speed limit highway signage will be located within the proposed two-metre-wide footway to the allotments forcing pedestrians into the live carriageway placing them in conflict with motor vehicles.



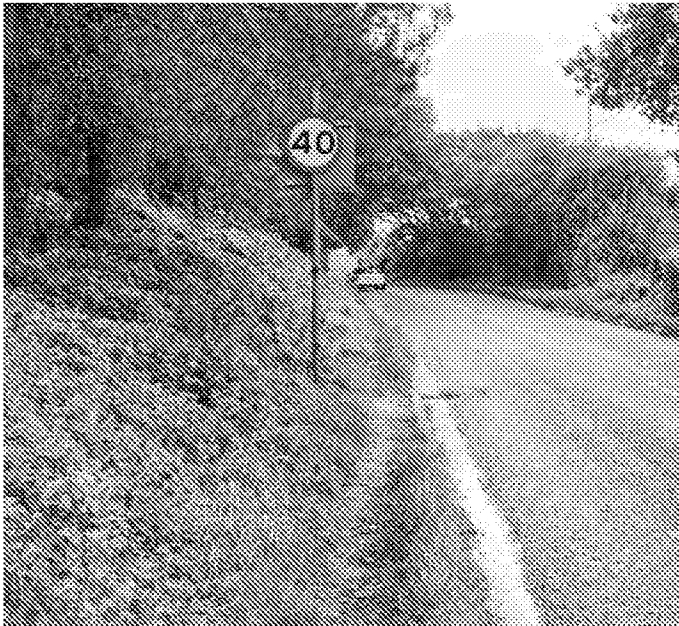
Recommendation – Relocate the highway sign to the back edge of the footway or behind the footway.

2.10 Problem

Location – B2132 Bilsham Road.

Summary – Risk of conflict between motor vehicles and vulnerable road users.

The vegetation to the left from the dropped kerb pedestrian crossing point proposed to be constructed across the B2132, south-west of its priority junction with Taylors Close, will obstruct inter-visibility between vulnerable road users and drivers, increasing the risk of conflict between the two users.



Recommendation – Cut back the vegetation as part of an on-going planned maintenance regime or remove the vegetation.

2.11 Problem

Location – B2132 Bilsham Road south-east side.

Summary – Risk of conflict between motor vehicles and vulnerable road users.

No footway construction details have been supplied to the Audit Team. Half-battered kerbs currently exist on the south-east side of the B2132 Bilsham Road increasing the risk of motor vehicles mounting the proposed footway and coming into conflict with vulnerable road users.

Recommendation – Install HB2 type kerbs along the front edge of the proposed footway.

3. Other Issues

3.1 A dropped kerb pedestrian crossing exists across Graham Road which does not include the provision of tactile paving. The Audit Team recommend that tactile paving is installed to assist visually impaired pedestrians in locating the crossing point.



3.2 The proposed dropped kerb across the B2132 Bilsham Road, between the existing bus stops renders the current dropped kerb on the south-east side of the B2132 redundant. The Audit Team recommend that the tactile paving be removed and the existing dropped and transition kerbs be reinstated with full height kerbs.



4. Audit Team Statement

We certify that this audit has been carried out in accordance with DMRB GG 119

Audit Team Leader:

Name: Darren Cox FIHE; MSoRSA; HE Cert. Comp.
Senior Auditor

Signed:

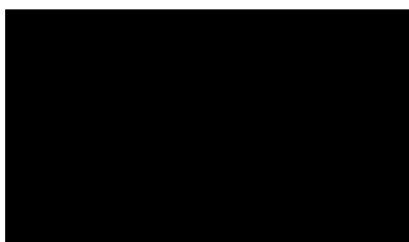


Date: 5/10/2021

Audit Team Member:

Name: Tasos Papaloucas MCIHT; MSoRSA
Senior Auditor

Signed:



Date: 5/10/2021

Appendix A: Information Utilised in this Stage 2 Road Safety Audit

Drawings:

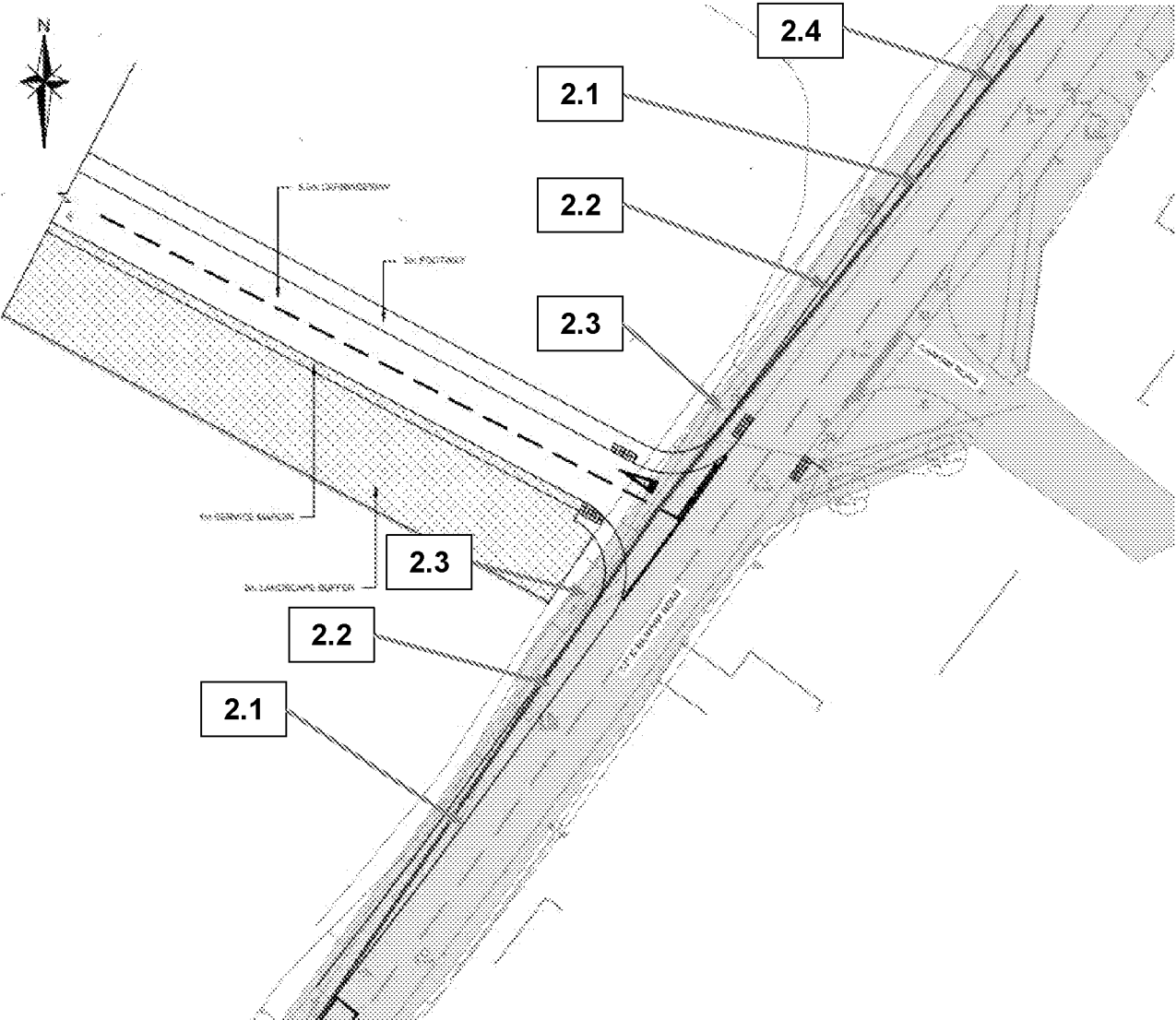
A361-001 P1 - Proposed Access Arrangements

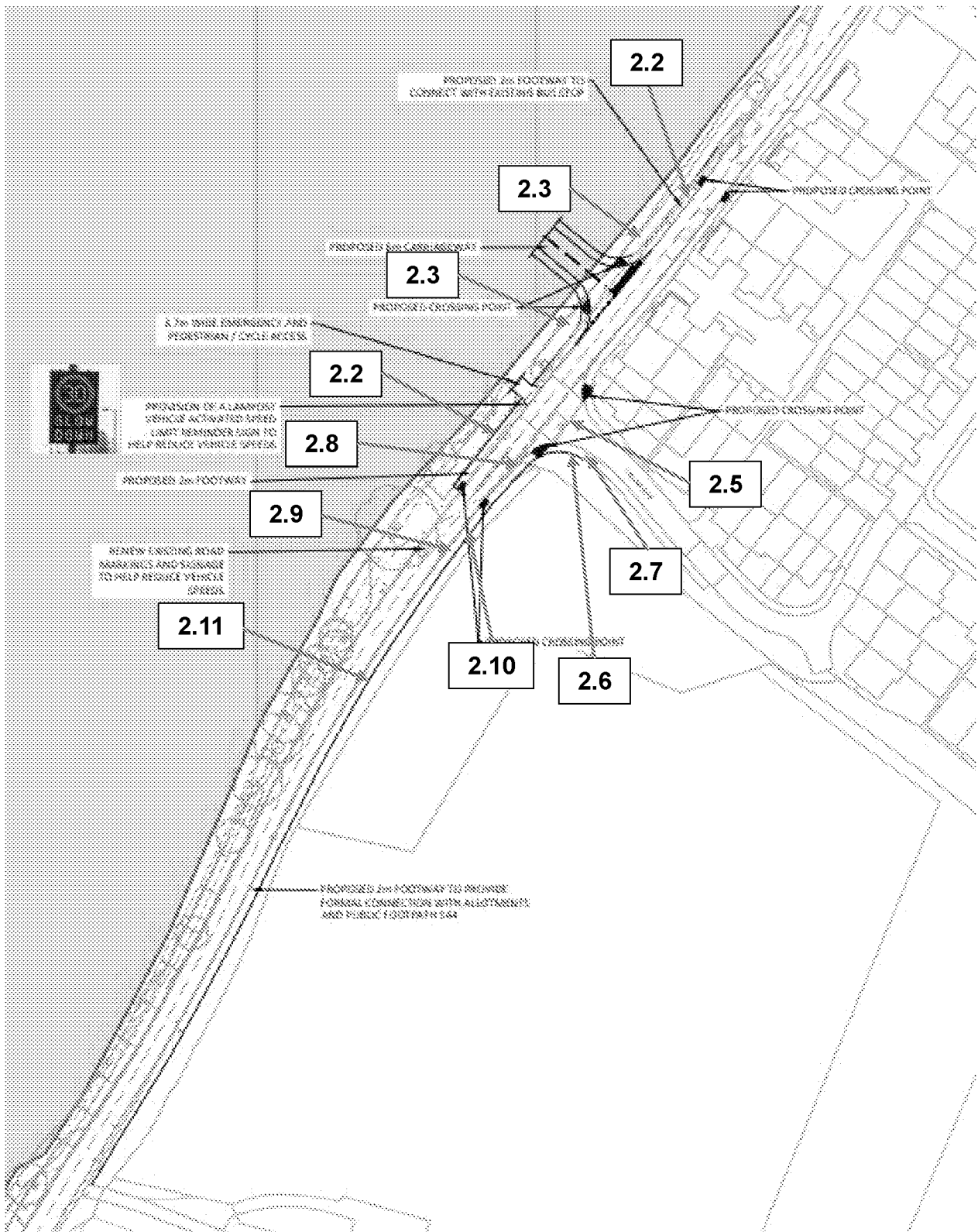
Approved Site Access to North

B2132 ATC data

Injury Collision Plot from Sussex Safer Roads Partnership

Appendix B: Key Plan showing Audit Problems





Appendix C – Site location plan

