



East Sussex County Council

EXCEAT BRIDGE REPLACEMENT

Stage 1 Road Safety Audit





East Sussex County Council

EXCEAT BRIDGE REPLACEMENT STAGE 1 ROAD SAFETY AUDIT

Confidential

PROJECT NO. 70113821

OUR REF. NO. 70113821-RSA-001

DATE: JULY 2024

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1. PROJECT DETAILS

Report title:	EXCEAT BRIDGE REPLACEMENT Stage 1 Road Safety Audit
Date:	July 2024
Document reference and revision:	70113821-RSA-001
Prepared by:	WSP
On Behalf of:	East Sussex County Council

2. INTRODUCTION

2.1.1. This report results from a Stage 1 Road Safety Audit carried out at the proposed site compound for the Exceat Bridge works, along the A259 Eastbourne Road, 750m west of Exceat Bridge requested by Mike Newport, WSP on behalf of Kal Kamboh, Audit Project Sponsor, East Sussex County Council. The Road Safety Audit was carried out during July 2024.

2.1.2. The Road Safety Audit Team was as follows:

Audit Team Leader Rebecca Neves, BEng (Hons), CEng, MCIHT, MSoRSA

Audit Team Member Benjamin Bright, BEng (Hons)

Rebecca Neves holds a Road Safety Certificate of Competence meeting the requirements of the European Directive 2008/96/EC and GG 119 paragraph 3.9 and Appendix G.

2.1.3. The audit took place in WSP offices in July 2024. The Road Safety Audit was undertaken in accordance with the Road Safety Audit brief provided by Mike Newport of WSP and accepted by the Audit Team.

2.1.4. Rebecca Neves and Benjamin Bright visited the site together in daylight conditions on Tuesday 16th July 2024 between 1500 and 1600 hours. The weather during the site visit was raining, windy and cold. The road surface was damp. Traffic flows through the scheme were high. There were no pedestrian and cycle flows observed during the visit.

2.1.5. The Road Safety Audit also comprised of an examination of the documents and drawings supplied to the Road Safety Audit Team, referenced in Appendix A of this report.

2.1.6. All comments and recommendations are referenced to the design drawings and the locations have been indicated on the plan located in Appendix B.

2.1.7. The terms of reference of the Road Safety Audit are as described in the Design Manual for Roads and Bridges (DMRB) Standard GG 119 Road Safety Audit and East Sussex County Council Road Safety Audit Policy For Developments.

2.1.8. The Road Safety Audit 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 designs to any other criteria.

2.1.9. No departures from Standard relating to the scheme were provided to the Audit Team.

2.2. Audit administration

2.2.1. This Audit Report has been submitted to the overseeing organisation for consideration and an RSA response report should be produced in collaboration between the Overseeing Organisation and the design team. This should be completed within 1 month of the issue of the RSA report and the Overseeing Organisation should then provide a copy to the RSA team for information.

- 2.2.2. The Overseeing Organisation is responsible for identifying any misinterpretations of the highway scheme proposals or if any problem or recommendation is not accepted.
- 2.2.3. Safety issues identified during the audit and site inspection which the Terms of Reference exclude from this report, but which the audit team wishes to draw to the attention of the Overseeing Organisation, will be set out in a separate letter. Maintenance issues should be reported directly to the maintaining agent.

2.3. Purpose of the Scheme

- 2.3.1. The purpose of the scheme is to provide access to a main construction site compound for the Exceat Bridge works over the River Cuckmere. Works are as followed:
- Introducing a temporary 30mph speed limit on A259 Eastbourne Road during the construction of the main site compound and replacement of Exceat Bridge.
 - Removal of existing hedgerow
 - Construction of new junction to access the main site compound.

3. PROBLEMS IDENTIFIED AT THIS STAGE 1 ROAD SAFETY AUDIT

3.1. PROBLEM 1

Location: A259 Eastbourne Road, proposed site access

Summary: Vehicles unable to make left-hand turn manoeuvres without overhanging the centreline when exiting the site compound may lead to head-on or T-bone collisions.

A new access is being proposed connecting to the temporary site compound along the A259 Eastbourne Road. Large vehicles will be required to turn left in order to head towards the Exceat Bridge site. Tracking drawings have been provided showing that HGVs are required to overrun the centreline and utilise the entire westbound lane in order to exit the compound. It is unknown if smaller vehicles will also overhang the centreline when turning left.

Vehicles leaving the compound may be unable to complete the left turn manoeuvre due to oncoming vehicles in the westbound direction. Vehicles turning may have restricted visibility due to the longfall of the road. This may result in head-on collisions with westbound vehicles or T-bone collisions with eastbound vehicles if vehicles stop unexpectedly when exiting the compound.

RECOMMENDATION:

It is recommended that the junction radius is modified to accommodate vehicle manoeuvres out of the site compound without overrunning the centreline.

3.2. PROBLEM 2

Location: A259 Eastbourne Road, proposed site access

Summary: Reduced visibility for HGV's turning out of junction may lead to head on collisions.

A new access is being proposed connecting to the temporary site compound along the A259 Eastbourne Road. Part of the existing hedgerow is being removed to increase visibility for vehicles exiting the compound.

The visibility splays indicated on the drawings show the remaining vegetation outside of that which is being site cleared, may restrict visibility of approaching westbound vehicles for HGVs which are set back further from the junction. This may result in head-on collisions between vehicles turning out of the compound and those on the A259. This issue is exaggerated further by the requirement for vehicles to overrun the centreline (See Problem 1).

RECOMMENDATION:

It is recommended that vegetation clearance is extended in the eastbound direction.

3.3. PROBLEM 3

Location: A259 Eastbourne Road, proposed site access

Summary: Ponding adjacent to the site access may freeze in wintry conditions leading to vehicle loss of control collisions.

A new access road is being proposed connecting to the temporary site compound along the A259 Eastbourne Road with a bullnose kerb along the front of the junction. At present there is a verge adjacent to the carriageway that surface water is able to drain into.

The introduction of an impermeable surface in the form of the access road adjacent to the carriageway may lead to increased surface water within the carriageway. The proposals do not include drainage and it is unknown if the existing drainage will be able to cope with the additional capacity. This could lead to ponding on the carriageway, which may freeze in wintry conditions, leading to loss of control collisions.

RECOMMENDATION:

It is recommended that adequate drainage facilities are provided.

3.4. PROBLEM 4

Location: A259 Eastbourne Road, northern verge

Summary: Pedestrians walking along A259 Eastbourne Road may walk in carriageway, leading to pedestrian slips, trips and falls or pedestrian / vehicle collisions

During the site visit, a pedestrian desire line was noticed along the northern verge leading into the field via a gate at the location of the proposed access to the site compound. It is unknown where the route continues within the field. The proposed compound will restrict pedestrian access to this route.

If unable to walk in the field to travel in parallel to the A259, pedestrians may choose to continue down the verge or walk in the carriageway in sections where vegetation is overgrown. This could lead to pedestrian slips, trips and falls or pedestrian / vehicular collisions.

RECOMMENDATION:

It is recommended that the existing pedestrian desire line is identified and accommodated.

3.5. PROBLEM 5

Location: A259 Eastbourne Road

Summary: Vehicles entering/leaving the site compound may incorrectly judge the speed of an approaching vehicle resulting in T-bone / sideswipe collisions.

A temporary 30mph speed limit is being imposed along the A259 Eastbourne Road during the construction of the site compound and replacement Exceat Bridge. The proposals do not indicate the extents of the 30mph limit.

If the beginning of the speed restriction zone is at or close to the compound access, vehicles turning out may fail to judge the speed of those approaching correctly. This may lead to T-bone / sideswipe collisions.



RECOMMENDATION:

It is recommended that the beginning of the 30mph speed limit section is located at a suitable distance from the compound access point.

It is also recommended that construction access ahead signs are erected prior to the compound access point.

End of problems identified in this Stage 1 Road Safety Audit

4. AUDIT TEAM STATEMENT

We certify that this audit has been carried out in accordance with GG 119.	
ROAD SAFETY AUDIT TEAM LEADER	
Name:	Rebecca Neves
Signed:	
Position:	Associate
Organisation:	WSP
Date:	02/08/2024
ROAD SAFETY AUDIT TEAM MEMBER(s)	
Name:	Benjamin Bright
Signed:	
Position:	Assistant Engineer
Organisation:	WSP
Date:	02/08/2024

Appendix A

DOCUMENTS AUDITED **wsp**



DOCUMENT LIST

DOCUMENTS

- Exceat Bridge Replacement – Main Site Compound Stage 1 Road Safety Audit Brief
- A259 Seaford Road Traffic Data
- Anticipated Breakdown of Construction Traffic
- Local Collision Data
- East Sussex County Council - Road Safety Audit Policy For Developments

DRAWINGS

- 70113821-WSP-GEN-AS-DR-T-3102 – PROPOSED MAIN SITE COMPOUND, BLOCK PLAN (P01)
- 70113821-WSP-GEN-AS-DR-T-3103 – GENERAL ARRANGEMENT (P01)
- 70113821-WSP-GEN-AS-DR-T-3104 – COMPARISON OF PROPOSED MAIN SITE COMPOUND LOCATION AND APPROVED MAIN SITE COMPOUND LOCATIONS (P01)
- 70113821-WSP-GEN-AS-DR-T-3105 – PROPOSED MAIN SITE COMPOUND LOCATION CONSTRUCTION DETAILS (P01)
- 70113821-WSP-GEN-AS-DR-T-3106 - PROPOSED MAIN SITE COMPOUND ACCESS SWEEP PATH ANALYSIS (P01)

Appendix B

PROBLEM LOCATION PLAN

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