

West Durrington,
A2700 Titnore Lane,
Proposed Priority Junction

Stage 1 Safety Audit,
Addendum letter

Project Ref: 5969/NTN/MP/PE

August 2007

Client:
Heron Land Developments
Taylor Woodrow Developments
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3rd August 2007

Peter Brett Associates
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Waterman Place
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RG1 8DN

Attn: *Mr Simon Owen*

Dear Simon,

**RE: WEST DURRINGTON, A2700 TITNORE LANE, PROPOSED PRIORITY JUNCTION
ROAD LIGHTING**

In response to your request for the Peter Brett Associates' Road Safety Audit Team to specifically consider in more detail the Design Team's proposal not to provide road lighting at the proposed new development access junction on Titnore Lane, we consider that your request is best addressed in the form of a letter. However, it should be noted that HD 19/03 – Road Safety Audits, states that Road Safety Audits shall only consider road safety. Therefore the Safety Audit Team consider that it is beyond our remit to determine what balance should be made in determining whether or not road lighting should be provided compared to the impact on the existing environment, and this letter primarily considers road safety issues.

As you are aware, Peter Brett Associates' Safety Audit Team have previously undertaken a Stage 1 Safety Audit (PBA October 2006) on Highways Work to construct a new ghost island priority junction on the A2700, Titnore Lane, West Durrington, which has been proposed to provide access to a residential development site. The Audit Brief for that report specifically stated that it was proposed to light the junction. Therefore, given that this was a Stage 1 audit of a preliminary design, no further comment on road lighting was necessary in the audit report.

After the Stage 1 Audit was carried out, the Design Team varied the proposed details of the scheme and issued an amended Design Report. This amended report stated that it was not intended to provide road lighting at the junction, (whereas previously it had been proposed to light the junction) and an Addendum Safety Audit was prepared which recommended that the junction should be lit.

The Design Team have now requested that the Audit Team consider in more detail this recommendation that the junction should be lit, taking into consideration the recently introduced Highways Agency standards, "Interim Advice Note 89/07: Appraisal of new and replacement road lighting on the strategic motorway and all purpose road network".

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As part of the overall West Durrington project Peter Brett Associates have also prepared a preliminary design for the proposed Titnore Lane/Titnore Way Junction Improvements, which are situated on Titnore Lane, approximately 400m south of the proposed new development access junction. Peter Brett Associates' Road Safety Audit Team have undertaken a Stage 1 Road Safety Audit for the proposed junction improvement and subsequently prepared a Stage 1 Road Safety Audit Addendum report for the proposed Titnore Lane/Titnore Junction Improvements, considering the proposal not to provide road lighting at the improved junction.

There are some similarities between the proposed Titnore Lane/Titnore Way Junction improvement and the proposed new development access junction, eg. form of junction – (ghost island/right turn lane), mainline traffic flows and speeds, mainline carriageway characteristics and junction visibility. Therefore because of these similarities and the close proximity of the two junctions, the Titnore Lane/Titnore Way Junction Improvements Stage 1 Safety Audit Addendum report is also relevant to the consideration of the proposed new development access junction and a copy is enclosed with this letter for reference.

The Stage 1 Audit Addendum report for the proposed Titnore Lane/Titnore Way Junction Improvement attempted to make an estimate of accidents that could be saved at that junction due to provision of road lighting, based on analysis of the number of accidents which have occurred historically at the existing Titnore Way junction. There were certain assumptions made in this analysis which could not be completely substantiated, and therefore although we consider that we have supported our recommendation for road lighting to be provided with some objective analysis, we consider that the results should be considered as indicative rather than conclusive.

The recommendations and conclusions of the Stage 1 Road Safety Audit Addendum report for the proposed Titnore Lane/Titnore Way Junction Improvement Addendum report were that:

- The analysis contained in the report indicated that historically road lighting could have reduced the number of accidents.
- It was estimated that road lighting may have saved approximately 1 accident in 3 years.
- The Road Safety Audit Team Recommend that Road Lighting should be provided.
- The Design Team and Highway Authority should undertake an economic appraisal. An estimated saving of 1 accident in 3 years could be a reasonable estimate to be used for the economic appraisal.

With respect to the proposed new development access junction, the Interim Advice Note 89/07: 'Appraisal of new and replacement road lighting on the strategic motorway and all purpose road network' advises that statistics do not give a clear indication of the Personal Injury Accident (PIA) savings likely to be realised at T junctions due to the provision of road lighting. Other sources of information have also been investigated but it has not been possible to find any objective information which could be used for consideration of the proposed new development access junction off Titnore Lane.

At the proposed development access junction which will be entirely new, there is of course no existing junction to enable the historic accident analysis which was used for the proposed junction improvement to be repeated. Therefore we are not able to make a quantified estimate of the accident savings which could arise from the provision of road lighting at the proposed new junction.

However, because of the similarities between the two junctions described above and the fact that the junctions will be consecutive junctions on the same road and fairly close together, we would suggest that the proposed new junction should be assessed on a similar basis to the proposed junction improvements. Hence we would propose that the recommendations and conclusions of the Titnore Lane/Titnore Way Junction Improvements Stage 1 Safety Audit Addendum should also be applied to the proposed new development access junction and that the new junction should be lit.

In summary, it has not been possible to produce any conclusive objective evidence to demonstrate that the proposed new junction should be lit and it is outside the Safety Audit Team's remit to make the decision. But we consider that the circumstances of the proposed new junction are sufficiently similar, and the locations in close enough proximity, for the analysis and considerations which we have previously applied to the Titnore Way junction to also be used for the proposed new junction and that both junctions should be treated in the same way. The Road Safety Team, considering only road safety under the terms of HD19/03, recommend that the junctions should be lit and offer some suggestions as to how an economic assessment could be undertaken in line with IAN 89/07.

Yours sincerely,

Philip Edwards
For and on behalf of
PETER BRETT ASSOCIATES

Encl.