

THE FORMER SHIP INN, ALDWICK STREET,
BOGNOR

Proposed One-Stop Store

Stage 1/2 Road Safety Audit
Requested by One-Stop Stores Ltd

February 2020



Road Safety Engineering

Project: The Former Ship Inn, Aldwick Street, Bognor
Proposed One-Stop Store

Client: One-Stop Stores Ltd

Project Sponsor: Arun District Council

Document: Stage 1/ 2 Road Safety Audit

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Road Safety Engineering



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Registered Office: 84 North Street, Guildford GU1 4AU*

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1 INTRODUCTION

- 1.1 This report describes a Stage 1/2 Road Safety Audit (RSA) of servicing arrangements for a new 'One-Stop' convenience store on Aldwick Street, Aldwick, near Bognor Regis in West Sussex.
- 1.2 The proposals considered by this Audit comprise proposed buildouts, dropped crossing point and the delivery management for the store. A convenience store has operated on the site in the past, however the latest proposals would be an increase in the vehicle size and frequency.
- 1.3 Aldwick Street is a two-way single carriageway with a footway and lighting columns on the southern side. The speed limit is 30mph. There are cast iron bollards along the front of the proposed store boundary, and an existing car parking area to the east of the store. There are double yellow lines on the northern side of Aldwick Road, and parking bays fronting the shops on the southern side, with a 2-hour parking restriction 'Mon-Sat, 8am-6pm'. There is a 'H' marking across the forecourt of 'Goodwood Auto Repairs'. There is no footway on the northern side of Aldwick Street and during the site visit several pedestrians were observed walking in the carriageway.
- 1.4 This Road Safety Audit was carried out by Wendy Palmer and Julian Smith and consisted of a desktop study and a site visit, which was carried out on Monday 3rd February 2020 between the hours of 11.45 and 12.30, when the weather was overcast and the road surface dry. Traffic flows were fairly busy during the site visit.
- 1.5 The terms of reference for this RSA are as described in the Design Manual for Roads and Bridges (DMRB) document GG119. The Audit Team is independent of the project design team and has not been involved in the design process in any other capacity. The audit considers only the potential road safety implications of the scheme and has not verified compliance of the design with any other criteria.
- 1.6 The Audit Team has not been made aware of any Departures from Standard. Whilst reference may be made to design standards, this report is not intended to provide a design check.

- 1.7 Recommendations are aimed at addressing the identified potential road safety problems. However, there may be other acceptable ways to overcome a problem, considering wider constraints and opportunities; the Auditors would be pleased to discuss such alternative solutions as appropriate. The recommendations contained herein do not absolve the Designer of his/ her responsibilities.

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ITEMS CONSIDERED BY THIS ROAD SAFETY AUDIT

Document ref.	Rev.	Originator	Title
B190031-B101	-	calfordseaden	Site Location and Block Plan
B190031-B202	-	calfordseaden	Site Location Plan with Vehicle Tracking: Articulated Vehicle
B190031-B203	-	calfordseaden	Site Location Plan with Vehicle Tracking: Rigid Vehicle
B190031-B204	-	calfordseaden	Site Location Plan with Vehicle Tracking: Cars Passing Delivery Vehicles
T337/ 1200/ 01	A	Transport Potential	Signing and Lining
T337/ 1200/ 01	A	Transport Potential	Proposed TRO
T337/ 100/ 01	A	Transport Potential	Preliminaries
T337/ 100/ 02	A	Transport Potential	Swept Path
T337/ 100/ 03	A	Transport Potential	Section 278 Plan
T337/ 200/ 01	A	Transport Potential	Site Clearance
T337/ 700- 1000/ 01	A	Transport Potential	Roads and Pavements

Additional/ background information provided to the Audit Team

- * Delivery Management Scheme document (One-Stop; dated 16/ 08/ 2019)

3 COLLISION DATA

3.1 Personal Injury Collision (PIC) information was extracted from the Crashmap online database (www.crashmap.co.uk), for a 100m radius of the proposals. This found that one PIC occurred during the latest available 60-month period.

3.2 The PIC occurred in November 2015, during the hours of darkness, when a pedestrian was walking in the carriageway just to the northwest of Redwood Place. The pedestrian was struck by a car, resulting in serious injuries.

4 PREVIOUS ROAD SAFETY AUDIT

4.1 The Audit Team is unaware of any previous road safety audits on these proposals.

5 PROBLEMS IDENTIFIED BY THIS ROAD SAFETY AUDIT

General Matters

5.1 Problem

Lack of surface water drainage may lead to pedestrian slips and falls.

Location: proposed buildouts

No information has been provided relating to carriageway levels and proposed drainage requirements. Lack of drainage would lead to ponding of surface water and pedestrian slips and falls during icy conditions.

Recommendation

Carriageway levels should be reviewed and drainage provided at the proposed buildouts as necessary.

5.2 Problem

Large vehicle manoeuvres may lead to nose to tail collisions

Location: Aldwick Street

Along the existing shop frontages there are parking bays and the carriageway width is sufficient for two cars to pass comfortably adjacent to the parked vehicles. At times when deliveries are in progress oncoming vehicles would be required to give way and pass the delivery vehicle in single file.

The 'Delivery Management Scheme' document lists the size and frequency of vehicles proposed to service the store, and it is believed that the previous convenience store would have had large vehicle deliveries in the past. However, the increase in frequency would lead to more turning manoeuvres and the need for traffic to be held up while deliveries take place. Visibility for northbound vehicles towards waiting traffic may be obscured leading to nose to tail collisions.

Recommendation

A 'Delivery Management Plan' should be prepared setting out routing of delivery vehicles and how deliveries would be managed and supervised by trained members of store staff.

Local Alignment

5.3 Problem

Carriageway widths at kerb buildouts may lead to side swipe collisions

Location: Aldwick Street

It is proposed to install kerb buildouts for pedestrians to cross Aldwick Street. The proposed carriageway widths have not been provided. Two vehicles passing adjacent to the buildouts may have insufficient width leading to side swipe collisions.

Additionally, the swept path analysis indicates that large vehicles would over-run the buildout in front of the store when manoeuvring, which may lead to pedestrians being struck.

Recommendation

Carriageway widths and swept path should be sufficient for vehicles to manoeuvre.

Junctions

5.4 The Audit Team raises no concerns at this Stage 1/2 RSA in respect of junctions.

Walking, Cycling and Horse Riding

5.5 Problem

Lack of pedestrian facilities may lead to pedestrians being struck.

Location: Aldwick Street

There is no footway on the northern side of Aldwick Street in the vicinity of the store. Customers approaching the store on foot would have to walk in the carriageway and may be struck by passing vehicles.

Recommendation

Pedestrian routes approaching the store should be formalised.

Traffic Signs, Carriageway Markings and Lighting

- 5.6 The Audit Team raises no concerns at this Stage 1/2 RSA in respect of road signs, carriageway markings and lighting.

6 AUDIT TEAM STATEMENT

6.1 We certify that this Road Safety Audit has been carried out in accordance with DMRB document GG119.

Audit Team Leader

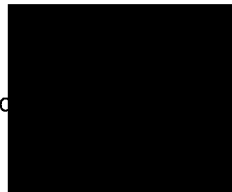
Wendy Palmer
MCIHT, MSoRSA, HE Cert Comp
Road Safety Engineer

Signed 

Date: 3rd February 2020

Audit Team Member(s)

Julian Smith
BEng MCIHT
Road Safety Engineer

Signed 

Date: 3rd February 2020

APPENDIX A Location Plan(s)

