

Road Safety Audit – A29 Shripney Road

Stage: 1

Location: A29 Shripney Road, Shripney, West Sussex

Site: Proposed right turn lane and new site access

ATSS Ref: 190907

Client Ref: 1845

Date: 10 October 2019



Report Control Sheet

	Name	Position	Date
Audit requested by	Brad Loxley	Highgate Transportation Ltd	12 September 2019
Team leader	David Boardman	Team Leader	
Team Member	Tasos Papaloucas	Team Member	
Observer			
Draft report issued by	Nick Jeanes	Director	1 October 2019
Revised draft report issued by	Nick Jeanes	Director	10 October 2019
Final report issued by	Nick Jeanes	Director	10 October 2019
Designer's response issued by	Fiona Bennett	Highgate Transportation Ltd	11 th October 2019

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1. Introduction

- 1.1 Avon Traffic & Safety Services Ltd has been commissioned by Highgate Transportation Ltd, to undertake a Stage 1 Road Safety Audit, with regard to the proposals to create a vehicle access for a residential development of approximately 50 dwellings, off of A29 Shripney Road, Shripney, West Sussex. The proposals include a new bellmouth priority junction, right turn lane with ghost islands and a pedestrian refuge island, and a new length of footpath to connect existing footways with the new development. No details of signage, drainage or lighting infrastructure have been supplied.
- 1.2 The proposed junction is located in a semi-rural environment on the outskirts of Bognor Regis. The site is situated on the A29 within a 40mph speed restriction. Approximately 40m south of the proposed junction is a right turn lane that services Shripney Lane (westbound) and sits at the end of a section of dual carriageway. Speeds entering/exiting this section of dual carriageway appear excessive, despite the frontages of private properties and the junction with Shripney Lane. The proposed site access is currently street lit, but there appears to be little infrastructure for sustainable transport types apart from a local bus stop located on the dual carriageway. The local schools appear to be located in Bognor Regis and therefore it is assumed that schoolchildren from Shripney use the bus service or are driven to school.
- 1.3 Recent collision records shows there is a small cluster of collisions at the junction of Shripney Road (northbound carriageway) and Shripney Lane, although only one collision involving injury has occurred since April 2016
- 1.4 The audit team members are:
- | | | |
|------------------|---|-------------|
| David Boardman | – | Team Leader |
| Tasos Papaloucas | – | Team Member |
- 1.5 The audit took place during September 2019 and comprised of an examination of the documents/plans listed in Appendix A. A site visit was undertaken on 25th September when the weather conditions were fine and dry. Vehicle flows were moderate and speeds appear in excess of the 40mph restriction. It was noted that pedestrian and cyclist movements were very light.
- 1.6 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.
- 1.7 Documents and drawings examined in this safety audit are listed at Appendix A.

1.8 General views of site



Northbound approach to the proposed junction (to be located on the right) and right turn lane



Southbound approach to the proposed junction (to be located on the left)



Proposed junction site



Proposed junction (on right) and right turn lane location

2. Safety Issues Raised in this Stage 1 Road Safety Audit. (see Appendix B for locations)

2.1 Problem

Location – Proposed access into the development

Summary – Risk of junction collisions due to a lack of visibility.

Vehicles exiting the proposed junction onto the A29 have obscured visibility in both directions due to the presence of foliage. This will increase the risk of junction collisions, an issue exacerbated by high speeds of approaching vehicles (see photos 2.1a and 2.1b).

Recommendation – Remove the foliage/hedgerow and ensure sight lines are unobstructed and maintained.

Designer's response – Foliage within the visibility splays to be cut back as part of access highway works and maintained by appropriate parties

2.2 Problem

Location – Proposed junction

Summary – Risk of conflict at the junction due to inadequate space for larger vehicles to manoeuvre.

The vehicle tracking shows that larger vehicles encroach onto the opposite carriageway when turning left out of the junction or right into the access. This will lead to conflict with vehicles waiting at the junction (see drawing 1845 TR02).

Recommendation – Reconfigure the junction to allow larger vehicles to manoeuvre within the junction without encroaching into oncoming/waiting traffic.

Designer's response – Access radii to be widened to each side of access

2.3 Problem

Location – Proposed realigned southbound carriageway

Summary – Risk of increased severity following loss of control collisions.

A ditch is currently present on the east side of the existing carriageway. The proposed realignment will move road users closer to this ditch which will increase the risk of vehicles ending up in the ditch following loss of control collisions (see Photo 2.1b).

Recommendation – Provide a road restraint system to protect road users from falling into the ditch.

Designer's response – The ditch will be culverted as part of the access highway works, in line with an appropriate drainage strategy. As part of the Works Agreement with the LHA the need for restraint systems will be discussed.

2.4 Problem

Location – Proposed pedestrian crossing point- west side

Summary – Risk of pedestrian/vehicle conflict due to a lack of visibility.

When crossing west to east at the proposed informal crossing point, foliage is currently obscuring the visibility of approaching vehicles from the south, increasing the likelihood of pedestrian/vehicle conflict (see Photo 2.4).

Recommendation – Remove the existing foliage and establish methods to permanently maintain required sight lines.

Designer's response – Any vegetation obscuring visibility in this location is as a direct result of encroachment onto the public highway. Such vegetation is regularly cut back and maintained as part of the public highway. It is within the powers of the LHA to serve notice on properties where vegetation is overhanging the public highway. The developer can ensure that any vegetation overhanging the public highway on the approaches to the proposed pedestrian crossing is cut back as part of the access highway works.

2.5 Problem

Location – Proposed pedestrian crossing point- west side

Summary – Risk of vehicle/pedestrian conflict due to low upstand of the existing kerb.

The proposed pedestrian crossing point is located in a position where the upstand of the existing footway is insufficient. This increases the risk of vehicles mounting the footway in a location where pedestrians are encouraged to cross the road (see Photo 2.5).

Recommendation – Reconstruct the existing footway on the west side to provide a sufficient upstand which will give the carriageway greater delineation and provide protection for pedestrians.

Designer's response – It is considered that works to the kerb line on the western side of the carriageway, along the length of the site frontage, can be encompassed within the detailed design.

2.6 Problem

Location – Proposed access to the site

Summary – Risk of shunts and head on collisions due to parked vehicles.

Vehicles parking on the proposed access road near the junction will cause vehicles turning into the site to perform a slower than expected manoeuvre. Due to the fast approaches to this site, this increases the risk of nose to tail collisions while vehicles perform this manoeuvre, or may lead to vehicles entering the site at speed and colliding head on with a parked vehicle.

Recommendation – Implement ‘No Waiting At Any Time’ restrictions around the junction.

Designer’s response – This can be considered with WSCC at the detailed design stage. It should be noted that the development parking provision fully meets local standards including parking for visitors.

2.7 Problem

Location – Proposed realigned southbound carriageway

Summary – Risk of pedestrian falls due to unprotected ditch

As mention in Problem 2.3, the road realignment will lead road users closer to the ditch that currently runs parallel to the southbound carriageway. If left unprotected, pedestrians using the proposed new footway on the east of the A29 are at risk of falling into the ditch (see Photo 2.1b).

Recommendation – Provide appropriate protection for pedestrians to prevent them from falling in the ditch.

Designer’s response – A double yellow line TRO can be considered at detailed design stage.

3. Photographs



Photo 2.1a Visibility to the south of the proposed junction is obscured by vegetation



Photo 2.1b - Visibility to the north from the proposed junction. Also Problem 2.4 & Problem 2.8 - The ditch that is present will present a danger to footway users and increase severity of those involved in loss of control collisions.



Photo 2.4 - Visibility for pedestrians using the proposed crossing facilities will become obscured if vegetation is not maintained



Photo 2.5 - Low upstand at the proposed west side crossing point allows vehicles to easily run over, which creates potential conflict between vehicles and pedestrians

4. Audit Team Statement

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

Audit Team Leader:

Name: David Boardman MIHE, Team Leader

For and on behalf of Avon Traffic & Safety Services Ltd

A handwritten signature in black ink, appearing to read 'D Boardman', written in a cursive style.

Signed:

Date: 10/10/2019

Audit Team Member:

Name: Tasos Papaloucas MCIHT

Position: Team Member

A handwritten signature in blue ink, appearing to read 'Tasos Papaloucas', written in a cursive style.

Signed:

Date: 10/10/2019

Appendix A: Information Utilised in this Stage 1 Road Safety Audit

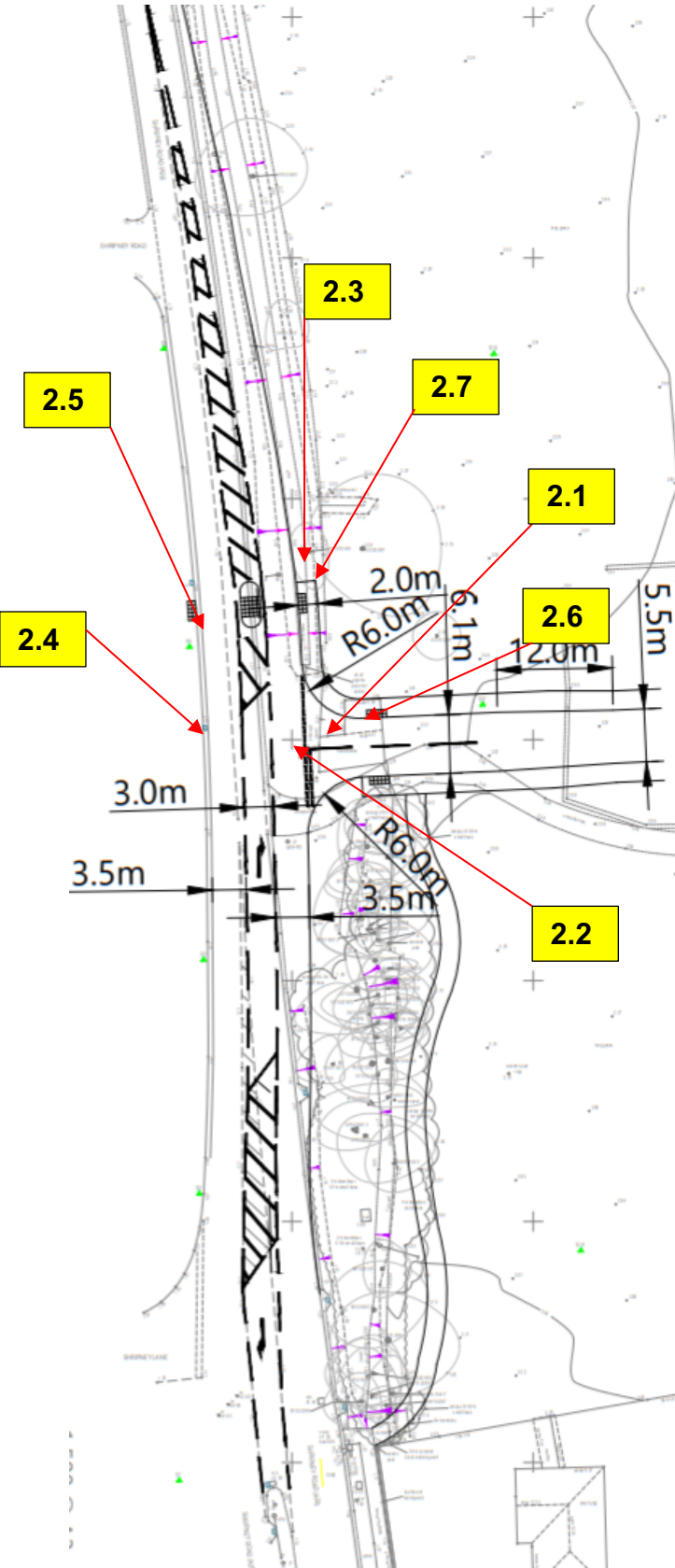
Drawings: 1845 03
1845 TR02

3 Year Accident Records- Crashmap.co.uk

ATC Data produced by Road Data Services Ltd

Highgate Transportation Transport Statement

Appendix B: Key Plan showing Audit Problems



Appendix C – Site location plan

