

Road Safety Audit – A29 Shripney Road

Stage:	1
Location:	A29 Shripney Road, Shripney, West Sussex
Site:	Proposed right turn lane and new site access (Audit of proposed modifications to informal pedestrian crossings)
ATSS Ref:	200108
Client Ref:	1845
Date:	5 February 2020



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Report Control Sheet

	Name	Position	Date
Audit requested by	Brad Loxley	Highgate Transportation Ltd	28 January 2020
Team leader	Tasos Papaloucas	Team Leader	
Team Member	David Boardman	Team Member	
Observer			
Draft report issued by	Nick Jeanes	Director	3 February 2020
Final report issued by	Nick Jeanes	Director	5 February 2020
Designer's response issued by			

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1. Introduction

- 1.1 Avon Traffic & Safety Services Ltd were originally commissioned by Highgate Transportation Ltd, in September 2019, 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 the A29 Shripney Road, Shripney, West Sussex. The proposals included 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. This audit was carried out and referenced 190907.
- 1.2 Further to discussions with Highway Officers, the scheme has been modified, and a further Stage 1 audit has been commissioned, to consider the changed proposals. These include:
- a) Relocating the informal crossing of the A29, from a point north of the new vehicle site access, to a point south of the access;
 - b) Modifying the informal crossing of the site access, by relocating it further to the east;
 - c) Provision of informal crossing facilities across the mouth of Shripney Lane where it meets the A29
 - d) Removal of the existing informal crossing of the A29 immediately south of its junction with Shripney Lane

In line with GG119 (para 4.21), this latest audit only considers the changed or new proposals. Therefore this audit should be read in conjunction with audit reference 190907, which considers the unchanged original proposals.

- 1.3 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.

- 1.4 The audit team members are:

Tasos Papaloucas	–	Team Leader
David Boardman	–	Team Member

- 1.5 The audit took place during January 2020 and comprised of an examination of the documents/plans listed in Appendix A. A site visit was undertaken on 31st January when the weather conditions were overcast and the road surface wet. 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 A29/Shripney Lane junction where new informal pedestrian facilities are proposed



Southbound approach along the A29 to the proposed informal pedestrian crossing



Eastbound approach to the A29 along Shripney Lane

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

2.1 Problem

Location – Shripney Lane - Proposed pedestrian crossing point on south side

Summary – Risk of pedestrian/vehicle conflict due to lack of visibility and inappropriate vehicle approaching speeds

The existing informal pedestrian crossing at this location is proposed to be upgraded so that it is realigned and incorporates an area of tactile paving. The boundary wall and fence of an adjacent residential property inhibits visibility to the proposed crossing of those approaching from the south along the dual carriageway. This increases the likelihood of pedestrian/vehicle conflict particularly for vulnerable groups such as older users and those with mobility and visual impairment. The high approaching speeds observed on site together with the lack of any deflection for vehicles turning in to Shripney Lane will increase the risk of such collisions (see photo 2.1).

Recommendation – Realign and build out the existing kerblines at this corner to increase visibility to and from the crossing. The resulting increased deflection together with the reduced entry radius at this corner will influence entry vehicle speeds and minimise the risk of conflict with those crossing.

Designer's response –

2.2 Problem

Location – Shripney Lane - Proposed pedestrian crossing point on north side

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

The existing boundary fence and wall inhibits visibility to the proposed pedestrian crossing point and increases the risk of vehicle/pedestrian conflict. Evidence on site also indicates that drivers turning left out of Shripney Lane mount the kerb as their attention is drawn to vehicles approaching from the south (often at speed), along the dual carriageway (see photo 2.2).

Recommendation – Increase visibility at this point by building the kerb further out into the carriageway. If the existing kerblines were realigned on both sides of the junction and the refuge island was omitted visibility would be improved on both sides of this junction (see problem 2.1).

Designer's response –

2.3 Problem

Location – A29 proposed pedestrian crossing point – west side

Summary – Risk of pedestrian/vehicle conflicts due to the existing road layout and inappropriate approaching speeds

The existing road layout at the A29/Shripney Lane junction and the provision of the new central refuge island means that those approaching from the south (often at speed and overtaking) will be squeezing past this point while pedestrians are waiting to cross increasing the likelihood of vehicle/pedestrian conflicts. Site observations also indicate vehicle wheel tracking very close to the existing kerblines (see photo 2.3).

Recommendation – Install measures along the northbound approach of the dual carriageway in advance of the Shripney Lane junction to alter driver behaviour at this point. This may include reducing the northbound carriageway to a single lane of traffic (which will also improve visibility which has been raised as a problem in section 2.1), by the use of extra hatching on the approach, and possibly a local build out of the central reservation, appropriately signed; enhancing the existing signage; and reducing the existing speed limit. Also reinstate the existing edge of carriageway markings to guide vehicles away from the edge of the carriageway.

Designer's response -

2.4 Problem

Location – A29 proposed pedestrian central island

Summary – Risk of northbound vehicle collisions with island

Northbound vehicles approach the site at speed, with some using the offside lane to overtake. A lack of judgement by an overtaking driver, who leaves it too late to pull to the left, is at risk of colliding with the proposed island

Recommendation – Install measures along the northbound approach of the dual carriageway in advance of the Shripney Lane junction to alter driver behaviour at this point. This may include reducing the northbound carriageway to a single lane of traffic by the use of extra hatching on the approach, and possibly a local build out of the central reservation, appropriately signed; enhancing the existing signage; and reducing the existing speed limit.

Designer's response -

2.5 Problem

Location – A29 proposed pedestrian crossing point – west side

Summary – Pedestrian/vehicle conflicts due to a lack of visibility

The new crossing point is proposed to be installed within an area of existing foliage. If this is not removed to ensure sightlines to and from the new crossing are maintained there is a high risk of pedestrians stepping into the carriageway and being struck by approaching vehicles (see photo 2.5).

Recommendation – Remove the existing vegetation and establish methods to permanently maintain required sightlines.

Designer's response –

3. Other Issues

3.1 No details of signage, drainage or lighting infrastructure have been supplied and therefore the audit team was unable to comment on these features within this audit.

4. Photographs



Photo 2.1 - Visibility to the proposed crossing is inhibited by the existing boundary wall and fence



Photo 2.2 - Site observations suggest vehicles mounting the existing footway at the point where pedestrians will be encouraged to cross



Photo 2.3 – Site observations indicate vehicles driving very close to the carriageway edge



Photo 2.5 –Sightlines at the proposed pedestrian crossing are impeded by existing foliage

5. Audit Team Statement

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

Audit Team Leader:

Name: Tasos Papaloucas MCIHT, Team Leader

For and on behalf of Avon Traffic & Safety Services Ltd



Signed:

Date: 5/2/2020

Audit Team Member:

Name: David Boardman MIHE

Position: Team Member



Signed:

Date: 5/2/2020

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

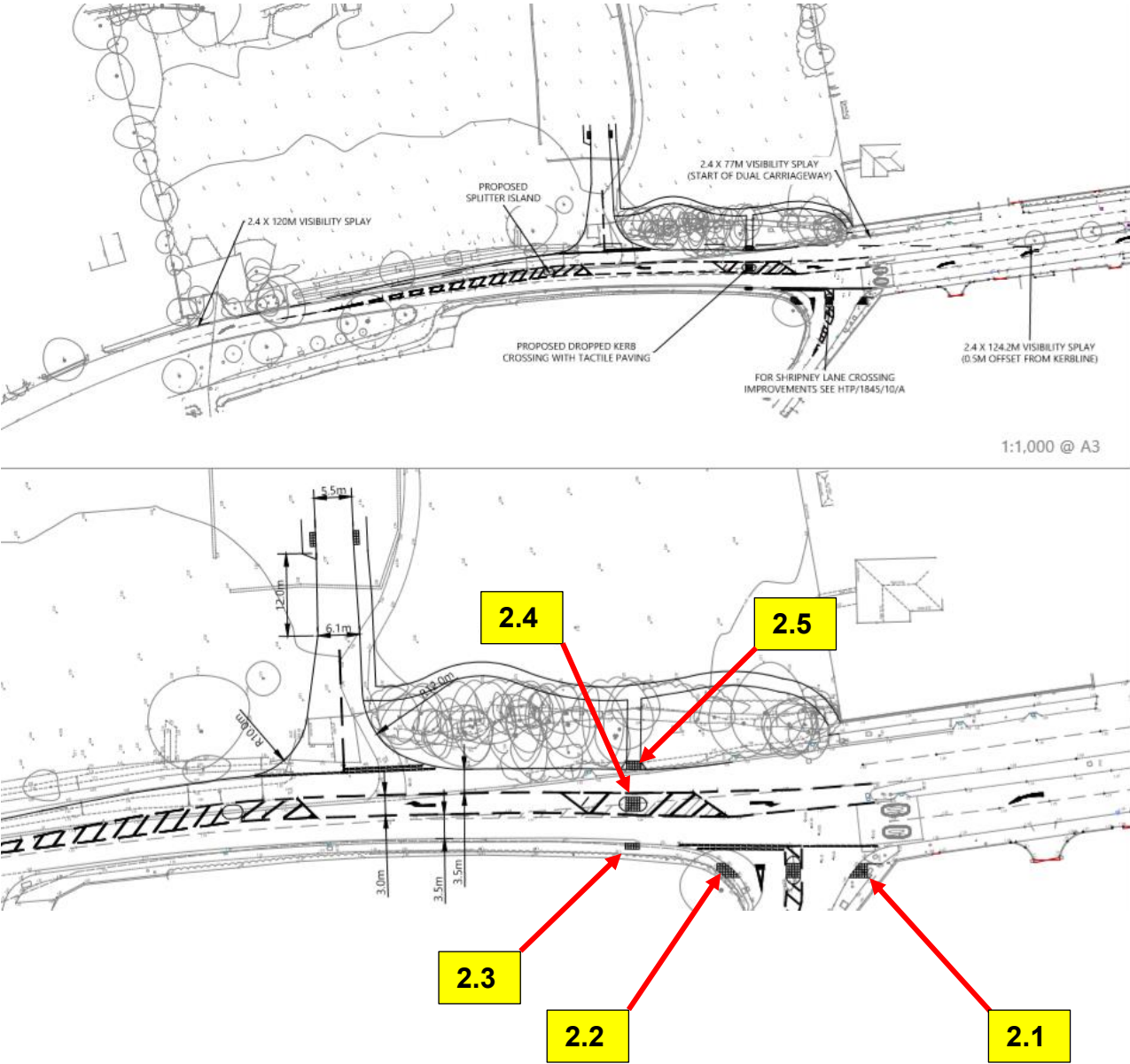
Drawings:

1845 09B	Proposed access arrangements and Shripney Road Pedestrian Improvements
1845 10B	Proposed Access Arrangements and Pedestrian Crossing Improvements
1845 TR04	Refuse Swept Path Analysis – Revised Site Access Arrangement
1845 TR07	Shripney Lane Improvements – Swept Path Analysis – 10.98m Rigid Vehicle

Stage 1 Road Safety Audit 190907 Designers Response

Highgate Transportation Supporting Note

Appendix B: Key Plan showing Audit Problems



Appendix C – Site location plan

