

A29 SHRIPNEY ROAD, BOGNOR REGIS

Proposed Footway and Pedestrian Access

Stage 1 Road Safety Audit
Requested by Motion

May 2017



Road Safety Engineering

Project: A29 Shripney Road, Bognor Regis
Proposed Footway and Pedestrian Access

Client: Motion

Document: Stage 1 Road Safety Audit

Gateway TSP ref: WP/SG/1704-I RSA1 v1_1

Issue date: 3 May 2017

Status: V1.1

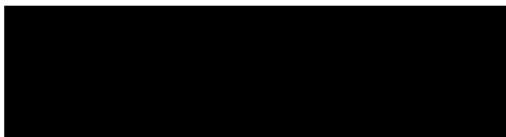
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Road Safety Engineering

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CONTENTS

1	Introduction.....	1
2	Items Considered by this Road Safety Audit	2
3	Previous Road Safety Audit.....	3
4	Problems Identified by this Road Safety Audit	4
5	Audit Team Statement.....	7

Appendices

- Appendix A: Location Plan(s)
Appendix B: Designer's Response

1 INTRODUCTION

- 1.1 This report describes a Stage 1 Road Safety Audit (RSA) of a proposed new access road, footway and pedestrian crossing point from a proposed development on A29 Shripney Road, Bognor Regis in West Sussex.
- 1.2 Shripney Road is a semi-rural two-way single carriageway road with a posted speed limit of 40mph, with white edge of carriageway markings and central (TSRGD 2016 1013.1D) lines. The carriageway is lit and there is no existing footway. There is a public footpath through the proposed development site.
- 1.3 The section of Shripney Road subject to this audit has a service road running along the western side of the main carriageway giving access to residential properties between 'Newbury' and 'Vermont'. It appears to be informal in operation with access from both ends and has driveways throughout with no parking restrictions.
- 1.4 This Road Safety Audit was carried out by Wendy Palmer and Steve Giles and consisted of a desktop study and a site visit, which was carried out on 28th April 2017, when the weather was overcast and the road surface dry. Traffic conditions were normal for the time of day.
- 1.5 The terms of reference for this RSA are as described in the Design Manual for Roads and Bridges (DMRB) document HD19/15. 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.

2 ITEMS CONSIDERED BY THIS ROAD SAFETY AUDIT

Document ref.	Rev.	Originator	Title
No ref	-	West Sussex CC	Land registry plan
160810-04	-	Motion	Site Visibility
160818-05	-	Motion	Hotel Visibility
160810-06	-	Motion	Proposed Footway Arrangement
160818		Motion	Transport Statement

Additional/background information provided to the Audit Team

- None

3 PREVIOUS ROAD SAFETY AUDIT

3.1 The audit team is unaware of any previous road safety audits on these proposals.

4 PROBLEMS IDENTIFIED BY THIS ROAD SAFETY AUDIT

General Matters

4.1 Problem

Visibility splay from proposed development access

Location: Proposed development access

The proposed visibility splay from the development access is shown on drg no. 160818 - 04 to be 2.4 x 53m. On the eastern side of the carriageway there are mature trees and boundary fences which would block visibility for drivers exiting and pedestrians crossing from the eastern side. This could lead to collisions between vehicles pulling out of the development and southbound vehicles. Figure 1 below shows the visibility from the exit of Premier Inn towards the proposed access and crossing point.



Figure 1

Recommendation

Ensure visibility to and from the crossing point and site access is suitable for the speed and nature of the road.

Local Alignment

- 4.2 The audit team raise no issues with local alignment at this stage 1 audit.

Junctions

- 4.3 The audit team raise no issues with junctions at this stage 1 audit.

Non-motorised User Provision

4.4 Problem

Visibility to and from proposed crossing point

Location: Proposed footway and pedestrian crossing point on Shripney Road

The elderly and pedestrians with buggies and small children would have difficulty crossing from the eastern footway due the limited visibility to the north. Pedestrians from the development walking to the bus stops north of Premier Inn would need to cross here to use the existing footway. Figure 2 below shows visibility from the western side to the north.



Figure 2

Additionally, the proposed crossing point located south of the proposed development access road on Shripney Road and the service road does not appear to be on a desire line for pedestrians from the development or the public footpath.

Recommendation

Check visibility from the north toward the east side of the proposed pedestrian crossing. If necessary, relocate or remove the crossing point.

Road Signs, Carriageway Markings and Lighting

- 4.5 The audit team raise no issues with the road signs, carriageway markings and lighting at this stage 1 audit.

5 AUDIT TEAM STATEMENT

5.1 We certify that this Road Safety Audit has been carried out in accordance with DMRB document HD 19/15.

Audit Team Leader

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

Signed:

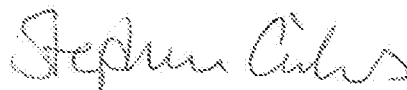


Date: 3 May 2017

Audit Team Member(s)

Steve Giles
BEng (Hons), IEng, FIHE, MCIHT, MICE, CMILT, MSoRSA, HE Cert Comp
Director & Senior Road Safety Consultant

Signed:



Date: 3 May 2017

APPENDIX A

Location Plan(s)



APPENDIX B

Designer's Response

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Item No.	Audit Team Recommendation	Designer's Response
4.1	Ensure visibility to and from the crossing point and site access is suitable for the speed and nature of the road.	The visibility splays as shown on drawing 160818 of 2.4 metres by 53 metres will be provided. The splays are comparable with the southbound 85th percentile vehicle speeds as observed during a 24/7 ATC survey. The existing fences and vegetation within the visibility splays will be removed and low growth plants (no plant height greater than 0.6 metres) will be planted. The trunks of the mature trees are outside the visibility splays but any overgrowing branches below 2.1 metres will be cropped. The splay will be maintained so the required splays are maintained
4.4	Check visibility from the north toward the east side of the proposed pedestrian crossing. If necessary, relocate or remove the crossing point.	The visibility will be reassessed during detail design and if necessary the crossing point will be relocated. The crossing point was chosen as due to the limited bus service, the majority of the services are located to the south of the development. It should be noted that visibility to the north will be improved when the existing fences and vegetation within the visibility splays are removed.

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Designer's Statement:

I confirm that I have considered the items that have arisen in the Stage 1 Road Safety Audit Report and my response to its recommendations are set out above.

.....

Designer

Date:

Highway Authority/Project Sponsor/ Client Organisation Statement:

I accept/do not accept the Designer's Response (delete as appropriate)

.....

On behalf of Highway Authority/Project Sponsor/Client Organisation
(delete as appropriate)

Date: