



Road Safety Audit Stage 1

**Waterloo Square, Bognor Regis – Alternative
Norfolk Street Access**

Client: Bright Plan

Road Safety Answers reference no: RSA328

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Control Sheet

	Name	Date	Signature
Author	Paul Martin	14/11/2020	
Checker	David Dodd	16/11/2020	
Authoriser	Paul Martin	16/11/2020	

Report Version

RSA Report Ref.	Version	Date of Issue
RSA328	Final	16/11/2020

1. Introduction

1.1 This report describes a Stage 1 Road Safety Audit carried out on the preliminary design for Section 278 Works associated the redevelopment of land accessing onto Waterloo Square, Bognor Regis, for Bright Plan at the request of West Sussex County Council. The audit was carried out in the office of Road Safety Answers Ltd during March, May and November 2020.

1.2 The audit team members were as follows:

Team Leader

Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
HE Approved RSA Certificate of Competency (2013)
Director, Road Safety Answers Ltd

Team Member

David Dodd – BSc(Hons), DipNEBOSH, FIHE, IEng. MCIHT, MSoRSA
Independent Highway and Road Safety Consultant

1.3 The audit comprised an examination of the documents listed in **Appendix A**, and included the drawings supplied by Sam O'Halloran of Bright Plan. The site was visited by the Audit Team, together, on 2nd March 2020 between 12.10 and 12.30 hours. The weather was fine and the road surface was dry. Traffic flows were light. Pedestrian and cycle flows were also light.

1.4 The terms of reference of the audit are as described in the UK's national standard for road safety audit, GG 119. The team has 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 to any other criteria.

1.5 All the problems described in this report are considered by the audit team to require action to improve the safety of the scheme and minimise accident occurrence. A plan showing the scheme proposals, and any problems, can be found in **Appendix B**.

1.6 The purpose of the scheme is to provide access onto Norfolk Street for a small retail and residential development requiring five parking spaces for staff, six cycle spaces and a loading area for deliveries.

1.7 The scheme consists the following elements:

- A 12m long, flush vehicular accesses directly onto the western edge of the carriageway of Norfolk Street (no footway on the western side);
- Three parking bays for staff at right angles (including a disabled parking space), and one at 45 degrees, to Norfolk Street, the northern three

spaces set back nearly 4m from the edge of carriageway to allow a delivery vehicle to load/load parallel to the carriageway on a 10m long loading area, blocking the four parking spaces for short periods;

- Six cycle parking spaces behind the parking bays, access to which will be through a 1.5m gap between the northern boundary of the development and the most northern parking space.

2. Items resulting from this Stage 1 Audit

2.1 PROBLEM

Location: A – Northern end of the development access onto Norfolk Street.

Summary: Risk of side swipe collisions.

The drawing does not indicate whether there will be a boundary treatment on the northern boundary on the site e.g. a wall or fence, between this development and the currently derelict site to the north. If the boundary treatment is low i.e. less than 1.05m in height, drivers exiting the proposed parking bays will be able to see over it, minimising the conflicts with vehicles approaching from the north on this one-way street. If the boundary treatment is too high, the visibility will be obscured, and the risk of a side impact increases, albeit slightly (vehicle speeds in this narrow street are low, and the parking spaces are for staff – trips to and from them will, therefore, be infrequent).

RECOMMENDATION

Any boundary treatment along the northern edge of the development should be kept below 1.05m.

Design Team Response:

Agreed

The designer has proposed no boundary treatment in this location.

Client Officer Response:

3. Audit Team Statement

We certify that this road safety audit has been carried out in accordance with GG 119.

Audit Team Leader

Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
HE Approved RSA Certificate of Competency
Director, Road Safety Answers Ltd

Signed



Date 16/11/2020

Audit Team Member

David Dodd – BSc(Hons), DipNEBOSH, FIHE, IEng. MCIHT, MSoRSA
Independent Highway and Road Safety Consultant

Signed



Date 16/11/2020

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4. Design Team and Client Organisation Statements

Design Team Leader

I certify that I have reviewed the items raised in this Stage 1 Safety Audit report. I have given due consideration to each issue raised and have stated my proposed course of action for each in this report. I seek the Client Organisation's endorsement of my proposals.

Name: Alex Budd

Organisation: Bright Plan Ltd

Signed: 

Date: 16/11/2020

Client Organisation Project Manager

I certify that I have reviewed the comments and actions proposed by the Design Team Leader and, in this report, I have stated my agreement, or alternative proposal, or acceptance of the risk associated with the problem.

Name:

Organisation:

Signed:

Date:

Appendix A

Drawings and Documents Examined:

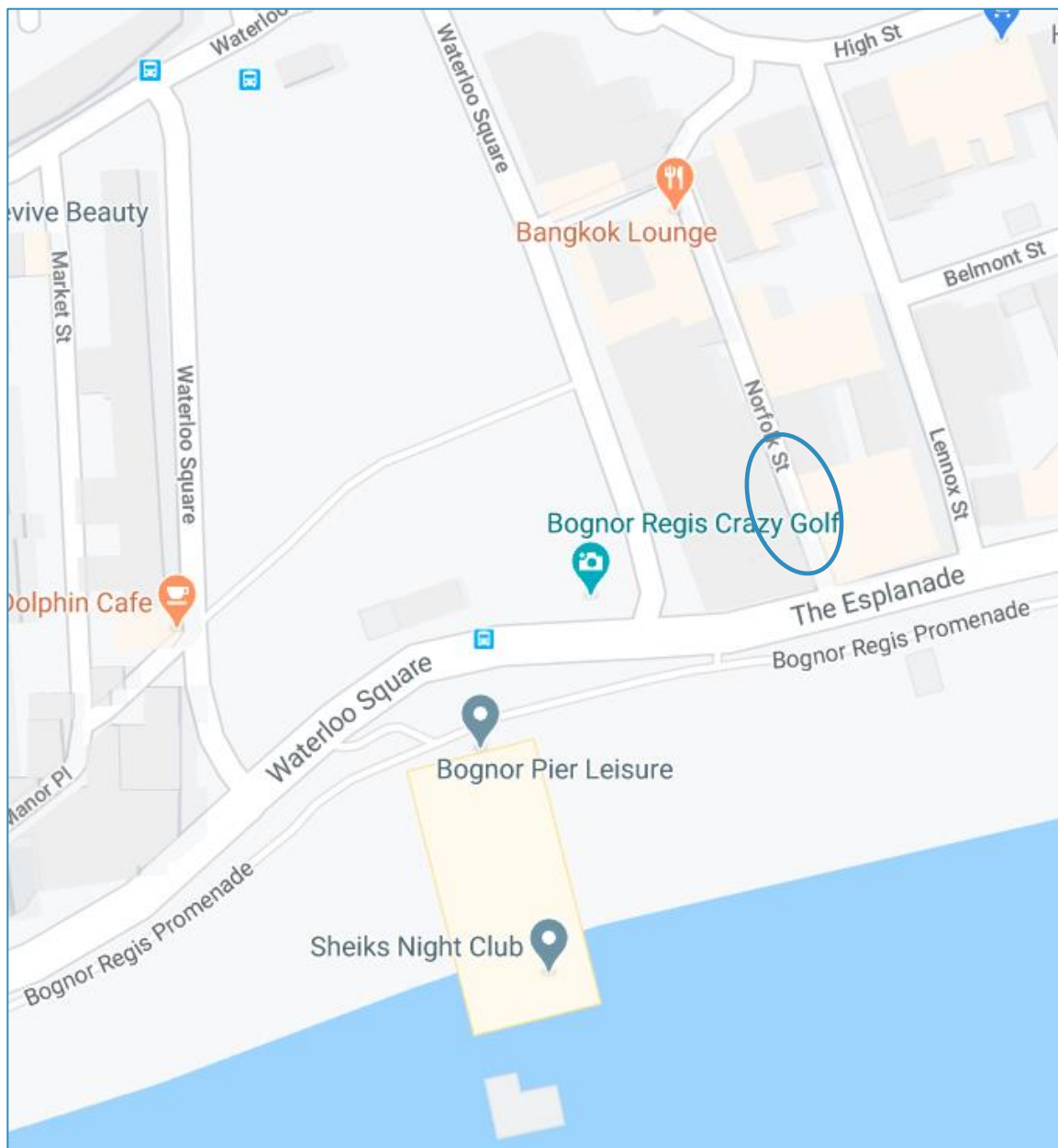
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Appendix B

The following plan shows the location of the scheme



Problems Location Plan

