

Road Safety Audit Report

Incorporating
Stage 1 Completion of Preliminary design



The Old Dairy Littlehampton

Client:

Graham Nicolls Ltd

Client reference:

4429

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Report Status

3

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REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
1	Stage 1 Road Safety Audit included	JJF	JCB	JJF	13 th December 2013
2	Designer's Response incorporated	ITR	JCB	JJF	16 th December 2013
3	Number of units amended	ITR	JCB	JJF	5 th June 2014

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		A2	Stage 1 Drawings provided with the Audit Brief
		A3	Stage 1 Designer's Response Items

INTRODUCTION

Bellamy Roberts LLP has been appointed to revise a Stage 1 Road Safety Audit of an existing crossover driveway access associated with an old dairy, off Church Street, Littlehampton. The original audit assessed the proposals based on a development of 11 dwellings, that scheme has now been revised and accommodates just 8 dwellings. We have been informed that whilst the traffic generation of the site is considered to reduce following the redevelopment, a safety audit has been requested to ensure that as any safety concerns could be addressed as part of the redevelopment.



Figure 1: Site Location

This Road Safety Audit is an assessment of the proposed access only and does not include the internal road layout.

The site visit associated with this audit commenced during dusk at 3:50pm on Thursday 12th December 2013, the weather conditions during the visit were dull, the road surface was damp due to recent rain and visibility was clear. Stills from the footage taken during the site visit are attached at the relevant **Appendix 1**.

Two pedestrians were observed during the site visit, however no cyclists were. Vehicular traffic was observed travelling on the local highway network, speeds were not recorded.

Church Street is subject to a 30mph speed limit in proximity of the access but due to a Church Street terminating just 40 metres to the west and eastbound vehicles manoeuvring off East Street, observations showed that approach speeds are low. To the east, Church Street terminates just 30 metres from the site access and therefore westbound approach speeds were also observed to be low.

A designated on-street parking bay extends across the access. Parking is restricted to one hour, no return within one hour between 8am and 6pm Monday to Saturday.

The site visit allowed the team to assess the existing infrastructure in the vicinity of the site and put the proposed scheme in context with conditions on the local highway network.

Collision History

Personal Injury Accident data has not been provided for the local highway network.

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Scheme Details

The existing crossover will provide access to a residential development comprising of 8 dwellings on land to the rear as well as the existing offices at number 3 and 5 Church Street and the parking associated with number 1, Church Street.

- 0 The existing crossover access provides a visibility splay from the channel line of 2.0x19 metres to the west but this increases to reach the start of Church Street when taken at an offset of 2 metres from the edge of the parking bay adjacent to the site. To the east, visibility extends to the start of this section of Church Street to the east.

Scheme Documents

- 1 Whilst the following Table 1.1 details the drawings that have been examined as part of this audit, copies are attached at the relevant **Appendix 2**.

Table 1.1 – Drawings

<u>Audit Stage</u>	<u>Drawing Number</u>	<u>Rev</u>	<u>Title</u>
Stage 1	4429//001		Existing crossover access

- 2 Furthermore, the following Table 1.2 identifies the documents that were supplied with the Audit Brief.

Table 1.2 – Documents

<u>Audit Stage</u>	<u>Document No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	-	-	-

- 3 With regard to compliance of the scheme with National Standards, the audit team has been made aware of the following departures identified within the following Table 1.3.

Table 1.3 – Departures from standard

<u>Audit Stage</u>	<u>Departure Reference No.</u>	<u>Description</u>
Stage 1	-	No departures notified at this stage

Terms of Reference

- 4 The Terms of Reference of the audit are as described in the Department for Transport document HD19/03, entitled 'Road Safety Audit', which is contained in the Design Manual for Roads and Bridges. The audit also takes account of the Chartered Institute of Highways and Transportation publication "Road Safety Audit" published in October 2008 and has been undertaken in accordance with the "West Sussex County Council - Safety Audit Adopted Policy", each member of the team holds a Certificate of Competence in accordance with European Legislation.
- 5 This audit 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. However, to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may, in some instances, have referred to a design standard or document without touching on technical audit.
- 6 Items identified as **PROBLEM** are considered to be worthy of immediate attention in respect of safety considerations of the proposals. Items raised as **Comments** are considered to be worthy of attention in respect of safety considerations but do not necessarily form part of the assessment required at this stage in accordance with HD19/03. Items raised as **Comments** may also not be a direct result of the proposals or could be outside the scope of the audit as defined by the project sponsor and are included for the Highway Authorities information.

Main Parties to the Audit

- 7 In accordance with the above documents, this audit has been carried out by an 'Audit Team' consisting of the following members:

Audit Team Leader

Jamie Fenning

Road Safety Engineer / Transport Planner

Audit Team Member

Jason Brown

Highway Engineer

General Information

- 8 The following **Section 2.0** identifies any previous Road Safety Audits that have been undertaken prior to this document being prepared by ourselves and summarises the items raised. The safety implications of the current proposals are discussed within the relevant paragraphs of **Section 3.0** along with a Response, prepared by the Designer, to the items raised.
- 9 Any new or revised plans associated with the Designer's Response are included at the relevant **Appendix 3** along with any further information that the designer considers appropriate to support their response. A signature of the professional who prepared the Designer's Response is included within the Audit Team Statement.

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ITEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS.

Audit n No.	Audit Team Observation	Audit Team Recommendation	Designer / Scheme Response
1	GENERAL		
	: Audit Team has not been made aware of any previous Road Safety Audits associated with the proposals		
2	LOCAL ALIGNMENT		
	: Audit Team has not been made aware of any previous Road Safety Audits associated with the proposals		
3	JUNCTIONS		
	: Audit Team has not been made aware of any previous Road Safety Audits associated with the proposals		
4	NON-MOTORISED USER PROVISION		
	: Audit Team has not been made aware of any previous Road Safety Audits associated with the proposals		
5	ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING		
	: Audit Team has not been made aware of any previous Road Safety Audits associated with the proposals		

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ITEMS RAISED IN THIS STAGE 1 ROAD SAFETY AUDIT

Item No.	Audit Team Observation	Audit Team Recommendation	Designer / Scheme Response
1	GENERAL		
1.1	Comment <i>On-street Parking extends over the access</i> Accident Type <i>Side Collisions</i> Location <i>Adjacent to the access</i> The existing on-street parking bay along Church Street, extends over the access and whilst it is not likely that a vehicle will park blocking the entire access, a vehicle could park in such a location that the width of the access is restricted. Reducing the access width could result in vehicles becoming misaligned to egress/access the site and raises the likelihood of vehicle collisions. Furthermore, a vehicle parked over the access is likely to restrict visibility to pedestrians.	The existing parking bay should be modified to terminate at appropriate locations either side of the access and the use of double yellow lines should be considered.	Discussions will be held with the Local Highway Authority to amend the parking bay appropriately.

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dit n No.	Audit Team Observation	Audit Team Recommendation	Designer / Scheme Response
1	NON-MOTORISED USER PROVISION		
1	PROBLEM <i>Pedestrian visibility is restricted</i> Accident Type <i>Pedestrian/vehicle collisions</i> Location <i>Access</i> Pedestrian visibility associated with the access is restricted by No. 3 Church Street to the east and a boundary wall/hedge to the west. This could result in collisions where pedestrians and vehicles do not have sufficient warning of each other's presence.	Pedestrian visibility in either direction should be increased.	The access is historic and observations show that vehicles approach the junction slowly as recognised at paragraphs 10.6.1 and 10.6.2 of Manual for Streets II. Furthermore, the traffic generation of the redevelopment is significantly less than the lawful use and it is not possible to increase pedestrian visibility. However, the hedge to the west could be trimmed to increase pedestrian visibility.

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dit n No.	Audit Team Observation	Audit Team Recommendation	Designer / Scheme Response
;	ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING		
.1	<i>The access is existing and the proposals do not affect the required signage or road markings provided the items raised previously are addressed adequately. Therefore no road safety concerns regarding road signs, carriageway markings or lighting have been raised at this stage.</i>		

1 STAGE 1 ROAD SAFETY AUDIT TEAM STATEMENT

- 1.1 We certify that we have examined the relevant drawing and documents listed at Section 1.0 in respect of road safety. The examination of the proposed works has been carried out with the sole purpose of identifying any features of the design that could be removed or modified in order to improve the safety of the scheme or any adjacent highway affected by it. The issues identified have been noted in this report together with associated safety improvement recommendations, where possible, which should be studied for implementation. This stage 1 road safety audit has been carried out in accordance with the "West Sussex County Council - Safety Audit Adopted Policy".
- 1.2 No one on the Audit Team has been involved with the design of the scheme. The Audit Team consists of the following

Audit Team Leader

Name: Jamie Fenning
 Position: Road Safety Engineer
 Address: 2 Blaenant
 Emmer Green
 Reading
 RG4 8PH

Signed:

Date:

5th June 2014

Tel:
 e-mail:

Audit Team Member

Name: Jason Brown
 Position: Highway Engineer

Designer's Response Prepared By

Name: Ian Roberts, Partner
 Position and company: Bellamy Roberts LLP

Signed:

Date:

5th June 2014

Appendix A1

Photographs/ Stills from footage taken at site visit

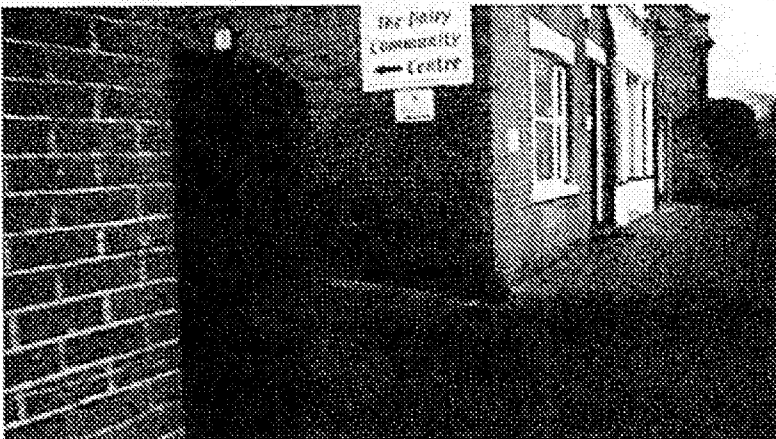
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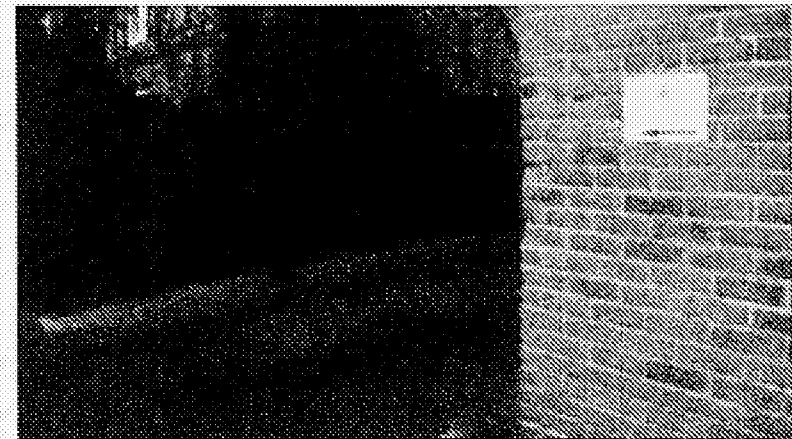
site access



Visibility to the west



Pedestrian visibility from the west

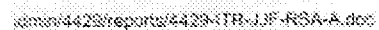


Pedestrian visibility from the east

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Appendix A2

Drawings provided with the Audit Brief



Appendix A3

Drawings and Documents associated with the Designer's Response

