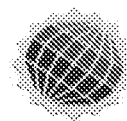

**FORMER POULTRY FARM,
SILVER BIRCH DRIVE, YAPTON**

PROPOSED HIGHWAY ACCESS

**STAGE 1
ROAD SAFETY AUDIT REPORT**

**REQUESTED BY:
SLR CONSULTING LIMITED**

OCTOBER 2019



RKS
Associates

Project: Former Poultry Farm, Silver Birch Drive, Yapton
Proposed Highway Access

Client: SLR Consulting Limited

Document: Stage 1 Road Safety Audit

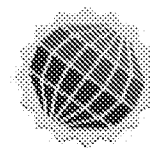
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Appendices

- Appendix A: Location of Problems Identified During Stage 1 Road Safety Audit
Appendix B: Designers Response



1 INTRODUCTION

- 1.1** RKS Associates Limited has been commissioned to undertake the Stage 1 Road Safety Audit (RSA) for the proposed highway access serving a residential care home on land located to the north of Silver Birch Drive, Middleton-on Sea in West Sussex. The proposed development will be accessed via Silver Birch Drive for all vehicles, pedestrians and cyclists. It is understood that the proposed development will comprise of a 66-bedroom care which will provide 24-hour care for residents.
- 1.2** The highway proposals involve the continuation of a cul-de-sac located between number 12 and 14 Silver Birch Drive. The continuation of the cul-de-sac will provide two-way access to the care home, associated car parking and for servicing and refuse collection. The proposals also include the extension of the existing footway along the eastern edge of Silver Birch Drive into the development and the provision of footway access via a public rights of way that leads onto Yapton Road.
- 1.3** The proposed development is located off Silver Birch Drive which is a single two-way carriageway. The carriageway is lit and subject to a 30mph speed limit, there are footways on either side of the carriageway with vehicle crossovers serving residential properties fronting onto Silver Birch Drive. The cul-de-sac is approximately 25m in length with footways on either side of the carriageway and a short layby which is used as parking provision by local residents. The cul-de-sac terminates at an unmade track/Public Right of Way which runs east to west between the proposed development site and the rear boundaries of properties fronting Silver Birch Drive.
- 1.4** SLR Consulting Limited has supplied the following information upon which this Stage 1 RSA is based:
- Edmund Williams Architects Drawing: 1904/PA/005 – Site Plan Proposed;
 - SLR Drawing TR04 – Proposed Access Arrangements;
 - SLR Drawing TR01-2 – Swept Path Analysis Refuse Vehicle; and
 - Transport Assessment prepared by SLR Consulting (Reference: 06594 Version 1.1) September 2019.
- 1.5** The Audit Team is independent of the project design team and has no other involvement with the project. This Stage 1 RSA has been undertaken in accordance with the relevant sections of GG-119, part of the Design Manual for Roads and Bridges (DMRB).



- 1.6 The Safety Audit Team consisted of Vimal Patel and Mike Fuller. The Audit was undertaken following examination of the submitted documents, including a site visit between 10:30am and 11:30 am on Thursday 10th October 2019, when the weather was sunny and the road surface was dry. Vehicle movements and pedestrian flows along Silver Birch Drive were low and no cyclists were observed during the site inspection. Vehicles were observed parked in the layby either side of the cul-de-sac during the site inspection.
- 1.7 The Safety Audit Team has examined only matters relating to road safety implications of the scheme and has not verified compliance of the design to any other criteria. All of the problems identified in this report are considered by the Audit Team to require action in order to improve the safety of the scheme and to minimise accident occurrence for all users. The location of the problems identified in this Safety Audit is shown in **Appendix A** where the reference numbers relate to the problems identified in this report.
- 1.8 The recommendations in this report are aimed at addressing the identified road safety problems; however, there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities. The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit and would encourage the Designer to consult them on this matter.
- 1.9 The LHA response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the As Built design pack to be provided and retained by the Local Highway Authority on final completion.



2 GENERAL

Collision Data

- 2.1** Collision data contained in the Transport Assessment has been obtained from Sussex Safer Road Partnership for the 5-year period up to June 2019. The collision data identifies that no collisions occurred along Silver Birch Drive. Two collisions were recorded on the wider highway network, one occurred on Yapton Road to the north of the Silver Birch Drive/Yapton Road/Ancton Lane roundabout the other occurred along Sundale Lane. Both collisions involved vehicles and resulted in slight injuries being sustained.

Traffic Flows/Trip Generation

- 2.2** The Transport Assessment provides details of traffic surveys conducted in July 2019, the baseline traffic levels along Silver Birch Drive have been determined as 66 movements during the AM peak hour and 96 movements during the PM peak hour. The Transport Assessment also indicates that the proposed development would generate approximately 72 vehicular arrivals and 73 vehicular departures per day which equates to 145 vehicular movements daily.



3 LOCAL ALIGNMENT

3.1 Problem

Summary: Potential collisions due to standing water or service covers

Location: *throughout*

No details have been provided in respect of surface water drainage or other services and it is therefore not possible to ascertain whether or not there will be any safety implications.

Recommendation:

Ensure adequate surface water drainage is provided, gullies/service covers should be kept clear of desire lines for pedestrians and cyclists.



4 JUNCTIONS

4.1 Problem

Summary: Potential vehicle turning collisions associated with poor visibility

Location: *Proposed egress onto Silver Birch Drive*

No details of visibility splays have been provided, it is therefore not possible to ascertain whether or not there will be any safety implications. However, observations during the site inspection noted vehicles parked along Silver Birch Drive adjacent to the cul-de-sac (outside Number 12) may restrict visibility for vehicles exiting out onto Silver Birch Drive. There is concern poor visibility may increase the risk of turning collisions between vehicles exiting the development and traffic traveling along Silver Birch Drive.

Recommendation:

Ensure that visibility splays to and from the proposed access road (cul-de-sac) are provided, if necessary additional measure to prevent obstruction in visibility should be provided.

4.2 Problem

Summary: Potential vehicle turning collisions associated with poor visibility

Location: *Access track junction proposed continuation of cul-de-sac*

No details relating to the boundary treatment between the access track to the rear of properties fronting Silver Birch Drive and the access road serving the development have been provided. There is concern that inappropriate boundary treatment may restrict visibility to and from the access track and traffic traveling along the access road. Poor visibility may increase the risk of collisions between road users of the Access Track and traffic accessing the proposed development.

Recommendation:

Ensure that a suitable boundary treatment that provides sufficient visibility splays between the Access Track and the proposed development access are provided.



5 WALKING, CYCLING & HORSE RIDING

5.1 Problem

Summary: Potential risk of pedestrian injury

Location: *Proposed extension of pedestrian footway into development and adjacent culvert*

The scheme proposals indicate that pedestrian footway along the eastern side of the cul-de-sac is to be extended into the development and that a new culvert is to be provided between the development and the public right of way. The absence of suitable protection between the footway and culvert may increase the risk of injury to pedestrians who may inadvertently veer off the footway and fall into the culvert.

Recommendation:

Suitable protection between the proposed footway and culvert should be provided.



6 TRAFFIC SIGNS, CARRIAGEWAY MARKINGS & LIGHTING

6.1 Problem

Summary: Potential risk of collisions associated with failing to give way

Location: Access track junction with development access road

The scheme proposals indicate that vehicle track running behind the properties fronting Silver Birch Drive will meet the development access road at a priority junction. However, the absence of appropriate carriageway markings may increase the risk of collisions between traffic entering and traveling along the development access road.

Recommendation:

Ensure that carriageway markings or signs are provided to inform motorists of the priority at the junction.



7 AUDIT TEAM STATEMENT

- 7.1** We certify that this Road Safety Audit has been carried out in accordance with document GG-119. Its sole purpose is to identify features of the scheme that could be removed or modified to improve safety. No member of the Audit Team has been involved in the scheme design.

Audit Team Leader

Vimal Patel
BEng (Hons), GMICE, FIHE, HE Cert Comp, RegRSA (IHE)

Signed:

A handwritten signature in black ink, appearing to read 'V Patel', written over a horizontal line.

Date: 11th October 2019

Audit Team Member

Mike Fuller
BSc (Hons), IEng, MCIHT, MSoRSA, HE Cert Comp

Signed:

A handwritten signature in black ink, appearing to read 'Mike Fuller', written over a horizontal line.

Date: 11th October 2019



Appendix A





Appendix B



Item No.	Audit Team Recommendation(s)	Designer's Response
3.1	Ensure adequate surface water drainage is provided, gullies/service covers should be kept clear of desire lines for pedestrians and cyclists.	Agreed. This will be considered within the detailed design stage. A note has been added to the drawing (Rev A).
4.1	Ensure that visibility splays to and from the proposed access road (cul-de-sac) are provided, if necessary additional measure to prevent obstruction in visibility should be provided.	Visibility in both directions is adequate and in accordance with the standards stated within the Manual for Streets. The recorded accident data does not include any incidents at this junction. A note on visibility has now been included on the drawing (Rev A).
4.2	Ensure that a suitable boundary treatment that provides sufficient visibility splays between the Access Track and the proposed development access are provided.	Vegetation will be cut back to provide adequate pedestrian to pedestrian/cycle visibility. A note on has been added to the drawing (Rev A).
5.1	Suitable protection between the proposed footway and culvert should be provided.	Agreed. This will be considered within the detailed design stage. A note has been added to the drawing (Rev A).
6.1	Ensure that carriageway markings or signs are provided to inform motorists of the priority at the junction.	A brick/block threshold or road marking will be provided indicating priority. This will be determined during the detailed design stages. A note has been added to the drawing (Rev A).

Designer's Statement:

I certify 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: 16/10/19

Project Sponsor/ Client Organisation Statement:

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

.....
Date: 17/10/19