

Road Safety Audit –Land West of Pagham Road, Pagham, Spine Road

Stage: 1

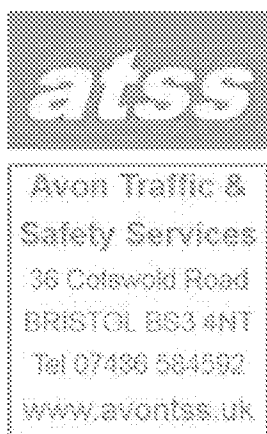
Location: Land west of Pagham Road, Pagham, Bognor Regis

Site: Proposed spine road with accesses to local centre/care home and school

ATSS Ref: 211206

Client Ref: 2152/RSA1

Date: 14 February 2022



Project Details

Report Title:	Stage 1 road safety audit, land west of Pagham Road, Pagham
Date:	14 February 2022
Document reference and revision:	211206 V1
Prepared by:	Avon Traffic & Safety Services Ltd
On behalf of:	Highgate Transportation Ltd

Report Control Sheet

	Name	Position	Date
Audit requested by	Brad Loxley	Highgate Transportation Ltd	18 January 2021
Team leader	Nick Jeanes	Team Leader	
Team Member	Cath Boutwood	Team Member	
Observer			
Draft report issued by	Nick Jeanes	Team Leader	4 February 2022
Final report issued by	Nick Jeanes	Team Leader	14 February 2022
Designer's response issued by			

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Appendix D – Designer’s Response	separate document

1. Introduction

- 1.1 Avon Traffic & Safety Services Ltd has been commissioned by Highgate Transportation Ltd, to undertake a Stage 1 Road Safety Audit, with regard to the proposals to create a spine road into a proposed development, from the west side of Pagham Road, Pagham. The proposals include a 2-lane spine road approximately 250 metres in length, with priority-controlled accesses on the north side (to a local centre and care home) and the south side (to a school). The spine road features a raised table approximately 100 metres long which covers both accesses, and a further speed table at the western end (where the road transitions into the development network). The spine road makes a junction with Pagham Road at its eastern end. This junction was subject of a separate audit (ATSS ref 191102), has been approved, and is not within the scope of this audit. The spine road will be subject to a 20mph speed limit.
- 1.2 The RSA Brief was supplied by Highgate Transportation Ltd and accepted by the Audit Team. The Brief and Audit Team were approved by Brad Loxley, Highgate Transportation Ltd.
- 1.3 The development site is currently low-lying open fields, completely level, adjoining Pagham Road. A drainage ditch runs parallel to Pagham Road on its west side, i.e on the side of the proposed development. The east side of Pagham Road is given over to detached residential properties.
- 1.4 The audit team members are:
- | | | |
|---------------|---|-------------|
| Nick Jeanes | – | Team Leader |
| Cath Boutwood | – | Team Member |
- 1.5 The audit took place during February 2021 and comprised of an examination of the documents/plans listed in Appendix A. The auditors visited site together from 12.00 noon to 12.45 pm on Thursday 3 February when the weather conditions were dry and clear.
- 1.6 Predicted vehicle flows show vehicles arriving and departing, respectively, at the local centre to be 91 and 81 (am peak) and 100 and 126 (pm peak). Additional 2-way peak hour flows past the access to the local centre are predicted to be 134 (am peak) and 140 (pm peak).
- 1.7 The audit team have not been made aware of any departures from standards or relaxations in relation to the proposed scheme.
- 1.8 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.
- 1.9 Documents and drawings examined in this safety audit are listed at Appendix A.

1.10 General views of site



Looking north on Pagham Road. The new spine road will be to the left opposite the white car



Looking south on Pagham Road. The new spine road will be to the right past the bus stop layby



Looking west into the development site from Pagham Road



Existing ditch running along the west side of Pagham Road, with development site on right

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

2.1 Problem

Location – Speed table at west end of site

Summary – Risk of injury to bus passengers

It is not clear if the spine road will be a bus route, however if it is, the proposed speed table is not bus-friendly, as it is not long enough for a bus to completely mount the table before leaving the far side. The resultant motion could cause injury to bus passengers

Recommendation – If the spine road is to be a bus route, extend the speed table to a minimum length of 6.0 metres

2.2 Problem

Location – School Keep Clear markings, south side of spine road

Summary – Risk of pedestrian/vehicle collisions

The School Keep Clear markings are shown to the east of the school entrance only, meaning that parents' vehicles will legally be able to stop and wait to pick up/drop off students to the immediate west of the entrance. In this position they could obscure pedestrians crossing south to north, such that they would risk being struck by westbound vehicles

Recommendation – Add School Keep Clear markings to west of the school access

2.3 Problem

Location – Spine Road, north side between proposed waiting restrictions and the bend at west end of audit site

Summary – Risk of pedestrian/vehicle collisions

It is possible that school parking will extend along the north side of the spine road from the end of the proposed restrictions, over the speed table (which is an informal pedestrian crossing point) and around the inside of the bend. Parked vehicles in this area will obstruct the view to the west of pedestrians waiting to cross north to south on the speed table, such that they would risk being struck by eastbound vehicles

Recommendation – Extend the waiting restrictions westward from the proposed end point, to a point adjacent to the next junction around the bend

2.4 Problem

Location – Speed table at west end of site

Summary – Risk of pedestrian/vehicle collisions

It is possible that school parking will extend along the south side of the spine road from the end of the proposed restrictions, over the speed table (which is an informal pedestrian crossing point). If this occurs, pedestrians crossing south to north on the speed table will be obscured by parked vehicles, such that they would risk being struck by westbound vehicles

Recommendation – Provide a short length of waiting restrictions on the south side of the spine road, to protect the speed table/crossing point

2.5 Problem

Location – School Keep Clear markings

Summary – Risk of pedestrian/vehicle collisions

SKC restrictions only relate to the carriageway on which they are marked, and so their restriction does not extend to the back of footway in the same way that double yellow lines do. With a smaller upstand of the speed table than a conventional kerb, there is a danger that drivers will park on the footway adjacent to the speed table and parking enforcement would then not be able to take place if vehicles are clear of the SKC. This could cause conflict issues for pedestrians. Furthermore, parking in these areas would only be prohibited during school hours, so vehicles could be parked here overnight and on weekends. To ensure that these areas are legally protected at all times, the double yellow lines would need to be continued through the School Keep Clear markings

Recommendation – Continue the double yellow lines through the School Keep Clear markings

3. Other Issues

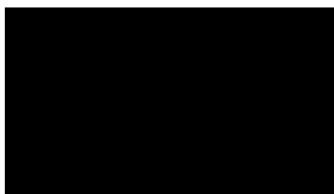
3.1 Where the spine road joins the (approved) junction with Pagham Road, it crosses the existing drainage ditch, such that there may be a risk of pedestrians falling into the ditch if it is not protected by fencing. This is just outside the scope of this audit so is not included as a problem, however is considered worth mentioning by the auditors. It was also picked up at the previous audit of Pagham Road (ATSS ref 191102 point 9.2)

4. Audit Team Statement

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

Audit Team Leader:

Name: Nick Jeanes MCIHT; MSoRSA; HE Cert. Comp.
Director



Signed:

Date: 14/2/2022

Audit Team Member:

Name: Cath Boutwood MCIHT; MSoRSA
Senior Auditor



Signed:

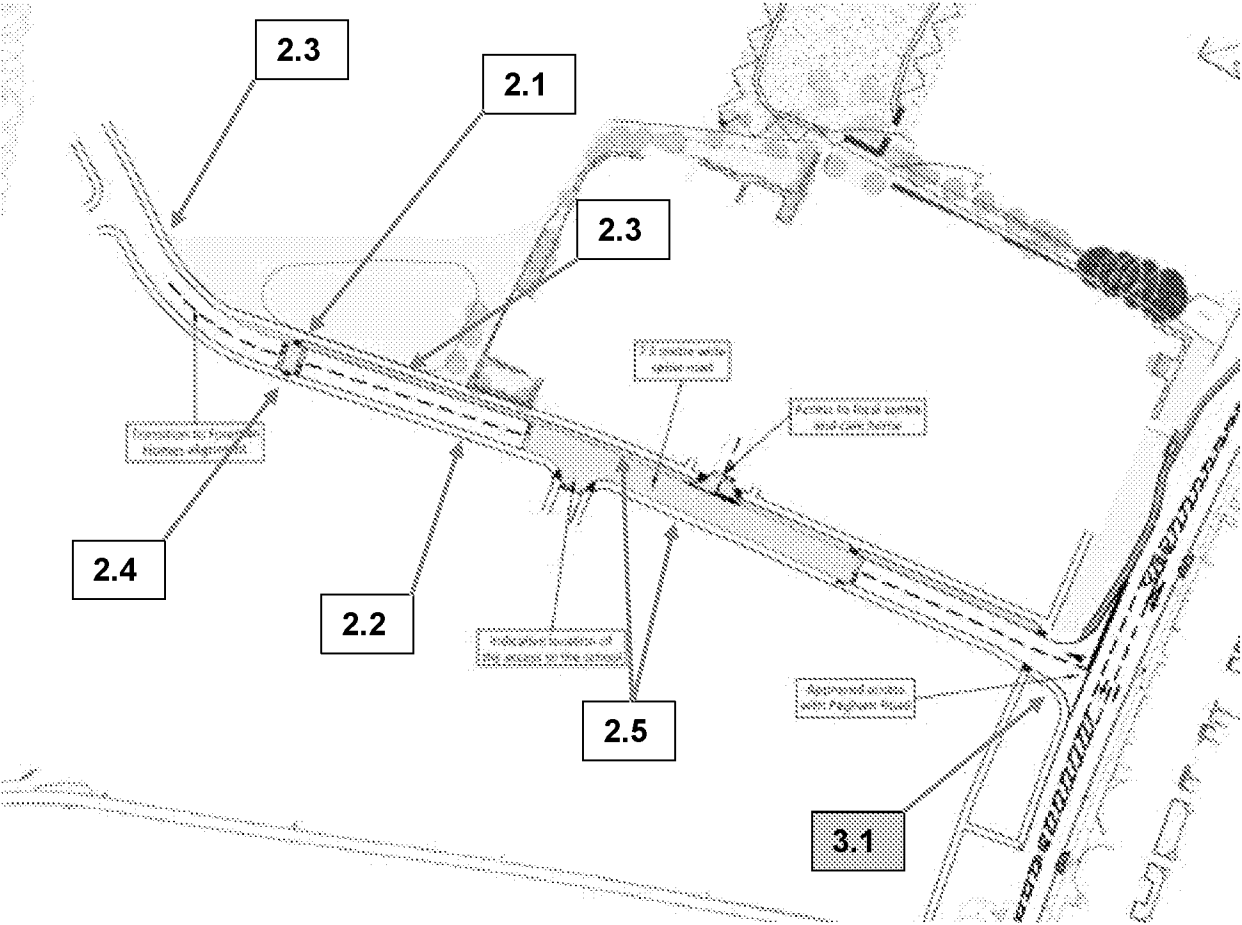
Date: 14/2/2022

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

Drawings:

2152 07F Spine Road
2152 08B Proposed Road Markings
2152 TR07 Residential Refuse SPA
2152 TR08 Commercial SPA
2152 TR12 Spine Road SPA Refuse
2152 TR13 Spine Road SPA Commercial
18116 07D S278 Road Markings - Site Access Junction NORTH

Appendix B: Key Plan showing Audit Problems



Appendix C – Site location plan

