

Wilbar Associates Ltd

**Proposed Crematorium Highway Improvements
Grevatt's Lane West, Bilsham, Yapton, West Sussex**

ROAD SAFETY AUDIT STAGE 1
16th September 2019

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1.0 INTRODUCTION

- 1.1** This report presents the findings of a Stage 1 (Completion of Preliminary Design) Road Safety Audit for a proposed new crematorium facility and associated highway works on Grevatt's Lane West and its junctions with A259 Grevatt's Lane to the southeast and B2132 Bilsham Road to the northwest. This Road Safety Audit is additional to a Stage 1 Audit undertaken by GM Consultants in February 2019.
- 1.2** This Audit was carried out at the request of Arun District Council (ADC). The Audit Team has acted independently of the design team and has had no prior involvement in the project
- 1.3** This Audit comprised of a site visit and an examination of the documents listed in Appendix A. The site visit was carried out on Wednesday 4th September 2019 between the hours of 10:30 and 11:00 when the weather was dry with patchy cloud and clear visibility.
- 1.4** The Audit Team membership was as follows:
Len Holloway Audit Team Leader
Phil Henty Audit Team Member
- 1.5** The terms of reference of this Audit are described in GG 119 Road safety audit. The audit team has only reported on the road safety implications of the proposed facilities and has not examined or verified the compliance of the design or any other criteria.
- 1.6** The location is situated in a rural area along Grevatt's Lane West approximately 400m from the A259 Grevatt's Lane to the southeast and 325m from B2132 Bilsham Road to the northwest. Currently Grevatt's Lane West is predominantly an unmade farm track serving adjacent farmland with gated access to the A259. At the Bilsham Road end approximately 100m of Grevatt's Lane West has a metalled surface serving a small number of residential premises and a business. There is then a gate

restricting access further east along the lane. The A259 Grevatt's Lane is single carriageway and a main route between Littlehampton to the east and Bognor Regis to the west. The A259 at this point is un-lit and subject to the national speed limit (60mph) with a shared pedestrian / cycle path to the north side and grass verge to the southside. The B2132 Bilsham Road at its junction with Grevatt's Lane West is single carriage way without street lighting and subject to a 40mph speed limit.

- 1.7** Due to the closed farm gates the Audit Team did not explore the unmade farm track section of Grevatt's Lane West.
- 1.8** All comments and recommendations are referenced to the design drawing and the locations have been indicated on a site plan at Appendix B.
- 1.9** No departures from standard have been advised to the Auditor by the design team.
- 1.10** The scheme comprises the construction of a new crematorium with associated landscaping and parking facilities and the improvement of Grevatt's Lane West south-eastwards between the site entrance and the A259, a length of approximately 400m. And the construction of a new junction with the A259.
- 1.11** This Road Safety Audit has been prepared in accordance with the instructions from, and for the specific use of, ADC. The authors shall not be liable for the information contained in this report if used for any purpose other than that for which it was provided in connection with their appointment as road safety auditors.

2.0 STAGE 1 ROAD SAFETY AUDIT

2.1 Problem 01 – Rear end shunts A259.

Location: East and westbound on the A259 at the new junction.

Summary: It may not be evident to other vehicles why some vehicles, particularly eastbound, are slowing to turn left into Grevatt's Lane West. This could result in rear end shunt collisions on the main road.

Recommendation: Provide traffic signing, preferably worded directional signs 'Crematorium', to give notification to drivers on the A259 of the facility. Such signing would also provide useful information to visitors from outside of the local area.

2.2 Problem 02 – Access over the full length of Grevatt's Lane West.

Location: Grevatt's Lane West from the A259 to Bilsham Road.

Summary: The provision of the new junction on the A259 may lead some drivers to believe there is access to the B2132 Bilsham Road. Drivers exploring this route will then have to reverse their route when they meet the proposed bollard at the crematorium entrance. Attempting to reverse their route within the improved section may lead to collisions.

Recommendation: Consider the provision of no through road signs (TSRGD diag 816) at the A259 junction.

2.3 Problem 03 – Tactile paving at A259 junction.

Location: East and westbound on the shared use path at the new A259 junction.

Summary: On the preliminary design layout the tactile paving appears to be offset from the substantive through route of the shared path. Pedestrians, particularly those who are blind or partially sighted may therefore continue their established direction and 'miss' the tactile paving and continue across the junction with the risk of collision with turning vehicles.

Recommendation: Discuss with West Sussex County Council (Highway Authority) and provide additional details on the facilities for pedestrians. Consider the re-

alignment of the existing shared use path at a point further back from the proposed junction.

2.4 Problem 04 – Pedestrian access to the new facility.

Location: Along Grevatt's Lane West from Bilsham Road.

Summary: Whilst most visitors to the new facility will no doubt arrive by motor car the Transport Statement recognises that some visitors will arrive by other means.

The closest bus stops to the facility are in Bilsham Road and currently the farm track appears uneven which would likely lead to trips and falls to pedestrians.

Recommendation: Consider the improvement of the farm track suitable for pedestrians and cyclists.

2.5 Problem 05 – Pedestrian access to the new facility.

Location: The proposed improved section of Grevatt's Lane West from the A259.

Summary: Whilst most visitors to the new facility will no doubt arrive by motor car the Transport Statement recognises that some visitors will arrive by other means.

It is unclear from the preliminary design if a footway is to be provided as part of the improvement from the A259. If not, then pedestrians who choose to access the new facilities from the A259 will be required to use the 400m carriageway with risk of collision with vehicles.

Recommendation: Review the design of the track improvement and the provision of facilities for pedestrians.

3.0 AUDIT TEAM STATEMENT

ROAD SAFETY AUDIT STAGE 1

I certify that this audit has been carried out in accordance with GG 119 Road safety audit.

I certify that this Road Safety Audit 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. The problems identified have been noted in this report together with suggestions for safety improvements, which the Road Safety Audit Team recommends should be considered for implementation.

No member of the Road Safety Audit Team has been involved in the formulation or design of the measures audited.

Audit Team Leader

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Signed:



Date: 16th September 2019

Audit Team Member

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Signed:



Date: 16th September 2019

APPENDIX A – Supplied documentation

PBA drawing 128.001.007 Rev D

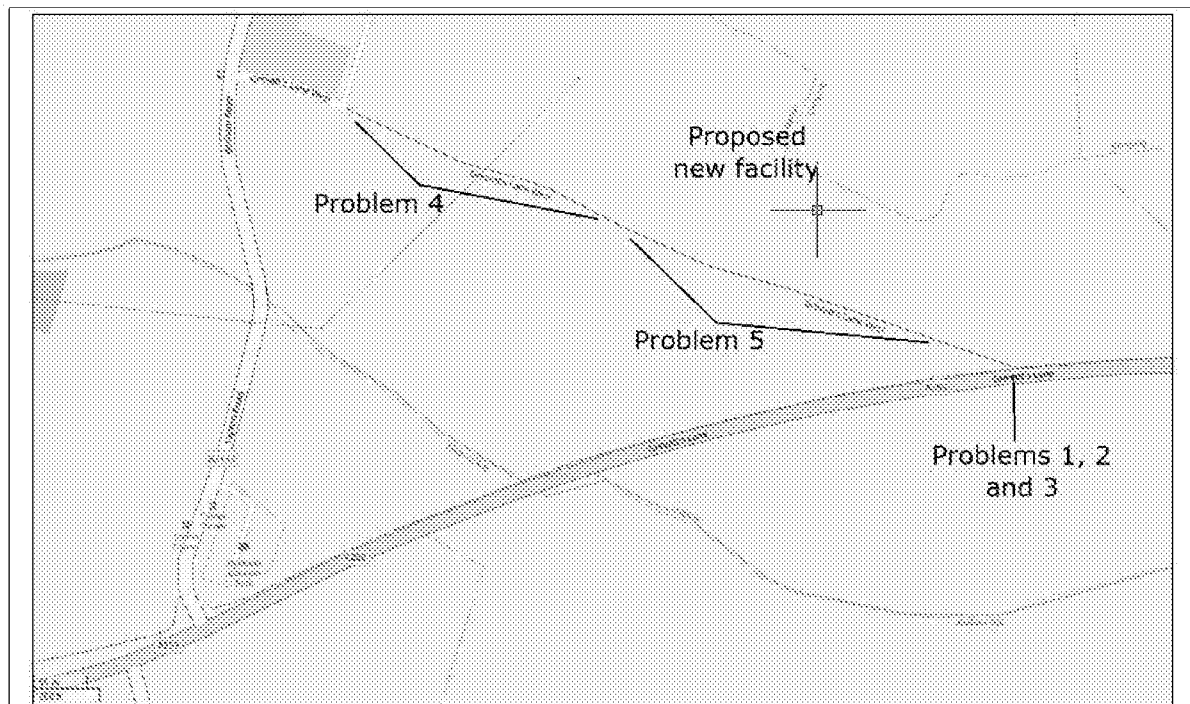
PBA Transport Statement – February 2019

GM Traffic Consultants – Road Safety Audit Stage 1 February 2019

Location Plan 1176 - 1000

Plincke landscape plan 0524-DR-100

APPENDIX B – Site Plan



Client: **Arun
District
Council**

Drawing title:
Proposed new crematorium facility, Grevatt's
Lane West, Bisham, Yapton, West Sussex
Road Safety Audit Plan