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SUPPLEMENTARY

30.6.14

CRESCENT DESIGNS (SUSSEX) LTD

PROPOSED IMPROVEMENTS TO THE ACCESS AND FOOTWAYS
KINGS CLOSE, YAPTON, WEST SUSSEX

ROAD SAFETY AUDIT STAGE 1
JUNE 2014

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- A. Schedule of Documents Examined
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1.0 INTRODUCTION

- 1.1 This report presents the findings of a Stage 1 Road Safety Audit into proposals for improvements to the existing access of Kings Close, Yapton, West Sussex.
- 1.2 This Audit was carried out at the request of Mr Steve Bennett of Crescent Designs (Sussex) Ltd and the Audit Team has acted independently of the Design Team and has had no prior involvement in the project other than providing Autocad assistance to Mr Bennett that was independent to the Audit Team.
- 1.3 This Audit comprised a site visit and an examination of the documents listed in Appendix A. The site visit was carried out on Thursday 11th June 2014 in daylight. The visit occurred between the hours of 14:00 – 15:00 and during the visit the weather was dry with good visibility, and record photographs were taken during the inspection.
- 1.4 The Audit Team membership was as follows:
- | | |
|------------------|--|
| Laurence Shaw | Laurence Shaw Associates, Traffic Engineering Consultants
Team Leader |
| Harold Cryer BSc | Highway and traffic engineer
Team Member |
- 1.5 The terms of reference of this Audit are described in the Design Manual for Roads and Bridges Volume 5, Section 2, Part 2 HD 19/03. The audit team has only reported on the road safety implications of the existing and proposed facilities and has not examined or verified the compliance of the design or any other criteria.
- 1.6 The proposals are for improvements to the entrance of Kings Close, a private road, from Main Road, Yapton, West Sussex.
- 1.7 The works to be audited include the realignment of the south side kerb line of Main Road, new kerbed radii to Kings Close in the public highway. Within the

private road there is to be a new shared use access in Kings Close but any issues that are raised within the private road will only be included within this report if they impact on the public highway.

- 1.8 All comments and recommendations are referenced to the design drawings and the locations have been indicated on the plans supplied with the Audit Brief, annotated copies of which are attached to this report.
- 1.9 No departures from standard have been advised to the Auditor by the design team.
- 1.10 This is a Stage 1 Road Safety Audit and it has been noted that details of drainage, landscaping, street lighting, bollards and signing, etc. are not included in the information provided to the Audit Team and that any such information will be provided to the Audit Team at Stage 2 RSA unless a problem is noted as a result of the site inspection.
- 1.11 This road safety audit has been prepared in accordance with the instructions, and for the specific use, of Crescent Designs (Sussex) Ltd and their clients. 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.
- 1.12 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.

2.0 STAGE 1 ROAD SAFETY AUDIT

2.1 Problem

Location: At the Main Road/Kings Close junction

Summary: lack of loading facilities may result in accidents

At present it is not clear how the Co-operative Store is serviced, although 'Keep Clear' carriageway markings are across the junction of Kings Close and it is assumed that HGVs are parked on the carriageway of Main Road, possibly across Kings Close while delivering. The reduction of the width of Main Road would present a danger for other road users if HGVs stood on the public highway and may result in vehicle/vehicle conflicts

Recommendation

It is recommended that the loading arrangements at the junction of Main Road/Kings Close are reviewed.

2.2 Problem

Location: At the entrance to Kings Close

Summary: lack of definition of the service margin may result in accidents

Drawing No. 13020-03 shows a 2.0m wide service margin with a footway surface extended from the public highway for a short distance to meet the low level ground cover of the service margin. It is not clear whether the footway surface is level to the shared use area of Kings Close or level to the public highway footway. If the footway surface is at the same level of the Kings Close shared use surface blind or partially sighted pedestrians may become disoriented and pedestrian/vehicle conflicts may occur.

Recommendation

It is recommended that level differences should be provided to the standards of the Inclusive Mobility Unit to assist blind pedestrians.

3.0 Audit Team Statement

ROAD SAFETY AUDIT STAGE 1

I certify that this audit has been carried out in accordance with HD 19/03.

Audit Team Leader

L. E. Shaw MIHT
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Signed 

Date 16th June 2014

APPENDIX A

Schedule of documents examined

Drawing No.	Title	Description	Scale
13020-01 Rev A	Land at Kings Close, Yapton	Proposed Outline Planning Site Layout	1:500 @ A3
13020-02 Rev A	Land at Kings Close, Yapton	Proposed Access Improvements	1:250 @ A3
13020-03 Rev A	Land at Kings Close, Yapton	Proposed Access and Parking Layout Plan	1:250 @ A1
13020-LOC	Land at Kings Close, Yapton	Site Location Plan	1:1250 @ A3
238-01	Kings Close Yapton	Swept Path Analysis of a Large Refuse Vehicle	1:250 @ A2

WSCC Strategic Planning Consultation

Relevant emails received from Steve Bennett

