STAGE 1 ROAD SAFETY AUDIT – ROWAN PARK SITE ACCESS
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### IDENTIFICATION TABLE

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<th>Client</th>
<th>Arun District Council</th>
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<tr>
<td>Project</td>
<td>Enterprise Bognor Regis (EBR) – Local Development Order</td>
</tr>
<tr>
<td>Study</td>
<td>Stage 1 Road Safety Audit – Rowan Park Site Access</td>
</tr>
<tr>
<td>Type of document</td>
<td>Road Safety Audit Report</td>
</tr>
<tr>
<td>Date</td>
<td>17/07/2015</td>
</tr>
<tr>
<td>File name</td>
<td>20140717 Rowan Park Site Access RSA_v2</td>
</tr>
<tr>
<td>Reference number</td>
<td>103032/12</td>
</tr>
<tr>
<td>Number of pages</td>
<td>10</td>
</tr>
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### APPROVAL

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<th>Name</th>
<th>Position</th>
<th>Date</th>
<th>Modifications</th>
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1. INTRODUCTION

1.1 Background

1.1.1 This report presents the results of a Stage 1 Road Safety Audit (RSA), undertaken in July 2015, of the safety aspects of the proposed site access to the Rowan Park development on Rowan Way.

1.1.2 Stage 1 RSAs are carried out on completion of preliminary design and it is essential to consider any road safety issues that may have a bearing on licence or easement. Stage 2 RSAs are carried out when detailed design has been completed and with sufficient time to allow for modifications to be included in final drawings and contract documents.

1.1.3 The objective of all road safety audits is to assess any aspects of the scheme which could affect the safety of road users, taking full account of design details which have previously been provided, and responses to earlier audits.

1.1.4 This Road Safety Audit has followed the ‘Road Safety Audit’ guidelines’, published by the Institution of Highways and Transportation (now Chartered Institution of Highways and Transportation, CIHT) in October 2008 that outlines procedures that provide a common standard for examining and monitoring highway schemes. The overall objective and structure of this Audit is in accordance with The UK Design Manual for Roads and Bridges (DMRB Road Safety Audit Standard HD 19/15 published by the Highway Agency) which was prepared specifically to address motorway and trunk road schemes. However, the overall objectives and structure of this Audit follows the DMRB.

1.1.5 The objective of a Road Safety Audit is not to justify a particular project or to examine different options. Instead, the primary aims are to evaluate schemes in terms of the effect they may have on the safety of road users; to identify any shortcomings and, where possible, recommend amendments or areas for further investigation. In this respect the Auditors have fully complied with the requirements of the guideline documents.

1.1.6 If any Problem or Recommendation within this Safety Audit Report is not accepted by the Client or member of the Design Team a written response is required stating the reasons for non-acceptance. A copy of this response should be sent to the Audit Team for information.

1.2 Auditors

1.2.1 The audit was carried out by a two person team led by Chris Whitehead BEng, CEng, MICE, MCIHT with Martin Hempell as team member. Both Chris and Martin are employed by SYSTRA Ltd at the Woking Office, Dukes Court, Duke Street, Woking, GU21 5BH.

1.2.2 The Auditors have not been involved in the design of any aspect of the proposals.

1.3 Design information

1.3.1 The Audit included an examination of the following information provided by the scheme designer:

- Figure 8, Rowan Way/ Rowan Park Site Proposed Junction Access, Revision A, 1:500@A3, Dated June 2015 as prepared by SYSTRA Ltd.
1.4 Report Format

1.4.1 In accordance with the guidelines, this report concentrates **exclusively** on safety issues, possible problems and recommends possible amendments or areas requiring further investigation.

1.4.2 The Report deals with findings derived from the available information and the site inspection and possible methods of addressing potential problems. The problems listed consist entirely of unsafe features identified during the Audit. Where recommendations are made, they are intended only as a guide to the designer. It is expected that the designer will consider all measures to address any highlighted issues and not solely be restricted to the recommendations of the auditors.

1.4.3 The report has been subdivided into the following sections:

- **Chapter 2** - Site Inspection
- **Chapter 3** - Problems and Recommendations
- **Chapter 4** - Conclusions arising from the Audit; and
- **Chapter 5** - The Auditors’ statement.

1.4.4 No mention is made in this report where departures from standards, relaxations or any other features do not produce safety concerns.
2. **SITE INSPECTION**

2.1 **Site Inspection**

2.1.1 A site inspection was undertaken on Wednesday 15\textsuperscript{th} July 2015 between 11:00 and 11:30. The weather during the site visit was dry and sunny and the road surface was dry.

2.1.2 No abnormal incidents were observed during the site inspections. A photographic record was collected as part of the site inspection.
3. PROBLEMS AND RECOMMENDATIONS

3.1 The Proposed Scheme

3.1.1 SYSTRA Ltd has been commissioned by Arun District Council (ADC) to prepare a Transport Assessment (TA) in support of a Local Development Order (LDO) for Enterprise Bognor Regis (EBR).

3.1.2 Access to the new Rowan Park site is proposed from a priority junction on Rowan Way approximately 80m west of the roundabout at the intersection of Rowan Way/ A29. All turns are permitted into the site but exiting movements are restricted to a left turn on to Rowan Way eastbound. The new Rowan Park access will replace the existing Caravan Club access junction.

3.1.3 Rowan Park is a non-residential development comprising just under 9,000 sqm of B1 employment land use. The TA for the development identifies approximately 115 and 10 entrance and exit movements respectively in the AM peak hour (2031 forecast year) and approximately 5 and 90 entrance and exit movements respectively in the PM peak hour.

3.1.4 The audited proposals also include minor adjustments to both north and south kerblines on Rowan Way immediately west of the roundabout with A29.

3.2 Motorised and non-motorised problems

3.2.1 As stated in paragraph 1.4.4, we do not mention design features that do not produce safety concerns, including departures from standards, relaxations or any other features. This is in accordance with HD19/15 and the CIHT Guidelines.

Problem 1 – New Access Turn Restrictions

Location: New Site Access

Drawing: Figure 8, Rowan Way/ Rowan Park Site Proposed Junction Access

3.2.2 Vehicles exiting the new site access are restricted to turning left only on to Rowan Way. Those drivers ultimately intending to travel w/b on Rowan Way will need to make a u-turn via the Rowan Way/ A29 roundabout. The proposed arrangement of the new access provides a small physical island to discourage drivers attempting/enforce the restriction on right turns. However, the shape of the island would still enable a right turn to be made by a motor car with minimal difficulty. This could result in a vehicle to vehicle collision particularly with those turning right out of the retail park opposite but not anticipating the Rowan Park right turn manoeuvre.

Recommendation

3.2.3 The shape of the island on the new access should be adjusted to further enforce the restriction on right turns from the access road.
Problem 2 – Footway/ Cycle Lane Width

Location: Rowan Way southern footway

Drawing: Draft Transport Assessment Figure 6 (version 2)

3.2.4 The southern kerbline of Rowan Way is to be adjusted, reducing the footway width. The current footway accommodates both pedestrians and separately cyclists within a designated cycle lane. It is unclear from the design drawings if the cycle lane will remain in the proposed arrangement.

3.2.5 If the cycle lane is to be retained the reduced footway/ cycle lane width could inhibit safe passing of pedestrians and cyclists or two cyclists travelling in opposite directions, potentially forcing cyclists into the carriageway and oncoming vehicles.

Recommendation

The designer should clarify the pedestrian/ cycle arrangements where the kerbline has been adjusted. It is recommended that both the cycle and pedestrian allocations of the footway be a minimum of 1.5m wide.
4. CONCLUSIONS

4.1.1 Two safety issues (Problems) were identified during the site inspection and examination of the supplied information. The highlighted safety issues should be addressed during detailed design.

4.1.2 We suggest that the scheme is submitted for a formal Stage 2 Road Safety Audit when the detailed design has been completed.

4.1.3 Information required for the Stage 2 Audit includes drawings showing: existing and proposed levels, details of surfacing materials (including colour and texture), typical edge details, cross sections, construction details, gateway features, street furniture, street lighting, traffic signs and road markings where applicable.
5. **AUDITORS’ STATEMENT**

5.1 **Statement**

5.1.1 We certify that this road safety audit has followed the ‘Road Safety Audit’ guidelines, published by the Institution of Highways and Transportation in October 2008 and that the overall objective and structure of this Audit is in accordance with the guidelines published by the Highways Agency in the Design Manual for Roads and Bridges HD 19/15.

Mr Chris Whitehead BEng (Hons), CEng, MICE, MCIHT

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