

## PROJECT DETAILS

### **ROAD SAFETY AUDIT STAGE 2** **January 2023**

Proposed diversion of existing footway and  
provision of additional on-street parking.  
Bowers Place, Crawley Down, West Sussex RH10 4HY

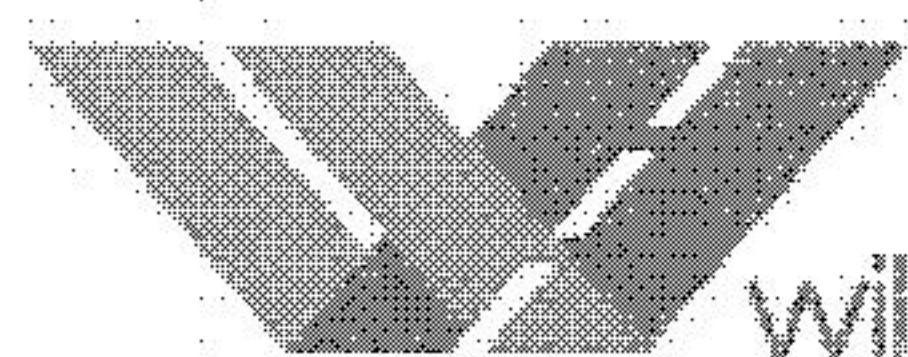
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Date 30<sup>th</sup> January 2023

Prepared by Wilbar Associates Ltd

Overseeing Organisation

West Sussex County Council

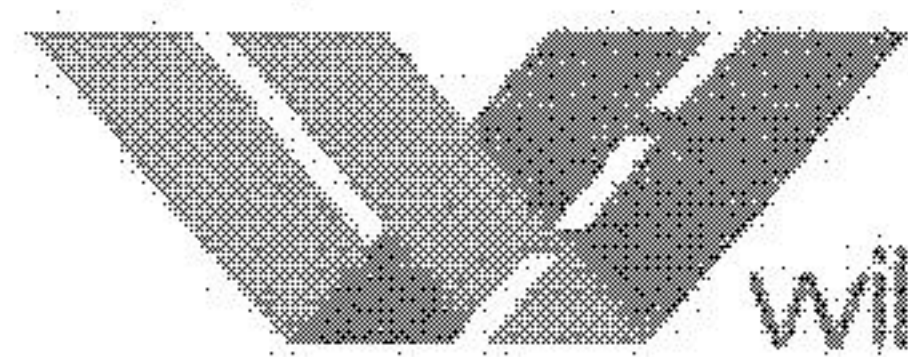


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## 2. INTRODUCTION

- 2.1 This report presents the findings of a Stage 2 Road Safety Audit for the provision of additional on-street parking adjacent to public open space.
- 2.2 The location is situated on the west side of Bowers Place in the village of Crawley Down which lies to the southwest of East Grinstead. Bowers Place is a no-through-road with residential properties on the east side and public green space on the west side which incorporates an enclosed children's play area to the southern end. The green space land is owned by Worth Parish Council. Bowers Place has footway on both sides with limited street lighting on the west side and a speed limit of 30mph.
- 2.3 The scheme comprises the formation of a new footway within the green space and the conversion of the existing west side footway to 19 on-street parking spaces.
- 2.4 The scheme has been designed using West Sussex County Council standard details.
- 2.5 This Road Safety Audit has been prepared in accordance with the instructions from, and for the specific use of, Worth Parish Council. 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.
- 2.6 The Audit Team membership was as follows:
- |              |                   |
|--------------|-------------------|
| Len Holloway | Audit Team Leader |
| Phil Henty   | Audit Team Member |
- 2.7 This Audit comprised of a site visit by the Audit Team and an examination of the documents listed in Appendix A. The site visit was carried out on Saturday 28<sup>th</sup> January between the hours of 09:00 and 09:30 when the weather was clear with good visibility.



2.8 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.

2.9 Issues and recommendations in this report are referenced to the drawing in Appendix B.

### **3. PREVIOUS AUDITS**

3.1 A Stage 1 RSA was undertaken in March 2022 and the designer's response is attached as Appendix C.

### **4. STAGE 2 ROAD SAFETY AUDIT**

**RSA-2-1.01.** Issue: Slips and falls.

Location: Length of proposed new parking area.

Summary: The design shows the retention of a grass strip between the new parking area and the proposed non-dig path. The proposed strip will be approximately 600mm wide with a nominal rise of 175mm. Vehicle occupants will either need to cross the strip or negotiate between parked vehicles to access the proposed crossing points to access the public space. Particularly in wet weather crossing the grass strip may lead to slips and injury particularly for pedestrians with mobility issues. The RSA 1 highlighted this issue, and the Designers Response indicated the strip was necessary to maintain access to electrical cabling however, it appears that the majority of electrical cabling is overhead.

Recommendation: Review the design and confirm what cabling lies within the proposed grass strip area and remove the grass strip from the design.

**RSA-2-1.02.** Pedestrian conflict with street furniture.

Location: The proposed verge crossing point opposite no's 12 & 13.

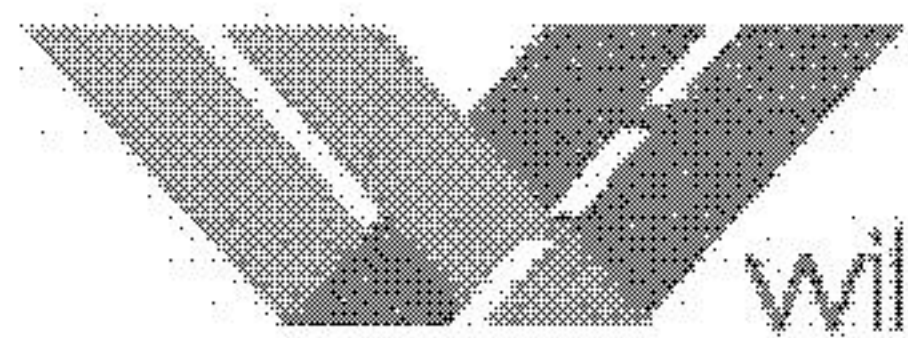
Summary: The existing TP/EP pole and lamp column opposite 12 & 13 Bowers Place are not indicated on the drawing and it appears that the proposed crossing point will lead pedestrians, particularly those who are blind or partially sighted, into the existing lamp column resulting in injury.

Recommendation: Review the relative positions of the proposed crossing point and existing TP/EP and LC to ensure there is no conflict with pedestrians.

### **5. AUDIT TEAM STATEMENT**

#### **ROAD SAFETY AUDIT STAGE 2**

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 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

Len Holloway    Highways England Cert. of Competency  
Wilbar Associates Ltd  
Woodbrooke Farm  
Toat Lane  
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RH20 1BX

Signed:

Date: 30<sup>th</sup> January 2023

Audit Team Member

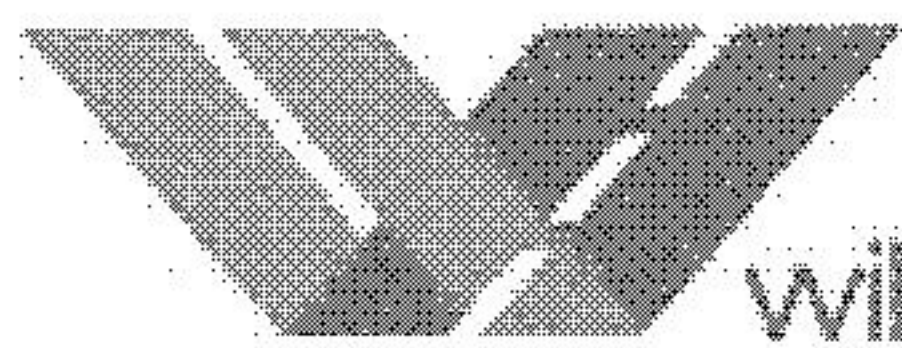
Phil Henty,  
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Signed:

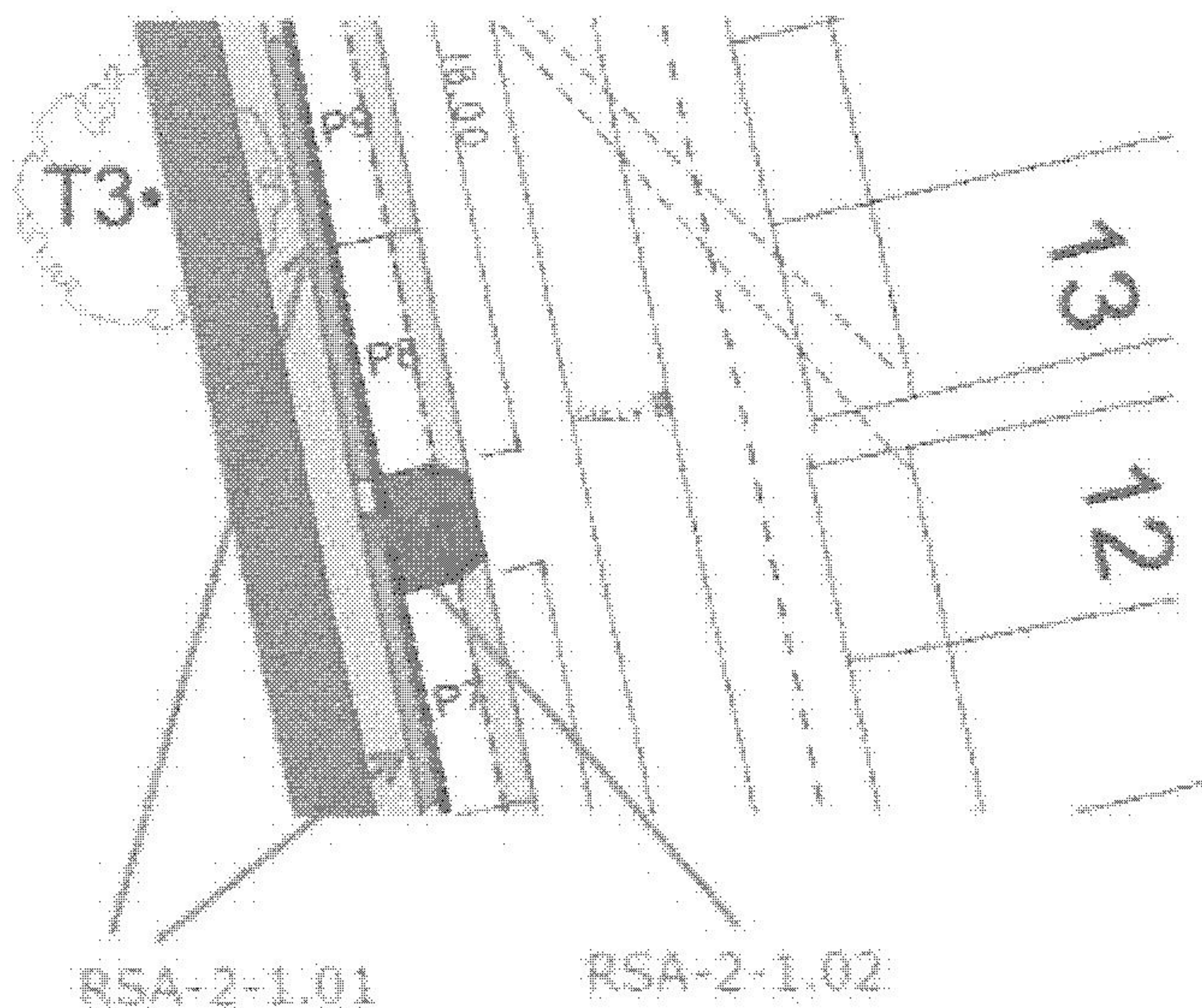
Date: 30<sup>th</sup> January 2023

## APPENDIX A – Supplied documentation.

WPC-BP-02\_Site Plan, Location Plan & Cross Sections Rev B  
WPC-BP-03\_Section 38/278 Agreement Layout  
Bowers Place RSA 1 Designers Response  
Bowers Place RSA 2 (Brief)



## APPENDIX B – Reference plan



## APPENDIX C – RSA 1 Designers Response.

### 4 Road safety audit decision log

Insert RSA decision log. This can be a spreadsheet appended to the RSA response report.

Table 4 Road safety audit decision log

| RSA problem                                                                                                              | RSA recommendation                                                                                | Design organisation response                                                                                                                                                                                            | Overseeing Organisation response | Agreed RSA action                     |
|--------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|---------------------------------------|
| RSA-1-1.01<br>Knee rail fence could cause collisions for vehicles and trip and fall hazards for pedestrians              | Remove knee rail fence                                                                            | Knee rail fence removed and drawings updated                                                                                                                                                                            | Agreed                           | Removal of knee rail fence.           |
| RSA-1-1.02<br>Potential for slips and falls on grass strip between parking area and new path                             | Remove grass strip and extend new path to 1.8 width                                               | Not practical due to access requirements to electrical cabling within the 600 mm strip. Also path will be higher than parking area due to no dig construction. Have added steps up from parking level to new path level | Agreed                           | Removal of grass strip not practical. |
| RSA-1-1.03<br>Damage to road side equipments                                                                             | Provide bollards within utility protection zones and elsewhere to protect and highlight the poles | Bollards provided as requested and drawings updated                                                                                                                                                                     | Agreed                           | Provision of bollards.                |
| RSA-1-1.04<br>Vehicles running over manhole covers adjacent to EP and TP poles could cause damage resulting in cave ins. | Ensure the design includes heavy duty covers.                                                     | The bollards at the Utility Protection Zones will prevent vehicle access and those covers outside the zones are already heavy duty                                                                                      | Agreed                           | Provision of heavy duty cover.        |
| RSA-1-1.05<br>Low hanging branches with potential for injury to pedestrians                                              | Ensure a minimum of 2.3 m clearance above the new path                                            | This is covered by the Arborists report and method statement                                                                                                                                                            | Agreed                           |                                       |