



C J Safety Audit

**LAND WEST OF BURLINGHAM ROAD, S WALSHAM,
NORFOLK
HIGHWAY ACCESS WORKS AND FOOTWAY**

STAGE 1 ROAD SAFETY AUDIT

**REPORT REF: RLC21/JMJ/RSA1
January 2022**

Report prepared for: Rossi Long Consulting
16 Meridian Way
Norwich
NR7 0TA

Project Information:

Client	Rossi Long Consulting on behalf of Repton Property Developments and Norfolk CC
Client Ref	201412
Title	Land West of Burlingham Road, S Walsham, Norfolk, Highway Access Works and Footway
Report author	J M Jones IEng MCIHT FIHE MSoRSA

Report Status:

Issue	Status	Purpose	Date
1	Signed	Client issue	13/01/22

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1. Introduction

- 1.1 This report has been produced following a Stage 1 Road Safety Audit (RSA) carried out at the request of Rossi Long Consulting on behalf of Repton Property Developments and Norfolk CC. The audit submission (a formal brief was not provided) was supplied by Luke Fairall of Rossi Long.
- 1.2 The RSA Team is independent of the project design team and has had no involvement with the project. Audit team membership was as follows: -
- J M Jones IEng MCIHT FIHE MSoRSA
Principal Road Safety Consultant
CJ Safety Audit
- N G Calder BSc(Hons) CEng MICE MCIHT MSoRSA NH Cert Comp
Principal Road Safety Consultant
CJ Safety Audit
- 1.3 The RSA was undertaken in January 2022 and comprised an examination of the documents provided by the client (see Appendix A) together with a site visit on 11th January 2022 between the hours of 09:15 and 09:45. The weather was overcast with drizzle and the road surface wet. Traffic flows were very light and free flowing.
- 1.4 The terms of reference of the RSA are as described in GG 119 *Road Safety Audit*. The audit team has 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 to any other criteria.
- 1.5 The scheme lies on the B1140 to the southwest of South Walsham, Norfolk and within the national 60mph speed limit. The audited scheme comprises a new access junction on the north side of B1140 to serve proposed development of around 40 houses. There is also a proposal for minor carriageway works and a footway along the development frontage to tie in with the existing one on Burlingham Road.
- 1.6 The auditors have reviewed the most recent 5-year police accident record (Jan 2016 – December 2020) for the location on Crashmap.co.uk. During this period there have been no recorded accidents in the vicinity of the scheme.
- 1.7 A problem location plan has been included in Appendix B to the report.
- 1.8 Issues that are beyond the scope of the audited scheme or not directly related to road safety have been included as General Remarks in Appendix C to the report.

2. Items Raised at Previous Road Safety Audits

The auditors are not aware of any previous audits of these proposals.

3. Items Raised at this Stage 1 Road Safety Audit

General

- 3.1 No comment

Road Alignment

- 3.2 Comment - for consideration at detailed design

Location: Outside existing properties No. 22-26 Burlingham Road

The auditors note that the width of Burlingham Road will be reduced to 3.5m at this point, which is too narrow for a vehicle, particularly a delivery vehicle, to park whilst still leaving room for others to pass. As a consequence, drivers will probably park on the footway, which may cause damage. It is therefore recommended that the footway at this point be made over-runable by vehicles. This would entail a stronger construction and perhaps a reduced height kerb for the length of the narrowing.

- 3.3 No comment

Junctions

- 3.4 Problem

Location: Proposed access junction

Summary: Obstructed visibility can result in fail to give way accidents

Visibility to the right for emerging vehicles is stated to be 2.4x163m, which is correct for the measured 85%ile speed. However, it is noted that this visibility envelope passes over part of the layby in that area, where a parked vehicle would have a detrimental impact on junction visibility.

Recommendation

Reduce the length of the layby such that a y-distance of 163m is available outside of the layby.

Non-Motorised Users

- 3.5 No comment

Signing and Lighting

3.6 No comment

4. Audit Team Statement

We certify that this audit has been carried out in accordance with Road Safety Audit Standard GG 119.

Audit Team Leader

Malcolm Jones
Member of the Society of Road Safety Auditors (MSoRSA)
Principal Road Safety Consultant
CJ Safety Audit

Signed:



Date: 13 January 2022

Audit Team Members

Nevil Calder
Member of the Society of Road Safety Auditors (MSoRSA)
Principal Road Safety Consultant
CJ Safety Audit

Signed:



Date: 13 January 2022

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APPENDIX A - Audit Submission Documents

The following documents were submitted for this road safety audit: -

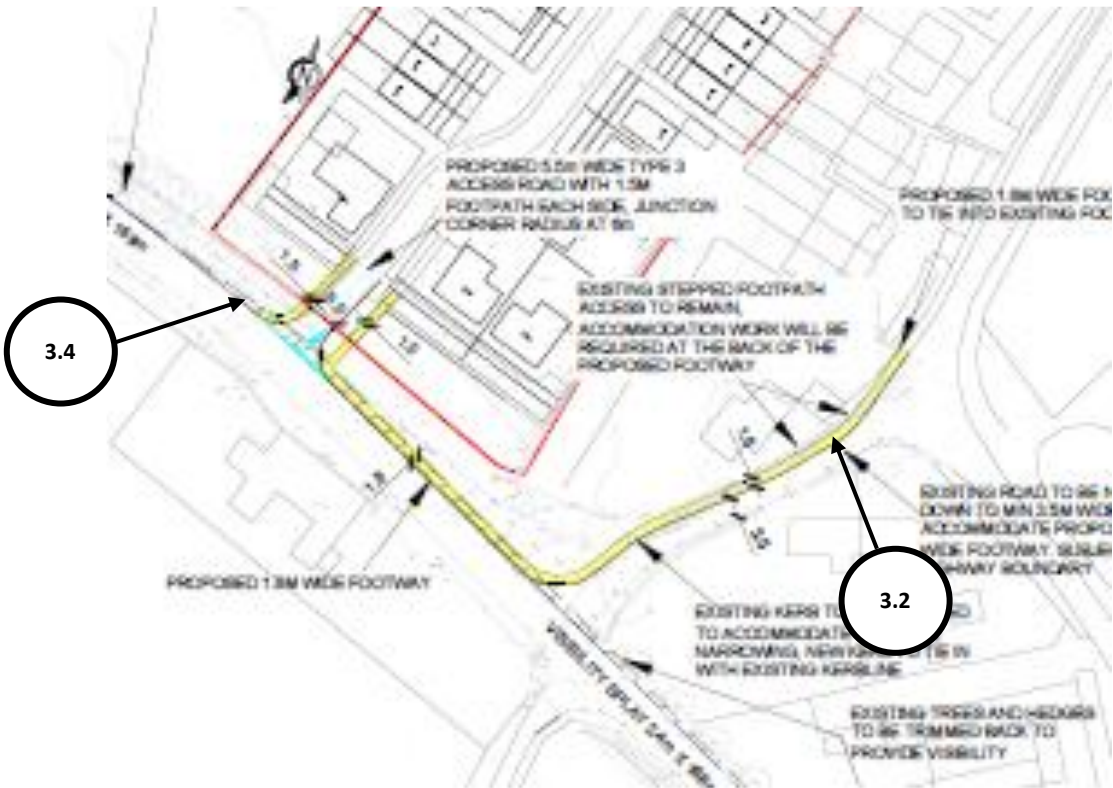
Drg no 191258-C-001_P1 [JUNCTION VISIBILITY SPLAY PLAN]

Drg no 211087_C-010_P1 [OFFSITE HIGHWAY FOOTWAYPLAN]

5yr Accident Data (2016 – 2020) from Crashmap.co.uk

No departures from standard were advised.

APPENDIX B – Problem Location Plan



APPENDIX C – General Remarks

- C.1 The auditors note that splayed kerbs are currently used at the carriageway edge, which is correct for a verge/carriageway interface. However, a footway/carriageway interface requires a half-battered kerb to assist with drainage and to discourage vehicles from encroaching the footway