

Road Safety Audit Combined Stage 1/2

Verge and Footway Parking Enforcement
Mile Oak and Surrenden areas, Brighton

September 2013

Brighton & Hove City Council



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Room 501, Kings House, Grand Avenue, Brighton BN3 2LS

Issue and revision record

Revision	Date	Originator	Checker	Approver	Description
A	05/09/2013	B A Pledge	M D Lewis	S A Finney	First Issue
B	11/09/2013	B A Pledge	M D Lewis	M D Lewis	Second Issue
C	16/09/2013	B A Pledge	M D Lewis	M D Lewis	Third Issue

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1. Introduction

This report describes a combined Stage 1/2 Road Safety Audit undertaken on proposals to introduce a prohibition of parking on highway verges and footways across two residential areas in Brighton, East Sussex. This pilot scheme intends to use new signing authorised by the Department of Transport so as to reduce damage caused by vehicles parking on amenity verges and to deter obstruction of the footway where pedestrians would otherwise be forced to use the road.

The audit has been carried out by Mott MacDonald at the request of the Brighton & Hove City Council.

The audit team membership was as follows:

B Pledge AMCIHT (Team Leader)
Mott MacDonald

M Lewis BEng (Hons), CEng, MICE, MCIHT (Team Member)
Mott MacDonald

L Holloway (Observer)
Brighton & Hove City Council

The audit took place from the Southampton Office of Mott MacDonald in September 2013. A visit to the site was conducted on 4th September 2013 by the Audit Team Leader and Observer between 11:00hrs and 14:30hrs. The weather conditions were warm and clear, and the road surface was dry. The audit consisted of a detailed examination of the submitted drawings and documents listed in **Appendix A**.

A key plan showing the location of problems identified is included in **Appendix B**.

This audit has been carried out in accordance with the requirements of the brief provided by Brighton & Hove City Council. The team has examined and reported only the road safety implications of the scheme as presented, and has not examined or verified the compliance of the designs on any other criteria.

Brighton & Hove City Council has made the audit team aware of some road safety concerns raised by local residents following an initial consultation on the proposals. These are as follows:

- *“Buses in Surrenden Road and Braybon Avenue will be endangered by cars now parked on the road instead of the verge (NB Bus company are supporting the ban as they feel parked cars impede access for passengers)”.*
- *“Cars will park on the brow of a hill in Mile Oak road instead of the pavement thereby endangering traffic”.*
- *“Removal of cars from verges and pavements (presumably where they are half on/half off) will increase traffic speeds leading to more accidents”.*
- *“..and linked to this such a measure should not be introduced without associated traffic calming features.”*
- *“Cars in Braybon Avenue and Varndean road currently park on the verge and drive on and off the verge to access the road. If they drive on off the crossover from their driveways they will endanger pedestrians on the footway”.*
- *“Cars will displace into less suitable roads with narrower verges/pavements causing more hazard in those roads”.*

The comments and suggestions for road safety improvements made in this report seek to address matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently the auditors accept no responsibility for the design or construction of the scheme.

All of the issues raised in this report are considered to be required for action. The comments contained in the report are based on safety related concerns and as such the design engineer will need to consider carefully how to respond to each of the issues. The Designer's Response and any Exception Report to the audit should be kept on file for future reference.

2. Previous Road Safety Audit

It is understood that no previous Road Safety Audits have been conducted on this scheme.

3. Items raised at this Stage 1/2 Audit

This section describes road safety related issues identified by the Audit Team that are associated with the proposed works.

3.1 Problem

Location: Surrenden Area: The crossroad junctions on Braybon Avenue with Old Farm Road / Greenfield Crescent and Woodland Way / Woodbourne Avenue.

Summary: Insufficient parking deterrent near to these crossroad junctions.

From the approaches on Braybon Avenue the visibility of these two crossroad junctions are limited because of their position on a steep vertical alignment. This reduces the inter-visibility between road users, particularly for motorists on the uphill approach from the north. It should also be noted that the major road, Braybon Avenue, is a bus route with nearby stops. During the site visit it was noted that there was damage to the verges and footpaths near to the junctions, a sign of vehicle parking and/or overrunning on the amenity areas.

At present, parking is only prohibited on the junction access to Greenfield Crescent (indicated by double yellow lines), however generally, vehicle parking is not deterred on the other roads that form these crossroads.

Following the introduction of verge parking prohibition orders in this area, there may be a risk of vehicles parking on the highway which, in turn could reduce the inter-visibility at the crossroads and reduce the carriageway width. In both instances, parking within the vicinity of either crossroads is likely to increase the risk of vehicle collisions.

Photo 3.1: Braybon Avenue, southbound (uphill) approach to crossroads



Source: Mott MacDonald

Photo 3.2: Braybon Avenue, northbound (downhill) view from Woodbourne Avenue



Source: Mott MacDonald

Recommendation

It is recommended that parking is deterred near to these two crossroads sites by the use of a 'No waiting at any time' Traffic Order, and indicated by the application of double yellow lines (to TSR&GD Diagram No.1018.1) on all sides of the streets.

Rule 243 of the Highway Code states: "*DO NOT stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space*". Therefore it is recommended that any such restrictions are commensurate with this, with the aim of providing clear inter-visibility for motorists on each road which forms the crossroad junctions.

3.2 Problem

Location: Surrenden Area: Western end of Varndean Road.

Summary: Increased on-street parking may reduce carriageway width.

At the eastern end of Varndean Road on the southern side of the street, a number of vehicles were observed parking on the grassed verge. It has been indicated to the audit team that these vehicles were a result of some commuters, who park along this section throughout the day and use nearby public transport links to continue their journey to work. The carriageway width at this location is not sufficient to facilitate safe two-way passing movements between vehicles parked on-street and traffic (particularly for larger vehicles). At present, a parking restriction on the northern side of Varndean Road is provided.

The introduction of a verge parking prohibition on Varndean Road is likely to displace these vehicles such that they park on-street. Should this eventuate, the carriageway width may be severely reduced such that only a single vehicle may pass at any one time over an approximate distance of up to 250 metres. This could increase the risk of collisions between on-coming vehicles or between vehicles which manoeuvre inappropriately (such as vehicles reversing over a distance or those that mount the verges to allow opposing vehicles to pass).

Photo 3.3: Verge parking on the south side of Varndean Road



Source: Mott MacDonald

Recommendation

It is recommended that on-street parking is deterred by the provision of 'No waiting' restrictions along short sections of Varndean Road, so as to provide safe passing places between parked vehicles, for two-way traffic during the day.

It should be noted that the best locations for such gaps in the on-street parking would be where uncontrolled pedestrian crossing points exist and where there is hard standing for servicing access. An example of this is shown in **Photo 3.4**.

Photo 3.4: A preferred section of Varndean Road for a safe passing place



Source: Mott MacDonald

3.3 Problem

Location: Mile Oak Area: Chalky Road, between Hamilton Close and Broomfield Drive.

Summary: Increased on-street parking may reduce carriageway width.

It was observed on-site that there is considerable damage to the footway and verges along this section of Chalky Road. It is believed that this is the result of on-street parking in the evenings, by customers to the nearby sports facility located on the southern side of Chalky Road.

Chalky Road is a main bus route, and has a reduced carriageway width with traffic calming (chicanes and cushions). There are currently some short sections of unrestricted parking, which were not occupied at the time of the visit. Some off-carriageway parking is provided by means of lay-by areas.

The audit team is concerned that following the introduction of a verge parking prohibition, motorists may use the unrestricted on-street parking areas which is likely to prevent two-way traffic flow. This, in-turn is likely to result in an increased risk of collisions between vehicles. This is particularly so in the evenings when considering activity associated with sports facility.

Photo 3.5: An unrestricted on-street parking area on the southern side of Chalky Road, near the junction with Broomfield Drive



Source: Mott MacDonald

Recommendation

It is recommended that on-street parking is prohibited in the following areas on Chalky Road, so as to facilitate safe passing movements between vehicles:

- On both sides of the street between the junctions of Hamilton Close and Broomfield Drive; and,
- On the southern side of the street, between Hamilton Close and Graham Avenue.

Furthermore, it is recommended that the lay-by areas remain available for vehicle parking.

The audit team do not consider that these measures will result in an increase in vehicle speeds on Chalky Road, due to the presence of traffic calming features already in place.

4. Audit Team Statement

I certify that this audit has been carried out in accordance with the brief provided by Brighton & Hove City Council.

AUDIT TEAM LEADER

Date: 16th September 2013

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Appendices

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Appendix A. List of Documents Reviewed

A.1. Drawings

Drawings reviewed by the Audit Team

Drawing no.	Rev	Title
B&H/VERGE/003	-	Highway Verge and Footway Parking Enforcement Proposals (Appendix E) – Brighton & Hove City Council

Source: Owen McElroy, Brighton & Hove City Council

A.2. Documents

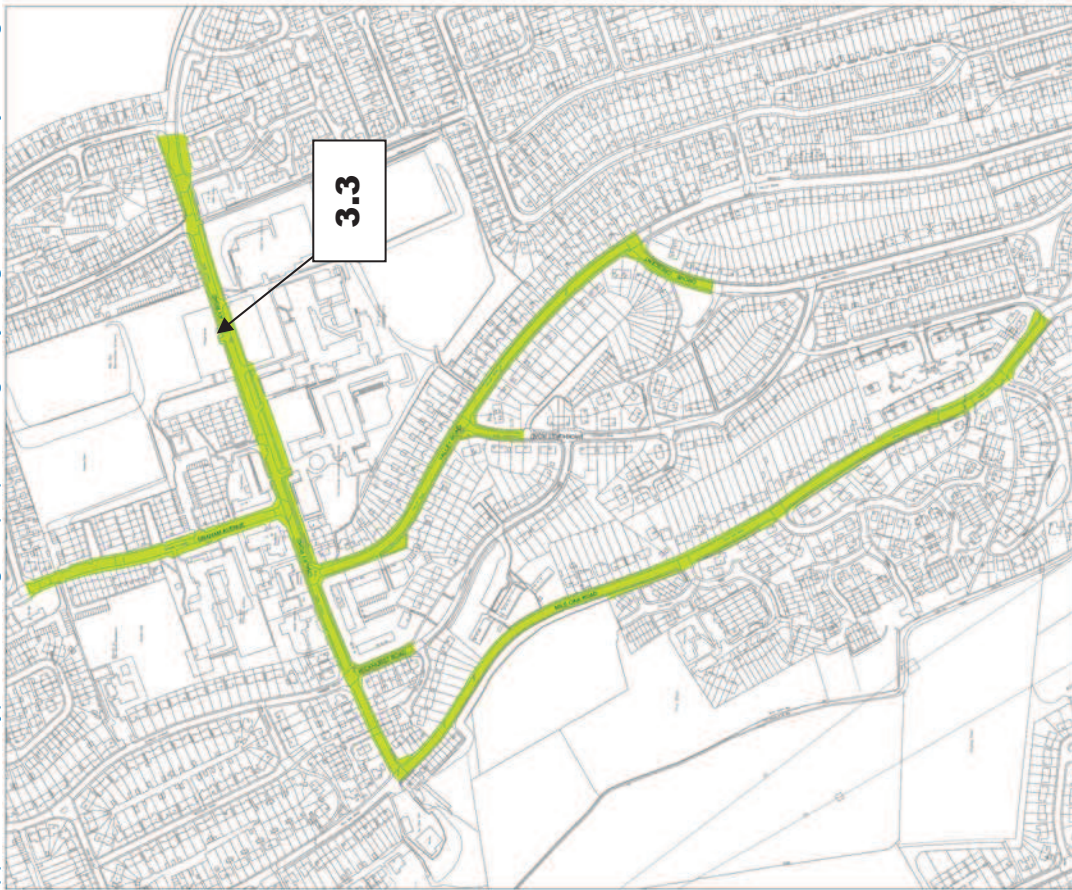
Drawings reviewed by the Audit Team

Document ref.	Rev	Title
-	-	Brief/rationale for controlling grass verge parking
-	-	Verge Parking Signs [List of proposed sign locations]
-	-	Repeater Sign Schedule [List of proposed sign locations]

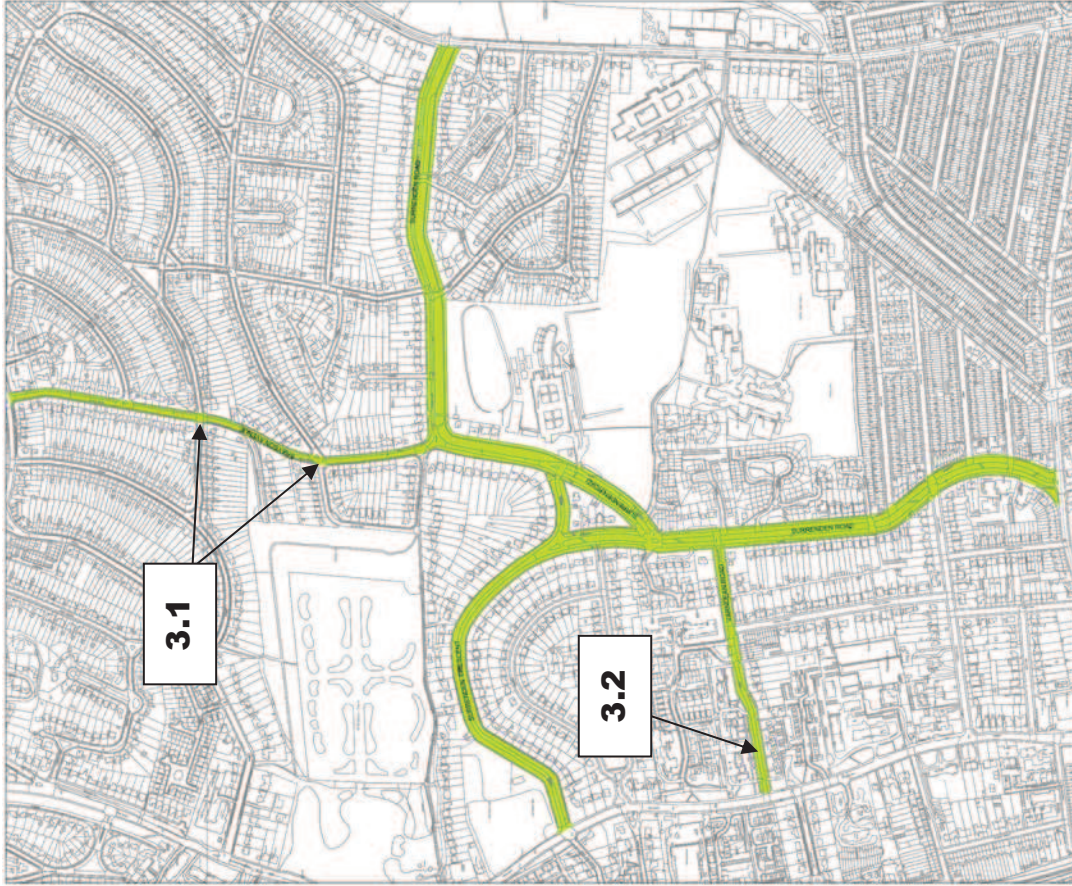
Source: Owen McElroy, Brighton & Hove City Council

Appendix B. Key Plan

Appendix B1: Keyplan showing the proposed Highway Verge and Footway Parking Prohibitions



MILE OAK



SURRENDEN AREA

Source: Based on Drawing No. B&H/VERGE/003 (Not to Scale)

