

## Appendix D - Stage 1 Road Safety Audit Report

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## Road Safety Audit Stage 1

School Streets – Park Lane Primary (Junior School)

Prepared for: Reading Borough Council

Document Reference: 1000006870/Downing/RSA1

Date: 4<sup>th</sup> November 2020

Created by

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Job Number	Issue	Description	Originator	Checked	Authorised
1000006870	01	Road Safety Audit Stage 1	J. Chana 04/11/2020	S.Alexander 04/11/2020	Name dd.mm.yy

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## 1. SCHEME DETAILS

### 1.1 Project Details

Report Title:	Stage 1 Road Safety Audit  School Street – Park Lane Primary (Junior School)
Date:	04 <sup>th</sup> November 2020
Document Reference and Revision:	1000006870/RSA1
Prepared by:	Jatindra Chana, Project Centre, The Urban Building, Albert Street, Slough, SL1 2BE
On behalf of: (Overseeing Organisation)	Lucy Prismall Reading Borough Council, Civic Office – First Floor, Bridge Street, Reading, Berkshire, RG1 2LU
Design Organisation:	Hardeep Dhand, Project Centre, The Urban Building, Albert Street, Slough, SL1 2BE

### 1.2 Introduction

- 1.2.1 This report details the results of a Stage 1 Road Safety Audit carried out in November 2020 on the proposed School Street Schemes at Downing Road in Reading.
- 1.2.2 The scheme is for a proposed school street closure which limits vehicular access at key times of the day around schools. The scheme includes the provision of “Park and Stride” parking locations with routes to and from the school on local roads.
- 1.2.3 The report has been prepared in response to a brief provided by the Design Team detailed above in November 2020.
- 1.2.4 The Road Safety Audit Team consists of:
- Steven Alexander      Team Leader
  - Jatindra Chana        Team Member
- 1.2.5 The Audit took place at the Slough office of Project Centre in November 2020 and comprised of an examination of the drawings and documents as listed in Appendix A of this report.

- 1.2.6 The Audit Team visited both sites on Wednesday 4<sup>th</sup> November between 11:00 and 12:00. The weather was cold and dry with low sun. Traffic conditions were light and free-flowing.
- 1.2.7 The terms of reference of the Road Safety Audit are as described in GG 119 (formerly HD19/15). The Road Safety 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 designs to any other criteria.
- 1.2.8 Personal Injury Collision Data was not provided on this occasion. However, a review of the online software 'CRASHMAP' indicated that the following collisions have been recorded within the scheme extents in the last five years. The results are shown in Figure 1 below for the roads affected by the scheme.

Location	Pedestrian Collisions	Other Collisions	Total Collisions
Downing Road	0	0	0
School Road	2 Serious 4 Slight	2 Serious 5 Slight	4 Serious 9 Slight
St Michael's Road	0	2 Slight	2 Slight

**Figure 1- Personal Injury Collisions**

- 1.2.9 No details of any departures from standards have been provided.
- 1.2.10 All comments and recommendations are referenced to the design drawings and A4 location plans in Appendix B of this report.



## **2. ITEMS RAISED AT PREVIOUS ROAD SAFETY AUDIT(S)**

### **2.1 Summary**

2.1.1 No previous Road Safety Audits were provided to the Audit Team.

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### 3. STAGE 1 ROAD SAFETY AUDIT

#### 3.1 GENERAL

3.1.1 No issues have been identified at this stage.

#### 3.2 LOCAL ALIGNMENT

3.2.1 No issues have been identified at this stage.

#### 3.3 JUNCTIONS

3.3.1 No issues have been identified at this stage.

#### 3.4 WALKING, CYCLING AND HORSE RIDING

##### 3.4.1 PROBLEM:

**Location:** Various junctions (listed below)

- Woodland Drive/ St Michaels Road;
- Keswick Close/ St Michaels Road;
- Chapel Hill/ School Road; and
- Berkshire Drive/ School Road.

**Summary:** Poor crossing provision may result in an increased risk of injury to pedestrians.

**Detail:** It is proposed to introduce 'park and stride' car parks at various locations for both schemes. This will require school children and parents (some with push chairs) to park further afield and walk to school. The Audit Team noted various crossing points along the routes where there are raised kerbs and no facilities for pedestrians with sight impairments.

The Audit Team is concerned that raised kerbs could result in a trip hazard, leading to pedestrian injuries; and that the lack of tactile facilities may result in an increased risk of injury to those with sight impairments.

**Recommendation:** Ensure that safe crossing facilities are provided at all crossing points along the various routes. These should be suitable for use by school children and so should have clear intervisibility between road users and child pedestrians waiting to cross.


#### 3.5 TRAFFIC SIGNS, CARRIAGEWAY MARKING AND STREET LIGHTING

3.5.1 No issues have been identified at this stage.



#### 4. AUDIT TEAM STATEMENT

We certify that this road safety audit has been carried out in accordance with GG 119.

ROAD SAFETY AUDIT TEAM LEADER	
Name:	Steven Alexander
Signed:	
Organisation:	Project Centre Ltd
Date:	04/11/2020
ROAD SAFETY AUDIT TEAM MEMBER	
Name:	Jatindra Chana
Signed:	
Organisation:	Project Centre Ltd
Date:	04/11/2020

## Appendix A

## SCHEDULE OF DOCUMENTS EXAMINED

(Documents Forming the Audit Brief)

Title	Numbers (s)
School Street- Park Lane Primary (Junior School)	n/a

**Other documents:** - n/a

## Appendix B







## Quality

It is the policy of Project Centre to supply Services that meet or exceed our clients' expectations of Quality and Service. To this end, the Company's Quality Management System (QMS) has been structured to encompass all aspects of the Company's activities including such areas as Sales, Design and Client Service.

By adopting our QMS on all aspects of the Company, Project Centre aims to achieve the following objectives:

- Ensure a clear understanding of customer requirements;
- Ensure projects are completed to programme and within budget;
- Improve productivity by having consistent procedures;
- Increase flexibility of staff and systems through the adoption of a common approach to staff appraisal and training;
- Continually improve the standard of service we provide internally and externally;
- Achieve continuous and appropriate improvement in all aspects of the company;

Our Quality Management Manual is supported by detailed operational documentation. These relate to codes of practice, technical specifications, work instructions, Key Performance Indicators, and other relevant documentation to form a working set of documents governing the required work practices throughout the Company.

All employees are trained to understand and discharge their individual responsibilities to ensure the effective operation of the Quality Management System.



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