

CHURCHFIELDS DEPOT, CHURCHFIELDS ROAD,  
BECKENHAM

Existing Site Access onto Churchfields Road

Stage 1 Road Safety Audit  
Overseeing Organisation: London Borough of Bromley

July 2025



*Road Safety Engineering*

Project: Churchfields Depot, Churchfields Road, Beckenham  
Existing Site Access onto Churchfields Road

Document: Stage 1 Road Safety Audit

Design Organisation: SLR Consulting

Overseeing Organisation: London Borough of Bromley

Client: SLR Consulting

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***Road Safety Engineering***

*Cheyenne House  
West Street  
Farnham  
GU9 7EQ  
01483 679350  
admin@gateway-rse.co.uk  
www.gateway-rse.co.uk*

Gateway RSE Ltd is registered in England Number 14087123  
Registered Office: Cheyenne House, West Street, Farnham GU9 7EQ



CONTENTS

1 Introduction ..... 1

2 Problems Identified by this Road Safety Audit ..... 3

3 Audit Team Statement ..... 4

Appendices

Appendix A: Items Considered by this RSA

Appendix B: Location Plan(s)

## 1 INTRODUCTION

- 1.1 This report describes a Stage 1 Road Safety Audit (RSA) of an existing private site access at Churchfields Road, Beckenham, within the London Borough of Bromley. The audit brief was provided by James Bancroft of SLR Consulting on 11<sup>th</sup> March 2025 and updated on 21<sup>st</sup> July 2025.
- 1.2 Churchfields Road is a 2-lane single carriageway road running broadly southwest to northeast. It is lit with footways running along both sides and is subject to a 30mph speed limit (20mph when school flashing amber signals are active). The local highway environment is further regulated in the form of school ‘keep clear’ markings, bus stops, traffic calming (narrowing/raised table), and a semi-box junction at Clement Road.
- 1.3 The site access road is about six metres wide and its junction with Churchfields Road benefits from an uncontrolled pedestrian crossing with dropped kerbs and tactile paving. It also has a footway running along the southwest side, becoming a virtual footway approximately 12 metres from Churchfields Road. In addition to the Council’s Reuse and Recycling Centre, the site accommodates an electricity undertaker’s yard and a Mason Scaffolding storage yard, both to the rear. Thermoplastic speed humps along the access road limit vehicle speeds.
- 1.4 Operational recycling vehicles, including refuse trucks and staff cars, enter and leave the site via a separate barrier-controlled and gated access 25 metres to the southwest.
- 1.5 The Audit Team understands that the recycling centre is open between 07:00 and 17:30 on weekdays, with slightly reduced hours at the weekend. Outside of those times the gates at the back of the public footway are closed. The Council has introduced a booking system, in which residents are allocated a 15-minute window to visit the site. The site’s capacity is 500 residents’ trips per weekday.
- 1.6 SLR Consulting has indicated that the electricity undertaker’s yard generates about 100 vehicle movements per day (including 40 HGVs), whilst Mason Scaffolding generates fewer than 70 daily movements, of which 20 are HGVs. Few of these trips occur during the conventional peak hours.
- 1.7 The recycling centre attracts 770 vehicle movements on the access road, almost all of which are light vehicles owing to the separate operational access.

- 1.8 This Road Safety Audit Team comprised Steve Giles and Wendy Palmer. The Audit consisted of a desktop study and a site visit, which was carried out between 10:45 and 11:30 on Friday 21<sup>st</sup> March 2025, when the weather was overcast and the road surfaces dry. Traffic flows, both on Churchfields Road and the site access, were moderate, and no significant congestion was observed. Some pedestrians were seen but no cyclist movements occurred. The site access was attended by up to three recycling site operatives.
- 1.9 The terms of reference for this RSA are as described in the Design Manual for Roads and Bridges (DMRB) document GG119. The Audit Team is independent of the project design team and has not advised on the site in any other capacity. The audit considers only the potential road safety implications of the existing situation and has not verified compliance with any design criteria.
- 1.10 The Audit Team has not been made aware of any Departures from Standard.
- 1.11 Recommendations are aimed at addressing the identified potential road safety problems. However, there may be other acceptable ways to overcome a problem, considering wider constraints and opportunities; the Auditors would be pleased to discuss such alternative solutions as appropriate. The recommendations contained herein do not absolve the Designers of their responsibilities.

### Collision Data

- 1.12 Personal Injury Collision (PIC) information was obtained from the Crashmap database ([www.crashmap.co.uk](http://www.crashmap.co.uk)) for the latest available five-year period (2019 to 2023). It indicates that no PICs occurred at or close to the site.

### Previous Road Safety Audit(s)

- 1.13 The Audit Team is not aware of any previous RSA having been undertaken of this site access.

## **2 PROBLEMS IDENTIFIED BY THIS ROAD SAFETY AUDIT**

### **General Matters**

- 2.1 The Audit Team raises no concerns in respect of general matters.

### **Local Alignment**

- 2.2 The Audit Team raises no concerns in respect of local alignment.

### **Junctions**

- 2.3 The Audit Team raises no concerns in respect of junctions.

### **Walking, Cycling and Horse Riding**

- 2.4 The Audit Team raises no concerns in respect of walking, cycling and horse riding.

### **Road Signs, Carriageway Markings and Lighting**

- 2.5 The Audit Team raises no concerns in respect of road signs, carriageway markings and lighting.

### 3 AUDIT TEAM STATEMENT

- 3.1 We certify that this Road Safety Audit has been carried out in accordance with DMRB document GG119.

#### Audit Team Leader

Steve Giles  
BEng (Hons), IEng, FIHE, MCIHT, MICE, CMILT, MSoRSA, HE Cert Comp  
Senior Road Safety Engineer

Signed:



Date: 21/7/2025

#### Audit Team Member(s)

Wendy Palmer  
MCIHT, MSoRSA, FIHE, HE Cert Comp  
Senior Road Safety Engineer

Signed:



Date: 21/7/2025

## APPENDIX A

### Items Considered by this RSA



### Items Considered by this Road Safety Audit

Document ref.	Rev.	Originator	Title
237324/AT-D10	-	SLR Consulting	Swept Path Analysis of Existing Recycling Centre Site Access/Egress. Mercedes Benz AROCS 18T 4x2 - With Scaffolding Trailer.
237324/AT-D11	-	SLR Consulting	Swept Path Analysis of Existing Recycling Centre Site Access/Egress. Mercedes Benz AROCS 26T 6x2 Rigid Scaffolding Trailer.

### Additional/background information provided to the Audit Team

- Audit Brief dated 11/3/2025 and updated 21/7/2025 (SLR Consulting)

## APPENDIX B

### Location Plan(s)



