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The Charmandean Centre, Forest Road, Worthing, West Sussex

Proposed installation of new Art Deco-style railings with integrated signage, advertising boards, façade enhancements including feature white render areas and Art Deco style external lighting

Safety Risk Assessment to DMRB GG 104

For National Highways, South East Region

Prepared by Acorns Projects Limited

Safety Traffic Project Management & Highway Engineering Consultants

DECEMBER 2025

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1.0	01/12/2025	N/A	N/A

Approvals

This document requires the following approvals:

Name	Title
Adriano B. Cappella	Risk Assessor

Distribution

This document has also been distributed to:

Name	Title & Organisation
Nigel De Wit	Spatial Planner - South East Region - National Highways
David Challinor	Principal Architect/Director - C - architecture Limited
Trevor England	Director - The Charmandean Centre

1.0 INTRODUCTION

1.1 This report results from a Highways Safety Risk Assessment conducted in accordance with DMRB Standard GG 104 Requirements for Safety Risk Assessment, on the building improvement proposals at The Charmandean Centre, Forest Road, Worthing, West Sussex, BN14 9HS. The Safety Risk Assessment has been undertaken at the request of the Overseeing Organisation, National Highways South East Region, due to the potential implications the works could have on the safe and efficient operation of the A27 Trunk Road (Upper Brighton Road), which borders the site to its immediate north. The Design Organisation is C-architecture Limited, Platf9rm, Hove Town Hall, Tisbury Road, Hove, East Sussex, BN3 3BQ. The Third Party Organisation is The Charmandean Centre, Forest Road, Worthing, West Sussex, BN14 9HS.

1.2 The scheme proposals comprise the installation of new Art Deco-style railings with integrated signage and lit advertising boards to the perimeter boundary wall of the property, façade enhancements including feature white render areas and, Art Deco style external lighting.

The proposed boundary fence to the A27 Upper Brighton Road will be of Art Deco style powder-coated steel or aluminium, set at a regular height of 1.2 metres, and is permeable allowing through visibility - i.e. not a solid panel fence. Accented railing features stepping up to an approximate height of 1.8 metres are incorporated into the design. In addition, signage panels will be incorporated into the railings, which will be lit to a low level of brightness.

1.3 The Risk Assessor, who has the required competence (combination of training, skills, experience and knowledge in the field of Road Safety Engineering) was:

Adriano B. Cappella	IEng, FIHE, MCIHT, MSoRSA, HA RSA Certificate of Competency
(Road Safety Assessor)	Director, Acorns Projects Limited

1.4 The Safety Risk Assessment took place at the Eaton Bray office of Acorns Projects Limited during November and December 2025. The Assessment was undertaken in accordance with the Instruction contained in the Third Party organisation E-Mail dated the 16th October 2025. The Safety Risk Assessment comprised an examination of the information and drawings provided by C-architecture Limited and, is listed in Appendix A.

1.5 The information and drawings consisted of site plans (existing and proposed) and street elevations (existing and proposed). A Design and Access Statement providing the particulars of the proposals was also provided. Road traffic collision data was obtained in order to set a safety base line on which the proposals can be monitored against over time.

1.6 A visit to the site was undertaken between 14.00 pm and 15.10 pm during the afternoon of the 6th November 2025 by the Risk Assessor. During the afternoon site visit, the weather was mild and cloudy and, the existing carriageway surface was dry with some damp patches to the edges of the carriageway. Vehicular traffic conditions at the time of the afternoon site visit were observed to be moderate to heavy. Several pedestrians were observed walking along the footways either side of the A27 Upper Brighton Road during the site visit.

1.7 This Safety Risk Assessment considers the safety risk of the Design Team Proposals against Design Manual for Roads and Bridges (DMRB) document GG 104 Requirements for Safety Risk Assessment. The Risk Assessor has examined and reported only on the road safety implications of the proposals as presented and, has not examined or verified the compliance of the designs to any other criteria.

1.8 No Departures from Design Standards have been reported by the Design Organisation although it should be noted that the design does not incorporate any proposed changes to the public highway. All proposals are contained either within or on the site boundary.

1.9 The assessment process can only take into account “accidental” risk and does not deal with deliberate acts of vandalism/terrorism. This Safety Risk Assessment does not cover the risks associated with the construction of, or future maintenance of the boundary wall.

2.0 DMRB STANDARDS RELEVANT TO THIS ROAD SAFETY ASSESSMENT

2.1 GG 104 REQUIREMENTS FOR SAFETY RISK ASSESSMENT (FORMERLY GD 04/12 AND IAN 191/16).

2.1.1 DMRB document GG 104 sets out the approach for Safety Risk Assessment to be applied when undertaking any activity that does or can have an impact on safety on National Highways Motorway and All-Purpose Trunk Roads, either directly or indirectly. It provides a framework for identifying hazards, assessing, evaluating and managing safety risks and assuring safety risk governance. Whilst this document only applies to National Highways its principles can be applied to all road networks in determining safety risk to demonstrate proactive transparent decision making, that will show rigour and withstand scrutiny if challenged.

2.2 RISK MANAGEMENT

2.2.1 The concept of risk management assumes that risks exist and must be controlled to an acceptable level by focusing on measures to be taken to eliminate or lower risk in targeted operations. The risk management framework is:

(i) identify the hazards;

(ii) assess the level of risk at each;

(iii) decide on and implement appropriate action to eliminate, minimise or control the hazards and mitigate the risk.

2.2.2 Activities that do or can have an impact on safety risk for any of the populations on the public highway include:

1) planning, preparing, designing, constructing, operating, maintaining, modifying and disposing of assets (examples of direct influences on safety risk);

2) revising National Highways requirements and directions and all procedures, policies and strategies (examples of indirect influences on safety risk).

2.2.3 The framework presented in DMRB GG 104 requires that the safety of all road populations (Table E/1.4 Populations), is taken into consideration in safety risk assessments, in order to achieve the optimal safety outcome for everyone. It acknowledges that this may lead to having to balance competing safety risks for different public highway populations. These populations include:

1) everyone who works on the highway network;

2) everyone travelling on the highway network, including people who work for someone else;

3) people who are neither working on nor using it but are affected by it, such as those who live adjacent to the highway network.

Table E/1.4 Populations

Population	Classification
People directly employed by National Highways either permanently e.g. traffic officers, or periodically e.g. those undertaking site visits; and people in a contractual relationship with National Highways, including our national vehicle recovery contract operatives, all workers engaged in traffic management activities and incident support services, and any other activities such as persons carrying out survey and inspection work.	Workers
All road users, including but not limited to the emergency services, equestrians, cyclists and pedestrians, as well as those others who are at work but are not in a contractual relationship with National Highways such as privately contracted vehicle recovery and vehicle repair providers.	Users
'Other parties' includes any person or persons who could be affected by the National Highways motorway and all-purpose trunk roads, but who are neither using it, nor working on it e.g. living or working adjacent to the motorway and all-purpose trunk roads, or using other transport networks that intersect with the motorway and all-purpose trunk roads.	Other parties

2.2.4 The safety governance of the activity shall be determined by categorisation of the activity type in category A, B or C in accordance with Table 2.7.

Table E/2.7 Categorisation of activity type

Feature	Selection criteria	
	Type	Indicator
Extent of prior experience of activity. The degree of knowledge available from undertaking the activity previously or the degree to which knowledge is available from the activity being undertaken by other industries or organisations.	A	Activities for which there is significant experience within National Highways. Previous safety studies and data are available, and some activity features are codified in a standard or formal procedure.
	B	Activities for which there is limited experience within National Highways but there is transferable experience and previous safety studies and data are available elsewhere in the UK or internationally. Activities for which there is limited experience in National Highways but there is experience and previous safety studies and data are available elsewhere in the UK or internationally, including in different industries, which is deemed sufficiently similar to the activity in question to be deemed relevant. Activities for which there is experience within National Highways but that experience and previous safety studies and data that are available are in a different application of the activity and some adaptation will be required. There might also be local and site specific issues to take into account that can affect the relevance of the available experience.
	C	Activities for which there is no previous applicable experience from either National Highways or other industries.

Statutory and formal processes and procedures (including standards and legislation). Consideration of the applicability of current standards, formal processes or procedures, guidance and legislation.	A	The activity is substantially or entirely within the scope of existing standards, guidance, formal processes or procedures and applicable legislation. The activity requires minimal or no safety related departures from standard or safety related changes to formal processes or procedures (including any legislation). The nature and type of a departure is the most important element in determining the categorisation and so a single safety departure may change this.
	B	The activity is largely within the scope of existing standards, guidance, formal processes or procedures. There can be some safety related departures from standards needed and/or safety related changes to formal processes or procedures. The activity can need minor changes to existing legislation. Whilst the number of safety departures from standards, formal processes or procedures can affect the categorisation, the most important element in determining this is the nature and type of the departures.
	C	Activities that are not within the scope of existing standards, formal processes or procedures and require new ones to be developed. Activities for which significant departures from standards, formal processes or procedures are required. Activities which require significant changes to existing legislation or new legislation to be written. Whilst the number of safety departures from standards, formal processes or procedures can affect the categorisation, the most important element in determining this is the nature and type of the departures. For example, a large number of safety departures that can be addressed straightforwardly will have less impact on feature type than a single safety departure that cannot and requires a detailed risk assessment to support it.

Impact on the organisation. The effect that the activity will have on current National Highways processes, procedures, structure, roles and responsibilities, competencies, policies and strategy, in addition to contractual and workforce arrangements.	A	The activity has no impact on National Highways. The activity has a minor impact on any of these for a finite period of time. Length of time National Highways is affected by decision to undertake the activity is short term.
	B	The activity can lead to permanent minor changes to any of these. These minor changes can introduce new roles and responsibilities, policies, contractual and workforce arrangements. The activity can require a change to organisational arrangements. Length of time National Highways is affected by decision to undertake the activity is medium term.
	C	The activity has significant impact on any of these. The activity can change core safety roles and responsibilities. Length of time National Highways is affected by decision to undertake the activity is long term.
Activity scale. Consideration of the size and/or scale of the activity, including geographically and range of possible impacts. Does or can the activity have an impact on the motorway and all-purpose trunk roads, either directly or indirectly.	A	The impact of the activity is limited in nature or scale.
	B	The impact of the activity is significant in nature or scale.
	C	The impact of the activity is wide ranging across the network, and/or significantly impacts infrastructure, interventions or workforce.
Technical. Measure of technical and/or technological novelty and/or innovation the activity involves	A	An activity where any processes, techniques, methodologies and/or technologies involved are currently in widespread use, available for reference, and re-examination is unlikely to be needed.
	B	There can be some experience of the processes, techniques, methodologies and/or technologies, available for reference. The experience can be from use in either another application, or by another road authority, supplier, industry or perhaps from overseas in which case some additional work can be required to adapt them and/or to demonstrate that safety can be assured for the intended application.
	C	Activities that use new processes, techniques, methodologies and/or technologies for which there is no previous experience in the UK or elsewhere.

Stakeholder impact and interest. The quantity and/or impact of stakeholders, and their interest in terms of safety risk and resulting ability to influence or/impact on the activity. The degree to which the safety issues, as perceived, are capable of being understood and fully addressed.	A	Activities for which the quantity and/or impact of stakeholders, and their interest in terms of safety risk and resulting ability to influence or impact the activity is low.
	B	Activities that have only a single or a few stakeholders but their impact, in terms of their attitude towards, or ability to influence, and/or interest in the successful achievement of the activities aim in terms of safety risk can be significant. Alternatively it will represent an activity that has several stakeholders but the amount, or type, of safety issues involved are limited.
	C	Activities for which there are a large number of stakeholders and their impact in terms of their attitude towards, or ability to influence safety can be significant. Stakeholders with a strong interest in the potential safety impact of the activity on themselves. Activities where there are conflicting needs arising from different stakeholders or stakeholder groups.

The proposals at the Charmandean Centre, Worthing, all fall within category Type A. In accordance with E/2.14 for activities categorised as type A, the categorisation shall be approved by the person responsible for managing the activity.

2.2.5 Risk Matrix tables E/C.1 and E/C.2 at Appendix E of DMRB GG 104 as provided below are used to document the identification of hazard, determine its likelihood of occurring (L) and its potential severity (S) in the event it occurs. The two factors multiplied together provide the Risk Value (R).

Table E/C.1 Risk value, likelihood and severity of outcomes that may be assigned to qualitative data for the purposes of assessment

Likelihood (L) x Severity (S) = Risk value (R)		**Severity (S)**				
		Minor harm; Minor damage or loss no injury	Moderate harm; Slight injury or illness, Moderate damage or loss	Serious harm; Serious injury or illness, Substantial damage or loss	Major harm; Fatal injury, Major damage or loss	Extreme harm; Multiple fatalities, Extreme loss or damage
Likelihood (L)	Very unlikely; Highly improbable, not known to occur	1	2	3	4	5
	Unlikely; Less than 1 per 10 years	2	4	6	8	10
	May happen; Once every 5-10 years	3	6	9	12	15
	Likely; Once every 1-4 years	4	8	12	16	20
	Almost certain; Once a year or more	5	10	15	20	25

Risk value (R)	**Required action**
Low (1-9)	Ensure assumed control measures are maintained and reviewed as necessary.
Medium (10-19)	Additional control measures needed to reduce risk rating to a level which is equivalent to a test of SFAIRP for the population concerned.
High (20-25)	Hazard to be avoided or risk to be reduced to tolerable.

Table E/C.2 Example method of recording hazard identification and analysis of safety risk, risk values and safety risk control measures

Activity/ Decision					
Assessor		Assessment date		Version	
Reviewer		Review date		Version date	
Approver		Approval date			
Contact details					

Hazard ref.	Hazard description	Risk description	Population(s) affected	Sub-population(s) affected	Before			Response measure(s)	After			Details and assumptions	Monitoring requirement(s)
	What is the hazard? Where - does the hazard originate on the road network, or is it an external party hazard, and/or is it limited to specific surroundings or conditions? When - is the hazard limited to specific times? i.e. If A happens...	What consequence(s) does the hazard present? How does this have the potential to cause harm, loss or failure? i.e. Then B occurs...	Who - Which population(s) may be affected by the hazard and why? i.e. To who...	Which sub-population(s) are affected?	Likelihood of incident	Severity of incident	Risk	A hierarchy of treatments to be used.[1]	Likelihood of incident	Severity of incident	Risk	Any subsequent, residual risk to be documented, including: - Any additional population(s) affected. - Any assumptions made.	The detail of any active monitoring to be recorded here, and owner assigned.

2.2.6 The safety baseline has been assessed using Road Traffic Collision data for the 5 year period to the end of 2024 immediately adjacent to the site (Annex B);

- Killed and seriously injured (KSI) rate of 0.67 accidents per km per annum
- Personal Injury accident (PIA) rate of 3.33 per km per annum.

The safety objective is to ensure that there is no statistically relevant increase in the above metrics as a result of the boundary works to the Charmandean Centre, Worthing.

3.0 HAZARD IDENTIFICATION

3.1 ROAD SIDE FEATURES

3.1.1 CD 377 Requirements for Road Restraint Systems (formerly TD 19/06) Para 3.20.2 provides a list of typical road side hazards that should be considered during the assessment process. Within that list is highway boundary fences and walls, trees with a girth greater than 250mm at 300mm above ground level and street furniture (signs, lamp columns etc not certified as meeting the requirements of BS EN 12767 i.e. not passively safe).

3.2 COMPLIANCE WITH STANDARDS

3.2.1 Whilst the proposals do not involve any changes to the public highway the provision of the boundary railing to the property at the A27 Upper Brighton Road could have an adverse impact on the visibility splay from its priority junction with Forest Road. The relevant standards for visibility at this junction are CD 123 Geometric Design of At-Grade Priority and Signal-Controlled Junctions and CD 109 Highway Link Design. In the instance of Forest Road, the required minimum visibility splay is 4.5m set back (CD 123 para 3.8 (3b) by 120m along the A27 Upper Brighton Road nearside kerb line (CD 109 Table 2.10 Design Speed Related Parameters 70A kph speed) both to the left and right of the junction.

The boundary fence proposals only have a potential impact on the visibility splay to the left (west) of Forest Road as no works are proposed on the (right) eastern side of the junction. The current visibility splay to the left of the junction has been measured as just over 150m along the nearside kerb line of A27 Upper Brighton Road by 4.5m set back into Forest Road (see Annex C).

3.3 RELEVANCE OF ROAD ENVIRONMENT

3.3.1 Also relevant to this assessment is the potential distraction to drivers that could be caused by the advertising signs and lighting integrated into the proposed Art Deco Railing.

4.0 CHARMANDEAN CENTRE SAFETY RISK ASSESSMENT

4.1 SAFETY RISK ASSESSMENT

4.1.1 PROPOSED RAILINGS

Hazard Ref.	Activity/Decision												
CHC1	Assessor		A Cappella		Assessment date	18.11.2025	Version						
	Reviewer				Review date		Version date						
	Approver				Approval date								
	Contact details												
	Hazard Description	Risk Description	Population affected	Sub-population affected	Before			Control Measure	After			Details/Assumptions/	Monitoring
					L	**S**	**R**		**L**	**S**	**R**	Speed limit on A27 is 40mph - urban area. Collision speeds are therefore likely to be low reducing the potential severity. Passively safe rail fixings reduces the severity of the incident but would not reduce the likelihood.	Annual review of STATS19 accident statistics.
	New road side feature which is unlikely to be passively safe as per BS EN 12767.	An errant vehicle on the A27 Upper Brighton Road could collide with the new boundary railings.	Users and workers	N/A	2	3	**6**	Ensure railing fixings are 'passively safe' in accordance with BS EN 12767.	2	1	**2**		

Hazard Ref.	Activity/Decision													
CHC2	Assessor		A Cappella			Assessment date	18.11.2025	Version						
	Reviewer					Review date		Version date						
	Approver					Approval date								
	Contact details													
	Hazard Description	Risk Description	Population affected	Sub-population affected	Before			Control Measure	After			Details/Assumptions/	Monitoring	
					L	S	R		L	S	R			
	New railing at property boundary likely to impact adversely on side road (Forest Road) visibility splay.	A reduction in visibility could adversely impact on the risk of vehicles turning out of Forest Road onto A27 Upper Brighton Road.	Users and workers	N/A	3	3	**9**	**Railing does not impact on the required visibility splay.** However, undoubtably visibility across the property car park does alert drivers on the A27 to the west of the junction that a side road vehicle is approaching. Accordingly, the railings should not be closed in order to allow some approach intervisibility even though this is not a requirement.	3	3	**9**	Speed limit on A27 is 40mph - urban area. Current visibility splay 4.5m x 150m to west of junction. Safety Baseline shows that a serious accident occurred at the junction in 2022 and that overall, there have been three injury accidents in the five-year period to the end of 2024. **The associated risk at the junction is unlikely to be impacted by the proposals.**	Annual review of STATS19 accident statistics.

4.1.2 PROPOSED ADVERTISING ON RAILINGS

Hazard Ref.	Activity/Decision													
CHC3	Assessor		A Cappella		Assessment date	18.11.2025	Version							
	Reviewer				Review date		Version date							
	Approver				Approval date									
	Contact details													
	Hazard Description	Risk Description	Population affected	Sub-population affected	Before			Control Measure	After			Details/Assumptions/	Monitoring	
					L	**S**	**R**		**L**	**S**	**R**			
	Advertising on proposed railing at property boundary could distract passing drivers on the A27 Upper Brighton Road from the driving task.	Driver distraction could lead to an increase in loss of control, shunts and turning accidents in the immediate vicinity of the Charmandean Centre.	Users and workers	N/A	3	3	**9**	Ensure that signs are easily read and not visually complex. The signs should have no moving parts or seemingly moving parts or images that might cause undue driver distraction.	2	3	**6**	Speed limit on A27 is 40mph - urban area. The Safety Baseline shows that on the section of A27 150m either side of the site there have been three injury accidents in the five-year period to the end of 2024. The associated risk at the junction is unlikely to be impacted by the proposals.	Annual review of STATS19 accident statistics.	

Hazard Ref.	Activity/Decision												
	Assessor		A Cappella			Assessment date	18.11.2025	Version					
CHC4	Reviewer					Review date		Version date					
	Approver					Approval date							
	Contact details												
	Hazard Description	Risk Description	Population affected	Sub-population affected	Before			Control Measure	After			Details/Assumptions/	Monitoring
					L	**S**	**R**		**L**	**S**	**R**		
	The lighting for the Advertising boards on the proposed railing at property boundary could distract/dazzle passing drivers on the A27 Upper Brighton Road from the driving task.	Driver distraction/dazzle could lead to an increase in loss of control, shunts and turning accidents in the immediate vicinity of the Charmandean Centre.	Users and workers	N/A	2	3	**6**	Ensure that the lighting to the advertising signs is solely directed onto the face of the sign and cannot be directly viewed from any angle. The maximum lighting level should be limited to 600 candelas at any time.	1	3	**3**	Speed limit on A27 is 40mph - urban area. Limiting the lighting levels to nationally recommended minimums will reduce the potential for the sign lighting to dazzle or distract the driver.	Annual review of STATS19 accident statistics.

5.0 CONCLUSIONS

5.1 DESIGN AS PRESENTED

5.1.1 The proposals at the Charmandean Centre, Worthing, West Sussex, all fall within category Type A. In accordance with E/2.14 for activities categorised as Type A, the categorisation shall be approved by the person responsible for managing the activity.

5.1.2 The safety risk assessment has identified and assessed four potential risks associated with the proposed off highway works at the Charmandean Centre, Worthing. The element of works which could impact on the A27 Upper Brighton Road are those which involve the provision of Art Deco railings to the property boundary which incorporate advertising boards.

5.1.3 All of the associated risks have been assessed in accordance with DMRB Standard GG 104 Requirements for Safety Risk Assessment, and have been recorded as low risks (none greater than 9). However, where practicable, risks have been further reduced, risks CHC1, CHC3 and CHC4. These practical measures should be incorporated into the design for implementation if planning consent is approved.

5.1.4 The safety base rate has been set using the accident data metrics for accidents per km per annum and Killed and Seriously Injured (KSI) accidents per km per annum. These were calculated as follows;

- Killed and seriously injured (KSI) rate of 0.67 accidents per km per annum
- Personal Injury accident (PIA) rate of 3.33 per km per annum.

The accident rate should be monitored annually, the objective being to determine any statistically significant changes in the safety base rate.

APPENDIX A

APPENDIX A

THE CHARMANDEAN CENTRE, FOREST ROAD, WORTHING, WEST SUSSEX

PROPOSED INSTALLATION OF NEW ART DECO-STYLE RAILINGS WITH INTEGRATED SIGNAGE

SAFETY RISK ASSESSMENT TO DMRB GG 104

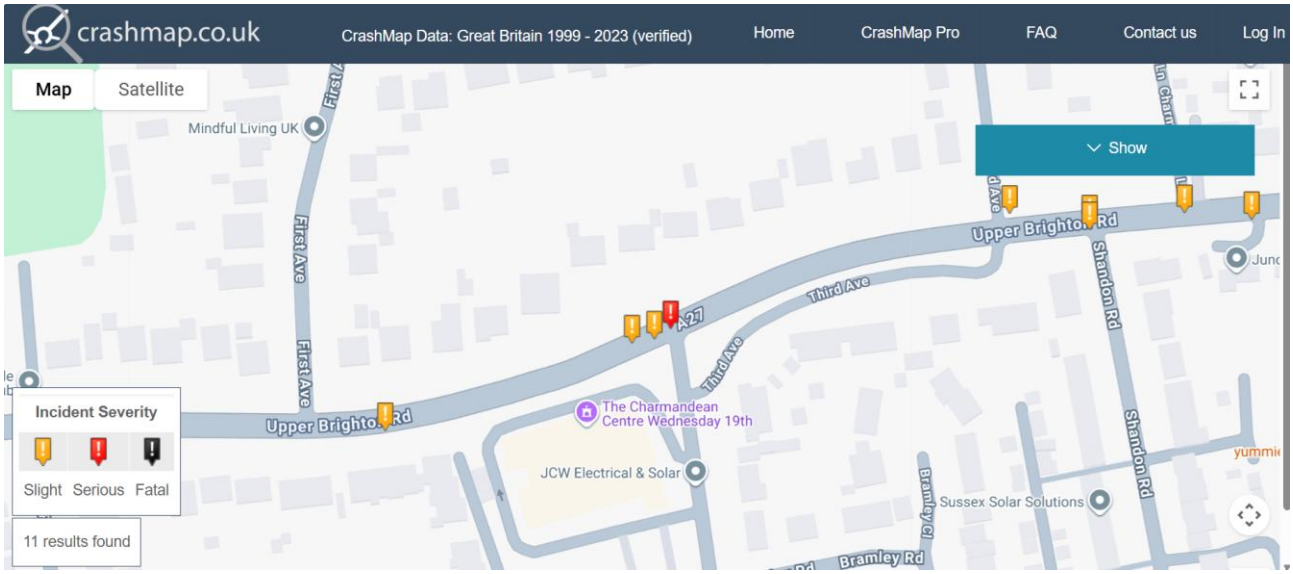
LIST OF DRAWINGS AND DOCUMENTS SUBMITTED FOR SAFETY RISK ASSESSMENT

- 251-SK403A Proposed Perspectives 4 lr
- 251-SK402A Proposed Perspectives 3 lr
- 251-SK401A Proposed Perspectives 2 lr
- 251-SK400A Proposed Perspectives 1 lr
- 251-SK300A Proposed Street Elevations
- 251-SK100A Proposed Site Plan
- 251-SK002A Proposed Site Location Plan and Block Plan
- 251-E403 Existing Perspectives 4 lr
- 251-E402 Existing Perspectives 3 lr
- 251-E401 Existing Perspectives 2 lr
- 251-E400 Existing Perspectives 1 lr
- 251-E300 Existing Street Elevations
- 251-E100 Existing Site Plan
- 251-E002 Existing Site Location Plan and Block Plan
- 251 - Design and access statement 30-08-25

APPENDIX B

APPENDIX B

ACCIDENT DATA AND SAFETY BASE RATE



There have been 5 recorded injury accidents in the latest 5 year period to the end of 2024 within the stretch of the A27 Upper Brighton Road 150m either side of the Forest Road priority junction, i.e. in the immediate vicinity of the Charmandean Centre proposals. This equates to 3.33 PIA (Personal Injury Accidents) per km per annum. As there was one serious accident in that data set, this gives a Killed and Seriously injured rate of 0.67 KSI per km per annum.

APPENDIX C

APPENDIX C

VISIBILITY SPLAYS



The measured visibility splay to the west (left) of Forest Road priority junction is 4.5 metres set back ("x" distance) by 150 metres ("y" distance), to the edge of the A27 Upper Brighton Road carriageway.



Photograph of visibility to left of Forest Road taken at 4.5 metres ("x" distance) back from the edge of the A27 Upper Brighton Road carriageway.