

Stage 1 Road Safety Audit

Liberty Shopping Centre, Romford

Proposed Highway Works

Date: 16/12/2025

Report produced for: Romford Shopping Centre Ltd

Report requested by: Icen Projects Ltd

On behalf of: London Borough of Havering

Report prepared by: Elaine Bingham, Road Safety Consulting Ltd

Reference: RSC/EB/KS/25030

Document Control Sheet

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Proposed Highway Works

Report Title Stage 1 Road Safety Audit
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Record of Issue

Issue	Author	Date	Check	Date	Authorised	Date
Final	E Bingham	16/12/25	K Seymour	16/12/25	E Bingham	16/12/25

Distribution

Organisation	Contact	Copies
Iceni Projects Ltd	Scott Barrett	ecopy

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Registered in England and Wales
Company Number 5225549

1. Introduction

- 1.1. This report results from a Stage 1 Road Safety Audit carried out on the highway improvements associated with the redevelopment of the Liberty Shopping Centre, Romford. The Audit was carried out during December 2025.
- 1.2. This Road Safety Audit was produced for (client): Romford Shopping Centre Ltd, requested by (design organisation): Icen Projects Ltd, on behalf of (overseeing organisation): London Borough of Havering.
- 1.3. The Audit Team membership was as follows:

Audit Team Leader

Elaine Bingham
B Eng (Hons), MCIHT, MSoRSA
National Highways Certificate of Competence (Road Safety Audit)
Road Safety Consulting Ltd

Audit Team Member

Kevin Seymour
B Sc, PG Dip TS, MCIHT, MSoRSA
National Highways Certificate of Competence (Road Safety Audit)
Road Safety Consulting Ltd
- 1.4. The audit took place at the offices of Road Safety Consulting Ltd between 10th and 16th December 2025. The audit was undertaken in accordance with Audit Brief provided and the report has been prepared with reference to the Design Manual for Roads and Bridges (DMRB) GG 119, Revision 2.0.1, with exceptions set out in paragraph 2.4.
- 1.5. The Audit Team visited the site together on the 10th December 2025 between 12:30pm and 1:00pm. Weather at the time of the audit was overcast. The road surface was dry. Traffic flows were low on Western Road. There was a high level of pedestrian activity and few cyclists were observed.
- 1.6. The audit comprised an examination of the information provided by the Design Organisation and listed in Appendix A.
- 1.7. 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 designs to any other criteria.
- 1.8. The Road Safety Audit is not a technical check that the design conforms to Standards and/or best practice guidance. Design Organisations are responsible for ensuring that their designs have been subjected to the appropriate design reviews (including, where applicable, Non-Motorised User (NMU) Audits) prior to Road Safety Audit.

- 1.9. All comments and recommendations are referenced to the design drawing and the locations have been indicated on plans in Appendix B.
- 1.10. A Road Safety Audit Response log has been provided in Appendix C; this may assist the designer in appropriately documenting all subsequent decisions with regard to Road Safety Audit comments raised within this report.

2. Items Considered

2.1. Scheme Proposals

- 2.1.1. The scheme is a hybrid application for the phased redevelopment of the Liberty shopping centre, with the detailed application (phase 1) proposing to deliver 380 homes and ground floor flexible commercial space.
- 2.1.2. The highway works consists of the following amendments to the existing rooftop service road at the accessed from A1251 Mercury Gardens to the east:
 - Introduction of a total of five new loading bays to accommodate refuse and servicing for the scheme, as well as a single maintenance bay;
 - Removal of three existing rooftop car parks to deliver a new blue badge car park inclusive of 12 spaces for the residents; and
 - Introduction of new consolidated refuse stores for existing and retained retail tenants at the Liberty and within the development.
- 2.1.3. On Western Road the existing loading bay adjacent to Yates is also proposed to be extended to provide additional capacity for servicing on Western Road.
- 2.1.4. The proposed development will also deliver betterments along Western Road in the form of wider footways, and larger civic spaces in the form of a public plaza between plot A and Plots B/C. This element of the proposal is not subject to this Road Safety Audit.

2.2. Information Provided to the Audit Team

- 2.2.1. Information that has been provided to the Audit Team, for the purpose of this audit, is as outlined within Appendix A of this report.

2.3. Departures from Standards (Design)

- 2.3.1. The Audit Team has not been advised of any design departures from standards.

2.4. Departures from Standards (Road Safety Audit)

- 2.4.1. This Road Safety Audit has been produced, with reference to DMRB – GG 119 – Road Safety Audit, Revision 2.0.1, with the following exception:

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- A formally approved Road Safety Audit brief has not been provided to the Audit Team, however the Audit Team did not consider that the lack of a formal brief would compromise the production of a Road Safety Audit for these proposals.

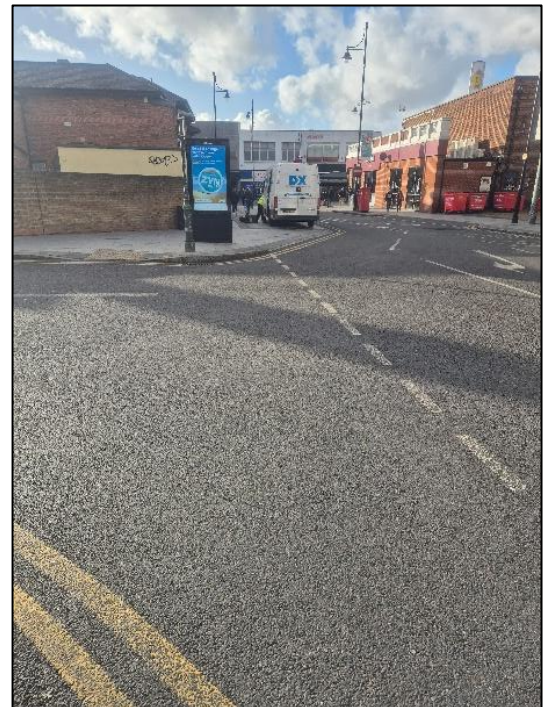
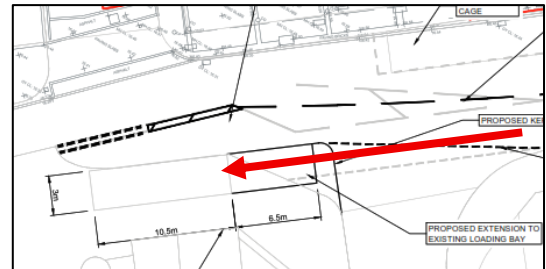
2.5. Items Raised at Previous Road Safety Audits

- 2.5.1. The Road Safety Audit Team are not aware of any previous road safety audits being carried out on this scheme.

3. Items Raised by this Stage 1 Road Safety Audit

3.1. Problem

Location: Western Road – Loading Bay
Summary: Increase risk of pedestrians being hit and injured by reversing vehicles.



Currently, delivery drivers accessing the loading bay use the flush kerb on the junction radius taper to drive into the loading bay in forward gear and then drive out in forward gear before making a U-turn using the access opposite.

The introduction of the build-out removes this dropped kerb access facility to allow drivers to pull into the loading bay in forward gear. The area around the loading bay is heavily used by pedestrians. Increasing the number of vehicles needing to reverse into the loading may increase the risk of pedestrians being hit and injured by a reversing vehicle.

Recommendation:

It is recommended that measures are implemented to allow delivery drivers to pull into the loading bay in forward gear. Measures may include but not limited to the use of an upstand kerb that is traversable by vehicles but still provides a detectible kerb for vision impaired pedestrians. A strong colour contrast surface should be provided between the loading bay and footway should a kerbed loading bay not be provided.

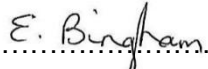
End of Safety Comments

4. Audit Team Statement

We certify that this Stage 1 Road Safety Audit has been carried with reference to GG 119, Revision 2.0.1.

Audit Team Leader

Elaine Bingham,
B Eng (Hons), MCIHT, MSoRSA, AMIHE
National Highways Certificate of Competence (Road Safety Audit)

Signed:  Dated 16th December 2025

Director of Road Safety Consulting Ltd

Audit Team Member

Kevin Seymour
B Sc, PG Dip TS, MCIHT, MSoRSA, AMIHE
National Highways Certificate of Competence (Road Safety Audit)
Director of Road Safety Consulting Ltd

Signed:  Dated 16th December 2025

Director of Road Safety Consulting Ltd

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APPENDIX A: Information Provided

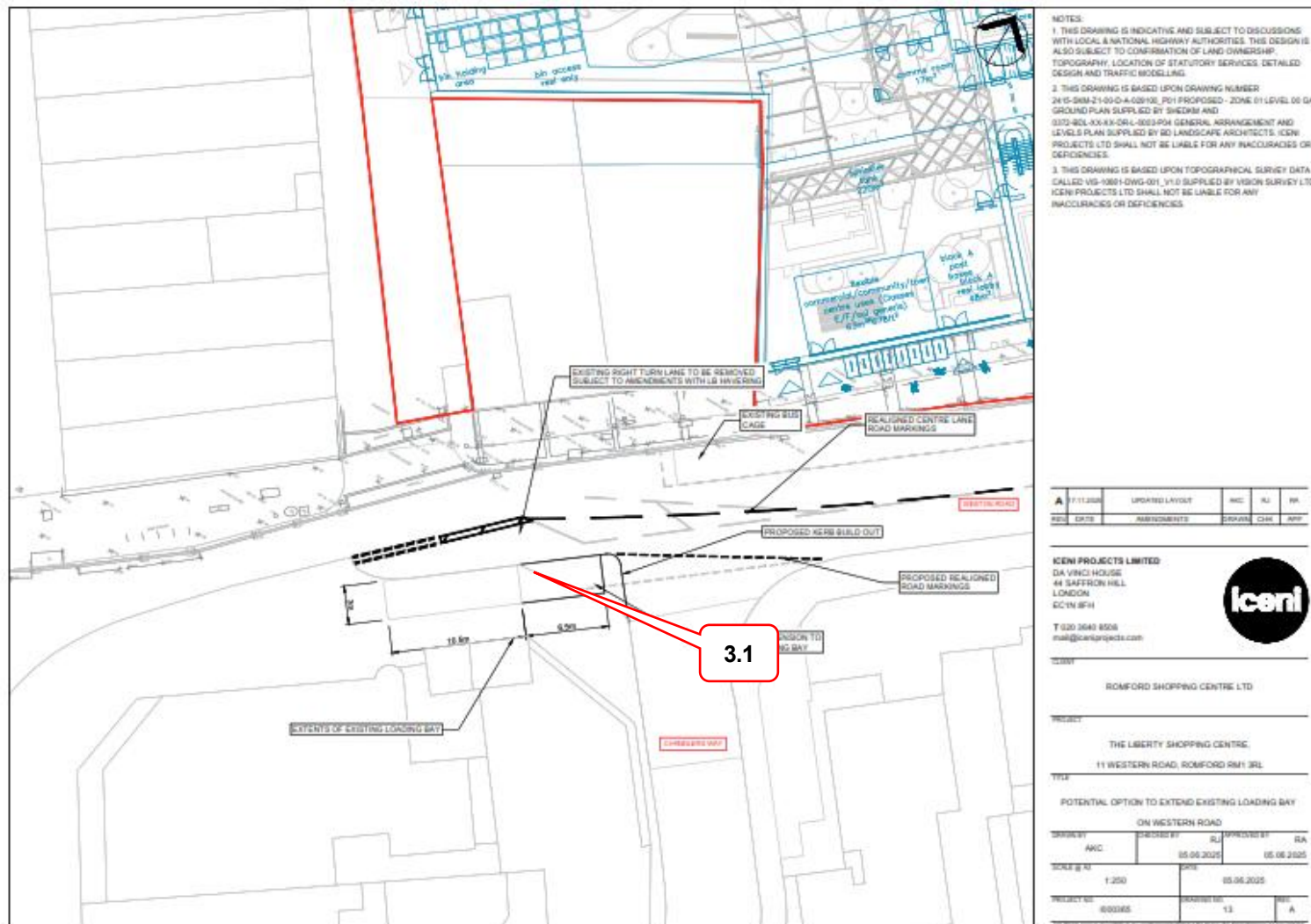
List of Information Provided

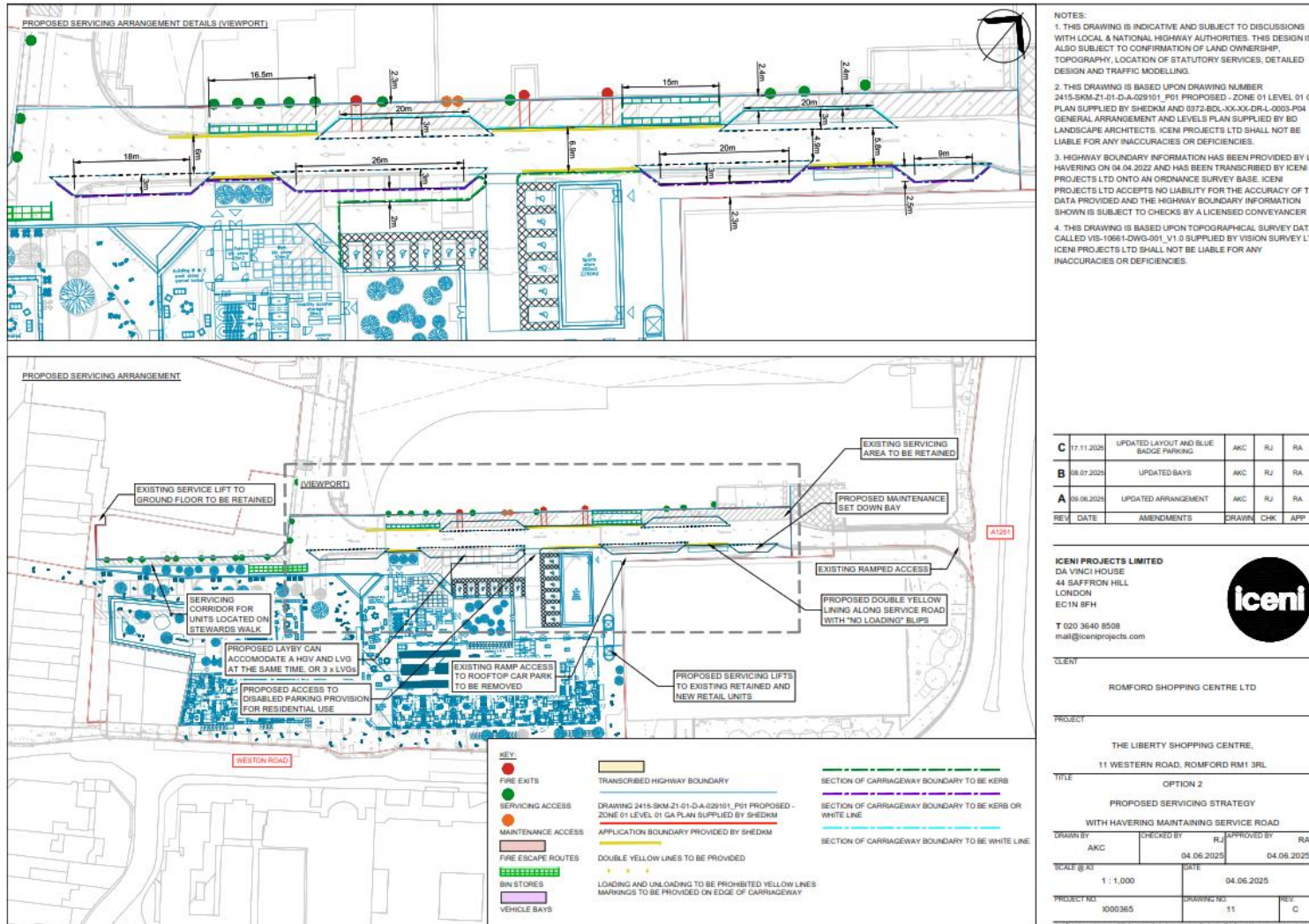
Document Reference Number	Revision	Title
25.12.01 Liberty Shopping Centre, Romford	1/12/25	Stage 1 Road Safety Audit Brief

Drawing Reference Number	Revision	Title
I000365_11C	C	Proposed Servicing Strategy
I000365_13A	A	Proposed Extension to Existing Loading Bay on Western Road
I000365_14	-	Proposed Disabled Parking
I000365_15.1	-	Refuse vehicle access
I000365_15.2	-	Refuse vehicle egress
I000365_15.3	-	16.5m HGV access
I000365_15.4	-	16.5m HGV egress
I000365_15.5	-	Maintenance bay access /egress
I000365_15.6	-	12m rigid truck access
I000365_15.7	-	12m rigid truck egress
I000365_16.1	-	Proposed Loading Bay along Western Road (7.5t panel van swept path analysis)
I000365_16.2	-	Proposed Loading Bay along Western Road (3.5t panel van swept path analysis)
I000365_18	-	Proposed Disabled Parking Tracking

APPENDIX B: Drawing Showing Problem Locations

Problem numbers shown on the attached drawing refer to Problem numbers within the report.





APPENDIX C: Road Safety Audit Response Log

Report Title:	RSA Stage: 1
Location:	Date:
Prepared by:	Document Reference:
On Behalf of:	

Original RSA Report Ref: 25030	Date: 12/12/25
Compiled by: Kevin Seymour and Elaine Bingham	
On behalf of: Road Safety Consulting Ltd	

Key Personnel

Overseeing Organisation:
RSA Team: Road Safety Consulting Ltd - Kevin Seymour and Elaine Bingham
Design Organisation:

Road Safety Audit Decision Log

Prob No:	Location / Summary	Recommendation (summary)	Design Organisation Response	Overseeing Organisation Response	Agreed Action in Response to RSA
3.1	Location: Western Road – Loading Bay Summary: Increase risk of pedestrians being hit and injured by reversing vehicles.	It is recommended that measures are implemented to allow delivery drivers to pull into the loading bay in forward gear. Measures may include but not limited to the use of an upstand kerb that is traversable by vehicles but still provides a detectible kerb for vision impaired pedestrians. A strong colour contrast surface should be provided between the loading bay and footway should a kerbed loading bay not be provided.	Recommendation is noted, amendments to the loading bay kerb buildout will be incorporated at detailed design stage.		

Design Organisation and Overseeing Organisation Statements

On behalf of the design organisation I certify that:

- 1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.

Name:

Signed:

Position:

Organisation:

Date:

On behalf of the overseeing organisation I certify that:

- 1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and
- 2) the agreed actions in response to the RSA will be progressed.

Name:

Signed:

Position:

Organisation:

Date: