

Stage 1 Road Safety Audit – Designers Response

Land south of Furners Lane,
Henfield,
West Sussex



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Issue	Issue date	Compiled	Checked	Authorised
1	September 2024	EP	LNS	LNS

1 Introduction

- 1.1 EC Road Safety Limited has been commissioned by GTA Civils & Transport Limited to undertake a Stage 1 Road Safety Audit on the proposed Site Access at Land south of Furners Lane, Henfield, West Sussex.
- 1.2 The Designer for the scheme is GTA Civils & Transport Ltd and the Client is Elivia Homes. The Overseeing Organisation is West Sussex County Council.
- 1.3 The scheme consists of the following elements:
 - A new vehicle access located adjacent to the existing site access;
 - Existing access that serves Backsettow House and Farmstead to be reduced in width, stopped up to vehicles and retained as a pedestrian access;
 - Minor earthworks associated with the new access;
 - Visibility splays of 2.4m x 28m and 2.4m x 25m;
 - Vegetation and hedges to be cut back from within proposed sightlines.
- 1.4 The Audit took place at the offices of EC Road Safety between 3rd and 11th September 2024 and comprised an examination of the information provided by the Design Organisation, plus a visit to the site of the proposed scheme. The Audit was undertaken in accordance with email instruction and the report has been prepared with reference to the Design Manual for Roads and Bridges (DMRB) GG 119 (revision 2).
- 1.5 The Audit Team visited the site together on Friday 6th September 2024 between 09.45am and 10.15am. The weather during the site visit was overcast with light rainfall. The carriageway surface was wet with localised flooding in places as a result of the prolonged heavy rainfall overnight. Traffic flows were low, and vehicle speeds were observed as being low. No pedestrian or cyclist movements were observed during the time of the site visit.
- 1.6 No details of collisions, levels, drainage, lighting or strategic signage have been provided. These issues are not, therefore, considered further in this report except where it is considered that the absence of them could contribute to a road safety concern.
- 1.7 The site access drawing can be seen in **Appendix A**. The Stage 1 Road Safety Audit can be reviewed in full in **Appendix B**.

2 Project Details

Table 2.1 Project Details

Report title:	Stage 1 Road Safety Audit Response Report
Date:	11 th September 2024
Document reference and revision:	12027C
Prepared by:	GTA Civils & Transport Ltd
On behalf of:	Elivia Homes

Table 2.2 Authorisation sheet

Project:	Land south of Furners Lane, Henfield, West Sussex
Report title:	Stage 1 Road Safety Audit
Prepared by:	
Name:	Eleanor Parton
Position:	Transport Planner
Signed:	[Redacted]
Organisation:	GTA Civils & Transport Ltd
Date:	12 th September 2024
Approved by:	
Name:	Lawrence Stringer
Position:	Director
Signed:	[Redacted]
Organisation:	GTA Civils & Transport Ltd
Date:	12 th September 2024

Key Personnel

Table 2.3 Key Personnel

Overseeing Organisation:	WSCC
RSA Team:	Paul Nevard/Vinny Rey, EC Road Safety Ltd
Design Organisation:	Eleanor Parton, GTA Civils & Transport Ltd

3 Road Safety Audit Decision Log

Table 3.1 RSA1 Problems, Recommendations & Response

Problem	Location	Description	Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
4.1	Proposed Access	<p>Risk of large vehicle collisions relating to reversing manoeuvres at the access – The drawing states that refuse vehicles will not be able to turn right from the access onto Furners Lane. Although the refuse collection authority may agree to their vehicles only turning left out of the access, drivers of other large vehicles may wish to turn right onto Furners Lane. In order to achieve this manoeuvre, they may pull out of the access towards the other side of the carriageway and reverse back to achieve the turn. This three-point manoeuvre will increase the risk of reversing related collisions involving vehicles or pedestrians crossing the access behind any manoeuvring HGV.</p>	<p>It is recommended that the design be modified to allow large vehicles to turn right out the access. Swept path analysis should be undertaken to demonstrate that the right turn out of the site access can be safely made by all large vehicles likely to access the site.</p>	<p>Not agreed. The access has been designed for all vehicles to turn right in / left out as the lane to the east only serves farms and a few private dwellings. Therefore, this movement will not be needed. If vehicles need to access further east of Furners Lane, it is likely that they will be travelling in that direction along Furners Lane as existing and will not be entering the proposed development.</p>		

4.1.2	Proposed Access	<p>Parked vehicles increase the risk of vehicle-to-vehicle collisions – It was noted on site that several vehicles currently park directly opposite the proposed access. Such vehicles are likely to restrict turning movements for vehicles accessing site, particularly larger vehicles. The parked vehicles could also interfere with the free flow of traffic increasing the risk of vehicle-to-vehicle collisions.</p>	<p>It is recommended that measures are introduced to manage on street parking at the location. Measures may include, but are not limited to, 'At any time waiting' restrictions (double yellow lines).</p>	<p>Not agreed. The parking on street along Furners Lane is intermittent and irregular, with parked cars not constantly obstructing access. Therefore, it is not considered necessary to introduce any parking restrictions. This matter can be considered at the detailed design stage and discussed with WSCC.</p>		
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4 Design Organisation and Overseeing Organisation statements

Table 4.1 Design Organisation statement

On behalf of the design organisation, I certify that: <ul style="list-style-type: none"> 1) the RSA actions identified in response to the road safety audit problems have been discussed and agreed with the Overseeing Organisation 	
Name:	
Signed:	
Position:	
Organisation:	
Date:	

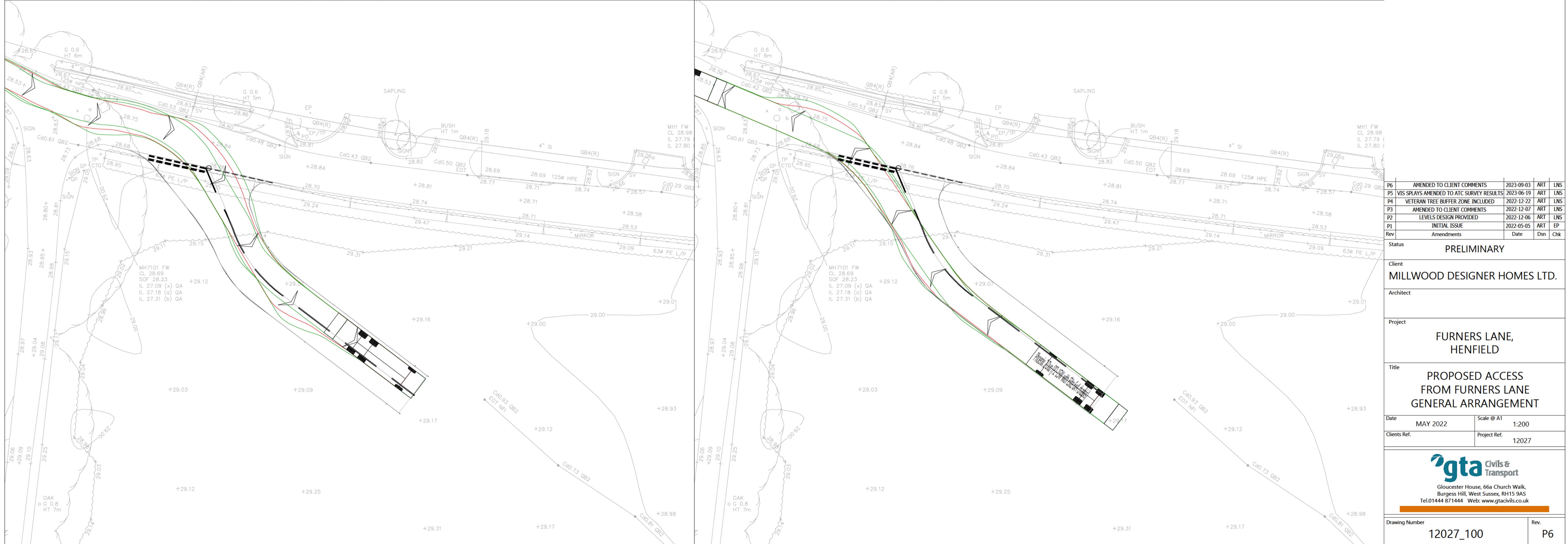
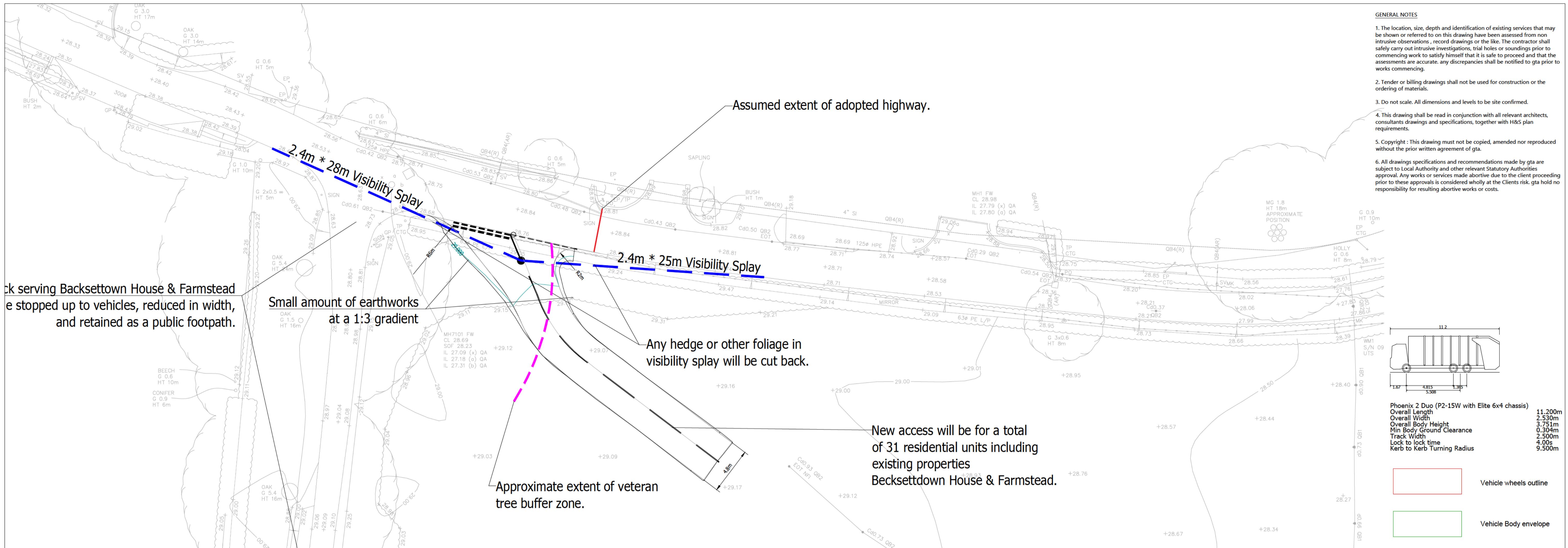
Table 4.2 Overseeing Organisation statement

On behalf of the Overseeing organisation, I certify that: <ul style="list-style-type: none"> 1) the RSA actions identified in response to the road safety audit problems have been discussed and agreed with the design organisation; and 2) the agreed RSA actions will be progressed 	
Name:	
Signed:	
Position:	
Organisation:	
Date:	

- End of Report -

Appendix A

Access Plan



Appendix B

Stage 1 Road Safety Audit



EC ROAD SAFETY LIMITED
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**Furners Lane
Henfield
West Sussex
BN5 9HS**

Site Access

Stage 1 Road Safety Audit

Report No. EC/2024/09/GTA2

September 2024



Prepared by:

EC ROAD SAFETY LIMITED

Tall Trees
Downe Road, Keston, Kent
BR2 6AD
United Kingdom

AUTHORISATION SHEET

Overseeing Organisation: West Sussex County Council
Design Organisation: GTA Civils & Transportation
Project: Site Access
Address: Furners Lane
Henfield
West Sussex
BN5 9HS

PREPARED BY

Name: Paul Nevard
Position: Director – EC Road Safety Limited
Date: 10 September 2024

AGREED BY

Name: Vinny Rey
Position: Road Safety Engineer
Date: 11 September 2024

AUTHORISED FOR ISSUE

Name: Paul Nevard
Position: Director – EC Road Safety Limited
Date: 11 September 2024

DISTRIBUTION

Organisation	Contact	Date	Copies
GTA Civils & Transportation	Ellie Parton	11/09/2024	ecopy

1. INTRODUCTION

1.1 General

- 1.1.1 EC Road Safety Limited has been commissioned by GTA Civils & Transportation to undertake a Stage 1 Road Safety Audit on the proposed Site Access at Furners Lane, Henfield, West Sussex.
- 1.1.2 The Road Safety Audit was produced for Ellie Parton on behalf of (overseeing organisation): West Sussex County Council. The Designer for the scheme is GTA Civils & Transportation.
- 1.1.3 The Audit Team membership was as follows:

Audit Team Leader

Paul Nevard Road Safety Engineer – EC Road Safety
MCIHT, MSoRSA, HE RSA Cert. Competency

Audit Team Member

Vinny Rey Road Safety Engineer – EC Road Safety
MCIHT, MSoRSA, HE RSA Cert. Competency

- 1.1.4 The Audit Team was approved by Ellie Parton of GTA Civils & Transportation.
- 1.1.5 The Audit took place at the offices of EC Road Safety between 3rd and 11th September 2024 and comprised an examination of the information provided by the Design Organisation and listed in Appendix A, plus a visit to the site of the proposed scheme. The Audit was undertaken in accordance with email instruction and the report has been prepared with reference to the Design Manual for Roads and Bridges (DMRB) GG 119 (revision 2) with exceptions set out in paragraph 2.4.
- 1.1.6 The Audit Team visited the site together on Friday 6th September 2024 between 09.45am and 10.15am. The weather during the site visit was overcast with light rainfall. The carriageway surface was wet with localised flooding in places as a result of the prolonged heavy rainfall overnight. Traffic flows were low and vehicle speeds were observed as being low. No pedestrian or cyclist movements were observed during the time of the site visit.
- 1.1.7 No details of collisions, levels, drainage, lighting or strategic signage have been provided. These issues are not, therefore, considered further in this report except where it is considered that the absence of them could contribute to a road safety concern.
- 1.1.8 The location of any problems raised can be found within the report, photographed for reference, or referenced in Appendix B of this report. If no problems are identified, only a location plan will be provided for reference in Appendix B.
- 1.1.9 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.
- 1.1.10 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. This Road Safety Audit has not considered structural safety or checked for compliance to standards. This safety audit does not perform any “Technical Check” function on these proposals. It is assumed that the Design Organisation is satisfied that such a

“Technical Check” has been successfully completed prior to requesting this safety audit. Design Organisations are responsible for ensuring that their designs have been subject to the appropriate design reviews (including where applicable, Non-Motorised User (NMU) Audits) prior to Road Safety Audit.

1.1.11 This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Accident Investigation, Road Safety Engineering and Road Safety Audits. No member of the Road Safety Audit Team has had any previous input to the design of the scheme. The audit has been carried out with the sole purpose of identifying any features of the design that should be removed or modified to improve the safety of the scheme. The problems identified have been noted in this report together with recommendations for safety improvements, which should be studied for implementation.

2. ITEMS CONSIDERED

2.1 Scheme Proposals

2.1.1 The scheme proposes a new access to serve 31 residential dwellings including the existing properties Backsettow House and Farmstead.

2.1.2 The scheme consists of the following elements:

- A new vehicle access located adjacent to the existing site access.
- Existing access that serves Backsettow House and Farmstead to be reduced in width, stopped up to vehicles and retained as a pedestrian access.
- Minor earthworks associated with the new access.
- Visibility splays of 2.4m x 28m and 2.4m x 25m.
- Vegetation and hedges to be cut back from within proposed sightlines.

2.1.3 The scope of the audit relates to the proposed Site Access at Furners Lane, Henfield, West Sussex.

2.1.4 Information that has been provided to the Audit Team, for the purpose of this audit, is as outlined within Appendix A of this report. The information includes a design drawing.

2.2 Purpose of Scheme

2.2.1 The purpose of the scheme is to provide a new Site Access at Furners Lane, Henfield, West Sussex.

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 (Audit)

2.4.1 The Road Safety Audit has been produced with reference to DMRB – GG119 – Road Safety Audit with the following exceptions:

- A formal Road Safety Audit brief approved by West Sussex County Council has not been provided to the Audit Team, however the Audit Team received all relevant background data and information, and therefore did not consider that the lack of a formal brief would compromise the production of a Road Safety Audit for these proposals.

3. PROBLEMS IDENTIFIED IN PREVIOUS ROAD SAFETY AUDITS

No previous audits have been supplied to the Audit Team and the Audit Team believe that none have been produced.

4. ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

4.1 GENERAL

PROBLEM

Location: Proposed access

Summary: Risk of large vehicle collisions relating to reversing manoeuvres at the access.

Detail: The drawing states that refuse vehicles will not be able to turn right from the access onto Furners Lane. Although the refuse collection authority may agree to their vehicles only turning left out of the access, drivers of other large vehicles may wish to turn right onto Furners Lane. In order to achieve this manoeuvre, they may pull out of the access towards the other side of the carriageway and reverse back to achieve the turn. This three-point manoeuvre will increase the risk of reversing related collisions involving vehicles or pedestrians crossing the access behind any manoeuvring HGV.

RECOMMENDATION

It is recommended that the design be modified to allow large vehicles to turn right out the access. Swept path analysis should be undertaken to demonstrate that the right turn out of the site access can be safely made by all large vehicles likely to access the site.

4.1.2

PROBLEM

Location: Proposed access

Summary: Parked vehicles increase the risk of vehicle to vehicle collisions.

Detail: It was noted on site that several vehicles currently park directly opposite the proposed access. Such vehicles are likely to restrict turning movements for vehicles accessing site, particularly larger vehicles. The parked vehicles could also interfere with the free flow of traffic increasing the risk of vehicle to vehicle collisions.



RECOMMENDATION

It is recommended that measures are introduced to manage on street parking at the location. Measures may include, but are not limited to, 'At any time waiting' restrictions (double yellow lines).

[End of Safety Comments](#)

5. AUDIT TEAM STATEMENT

We certify that this audit has been carried out in accordance with GG 119 (revision 2).

Audit Team Leader

Paul Nevard
MSc, BA (Hons), CMILT, MCIHT, MSoRSA
HE RSA Cert Comp.
Road Safety Engineer
Director EC Road Safety

Signed: 

Date: 10th September 2024

Audit Team Member

Vinny Rey
BEng (Hons), MCIHT, MSoRSA
HE RSA Cert Comp.
Road Safety Engineer

Signed: 

Date: 11th September 2024

EC Road Safety Limited

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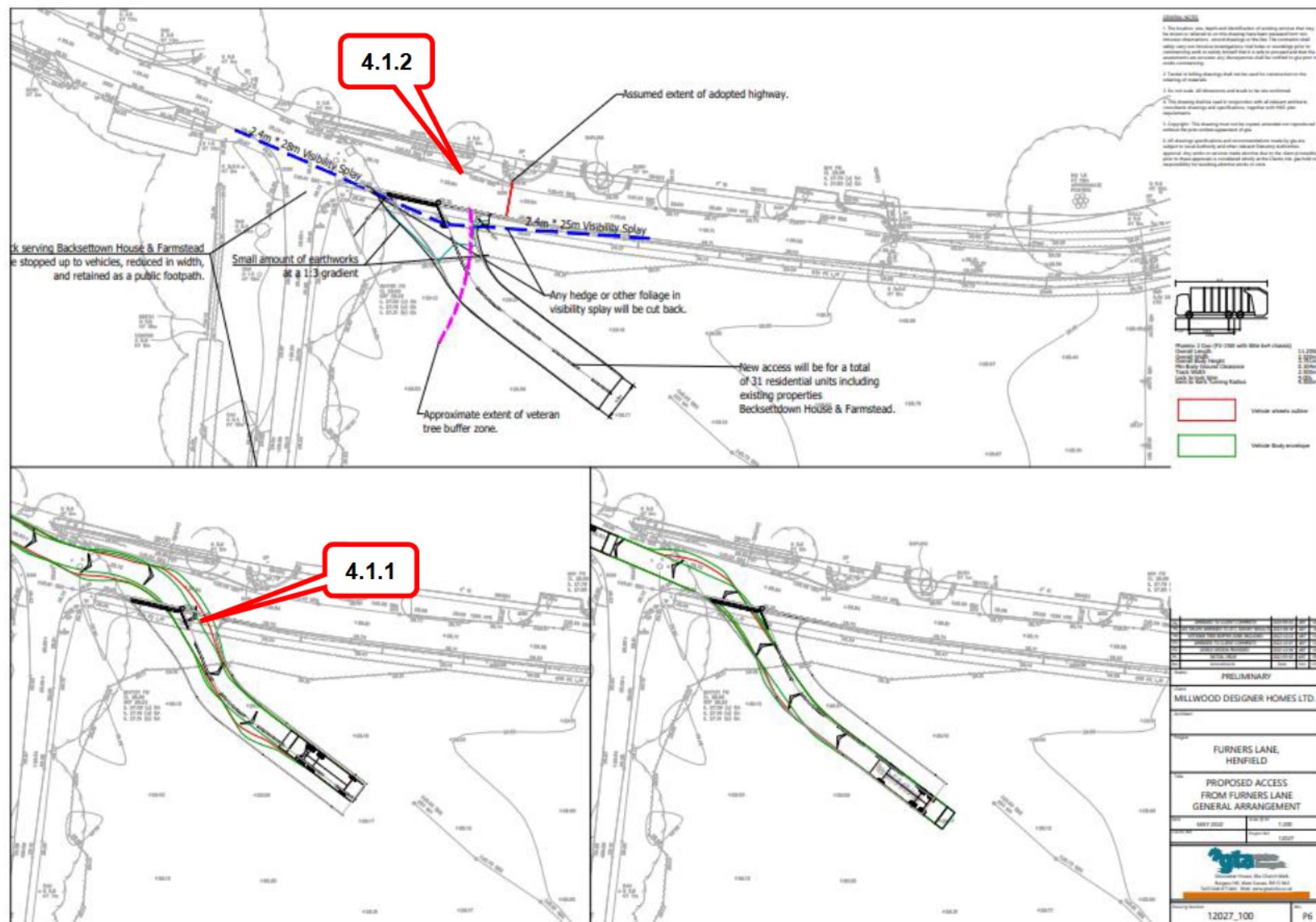
APPENDIX A
INFORMATION PROVIDED

List of information provided:

Drawing Reference Number	Revision	Title
12027_100_P6 Furners Lane Site Access General Arrangement		Access Plan

APPENDIX B

LOCATION OF PROBLEMS PLAN



APPENDIX C: ROAD SAFETY AUDIT RESPONSE LOG

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

Original RSA Report Ref:	Date:
Compiled by: Paul Nevard and Vinny Rey	
On behalf of: EC Road Safety Limited	

Key Personnel

Overseeing Organisation:
RSA Team: EC Road Safety Limited – Paul Nevard and Vinny Rey
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
	Location: Summary:				



Civil Engineering - Transport Planning - Flood Risk

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