



Charles & Associates

LAND AT HAYES LANE, SLINFOLD

Designer's Response to the Stage 1 Safety Audit

Project No. 22-011

February 2026

LAND AT HAYES LANE, SLINFOLD

Designer's Response to the Stage 1 Safety Audit

**C & A Consulting Engineers
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**Project No. 22-011
February 2026**

DOCUMENT CONTROL SHEET

REV	ISSUE PURPOSE	AUTHOR	CHECKED	REVIEWED	APPROVED	DATE
-	For Approval	DA	DH	TB	GAC	02.26

DESIGNER'S STATEMENT

C & A Consulting Engineers have prepared an access proposal for a development on Land at Hayes Lane, Slinfold. The Stage 1 Road Safety Audit was carried out on the design shown on drawings 22-011-013 Rev A.

The audit was undertaken by EC Road Safety Ltd. and the Auditor Team identified a few issues. I have considered the issues and problems raised in the Safety Audit and have appended my comments, which set out:

- the changes to the design which I propose to make, or
- the reasons why I do not propose to make any changes.

Signed: Dipendra Awasthi

Date: February 2026

SAFETY ISSUES RAISED AT PREVIOUS AUDITS

No previous safety audits were submitted for assessment

Audit Team No.	Audit Team Observation	Audit Team Recommendation	C&A Designers Response	Client Comment
4. Items raised at this Stage 1 Road Safety Audit				
4.1	Problem Location: Proposed site access. Summary: Risk of side swipe type collisions due to restricted visibility at the proposed site access. At the time of the site visit, existing vegetation was observed along the boundary in the vicinity of the proposed site access. This vegetation currently obstructs the achievable visibility splays in both directions along Hayes Lane. While the submitted plans indicate that vegetation will be removed to achieve the required sightlines, there is a risk that if vegetation is not adequately cut back, or if ongoing maintenance is not secured, visibility for drivers exiting the site may be compromised. Reduced visibility could increase the risk of vehicles failing to see approaching traffic, leading to potential turning or emerging collisions.	Recommendation: It is recommended that all vegetation within the required visibility splays is fully cut back prior to the access becoming operational. Measures should be put in place to ensure that visibility splays are kept clear and free from obstruction for the lifetime of the development, including appropriate maintenance responsibilities and arrangements.	Agree: The vegetation should be fully cut back prior to the operation of the access and regularly trimmed thereafter to maintain clear and unobstructed visibility splays in both directions.	
4.2	Problem Location: Proposed informal pedestrian crossing point on Hayes Lane, adjacent to the site access. Summary: On-street parking in the vicinity of the proposed informal crossing may obstruct its use and encourage pedestrians to cross at unsafe locations within the live carriageway risking pedestrian injury.	Recommendation: It is recommended that waiting restrictions are extended in the vicinity of the proposed informal crossing to prevent on-street parking. This would help maintain clear pedestrian desire lines, improve intervisibility between pedestrians and approaching drivers, and reduce	Agree: The proposed parking restriction to be extended as shown in updated Drawing 22-011-013 Rev B.	

	At the time of the site visit, vehicles were observed parking in the vicinity of the proposed informal pedestrian crossing location. Parking at this location has the potential to obstruct pedestrian desire lines and reduce the effectiveness and visibility of the informal crossing point. As a result, pedestrians may choose to cross away from the intended crossing location, potentially stepping out from between parked vehicles into the live carriageway. This could increase the risk of pedestrian-vehicle collisions, particularly where driver visibility of pedestrians is reduced.	the risk of pedestrian-vehicle collisions.		
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