



STAGE 1 ROAD SAFETY DESIGNERS RESPONSE REPORT

IN ACCORDANCE WITH DMRB GG119 ROAD SAFETY AUDIT GUIDANCE

PROPOSED MIXED-USE DEVELOPMENT

FORMER SANDGATE NURSERIES, WEST END LANE, HENFIELD

On behalf of **Sandgate Henfield Developments Ltd**

Report Reference: **22/070/02/07A**

August 2023

MAGNA TRANSPORT PLANNING LTD

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REPORT CONTROL SHEET

Magna Ref. 22/070/02/07A

August 2023

Revision	Status	Date	Author
A	FINAL	07/08/2023	AMOL PISAL

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1 PROJECT DETAILS

1.1 Project Details

Report Title:	Stage 1 Road Safety Audit Designers Response
Date:	07 August 2023
Document Reference & Revision:	22/070/02/07A
Prepared By:	Amol Pisal
On Behalf of:	Magna Transport Planning Ltd

2 INTRODUCTION

2.1 Background

This Road Safety Audit Response Report results from a Stage 1 Road Safety Audit carried out in July 2023 on the proposed site access on West End Lane (Drawing 22-070-SK04) in association with the proposed development.

The Design Team have carefully considered the problems and recommendations raised in the Stage 1 Road Safety Audit Report. This Response Report includes all the problems and recommendations raised by the Road Safety Audit Team, as well as the Designer's Response.

2.2 Key Personnel

Road Safety Audit Team

- Audit Team Leader – Naresh Madhavan (Director of Highway Associates)
- Audit Team Member – Robin Sawczyn – Senior Road Safety Engineer

Design Organisation.

- Amol Pisal – Managing Director of Magna Transport Planning Ltd

3 ITEMS RAISED AT STAGE 1 AUDIT

3.1 General

3.1.1 PROBLEM

Location: Proposed Access Junction

Summary: Insufficient manoeuvring space

It is unclear as to whether large vehicles such as refuse or HGV delivery vehicles can negotiate the proposed junction without risk of kerb strikes or verge overrunning which could result in loss of control or conflicts.

RSA RECOMMENDATION

Undertake swept path analysis to determine the exact nature of the problem. If necessary, the geometry should be altered to allow for sufficient manoeuvring space for all type of visiting vehicles.

DESIGN ORGANISATION RESPONSE

Recommendation has been accepted.

Whilst the swept path assessment shows that the refuse truck does not overrun the kerbs at the proposed site access junction, the junction radii have been amended to ensure HGVs do not overrun the kerbs. The amended site access arrangements (**Drawing 22-070-SK04 Rev A**) along with swept path assessment (**Drawing 22-070-TR01 Rev C**) is attached to this Designer's Response.

OVERSEEING ORGANISATION RESPONSE

Response to be obtained following submission of planning application

AGREED RSA ACTION

To be Confirmed during Planning Consultation Stage

3.2 Non-Motorised Road User Provision

3.2.1 PROBLEM

Location: West End Lane – Proposed footway

Summary: Risk of pedestrian conflicts due to footway width

Concern is expressed that the proposed 1.5 metre wide footway link may not be sufficiently wide enough to allow two-way pedestrian flow, particularly in consideration of pushchair and wheel chair users and could encourage pedestrians to travel within the live carriageway risking conflicts with passing traffic or risk trips or falls whilst attempting to negotiate a full height kerb.

RSA RECOMMENDATION

Further analysis should be undertaken to determine the likelihood of two-way pedestrian occurring within the link. If necessary, the footway should be suitably widened to allow for two - way pedestrian flow.

DESIGN ORGANISATION RESPONSE

An analysis has been undertaken as part of the Transport Statement submitted for planning which in terms of the proposed trip generation associated with the proposed development. During peak hours, the overall development has a potential to generate between two and four pedestrian two-way trips (including public transport trips). Due to such an amount of pedestrian trips, the likelihood of two-way pedestrians occurring on this link is very low.

The existing residential development to the north has its own internal footpath along Borrer Drive which connects to the footway on Upper Station Road further east. The residents of this development therefore use this footpath instead of West End Lane.

Past the site to the west, the development is sparse and as such, the pedestrian traffic arising from the west is also low. In any case, the likelihood of the two-way pedestrian traffic taking into account the proposed development and the development to the west of the site would be very low.

It should also be noted that there is a secondary pedestrian link proposed to the south of the site. The design of this link is subject to Reserved Matters. It is likely that residents living in the southern part of the site would choose to use this link instead of walking all the way up to West End Lane. Therefore, the overall pedestrian traffic arising from the development and using the proposed footway on West End Lane would be safely accommodated within the proposed 1.5 metres wide footway on West End Lane.

Furthermore, DfT's Inclusive Mobility document clearly states that if a two metres width is not feasible due to physical constraints, a minimum width of 1.5 metres could be regarded as the minimum acceptable under most circumstances, as this should enable a wheelchair user and a walker to pass each other.

We therefore consider that the proposed footway width of 1.5 metres to be sufficient.

As detailed within the Audit Brief, the adopted highway boundary along West End Lane is extremely close to the private land to the north and due to significant level differences, widening of West End Lane to provide wider footway could prove tying in the levels difficult. At Detailed Design stage, detailed assessment of these levels will be investigated with a view to potentially widening the footway further.

It should however be noted that, further widening of the footway is not necessary based on the reasoning provided above.

OVERSEEING ORGANISATION RESPONSE

Response to be obtained following submission of planning application

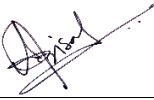
AGREED RSA ACTION

To be Confirmed during Planning Consultation Stage

4 DESIGN ORGANISATION STATEMENT

On behalf of the Design Organisation, I certify that:

1) The RSA actions identified in response to the Road Safety Audit Report have been discussed and agreed with the Overseeing Organisation.

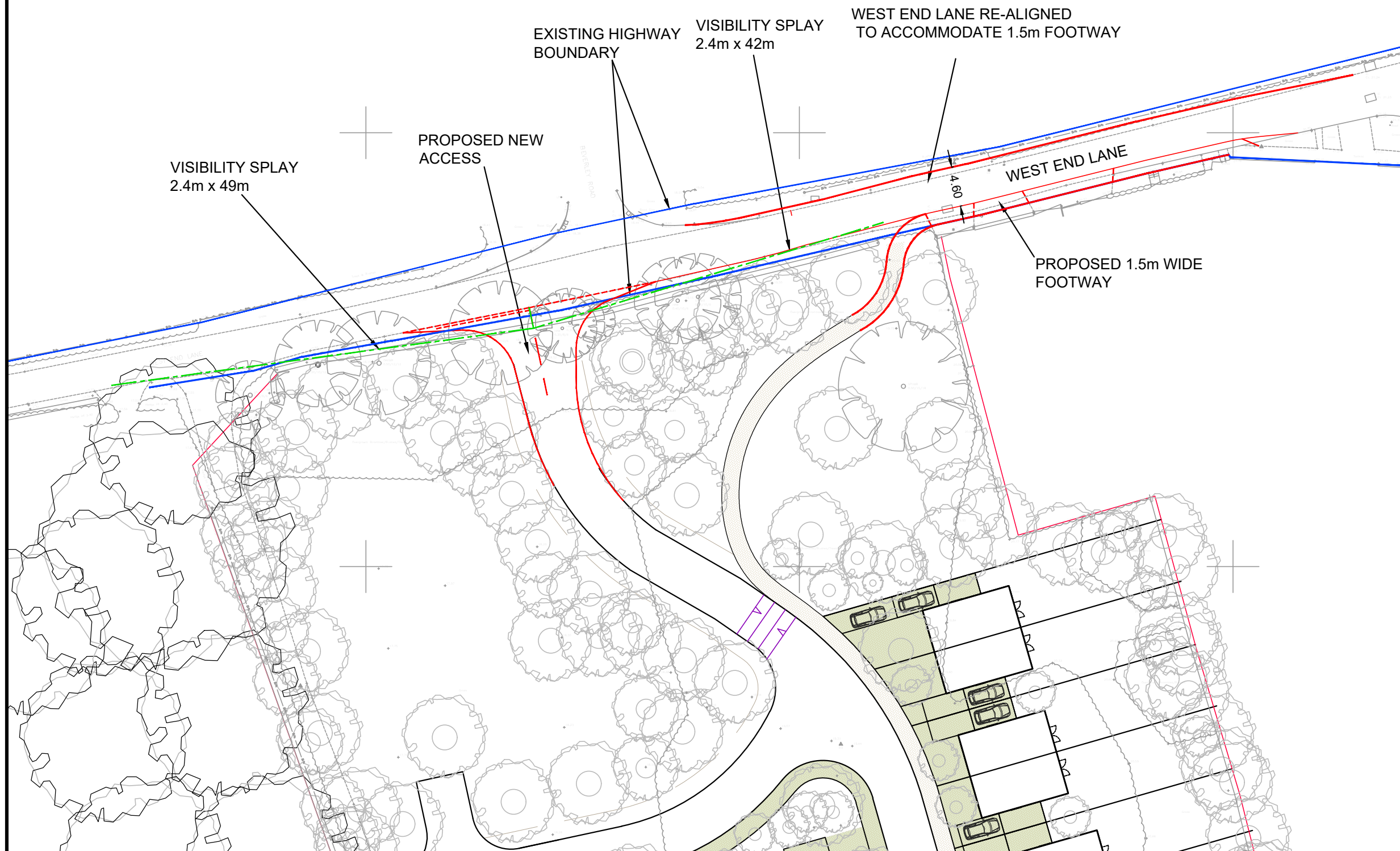
Name:	Amol Pisal
Position:	Managing Director
Organisation:	Magna Transport Planning Ltd
Signed:	
Date:	07/08/2023

5 OVERSEEING ORGANISATION STATEMENT

On behalf of the Overseeing Organisation, I certify that:

- 1) The RSA actions identified in response to the Road Safety Audit Report have been discussed and agreed with the Design Organisation; and
- 2) The agreed RSA actions will be progressed

Name:	<i>Name</i>
Position:	<i>Position</i>
Organisation:	<i>Overseeing Organisation Name & Address</i>
Signed:	<i>Signature</i>
Date:	<i>xx Month 202x</i>



A	03.08.23	JUNCTION ACCESS WIDENED	CT		
-	04.11.22	ORIGINAL ISSUE	KI	AP	AP
Rev	Date	Description	Drn	Chk	App



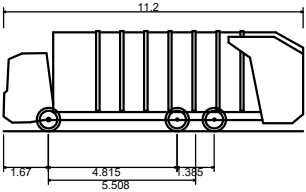
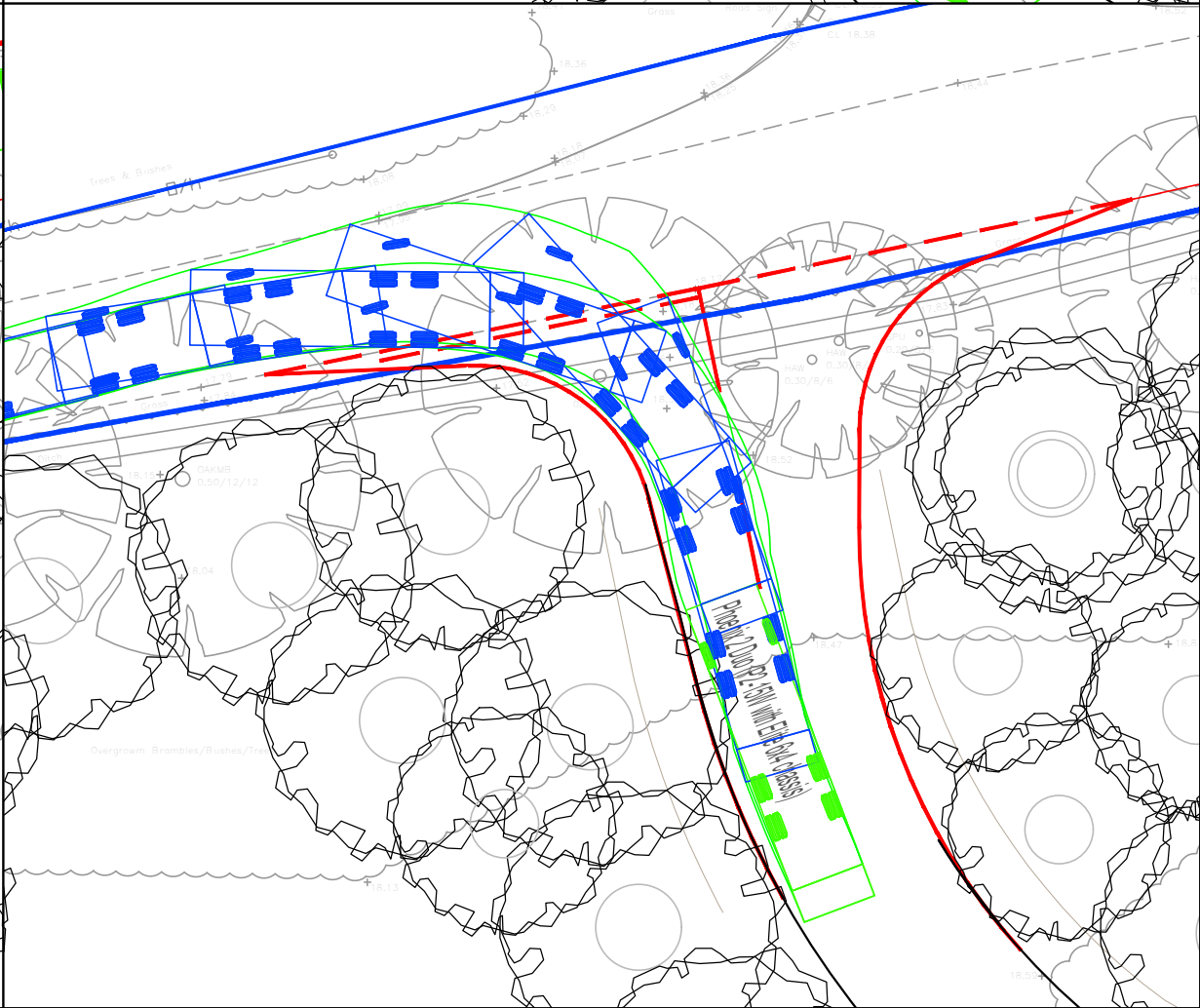
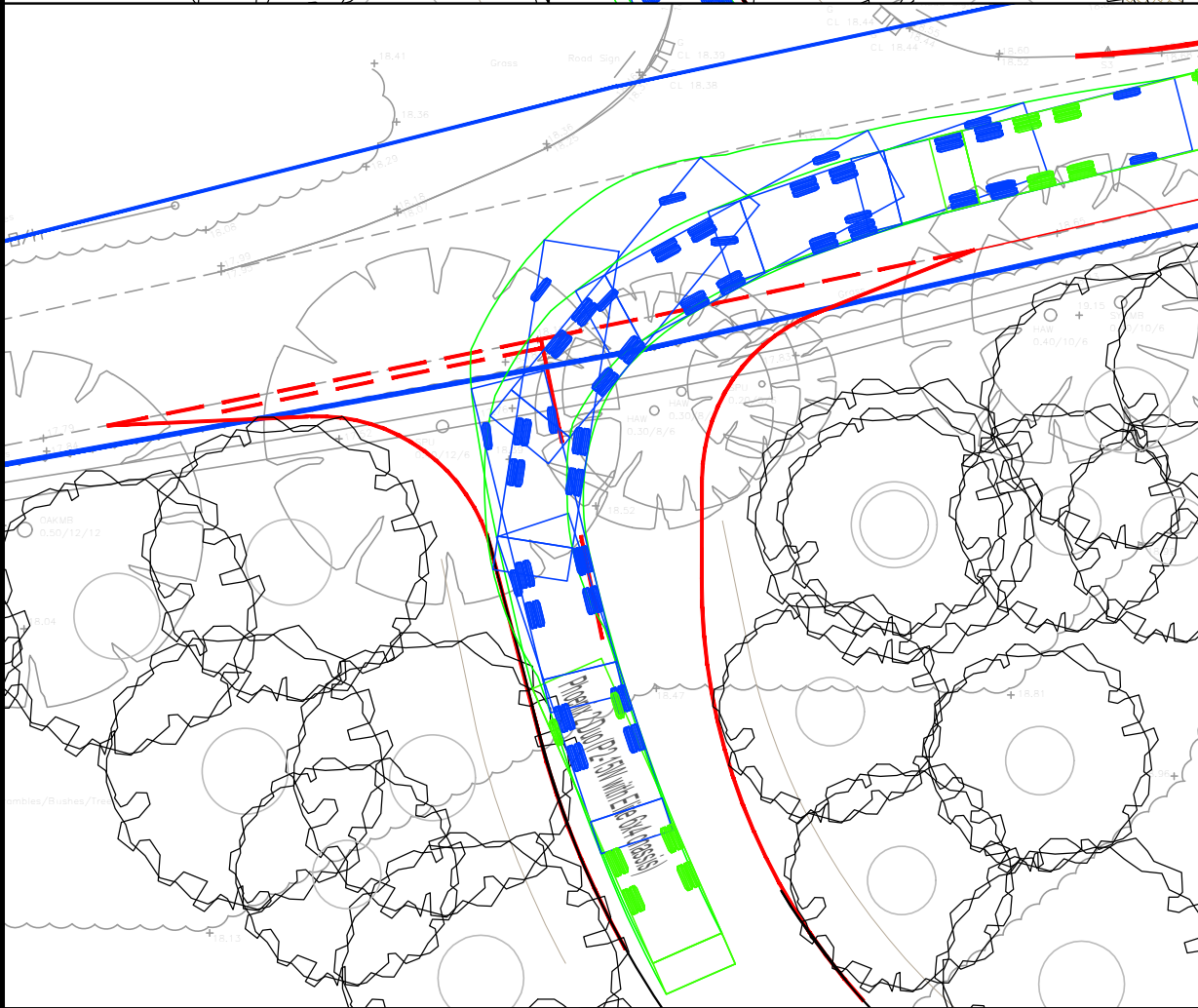
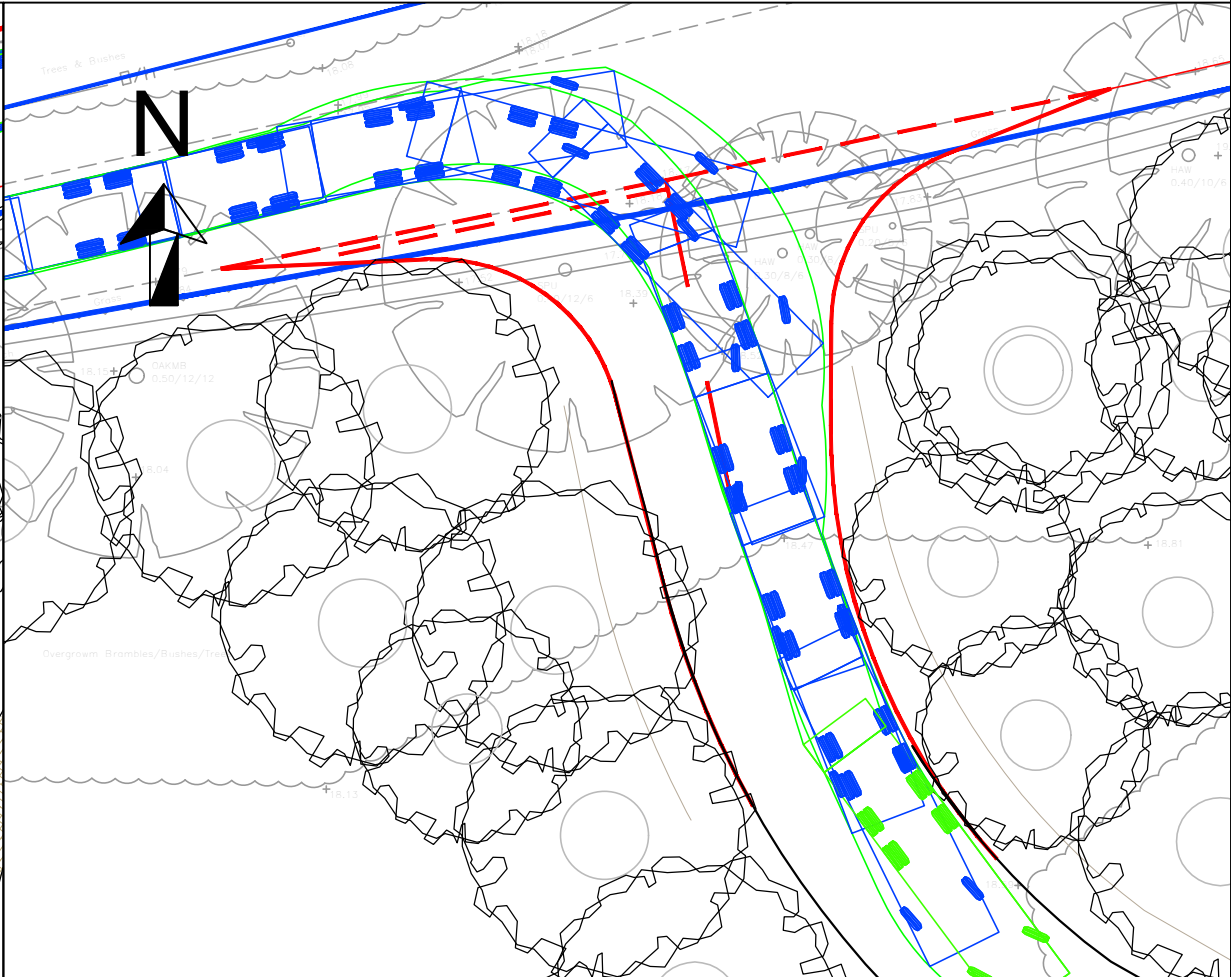
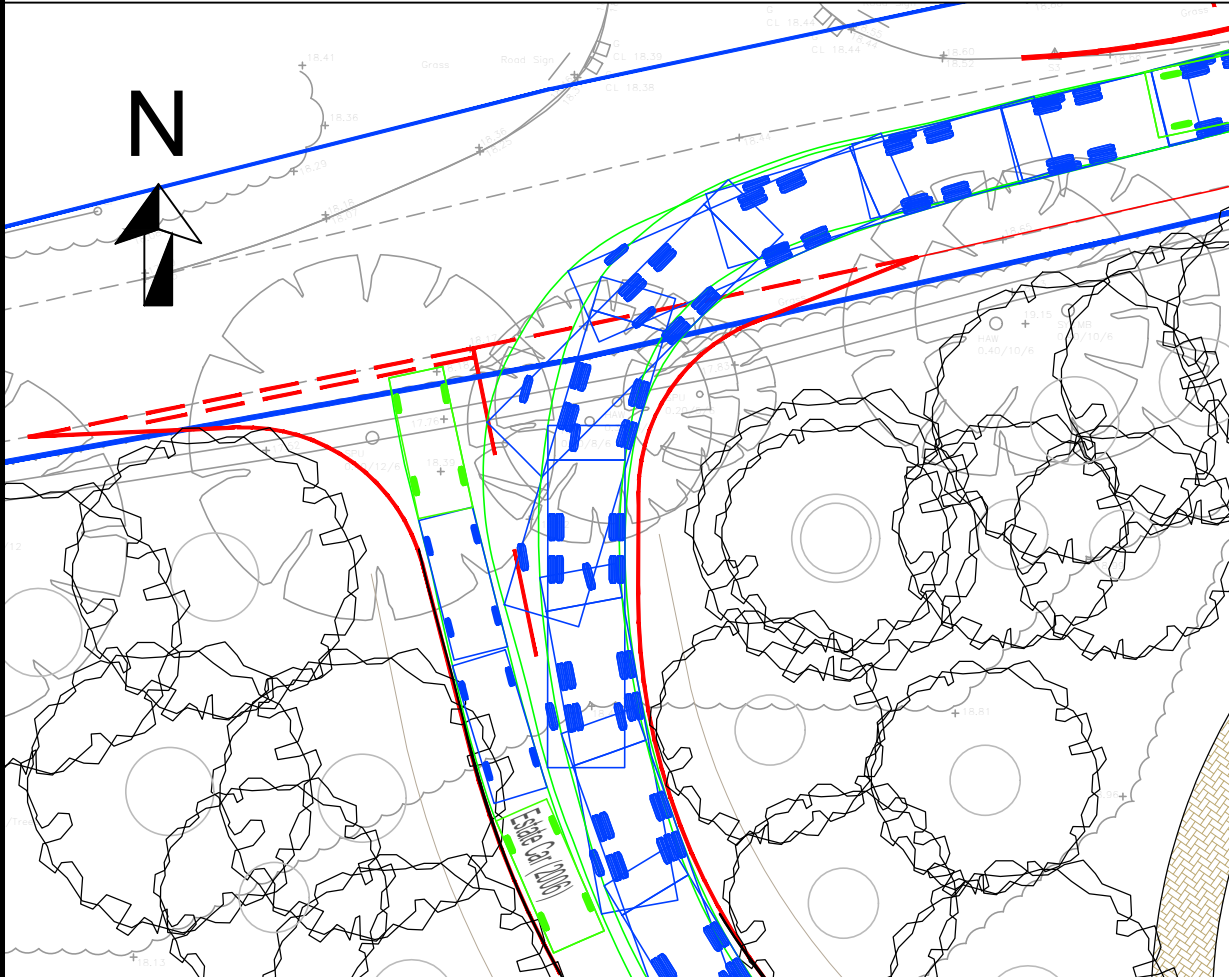
Client

Project
WEST END LANE
HENFIELD

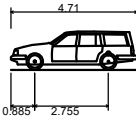
Drawing Title
VISIBILITY SPLAYS &
ACCESS ARRANGEMENTS

Drawing Status
FOR INFORMATION

Drawn CT	Designed	Date JULY 2023	Scale 1:500	Size A3
Drawing No. 22-070-SK04				Rev A



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m



Estate Car (2006)
Overall Length 4.710m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.950m

Rev	Date	Description	Drn	Chk	App
C	03.08.23	ACCESS WIDENED	CT		
B	27.01.23	MINOR AMENDMENTS	CT		
A	23.01.23	MINOR AMENDMENTS	CT		
-	04.11.22	ORIGINAL ISSUE	CT		



Client

Project
WEST END LANE
HENFIELD

Drawing Title
SWEPT PATH ANALYSIS
11.2m REFUSE VEHICLE &
ESTATE CAR

Drawing Status
FOR INFORMATION

Drawn CT	Designed	Date 04.11.22	Scale 1:250	Size A3
Drawing No. 22-070-TR01	Rev C			