



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: **22/070/01/31A**

August 2023

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REPORT CONTROL SHEET

Magna Ref. 22/070/01/31A

August 2023

Revision	Status	Date	Author
A	FINAL	07/08/2023	AMOL PISAL
B	FOLLOWING DISCUSSIONS WITH WSCC	31/08/2023	AMOL PISAL

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1 PROJECT DETAILS

1.1 Project Details

Report Title:	Stage 1 Road Safety Audit Designers Response
Date:	31 August 2023
Document Reference & Revision:	22/070/01/31A
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-SK02 Rev B) 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: West End Lane – Proposed priority measure

Summary: Increased risk of head on conflicts

Concern is expressed that due to the traffic calming feature that gives priority to eastbound traffic, that there could be an increased risk of conflicts between westbound traffic approaching but already committed to the priority system and traffic turning out of the proposed development site access or Beverly Road which may assume they have priority.

RSA RECOMMENDATION

The priority system should be reversed.

DESIGN ORGANISATION RESPONSE

RSA Recommendation is not accepted. Reasons provided below.

The problem raised by the auditor relates to an event whereby the eastbound traffic has already entered the priority system at the same time as the vehicle exiting the proposed development and turning right. In such an event, driver exiting the site and turning right will first come across the proposed speed hump on West End Lane; and at the same time will have a clear forward visibility along West End Lane. In fact, this driver will be able to clearly see the oncoming westbound vehicle on West End Lane even before exiting the proposed site access junction as this made clear through the provision of visibility splays. This driver will naturally wait before the proposed speed hump, or where they think is the safest (widest) part of West End Lane taking advantage of the familiarity of the highway network, thereby reducing the risk of collision.

The likelihood of a risk of collision is further reduced due to the fact that this is a low speed environment induced by single lane chicane system and the speed hump.

All in all, it is the designer's opinion that the proposed priority system is safe and suitable. There is therefore no highway safety justification for reversing the priority system.

In any case, at a Detailed Design (S278) stage, this would be discussed in detail and further tweaks could be made at that time.

OVERSEEING ORGANISATION RESPONSE

WSCC consider the priority direction is correct. The feature is on a straight section of road and visibility for traffic would not be an issue, Traffic turning from the development would wait behind the proposed speed hump to allow an opposing vehicle through.

AGREED RSA ACTION

The proposed priority direction is deemed acceptable because of the straight alignment of West End Lane affording good forward visibility to traffic exiting the development. This along with the provision of the proposed speed hump would slow development traffic down whilst allowing the oncoming westbound traffic who has already committed to the priority system to pass safely.



3.2 Non-Motorised Road User Provision

3.2.1 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 resultant radii are six metres.

The amended site access arrangements (**Drawing 22-070-SK02 Rev C**) along with swept path assessment (**Drawing 22-070-TR01 Rev C**) is attached to this Designer's Response.

OVERSEEING ORGANISATION RESPONSE

Site access to be amended to ensure refuse vehicles do not over run the kerb.

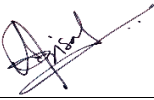
AGREED RSA ACTION

The resultant radii are six metres.

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:	31/08/2023

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>Stephen Gee</i>
Position:	<i>Principal Transport Planner</i>
Organisation:	<i>West Sussex County Council</i>
Signed:	
Date:	<i>31/08/2023</i>