APPENDIX C: *Bines Road, Partridge Green*

Road Safety Audit Decision Log Cover Sheet

This report should be read in conjunction with the Stage *1* Road Safety Audit.

Produced: March 2025	Date: 28.03.25
Signed: C.I.Duff	
(for Design Organisation)	

Reviewed:	Date:
Signed:	
(Lead Professional Safety Audit)	

Having reviewed the recommendations of the Safety Audit and considered the comments of the Client Project Manager and Design Team, I accept the conclusions of the Road Safety Audit Decision Log on behalf of the Highway Authority.

Overseeing Organisation (Project Manager if all RSA recommendations are accepted, otherwise Manager Highway Projects):	
Name:	Date:
Signed:	

RESPONSE REPORT

relating to the

ROAD SAFETY AUDIT STAGE 1 (DMRB GG 119)

dated 28th March 2025 for

Proposed Offsite Works, Bines Road, Partridge Green

Residential

Date of Issue: 28/03/2025

Note: Based on a Road Safety Audit Report prepared by M B Projects Ltd.

Readers are recommended to refer to the original audit report for the full context of the issues identified and any associated additional comments.

F1 Project Details

TABLE F1: PROJECT DETAILS

Report title	Road Safety Audit Stage 1, Proposed Offsite Works, Bines Road, Partridge Green, West Sussex
Date	March 2025
Document reference and revision	Road Safety Audit Stage 1 Report
Prepared by	M B Projects Ltd
On behalf of	Paul Basham Associates

TABLE F2: AUTHORISATION SHEET

Project:	Bines Road, Partridge Green, West Sussex
Report title:	Proposed Offsite Works, Bines Road, Partridge Green, West Sussex
Prepared by	Paul Basham Associates
Name:	Caroline Duff
Position:	Senior Transport Planner
Signed	C.Duff
Organisation:	Paul Basham Associates
Date:	28.03.25
Approved by:	Note: Road Safety Audit Decision Log Cover Sheet to be completed instead of shaded section for WSCC-led schemes
Name:	
Position:	
Signed	
Organisation:	
Date:	

F2 Introduction

This report describes a Stage 1 Road Safety Audit carried out on proposed off-site works associated with a 105-unit residential development off Bines Road, Partridge Green, as below:

- Widening of the existing footway along Bines Road
- The crossing point by High Street
- The crossing point by Star Road Industrial Estate
- Internal Layout – where cycle path crosses main spine road
- Proposed cycle route through the site where it joins the carriageway opposite the Downs Link.

The Audit was requested by the design organisation, Paul Basham Associates, The Bothy, Cams Hall Estate, Fareham, PO16 8UT on behalf of West Sussex County Council, as the Overseeing Organisation.

F3 Key Personnel

TABLE F3: KEY PERSONNEL

Overseeing Organisation	West Sussex County Council
RSA Team	M B Projects Ltd
Design Organisation	Paul Basham Associates

F4 Road Safety Audit Decision Log

TABLE F4: ROAD SAFETY AUDIT DECISION LOG

RSA Problem Number	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.4.1	**Summary:** Misaligned tactile paving could lead to pedestrian trips. Tactile paving is proposed on the footways at the cycle crossing; however, the paving on the southern side of the carriageway is misaligned. Visually impaired pedestrians use the tactile paving to line-up when crossing, where a misalignment could direct these pedestrians into the carriageway, increasing the risk of vehicle to pedestrian collisions.	It is recommended that the tactile paving be aligned in accordance with Department for Transport guidelines.	Agreed - The tactile paving has been realigned in accordance with Department for Transport guidelines.		
3.4.2	**Summary:** Lack of pedestrian facilities could compromise pedestrian safety. There is no formal pedestrian crossing point across Lock Lane junction mouth, where this is a pedestrian desire line. This may present difficulties particularly for the visually and mobility impaired pedestrians, which may lead to pedestrian trips and falls.	It is recommended that a pedestrian crossing point including flush drop kerbs and tactile paving be provided at the junction.	Agreed - a pedestrian crossing point including flush drop kerbs and tactile paving will be provided at the junction and a drawing has been provided to show the design.		
3.4.3	**Summary:** Lack of pedestrian to vehicle inter-visibility	It is recommended that appropriate	This junction is existing and no amendments		

	Where pedestrians cross the Lock Lane junction mouth, there is a lack of vehicle to pedestrian intervisibility. A lack of intervisibility could mean that approaching vehicles exiting Lock Lane will see pedestrians crossing the junction very late that could lead to vehicle to pedestrian collisions, or sudden braking and rear end shunt collisions.	intervisibility splays are provided for assessment.	other than providing flush kerbs with tactile paving is provided. As the road is private and there is a section of third party land to the south of the junction, inter-visibility splays would not be achievable within highway land.		
3.4.4	**Summary:** Hedgerow in the intervisibility splay could lead to vehicle to pedestrian collisions. The proposed pedestrian crossing across Bines Road south of the junction with High Street has hedgerow in the southern intervisibility on the western side of the carriageway that may restrict vehicle to pedestrian intervisibility. This could lead to pedestrians attempting to cross the road with insufficient intervisibility that could increase the risk of vehicle to pedestrian collisions.	It is recommended that the hedgerow be removed from the visibility splay of the new crossing point and kept at an appropriate level with regular maintenance.	Agreed – hedgerow will be removed from the visibility splay of the new crossing point and kept at an appropriate level with regular maintenance. This has been updated on the crossing pint design and visibility drawing.		
3.4.5	**Summary:** Proposed crossing point south of Bines Road/Star Road junction may not match the likely pedestrian desire line that could lead to vehicle to pedestrian collisions or	It is recommended that an additional crossing point is provided to the north side of the Star Road junction in order to match the likely main pedestrian desire line.	Agreed – A crossing point has been provided to the north of Star Road in order to match the likely main pedestrian desire line.		

	pedestrian injury. A pedestrian crossing point is proposed south of the Bines Road junction with Star Road and whilst it is accepted that this would cater for movements between the new development and the Industrial Estate. However, the crossing may not cater for the likely pedestrian movement from the north where the main concentration of population is located, in the village of Partridge Green, as it is unlikely that pedestrians between the site and the village will cross south of the Star Road junction. This could lead to pedestrians crossing north of the junction at a location that lacks pedestrian facilities, resulting in pedestrian trips and falls or vehicle to pedestrian collisions.				
3.4.6	**Summary:** Levels difference between the main carriageway and footway at proposed location of pedestrian crossing point could lead to pedestrian injury. A pedestrian crossing point is proposed south of the Bines Road junction with Star Road, where it was observed that there is a distinct levels difference between the main carriageway and the	It is recommended that the crossing point on the western side is constructed to ensure that any gradient is not steeper than 1 in 12.	Agreed - the crossing will be constructed to ensure that any gradient is not steeper than 1 in 12 and full details will be provided at the detailed design stage.		

	footway on the western side. No details have been provided relating to the necessary accommodation works to remove what would be a distinct gradient. Inappropriate gradients could result in pedestrian slips, trips and falls, particularly involving the visually and mobility impaired.				
3.4.7	**Summary:** Restricted visibility could lead to vehicle to pedestrian / cyclist collisions. No details relating to the intervisibility where the internal cycle route joins Bines Road have been provided for assessment. There is concern that excess vegetation on the western side of the carriageway may restrict intervisibility, where restricted intervisibility could increase the risk of vehicle to cyclist collisions.	It is recommended that the vegetation be cut back and regularly maintained to retain visibility	Agreed – A visibility splay assessment has now been provided where the internal cycle route joins Bines Road. Where visibility cuts across existing vegetation, it will be ensured that vegetation be cut back to below 0.6m and regularly maintained to retain visibility.		
3.4.8	**Summary:** Lack of ditch protection could lead to cyclist falls and cyclist injury. The proposed internal cycle route leading to Bines Road goes over an existing drainage ditch, where no protection details are proposed. There is concern that, should cyclists fall into the ditch injury maybe sustained.	It is recommended that the detailed design review ditch protection around the cycle route.	Agreed - ditch protection around the cycle route will be reviewed at detailed design.		

3.5.1	**Summary:** Insufficient warning of cyclist crossing could lead to vehicle to cyclist collisions. The internal cycleway connects onto Bines Road to the south of the development linking to Downs Link on the eastern side of Bines Road. However, there is no proposed signage on Bines Road to warn traffic of the proposed hazard of cyclists crossing the carriageway, which could increase the risk of vehicle to cyclist collisions.	It is recommended that 'Cycle route' signage to diagram 950 accompanied with 'Cycles crossing' plate to diagram 950.1 be installed in advance of the proposed crossing point.	Agreed - 'Cycle route' signage to diagram 950 accompanied with 'Cycles crossing' plate to diagram 950 will be installed in advance of the proposed crossing point. The drawing has been updated to show this.		

F5 Design Organisation and Overseeing Organisation Statements

TABLE F5: DESIGN ORGANISATION STATEMENT

On behalf of the Design Organisation, I certify that: 1) The RSA Actions identified in the response to the Road Safety Audit problems in this Road Safety Audit have been discussed and agreed with the Overseeing Organisation.	
Name:	Caroline Duff
Signed	C.I.Duff
Position:	Senior Transport Planner
Organisation:	Paul Basham Associates
Date:	28.03.25

TABLE F6: OVERSEEING ORGANISATION STATEMENT

On behalf of the Overseeing Organisation, I certify that: 1) The RSA Actions identified in the 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 RSA Action will be progressed.	
Name:	
Signed	
Position:	
Organisation:	