



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: **22/070/02/31A**

August 2023

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REPORT CONTROL SHEET

Magna Ref. 22/070/02/31A

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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:	22/070/02/31A
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-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 resultant radii are six metres. 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

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

AGREED RSA ACTION

The resultant radii are six metres.

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

RSA Recommendation is not accepted. Reasons provided below.

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 trying 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

The footway width of 1.5m would be provided for approximately 50m and would allow a wheelchair user to pass a pedestrian. Given the estimated pedestrian trips from the development and southern pedestrian access this would be acceptable. Should additional width be possible following detailed design then this would be seen as beneficial.

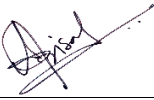
AGREED RSA ACTION

The provision of 1.5 metres wide footway is deemed suitable due to the estimated pedestrian trips arising from the development being very low and the fact that there is an alternative pedestrian access to the southern part of the development. Furthermore, this width would allow a wheelchair user to pass a pedestrian. The physical constraints along this section of West End Lane in the form of level differences between the private land and the highway on the northern side of West End Lane would make it difficult to provide a wider footway. As such, DfT's Inclusive Mobility guidance confirms that in circumstance of physical constraint, a footway width of 1.5 metres could be regarded as the minimum acceptable. At detailed design stage, the Applicant will assess the aforementioned level differences with a view to potentially widening the footway further, if possible.

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>