

**Stage 1 Road Safety Audit**  
**Reeds Lane, Sayers Common**  
**Proposed Development Access Proposals**

**Date:** 16/12/2025

**Report produced for:** Reside Developments Ltd

**Report requested by:** Iceni Projects Ltd

**On behalf of:** West Sussex Council

**Report prepared by:** Kevin Seymour, Road Safety Consulting Ltd

**Reference:** RSC/KS/EB/25031

## Document Control Sheet

Project Title	Reeds Lane, Sayers Common
	Proposed Development Access Proposals
Report Title	Stage 1 Road Safety Audit
	Reference: RSC/KS/EB/25031
Revision	-
Status	Final
Control Date	16/12/2025

### Record of Issue

Issue	Author	Date	Check	Date	Authorised	Date
Final	K Seymour	16/12/25	E Bingham	16/12/25	K Seymour	1612/25

## Distribution

Organisation	Contact	Copies
Iceni Projects Ltd	Henry Gouldbourne	ecopy

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Registered in England and Wales  
Company Number 5225549

## 1. Introduction

- 1.1. This report results from a Stage 1 Road Safety Audit carried out on the Proposed Development Access Proposals at Reeds Lane, Sayers Common. The Audit was carried out during December 2025.
- 1.2. This Road Safety Audit was produced for (client): Reside Developments Ltd, requested by (design organisation): Iceni Projects Ltd, on behalf of (overseeing organisation): West Sussex Council.
- 1.3. The Audit Team membership was as follows:

Audit Team Leader

Kevin Seymour

B Sc, PG Dip TS, MCIHT, MSoRSA

National Highways Certificate of Competence (Road Safety Audit)

Road Safety Consulting Ltd

Audit Team Member

Elaine Bingham

B Eng (Hons), MCIHT, MSoRSA

National Highways Certificate of Competence (Road Safety Audit)

Road Safety Consulting Ltd

- 1.4. The audit took place at the offices of Road Safety Consulting Ltd between 15<sup>th</sup> and 16<sup>th</sup> December 2025. The audit was undertaken in accordance with Audit Brief provided and the report has been prepared with reference to the Design Manual for Roads and Bridges (DMRB) GG 119, Revision 2.0.1, with exceptions set out in paragraph 2.4.
- 1.5. The Audit Team visited the site together on the 15<sup>th</sup> December 2025 between 1:00pm and 1:30pm. Weather at the time of the audit was cloudy and dry. The road surface was dry. Traffic flows were low and free flowing. Few pedestrians and no cyclists were observed.
- 1.6. The audit comprised an examination of the information provided by the Design Organisation and listed in Appendix A.
- 1.7. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.
- 1.8. The Road Safety Audit is not a technical check that the design conforms to Standards and/or best practice guidance. Design Organisations are responsible for ensuring that their designs have been subjected to the appropriate design reviews (including, where applicable, Non-Motorised User (NMU) Audits) prior to Road Safety Audit.
- 1.9. All comments and recommendations are referenced to the design drawing and the locations have been indicated on plans in Appendix B.

1.10. A Road Safety Audit Response log has been provided in Appendix C; this may assist the designer in appropriately documenting all subsequent decisions with regard to Road Safety Audit comments raised within this report.

## 2. Items Considered

### 2.1. Scheme Proposals

2.1.1. The proposed development consists of the erection of 80 new residential dwellings (Use Class C3), including affordable housing units, vehicular, pedestrian and cycle access (including new footpath links to the east and west of the site along Reeds Lane), landscaping and open space, parking, sustainable drainage and other related works.

2.1.2. The access proposals consist of:

- A proposed new priority 'T' junction access arrangement with 5.5m wide carriageway, with a 6m radius bellmouth;
- 2m footway provided at the site access in the southeastern corner of the site. From here, the footway will continue east along the northern extent of Reeds Lane before reaching the access to the adjacent development with Elivia Homes to the east. The footway will then connect into the existing dedicated crossing point at this location, served by dropped kerbs and tactile paving. With regard to the section of proposed footway along the King Business Park frontage, the proposed 2m width will be reduced to 1.5m to minimise impact on tree roots;
- Footway provided at southwestern extent of the site to connect to the existing PRoWs upon immediately connecting into the site, the footway/cycleway will be 3.5m in width before narrowing to 2m in width along the northern extent of Reeds Lane.

### 2.2. Information Provided to the Audit Team

2.2.1. Information that has been provided to the Audit Team, for the purpose of this audit, is as outlined within Appendix A of this report.

### 2.3. Departures from Standards (Design)

2.3.1. The Audit Team has not been advised of any design departures from standards.

- It is noted that the development tee junction access visibility splay appears to be consistent with a value calculated from 'average' measured 85<sup>th</sup> percentile speeds using DMRB design guidance, (reference DMRB CA 185 and CD 109). These documents indicate that off peak free flow 85<sup>th</sup> percentile speeds should be used and that design speeds are 'banded' to provide a design speed, to be in accordance with CD 109 - Table 2.10). These

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issues may represent Departures from Standards and appropriate design parameters should be agreed with the local highway authority.

#### **2.4. Departures from Standards (Road Safety Audit)**

2.4.1. This Road Safety Audit has been produced, with reference to DMRB – GG 119 – Road Safety Audit, Revision 2.0.1, with the following exception.

- A formally approved Road Safety Audit brief has not been provided to the Audit Team, however the Audit Team received a brief from the client and supporting email, and therefore the Audit Team did not consider that the lack of a formally approved brief would compromise the production of a Road Safety Audit for these proposals.

#### **2.5. Items Raised at Previous Road Safety Audits**

2.5.1. The Road Safety Audit Team is not aware of any previous road safety audits being carried out on these proposals.

### 3. Items Raised by this Stage 1 Road Safety Audit

#### 3.1. Problem

Location: Reeds Lane at the development access

Summary: Inadequate side road visibility may lead to pull-out failure to give way type collisions

At the development access, side road visibility may be restricted by vegetation. Inadequate side road visibility may lead to pull-out failure to give way type collisions.

The existing speed limit terminal from 60mph to 30mph is located to the east of the proposed development access and eastbound approach vehicle speeds are likely to remain high due to the rural nature of Reeds Lane west of the proposed development access; this may exacerbate the issue above.

#### Recommendation:

It is recommended that adequate side road visibility is provided for users. The visibility splay should be consistent with off-peak free flow 85<sup>th</sup> percentile speeds and be free of any obstruction. This may require the removal of vegetation and trees within the splays. See also paragraph 2.3.1 above.

As the development extends the built-up area of the village, it would be appropriate to relocate the speed limit terminal to co-ordinate with the proposed site extents of the built-up area to the west of the access.

Effective speed management measures should be introduced to encourage compliance with the relocated speed limit terminal. Measures may include the provision of an effective gateway feature at the speed limit terminal and the extension of street lighting.

*End of Safety Comments*

#### 4. Audit Team Statement

We certify that this Stage 1 Road Safety Audit has been carried with reference to GG 119, Revision 2.0.1.

##### Audit Team Leader

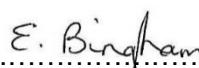
Kevin Seymour  
B Sc, PG Dip TS, MCIHT, MSoRSA, AMIHE  
Highways England Certificate of Competence (Road Safety Audit)

Signed: .....  Dated 16<sup>th</sup> December 2025

Director of Road Safety Consulting Ltd

##### Audit Team Member

Elaine Bingham,  
B Eng (Hons), MCIHT, MSoRSA, AMIHE  
Highways England Certificate of Competence (Road Safety Audit)  
Director of Road Safety Consulting Ltd

Signed: .....  Dated 16<sup>th</sup> December 2025

Director of Road Safety Consulting Ltd

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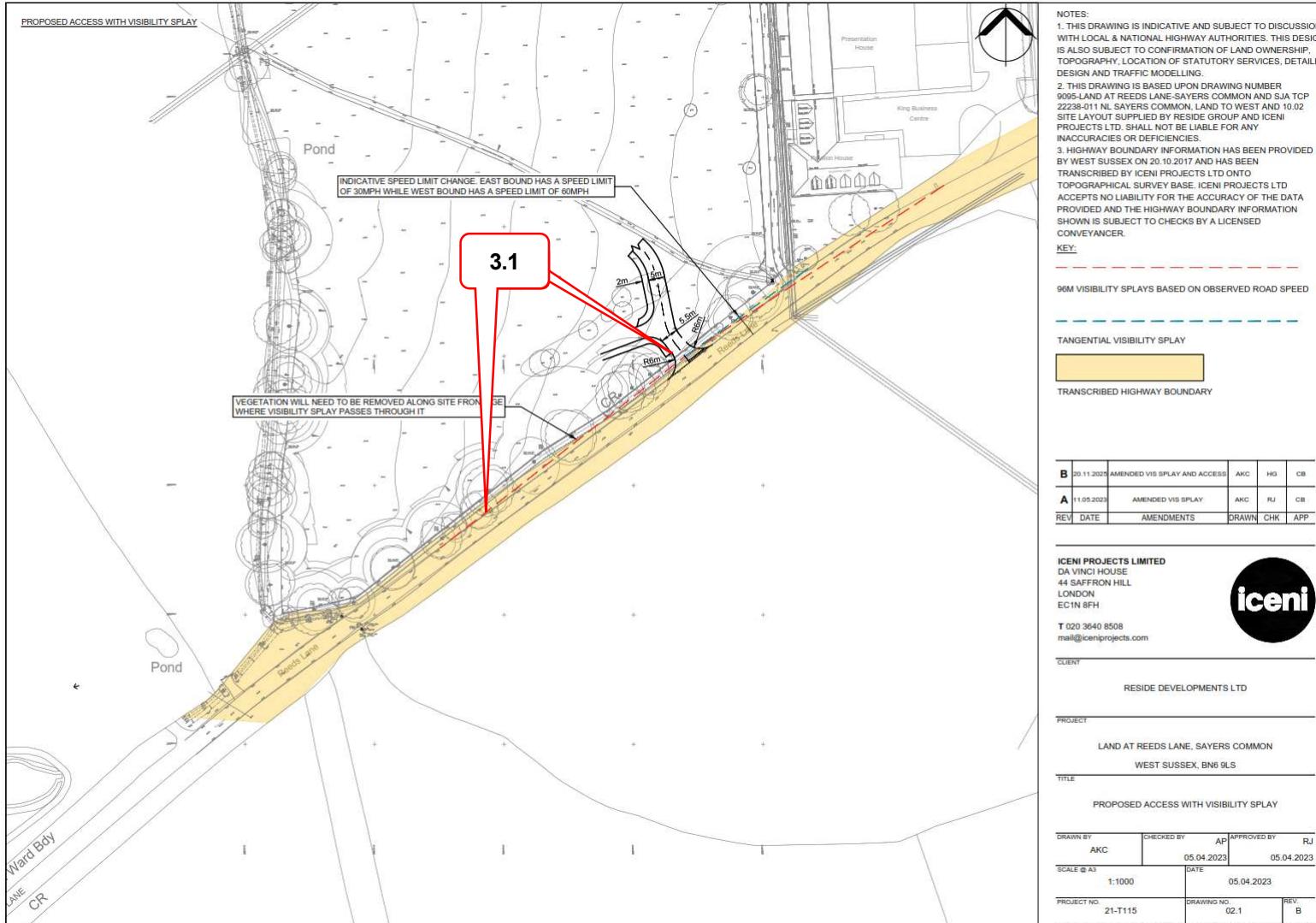
**APPENDIX A: Information Provided****List of Information Provided**

Document Reference Number	Revision	Title
2025.11.28		Sayers Common RSA Stage 1 Brief

Drawing Reference Number	Revision	Title
21-T115_02.1	B	Proposed Site Access
I002003_03.4	A	Swept Path Analysis
I002003_03.5	A	Swept Path Analysis
7463-PL-01	B	Site Location Plan

## APPENDIX B: Drawing Showing Problem Locations

Problem numbers shown on the attached drawing refer to Problem numbers within the report.



**APPENDIX C: Road Safety Audit Response Log**

<b>Report Title:</b>	<b>RSA Stage: 1</b>
<b>Location:</b>	<b>Date:</b>
<b>Prepared by:</b>	<b>Document Reference:</b>
<b>On Behalf of:</b>	

<b>Original RSA Report Ref: 25031</b>	<b>Date: 16/12/2025</b>
<b>Compiled by:</b> Kevin Seymour and Elaine Bingham	
<b>On behalf of:</b> Road Safety Consulting Ltd	

**Key Personnel**

<b>Overseeing Organisation:</b>
<b>RSA Team:</b> Road Safety Consulting Ltd - Kevin Seymour and Elaine Bingham
<b>Design Organisation:</b>

## Road Safety Audit Decision Log

Prob No:	Location / Summary	Recommendation (summary)	Design Organisation Response	Overseeing Organisation Response	Agreed Action in Response to RSA
3.1	<b>Location: Summary:</b>	<p>It is recommended that adequate side road visibility is provided for users. The visibility splay should be consistent with off-peak free flow 85<sup>th</sup> percentile speeds and be free of any obstruction. This may require the removal of vegetation and trees within the splays. See also paragraph 2.3.1.</p> <p>As the development extends the built-up area of the village, it would be appropriate to relocate the speed limit terminal to co-ordinate with the proposed site extents of the built-up area to the west of the access.</p> <p>Effective speed management measures should be introduced to encourage compliance with the relocated speed limit terminal. Measures may include the provision of an effective gateway feature at the speed limit terminal and the extension of street lighting.</p>	Vegetation is to be cutback and maintained. Visibility has been checked and can be delivered.		

## Design Organisation and Overseeing Organisation Statements

On behalf of the design organisation I certify that:

- 1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.

**Name:**

**Signed:**

**Position:**

**Organisation:**

**Date:**

On behalf of the overseeing organisation I certify that:

- 1) the RSA actions identified in 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 actions in response to the RSA will be progressed.

**Name:**

**Signed:**

**Position:**

**Organisation:**

**Date:**