

Stage 1 Road safety Audit Response Report

Little Reeds Farm,
London Road,
Hickstead



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Schedule of Appendices

A	Stage 1 Road Safety Audit Brief
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Issue	Issue date	Compiled	Checked	Authorised
1st	17/02/2025	ART	LNS	LNS

1 Introduction

- 1.1 EC Road Safety Limited has been commissioned by GTA Civils & Transport Ltd to undertake a Stage 1 Road Safety Audit on the proposed site access amendments to Reeds Farm on London Road, that forms part of the A23 on behalf of National Highways (Overseeing Organisation). Kevin Bown from the Spatial Planning Team at National Highways instructed EC Road Safety Ltd to carry out the audit. The A27 is under the jurisdiction of National Highways.
- 1.2 The proposed development is to provide an Acoustic Bund around the site to reduce associated noise levels for the recently constructed dwelling located within the site. To do so, improvements would be required to the existing site access to accommodate two-way flows of tipper trucks (10.2m in length). The site access is proposed to be widened to provide a radii to 15m and an improved access width of 7.5m to allow for two way vehicle access. Alterations to the existing site boundary fencing will be made to accommodate the changes, with proposed revisions to the existing road markings at the site access to reflect the new access arrangements
- 1.3 The following design standards were used for this design:
 - *DMRB CD123 Geometric design of at grade priority and signal-controlled junctions.*
 - *DMRB CD226 Design for new pavement construction*
- 1.4 The scope of the audit relates to the existing access from Reeds Farm onto London Road (A23) and the proposed access improvements.
- 1.5 Little Reeds Farm comprises of a detached two storey dwelling with associated outbuildings located to the eastern side of the A23 from which it gains access. The dwelling is surrounded by open countryside to the north, south and east and is fairly isolated other than its proximity to the A23. The proposed development site access adjoins London Road, part of the A23 subject to the national speed limit. The A23 forms part of the Strategic Road Network within West Sussex, connecting the proposed site to the M23 which leads to Brighton and London via the M25.
- 1.6 The scope of the road safety audit has been agreed by National Highways on 25/10/2022.
- 1.7 The Road Safety Audit Brief was issued by the Overseeing Organisation – Kevin Bown from National Highways to the Audit Team on the 21st August 2024 and subsequently accepted on 16th September, once all documents have been assessed by the Audit Team together. This consisted of the following:

- RSA Brief – 11789E Little Reeds Farm, National Highways RSA Brief
- 11789/2100 – Site Plan
- 11789_2101 – Site Access Design, Visibility Splays and Swept Path
- 20240821 – 11789E – Road Safety Brief - Signed

2 Designer's response to the RSA1

- 2.1 Three points have been raised through the RSA1 process. This is listed in **Table 2.1** below, together with the recommendation and Designer's Response.

Table 2.1 RSA1 Problems, Recommendations & Designer's Response

Problem	Location	Description	Recommendation	Designer's Response	Overseeing Organisation Response	Agreed RSA Action
3.1.1	Access to Little Reeds Farm	There is currently no detail provided to indicate the provision of suitable wheel washing facilities within the site for vehicle use before exiting onto the A23. The lack of provision of adequate facilities increases the risk of loose material such as stone and gravel from the within the existing site, or earth being transported to the site, being dragged onto the A23 by the wheels of tipper trucks exiting the site. This could result in reduced skid resistance for vehicles on the slip road exiting the A23, decelerating on the approach to the roundabout, increasing the risk of shunt or overshoot type collisions. This also increases the risk of loss of control type collisions to powered two-wheel (P2W) users, who may be unseated by such loose material or take evasive action to avoid it.	It is recommended that wheel washing facilities are provided within the site, with a requirement for use by delivery vehicles exiting the site into the A23	Agreed- a wheel washing facility will be installed within the site to ensure any vehicle leaving the site is cleaned. A note has been added to the access drawing.		

Problem	Location	Description	Recommendation	Designer's Response	Overseeing Organisation Response	Agreed RSA Action
3.3.1	Approximately 85m north of the access at Little Reeds Farm	The existing diverge lane is currently 52m, well short of the DMRB standard of 110m for roads with a design speed of 120kph. The intensified use of the access for large tipper trucks, which will be decelerating to enter the site access, increases the risk of shunt type collisions between vehicles that will be accelerating to rejoin the main traffic lanes from the lay-by located approximately 85m north of the site access.	It is recommended that the lay-by be temporary closed for use by general traffic for the duration of the works access	Agreed – The A23 layby will be closed as part of the Traffic management proposals and will be included within the Construction management Plan (CMP)		

Problem	Location	Description	Recommendation	Designer's Response	Overseeing Organisation Response	Agreed RSA Action
3.3.2	Access to Little Reeds Farm	The existing diverge lane is currently 52m, well short of the DMRB standard of 110m for roads with a design speed of 120kph. The intensified use of the access for large tipper trucks increases the risk of shunt type collisions between vehicles travelling along the A23 slip looking to exit and tipper trucks accessing the development site. Early indication from tipper trucks when accessing the site may result in drivers following behind believing tipper trickers are accessing the layby, unaware of the site access just beyond the layby. When the tipper trucks do not enter the layby, following motorists may be caught unaware of the tipper tricker slowing to enter the site access, resulting in hard and late breaking. Hard and late braking by following vehicles increases the risk of shunt collisions from any subsequently following vehicles who may not expect such hard and late breaking manoeuvres.	It is recommended that a suitable traffic management plan is provided and enforced to mitigate the abovementioned risk. Any such plan could include, but is not limited to, (in conjunction with the recommendation in Problem 3.3.1 above) use of the lay-by as a pit stop for tipper truck to pull into and wait for a suitable gap in the traffic to pull out and travel 85m into the site access safely	Agreed- A Construction Traffic Management Plan will be prepared post planning consent.		

Problem	Location	Description	Recommendation	Designer's Response	Overseeing Organisation Response	Agreed RSA Action
3.3.3	Access to Little Reeds Farm on exit lane	The existing merge lane is currently 60m well short of the DMRB standard of 110m for roads with a design speed of 120kph. The intensified use of the access by larger tipper trucks located on a dedicated exit lane of the A23 increases the risk of lane change type collisions between slow moving tipper trucks exiting the site attempting to rejoin the A23 and traffic exiting the A23	It is recommended that a suitable traffic management plan is provided and enforced to mitigate the abovementioned risk. Any such plan should include a mandatory route for tipper truck vehicles exiting the site, requiring any such vehicles to exit the A23 via the slip road upon leaving the site before rejoining the A23.	Agreed- Drivers will be advised to leave the A23 at the junction to the south of the site to mitigate this risk. This will be contained within a Construction Traffic Management Plan will be prepared post planning consent.		

3 Conclusion

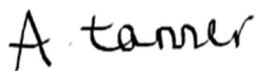
- 3.1 There are three problems raised through the RSA2 process which has now been addressed. Therefore, the RSA2 has not raised any fundamental problems that cannot be resolved.
- 3.2 On behalf of the Design Organisation I certify that the RSA actions identified in response to the RSA problems have been discussed and agreed with the Overseeing Organisation.

Name: Andrew Tanner

Position: Senior Transport Planner

Organisation: GTA Civils & Transport Ltd

Signed:



Date: 18/02/2025

Name:

Position:

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Signed:

Date:

- End of Report -



Civil Engineering - Transport Planning - Flood Risk

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