



Sevenairs Consulting Ltd

Rocky Lane, Haywards Heath, West Sussex

Road Safety Audit Stage 1/2

January 2025



Document Control

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Rocky Lane, Haywards Heath, West Sussex – Road Safety Audit Stage 1/2

Date of Site Visit

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Report Prepared By:

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On behalf of

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Highway Authority / Overseeing Organisation

West Sussex County Council

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Document History:

Revision	Date	Description	By
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Introduction

Commissioning and Scope

This report results from a Stage 1/2 Road Safety Audit carried out at the site of a commercial development off Rocky Lane in Haywards Heath, West Sussex. The audit was carried out at the request of Sophie Reeves, Acquisition and Design Project Manager, Circet UK on behalf of the developer of the site.

The Road Safety Audit team membership was as follows:

The Audit Team	Haydn Vernals FCIHT FIHE CMILT MSoRSA Directive 2008/96/EC (Certificate of Competency), Road Safety Team Leader in accordance with GG119 Sarah Vernals BAHonsQTS NPQH, Road Safety Team Member in accordance with GG119
Audit Observers	None

The main project comprises of a commercial development for a new telecoms installation. Highway works include a direct access onto Rocky Lane to facilitate initial construction and ongoing maintenance. It is understood that following initial frequent use during construction, access would reduce to several times a year. The scope of this Road Safety Audit is to review the proposed highway works.

The audit has been carried out in accordance with the principles of the National Highways document GG 119 Road Safety Audit. A formal Road Safety Audit Brief was not provided to the Audit Team. However, information regarding the site was provided via email alongside the relevant scheme documents and drawings. This was considered by the Audit Team to provide sufficient detail to undertake the appropriate stage of audit.

The audit also comprised of a desk-top study where all documents and plans provided by the Design Team were reviewed. No departures from standard have been brought to the attention of the RSA team with regard to the scheme as designed.

Site Visit Attendance

A site visit took place comprising of the RSA team on Tuesday 21st January 2025 between 15:30 and 16:00 hours during which the weather was overcast and the road surface damp. Traffic conditions were light and free flowing with no pedestrians or cyclists observed.

Documents Supplied

- Email proposal background
- 8371-HJCE-4005-P01 – HIGHWAYS JUNCTION DESIGN Lining and signage
- 8371-HJCE-4003-P02 – HIGHWAYS JUNCTION DESIGN Construction
- S5-11_MD-00-000 SITE PLAN EXISTING
- S5-11_MD-00-001 SITE PLAN PROPOSED

- S5-11_MD-00-002 ELEVATION EXISTING
- S5-11_MD-00-003 ELEVATION PROPOSED
- S5-11_MD-00-004 PROPOSED JUNCTION
- S5-11_MD-00-006 LEASE PLAN
- S5-11_MD-00-018 ICNIRP PLAN (SHEET1)
- S5-11_MD-00-018 ICNIRP PLAN (SHEET2)
- S5-11_ML-00-004 LOCATION PLAN
- S5-11_ML-00-010 LEGAL PLAN SHT 1

Terms of Reference

The terms of reference of this Road Safety Audit are as described in the National Highways document GG119 Road Safety Audit. 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. No member of the Audit Team has been directly linked to the scheme design.

Each of the auditors' responses is classified as a 'Problem' that is likely to result in a significant road safety hazard. All comments and recommendations are referenced to the detailed design drawings and the locations have been indicated on the plan at the end of the report.

Where recommendations are made, these do not comprise design decisions, and it remains the responsibility of the Design Team to incorporate any changes into the scheme and consider any interactions between design elements.

Previous Road Safety Audits

The audit team have not been made aware of any previous Road Safety Audits.

Problems Raised at this Stage 1/2 RSA

PROBLEM – B-01

Location: Rocky Lane – At the access point.

Summary: Basic Design Principles – Location of vehicle gate may increase the risk of head on or shunt collisions on the main carriageway.

No specific details have been provided on the type of vehicles using this access. The audit team expect that initial construction may involve longer vehicles and trailer combinations with ongoing access following construction likely to be smaller vehicles and/or 4x4 type vehicles. There is a risk here that, once the access gate is in place, there may be insufficient space for a vehicle using the access to fully pull off the main carriageway in order to open the gate and also, when leaving, sufficient space to close the gate behind the vehicle. Insufficient space in front of the access gate may increase the risk of head on or shunt collisions on the main carriageway if it is located such that vehicles using the access are unable to completely pull off the main carriageway.

RECOMMENDATION

It is recommended that sufficient space is provided in front of the access gate to accommodate the type of vehicles likely to make use of the access after construction works are complete. The audit team acknowledge that any initial construction use following installation of the gate may require a construction method statement to ensure vehicles larger than the space provided are sufficiently managed.

Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with GG119 Revision 2.

Road Safety Audit Team Leader

Haydn Vernals FCIHT FIHE CMILT MSoRSA
Directive 2008/96/EC (Certificate of Competency)

Signed:



Sevenairs Consulting Ltd
20 High Bank, Thurlstone, Sheffield,
South Yorkshire, S36 9QH

Date: 26th January 2025

Road Safety Audit Team Member

Sarah Vernals BAHonsQTS NPQH

Signed:



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Problem Location Plan

