

Transport Statement

Development at: Little Reeds Farm

London Road

Hickstead

RH17 5LY



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- E A23 Traffic Count Data

Issue	Issue date	Compiled	Checked	Authorised
1	April 2022	EM	RW	LS
2	July 2023	ART	LNS	LNS
Final	Feb 2025	ART	LNS	LNS

1 Introduction

- 1.1 This Transport Statement (TS) has been prepared for MRL Grab & Tip LTD in conjunction with the above development and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.
- 1.2 GTA Civils and Transport has been commissioned by MRL Grab & Tip LTD to prepare a Transport Statement in connection with the proposed development of an acoustic bund on Little Reeds Farm, London Road, Hickstead, West Sussex.
- 1.3 Specifically, the report has been prepared to investigate and advise on the impacts of the proposed development on the local transport network and in particular the impact of the access and delivery strategy from the A23 which is under the jurisdiction of National Highway.

Policy Context

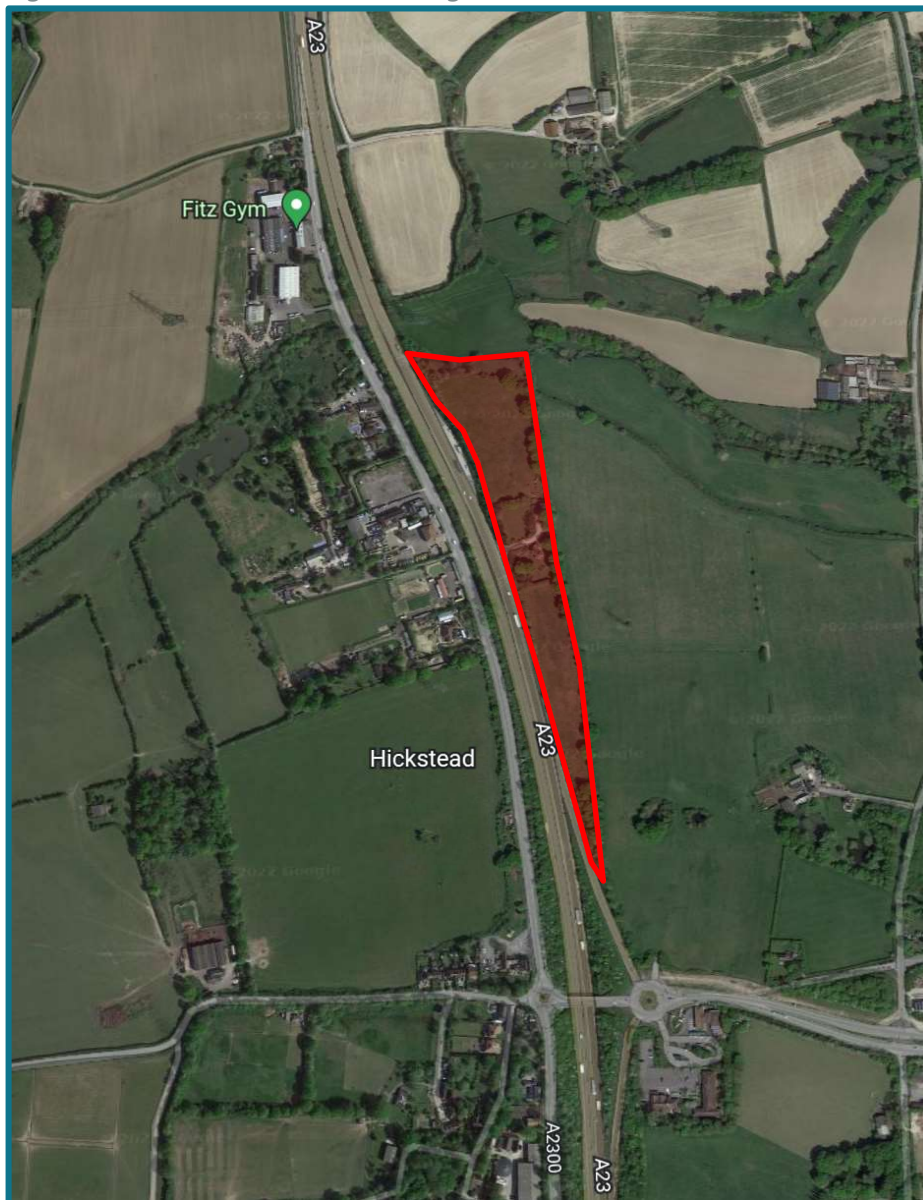
- 1.4 This Transport Statement has been written in accordance with the following frameworks:
 - 2024 National Planning Policy Framework (NPPF);
 - National Planning Policy Guidance (NPPG);
 - Design Manual for Roads & Bridges (DMRB)
 - West Sussex County Council Local Transport Plan (2022 – 2036).

2 Existing Site

Site Location

- 2.1 The existing site is a single dwelling (Little Reeds Farm) and agricultural land (used as rough pasture), adjacent to the A23. The existing site can be accessed via a junction from the A23.
- 2.2 An aerial view of the existing site can be seen in **Figure 2.1**, indicated by the red boundary line.

Figure 2.1 - Aerial View of the Existing Site



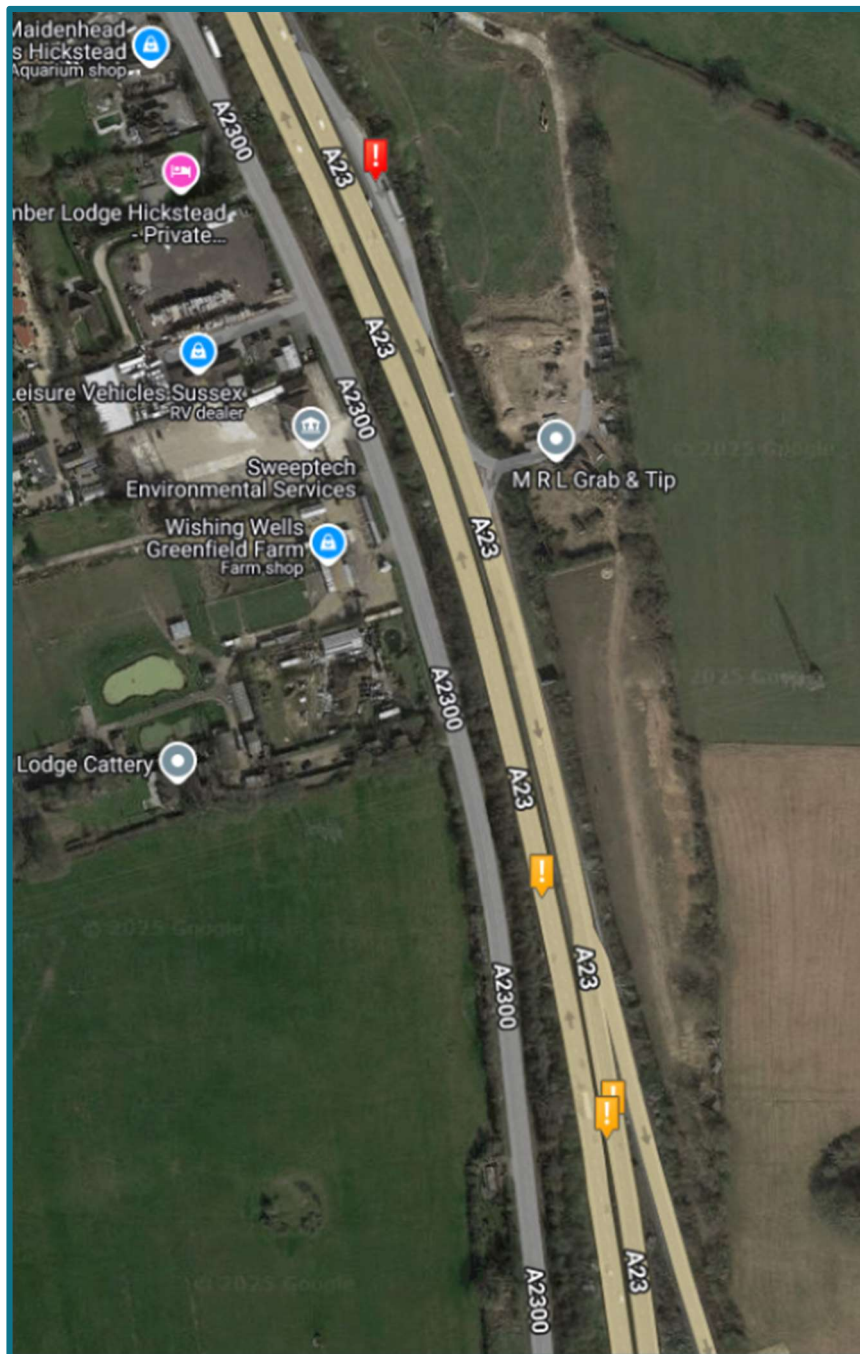
3 Local Highway Network

- 3.1 The site is adjacent to and accessed from the A23. The A23 is the north to south route from London to Brighton, via Brixton, Streatham, Croydon, Redhill, Crawley (it becomes the M23 just to the south of junction 11 of the M23 in the south of Crawley). The A23 is under the jurisdiction of National Highways.
- 3.2 The existing access is provided with an acceleration and deceleration lane for entering and egressing traffic. The acceleration lane is 54m in length and the deceleration lane is 57m in length.
- 3.3 The acceleration and deceleration lanes are laid out to provide good forward visibility with 295m achievable to the position of a vehicle egressing using the deceleration lane or accessing the A23 using the acceleration lane.
- 3.4 The access is located 250m to the north of the A23-A2300 junction which is a grade separated dumbbell junction.

Accident Data

- 3.5 Local vehicle incident records in a 300m vicinity of the site, specifically along the south bound section of the A23 were reviewed for the last 5 years of available data from 2019-2023 using www.crashmap.co.uk. CrashMap uses data collected by the police about road traffic accidents occurring on British roads where someone is injured which is then compiled into an easy-to-use format showcasing each incident on a map. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year. Recorded accidents from 2019-2023 are shown below in **Figure 3.1**.

Figure 3.1 - Recorded Accident Crash Map, A23 Southbound 2017-2021



- 3.6 There have been two incidents along the southbound section of the A23, within a 300m vicinity of the site access. The two incidents do not raise any highway safety concerns as they are clearly not related to the development proposals and do not indicate any safety issues for the A23 Southbound in this location.

STATS19 Data

- 3.7 STATS19 data records on the southbound section of the A23 within 300m of the site were reviewed for the years 2016-2022.
- 3.8 There have been 3 incidents over the last 5 years (2016-2022) on the A23 (southbound) within 300m of the Little Reeds Farm / A23 junction. The full STATS19 data can be found contained in **Appendix A**.
- 3.9 The details of these incidents within 300m of the site access can be seen in **Table 3.1**.

Table 3.1 - Accident Details

Date	Location	Description	No. Vehicles Involved	Severity
13/04/2017	A23 Hickstead at junction of A23 slip road.	Vehicle 1 has been travelling south and has had cause to brake due to a vehicle in front. Driver has put too much left steer on and caused the vehicle to skid out of control.	2	Slight
17/08/2017	A23 Hickstead 176m north of A23 slip road outside lamp post.	Vehicle 1 was travelling south bound, moved over to lane 1 and was trying to turn off cruise control hit a lamp post on nearside.	1	Slight
18/08/2019	In lay-by of southbound A23 before Hickstead slip-road.	Vehicle 1 for unknown reason has entered layby at speed after passing Vehicle 3 which was travelling south in lane 1. Vehicle 1 has then struck Vehicle 2 which was parked in lay by.	3	Serious

- 3.10 As the information above demonstrates, there is no pattern of incidents along the southbound section of the A23 in the vicinity of the site access which raise concern over the safety of the A23 / A2300 slip road or the A23 / Little Reeds Farm access.
- 3.11 The 17/08/2017 incident was an isolated incident and a result of human error to turn off cruise control, causing the driver to lose control. Similarly, the 13/04/2017 incident was an isolated incident caused by human error as driver of vehicle 1 either braked too hard due to slow reactions or was tailgating the vehicle in front, resulting in a sudden emergency break. The 18/08/2019 incident was unrelated to the A23 / A2300 slip road or the A23 / Little Reeds Farm access and was a result of reckless driving and lack of attention from the driver.

4 Proposed Development

- 4.1 The proposed development is for an acoustic bund on Little Reeds Farm. This acoustic bund will span almost the entirety of the site of Little Reeds Farm. A location plan with an approximate alignment can be found contained in **Appendix B**.
- 4.2 The proposed development is being provided to improve the quality of life for those living at Little Reeds Farm and neighbouring properties to the east of the site.

Proposed Access and Routing

- 4.3 Prior to works starting on site improvements will be made to the existing access in order to allow for large tipper trucks to enter and egress at the same time and also ensure they do not overswing the main carriageway of the A23 when entering and egressing.
- 4.4 The proposed improvements are for the access to be widened to 7.5m and the radii of the junction to be widened to 15m. A small amount of widening will also be provided on the acceleration lane to ensure the swept path of a tipper truck does not swing over the main carriageway of the A23.
- 4.5 It is intended that the improved access will remain after completion of the bund and will remain as the access for Little Reeds Farm.
- 4.6 Forward visibility to vehicles using the acceleration lane and deceleration lane has been checked and the DMRB CD109 requirement of 295m is achievable.
- 4.7 The improved site access including forward visibility and swept path analysis of a large tipper truck can be found contained within **Appendix C**.
- 4.8 As the existing acceleration and deceleration lengths to be used for access/egress are a departure from standards from DMRB CD123, 2 departures from standards will be applied for to National highways. The 2 departures of standards will be for the acceleration length and the deceleration length.
- 4.9 All vehicles accessing the site will be instructed to arrive from the north then using the improved access on to the A23. Any vehicles from south of the development site will be instructed to drive past the site northbound on the A23, leaving at the Cowfold Road A272 junction then re-entering the A23 southbound lane.

- 4.10 When egressing the site all vehicles will be instructed to use the off slip (A2300 Burgess Hill), even if they are heading south on the A23. Southbound vehicles can then re-enter the A23 using the on-slip of the A2300 junction. This is proposed to avoid the risk of vehicles pulling across more than one lane of traffic when entering the A23 as highlighted in the RSA1. This will be detailed in the Construction Management Plan to be produced post-planning.
- 4.11 This above route does not conflict with any weight or height restrictions. Appropriate temporary signage will be agreed with National Highways / WSCC and erected along the route.
- 4.12 Wheel washing facilities will be provided on-site to ensure that no mud or debris is inadvertently carried out of the site and dispersed onto the A23.

Road Safety Audit/Design Review

- 4.13 A stage 1 Road Safety Audit (RSA) was undertaken for the access proposals on 18/09/2024 and issued on 14/11/2024. This was undertaken by EC Road Safety. An RSA brief was provided to National Highways and was approved prior to the RSA 1 taking place.
- 4.14 The RSA1 does not raise any significant issues. The RSA1 and Designer's Response / Decision Log will be included in the submitted planning application. The Designer's Response and Decision Log has sent to National Highways and any recommendations will be actioned as per National highways recommendations/requirements.
- 4.15 A risk assessment of DMRB GG 104 standards will be complied and submitted along with the departure from standard applications.
- 4.16 There is no requirement for a WCHAR assessment as no pedestrian, cyclist or equestrian facilities will be impacted by the proposals. An exemption form has been submitted to National Highways.
- 4.17 The full RSA1 and designers' response can be found contained in **Appendix D**.

5 Trip Generation

Proposed Trip Generation

- 5.1 The proposed development will require 33,831m³ of soil to be delivered over a 12-month period.
- Based on the calculation of 1 HGV delivery equates to 10m³ of soil, 3,383 HGV deliveries are required (6,766 two-way trips);
 - There are 250 working days in the calendar year and that the site will operate for half a day on Saturdays (08:00am to 13:00pm) (52 half day Saturdays per year). There is a total of **276** working days per year;
 - 3,383 HGV deliveries divided across a 12-month period (276 working days) = 12 HGV deliveries per day (or 24 two-way trips). If required, the period of deliveries could be extended in order to reduce the daily number of trips, although the number of trips is likely to have minimal impact.
 - Deliveries will be scheduled outside of peak hours for the A23 and will be scheduled to arrive between 1000 and 1600.
 - Deliveries will be scheduled so that there are 2 deliveries per hours for 1000-1100, 1100-1200, 1200-1300, 1300-1400 and 1400-1500 with 1 delivery between 1500-1600.
 - Deliveries will be scheduled to ensure that they can enter and egress the site without blocking any part of the access.
- 5.2 Traffic count data for the A23 has been acquired from the DfT database. This can be found contained in full in **Appendix E**. This shows that the busiest hours are 0800-0900 and 1700-1800.
- 5.3 Deliveries will be scheduled to not coincide with peak hours. There will be a maximum of 2 deliveries per hour from 0900-1600. As shown in traffic survey data, when accounted for this is a negligible impact to existing traffic flows and should not result in any congestion or delays.

6 Conclusion

- 6.1 This Transport Statement has summarised the existing situation and has provided an overview of the proposed development from a transport perspective.
- 6.2 The proposed development is for an acoustic bund to be provided on Little Reeds Farm in Mid Sussex District, West Sussex. The acoustic bund is being provided to shield Little Reeds Farm and other nearby properties from vehicle noise generated from the adjacent A23.
- 6.3 The existing site access is from the A23 with an acceleration lane and deceleration provided. As part of the proposed works, the existing access will be improved by being widened to 7.5m in width with 15m junction radii as well as a small amount of extra width on the acceleration lane onto the A23. The improvements are being provided to ensure that a large tipper truck can enter and egress the site at the same time without conflict and also ensure that the entry and egress movements do not impact any traffic on the outside lane of the A23.
- 6.4 Forward visibility to vehicles using the acceleration lane and deceleration lane is achievable for 295m in accordance with DMRB CD109 standards.
- 6.5 A departure from standards application has been applied for, for the length of the acceleration lane and deceleration lane. This will be dealt with as part of the required Section 278 agreement with National Highways prior to any works beginning on site.
- 6.6 There will be a total of 3,383 HGV deliveries to the site to deliver all the material required for the construction of the bund. This equates to 6,766 2-way journeys for the site. This will equate to approximately 12 deliveries to the site per working day, or 24 two-way movements. Deliveries are scheduled to take place outside of peak hours to minimise impact to the A23.
- 6.7 There should be no unacceptable impacts to the A23 as part of the proposed works on site.

- End of Report -

Appendix A

STATS 19 data

A23 – Hickstead – GTA

Collision report 01/01/2016 – 30/06/2022

Date produced
03 August 2022

This report is marked as **Official – Sensitive**

- The information included in this report is provided for analysis purposes and is for the exclusive use of the applicant, the information must only be used for the purposes for which it has been obtained.
- The data has been provided by Sussex Police and should not be transmitted to any other person without their consent, including reports for the general public.
- Be aware that any improper disclosure, copying, distribution or use of the contents of this information is prohibited and criminal proceedings may follow.

Sussex Safer Roads
P A R T N E R S H I P

Safer Roads
Safer Communities
Sharing the Responsibility

Data regarding personal injury collisions is recorded by Sussex Police in accordance with the DfT Stats 19 requirements. The data is subsequently used by Sussex Safer Roads Partnership for monitoring and planning. While every effort is made to ensure that this data is accurate, it is subject to change should further information become available.

This data may not be fully validated and while every effort is made to ensure its accuracy any statistics provided may not match those published elsewhere.

Sussex Safer Roads Partnership does not hold collision data either where there are no recorded casualties or the incident has not been reported to Sussex Police.

For further information:

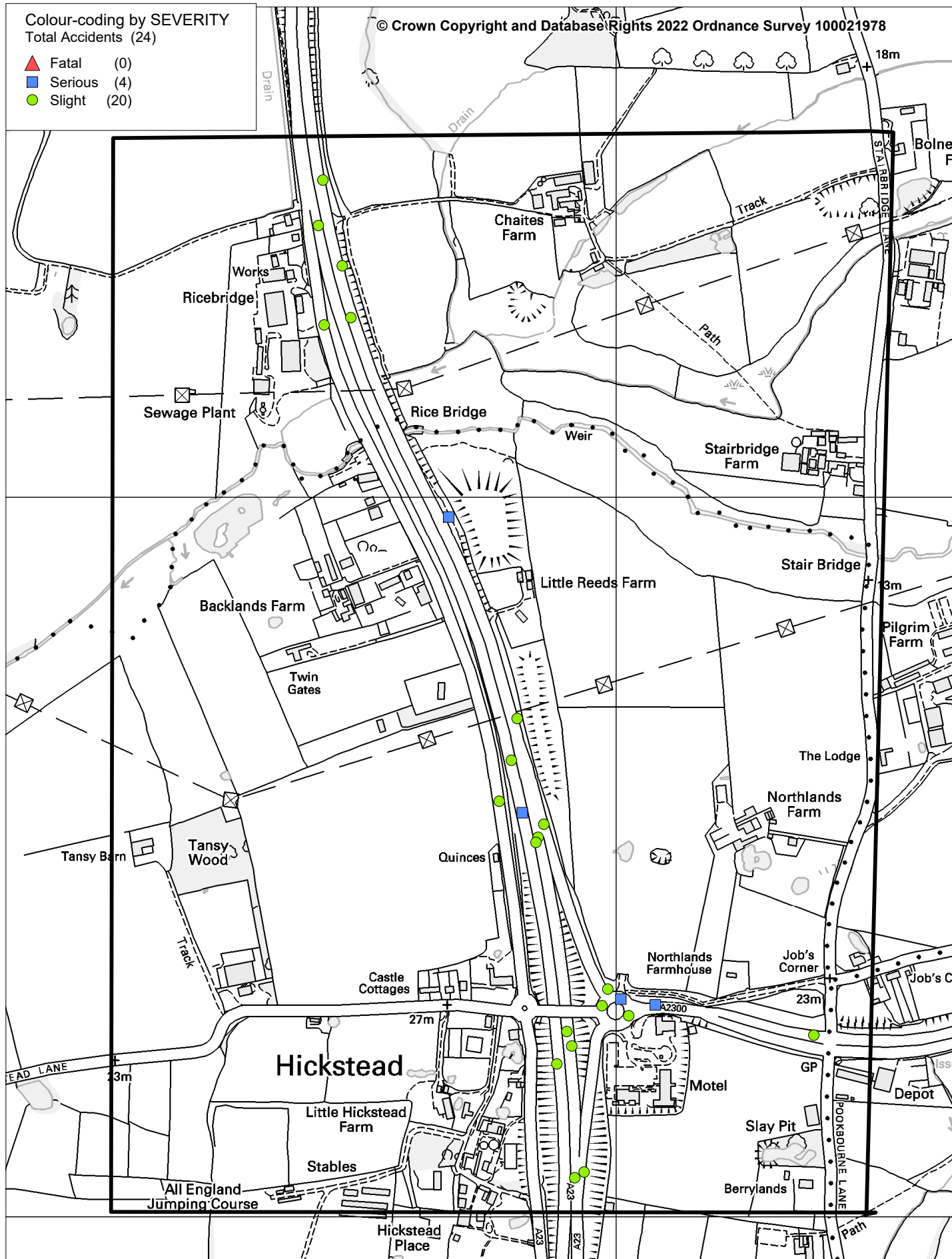
web: www.sussexsaferroads.gov.uk

email: data@sussexsaferroads.gov.uk

Colour-coding by SEVERITY
Total Accidents (24)

- ▲ Fatal (0)
- Serious (4)
- Slight (20)

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Sussex Safer Roads
PARTNERSHIP

A23, Hickstead
Collision Dates 01/01/2016 - 30/06/2022
GTA Civils and Transport

SCALE	1 : 7000
DATE	03/08/2022
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - 01/01/2016 to 30/06/2022 (78) months

Selection:

Selected using Manual Selection

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Time									
2nd Road No.										
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1606455 Thursday A23 HICKSTEAD 300M SOUTH OF A2300 Veh 1 Car Going ahead N to S Dri M 43 Slight
27/10/2016 Veh 2 Goods < 3.5t Parked 0 to 0
R1: A 23 1843hrs Veh 3 Car Going ahead N to S Dri F 52 Slight
Darkness: street lights present a Veh 4 Car Parked 0 to 0
E 526,955 Dry
N 120,062 Fine without high winds
70 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Very Likely

VEH 4 PMC HAS BEEN BROKEN DOWN AT END OF ON SLIP ONTO A23 AT HICKSTEAD. VEH 2 WESTBOURNE RECOVERY VEH HAS BEEN PARKED BEHIND AND DEALING. WITH 1 PMC HAS BEEN JOINING A23 VIA THE SLIP, HAS FAILED TO AVOID VEH 2 AND ITS FRONT HAS SUBSEQUENTLY IMPACTED WITH THE REAR OF VEH 2. VEH 1 HAS REBOUNDED INTO MAIN A23 CARRIAGEWAY WHERE IT HAS IMPACTED WITH VEH 3 PMC WHICH HAS BEEN PROGRESSING AHEAD IN LANE 2. DAMAGE HAS BEEN CAUSED TO VEHs 1,2,3 AND SLIGHT INJURIES TO DRIVERS OF VEH 1 AND 3.

1605505 Saturday A2300 HICKSTEAD 50M EAST OF A23 Veh 1 Car Going ahead E to W Dri M 73 Slight
10/09/2016 Veh 2 Car Going ahead W to E Dri M 77 Serious
R1: A 2300 1722hrs Veh 2 Car Going ahead W to E FSP M 70 Serious
Daylight:street lights present
E 527,054 Wet/Damp
N 120,294 Raining without high winds
60 mph

Causation Factor:

Participant:

Confidence:

1st: Fatigue

Vehicle 1

Very Likely

V1 HEADING WEST ON A2300 AND V2 HEADING EAST. V1 DRIVER POSSIBLY FELL ASLEEP AT THE WHEEL AND DRIFTED TO OPPOSITE LANE AND INTO PATH OF V2 CAUSING COLLISION.

1700279 Friday A23 HICKSTEAD HICKSTEAD AT JUNCTION OF A23 HICKSTEAD ON SLIP Veh 1 Car Going ahead N to S
06/01/2017 Veh 2 Car Going ahead N to S
R1: A 23 1652hrs Veh 3 Car Going ahead N to S Dri F 31 Slight
R2: A 23 Darkness: no street lighting Veh 4 Car Going ahead N to S
E 526,942 Wet/Damp Veh 5 Car Going ahead N to S
N 120,054 Fine without high winds Veh 6 Car Stopping N to S
70 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Very Likely

THIS IS A 6 VEHICLE RTC. VEHICLE 6 HAS BRAKED SUDDENLY IN LANE 2. VEHICLE 2 HAS REACTED TO THIS AND BRAKED AND AVOIDED CONTACT WITH VEHICLE 6. VEHICLE 1 HAS REAR ENDED VEHICLE 2. VEHICLE 3 HAS REAR ENDED VEHICLE 1. VEHICLE 4 HAS REAR ENDED VEHICLE 3. VEHICLE 5 HAS REAR ENDED VEHICLE 4.

Details of Personal Injury Accidents for Period - 01/01/2016 to 30/06/2022 (78) months

Selection:

Selected using Manual Selection

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1702162 Thursday A23 HICKSTEAD AT JUNCTION OF A23 SLIP ROAD Veh 1 Car Stopping N to S FSP F 63 Slight
13/04/2017 1838hrs Veh 2 Car Stopping N to S
R1: A 23
R2: A 23 Daylight:street lights present
E 526,899 Dry
N 120,545 Fine without high winds
70 mph

Causation Factor:

1st: Poor turn or manoeuvre
2nd: Swerved
3rd: Failed to judge other persons path or speed
4th: Sudden braking

Participant:

Vehicle 1
Vehicle 1
Vehicle 1
Vehicle 1

Confidence:

Very Likely
Very Likely
Very Likely
Very Likely

V1 HAS BEEN TRAVELLING SOUTH AND HAS HAD CAUSE TO BRAKE DUE TO A VEHICLE IN FRONT. DRIVER HAS PUT TOO MUCH LEFT STEER ON AND CAUSED THE VEHICLE TO SKID OUT OF CONTROL.

1704658 Thursday A23 HICKSTEAD 176M NORTH OF A23 SLIP ROAD OUTSIDE LAMP POST Veh 1 Car Change lane to left N to S Dri M 20 Slight
17/08/2017 1324hrs 26/08
R1: A 23 Daylight:street lights present
E 526,862 Dry
N 120,692 Fine without high winds
70 mph

Causation Factor:

1st: Inexperience with type of vehicle
2nd: Inexperienced or learner driver/rider

Participant:

Vehicle 1
Vehicle 1

Confidence:

Very Likely
Very Likely

VEHICLE 1 WAS TRAVELLING SOUTH BOUND, MOVED OVER TO LANE 1 AND WAS TRYING TO TURN OFF CRUISE CONTROL HIT LAMP POST ON NEARSIDE.

1706044 Wednesday A23 HICKSTEAD 50M SOUTH OF A2300 OUTSIDE RICEBRIDGE Veh 1 Car Going ahead S to N Dri M 25 Slight
25/10/2017 2123hrs
R1: A 23 Darkness: street lights present a
E 526,917 Wet/Damp
N 120,212 Fine without high winds
70 mph

Causation Factor:

1st: Careless/Reckless/In a hurry
2nd: Loss of control
3rd: Impaired by alcohol
4th: Exceeding speed limit

Participant:

Vehicle 1
Vehicle 1
Vehicle 1
Vehicle 1

Confidence:

Possible
Possible
Possible
Possible

VEH1 TRAVELLING NORTHBOUND IN UNSPECIFIED LANE. VEH1 LOST CONTROL & LEFT C/WAY TO N/S, PLOUGHING THROUGH UNDERGROWTH ON VERGE, BEFORE RE-JOINING C/WAY. VEH1 CAME TO REST SQUARE ACROSS BOTH LANES, FACING WEST.

Details of Personal Injury Accidents for Period - 01/01/2016 to 30/06/2022 (78) months

Selection:

Selected using Manual Selection

Notes:

Police Ref.	Day	Location Description	Vehicles					Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sev	
Road No.	Time										
2nd Road No.	D/L										
Grid Ref.	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

1706166 Thursday A23 HICKSTEAD 300M SOUTH OF A2300 OUTSIDE A2300 TURNING SOUTH BOUND
R1: A 23 02/11/2017 1820hrs
 Darkness: no street lighting
E 526,938 Dry
N 120,237 Fine without high winds
 70 mph

Causation Factor: **Participant:** **Confidence:**
1st: Failed to look properly Vehicle 1 Very Likely
 VEHICLE 1 DRIVING SOUTH BOUND DOWN THE A23. SLOW MOVING TRAFFIC. INDICATED RIGHT TO GO INTO OUTER LANE BEFORE CLIPPING VEHICLE 2, MOTORBIKE, ALREADY IN THAT LANE CAUSING VEHICLE 2 TO COME OFF BIKE AND MINOR DAMAGE TO BOTH.

1800129 Monday A23 HICKSTEAD 1065M NORTH OF A2300
R1: A 23 08/01/2018 1750hrs
 Darkness: street lights present a
E 526,619 Dry
N 121,321 Fine without high winds
 70 mph

Causation Factor: **Participant:** **Confidence:**
1st: Inexperience with type of vehicle Vehicle 1 Very Likely
 V1, V2, V3 ALL TRAVELLING SOUTHBOUND ON A23 IN OUTSIDE LANE. ORDER OF VEHICLES ARE V3, V2, V1 AT REAR. V1 DRIVER HAS ENGAGED ADAPTIVE CRUISE CONTROL WHICH WAS NOT APPROPRIATE FOR USE IN RUSH HOUR TRAFFIC. V1 WAS BEING DRIVEN TOO FAST FOR ROAD CONDITIONS, TRAFFIC AHEAD OF V1 SLOWED, DRIVER DID NOT REACT TO SLOWING VEHICLES IN TIME AND TRIED TO MOVE INTO CENTRE LANE TO AVOID COLLIDING WITH REAR OF V2 WHICH V1 COLLIDED WITH CAUSING DAMAGE TO BOTH. V2 SPUN IN CARRIAGEWAY AND DEBRIS DAMAGED V3.

1800794 Friday A23 HICKSTEAD 228M SOUTH OF A2300
R1: A 23 09/02/2018 1958hrs
 Darkness: street lights present a
E 526,931 Dry
N 120,257 Fine without high winds
 70 mph

Causation Factor: **Participant:** **Confidence:**
1st: Failed to judge other persons path or speed Vehicle 1 Very Likely
 THERE WAS AN RTC FURTHER SOUTH DOWN THE ROAD, TRAFFIC HAD SLOWED FOR THAT ONE VEHICLE 1 DID NOT REACT IN TIME TO THE SLOWED TRAFFIC WENT INTO THE REAR OF VEHICLE 2.

Details of Personal Injury Accidents for Period - 01/01/2016 to 30/06/2022 (78) months

Selection:

Selected using Manual Selection

Notes:

Police Ref.	Day	Location Description	Vehicles					Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sev	
Road No.	Time										
2nd Road No.	D/L										
Grid Ref.	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											

1802395 Thursday A23 BURGESS HILL AT JUNCTION OF A2300 Veh 1 Car Wait to turn left N to E
03/05/2018 1800hrs Veh 2 Car Wait to turn left N to E Dri F 39 Slight
R1: A 23 1800hrs Veh 2 Car Wait to turn left N to E RSP F 7 Slight
R2: A 2300 Daylight:street lights present
E 526,988 Dry
N 120,316 Fine without high winds
60 mph

Causation Factor:

1st: Failed to look properly
2nd: Following too close

Participant:

Vehicle 1
Vehicle 1

Confidence:

Very Likely
Very Likely

VEHICLE 2 WAITING TO PULL OFF AT THE ROUNDABOUT. VEHICLE 1 THOUGHT VEHICLE 2 HAS PULLED OFF WHEN IT HADN'T ANI PULLED AWAY AND HIT VEHICLE 2 IN THE REAR. IT RESULTED IN A LOW IMPACT COLLISION.

1706565 Monday A23 BRIGHTON ROAD BURGESS HILL 880M SOUTH OF A23 ON SLIP Veh 1 Car Going ahead N to S Dri M 24 Serious
20/11/2017 1829hrs Veh 2 Car Going ahead N to S Dri M 26 Slight
R1: A 23 1829hrs Veh 3 Car Going ahead N to S
Darkness: street lights present a
E 526,869 Wet/Damp
N 120,561 Fine without high winds
70 mph

Causation Factor:

1st: Failed to look properly
2nd: Failed to judge other persons path or speed

Participant:

Vehicle 1
Vehicle 1

Confidence:

Very Likely
Very Likely

V1, V2 AND V3 HAVE BEEN TRAVELLING SOUTH ON THE A23 DURING RUSH HOUR. V1 HAS NOT SEEN THE SLOWING TRAFFIC AND HAS NOT BEEN ABLE TO STOP IN THE DISTANCE AND COLLIDED WITH THE REAR OF V2 WHICH IN TURN HAS BEEN PUSHED INTO THE REAR OF V3. V1 DRIVER HAS SUSTAINED SERIOUS INJURY. V2 HAS SHOCK AND V3 IS OK.

1805308 Wednesday A23 HICKSTEAD 400M NORTH OF U HICKSTEAD LANE Veh 1 Car Going ahead S to N Dri M 51 Slight
26/09/2018 0444hrs Veh 2 Goods < 3.5t Parked 0 to 0
R1: A 23 0444hrs
Darkness: no street lighting
E 526,837 Dry
N 120,577 Fine without high winds
60 mph

Causation Factor:

1st: Failed to look properly
2nd: Driver using mobile phone

Participant:

Vehicle 1
Vehicle 1

Confidence:

Very Likely
Possible

CAR HAS DRIVEN INTO A PLANT TRAILER AND CAR HAS FLIPPED ONTO ITS ROOF.

Details of Personal Injury Accidents for Period - 01/01/2016 to 30/06/2022 (78) months**Selection:**

Selected using Manual Selection

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1806460 Friday A23 BURGESS HILL AT JUNCTION OF A2300 OUTSIDE MUSHROOM PAUL Veh 1 Car Turning left NW to E
23/11/2018 0701hrs Veh 2 Pedal cycle Going ahead W to E Dri M 23 Serious
R1: A 23
R2: A 2300 Darkness: street lights present a
E 527,006 Dry
N 120,302 Fine without high winds
60 mph

Causation Factor:**Participant:****Confidence:****1st:** Failed to look properly

Vehicle 1

Very Likely

CYCLIST WAS TRAVELLING WEST TO EAST ON THE ROUNDABOUT A23 JUNCTION WITH A2300. VEHICLE 1 WAS PULLING ONTO THE ROUNDABOUT AT A2300 FROM THE OFF SLIP SOUTHBOUND A23. COLLIDED ON ROUNABOUT.

1901489 Monday A23 HAYWARDS HEATH 80M NORTH OF A2300 Veh 1 Car Going ahead S to N Dri M 39 Slight
18/03/2019 2143hrs
R1: A 23 Darkness: street lights present a
E 526,586 Wet/Damp
N 121,377 Fine without high winds
70 mph

Causation Factor:**Participant:****Confidence:****1st:** Impaired by drugs (illicit or medicinal)

Vehicle 1

Very Likely

2nd: Fatigue

Vehicle 1

Very Likely

SINGLE VEHICLE TRAVELLING NORTHBOUND LOST CONTROL AND SPUN IN CARRIAGE-WAY COLLIDING WITH CENTRAL RESERVATION. LIKELY CAUSE OF ACCIDENT IS DRIVER FATIGUE AND/OR INFLUENCE OF CANNABIS AS TESTED POSITIVE FOR CANNABIS INGESTION. NO OTHER VEHICLES INVOLVED

0852276 Friday A23 - 31 METRES FROM JUNCTION WITH A23 Veh 1 Car Going ahead N to S Dri F 51 Slight
28/06/2019 1433hrs Veh 2 Car Going ahead N to S
R1: A 23 Daylight:street lights present
E 526,891 Dry
N 120,527 Other
70 mph

Causation Factor:**Participant:****Confidence:****1st:** Illness or disability, mental or physical

Vehicle 1

Very Likely

V1 WAS TRAVELLING SOUTH IN LANE ONE OF THE A23 WHEN THE DRIVER HAD A MEDICAL INCIDENT AND V1 VEARED INTO V2 FROM NEARSIDE CAUSING THE VEHICLE TO COME OFF INTO THE CENTRAL RESERVATION. V1 AND BOUNCED OFF V2 CROSS THE GRASS BANK INTO THE SLIP THEN ENDED THE HEDGEWAY.

Details of Personal Injury Accidents for Period - 01/01/2016 to 30/06/2022 (78) months

Selection:

Selected using Manual Selection

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

0869263 Sunday IN LAY-BY OF SOUTHBOUND A23 18/08/2019 BEFORE HICKSTEAD SLIP-ROAD
 R1: A 23 2038hrs
 E 526,767 Dry
 N 120,972 Fine without high winds 70 mph

Veh 1 Car Change lane to left NW^{to} SE Dri M 18 Slight
 Veh 1 Car Change lane to left NW^{to} SE FSP M 18 Serious
 Veh 2 Goods > 7.5t Parked 0 to 0
 Veh 3 Goods > 7.5t Stopping NW^{to} SE

Causation Factor:

1st: Failed to look properly
 2nd: Exceeding speed limit
 3rd: Poor turn or manoeuvre

Participant:

Vehicle 1
 Vehicle 1
 Vehicle 1

Confidence:

Possible
 Very Likely

VEH 1 FOR UNKNOWN REASON HAS ENTERED LAYBY AT SPEED AFTER PASSING VEH 3 WHICH WAS TRAVELLING SOUTH IN LANE 1. VEH 1 HAS THEN STRUCK VEH 2 WHICH WAS PARKED IN LAY BY

19901377 Wednesday A2300 AT JUNCTION WITH A2300 20/11/2019
 R1: A 2300 1440hrs
 R2: A 2300 Daylight:street lights present
 E 526,980 Dry
 N 120,293 Fine without high winds 30 mph

Veh 1 Car Turning right W to S Dri F 55 Slight
 Veh 2 Pedal cycle Turning right SE to E Dri M 19 Slight

VEH 1 WAS TURNING RIGHT AT RA - HAD PULLED ONTO THE RA TO TURN RIGHT AND SAYS NEXT THING SHE KNOWS THE CYCLIST APPEARED OUT OF NOWHERE, LANDED ON WINDSCREEN.

20929908 Thursday A23 - 134 METRES FROM JUNCTION 13/02/2020 WITH UNCLASSIFIED ROAD
 R1: A 23 0830hrs
 E 526,631 Wet/Damp
 N 121,249 Raining with high winds 70 mph

Veh 1 Car Going ahead S to N Dri M 25 Slight

Causation Factor:

1st: Deposit on road (eg oil, mud, chippings)
 2nd: Travelling too fast for conditions

Participant:

Vehicle 1
 Vehicle 1

Confidence:

Very Likely
 Possible

V1 TRAVELLING NORTH ON NATIONAL SPEED LIMIT STRETCH OF DUAL CARRIAGEWAY IN LANE 2 IN PERIOD OF HEAVY RAIN. V1 HAS HIT A PATCH OF STANDING WATER WHICH HAS CAUSED V1 TO AQUAPLANE. THIS HAS CAUSED A LOSS OF CONTROL. V1 HAS STRUCK THE OFFSIDE ARMO CO BARRI ER CAUSING DAMAGE TO BARRIER AND SIGNIFICANT DAMAGE TO V1. V1 CAME TO A HALT FACING WEST ON CENTRAL GRASS VERGE. DRIVER OF V1 SUSTAINED MINOR INJURIES.

Details of Personal Injury Accidents for Period - 01/01/2016 to 30/06/2022 (78) months

Selection:

Selected using Manual Selection

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

20977251 Tuesday A23 - 61 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD Veh 1 Car Change lane to left N to SE
01/09/2020 Veh 2 Car Going ahead LH bend N to SE Dri F 21 Slight
R1: A 23 1609hrs Veh 2 Car Going ahead LH bend N to SE FSP M 21 Slight
Daylight:street lights present
E 526,592 Dry
N 121,440 Fine without high winds
70 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly Vehicle 1 Very Likely
2nd: Failed to judge other persons path or speed Vehicle 1 Very Likely
V1 AND V2 TRAVELLING SOUTH ON A23 TO SOUTH OF SOUTHBOUND ON SLIP FROM A272. V1 WOULD APPEAR TO BE IN LANE 2 AND V2 IN LANE 1. V1 HAS INDICATED AND MOVED TO ENTER LANE 1. DRIVER OF V1 APPEARS TO HAVE FAILED TO SEE V2 WHICH HAS OVER-REACTED AND SWERVED TO NEARSIDE. V2 HAS THEN STARTED TO ROTATE ANTI CLOCKWISE SWERVING SLIGHTLY INTO LANE 2 AND THEN BACK ACROSS LANE 1 ONTO GRASS VERGE. IT HAS STRUCK METAL LAMP POST AND ROLLED OVER LANDING ON WHEELS. NO CONTACT BETWEEN V1 AND V2

211061373 Sunday A23 Veh 1 Car Stopping S to N
13/06/2021 Veh 2 M/C > 500 cc Stopping S to N Dri M 50 Slight
R1: A 23 1720hrs
Daylight:street lights present
E 526,854 Dry
N 120,634 Fine without high winds
70 mph

Causation Factor:

Participant:

Confidence:

1st: Aggressive driving Vehicle 1 Very Likely
V2 HAS REPORTED WHILST ON THE A23 WAS DRIVING NORTHBOUND TOWARDS LONDON, SUSPECT VEHICLE (V1) WAS TAILGATING VICTIM WHO WAS ON MOTORBIKE V2 FOR APPROX 2/3MINS. THE VICTIM HAS MOVED LANE AND NOTICED 4 PEOPLE IN THE VEHICLE , X3 FEMALES AND X1 MALE WHO WAS THE DRIVER. V2 HAS CONTINUED TO OBSERVE THE SUSPECT VEHICLE AND SAW IT TAILGATING ANOTHER VEHICLE, THIS WAS FOR APPROX 10 MINS. V2 HAS SUDDENLY NOTICED THE SUSPECT VEHICLE IN FRONT OF HIM BUT IT WAS STATIONARY WITH NO BREAK LIGHTS ON. V2 DRIVE HAS ATTEMPTED TO BREAK AND AVOID THE VEHICLE BUT HAS COLLIDED 10/15 METERS DOWN THE CARRIAGE WAY WITH THE REAR NEAR SIDE OF THE SUSPECT VEHICLE NEAR HICKSTEAD. THE SUSPECT VEHICLE HAS REMAINED FACING NORTH BOUND ON LANE TWO AND V2 AND HIS MOTORBIK IN LANE ONE. A MEMBER OF THE PUBLIC HAS BLOCKED LANE ONE AND GONE TO ASSIST THE RIDER OF V2. V2 HAS LOOKED OVER AT THE SUSPECT VEHICLE AND NOTICED THE DRIVER WAS NOW A FEMALE. V2 NOTICED THE DRIVER STARTED TO DRIVE SO HE HAS GOT UP AND STOOD IN LANE

Details of Personal Injury Accidents for Period - 01/01/2016 to 30/06/2022 (78) months

Selection:

Selected using Manual Selection

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

211119807 Thursday A23 - 37 METRES FROM JUNCTION WITH A2300 Veh 1 Car Change lane to right N to S
09/12/2021 2137hrs Veh 2 Car Going ahead N to S Dri F 28 Slight
Darkness: street lights present a
E 526,888 Wet/Damp
N 120,520 Raining without high winds
70 mph

Causation Factor:

1st: Failed to look properly
2nd: Swerved

Participant:

Vehicle 1
Vehicle 1

Confidence:

Very Likely
Possible

V2 TRAVELLING SOUTH BOUND ON A23. V1 ALSO TRAVELLING SOUTH BOUND IN FRONT OF V2. V1 COMES OFF ONTO SLIP ROAD THEN PULLS ACROSS BACK OUT ON MAIN A23 CARRIAGEWAY INTO PATH OF V2. V2 BRAKES HARD LOOSES CONTROL, LEAVES CARRIAGEWAY TO NEARSIDE, COLLIDE S WITH LAMPOST AND ROLLS. V1 FAILED TO STOP.

221169136 Thursday BRIGHTON ROAD A2300- 165 Veh 1 Car Turning right W to S
21/04/2022 1119hrs METRES FROM JUNCTION WITH PRIVATE ROAD, BOLNEY, WEST Veh 2 Car Going ahead S to N Dri F 44 Slight
Daylight:street lights present
E 526,594 Dry
N 121,239 Fine without high winds
60 mph

Causation Factor:

1st: Failed to look properly
2nd: Failed to judge other persons path or speed

Participant:

Vehicle 1
Vehicle 1

Confidence:

Very Likely
Very Likely

V1 PULLED OUT OF JUNCTION TO TURN RIGHT ACROSS PATH OF V2 WHO WAS TRAVELLING NORTHBOUND ON BRIGHTON ROAD A2300, HITTING SIDE ON CAUSING V2 TO LEAVE CARRIAGEWAY TO THE OFFSIDE

221177104 Saturday A2300 AT JUNCTION WITH A2300, Veh 1 Car Starting S to E
14/05/2022 1015hrs HICKSTEAD, TWINEHAM, WEST Veh 2 Pedal cycle Going ahead W to E Dri M 54 Slight
Daylight:street lights present
E 527,017 Dry
N 120,279 Other
60 mph

Causation Factor:

1st: Careless/Reckless/In a hurry

Participant:

Vehicle 1

Confidence:

Possible

VEHICLE 2 HAS BEEN ALREADY ON ROUNDABOUT, VEHICLE 1 HAS APPROACHED FROM THE RIGHT COMING ONTO ROUNDABOUT AND CLIPPED THE BACK WHEEL OF VEHICLE 2.

Details of Personal Injury Accidents for Period - 01/01/2016 to 30/06/2022 (78) months

Selection:Notes:

Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles				Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Time									
2nd Road No.										
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

221179389

Thursday

A2300 - 24 METRES FROM JUNCTION WITH POOKBOURNE LANE, SAYERS COMMON, WEST SUSSEX

Veh 1

Car

Turning left

NE to E

R1: A 2300

19/05/2022

2357hrs

Darkness: no street lighting

Dry

Fine without high winds

60 mph

Veh 2

Car

Going ahead

W to E

Dri

M

22

Slight

E 527,274

N 120,252

Causation Factor:

Participant:

Confidence:

1st:

Careless/Reckless/In a hurry

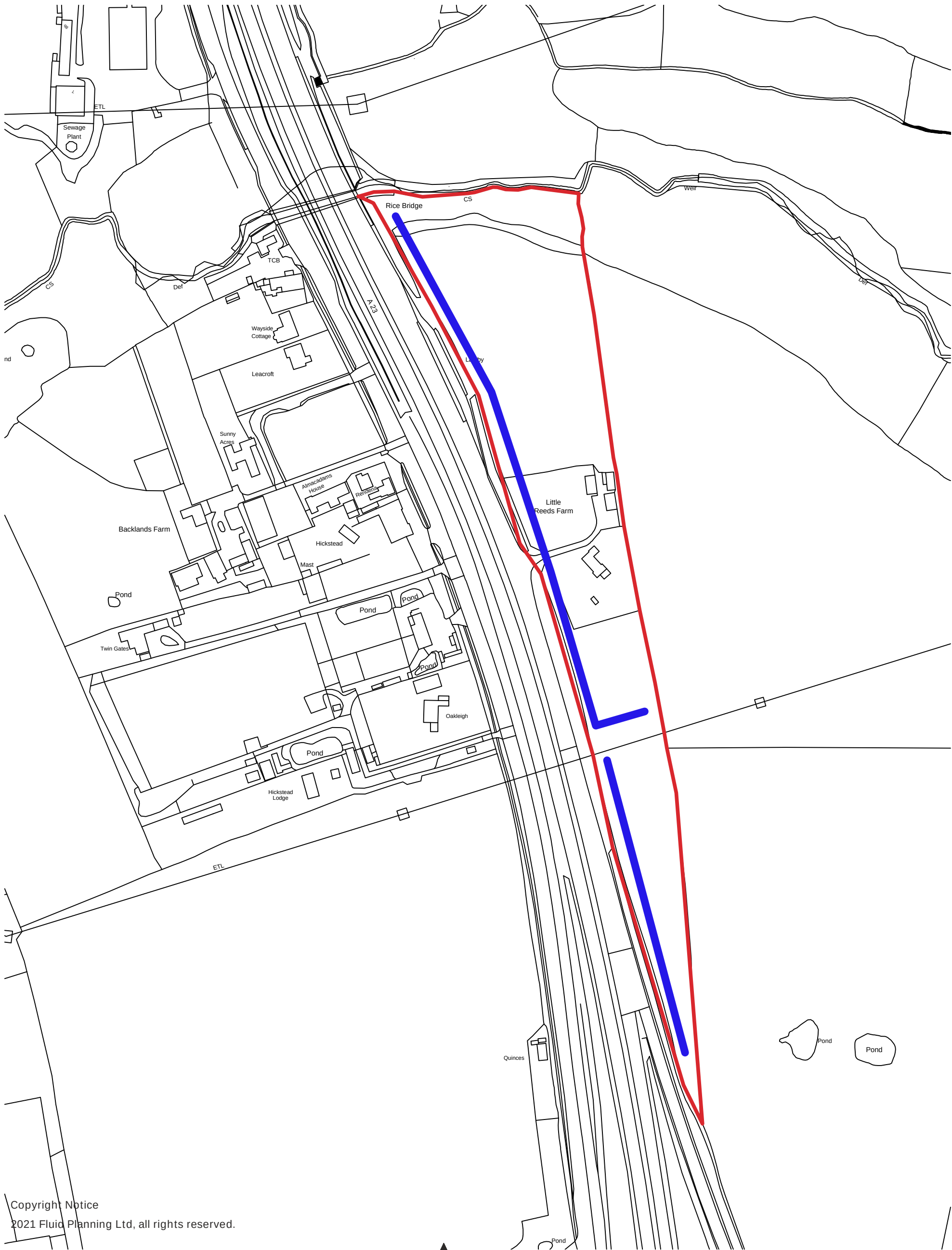
Vehicle 1

Very Likely

V2 TRAVELLING EASTBOUND ALONG DUAL CARRIAGEWAY. ON APPROACH TO THE JUNCTION, V1 HAS EXITED AND FORCED V2 TO TAKE AVOIDING ACTION. V2 HAS LEFT ROAD NEARSIDE AND ROLLED.

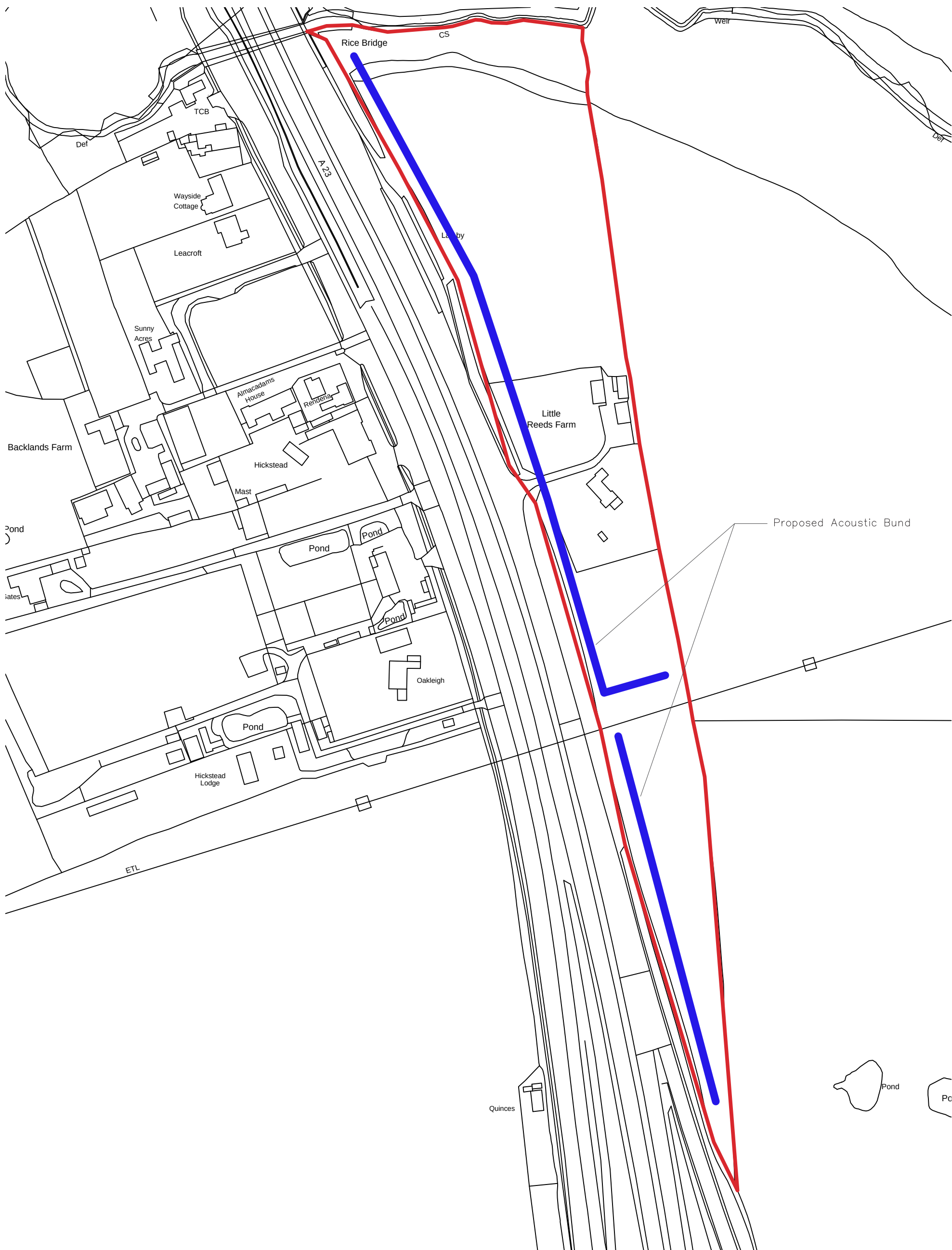
Appendix B

Location Plan



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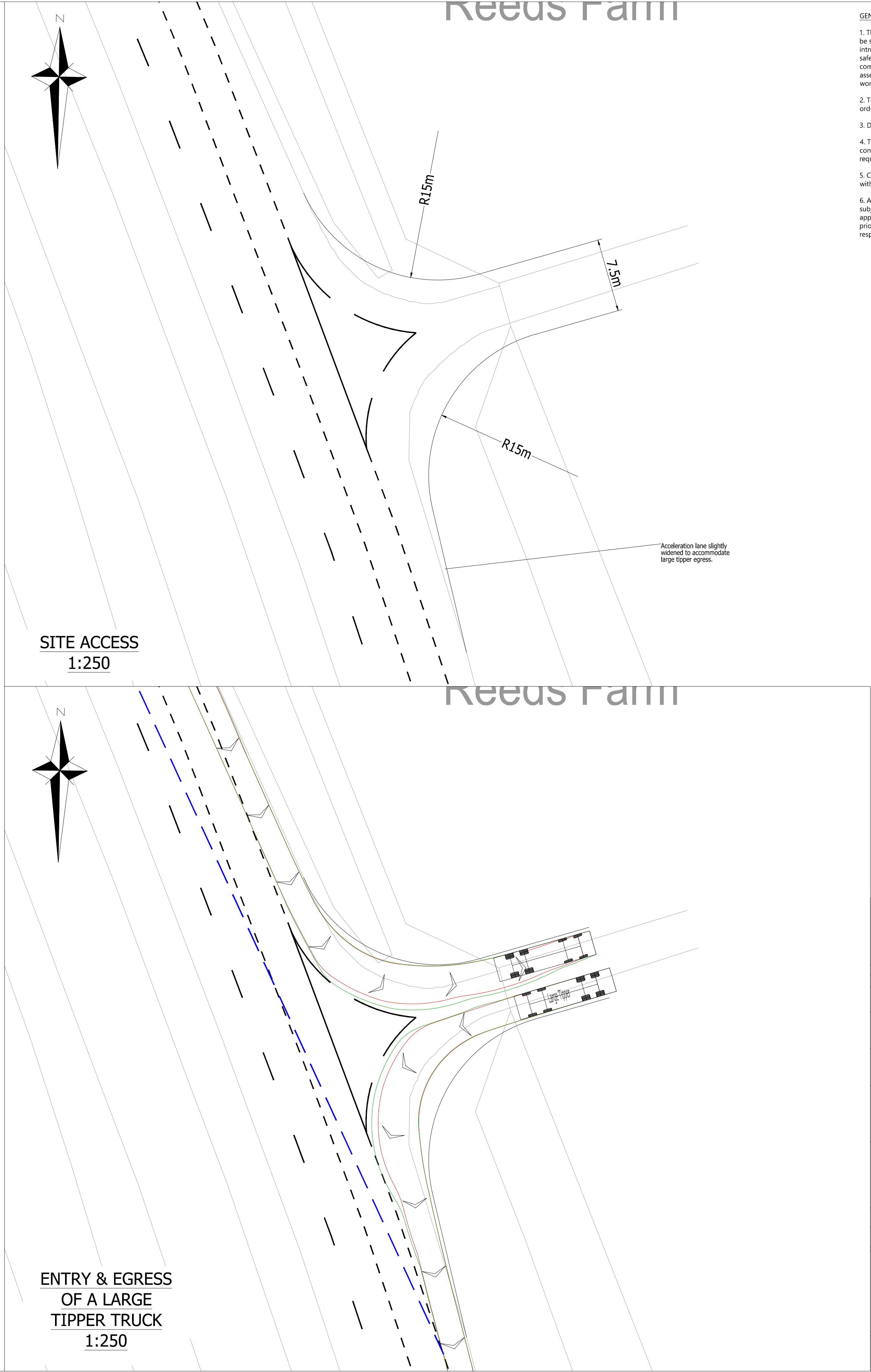


Appendix C

Site Access Improvements & Swept Paths of Large Tipper Truck

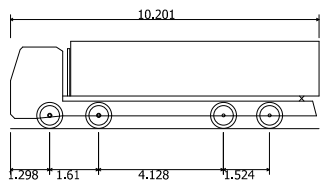


VISIBILITY SPLAYS
1:1000



**ENTRY & EGRESS
OF A LARGE
TIPPER TRUCK**
1:250

- GENERAL NOTES
1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations , record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. any discrepancies shall be notified to gta prior to works commencing.
 2. Tender or billing drawings shall not be used for construction or the ordering of materials.
 3. Do not scale. All dimensions and levels to be site confirmed.
 4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements.
 5. Copyright : This drawing must not be copied, amended nor reproduced without the prior written agreement of gta.
 6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.



Large Tipper
Overall Length 10.201m
Overall Width 2.495m
Overall Body Height 2.890m
Min Body Ground Clearance 0.341m
Track Width 2.472m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.550m

Vehicle wheels outline
Vehicle Body envelope

P1	INITIAL ISSUE		24.07.2023		ART	LNS
Rev	Amendments		Date		Dsn	Chk
Status						
FOR PLANNING						
Client						
MRL GRAB & TIP LTD						
Architect						
Project						
LITTLE REEDS FARM HICKSTEAD, WEST SUSSEX						
Title						
SITE ACCESS DESIGN, VISIBILITY SPLAYS, AND SWEEP PATH OF LARGE TIPPER TRUCK						
Date		OCT 2022		Scale @ A1		AS SPECIFIED
Clients Ref.				Project Ref		11789
 Civils & Transport Gloucester House, 66a Church Walk, Burgess Hill, West Sussex, RH15 9AS Tel.01444 871444 Web: www.gtacivils.co.uk						
Drawing Number				Rev.		
11789_2101				P1		

Appendix D

RSA 1 and Designers Response

Stage 1 Road safety Audit Response Report

Little Reeds Farm,
London Road,
Hickstead



Index

1	Introduction	2
2	Designers response to the RSA1	4
3	Conclusion	8

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

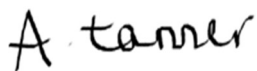
- 3.1 There are three problems raised through the RSA2 process which has now been addressed. Therefore, the RSA2 has not raised any fundamental problems that cannot be resolved.
- 3.2 On behalf of the Design Organisation I certify that the RSA actions identified in response to the RSA problems have been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

Organisation:

Signed:

Date:

- End of Report -



Civil Engineering - Transport Planning - Flood Risk

GTA Civils & Transport, Maple House, 192-198 London Road, Burgess Hill, West Sussex, RH15 9RD

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Appendix E

A23 Traffic Count Data

count_point_id	direction_of_travel	year	count_date	hour	region_id	region_name	local_authority_id	local_authority_name	road_name	road_type	start_junction_road_name	end_junction_road_name	easting	northing	latitude	longitude	link_length_m	link_length_miles	pedal_cycles	taxi_unmanned_motor_vehicles	car_unmanned	bus_and_coaches	lgh	lghn_2_right_ade	lghn_3_right_ade	lghn_4_or_more_right_ade	lghn_3_or_4_articulated_ade	lghn_5_articulated_ade	lghn_6_articulated_ade	all_lghn	all_motor_vehicles	slwy %	Development Traffic	% Dev traffic
90517	S	2019	28/05/2019	7	9	South East	81	West Sussex	A289	Major	A23	A289	520867	520946	51.960	-0.18362	0.3	0.19	0	5	655	6	138	22	3	10	1	3	0	81	849	8%	0	0.0%
90517	S	2019	28/05/2019	9	9	South East	81	West Sussex	A289	Major	A23	A289	520867	520946	51.960	-0.18362	0.3	0.19	0	2	263	2	31	24	4	21	2	4	0	81	811	14%	0	0.0%
90517	S	2019	28/05/2019	10	9	South East	81	West Sussex	A289	Major	A23	A289	520867	520946	51.960	-0.18362	0.3	0.19	0	0	238	2	81	14	3	14	1	4	0	81	384	11%	2	0.1%
90517	S	2019	28/05/2019	11	9	South East	81	West Sussex	A289	Major	A23	A289	520867	520946	51.960	-0.18362	0.3	0.19	0	4	278	2	83	24	6	15	1	3	0	81	414	11%	2	0.1%
90517	S	2019	28/05/2019	12	9	South East	81	West Sussex	A289	Major	A23	A289	520867	520946	51.960	-0.18362	0.3	0.19	0	6	272	1	83	14	2	13	0	5	0	80	395	8%	2	0.4%
90517	S	2019	28/05/2019	13	9	South East	81	West Sussex	A289	Major	A23	A289	520867	520946	51.960	-0.18362	0.3	0.19	0	5	254	4	88	14	4	24	0	3	0	82	373	11%	2	0.1%
90517	S	2019	28/05/2019	14	9	South East	81	West Sussex	A289	Major	A23	A289	520867	520946	51.960	-0.18362	0.3	0.19	0	2	279	3	85	14	4	14	0	0	1	81	388	11%	2	0.1%
90517	S	2019	28/05/2019	15	9	South East	81	West Sussex	A289	Major	A23	A289	520867	520946	51.960	-0.18362	0.3	0.19	0	0	462	1	154	21	6	11	0	3	0	87	404	8%	1	0.2%
90517	S	2019	28/05/2019	16	9	South East	81	West Sussex	A289	Major	A23	A289	520867	520946	51.960	-0.18362	0.3	0.19	0	4	585	5	140	17	2	6	1	1	0	81	765	8%	0	0.0%
90517	S	2019	28/05/2019	17	9	South East	81	West Sussex	A289	Major	A23	A289	520867	520946	51.960	-0.18362	0.3	0.19	0	0	500	0	100	10	0	1	1	0	0	80	500	5%	0	0.0%
90517	S	2019	28/05/2019	18	9	South East	81	West Sussex	A289	Major	A23	A289	520867	520946	51.960	-0.18362	0.3	0.19	0	2	522	2	69	5	1	1	1	0	2	10	655	2%	11	0.0%





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