

ADDENDUM ROAD SAFETY AUDIT RESPONSE REPORT (DMRB GG119)

F1. Project Details

TABLE F.1. PROJECT DETAILS

Report title:	Addendum Stage 1 Road Safety Audit Designers Response
Date:	17/04/2024
Document reference and revision	70081355-WSP-ARSA1-DR
Prepared by:	WSP
On behalf of:	Homes England

TABLE F.2. AUTHORISATION SHEET

Project:	Hurst Farm, Haywards Heath
Report title:	Addendum Stage 1 Road Safety Audit Designers Response
Prepared by:	
Name:	Ellie Copp
Position:	Principal Transport Planner
Signed:	
Organisation:	WSP
Date:	17/04/2024
Approved by:	
Name:	Steph Howard
Position:	Technical Director
Signed:	
Organisation:	WSP
Date:	17/04/2024

F.2. Introduction

This report responds to an Addendum Stage 1 Road Safety Audit (RSA) carried out by Road Safety Initiatives LLP (RSI) upon a design change to part of the proposed off-site highway works, associated with the Hurst Farm Development, Haywards Heath. The design change is that the access to Parcel #2 in Hurstwood Lane will be circa 100m south of the location previously proposed. A Site Location Plan is shown below.

The Addendum Stage 1 RSA report prepared by RSI (Document number RSI-MM-0124-004 Issue 1.0) is contained in Appendix A. The Addendum Stage 1 RSA and this Designer's Response report only consider the design change outlined above, and therefore should be read in conjunction with the previous Stage 1 RSA (Document number RSI-MM-1122-006 Issue 1.0) and WSP Designer's Response (Document reference 70081355-WSP-XX-XX-RP-HW-0002) contained in Appendix B.

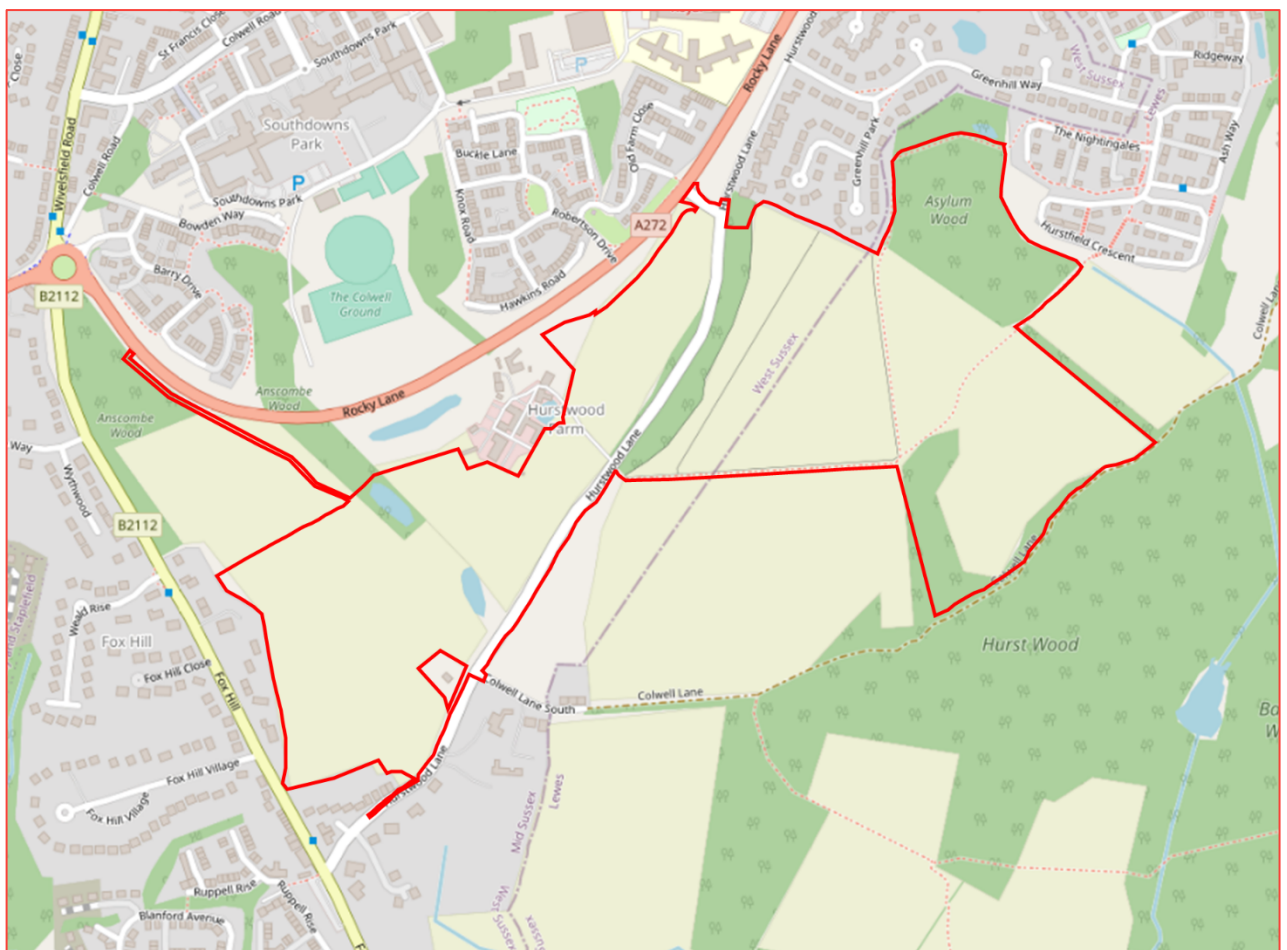


Figure 1 - Development site location in relation to local highway network

F.3. Key personnel

TABLE F.3. KEY PERSONNEL

Overseeing organisation:	<i>Ian Gledhill</i> <i>Principal Planner – County Highways</i> <i>West Sussex County Council</i> <i>Ground Floor Northleigh, County Hall, Chichester, PO19 1RH</i> <i>Tel: 0330 222 5717</i> <i>E-mail: ian.gledhill@westsussex.gov.uk</i>
RSA Team:	<u><i>RSA Team Leader</i></u> <i>Martin Morley</i> <i>BSc(Hons) MCIHT MSoRSA</i> <i>(Certificate of Competency in Road Safety Audit gained in 2013)</i> <i>Partner, Road Safety Initiatives LLP</i> <i>Mobile: 07758 408396</i> <i>E-mail: martin@roadsafetyinitiatives.co.uk</i> <u><i>RSA Team Member</i></u> <i>Jason Bown</i> <i>MBA PGDipMS IEng FIHE MICE MSoRSA</i> <i>Consultant, Road Safety Initiatives LLP</i> <i>Mobile: 07450 051287</i> <i>E-mail: jason.bown@ntlworld.com</i>
Design organisation:	<i>WSP UK</i> <i>2 London Square</i> <i>Cross Lanes</i> <i>Guildford GU1 1UN</i>



F.4. Road safety audit decision log

TABLE F.4. ROAD SAFETY AUDIT DECISION LOG

Reference Number	RSA Problem	RSA Recommendation	Design Organisation response	Overseeing Organisation response	Agreed RSA Action
Problem 3.1.1	<u>Location</u> Hurstwood Lane, between Parcel #2 access and Parcel #3 access (this is the southern access and near to the existing junction with Colwell Lane). <u>Summary</u> Mud on the carriageway may lead to vehicles losing control.  <i>Parcel #2 development traffic will use the existing, unimproved and narrow section of Hurstwood Lane. Whilst a 4.8m carriageway width is understood to be an agreed Departure from Standard, it is likely that some oncoming vehicles will struggle to pass, leading to the verges being overrun. Mud on the carriageway may lead to vehicles losing control.</i>	<i>It is recommended that the carriageway is wide enough for oncoming vehicles to pass safely. It is also recommended that suitable kerbs and drainage are installed.</i>	<i>The Design Organisation disagrees with the RSA problem and recommendation raised</i> <i>The design team notes the current road width for this section of Hurstwood Lane accommodates through traffic in both directions with a current posted speed limit of 60mph, and no collisions are noted in the 5 year records available. Proposals to restrict traffic to Parcel 4, and the reduction in speed limit to 30mph is expected to create a much safer environment, and widening is not feasible due to the protected trees as per SJA TCP 21408-011.</i> <i>The design team expects mitigation measures such as wheel washing systems on site during construction, and road cleaning activities by the highway authority during operation to address any carriageway mud or debris concerns. The inclusion of suitable kerbs and drainage will be considered at detailed design with requirements determined in accordance with all relevant design standards.</i>		

Reference Number	RSA Problem	RSA Recommendation	Design Organisation response	Overseeing Organisation response	Agreed RSA Action
Problem 3.2.1	<u>Location</u> Hurstwood Lane at the Parcel #2 access. <u>Summary</u> Potential for collision involving a vehicle and a pedestrian or a cyclist.  <i>The stopped-up section of Hurstwood Lane is intended to be used by pedestrians and cyclists (possibly equestrians also). The drawing lacks detail of how and where pedestrians and cyclists will join and leave this 'greenlink' where it meets the access to Parcel #2. There is potential for collision involving vehicles turning into Parcel #2 and pedestrians or cyclists in the carriageway. Darkness may also increase the collision risk. Furthermore, there are no bollards to prevent vehicles gaining access to the stopped-up section of carriageway.</i>	<i>It is recommended that there are safe, convenient and accessible links and crossings for pedestrian and cyclists where the Parcel #2 access meets the stopped-up section of Hurstwood Lane. In addition, it is recommended that street lighting is installed in Hurstwood Lane and the Parcel #2 access road.</i>	<i>The Design Organisation disagrees with the RSA problem and recommendation raised</i> <i>The design team notes that an off carriageway pedestrian route is proposed for the northern section between Parcels 1 and 4, with the adjoining section between Parcels 4 and 2, having a modal filter restricting vehicles. The southern section is to include an off-carriageway route from Parcel 2 to Parcel 3, and from Parcel 3 to Fox Hill, a new footway is to be provided linking to existing. The provision of bollards or similar measure to prevent vehicles accessing the greenlink will be considered at detailed design stage.</i> <i>These proposals will ensure pedestrians separation, and reduction of the speed limit to 30mph all along Hurstwood Lane is also expected is create a safer environment.</i> <i>A lighting assessment is however to be undertaken at detailed design, and requirements determined subject to the findings, and WSCC guidelines.</i>		

F.5. Design organisation and Overseeing Organisation statements

Include the following statements to be signed by the design team and the Overseeing Organisation.

TABLE F.5. DESIGN ORGANISATION STATEMENT

On behalf of the design organisation, I certify that:	
1) the RSA actions identified in the response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	Ellie Copp
Signed:	
Position:	Principal Transport Planner
Organisation:	WSP
Date:	17/04/2024

TABLE F.6. OVERSEEING ORGANISATION STATEMENT

On behalf of Overseeing Organisation, I certify that:	
1) the RSA actions identified in the 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 RSA action will be progressed.	
Name:	Ian Gledhill
Signed:	
Position:	Principal Planner – County Highways
Organisation:	West Sussex County Council
Date:	

APPENDIX A – RSI ADDENDUM STAGE 1 RSA REPORT (JANUARY 2024)

APPENDIX B – RSI STAGE 1 RSA REPORT (NOVEMBER 2022) AND WSP DESIGNER’S RESPONSE (DECEMBER 2022)
