



NOVEMBER
2025

Road Safety Audit

Land West of King Business Centre, Reeds Lane,
Sayers Common

Iceni Projects Limited on behalf of Reside Holdings Ltd

November 2025

ICENI PROJECTS LIMITED ON
BEHALF OF RESIDE HOLDINGS
LTD

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Road Safety Audit
LAND WEST OF KING BUSINESS CENTRE,
REEDS LANE, SAYERS COMMON



STAGE 1 RSA BRIEF

To: Road Safety Consulting Ltd
From: Icen Projects Ltd
Date: November 2025
Title: Proposed Highway Works (Site Access), Reeds Lane, Sayers Common - Stage 1 Road Safety Audit Brief

a. Road Safety Audit Brief as per GG 119

Table 1 - Project Summary

Date	28 th November 2025
Document reference:	2025.11.28 Sayers Common RSA Stage 1 Brief
Prepared by:	Icen Projects Ltd
On behalf of:	Reside
Authorisation Sheet	
Project:	Reeds Lane, Sayers Common
Report Title:	Stage One Road Safety Audit
Prepared By	
Name:	Clive Burbridge
Signed:	CB
Organisation:	Icen Projects Ltd
Date:	28 th November 2025

Table 2 – General Details

General Details				
Highway Scheme Name and Road Number				
Type of Scheme:	Proposed Site Access			
RSA Stage	1	2	3	4
	Interim			
Overseeing Organisation Details	Design Organisation Details			
West Sussex County Council	Iceni Projects Ltd, Da Vinci House, 44 Saffron Hill, London, EC1N 8FH			
Police Contact Details	Maintaining Agent Contact Details			
N/A	N/A			
RSA Team Membership				
RSA Team Leader – Kevin Seymour / Elaine Bingham				
Terms of Reference				
Stage 1 Road Safety Audit (RSA) is to be undertaken fully in accordance with the DMRB Standard GG 119, as well as the contents of this Road Safety Audit Brief.				

Table 3 – Scheme Details

Scheme Description
General The Applicant is submitting a planning application in full, which seeks to redevelop the Site to facilitate a residential development. The description of development (DoD) is: <i>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.</i> <u>The proposed main highway works scheme includes the following proposals (although all work drawings to be audited):</u> - 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 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 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 - At the time of this Stage 1 Road Safety Audit, a construction timescale is unknown.
Design Standards Applied to the Scheme The proposed highway scheme has been designed in accordance with the standards set out in the following documents: - CD 123 Geometric Design of At Grade Priority and Signal Controlled Junctions - Design Manual for Roads and Bridges (DMRB)
Design speeds The design speed for the proposed access has been based on data obtained by an ATC. It recorded that the 85th percentile speed is: - 37.2mph – Northeast bound - 38.7mph – Southwest bound
Speed Limits Reeds Lane operates under a 30mph speed restriction at the eastern extent of the Site, but then changes to 60mph approximately 20m in from the site boundary, heading westbound
Existing Traffic Flows Queues The site access is new, therefore does not generate any traffic flows. However, traffic flows taken from the ATC data can be found below.

Traffic Surveys - ATC Traffic Flow Data (Two-Way) – AM Peak Hour

5-day average	7-day average
125 eastbound / 188 westbound / 313 total	105 eastbound / 143 westbound / 247 total

Traffic Surveys - ATC Traffic Flow Data (Two-Way) – PM Peak Hour

5-day average	7-day average
182 eastbound / 118 westbound / 300 total	130 eastbound / 84 westbound / 243 total

Traffic Surveys - ATC Traffic Flow Data (Two-Way) – Daily

5-day average	7-day average
1442 eastbound / 1387 westbound / 2853 total	1248 eastbound / 1208 westbound / 2456 total

Forecast Traffic Flows

The forecast traffic flows for a development of 80 dwellings can be found below. This is using the trip generation rates that have recently been approved by WSCC Highways as part of the local application at Land at Chesapeake (Application reference DM/25/1434).

	AM Peak Hour			PM Peak Hour		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	0.185	0.356	0.541	0.326	0.193	0.519
Trip Generation	15	28	43	26	15	42

Pedestrian Cyclist and Equestrian Desire Lines

There are no cyclist or equestrian desire lines in the vicinity of the proposed site access.

Environmental Constraints

There are no environmental constraints to note.

Table 4 – Locality**Description of Locality**

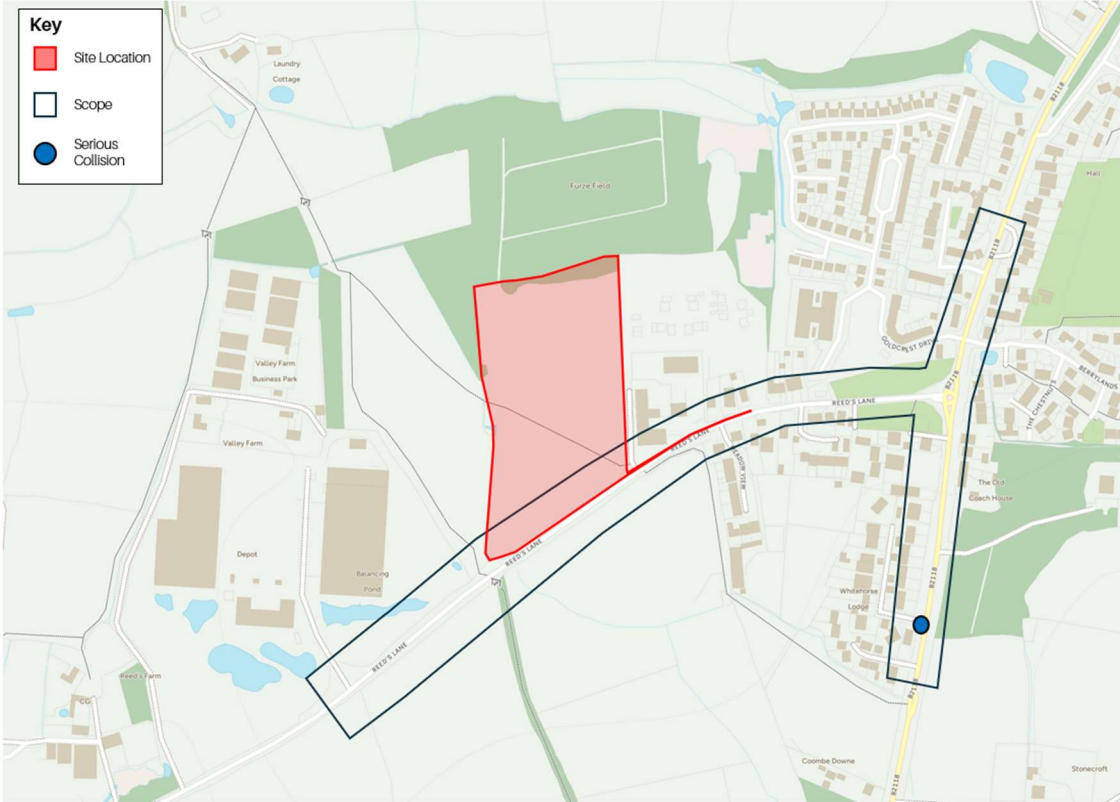
The Site is located to the north of Reeds Lane and is bound by the King Business Centre to the east. The Applicant has recently had a planning permission approved on the neighbouring site, also served off of Reeds Lane, which is located immediately to the east of the Site. This development comprises 38 residential dwellings and is currently under construction (by Elivia Homes), after being approved in December 2022 (application reference DM/22/0640).

The Site falls under the jurisdiction of Mid Sussex District Council (MSDC) as the local planning authority, and West Sussex County Council (WSCC) as the local highway authority.

Reeds Lane is a two-way working road which operates under a 30mph speed restriction at the eastern extent of the Site, but then changes to 60mph approximately 20m in from the site boundary, heading westbound. To the east, the road forms a mini-roundabout junction with B2118 London Road. London Road runs parallel to the A23, by-passing local villages, and linking the B2118 London Road to Brighton to the south and to Crawley to the north, where it becomes the M23 and then continuing onto the M25.

General Description It is proposed to create a new access arrangement onto Reeds Lane. The access road will be 5.5m wide, with a 6m radius bellmouth. The proposed access has been designed in accordance with the relevant standards and has been the subject to swept path analysis (SPA) assessments, ensuring it is appropriate for the required vehicles to access the Site i.e. 10m rigid vehicles and MSDC's standard refuse vehicle, as well as a fire appliance in the event of an emergency A visibility splay assessment has also been undertaken at the access, and this has been based on the recorded 85th percentile vehicle speeds as obtained from the ATC data. The principle of this was discussed and agreed with WSCC at the pre-application stage. Based on the speeds, the required splays are 96m to the east and west respectively. <u>The proposed priority access arrangement and visibility splays are illustrated at drawing no.21-T115 02.1B</u>
Relevant Factors That May Affect Road Safety There are no factors known to the design organisation.

Table 5 - Analysis

Collision Data Analysis Personal Injury Collision (PIC) data has been obtained from the West Sussex County Council website, namely their "Collision data map" tool for the most recently available 5-year period between 1st October 2020 to 30th September 2025
 One collision was recorded within the survey scope during the period assessed; the collision was classified as 'serious'. The collision (ref: 241416366) occurred on 02.03.2024 at 23:52 in

conditions described as fine without high winds, dry and dark although with the presence of streetlights. The collision involved a single vehicle.		
Departures from Standards		
There are no known departures from standards		
Previous Road Safety Audit Stage Reports, Road Safety Audit Response Reports and Evidence of Agreed Actions.		
N/A		
Strategic Decisions		
There are no overarching strategic decisions as part of these proposals.		
List of Included Documents and Drawings		
Documents		
<i>Name</i>	<i>Title</i>	<i>Date</i>
-	-	-
Drawings		
<i>Name</i>	<i>Title</i>	<i>Date</i>
21-T115_02.1B	Proposed Site Access	28.11.2025
I002003_03.4A	Swept Path Analysis	28.11.2025
I002003_03.5A	Swept Path Analysis	28.11.2025
7463-PL-01B - Location Plan	Site Location Plan	28.11.2025

Table 6 - Checklist

Checklist			
Site Location Plan	Y	Scale Layout Plans	Y
Departures/Relaxations from Standards	N	Construction/Typical Details	N/A
Previous RSA Reports	N	Previous RSA Response Reports and Evidence of Agreed Actions.	N/A
Collision Data and Analysis	Y	Road Traffic Collision Plot	Y
Traffic Signal Staging	N/A	Traffic Counts	Y
Speed Surveys	Y	Pedestrian Cyclist and Horse-Riding Desire Lines and Volumes	N/A
Walking, Cycling and Horse Riding Assessment and Reviews	N/A	Items Outside the Scope of the RSA/Strategic Decisions	N
Other Factors That May Impact on Road Safety	N	Design Speeds and Speed Limits	Y
Design Standards Used	N	Adjacent Land uses.	N



B	21.11.25	Updated Boundary Line	MC	KE
A	13.11.25	Updated Boundary Line	MC	KE
Rev	Date	Revision Details	Dr	Ch

ECE
Architecture

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76 Great Suffolk Street
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Sussex
64-68 Brighton Road
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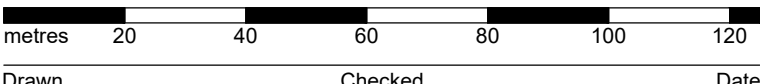
Bristol
Beacon Tower, Colston Street
Bristol, BS1 4DE
T 0117 214 1101

E hello@ecearchitecture.com
W ecearchitecture.com
Client's Name
Reside

Job Title
Land at Reeds Lane, Sayers Common

Drawing Title
Location Plan

Scale
1:1250 @ A1 / 1:2500 @ A3

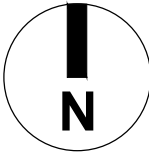


Drawn	Checked	Date
KB	KE	13.10.25

Job No	Drawing No	Rev
7463	PL-01	B

Status
INFORMATION

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PROPOSED ACCESS WITH VISIBILITY SPLAY

Pond

INDICATIVE SPEED LIMIT CHANGE. EAST BOUND HAS A SPEED LIMIT OF 30MPH WHILE WEST BOUND HAS A SPEED LIMIT OF 60MPH

VEGETATION WILL NEED TO BE REMOVED ALONG SITE FRONTAGE WHERE VISIBILITY SPYAL PASSES THROUGH IT

2m 5m 5.5m R6m CR

Reeds Lane

Pond

Ward Bdy LANE CR

Presentation House

King Business Centre

Reunion House



1. THIS DRAWING IS INDICATIVE AND SUBJECT TO DISCUSSIONS WITH LOCAL & NATIONAL HIGHWAY AUTHORITIES. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, TOPOGRAPHY, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.
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96M VISIBILITY SPLAYS BASED ON OBSERVED ROAD SPEED

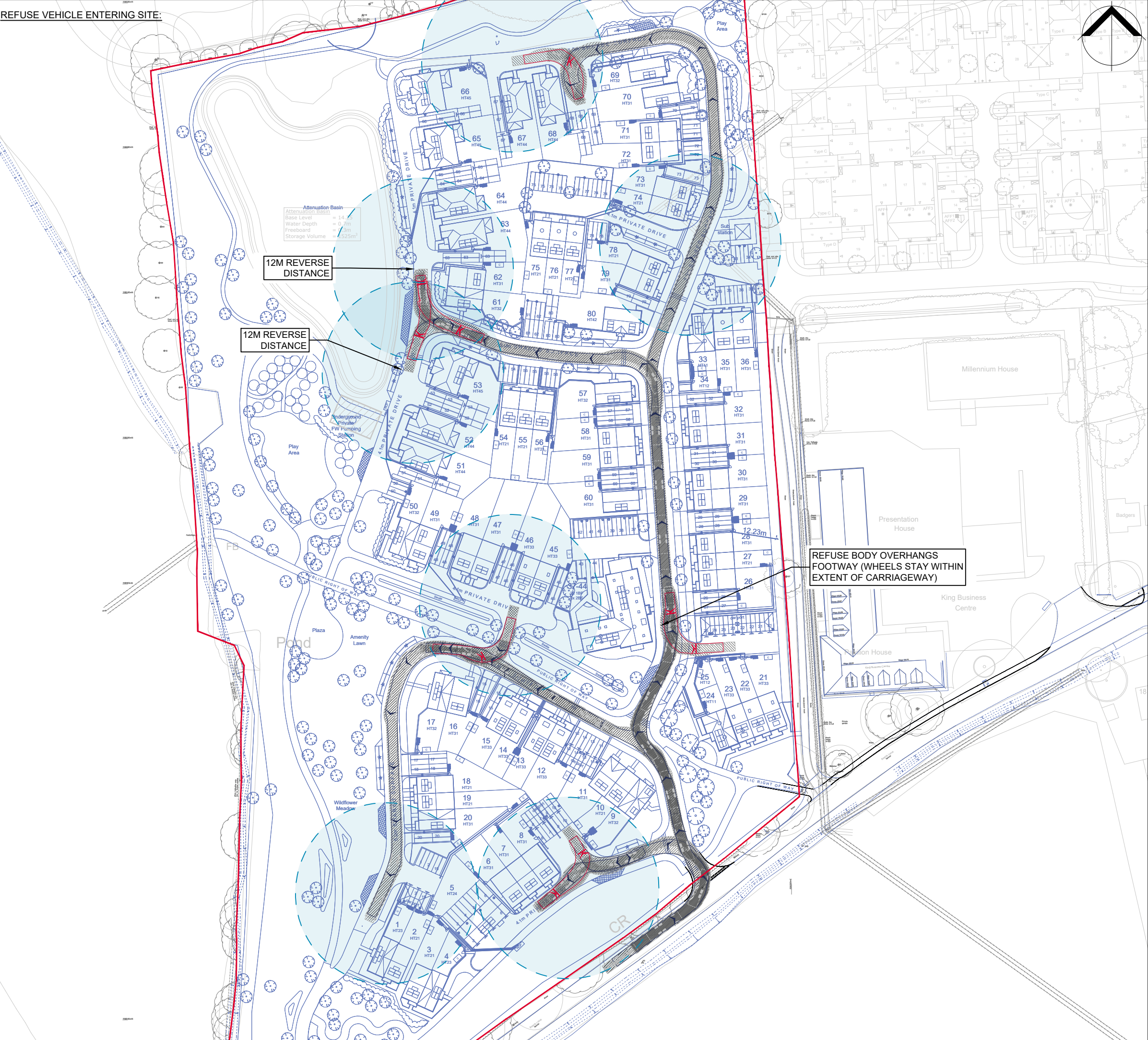
B	20.11.2025	AMENDED VIS SPLAY AND ACCESS	AKC	HG	CB
A	11.05.2023	AMENDED VIS SPLAY	AKC	RJ	CB
REV	DATE	AMENDMENTS	DRAWN	CHK	APP



PROJECT NO.	DRAWING NO.	REV.
21-T115	02.1	B

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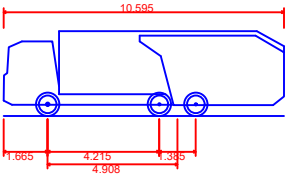
REFUSE VEHICLE ENTERING SITE:



- NOTES:
1. THIS DRAWING IS INDICATIVE AND SUBJECT TO DISCUSSIONS WITH LOCAL & NATIONAL HIGHWAY AUTHORITIES. THIS DESIGN IS ALSO SUBJECT TO CONFIRMATION OF LAND OWNERSHIP, TOPOGRAPHY, LOCATION OF STATUTORY SERVICES, DETAILED DESIGN AND TRAFFIC MODELLING.
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KEY:
25M RADIUS FROM BACK OF REFUSE VEHICLE TO DWELLING/ RCP

VEHICLE PROFILE:



Phoenix 2-23W (with Elite 2 6x4 chassis) - Wing Mirrors
Overall Length 10.595m
Overall Width 2.530m
Overall Body Height 3.205m
Min Body Ground Clearance 0.410m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.250m

A	26/11/2025	Updated to reflect new plans	TS	HG	CB
REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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CLIENT

RESIDE GROUP

PROJECT

SAYERS COMMON, REEDS LANE

TITLE

SWEPT PATH ANALYSIS
(REFUSE VEHICLE)

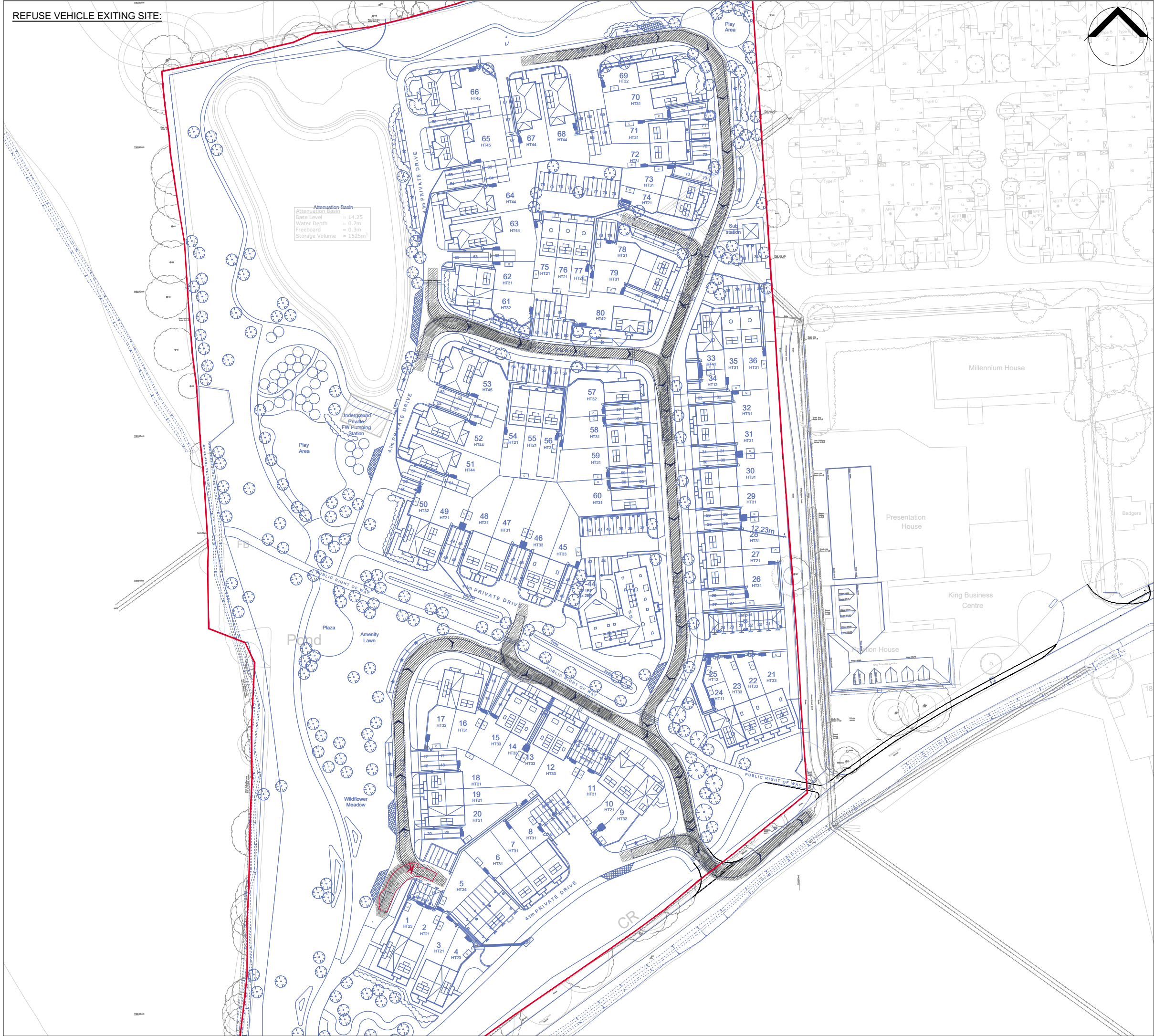
DRAWN BY	CHECKED BY	APPROVED BY
KM	NM	CB
	04.11.2025	04.11.2025

SCALE @ A3	DATE
1:1000	04.11.2025

PROJECT NO.	DRAWING NO.	REV.
I002003	03.4	A

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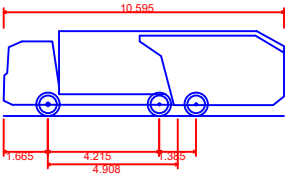
REFUSE VEHICLE EXITING SITE:



Attenuation Basin
Attenuation Basin
Base Level = 14.25
Water Depth = 0.7m
Freeboard = 0.3m
Storage Volume = 1525m³

- NOTES:
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A	26/11/2025	Updated to reflect new plans	TS	HG	CB
REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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CLIENT

RESIDE GROUP

PROJECT

SAYERS COMMON, REEDS LANE

TITLE

SWEPT PATH ANALYSIS
(REFUSE VEHICLE)

DRAWN BY	CHECKED BY	APPROVED BY
03.5	NM	CB
	04.11.2025	04.11.2025

SCALE @ A3	DATE
1:1000	04.11.2025

PROJECT NO.	DRAWING NO.	REV.
I002003	03.5	A

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