

LAND AT REAR OF
CHESAPEKE,
REEDS LANE,
SAYERS COMMON,
WEST SUSSEX
Stage 1 Road Safety Audit

J190543

Antler Homes

27th March 2025



GR 119

Grange Transport Consulting

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Land at rear of Chesapeake, Reeds Lane, Sayers Common,
West Sussex

Stage 1 Road Safety Audit



Land at rear of Chesapeake, Reeds Lane,
Sayers Common, West Sussex

J190543

March 2025

Client: i-Transport LLP

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Prepared by:	Wing Lee
Approved by:	Ian Medd
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1. Introduction

1.1 General

1.1.1 This report results from a Stage 1 Road Safety Audit carried out on Friday 14 March 2025. The audit was undertaken on behalf of Antler Homes, in regard to the latest proposals for the site access and external highway works to service a residential development from Reeds Lane in Sayers Common.

1.1.2 This Stage 1 Road Safety Audit has been carried out following a request by Ben Burrows of i-Transport LLP. An Audit Brief has been provided to the Audit Team. The Audit Team were approved by Ben Burrows of i-Transport LLP.

1.1.3 The Road Safety Audit team comprised of the following individuals:

Wing Lee BEng(Hons), PGCert, MSoRSA, HE Cert Comp, MCIHT, MIHE

Audit Team Leader

Ian Medd MCIHT, FSoRSA

Audit Team Member

Jennie Lee

Audit Team Observer

1.1.4 A site visit was undertaken by the Audit Team on Monday 10 March 2025, between the hours of 14:45 and 15:30. The weather was overcast and cold. The road surface was dry with damp patches. The level of traffic was minimal. The observed level of pedestrians and cyclists passing the site during the visit was minimal.

1.2 Site Location

1.2.1 The site is located at the western extent of the settlement of Sayers Common, West Sussex. It is bounded: to north by Reeds Lane; to the east by Homelands, a field, and dwellings fronting onto Furzeland Way; and to the west by Meadow View. The site currently has a gated access onto Reeds Lane. A site location plan is shown at **Appendix A**.

1.3 Strategic Decisions

1.3.1 The Audit Team has not been advised of any strategic decisions made by the planning or highway authorities in relation to the proposed scheme.

1.4 Highway description

1.4.1 Reeds Lane is a single carriageway road and is subject to a 30mph speed limit. It predominantly serves residential dwellings and some commercial units to the northwest. Reeds Lane has varying widths between 5.4 and 5.9 metres. A footway and street lighting are provided on the southern side of Reeds Lane, whilst verges line the northern side, which has no kerbing. There



are no parking restrictions present along Reeds Lane, however a number of 'H' bar markings are provided in front of some adjacent driveways.

1.4.2 In the vicinity of the site frontage, the horizontal alignment of Reeds Lane has a gentle left-hand bend in the westbound direction. The vertical alignment is generally level.

1.4.3 A review of the Sussex Safer Roads website indicates that no collisions were recorded in the vicinity of the site during the 5-year period 01/01/20 and 31/12/24.

1.5 Previous Road Safety Audits

1.5.1 The Audit Team has not been made aware of any Road Safety Audits previously carried out for the site access for the residential scheme.

1.6 Scheme proposals

1.6.1 The proposals submitted for this Stage 1 Road Safety Audit relate only to the site access proposals in association with the residential development:

- Amended site access and new kerbing;
- New road markings;
- New and amended footways;
- New and amended uncontrolled pedestrian crossings;
- Pedestrian and visibility splays; and
- Swept path analysis.

1.7 Departures from Standards

1.7.1 The Audit Team has not been informed of any departures from standards relating to the designs submitted for audit.

1.8 Road Safety Audit

1.8.1 The Road Safety Audit has been carried out in accordance with the principals of the National Highways document, as described in the Design Manuals for Roads and Bridges (DMRB) standard - GG119 Road Safety Audit.

1.8.2 The Audit Team has examined and reported only on the road safety implications of the scheme as presented by i-Transport LLP, and has not examined or verified the compliance of the designs to any other criteria. The Audit Team may occasionally refer to design standards without touching on technical audit, to clearly explain a safety problem or the recommendation to resolve a problem.

1.8.3 The Road Safety Audit includes a desktop study where all documents provided by the Design Team have been reviewed. A list of the documents and drawings submitted for this can be found at **Appendix B**.

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- 1.8.4 The submitted design drawings have been annotated to show the location of problems identified during this , which are shown at **Appendix C**.
- 1.8.5 Recommendations offered within this report should not be regarded as prescriptive. There may be equally satisfactory or superior alternative solutions to the identified problems. The Audit Team will be pleased to consider any alternatives if required.

2. Problems identified from this audit

2.1 Reeds Lane

2.1.1 The following provides details of the problems identified during this Stage 1 Road Safety Audit.

Problem 1	
Location	East of site access
Summary	Risk of obstructed visibility
	
<p>Parked cars were observed on Reeds Lane, outside the two dwellings (Nos. 1 & 2 Meadow View) adjacent and to the west of the site access. This may obstruct visibility splays at the new site access. This may result in side-swipe collisions between exiting vehicles and those passing along Reeds Lane.</p>	
Recommendation	Ensure appropriate visibility splays can be achieved.



Problem 2	
Location	Site access
Summary	Risk of vehicle collisions
<p>The width of the site access appears relatively narrow. Swept path analysis indicates that there is insufficient space for two vehicles to pass each other at the northern extent. The access road has a meandering alignment, while there is vegetation along Reeds Lane. This may cause obstructions to visibility for both entering and exiting vehicles. This may result in head-on or side-swipe type collisions when vehicles turn into the site.</p>	
Recommendation	Provide sufficient width to allow vehicles to pass on the site access.

Problem 3	
Location	Site access
Summary	Risk of pedestrian falls
<p>The site access will include a tactile paved crossing facility. The crossing is set back away from the desire line. This may cause visually impaired pedestrians (VIPs) not to detect the crossing. This may result in VIPs falling in the carriageway when encountering full-height kerbs.</p>	
Recommendation	Relocate pedestrian crossing onto the pedestrian desire line.



3. Audit Team Statement

- 3.1.1 We certify that the drawings listed at **Appendix B** have been examined, and that this Audit has been carried out in accordance with the principles and requirements of GG119, with the sole purpose of identifying road safety matters to be addressed in order to improve the safety of the scheme.

Road Safety Audit Team Leader

Signed:

A handwritten signature in black ink, appearing to read 'Wing Lee'.

Name: Wing Lee

Date: 27.03.25

Road Safety Audit Team Member

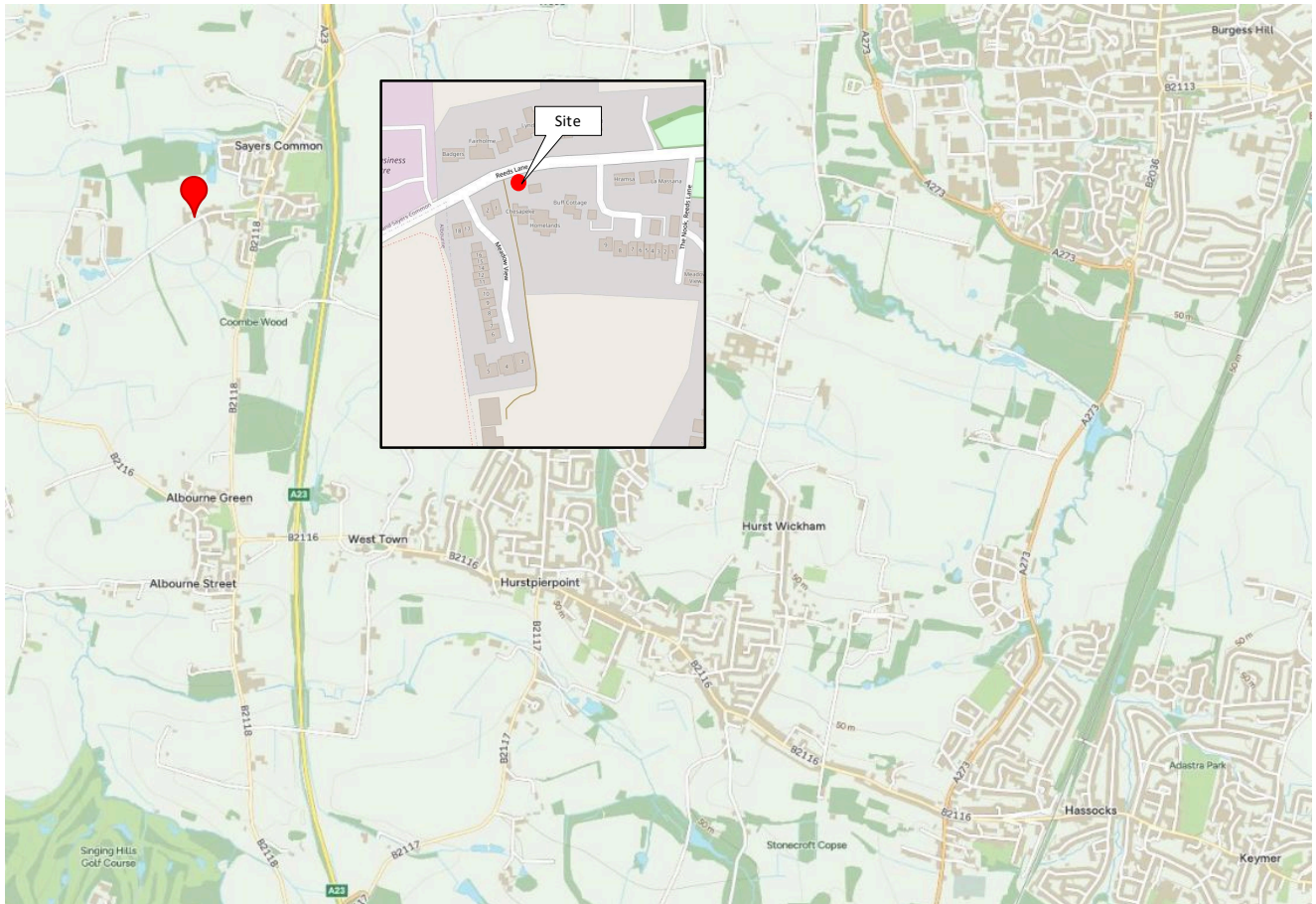
Signed:

A handwritten signature in black ink, appearing to read 'Ian Medd'.

Name: Ian Medd

Date: 27.03.25

Appendix A Site Location Plan





Appendix B Documents provided for Audit

- ITB200420-GA-001 Rev B
Potential Access Arrangement
- ITB200420-GA-002 Rev A
Swept Path Analysis – Refuse Vehicle
- ITB200420-GA-003 Rev A
Swept Path Analysis – Fire Appliance
- TW/BB/ITB200420-002 TN
Stage 1 Road Safety Audit – Proposed Site Access Arrangement (11/03/25)
- AH291-PL.03 Rev C
Site Layout Plan
- 21-T115-01 Rev B
Committed development Reeds Lane access arrangement
- Highway Boundary
- Traffic Flows and Traffic Forecasts
- Speed limit and Traffic speeds
- Desire lines

Appendix C Problem Location Plan

