

Technical Note

Project No: ITB200420
Project Title: Land at Chesapeake, Sayers Common
Title: Stage 1 Road Safety Audit Brief – GG119 Response Format
Ref: TW/BB/ITB200420-003 TN
Date: 19 March 2025

SECTION 1 SUMMARY

- 1.1.1** i-Transport LLP has been appointed by Antler Homes to provide transport and highways advice in relation to a planning application for a residential development comprising 27 new homes on land to the south of Reeds Lane in Sayers Common, Mid Sussex.
- 1.1.2** Access to the proposals will be provided onto Reeds Lane and will comprise:
- A new priority junction with a 4.8m wide carriageway.
 - A new 2.0m wide footway on the eastern side of the access road, which will tie into the existing footway provision on the southern side of Reeds Lane.
- 1.1.3** A Stage 1 RSA has been undertaken of the Reeds Lane access by an independent Auditor. The matters raised by the Auditor are summarised within this Technical Note along with a Design Team response, in accordance with Appendix F of GG 119.

ROAD SAFETY AUDIT RESPONSE

1.2 Project Details

Table F.1: Project Details

Report Title:	Stage 1 Road Safety Audit
Date:	March 2025
Document Reference and Revision:	J190543
Prepared by:	Grange Transport Consulting
On behalf of:	i-Transport

1.3 Authorisation Sheet

Table F.2: Authorisation Sheet

Project:	Land at Chesapeake, Sayers Common
Report Title:	RSA Response Summary
Prepared by (Design Organisation)	
Name:	Ben Burrows
Position:	Associate
Signed:	
Organisation:	i-Transport LLP
Date:	19/03/2025
Approved by (Overseeing Organisation)	
Name:	TBC – WCC Highways
Position:	TBC
Signed:	TBC
Organisation:	TBC
Date:	TBC

Key Personnel

Table F.3: Key Personnel

Overseeing Organisation:	West Sussex County Council
RSA Team:	Grange Transport Consulting
Design Organisation:	i-Transport LLP

Road Safety Audit Decision Log

Table F.4: RSA Decision Log

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
1: 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 existing vehicles and those passing along Reeds Lane.	Ensure appropriate visibility splays can be achieved.	Acknowledged – On-street parking is temporary and Rule 243 of the Highway Code states that vehicles must not park opposite, or within 10 metres, of a junction or access. However, if deemed necessary at the detailed design stage, parking restrictions in the form of signing and lining could be introduced to prevent on-street parking within the vicinity of the site access.	-	-

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p>2: 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>	<p>Provide passing places or sufficient width to allow vehicles to pass on the site access.</p>	<p>Acknowledged – Figure 7.1 of the Manual for Streets (MfS) indicates that a 4.8m wide carriageway width is suitable for two cars to pass one another comfortably. Furthermore, guidance in paragraph 6.8.1 of MfS states that along streets with low traffic flows (such as the proposed on-site street) it can be assumed that larger vehicles (such as service vehicles) can use the full width of the carriageway to manoeuvre. On this basis, a 4.8m wide carriageway width is suitable to serve the proposed development.</p> <p>Notwithstanding this, additional swept path analysis of two large estate cars has been undertaken. The tracking is shown as drawing no. ITB200420-GA-007 and demonstrates that two large cars are able to pass one another simultaneously at the</p>	-	-

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
		<p>proposed site access and along the full length of the internal site access road on approach to the site access junction. Moreover, an internal visibility assessment (shown as drawing no. ITB200420-GA-005B) demonstrates that appropriate forward visibility is provided around the bends in the site access road – based on a 20mph design speed.</p> <p>A note has also been added to the proposed access drawing to confirm that any vegetation within the extent of the visibility splays will be maintained appropriately. This will ensure no impact on visibility for approaching/emerging vehicles. The updated drawing is shown as drawing no. ITB200420-GA-001C.</p>		

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3: The site 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.	Relocate pedestrian crossing onto the pedestrian desire line.	Accepted – the proposed pedestrian crossing has been relocated further to the north to ensure it is on the pedestrian desire line. The updated proposals are shown on drawing no. ITB200420-GA-001C .		

1.4 Design Organisation and Overseeing Organisation Statements

Table F.5: Design Organisation Statement


On behalf of the Design Organisation I certify that: 1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	Ben Burrows
Signed:	
Position:	Associate
Organisation:	i-Transport LLP
Date:	19/03/2025

Table F.6: Overseeing Organisation Statement

On behalf of the Overseeing Organisation I certify that: 1) The RSA actions identified in 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 actions will be progressed.	
Name:	TBC
Signed:	TBC
Position:	TBC
Organisation:	West Sussex County Council
Date:	TBC

DRAWINGS