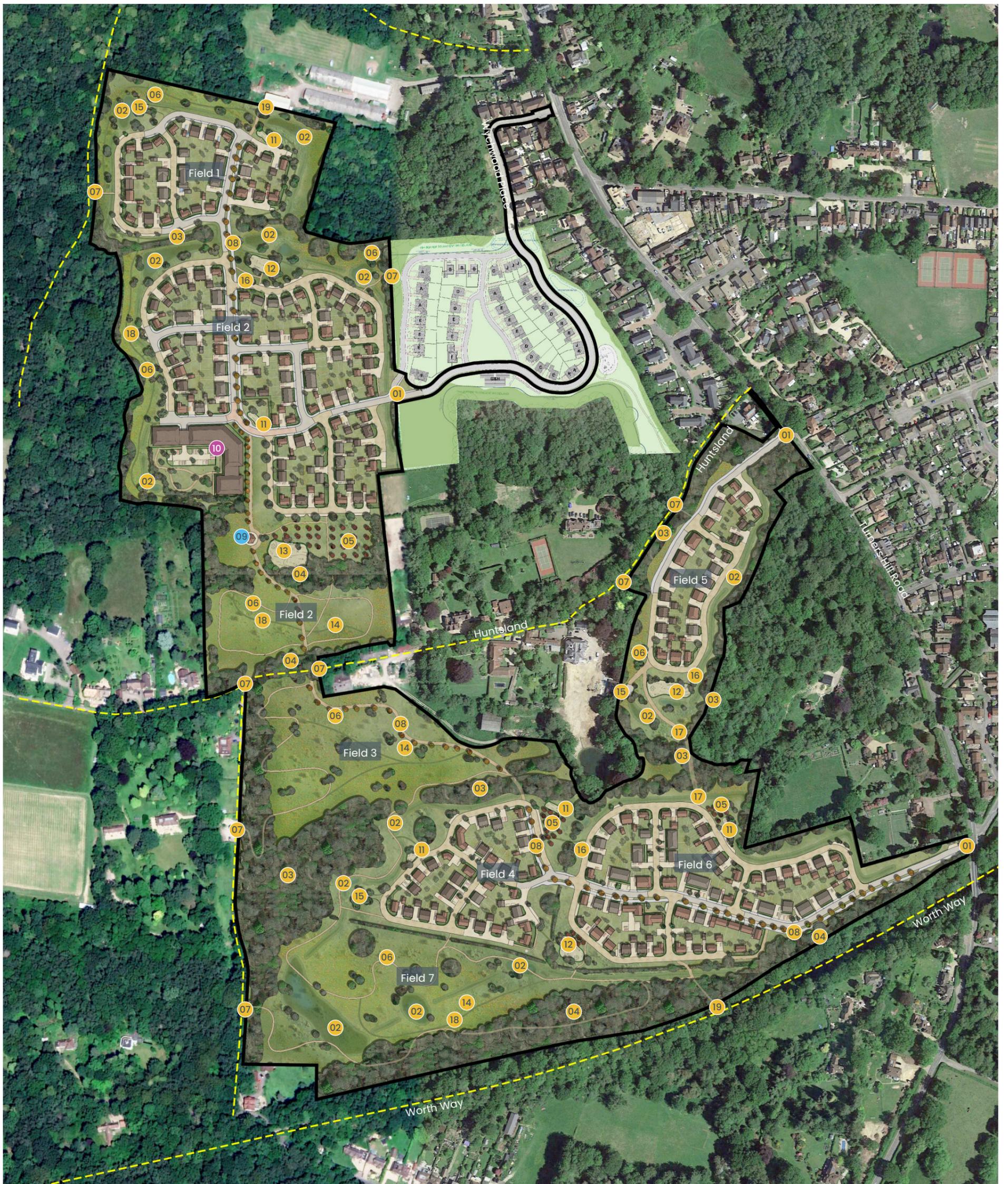


APPENDIX A. Study Area Masterplan



- Study area
- 01 Vehicular/pedestrian and cycle access point
- 02 Sustainable drainage system including swales
- 03 Retained and enhanced vegetation
- 04 Tree belt planting
- 05 Community orchard/garden

- 06 Meadow planting and species-rich landscapes
- 07 Pedestrian connection points
- 08 Shared cycle/footpath
- 09 Community heart including gathering space/band stand area and St Leonards lookout

- 10 65 bed care home
- 11 Local Area for Play
- 12 Local Equipped Area for Play
- 13 Neighbourhood Equipped Area for Play
- 14 Countryside open space
- 15 Pumping station

- 16 Substation
- 17 Emergency, Cycle and pedestrian link
- 18 Mown paths
- 19 Cycle and pedestrian connection point
- Public right of way: Footpath



Not to scale

CLIENT: WATES DEVELOPMENTS

PROJECT: LAND WEST OF CRAWLEY DOWN

DRAWING: **STUDY AREA** COMPREHENSIVE ILLUSTRATIVE MASTERPLAN: 350 UNITS

PROJECT NUMBER: 1314

DRAWING NUMBER: SK001

REVISION: V15

DATE: 15.01.2025

APPENDIX B. Road Safety Audits

Road Safety Audit Report

Incorporating
Stage 1 Completion of Preliminary Design



Proposed Extension of Wychwood Green Crawley Down

Client:
i-Transport

Client reference:
ITB9155-062

Fenley
2 Blaenant
Emmer Green
READING
RG4 8PH

E: office@fenley.co.uk
www.fenley.co.uk

Report Status 1

Job no	RSA-24-151	Issue no	1	Date	November 2024
Prepared by	JJF	Verified by	ZB	Approved by	JJF
Filename and Path	Fenley/Road Safety Audits/RSA-24/RSA-24-151-1				

1.0 PROJECT DETAILS

Report Title:	Stage 1 Road Safety Audit
Date:	November 2024
Document reference and revision:	RSA-24-151-1
Prepared by:	Fenley Road Safety Limited
County Highway Authority:	West Sussex County Council
Design Organisation:	i-Transport
Project Sponsor:	Wates Developments

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Audit drafted for Audit Team discussions.	JJF			13 th November 2024
1	Stage 1 Road Safety Audit finalised and issued to the Design Organisation	JJF	ZB	JJF	22 nd November 2024

Contents:

1.0	Project Details	1
2.0	Introduction	2
3.0	Items Raised in any previous Road Safety Audits	3
4.0	Items Raised in this Stage 1 Road Safety Audit	4
	A.1 Alignment	
	A.2 General	
	A.3 Junctions	
	A.4 Walking, Cycling and Horse Riding	
	A.5 Traffic Signs, Carriageway Markings and Lighting	
5.0	Audit Team Statement	5

Appendices:

Stage 1	A1	Documents and Drawings provided for this Road Safety Audit
	A2	Item Location Plan

2.0 INTRODUCTION

- 2.1 This report has been prepared by Fenley Road Safety Limited and results from a Stage 1 Road Safety Audit of the proposed extension of Wychwood Green in Crawley Down. The proposed continuation forms of a simple priority bellmouth with the existing loop road that meets that is marginally realigned and accommodates 6 metre corner radii. The extension is to serve a 5.5-metre-wide carriageway that accommodates a 2 metre footway along the northern side of the carriageway. The proposals are to facilitate access to a development parcel that is to consist of 150 homes and forms a part of a larger allocation of 350 homes with the further circa 200 homes accessed off Turners Hill Road to the south.
- 2.2 The Audit Brief identifies that the proposals do not include any Departures from Standard, whether related to strategic decisions or otherwise.
- 2.3 This Road Safety Audit was undertaken during November 2024 in accordance with the Road Safety Audit Brief provided on the 28th October 2024 by the Design Organisation, i-Transport on behalf of the Project Sponsor, Wates Developments. The Road Safety Audit comprised of a site visit as well as an examination of the documents provided which are identified in **Appendix A1**. The Audit Team were satisfied that the Audit Brief was sufficient for the purpose of this Audit. It has been confirmed that items such as surface water drainage, street lighting, existing and proposed signage as well as bollards and utilities to include covers and telegraph poles, are to be assessed during the detail design stage of the scheme and therefore are only raised as road safety concerns if fundamental to the scheme.
- 2.4 The Road Safety Audit has been undertaken by an Audit Team whose qualifications as well as experience accord with the requirements of GG119. The Audit Team consists:
- Audit Team Leader**
Jamie Fenning *BSc(Hons), MIHE, MCIHT, MSoRSA, National Highways RSA Certificate of Competency*
Road Safety / Highway Engineer
- Audit Team Member**
Zane Beswick *MCIHT, MSORSA*
Road Safety / Highway Engineer
- 2.5 The site has been visited twice; once as part of a previous Road Safety Audit in June 2022 and again as part of this Audit in November 2024. The latest site visit associated with this Audit was undertaken during the late morning of Thursday 21st November 2024 between the hours of 11:30 and 11:50. This site visit involved walking and driving around the local highway network for a 20-minute period whilst observing local infrastructure and current off-peak traffic conditions. The weather during the site visit was overcast, the road surface was dry with damp patches and visibility was good. A number of pedestrians but no cyclists were

observed during the site visit. Vehicular traffic was observed to include cars and light goods vehicles (delivery vans). Vehicular speeds were not recorded by the Audit Team.

- 2.6 The terms of reference of this Road Safety Audit are as described in GG119. The scheme has been examined and this report compiled, only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. All comments and recommendations are referenced to the design drawings supplied with the Audit Brief and the location of road safety concerns raised have been illustrated beneath the items along with relevant photographs for clarity, where appropriate, as well as on the Location Plan attached at **Appendix A2**.

3.0 ITEMS RAISED IN ANY PREVIOUS ROAD SAFETY AUDITS

- 3.1 Fenley Road Safety Limited have not been made aware of any previous Road Safety Audits associated with the current proposals but have visited the site as part of a previous Road Safety Audit of the proposed southern access to the allocated land, off Turner's Hill Road, that was undertaken by Courzons Limited.

4.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

A.1	LOCAL ALIGNMENT
	<i>No Road Safety Concerns regarding LOCAL ALIGNMENT have been raised at this stage.</i>
A.2	GENERAL
A.2.1	PROBLEM
Location:	Woods View
Summary:	Realigned carriageway may not allow for the large vehicles
Acc Type:	Sideswipe type collisions
<p>The 5.5 metre wide Wychwood Place continues as Wychwood Green before continuing as Woods View following a bend in the road before the carriageway narrows to 5.0 metres. The proposals include an extension of the 5.5 metre section of Wychwood Green which is to continue into the application site. The section of Woods View that currently follows a bend in the road is to be marginally realigned and widened to 5.5 metres around a circa 9 metre road centreline radius on approach to a simple priority junction with the extension. Whilst the extension of the 5.5 metre carriageway should be adequate to accommodate the expected vehicles, the Audit Team have concerns that the realigned Woods View will not allow for large vehicles to include refuse / recycling collection vehicles. A carriageway that is inadequate for the expected vehicles, could result in the need for a large vehicle to encroach the adjacent footway / verge and could lead to loss of control or sideswipe type collisions.</p>	
RECOMMENDATION:	
It is recommended that the realigned carriageway allows for the expected vehicles.	
Location Plan:	
	
A.3	JUNCTIONS
	<i>No Road Safety Concerns regarding JUNCTIONS have been raised at this stage.</i>
A.4	WALKING, CYCLING AND HORSE RIDING
	<i>No Road Safety Concerns regarding WALKING, CYCLING AND HORSE RIDING have been raised at this stage.</i>
A.5	TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING
	<i>No Road Safety Concerns regarding TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING have been raised at this stage.</i>

5.0 STAGE 1 ROAD SAFETY AUDIT TEAM STATEMENT

5.1 We certify that this Road Safety Audit has been carried out in accordance with GG119.

Audit Team Leader

Name: **Jamie Fenning** *BSc (Hons), MIHE, MCIHT, MSoRSA, NH RSA Certificate of Competency*

Signed: 

Position: Road Safety / Highway Engineer

Organisation: Fenley Road Safety Limited

Date: 22nd November 2024

Audit Team Member

Name: **Zane Beswick** *MCIHT, MSORSA*

Signed: 

Position: Road Safety / Highway Engineer

Organisation: Fenley Road Safety Limited

Date: 22nd November 2024

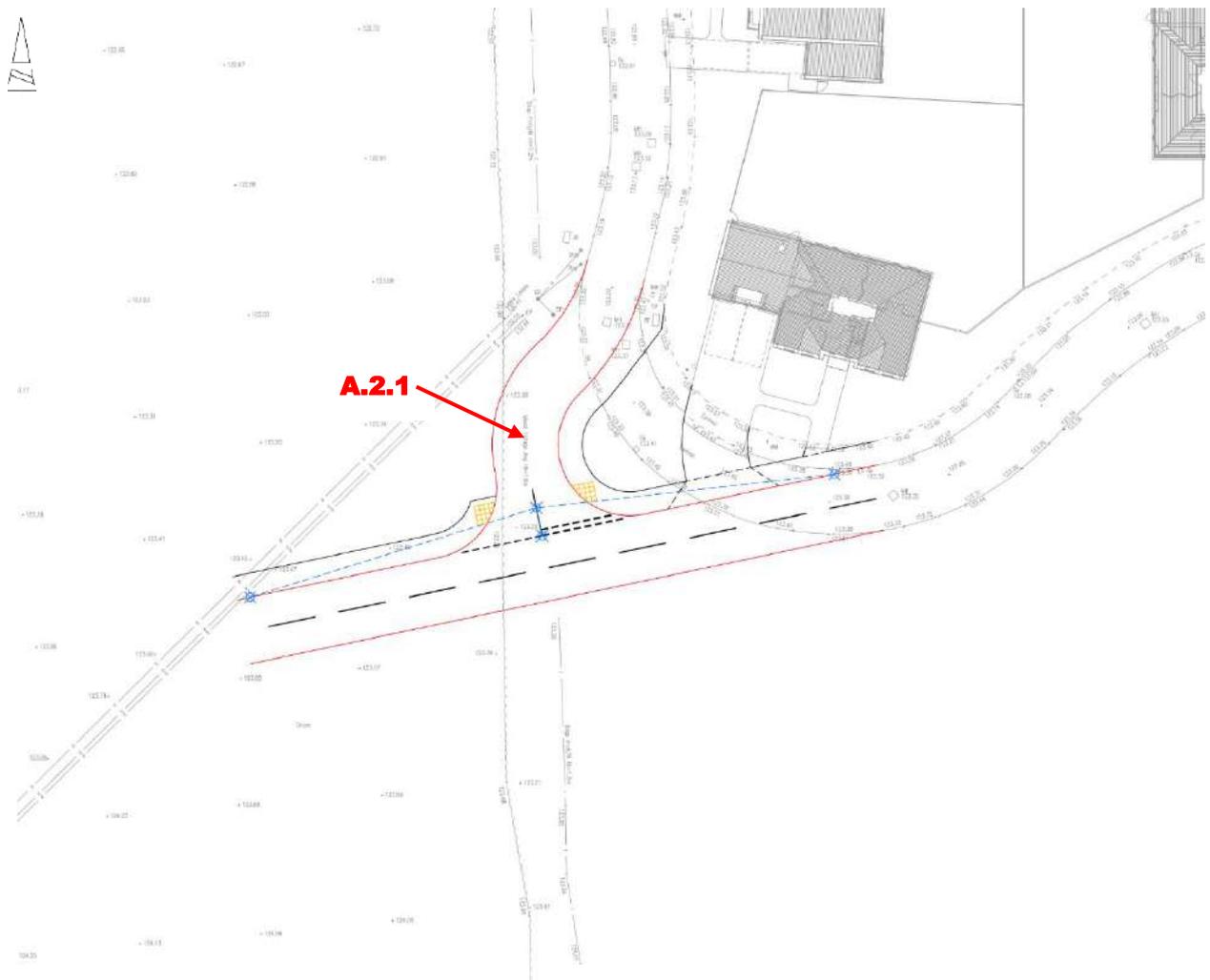
Appendix A1

Documents and Drawings provided for this Stage 1 Road Safety Audit

<u>Audit Stage</u>	<u>Doc. No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	ITB9155-062	-	Stage 1 Road Safety Audit Brief
	<u>Dwg No.</u>	<u>Rev</u>	<u>Title</u>
	ITB19155-GA-048	A	POTENTIAL ACCESS ROAD EXTENSION

Appendix A2

Item Location Plan



fenley

Road Safety Assessment Report

Incorporating
Stage 1 Completion of Preliminary Design.



Proposed Intensification of Wychwood Place Crawley Down

Client:
i-Transport

Client reference:
ITB9155-060

Fenley
2 Blaenant
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READING
RG4 8PH

E: office@fenley.co.uk
www.fenley.co.uk

Report Status 1

Job no	RSA-24-152	Issue no	1	Date	November 2024
Prepared by	JJF	Verified by	ZB	Approved by	JJF
Filename and Path	Fenley/Road Safety Audits/RSA-24/RSA-24-152-1				



1.0 PROJECT DETAILS

Report Title:	Stage 1 Road Safety Assessment
Date:	November 2024
Document reference and revision:	RSA-24-152-1
Prepared by:	Fenley Road Safety Limited
County Highway Authority:	West Sussex County Council
Design Organisation:	i-Transport
Project Sponsor:	Wates Developments

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Assessment drafted for Audit Team discussions.	JJF			13 th November 2024
1	Stage 1 Road Safety Assessment finalised and issued to the Design Organisation	JJF	ZB	JJF	22 nd November 2024

Contents:

1.0	Project Details	1
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3.0	Items Raised in any previous Road Safety Assessments	3
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	A.2 General	
	A.3 Junctions	
	A.4 Walking, Cycling and Horse Riding	
	A.5 Traffic Signs, Carriageway Markings and Lighting	
5.0	Audit Team Statement	10

Appendices:

Stage 1	A1	Documents and Drawings provided for this Road Safety Audit
	A2	Item Location Plan

2.0 INTRODUCTION

- 2.1 This report has been prepared by Fenley Road Safety Limited and results from a Stage 1 Road Safety Assessment of the proposed intensification of Wychwood Place in Crawley Down. Wychwood Place is a residential cul-de-sac that currently serves circa 67 dwellings and continues as Wychwood Green. A Stage 1 Road Safety Audit has been undertaken of the proposed highway works require to extend Wychwood Green to serve an additional residential development that is to consist of 150 homes and forms a part of a larger allocation of 350 homes with the further circa 200 homes accessed off Turners Hill Road to the south.
- 2.2 The Audit Brief identifies that the proposals do not include any Departures from Standard, whether related to strategic decisions or otherwise.
- 2.3 This Road Safety Assessment was undertaken during November 2024 in accordance with the Road Safety Audit Brief provided on the 28th October 2024 by the Design Organisation, i-Transport on behalf of the Project Sponsor, Wates Developments. The Road Safety Assessment comprised of a site visit as well as an examination of the documents provided which are identified in **Appendix A1**. The Assessment Team downloaded plans associated with Phase 1 and 2 of the Wychwood Place development and were then satisfied that the Audit Brief was sufficient for the purpose of this Assessment. It has been confirmed that items such as surface water drainage, street lighting, existing and proposed signage as well as bollards and utilities to include covers and telegraph poles, are to be assessed during the detail design stage of the scheme and therefore are only raised as road safety concerns if fundamental to the scheme.
- 2.4 The Road Safety Assessment has been undertaken by an Audit Team whose qualifications as well as experience accord with the requirements of GG119. The Audit Team consists:
- Audit Team Leader**
Jamie Fenning *BSc(Hons), MIHE, MCIHT, MSoRSA, National Highways RSA Certificate of Competency*
Road Safety / Highway Engineer
- Audit Team Member**
Zane Beswick *MCIHT, MSORSA*
Road Safety / Highway Engineer
- 2.5 The site has been visited twice; once as part of a previous Road Safety Audit in June 2022 and again as part of this Assessment in November 2024. The latest site visit associated with this Assessment was undertaken during the late morning of Thursday 21st November 2024 between the hours of 11:50 and 12:15. This site visit involved walking and driving around the local highway network for a 25-minute period whilst observing local infrastructure and current off-peak traffic conditions. The weather during the site visit was overcast, the road surface was dry with damp patches and visibility was good. A number of pedestrians but no

cyclists were observed during the site visit. Vehicular traffic was observed to include cars and light goods vehicles (delivery vans). Vehicular speeds were not recorded by the Audit Team.

- 2.6 The terms of reference of this Road Safety Assessment are accord with the principles of a Road Safety Audit as described in GG119. The scheme has been examined and this report compiled, only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. All comments and recommendations are referenced to the design drawings supplied with the Audit Brief and the location of road safety concerns raised have been illustrated beneath the items along with relevant photographs for clarity, where appropriate, as well as on the Location Plan attached at **Appendix A2**.

3.0 ITEMS RAISED IN ANY PREVIOUS ROAD SAFETY ASSESSMENTS

- 3.1 Fenley Road Safety Limited have not been made aware of any previous Road Safety Assessments associated with the intensification in use of Wychwood Place but have been supplied with the Stage 1 Road Safety Audit that was undertaken at the planning stage of Wychwood Place and another of the proposed extension to Phase 2 which does not appear to have assessed the intensification.

4.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY ASSESSMENT

A.1	LOCAL ALIGNMENT
	<i>No Road Safety Concerns regarding LOCAL ALIGNMENT have been raised at this stage.</i>
A.2	GENERAL
A.2.1	PROBLEM
Location:	Wychwood Place
Summary:	Existing 5.5 metre wide shared surface may not allow adequate capacity
Acc Type:	Sideswipe and vehicle to pedestrian type collisions
<p>Wychwood Place is a cul-de-sac that served Phase 1 of a development that consists of 23 homes before being extended to serve Phase 2 with an additional 44 homes and observes a two-way traffic flow of circa 26 vehicular movements during each peak hours. The section of Wychwood Place within Phase 1 takes the form of a 5.5 metre wide shared surface carriageway that benefits from a circa 2 metre grass margin along one side and follows a 90° bend. That carriageway continues into Phase 2 where a footway is provided both sides of the carriageway which follows a number of bends. The proposals include the intensification of Wychwood Place to serve an additional 150 homes which is expected to generate 105 vehicular movements during the morning peak hour and 103 during the afternoon peak hour. No junction modelling has been provided to identify that the simple priority junction of Wychwood Place with Turners Hill Road, however, the flows are not considerable and therefore it is clear that the junction will operate within capacity. The section of Wychwood Place within Phase 2, which consists of a general carriageway with footways, should be adequate to accommodate the additional traffic that is expected to be generated by 150 homes, however, the Assessment Team have concerns that the existing 5.5 metre wide shared surface section are not appropriate for the expected demand, particularly when taking account of the 90° bend. It is noted that the 2.0 metre grass margin should allow for pedestrians to step off the carriageway to seek refuge, nevertheless, a shared surface carriageway that is inadequate for the expected flows could lead to sideswipe and vehicle to pedestrian type collisions. The Assessment Team note that based on the Site Layout plans included on the Planning Portal of Mid-Sussex District Council, the existing grass margin within Phase 1 should be a footway.</p>	
RECOMMENDATION:	
It is recommended that the existing margin is upgraded to a footway.	

<p>Location Plan:</p>	
A.2.2	PROBLEM
Location:	Wychwood Place
Summary:	No measures are provided to highlight the shared nature of the carriageway through Phase 1
Acc Type:	Vehicle to pedestrian type collisions
<p>The shared surface carriageway that was provided as part of Phase 1 of Wychwood Place appears to have been constructed with a general carriageway surface, albeit slightly lighter than the adjacent carriageways that benefit from footways. The proposals include an intensification in use of Wychwood Place to serve an additional 150 homes which is expected to add up to 105 vehicular movements to the route. Whilst existing, the Assessment Team have concerns that the shared surface carriageway appears the same as the adjacent general carriageway and as such, no warning is provided to motorists to highlight the change in route characteristics. Motorists not becoming aware of a transition from a carriageway to a shared surface, could continue unaware of the potential for pedestrians to be within the carriageway which could lead to vehicle to pedestrian type collisions.</p>	
RECOMMENDATION:	
It is recommended that measures are provided to highlight the change in route characteristics.	
<p>Location Plan:</p>	

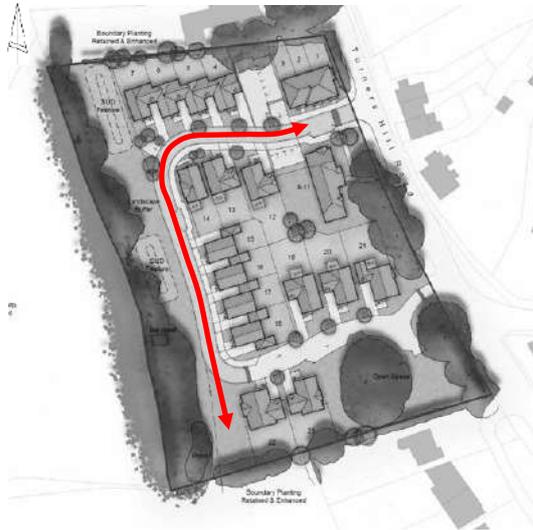
A.2.3	PROBLEM
Location:	Woods View
Summary:	Traffic may not proceed along the intended route
Acc Type:	Vehicle sideswipe type collisions
<p>Wychwood Place is 5.5 metres wide and benefit from a footway both sides of the carriageway with the southern footway terminating following a block of apartments where the carriageway continues as Wychwood Green. Wood View is a side road that is 5.0 metres wide and benefits from a footway along one side of the carriageway. No Road markings are provided within the existing development. The proposals include a continuation of Wychwood Green to serve a development of 150 homes. It is understood that the intended primary route for traffic accessing the proposed development is along Wychwood Place, however, a route assessment has determined that access via Woods View is shorter and more convenient than following Wychwood Place. Motorists are therefore highly likely to travel along the narrower Woods View. Whilst Woods View is 5.0 metres wide and adequate to accommodate two-way traffic, the carriageway follows two straightish carriageways that do not benefit from traffic calming, which could lead to inappropriate speeds within the existing development and sideswipe type collisions.</p>	
RECOMMENDATION:	
It is recommended that measures are provided to deter traffic utilising Woods View.	
Location Plan:	
A.2.4	PROBLEM
Location:	Wychwood Place
Summary:	Pedestrians within the shared surface carriageway may not be clearly visible
Acc Type:	Vehicle to pedestrian type collisions
<p>Wychwood Place is shared surface in the vicinity of its junction with Turners Hill Road before transitioning to a general carriageway with footways. The length of Wychwood Place benefits from street lighting, however, it is anticipated that the level of illuminance is low due to the low-level</p>	

lighting bollards that are present throughout the development. The proposals include an extension of Wychwood Place to serve an additional 150 homes. The Assessment Team have concerns that an inadequate level of lighting is provided along the shared surface section of Wychwood Place. Vehicles are generally driven during the hours of darkness with headlights illuminated, however, a low level of lighting within a shared surface area may result in a motorist not becoming aware of a pedestrian within the carriageway and lead to vehicle to pedestrian type collisions.

RECOMMENDATION:

It is recommended that an adequate level of street lighting is provided.

Location Plan:



A.3	JUNCTIONS
A.3.1	PROBLEM
Location:	Wychwood Place
Summary:	Boundary hedge limits visibility to the north at the existing priority junction
Acc Type:	Vehicle rear / side impact type collisions
<p>Wychwood Place meets Turners Hil Road at a simple priority junction. The proposals include an extension of Wychwood Place to serve an additional 150 homes. The approved plan (ITB9155-GA-001D) associated with Phase 1 of Wychwood Place, identifies that visibility splays of 2.4x57.4 metres are achievable from the priority junction which is understood to accord with observed 85th percentile approach speeds. It is noted, however, that a boundary hedge to the north limits the level of visibility. The Assessment Team have concerns that inadequate visibility at a priority access could result in a motorist or cyclist attempting to undertake a manoeuvre when it is not safe to do so, leading to rear or side impact type collisions.</p>	
RECOMMENDATION:	
It is recommended that an adequate level of visibility is achievable at all times.	

Location Plan:	
A.4	WALKING, CYCLING AND HORSE RIDING
A.4.1	PROBLEM
Location:	Wychwood Place
Summary:	No measures are provided to allow pedestrian access between the existing footways and shared surface carriageway
Acc Type:	Vehicle to pedestrian type collisions
<p>Phase 1 of Wychwood Place is taken off Turners Hill Road and allows access to Phase 2 of Wychwood Place. The initial carriageway takes the form of a shared surface that transitions to a general carriageway that benefits from footways. It is noted that no level access is provided for pedestrians to gain access between the existing footway either side of the shared surface area. The proposals include an extension of Wychwood Place to serve an additional 150 homes. The Assessment Team have concerns that whilst existing, the full height kerb between the shared surface area and footways, are a trip hazard which could lead to falls and personal injuries. Furthermore, no tactile warning is provided to highlight the change in route characteristics to pedestrians.</p>	
RECOMMENDATION:	
It is recommended that dropped kerbs and tactile warning is provided to allow pedestrian access to the shared surface carriageway.	

<p>Location Plan:</p>	
A.5	TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING
<p><i>No Road Safety Concerns regarding TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING have been raised at this stage.</i></p>	

5.0 STAGE 1 ROAD SAFETY ASSESSMENT TEAM STATEMENT

5.1 We certify that this Road Safety Audit has been carried out in accordance with the principles of GG119.

Audit Team Leader

Name: **Jamie Fenning** *BSc (Hons), MIHE, MCIHT, MSoRSA, NH RSA Certificate of Competency*

Signed: 

Position: Road Safety / Highway Engineer
Organisation: Fenley Road Safety Limited
Date: 22nd November 2024

Audit Team Member

Name: **Zane Beswick** *MCIHT, MSORSA*

Signed: 

Position: Road Safety / Highway Engineer
Organisation: Fenley Road Safety Limited
Date: 22nd November 2024

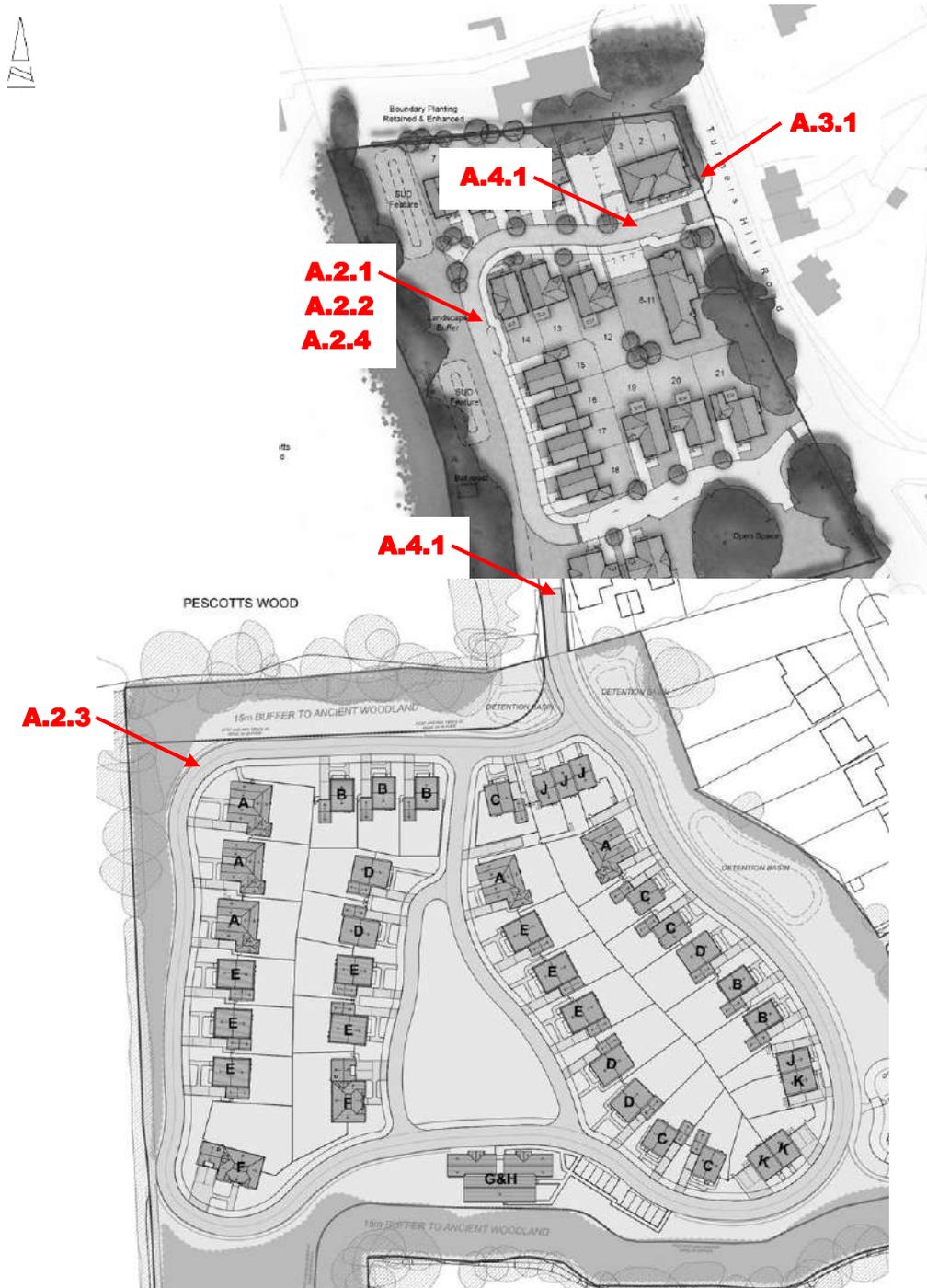
Appendix A1

Documents and Drawings provided for this Stage 1 Road Safety Assessment

<u>Audit Stage</u>	<u>Doc. No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	ITB9155-060	A	Stage 1 Road Safety Audit Brief
	<u>Dwg No.</u>	<u>Rev</u>	<u>Title</u>
	ITB19155-GA-048	A	POTENTIAL ACCESS ROAD EXTENSION

Appendix A2

Item Location Plan



fenley

APPENDIX C. Designer's Responses

Technical Note: RSA GG119 Response – Wychwood Place Extension

Project No: ITB9155
Project Title: Land west of Turners Hill Road
Title: Stage 1 Road Safety Audit – GG119 Response Format
Ref: MS/ITB9155-066
Date: 18 December 2024

SECTION 1 SUMMARY

1.1 Wates Developments are promoting a residential-led development in Crawley Down. The site is allocated for 350 dwellings within the Mid Sussex District Plan 2021-2039 (Policy DPA9). The site is being bought forward as two planning applications covering a northern and southern parcel and a SANG.

1.2 The parcels of land will be served by the following vehicular accesses:

Southern Parcel

- 1 New priority junction, opposite Vicarage Road (serving around 200 homes)
- 2 New priority junction, south of Huntsland (serving around 50 homes)

Northern Parcel

- 3 Extension of the new residential development at Wychwood Place with extension / realignment of Wychwood Place into site (serving around 150 homes).

1.3 This Stage 1 RSA relates to (3), and specifically the new junction on Wychwood Green that will serve the development. It has been undertaken in accordance with the adopted WSCC Road Safety Audit Policy by an independent Auditor. The audit is summarised within this Technical Note in accordance with Appendix F of GG 119 Revision 2, as required by WSCC.

SECTION 2 ROAD SAFETY AUDIT RESPONSE

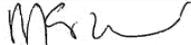
2.1 Project Details

Table F.1: Project Details

Report Title:	Stage 1 Road Safety Audit
Date:	18 December 2024
Document Reference and Revision:	RSA-24-151-0
Prepared by:	Fenley Road Safety Limited
On behalf of:	West Sussex County Council

2.2 Authorisation Sheet

Table F.2: Authorisation Sheet

Project:	Land West of Turners Hill Road
Report Title:	RSA Response Summary
Prepared by (Design Organisation)	
Name:	Mark Stead
Position:	Associate
Signed:	
Organisation:	i-Transport LLP
Date:	18 December 2024
Approved by (Overseeing Organisation)	
Name:	
Position:	
Signed:	
Organisation:	West Sussex County Council
Date:	

2.3 Key Personnel

Table F.3: Key Personnel

Overseeing Organisation:	West Sussex County Council (WSCC)
RSA Team:	Fenley Road Safety Limited
Design Organisation:	i-Transport LLP

Road Safety Audit Decision Log

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p>A.2.1 The 5.5 metre wide Wychwood Place continues as Wychwood Green before continuing as Woods View and following a bend in the road where the carriageway narrows to 5.0 metres. The proposals include an extension of the 5.5 metre section of Wychwood Green which is to continue into the application site. The section of Woods View that currently follows a bend in the road is to be marginally realigned and widened to 5.5 metres around a circa 9 metre road centreline radius on approach to a simple priority junction with the extension. Whilst the extension of the 5.5 metre carriageway should be adequate to accommodate the expected vehicles, the Audit Team have concerns that the realigned Woods View will not allow for the vehicles that can be expected to include refuse / recycling collection vehicles. A carriageway that is inadequate for the expected vehicles, could result in the need for a large vehicle to encroach the adjacent footway / verge and could lead to loss of control or sideswipe type collisions.</p>	<p>It is recommended that the realigned carriageway allows for the expected vehicles.</p>	<p>Agreed. Minor widening has been undertaken. Vehicle tracking for a refuse collection vehicle has been undertaken and shown as an inset in drawing ITB9155-GA-048C and demonstrates that there is adequate space along the realigned carriageway for the expected vehicles. Such vehicles will be occasional and are expected to be the largest vehicle that would make the manoeuvre.</p>		

2.4 Design Organisation and Overseeing Organisation Statements

Table F.5: Design Organisation Statement

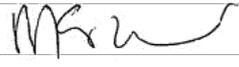
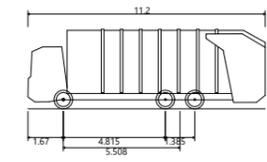
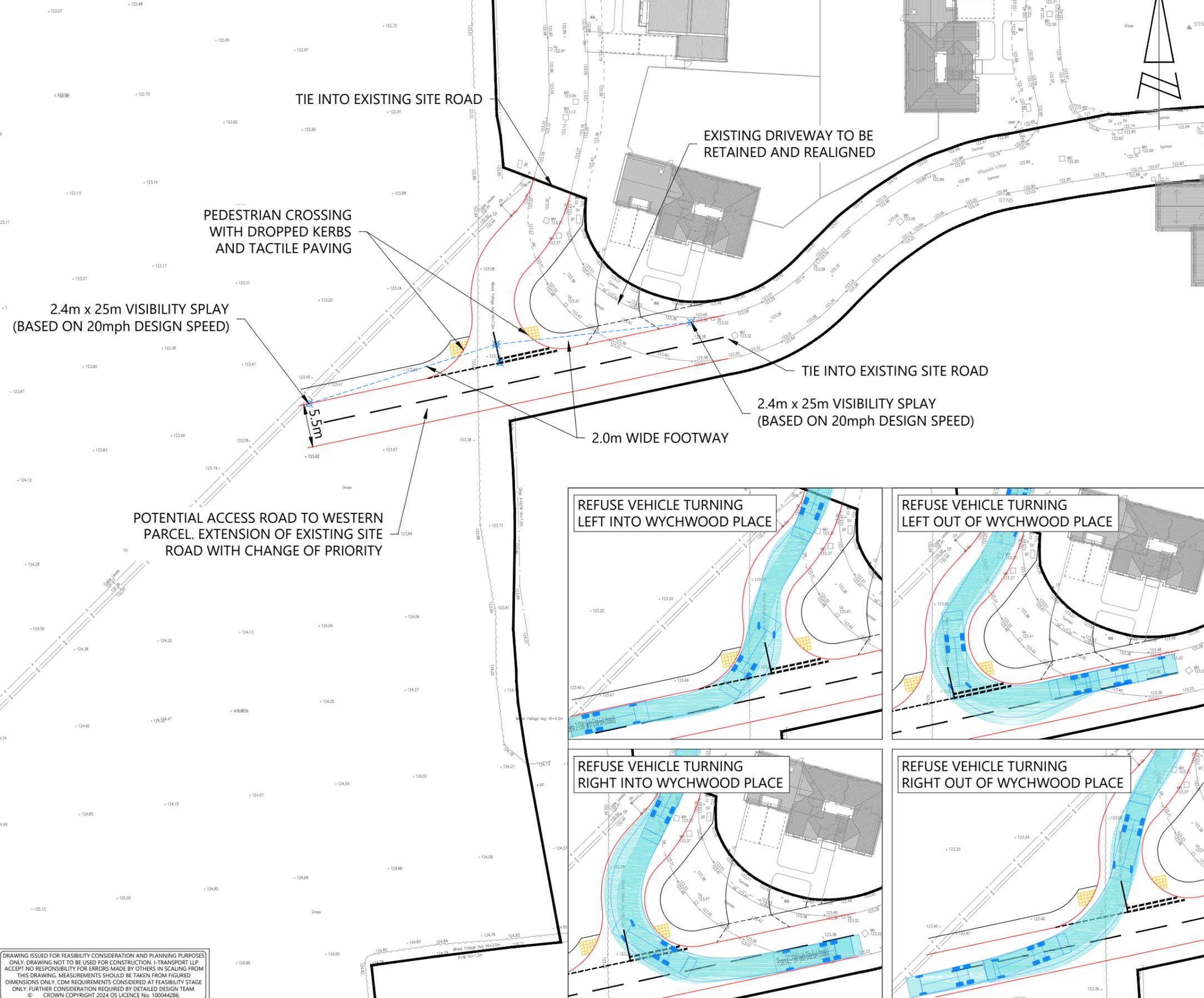
<p>On behalf of the design organisation, I certify that:</p> <p>1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.</p>	
Name:	Mark Stead
Signed:	
Position:	Associate
Organisation:	i-Transport LLP
Date:	18-12-24

Table F.6: Overseeing Organisation Statement

<p>On behalf of the Overseeing Organisation, I certify that:</p> <p>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</p> <p>2) The agreed RSA actions will be progressed.</p>	
Name:	
Signed:	
Position:	
Organisation:	West Sussex County Council
Date:	



Phoenix 2-15W (with Elite 6x4 chassis)
 Overall Length 11.200m
 Overall Width 2.530m
 Overall Body Height 3.751m
 Min Body Ground Clearance 0.304m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.500m



REV	DATE	BY	DESCRIPTION	CHK	APD
C	16.01.25	MM	SITE BOUNDARY UPDATED	DG	MS
B	29.11.24	SH	RSA COMMENTS INCORPORATED	MS	MS
A	21.10.24	MM	SITE BOUNDARY UPDATED	MS	MS

STATUS: FOR INFORMATION



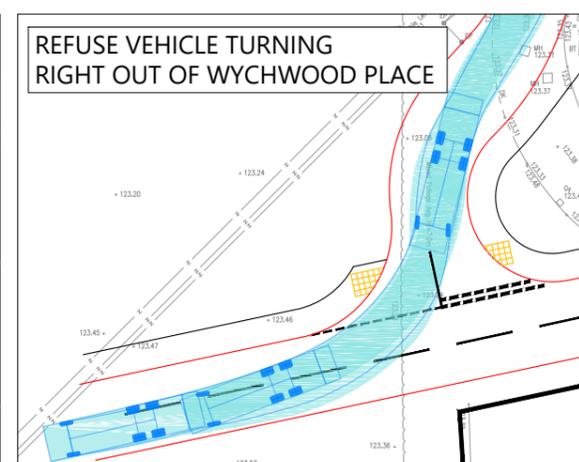
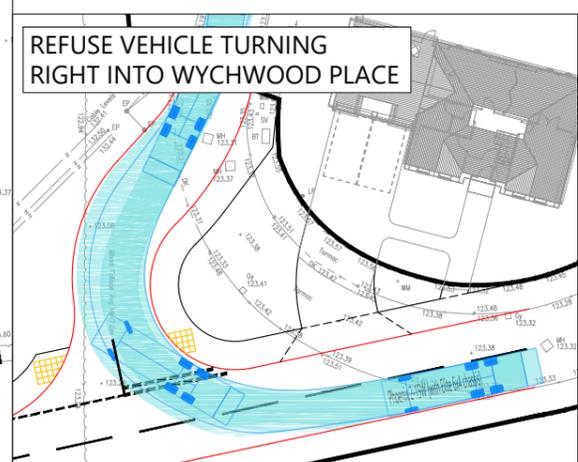
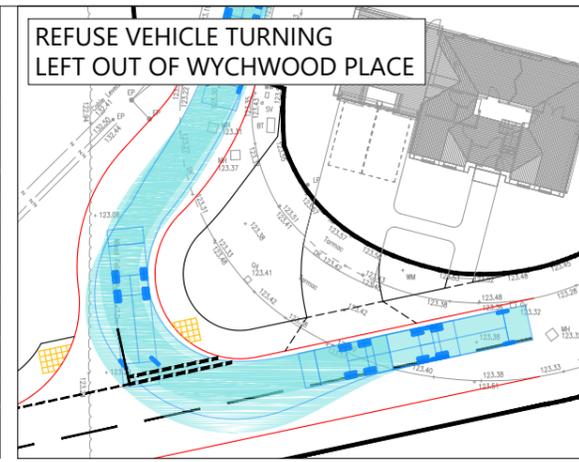
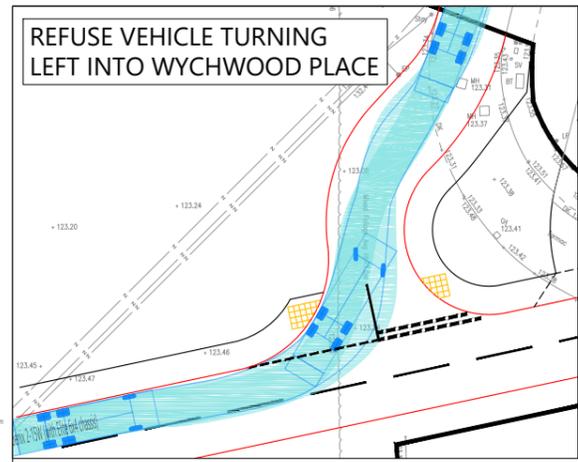
The Square, Basing View,
 Basingstoke, Hampshire, RG21 4EB
 Tel: 01256 898366
 www.i-transport.co.uk

TITLE: PROPOSED ACCESS ROAD EXTENSION

PROJECT: WYCHWOOD, TURNERS HILL ROAD, CRAWLEY DOWN

CLIENT: WATES DEVELOPMENTS

DRAWN: JD	CHECKED: MS	APPROVED: MS
PROJECT No: ITB9155	SCALE @ A3: 1:500	DATE: 21.03.24
DRAWING No: ITB9155-GA-048	REV: C	



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Technical Note: RSA GG119 Response – Wychwood Place Intensification

Project No: ITB9155
Project Title: Land west of Turners Hill Road
Title: Stage 1 Road Safety Audit – GG119 Response Format
Ref: MS/ITB9155-068
Date: 18 December 2024

SECTION 1 SUMMARY

1.1 Wates Developments are promoting a residential-led development in Crawley Down. The site is allocated for 350 dwellings within the Mid Sussex District Plan 2021-2039 (Policy DPA9). The site is being bought forward as two planning applications covering a northern and southern parcel.

The parcels of land will be served by the following vehicular accesses:

1.2

Southern Parcel

- 1 New priority junction, opposite Vicarage Road (serving around 200 homes)
- 2 New priority junction, south of Huntsland (serving around 50 homes)

Northern Parcel

- 3 Extension of the new residential development at Wychwood Place with extension / realignment of Wychwood Place into site (serving around 150 homes).

1.3 This Stage 1 RSA relates to (3), and specifically the intensification of Wychwood Place and has been undertaken in accordance with the adopted WSCC Road Safety Audit Policy by an independent Auditor. The audit is summarised within this Technical Note in accordance with Appendix F of GG 119 Revision 2, as required by WSCC.

SECTION 2 ROAD SAFETY AUDIT RESPONSE

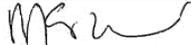
2.1 Project Details

Table F.1: Project Details

Report Title:	Stage 1 Road Safety Audit
Date:	18 December 2024
Document Reference and Revision:	RSA-24-152-0
Prepared by:	Fenley Road Safety Limited
On behalf of:	West Sussex County Council

2.2 Authorisation Sheet

Table F.2: Authorisation Sheet

Project:	Land West of Turners Hill Road
Report Title:	RSA Response Summary
Prepared by (Design Organisation)	
Name:	Mark Stead
Position:	Associate
Signed:	
Organisation:	i-Transport LLP
Date:	18 December 2024
Approved by (Overseeing Organisation)	
Name:	
Position:	
Signed:	
Organisation:	West Sussex County Council
Date:	

2.3 Key Personnel

Table F.3: Key Personnel

Overseeing Organisation:	West Sussex County Council (WSCC)
RSA Team:	Fenley Road Safety Limited
Design Organisation:	i-Transport LLP

Road Safety Audit Decision Log

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p>A.2.1 The section of Wychwood Place within Phase 2, which consists of a general carriageway with footways, should be adequate to accommodate the additional traffic that is expected to be generated by 150 homes, however, the Assessment Team have concerns that the existing 5.5-metre-wide shared surface section are not appropriate for the expected demand, particularly when taking into account the 90° bend. It is noted that the 2.0 metre grass margin should allow for pedestrians to step off the carriageway to seek refuge, nevertheless, a shared surface carriageway that is inadequate for the expected flows could lead to sideswipe and vehicle to pedestrian type collisions. The Assessment Team note that based on the Site Layout plans included on the planning portal of Mid Sussex District Council, the existing grass margin within Phase 1 should be a footway.</p>	<p>It is recommended that the existing margin is upgraded to a footway.</p>	<p>There are two alternative points of access - one allowing pedestrians to walk to Huntsland and one allowing pedestrians and cyclists to access Turners Hill Road adjacent to the signal-controlled crossing there. As part of the sustainable transport strategy for the site, a northward extension of the footway on Wychwood Place is proposed, as far as the shared surface that provides a connection to the pedestrian / cycle access (<i>ref: ITB9155-GA-056A in the Transport Assessment</i>). Whilst traffic flows are expected to remain under the 100vph at which MfS identifies that shared surfaces work best, it will be possible for new residents to avoid the section that has a shared surface. Residents living along the section will be able to walk in carriageway or use the verge adjacent to it if they prefer.</p>		

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p>A.2.2 The shared surface carriageway that was provided as part of Phase 1 of Wychwood Place appears to have been constructed with a general carriageway surface, albeit slightly lighter than the adjacent carriageways that benefit from footways. The proposals include an extension of Wychwood Green to serve an additional 150 homes that is expected to intensify the use of the existing shared surface carriageway. Whilst existing, the Assessment Team have concerns that the shared surface carriageway appears the same as the adjacent general carriageway and as such, no warning is provided to motorists to highlight the change in route characteristics. Motorists not becoming aware of a transition from a carriageway to a shared surface, could continue unaware of the potential for pedestrians to be within the carriageway which could lead to vehicle to pedestrian type collisions.</p>	<p>It is recommended that measures are provided to highlight the change in route characteristics.</p>	<p>Accepted – Drawing ITB9155-GA-064 at the rear of this note presents rumble strips to denote a share surface, as well as dropped kerbs provided (where not already available) to allow pedestrians to join shared surface / footway.</p>		

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p>A.2.3 Wychwood Place as well as the continuation at Wychwood Green are both 5.5 metres wide and benefit from a footway both sides of the carriageway with the southern footway terminating following a block of apartments. Wood View is a side road that is 5.0 metres wide and benefits from a footway along one side of the carriageway. No Road markings are provided within the existing development. The proposals include an extension of Wychwood Green to serve a development of 150 homes. It is understood that the intended primary route for traffic accessing the proposed development is along Wychwood Place, however, a route assessment has determined that access via Woods View is shorter and more convenient than following Wychwood Place. Motorists are therefore highly likely to travel along the narrower Woods View. Whilst Woods View is 5.0 metres wide and adequate to accommodate two-way traffic, the carriageway follows two straightish carriageways that do not benefit from traffic calming which could lead to inappropriate speeds within the existing development and sideswipe type collisions.</p>	<p>It is recommended that measures are provided to deter traffic utilising Woods View.</p>	<p>Continuing south on Wychwood Place will allow traffic to avoid turning right at the eastern end of Woods View. Continuing on Wychwood Place is therefore likely to be more convenient for most and it is expected that traffic will therefore do so. Traffic flow on Woods View is unlikely to materially change. However, the new access junction at the south west of Woods View (subject to a separate audit) will feature give way lines, making Woods View the minor arm.</p>		

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p>A.2.4 Wychwood Place is shared surface in proximity of its junction with Turners Hill Road before transitioning to a general carriageway with footways. The length of Wychwood Place benefits from street lighting, however, it is anticipated that the level of illuminance is low due to the low-level lighting bollards that are present throughout the development. The proposals include an extension of Wychwood Place to serve an additional 150 homes. The Assessment Team have concerns that an inadequate level of lighting is provided along the shared surface section of Wychwood Place. Vehicles are generally driven during the hours of darkness with headlights illuminated, however, a low level of lighting within a shared surface area may result in a motorist not becoming aware of a pedestrian within the carriageway and lead to vehicle to pedestrian type collisions.</p>	<p>It is recommended that an adequate level of street lighting is provided.</p>	<p>The mater will be addressed at the detailed design stage. However, it is important to note that the street presently operates safely and will continue to operate at a level of traffic flow that is suitable for shared surface operation. That said, residents are able to either exit the site via alternative routes or walk along the verge.</p>		

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p>A.3.1 Wychwood Place meets Turners Hill Road at a simple priority junction. The proposals include an extension of Wychwood Place to serve an additional 150 homes. The approved plan (ITB9155-GA-001D) associated with Phase 1 of Wychwood Place, identifies that visibility splays of 2.4x57.4 metres are achievable from the priority junction which is understood to accord with 85th percentile approach speeds. It is noted, however, that a boundary hedge to the north limits the level of visibility. The Assessment Team have concerns that inadequate visibility at a priority access could result in a motorist or cyclist attempting to undertake a manoeuvre when it is not safe to do so and rear of side impact type collisions.</p>	<p>It is recommended that an adequate level of visibility is achievable at all times.</p>	<p>Accepted – as shown on Drawing ITB9155-GA-064, at the rear of this note adequate visibility splays of 2.4m x 59m can be achieved in both directions, and hedgerow within the visibility splays will be cut back and maintained.</p>		

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p>A.4.1 Phase 1 of Wychwood Place is taken off Turners Hill Road and allows access to Phase 2 of Wychwood Place. The initial carriageway takes the form of a shared surface that transitions to a generally carriageway that benefits from footways. It is noted that no level access is provided for pedestrians to gain access between the existing footway either side of the shared surface area. The proposals include an extension of Wychwood Place to serve an additional 150 homes. The Assessment Team have concerns that whilst existing, the full height kerb between the shared surface area and footways, are a trip hazard which could lead to falls and personal injuries. Furthermore, no tactile warning is provided to highlight the change in route characteristics to pedestrians</p>	<p>It is recommended that dropped kerbs and tactile warning is provided to allow pedestrian access to the shared surface carriageway.</p>	<p>Accepted – Drawing ITB9155-GA-064 shows that dropped kerbs will be provided (where not already available) to allow pedestrians to join shared surface / footway.</p>		

2.4 Design Organisation and Overseeing Organisation Statements

Table F.5: Design Organisation Statement

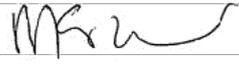
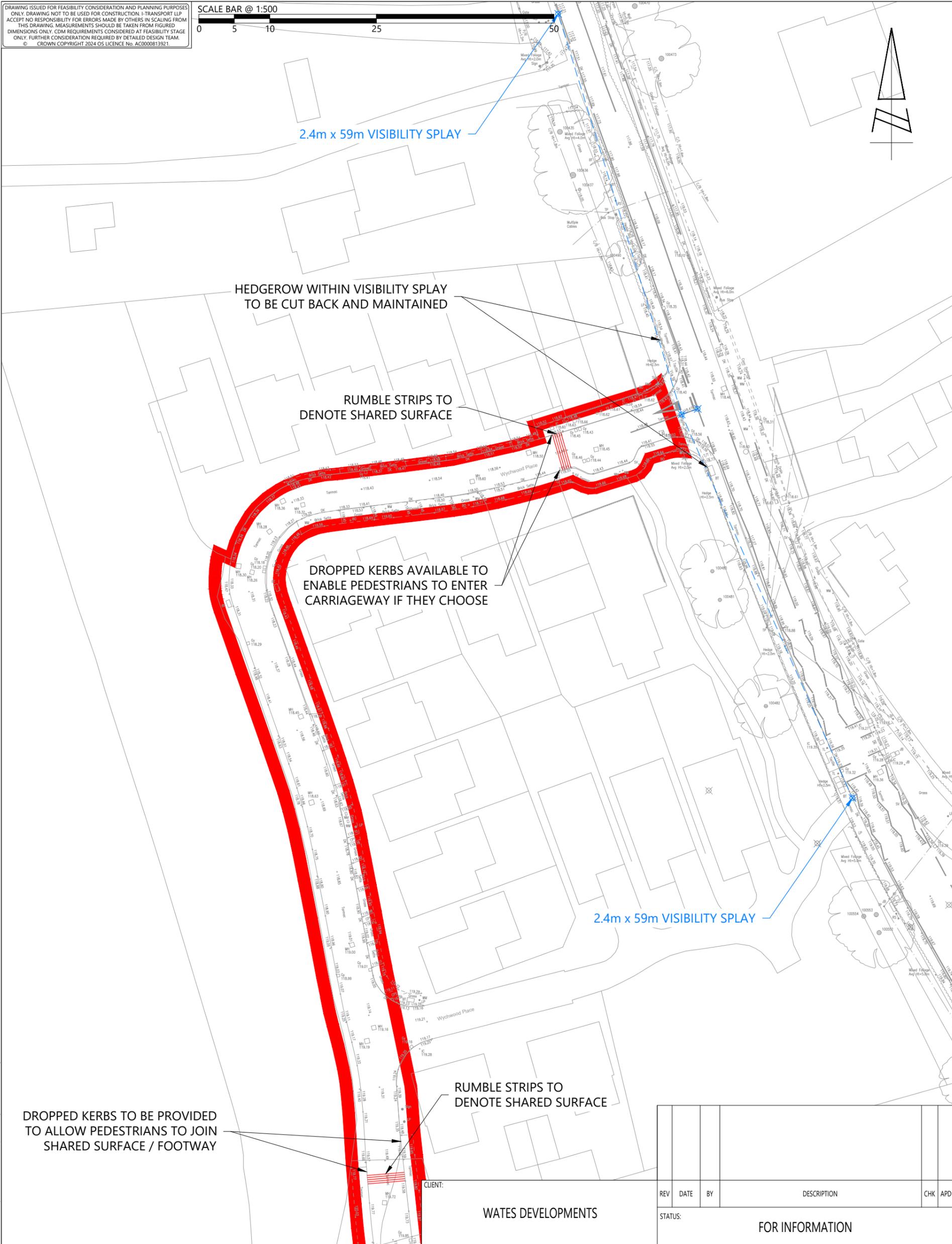
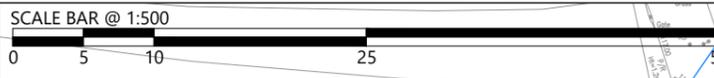
<p>On behalf of the design organisation I certify that:</p> <p>1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.</p>	
Name:	Mark Stead
Signed:	
Position:	Associate
Organisation:	i-Transport LLP
Date:	18-12-24

Table F.6: Overseeing Organisation Statement

<p>On behalf of the Overseeing Organisation I certify that:</p> <p>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</p> <p>2) The agreed RSA actions will be progressed.</p>	
Name:	
Signed:	
Position:	
Organisation:	West Sussex County Council
Date:	

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REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: FOR INFORMATION					

DRAWN:	CHECKED:	APPROVED:
SH	MS	MS
PROJECT No:	SCALE @ A3:	DATE:
ITB9155	1:500	02.12.24
DRAWING No:	REV:	
ITB9155-GA-064		



The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB
www.i-transport.co.uk

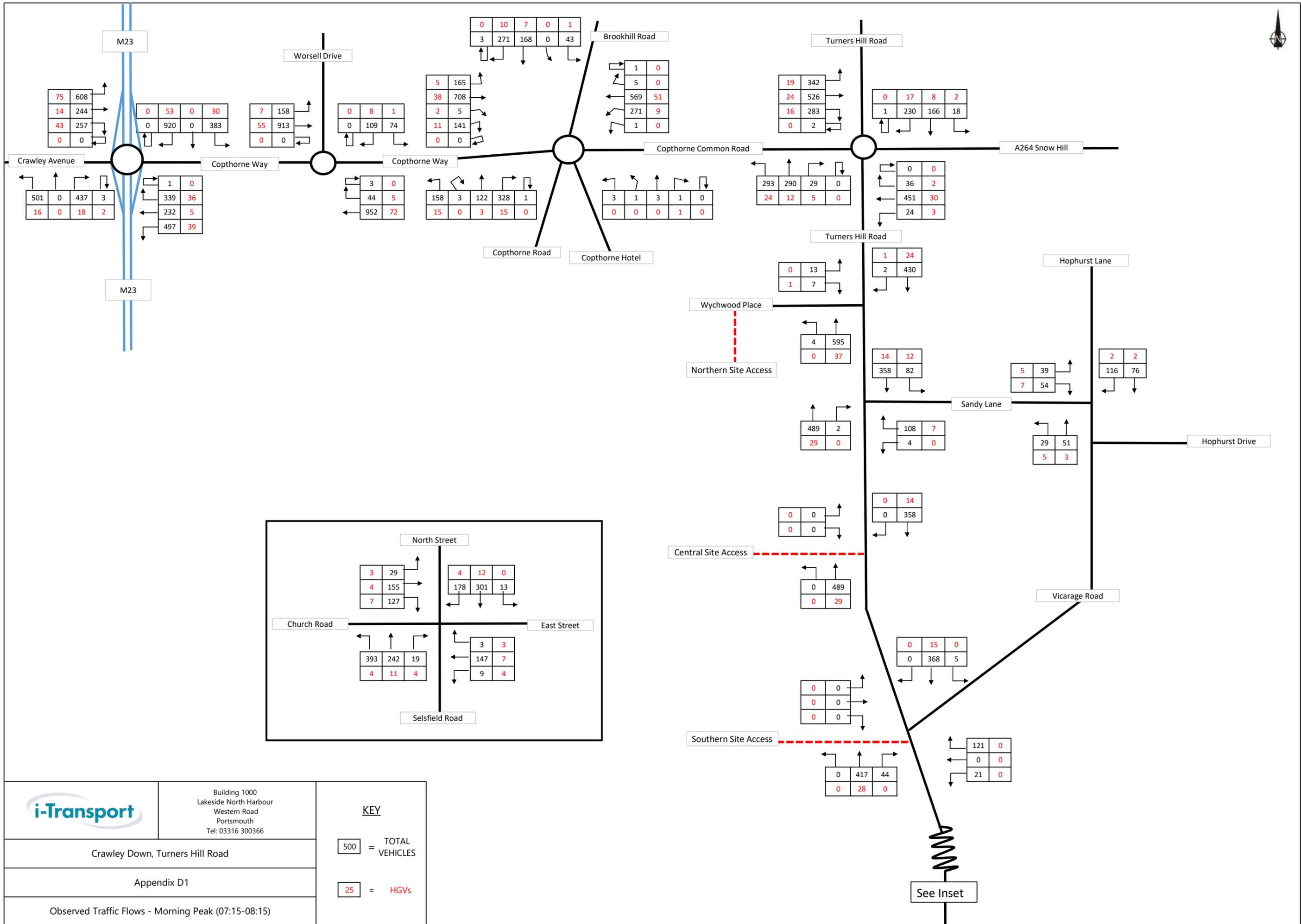
Tel: 01256 898366

TITLE:
PROPOSED AMENDMENTS TO WYCHWOOD PLACE

PROJECT:
WYCHWOOD, TURNERS HILL ROAD, CRAWLEY DOWN

TV\Projects\9000 Series Project Numbers\3155118 Wychwood, Turners Hill Rd, Crawley Down\Tech\Ready to Transport Drawings\ITB9155-GA-064.dwg

APPENDIX D. Traffic Flow Diagrams



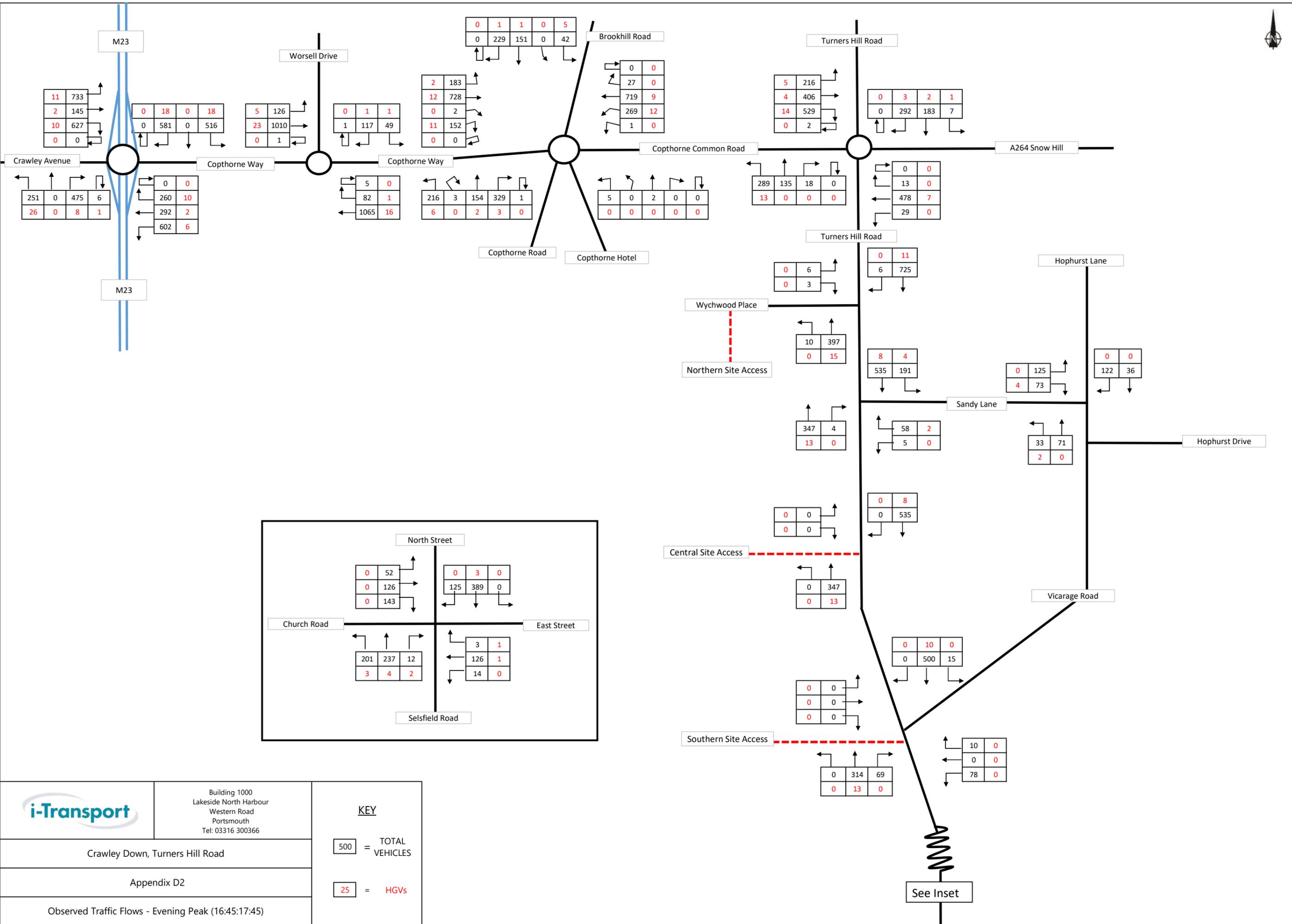
Building 1000
Lakeside North Harbour
Western Road
Portsmouth
Tel: 03316 300366

Crawley Down, Turners Hill Road

Appendix D1

Observed Traffic Flows - Morning Peak (07:15-08:15)

See Inset

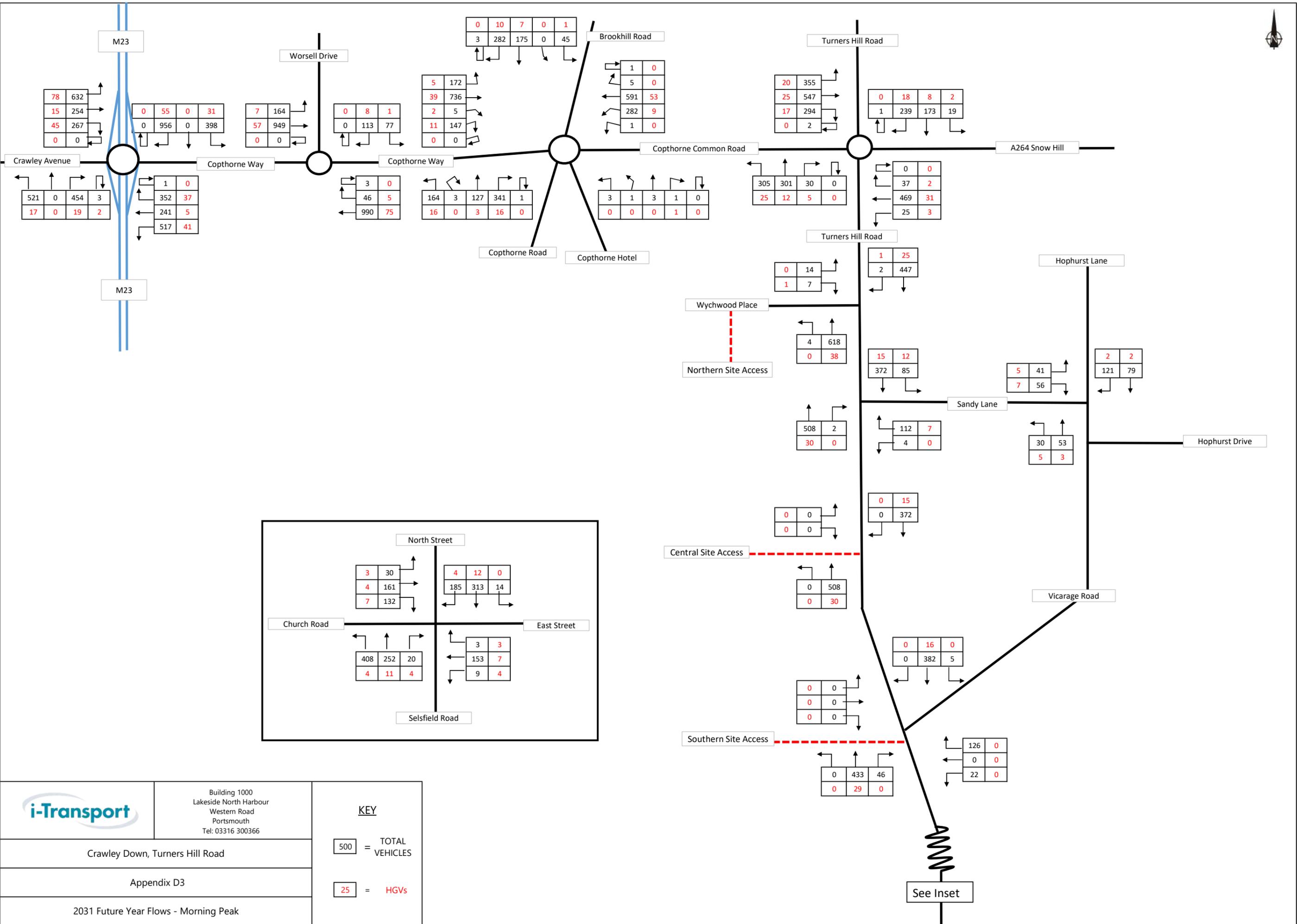


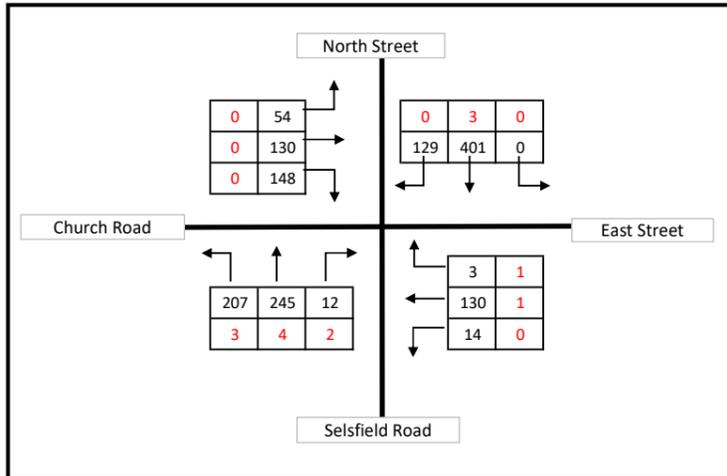
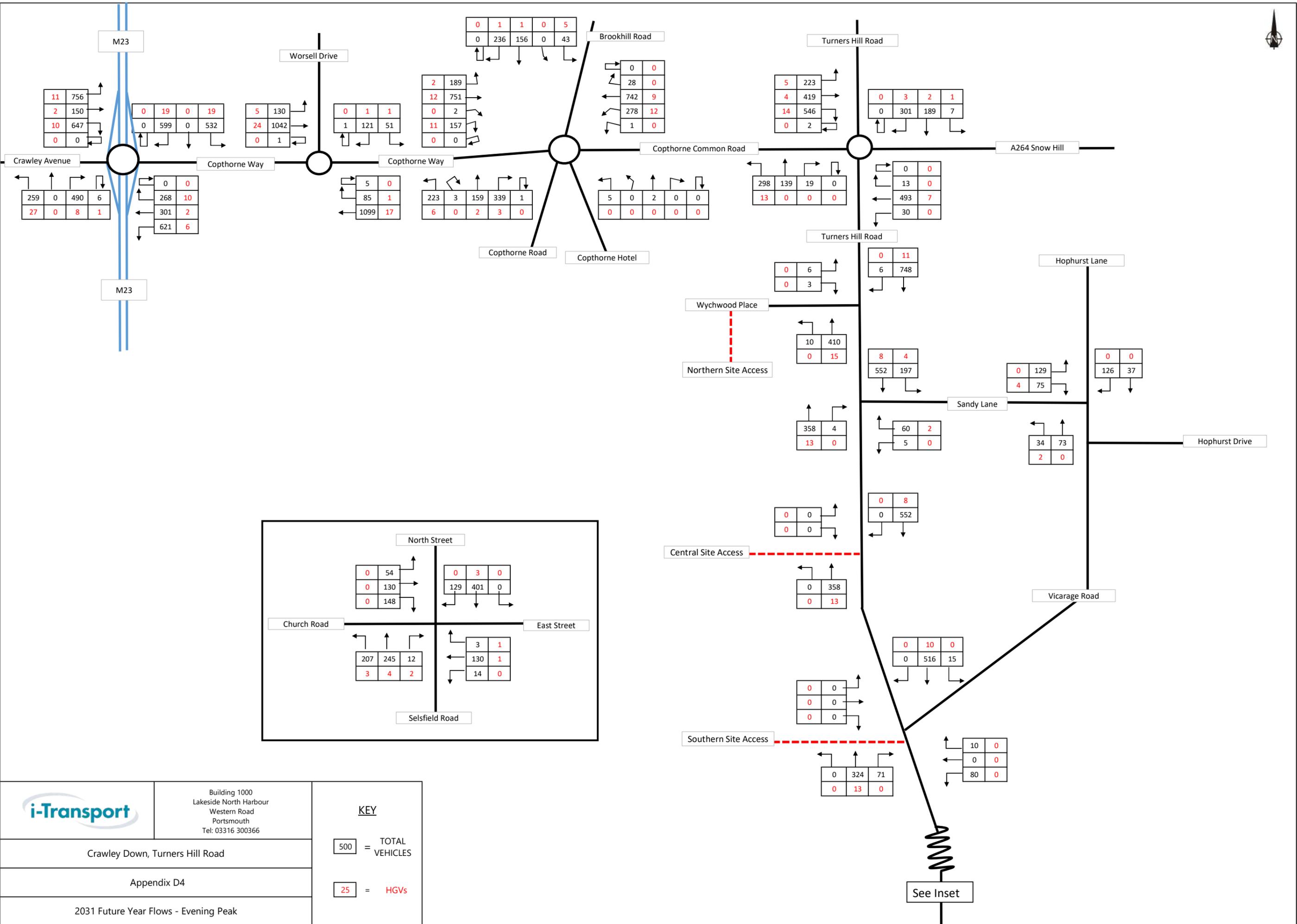
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Lakeside North Harbour
Western Road
Portsmouth
Tel: 03316 300366

Crawley Down, Turners Hill Road

Appendix D2

Observed Traffic Flows - Evening Peak (16:45:17:45)





Building 1000
Lakeside North Harbour
Western Road
Portsmouth
Tel: 03316 300366

KEY

500 = TOTAL VEHICLES

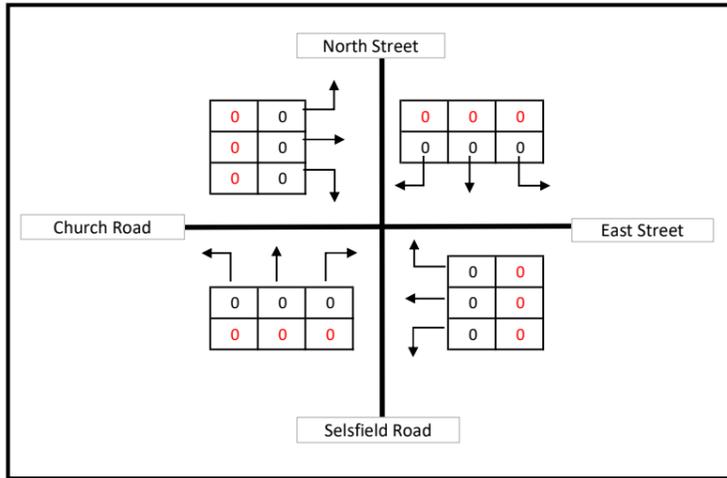
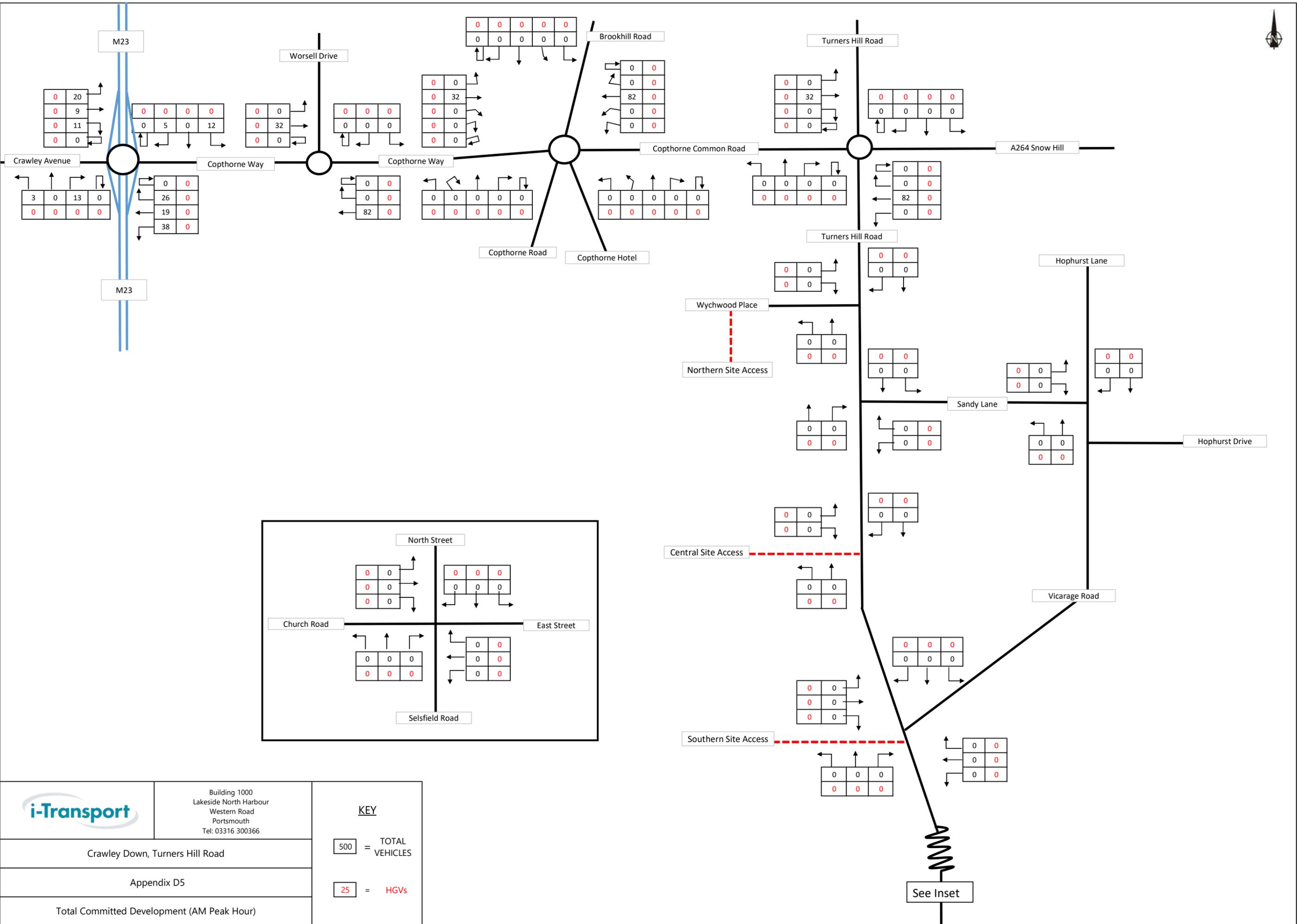
25 = HGVs

Crawley Down, Turners Hill Road

Appendix D4

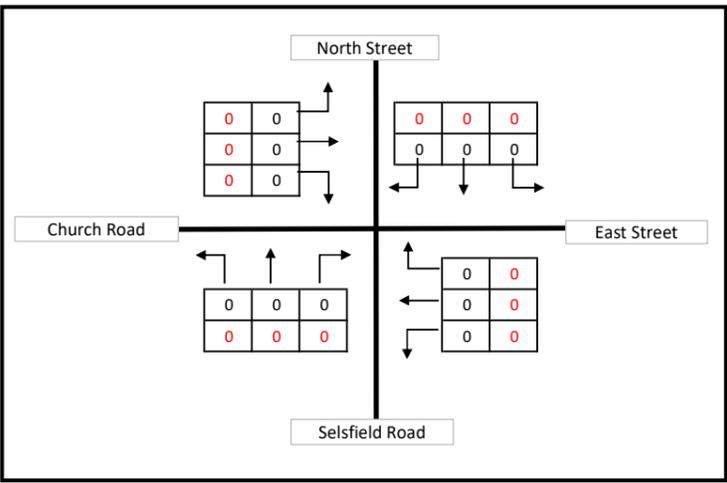
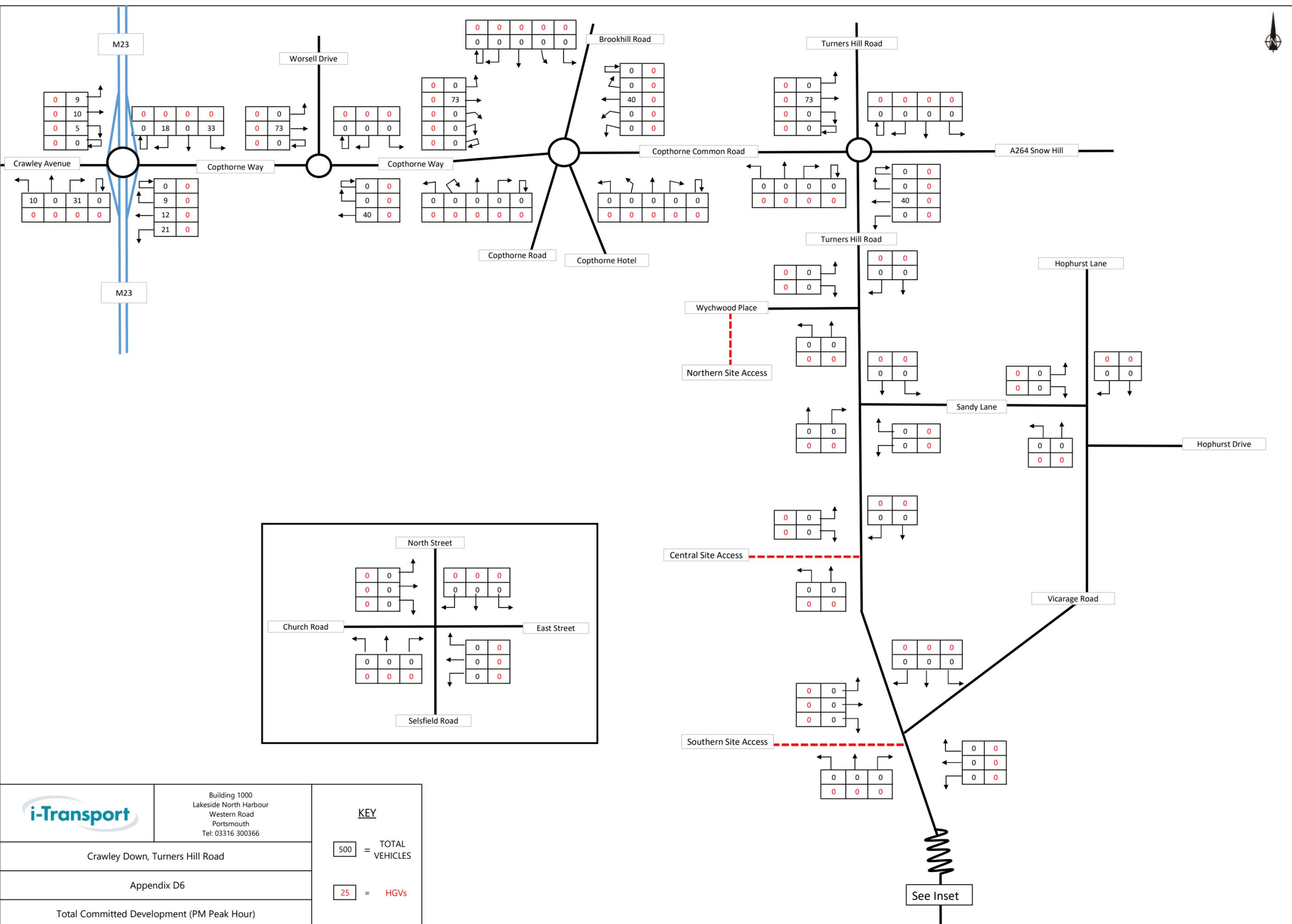
2031 Future Year Flows - Evening Peak

See Inset



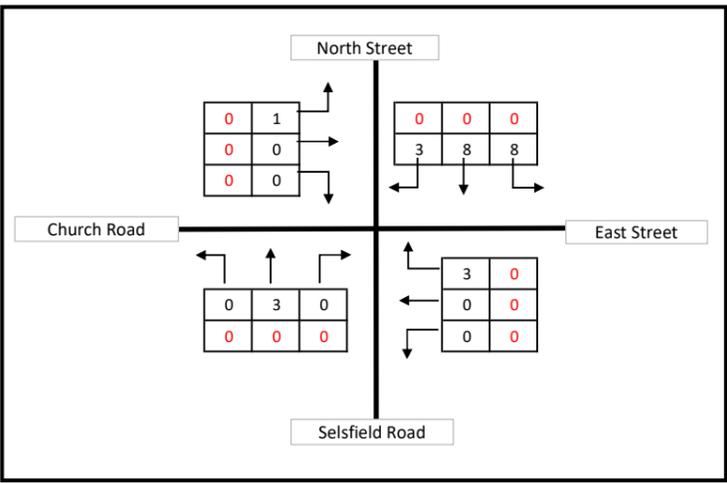
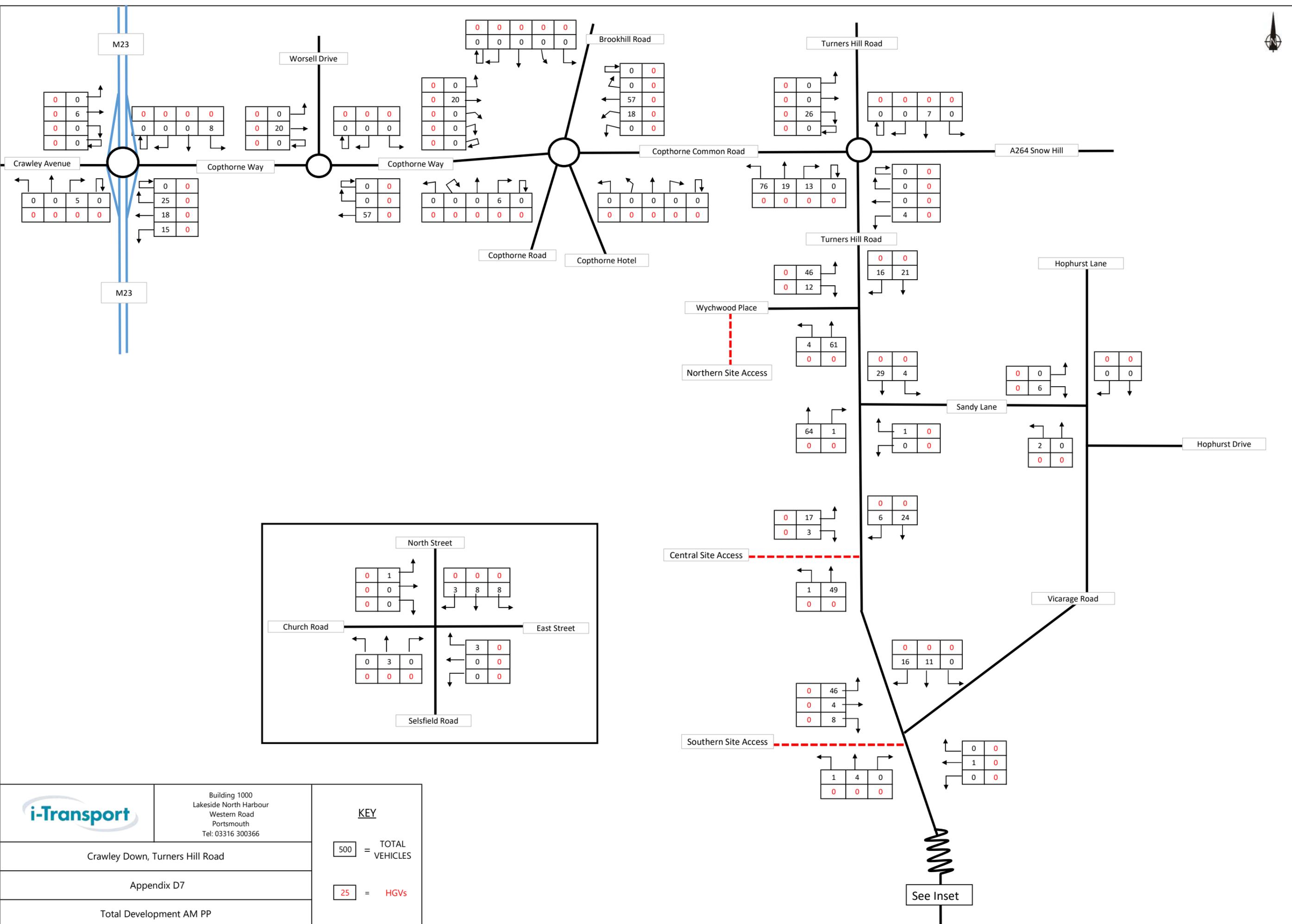
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Crawley Down, Turners Hill Road		
Appendix D5		
Total Committed Development (AM Peak Hour)		

See Inset

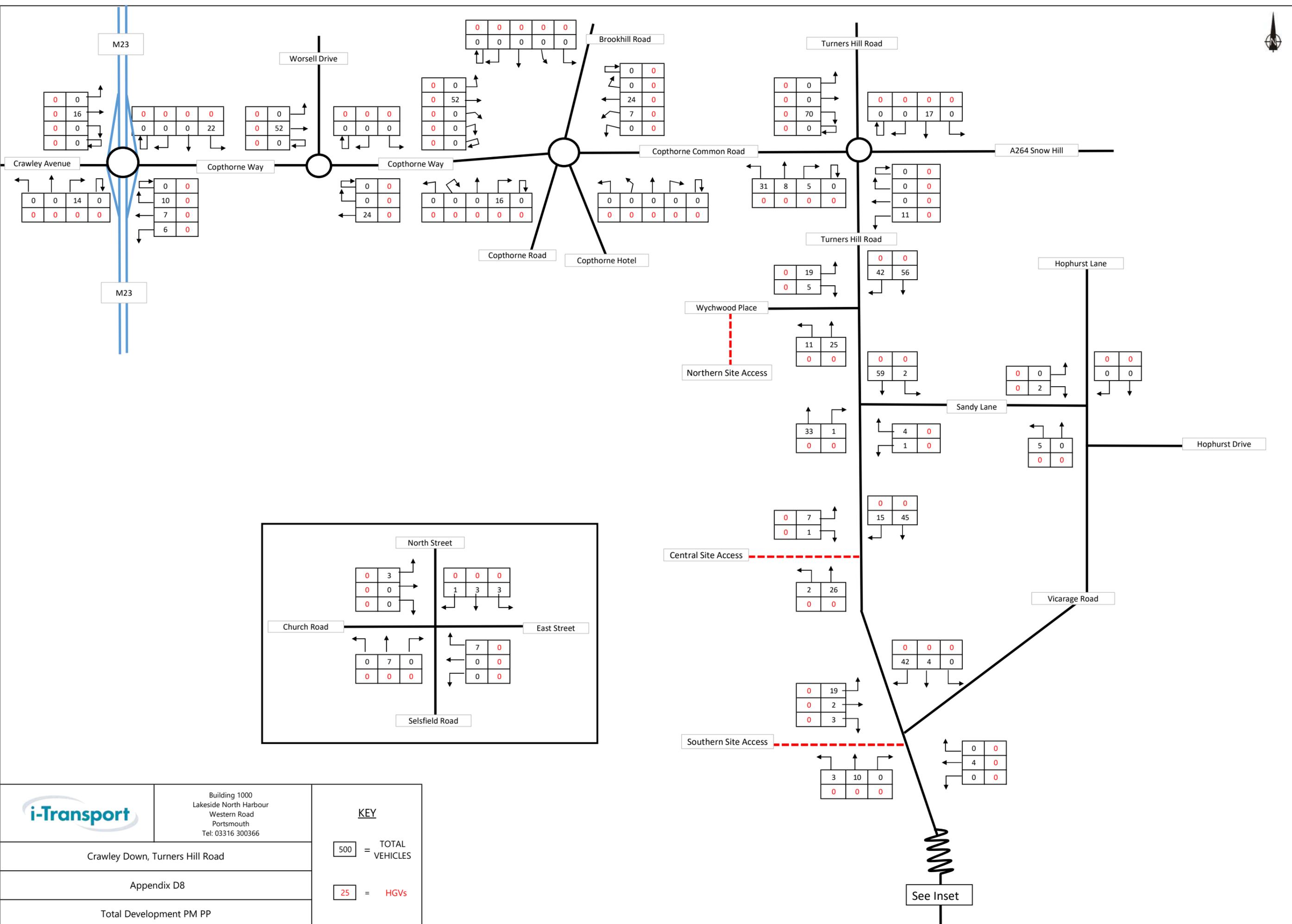


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Crawley Down, Turners Hill Road		500 = TOTAL VEHICLES
Appendix D6		25 = HGVs
Total Committed Development (PM Peak Hour)		

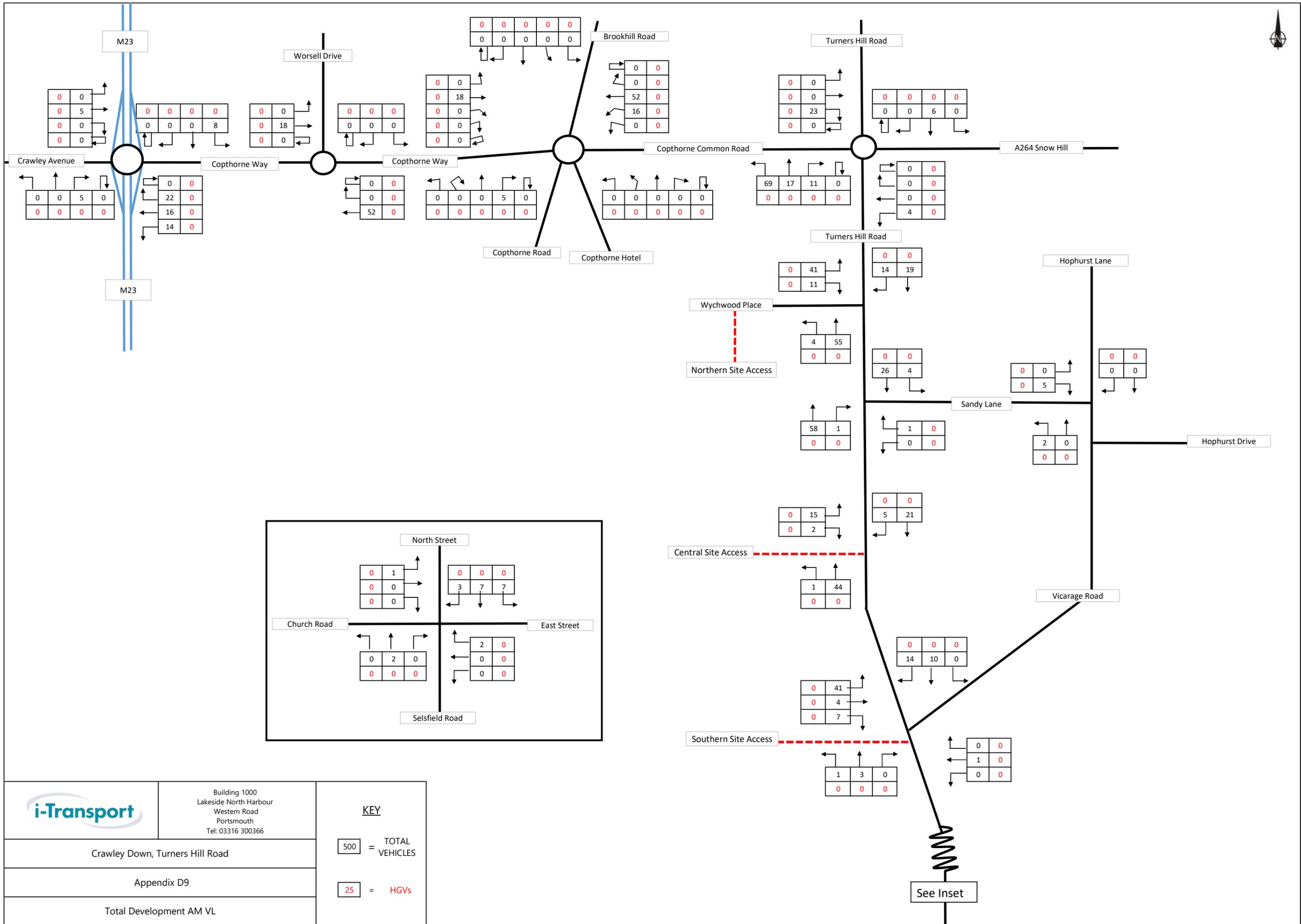
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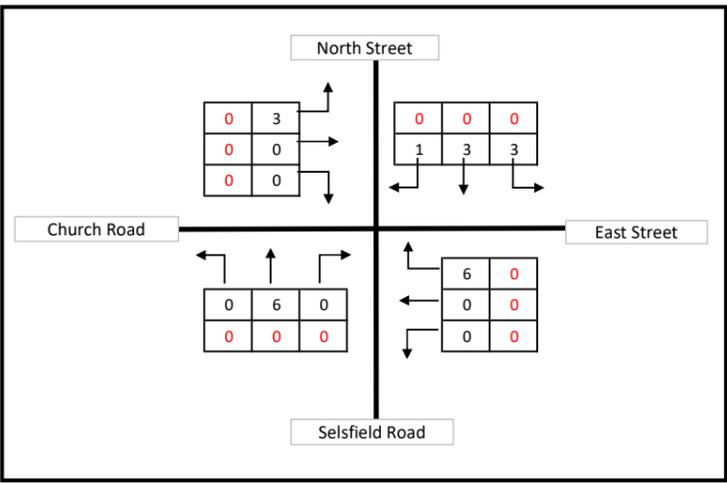
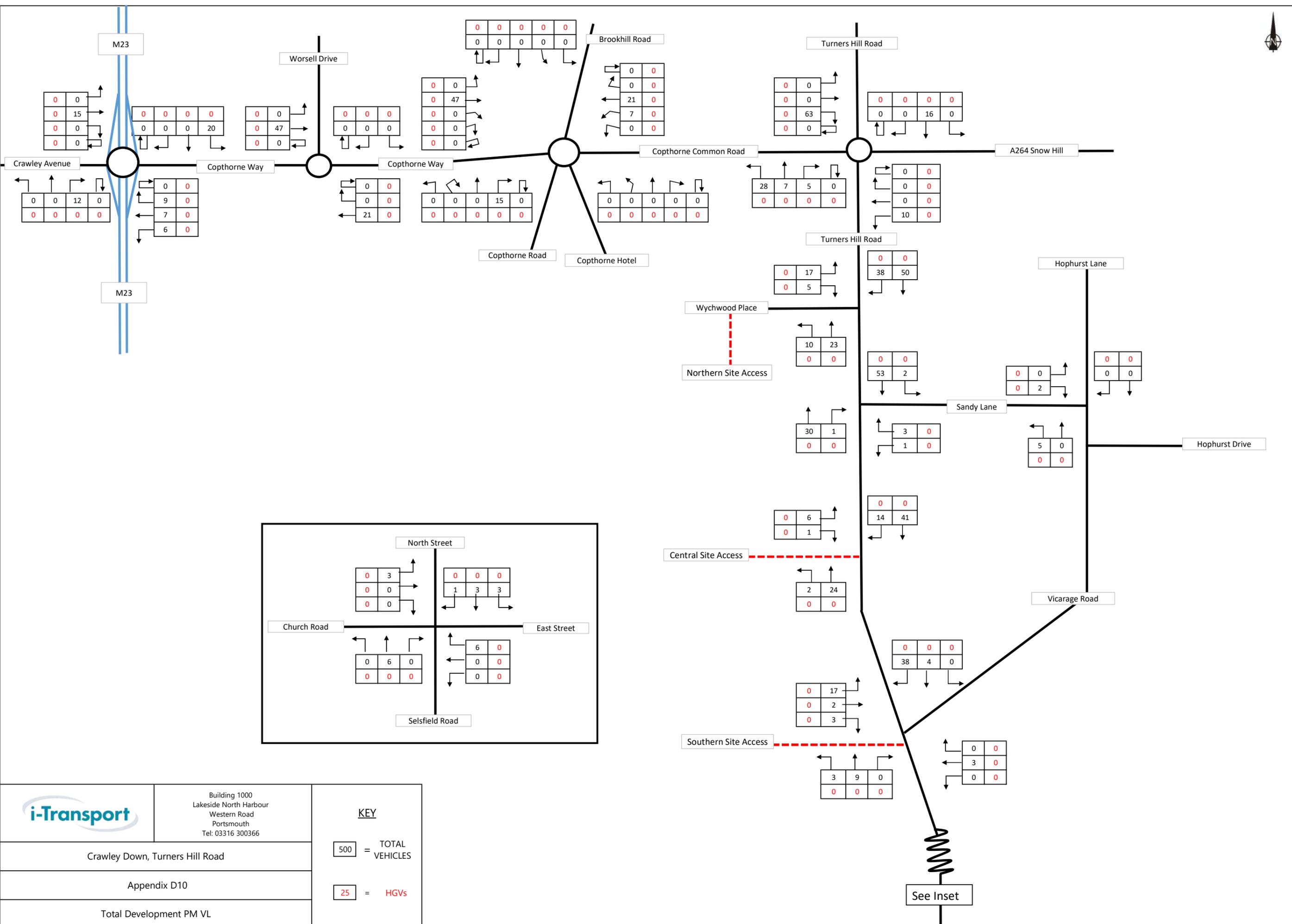
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	Crawley Down, Turners Hill Road	
	Appendix D7	
Total Development AM PP		



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Crawley Down, Turners Hill Road		
Appendix D8		
Total Development PM PP		

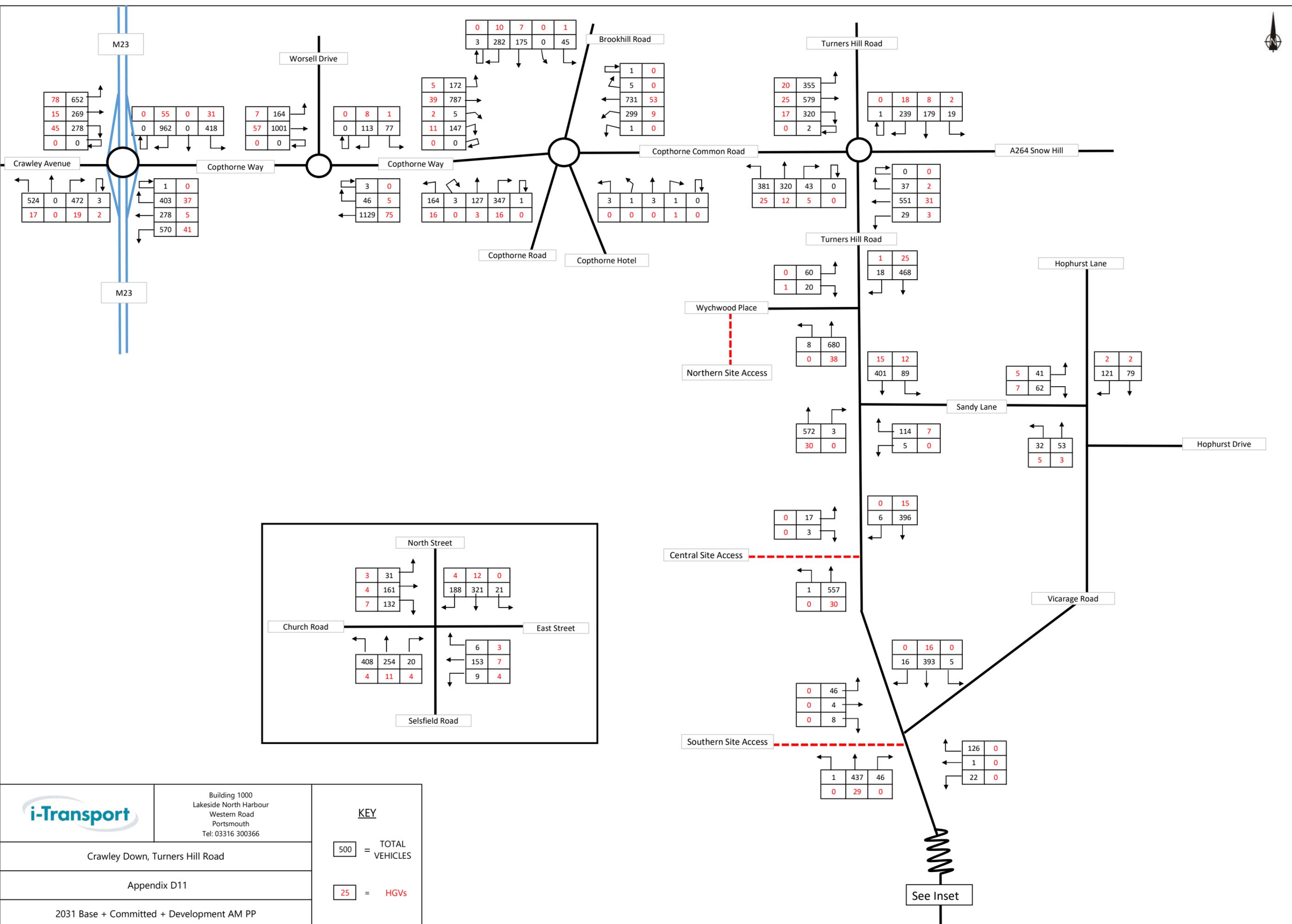


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	Appendix D9	
Total Development AM VL		

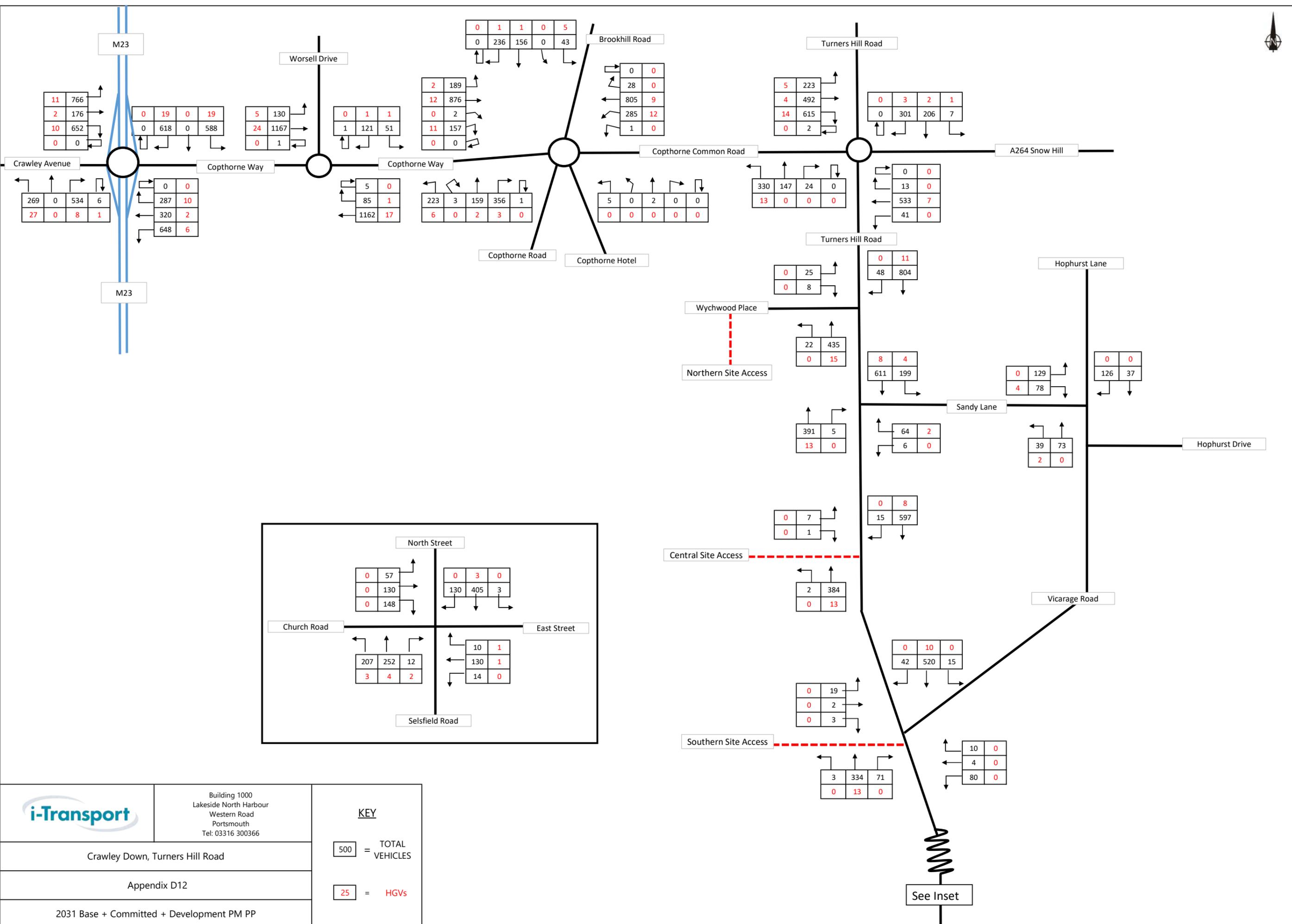


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Crawley Down, Turners Hill Road		
Appendix D10		
Total Development PM VL		

See Inset

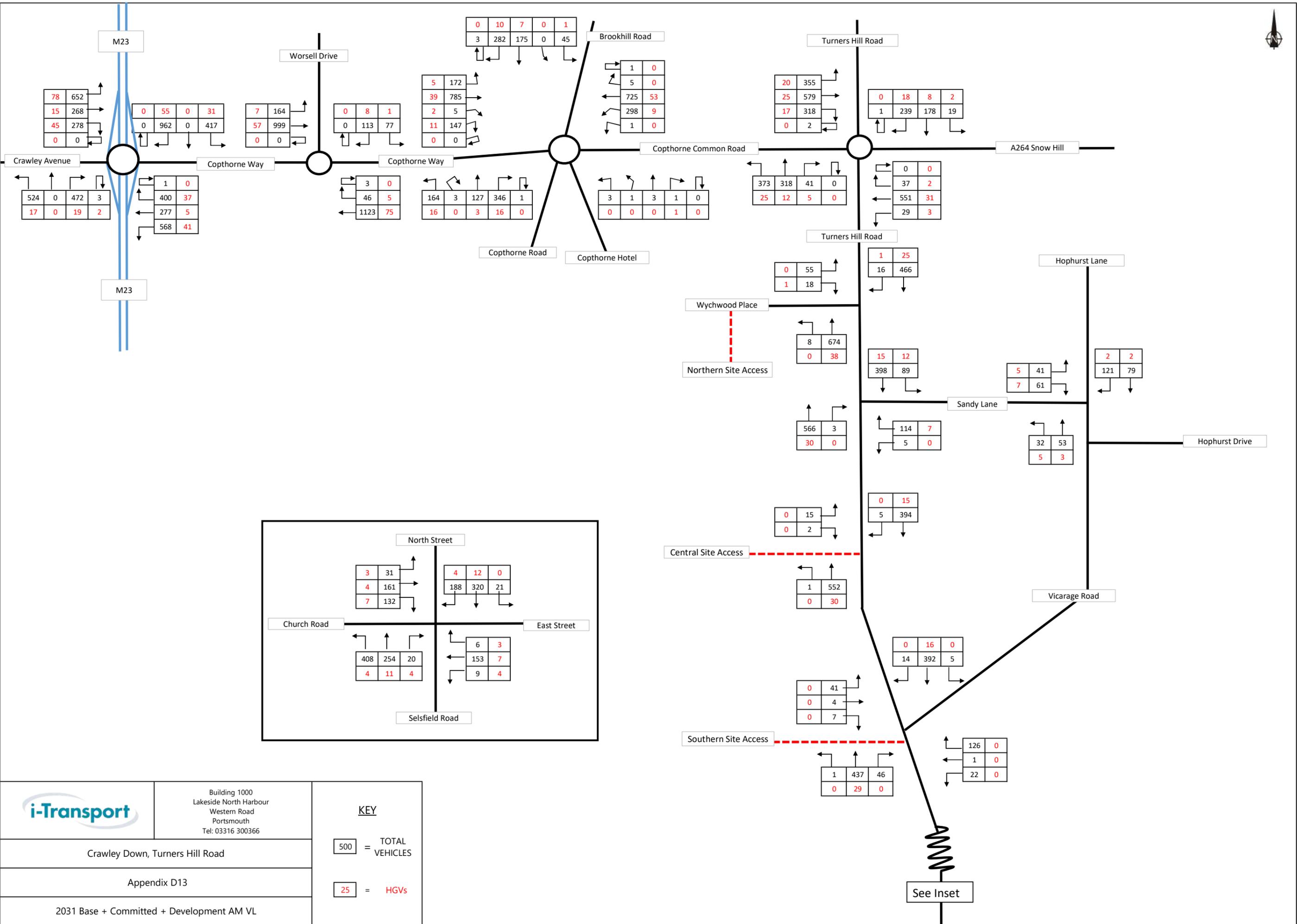


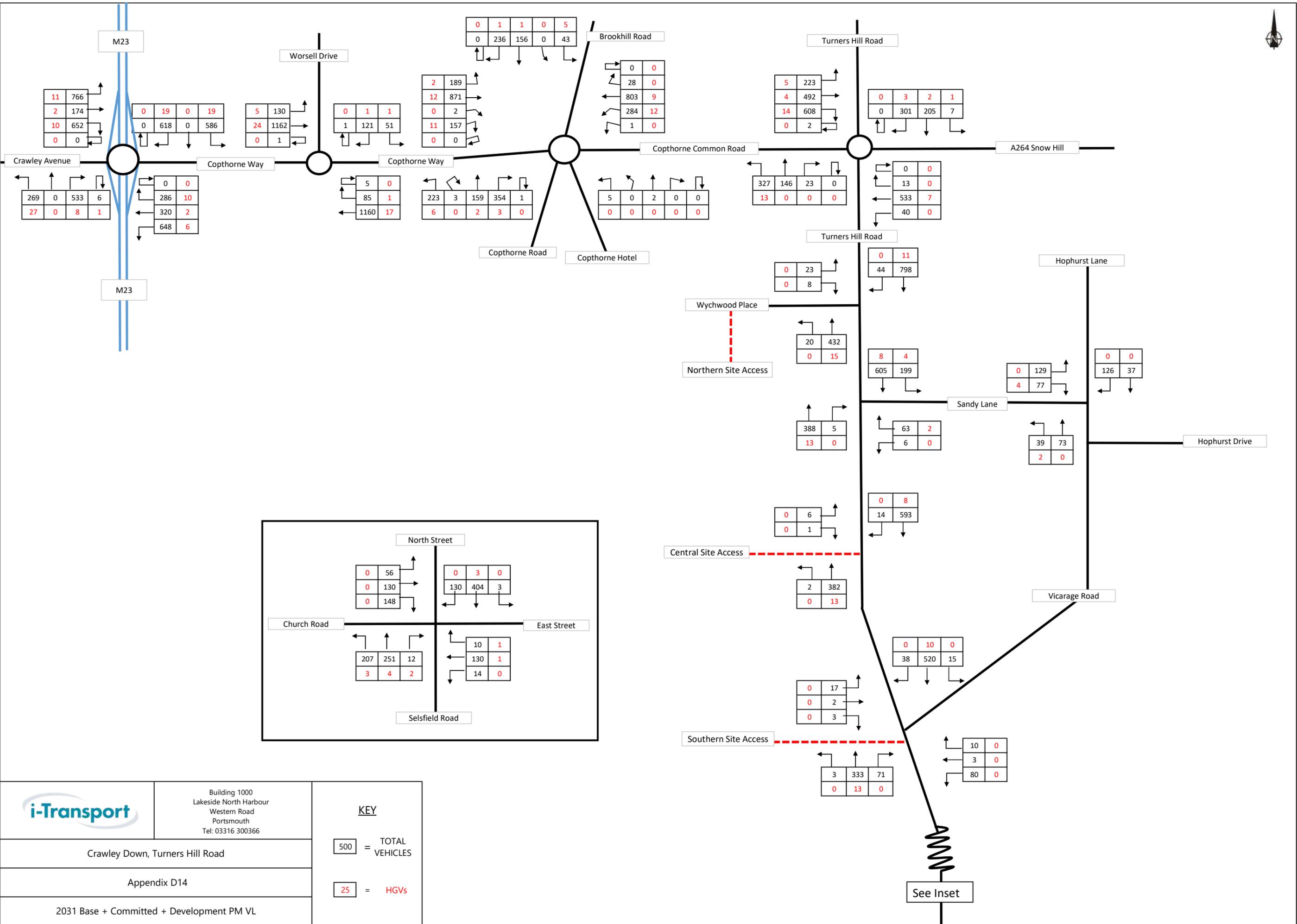
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	Crawley Down, Turners Hill Road	
	Appendix D11	
2031 Base + Committed + Development AM PP		



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	500			
	25			
Crawley Down, Turners Hill Road				
Appendix D12				
2031 Base + Committed + Development PM PP				

See Inset





	Building 1000 Lakeside North Harbour Western Road Portsmouth Tel: 03316 300366	KEY 500 = TOTAL VEHICLES 25 = HGVs
	Crawley Down, Turners Hill Road	
	Appendix D14	
2031 Base + Committed + Development PM VL		

