

STAGE 3 ROAD SAFETY DESIGNERS RESPONSE

FORMER POPLAR NURSERY, WARNINGLID

APRIL 2026



Reeves Transport Planning

PRODUCED for SUSSEX HALL GOSPEL HALL TRUST

PRODUCED by REEVES TRANSPORT PLANNING LTD

DR_SGR_PNW_150725_V4

TABLE F.1 PROJECT DETAILS

Report title:	Stage 3 Road Safety Audit Response
Date:	1 st April 2026
Document reference and revision:	DR_SGR_PNW_ 150725_V4
Prepared by:	Steve Reeves BEng MBA MCIHT
On behalf of:	Reeves Transport Planning

TABLE F.2 AUTHORISATION SHEET

Project:	New private access serving a Local Meeting Hall (For Use as a Place of Worship) approved under planning ref DM/22/3863.	
Report title:	Stage 3 Road Safety Audit Response	
Prepared by:		
Name:	Steve Reeves	
Position:	Design Leader	
Signed:		
Organisation:	Reeves Transport Planning	
Date:	1 st April 2026	
Approved by:		
Name:	Steve Reeves	
Position:		
Signed:		
Organisation:	Reeves Transport Planning	
Date:	1 st April 2026	

F2 INTRODUCTION

The development seeks to erect a new hall for use as a place of worship, along with associated car parking and turning areas, served via a new bellmouth. The new hall will be used solely as a place of religious worship, which falls within Use Class D1, for approximately three hours per week. The use is typically for Holy Communion on Sunday mornings, a gospel preaching on Sunday afternoons and a prayer meeting on Monday evenings, for around one hour at a time.

Stage 3 Road Safety Audit dated March 2026. Steve Reeves has prepared the RSA Reponse Report.

F3 KEY PERSONNEL

TABLE F.3 KEY PERSONNEL

Overseeing Organisation:	National Highways
RSA team:	Beth Newiss and Associates Limited Beth Newiss & Jason Bown
Design organisation:	Reeves Transport Planning

F4 ROAD SAFETY AUDIT DECISION LOG

TABLE F.4 ROAD SAFETY AUDIT DECISION LOG

RSA problem	RSA recommendation	Design organisation response	Overseeing Organisation response	Agreed RSA action
3.4.1 Failure of the bank could lead to material slipping or collapsing onto the footway, creating a hazard for pedestrians.	It is recommended that this area of banking/vegetation is removed.	Bank and shrubs have been removed	Accepted	As design response

3.4.2 Tactile Paving does not align and directs a pedestrian into the edge of the footway which could result in a trip and personal injury.	It is recommended that the tactile paving is re-laid.	Tactile paving on the north (downhill) side will be re-laid to align with paving on the south (uphill) side.	Accepted	As design response
3.5.1 Lack of 'New Road Layout' signs may result in rear end shunts.	It is recommended that the 'New Road Layout' signs are erected once the site is open to the public.	Signage is superfluous as the works have, to all intents and purposes, been completed for far longer (since July 2025) than the maximum display period for the signs.	Accepted	Signage is superfluous as design response

F5 DESIGN ORGANISATION AND OVERSEEING ORGANISATION STATEMENTS

Include the following statements to be signed by the design organisation 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 response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	Steve Reeves
Signed	
Position:	Director
Organisation:	Reeves Transport Planning
Date:	1 st April 2026

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:	Jamie Durrant
Signed:	
Position:	Project Manager
Organisation:	National Highways
Date:	09/04/2026