

**Land off Scamps Hill,
Lindfield**

Designers Response Report

Report prepared for
Gladman Developments Ltd

February 2024

Report Reference 1723/4/A



ASHLEY HELME
ASSOCIATES



Designer's Response Report

Land off Scamps Hill, Walstead Grange, Lindfield

Client: Gladman Developments Ltd

Report Ref: 1723/4/A

Status: Final

Date: February 2024

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Designer's Response Report

Land off Scamps Hill, Lindfield

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1 Introduction

1.1 Ashley Helme Associates Ltd (AHA) are appointed by Gladman Developments Ltd to prepare a Designer's Response Report to the Stage 1 Road Safety Audit (RSA) that has been undertaken for the proposed Site access junction on Scamps Hill, Walstead Grange, Lindfield.

1.2 Scheme Details

1.2.1 This Designer's Response Report has been prepared following an independent Stage 1 RSA of the works proposed on **Drg No 1723/08** (refer Appendix B).

1.2.2 The scheme shown on Drg No 1723/08 comprises:

- (i) Introduce new Site Access, forming a 'T' junction with Scamps Hill;
- (ii) Junction to operate under priority control;
- (iii) Site Access to measure 5.5m wide with 2.0m wide footways;
- (iv) 6.0m corner radii between the Site access and Scamps Hill;
- (v) Introduce dropped kerbs and tactile paving on Scamps Hill to the east of the Site access;
- (vi) Introduce 3.0m wide shared footway/cycleway within the Site between the proposed Site access and a point near the western boundary of the Site;
- (vii) Provide 2.4m x 120m visibility splay to the left, for vehicles emerging from the Site Access;
- (viii) Provide 2.4m x 101m visibility splay to the right, for vehicles emerging from the Site Access.

1.2.3 Documents and plans were provided to the Audit Team and these were examined as part of the audit process. These comprise:

- (i) Drg No 1723/08: Proposed Access Arrangements,
- (ii) Transport Assessment report (ref 1723/2), including personal injury collision, traffic and speed data,

1.3 Key Personnel

1.3.1 The key personnel associated with this RSA are set out below.

- (i) Overseeing Organisation: West Sussex County Council,
- (ii) RSA Team: Jon Birkett, Meraki Alliance,
- (iii) Design Organisation: Simon Helme, Ashley Helme Associates



1.4 Stage 1 Road Safety Audit

1.4.1 The audit visit was carried out on 28 January 2024 by the following members of the Audit Team:

Jonathan Birkett - IEng, MICE, FIHE, MSoRSA,
Holder of Highways England Certificate of Competency
Road Safety Audit Team Leader

Gillian Kidd - MIHE
Road Safety Audit Team Member

1.4.2 The audit was undertaken in accordance with the DfT publication GG 119.

1.4.3 A copy of the Stage 1 Road Safety Audit Report is included in Appendix A of this report. AHA has carefully considered the problems and recommendations of the Stage 1 RSA. Chapter 2 of this report includes all of the problems and recommendations raised by the Audit Team, as well as the AHA's response to these issues.

1.4.4 The summary and conclusions of the report are presented in Chapter 3. The RSA Decision Log and the Design Organisation and Overseeing Organisation statements is included in Appendix D of the report.



2 Identified Issues and Designers Response

2.1 **PROBLEM 1-1**

2.1.1 Location: Site access and uncontrolled crossing Scamps Hill.

2.1.2 Summary: Obstructed visibility will increase the risk of failure to give way and pedestrian/vehicle collisions.

2.1.3 Examination of the drawing provided does not clearly show any site clearance. The verge is heavily overgrown (photos). Based on the drawings the existing vegetation will obstruct visibility and as such will increase the risk of failure to give way and pedestrian/vehicle collisions.

2.1.4 **Recommendation**

2.1.4.1 Ensure that all vegetation is removed that can obstruct visibility.

2.1.5 **Designer's Response**

2.1.5.1 It is accepted that some hedgerow will need to be removed/relocated near to the Site access to enable the provision of protected visibility splays. However, Drg No 1723/08 demonstrates that the majority of the sightlines are contained to within the grass verge (splay to the right) or the Scamps Hill carriageway (splay to the left) and are unaffected by vegetation.

2.2 **PROBLEM 1-2**

2.2.1 Location: Pedestrian/cycle access and connection to current footway Scamps Hill.

2.2.2 Summary: A lack of safe cycle facilities will increase the risk of cycle/pedestrian collisions and cyclist injuries.

2.2.3 It is proposed to create a 3.0m shared use route through the site and connect up to an existing footway to the west of the site access near Gravelye Lane. There does not appear to be any means by which cyclists are directed to rejoin the carriageway. The Audit Team were also concerned that this would result in cyclists travelling westbound on the footway and onto the bridge over the Scrase Stream. The bridge parapet did not seem high enough to safely allow a cyclist to use the footway and ride over the bridge (photos). With the footway being narrow it would seem likely that there could either be a collision between a cyclist and a pedestrian or even due to the narrow width a cyclist could topple over the parapet.



A lack of safe cycle facilities will increase the risk of cycle/pedestrian collisions and cyclist injuries.

2.2.4 **Recommendation**

2.2.4.1 Either ensure that cyclists can safely rejoin the carriageway or increase the height of the parapet to 1400mm.

2.2.5 **Designer's Response**

2.2.5.1 It is not the intention to encourage cyclists to use the existing footway on the north side of the B2111 and, particularly, the section of footway on the bridge. The scheme will include suitable cycle transition treatment with associated dropped kerbs, tactile paving and signage. An indicative arrangement is shown on **Drg No 1723/08/A** (refer Appendix C). The arrangement can be further considered at Detailed Design stage.



3 Summary & Conclusions

- 3.1 This Designer's Response Report has been prepared following an independent Stage 1 Road Safety Audit (RSA) of the works proposed on Drg No 1723/08.
- 3.2 The RSA identified only two problems and provided recommendations to address the issues.
- 3.3 AHA has carefully considered each problem and the recommendations of the Stage 1 Safety Audit Report. Drg No 1723/08/A has been prepared in response to comments about the treatment for cyclists at the western end of the proposed shared footway/cycleway. It is considered that the problems identified in the RSA are capable of being overcome at Detailed Design Stage.
- 3.4 The RSA decision log has been completed and signed by Simon Helme of the Design Organisation (AHA) and by the Overseeing Organisation (West Sussex County Council). The RSA decision log is included in Appendix D.
- 3.5 It is considered that the issues and recommendations identified by the Audit Team has been addressed.

A RSA Report



meraki alliance

Highways, Transportation & Safety Consulting

CD2.2

Residential Development: Scamps Hill, Walstead Grange,
Lindfield

Road Safety Audit: Stage 1

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County Hall
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meraki alliance

Highways, Transportation & Safety Consulting

Residential Development: Scamps Hill, Walstead Grange,
Lindfield

Road Safety Audit: Stage 1

Report Produced for:	West Sussex County Council
Report Produced by:	Jonathan Birkett
Report Dated:	29 Jan 2024
Report Reference:	MAL/SCLRSA1Rev0
Road Safety Audit Team Leader:	Jonathan Birkett

Residential Development: Scamps Hill, Walstead Grange, Lindfield

Road Safety Audit: Stage 1

Contents Amendment Record

This report has been issued & amended as follows:

Issue	Revision	Description	Date	Signed
1	0	Draft Report	28 Jan 2024	JB
1	0	FINAL REPORT	29 Jan 2024	JB/GK

Report Circulation Record

This report has been circulated, as follows:

Person	Organisation	No. of Copies	Date
	West Sussex County Council	Electronic	
Paul Loftus	Ashley Helme	Electronic	29 Jan 2024
Gillian Kidd	Meraki Alliance Ltd	Electronic	29 Jan 2024

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1 Introduction

1.1 General

This report has been prepared in response to a request to undertake a Stage 1 Road Safety Audit (i.e., carried out prior to detailed design), by Paul Loftus of Ashley Helme Associates on behalf of West Sussex County Council (WSCC). The scheme submitted for Audit is the proposed new development, Scamps Hill, Walstead Grange, Lindfield.

The speed limits of the roads being audited are.

- Scamps Hill 40mph site access and 30mph where the footway link will be provided.

The scope of the proposed highway works includes:

- Construction of a new site access (simple priority junction).
- Footway link to the west towards Lindfield and Gravelye Lane.
- Uncontrolled crossing of site access and Scamps Hill.
- Road markings.

The audit comprised an examination of documents forming the Audit Brief and an examination of the site.

1.2 Documents Forming the Brief

The documents were made available to the Road Safety Audit Team by Paul Loftus (Ashley Helme), on behalf of West Sussex County Council.

The total documents forming the Audit Brief are listed in Appendix 1:

Generally, the Brief comprised:

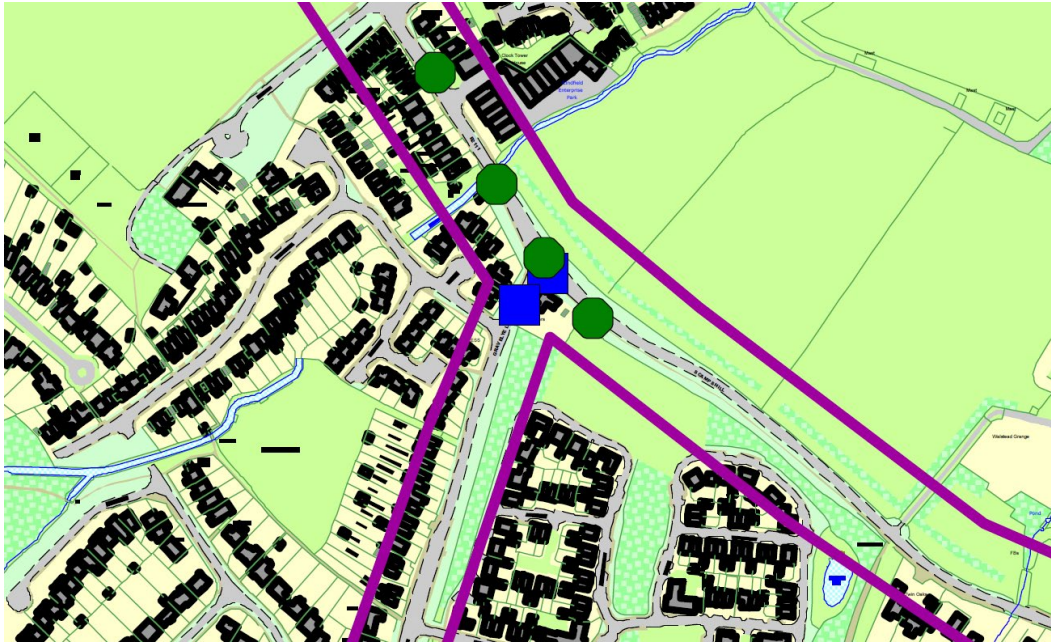
- Drawings.
- Transport Assessment, including collision and traffic data.

1.3 Collision, Traffic and Speed Data

Collision data was available as part of the Transport Assessment for the 5-year period up to 30 September 2023. This covered a much wider area than that being examined as part of this Road Safety Audit.

A total of six collisions have been recorded close to the proposed works. All of these collisions were to the west of the proposed access road. Four collisions; two serious and two slight in collision severity occurred at the junction with Gravelye Road.

An extract of the collision plot is shown below.



Traffic data was available as part of the Transport Assessment.

Speed data was available as part of the Transport Assessment and is summarised below:

The recorded 7-day off-peak 85%ile speeds are:

(i) ATC 1: Northbound = 36.4 mph, Southbound = 37.5 mph.

(ii) ATC 2: Northbound = 41.9 mph, Southbound = 43.1 mph.

A review of the weather records for Lindfield for the survey period (17-23 October 2023) shows that there was rainfall on most days of the survey. Therefore, the survey data reflects wet weather conditions. In accordance with current guidance, the approach adopted is to add 2.5mph to the recorded 85%ile speeds. The subsequent Design Speeds are:

(i) Northbound = 44.4 mph.

(ii) Southbound = 40.0 mph.

1.4 Details of Site Visit

A site inspection was undertaken on 28 January 2024 between 11:00 and 11:45. The RSA team spent 45 minutes on site understanding the proposed works and their interaction with the local road network.

During the site visit, the weather was overcast and dry. No incidents or issues were identified whilst on site. Two pedestrians were observed using the footway along Scamps Hill.

1.5 RSA Team and Format

It was considered that the information provided was sufficient for the purpose of carrying out the Road Safety Audit Stage 1 requested.

The Road Safety Audit Team membership approved on behalf of the Highway Authority was:

JONATHAN BIRKETT IENG MICE FIHE

Holder of Highways England Certificate of Competency

Road Safety Audit Team Leader

G KIDD MIHE

Road Safety Audit Team Member

The Road Safety Audit comprised an examination of the documents and drawings supplied to the Road Safety Audit Team (referenced in Appendix 1 of this report). No member of the Road Safety Audit Team has had any previous input to the design of the scheme.

The Terms of Reference are as described in the National Highways Design Manual for Roads and Bridges document GG119 'Road Safety Audit'. The scheme has been examined and this report compiled only with regard to safety implications to road users of the scheme as presented. It has not been 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. However, any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

Furthermore, any recommendations included within this report should not be regarded as being prescriptive design solution to the problem raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, as stipulated in GG119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which should be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

It is the Project Sponsor's responsibility to ensure that all problems raised by the Road Safety Audit Team are given due consideration.

In the event of a collision and any resulting legal action, Meraki Alliance Ltd would have to defend its actions on the basis that it took such care, as in all circumstances was reasonably required, to ensure that the highway was not dangerous to road users. It is important therefore that recommendations contained in the report are acted upon wherever possible.

1.6 Departures or Relaxations from Standards

No Departures or Relaxations from Standard were submitted to the Road Safety Audit Team.


1.7 Issues Raised in Previous RSA(s)


No previous RSA stages have been undertaken.

2 Items Raised at Stage 1 Road Safety Audit

This section details the findings of this Stage 1 Road Safety Audit. All locations of identified problems are illustrated on the plan included at **Appendix 2**.

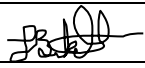

2.1 RSA Problems

PROBLEM		1-1
Location:	Site access and uncontrolled crossing Scamps Hill.	
Summary:	Obstructed visibility will increase the risk of failure to give way and pedestrian/vehicle collisions.	
<p>Examination of the drawing provided does not clearly show any site clearance. The verge is heavily overgrown (photos).</p> <div style="display: flex; justify-content: space-around;">  </div> <p>Based on the drawings the existing vegetation will obstruct visibility and as such will increase the risk of failure to give way and pedestrian/vehicle collisions.</p>		
RECOMMENDATION		
Ensure that all vegetation is removed that can obstruct visibility.		

PROBLEM		1-2
Location:	Pedestrian/cycle access and connection to current footway Scamps Hill.	
Summary:	A lack of safe cycle facilities will increase the risk of cycle/pedestrian collisions and cyclist injuries.	
<p>It is proposed to create a 3.0m shared use route through the site and connect up to an existing footway to the west of the site access near Gravelye Lane. There does not appear to be any means by which cyclists are directed to rejoin the carriageway. The Audit Team were also concerned that this would result in cyclists travelling westbound on the footway and onto the bridge over the Scrase Stream. The bridge parapet did not seem high enough to safely allow a cyclist to use the footway and ride over the</p>		
		
<p>bridge (photos). With the footway being narrow it would seem likely that there could either be a collision between a cyclist and a pedestrian or even due to the narrow width a cyclist could topple over the parapet.</p> <p>A lack of safe cycle facilities will increase the risk of cycle/pedestrian collisions and cyclist injuries.</p>		
RECOMMENDATION		
<p>Either ensure that cyclists can safely rejoin the carriageway or increase the height of the parapet to 1400mm.</p>		

END OF PROBLEMS IDENTIFIED AND RECOMMENDATIONS PRESENTED IN THIS STAGE 1 ROAD SAFETY AUDIT

3 Audit Team Statement

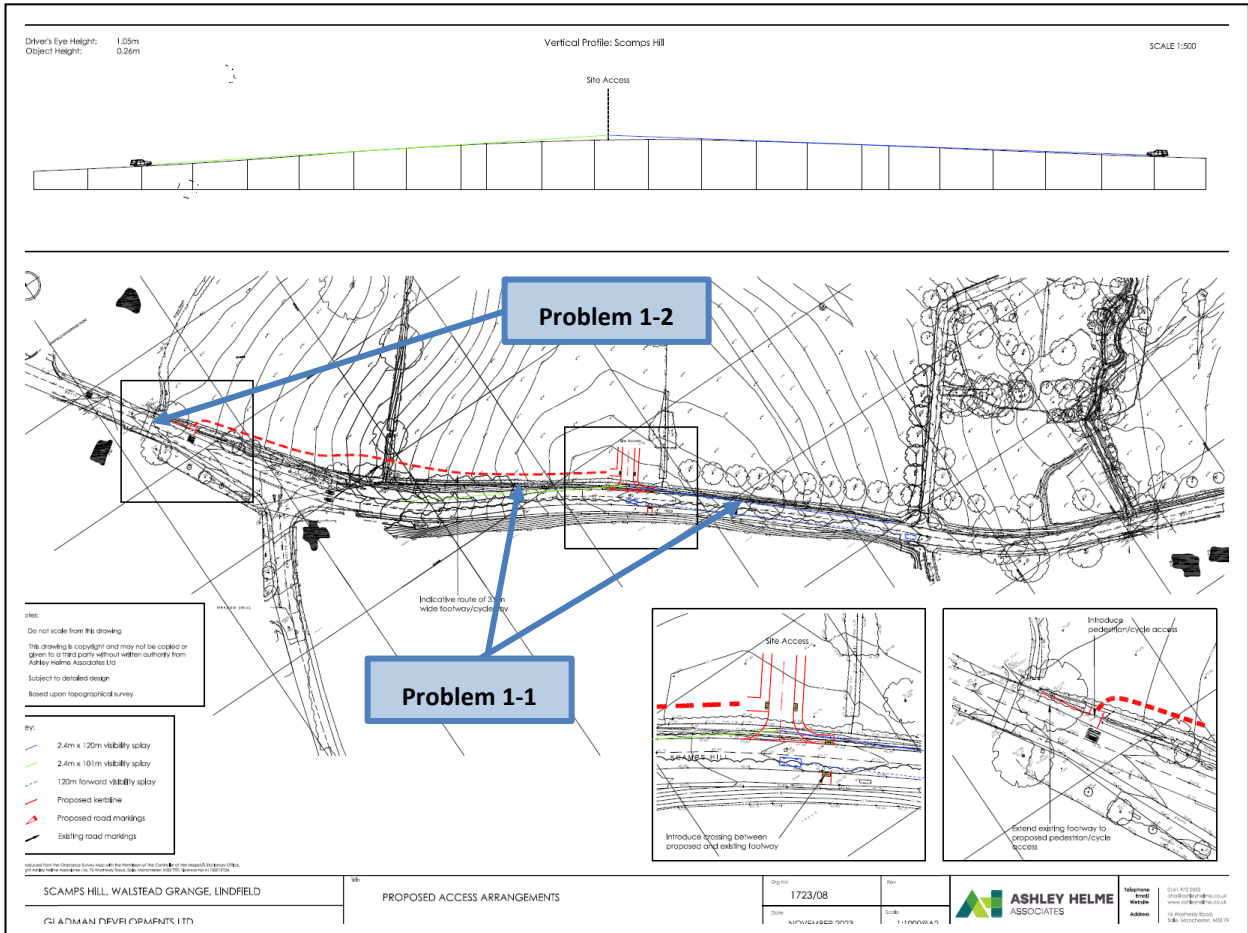
We certify that this Road Safety Audit has been carried out in accordance with GG119	
ROAD SAFETY AUDIT TEAM LEADER	
NAME:	JONATHAN BIRKETT
SIGNED:	
POSITION:	DIRECTOR
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	29 JAN 2024
ROAD SAFETY AUDIT TEAM LEADER	
NAME:	GILLIAN KIDD
SIGNED:	
POSITION:	AUDIT TEAM MEMBER
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	29 JAN 2024

Appendix 1 – Audited Drawings and Documents

1723 2 Transport Assessment

1723-08

Appendix 2 – Problem Location Plan

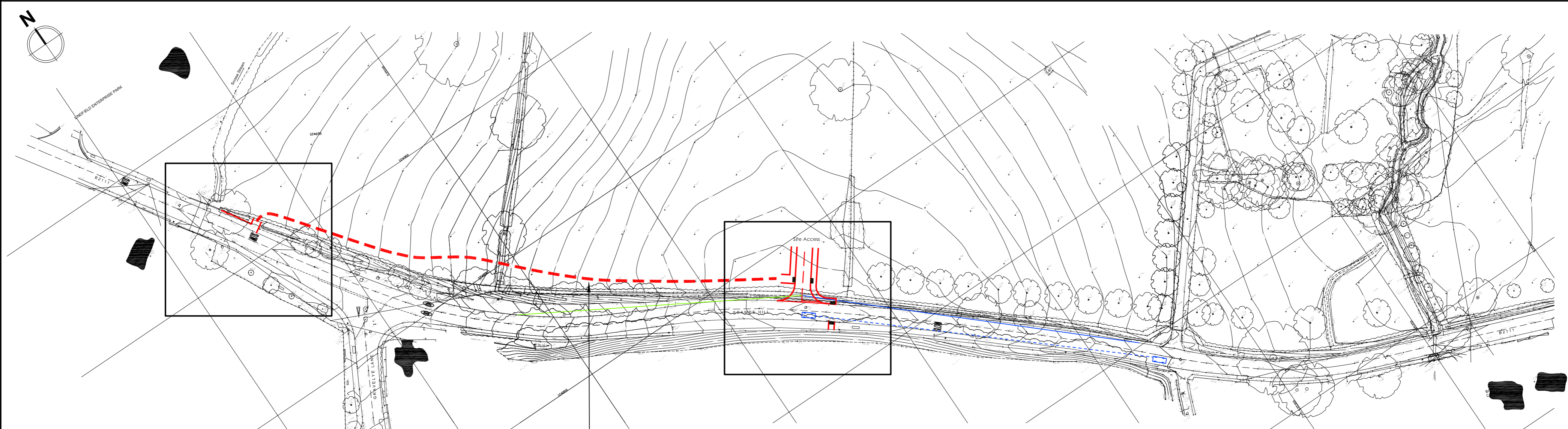
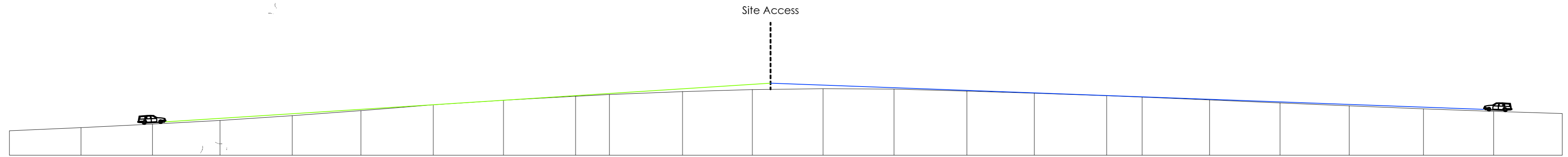


B Drg No 1723/08

Driver's Eye Height: 1.05m
Object Height: 0.26m

Vertical Profile: Scamps Hill

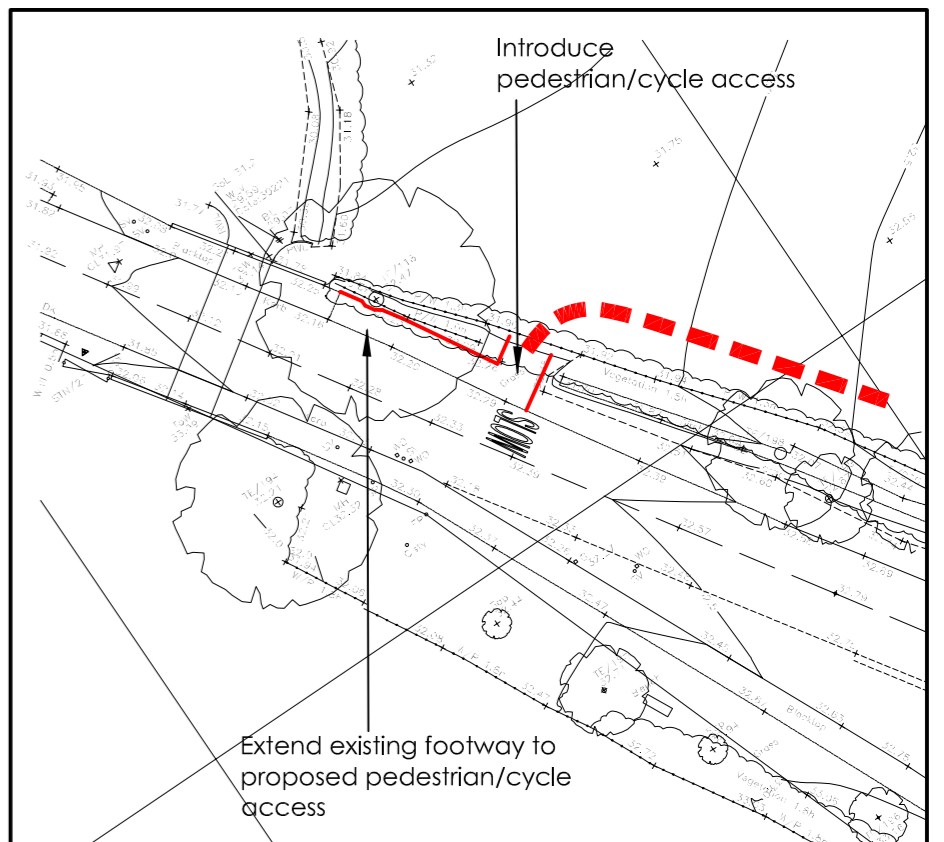
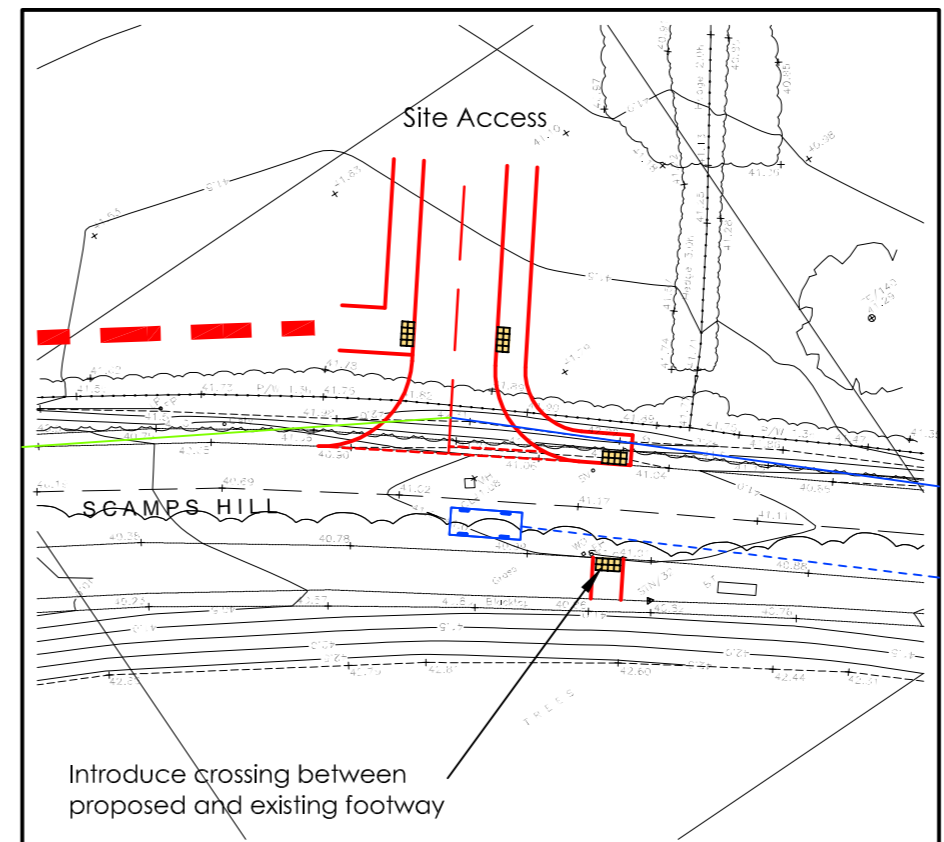
SCALE 1:500



- Notes:
1. Do not scale from this drawing
 2. This drawing is copyright and may not be copied or given to a third party without written authority from Ashley Helme Associates Ltd
 3. Subject to detailed design
 4. Based upon topographical survey

- Key:
- 2.4m x 120m visibility splay
 - 2.4m x 101m visibility splay
 - - - 120m forward visibility splay
 - Proposed kerblines
 - ▲ Proposed road markings
 - Existing road markings

Indicative route of 3.0m wide footway/cycleway



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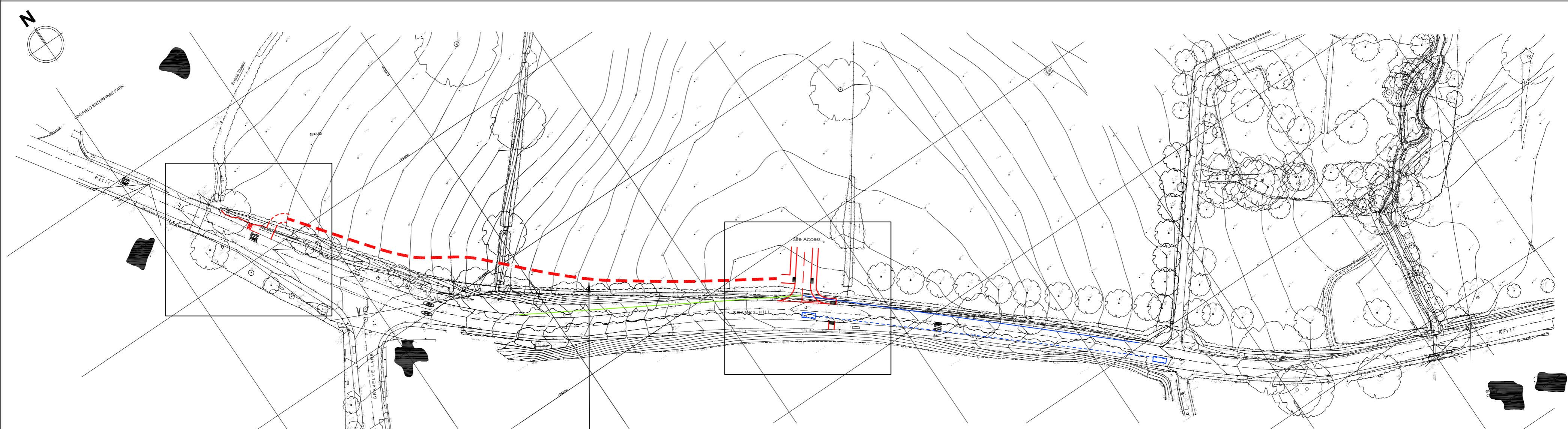
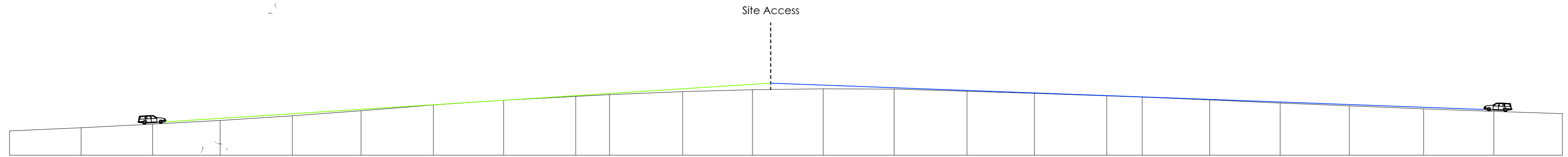
Project	SCAMPS HILL, WALSTEAD GRANGE, LINDFIELD	Title	PROPOSED ACCESS ARRANGEMENTS	Drg No	1723/08	Rev	
Client	GLADMAN DEVELOPMENTS LTD			Date	NOVEMBER 2023	Scale	1:1000@A2
				 ASHLEY HELME ASSOCIATES		<p>Telephone 0161 972 0552 Email aho@ashleyhelme.co.uk Website www.ashleyhelme.co.uk Address 76 Washway Road, Sale, Manchester, M33 7RE</p>	

C Drg No 1723/08/A

Driver's Eye Height: 1.05m
Object Height: 0.26m

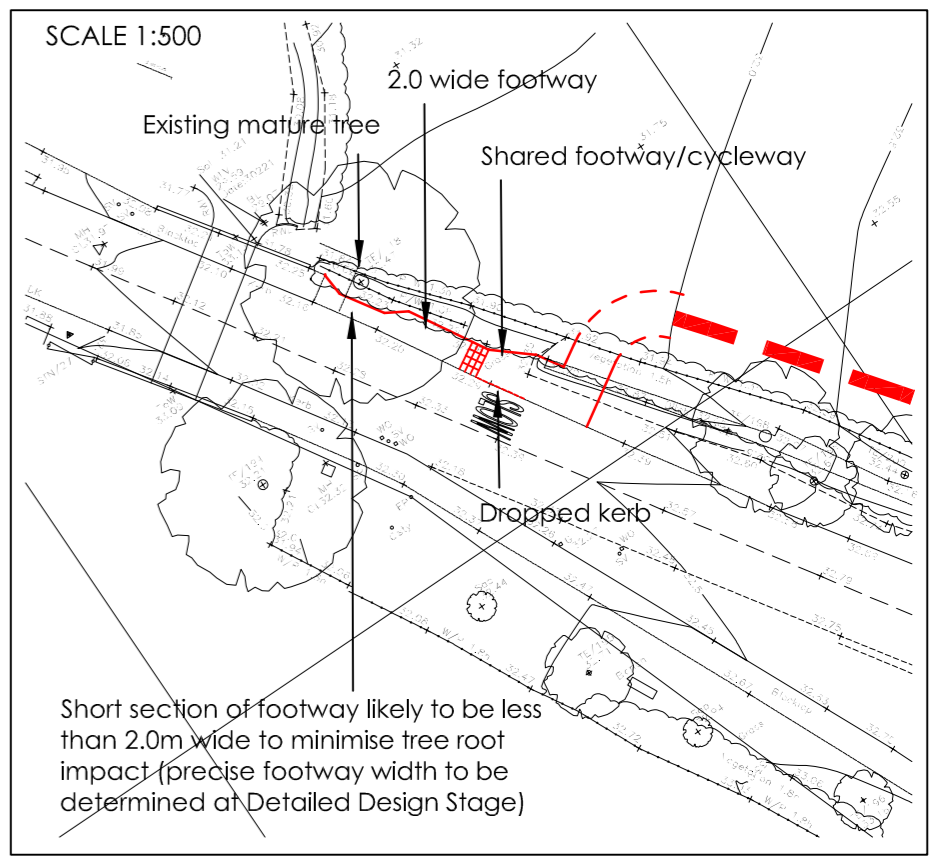
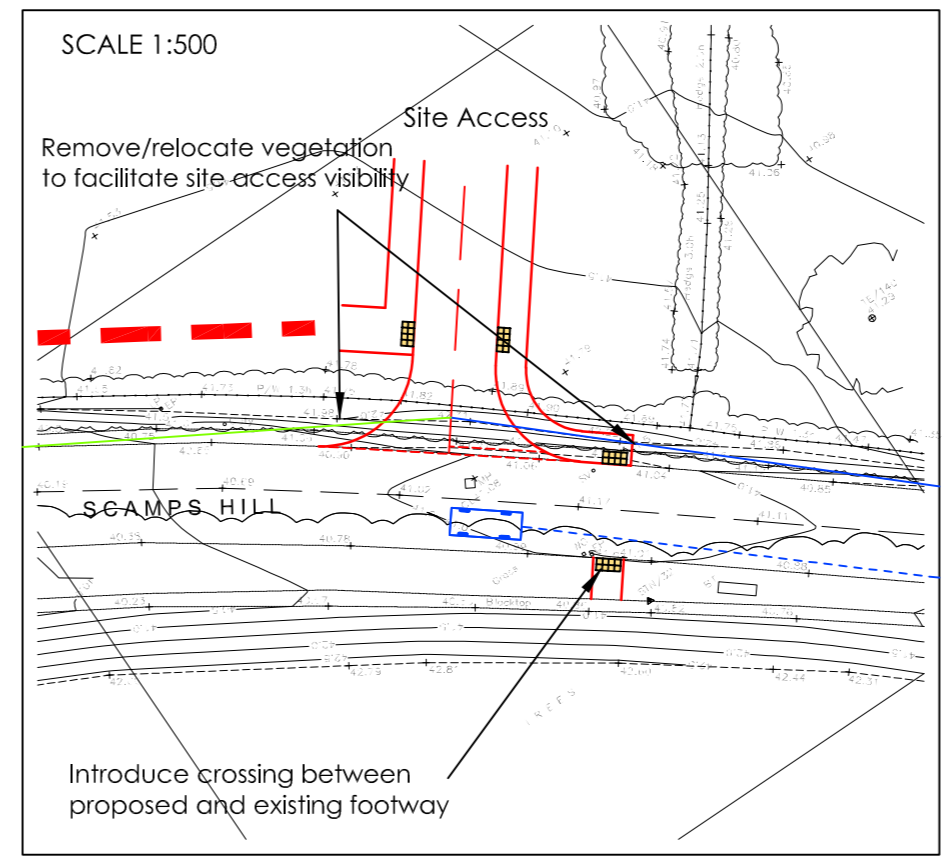
Vertical Profile: Scamps Hill

SCALE 1:500



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 3. Subject to detailed design
 4. Based upon topographical survey

- Key:
- 2.4m x 120m visibility splay
 - 2.4m x 101m visibility splay
 - 120m forward visibility splay
 - Proposed kerblines
 - Proposed road markings
 - Existing road markings



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Project	SCAMPS HILL, LINDFIELD	Title	PROPOSED ACCESS ARRANGEMENTS	Drg No	1723/08	Rev	A		Telephone 0161 972 0552 Email aha@ashleyhelme.co.uk Website www.ashleyhelme.co.uk Address 76 Washway Road, Sale, Manchester, M33 7RE
Client	GLADMAN DEVELOPMENTS LTD	Date	FEBRUARY 2024	Scale	1:1000@A2				

D RSA Decision Log and Statements

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p>1. Site access and uncontrolled crossing Scamps Hill.</p> <p>Obstructed visibility will increase the risk of failure to give way and pedestrian/vehicle collisions.</p> <p>Examination of the drawing provided does not clearly show any site clearance. The verge is heavily overgrown (photos). Based on the drawings the existing vegetation will obstruct visibility and as such will increase the risk of failure to give way and pedestrian/vehicle collisions.</p>	<p>Ensure that all vegetation is removed that can obstruct visibility.</p>	<p>It is accepted that some hedgerow will need to be removed/relocated near to the Site access to enable the provision of protected visibility splays. However, Drg No 1723/08 demonstrates that the majority of the sightlines are contained to within the grass verge (splay to the right) or the Scamps Hill carriageway (splay to the left) and are unaffected by vegetation.</p>	<p>The land required for the visibility splays at the site access and nearby uncontrolled crossing point is within the existing public highway and/or land forming part of the development. The extent of any vegetation clearance can be determined through the detailed design/s278 agreement.</p>	<p>No further action required at this stage.</p> <p>The exact details of vegetation clearance are to be agreed as part of the detailed design.</p>
<p>2. Pedestrian/cycle access and connection to current footway Scamps Hill.</p> <p>A lack of safe cycle facilities will increase the risk of cycle/pedestrian collisions and cyclist injuries.</p> <p>It is proposed to create a 3.0m shared use route through the site and connect up to an existing footway to the west of the site access near Gravelye Lane. There does not appear to be any means by which cyclists are directed to rejoin the carriageway. The Audit Team were also concerned that this would result in cyclists travelling westbound on the footway and onto the bridge over the Scrase Stream. The bridge parapet did not seem high enough to safely allow a cyclist to use the footway and ride over the bridge (photos). With the footway being narrow it would seem</p>	<p>Either ensure that cyclists can safely rejoin the carriageway or increase the height of the parapet to 1400mm.</p>	<p>It is not the intention to encourage cyclists to use the existing footway on the north side of the B2111 and, particularly, the section of footway on the bridge. The scheme will include suitable cycle transition treatment with associated dropped kerbs, tactile paving and signage. An indicative arrangement is shown on Drg No 1723/08/A. The arrangement can be further considered at Detailed Design stage.</p>	<p>Cyclists are to be directed back onto the carriageway were the cycle way ends rather than a shared use route continuing off-carriageway. The indicative arrangement is considered appropriate. The exact details can be considered through the detailed design/s278 agreement.</p>	<p>No further action required at this stage.</p> <p>The exact details are to be agreed through the detailed design.</p>

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p>likely that there could either be a collision between a cyclist and a pedestrian or even due to the narrow width a cyclist could topple over the parapet.</p> <p>A lack of safe cycle facilities will increase the risk of cycle/pedestrian collisions and cyclist injuries.</p>				

On behalf of the Design Organisation I certify that:

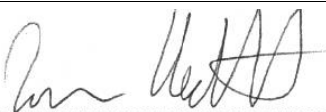
1. the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.

Name:	Simon Helme
Signed:	
Position:	Director
Organisation:	Ashley Helme Associates Ltd
Date:	14 May 2024

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 Overseeing Organisation; and

2. the agreed RSA actions will be progressed.

Name:	Ian Gledhill
Signed:	
Position:	Principal Planner – County Highways
Organisation:	West Sussex County Council
Date:	14 th May 2024