

EC Road Safety

8th February 2017

Dear Mr Stringer,

Orchard Gardens, Woodgate, West Sussex - RSA

I refer to the above site and the Road Safety Audit that was carried out in August 2015. Report EC/2015/08/GTA2 was issued and related to plan number 5919_100 that showed the proposed right turn lane on the A29 into Orchard Gardens.

The Road Safety Audit did not raise any road safety concerns on the proposed design. However, separate comments outside the scope of the audit were raised direct to the designer. This included the requirement to align the tactile paving on site as indicated on the plan and confirmation that from a road safety audit view, the visibility was satisfactory.

I note that following this Stage 1 road safety audit carried out in 2015 on the preliminary design, the scheme has progressed and as a result a number of amendments are now proposed. Thank you for sending me a copy of the revised plan 5919/100 revision C and I would offer the following comments regarding the proposed alterations to the original roads safety audit plan.

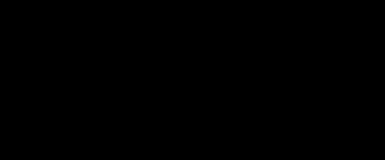
- The swept paths included on the revised plan indicate that larger vehicles can manoeuvre without overrunning the A29 and or adjacent footways. The original showed a slight over run, even if the turning manoeuvre was exaggerated by the auto track plots.
- The revised plan includes the relocation of the bus stop that would be closer to the Orchard Gardens junction. Whilst there would be no objections from a road safety view to the bus stop, the revised plan sent through indicates that sightlines would not be obstructed with the set back of 2.4m and 43m in either direction. I believe that the set back is to be amended to 3.0m and if so, it will need to be ensured that the proposed bus stop shelter does not interfere with the sightline. It appears that there is room within the land indicated, but no obstruction to the sightline should occur.
- The addition of a pedestrian refuge island has been added between Orchard gardens and Belle Meade Close and from a road safety audit point of view this would help to provide an informal crossing point and

also improve lane discipline and prevent drivers overrunning the hatch markings to gain entry to the right turn lane, if queues were present on the main road.

I hope the above comments are of assistance.

Regards

Yours sincerely



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