



Looking west-to-east across Lidsey Road at the location of the proposed cycle crossing



Looking west at the location of the new pedestrian and cycle access into the site. A bollard is proposed central to the track adjacent to the tree

2. Safety Issues Raised in this Stage 1 Road Safety Audit. (see Appendix B for locations)

2.1 Problem

Location – Proposed footway/cycleway link, north-western side of Lidsey Road

Summary – Risk of cyclist collisions with pedestrians due to inappropriate visibility

The proposals include for the provision of a shared footway cycleway link from the development to meet the existing western footway alongside Lidsey Road. However, the verge along the north-western side of the proposed access is overgrown with foliage from adjacent hedging/trees encroaching into the footpath and visibility envelope. This vegetation will restrict visibility to and from a pedestrian or cyclist emerging from the proposed access which could give rise to collisions.



View looking north west from proposed footway/cycleway link impeded by vegetation

Recommendation – It is recommended that the vegetation is cut back and maintained such that it does not impact on the visibility requirements.

2.2 Problem

Location – Proposed cycle crossing on western side of Lidsey Road

Summary – Risk of pedestrian trips and cyclist collisions due to existing kerb upstand

It is proposed that the existing dropped kerbs that form the vehicle access/crossover to the extant Nursery site are to be retained. However, the upstand appears to be substandard and unsuitable for cycle access at some 20 mm. Cycle and pedestrian activity in the area is likely to increase as a result of the new development and if these kerbs are not replaced, they may increase the risk of pedestrian trips and falls, particularly those with mobility impairment, and unseat a cyclist or result in loss of control.



Upstand on existing western kerb line of Lidsey Road at proposed cycle crossing

Recommendation – It is recommended that dropped kerbs with a maximum upstand of between 4-6mm are provided where appropriate (seek confirmation with the LHA on applicable local standards).

2.3 Problem

Location – Proposed shared footway/cycleway and cycle crossing, western side of Lidsey Road

Summary – Risk of pedestrian slips/trips and cyclist collisions due to existing gully gratings and surface water

An existing gully grating within the proposed shared footway/cycleway provision into the development and one at roadside within the location of the proposed cycle crossing constitute a trip hazard for pedestrians. They may also destabilise cyclists exiting the development site via the new access link and whilst using the proposed uncontrolled cycle crossing, whereupon they could get a wheel trapped in the grating. Furthermore, the Audit Team noticed that the road gully was blocked, resulting in ponding surface water, which obscured the kerb upstand and if not actioned in a timely manner could result in a risk of ice in colder months, presenting its own set of issues.



View from footway/cycleway link onto proposed cycle crossing location

Recommendation – It is recommended to replace the two existing gully gratings with new pedestrian friendly types. Also to investigate and remedy the ponding surface water.

2.4 Problem

Location – Proposed footway/cycleway link, western footway

Summary – Risk of cyclist collisions with pedestrians due to inadequate warning

Lidsey Road is subject to a 30 mph speed limit and accommodates footways along both sides of the carriageway. The proposals provide for an approximate 3 metre shared footway cycleway link from the development to meet the existing western footway alongside Lidsey Road. However, no measures are provided to highlight the transition between the existing footways and proposed shared facility where cyclists are likely to be observed. As such, pedestrians, particularly the visually impaired, could step into the path of a cyclist, or a cyclist could continue on the footway, raising the risk of a cyclist/pedestrian collision.



Looking south on western footpath towards cycle crossing and development access

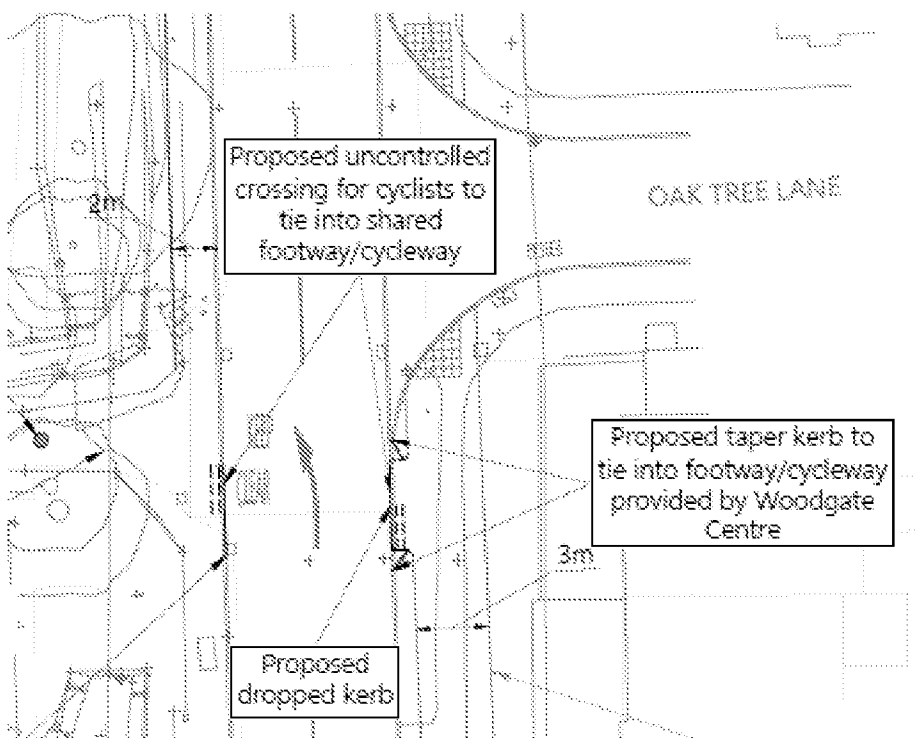
Recommendation – It is recommended that sufficient warning is provided to highlight the change of use via appropriate corduroy paving and signing.

2.5 Problem

Location – Proposed cycle crossing on eastern side of Lidsey Road

Summary – Risk of cyclist collisions with pedestrians and other cyclists due to geometry

The proposed cycle crossing is at right-angle to the proposed shared footway/cycleway on the eastern side of Lidsey Road. The crossing point could cause obstruction/conflict and collisions by cycles waiting to cross Lidsey Road with users traversing north-south and vice versa. This is compounded by the level crossing and frequency of trains, meaning that vehicles would often queue back past the proposed cycle crossing point. The Audit Team noticed a 'Keep Clear' marking designated on the drawing, however on site this was observed to be worn away. Additionally with reference to LTN1/20, larger/adapted cycles that require a maximum outer radius turning circle of 3.4 metres to make a turn may result in conflict and collisions with users of the eastern footway/cycleway.



Extract from Drawing No. 2401/04/B showing proposed pedestrian and cycle access and uncontrolled cycle crossing

Recommendation – It is recommended to ensure the proposed shared footway/cycleway provision and cycle crossing is designed appropriately and can operate freely. It would be advantageous to explore siting the shared footway/cycleway provision further back within the available highway to create a buffer strip and larger landing/waiting area for crossing cyclists.

2.6 Problem

Location – Immediate vicinity of proposed cycle crossing, north-eastern side of Lidsey Road

Summary – Risk of pedestrian slips/trips and cyclist collisions due to existing street lighting column

Lidsey Road benefits from street lighting with a number of street lighting columns located within the existing verge to the east of the carriageway. The proposals provide for a cycle crossing to a widened 3 metre footway/cycleway. The Audit Team observed that an existing streetlight column situated at this location will be located within the proposed provision, and be an obstruction to pedestrians and cyclists negotiating the uncontrolled crossing. Such an obstruction could be struck by a cyclist or pedestrian and/or force one to enter the carriageway suddenly raising the risk of vehicle collisions with pedestrians as well as trips and falls.



Existing street lighting column will become an obstruction to pedestrians/cyclists

Recommendation – It is recommended that the street lighting column is relocated out of the footway/cycleway.

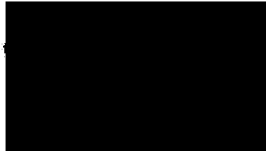
3. Audit Team Statement

We certify that this audit has been carried out in accordance with DMRB GG 119

Audit Team Leader:

Name: James Dawson BSc (Hons); EngTech MIHE RegRSA; AMRSGB
Senior Auditor

Signed:

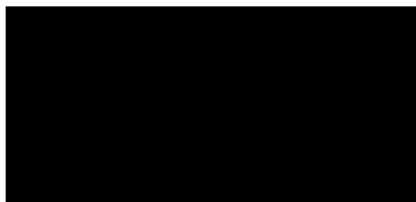


Date: 24/6/2024

Audit Team Member:

Name: Tasos Papaloucas MCIHT; MSoRSA; NH Cert. Comp.
Senior Auditor

Signed:



Date: 24/6/2024

Appendix A – Information Utilised in this Stage 1 Road Safety Audit

Drawings:

2401/04/B – Proposed Pedestrian and Cycle Access with Uncontrolled Cycle Crossing

2401/11 – Proposed Access Arrangements

2087/TR02/C – Swept Path Analysis of Refuse Collection Vehicle at site Access

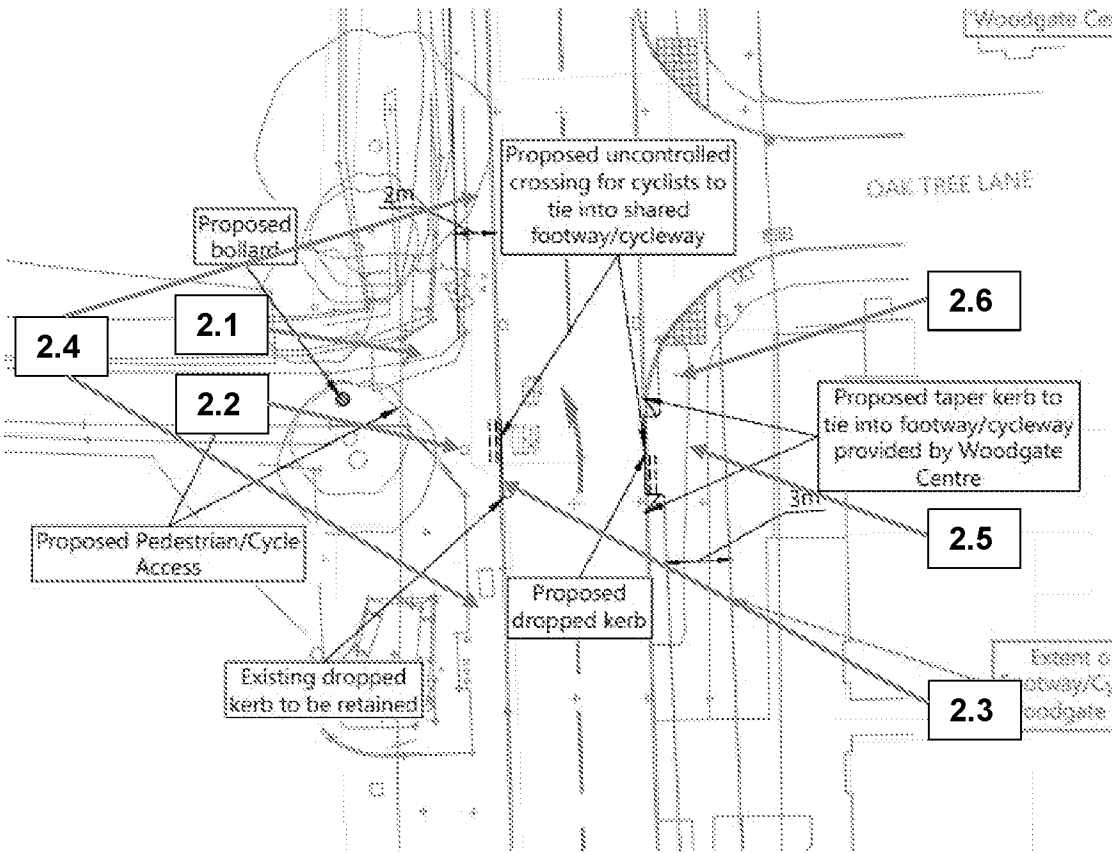
Documents:

Personal Injury Accident Data – January 2018 to December 2022

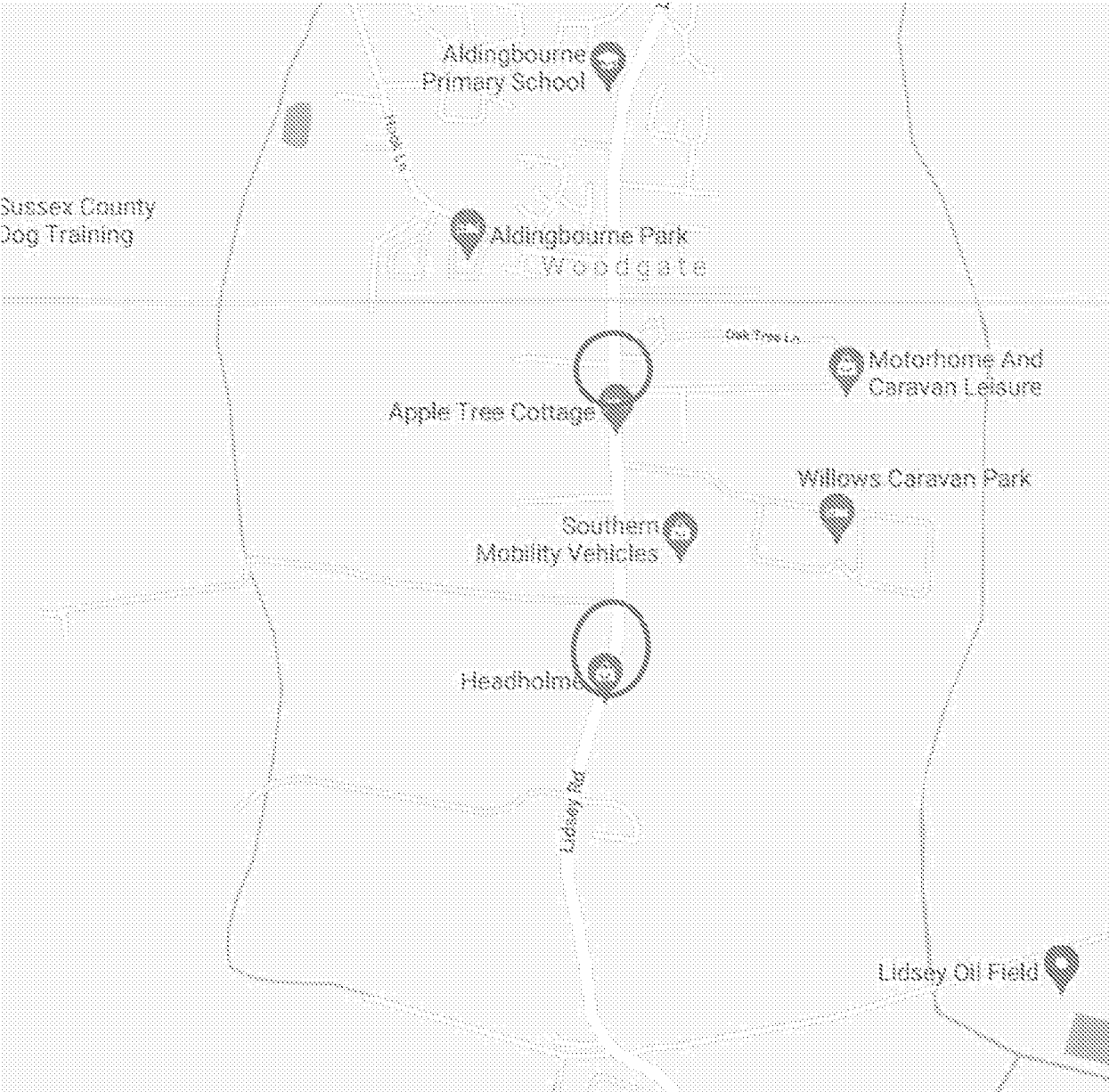
2401 – Existing and Proposed Traffic Flow Diagrams

ATC survey to the south of Lidsey Road Level Crossing (22/02/23-28/02/23)

Appendix B – Key Plan showing Audit Problems



Appendix C – Site location plan



Project Details

Table F.1 Project details

Report title:	Designer's response to Stage 1 Road Safety Audit, Land at Woodgate Nurseries, Lidsey Road, Woodgate
Date:	24 th June 2024
Document reference and revision:	2401/RSA/DR/01
Prepared by:	Highgate Transportation Ltd
On behalf of:	Hanbury Properties

Table F.2 Authorisation sheet

Report title	Designers Response
Prepared by:	
Name:	Joseph Tucker
Position	Transport Planner
Signed:	<i>Joe Tucker</i>
Organisation:	Highgate Transportation Ltd
Date	24/06/2024
Approved by:	
Name:	Fiona Bennett
Position	Director
Signed:	24/06/2024
Organisation:	Highgate Transportation Ltd
Date:	24/06/2024

Introduction

An Independent Stage 1 Road Safety Audit (ref: 240602) was undertaken by Avon Traffic & Safety Servies Ltd on 13th June 2024 with regard to the proposals to create a new pedestrian and cycle access from the A29 to serve up to 130 residential dwellings. The Road Safety Audit also reviews amendments to an approved bellmouth junction and new junction with a ghost island right turn lane on the A29 Lidsey Road which will also serve the 130 proposed dwellings.

The Road Safety Audit response has been prepared by Joseph Tucker, Highgate Transportation Ltd.

Key personnel

Table F.3 Key personnel

Overseeing Organisation:	West Sussex County Council Highways
RSA team:	Avon Traffic & Safety Servies Ltd
Design organisation:	Highgate Transportation Ltd

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
2.1 Location – Proposed footway/cycleway link, north-western side of Lidsey Road Summary – Risk of cyclist collisions with pedestrians due to inappropriate visibility	It is recommended that the vegetation is cut back and maintained such that it does not impact on the visibility requirements.	Agreed – the vegetation obstructing visibility is located within land controlled by the applicant and land within the public highway. The vegetation will be cut back and maintained to below 0.6 metres in height.		
2.2 Location – Proposed cycle crossing on western side of Lidsey Road Summary – Risk of pedestrian trips and cyclist collisions due to existing kerb upstand	It is recommended that dropped kerbs with a maximum upstand of between 4-6mm are provided where appropriate (seek confirmation with the LHA on applicable local standards).	Agreed – Dropped kerbs will be provided that conform with the specification required by the local highway authority as shown on drawing HTp/2401/04/C		

2.3 Location – Proposed shared footway/cycleway and cycle crossing, western side of Lidsey Road Summary – Risk of pedestrian slips/trips and cyclist collisions due to existing gully gratings and surface water	It is recommended to replace the two existing gully gratings with new pedestrian friendly types. Also to investigate and remedy the ponding surface water.	Agreed – New gully gratings will be provided which minimise the risk of pedestrian slips and cycle accidents. This detail will be provided at the detailed design stage. The cause of ponding and surface water will be investigated. It is expected that rodding will solve this issue.		
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2.4 Location – Proposed footway/cycleway link, western footway Summary – Risk of cyclist collisions with pedestrians due to inadequate warning	It is recommended that sufficient warning is provided to highlight the change of use via appropriate corduroy paving and signing.	Agreed – Corduroy paving will be provided to show the transition between the footway along A29, and the shared used footway cycleway entering the site. The corduroy paving is shown on drawing HTP/2401/04/C Further detail will be provided at the detailed design stage.		
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2.5 Location – Proposed cycle crossing on eastern side of Lidsey Road Summary – Risk of cyclist collisions with pedestrians and other cyclists due to geometry	It is recommended to ensure the proposed shared footway/cycleway provision and cycle crossing is designed appropriately and can operate freely. It would be advantageous to explore siting the shared footway/cycleway provision further back within the available highway to create a buffer strip and larger	Disagree – In the event that a significantly larger bike is waiting to cross and blocks the path, this is not a safety issue, as a pedestrian/cyclist will have good visibility on the approach to the crossing, and will be able to wait until the path is clear to continue. In an event where a large cycle (i.e cargo bike) is waiting to		
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	landing/waiting area for crossing cyclists.	cross Lidsey Road, there will be sufficient room for most users to manoeuvre around the waiting cycle. This is shown in drawing 2401/TR/04 Therefore, this comment has been addressed.		
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2.6 Location – Immediate vicinity of proposed cycle crossing, north-eastern side of Lidsey Road Summary – Risk of pedestrian slips/trips and cyclist collisions due to existing street lighting column	It is recommended that the street lighting column is relocated out of the footway/cycleway.	Disagree – the issue of the street lighting column will be resolved as part of the s278 design for the Woodgate Centre application (AL/107/21/PL)		
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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:	Joseph Tucker
Signed:	
Position:	Transport Planner
Organisation:	Highgate Transportation Ltd
Date:	24/06/2024

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:	
Signed:	
Position:	
Organisation:	
Date:	

Appendix 10

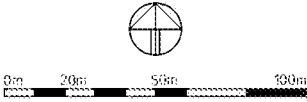
Architect's Illustrative Site Layout Plan



DAVIES LANDSCAPE
ARCHITECTS

Office 1C, 1-2 King Street, Stroud, Gloucestershire, GL5 3BS
w. www.d-la.co.uk e. info@d-la.co.uk t. 01453 760380

 Site Boundary



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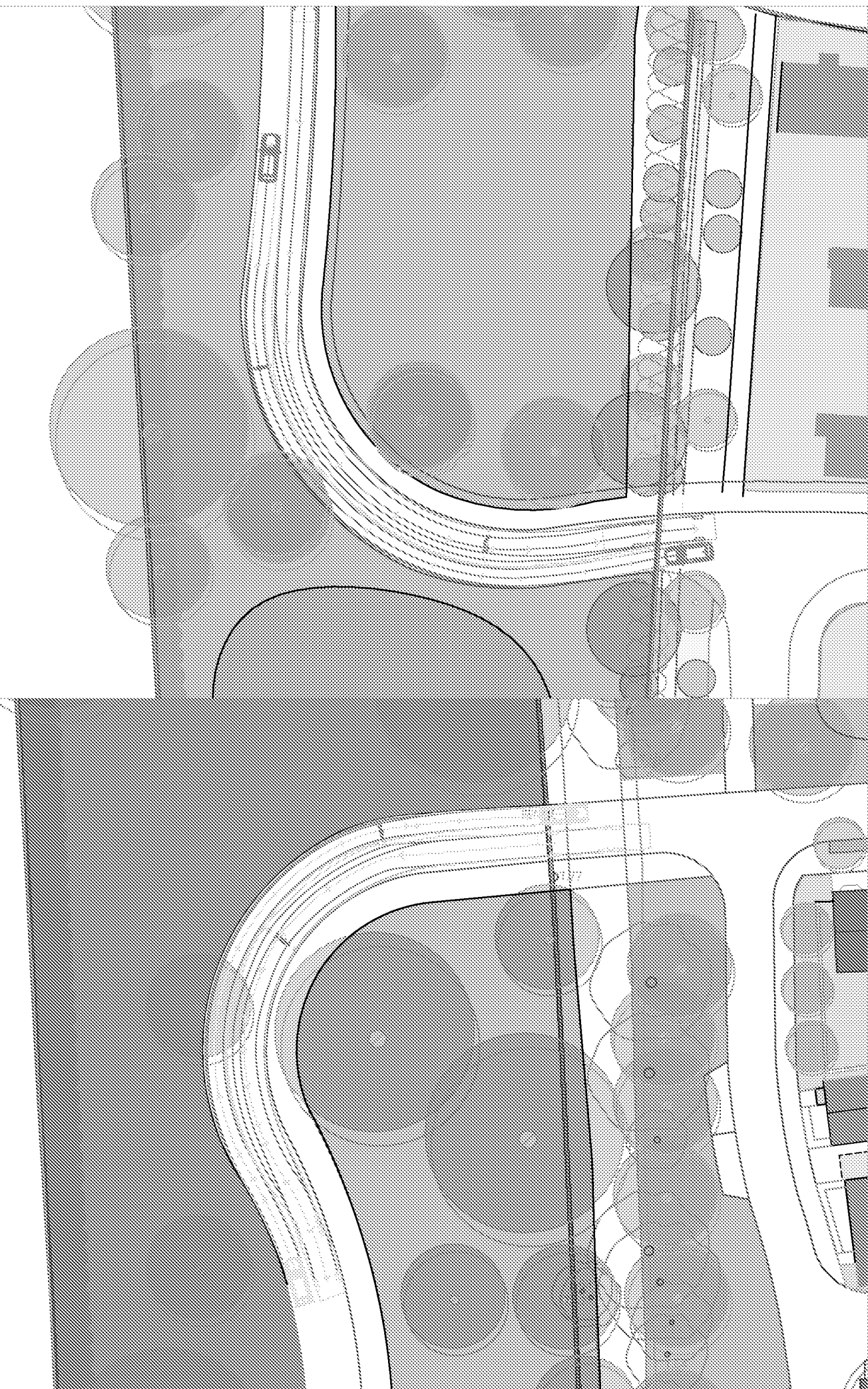
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PROJECT	Land at Woodgate Nurseries, Lidsey Road, Woodgate
TITLE	Illustrative Block Plan
STATUS	Planning
NUMBER	DLA.2222.L.04.S06
SCALE	1:2500@ A3

Appendix 11

Pedestrian/Cycle Access (HTp/2401/04/C)

Appendix 12

Swept Path Analysis – 11.2m Refuse Collection Vehicle



H11718. © Crown copyright and database rights 2024 OS Licence A/100078352/17.			
Based on block plan ref OCA.2022.101.F01 received 15th July 2024.			
11.2m Refuse Collection Vehicle meters Width : 2.53 Track : 2.39 Lock to Lock Time : 4.0 Steering Angle : 37.6		SDV meters Width : 1.80 Track : 1.80 Lock to Lock Time : 6.0 Steering Angle : 37.8	
PROJECT: LAND WEST OF LIDSEY ROAD, WOODGATE			
CLIENT: HANBURY			
PROJECT REF: 2401	DRAWING NUMBER: TR05	SCALE (AT A3): 1:500	
SHEET NUMBER: SHEET NUMBER 1 OF 4			
SCALE BAR: 0m 5m 10m 15m 20m			
HighgateTransportation www.highgatetransportation.co.uk First Floor, 43-45 Park Street Bristol BS1 5NL 01179 348 121 © Highgate Transportation Limited DATE: 15.07.24 DRAWN BY: DB CHECKED: AH			
TITLE: REFUSE VEHICLE SWEEP PATH ANALYSIS			
DATE:	DRAWN BY:	CHECKED:	
15.07.24	DB	AH	



FIGURES

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A720018515217

Based on block plan ref: CCA-2-2022-101.F01 received 19th July 2024

1:500

SEASIDE HIGH IN VISION

8.7

DATE

11.20

1.67

5.51

11.2m Refuse Collection Vehicle

Width

Track

Lock to Lock Time

Steering Angle

meters

2.53

2.39

4.0

37.6

4.30

0.90

2.90

SDV

Width

Track

Lock to Lock Time

Steering Angle

meters

1.30

1.80

6.0

37.8

PROJECT:

LAND WEST OF LIDSEY ROAD,
WOODGATE

CLIENT:

HANBURY

PROJECT REF

2401

PRINTING NUMBER:

TR05

SCALE IN: A3

1:500

SHEET NUMBER

SHEET NUMBER 2 OF 4

SCALE BAR:

0m

5m

10m

15m

20m

HighgateTransportation

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First Floor, 43-45 Park Street
Bristol BS1 5NL
01179 348 121

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TITLE:

REFUSE VEHICLE
SWEEP PATH ANALYSIS

DATE:

15.07.24

DRAWN BY:

DB

CHECKED:

AH



FIGURES

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AT000185152/17.

Based on block plan ref: CCA-2-2022-101.F01 received 19th July 2024.

1:500	SEASIDE HIGH WISION	8/7	DATE
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11.2m Refuse Collection Vehicle

Width	2.53
Track	2.39
Lock to Lock Time	40
Steering Angle	37.6

SDV

Width	1.90
Track	1.80
Lock to Lock Time	6.0
Steering Angle	37.8

PROJECT:

LAND WEST OF LIDSEY ROAD,
WOODGATE

CLIENT:

HANBURY

PROJECT REF	DRAWING NUMBER	SCALE (1:1)
2401	TR05	1:500

SHEET NUMBER

SHEET NUMBER 3 OF 4

SCALE BAR:

0m 5m 10m 15m 20m

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First Floor, 43-45 Park Street
Bristol BS1 5NL
01179 348 121

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TITLE:

REFUSE VEHICLE
SWEEP PATH ANALYSIS

DATE	DRAWN BY	CHECKED
15.07.24	DB	AH

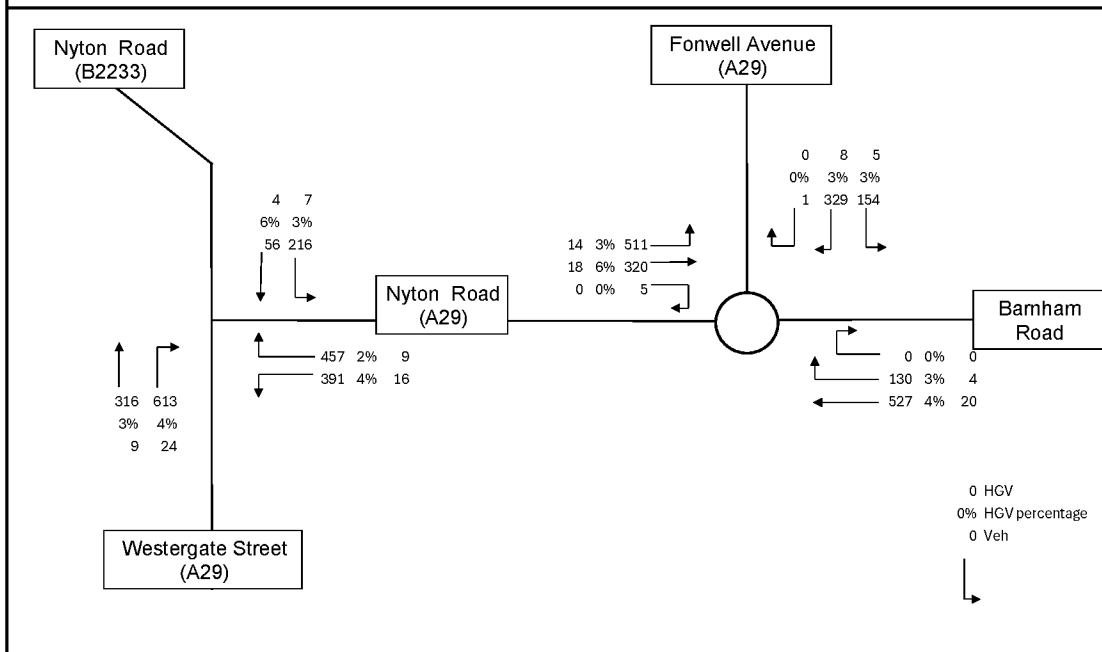
Appendix 13

Flow Diagrams

2401

HighgateTransportation

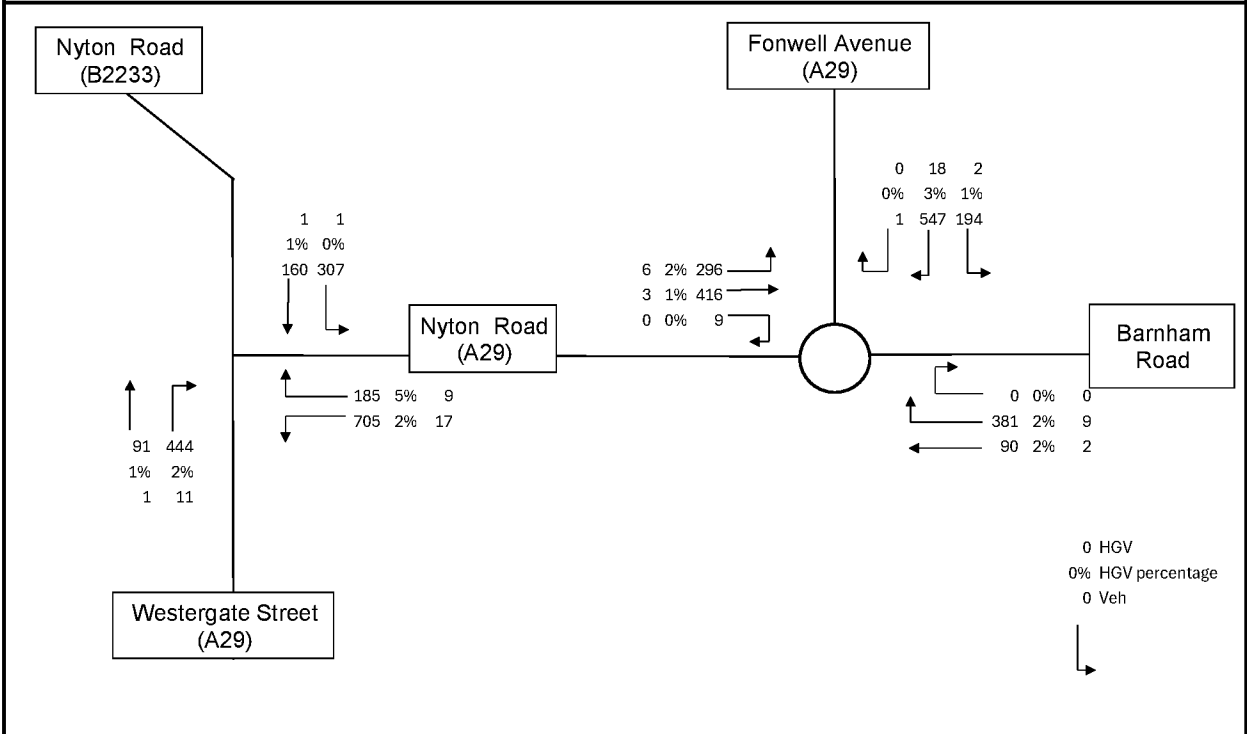
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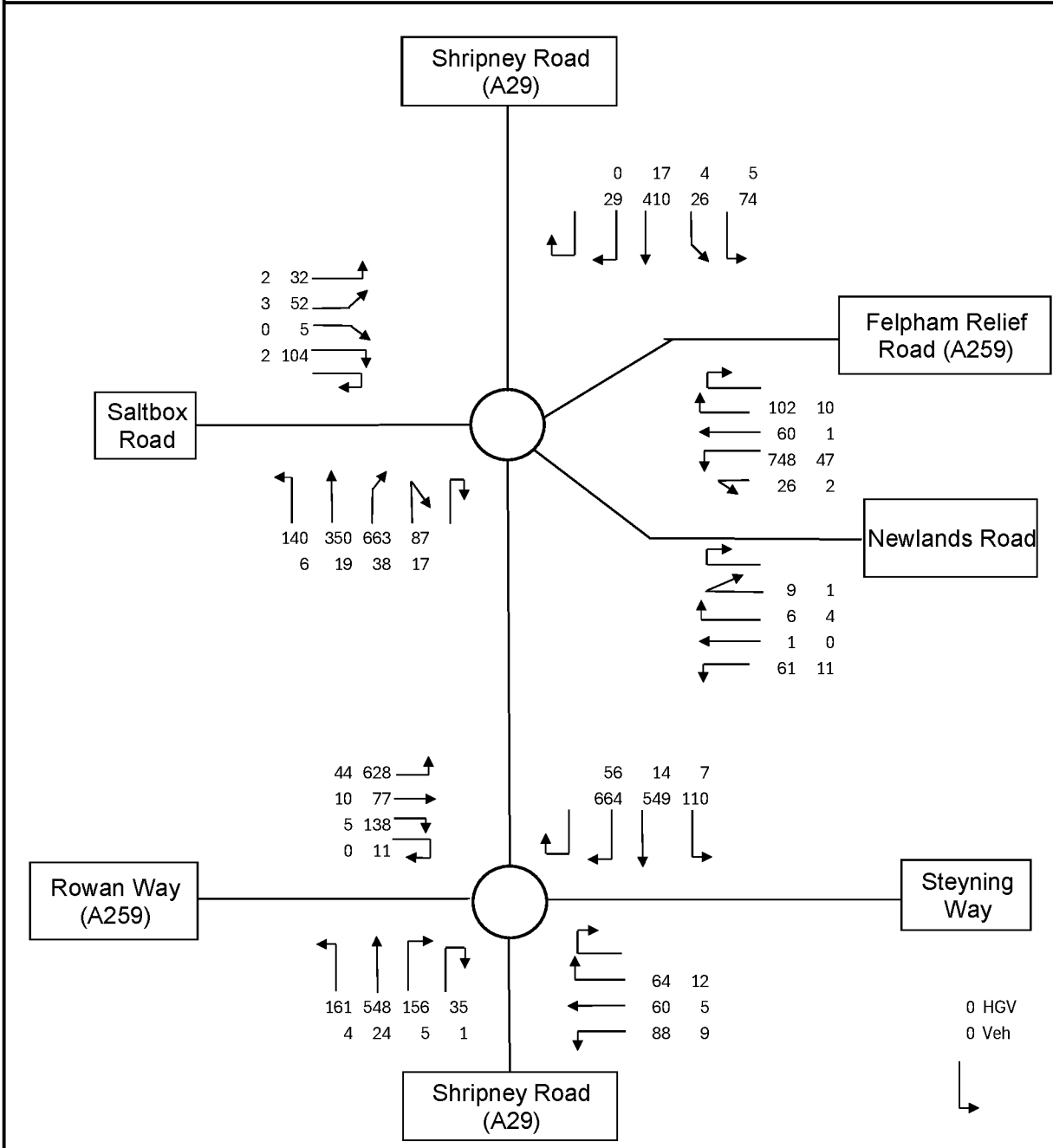


2401

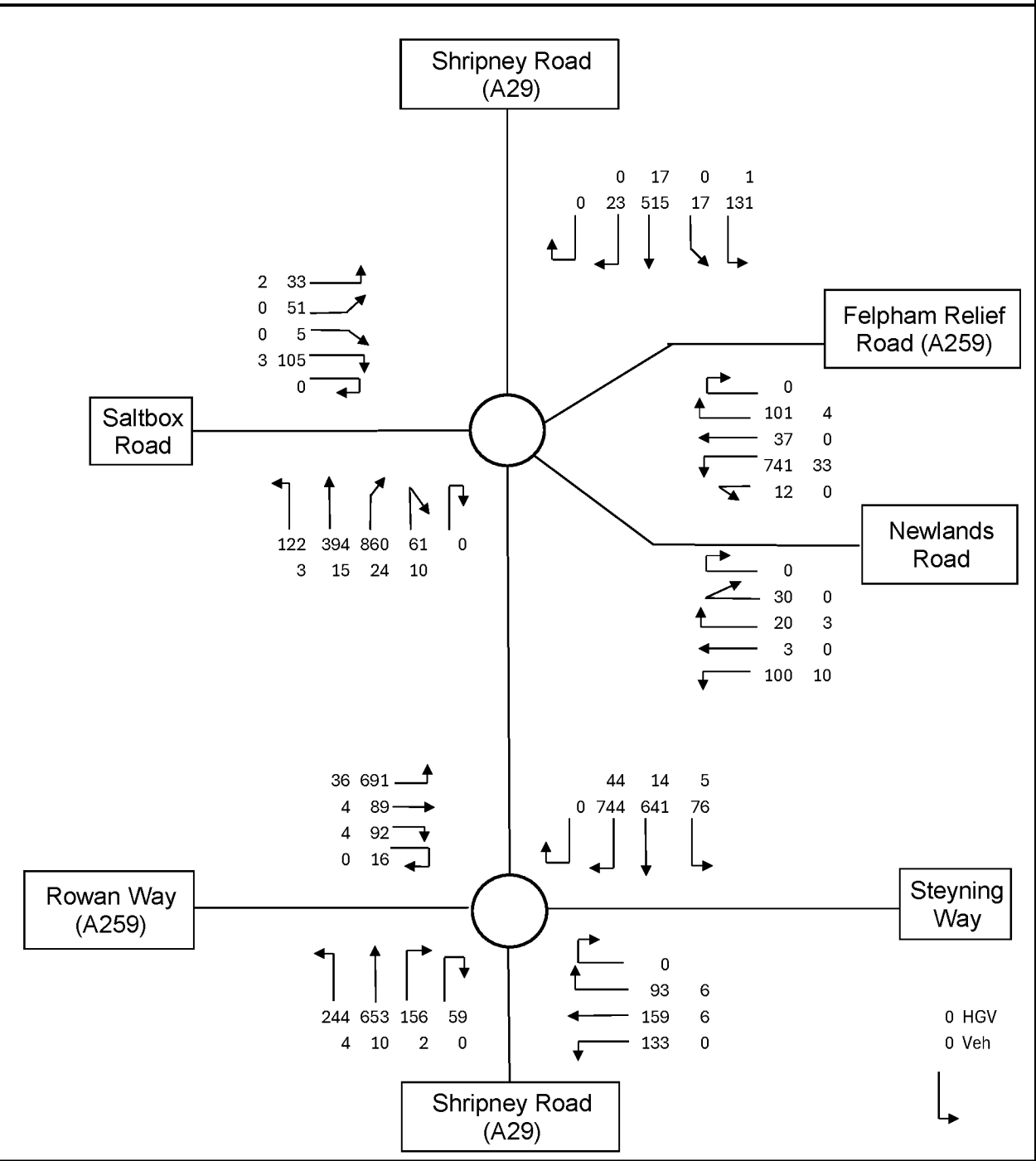
HighgateTransportation

2019 Base PM

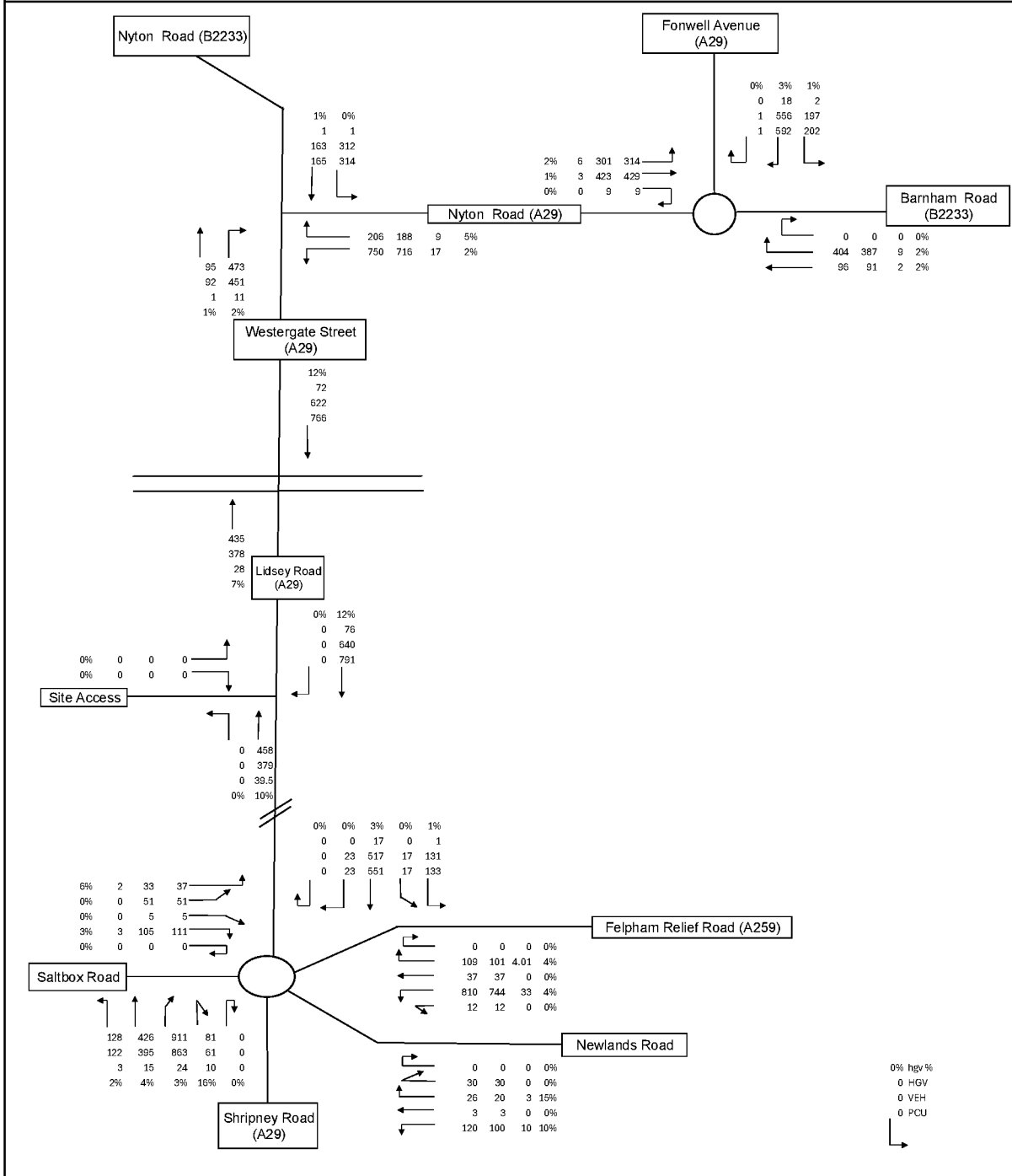




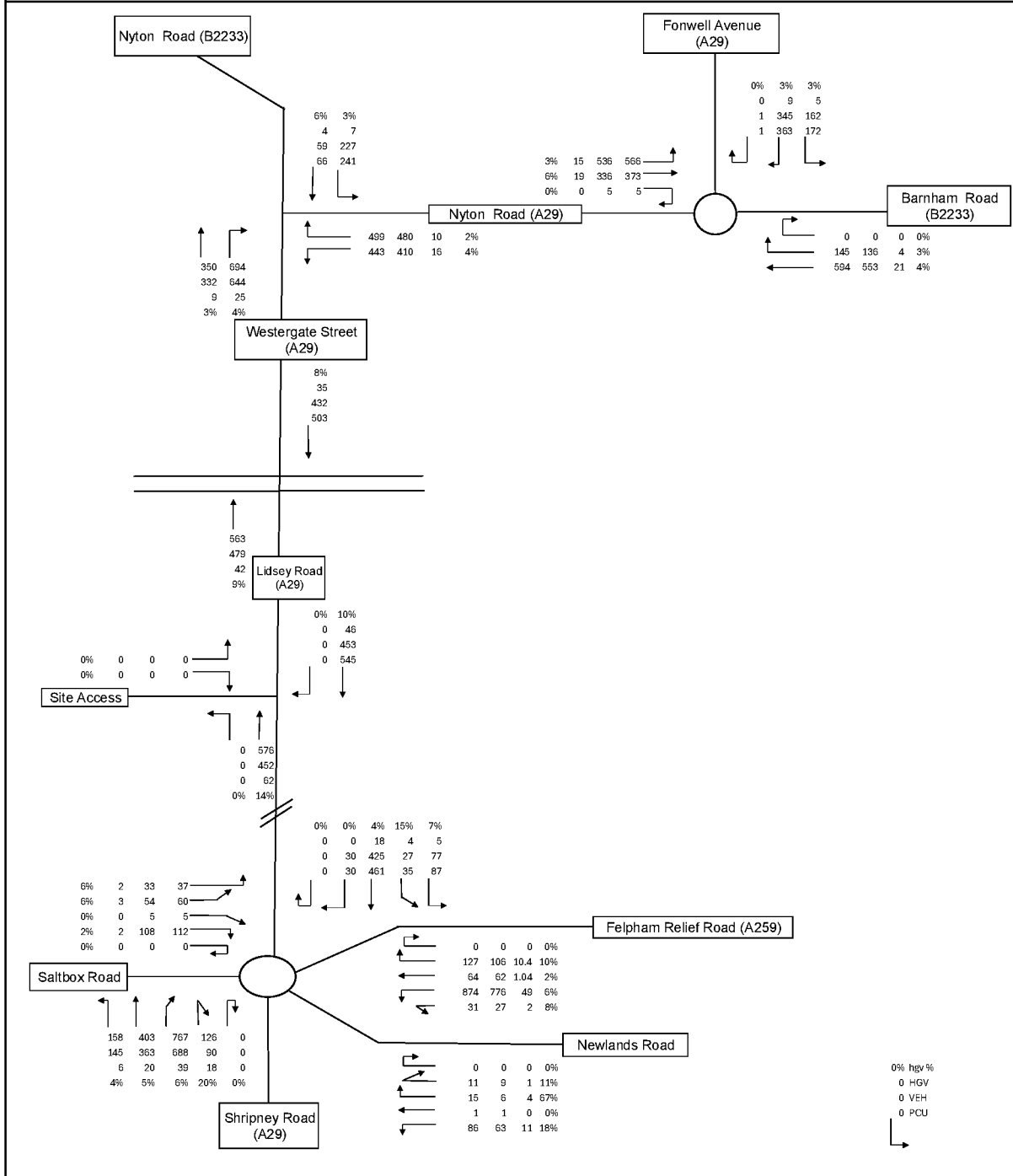
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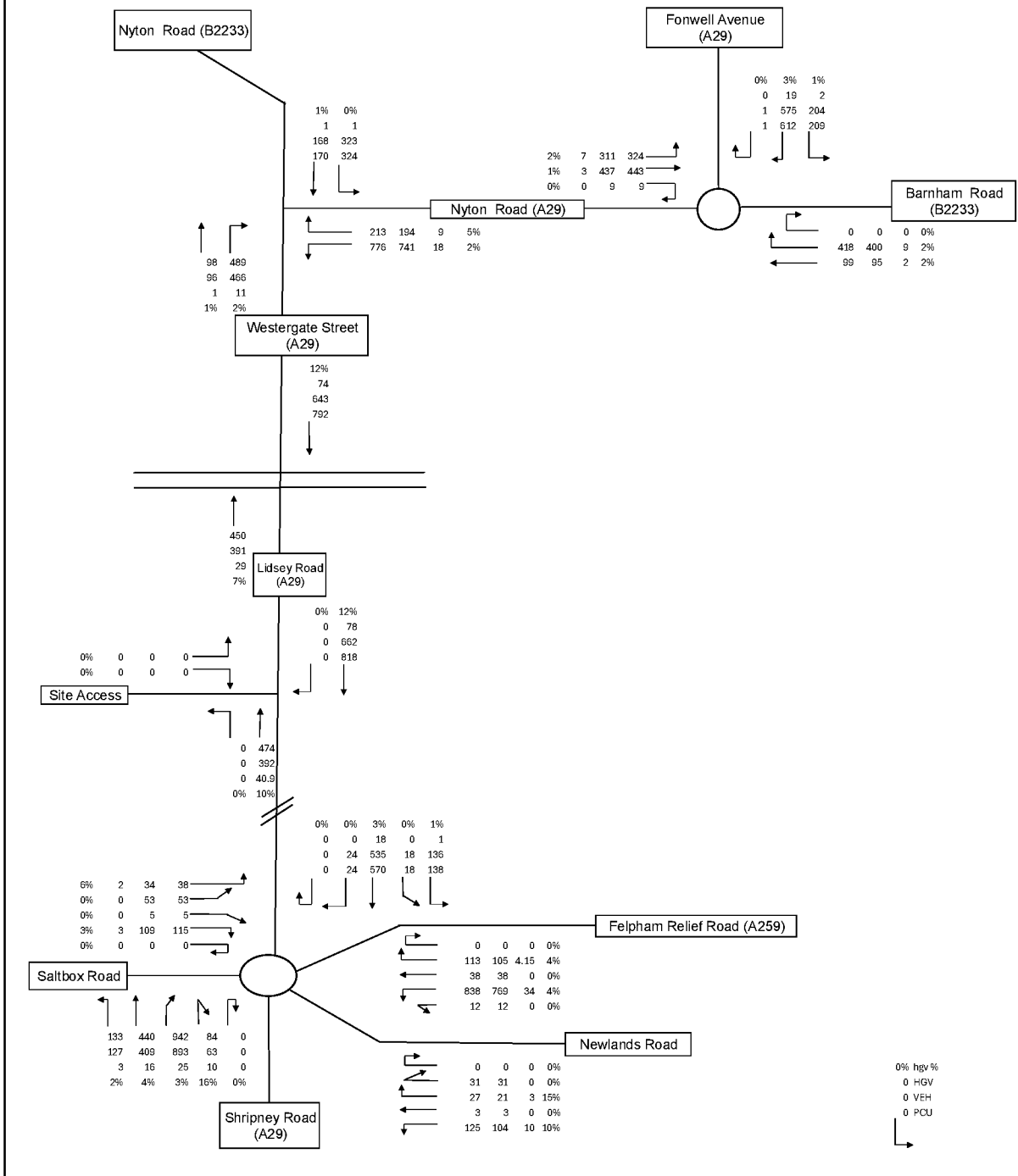
2024 PM Base



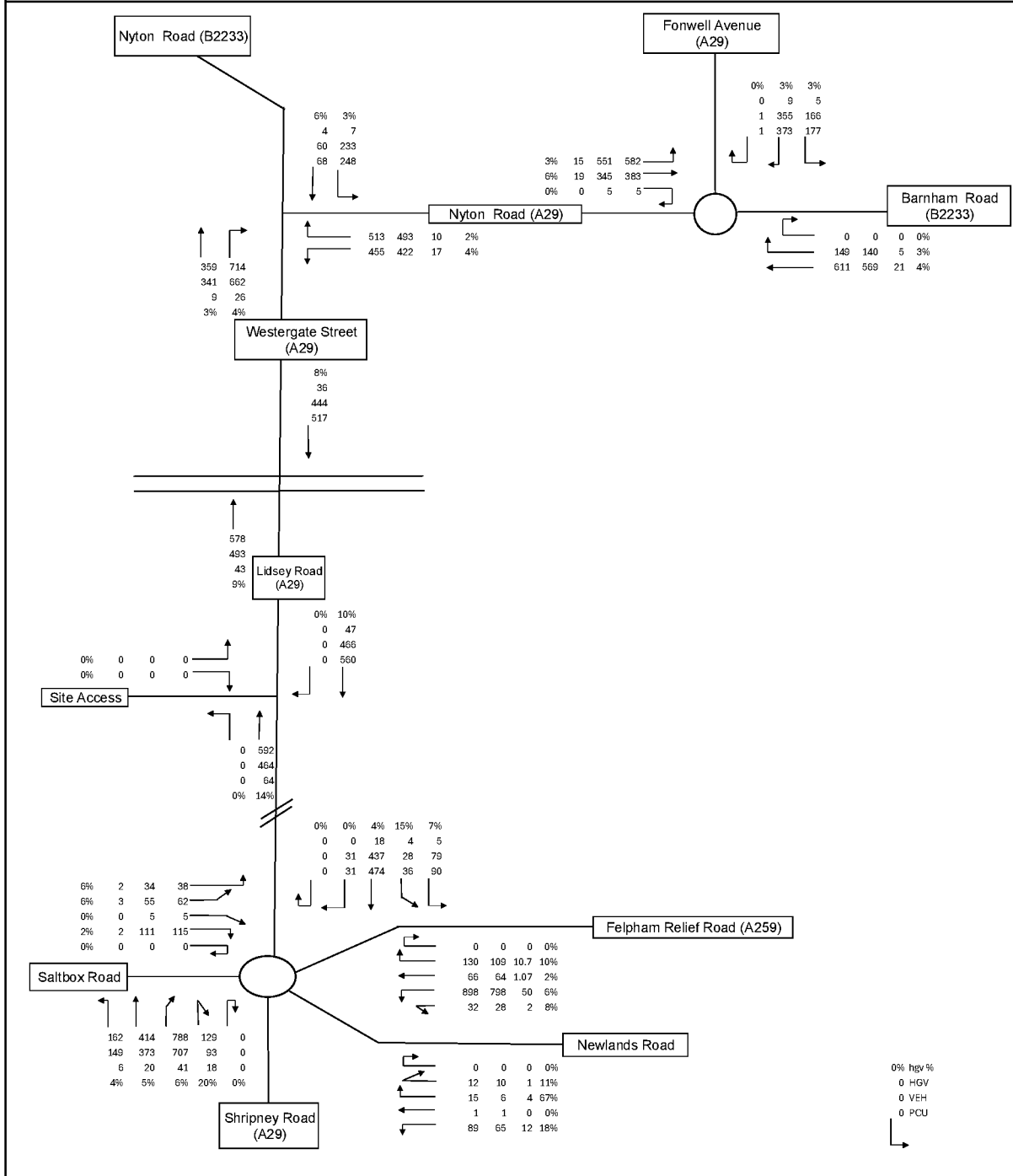
2028 AM Base



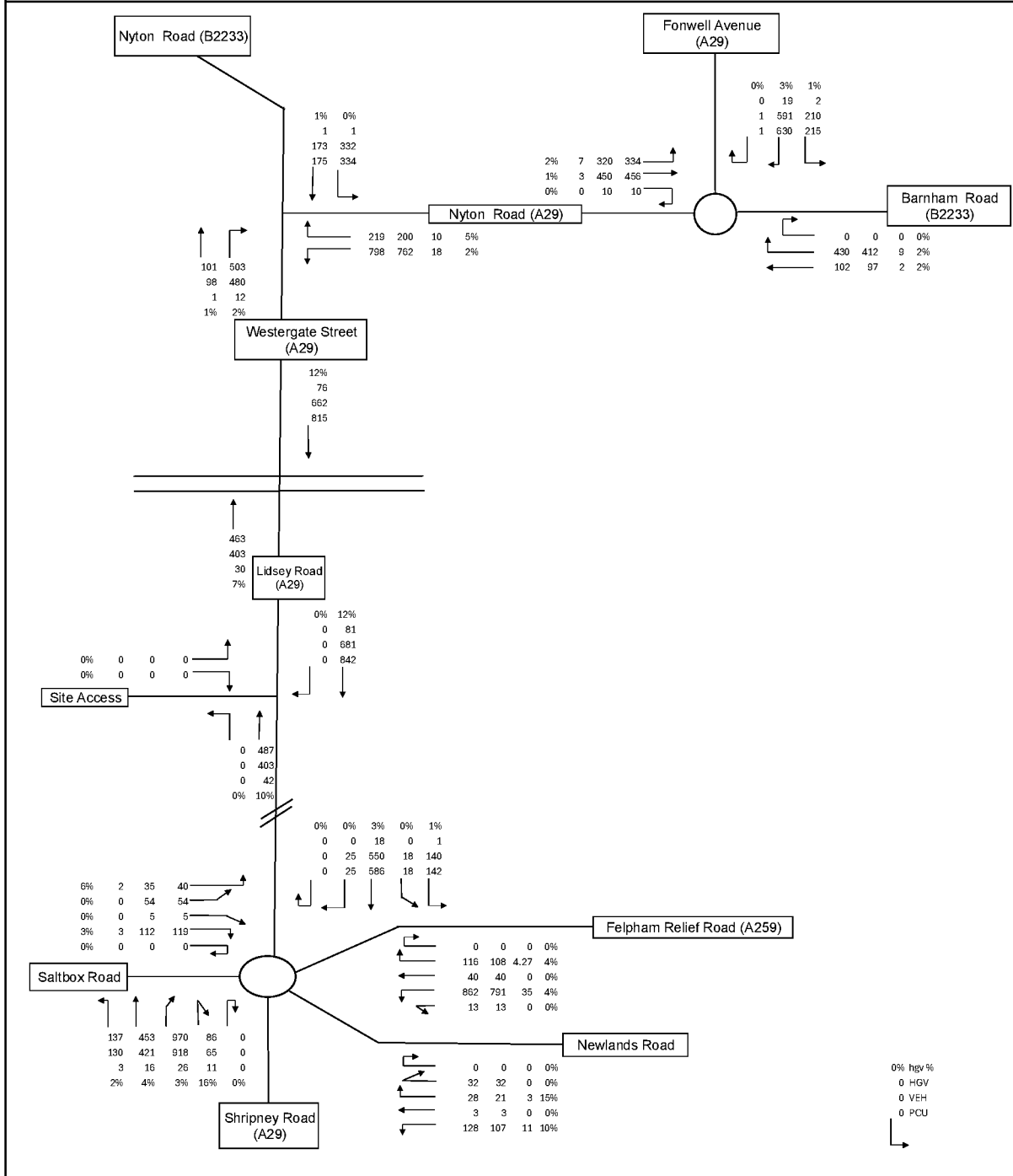
2028 PM Base



2031 AM Base



2031 PM Base



2028 AM Base + A29 Phase 1 Mitigation

