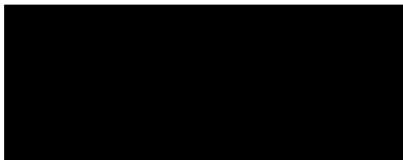
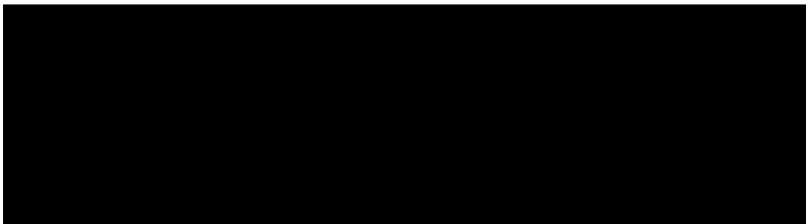


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From: Havis, Sean [REDACTED]
Sent: 04 May 2022 15:57
To: Anita Gardner <Anita.Gardner@arun.gov.uk>

Subject: A/45/22/PL - Rustington Golf Course, Rustington

CAUTION: This email originated from outside of the organisation. You should take extra care when clicking links or opening attachments - if you are unsure the content is safe contact the IT Helpdesk before clicking or opening.

Hi Anita,

I don't think we have met or spoken before so thought it would be good to introduce myself.

I alongside my colleague Jess (cc'd in) work for Barratt David Wilson in their Southern Counties planning department and have Strutt and Parker (Craig, cc'd in) working alongside us on our Rustington Golf Course application for 167 no dwellings (Ref. A/45/22/PL).

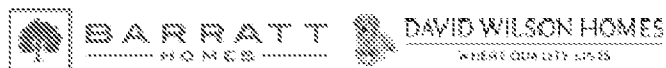
I was wondering if you have had a chance to review the application in detail or whether a meeting may be useful to run through the comments to date and any queries you may have.

For some more information, please find our response to WSCC Consultation letter attached, addressing the queries they raised.

Many thanks,
Sean

Sean Havis (AssocRTPI)
Planner
Barratt David Wilson Homes, Southern Counties

Compton House, The Guildway, Old Portsmouth Road, Guildford, GU3 1LR



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Project Title: Land at Rustington Golf Course, Littlehampton

Project No/ Document Reference: A351 / R008 Rev A

Date: 04 May 2022

Author: Nick Billingham

Post Application Response on Highways Matters

1. Introduction

- 1.1. A planning application for the development of 167 residential dwellings on Land at Rustington Golf Course was submitted and validated by Arun District Council (App Ref: A/45/22/PL) in February 2022.
- 1.2. Preceding submission of the application, discussions have been undertaken with West Sussex County Council as the highway authority. This relates to both the application in question as well as the previous application on the site (application reference A/129/21/PL).
- 1.3. Following submission of the application, WSCC have provided their consultation response dated 14th April 2022. The points raised in this consultation response are addressed within this report.

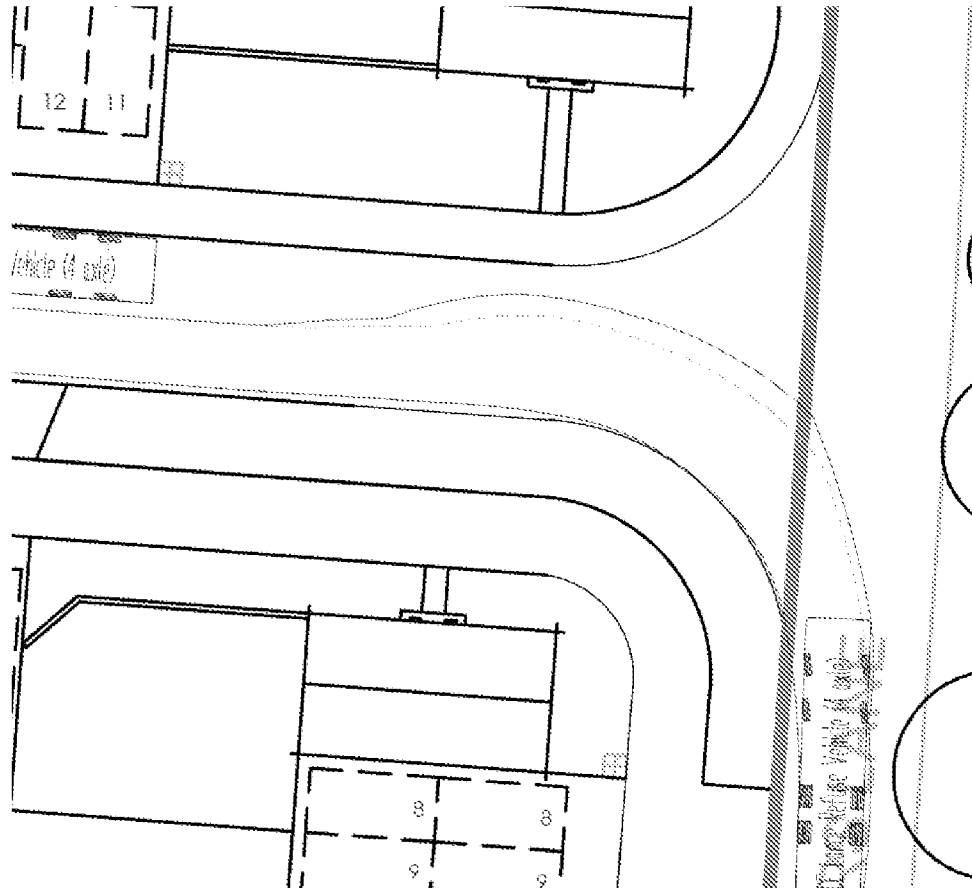
2. Access

- 2.1. It is noted that WSCC agree that the form and location of the proposed access are acceptable. However, raise a query with regards to the 10m junction radii on the minor arm junction. In this respect Manual for Streets states the following:

“The design of local roads should accommodate service vehicles without allowing their requirements to dominate the layout. On streets with low traffic flow and speeds, it may be assumed that they will be able to use the full width of the carriageway to manoeuvre.” (Ref: MfS para 6.8.1).

- 2.2. The screen shot below shows the turning of an Arun refuse vehicle into the site, it shows that by delivering the access as proposed (with 10m radii), the vehicle can turn safely into the site whilst allowing for some use of the full carriageway at the access. Use of any smaller radii at the junction would result in some overhang of the vehicle onto the footway on the opposite side of the road where residents to the north are likely to be crossing. Therefore, the arrangement proposed delivers safety for all users without allowing the refuse vehicle requirements to dominate the site.

Screenshot of Refuse Vehicle Turning into Site



- 2.3. It is confirmed in paragraph 4 of WSCC's consultation response that the proposed works on the Golfers Lane arm of the A259 / Mill Lane Roundabout are acceptable to meet the needs of the development.

3. Access by Non-Car Modes

- 3.1. In summary WSCC have confirmed that the site is located such that its '*apparent that there are a range of facilities within reasonable walking distance*' (paragraph 6).
- 3.2. With respect to whether either 1.6km or 2.0km represents a threshold as an upper distance over which people are genuinely likely to walk, there are a number of differing opinions and evidence bases on this matter. One thing to note however is the general flat topography of the surrounding land and routes, which is likely to increase the attractiveness of extended walking distances.
- 3.3. WSCC accept the proposed improvement to deliver a section of 3.0m shared footway / cycleway on the north side of the A259 between the Golfers Lane junction and South Drive.

- 3.4. In paragraph 9 WSCC state that *'In principle, at grade controlled crossing are not unacceptable with similar crossings be proposed as part of the current A259 improvement scheme'*. Furthermore, it is concluded that any delay generated by the calling of any such signals is unlikely to have a 'severe' effect on the operational capacity of the roundabout.
- 3.5. WSCC's comments regarding the proposed signalised crossing are noted. The applicant would be willing to go through WSCC's Departure from Standard process and fund the required TRO for the extension of the speed limit. It is believed that there is significant benefit to reducing the speed limit through this section particularly with development being delivered on both sides of the road (recent retail park and proposed residential development).
- 3.6. The westbound speed survey is attached to this note in Appendix A. Whilst mean speeds are 33mph, 85th percentile speeds are 39.8mph and are therefore used to assess the visibility. The existing visibility to the crossing of a vehicle travelling straight through the junction from the A259 eastern arm is 110m and if remedial works were undertaken to vegetation in the southern verge this visibility would increase to in excess of 200m. The DMRB stopping sight distance for 40mph is 96m. Vehicles emerging from Golfers Lane can already see the crossing location, and the visibility for vehicles approaching from the south is in the region of 75m, however speed of vehicles making a left turn would be reduced from the speeds recorded.
- 3.7. Notwithstanding the benefit of providing the crossing, the development is not reliant on such to make the site acceptable from a sustainability perspective. It is of note that the previous retail proposals for the site which were permitted did not include for such a crossing and were deemed acceptable in sustainability terms.
- 3.8. The table below shows walking and cycling distances from the centre of the site to a range of key local services and facilities without using the proposed crossing location. The proposed provision of the 3.0m footway / cycleway link along the northern side of the carriageway will tie into the signalised Toucan crossing at the junction with the Rustington Retail Park (Sainsburys). This in turn provides a link onto the footway / cycleway on the southern side of the A259 to the Blue Star Roundabout and facilities in proximity to here.
- 3.9. Similarly, a number of local services and facilities for this site are located within Angmering village which does not require any crossing of the A259. Angmering Secondary School is located within 1.3km of the site, National Travel Survey Data shows that when Secondary School pupils live within 1 mile (1.6km) of their school, over 80% of pupils choose to walk. This therefore means a significant number of pupils of this site are likely to walk rather than be driven. Although the medical centre in Angmering is also within a walkable distance it is acknowledged that people are likely to still drive to such destinations given their use and function.
- 3.10. Pedestrians and cyclists can also use the crossing in the vicinity of Sainsburys and then route back along the footway / cycleway to Mill Lane without creating distances which preclude travel by such means. This is noted by the distances to the Nairn Business Park, Rustington Sports

Club, Windmill Inn and Rustington Centre in the table below which have been calculated using this route to reach them.

3.11. Table below summarises these distances and travel times.

Distance to Local Facilities (not using a new crossing location)

Facility	Walk / Cycle Distance	Walk / Cycle Journey Time
Bus Stop (Sainsburys - Service 12)	500m	6 mins / 2 mins
Angmering Railway Station	1.2km	15 mins / 4 mins
Georgian Gardens Primary School	1.8km	22 mins / 7 mins
The Angmering Secondary School & 6 th Form	1.3km	16 mins / 4 mins
Rustington Retail Park • Sainsbury / Argos Superstore • Dunelm Mill • Vets 4 Pets • Halfords	600m	8 mins / 3 mins
Angmering Medical Centre	2.0km	25 mins / 8 mins
Nairn Business Centre	1.6km	20 mins / 6 mins
Rustington Sports and Social Club	1.7km	21 mins / 6 mins
Rustington Centre (Ash Lane / The Street) • Iceland Foods • Boots • Natwest • Superdrug • KFC • Waitrose	1.8km	22 mins / 7 mins
The Windmill Inn	1.2km	14 mins / 3 mins

3.12. As shown by the table, the majority of services are still below 1.6km from the centre of the site even when using a route which does not utilise a new crossing location. Some facilities are within 1.6km – 2km. In this regard WSCC's consultation response states the following in paragraph 6.

'The 2km walking distance...relates primarily to acceptable walking for commuting/travel to school purposes. More recent evidence suggests the majority of walking trips are below 1 mile or 1.6km.'

3.13. The development still provides appropriate opportunities for sustainable travel, even without the crossing, and therefore accords with the key test in this regard in paragraph 110 of the NPPF.

4. Road Safety Audit

4.1. As requested a final signed copy of the RSA is included as Appendix B to this report.

4.2. An updated Designers Response Form, in the format requested by WSCC is also included in Appendix B.

5. Travel Plan

- 5.1. It is noted (paragraph 18) that the Travel Plan submitted is agreeable for this stage of the planning process. This will be secured via the S106 agreement and will also be subject to an auditing fee which is acceptable to the applicant.

6. Traffic Impact

- 6.1. The methodology used for calculating trip generation and the distribution of such trips is agreeable to WSCC.
- 6.2. In summary, it is agreed that subject to the proposed improvements to be delivered on the Golfers Lane arm of the A259 / Mill Lane Roundabout (which are agreeable to the authority) the impact of the development on the operation of the highway network passes the test as set out in Paragraph 109 (now Para 111) of the NPPF insofar as *'Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'*
- 6.3. This conclusion is reached without the trip generation of the site taking account of the potential beneficial effects of the Travel Plan. Research shows that such measures can have an impact in terms of reducing the number of trips generated by up to 10%. Therefore, the impact of the development on the local highway network is likely to be reduced further than that which has been calculated and presented in the Transport Assessment.

7. Layout and Car Parking

- 7.1. The response as an overriding conclusion confirms that the broad layout arrangements are considered to comply with the guidance in Manual for Streets.
- 7.2. The WSCC response makes mention to the arrangement in the vicinity of Plot 130. As shown by the refuse vehicle swept path analysis through this area of the site, such a vehicle is able to negotiate all bends within the carriageway. Referring back to paragraph 6.8.1 of Manual for Streets this is an acceptable arrangement.

Refuse Vehicle Tracking in Vicinity of Plot 130



- 7.3. It is agreed that while not strictly required when referring to LTN 1/20 guidance, the cycleway on the southern side of the main spine road will provide for some users and therefore is acceptable.
- 7.4. It can be confirmed that whilst the footway / cycleway along the southern boundary of the site will be continued to the edge of the red line boundary, in order to serve the public open space, it will terminate at this point. Land beyond this is outside of the red line and therefore not in the control of the developer. There will not be a connection to PROW 2160.
- 7.5. WSCC are satisfied with the parking proposed (paragraph 28).

8. Summary

- 8.1. This response deals with all points raised by WSCC highways in their response dated 14th April 2022. Furthermore, it is noted that National Highways (formerly Highways England) have raised no objection to the development proposals.
- 8.2. In summary, the applicant is willing to work with WSCC with regards to the Departure for Standard and fund the TRO of the reduction in speed limit, there is significant benefit in reducing the speed limit through this section given the development which has already taken place on the southern side of the carriageway and potential for development to the north.

- 8.3. Notwithstanding the above, the development is not reliant on such provision to make it acceptable from a sustainability perspective. The potential for a crossing could therefore be considered and progressed in the background whilst still allowing the planning application to be permitted in line with the tests of the NPPF.
- 8.4. Details regarding the RSA and Response have been updated in line with the requests made.

Appendices

Appendix A – Westbound Speed Survey Data



Client: Abley Letchford Partnership
 Project: 8746 - Rustington (Littlehampton)
 Site: 1 Westbound
 Start Date: 22-May-2021

																					70		75		80								
Total		0-9	10-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-84	85-89	90-94	95-99	100+	PTL	%	ACTG	%	PFT	%	Avg	55th	95th			
Monday																																	
	83	0	0	0	0	4	9	17	8	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	0%	38.3	43.7	47.8		
	22	0	0	0	2	7	7	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	0%	33.0	36.0	44.1		
	15	0	0	0	2	1	5	3	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	0%	35.0	41.0	43.9		
	18	0	0	0	0	0	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	0%	36.6	40.9	41.8		
	16	0	0	0	2	4	5	14	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	0%	37.0	42.9	44.3		
	116	0	0	0	2	6	17	49	26	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	0%	37.9	42.3	46.6		
	111	0	0	1	1	20	54	124	73	12	3	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	0%	37.9	42.9	45.5		
	111	0	0	1	21	45	217	253	98	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	0%	35.9	41.0	44.1		
	111	0	1	0	35	151	274	276	86	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	0%	34.4	39.1	42.9		
	111	0	1	0	45	139	303	246	65	9	2	1	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	0%	33.9	39.1	42.3		
	111	1	1	0	41	212	328	213	61	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	0%	33.1	37.9	41.0		
	111	4	1	2	46	177	332	208	43	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	0%	32.8	37.3	41.0		
	111	0	0	0	35	193	344	217	48	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	0%	33.1	37.9	41.0		
	111	0	2	3	31	161	302	250	69	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	0%	33.7	39.1	41.9		
	111	0	0	5	27	154	340	227	86	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	0%	34.1	39.1	42.3		
	111	0	0	0	31	157	368	276	90	9	1	2	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	0%	34.2	39.1	42.3		
	111	0	0	1	26	135	353	298	112	9	4	4	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	0%	34.8	39.8	42.9		
	111	0	0	0	16	77	289	383	126	17	2	2	1	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	0%	36.1	41.0	44.1		
	111	0	0	0	12	92	300	279	132	16	1	1	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	0%	35.7	41.0	44.1		
	111	0	0	0	11	52	191	190	66	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	0%	35.4	39.8	42.4		
	111	0	0	1	5	37	135	138	54	7	3	2	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	0%	35.9	41.0	44.7		
	111	0	0	0	7	28	103	93	40	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	0%	35.8	41.0	44.7		
111	0	0	0	2	13	34	76	46	8	3	1	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	0%	37.9	42.3	47.2			
111	0	0	0	2	8	14	27	12	4	2	2	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0	0%	37.7	44.1	51.0			
07-19	9995	5	6	11	356	1700	3724	3063	984	115	19	11	1	0	0	0	0	0	0	0	0	0	0%	0	0%	0	0%	34.3	39.1	42.3			
06-22	11780	5	6	14	392	1843	4267	3747	1295	165	31	14	1	0	0	0	0	0	0	0	0	0	0%	0	0%	0	0%	34.5	39.1	42.9			
06-01	11851	5	6	14	394	1851	4281	3774	1307	169	33	16	1	0	0	0	0	0	0	0	0	0	0%	0	0%	0	0%	34.6	39.8	42.9			
07-05	11781	5	6	13	402	1873	4328	3852	1308	180	34	18	1	0	0	0	0	0	0	0	0	0	0%	0	0%	0	0%	34.7	39.8	42.9			

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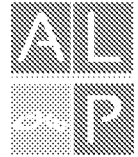
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Appendix B— Road Safety Audit and Designers Response

Road Safety Audit – Rustington Golf Course

Stage: 1

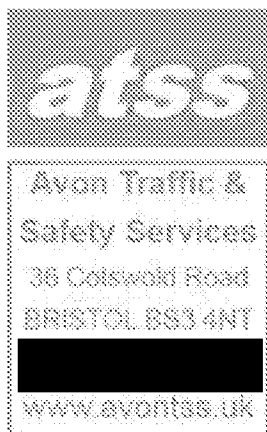
Location: A259 at Rustington Golf Course, Littlehampton, West Sussex

Site: Proposed Toucan Crossings and associated footways

ATSS Ref: 210701

Client Ref: A351/NB/210706/AVONTS

Date: 22 July 2021



Project Details

Report Title:	Stage 1 road safety audit, A259 at Rustington Golf Course, Littlehampton
Date:	22 July 2021
Document reference and revision:	210701 V1
Prepared by:	Avon Traffic & Safety Services Ltd
On behalf of:	Abley Letchford Partnership Ltd

Report Control Sheet

	Name	Position	Date
Audit requested by	Nick Billingham	Abley Letchford Partnership Ltd	6 July 2021
Team leader	Cath Boutwood	Team Leader	
Team Member	Tasos Papaloucas	Team Member	
Observer			
Draft report issued by	Cath Boutwood	Team Leader	19 July 2021
Final report issued by	Cath Boutwood	Team Leader	22 July 2021
Designer's response issued by			

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1. Introduction

- 1.1 Avon Traffic & Safety Services Ltd has been commissioned by Abley Letchford Partnership Ltd, to undertake a Stage 1 Road Safety Audit, with regard to the proposals to introduce a pair of Toucan crossings on the A259 west of Mill Lane roundabout, Littlehampton. The proposals include new shared-use footways linking to a residential development of approximately 200 units, on part of Rustington Golf Course, and a new shared-use link alongside the A259 for a distance of approximately 300 metres eastwards, to link with the existing network at South Drive.
- 1.2 The RSA Brief was supplied by Abley Letchford Partnership Ltd and accepted by the Audit Team. The Brief and Audit Team were approved by Nick Billingham, Abley Letchford Partnership Ltd.
- 1.3 The A259 is a national speed limit street lit dual carriageway with central reservation which reduces to 50mph on the eastbound approach to Mill Lane roundabout. Manor Retail Park is situated to the west of the roundabout with access from the east only, with other retail parks further to the east near to the furthest extent of the proposals. A shared use path is in place from Manor Retail Park to the south of the roundabout to Mill Lane on one side with no other footpaths around the roundabout. There is a bus stop at the Manor Retail Park for routes westbound. Rushington Golf course is situated to the north of the roundabout off highway.
- 1.4 The audit team members are:
- | | | |
|------------------|---|-------------|
| Cath Boutwood | – | Team Leader |
| Tasos Papaloucas | – | Team Member |
- 1.5 The audit took place during July 2021 and comprised of an examination of the documents/plans listed in Appendix A. The auditors visited site together on Wednesday 14th July from 11.30 to 12.30 when the weather conditions were fine and sunny. Vehicle flows were heavy and speeds appeared commensurate with the speed limit. Only one pedestrian was observed crossing the road at the roundabout from the golf club and no cyclists were observed.
- 1.6 Data from Sussex Road Safety show that there have been 14 reported collisions involving injury, in the 5 years 1/3/2016-28/2/2021 inclusive, in the vicinity of the proposals. 4 of these resulted in serious injury, the remaining being slight.
- 1.7 The audit team have not been made aware of any departures from standards or relaxations in relation to the proposed scheme.
- 1.8 The audit was carried out under the terms and conditions of DMRB GG 119. The team examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design with any other criteria. However, reference may be made to National/Local Guidance in order to verify a point.
- 1.9 Documents and drawings examined in this safety audit are listed at Appendix A.

1.10 General views of site



View of location of proposed toucan crossing facing east (west of Mill Lane Roundabout)



View of existing crossing to the west of the scheme facing east

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

2.1 Problem

Location – Proposed toucan crossing

Summary – Risk of collisions with pedestrians and vehicles and nose to tail type collisions due to visibility

It is observed that vehicle speeds are high and commensurate with the 60/50 mile per hour speed limit. Driver behaviour particularly from the eastbound approach just east of Mill Lane roundabout is observed to speed up after negotiating the roundabout prior to the national speed limit signage. The auditors are concerned that the visibility demonstrated is not sufficient for this direction in particular, and this could lead to late braking endangering pedestrians crossing on a green man or to cause nose to tail collisions with drivers behind unaware of the presence of the crossing and lights changing. In the other direction, the visibility is better, but overhanging branches from the golf course could interfere with this sight line. No speed data has been provided to check if the visibility is appropriate or pedestrian or cycle count information has been provided.

Recommendation – Firstly undertake speed counts to ascertain visibility required from both directions. To improve visibility move the crossing further away westwards from the roundabout, before the retail park entrance. Cut back overhanging branches from the eastbound direction adjacent to the golf course. Reduce the speed limit on approach to the crossing from the west so that the national speed limit starts after the crossing and on the exit of the entrance to the retail park. Install permanent signage to warn of the presence of the crossing. Install double height signals as per the existing signalised crossing east of the Mill Lane roundabout. Install high friction surfacing to reduce the likelihood of late braking causing rear end shunts.



View from roundabout on approach to proposed crossing



View from proposed crossing location facing west with overhanging vegetation

2.2 Problem

Location – Proposed crossing west of roundabout

Summary – Risk of cyclists falling from shared use path

The existing situation is that there is a gap within the vehicle restraint barrier adjacent to the Manor Retail Park with a steep bank below. The provision of the toucan crossing for the eastbound direction will cater for cyclists and pedestrians making a perpendicular movement for the first time. Cyclists particularly crossing at this location will have to turn left or right when reaching the pavement from the north and there is the risk that cyclists will become unstable during the manoeuvre and fall through the missing restraint, down the bank, injuring themselves.

Recommendation – Extend the vehicle restraint barrier either side from Mill Lane to the retail park, bearing in mind the steps, or provide cycle appropriate railings instead.



View of proposed location of southern side of toucan crossing, with gap in vehicle restraint and also steps to retail park

2.3 Problem

Location – Proposed shared use path northwest of Rustington Golf Course

Summary – Risk of cyclists becoming unseated and pedestrian slips and trips

There is a level difference between the A259 and Rustington Golf Course, particularly on the corner. No information has been given on the gradient of the path and there is a risk that cyclists and pedestrians could fall into the land adjacent to the golf course.

Recommendation – Provide level information for the shared use path and ensure that the gradient is appropriate for cyclists and pedestrians. This may involve provision of a retaining structure, or railings at back of the proposed shared use path.



Proposed location of shared use path showing level difference between carriageway and golf club land

2.4 Problem

Location – Proposed shared use path northwest and east of Rustington Golf Course

Summary – Risk of cyclists and pedestrian conflicting with street furniture and overhanging vegetation

The proposals include siting a shared use path where there are low hanging branches, an existing lamp column and other inappropriately low height signage.

Recommendation – Move the lamp column and other signage out of the proposed location for the shared use path into the verge, or back of shared use path as appropriate, and cut back vegetation.



Locations of existing signing, lamp column and overhanging vegetation in way of proposed shared use path

2.5 Problem

Location – Shared use path on approach to golf course and within development

Summary – The proposals show the path with an acute 90 degree angle. Cyclists need a longer length than a bike to make a sharp manoeuvre and there is therefore a risk of cyclists becoming unseated and injuring themselves.

Recommendation – Reconfigure the path to avoid sharp turns.

2.6 Problem

Location – Entrance to Rushington Golf Course

Summary – Risk of vehicle/cycle, and vehicle/pedestrian collisions

The proposals direct cyclists and pedestrians away from the predicted desire line of the entrance of the development and around the existing walls, one of which is to be rebuilt. There is a risk that users of the path will not make this tortuous route and will instead cross at the shortest and most direct route across the development road.

Recommendation – Cater for the direct route across the development, using the proposed traffic island as an informal crossing. In so doing ensure that visibility is not restricted for cyclists and pedestrians travelling from the east, looking into the development road.



Location of proposed traffic island within the side road for the golf club

2.7 Problem

Location – Proposed toucan crossing

Summary – Risk of pedestrian/cycle slips/trips

No drainage information has been provided, and there is a possibility that surface water will collect and pond in front of the proposed crossing point of the toucan crossing. This could cause issues with pedestrians and cyclists tripping/slipping or choosing to cross instead at an inappropriate or unsafe point.

Recommendation – Assess drainage and provide gullies if necessary adjacent to crossing.

2.8 Problem

Location – Proposed toucan crossing

Summary – Risk of cycle and pedestrian trips

Although there is detail of tactile paving which is presumed to cover flush kerbs, there is no detail of kerbs for access for cyclists. Without flush kerbs cyclists are either at risk of falling into carriageway or not being able to cross.

Recommendation – Provide flush kerbs for cyclists

2.9 Problem

Location – Proposed toucan crossing – vehicle restraint

Summary – Risk of pedestrian/cycle slips/trips and vehicle/pedestrian collisions.

There is an existing vehicle restraint barrier to the south side of the proposed crossings, which the drawing provided does not propose altering. Without removal, pedestrians and cyclists will not be able to access the south of the crossing. Furthermore this may on approaches block visibility to pedestrians and therefore increase the risk of collisions with pedestrians and vehicles.

Recommendation – Remove or alter the barriers to allow access and ensure visibility to pedestrians is not blocked.



View of southern side of proposed toucan crossing with vehicle restraint barrier blocking access

3. Other Issues

3.1 For Stage 2 audit, to assess the proposals more information is needed on signage, signal pole locations, bollards, gradients on new shared use path, lighting and drainage.

3.1 The existing high friction surfacing for the signalised crossing is showing wear and may be ineffectual.

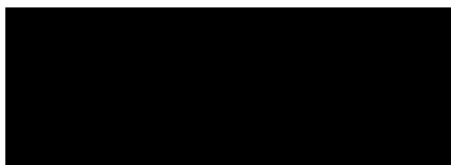
4. Audit Team Statement

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

Audit Team Leader:

Name: Cath Boutwood MCIHT; MSoRSA
Senior Auditor

Signed:

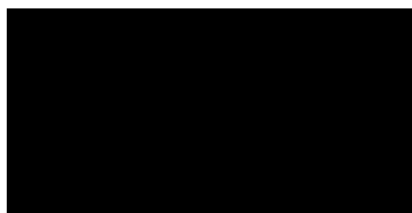


Date: 22/07/2021

Audit Team Member:

Name: Tasos Papaloucas MCIHT; MSoRSA
Senior Auditor

Signed:



Date: 22/07/2021

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

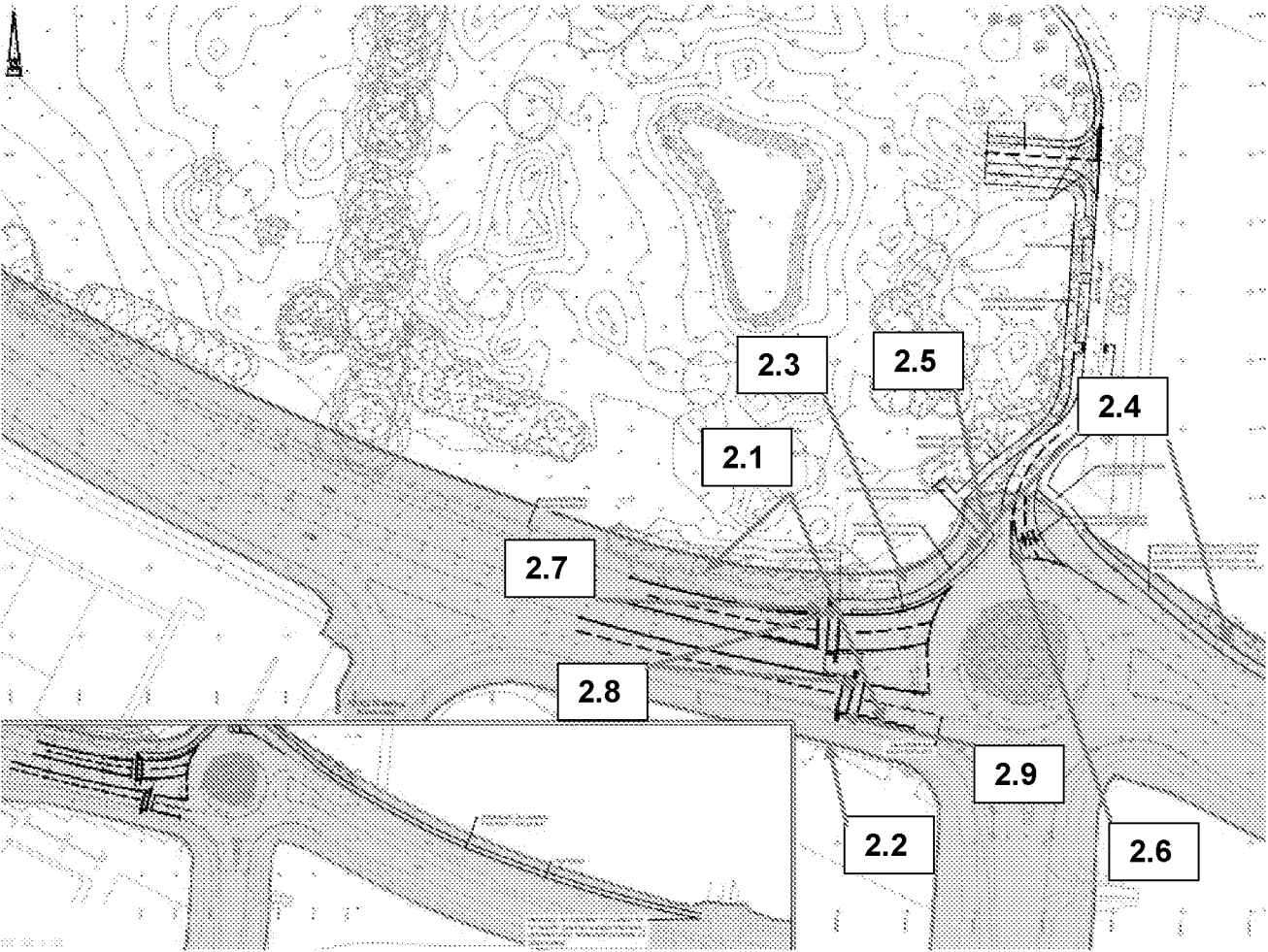
Drawings:

A351-001 P3 Site Access

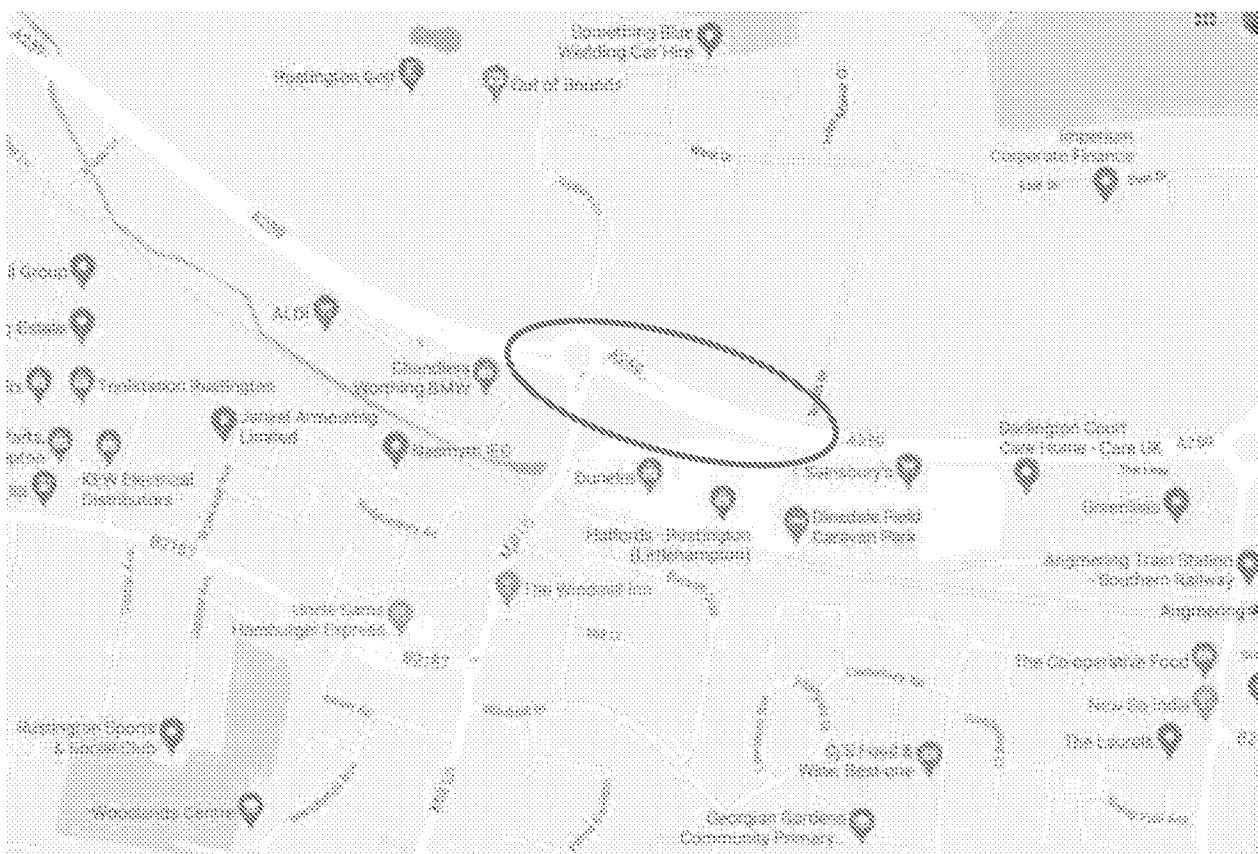
5 year collision record 1/3/2016-28/2/2021 (Sussex Safer Roads Partnership)

Existing and projected traffic flows

Appendix B: Key Plan showing Audit Problems



Appendix C – Site location plan



Designers Response to Stage 1 Road Safety Audit

Location: A259 / Mill Lane Roundabout, Rustington, West Sussex

Site: Proposed works at Golfers Lane arm to facilitate residential development, alongside pedestrian / cycle works on A259 corridor

Safety Auditor: Avon Traffic & Safety Services Ltd

Audit Team Leader: Cath Boutwood MCIHT MSoRSA

Safety Auditors Report Reference: 210701

<u>Ref</u>	<u>Location</u>	<u>Summary of Issue</u>	<u>Recommendation</u>	<u>Designer's Response</u>	<u>Comments by Overseeing Organisation</u>	<u>Agreed Actions</u>
2.1	Proposed Toucan Crossing	Risk of Collisions due to visibility	Undertaken speed surveys to ascertain visibility required. Reduce speed limit on approach to crossing. Install warning signs, high friction surfacing and double height signals.	Speed surveys have been undertaken with 85 th percentile speeds of between 49-55mph on the eastbound approach and 33mph on the westbound approach. The visibility splays therefore shown on the drawing from approaches to the junction are commensurate to the observed speeds. Notwithstanding, the developer is willing to support measures such as an extension of the 50mph zone (the observed speeds would support this), as well as double height signals and high friction surfacing on the approach both to reduce vehicle speeds and increase the conspicuous nature of the junction.		
2.2	Proposed crossing west of roundabout	Risk of cyclists falling from shared use path	Extend the vehicle restraint barrier either side from Mill Lane to the retail park.	Agreed, the land in question to deliver such works is located within highway land and as such can accommodate such recommendations which can be picked up at detailed design stage as part of the S278 process.		

2.3	Proposed shared use path NW of Golf Club	Risk of cyclists becoming unseated and pedestrians slips and trips	Provide level information for the shared use path and ensure that the gradient is appropriate for cyclists and pedestrians.	The footway / cycleway would be provided with a crossfall in line with WSCC standard details with appropriate drainage and fencing (is required) accommodated as part of the detailed design for the S278.		
2.4	Proposed shared use path NW of Golf Club	Risk of cyclists and pedestrian conflicting with street furniture and overhanging vegetation	Move the lamp column and other signage out of the proposed location for the shared use path into the verge and cut back vegetation.	Agreed, will be picked up at Detailed Design stage.		
2.5	Shared use path on approach to Golf Course and within Dev	The proposal shows the path with an acute 90 degree angle, there is therefore a risk of cyclists becoming uninjured	Reconfigure the path to avoid sharp turns.	The speed of cyclists will be low in this area as they will have either just exited the development site or crossed at the Toucan crossing, both of which constrict speed. Notwithstanding, some easing of the radii of such turns can be picked up at detailed design stage, and available land as shown by highway boundary records does not constrain such from being accommodated.		
2.6	Entrance to Golf Course	Risk of vehicle / cycle and vehicle / pedestrian collisions	The proposals direct pedestrians and cyclists away from the desire line at the entrance. Cater for this used the proposed traffic island as an informal crossing.	As evidenced by the site observations of the Auditors and recorded in 1.5 of the Audit, there are no existing demand east to west across the access. Therefore movements will be associated with those travelling from within the site and going either east or west at the		

				entrance. Desire lines for such a point of crossing do not exist.		
2.7	Proposed Toucan Crossing	Risk of pedestrian/cycle slips or trips	No drainage information has been provided and there is a possibility the surface water will collect and pond in front of the proposed crossing point. Assess drainage and provide gullies if necessary adjacent to crossing.	Agreed, will be picked up at Detailed Design stage.		
2.8	Proposed Toucan Crossing	Risk of cycle and pedestrian trips	Provide flush kerbs for cyclists	Agreed, will be picked up at Detailed Design stage.		
2.9	Proposed Toucan Crossing – Vehicle restraint	Risk of pedestrian / cycle slips/trips and vehicle/ pedestrian collisions	There is an existing vehicle restraint barrier to the south side of the proposed crossings. Without removal, pedestrians and cyclists will not be able to access the south of the crossing. Remove or alter the barrier to allow access and ensure visibility to pedestrians is not blocked.	Agreed, will be picked up at Detailed Design stage in terms of the requirement to form a break for the crossing. However, in regards to visibility, as addressed in point 2.1 visibility in excess of the measured speed of westbound vehicles can be achieved with any impact on the existing barrier.		

Signed on Behalf of Designer



Date 29/04/2022

Signed on Behalf of Overseeing Organisation_____ Date_____

Transport
Development Planning
Sustainable
Deliver
Trusted
Enable
Site Appraisal
Hydrology
Highways
Civil Engineering
Successful
Travel Planning
Support
Drainage
Dynamic
Masterplanning
Flood Risk Assessment
Infrastructure Design

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