



**STORE PROPERTY INVESTMENTS LTD
LAND WEST OF BROOK LANE AND
SOUTH OF A259
RUSTINGTON**

**ROAD SAFETY AUDIT RESPONSE
REPORT
STAGE 1 - ROAD SAFETY AUDIT**

JUNE 2018



**STORE PROPERTY INVESTMENTS LTD
LAND WEST OF BROOK LANE AND
SOUTH OF A259
RUSTINGTON**

**ROAD SAFETY AUDIT RESPONSE
REPORT
STAGE 1 - ROAD SAFETY AUDIT**

JUNE 2018

Project Code:	SPRust(BrookLane).1.
Prepared by:	OAN
Approved by:	VL
Issue Date:	June 2018
Status:	Final

**Store Property Investments Ltd
Land West of Brook Lane and South of A259
Rustington
Road Safety Audit Response Report
Stage 1 - Road Safety Audit**

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1 Introduction

- 1.1 This Road Safety Audit Response Report results from a Stage 1 Road Safety Audit carried out on highway alterations associated with the proposed development of land west of Brook Lane and south of the A259. The Road Safety Audit was carried out by Mayer Brown Limited's independent Road Safety Audit Team on 14th June 2018 with a site inspection carried out on 7th June 2018.
- 1.2 The proposed highway works which form the subject of the audit report and which reference the comments and recommendations of the Road Safety Audit are shown on drawing SPRUST(BROOKLANE).1/10A attached as **Appendix A** of this report:

2 Response to Matters Arising from the Audit

Mini Roundabout

2.1 Problem

Location: Proposed mini-roundabout southbound approach

Summary: Potential queuing at mini roundabout – rear end type collisions

The Audit Team are satisfied with the general arrangement of the proposed traffic mini-roundabout junction and that there is likely to be minimal traffic approaching from the south and turning east into the other site, resulting in southbound traffic waiting and giving way.

However, it is important to ensure that there is sufficient capacity for the type and volume of traffic this development site will generate. Waiting traffic could tail back from stop line and obstruct westbound through lane of the A259 with consequence risk of tail end collisions.

Recommendation

Ensure that the southbound approach lane provides sufficient capacity for anticipated vehicles entering the proposed development site and the site located to the east.

Designer's Response

This is agreed, the roundabout has been assessed used using the ARCADY programme within the Junctions 9 software. The results show that no vehicles will queue on the A259 approach. A copy of the ARCADY output file is included at **Appendix B**.

General

2.2 Problem

Location: General

Summary: Servicing Arrangements

Details of swept paths have not been provided. It is important that all anticipated vehicles can access the site appropriately without traversing the footway or requiring excessive reversing manoeuvres.

Recommendation:

Undertake swept path analysis using anticipated vehicles to ensure that the vehicles can access the site appropriately.

Designer's Response

This is agreed, swept path plots of both a single deck bus and a 16.5m articulated vehicle are included at **Appendix C**. The swept path plots demonstrate that both vehicles can enter and exit the roundabout from all directions.

2.3 Problem

Location: General

Summary: Visibility splays

Visibility splays have not been formally identified on the drawings submitted at this stage. It will be important that adequate splays are provided, this should include junction, pedestrian inter-visibility and forward visibility splays.

It was noted during the site inspection that junction and forward visibility splays could be obstructed by existing vegetation.

Recommendation

Provide visibility splays in accordance with relevant design standards and ensure that the splays will be kept free from obstruction. Any vegetation within the splays should be maintained to ensure that it does not extend beyond a vertical height of 0.6m. It will also be important that appropriate visibility is provided to all pedestrian crossing landing points.

Designer's Response

This is agreed, visibility splays in accordance with West Sussex County Council approved requirements are shown on drawing SPRUST(BROOKLANE).1/11 included at **Appendix C**.

Non-Motorised Users (NMUs)

2.4 Problem

Location: A259 south side, east of the proposed junction

Summary: Footway continuity

It is unclear at this stage whether the proposed footway on the southside of the A259 will tie-in with the existing retail facilities to the east of the development site. The retail facilities include a foodstore which is likely to attract pedestrian movements between the development site and the aforementioned retail facilities. It is important to ensure that

pedestrians are able to access the retail facilities without traversing the grass verge or stepping into westbound through lane of the A259.

Recommendation

Provide footway continuity linking the site and the retail facilities located further east.

Designer's Response

This is agreed, drawing SPRUST(BROOKLANE).1/10A included at **Appendix A** shows a 3m footway/cycleway along the southern side of the A259 linking to the retail developments to the east.

Signage

2.5 Problem

Location: A259 south side

Summary: Carriageway obstruction

There is an existing sign (diag 562) located on the westbound approach to the proposed junction. This sign may need to be relocated as appears that it is currently sited on the verge that will either form part of the deceleration lane for the proposed junction or the proposed footway.

Recommendation

Relocate sign and sign posts.

Designer's Response

This is agreed, signage will be addressed at the detailed design stage.

2.6 Problem

Location: A259 central reserve

Summary: Carriageway obstruction

The proposed junction is located on a dual carriageway section of the westbound A259, it is therefore important that drivers leaving the development site turn left to join the westbound traffic flow.

Recommendation

Provide appropriate signing on the central reserve to ensure that vehicles turn left when egressing the development site.

Designer's Response

This is agreed, signage will be addressed at the detailed design stage

2.7 Problem

Location: General.

Summary: Advanced signing

Details of advanced signing have not been provided. It is important that advanced signing is provided to minimise the risk of late braking and direction changes, which could result in rear end collisions or side swipes.

Recommendation

Provide adequate advanced signing to design standards.

Designer's Response

This is agreed, signage will be addressed at the detailed design stage

Junction Arrangement

2.8 Problem

Location: Proposed central island

Summary: Margin omitted

The westbound approach on the A259 to the proposed junction is provided with a margin (circa 1 metre), is delineated by a solid white line. The proposed northern kerb line of the proposed traffic island does not benefit from a margin. This could result in vehicles striking the kerb and subsequently losing control.

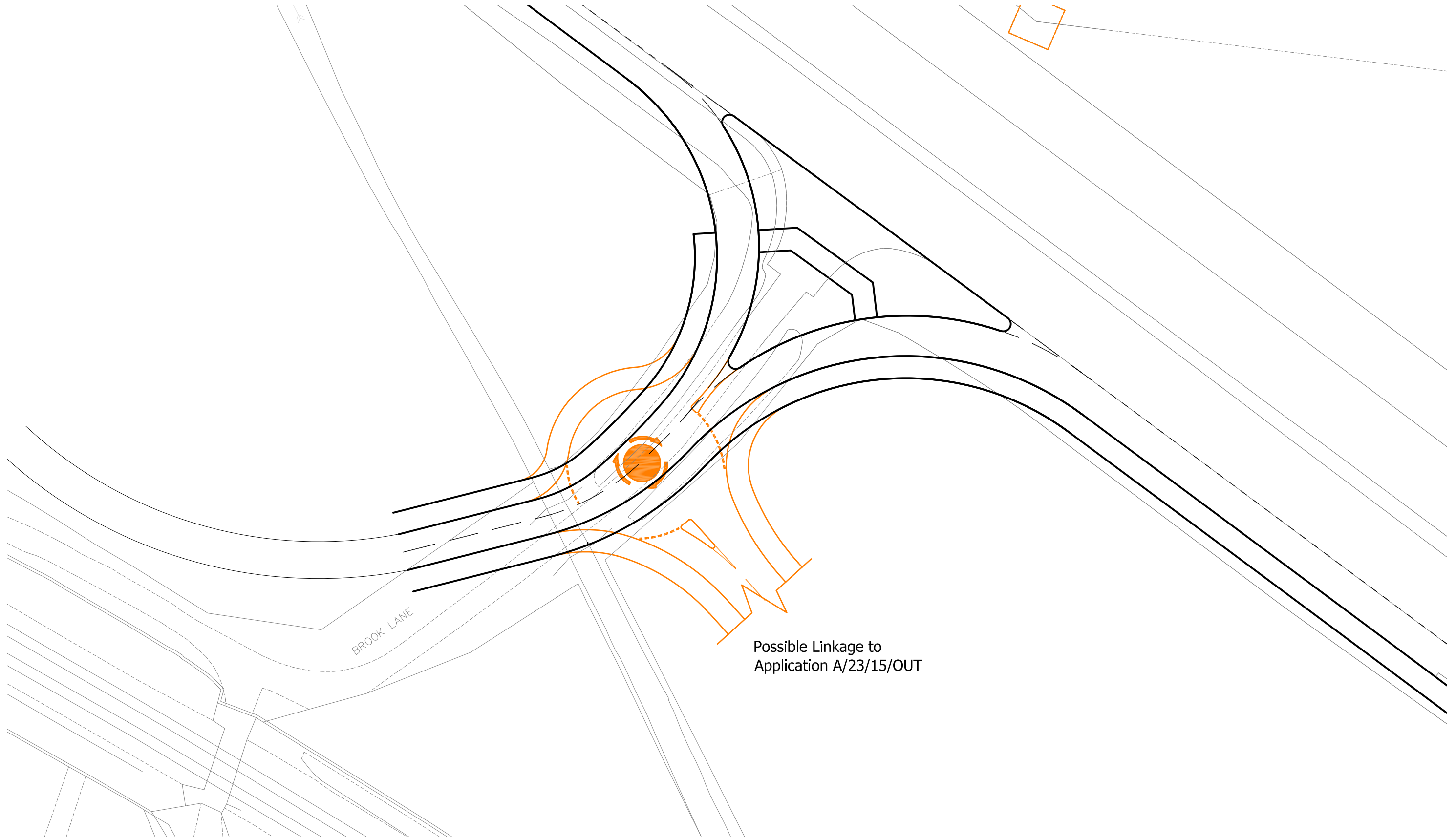
Recommendation

Offset the northern kerb line southwards to provide an appropriate margin.

Designer's Response

This is agreed, drawing SPRUST(BROOKLANE).1/10B included at **Appendix D** shows a revised kerb line to include a 1m margin.

APPENDIX A: Drawing Subject to Stage 1 Road Safety Audit



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client
STORE PROPERTY INVESTMENTS LTD
project
BROOK LANE, RUSTINGTON

title
POSSIBLE LINKAGE TO ADJACENT SITE

scale	1:500@A3	drawn by	OAN	checked by	VL
date	JUNE 2018	cad file	Master 2018-06-06.DWG		
drawing number	SPRUST(BROOK LANE).1/10				rev. A

APPENDIX B: ARCADY Output Report

Junctions 9							
ARCADY 9 - Roundabout Module							
Version: 9.0.2.5947 © Copyright TRL Limited, 2017							
For sales and distribution information, program advice and maintenance, contact TRL: +44 (0)1344 770558 software@trl.co.uk www.trlsoftware.co.uk							
The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution							

Filename: 2018-06-18 Internal Roundabout.j9

Path: H:_Planning 2\Current Jobs\SPRust(BrookLane).1\Analysis\Arcady

Report generation date: 18/06/2018 16:58:54

»Development , AM

»Development , PM

Summary of junction performance

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
Development								
Arm A	0.1	3.54	0.05	A	0.2	4.05	0.17	A
Arm B	0.0	5.15	0.05	A	0.2	6.21	0.20	A
Arm C	0.0	2.93	0.03	A	0.0	3.12	0.02	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	Possible Internal Roundabout
Location	Brook Lane, West Sussex
Site number	
Date	18/06/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	MAYERBROWN2K\TWhitehouse
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	Veh	perHour	s	-Min	perMin

Analysis Options

Mini-roundabout model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 9	5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Development	AM	ONE HOUR	07:45	09:15	15	✓
D2	Development	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

Development , AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	A, B, C	3.75	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Arms

Arms

Arm	Name	Description
A	A259	
B	Adjacent Development	
C	Brook Lane	

Mini Roundabout Geometry

Arm	Approach road half-width (m)	Minimum approach road half-width (m)	Entry width (m)	Effective flare length (m)	Distance to next arm (m)	Entry corner kerb line distance (m)	Gradient over 50m (%)	Kerbed central island
A	4.70	4.70	5.30	3.0	14.40	5.00	0.0	
B	3.75	3.75	3.75	0.0	14.00	8.00	0.0	
C	2.50	2.50	4.30	1.6	20.00	20.00	0.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
A	0.669	1074
B	0.619	744
C	0.890	1301

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	Development	AM	ONE HOUR	07:45	09:15	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	52	100.000
B		ONE HOUR	✓	30	100.000
C		ONE HOUR	✓	38	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
	A	B	C	
From	A	0	35	17
	B	30	0	0
	C	38	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
	A	B	C	
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.05	3.54	0.1	A	48	72
B	0.05	5.15	0.0	A	28	41
C	0.03	2.93	0.0	A	35	52

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	39	10	0	1074	0.036	39	51	0.0	0.0	3.478	A
B	23	6	13	736	0.031	22	26	0.0	0.0	5.045	A
C	29	7	22	1281	0.022	29	13	0.0	0.0	2.873	A

08:00 - 08:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	47	12	0	1074	0.044	47	61	0.0	0.0	3.503	A
B	27	7	15	734	0.037	27	31	0.0	0.0	5.087	A
C	34	9	27	1277	0.027	34	15	0.0	0.0	2.895	A

08:15 - 08:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	57	14	0	1074	0.053	57	75	0.0	0.1	3.540	A
B	33	8	19	732	0.045	33	39	0.0	0.0	5.147	A
C	42	10	33	1272	0.033	42	19	0.0	0.0	2.926	A

08:30 - 08:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	57	14	0	1074	0.053	57	75	0.1	0.1	3.540	A
B	33	8	19	732	0.045	33	39	0.0	0.0	5.147	A
C	42	10	33	1272	0.033	42	19	0.0	0.0	2.926	A

08:45 - 09:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	47	12	0	1074	0.044	47	61	0.1	0.0	3.506	A
B	27	7	15	734	0.037	27	31	0.0	0.0	5.090	A
C	34	9	27	1277	0.027	34	15	0.0	0.0	2.896	A

09:00 - 09:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	39	10	0	1074	0.036	39	51	0.0	0.0	3.478	A
B	23	6	13	736	0.031	23	26	0.0	0.0	5.048	A
C	29	7	23	1281	0.022	29	13	0.0	0.0	2.874	A

Development , PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Mini-roundabout		Mini-roundabout appears to have unbalanced flows and may behave like a priority junction; treat results with caution. See User Guide for details.[Arms A and B have 93% of the total flow for the roundabout for one or more time segments]
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs.

Junction Network

Junctions

Junction	Name	Junction Type	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Mini-roundabout	A, B, C	4.86	A

Junction Network Options

Driving side	Lighting	Road surface	In London
Left	Normal/unknown	Normal/unknown	

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	Development	PM	ONE HOUR	16:15	17:45	15	✓

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A		ONE HOUR	✓	169	100.000
B		ONE HOUR	✓	128	100.000
C		ONE HOUR	✓	20	100.000

Origin-Destination Data

Demand (Veh/hr)

	To			
		A	B	C
From	A	0	135	34
	B	128	0	0
	C	20	0	0

Vehicle Mix

Heavy Vehicle Percentages

	To			
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max delay (s)	Max Queue (Veh)	Max LOS	Average Demand (Veh/hr)	Total Junction Arrivals (Veh)
A	0.17	4.05	0.2	A	155	233
B	0.20	6.21	0.2	A	117	176
C	0.02	3.12	0.0	A	18	28

Main Results for each time segment

16:15 - 16:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	127	32	0	1074	0.118	127	111	0.0	0.1	3.798	A
B	96	24	25	728	0.132	96	101	0.0	0.2	5.688	A
C	15	4	96	1216	0.012	15	25	0.0	0.0	2.997	A

16:30 - 16:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	152	38	0	1074	0.141	152	133	0.1	0.2	3.904	A
B	115	29	31	725	0.159	115	121	0.2	0.2	5.899	A
C	18	4	115	1199	0.015	18	31	0.0	0.0	3.048	A

16:45 - 17:00

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	186	47	0	1074	0.173	186	163	0.2	0.2	4.052	A
B	141	35	37	721	0.196	141	148	0.2	0.2	6.205	A
C	22	6	141	1176	0.019	22	37	0.0	0.0	3.119	A

17:00 - 17:15

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	186	47	0	1074	0.173	186	163	0.2	0.2	4.054	A
B	141	35	37	721	0.196	141	149	0.2	0.2	6.208	A
C	22	6	141	1176	0.019	22	37	0.0	0.0	3.120	A

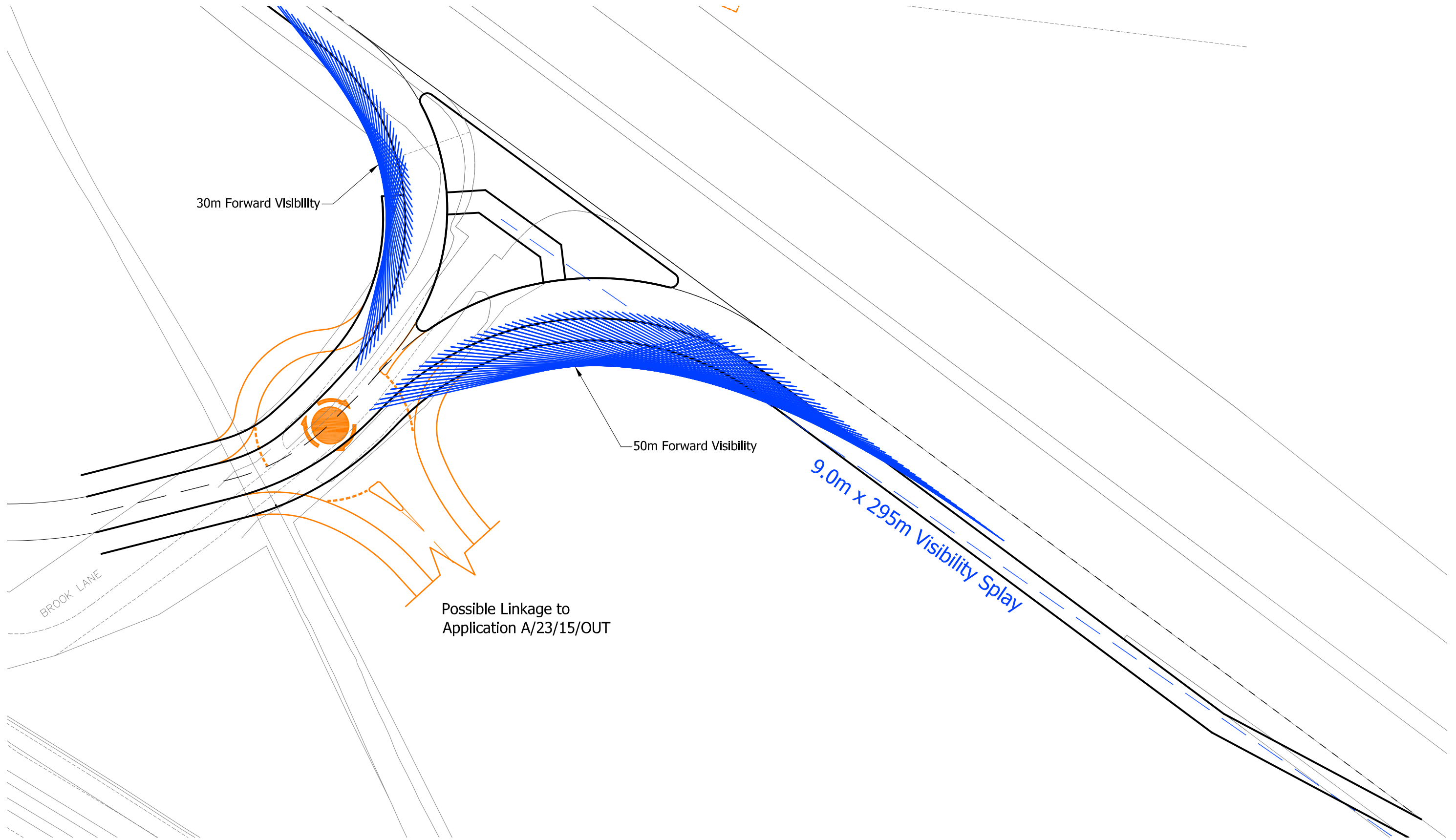
17:15 - 17:30

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	152	38	0	1074	0.141	152	133	0.2	0.2	3.907	A
B	115	29	31	725	0.159	115	122	0.2	0.2	5.908	A
C	18	4	115	1198	0.015	18	31	0.0	0.0	3.051	A

17:30 - 17:45

Arm	Total Demand (Veh/hr)	Junction Arrivals (Veh)	Circulating flow (Veh/hr)	Capacity (Veh/hr)	RFC	Throughput (Veh/hr)	Throughput (exit side) (Veh/hr)	Start queue (Veh)	End queue (Veh)	Delay (s)	LOS
A	127	32	0	1074	0.118	127	112	0.2	0.1	3.805	A
B	96	24	26	728	0.132	97	102	0.2	0.2	5.703	A
C	15	4	97	1215	0.012	15	26	0.0	0.0	3.001	A

APPENDIX C: Visibility Splays



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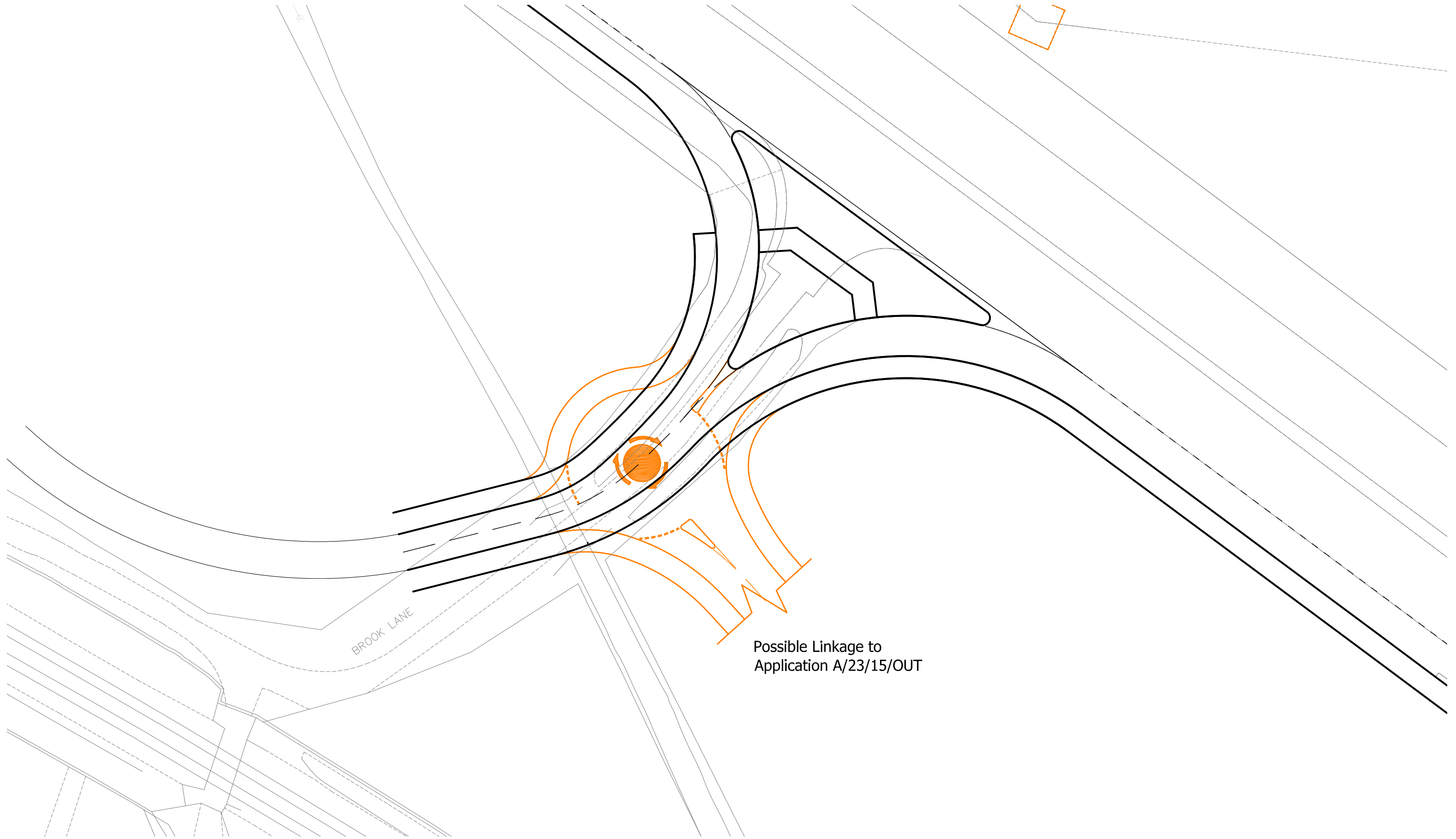
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client
STORE PROPERTY INVESTMENTS LTD
project
BROOK LANE, RUSTINGTON

title
VISIBILITY SPLAYS

scale	1:500@A3	drawn by	OAN	checked by	VL
date	JUNE 2018	cad file	Master 2018-06-18.DWG		
drawing number	SPRUST(BROOK LANE).1/11				rev.

APPENDIX D: Drawings



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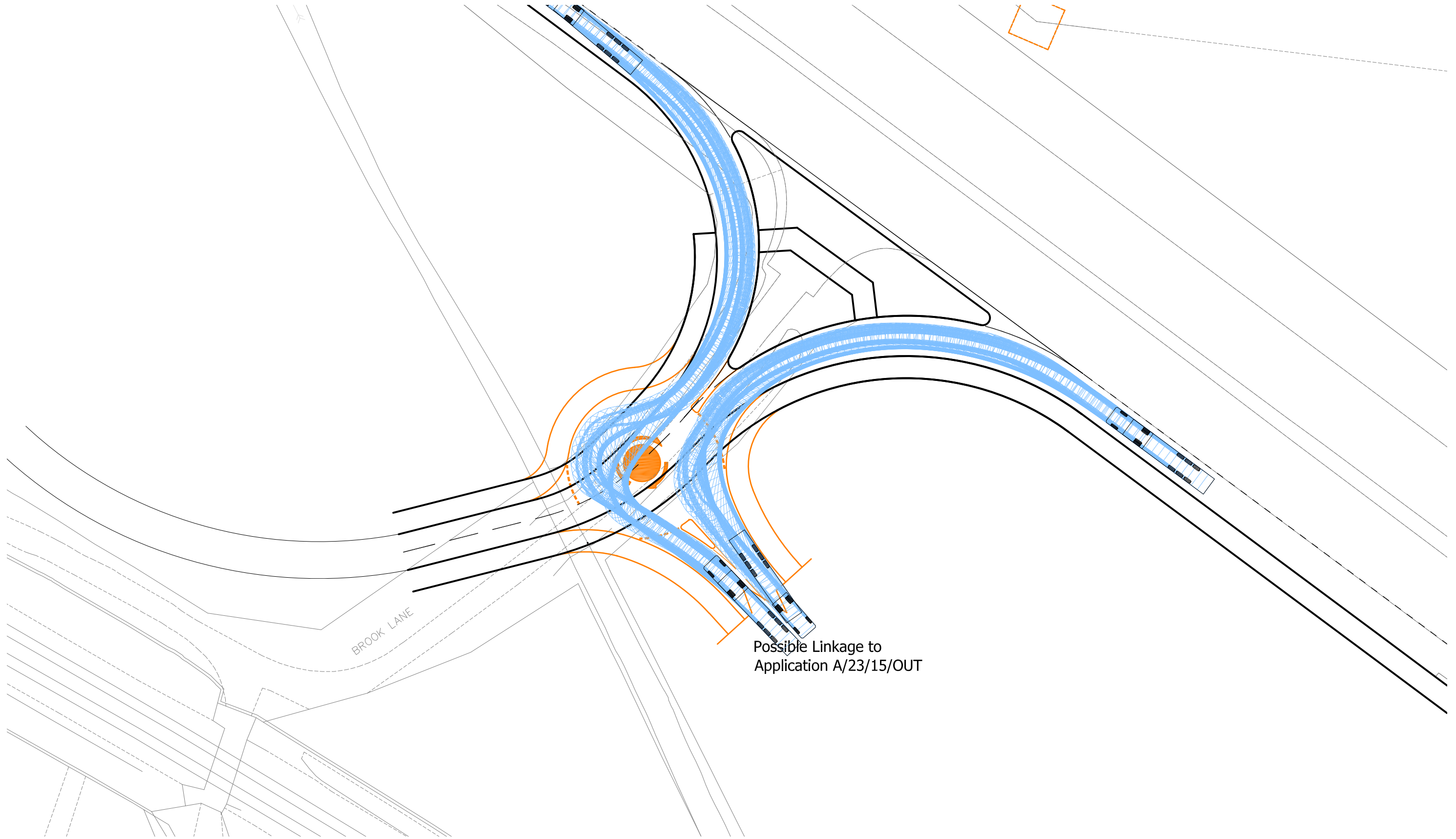


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STORE PROPERTY INVESTMENTS LTD
project
BROOK LANE, RUSTINGTON

title
POSSIBLE LINKAGE TO ADJACENT SITE

scale	1:500@A3	drawn by	OAN	checked by	VL
date	JUNE 2018	cad file	Master 2018-06-06.DWG		
drawing number	SPRUST(BROOK LANE).1/10				rev.
					B



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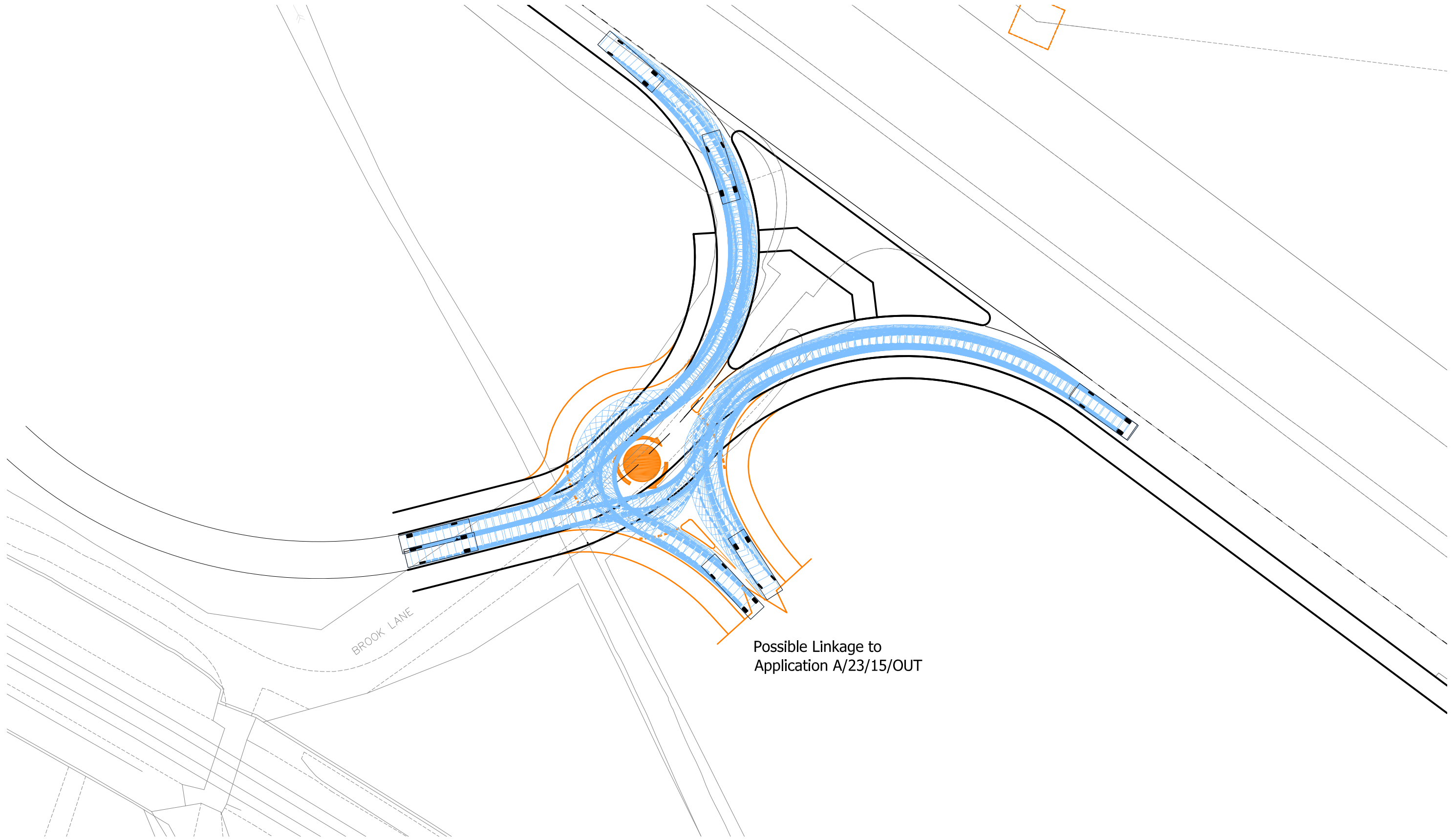


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client
STORE PROPERTY INVESTMENTS LTD
project
BROOK LANE, RUSTINGTON

title
16.5m FTA ARTICULATED VEHICLE
ENTERING/EXITING ADJACENT SITE

scale	1:500@A3	drawn by	OAN	checked by	VL
date	JUNE 2018	cad file	TK07.DWG		
drawing number	SPRUST(BROOK LANE).1/TK07				rev.



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client
STORE PROPERTY INVESTMENTS LTD
project
BROOK LANE, RUSTINGTON

title
SINGLE DECK BUS TURNING AT
POSSIBLE ROUNDABOUT JUNCTION

scale	1:500@A3	drawn by	OAN	checked by	VL
date	JUNE 2018	cad file	TK08.DWG		
drawing number	SPRUST(BROOK LANE).1/TK08				rev.

