



Technical Note

Project No: ITB13091
Project Title: Land South of the A259, Angmering
Title: Stage 1 Road Safety Audit – GG119 Response Format
Ref: DS/ITB16357-013
Date: 10 March 2022

SECTION 1 SUMMARY

- 1.1.1 Redrow Homes has appointed i-Transport LLP to provide highways and transport advice in relation to a full planning application for a proposed residential development of 76 dwellings with associated car parking and landscaping, on land south of the A259 in Angmering.
- 1.1.1 Access to the site is proposed via A new Left In / Left Out type arrangement onto the A259 Littlehampton Road to the west of the roundabout. In addition, the retention and modification of the of the existing access from the roundabout is to serve the site in an 'entry only' capacity. Improvements are also proposed to pedestrian and cyclist infrastructure adjacent to the A259.
- 1.2 In accordance with the WSCC Road Safety Audit (RSA) Policy, a Stage 1 RSAs has been undertaken by an independent Auditor. The matters raised by the Auditor are summarised within this Technical Note along with a Design Team response, in accordance with Appendix F of GG 119.

SECTION 2 ROAD SAFETY AUDIT RESPONSE

2.1 Project Details

Table F.1: Project Details

Report Title:	Stage 1 Road Safety Audit
Date:	February 2022
Document Reference and Revision:	RSA-21-188
Prepared by:	Fenley Road Safety Limited
On behalf of:	West Sussex County Council

2.2 Authorisation Sheet

Table F.2: Authorisation Sheet

Project:	Land South of A259, Angmering
Report Title:	RSA Response Summary
Prepared by (Design Organisation)	
Name:	Dominic Smith
Position:	Associate Partner
Signed:	
Organisation:	i-Transport LLP
Date:	10 March 2022
Approved by (Overseeing Organisation)	
Name:	
Position:	
Signed:	
Organisation:	West Sussex County Council
Date:	

Key Personnel

Table F.3: Key Personnel

Overseeing Organisation:	West Sussex County Council (WSCC)
RSA Team:	Fenley Road Safety Limited
Design Organisation:	i-Transport LLP

Road Safety Audit Decision Log

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.1: Barriers are present within the footway/verge to become carriageway	It is recommended that the barriers are relocated to ensure that the required set back levels are maintained.	Agreed – barriers to be relocated as part of the detailed design.		
2.2: Service covers are presented in the footway/verge to become carriageway	It is recommended that any covers and cabinets in proximity of the works are relocated or adjusted accordingly.	Agreed – matter will be addressed at the detailed design stage.		
2.3: Existing signage is situated within the footway/verge to become carriageway	It is recommended that all existing road signs are relocated accordingly.	Agreed – matter will be addressed at the detailed design stage.		

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.4: Road gullies are presented which will be situated within the carriageway.	It is recommended that the existing road gullies are relocated to the proposed northbound channel line.	Agreed – matter is to be addressed as part of the detailed design.		
3.1: An inadequate diverge lane is provided.	It is recommended that the diverge lane is increased in accordance with Table 5.22 of CD123.	Agreed – diverge lane has been slightly lengthened to provide 80m between from the location at which it has been measured by the Auditor. This is incorporated into amended drawing ITB16357-GA-004		
3.2: A small entry radius is provided	It is recommended that the entry radius is increased to 20 metres in accordance with paragraph 5.6.5 of CD123.	Agreed – radius has been increased to 20m and incorporated into drawing ITB16357-GA-004 Rev F.		

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.3: Spacing of existing field entrance from A259 westbound entry is minimal and a small corner radius is provided.	It is recommended that the exit radius is increased with reference to the minimum entry radius in accordance with paragraph 3.29 of CD116.	Agreed – a 20m radius has been introduced and the access road realigned accordingly. The changes are incorporated into drawing ITB16357-GA-004 Rev F.		
3.4: Traffic stopping to allow pedestrian and cyclists across the field entrance will block back onto the circulatory.	It is recommended that the uncontrolled crossing is relocated further from the circulatory.	Agreed – the crossing has been set back to the rear of the TPO trees and the amendments are incorporated into Drawing ITB16357-GA-004 Rev F.		

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.5: Egressing vehicle may attempt to turn right into opposing traffic.	It is recommended that a one-way road sign with a dual carriageway plate beneath, is provided in the central reserve opposite the ingress.	Agreed – matter to be addressed as part of the detailed design.		
3.6: Splitter island may not be clearly visible.	It is recommended that the appropriate plain faced and keep left bollards are provided.	Agreed – matter to be addressed as part of the detailed design.		
4.1: Traffic may not become aware of pedestrians and cyclists.	It is recommended that the proposed shared footway/cycleway is relocated to the site boundary.	Agreed – the footway/cycleway has been relocated to the south of the TPO trees. It is not relocated immediately adjacent to the boundary due to the presence of vegetation.		

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
4.2: Pedestrians and cyclists are likely to wait within the offside margin which forms part of the carriageway.	It is recommended that the tactile paving is relocated appropriately, and depth is increased to 1200mm.	Agreed – the paving has been relocated and the depth increased, as shown in drawing 004 Rev F.		
4.3: Pedestrians and cyclists may not become aware of the eastbound carriageway.	It is recommended that tactile paving is provided at the existing crossing points.	Agreed – while an existing crossing arrangement, tactile paving has been incorporated into drawing 004 Rev F.		
5.1: Street lighting columns are situated within the area of the proposed works.	It is recommended that the street lighting columns are relocated appropriated.	Agreed – matter to be considered at detailed design.		

2.3 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:	Dominic Smith
Signed:	
Position:	Associate Partner
Organisation:	i-Transport LLP
Date:	

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:	West Sussex County Council
Date:	