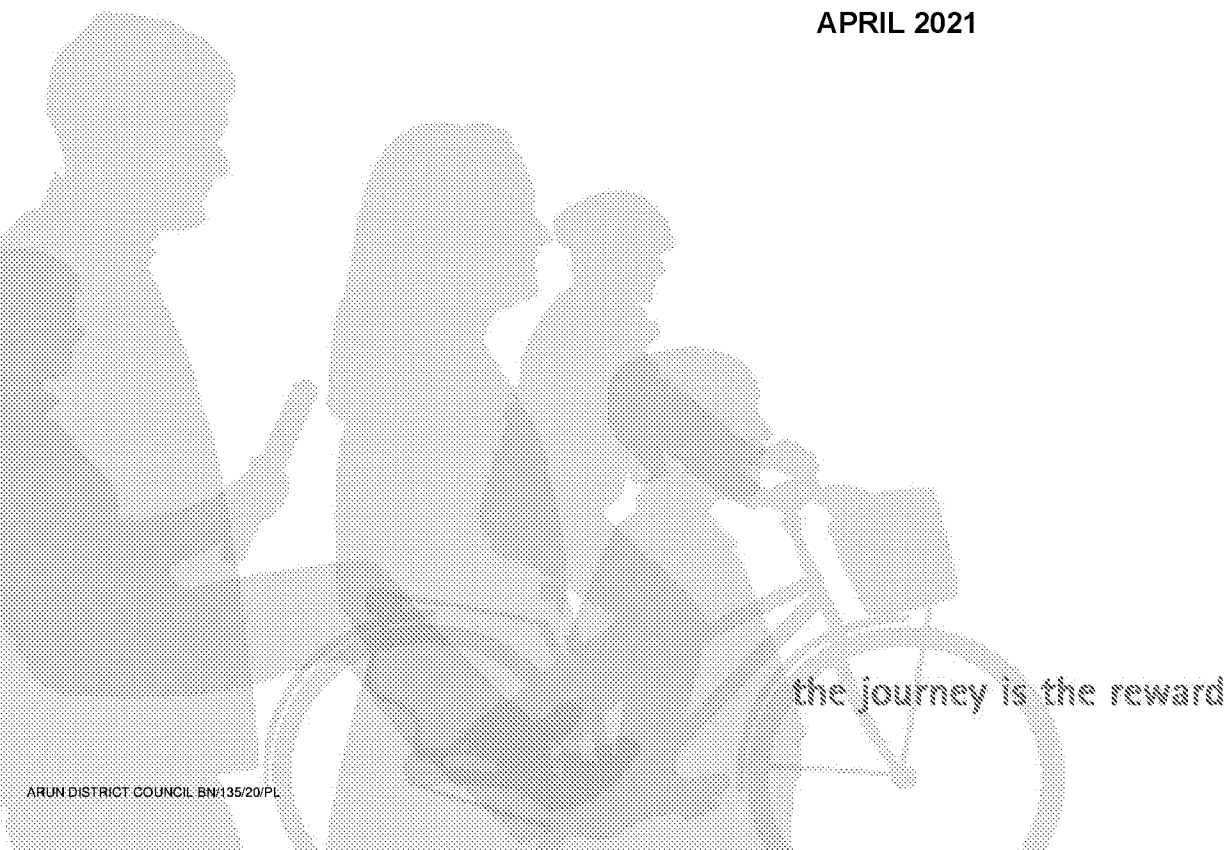




DOMUSEA DEVELOPMENTS
PROPOSED RESIDENTIAL DEVELOPMENT
THE BOWERIES, BARNHAM ROAD,
EASTERGATE

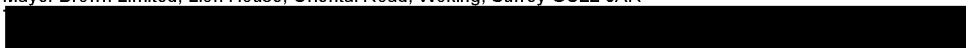
REPEAT STAGE 1 - ROAD SAFETY
AUDIT

APRIL 2021



Report title:	Domusea Developments Proposed Residential Development The Boweries, Barnham Road, Eastergate Repeat Stage 1 - Road Safety Audit
Date:	April 2021
Document reference and revision:	S/DDEastergate.R1.6
Prepared by:	Martyn Parr - Mayer Brown Ltd
Approved by:	John Reid - Mayer Brown Ltd
On behalf of:	Domusea Developments
Status:	Final

Mayer Brown Limited, Lion House, Oriental Road, Woking, Surrey GU22 8AR



**Domusea Developments
Proposed Residential Development
The Boweries, Barnham Road, Eastergate
Repeat Stage 1 - Road Safety Audit**

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Appendices

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APPENDIX B: Reference Plan

APPENDIX C: Stage 1 Road Safety Audit (October 2019)

1 Introduction

- 1.1 This report results from a Repeat Stage 1 Road Safety Audit carried out following instructions from Domusea Developments, on proposed access arrangements for a new residential development on land at The Boweries, Eastergate, following a request from West Sussex County Council.
- 1.2 The proposals comprise of a residential development with 30 dwellings. A new access will be provided on the eastern side of the development site.
- 1.3 The proposed highway works were subject to a Stage 1 Road Safety Audit Report in October 2019 (see **Appendix C** for details).
- 1.4 This Repeat Road Safety Audit shall only be concerned with the elements of the scheme that have been changed since the previous Stage 1 Road Safety Audit was undertaken, these changes are set out below:
- ✦ Provision of a 'greenway' for pedestrian and cyclists that runs along the western side of the site and terminates at Barnham Road.
 - ✦ Amended alignment of the site access road.
 - ✦ 'Phase 2' will include a footway on the eastern side of the new access.
- 1.5 This Repeat Stage 1 Road Safety Audit took place on 1st April 2021.
- 1.6 The Overseeing Organisation is West Sussex County Council.
- 1.7 The Road Safety Audit comprised an examination of the drawings provided by Mr Kevin Chaney (Design Team), provided in **Appendix B** and **Appendix C**.
- 1.8 The Road Safety Audit Team membership was as follows:
- Audit Team Leader*
- Martyn Parr MSoRSA, MCIHT, HECOC
Road Safety Manager – Mayer Brown Limited
- Audit Team Member*
- John Reid MSc, DipHTE, MCIHT, FSoRSA, MITAI, HECOC
Technical Director (Safety) – Mayer Brown Limited
- 1.9 The Audit Team are not advised of any Departures from Standards.

- 1.10 A site visit was conducted by both Road Safety Audit Team Members on 15th October 2019 from 11:30 hrs onwards, during which the weather was overcast, and the existing road surface was damp. Traffic conditions were high.
- 1.11 The terms of reference of the Road Safety Audit are as described in GG 119, with the exception that this Road Safety Audit is issued directly to the Design Team and an Audit Brief has not been provided.
- 1.12 The Audit is concerned only with the Section 278 works that are to be adopted and maintained by the West Sussex County Council.
- 1.13 All comments and recommendations are referenced to reduced scale copies of drawings 'MBSK210326/01' and 'MBSK210326/02', provided in **Appendix B** of this report.

2 Items Raised at Previous Road Safety Audits

- 2.1 The road safety aspects of the proposed residential access were the subject of comment in a Stage 1 Road Safety Audit Report undertaken in October 2019 (see **Appendix C**).
- 2.2 Four issues raised during the previous Stage 1 Audit remain an issue and are therefore reiterated in this section of the report.
- 2.3 Five further issues are identified in this 'Repeat' Stage 1 Audit Report, these are detailed in **Section 3** of this report.

General

2.4 Problem

Location: General to scheme, multiple locations

Summary: Maintenance / inspection covers – Two-wheel vehicle loss of control.

This matter can be addressed at the detailed design stage.

New service provision may be required for the proposed development. Inspection covers which become polished by traffic action may create skid hazards for two-wheeled vehicles; this could lead to a loss of control and result in rider and / or passenger injury

Recommendation

Ensure as far as practical that no manholes or inspection chambers are located where they are likely to be traversed by two-wheeled vehicles during turning manoeuvres. Where this is unavoidable, use skid resistant covers and ensure that they are regularly inspected and maintained.

2.5 Problem

Location: General to the scheme, multiple locations

Summary: Surface Water Drainage

This matter can be addressed at the detailed design stage.

Standing water within the carriageway may result in loss of control for vehicles, especially during sub-zero conditions, and standing water on the footway surface may result in slip hazard for pedestrians, especially during sub-zero conditions.

Recommendation

Ensure that carriageway and footway drainage is provided to current design standards.

2.6 Problem

Location: General to scheme, multiple locations

Summary: Lighting Provision

This matter can be addressed at the detailed design stage.

Details of the proposed lighting provision are not provided at this stage. Inadequate and/or uneven levels of illumination may result in drivers failing to correctly identify the various junction layouts associated with this development, with consequent kerb strikes and loss of control.

Recommendation

Provide carriageway and footway lighting in accordance with current design standards.

2.7 Problem

Location: General to scheme.

Summary: Servicing Arrangements

Details of swept paths have not been provided within the development site. It is important that a refuse vehicle can access the site appropriately without traversing the footway or requiring excessive reversing manoeuvres. The vehicle should be able to leave the site in a forward gear.

Recommendation

Undertake swept path analysis using a refuse vehicle to ensure that the vehicle can access the site appropriately.

3 Items Raised at the Repeat Stage 1 Road Safety Audit

Non-Motorised Users (NMUs)

3.1 Problem

Location: Site access (please refer to reference point 3.1 in **Appendix B**).

Summary: Pedestrian/cycle inter-visibility splays.

It will be important to ensure that appropriate inter-visibility splays are provided to reduce the risk of pedestrians and/or cyclists emerging from the shared pedestrian/cycle facility into the path of pedestrians travelling east-west on the southern footway.

Recommendation

It is recommended that appropriate inter-visibility splays are provided at the northern end of the shared pedestrian/cycle facility.

3.2 Problem

Location: Barnham Road, south side, adjacent to proposed shared use pedestrian/cycle facility.

Summary: Cycle route continuity unclear.

Whilst a dropped kerb has been provided for westbound cyclists on Barnham Road to leave the carriageway and join the shared use pedestrian/cycle facility on the northern side of the development site, no cycle markings have been provided to ensure that westbound cyclists are able to identify this facility.

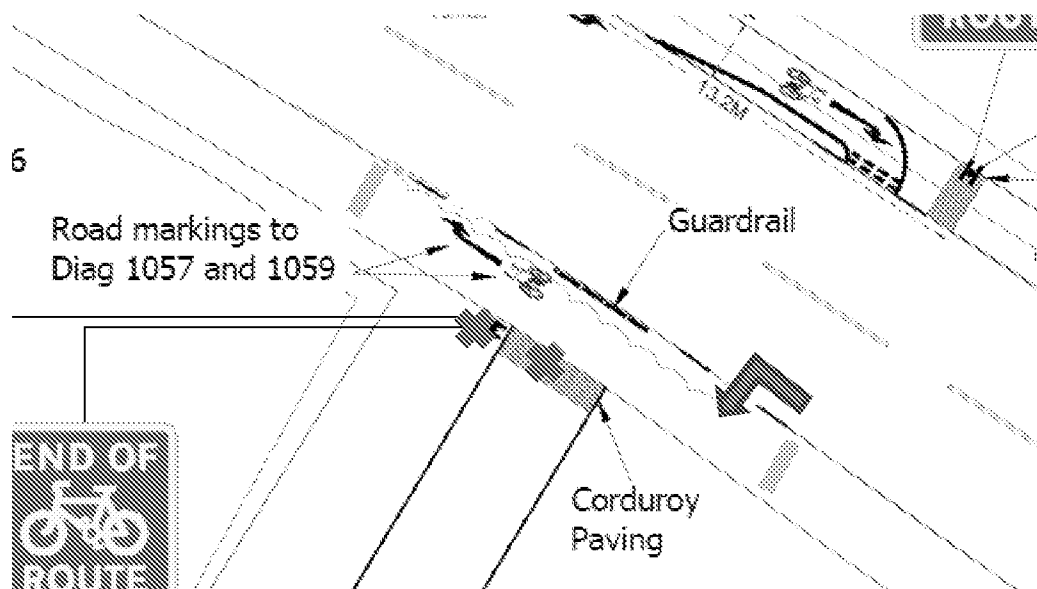
Furthermore, whilst 'end of route' signing is provided at the northern end of the shared use pedestrian/cycle facility, it is considered that in practice, cyclists will not stop and dismount at this point, but continue across the footway and join the carriageway. Similarly, westbound cyclists are highly unlikely to dismount immediately when they leave the carriageway and enter the footway. It will be important that pedestrians travelling east-west on the southern footway are aware that they might be sharing the facility with faster moving cyclists.

Recommendation

It is recommended that:

- i. A short section of the footway on the southern side of Barnham Road, adjacent to the north-south shared use pedestrian/cycle facility, should be designated a shared use facility.

- ii. Cycle logos and direction arrows are provided adjacent to the dropped kerb to the east of the 'greenway'.
- iii. Corduroy paving should be provided to the west of the western dropped kerb provided for cycles to rejoin the carriageway, and to the east of the eastern dropped kerb provided for westbound cyclists to leave the carriageway, to ensure vision impaired pedestrians are aware when they step onto/into the cycle facility.
- iv. Appropriate cycle signing should be provided.
- v. Remove the corduroy paving and signing at the northern end of the proposed shared use pedestrian/cycle facility.



3.3 Problem

Location: Barnham Road, north side, adjacent to proposed shared use pedestrian/cycle facility (please refer to reference point 3.3 in **Appendix B**).

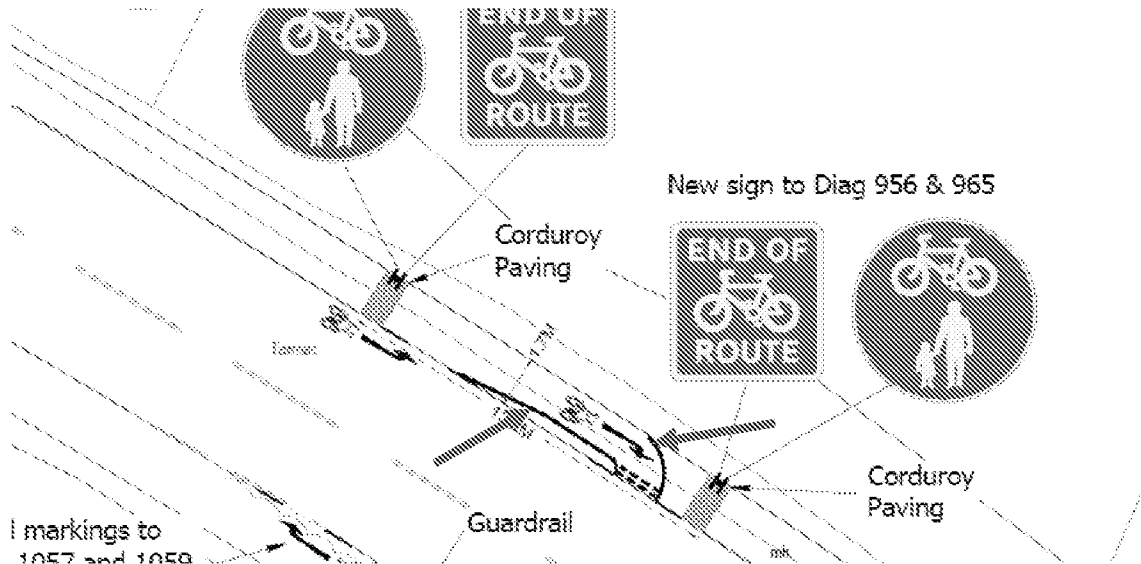
Summary: Excessive road markings may result in unclear priority for road users.

A short 13m shared use facility has been provided on the northern side of Barnham Road to enable eastbound cyclists to leave the carriageway and stop to wait for a break in the general traffic flow before crossing Barnham Road to join the 'greenway' adjacent to the development site.

However, there is concern that the cycle delineation markings, may indicate to cyclists that this section is for pedal cycles only. This could result in cyclists entering this section, potentially at speed, resulting in conflict and/or pedestrian/cycle collisions.

Recommendation

It is recommended that the cycle symbol and direction arrow are retained, but the delineation markings are removed.



3.4 Problem

Location: Site access, 'Phase 2' only (please refer to reference points 3.4 in **Appendix B**).

Summary: No pedestrian crossing point on desire line.

It will be important to provide dropped kerbs and tactile paving on all pedestrian desire lines to ensure continuity of the pedestrian route. Failure to do so may result in pedestrians, especially the vision and mobility impaired, tripping on kerbs, or unable to cross the carriageway.

Recommendation

It is recommended that dropped kerbs and tactile paving are provided in accordance with relevant design standards on the pedestrian desire line.

3.5 Problem

Location: Site access, 'Phase 2' only (please refer to reference point 3.5 in **Appendix B**).

Summary: Pedestrian route continuity and pedestrian facilities.

A footway has been provided on the eastern side of the site access, however there is no footway currently on the southern side of Barnham Road near the development site. An existing footway is provided on the southern side of the Barnham Road circa 250m from

the site access. This could lead to pedestrians walking in the carriageway, with subsequent risk of being struck by a moving vehicle.

Recommendation

It is recommended that either:

- i. A footway is provided on the southern side of Barnham Road linking the proposed footway on the eastern side of the site access and the existing footway located 250m to the east. If it is not possible to link the proposed footway with the existing footway, then a pedestrian crossing point should be provided at the termination point of the footway or
- ii. Remove the footway on the eastern side of the site access.

Carriageway

3.6 Problem

Location: Site access (please refer to reference point 3.6 in **Appendix B**).

Summary: Transition ramps/ramp warning triangles.

There appears to be a raised table provided on the site access road. If this is a raised table, then it will be important that approaching drivers/riders are able to identify the transition ramps on approach so that they can adjust their speed/riding position as appropriate to reduce the risk of losing control.

It will also be important to ensure that the gradient of the transition ramps is appropriate for anticipated vehicle speeds. Ramps that are too short/steep may increase the risk of vehicles/powered two wheelers losing control and/or damaging the vehicles.

Recommendation

It is recommended that white warning triangles (Diag 1062) are provided on the speed reducing ramps. Ensure appropriate gradients are provided on both of the transition ramps.

Junctions

3.7 Problem

Location: Site access.

Summary: Junction visibility splays not been shown.

Visibility splays have not been formally identified on the drawings submitted at this stage. It will be important that adequate splays are provided to reduce the risk of vehicles emerging from the site access into the path of general traffic on Barnham Road.

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. If planters are to be provided then these, together with any foliage which they contain, should also not extend beyond a vertical height of 0.6m.

4 Audit Team Statement

4.0 AUDIT TEAM STATEMENT

We certify that this Road Safety Audit has been carried out as described in GG 119, with the exception that this Road Safety Audit is issued directly to the Design Team and an Audit Brief was not provided to the Audit Team.

ROAD SAFETY AUDIT TEAM LEADER

Martyn Parr – MSoRSA, MCIHT, HECOC
Road Safety Manager
Mayer Brown Limited
Lion House
Oriental Road
Woking
Surrey
GU22 8AR

Signed

Date 07/04/21

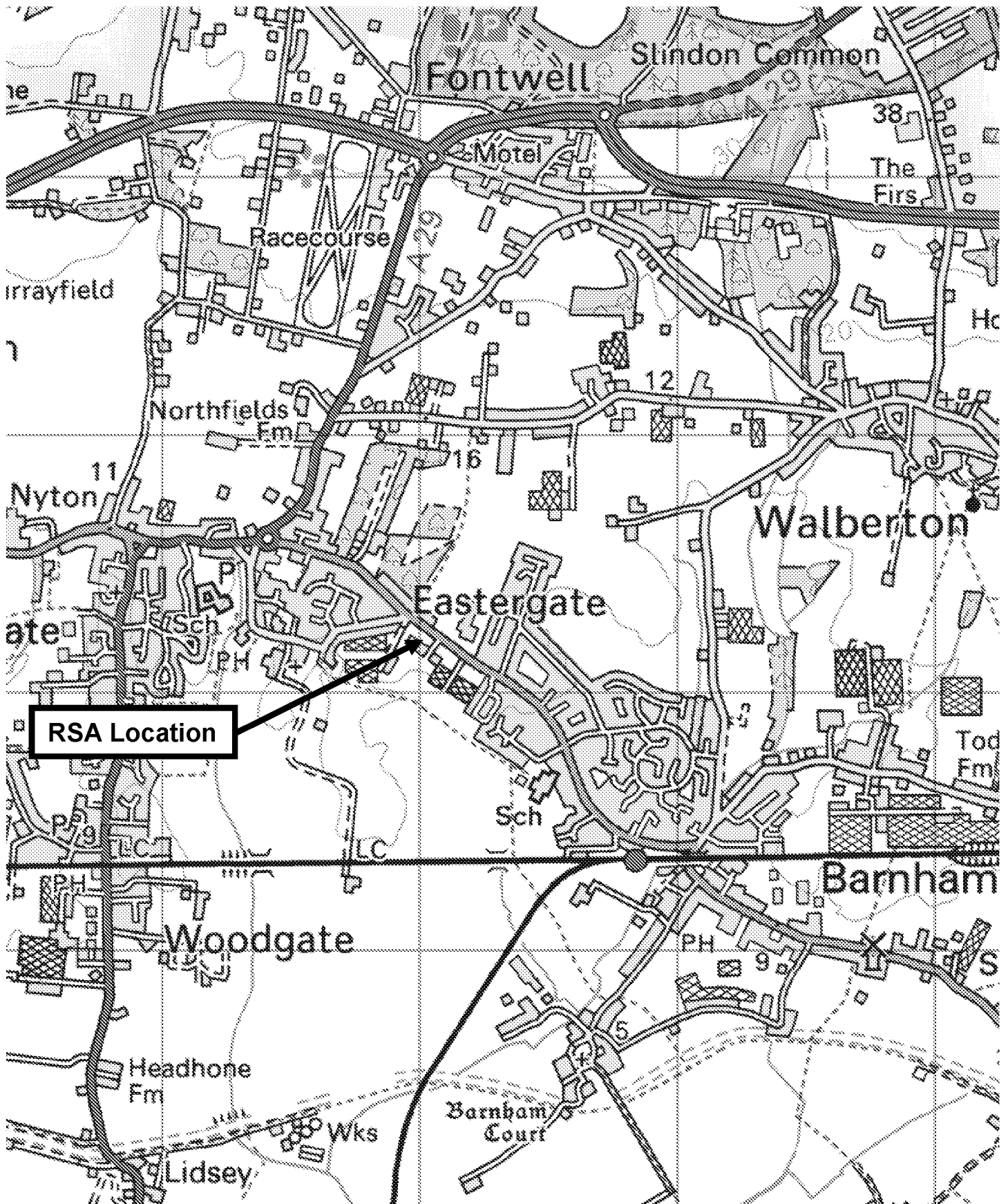
ROAD SAFETY AUDIT TEAM MEMBER

John Reid - MSc, DipHTE, MCIHT, FSoRSA, MITAI, HECOC
Technical Director (Safety)
Mayer Brown Limited
Lion House
Oriental Road
Woking
Surrey
GU22 8AR

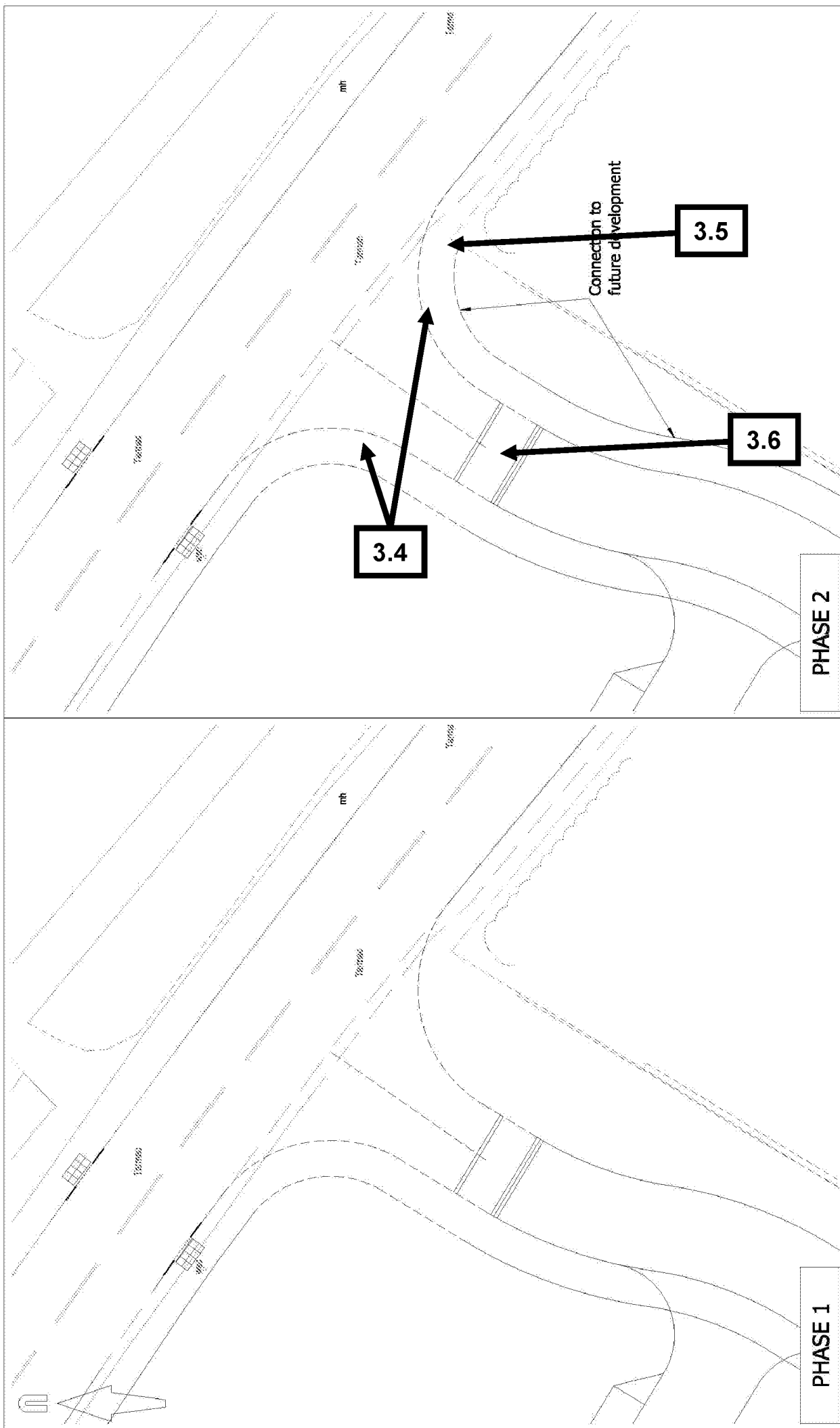
Signed

Date 07/04/21

APPENDIX A: Site Location Plan



APPENDIX B: Reference Plan



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m3
mayer brown

Mayer Brown Limited
[Redacted]

client **DOMUSEA DEVELOPMENTS**

project **THE BOWERIES, BARNHAM ROAD
EASTERGATE**

title **PROPOSED DEVELOPMENT
EASTERN ACCESS ROAD PEDESTRIAN LINKS**

scale **1:200 @ A3** checked by **AP**

drawn by **RB**

date **MARCH 2021** cad file **MBSK210326.DWG**

drawing number **MBSK210326/02** rev. **-**

APPENDIX C: Stage 1 Road Safety Audit (October 2019)



**DOMUSEA DEVELOPMENTS
PROPOSED RESIDENTIAL DEVELOPMENT
THE BOWERIES, BARNHAM ROAD,
EASTERGATE**

STAGE 1 - ROAD SAFETY AUDIT

OCTOBER 2019



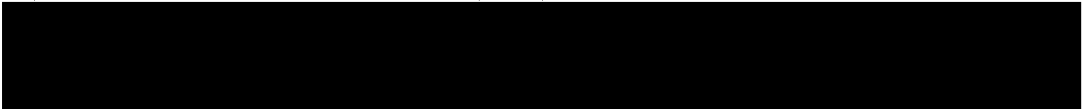
**DOMUSEA DEVELOPMENTS
PROPOSED RESIDENTIAL DEVELOPMENT
THE BOWERIES, BARNHAM ROAD,
EASTERGATE**

STAGE 1 - ROAD SAFETY AUDIT

OCTOBER 2019

Project Code:	S/DDEastergate.1.6
Prepared by:	Martyn Parr
Approved by:	John Reid
Issue Date:	October 2019
Status:	Final

Mayer Brown Limited, Lion House, Oriental Road, Woking, Surrey GU22 8AR



**Domusea Developments
Proposed Residential Development
The Boweries, Barnham Road, Eastergate
Stage 1 - Road Safety Audit**

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APPENDIX A: Site Location Plan

APPENDIX B: Reference Plan

1 Introduction

1.1 This report results from a Stage 1 Road Safety Audit carried out following instructions from Domusea Developments, on proposed access arrangements for a new residential development on land at The Boweries, Eastergate, following a request from West Sussex County Council.

1.2 The Road Safety Audit Team membership was as follows:

Team Leader

Martyn Parr MSoRSA, MCIHT, HECOC
 Road Safety Manager – Mayer Brown Limited
 (Certificate of Competency in Road Safety Audit gained in February 2015)

Team Member

John Reid MSc, DipHTE, MCIHT, FSoRSA, MITAI, HECOC
 Technical Director (Safety) – Mayer Brown Limited
 (Certificate of Competency in Road Safety Audit gained in April 2012)

1.3 The Road Safety Audit took place at the Woking Office of Mayer Brown Limited on 18th October 2019.

1.4 The Road Safety Audit comprised an examination of the information provided by the Domusea Developments (Design Team), provided in **Appendix B**. An Audit Brief was not provided for this Stage 1 Road Safety Audit.

1.5 The Audit Team are not advised of any Departures from Standard.

1.6 A site visit was conducted by both Road Safety Audit Team Members on 15th October 2019 from 11:30 hrs onwards, during which the weather was overcast, and the existing road surface was damp. Traffic conditions were high.

1.7 The terms of reference of the Road Safety Audit are as described in GG 119, with the exception that this Road Safety Audit is issued directly to the Design Team and an Audit Brief has not been provided.

Domusea Developments
Proposed Residential Development, The Boweries, Barnham Road, Eastergate
Stage 1 - Road Safety Audit

- 1.8 The Audit is concerned only with the Section 278 works that are to be adopted by the West Sussex County Council.
- 1.9 All comments and recommendations are referenced to a reduced scale copy of drawing 'MBSK191001-01D', provided in **Appendix B** of this report.
- 1.10 The proposals comprise of residential development with 18 dwellings. Access will be provided via the existing 'The Boweries' access.

2 Items Raised at the Stage 1 Road Safety Audit

General

2.1 Problem

Location: General to scheme, multiple locations

Summary: Maintenance / inspection covers – Two wheel vehicle loss of control.

This matter can be addressed at the detailed design stage.

New service provision may be required for the proposed development. Inspection covers which become polished by traffic action may create skid hazards for two-wheeled vehicles; this could lead to a loss of control and result in rider and / or passenger injury

Recommendation

Ensure as far as practical that no manholes or inspection chambers are located where they are likely to be traversed by two-wheeled vehicles during turning manoeuvres. Where this is unavoidable, use skid resistant covers and ensure that they are regularly inspected and maintained.

2.2 Problem

Location: General to the scheme, multiple locations

Summary: Surface Water Drainage

This matter can be addressed at the detailed design stage.

Standing water within the carriageway may result in loss of control for vehicles, especially during sub-zero conditions, and standing water on the footway surface may result in slip hazard for pedestrians, especially during sub-zero conditions.

Recommendation

Ensure that carriageway and footway drainage is provided to current design standards.

2.3 Problem

Location: General to scheme, multiple locations

Summary: Lighting Provision

This matter can be addressed at the detailed design stage.

Details of the proposed lighting provision are not provided at this stage. Inadequate and/or uneven levels of illumination may result in drivers failing to correctly identify the various junction layouts associated with this development, with consequent kerb strikes and loss of control.

Recommendation

Provide carriageway and footway lighting in accordance with current design standards.

2.4 Problem

Location: General

Summary: Servicing Arrangements

Details of swept paths have not been provided within the development site. It is important that a refuse vehicle can access the site appropriately without traversing the footway or requiring excessive reversing manoeuvres. The vehicle should be able to leave the site in a forward gear.

Recommendation

Undertake swept path analysis using a refuse vehicle to ensure that the vehicle can access the site appropriately.

Junctions

2.5 Problem

Location: Site Access

Summary: Obstruction to visibility splays

Junction visibility splays have been formally identified on the drawings provided for Audit. It will be important that any vegetation within these splays is trimmed/maintained to ensure that the visibility splays remain unobstructed.

Recommendation

- i. Any vegetation within the splays should be trimmed/maintained.
- ii. Vegetation within the splays should not extend beyond a vertical height of 0.6m.

3 Audit Team Statement

3.0 AUDIT TEAM STATEMENT

We certify that this Road Safety Audit has been carried out as described in GG 119, with the exception that this Road Safety Audit is issued directly to the Design Team and an Audit Brief was not provided to the Audit Team.

ROAD SAFETY AUDIT TEAM LEADER

Martyn Parr – MSoRSA, MCIHT, HECOC
Road Safety Manager
Mayer Brown Limited
Lion House
Oriental Road
Woking
Surrey
GU22 8AR

Signed

Date 18/10/19

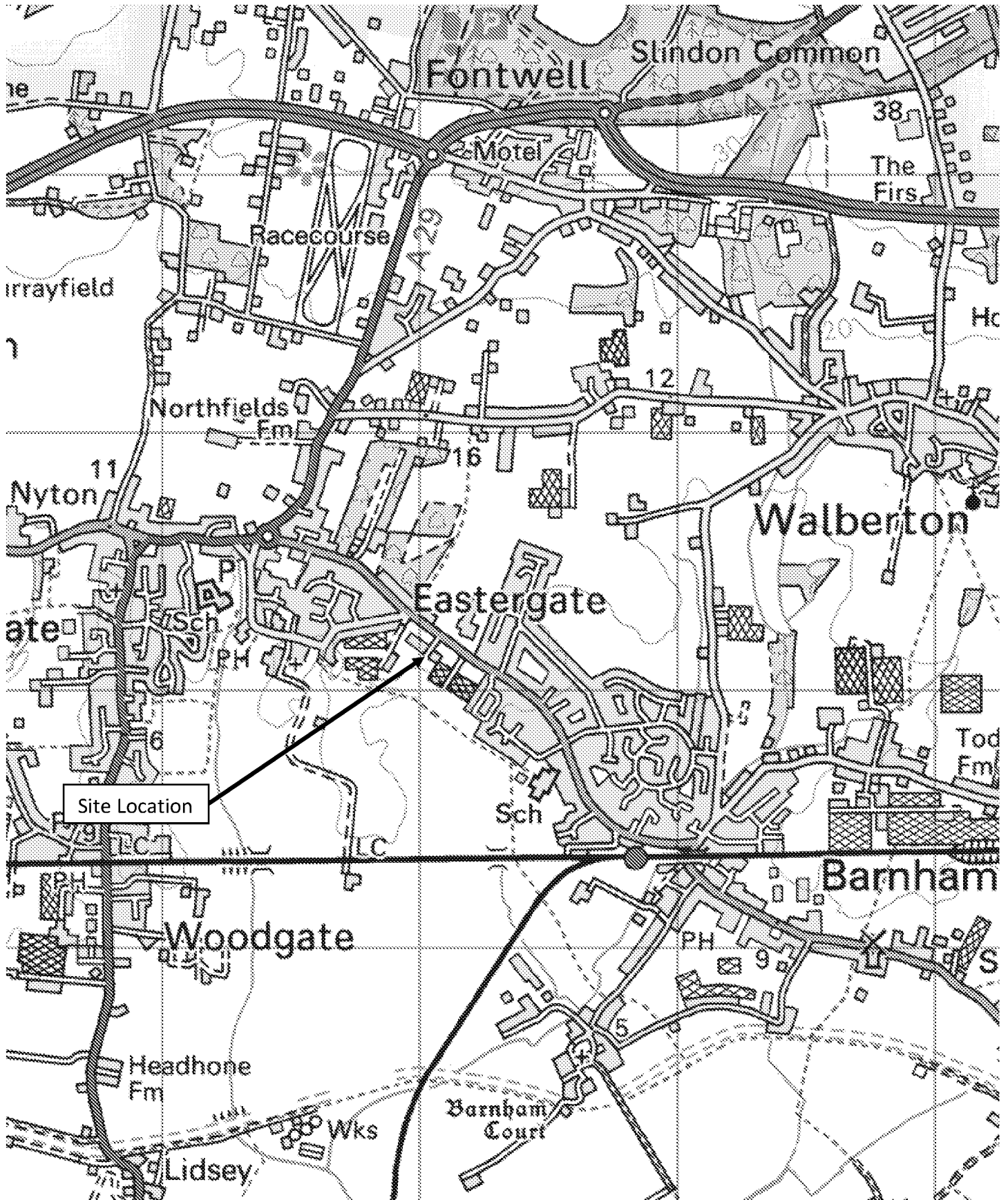
ROAD SAFETY AUDIT TEAM MEMBER

John Reid - MSc, DipHTE, MCIHT, FSoRSA, MITAI, HECOC
Technical Director (Safety)
Mayer Brown Limited
Lion House
Oriental Road
Woking
Surrey
GU22 8AR

Signed

Date 18/10/19

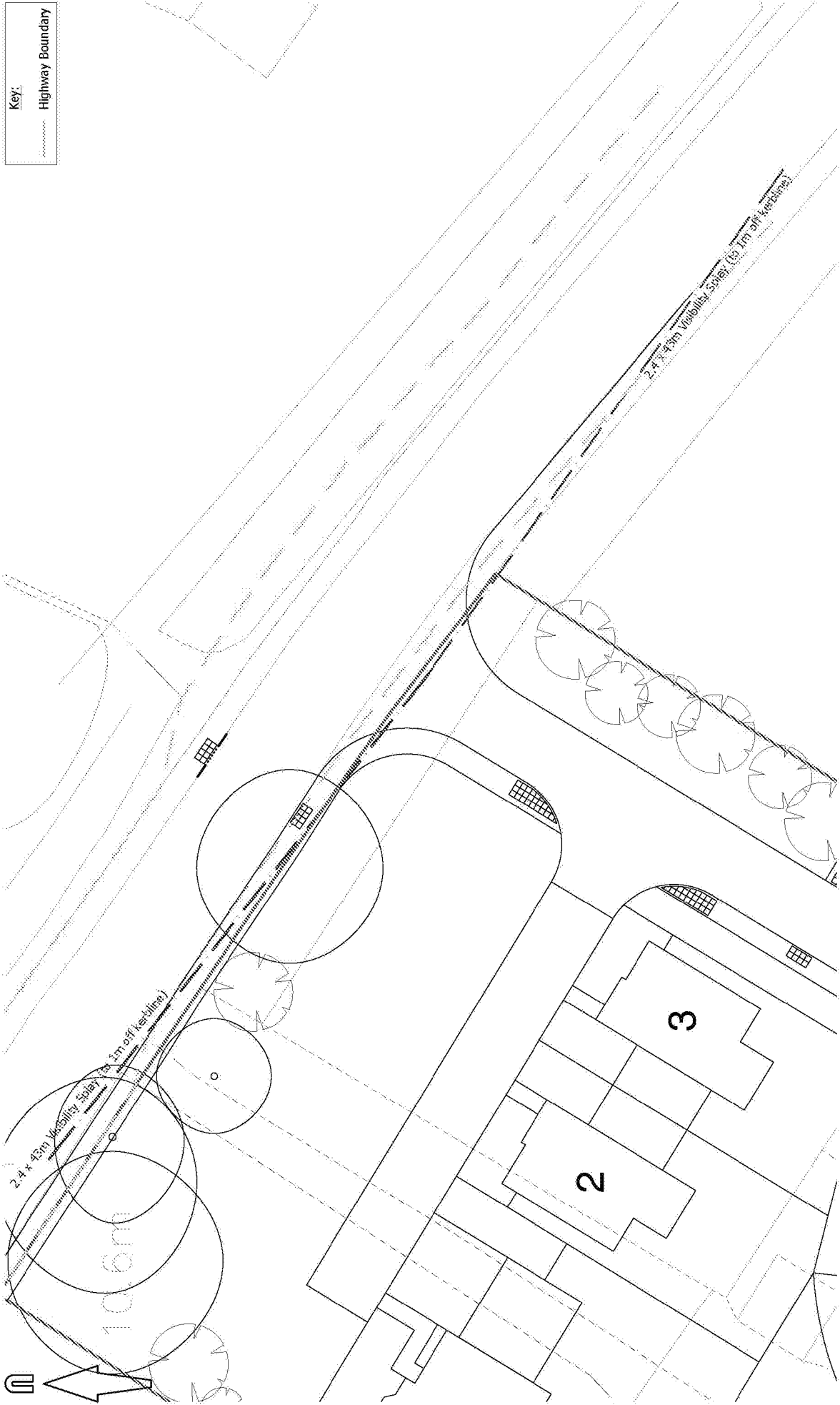
APPENDIX A: Site Location Plan



APPENDIX B: Reference Plan

Key:

..... Highway Boundary



scale 1:250 @ A3

drawn by JME

checked by AP

date OCTOBER 2019

cad file FIGURES A.DWG

drawing number MBSK191001-01

rev. D

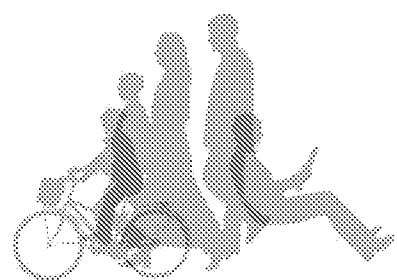
client DOMUSEA DEVELOPMENTS

project THE BOWERIES, BARNHAM ROAD
EASTERGATE

title VISIBILITY SPLAYS AT ACCESS

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mb mayet brown



Report Title:	Designers Response
Date:	7 th April 2021
Document reference and revision:	Designers Response (Rev3)
Prepared by:	Domusea Developments
On behalf of:	Domusea Developments

Review of Stage 1 Safety Audit, Repeat Audit and Designers Response.

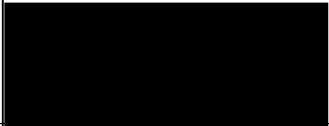
DOMUSEA DEVELOPMENTS PROPOSED RESIDENTIAL DEVELOPMENT THE BOWERIES, BARNHAM ROAD, EASTERGATE STAGE 1 - ROAD SAFETY AUDIT OCTOBER 2019 & APRIL 2021

Review of stage 1 safety audit carried out by Martyn Parr, Mayer Brown during October 2019 and a repeat audit April 2021, and designer's response.

Key Personnel:

Overseeing Organisation:	West Sussex County Council
RSA Team:	Mayer Brown
Design Organisation:	Domusea Developments

Authorisation sheet:

Project:	The Boweries
Report Title:	Designers Response
Prepared by:	Domusea
Name:	Edward Rees
Position:	Project Manager
Signed:	
Organisation:	Domusea
Date:	07.04.21
Approved By:	Domusea
Name:	Jamie Orton
Position:	Director
Signed:	
Organisation:	Domusea
Date:	

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA action
2.4 Problem Location: General to scheme, multiple locations	Ensure as far as practical that no manholes or inspection chambers are located where they are likely to be traversed by two-wheeled vehicles during turning manoeuvres. Where this is unavoidable, use skid resistant covers and ensure that they are regularly inspected and maintained.	As per drainage plan KNC1814-602-01-A no manholes or inspection chambers are located where they are likely to be traversed by two-wheeled vehicles during turning manoeuvres. Skid resistant covers will be used and regularly inspected and maintained.		

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA action
2.5 Problem Location: General to the scheme, multiple locations	Ensure that carriageway and footway drainage is provided to current design standards.	Agree with auditor - carriageway and footway drainage will be provided to current design standards.		

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA action
2.6 Problem Location: General to scheme, multiple locations	Provide carriageway and footway lighting in accordance with current design standards.	Agree with auditor, it can be dealt with as part of the detailed design and S278 process.		

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA action
2.7 Problem Location: General	Undertake swept path analysis using a refuse vehicle to ensure that the vehicle can access the site appropriately.	Swept path analysis has now been provided within Transport Note 201013.		

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA action
3.1 Problem Location: Site Access	It is recommended that appropriate inter-visibility splays are provided at the northern end of the shared pedestrian/cycle facility.	Agree with auditor, it can be dealt with as part of the detailed design and S278 process.		

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA action
3.2 Problem Location: Barnham Road, south side, adjacent to proposed shared use pedestrian/cycle facility.	i. A short section of the footway on the southern side of Barnham Road, adjacent to the north-south shared use pedestrian/cycle facility, should be designated a shared use facility. ii. Cycle logos and direction arrows are provided adjacent to the dropped kerb to the east of the 'greenway'.	Agree with auditor, it can be dealt with as part of the detailed design and S278 process.		

	iii. Corduroy paving should be provided to the west of the western dropped kerb provided for cycles to rejoin the carriageway, and to the east of the eastern dropped kerb provided for westbound cyclists to leave the carriageway, to ensure vision impaired pedestrians are aware when they step onto/into the cycle facility. iv. Appropriate cycle signing should be provided. v. Remove the corduroy paving and signing at the northern end of the proposed shared use pedestrian/cycle facility.			
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RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA action
3.3 Problem Location: Barnham Road, north side, adjacent to proposed shared use pedestrian/cycle facility	It is recommended that the cycle symbol and direction arrow are retained, but the delineation markings are removed.	Agree with auditor, it can be dealt with as part of the detailed design and S278 process		

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA action
3.4 Problem Location: Site access, 'Phase 2' only	It is recommended that dropped kerbs and tactile paving are provided in accordance with relevant design standards on the pedestrian desire line.	Agree with auditor, it can be dealt with as part of the detailed design and S278 process.		

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA action
3.5 Problem Location: Site access, east side	It is recommended that either: i. A footway is provided on the southern side of Barnham Road linking the proposed footway on the eastern side of the site access and the existing footway located 250m to the east. If it is not possible to link the proposed footway with the existing footway, then a pedestrian crossing point should be provided at the termination point of the footway. or ii. Remove the footway on the eastern side of the site access.	It is proposed that the footway is removed on the eastern side of the site access.		

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA action
3.6 Problem Location: Site access	It is recommended that white warning triangles (Diag 1062) are provided on the speed reducing ramps. Ensure appropriate gradients are provided on both of the transition ramps.	Agree with auditor, it can be dealt with as part of the detailed design and S278 process.		

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA action
3.7 Problem Location: Junction visibility	Any vegetation within the splays should be maintained to ensure that it does not extend beyond a vertical height of 0.6m. If planters are to be provided then these, together with any foliage which they contain, should also not extend beyond a vertical height of 0.6m.	Agree with auditor, this matter can be secured by way of planning condition.		

On behalf of the Design Organisation, I certify that:

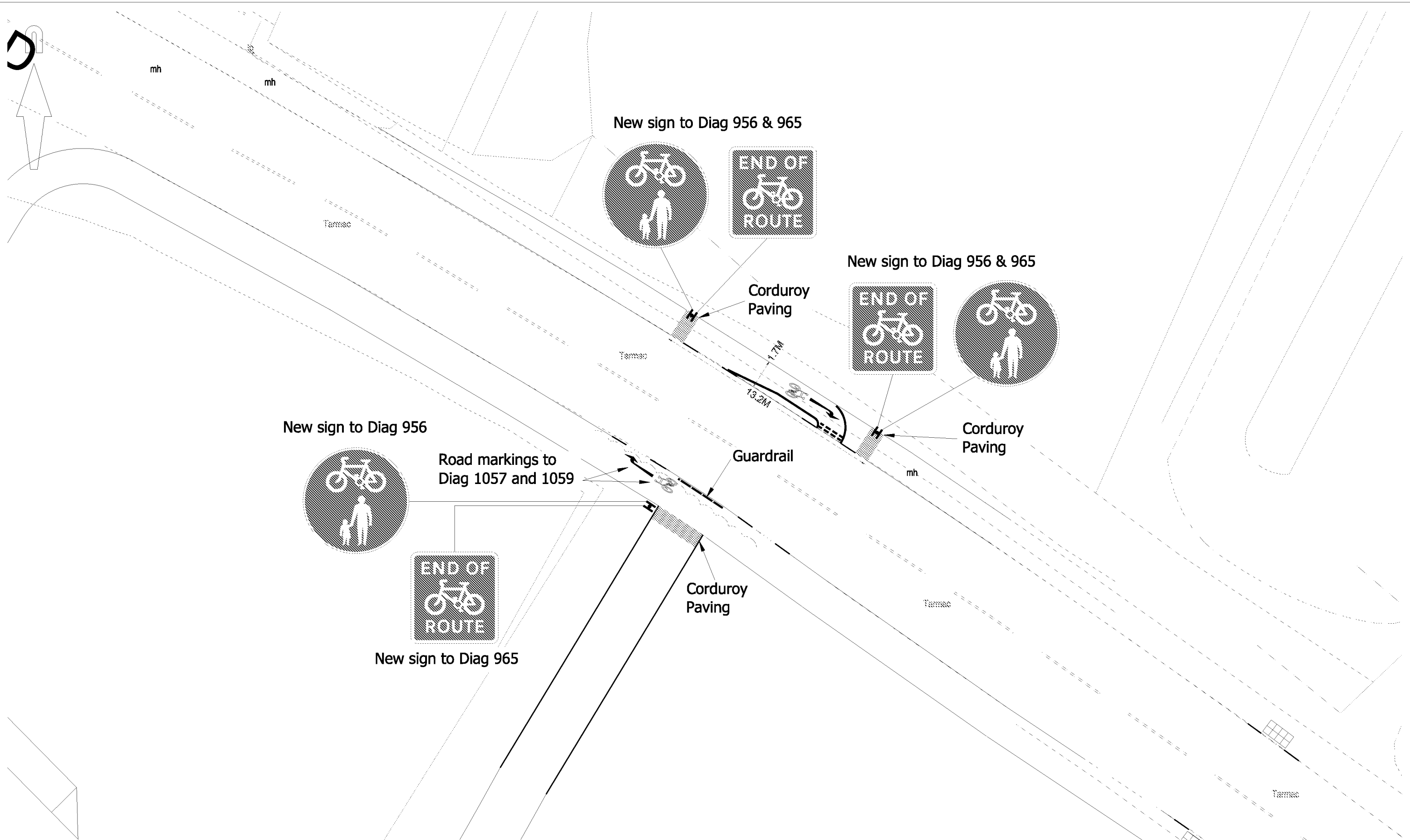
1). The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.

Name:	Edward Rees
Signed:	
Position:	Project Manager
Organisation:	Domusea
Date:	07.04.21

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 Overseeing Organisation: and
2). The agreed RSA actions will be progressed.**

Name:	
Signed:	
Position:	
Organisation:	
Date:	



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	client	DOMUSEA DEVELOPMENTS	title	scale 1:200 @ A3		drawn by	RB	checked by	AP
	project	THE BOWERIES, BARNHAM ROAD EASTERGATE		date		MARCH 2021	cad file		MBSK210326.DWG
				drawing number		MBSK210326/01			
						rev.		-	



Tarmac

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Tarmac

Tarmac

PHASE 1

Tarmac

mh

Tarmac

Tarmac

Connection to
future development

PHASE 2

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client

DOMUSEA DEVELOPMENTS

project

THE BOWERIES, BARNHAM ROAD
EASTERGATE

title

PROPOSED DEVELOPMENT
EASTERN ACCESS ROAD PEDESTRIAN LINKS

scale 1:200 @ A3

drawn by

RB

checked by

AP

date

MARCH 2021

cad file

MBSK210326.DWG

drawing number

MBSK210326/02

rev.

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