

From: Matt Holmes [REDACTED]
Sent: 26 April 2019 18:14
To: Anita Gardner
Subject: CM/4/19/PL - Crematorium - Land South of A259 Grevatts Lane, Climping

Hi Anita,

Please see the attached highways report which includes the results of the Road Safety Audit together with a response from our consultant. The site plan has also been updated to address the comment in relation to the entrance to the overflow parking area and a revised copy of that is attached also. I trust that this will address the queries raised by your highways colleagues but if anything else is needed in this regard please let me know.

You asked me to provide a drawing schedule, and the latest version of that is as follows;

DRAWING REGISTER

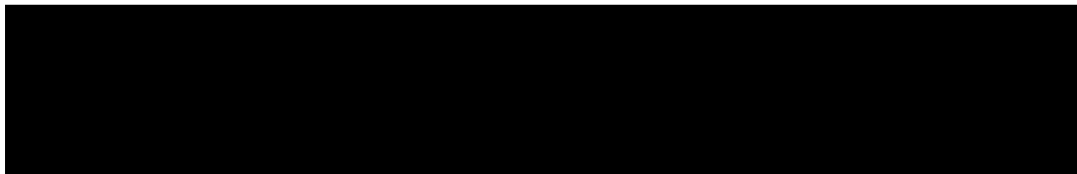
YY 19 19 19
MM 1 1 1
DD 15 17 18

Drawing No.	Description	Scale	Size	Quantity
SC-CLMPG-V1-XX-DB-K-0500	SITE PLAN	1:500	A0	1
SC-CLMPG-V1-DB-DR-K-0501	MAIN BUILDING GROUND FLOOR PLAN	1:100	A0	1
SC-CLMPG-V1-DB-DR-K-0502	MAIN BUILDING FIRST FLOOR PLAN	1:100	A0	1
SC-CLMPG-V1-XX-DR-K-0503	MAIN BUILDING ROOF PLAN	1:100	A0	1
SC-CLMPG-V1-XX-DR-K-0504	MAIN BUILDING ELEVATIONS	1:100	A1	1
SC-CLMPG-V1-XX-DR-K-0505	LOCATION PLAN	1:1250	A2	1
SC-CLMPG-V1-XX-DR-K-0506	LOCATION PLAN	1:2500	A2	1
SC-CLMPG-V1-XX-DR-K-0507	SECTION THROUGH SITE	1:500	A0	1
SC-CLMPG-V1-XX-DB-K-0508	BOOK ROOM ELEVATIONS	1:50	A0	1

I left a message on your phone earlier today. We would be pleased to receive an update on the application when convenient, and confirmation that there are no outstanding matters awaiting our attention. Perhaps we could speak early next week to review? Thanks

Kind regards

Matt Holmes BA (Hons) MA MRTPI
Director
Chapman Lily Planning Limited



LAND AT GREVATT'S LANE, CLIMPING STAGE 1 RSA – DESIGNER'S RESPONSE



SYSTRA

LAND AT GREVATT'S LANE, CLIMPING

Stage 1 RSA – Designer's Response

IDENTIFICATION TABLE	
Client/Project owner	Southern Co-operative Ltd
Project	Land at Grevatt's Lane, Climping
Type of document	Stage 1 RSA – Designer's Response
Date	26/04/2019
Reference number	BWREDE17

APPROVAL					
Number	Name		Position	Date	Modifications
01	Author	Beth Wilson	Senior Consultant	23/04/2019	
	Checked by	David Fletcher	Associate	24/04/2019	
	Approved by	David Fletcher	Associate	26/04/2019	
01A	Author	Beth Wilson	Senior Consultant	26/04/2019	Client Comments
	Checked by	David Fletcher	Associate	26/04/2019	
	Approved by	David Fletcher	Associate	26/04/2019	

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APPENDICES

Appendix A – Full Stage 1 RSA Report
Appendix B – Refuse Vehicle Tracking
Appendix C – Forward Visibility Splays
Appendix D – Updated Site Plan
Appendix E – Updated Site Access Drawing

1. INTRODUCTION

- 1.1.1 This Designer's Response has been prepared in relation to a Stage 1 Road Safety Audit (Stage 1 RSA) undertaken by Badingham Limited for the proposed highway works associated with a live planning application for the development of a crematorium on land to the south of Grevatt's Lane, Climping. This Stage 1 RSA has been requested by West Sussex County Council (WSCC) as the local highway authority.
- 1.1.2 The highway works associated with the proposed development comprise a ghost-island right-turn lane access to the proposed site, taken from the A259 Grevatt's Lane.
- 1.1.3 The Auditor (Badingham Limited) was provided with a Road Safety Audit Brief completed by Systra Ltd (SYSTRA). SYSTRA also provided further details as requested including the following:
- ⊗ Proposed Site Access General Arrangement drawing (drawing number BWREDE-SK01-P3, since updated to BWREDE-SK01-P4 as described through this report);
 - ⊗ Transport Statement (reference BWREDE17) and associated Appendices which included:
 - ⊗ Proposed Site Plan;
 - ⊗ Personal Injury Accident (PIA) data for the latest five-year period at the time of request (01/11/2013 – 31/10/2018) which identified no recorded collisions in the vicinity of the proposed site access;
 - ⊗ Full Automated Traffic Count (ATC) survey results (survey completed 29/11/2019 – 05/12/2019) which identified an average two-way weekday traffic flow of 21,376 vehicles and two-way 85th percentile average speeds of 55.4mph.
- 1.1.4 The Stage 1 RSA was issued by Badingham Limited to SYSTRA on 17/04/2019. A total of 11 issues were raised through the Stage 1 RSA, and this Designer's Response provides further information and a detailed response to each of these comments. The summary of the RSA comments are replicated in *italics* with SYSTRA's response provided thereafter. The full Stage 1 RSA is appended to this report as **Appendix A**.

2. DESIGNER'S RESPONSE TO ISSUES RAISED

2.1 *Swept-Path Analysis*

No swept path assessment is provided. The development may attract occasional large vehicles that without sufficient carriageway space may lead to damage-type collisions or collisions with users of the footway if the footway is overrun.

Recommendation

It is recommended that a swept path assessment be undertaken with for the largest typical vehicle anticipated to regularly and frequently visit the site to demonstrate safe and efficient access.

Designer's Response

- 2.1.1 Swept-path assessment for a large refuse vehicle measuring 10.2m in length has been undertaken in accordance with Arun's refuse collection requirements, which is the largest typical vehicle anticipated to regularly and frequently visit the site. This drawing (BWREDE-SP4-P3) is included as **Appendix B**.

2.2 *Potential for Vehicles to Enter Watercourse*

There is risk that if vehicles over-run the verge on egress, they may be at risk of tipping to the adjacent watercourse leading to damage-type collisions.

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Recommendation

It is recommended that measures are introduced to prevent vehicles from entering the watercourse.

Designer's Response

- 2.2.1 This comment will be addressed through the detailed design Section 278 stage.

2.3 Forward Visibility

No forward visibility is shown on the drawings. Lack of sufficient forward visibility can lead to late-braking decisions, skidding, and loss-of-control type incidents including collisions with turning traffic.

Recommendation

It is recommended that appropriate forward visibility provided.

Designer's Response

- 2.3.1 A drawing has been provided to demonstrate forward visibility along Grevatt's Lane to a vehicle turning left into the site and waiting to turn right into the site, which demonstrates maximum achievable forward visibility of over 470m in each direction within the highway boundary. A second drawing has also been prepared to demonstrate visibility in accordance with the speed limit of 60mph (215m). These drawings (BWREDE-SK03-P2 and BWREDE-SK04-P2) are included as **Appendix C**.

2.4 Turning Facility

The gates to the crematorium appear to be situated within the public highway. If a vehicle arrives to find the gates closed there is a risk of drivers attempting to reverse onto the A259 where they are at risk of collisions with passing traffic.

Recommendation

It is recommended that the gates are set outside of the public highway and a suitable vehicle turning facility provided.

Designer's Response

- 2.4.1 The gates will be open from 8am to 5pm from November to March, and from 8am to 6pm from April to October. As detailed in the Transport Assessment, the majority of services will fall within the 10am-3pm period, with the 11am and 2pm services most popular. Saturday morning services will be made by appointment only. It is therefore extremely unlikely that any visitors to the site will arrive outside of these hours, when the gates are closed.
- 2.4.2 Should any visitors arrive outside of these times, a distance of 20m is measured between the gates and Grevatt's Lane, which allows for at least three large cars (usually measuring no more than 5.5m in length) to wait off the public highway and allow the gates to open. The gates are shown on the proposed site plan to open inwards to ensure that no reversing is required to allow for opening (for example for staff outside of opening hours).
- 2.4.3 Should the site be closed upon entry, there is sufficient space within the proposed bellmouth access for a large car to turn and exit using a three-point turn.

2.5 **Oblique Junction Alignment (Over-Spill Car Park)**

The oblique alignment of the proposed junction can create difficulties for some drivers, particularly the elderly, as this required them to look over their shoulder, when they may be suffering from restricted neck movement. There is a risk of damage-type collisions between egressing vehicles.

Recommendation

It is recommended that the proposed internal car park access junction is aligned to provide a more conventional perpendicular junction arrangement.

Designer's Response

- 2.5.1 The internal site layout has been revised to demonstrate the internal car park junction alignment to be perpendicular to the carriageway to allow for ease of visibility. The revised site plan is contained as **Appendix D**.

2.6 **Potential for Speeding**

The widening of the carriageway in this location may encourage increased vehicle speeds. Services at the crematorium are likely to be tidal and may involve a greater proportion of elderly drivers. There is potential for risk of collisions between through traffic and turning vehicles.

Recommendation

It is recommended that the speed limit is reduced over this section of highway.

Designer's Response

- 2.6.1 The existing Grevatt's Lane carriageway measures between 6.8m and 8.3m wide in the vicinity of the site, with existing lane widths of between 3.3m and 4.5m wide (narrowing from west to east). The through-lane widths have therefore been either retained as existing or narrowed over the length of the proposed site access and measure 3.4m and 3.6m wide. This is in accordance with DMRB TD42/95 guidance (Paragraph 7.20) which states that, 'at ghost island junctions, the through lane in each direction shall not be greater than 3.65m wide, exclusive of hardstrips, but shall not be less than 3.0m wide.' The proposed general arrangement drawing has been updated to show the existing lane widths at either end of the junction (drawing number BWREDE-SK01-P5) and is contained in **Appendix E**.
- 2.6.2 A review of the accidents records in the vicinity of the site shows that there is not considered to be an existing road safety concern in the vicinity of the site, and there are no injury accidents at the location of the proposed access junction.
- 2.6.3 The proposed access junction is likely to experience less vehicle movements than the nearby access junction at Baird's Business Park / Hobbs New Barn which is also located within the national speed limit section of Grevatts Lane. However the proposed access would benefit from a designated ghost island right turn lane.
- 2.6.4 Nonetheless, should WSCC require that the speed limit is reduced along this section, the client would be willing to pay a contribution towards the consultation of a Traffic Regulation Order (TRO) to reduce the speed limit.

2.7 **Proposed Refuge Crossing**

The pedestrian crossing facility may be used by dismounted cyclists seeking to cross from the shared facility on the northern side of the carriageway to the proposed development. There is a risk that cycles may project into the traffic stream where they are at risk of collisions with passing vehicles.

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Recommendation

It is recommended that the refuge island is of sufficient width for dismounted cyclists to wait safely with their machines.

Designer's Response

- 2.7.1 In accordance with WSCC's Section 278/38 Highway Agreement Standard Details (drawing no. S278/38/19 Rev D), the proposed refuge island has been revised to measure 2.5m in width and 2.8m in length. This is demonstrated in the updated general arrangement drawing (drawing number BWREDE-SK01-P4) as contained in **Appendix E**.

2.8 Road Markings And Signage

No signing information has been provided. A suitable signing package will need to form part of any further detailed design, particularly for the shared footway/cycleway facility.

Designer's Response

- 2.8.1 This comment will be addressed through the detailed design Section 278 stage.

2.9 Potential for Over-Taking

The widening of the carriageway in this location may encourage increased vehicle speeds and some drivers to attempt to overtake, particularly at night, leading to possible collisions with opposing vehicles, or the proposed pedestrian refuge.

Recommendation

It is recommended that no overtaking surface markings are introduced through the junction.

Designer's Response

- 2.9.1 This comment will be addressed through the detailed design Section 278 stage, with options for bollards also explored in accordance with WSCC's Street Lighting Accrual required standards.

2.10 Street Lighting

No street lighting information has been provided. A suitable street lighting package will need to form part of any further detailed design.

Designer's Response

- 2.10.1 This comment will be addressed through the detailed design Section 278 stage.

2.11 Drainage

No drainage information has been provided. A suitable drainage package will need to form part of any further detailed design. Gullies should be placed outside of any crossing path and upstream of any crossing.

Location: Existing A259 & proposed junction.

Summary: Potential for loose material to migrate into the highway or cause collisions if over-run.

Existing highway drainage grips are filled with loose pebbles/shingle. This is noted to have spread over the carriageway where it presents a hazard to traffic, particularly powered two-wheelers or to other users if thrown up by passing vehicles. The grips may also cause loss-of-control type incidents, particularly involving powered two-wheelers, should they be driven over during the hours of darkness or with light snow cover. They also present a hazard to users of the shared footway/cycleway facility.

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Recommendation

It is recommended that appropriate highway drainage is provided using an alternative to the existing loose shingle grips.

Designer's Response

This comment will be addressed through the detailed design Section 278 stage.

Land at Grevatt's Lane, Climping	BWREDE17
Stage 1 RSA -- Designer's Response	26/04/2019

Appendix A – Full Stage 1 RSA Report

Land to the South of Grevatt's Lane, Climping. Proposed Highway Works

Road Safety Audit – Stage 1 (Preliminary Design)

Client: Southern Cooperative

17th April 2019

Badingham

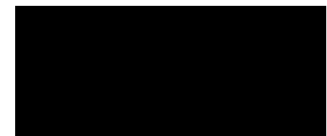
Transport Planning & Highway Engineering Consultants

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DOCUMENT ISSUE

<i>Issue / Revision:</i>	Issue 1			
<i>Description / Status:</i>	Final			
<i>Date:</i>	08/04/2019			
<i>Prepared:</i>	A. R. J. Setter			
<i>Signature:</i>				
<i>Document Check:</i>	D. F. Rogers			
<i>Signature:</i>				
<i>Technical Check:</i>	D. F. Rogers			
<i>Signature:</i>				
<i>Authorised:</i>	A. R. J. Setter			
<i>Signature:</i>				
<i>File Reference:</i>	0784 Pilgrim Close - RSA12 - Issue 1.docx			

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Figure 2	Aerial Photo
Figure 3	Audit Plan

APPENDICES

Appendix 1	Road Safety Audit Brief
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SECTION 1: INTRODUCTION

General

- 1.1 This Road Safety Audit Stage 1 (Preliminary Design) report has been undertaken at the request of the Highway Authority. It has been prepared on behalf of Southern Cooperative. It relates to proposed highway works associated the development of a crematorium on land to the south of Grevatt's Lane, Climping, West Sussex.
- 1.2 Arun District Council is the local planning authority for the area. West Sussex County Council is the local highway authority for the area.

Audit Team

- 1.3 A. R. J. Setter BA (Hons) MSc CMILT MCIHT AMICE MSoRSA CoC
Badingham Limited
- D. F. Rogers JP CEng BEng (Hons) MICE FIHE MSoRSA
Ashburn Partnership

Audit Brief

- 1.4 The Road Safety Audit has been undertaken in accordance with the Road Safety Audit Brief contained in Appendix 1.
- 1.5 The terms of reference for this Road Safety Audit are described in GG119. The Audit Team has not been made aware of any departures from standard.
- 1.6 The Road Safety Audit Team has 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 to any other criteria.

Main Parties to the Audit

1.7 The following are the main parties to the audit:

- Client Organisation: Southern Cooperative
- Overseeing Organisation: West Sussex County Council
- Design Organisation: Systra

1.8 The Audit Team visited the site together on Tuesday 16th April 2019 between 11:30am and 12.00pm. The weather was cloudy and dry. There were no adverse traffic conditions to affect the audit. Photographs of the site and surrounding area are included where relevant.

1.9 The location of the site is shown on Figure 1 Site Location Plan and Figure 2 Aerial Photo. The area of the audit extends solely to the works shown on the drawings included in the Audit Brief. Any issues identified are cross-referenced by paragraph number to the Audit Plans (Figure 3).

1.10 The works comprise the provision of a proposed ghost island right-turn junction access arrangement on land to the south of A259 Grevatt's Lane, Climping. The site is currently greenfield and is approximately 4.5km west of Littlehampton and 5.6km east of Bognor Regis. The proposed redevelopment comprises a crematorium with an 84-seat chapel, memorial gardens, a scatter garden and associated car parking on the site.

1.11 The A259 Grevatt's Lane is a busy single carriageway rural highway with a general width of 6.6m and with a shared footway/cycleway (NCN Route 2) on its northern side. It has a relatively sweeping curved horizontal alignment along an approximate east/west axis. It is a bus route and subject to a 60mph speed limit. No street lighting is provided and gradients in the area are minimal. There is a Public Right of Way to the immediate west of the site with another a short distance to the west on the north side of the highway.

- 1.12 No collisions are recorded within the vicinity of the proposed access within the latest five-year period. Two cyclists (eastbound) were noted utilising the existing shared facility during the site visit. ATC data shows that an average two-way weekday flow of some 21,376 vehicles travel along this section of Grevatt's Lane, with 85th percentile speeds recorded as below 60mph.

SECTION 2: ITEMS RAISED AT PREVIOUS AUDITS

2.1 No previous audits have been undertaken.

SECTION 3: VEHICULAR AND HIGHWAY ISSUES

3.1 PROBLEM

Location: Proposed junction.

Summary: Large vehicle access.

- 3.1.1 No swept path assessment is provided. The development may attract occasional large vehicles that without sufficient carriageway space may lead to damage-type collisions or collisions with users of the footway if the footway is overrun.

RECOMMENDATION

- 3.1.2 It is recommended that a swept path assessment be undertaken with for the largest typical vehicle anticipated to regularly and frequently visit the site to demonstrate safe and efficient access.



Photo 1 - A259 view east.

3.2 PROBLEM

Location: Proposed junction.

Summary: Potential for vehicles to enter watercourse.

- 3.2.1 There is risk that if vehicles over-run the verge on egress, they may be at risk of tipping to the adjacent watercourse leading to damage-type collisions.

RECOMMENDATION

- 3.2.2 It is recommended that measures are introduced to prevent vehicles from entering the watercourse.



Photo 2 - Existing watercourse.

3.3 PROBLEM

Location: Proposed junction.

Summary: Potential lack of forward visibility.

- 3.3.1 No forward visibility is shown on the drawings. Lack of sufficient forward visibility can lead to late-braking decisions, skidding, and loss-of-control type incidents including collisions with turning traffic.

RECOMMENDATION

- 3.3.2 It is recommended that appropriate forward visibility provided.



Photo 3 - A259 view west.

3.4 PROBLEM

Location: Proposed junction.

Summary: Lack of turning facility.

- 3.4.1 The gates to the crematorium appear to be situated within the public highway. If a vehicle arrives to find the gates closed there is a risk of drivers attempting to reverse onto the A259 where they are at risk of collisions with passing traffic.

RECOMMENDATION

- 3.4.2 It is recommended that the gates are set outside of the public highway and a suitable vehicle turning facility provided.



Photo 4 - A259 view west.

3.5 PROBLEM

Location: Internal over-spill car park junction.

Summary: Oblique junction alignment.

- 3.5.1 The oblique alignment of the proposed junction can create difficulties for some drivers, particularly the elderly, as this required them to look over their shoulder, when they may be suffering from restricted neck movement. There is a risk of damage-type collisions between egressing vehicles.

RECOMMENDATION

- 3.5.2 It is recommended that the proposed internal car park access junction is aligned to provide a more conventional perpendicular junction arrangement.



Photo 5 - View North-east across site.

3.6 PROBLEM

Location: Proposed junction.

Summary: Potential for speeding.

- 3.6.1 The widening of the carriageway in this location may encourage increased vehicle speeds. Services at the crematorium are likely to be tidal and may involve a greater proportion of elderly drivers. There is potential for risk of collisions between through traffic and turning vehicles.

RECOMMENDATION

- 3.6.2 It is recommended that the speed limit is reduced over this section of highway.

SECTION 4: NON-MOTORISED USERS

4.1 PROBLEM

Location: Proposed refuge crossing.

Summary: Potential for cycles to project into traffic stream.

- 4.1.1 The pedestrian crossing facility may be used by dismounted cyclists seeking to cross from the shared facility on the northern side of the carriageway to the proposed development. There is a risk that cycles may project into the traffic stream where they are at risk of collisions with passing vehicles.

RECOMMENDATION

- 4.1.2 It is recommended that the refuge island is of sufficient width for dismounted cyclists to wait safely with their machines.



Photo 6 - A259 view east.

SECTION 5: ROAD MARKINGS AND SIGNAGE

5.1 No signing information has been provided. A suitable signing package will need to form part of any further detailed design, particularly for the shared footway/cycleway facility.

5.2 PROBLEM

Location: Proposed junction.

Summary: Potential for over-taking through junction.

5.2.1 The widening of the carriageway in this location may encourage increased vehicle speeds and some drivers to attempt to overtake, particularly at night, leading to possible collisions with opposing vehicles, or the proposed pedestrian refuge.

RECOMMENDATION

5.2.2 It is recommended that no overtaking surface markings are introduced through the junction.



Photo 7 - A259 view west.

SECTION 6: STREET LIGHTING

- 6.1 No street lighting information has been provided. A suitable street lighting package will need to form part of any further detailed design.

SECTION 7: DRAINAGE

- 7.1 No drainage information has been provided. A suitable drainage package will need to form part of any further detailed design. Gullies should be placed outside of any crossing path and upstream of any crossing.

7.2 PROBLEM

Location: Existing A259 & proposed junction.

Summary: Potential for loose material to migrate into the highway or cause collisions if over-run.

- 7.2.1 Existing highway drainage grips are filled with loose pebbles/shingle. This is noted to have spread over the carriageway where it presents a hazard to traffic, particularly powered two-wheelers or to other users if thrown up by passing vehicles. The grips may also cause loss-of-control type incidents, particularly involving powered two-wheelers, should they be driven over during the hours of darkness or with light snow cover. They also present a hazard to users of the shared footway/cycleway facility.

RECOMMENDATION

- 7.2.2 It is recommended that appropriate highway drainage is provided using an alternative to the existing loose shingle grips.



Photo 8 - Loose material adjacent to footway and highway.



Photo 9 - Loose material on shared facility.

SECTION 8: AUDIT STATEMENT

8.1 This audit has been undertaken in accordance with DMRB Standard GG119.

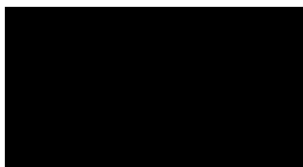
Road Safety Audit Team Leader

A. R. J. Setter BA (Hons) MSc CMILT MCIHT AMICE MSoRSA CoC

Director - Badingham Limited

16 Ashley Piece, Ramsbury, Marlborough, Wiltshire, SN8 2QE

Signed:



Date: 17th April 2019

Audit Team Member

D. F. Rogers JP CEng BEng (Hons) MICE MSoRSA FIHE

Partner - Ashburn Partnership

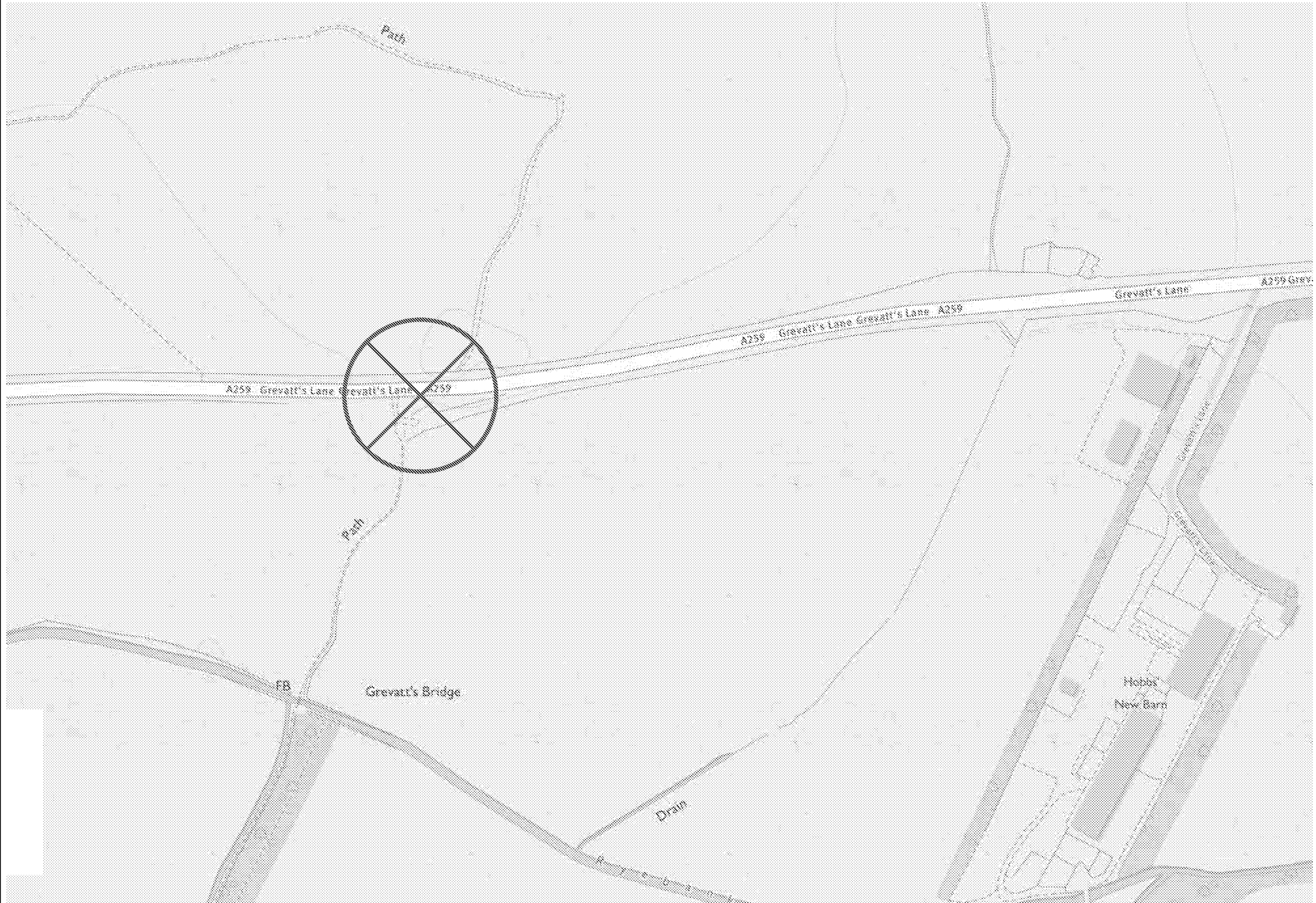
5 Mayfield, Upper Wanborough, Swindon, SN4 0ED

Signed:



Date: 17th April 2019

FIGURES



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Notes:

1. Do not scale from this drawing.
2. All dimensions must be checked on site.

Rev.	Date	Initials	Amendments

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Transport Planning
&
Highway Engineering
Concept | Consult | Construct
www.badinghamuk.com

Client

Southern Cooperative

Project

Grevatt's Lane, Climping

Title

Location Plan

Date	17/04/2019	Status	FINAL
Scale	NTS	Original Size	A3
Drawn	AS	Checked	AS
Job No.	0786	Drawing No.	FIGURE 1
		Rev.	-



North



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Notes:

1. Do not scale from this drawing.
2. All dimensions must be checked on site.

Rev.	Date	Initials	Amendments

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Client
Southern Cooperative

Project
Grevatt's Lane, Climping

Title
Aerial Photo

Date	17/04/2019	Status	FINAL
Scale	NTS	Original Size	A3
Drawn	AS	Checked	AS
Job No.	0786	Drawing No.	FIGURE 2
		Rev.	-

APPENDIX 1

Road Safety Audit Brief

ROAD SAFETY AUDIT BRIEF

Project Summary	
Date:	12.04.2019
Document Reference:	BWREDE17
Prepared by:	SYSTRA
On Behalf of:	Chapman Lily Planning
AUTHORISATION SHEET	
Project:	Grevatt's Lane, Climping
Report title:	Access Design RSA Stage 1
PREPARED BY:	
Name:	
Signed:	
Organisation:	
Date:	
I APPROVE THE RSA BRIEF AND INSTRUCT THE RSA TO TAKE PLACE ON BEHALF OF THE OVERSEEING ORGANISATION:	
Name:	Beth Wilson
Signed:	
Organisation:	SYSTRA
Date:	12.04.2019

ROAD SAFETY AUDIT BRIEF

General Details				
Highway Scheme Name & Road Number		A259 Grevatt's Lane, Climping		
Type of Scheme <i>e.g. new road scheme, smart motorway, junction improvement, traffic signs and road markings improvement, traffic calming, etc.</i>				
New Access onto A259				
RSA Stage <i>Tick as appropriate ✓</i>	1 X	2	3	4
	Interim			
Overseeing Organisation Details		Design Organisation Details		
Insert details		SYSTRA		
Police Contact Details (RSA3 Only)		Maintaining Agent Contact Details		
Insert details		Insert details		
RSA Team Membership				
A.R.J. Setter (Team Leader)		BA (Hons) MSc CMILT MCIHT AMICE MSoRSA Highways England Certificate of Competence & Compliant with EU Directive 2008/96/EC Badingham Limited		
D. F. Rogers (Team Member)		JP, CEng BEng (Hons) MICE MSoRSA FIHE Ashburn Consultants		
Terms of Reference <i>Make reference to relevant DMRB documents and other guidance where appropriate.</i>				
DMRB TD 42/95 Guide to Cremation and Crematoria				

ROAD SAFETY AUDIT BRIEF

Scheme Details
Scheme Description/Objective
General <i>Define the extents of the RSA, include a brief scheme description, the scheme objectives, a start date for construction if known and a completion date. In addition, for stage 4 RSAs, confirm when all related traffic management has been removed.</i>
Extent of RSA to cover site access onto Grevatt's Lane (right-turn Lane). Construction and start date not yet known
Design Standards Applied to the Scheme Design <i>For example, DMRB.</i>
DMRB
Design Speeds <i>Provide details of applied and/or existing design speeds.</i>
85 th percentile maximum recorded speed of 56.7mph, however road designed to DMRB requirements for 60mph.
Speed Limits <i>State whether mandatory or advisory, available speed data.</i>
Speed limit 60mph. Full ATC data attached.
Existing Traffic Flows/Queues <i>To include current automatic traffic counter (ATC) data, up-to-date turning count and queue information etc.</i>
Full data attached. 7-day average speeds of 55.9mph (daily) with a maximum recorded 85 th percentile speed of 56.7mph (in the AM Peak – westbound). 5-day average total two-way movements of 21,376 vehicles (464 HGVs). No existing access to no existing turning movements.
Forecast Traffic Flows <i>Where available and relevant, provide future traffic flow data including vehicle proportions.</i>
'average' attendance anticipated to generate up to 80 two-way person trips in the AM and PM Peak. Vehicle occupancy assumed at 2.0 persons per vehicle. Data has been obtained from other similar crematoria and data from the client. Full details are contained in the attached TS.
Pedestrian, Cyclist & Equestrian Desire Lines <i>Include details of pedestrian, cyclist and equestrian movements in the vicinity of the scheme and, when applicable the relevant walking, cycling and horse-riding assessment and review reports HD 42/17 [Ref 7.1].</i>
Limited existing pedestrian, cycle or equestrian movements given the location of the site. Potential future movements contained in attached TS.
Environmental Constraints <i>Include all environmental constraints within the scheme extents, for example sites of special scientific interest (SSSI), conservation areas, listed properties etc.</i>
No known environmental constraints.

ROAD SAFETY AUDIT BRIEF

Locality
Description of Locality <i>Include all environmental constraints within the scheme extents, e.g. (SSSI), conservation areas, listed properties etc.</i>
No known environmental constraints.
General Description <i>Include road network, road type, relevant land uses etc.</i>
Site located c.4.5km west of Littlehampton and 5.6km east of Bognor Regis. Currently an informal access to existing field taken from the A259 which has been blocked off by bollards.
All details are contained in the attached TS.
Relevant Factors Which May Affect Road Safety <i>Factors known to the Design Organisation and considered as part of the design. This should also include anything that would not be immediately obvious to the RSA Team – such as school crossing patrols and large events, for example.</i>
There are no known relevant factors which affect road safety.

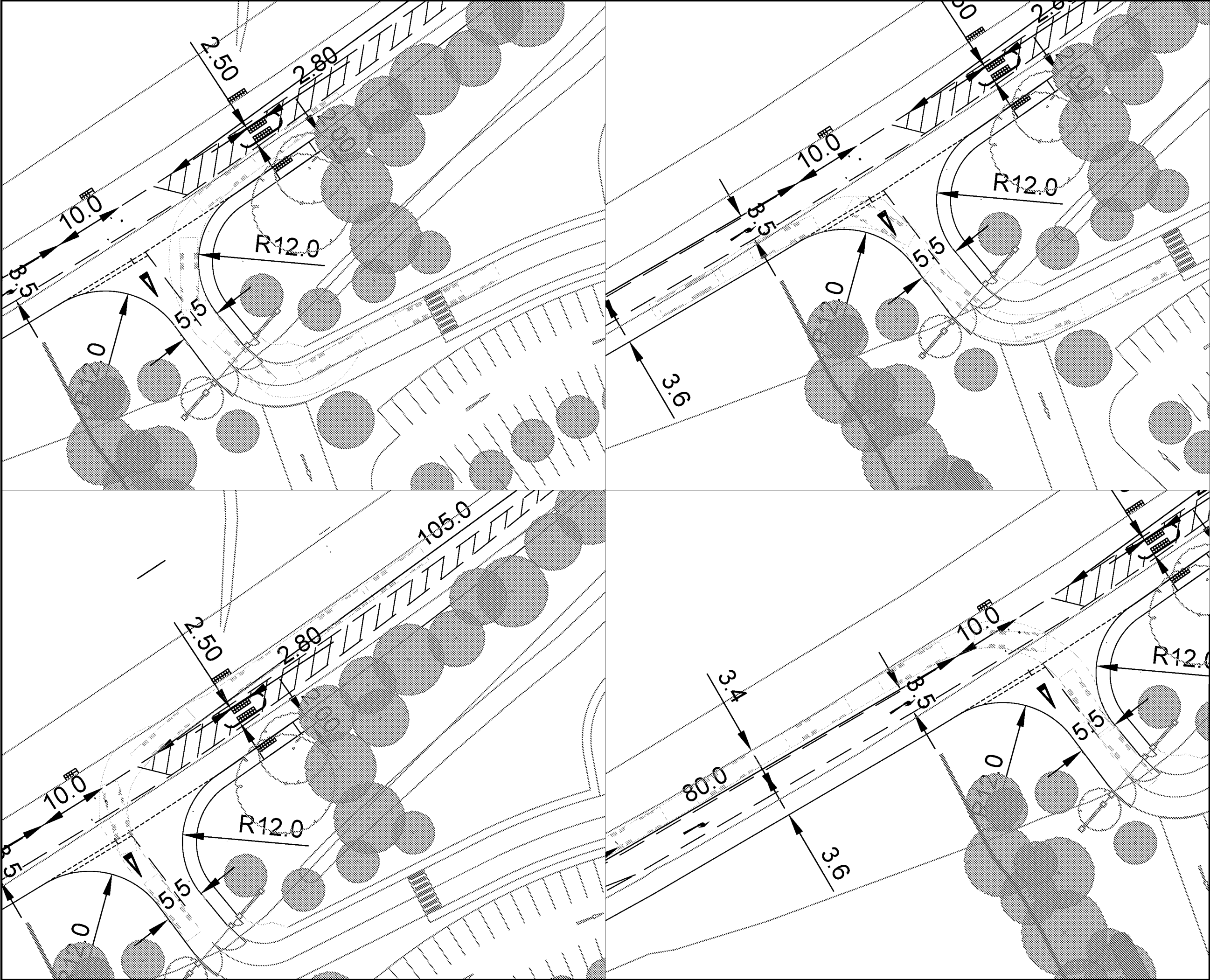
ROAD SAFETY AUDIT BRIEF

Analysis		
Collision Data Analysis <i>Stages 1,2, and 3 provide a summary of road traffic collision data covering both the extent of the scheme and the adjoining sections of highway. As a minimum, the most recent 36 month of data. At Stage 4, provide 12 months of post-opening validated road traffic collision data. Raw data should be provided as an appendix.</i>		
Full PIA data is contained in Appendix B of the attached TS		
Departures from Standards <i>Include status details, i.e. approved/pending/rejected, and any design strategy records produced for improvements to existing trunk roads and motorways.</i>		
There are no departures from standards affecting this junction		
Previous Road Safety Audit Stage Reports, Road Safety Audit Response Reports & Evidence of Agreed Actions <i>Attach previous reports to the RSA Brief, or provide an explanation where these are not available.</i>		
No previous RSAs have been undertaken		
Strategic Decisions <i>Includes items outside the scope of this RSA, which will not change irrespective of the RSA, for example route choice, junction type, approved departures from standard.</i>		
None.		
List of Included Documents and Drawings <i>For example: previous RSA reports; Design Responses; Departures; Road Traffic Collision Data; Walking, Cycling and Horse-Riding Assessment and Reviews. This could include any relevant operational data such as damage-only collision data or incident logs. This list could be included as an attachment to the RSA Brief or a hyperlink to a shared electronic location where the RSA Brief information has been collated.</i>		
Documents		
Reference/Revision BWAREDE17 09/02/2019	Title Transport Statement Version 2	Date
Drawings		
Reference/Revision BWAREDE-SK01-P2 09.01.2019	Title Proposed site access General Arrangement	Date

ROAD SAFETY AUDIT BRIEF

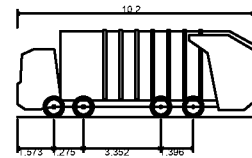
Checklist			
Tick all that are included and provide reasons for those that are not included. ✓			
Site Location plan	✓	Scale Layout Plans	✓
Departures and Relaxations from Standards	n/a	Construction/Typical Details	n/a
Previous RSA Reports	n/a	Previous RSA Response Reports & Evidence of Agreed Actions	n/a
Collision Data and Collision Data Analysis	✓	Road Traffic Collision Plot	✓
Traffic Signal Staging		Traffic Counts	✓
Speed Surveys	✓	Pedestrian, Cyclist, Horse-Riding Desire Lines & Volumes	✓
Walking, Cycling and Horse-Riding Assessment & Reviews		Items Outside the Scope of the RSA/Strategic Decisions	✓
Other Factors that may Impact Upon Road Safety	✓	Design Speeds/Speed Limits	✓
Design Standards Used	✓	Adjacent Land Uses	✓

Appendix B – Refuse Vehicle Tracking



- Notes:
1. All dimensions are in Metres unless otherwise stated
 2. Do not scale from this drawing
 3. Vehicle forward speed is 10mph
 4. Vehicle reverse speed is 2.5mph

REFUSE VEHICLE PROFILE



Modified Large Refuse Vehicle (4 axle)
Overall Length 10.200m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.330m

KEY

..... EXTENT OF HIGHWAY BOUNDARY

P3	26.04.19	Updated Site Layout	BW	DF	DF
P2	23.04.19	Updated to reflect latest Site Layout	BW	DF	DF
P1	07.01.19	Preliminary issue	OH	DH	BW
Rev	Date	Rev's / Changes	Drawn	Checked	Approved

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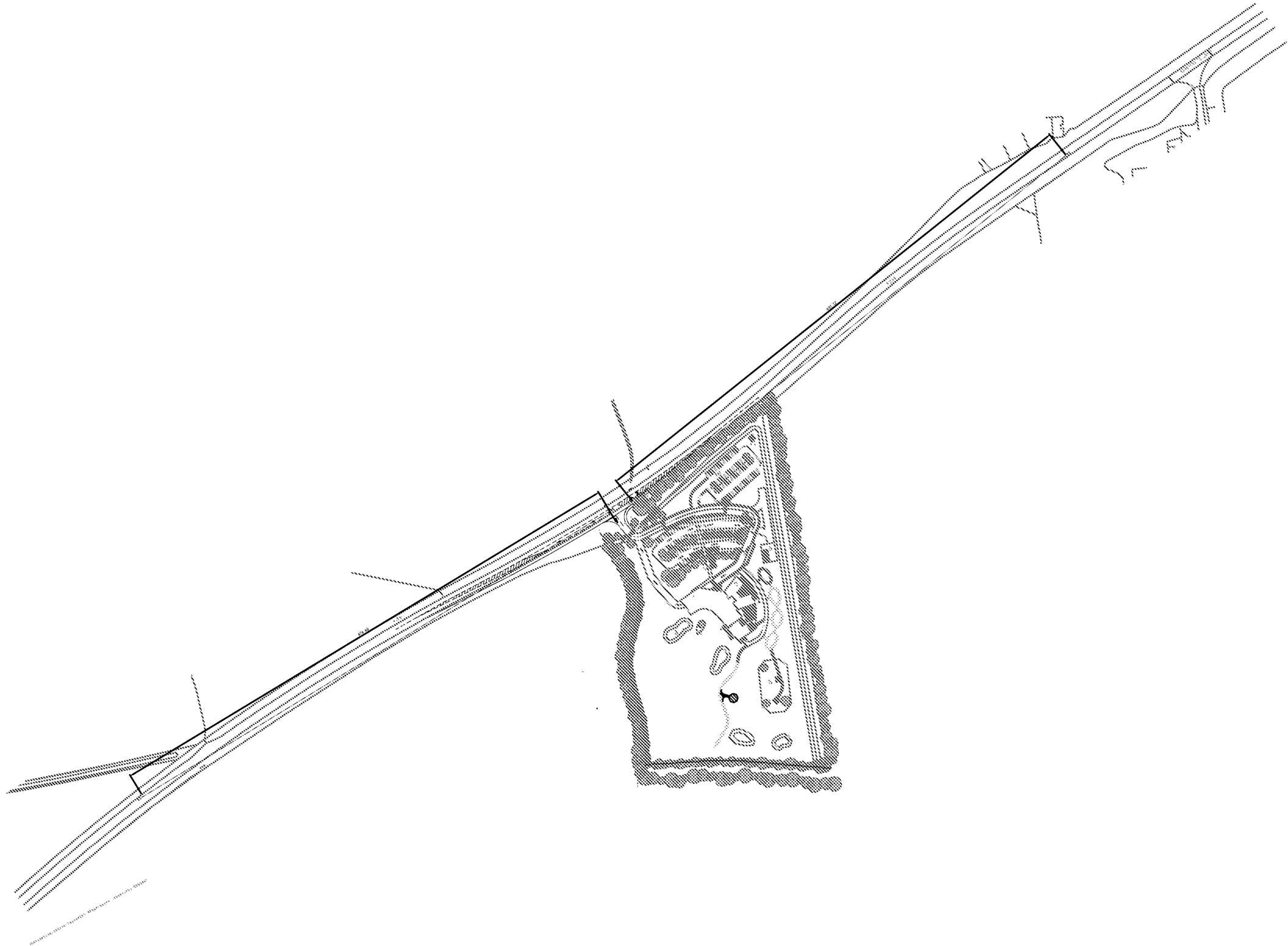
Client SOUTHERN COOPERATIVE

Project GREVATT'S LANE CLIMPING

Title REFUSE VEHICLE SWEEP PATH ANALYSIS
ENTERING AND EXITING THE SITE

Drawn	OH	Checked	DH	Approved	BW
Original dwg. size	A3	Date of Issue	Jan 2019	Scale	1:500
Drawing Status	PRELIMINARY	Drawing Number	BWREDE-SP4	Rev.	P3

Appendix C – Forward Visibility Splays



- Notes:
1. All dimensions are in Metres unless otherwise stated
 2. Do not scale from this drawing



KEY

----- EXTENT OF HIGHWAY BOUNDARY

----- FORWARD VISIBILITY SPLAY

P2	26.04.19	Updated Site Layout	BW	DF	DF
P1	23.04.19	Preliminary issue	BW	DF	DF
Rev	Date	Revised By	Drawn	Checked	Approved

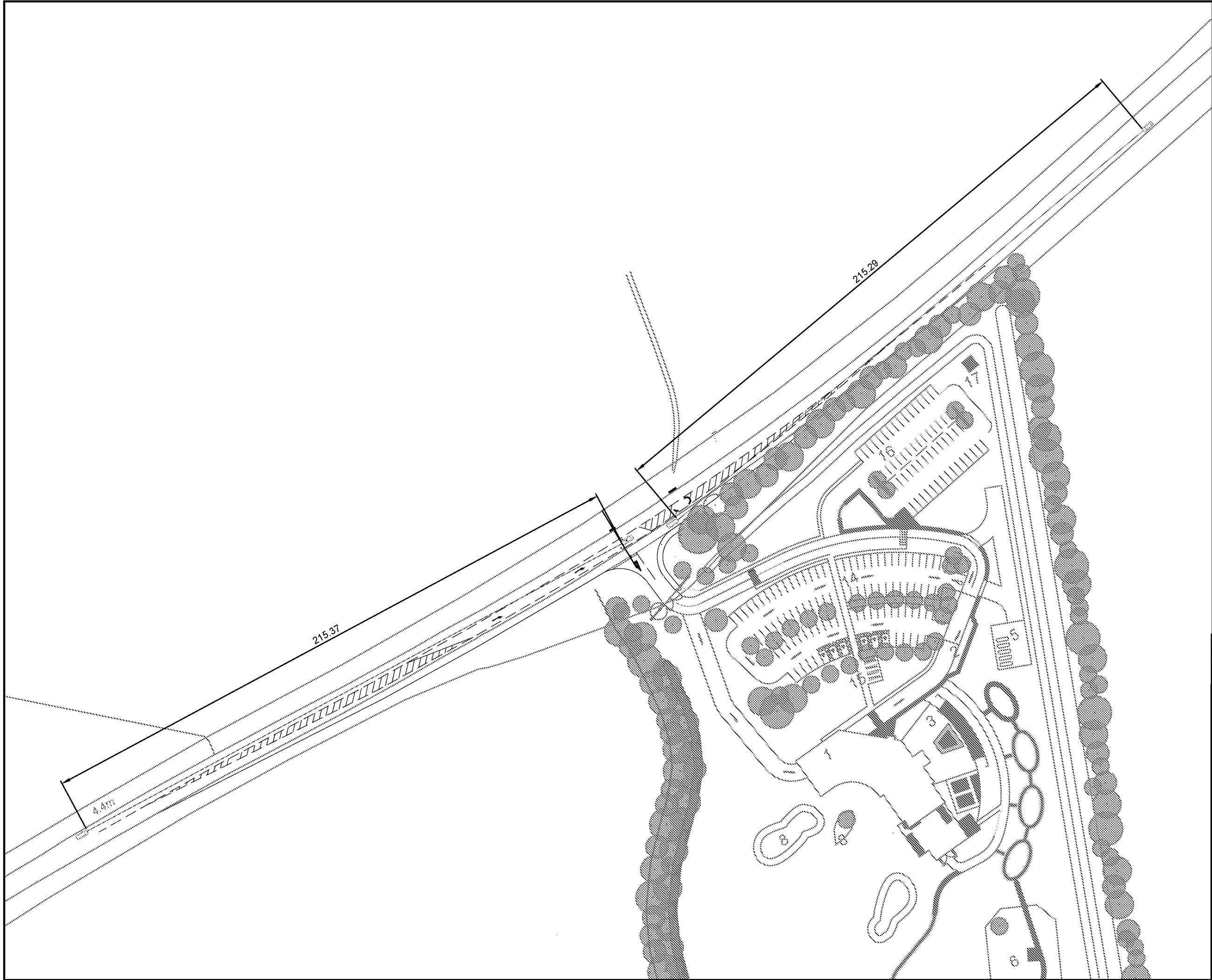
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Client					
SOUTHERN COOPERATIVE					
Project					
GREVATT'S LANE CLIMPING					
Title					
MAXIMUM ACHIEVABLE FORWARD VISIBILITY ALONG GREVATT'S LANE					
Drawn		Checked		Approved	
BW		DF		DF	
Original dwg. size		Date of Issue		Scale	
A3		April 2019		1:1250	
Drawing Status			Drawing Number		Rev.
PRELIMINARY			BWREDE-SK03		P2



- Notes:
- 1. All dimensions are in Metres unless otherwise stated
 - 2. Do not scale from this drawing



KEY

----- EXTENT OF HIGHWAY BOUNDARY

----- FORWARD VISIBILITY SPLAY

P2	26.04.19	Updated Site Layout	BW	DF	DF
P1	23.04.19	Preliminary issue	BW	DF	DF
Rev	Date	Revised By	Drawn	Checked	Approved

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Client

SOUTHERN COOPERATIVE

Project

GREVATT'S LANE
CLIMPING

Title

ACHIEVABLE FORWARD VISIBILITY
IN ACCORDANCE WITH SPEED LIMIT
ALONG GREVATT'S LANE

Drawn	BW	Checked	DF	Approved	DF
Original dtp. size	A3	Date of Issue	April 2019	Scale	1:1250
Drawing Status	PRELIMINARY	Drawing Number	BWREDE-SK04	Rev.	P2

Appendix D – Updated Site Plan

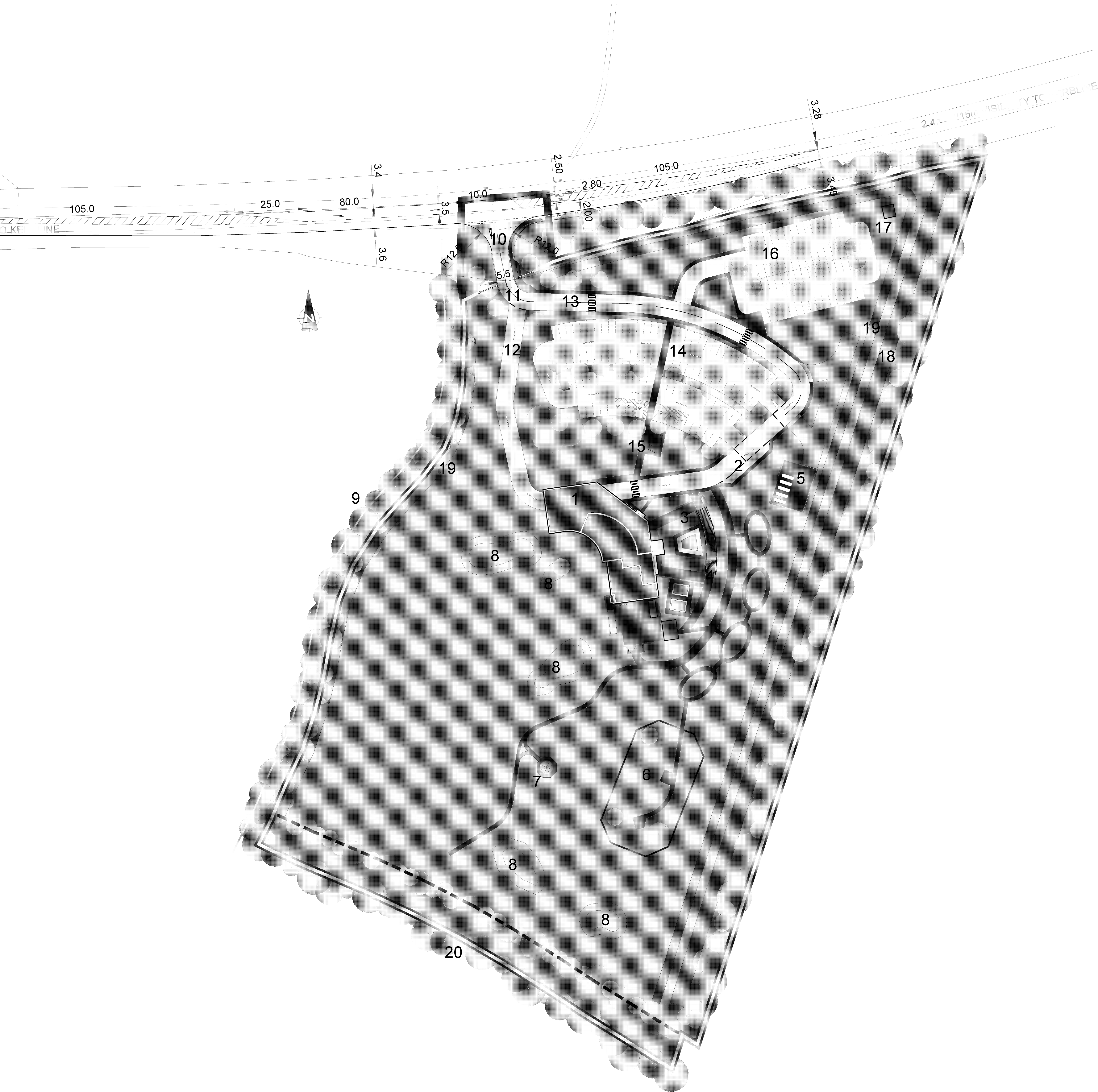
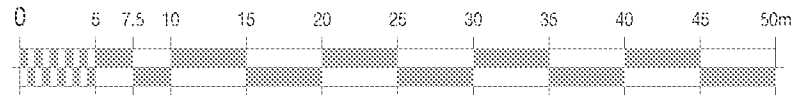
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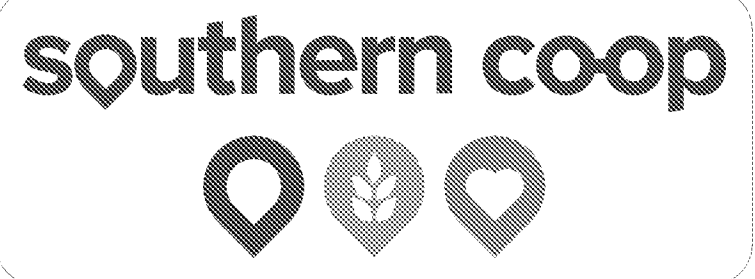
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LEGEND

- GRASS
- ROOFS
- GREEN ROOF SYSTEM
- GRASS PAVING SYSTEM
- GRAVEL
- PATHWAYS & HARDSTANDING
- TARMAC
- WATER FEATURE
- TREES, BUSHES & LANDSCAPING
- SITE BOUNDARY
- 1200mm TIMBER PICKET FENCE
- 1800mm CLOSEBOARD FENCE
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D	OVERFLOW CARPARK AND SITE AMENDED AS PER HIGHWAYS AUDIT COMMENTS	ML	26/04/19
C	CHANGING PLACES ROOM ADDED TO PROPOSAL AS PER GUIDANCE PROVIDED BY LA	ML	08/04/19
B	CHIMNEY POSITION & MAIN SERVICE YARD ADJUSTED	ML	14/03/19
A	DEER FENCE LINE AMENDED & POST & WIRE FENCE ADDED	ML	26/02/19
1ST	FIRST ISSUE	ML	17/01/19
REV	DESCRIPTION	BY	DATE
STATUS: PLANNING			



CLIENT:	SOUTHERN COOPERATIVE END OF LIFE SERVICES
DESIGNER:	SOUTHERN COOPERATIVE 1000 LAKESIDE, WESTERN ROAD, PORTSMOUTH, HAMPSHIRE PO6 5PE

SITE: GREVATTS LANE WEST SUSSEX. BN17 5RX			
TITLE: CLIMPING CREMATORIUM			
SCALE AT A1: 1:500	DATE: 04-12-2018	DRAWN: ML	CHECKED:
DRAWING NO: SC-CLMPG-V1-XX-DR-K-0500	REVISION: D		

Appendix E – Updated Site Access Drawing

NOTES

1. Do not scale from drawing
2. All dimensions in metres unless otherwise stated



KEY

..... EXTENT OF HIGHWAY BOUNDARY

P5	26.04.19	Updated Site Layout	BW	DF	☐
P4	23.04.19	Stage 1 RSA Comments	BW	DF	☐
P3	17.04.19	Updated Detail	BW	DF	☐
P2	08.01.19	Updated Site Layout	BW	DM	☐
P1	14.12.18	Preliminary issue	BW	DM	☐
Rev.	Date	Revised by	Client	Checked	File

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Client **SOUTHERN COOPERATIVE**

Project GREVATT'S LANE
CLIMPING

Title

PROPOSED SITE ACCESS
GENERAL ARRANGEMENT

Drawn	Checked	Approved
BW	DM	(DF)
Original dwg. size	Date of Issue	Scale
A3	Dec 2018	1:1000
Drawing Status	Drawing Number	Rev
PRELIMINARY	BWREDE-SK01	P

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United Kingdom

Glasgow – St Vincent St

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Glasgow – West George St

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Leeds

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London

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Manchester – 16th Floor, City Tower

16th Floor, City Tower, Piccadilly Plaza
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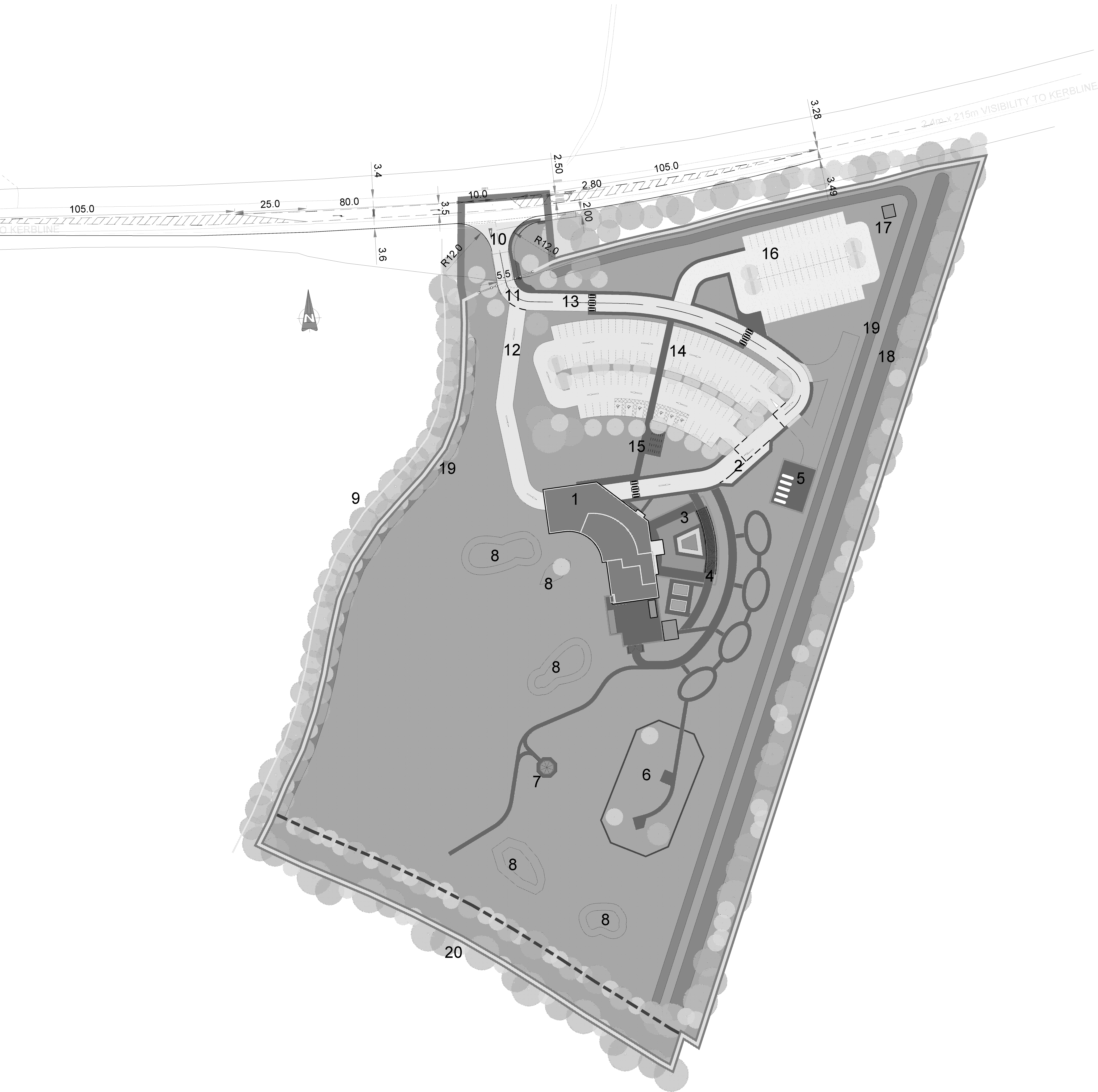
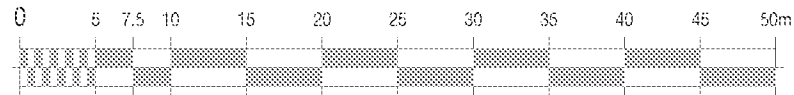
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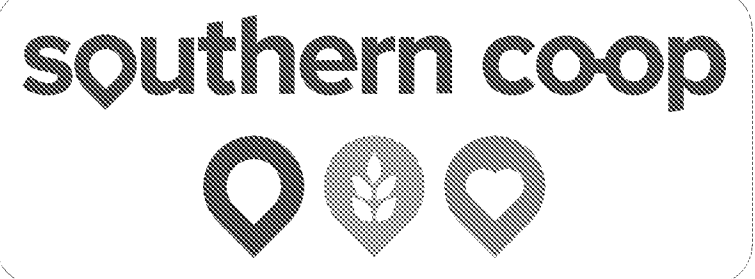
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