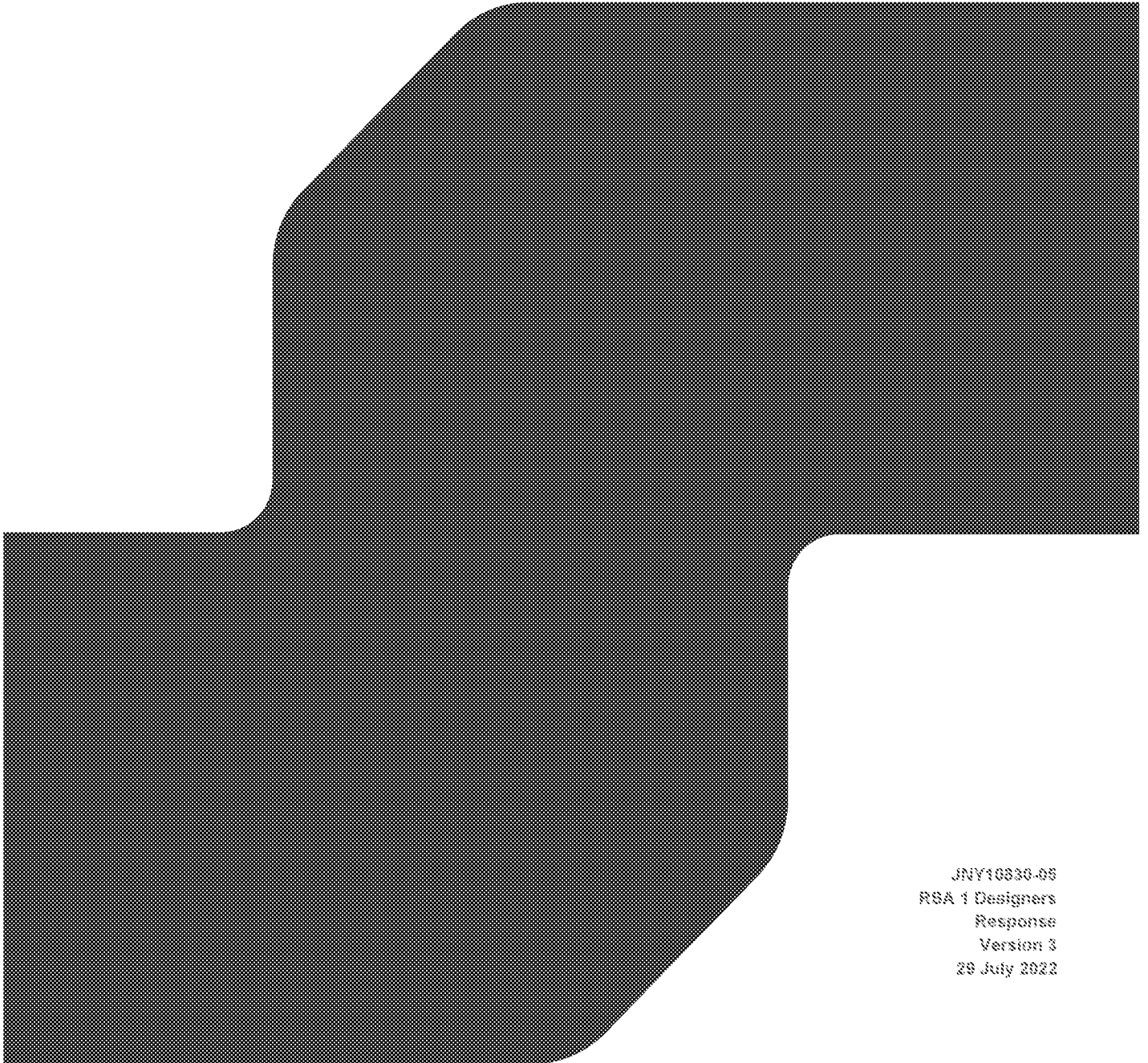


BOGNOR REGIS GOLF COURSE – PROPOSED RESIDENTIAL ACCESS

Stage 1 Road Safety Audit – Designers Response



JNY10830-06
RSA 1 Designers
Response
Version 3
29 July 2022

Document Status					
Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
01	Designers Response to RSA	MA	BP	MA	26 November 21
02	Addendum Note Added	MA	BP	MA	19 May 2022
03	Additional column added 'Agreed RSA Action'	MA	BP	MA	09 June 2022

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AUDIT REF:	Problem Summary and Recommendation	Designers Response	WSCC Comments	Agreed RSA Action
3.2- General	Summary: Insufficient drainage may result in single vehicle loss control type collisions or a slip/fall for pedestrians / cyclists Detail - Drainage proposals have not been submitted at this stage of audit. The implementation of the proposals will result in a significant change to the existing kerb lines. Lack of surface water drainage may result in surface water ponding with the potential slide risk for vehicles during wet and subsequent cold/freezing weather conditions. This may increase the risk of single vehicle loss of control type collisions. In the vicinity of new crossing facilities this may result in an increased risk of slip/fall by pedestrians. Recommendation: The Audit Team recommends that at the next stage of design, new drainage appropriate for the proposed highway works is incorporated into the scheme proposals.	Recommendation Agreed. At the detail design stage, a review of drainage will be undertaken.	Accept Auditor recommendation and Design Organisation's response to it.	That at the detail design/S38/278 stage, a review of drainage will be undertaken and an agreed form of drainage provision incorporated into the final design to prevent the issues raised in the Road Safety Audit recommendation.
3.3 - 1	Summary: Increase risk of kerb strikes and/or vehicle to pedestrian /cyclist type collisions. Detail - As part of the scheme proposals the existing kerb radii are to be significantly reduced to accommodate the new through road layout and tabletop hump feature. At this stage of audit, vehicle swept paths have not been provided for this junction. Without this information it is unclear whether the relevant design vehicles that may use this junction can safely carry	The existing kerb radii are excessive for a residential area and encourage high vehicle speeds. The radii has been reduced to slow vehicle movements down and make it more accessible for pedestrians. vehicle tracking has been carried out and included in the TA. Additional Tracking has also been undertaken based on the	Accept Auditor recommendation and Design Organisation's response to it.	That the junction arrangement be implemented as-per latest junction design drawing with reduced kerb radii which demonstrates that vehicles can negotiate the junction without kerb strikes and also slows vehicle movements down and making it more accessible for pedestrians and cyclists.

AUDIT REF:	Problem Summary and Recommendation	Designers Response	WSCC Comments	Agreed RSA Action
	out their turning movements without hitting kerbs of overrunning adjacent verge/ footway areas. This may increase the risk of kerb strikes and vehicle to pedestrian/ cyclists' type collisions. Recommendation: The Audit Team recommend that vehicle swept paths are carried out to confirm that vehicles can safely negotiate the reduced kerb radii without overrunning footway/verge areas.	amended arrangement and demonstrates that vehicles using the available carriageway would be unlikely to over-sail the adjacent footways and kerb lines, thereby fulfilling the auditor's recommendation.		
3.4 - 2	Summary: Increased risk of cyclists to pedestrian type collisions Detail - As part of the scheme proposals a shared facility is to be provided along the eastern side of the new section of development access road. The facility along the western side of the access road and all other existing facilities are footway only. At this stage of audit, no signing or tactile paving warning blind / partially sighted pedestrians of the likely presence of cyclists have been proposed. This may result in an increased risk of cyclist to pedestrian type collisions along this eastern facility. Recommendation: The Audit Team recommend that the appropriate form of tactile paving and signing is provided where required.	Recommendation Agreed. The detail of signage and tactile paving has been added to the proposed access arrangement.	Accept Auditor recommendation and Design Organisation's response to it.	That at the detailed design/S38/278 stage, the detail of signage and tactile paving that has been added to the proposed access arrangement be implemented.
3 Addendum Note	Summary – Increased risk of cyclists to pedestrian type collisions. Detail – As part of the scheme proposals, guidance is to be provided for cyclists within the length of the table top measures to join/leave the off-road	Recommendation accepted, the distance between the pedestrian crossing point and the point where cyclists are advised to join/leave the road has been	Accept Auditor recommendation and Design Organisation's response to it.	That the scheme be provided as-per Drawing No, JNY10830/04F with the aforementioned increased distance between the pedestrian crossing point and

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	shared facility on either side of the development access road. Due to the compact nature of the scheme proposals, this results in a pedestrian crossing area and associated tactile paving, corduroy paving (problem 2) and this guidance for cyclists over a short distance. This is likely to result in confusion for users of the facility and may increase the risk of cyclist to pedestrian type collisions in this area. Recommendation – The Audit Team recommend that a greater distance is provided between the proposed measures or that the guidance is removed in order to minimise confusion and associated collision risks.	increased and shown on drawing No, JNY10830/04F		point where cyclists are advised to join/leave the road.

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	Melanie A'Lee
Signed	
Position	Associate Director
Organisation	RPS
Date	09/06/2022

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	Timothy Stephen Townsend
Signed	T.S. Townsend
Position	Principal Planner, County Highways Team, WSCC
Organisation	West Sussex County Council
Date	25/07/2022

