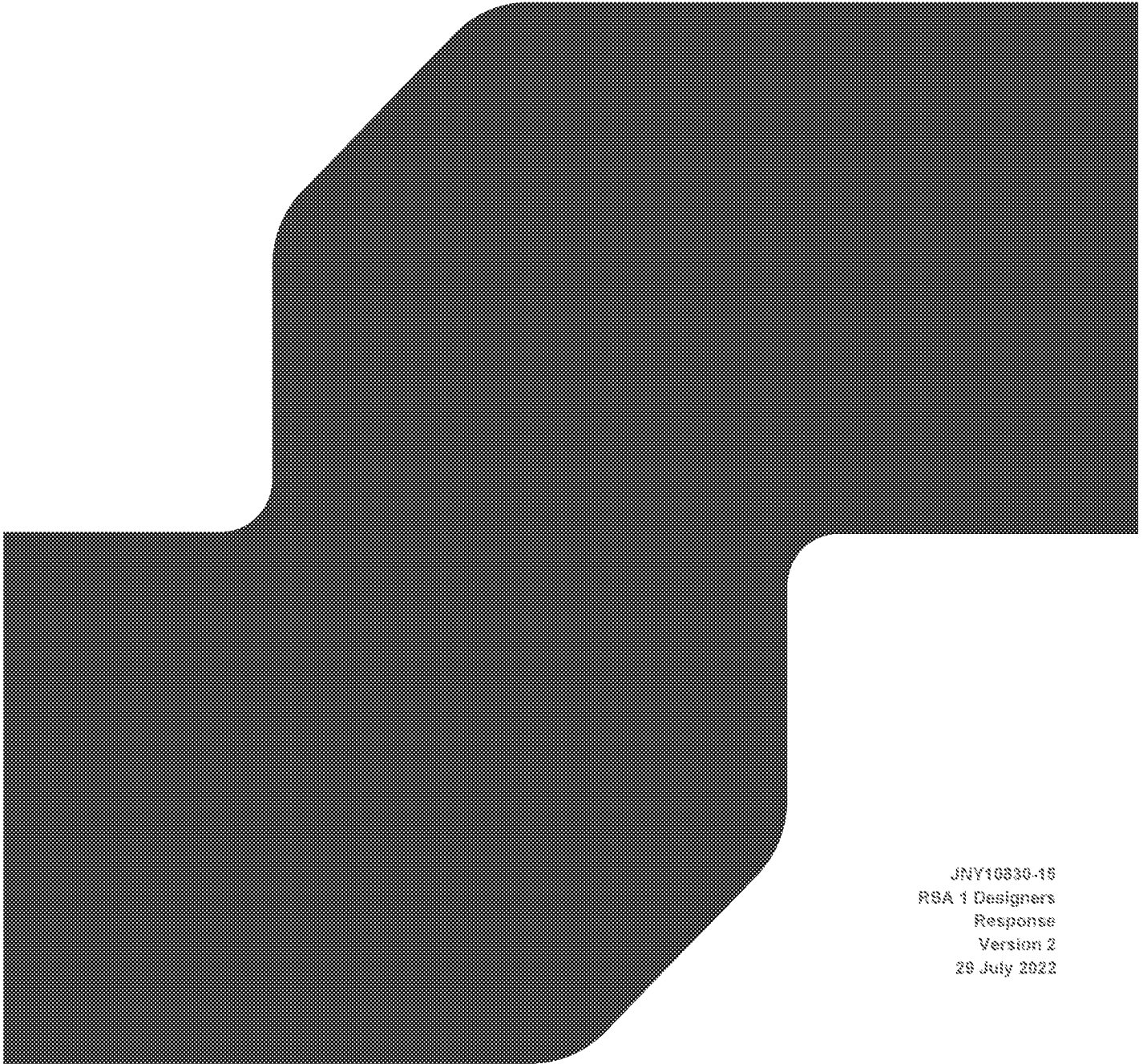


BOGNOR REGIS GOLF COURSE – PROPOSED IMPROVEMENTS AT B2259/A259 JUNCTION

Stage 1 Road Safety Audit – Designers Response



JNY10830-16
RSA 1 Designers
Response
Version 2
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	19 May 2022
02	Additional column added 'Agreed RSA Action'	MA	BP	MA	09 June 2022

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Prepared by:

Prepared for:

RPS Consulting Services Ltd

Hallam Land Management

Name: Melanie A'Lee
Title: Associate Director

20 Farringdon Street, London EC4A 4AB

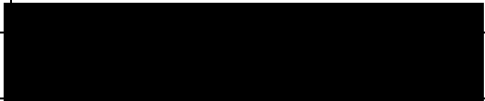
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AUDIT	Problem Summary and Recommendation	Designers Response	WSCC Comments	Agreed RSA Action
3.2 General	Summary – Insufficient drainage may result in single vehicle loss of control or rear end shunt type collisions. Detail – Drainage proposals have not been submitted at this stage of audit. It is likely that the localised kerb line changes will affect the existing drainage (gullies). Lack of surface water drainage provision 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 or rear end shunt type collisions. Recommendation – The Audit Team recommend that at the next stage of design, new drainage appropriate for the proposed highway works is incorporated into the scheme proposals.	Recommendation accepted. At the detail design stage a review of levels will be undertaken to determine whether any additional drainage is required.	Agree with Auditor's recommendation but partially agree with Design Organisation response to it. The Auditor's recommendation is to ensure that drainage appropriate for the proposed highway works is incorporated into the scheme proposals. It does not mention levels.	That drainage appropriate for the proposed highway works is incorporated at the detailed design/S38/278 stage.
3.3 - 1	Summary – Insufficient carriageway width may increase the risk of side-swipe type collisions. Detail – The drawing provided at this stage of audit indicated that a two-lane entry is proposed for the northbound roundabout junction entry. The current arrangement incorporates a single-lane entry.	Recommendation accepted. Swept path analysis has been carried out and is shown on drawing No, JNY10830/27	Accept Auditor recommendation and Design Organisation's response to it. For avoidance of doubt, the supplied swept path diagrams show the path of an articulated lorry alongside a car. The path of the artic does over-sail the	That the lane/carriageway widths are constructed sufficiently wide enough to cater for the intended movements normally expected i.e. accommodate two vehicles entering the roundabout side by side so that such movements can be safely accommodated.

AUDIT	Problem Summary and Recommendation	Designers Response	WSCC Comments	Agreed RSA Action
	At this stage of audit, vehicle swept paths have not been provided. Without this information it is unclear whether two vehicles can safely enter the roundabout side by side. Insufficient carriageway widths may increase the risk of vehicle to vehicle side swipe type collisions. Recommendation – The Audit Team recommends that the lane/ carriageway widths are sufficient to cater for the intended movements i.e. accommodate two vehicles entering the roundabout side by side. As such, vehicle swept paths should be undertaken to ensure that all turning movements can be safely accommodated.		proposed centreline markings. However, the width is still adequate for the majority of other vehicle types and also wide enough to enable an HGV to operate side-by-side with another type of vehicle without colliding. What generally happens in practice (observed on-site) is that in the event a large vehicle is undertaking its manoeuvre, a vehicle using the neighbouring lane tends to 'hang back' to take into account the wider sweep of a larger vehicle. As stated above, it has been demonstrated that in the event of the two vehicles as shown on the supplied drawing attempting to negotiate the approach to the roundabout at the same time, they would be able to do so without colliding. And, very few large HGVs currently use the B2259 on this approach. Therefore, the chance of such an occurrence as shown on the tracking diagrams would be rare.	

AUDIT	Problem Summary and Recommendation	Designers Response	WSCC Comments	Agreed RSA Action
3.4 -2	Summary – Overhanging vegetation may result in pedestrian / cyclist injury. Detail – The scheme proposals indicate that the existing pedestrian and cyclist facilities are to be realigned to accommodate the proposed carriageway widening. The site visit has established that there are a number of areas where vegetation overhangs areas of the proposed facility which if still present after constriction may result in cyclist or pedestrian injury. Recommendation – The Audit Team recommends that existing vegetation does not cause injury to users of the facilities.	Recommendation accepted. Any vegetation adjacent to the footway/cycleway will be cut back as part of these proposals where they fall within the extent of highway.	Accept Auditor recommendation and Design Organisation's response to it.	That any vegetation adjacent to the footway/cycleway will be cut back as part of the proposals where they fall within the extent of highway.

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