

Stage 1 RSA - Road Safety Audit Addendum Response Report

1.1 This report results from receipt of a Stage 1 RSA Report, undertaken dated September 2017.

1.2 The Designer's Response to the 'Problems' highlighted are indicated in the table below:

Item	Problem	Recommendation	Designer's Response
3.1	Location: General Summary: Visibility splays Whilst some visibility splays have been formally identified on the drawings submitted, it will be important that all visibility splays remain free from obstruction. It is noted that some visibility splays extend across / through 3rd party land, cycle storage areas or parking bays (on 3rd party land). It will also be important to ensure that appropriate visibility splays are provided. It is noted that the visibility splays indicated on parts of Main Avenue are not suitable for a 30mph speed limit.	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.	Visibility splays shall be indicated in accordance with design standards as recommended. Landscaping proposals shall be developed that ensure visibility splays are kept clear of obstructions as recommended.

Item	Problem	Recommendation	Designer's Response
3.2	Location: General Summary: Potential obstruction to service vehicle manoeuvres The swept path analysis provided to the Audit Team indicates that a large refuse vehicle is able to service the site without excessive reversing manoeuvres or encroachment on the footway. However, many of these manoeuvres will be obstructed if on-street parking were to occur within the development. This could result in excessive reversing manoeuvres or encroachment on to the footway(s).	If on-street parking does occur within the extent of the swept paths then West Sussex County Council should consider implementing a traffic management order prohibiting vehicles from waiting "at any time" within the extents of the swept paths.	The development shall be provided with designated parking as agreed with the LPA and HA and as outlined in the Transport Statement. The Transport Statement reports (Para 4.14) that there will be ample parking capacity within the site. If on-street parking does occur within the extent of the swept paths then PHTV will liaise with West Sussex County Council to consider implementing waiting restrictions to prohibit vehicles from waiting within the extents of the swept paths.

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Signature

