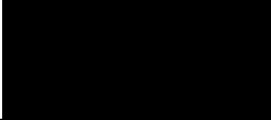


Project Details

Table F.1 Project details

Report title:	Designers response to Stage 1 Road Safety Audit, Pagham South Local Centre
Date:	14 th February 2022
Document reference and revision:	2152/RSA/DR/02
Prepared by:	Highgate Transportation
On behalf of:	Hanbury Properties

Table F.2 Authorisation sheet

Report title	Designers Response
Prepared by:	
Name:	Brad Loxley
Position	Senior Transport Engineer
Signed:	
Organisation:	Highgate Transportation
Date	15.02.2022
Approved by:	
Name:	David Tighe
Position	Director
Signed:	
Organisation:	Highgate Transportation
Date:	15.02.2022

Introduction

A Stage 1 Road Safety Audit (ref: 211206) was produced by Avon Traffic & Safety Services on 14th February 2022 with regards to the proposed spine road and local centre access at land west of Pagham Road, Pagham, West Sussex. The scope of the survey also included an indicative access to a future school with associated waiting and loading restrictions (double yellow lines and school keep clear markings), the access to the school and associated road markings will be confirmed as part of a forthcoming planning application for the school.

The Road Safety Audit Designer's Response has been prepared by Brad Loxley, Highgate Transportation.

Key personnel

Table F.3 Key personnel

Overseeing Organisation:	West Sussex County Council
RSA team:	Avon Traffic & Safety Services
Design Organisation:	Highgate Transportation

Table F.4 Road safety audit decision log

RSA issue	RSA recommendation	Design response	Organisation	Overseeing Organisation response	Agreed RSA action
Speed table at west end of site It is not clear if the spine road will be a bus route, however if it is, the proposed speed table is not bus-friendly, as it is not long enough for a bus to completely mount the table before leaving the far side. The resultant motion could cause injury to bus passengers	If the spine road is to be a bus route, extend the speed table to a minimum length of 6.0 metres	Accepted – It is not yet known if the spine road will form a bus route. However, there are no material downsides in providing the lengthened raised table as suggested and this is now shown on the updated drawings.		It's considered unlikely that the internal road support a regular bus service; this possibility hasn't been identified through the agreed design principles. The designer has nevertheless agreed to the auditors recommendation.. This is acceptable to WSCC.	The speed table referred is to be extended in length to a minimum of 6.0 metres.

RSA problem	RSA recommendation	Design Organisation response	Overseeing Organisation response	Agreed RSA action
School Keep Clear markings, south side of spine road The School Keep Clear markings are shown to the east of the school entrance only, meaning that parents' vehicles will legally be able to stop and wait to pick up/drop off students to the immediate west of the entrance. In this position they could obscure pedestrians crossing south to north, such that they would risk being struck by westbound vehicles	Add School Keep Clear markings to west of the school access	Accepted – School Keep Clear markings have been provided to the west of the indicative school access. It should be noted that the school access shown is indicative and when the school application is brought forward the access will be designed in detail. This will include the extents of road markings to ensure the continued safe operation of the spine road and accesses.	The Designers response is noted and agreed. It's recognised that the school access and associated road markings may be amended at a later time.	No further action required at this stage. The extent of School Keep Clear markings should be reviewed as part of the detailed design.

RSA problem	RSA recommendation	Design Organisation response	Overseeing Organisation response	Agreed RSA action
Spine Road, north side between proposed waiting restrictions and the bend at west end of audit site It is possible that school parking will extend along the north side of the spine road from the end of the proposed restrictions, over the speed table (which is an informal pedestrian crossing point) and around the inside of the bend. Parked vehicles in this area will obstruct the view to the west of pedestrians waiting to cross north to south on the speed table, such that they would risk being struck by eastbound vehicles	Extend the waiting restrictions westward from the proposed end point, to a point adjacent to the next junction around the bend	Accepted – Waiting restrictions have been provided through the northern side of the pedestrian crossing and its visibility splays to the west of the school.	Although the Developer's strategy for managing school related parking is currently unclear, which may in turn affect the extent of waiting restrictions, the Designers response accepted.	No further action is required at this stage. The waiting restrictions should be implemented through the detailed design.

RSA problem	RSA recommendation	Design Organisation response	Overseeing Organisation response	Agreed RSA action
Speed table at west end of site It is possible that school parking will extend along the south side of the spine road from the end of the proposed restrictions, over the speed table (which is an informal pedestrian crossing point). If this occurs, pedestrians crossing south to north on the speed table will be obscured by parked vehicles, such that they would risk being struck by westbound vehicles	Provide a short length of waiting restrictions on the south side of the spine road, to protect the speed table/crossing point	Accepted – Waiting restrictions have been provided through the southern side of the pedestrian crossing and its visibility splays to the west of the school.	The Designers response is noted and agreed.	No further action is required at this stage. The waiting restrictions should be implemented through the detailed design.

RSA problem	RSA recommendation	Design Organisation response	Overseeing Organisation response	Agreed RSA action
School Keep Clear markings SKC restrictions only relate to the carriageway on which they are marked, and so their restriction does not extend to the back of footway in the same way that double yellow lines do. With a smaller upstand of the speed table than a conventional kerb, there is a danger that drivers will park on the footway adjacent to the speed table and parking enforcement would then not be able to take place if vehicles are clear of the SKC. This could cause conflict issues for pedestrians. Furthermore, parking in these areas would only be	Continue the double yellow lines through the School Keep Clear markings	Partially Accepted – Waiting restrictions have been provided alongside school keep clear markings through the raised table to restrict obstructive parking on the verge and/or footway. It is however not accepted that planning enforcement would be unable to take action if parking occurred outside of the hours of operation as they would be covered by Rule 243 of the Highway Code <i>"DO NOT stop or park ...opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space"</i>	The Designers response regarding the extension of the waiting restrictions is noted and agreed. WSCC however point out that the rule within the Highway Code is not legally enforceable, but more good practice. Unless there are enforceable restrictions vehicles could park within 10 metres of a junction. The exception to this is only where a parked vehicle is causing an obstruction, which can be dealt with under Section 99 of the Road Traffic Regulation Act 1984.	No further action is required at this stage. The waiting restrictions should be implemented through the detailed design.

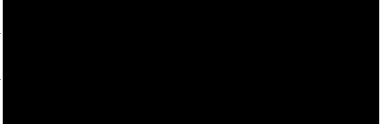
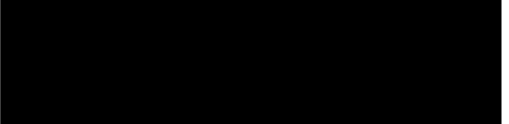
prohibited during school hours, so vehicles could be parked here overnight and on weekends. To ensure that these areas are legally protected at all times, the double yellow lines would need to be continued through the School Keep Clear markings				
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Design Organisation and Overseeing Organisation statements

Table F.5 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:	David Tighe
Signed:	
Position:	Director
Organisation:	Highgate Transportation
Date:	

Table F.6 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.	
David Tighe	Ian Gledhill
	
Director	Principal Planner – County Highways
Highgate Transportation	West Sussex County Council
18 th February 2022	17 th February 2022