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Technical Note

Project No: ITB14679
Project Title: Land South of Ford Lane
Title: Stage 1 Road Safety Audit – GG119 Response Format
Ref: DS/ITB14679-006C
Date: 23 March 2021

SECTION 1 SUMMARY

1.1.1 Redrow Homes has submitted a Discharge of Condition application (ref: Y/131/20) in relation to planning conditions associated with planning consent Y/80/16.

1.1.2 As part of this submission, detail was submitted for the discharge of Condition 8 in relation to the treatment of Public Rights of Way (PROW) Footpaths 357, 358 and 359 as well as cycle routes through the site.

1.1.3 Arun District Council (ADC) has consulted West Sussex County Council (WSCC) in respect of the proposed discharge of condition 8, in their capacity as the local highway authority and for their responsibility for the management and maintenance of the PROW network.

1.1.4 As part of the response, WSCC requested that a Road Safety Audit of the PROWs through the site was undertaken in accordance with the WSCC Road Safety Audit Policy. A Brief was submitted to WSCC for approval to enable the RSA to be undertaken on an agreed basis.

1.1.5 This Technical Note summarises the recommendations of the Auditor and details the response of the Design Team in accordance with the GG119 Appendix F format.

1.1.6 Following comments received from WSCC on 29 March 2021, this response has been updated to incorporate further amendment to the design.

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SECTION 2 ROAD SAFETY AUDIT RESPONSE

2.1 Project Details

Table F.1: Project Details

Report Title:	Stage 1 Road Safety Audit
Date:	March 2021
Document Reference and Revision:	RSA-20-193-1
Prepared by:	Fenley Road Safety Limited
On behalf of:	West Sussex County Council

2.2 Authorisation Sheet

Table F.2: Authorisation Sheet

Project:	Meadow Gardens (Land South of Ford Lane)
Report Title:	RSA GG119 Appendix F Response
Prepared by (Design Organisation)	
Name:	Dominic Smith
Position:	Associate Partner
Signed:	D.A.Smith
Organisation:	i-Transport LLP
Date:	31 March 2021
Approved by (Overseeing Organisation)	
Name:	Tim Townsend
Position:	Principal Transport Planner
Signed:	
Organisation:	West Sussex County Council
Date:	

Key Personnel

Table F.3: Key Personnel

Overseeing Organisation:	West Sussex County Council (WSCC)
RSA Team:	Fenley Road Safety Limited
Design Organisation:	i-Transport LLP

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Road Safety Audit Decision Log

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.1: Footpath 357 forms a public right of way that currently passes between the southeast and northwest extents of a field meeting footpaths 358 and 359 to southeast and Ford Lane to the northwest. The field is set above the level of the Ford Lane carriageway with access gained via a set of 6 uneven concrete slab steps with a wooden handrail, up the grass embankment. The Audit Brief that has been supplied to provide sufficient information to undertake this Stage 1/2 Road Safety Audit, states that the connections between the site and existing rights of way which are outside the redline boundary, are outside the scope of the Audit and that the current proposals are to provide footpaths within the application site. However, it is understood that there are aspirations to upgrade footpath 357 to a footway cycleway. Whilst the existing connection between the footpath and Ford Lane allows pedestrian to walk up steps that are currently substandard and result in a pedestrian stepping straight onto the carriageway, the use of the connection by cyclists would result in the requirement for a bicycle to be transported up / down steps and could lead to cyclist falling and a personal injury or falling into the Ford Lane carriageway into the path of a vehicle resulting in a vehicle cyclist collision.	It is recommended that the northern most section of footpath 357 is reduced to 2 metres and measures are provided to deter use by cyclists with landscaping / planting provided either side of the staggered barriers to ensure that cyclists cannot bypass the measures.	Accepted – the width of the footway has been narrowed to 2m and landscaping features have been identified on either side of the path/barrier to prevent by-passing of the infrastructure. The revised design is presented in drawing ITB14679-GA-002 Rev C. 31/3 – as part of the now approved S278 highway works, the steps are to be replaced by a ramped/slope arrangement. As the steps will no longer present a falling hazard to cyclists, the route has been reinstated at a 3m width in the design before transitioning to the approved S278 design.	29/3 – it is my understanding that the steps currently providing pedestrian access to Ford Lane at the northern end of Public Footpath 357 and referred to in the Safety Audit are to be removed and replaced by a ramp as part of the S278 works for Ford Lane. Please check and confirm is this is correct and refer to the Audit Team for any further comments.	

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RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.2 The existing footpath 357 that passes through a field to the east of North End Road and south of Ford Lane in an unmade and narrow route that is uneven in places. The proposals subject to this Stage 1/2 Road Safety Audit include the widening of the existing footpaths to 3 metres and the reconstruction with a 225mm base course below 75mm of dust and 100mm of limestone type 1 topped with 25mm of limestone dust which will provide an adequate surface that is cambered to ensure surface water drains to the soft verges either side that are detailed on the landscaping plans associated with the approved application Y/112/20/DOC. The current proposals illustrated on dwg ITB16479-GA-002 revision B included with the Audit Brief, identifies that staggered barriers are to be provided adjacent to all locations where the public right of way crosses the on-site roads. The scheme drawing also identifies that raised tables or shared surface areas are to be provided where the footpath crosses the on-site roads and the landscaping plans indicate that the crossings are to be fairly open with no high-level planting provided in close proximity. Whilst staggered barriers assist in slowing users to ensure that they proceed with caution, users tend to bypass the measures if a route is available. It is therefore likely that users of the public right of way, will bypass the staggered barriers on the adjacent soft verge which is likely to become uneven as a result of use particularly during inclement conditions. An uneven surface could give rise to trips, falls and personal injury.	It is recommended that the staggered barriers are replaced with bollards that include reflective features to reduce the likelihood of users bypassing the surfaced route and crossing at a location away from the dropped kerb crossing points that benefit from tactile paving.	Accepted – the staggered barriers have been removed from the internal aspect of the layout and replaced with bollards. The bollards with the fitted with reflective material, and also incorporate way-finding for the Public Right of Way. The amendments are presented in drawing ITB14679-GA-002 Rev C.		

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RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
4.1: The proposals that are subject of this Stage 1/2 Road Safety Audit include the provision of a surfaced 3 metre route for pedestrians through a proposed development between footpath 358 and Church Lane to the south and Ford Lane to the north as illustrated on dwg ITB16479-GA-002 revision B included with the Audit Brief. The proposed route is to cross the on-site roads that are to facilitate vehicular access, a number of times with two crossing of shared surface areas and two crossing of general carriageway where the crossing point is to be provided on a raised table. Each of the crossing locations is in-line where pedestrians walk towards the carriageway and are to consist of dropped kerbs that are understood to include an upstand of between 0 and 6mm and benefit from tactile paving. However, as illustrated on the scheme drawings, a minimum of two rows of tactile paving slabs are to be provided allowing for a minimum depth of 0.8 metres. Pedestrians could step across two rows of tactile paving and as such, visually pedestrians could enter the carriageway without warning. The crossing points are to be provided at shared surface areas or where raised tables are provided and as such, vehicles should be proceeding with caution at a low speed, however, a pedestrian entering the carriageway and the path of a vehicle without warning, could lead to vehicle pedestrian collisions. Furthermore, no tactile warning surface is provided adjacent to the stepped access to Ford Lane which could lead to pedestrians falling down the steps into the carriageway	It is recommended that tactile paving is provided for a minimum depth of 1.2 metres where pedestrians walk towards a hazard i.e. carriageway of steps.	Accepted – tactile paving depth has been increased to a minimum of 1.2m through the scheme, and additional tactile paving has been incorporated on FP357 on the approach to Ford Lane. The amendments are presented in drawing ITB14679-GA-002 Rev C.		

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RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
4.2: The proposals that are subject of this Stage 1/2 Road Safety Audit include the provision of a surfaced 3 metre route for pedestrians through a proposed residential development that is lightly trafficked and accommodates a network of footways alongside the on-site roads. The scheme drawing provided with the Audit Brief, identifies that whilst pedestrian access to the site can be gained via connections to Public Right of Way 358 to the northeast, 358, 359 and to the south, and 357 to the northwest, a new link is to be provided to the via a shared footway cycleway facility to North End Road to the west. Hazard warning tactile paving is to be provided where the proposed on-site footways meet the shared facility allowing pedestrians travelling from the development to become aware of the change in use and potential for cyclists, however, no tactile warning surface is provided where the shared facility crosses the existing North End Road footway. Furthermore, no facilities are provided to allow cyclists level access between the shared footway cycleway and North End Road carriageway. The lack of tactile warning surface along the existing footway could give rise to pedestrians, particularly the visually impaired, walking into the path of cyclists without warning and the lack of measures to allow level access between the carriageway and shared facility, could lead to cyclist falls.	It is recommended that a hazard warning tactile surface is provided in accordance with national guidelines	Accepted – Section 278 Agreement has been entered into for works to be undertaken on the highway outside of the redline boundary. However, corduroy paving and end of route signage has been incorporated into the revised design ITB14679-GA-002 Rev C. 31/3 – works on the highway form part of the Section 278 Agreement that has been submitted to and reviewed by WSCC. It is understood that Technical Approval has been issued for these works, and that these have been subject to Road Safety Auditing. Works on the highway are outside of the scope of the current Audit and the Auditor recommendations relate to measures within the site. Notwithstanding, the design has been updated to identify that dropped kerbs can be incorporated into the highway works, with suitable transition kerbs, in accordance with WSCC Standard Detail Drawing S278/S38/02. This change can be implemented as part of the works and recorded as part of the 'as-built' drawings.	29/3 – although the Designer's Response refers to the provision of tactile and corduroy paving it does not reply to the Audit Team's comments about lack of facility to permit cyclists to enter of leave North End road on the 'level'. As such, this needs to be addressed and the Designer's Response updated accordingly.	

2.3 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:	Dominic Smith
Signed:	
Position:	Associate Partner
Organisation:	i-Transport LLP
Date:	March 2021

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.	
Name:	Tim Townsend
Signed:	
Position:	Principal Transport Planner
Organisation:	West Sussex County Council
Date:	

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