

[REDACTED]

From: Amanda Scholes on behalf of Planning.Responses
Sent: 25 January 2021 08:19
To: Planning Scanning
Subject: FW: Ford Lane (Redrow scheme) - temporary construction access - RSA Log with WSCC comments
Attachments: Ford Lane 18-344-14C Designers Response to RSA12 re Temporary Construction Access FINAL.docx

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From: Michael Eastham <Michael.Eastham@arun.gov.uk>
Sent: 22 January 2021 15:40
To: Planning.Responses <Planning.Responses@arun.gov.uk>
Subject: FW: Ford Lane (Redrow scheme) - temporary construction access - RSA Log with WSCC comments

Please upload onto Ocella the email below, and the attachment, which is a further consultation response from the Local Highway Authority to discharge of condition application **Y/139/20/DOC** relating to Land South of Ford Lane and East of North End Road, Yapton.

Thanks,

Michael

Michael Eastham
Principal Planning Officer,
Planning Department

T: 01903 737772
E: michael.eastham@arun.gov.uk

Arun District Council, Civic Centre, Maltravers Rd, Littlehampton, West Sussex, BN17 5LF
www.arun.gov.uk



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From: Tim Townsend <[REDACTED]>
Sent: 22 January 2021 15:11
To: Sam Gregory <[REDACTED]>
Cc: Luke Hart <[REDACTED]>; Simon Jane <[REDACTED]> Michael Eastham <Michael.Eastham@arun.gov.uk>; Lee Moses <[REDACTED]>
Subject: RE: Ford Lane (Redrow scheme) - temporary construction access - RSA Log with WSCC comments

Dear Sam,

Thank you for your email found below.

I am happy with the document as written and attach for your records the FINAL version with my name on it and today's date. Please note that I don't have the facility to physically add my signature to the document. However, do take it that is agreed by WSCC as Highway Authority. As it isn't signed, you may wish to append this email to the Log for future reference.

Regards,

Tim

Tim Townsend, MCIHT

Principal Transport Planner, County Highways Team – Highways, Transport and Planning
West Sussex County Council, Ground Floor Northleigh, County Hall, Chichester PO19 1RQ

Web: www.westsussex.gov.uk

From: Sam Gregory [REDACTED]
Sent: 21 January 2021 16:10
To: Tim Townsend [REDACTED]
Cc: Luke Hart [REDACTED]
Subject: RE: Ford Lane (Redrow scheme) - temporary construction access - RSA Log with WSCC comments

Hi Tim,

Thanks for sending this over.

I have reviewed the comments and made a minor change to the response for 3.2.1 where it was re-jigged and removed a small section of text.

If you are happy with the change, please sign and date (both word and pdf version are attached). For ease, I have added your name and position to the document.

Regarding the wording that was in Overseeing Organisation column, this was provided to us by Lee Moses in a previous design review of the access.

Kind Regards



Sam Gregory | Engineer

EngTech MICE

Tuscany House | White Hart Lane | Basingstoke | RG21 4AF

From: Tim Townsend [REDACTED]
Sent: 21 January 2021 12:01
To: Sam Gregory [REDACTED]
Subject: Ford Lane (Redrow scheme) - temporary construction access - RSA Log with WSCC comments

Dear Sam,

Please find attached further DRAFT version of the RSA Log with WSCC comments added for your consideration. For ease of reading I have coloured my additions in red text. I have also re-jigged the text you had put in the Overseeing Organisation box for 3.2.1 (putting the text into the Design Organisation box). I have also removed your wording from 3.5.1 in the Overseeing Organisation box as it isn't the Overseeing Organisation's response.

When you return it with any comments you might wish to make, please would you add a section where I can add my name and date alongside yours. I also need to you to print your name in this section alongside your signature – thank you.

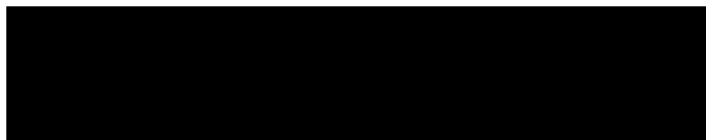
I look forward to hearing from you as soon as possible, please.

Many thanks,

Tim

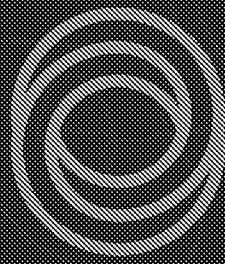
Tim Townsend, MCIHT

Principal Transport Planner, County Highways Team – Highways, Transport and Planning
West Sussex County Council, Ground Floor Northleigh, County Hall, Chichester PO19 1RQ



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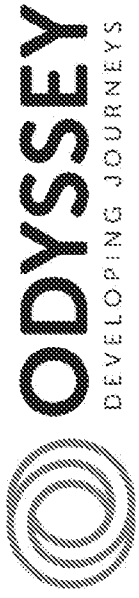


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**TEMPORARY CONSTRUCTION ACCESS
FORD LANE, YAPTON, WEST SUSSEX**

**DESIGNER'S RESPONSE TO ROAD
SAFETY AUDIT STAGE 1/2**



TEMPORARY CONSTRUCTION ACCESS, FORD LANE, YAPTON, WEST SUSSEX

DESIGNER'S RESPONSE TO ROAD SAFETY AUDIT STAGE 1/2

ON BEHALF OF CLIENT

Prepared by
Odyssey
Tuscany House
White Hart Lane
Basingstoke
Hampshire
RG21 4AF



January 2021

SUMMARY SHEET

Title:

Designers Response to Road Safety Audit Stage 1/2

Project:

18-344

Report No.:

18-344-14

Date:

January 2021



DESIGNERS RESPONSE TO ROAD SAFETY AUDIT STAGE 1/2

DOCUMENT CONTROL SHEET

Rev	Issue Purpose	Author	Checked	Reviewed	Approved	Date
-	First Issue	LH	LH	LH	LH	25/09/2020
A	WSCC responses added and format updated	SG	LH	SG	LH	13/10/2020
B	Design responses updated for audit items 3.1.1 and 3.3.1	SG	LH	SG	LH	08/01/2021
C	Overseeing Organisation responses and agreed RSA Actions added	SG	LH	SG	LH	21/01/2021



DESIGNERS RESPONSE TO ROAD SAFETY AUDIT STAGE 1/2

DESIGNER'S STATEMENT

A Combined Stage 1 and 2 Road Safety Audit was carried out on the Temporary Construction Access for the new development off Ford Lane, Yapton.

The Audit was undertaken by M & S Traffic Ltd and the audit team identified items for review.

I have considered the issues and problems raised in the Safety Audit and have appended my comments, which set out:

- the changes to the design which I propose to make, or
- the reasons why I do not propose to make any changes

Design Organisation

Name: Sam Gregory

Position: Engineer

Signed: 

Date: 21 January 2021

Overseeing Organisation

Name: Tim Townsend

Position: Principal Transport Planner (WSCC)

Signed: T.S. Townsend

Date: 22 January 2021



DESIGNERS RESPONSE TO ROAD SAFETY AUDIT STAGE 1/2

Audit Item No.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.0	ITEMS RAISED BY THE STAGE 1&2 AUDIT				
3.1	GENERAL				
3.1.1	PROBLEM Location: At the proposed access. Summary: Ponding of surface water could lead to loss of control collisions. Kerblines are being amended as part of these proposals, and the land slopes towards Ford Lane. No details have been provided regarding the proposed carriageway drainage, where inadequate drainage provision could cause possible ponding, which could lead to loss of control collisions.	It is recommended that drainage details and carriageway profiles should be such that surface water is shed to an appropriate surface water system.	Recommendation acknowledged. The proposed access levels have now been adjusted such that any localised surface water will drain towards the site access and into the on-site surface water system.	Agree with both the Auditor's recommendation and Design Organisation Response.	That the proposed access levels will be adjusted such that any localised surface water will drain towards the site access and into the on-site surface water system.



DESIGNERS RESPONSE TO ROAD SAFETY AUDIT STAGE 1/2

Audit Item No.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.2	LOCAL ALIGNMENT				
3.2.1	Location: At the proposed access. Summary: Insufficient carriageway space could lead to rear end shunt head on or side impact collisions. The proposed temporary access is shown as being 5.5m in width and has a 6m radius on the south eastern side of the junction. Swept paths provided show marked deviations in paths taken to make the turns into and out of the temporary access., which could lead to head on collisions. There is concern that at 5.5m in width with the current radii that two-way HGV operation of the	It is recommended that the temporary access and associated radii should be capable of accommodating simultaneous two-way HGV movements.	Access width and junction radii have been increased to accommodate 2 way HGV's.	Agree with both the Auditor's recommendation and Design Organisation.	That the access be constructed to 6.5m wide and junction radii increased to accommodate 2 way HGV's.

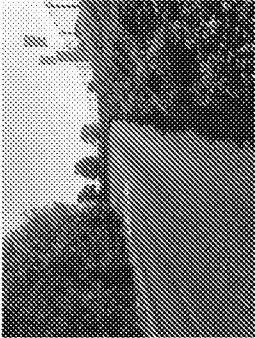


DESIGNERS RESPONSE TO ROAD SAFETY AUDIT STAGE 1/2

Audit Item No.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	access will not be possible. This could lead to vehicles stopping or reversing onto Ford Lane, which could lead to rear end shunt head on or side impact collisions.				
3.3	JUNCTIONS				
3.3.1	PROBLEM				
	Location: At the proposed access. Summary: Insufficient visibility could lead rear end shunt head on or side impact collisions. Ford Lane is subject to National speed limit, visibility splays have been provided for 34m and 43m for the proposed access, which may be insufficient for the vehicle approach speeds. Further, no forward visibility splays have been provided for vehicles waiting to turn right	It is recommended that forward and junction visibility splays should be commensurate with traffic speeds. Further that forward visibility splays and traffic speeds should be provided for assessment.	Further traffic speed data has now been made available and visibility splays have been updated to reflect this. 85th percentile speeds were recorded at 37mph for westbound traffic and 33mph for eastbound traffic.	Agree with both the Auditor's recommendation and Design Organisation's response.	That the access be provided with junction and forward visibility splays commensurate with traffic speeds as set-out in speed survey undertaken 4th November 2020 provided by Paul Castle and shown on Odyssey Transport Consultants' drawing No. 18-344/701 F.



DESIGNERS RESPONSE TO ROAD SAFETY AUDIT STAGE 1/2

Audit Item No.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	into the proposed access where visibility is restricted see figures 1 and 2 below.  Insufficient visibility splays and forward visibility splays could lead to rear end shunt head on or side impact collisions.  Figures 1 and 2: Restricted visibility.				



DESIGNERS RESPONSE TO ROAD SAFETY AUDIT STAGE 1/2

Audit Item No.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3.5	ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING				
3.5.1	Location: Approaches to the temporary access. Summary: Lack of warning of traffic accessing/egressing the site could lead to rear end shunt head or side impact collisions. No advanced road signing of the construction access has been provided where forward visibility of the temporary access is restricted. Road users on Ford Lane may not expect the slowing and turning of HGVs accessing and egressing the site, this could lead to rear end shunt head or side impact collisions.	It is recommended that signage should be provided to warn and inform of the construction access.	Please note response to item 3.3.1 above. We will also pass these comments on to the contractor to ensure suitable signing is provided as part of their traffic management plans, layout and strategy.	Agree with both the Auditor's recommendation and Design Organisation's response.	That comments to be passed on to contractor to ensure suitable signing is provided throughout course of construction.