



DOMUSEA DEVELOPMENTS
PROPOSED RESIDENTIAL ACCESS
ARRANGEMENTS
CLAYS FARM, NORTH END ROAD,
YAPTON, SUSSEX

REPEAT STAGE 1 - ROAD SAFETY
AUDIT

JUNE 2021

A large, light gray silhouette of a family walking and pushing a stroller, positioned in the bottom left corner of the page.

the journey is the reward

Report title:	Domusea Developments Proposed Residential Access Arrangements Clays Farm, North End Road, Yapton, Sussex Repeat Stage 1 - Road Safety Audit
Date:	June 2021
Document reference and revision:	S/DDNorthendRoad.R1.6 Rev A
Prepared by:	Martyn Parr - Mayer Brown Ltd
Approved by:	John Reid - Mayer Brown Ltd
On behalf of:	Domusea Developments
Status:	Final

Domusea Developments
Proposed Residential Access Arrangements
Clays Farm, North End Road, Yapton, Sussex
Repeat Stage 1 - Road Safety Audit

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APPENDIX B: Reference Plan

APPENDIX C: Other Plans Provided for Audit

APPENDIX D: Previous Stage 1 Road Safety Audit (July 2018)

1 Introduction

- 1.1 This report results from a Repeat Stage 1 Road Safety Audit carried out following instructions from Domusea Developments, following a request from West Sussex County Council.
- 1.2 The proposals consist of the provision of 30 residential dwellings, the existing Clays Farm access will be used to facilitate access to the development. The access will be a shared-use facility.
- 1.3 The proposed highway works were subject to a Stage 1 Road Safety Audit Report in July 2018 (see **Appendix D** for details).
- 1.4 This Repeat Road Safety Audit shall only be concerned with the elements of the scheme that have been changed since the previous Stage 1 Road Safety Audit was undertaken, these changes are set out below:
- ✦ New pedestrian crossing point provided on North End Road, south side of the site access road.
 - ✦ Street lighting columns identified.
- 1.5 This Repeat Stage 1 Road Safety Audit took place on 17th June 2021.
- 1.6 The Overseeing Organisation is West Sussex County Council.
- 1.7 The Road Safety Audit comprised an examination of the drawings provided by Mr Alec Philpott (Design Team), provided in **Appendix B** and **Appendix C**.
- 1.8 The Road Safety Audit Team membership was as follows:
- Audit Team Leader*
- Martyn Parr MSoRSA, MCIHT, HECOC
Road Safety Manager – Mayer Brown Limited
- Audit Team Member*
- John Reid MSc, DipHTE, MCIHT, FSoRSA, MITAI, HECOC
Technical Director (Safety) – Mayer Brown Limited
- 1.9 The Audit Team are not advised of any Departures from Standards.
- 1.10 A site visit was undertaken on 16th June 2021 from 12:00 hrs onwards, during which the weather was sunny, and the existing road surface was dry. Traffic conditions were low.

- 1.11 The terms of reference of the Road Safety Audit are as described in GG 119, with the exception that this Road Safety Audit is issued directly to the Design Team and an Audit Brief has not been provided.
- 1.12 The Audit is concerned only with the Section 278 works that are to be adopted and maintained by the West Sussex County Council.
- 1.13 All comments and recommendations are referenced to a reduced scale copy of drawing 'MBSK210525-04-P2', provided in **Appendix B** of this report.

2 Items Raised at Previous Road Safety Audits

- 2.1 The road safety aspects of the proposed residential access were the subject of comment in a Stage 1 Road Safety Audit Report undertaken in July 2018 (see **Appendix D**).
- 2.2 Four issues raised during the previous Stage 1 Audit remain an issue and are therefore reiterated in this section of the report.
- 2.3 One further issue is identified in this 'Repeat' Stage 1 Audit Report.

General

2.4 Problem

Location: General.

Summary: Maintenance / inspection covers – Two-wheel vehicle loss of control.

This is a matter which may be addressed at the Detailed Design stage.

New service provision may be required for the proposed development. Inspection covers which become polished by traffic action may create skid hazards for two-wheeled vehicles; this could lead to a loss of control and result in rider and / or passenger injury

Recommendation

It is recommended that as far as practical that no manholes or inspection chambers are located where they are likely to be traversed by two-wheeled vehicles during turning manoeuvres. Where this is unavoidable, use skid resistant covers and ensure that they are regularly inspected and maintained.

2.5 Problem

Location: General

Summary: Surface Water Drainage

This is a matter which may be addressed at the Detailed Design stage.

Standing water within the carriageway may result in loss of control for vehicles. Standing water on footway areas are potentially hazardous for pedestrians particularly in freezing conditions.

Recommendation

It is recommended that that carriageway and footway drainage is provided to current design standards. If an inspection cover is to form part of the carriageway surface, then as far as practical, ensure that manhole covers are not located where they are likely to

be traversed by two-wheeled vehicles during turning manoeuvres. Where this is not possible, skid resistant covers should be used and maintained accordingly.

2.6 Problem

Location: Site access.

Summary: Visibility splay - Obstruction

Whilst visibility splays have been formally identified on the drawings submitted, it will be important that these splays remain free from obstruction.

Recommendation

It is recommended that junction visibility splays detailed on the drawing MBSK210525-04-P2 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.

2.7 Problem

Location: General to the scheme.

Summary: Servicing Arrangements.

It is important that a refuse vehicle can access the site appropriately without traversing the footway or requiring excessive reversing manoeuvres. The vehicle should be able to leave the site in a forward gear.

Recommendation

It is recommended that swept path analysis is undertaken within the development site using a refuse vehicle to ensure that the vehicle can egress the site in a forward gear.

3 Items Raised at the Repeat Stage 1 Road Safety Audit

Non-Motorised Users (NMUs)

3.1 Problem

Location: Site Access Road/North End Road (please refer to reference points 3.1 in Appendix B).

Summary: Dropped kerbs should be provided on the pedestrian desire lines.

This matter can be addressed at the detailed design stage.

It will be important to provide dropped kerbs on all pedestrian desire lines to ensure continuity of the pedestrian route. Failure to do so may result in pedestrians, especially the vision and mobility impaired, tripping on kerbs, or unable to access the footways.

Recommendation

It is recommended that dropped kerbs are provided on the pedestrian desire lines. Dropped kerbs should have an upstand of between 1-6mm.

4 Audit Team Statement

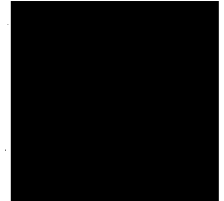
4.0 AUDIT TEAM STATEMENT

We certify that this Road Safety Audit has been carried out as described in GG 119, with the exception that this Road Safety Audit is issued directly to the Design Team and an Audit Brief was not provided to the Audit Team.

ROAD SAFETY AUDIT TEAM LEADER

Martyn Parr – MSoRSA, MCIHT, HECOC
Road Safety Manager
Mayer Brown Limited
Lion House
Oriental Road
Woking
Surrey
GU22 8AR

Signed

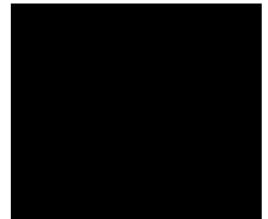


Date 21/06/21

ROAD SAFETY AUDIT TEAM MEMBER

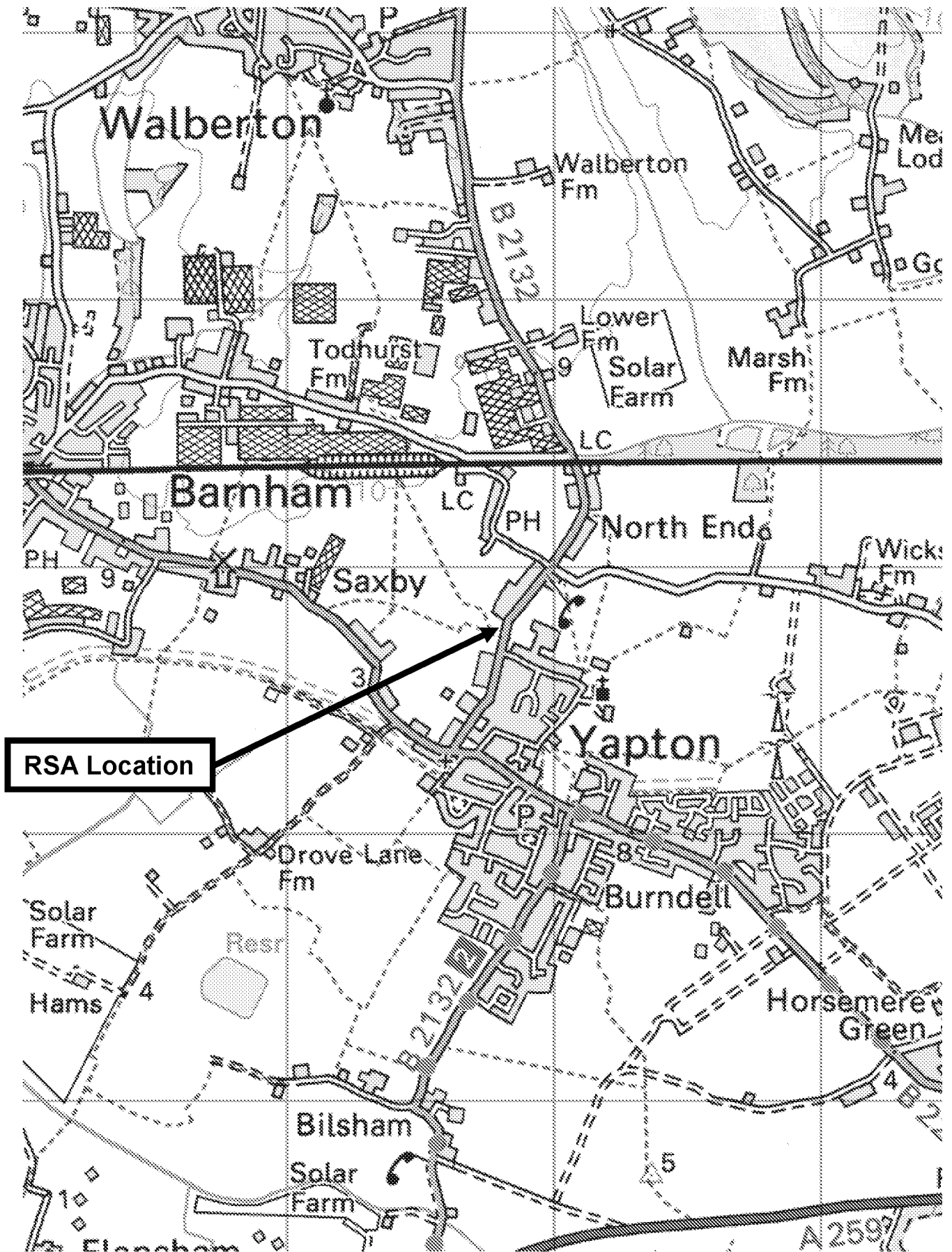
John Reid - MSc, DipHTE, MCIHT, FSoRSA, MITAI, HECOC
Technical Director (Safety)
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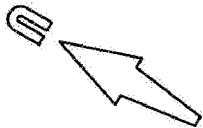


Date 21/06/21

APPENDIX A: Site Location Plan



APPENDIX B: Reference Plan

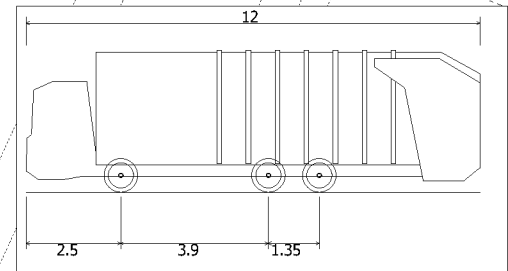
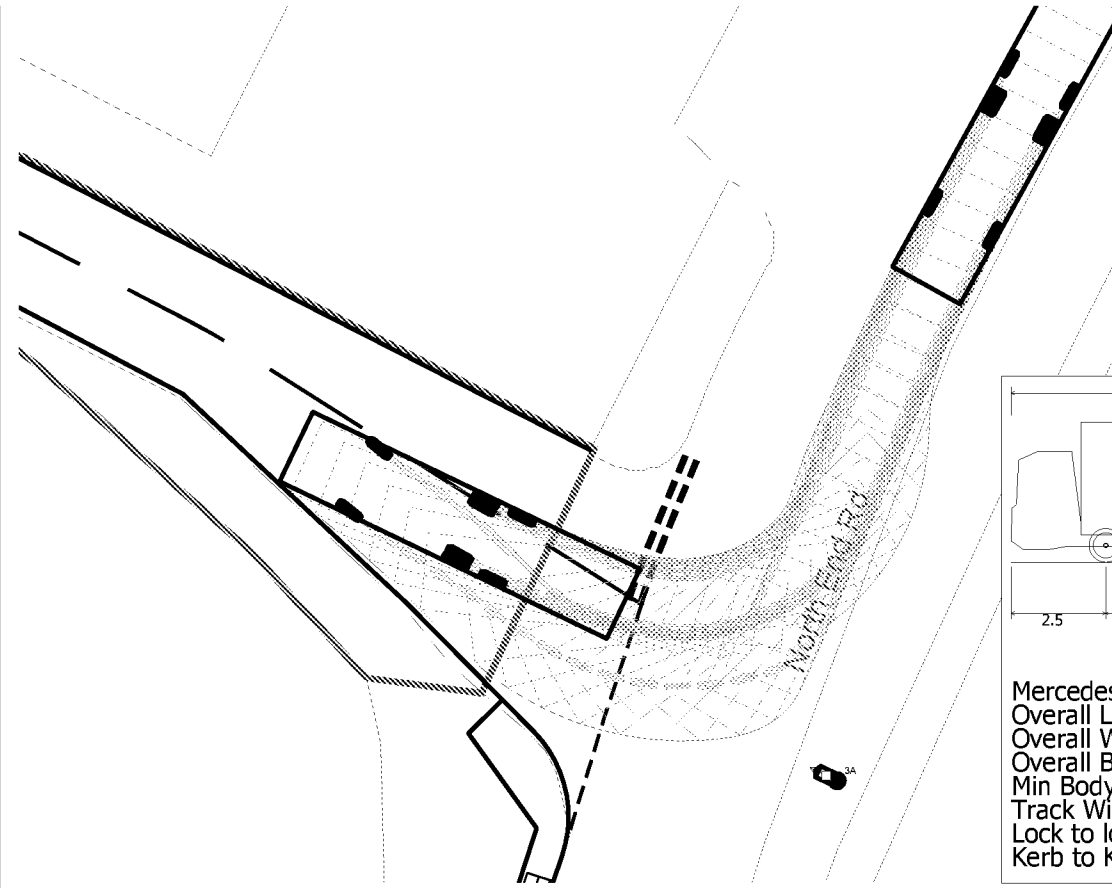
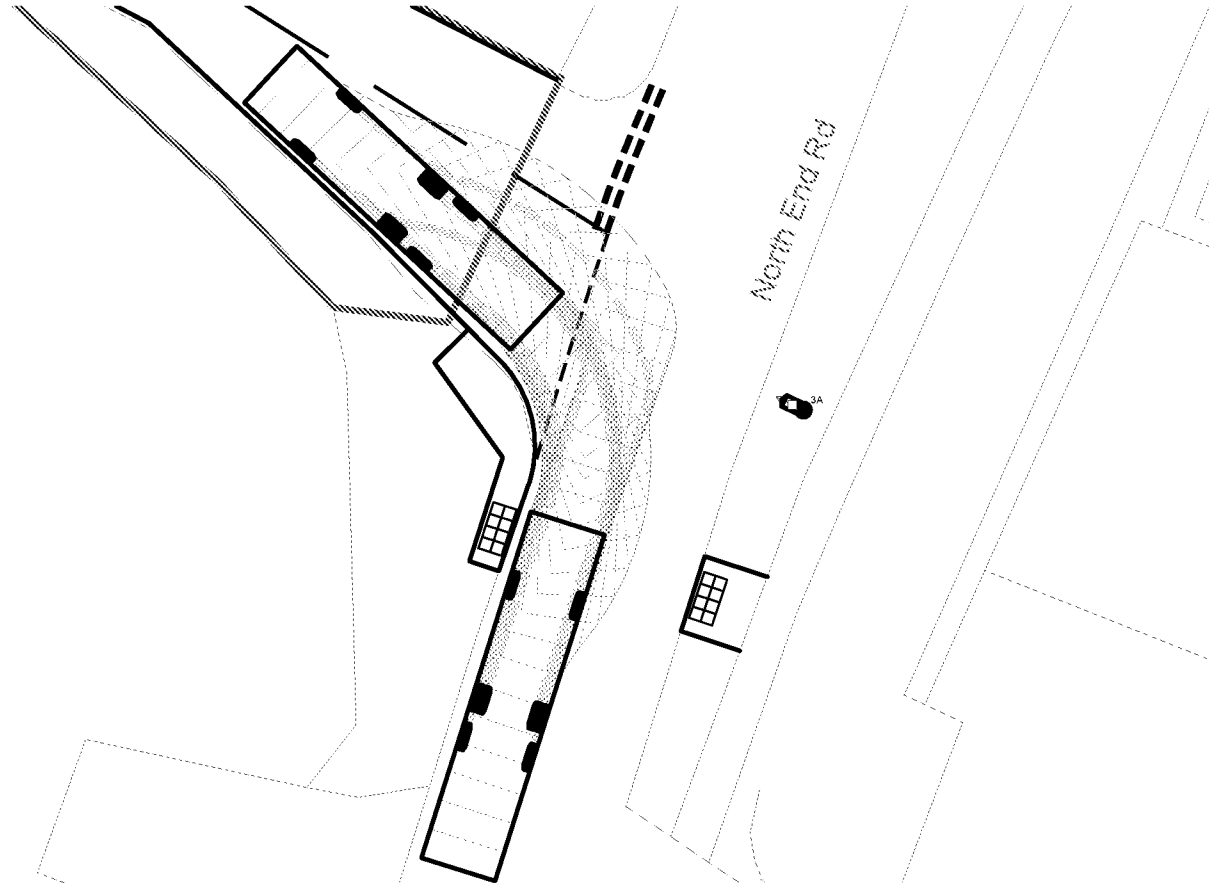


CLAYS FARM, YAPTON

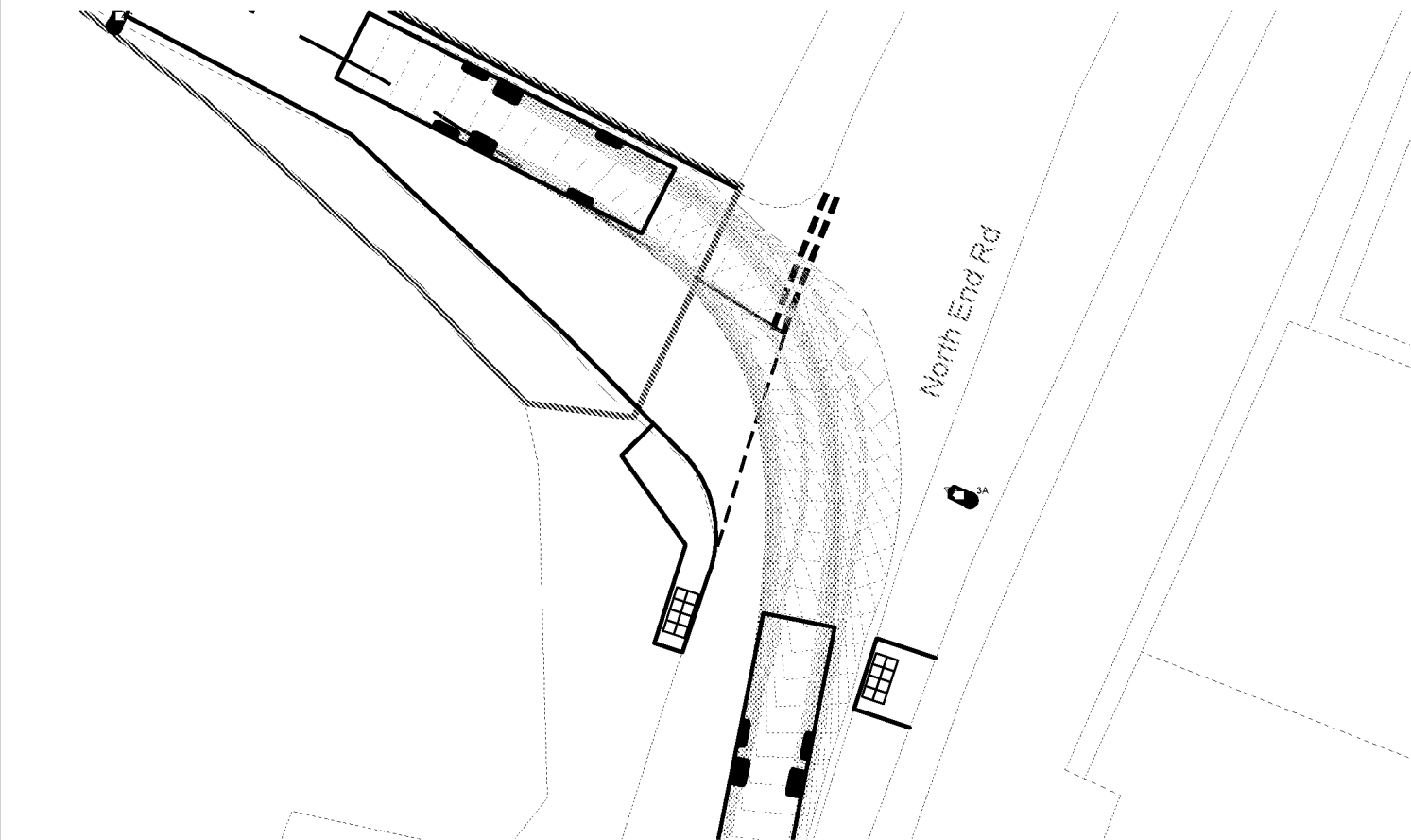
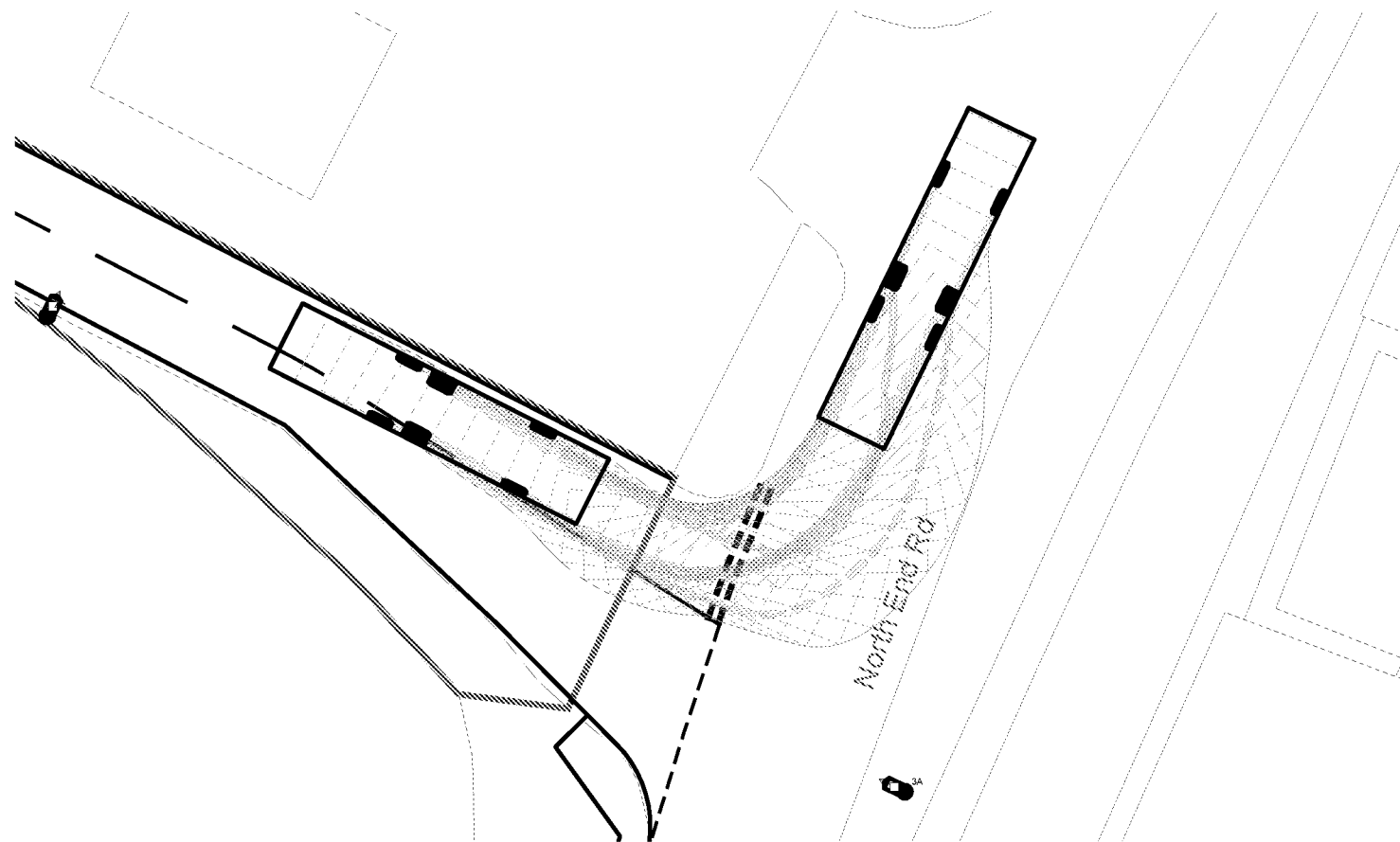
VISIBILITY SPLAYS AT ACCESS

MBSK210525-04

APPENDIX C: Other Plans Provided for Audit



Mercedes Econic 26t RCV	
Overall Length	12.000m
Overall Width	2.550m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	8.050m



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client

ASTER HOMES

project

CLAYS FARM, YAPTON

title

SWEPT PATH ANALYSIS
REFUSE VEHICLE ENTERING/EXITING SITE

scale

1:500 @ A3

drawn by

JME

checked by

AP

date

JUNE 2021

cad file

MBSK210525 P2

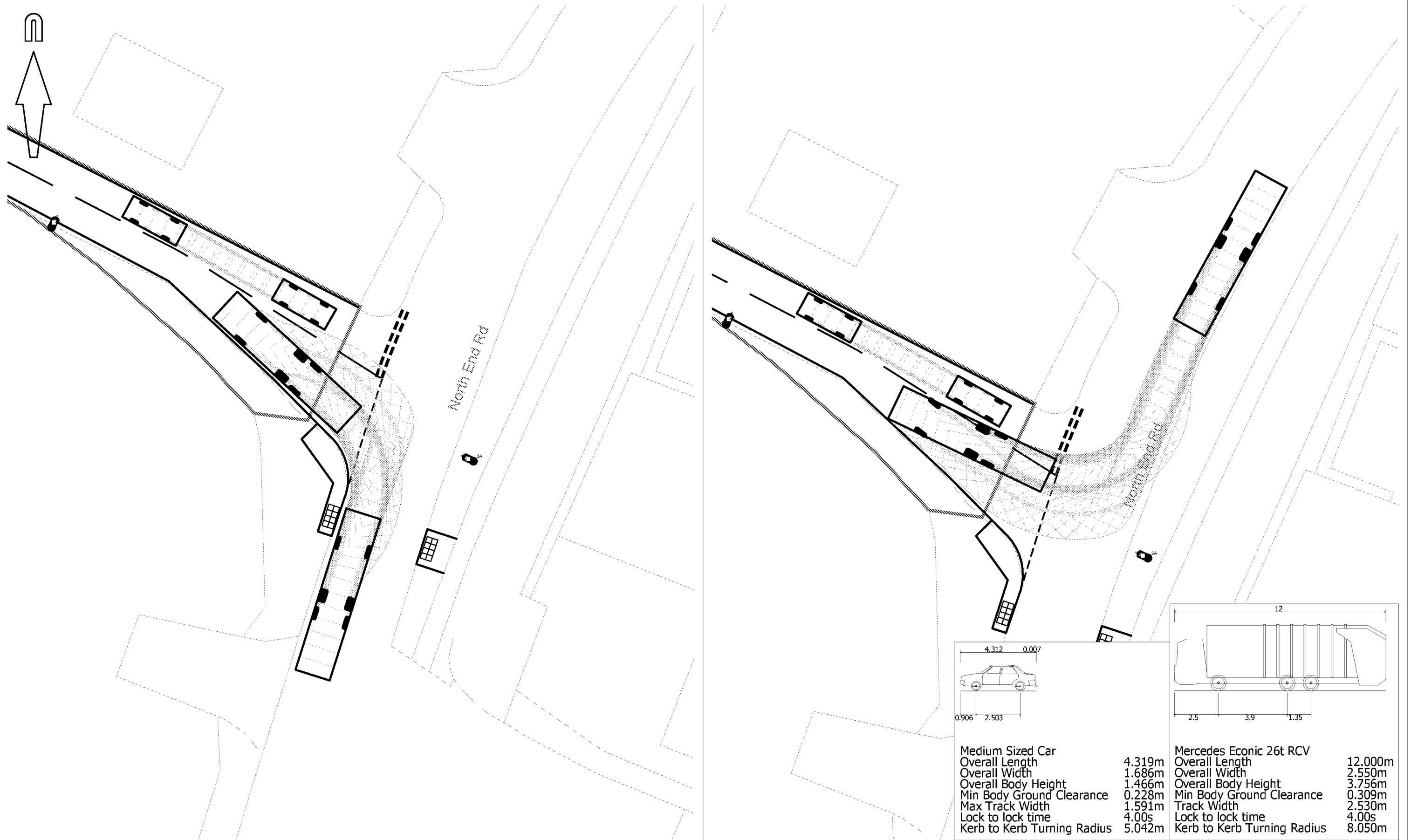
suitability

rev.

P2

drawing number

MBSK210525-01



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client

ASTER HOMES

project

CLAYS FARM, YAPTON

title

SWEPT PATH ANALYSIS

REFUSE VEHICLE ENTERING SITE WHILE CAR EXITS

scale

1:500 @ A3

date

JUNE 2021

drawing number

drawn by	
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JME

checked by	
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AP

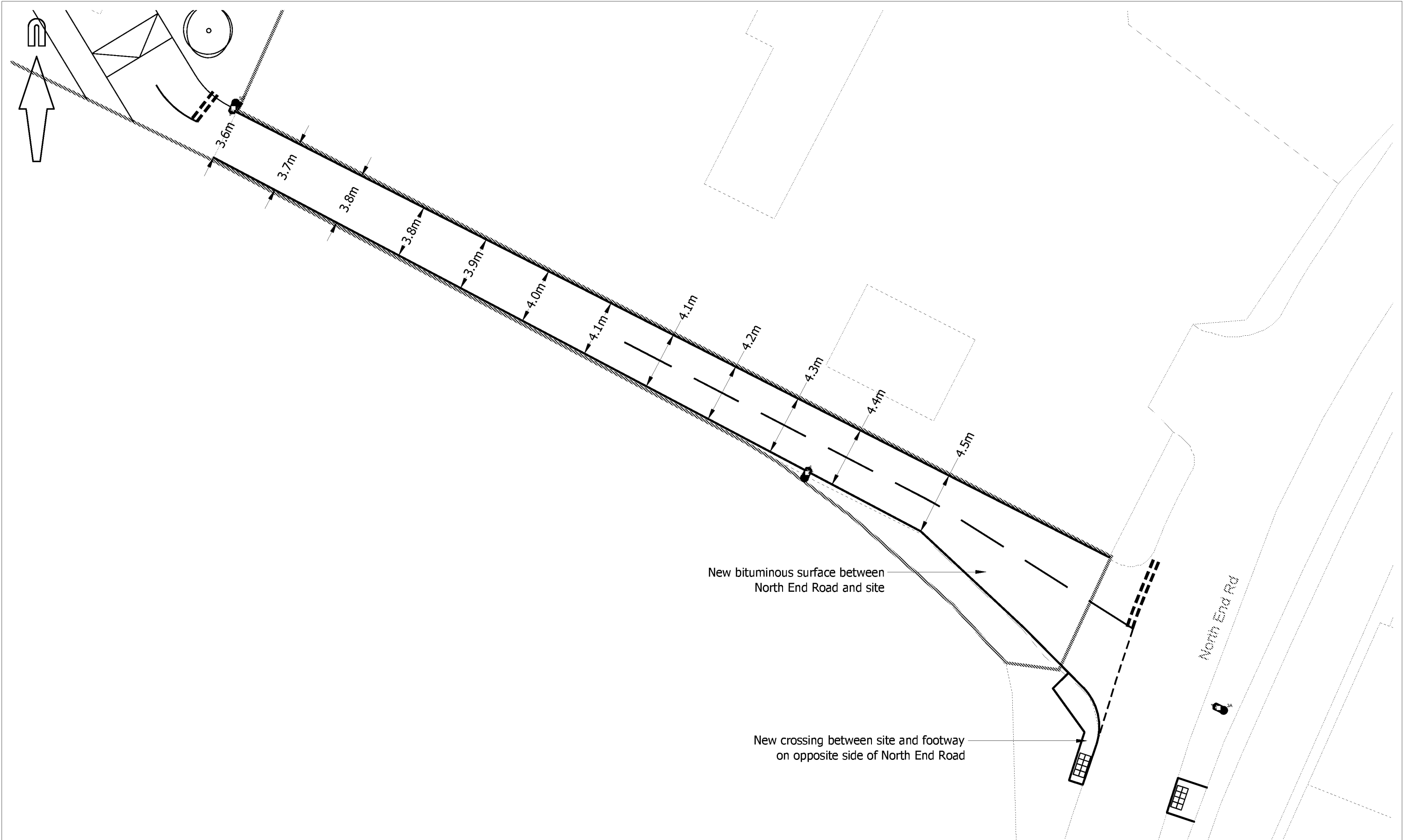
	cad file
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MBSK210525 P2

suitability

P2

MBSK210525-02



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m3

mayer brown

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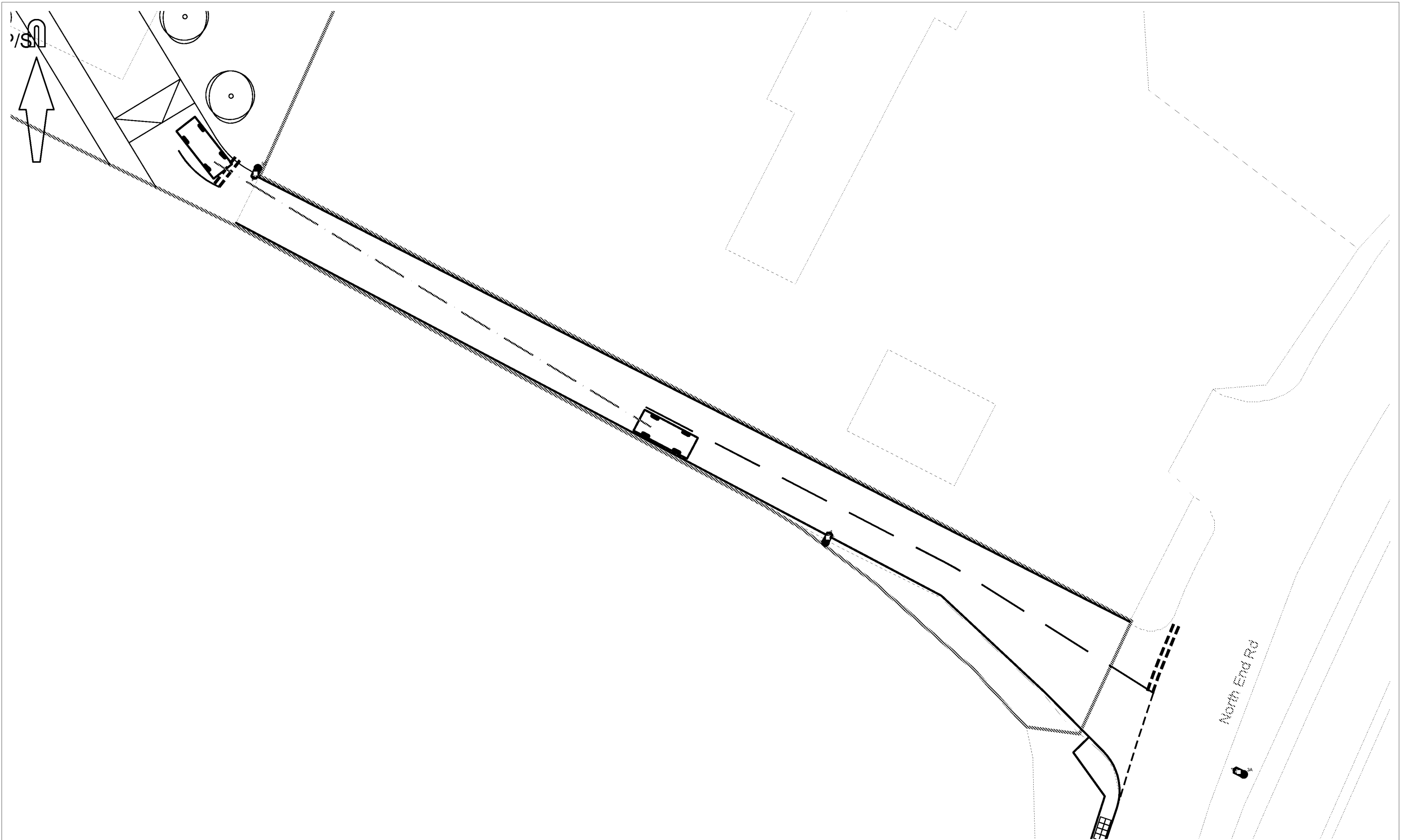
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client	ASTER HOMES
project	CLAYS FARM, YAPTON

title	ACCESS ROAD LAYOUT
-------	--------------------

scale	1:500 @ A3	drawn by	JME	checked by	AP
date	JUNE 2021	cad file	MBSK210525 P2	suitability	rev.
drawing number	MBSK210525-03				



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mayer brown

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client	ASTER HOMES
project	CLAYS FARM, YAPTON

title	VISIBILITY BETWEEN CARS ON ACCESS ROAD
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scale	1:500 @ A3	drawn by	JME	checked by	AP
date	JUNE 2021	cad file	MBSK210525 P2	suitability	rev.
drawing number	MBSK210525-05				

APPENDIX D: Previous Stage 1 Road Safety Audit (July 2018)



**DOMUSEA DEVELOPMENTS
PROPOSED RESIDENTIAL ACCESS
ARRANGEMENTS - CLAYS FARM,
NORTH END ROAD, SUSSEX**

STAGE 1 - ROAD SAFETY AUDIT

JULY 2018



**DOMUSEA DEVELOPMENTS
PROPOSED RESIDENTIAL ACCESS
ARRANGEMENTS - CLAYS FARM,
NORTH END ROAD, SUSSEX**

STAGE 1 - ROAD SAFETY AUDIT

JULY 2018

Project Code:	S/DDNorthendRoad.1.6
Prepared by:	Martyn Parr
Approved by:	John Reid
Issue Date:	July 2018
Status:	Final

Domusea Developments
Proposed Residential Access Arrangements - Clays Farm,
North End Road, Sussex
Stage 1 - Road Safety Audit

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Appendices

APPENDIX A: Site Location Plan

APPENDIX B: Reference Plan

APPENDIX C: Schedule of Plans and Supplementary Information Provided

1 Introduction

- 1.1 This report results from a Stage 1 Road Safety Audit carried out following instructions from Domusea Developments.
- 1.2 The Road Safety Audit Team membership was as follows:

Martyn Parr	MSoRSA, MCIHT, HECOC Road Safety Manager – Mayer Brown Limited (Certificate of Competency in Road Safety Audit gained in February 2015)
John Reid	MSc, DipHTE, MCIHT, FSoRSA, MITAI, HECOC Technical Director (Safety) – Mayer Brown Limited (Certificate of Competency in Road Safety Audit gained in April 2012)
- 1.3 The Road Safety Audit took place at the Woking Office of Mayer Brown Limited on 16th July 2018.
- 1.4 The site inspection was carried out on 12th July 2018 from 13:00 hours onwards. During the site visit the weather was sunny. Traffic on North End Road was considered low.
- 1.5 The terms of reference of the Road Safety Audit are as described in HD 19/15. The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.
- 1.6 The Audit Team have not been advised of any departures or relaxations from standards.
- 1.7 This Audit is concerned only with the works that are intended for adoption by the highway authority.
- 1.8 For reference purposes, a reduced-scale copy of drawing MBSK170518-01 is provided in **Appendix B** of this report.
- 1.9 Additional documents submitted for Audit are provided in **Appendix C** of this report.
- 1.10 The proposals consist of the provision of 30 residential dwellings, the existing Clays Farm access will be used to facilitate access to the development. The access will be a shared-use.

2 Items Raised at the Stage 1 Road Safety Audit

General

2.1 Problem

Location: General.

Summary: Maintenance / inspection covers – Two wheel vehicle loss of control.

This is a matter which may be addressed at the Detailed Design stage.

New service provision may be required for the proposed development. Inspection covers which become polished by traffic action may create skid hazards for two-wheeled vehicles; this could lead to a loss of control and result in rider and / or passenger injury

Recommendation

Ensure as far as practical that no manholes or inspection chambers are located where they are likely to be traversed by two-wheeled vehicles during turning manoeuvres. Where this is unavoidable, use skid resistant covers and ensure that they are regularly inspected and maintained.

2.2 Problem

Location: General

Summary: Lighting Provision

This is a matter which may be addressed at the Detailed Design stage.

Details of the proposed lighting provision are not provided at this stage. Inadequate and / or uneven levels of illumination may result in drivers failing to correctly identify the access arrangements associated with this development, with consequent kerb strikes and loss of control.

Recommendation

Provide carriageway and footway lighting in accordance with current design standards.

2.3 **Problem**

Location: General

Summary: Surface Water Drainage

This is a matter which may be addressed at the Detailed Design stage.

Standing water within the carriageway may result in loss of control for vehicles. Standing water on footway areas are potentially hazardous for pedestrians particularly in freezing conditions.

Recommendation

Ensure that carriageway and footway drainage is provided to current design standards. If an inspection cover is to form part of the carriageway surface then, as far as practical, ensure that manhole covers are not located where they are likely to be traversed by two-wheeled vehicles during turning manoeuvres. Where this is not possible, skid resistant covers should be used and maintained accordingly.

2.4 **Problem**

Location: Site access

Summary: Visibility splay - Obstruction

Whilst visibility splays have been formally identified on the drawings submitted, it will be important that these splays remain free from obstruction.

Recommendation

Ensure that the splays detailed on the drawings submitted 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.

2.5 **Problem**

Location: General

Summary: Servicing Arrangements

Details of swept paths have not been provided within the development site. It is important that a refuse vehicle can access the site appropriately without traversing the footway or requiring excessive reversing manoeuvres. The vehicle should be able to leave the site in a forward gear.

Recommendation

Undertake swept path analysis using a refuse vehicle to ensure that the vehicle can access the site appropriately.

2.6 **Problem**

Location: Site access/North End Road (please refer to reference point 2.6 in **Appendix B**)

Summary: Insufficient pedestrian facilities

North End Road is provided with a footway on the eastern side only adjacent to the site access. Therefore pedestrians entering/leaving the development are likely to cross North End Road adjacent to the site access, rather than walk in the carriageway on the western side. For this reason it be important to ensure pedestrians leaving/entering the development site are able to cross North End Road safely and without trip hazards.

Recommendation

Provide sufficient footway on the western side of North Road to enable pedestrian to wait for a gap in the traffic to cross. So as to create a crossing point, this footway should be provided with dropped kerbs and tactile paving. Dropped kerbs and tactile paving should also be provided immediately opposite on the eastern side of North End Road, linking the crossing point to the existing footway.

Domusea Developments
Proposed Residential Access Arrangements - Clays Farm,
North End Road, Sussex
Stage 1 - Road Safety Audit

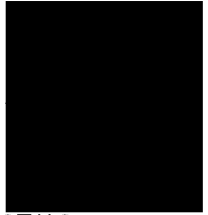
3 Audit Team Statement

3.0 AUDIT TEAM STATEMENT

We certify that this Road Safety Audit has been carried out as described in HD 19/15.

ROAD SAFETY AUDIT TEAM LEADER

Martyn Parr – MSoRSA, MCIHT, HECOC
Road Safety Manager
Mayer Brown Limited
Lion House
Oriental Road
Woking
Surrey
GU22 8AR

Signed 

Date 16/07/18

ROAD SAFETY AUDIT TEAM MEMBER

John Reid - MSc, DipHTE, MCIHT, FSoRSA, MITAI, HECOC
Technical Director (Safety)
Mayer Brown Limited
Lion House
Oriental Road
Woking
Surrey
GU22 8AR

Signed 

Date 16/07/18

APPENDIX A: Site Location Plan



APPENDIX B: Reference Plan

APPENDIX C: Schedule of Plans and Supplementary Information Provided



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client
DOMUSEA DEVELOPMENTS

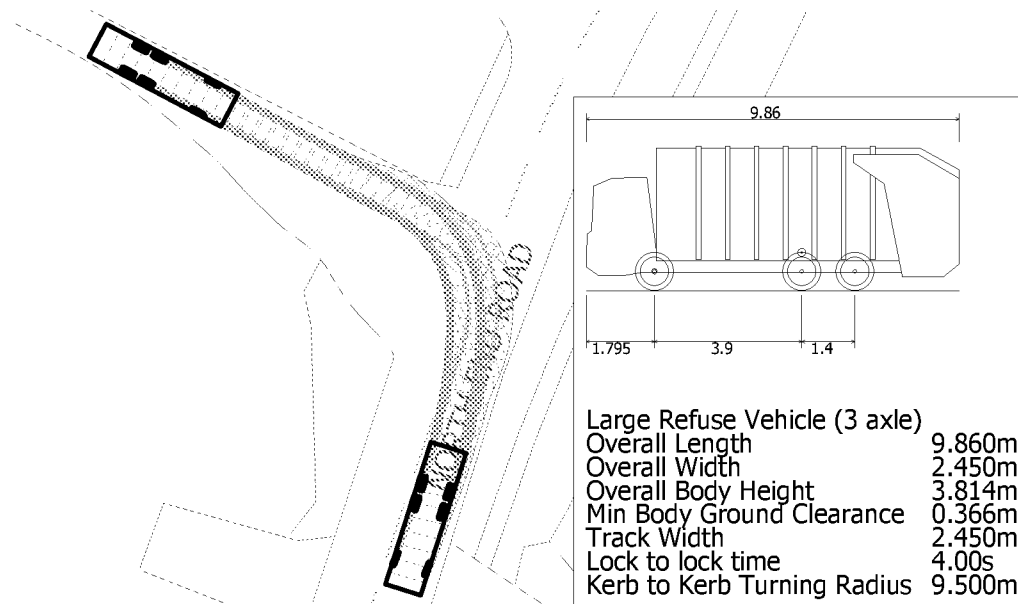
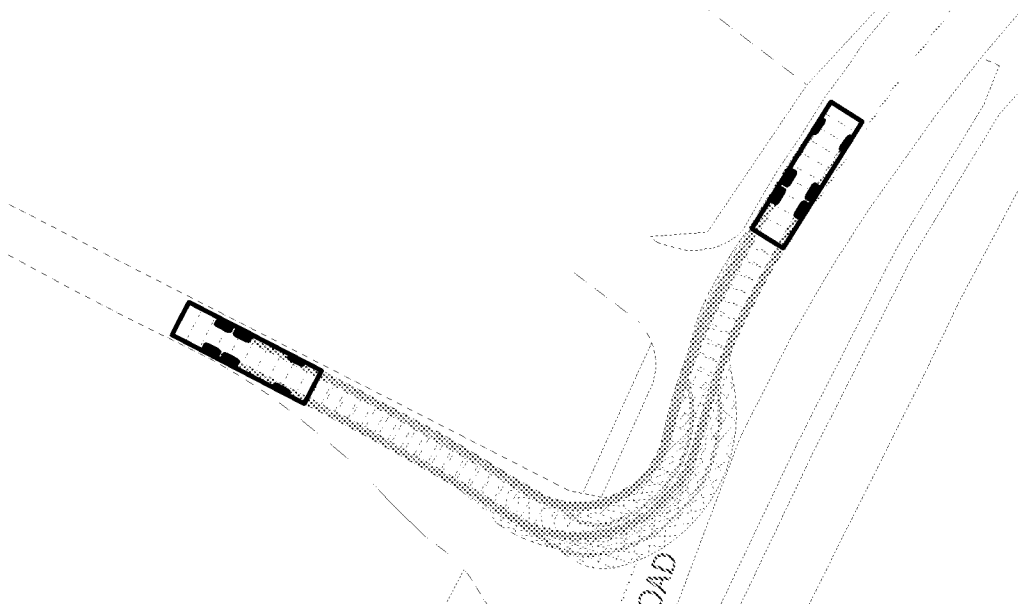
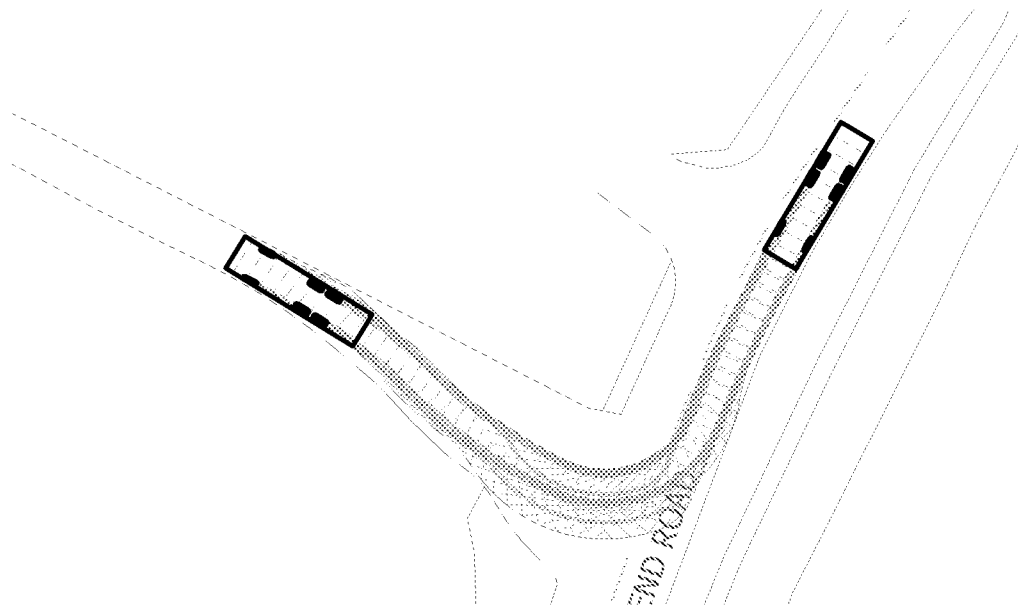
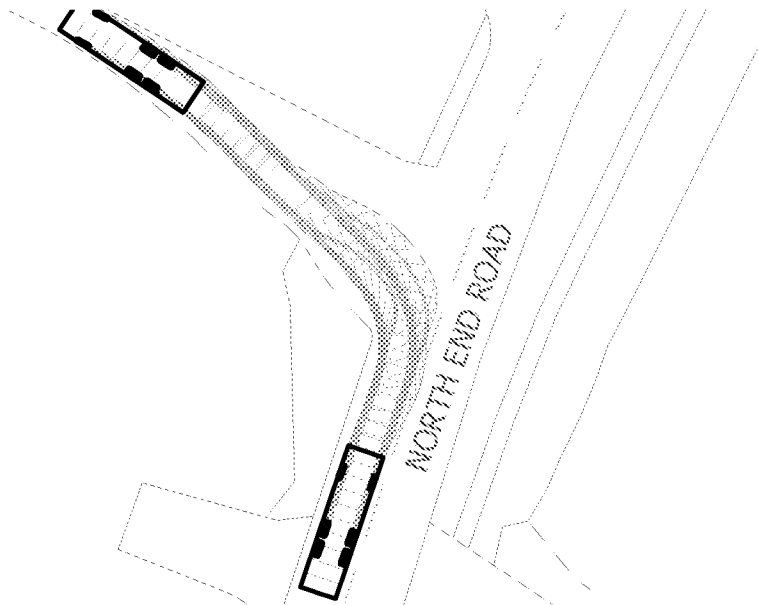
project
**CLAYS FARM
YAPTON**

title
ACCESS LANE DIMENSIONS ON TOPO

scale 1:250 @ A3 drawn by JME checked by BC

date JUNE 2018 cad file MBSK180605.DWG

drawing number **MBSK180605-09** rev. **A**



Large Refuse Vehicle (3 axle)

Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

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client
ED REES

project
CLAYS FARM, NORTH END ROAD
YAPTON

title
SWEPT PATH ANALYSIS
LARGE REFUSE VEHICLE ENTERING
AND EXITING EXISTING ACCESS

scale 1:500 @ A4 | drawn by JME | checked by AP

date MAY 2017 | cad file MBSK170518.DWG

drawing number
MBSK170518-3

rev.



NOTES:
Dimensions to be checked on site before commencing work, any discrepancies shall be reported to Curtis Leeves Technical Ltd. immediately.
Do not scale from these drawings except for planning purposes. Use figured dimensions only.
Where applicable this drawing is to be read in conjunction with other consultants' drawings.
This drawing is the copyright of Curtis Leeves Technical Ltd. and may not be copied, altered or reproduced in any way, or passed to a third party, without written authority.

Physical Scale 1:500
0 5m 10m 25m

10no. Type 1 - 2B / 4P - 92 sq.m. No Garage
9no. Type 2 - 3B / 4P - 101 sq.m. No Garage
12no. Type 3 - 4B / 6P - 124 sq.m. With Garage
2no. Type 5 - 4B / 7P - 155 sq.m. With Garage

SITE AREA 1.67 Hectares
DENSITY 19.8 Units per Hectare

Existing Trees to Remain
 Indicative New Tree Planting

P03 Shading, Plot Nos etc. added 08.06.17

P02 Layout amended to suit possible future links to sites to the North & South 04.06.17

rev	description	date
status		
FOR COMMENT		

CURTIS LEEVES TECHNICAL LTD
01243 378070 | mail@cltechnical.co.uk

client Domusea Limited			
project Clays Farm Yapton			
title Proposed Site Layout			
date May 2018	scale @ A3 1:500	drawn IW	chkd MRL
project no. 1827	drawing no. 101	rev P03	

ARUN DISTRICT COUNCIL Y182/RES

