

- 1.1.9 The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit, and would encourage the Designer to consult them on this matter.
- 1.1.10 The LHA response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the *As Built* design pack to be provided and retained by the LHA on final completion.

2.0 ITEMS CONSIDERED

- 2.1 The Road Safety Audit was undertaken on the scheme detailed in the following Russell Giles Partnership's documentation.

Drawing No.	Rev	Title
2014/2270/001	B	Proposed Access Arrangement
'TRICS' Vehicle trip estimation for 40 dwellings.		

- 2.2 No departures from standards have been submitted to the Audit Team.

3.0 MATTERS ARISING FROM THIS STAGE 1 AUDIT.

3.1 PROBLEM

LOCATION: Western verge.

SUMMARY: Risk of slips or trips.

The existing vehicle crossover to which the proposed footway will lead is uneven and traps water and silt. Pedestrians passing over it could lose their footing and fall.

RECOMMENDATIONS

Ensure that the kerb for the proposed footway extends beyond the vehicle crossover, to the end of the existing kerb and, ensure that subsequent reinstatements eliminate the irregularities.



3.2 PROBLEM

LOCATION: The proposed priority junction mouth.

SUMMARY: Obstructed junction visibility.

During the site visit, which coincided with school travel time, parents were observed to park along the western side of North End Road up to and beyond the position of the proposed priority junction. It is likely that once the junction is built, parked vehicles could obstruct visibility for road users leaving the development, which could lead to conflict between vehicles at the junction. Whilst this problem will exist for limited periods, it will occur when the road is busy and the problem could be compounded by road users turning within the junction mouth.

RECOMMENDATIONS

Introduce waiting restrictions at the proposed junction. Consider alternative junction control, such as a mini roundabout.

4.0 AUDITOR STATEMENT

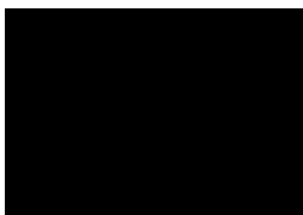
4.1 I certify that this audit has been carried out in accordance with HD 19/03.

AUDIT TEAM LEADER

D Hubbard
The Safety Forum Ltd
PO Box 744
Godalming
Surrey
GU7 9DU

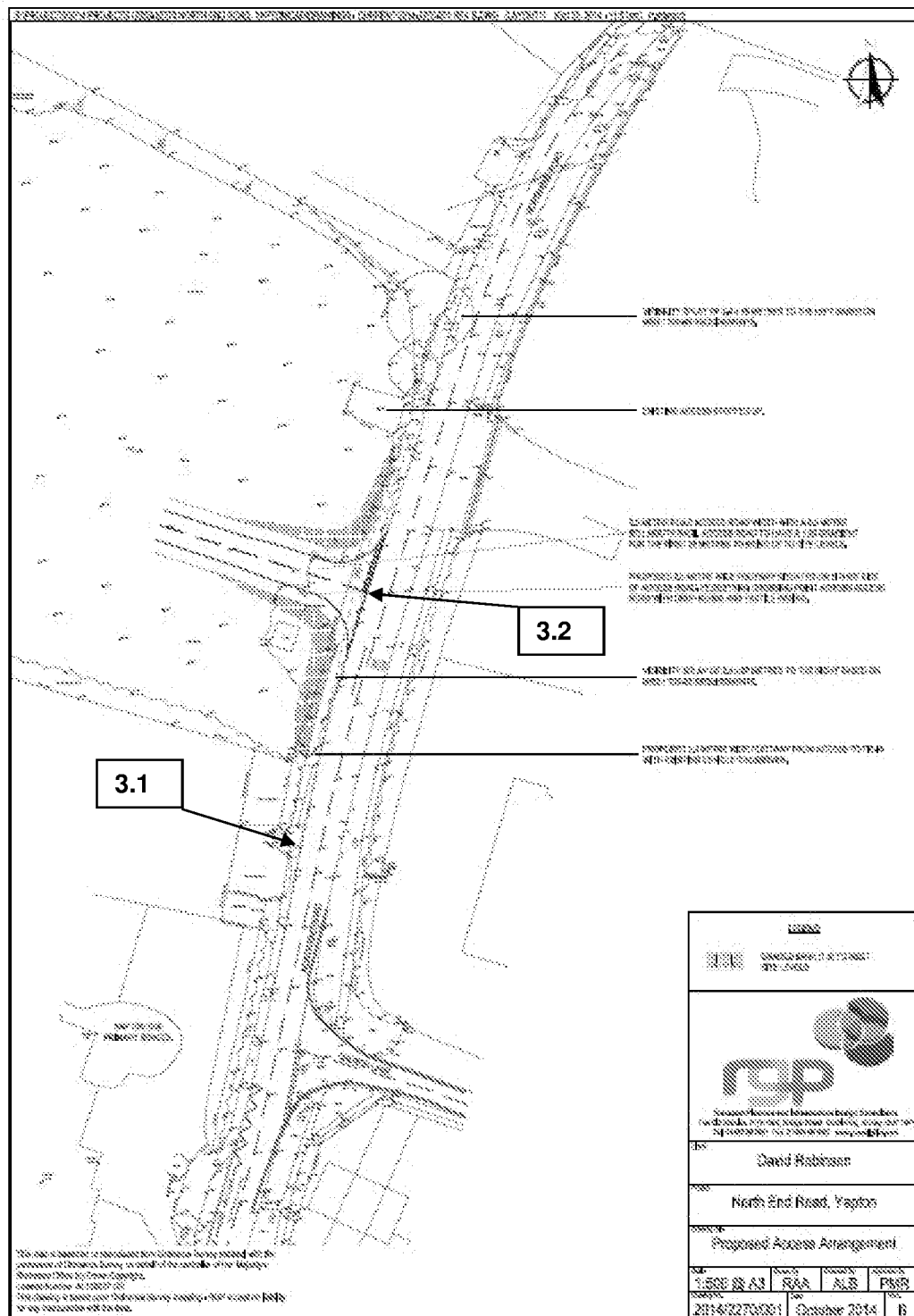
AUDIT TEAM MEMBER

L Shaw

Signed:  R Westhead PP on behalf of the Audit Team

Date: 6th November 2014

APPENDIX A: LOCATION PLAN



APPENDIX B: DESIGNERS RESPONSE

Auditors: Dave Hubbard (Team Leader) and Laurie Shaw (Team Member). Date Audit Completed: 6th November 2014

Scheme: Proposed Development Access at North End Road, Yapton for Russell Giles Partnership

This response is to a Stage 1 Road Safety Audit to the design standard detailed within HD19/03 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

Problem no. in safety audit report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measure (detail description)
3.1		Yes	The provision of the new footway at the site frontage would include the replacement of the crossover into the school field which is recognised as being in a poor condition.
3.2		No	The provision of additional parking facility within the proposed development site for Yapton CoE Primary School is intended to alleviate on-street parking pressures on the local road network, thus reducing the intensity of parking along North End Road and at the site frontage. It is however recognised that the exact nature and scale of the additional parking facility is not known at this stage and therefore the impact cannot be quantified. Irrespective of the potential reduction to street parking 'Manual for Streets' (MfS) 1 and 2 design guidance provides justification that the impairment to visibility caused by street parking is not to the detriment of highways safety in practice. MfS 1 design guidance section 7.8.5 and 7.8.6 states that: <i>'Parking within visibility splays is common in built up areas, yet it does not appear to create significant problems in practice...where speeds are low, encroachment may be acceptable'.</i>

			MfS 2 section 10.7 elaborates on this point, identifying that: <i>'at urban junctions where visibility is limited by buildings and parked cars, drivers of vehicles on the minor arm tend to nose out carefully until they can see oncoming traffic...Drivers on the major route will also be able to see the vehicle pulling forward slowly and may slow down or stop to allow it to pull out'</i> The MfS guidance regarding parking within visibility splays is considered to be particularly salient to the scenario at the junction of North End Road and the Site Access based on the following factors:- • The potential obstruction to visibility caused by parked cars would be temporary in nature (busy dropping off and collection periods were observed to last between 15 and 20 minutes). • During this period the vehicle speeds are significantly reduced as a result of the school warning sign and flashing beacon which indicates a temporary 20mph speed limit, and the busy on-street parking scenario. This reduction in vehicle speeds effectively reduces the required stopping site distances and visibility requirements, and reflects a more cautious approach by drivers during school start and finish times. The reduction to vehicle speeds is reflected in the speed surveys in Appendix A (it is worth noting the most significant reduction in speed lasts c.15 – 20 minutes, however the speeds are recorded at hourly intervals thereby diminishing the full impact of reduced speeds at school start and finish times). • The on-street parking associated with Yapton CoE Primary School also encroaches visibility envelope from the adjacent Orchard Business Park access, which has a far higher intensity of vehicular use than the proposed site access would. The absences of PLA incidents at the Orchard Business Park access as demonstrated in the section 2.3 of the Transport Statement serves to demonstrate that on-street parking is not detrimental to highways safety in practice.
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Principal Engineer's Statement:

Proposed Residential Development Access, North End Road, Yapton for Russell Giles Partnership

I certify that I have considered the items raised in the Stage 1 Road Safety Audit Report and I am content to accept all of its recommendations except for the ones listed above. I have stated my reasons for not accepting them and I seek the Chief Engineer's endorsement of my proposals.

..... Date.....07/11/2014.....

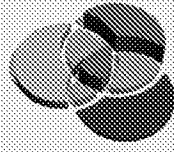
Principal Engineer

Chief Engineer's Decision:

I accept these proposals by the Principal Engineer.

..... Date.....

Chief Engineer

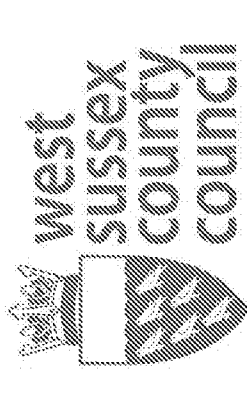


APPENDIX E

This parking demand tool has been compiled by West Sussex County Council. If you have queries relating to the information provided or require additional information please contact darryl.hemmings@westsussex.gov.uk.

Please input the ward name for your development location below by double clicking in the box or click box and use the drop down menu to the right of the box. The spreadsheet will automatically show the District and Ward of this location. If the ward is not known please input postcode into the Ward Finder. The tool will allow input up to 3 wards in the boxes below. Please refer to notes for more details.

Ward 1	Ward 2	Ward 3
District	District	District
District	District	District
District	District	District
District	District	District
Ward Temporo Factor 2009-2026	Ward Temporo Factor 2009-2026	Ward Temporo Factor 2009-2026
1.052438	1.057644	



Ward Finder

Postcode

Ward

Note:

No special provision need be made for visitors where at least half of the total parking provision with a development is unallocated. In other circumstances, it may be appropriate to allow for a demand for visitor parking of up to 0.2 spaces per dwelling.

In areas of parking constraint, levels of provision below predicted demand may be applicable.

The tool is expressed as number of Rooms (Per Unit). If data is not available in this format and Bedrooms is used this will need to be converted. A general guide for conversion is as follows b in some cases.

1 bed = 3 rooms
2 bed = 4 rooms
3 bed = 5 rooms
4 bed = 6 rooms
5 bed = 7 rooms

1 bed = 1 room
2 bed = 2 rooms
3 bed = 3 rooms
4 bed = 4 rooms
5 bed = 5 rooms

Garages will count as 1 space when allocating spaces.

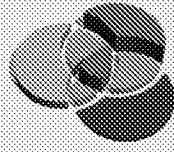
Ward data used can be checked by the user by referring to the District:Ward Data Tables. The Tables highlight if the Census data does not include data for certain dwelling sizes. In such case ownership values have been obtained using the nearest sized dwelling with same tenure and v example, if no data is available for a private house with 1 room then data for a private house v has been used. The Car Ownership Data is highlighted in purple where such an approach has b Where Census data contains small samples for certain sized dwellings this is highlighted in red green if <50 in the Total Demand column. In such cases, other wards should be selected to ach sample size.

Report Summary Table

DEVELOPMENT MIX					PARKING DEMAND			
Ref.	Unit Type	Unit Tenure	Habitable Rooms (Per Unit)	No. of Units (Total)	Allocated No	Unallocated for Residents per unit	Unallocated for Visitors per unit	Total Demand
A	Houses	Council/Housing Association (not including shared ownership)	3	3	3	1	0	1
B	Houses	Council/Housing Association (not including shared ownership)	4	7	14	0	0	16
C	Houses	Council/Housing Association (not including shared ownership)	5	2	4	0	0	4
D	Houses	Private	4	3	6	0	0	1
E	Houses	Private	5	20	40	0	3	47
F	Houses	Private	6	5	15	0	0	16
G								
H								
I								
J								
K								
L								
M								
N								
O								
P								
Q								
R								
S					82			96
Total						6.02	8.00	

PROJECT CENTRE

PEOPLE | PASSION | PLACES



APPENDIX F

RGP Fry's Yard Godalming

Licence No: 728001

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED

VEHICLESSelected regions and areas:

02 SOUTH EAST	
ES EAST SUSSEX	1 days
05 EAST MIDLANDS	
DS DERBYSHIRE	1 days
06 WEST MIDLANDS	
SH SHROPSHIRE	1 days
WO WORCESTERSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
NY NORTH YORKSHIRE	2 days
08 NORTH WEST	
GM GREATER MANCHESTER	1 days
09 NORTH	
CB CUMBRIA	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
 Actual Range: 20 to 54 (units:)
 Range Selected by User: 20 to 60 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/06 to 24/10/13

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	2 days
Wednesday	2 days
Thursday	3 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	7
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	6
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:Use Class:

C3	8 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	7 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	7 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

RGP Fry's Yard Godalming

Licence No: 728001

LIST OF SITES relevant to selection parameters

1	CB-03-A-03	SEMI DETACHED	CUMBRIA
	HAWKSHEAD AVENUE		
	WORKINGTON		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	40	
	Survey date: THURSDAY	20/11/08	Survey Type: MANUAL
2	DS-03-A-01	SEMI D./ TERRACED	DERBYSHIRE
	THE AVENUE		
	HOLMESDALE		
	DRONFIELD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Residential Zone		
	Total Number of dwellings:	20	
	Survey date: THURSDAY	22/06/06	Survey Type: MANUAL
3	ES-03-A-02	PRIVATE HOUSING	EAST SUSSEX
	SOUTH COAST ROAD		
	PEACEHAVEN		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	37	
	Survey date: FRIDAY	18/11/11	Survey Type: MANUAL
4	GM-03-A-10	DETACHED/ SEMI	GREATER MANCHESTER
	BUTT HILL DRIVE		
	PRESTWICH		
	MANCHESTER		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	29	
	Survey date: WEDNESDAY	12/10/11	Survey Type: MANUAL
5	NY-03-A-07	DETACHED & SEMI DET.	NORTH YORKSHIRE
	CRAVEN WAY		
	BOROUGHBRIDGE		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	23	
	Survey date: TUESDAY	18/10/11	Survey Type: MANUAL
6	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	23	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
7	SH-03-A-05	SEMI-DETACHED/ TERRACED	SHROPSHIRE
	SANDCROFT		
	SUTTON HILL		
	TELFORD		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	54	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

8	WO-03-A-02	SEMI DETACHED	WORCESTERSHIRE
	MEADOWHILL ROAD		
	REDDITCH		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	48	
	Survey date: TUESDAY	02/05/06	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

RGP Fry's Yard Godalming

Licence No: 728001

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	8	34	0.091	8	34	0.252	8	34	0.343
08:00 - 09:00	8	34	0.124	8	34	0.420	8	34	0.544
09:00 - 10:00	8	34	0.186	8	34	0.182	8	34	0.368
10:00 - 11:00	8	34	0.099	8	34	0.128	8	34	0.227
11:00 - 12:00	8	34	0.175	8	34	0.175	8	34	0.350
12:00 - 13:00	8	34	0.142	8	34	0.106	8	34	0.248
13:00 - 14:00	8	34	0.142	8	34	0.142	8	34	0.284
14:00 - 15:00	8	34	0.153	8	34	0.150	8	34	0.303
15:00 - 16:00	8	34	0.230	8	34	0.164	8	34	0.394
16:00 - 17:00	8	34	0.358	8	34	0.172	8	34	0.530
17:00 - 18:00	8	34	0.391	8	34	0.157	8	34	0.548
18:00 - 19:00	8	34	0.263	8	34	0.113	8	34	0.376
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.354			2.161			4.515

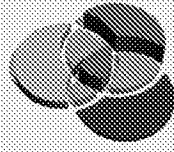
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

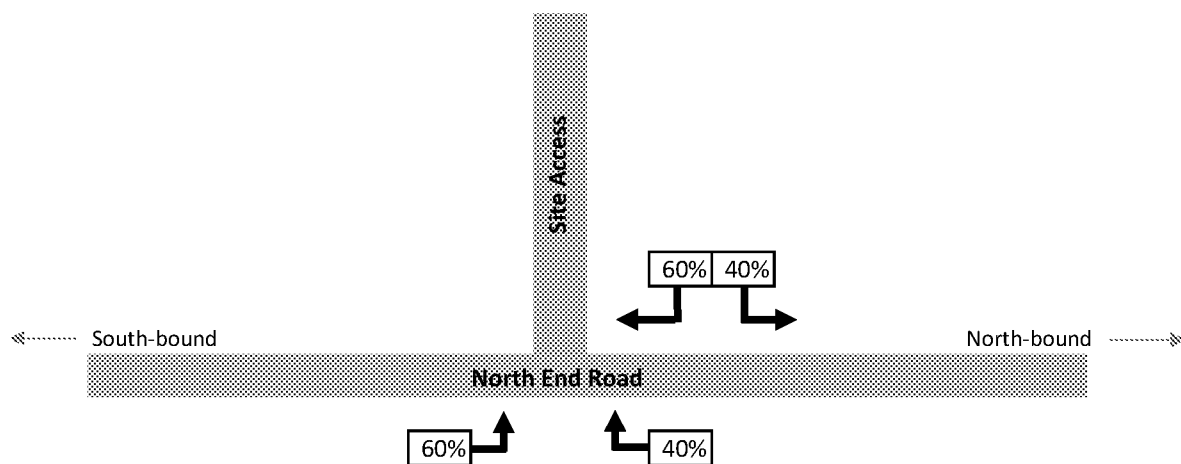
Trip rate parameter range selected: 20 - 54 (units:)
 Survey date date range: 01/01/06 - 24/10/13
 Number of weekdays (Monday-Friday): 8
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



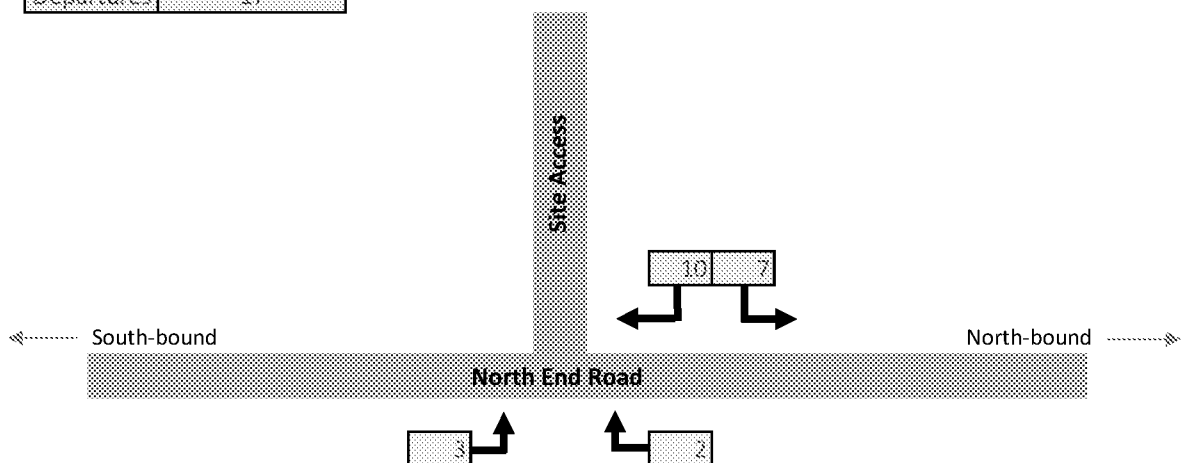
APPENDIX G

DISRIBUTIONS



AM PEAK

Arrivals	5
Departures	17



PM PEAK

Arrivals	16
Departures	6

