
Land at Foxhole Farm, Bolney: Site Access and Safety

Ref: ITB16634-010A
Date: 6 July 2023

SECTION 1 Introduction

1.1 Background

1.1.1 Mid Sussex District Council (MSDC) has recently undertaken Regulation 18 consultation on its proposed Local Plan housing allocations. A number of comments have been received from consultees in response to the consultation. In respect of transport matters in relation to draft site allocation DPH18 Land at Foxhole Farm, Bolney, these comments include:

- Vehicular Speeds on A272 Cowfold Road;
- The proposed junction design / layout; and
- Road Safety

1.1.2 This Technical Note (TN) provides a summary of the access strategy and details pre-application discussions held with West Sussex County Council (WSCC) as the Local Highway Authority (LHA) in respect of access. It includes the following:

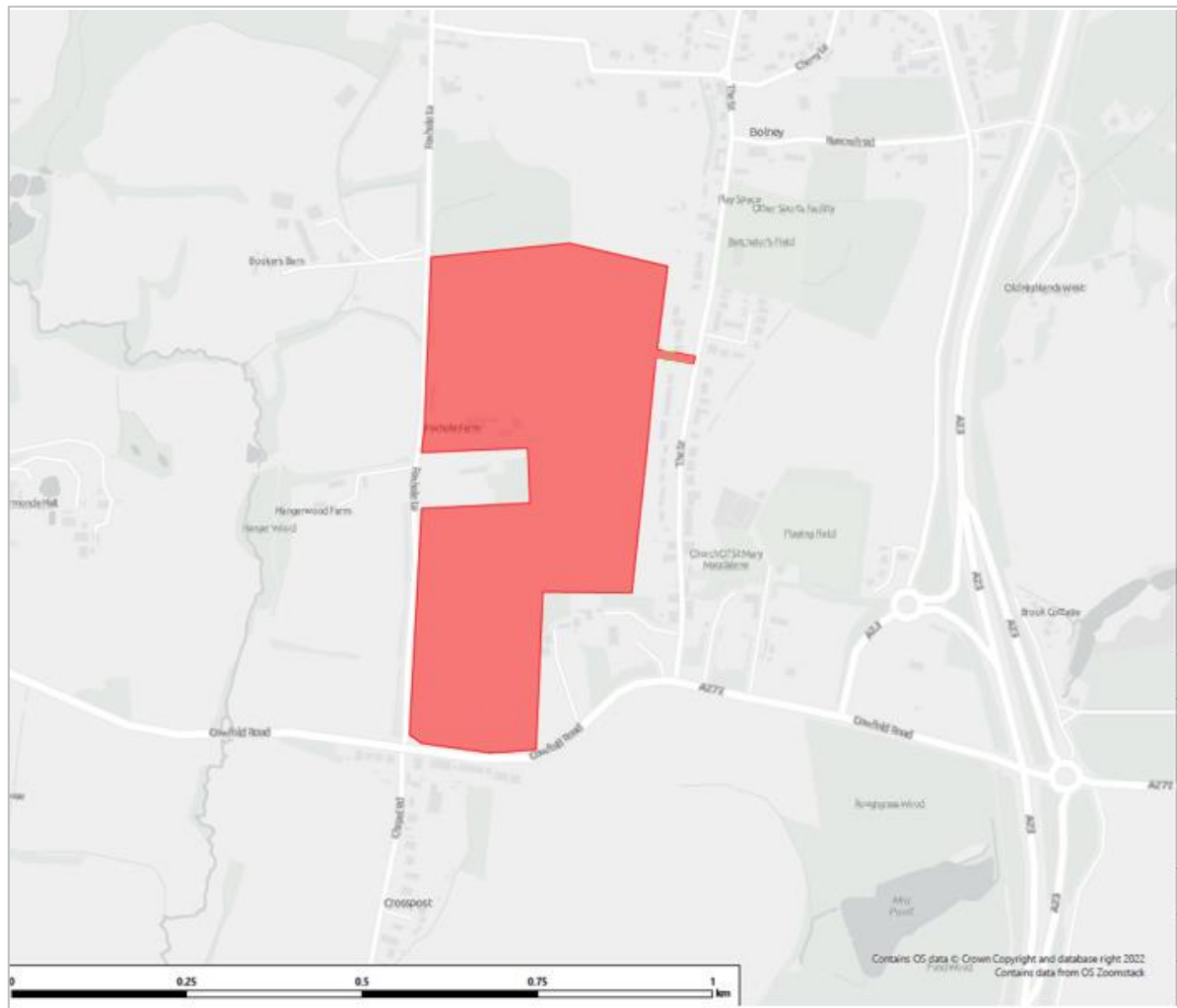
- The agreed access strategy, including a summary of discussions held with WSCC;
- Details of the Stage 1 Road Safety Audit and Design Team Response of the site access proposals;
- A review of the latest 5-year accident report within the vicinity of the site access junction; and
- Details of the site access capacity.

1.1.3 A separate Technical Note (ref: ITB16634-009) has been prepared in relation to matters of sustainable accessibility.

1.2 The Site

- 1.2.1 The site is located just west of the village of Bolney with the A272 to the south, Foxhole Lane to the west, woodland and pasture/farmland to the north and existing residential properties fronting The Street to the east. The location of the site in the context of the surrounding area is shown in **Image 1.1**.

Image 1.1: Site Location



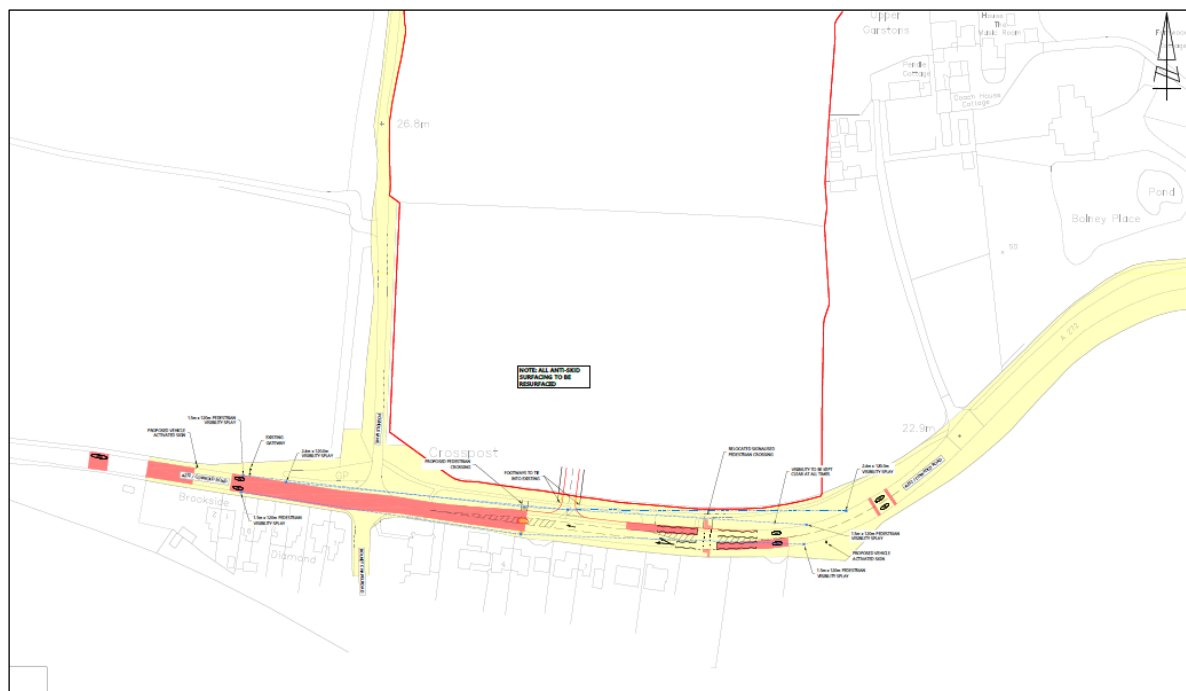
- 1.2.2 The site has been identified in the Draft Mid Sussex District Plan (2021-2039) as being suitable for the development of 200 new homes.

SECTION 2 Access Strategy

2.1 Overview

- 2.1.1 Access to the site will be provided from A272 Cowfold Road via a three-arm priority-controlled T-junction with a ghost right turn lane facility. The proposed arrangement is shown in **Image 2.1**.

Image 2.1: Extract of Site Access Drawing



Source: ITB16634-GA-005C

- 2.1.2 The arrangement comprises the following geometric design parameters:

- Carriageway width of 5.5m with 6m corner radii on both sides of the access
- 2m wide footways on both sides of the access road
- 2.4m x 120m visibility splays in accordance with DMRB
- Mainline widening to facilitate the introduction of a ghost island right turn lane
- Relocation of the signalised crossing 25m to the west of its current position to facilitate the introduction of the ghost-island right turn lane
- Introduction of coloured anti-skid markings to the west of the access and on the approaches to the pedestrian crossing
- A dropped kerb and tactile paving pedestrian crossing with a 2m refuge island immediately to the west of the site access.

2.2 Pre-Application Engagement

- 2.2.1 The access strategy has been developed in consultation with West Sussex County Council through their Highways Pre-Application Service.
- 2.2.2 This engagement has comprised the submission of a Transport Assessment Scoping Note, detailing the proposed access strategy alongside the parameters that will be used to prepare a Transport Assessment, attendance of a pre-application meeting between officers of WSCC and representatives of the Site Promoter as well as the submission of further analysis and the provision of written correspondence.
- 2.2.3 This correspondence has shaped the design of the site access and the associated works required to the A272, culminating in the agreement of the access design by WSCC, subject to minor amendments and completion of a Stage 1 Road Safety Audit, in its response dated 17th March 2022.

2.3 Road Safety Audit

- 2.3.1 Following receipt of the WSCC pre-application advice, a Stage 1 Audit of the proposed arrangements has been undertaken and a Design Team Response prepared; the full document is provided at **Appendix A** and in **Table 2.1** below.

Table 2.1: Road Safety Audit Summary

Identified Matter	Design Team Response
Right turn lane – ensure eastbound entry taper is set at an appropriate gradient.	Agreed – the entry taper is set at 1 in 20, in accordance with the 40mph speed limit. The scheme proposals enhance the existing traffic calming features along the A272.
The road centreline and inside corner should mimic the existing arrangement.	Agree – the inside corner radius has been amended to 100m and the centreline is provided in accordance with design standards.
Junctions – existing sign on the approach to the junction should be relocated/raised to ensure adequate visibility for all drivers.	Agreed – the existing sign will be relocated or raised in accordance with details to be agreed as part of the S278 detailed design.
Visibility – it is recommended that an adequate level of visibility remains clear at all times.	Agreed – the visibility splay is provided across the verge within the highway boundary. Maintenance is a statutory function of the highway authority.
Non-vehicular – tactile warning paving should be increased to a depth of 1200mm.	Agreed – tactile paving to be provided at 1200mm depth.
Redundant sections of footway should be removed and grassed to encourage use of proposed crossing facilities.	Agreed – redundant section of footway removed from scheme drawing.

- 2.3.2 All matters of road safety raised by the Auditor has been addressed in accordance with the Auditor's recommendation. In accordance with the requirements of national and local policy, the access arrangements provided for safe and suitable access and have been subject to rigorous testing by the Site Promotier, West Sussex County Council as local highway authority and by an independent Road Safety Auditor.
- 2.3.3 The completion of the Stage 1 Road Safety Audit addresses the outstanding matters arising from pre-application advice with WSCC and enables the site to proceed with an agreed arrangement that provides safe and suitable access.

SECTION 3 Network Capacity

3.1 Overview

Site Access

- 3.1.1 The development proposals have been subject to extensive access capacity testing, to shape the design of the access arrangements and ensure that the access junction provides safe access and a form of access that can accommodate the demands placed upon it without having a residual cumulative impact on the operation of the highway network, consistent with the requirements of paragraph 112 of the National Planning Policy Framework.
- 3.1.2 The capacity analysis has been submitted to West Sussex County Council as part of the pre-application engagement, to ensure that it is satisfied with the parameters used to undertake the assessments.

Local Network

- 3.1.3 The impact of the proposed development on the local highway network is being assessed through the Mid Sussex District Council (MSDC) Transport Study. Any 'severe' local impacts identified as part of the model will be mitigated first through the implementation of sustainable travel improvements i.e. walking, cycling and public transport improvements; any remaining impacts deemed to be 'severe' will be addressed through network capacity improvements. The Site Promoter is engaging with MSDC in this process who are in turn engaging with WSCC and National Highways (NH).
- 3.1.4 The latest report from the MSTs (06/10/2022) presents the results for Scenario 4, which considers the impact of development in 2039 with Local Plan development. Scenario 4m1 considers the impact of development in 2039 with Local Plan development, allowing for the potential impact of initial car trip rate reductions as a result of home working, internalisation and use of on-site facilities. This work is being built upon to identify mitigation required to address the impacts of planned development.

3.2 Trip Generation

- 3.2.1 Forecast trip rates have been derived from the TRICS database and submitted to WSCC through the Transport Assessment Scoping Note and agreed as part of the pre-application advice. The peak hour trips are summarised in **Table 3.1**

Table 3.1: Trip Forecast Summary (200 Homes)

Time Period	Arrivals	Departures	Total Two-Way
08:00 – 09:00	25	66	91
17:00-18:00	60	29	88

3.3 Access Capacity Testing

- 3.3.1 The capacity of the access has been tested using the Junction 10 industry standard software, and the results of the assessment are summarised in **Table 3.2**.

Table 3.2: Site Access Capacity Results Summary

Arm	2026 With Development					
	Morning Peak Hour			Evening Peak Hour		
	RFC	Queue	Delay (s)	RFC	Queue	Delay (s)
Site Access	0.20	<1	13	0.09	<1	12
Cowfold Road (Right Turn)	0.12	<1	4	0.33	<1	5

- 3.3.2 The access is forecast to operate well within residual capacity, with the right turn lane at 33% of it's theoretical capacity, with minimal delay experienced by vehicles exiting or turning into the site.
- 3.3.3 The extent of the right turning queue means that it will all be accommodated within the right turn lane and that this will not obstruct through traffic flows along Cowfold Road.

SECTION 4 Existing Road Safety

4.1.1 The latest 5 years personal injury accident (PIA) data has been obtained from the Sussex Safer Roads Partnership for the junctions and links along the local road network within the vicinity of the site. The data is summarised in table 1 below.

Link / Junction	Slight	Serious	Fatal	Total
Junctions				
A272 Cowfold Road / Foxhole Lane / Bolney Chapel Road	1	0	0	1
A272 Cowfold Road / The Street	1	0	0	1
A272 Cowfold Road / London Road	3	3	0	4
London Road / A23 Slips	0	2	0	2
A272 Cowfold Road / A23 Slips / Crossway / A272 Bolney Road	2	1	0	3
The Street / Ryecroft Road	0	0	0	0
Links				
A272 East of Foxhole Lane	2	0	1	3
A272 Between Foxhole Lane and The Street	4	0	0	4
The Street	0	0	0	0
Total	13	6	1	20

4.1.2 The table demonstrates that there was a total of 20 accidents across the study area during the latest 5-year period of which the 13 were slight in nature, four were serious and there was one incident involving a fatality.

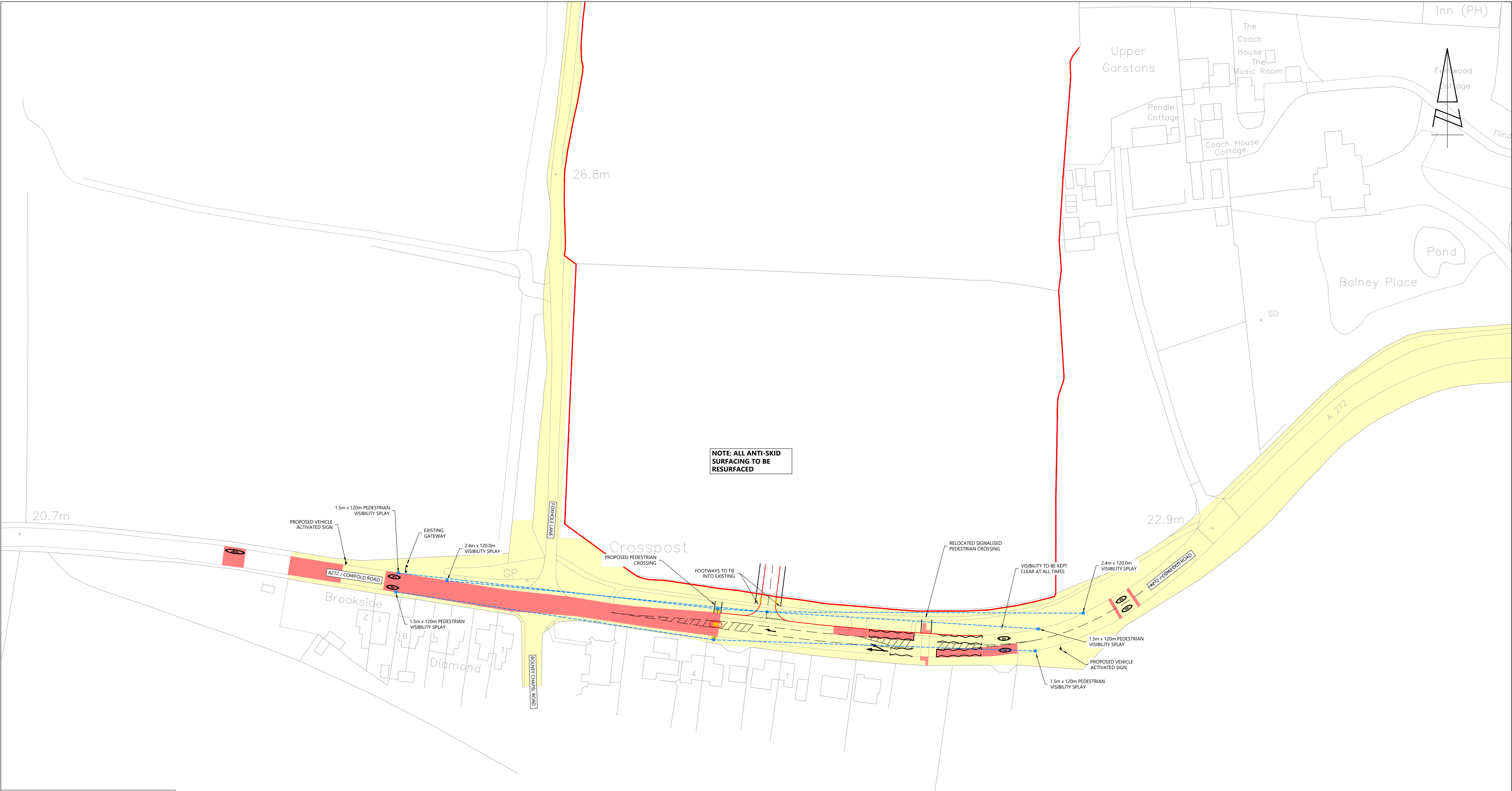
4.1.3 The fatal incident occurred on the A272 to the west of the junction with Foxhole Lane, involving a pedestrian and a car. The car was travelling eastbound on the A272 in the direction of Bolney and collided with a pedestrian walking westbound on the eastbound carriageway. The incident occurred at 23:22 on a section of the A272 where no footways or street lighting is provided. One of the causation factors included the pedestrian being impaired by alcohol.

- 4.1.4 All six of the serious incidents occurred at junctions across the network. Three of the incidents occurred at the junction of A272 Cowfold Lane and London Road, which involved a car pulling out of London Road onto A272 and colliding a vehicle travelling along the A272.
- 4.1.5 Two of the serious incidents occurred at the junction of London Road and the A23 slips, both of which were a result of driver error. A further collision occurred at the junction of A272 and the A23 southbound slip, this incident involved a vehicle exiting the roundabout and losing control.
- 4.1.6 There were two slight accidents on the site frontage during the five-year period, both as a result of driver error.
- 4.1.7 While any accident is regrettable, the frequency of the recorded incidents is typical of a network of this nature and classification, with no accident trends recorded attributed to highway defects that would need to be addressed by the development proposals, with the primary causation of accidents within the study area being driver error. The development proposals will provide a safe and suitable access designed in accordance with national design standards, to ensure that highway safety is maintained upon the introduction of a new junction onto the highway network.

SECTION 5 Summary and Conclusions

- 5.1.1 Mid Sussex District Council (MSDC) has recently undertaken Regulation 18 consultation on its proposed Local Plan housing allocations. A number of comments have been received from consultees in response to the consultation. In respect of transport matters in relation to draft site allocation DPH18 Land at Foxhole Farm, Bolney, these comments include:
- Vehicular Speeds on A272 Cowfold Road;
 - The proposed junction design / layout; and
 - Road Safety
- 5.1.2 Wates Developments, as the Site Promoter, has engaged WSCC through its pre-application service to develop an agreed access strategy. Access to the site is to be provided by a ghost right turn lane priority junction, as shown in Drawing ITB16634-GA-005. The arrangement has been subject to rigorous review by WSCC, including both its County Highways and Signals teams, with the arrangements agreed subject to a Stage 1 Road Safety Audit.
- 5.1.3 An independent Road Safety Audit has been undertaken, and all matters raised by the Auditor have been addressed in accordance with their recommendations. Therefore, it has been demonstrated that safe and suitable access can be achieved in accordance with the requirements of the National Planning Policy Framework and that the site can progress with an agreed access strategy.
- 5.1.4 The proposed arrangement has also been subject to extensive capacity testing, which identifies that the junction will operate with significant residual capacity. As a result, it will not result in delays to through traffic on Cowfold Road or the obstruction of through traffic by stationary vehicles.
- 5.1.5 The impact of the proposed development on the local highway network is being assessed through the Mid Sussex District Council (MSDC) Transport Study. Any 'severe' local impacts identified as part of the model will be mitigated first through the implementation of sustainable travel improvements i.e. walking, cycling and public transport improvements; any remaining impacts deemed to be 'severe' will be addressed through network capacity improvements. The Site Promoter is engaging with MSDC in this process who are in turn engaging with WSCC and National Highways (NH).
- 5.1.6 A review of the most recent 5-year accident data within the vicinity of the site access does not indicate any unusual pattern of accidents or a causation factor that would be exacerbated by the development of new homes at Land at Foxhole Farm, with the primary causation factor attributed to driver error.

DRAWINGS



KEY:

SITE BOUNDARY

HIGHWAY BOUNDARY

SCALE BAR @ 1:1000

0

10


25

50

100

REPRODUCED FROM THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. LICENCE No. 100044286 © CROWN COPYRIGHT RESERVED.

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<div></div> <div>Grove House, Lutyens Close, Chineham Basingstoke, Hampshire, RG24 8AG</div> <div>Tel: 01256 338640</div> <div>www.i-transport.co.uk</div>							TITLE: INITIAL SITE ACCESS ARRANGEMENT		DRAWN: JB		CHECKED: ML		APPROVED: JCB		
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	REV	DATE	BY	DESCRIPTION		CHK	APD	PROJECT:		CLIENT:		DRAWING No:		REV:	
									LAND WEST OF BOLNEY		WATES DEVELOPMENTS		ITB16634-GA-005		C
					STATUS:										

APPENDIX A. STAGE 1 ROAD SAFETY AUDIT

Road Safety Audit Report

**Incorporating
Stage 1 Completion of Preliminary Design; and
Design Organisation Response to items raised.**



Proposed Access off the A272 Cowfold Road Bolney

Client:
i-Transport

Client reference:
ITB16634

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Report Status 3

Job no	RSA-23-022	Issue no	3	Date	May 2023
Prepared by	JJF	Verified by	FB	Approved by	JJF
Filename and Path	Fenley/Road Safety Audits/RSA-23/RSA-23-022-3				

1.0 PROJECT DETAILS

Report Title:	Stage 1 Road Safety Audit
Date:	May 2023
Document reference and revision:	RSA-23-022-3
Prepared by:	Fenley Road Safety Limited
On behalf of the Overseeing Organisation:	West Sussex County Council
Design Organisation:	i-Transport LLP
Project Sponsor:	Wates Developments

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Audit drafted for Audit Team discussions	JJF			28 th April 2023
1	Stage 1 Road Safety Audit finalised and issued to the Design Organisation	JJF	FB	JJF	9 th May 2023
2	Stage 1 Road Safety Audit Report format amended to incorporate a row for inclusion of a Design Organisation Response in order to maintain a concise record of items raised	JJF			9 th May 2023
3	Design Organisation Response incorporated	Michael Lancaster on behalf of i-Transport			15 th June 2023

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Stage 1	A1 Documents and Drawings provided for this Road Safety Audit
	A2 Item Location Plan
	A3 Drawings associated with the Design Organisation Response

2.0 INTRODUCTION

- 2.1 This report has been prepared by Fenley Road Safety Limited and results from a Stage 1 Road Safety Audit of a proposed highway works along the A272 Cowfold Road in Bolney. The proposals subject to this document include the provision of a simple priority access formed off the northern side of the carriageway that accommodates 6 metre corner radii and serves a development access that is to be 5.5 metres wide. As part of the works, a right turn lane along with a refuge island are to be provided through widening of the carriageway to the north. The scheme is to facilitate access to a residential development of 100 dwellings. The current scheme that is subject of this document, is a development of a scheme that was subject to a previous Stage 1 Road Safety Audit in August and October 2021, ref: RSA-21-078.
- 2.2 The Audit Brief identifies that the proposals do not include any Departures from Standard, whether related to strategic decisions or otherwise.
- 2.3 The Road Safety Audit was undertaken during April and May 2023 in accordance with the Road Safety Audit Brief provided on the 29th March 2023 by the Design Organisation, i-Transport, on behalf of the Project Sponsor, Wates Developments. The Road Safety Audit comprised of a site visit as well as an examination of the documents provided which are identified in **Appendix A1**. The Audit Team were satisfied that that the Audit Brief was sufficient for the purpose of the Audit instructed.
- 2.4 The Road Safety Audit has been undertaken by an Audit Team whose qualifications and experience accord with the requirements of GG119. The Audit Team consists of the following members:

Audit Team Leader

Jamie Fenning *BSc(Hons), MIHE, MCIHT, MSoRSA, Highways England RSA Certificate of Competency*
Road Safety / Highway Engineer

Audit Team Member

Farouk Bhatti *MCIHT*
Road Safety / Highway Engineer

- 2.5 The site visit associated with this Road Safety Audit was undertaken during the afternoon of Monday 23rd August 2021 between 2:15pm and 2:55pm. The site visit involved walking and driving around the local highway network for a 40-minute period whilst observing local infrastructure and traffic conditions. The weather during the site visit sunny with scattered clouds, the road surface was dry and visibility was good. A number of pedestrians travelling along the footways and across the existing controlled crossing were observed during the site visits but no cyclists were present. Vehicular traffic to include cars, an agricultural vehicle, a refuse collection vehicle, light and heavy goods vehicles, was also observed. The traffic flow during the site visits was moderate and the road was observed to have recently been

resurfaced with no road markings apart from the zigzags and stop lines on each approach to the controlled crossing. It was noted that all road markings were in place when the Audit Team travelled through the Bolney on the A272 Cowfold Road more recently.

- 2.6 The terms of reference of this Road Safety Audit are as described in GG119. The scheme has been examined and this report compiled, only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. All comments and recommendations are referenced to the design drawings supplied with the Audit Brief and the location of road safety concerns raised have been illustrated beneath the items along with relevant photographs for clarity, where appropriate, as well as on the Location Plan attached at **Appendix A2**.

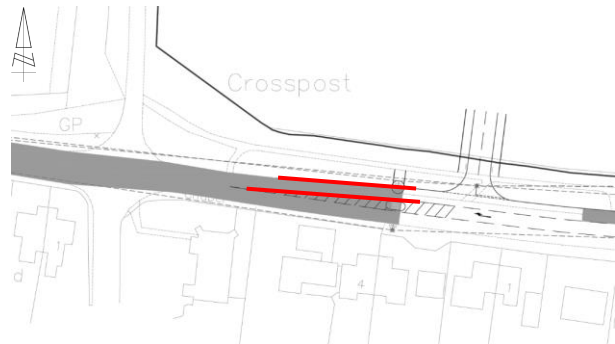

Design Organisation Response

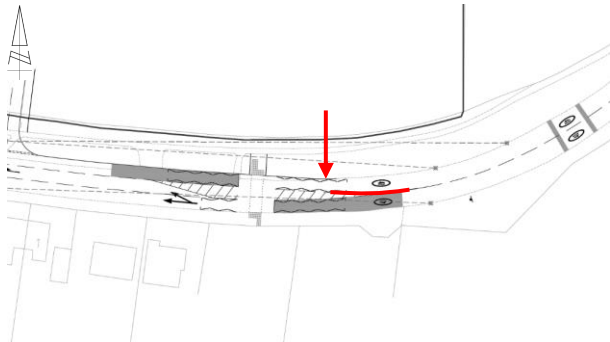

- 2.7 In accordance with national standards, this Road Safety Audit was finalised and issued to the Design Organisation as per the Road Safety Audit Report Template within Appendix D of GG119, which can be provided upon request from either the Audit Team or Design Organisation. The format of the Audit Report was subsequently revised to incorporate these paragraphs under the sub-heading as well as sufficient space beneath the items and recommendation, within Section 4, for the inclusion of a Design Organisation Response. This is generally contained within a separate Design Organisation Response Report but is included within this document in order to maintain a single record of all problems, recommendations and responses for the benefit of a concise Road Safety Audit trail to be held on file for Quality Assurance purposes.
- 2.8 The Design Organisation Response has been prepared by:
- | | |
|--------------------------|---------------------------------------|
| Name: | Michael Lancaster |
| Position / Organisation: | Principal Consultant, i-Transport LLP |
- 2.9 Any drawings or documents associated with the Design Organisation Response are listed at **Appendix A3**, if applicable.

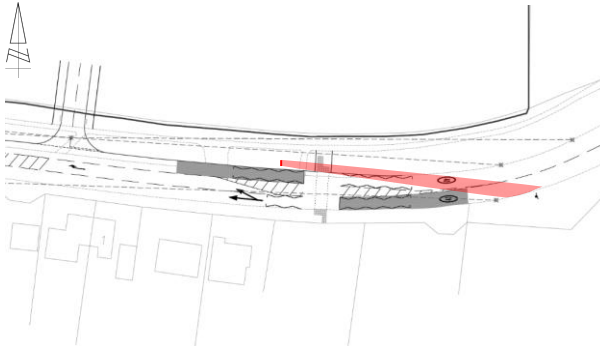

3.0 ITEMS RAISED IN ANY PREVIOUS ROAD SAFETY AUDITS



- 3.1 Fenley Road Safety Limited undertook a Stage 1 Road Safety Audit of a previous scheme to provide a simple priority access off the northern side of the A272 Cowfold Road at Bolney. That document raised a number of road safety concerns to include the achievable visibility splays, a pre-existing pedestrian and lack of dropped kerb crossing over the access road. The scheme has since been further developed through consultation with the County Highway Authority which is fully assessed within this Stage 1 Road Safety Audit.

4.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

A.1	LOCAL ALIGNMENT
A.1.1	PROBLEM
Location:	A272 Cowfold Road
Summary:	Proposed eastbound entry taper does not allow for a smooth path
Acc Type:	Loss of control type collisions
<p>The A272 Cowfold Road is a single carriageway two-way road which is subject to a 40mph speed limit as it passes through the village of Bolney, although 85th percentile speeds of up to 52.1mph are observed. The proposals that are subject to this Stage 1 Road Safety Audit include the provision of a priority access off the northern side of the carriageway and a right turn lane through the widening of the existing carriageway to the north only. As part of the works, a refuge island is to be provided within the western taper of the right turn lane. Measurements have been taken off the scheme drawing provided with the Audit Brief and it appears that the eastbound entry taper associated with the proposed 3 metre wide right turn lane, measures circa 46 metres. It can therefore be determined that the taper is to be set at 1 in 15. The Audit Team have concerns that a taper of 1 in 15 will not provide a smooth alignment for eastbound traffic entering the through lanes and on approach to the refuge island which could lead to collisions with the island and loss of control type collisions.</p>	
RECOMMENDATION:	
It is recommended that the eastbound entry taper is set at an appropriate gradient.	
<p>Location Plan:</p> <div style="display: flex; align-items: center;">   </div>	

DESIGN ORGANISATION RESPONSE provided by i-Transport on the 5th June 2023 following formal issue of this Stage 1 Road Safety Audit on the 9 th May 2023.	
Agreed – the eastbound entry taper is set at 1 in 20 in accordance with the 40mph speed limit. This can be determined from the level of deviation of the road centreline which equates to 2.27 metres for eastbound traffic. The scheme proposals enhance the existing traffic calming features along the A272 Cowfold Road through Bolney which will highlight the 40mph speed limit and assist in reducing 85 th percentile speeds observed.	
A.1.2	PROBLEM
Location:	A272 Cowfold Road
Summary:	Proposed eastbound exit from the right turn lane junction does not allow for a smooth path
Acc Type:	Loss of control and sideswipe type collisions
<p>The A272 Cowfold Road is a single carriageway two-way road which is subject to a 40mph speed limit as it passes through the village of Bolney. To the east of the village, the A272 Cowfold Road carriageway follows an ‘S’ bend formed with circa 50° corners with a road centreline radius of circa 108 metres. The proposals that are subject to this Stage 1 Road Safety Audit includes the provision of a right turn lane along the A272 Cowfold Road in the centre of Bolney that is to be provided through the widening of the existing carriageway to the north only. Measurements taken off the scheme drawing indicate that the eastbound nearside channel line is to transition back to the existing carriageway with a corner radius of 57 metres and road centreline radius of 73 metre. The Audit Team have concerns that whilst the existing centreline radius does not conform to standards and that the proposed centreline radius of 73 metres extends for a minimal distance, the proposals do not allow for a smooth alignment which could lead to collisions with the island and loss of control or sideswipe type collisions with opposing traffic.</p>	
RECOMMENDATION:	
It is recommended that the road centreline and inside corner radii are increased to mimic the existing.	
Location Plan:	
 	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 5th June 2023 following formal issue of this Stage 1 Road Safety Audit on the 9 th May 2023.	

Agreed - the inside corner radii has been amended to 100m and the centreline is provided in accordance with the relevant design standards.	
A.2	GENERAL
	<i>No Road Safety Concerns in GENERAL have been raised at this stage</i>
A.3	JUNCTIONS
A.3.1	PROBLEM
Location:	A272 Cowfold Road
Summary:	An existing crossroads ahead advance direction sign may limit visibility
Acc Type:	Vehicle side impact collisions
<p>The A272 Cowfold Road in proximity of the proposal, is subject to a 40mph speed limit and accommodates directional signage within the verge. The proposals that are subject to this Stage 1 Road Safety Audit include the provision of a priority access off the northern side of the carriageway as well as the widening of the carriageway to the north in order to provide a right turn lane and relocation of an existing signal-controlled crossing. The scheme drawing illustrates that visibility splays in accordance with the speed limit of the road are achievable, however, the Audit Team have concerns that an existing crossroads direction sign will restrict visibility for drivers of large vehicles particularly heavy goods vehicles. Restricted visibility from a priority access could lead to drivers attempting to manoeuvre when it is not safe to do so and side or rear impact collisions.</p>	
RECOMMENDATION:	
It is recommended that the existing sign is relocated / raised to ensure adequate visibility for all drivers.	
Location Plan:  	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 5th June 2023 following formal issue of this Stage 1 Road Safety Audit on the 9 th May 2023.	
<p>Agreed – the existing sign is situated immediately adjacent to the relocated controlled crossing and will therefore need to be relocated to ensure that it is clearly visible to approaching traffic. The location of the sign will be agreed as part of the signing and lining schedule at the S278 Detailed Design stage.</p>	

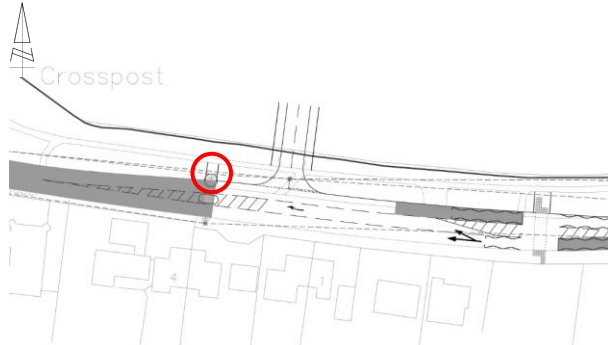
A.3.2	PROBLEM
Location:	A272 Cowfold Road
Summary:	Visibility could become restricted by overgrown foliage within the verge
Acc Type:	Vehicle side impact collisions
<p>The A272 Cowfold Road in proximity of the proposal, is subject to a 40mph speed limit, accommodates a grass verge as well as footway both sides of the carriageway. The proposals that are subject to this Stage 1 Road Safety Audit include the provision of a priority access off the northern side of the carriageway at a location where it is confirmed that visibility splays based on a speed survey, are achievable and where the existing grass verge between the carriageway and footway measures approximately 6 metres deep. The existing verge appears to be highway land and maintained, however during the site visit associated with this Audit and as confirmed by on Google Street View from numerous years, the verge does become overgrown. Should the foliage within the verge grow in excess of 500mm, there is a risk that the visibility splays illustrated will become limited which could lead to vehicles attempting to manoeuvre when it is not safe to do so and side or rear impact collisions. Furthermore, the canopies of the young trees may hang low and foliage on the trunk may extend into the splay limiting visibility.</p>	
RECOMMENDATION:	
It is recommended that an adequate level of visibility remains clear at all times.	
Location Plan:  	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 5th June 2023 following formal issue of this Stage 1 Road Safety Audit on the 9th May 2023.	
<p>Agreed – the visibility splay is located within the highway boundary. Maintenance of the highway is a statutory function of the highway authority, who is responsible for ensuring that the highway is clear of such obstruction. Maintenance of the verge will form part of WSCC's cyclical maintenance programme.</p>	
A.4	WALKING CYCLING AND HORSE RIDING
A.4.1	PROBLEM
Location:	A272 Cowfold Road
Summary:	Visually impaired pedestrians may not become aware of the existing crossing
Acc Type:	Vehicle pedestrian collision

The A272 Cowfold Road is a two-way single carriageway road that is subject to a 40mph speed limit and accommodates a signal-controlled crossing. The proposals that are subject to this Stage 1 Road Safety Audit include the provision of a simple priority access off the northern side of the carriageway as well as a right turn lane (RTL) and relocates the controlled crossing to the east of the RTL. As part of the proposals, a refuge island is to be provided at an uncontrolled crossing point, within the taper of the RTL to the west of the proposed access which will allow pedestrians following a desire line from the associated development to the local convenience store. Tactile paving is to be accommodated at the proposed uncontrolled crossing, however just two rows equating to a depth of 800mm are to be accommodated on the northern side which is inline with the associated footway. Visually impaired pedestrians travelling walking towards the proposed uncontrolled crossing, could overstep the proposed two rows of tactile warning and enter the live carriageway unaware which could lead to a vehicle pedestrian collision.

RECOMMENDATION:

It is recommended that the tactile warning is increased to a depth of 1200mm.

Location Plan:



DESIGN ORGANISATION RESPONSE provided by i-Transport on the 5th June 2023 following formal issue of this Stage 1 Road Safety Audit on the 9th May 2023.

Agree – The scheme drawing has been updated to identify that 3 rows of tactile paving, totalling 1200mm, will be provided.

A.4.2 PROBLEM

Location: A272 Cowfold Road

Summary: Pedestrians may attempt to cross the carriageway where no crossing is provided

Acc Type: Vehicle pedestrian collision

The A272 Cowfold Road benefits from a footway both side of the carriageway with the northern footway beyond a grass verge that accommodates a number of footway links which allow access to the carriageway to allow users to cross the road. The proposals that are subject to this Stage 1 Road Safety Audit include the provision of an uncontrolled crossing point that benefits from refuge island as well as the relocation of the existing signal-controlled crossing. The scheme drawing illustrates proposed infrastructure and illustrates that the existing links are to be retained. The Audit Team has concerns that pedestrians could utilise the existing links and attempt to cross

the A272 Cowfold Road carriageway where no crossing is provided which could lead to trips falls and personal injuries as well as vehicle top pedestrian collisions	
RECOMMENDATION:	
It is recommended that the redundant sections of footway are removed and grassed to encourage use of the proposed crossing facilities.	
Location Plan:	
	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 5th June 2023 following formal issue of this Stage 1 Road Safety Audit on the 9 th May 2023.	
Agree – All redundant sections of footway will be removed.	
A.5	TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING
	<i>No Road Safety Concerns regarding TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING have been raised at this stage</i>

5.0 STAGE 1 ROAD SAFETY AUDIT TEAM STATEMENT

5.1 We certify that this Road Safety Audit has been carried out in accordance with GG119.

Audit Team Leader

Name: **Jamie Fenning** *BSc (Hons), MIHE, MCIHT, MSoRSA, HE RSA Certificate of Competency*

Position: Road Safety / Highway Engineer

Organisation: Fenley Road Safety Limited

Date: 9th May 2023

Audit Team Member

Name: **Farouk Bhatti** *MCIHT*

Position: Road Safety / Highway Engineer

Organisation: Fenley Road Safety Limited

Date: 9th May 2023

Appendix A1

Documents and Drawings provided for this Stage 1 Road Safety Audit

<u>Audit Stage</u>	<u>Doc. No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	Email dated 29 th Mar. '23		Road Safety Audit Brief
	ID05823		Cowfold ATC Site 1
	Traffic Flows		2021 Base plus Development
	ITB16634-005		Further Transport Information
	<u>Dwg No.</u>	<u>Rev</u>	<u>Title</u>
	ITB16634-GA-005	B	Initial Site Access Arrangement

Appendix A2

Item Location Plan



Appendix A3

Drawings associated with the Design Organisation Response

<u>Audit Stage</u>	<u>Dwg No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1			

fenley