

ANSTY GARDEN COMMUNITY,

WEST SUSSEX

DESIGNERS RESPONSE

REPORT REF NO. 2207280-R18

PROJECT NO. 2207280

OCTOBER 2023

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- B. M&S Response to draft Designers Response**

Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Draft for M&S Approval	DV	DH/KK	Draft	19/10/2023
-	Draft for M&S Approval	DV	DH/KK	Draft	24/10/2023
-	Final for Submission to WSCC	DV	JS/KK 	DH 	26/10/2023



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1.0 INTRODUCTION

- 1.1 Ardent Consulting Engineers (ACE) has been appointed by Fairfax Acquisitions Ltd to advise on the transport aspects of the proposed development at Land Adjoining Ansty, West Sussex.
- 1.2 The proposed development comprises a residential-led, mixed-use development comprising up to 1,450 homes, a local centre, two schools and other community uses such as sports pitches.
- 1.3 This report addresses matters originally raised in the Stage 1 Road Safety Audit (RSA) undertaken by M & S Traffic (M&S), dated October 2023. The Audit is attached at **Appendix A**.
- 1.4 The Audit was undertaken on the proposed Ardingly Road/London Road/Whitemans Green mini-roundabout junction, which is located to the north of the proposed development site. The works involve pedestrian/cycle infrastructure improvements to include new crossing facilities, plus junction capacity improvements.
- 1.5 In advance of submission of this Designers' Response to WSCC as the overseeing organisation, a draft was issued to M&S in order to seek their feedback on the proposed responses and obtain their in-principle approval. The responses incorporated within this Designers Response incorporate M&S recommendations/acceptance as attached at **Appendix B**.
- 1.6 The following drawing have been prepared to incorporate the findings of the RSA:
- **ACE Drawing 2207280-002B** – Potential Roundabout Improvements

2.0 DESIGNERS RESPONSE TO STAGE 1 ROAD SAFETY AUDIT

Table 2.1 Project Details

Report title:	Designers Response to Stage 1 Road Safety Audit – Ardingly Mini scheme
Date:	October 2023
Document reference and revision:	2207280-R18
Prepared by:	Ardent Consulting Engineers
On behalf of:	Fairfax Acquisitions Ltd

Table 2.2 Authorisation Sheet

Project:	Ansty Garden Community
Report title:	Designers Response to Stage 1 Road Safety Audit – Ardingly Mini scheme
Prepared by	
Name:	Dan Vallance
Position:	Principal Transport Planner
Signed:	<i>DV</i>
Organisation:	Ardent Consulting Engineers
Date:	26/10/2023
Approved by	
Name:	David Howson
Position:	Associate
Signed:	<i>DH</i>
Organisation:	Ardent Consulting Engineers
Date:	26/10/2023

Table 2.3 Key Personnel

Overseeing Organisation:	WSCC Highways– Mr G. Parfect
RSA team:	M&S - Mr B. Shawyer & Mr M. Morris
Design organisation:	Ardent – Mr D. Vallance, Mr D. Howson & Mr K. Markey

Table 2.4 Road Safety Audit Decision Log

RSA problem	RSA recommendation	Design Organisation response	Overseeing Organisation response	Agreed RSA action
<p>3.1.1 Irregular usage of the crossings could lead to vehicle to pedestrian / cyclist collisions or rear end shunts.</p> <p>From observations on site there appears limited demand for these crossing facilities. Lack of usage of a controlled crossing can lead to drivers continually seeing no one using the crossing, then being surprised when a pedestrian or cyclist uses the crossing. This could lead to vehicle to pedestrian / cyclist collisions, or sudden braking and rear end shunts.</p>	<p>It is recommended that surveys should be undertaken to establish a sufficient degree of usage or future usage, for the proposed crossings. Should there be a lack of usage then alternative crossing facilities should be examined.</p>	<p>The proposed crossings have been designed in accordance with relevant guidance and standards to ensure potential pedestrian use of the proposed facilities is clearly visible to other road users.</p> <p>As part of Active Travel Guidance pedestrian and cycle facilities are proposed to encourage other modes of transport in line with WSCC consultation feedback, and are designed in order to encourage increased use compared to current levels.</p> <p>There are also schools in the vicinity and parents/pupils would make use of the facilities, which would result in an increased demand outside of the hours observed</p>		

		by the Audit team during their visit.		
<p>3.1.2 Inappropriate surfacing could lead to vehicle to pedestrian / cyclist collisions or rear end shunts.</p> <p>The proposals do not include the introduction of anti-skid surfacing or a surface with a high polished stone value (PSV) on the approaches to the crossings. Surfacing with an inadequate PSV could lead to vehicles not being able to stop, leading to possible rear end shunt or vehicle to pedestrian / cyclist collisions.</p>	<p>It is recommended that antiskid surfacing or surfacing with a high PSV should be used on the approaches to the crossings.</p>	<p>Details of PSV values and surfacing materials will be provided for Stage 2 Audit.</p>		
<p>3.4.1 Lack of connectivity could lead to cyclist to pedestrian collisions.</p> <p>Shared use footway / cycleways are proposed; however, no details have been supplied on how cyclists will gain access to the on carriageway or if the shared routes continue. It is unlikely that cyclists will dismount, rather they will continue to ride on the footway, which could lead to cyclist to pedestrian collisions.</p>	<p>It is recommended that details should be supplied on how the shared use route will tie into the carriageway.</p>	<p>Proposed cycle 'scoops' and dropped kerbs have been shown on ACE Drawing 2207280-002B with appropriate road markings to guide cyclists to and from the proposed shared foot/cycleway facility. The southern crossing design has been amended to a zebra to refine the connectivity for cyclists and simplify the arrangements. Corduroy paving to warn cyclists of the pedestrian footway have also been shown.</p>		

		<p>It is also noted on the drawing that appropriate signage will be provided as per LTN 1/20 & TSRGD standards.</p>		
<p>3.4.2 Absence of tactile paving could lead to cyclist to pedestrian collisions.</p> <p>Shared footway / cycleway are proposed; however, at this early stage, no details have been provided on the tactile paving. Pedestrians may be unaware that the footway is a shared use route, which may lead to cyclist to pedestrian collisions.</p>	<p>It is recommended that paving details are provided are provided for assessment at Stage 2 Safety Audit.</p>	<p>The design proposals have been refined in this location and proposed tactile and corduroy paving have been shown on ACE Drawing 2207280-002B. Further details will also be provided for Stage 2 Audit.</p>		
<p>3.5.1 A lack of luminance could lead to vehicle to pedestrian / cyclist collisions.</p> <p>At this early stage, no street lighting is proposed at the crossings, where the existing lighting system appears to be limited and may not be sufficient for the crossings. Pedestrians and cyclists could attempt to cross and suddenly appear from the dark area without, which could lead to vehicle to pedestrian / cyclist collisions.</p>	<p>It is recommended that there should be adequate levels of luminance where a check should be undertaken with Highway Authority Street Lighting Team.</p>	<p>It has been noted on ACE Drawing 2207280-002B that street lighting is to be considered in liaison with WSCC as per the recommendation. Lighting details to be provided for Stage 2 Audit.</p>		

<p>3.5.2 Absence of vertical cyclist signage could lead to cyclist to pedestrian collisions.</p> <p>Shared footway / cycleways are proposed; however, at this early stage, no details have been provided on the vertical signage. Pedestrians may be unaware that the footway is a shared use route, which may lead to cyclist to pedestrian collisions.</p>	<p>It is recommended that signing details are provided for assessment at Stage 2 Safety Audit.</p>	<p>Signage details will be provided for Stage 2 Audit.</p>		
<p>3.5.3 Positioning of Give Way lines could lead to vehicle to pedestrian collisions.</p> <p>The Give Way lines appear too close to the stud lines at the Zebra crossing. This may cause vehicles to stop close to the crossing, reducing the intervisibility with pedestrians who are using crossing, particularly child pedestrians, which could lead to pedestrian or rear end shunt accidents</p>	<p>It is recommended that the 'Give Way' markings should be set back a minimum of 2.5m from the stud lines.</p>	<p>The proposed road markings for the zebra crossings have been updated as per safety audit recommendations and TSRGD standards. These are shown on ACE Drawing 2207280-002B.</p>		

Table 2.6 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:	David Howson
Signed	
Position:	Associate
Organisation:	Ardent Consulting Engineers
Date:	

Table 2.6 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:	Guy Parfect
Signed:	
Position:	Senior Planner
Organisation:	West Sussex County Council Highways
Date:	

Designers Response

Drawings



PROPOSED
CORDUROY
PAVING

3.00m

FOOTWAY
WIDENING TO
3m SHARED
FOOTWAY /
CYCLEWAY

DK

DK

PROPOSED
DROPPED KERBS

3.00m

FOOTWAY WIDENING TO
3m SHARED FOOTWAY /
CYCLEWAY

21

20

3.00m

DK

PROPOSED DROPPED KERB AND CYCLE
SCOOP FOR ON-CARRIAGEWAY CYCLISTS
TO JOIN 3m SHARED FOOTWAY / CYCLEWAY

PROPOSED
CORDUROY PAVING

PROPOSED ZEBRA CROSSING POINT
(TACTILE PAVING AND DROPPED KERBS)

PROPOSED DROPPED KERB
FOR CYCLISTS TO RE JOIN
CARRIAGEWAY FOR
ON-CARRIAGEWAY ROUTE

Little
Pelham

Richmond
House

PROPOSED ZEBRA
CROSSING POINT
(TACTILE PAVING AND
DROPPED KERBS)

2.00m

Ruthven
Lodge

2.00m

Middle
Ruthven

Shelter

South Rut

DRAFT

NOTES:

DRAWING IS SUBJECT TO: TOPOGRAPHICAL SURVEY,
DETAILED DESIGN AND HIGHWAYS APPROVAL.

SIGNAGE DETAILS TO BE PROVIDED IN ACCORDANCE
WITH TSRGD AND LT1/20 STANDARDS

KEY:

 HIGHWAY BOUNDARY TRANSCRIBED FROM
MSCC RECORDS

B	UPDATED FOLLOWING STAGE 1 RSA COMMENTS	DV	DV	DH	17.10.23
A	CYCLE IMPROVEMENTS ADDED	BT	SAF	DH	20.09.23
Rev	Description	Drn	Chk	App	Date

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Client
FAIRFAX ACQUISITIONS LTD

Project Title:
LAND AT ANSTY FARM, MID SUSSEX

Drawing Title:
**POTENTIAL ROUNDABOUT
IMPROVEMENTS**

A2 Scale	Date	Designed by
1:250	14.12.22	BT
Drawn by	Checked by	Approved by
BT	SAF	DH

Drawing Number **2207280-002** Rev **B**

Designers Response Appendix A

Stage 1 Road Safety Audit



Road Safety Audit Stage 1
Land at Ansty Farm
Proposed Highway Improvements
London Road / Whitemans Green
Cuckfield
West Sussex

Date: 13th October 2023

Report produced for: Ardent Consulting Engineers


Report produced by: M & S Traffic Ltd

DOCUMENT CONTROL SHEET

M&S Traffic has prepared this report in accordance with the instructions from Ardent Consulting Engineers. M&S Traffic shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

Report Title:	Land At Ansty Farm, Mid Sussex (Potential Roundabout Improvements) Road Safety Audit Stage 1
Date:	13 th October 2023
Document reference:	ARD/23/2207280/1/MM
Prepared by:	M & S Traffic
On behalf of:	West Sussex County Council

Commented [bs1]: They will all have the same ref, how to distinguish?

	Prepared by: (Name)	Checked by: (Name)	Approved by (Signature)	Date Approved
Revision	Martin Morris	Bryan Shawyer		13 th October 2023
Designers Response				
Authority Response				

Distribution

Organisation	Contact	Copies
Ardent Consulting Engineers	David Howson	-

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1 INTRODUCTION

1.1 This report describes a Stage 1 Road Safety Audit carried out on proposed Section 278 works in the vicinity of the Whitemans Green / London Road / Ardingly Road mini roundabout, associated with a proposed development in Ansty, West Sussex, comprising of:

- Zebra crossing on Whitemans Green.
- Parallel crossing on London Road.
- Modifications to the existing mini roundabout at the Whitemans Green / London Road / Ardingly Road junction, including two lane entry on each arm.

The Audit was requested by the design organisation, Ardent Consulting Engineers, Crescent Court, High St, Billericay, CM12 9AQ on behalf of West Sussex County Council as the Highway Authority.

1.2 The Audit Team membership was as follows:

Martin Morris, PGD, MCIHT, MSoRSA – Audit Team Leader
Highways England Approved RSA Certificate of Competency

Bryan Shawyer B.Eng. (Hons), MSc, MCIHT, MSoRSA– Audit Team Member
Highways England Approved RSA Certificate of Competency

1.3 The audit was undertaken following the principles of GG 119, The Design Manual for Roads and Bridges. The documents available at the time of the report are detailed in Appendix A.

1.4 The Audit took place at the Gillingham offices of M&S Traffic during October 2023 and comprised an examination of the documents provided as listed in Appendix A. A joint site visit and inspection was undertaken on the 10th of October 2023 between 17:00 and 17:30 hours. Weather conditions at the time were fine and the road surfaces were dry. Traffic flows and free flow speeds were moderate. There were low pedestrian and no cyclist movements observed during the site visit.

1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any "Technical Check function on these proposals. It is assumed that the Project Sponsor is satisfied that such a Technical Check" has been successfully completed prior to requesting this safety audit.

1.6 No Departures from Standard, traffic flow or personal injury collision data was provided to the Audit Team.

1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 ITEMS RAISED BY PREVIOUS AUDITS

2.1 No previous Road Safety Audits were supplied for assessment.

3 ITEMS RAISED AT THE STAGE 1 AUDIT

3.1 General

3.1.1 PROBLEM

Location: Proposed crossings.

Summary: Irregular usage of the crossings could lead to vehicle to pedestrian / cyclist collisions or rear end shunts.

From observations on site there appears limited demand for these crossing facilities. Lack of usage of a controlled crossing can lead to drivers continually seeing no one using the crossing, then being surprised when a pedestrian or cyclist uses the crossing. This could lead to vehicle to pedestrian / cyclist collisions, or sudden braking and rear end shunts.

RECOMMENDATION

It is recommended that surveys should be undertaken to establish a sufficient degree of usage or future usage, for the proposed crossings. Should there be a lack of usage then alternative crossing facilities should be examined.

3.1.2 PROBLEM

Location: Approaches to the proposed crossings.

Summary: Inappropriate surfacing could lead to vehicle to pedestrian / cyclist collisions or rear end shunts.

The proposals do not include the introduction of anti-skid surfacing or a surface with a high polished stone value (PSV) on the approaches to the crossings. Surfacing with an inadequate PSV could lead to vehicles not being able to stop, leading to possible rear end shunt or vehicle to pedestrian / cyclist collisions.

RECOMMENDATION

It is recommended that antiskid surfacing or surfacing with a high PSV should be used on the approaches to the crossings.

3.2 Local Alignment

3.2.1 No comment.

3.3 **Junctions**

3.3.1 No comment.

3.4 **Non-Motorised User (NMU) Provision**

3.4.1 **PROBLEM**

Location: Proposed shared use footway / cycleways.

Summary: Lack of connectivity could lead to cyclist to pedestrian collisions.

Shared use footway / cycleways are proposed; however, no details have been supplied on how cyclists will gain access to the on carriageway or if the shared routes continue. It is unlikely that cyclists will dismount, rather they will continue to ride on the footway, which could lead to cyclist to pedestrian collisions.

RECOMMENDATION

It is recommended that details should be supplied on how the shared use route will tie into the carriageway.

3.4.2 **PROBLEM**

Location: Proposed shared footway / cycleways.

Summary: Absence of tactile paving could lead to cyclist to pedestrian collisions.

Shared footway / cycleway are proposed; however, at this early stage, no details have been provided on the tactile paving. Pedestrians may be unaware that the footway is a shared use route, which may lead to cyclist to pedestrian collisions.

RECOMMENDATION

It is recommended that paving details are provided are provided for assessment at Stage 2 Safety Audit.

3.5 **Road Signs, Carriageway Markings and Lighting**

3.5.1 **PROBLEM**

Location: Proposed crossings.

Summary: A lack of luminance could lead to vehicle to pedestrian / cyclist collisions.

At this early stage, no street lighting is proposed at the crossings, where the existing lighting system appears to be limited and may not be sufficient for the crossings. Pedestrians and cyclists could attempt to cross and suddenly appear from the dark area without, which could lead to vehicle to pedestrian / cyclist collisions.

RECOMMENDATION

It is recommended that there should be adequate levels of luminance where a check should be undertaken with Highway Authority Street Lighting Team.

3.5.2 **PROBLEM**

Location: Proposed shared footway / cycleways.

Summary: Absence of vertical cyclist signage could lead to cyclist to pedestrian collisions.

Shared footway / cycleways are proposed; however, at this early stage, no details have been provided on the vertical signage. Pedestrians may be unaware that the footway is a shared use route, which may lead to cyclist to pedestrian collisions.

RECOMMENDATION

It is recommended that signing details are provided are provided for assessment at Stage 2 Safety Audit.

3.5.3 **PROBLEM**

Location: Proposed crossings.

Summary: Positioning of Give Way lines could lead to vehicle to pedestrian collisions.

The Give Way lines appear too close to the stud lines at the Zebra crossing. This may cause vehicles to stop close to the crossing, reducing the intervisibility with pedestrians who are using crossing, particularly child pedestrians, which could lead to pedestrian or rear end shunt accidents.

RECOMMENDATION

It is recommended that the 'Give Way' markings should be set back a minimum of 2.5m from the stud lines.

4 ISSUES IDENTIFIED DURING THE ROAD SAFETY AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

- 4.1 Safety issues identified during the audit and site inspection that are outside the Terms of Reference, but which the Audit Team wishes to draw to the attention of the Client Organisation, are set out in this section. It is to be understood that, in raising these issues, the Audit Team in no way warrant that a full review of the highway environment has been undertaken beyond that necessary to undertake the Audit as commissioned.
- 4.2 The Audit Team had no issues to raise within this section.

5 AUDITOR TEAM STATEMENT

5.1 We certify that this audit has been carried out following the principles of GG 119.

Audit Team Leader

Martin Morris
PGD, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency

Signed:  Date: 13/10/2023

Audit Team Member

Bryan Shawyer
BEng (Hons), MSc, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency

Signed:  Date: 13/10/2023

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APPENDIX A

List of Drawings and other information submitted for auditing:

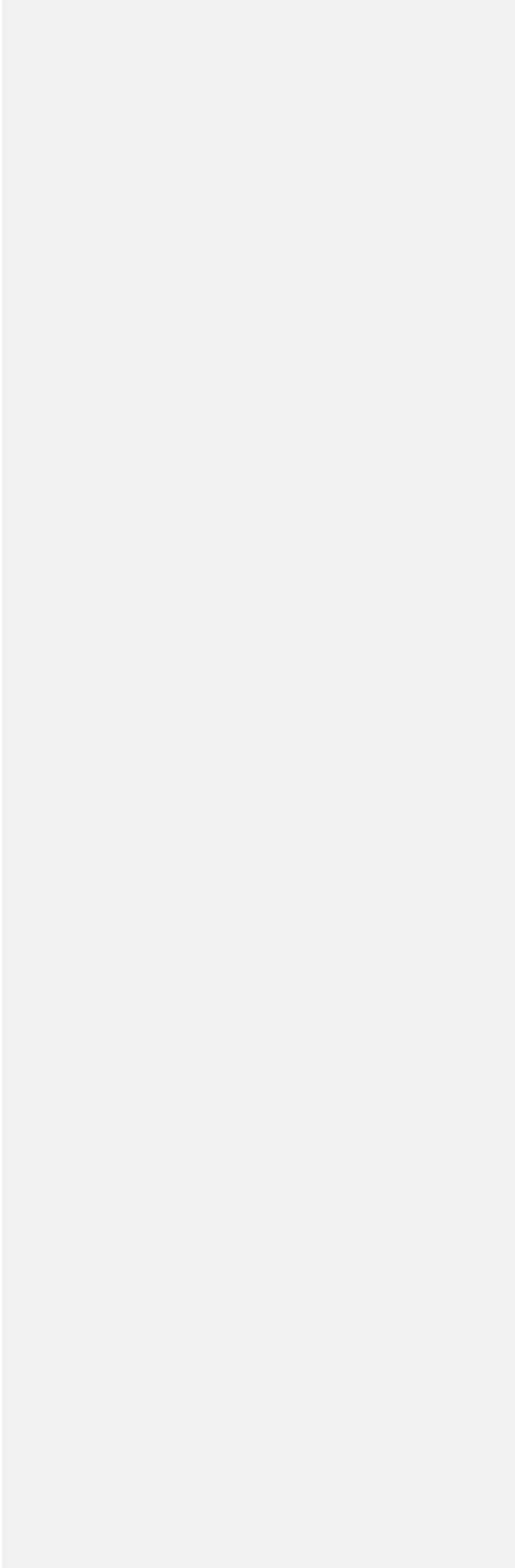
Drawing Number	Title
2207280-002 A	Potential Roundabout Improvements

Supporting documentation:


- Covering email Ardent Consulting Engineers.

APPENDIX B

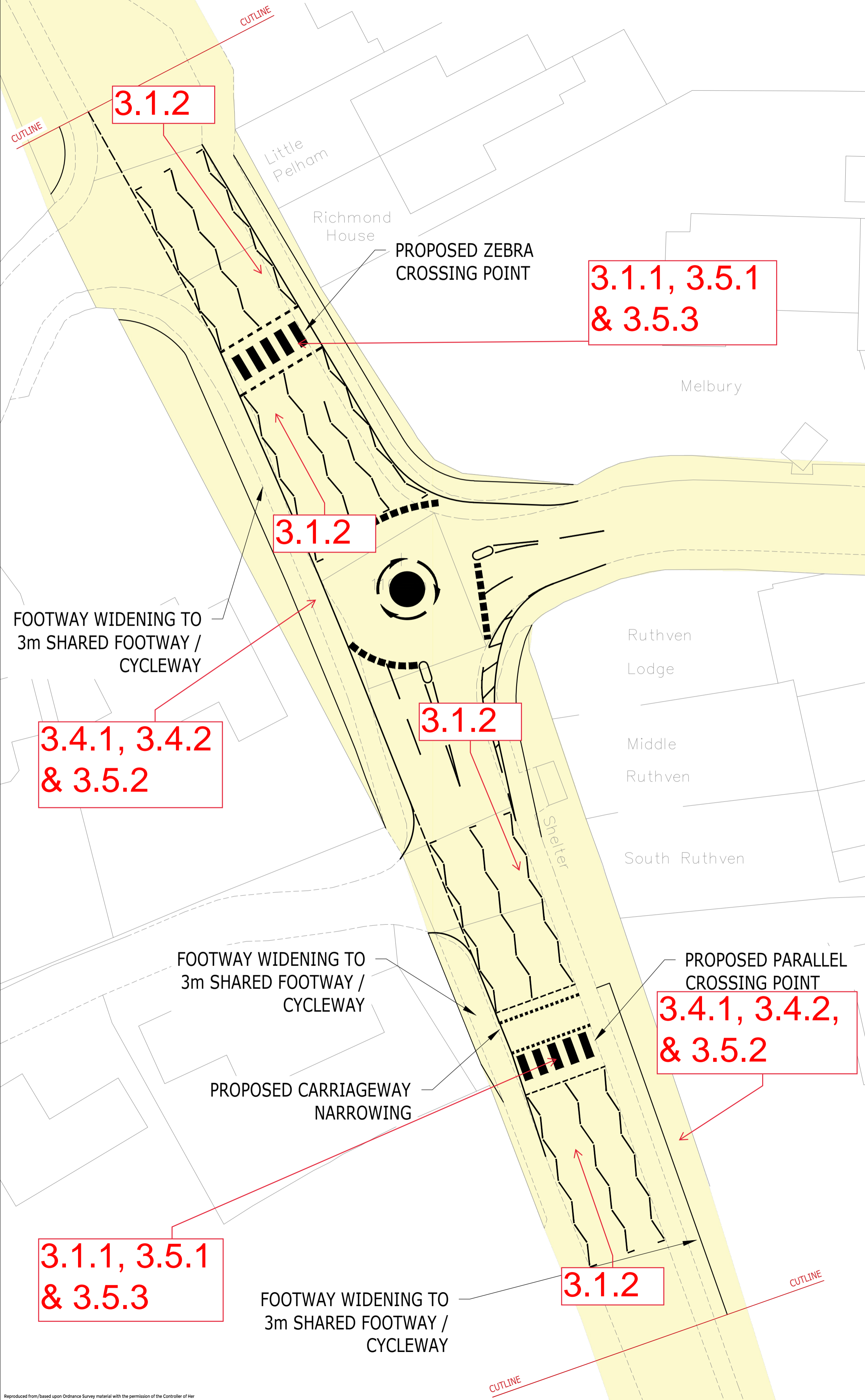
Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).





KEY:
 HIGHWAY BOUNDARY TRANSCRIBED FROM MSCC RECORDS

NOTES:
 DRAWING IS SUBJECT TO: TOPOGRAPHICAL SURVEY, DETAILED DESIGN AND STAGE 1 ROAD SAFETY AUDIT





DRAFT

A	CYCLE IMPROVEMENTS ADDED	BT	SAF	DH	20.09.23
Rev	Description	Drm	Chk	App	Date

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Client:
FAIRFAX ACQUISITIONS LTD

Project Title:
LAND AT ANSTY FARM, MID SUSSEX

Drawing Title:
POTENTIAL ROUNDABOUT IMPROVEMENTS

A2 Scale	Date	Designed by
1:250	14.12.22	BT
Drawn by	Checked by	Approved by
BT	SAF	DH

Drawing Number **2207280-002** Rev **A**

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Designers Response Appendix B

M&S Traffic Response

David Howson

From: bryan.shawyer <bryan.shawyer@mstraffic.co.uk>
Sent: 25 October 2023 10:09
To: David Howson; martin.morris
Cc: Jamie Symington; Dan Vallance
Subject: RE: Ansty - Designers Response 2nd draft - Ardingly Rd mini scheme

EXTERNAL EMAIL: Do not click any links or open any attachments unless you trust the sender and know the content is safe.

Hi David,

Thank you for your email below including the Designer's Response, where we comment as below:

3.1.1 – Noted and accepted.
3.1.2 – Noted and accepted.
3.4.1 – Noted and accepted.
3.4.2 – Noted and accepted.
3.5.1 – Noted and accepted.
3.5.2 – Noted and accepted.
3.5.3 – Noted and accepted.

Kind regards

Bryan

Bryan Shawyer
Director

M&S Traffic Ltd
Aeolus House, 32 Hamelin Road, Gillingham, Kent ME7 3EX

M: 07891 596289 T: 01634 307498

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From: David Howson <dhowson@ardent-ce.co.uk>
Sent: Tuesday, October 24, 2023 5:38 PM
To: martin.morris <martin.morris@mstraffic.co.uk>; bryan.shawyer <bryan.shawyer@mstraffic.co.uk>
Cc: Jamie Symington <jsymington@ardent-ce.co.uk>; Dan Vallance <dvallance@ardent-ce.co.uk>
Subject: Ansty - Designers Response 2nd draft - Ardingly Rd mini scheme

Dear Martin,

Further to receipt of the Stage 1 RSA prepared by M&S Traffic, we have collated a Designers Response (DR) and in accordance with GG119 will be sending to WSCC Highways as the Overseeing Organisation in due course.

However, in the interim we thought it appropriate to send our draft DR for M&S feedback and comment that we have suitably addressed the points raised for RSA1.

Kind regards
David

David Howson
Associate



An Employee-Owned Company
Infrastructure | Transport Planning | Flood Risk | Acoustics | Air Quality

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London | Edinburgh | Essex | Kent | Midlands | South West | **Suffolk**



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