

TECHNICAL NOTE



Job Name: Land at Lower Horsebridge
Job No: 332110699
Note No: TN001 V2
Date: 24 January 2023
Prepared By: Ben Smith
Subject: RSA Stage 1 Response

Project Details

Project Details	
Date:	January 2023
Document reference and revision:	TN001 V2
Prepared by:	Stantec UK Limited
On behalf of:	Hertfordshire holding LTD
Authorisation Sheet	
Project:	Land East of the A22 and South of the A271, Lower Horsebridge
Report title:	Road Safety Audit (RSA) – Stage 1
Prepared by:	
Name:	Ben Smith
Position:	Apprentice Engineer
Signed:	BS
Organisation:	Stantec UK Limited
Date:	January 2023
Approved by:	
Name:	Henk Gelens
Position:	Director Land Development
Signed:	HG
Organisation:	Stantec UK Limited
Date:	January 2023

Introduction

This Stage 1 Road Safety Audit (RSA) Response accords with guidance outlined in DMRB GG119 – Road Safety Audit and provides details of the designer's response to an RSA undertaken by Acorns Projects Ltd on 24th January 2023 for the proposed Ghost Island

Scheme Overview

The junction to be audited is a new proposed priority junction that allows for access to the site, which is located on the southern edge of Lower Horsebridge adjacent to the Boship roundabout junction and is bounded by the A22 Hailsham Bypass to the west, River Cuckmere to the south, and the A271 Horsebridge Road to the north. The total site area is approximately 7.67 hectares. It is the western part of a wider landholding that extends around the south of the village.

Revised Drawings

Following receipt of the Stage 1 RSA comments revised junction layout drawing **332110699/5501/SK001** has been prepared which is contained within Appendix C.

Key Personnel

Key Personnel	
Overseeing Organisation:	Claire Warwick Assistant Manager [REDACTED] [REDACTED] [REDACTED] [REDACTED]
RSA Team:	Adriano Capella (Audit Team Leader) Acorn Project Limited Redwood House 3 Eaton Park Eaton Bray Beds LU6 2SP [REDACTED] [REDACTED]
Design Organisation:	Stantec UK Ltd Caversham Bridge House Waterman Place Reading RG1 8DN Ben Smith [REDACTED] Henk Gelens [REDACTED]

TECHNICAL NOTE

Road Safety Audit Decision Log

Road Safety Audit Decision Log				
RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation response	Agreed RSA action
2.1 Summary: Carriageway widening to accommodate the ghosted right turn facility may inadvertently encourage impatient drivers to seek to injudiciously overtake slower moving vehicles by utilising the hatched carriageway markings. This could lead to a potential increased risk of offside front to offside front or head on vehicular collisions occurring whereby vehicle occupants could sustain personal injury.	It is Recommended that traffic separation islands should be provided within the areas of the hatched carriageway markings either side of the new priority T-junction, in order to preclude any injudicious overtaking. The recommended traffic separation islands should include high level keep left signs to Diagram 610, mounted on pedestrian refuge beacons, which will enhance the conspicuity of the traffic separation islands within the Horsebridge Road carriageway.	Recommendation Accepted. The revised scheme now includes a traffic separation island each side of the new priority T-junction. These islands each included a keep left sign, Diagram 610, mounted on a pedestrian refuge beacon. See drawing '332110699_5501_SK001'		

TECHNICAL NOTE

Road Safety Audit Decision Log				
RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation response	Agreed RSA action
2.3 Summary: The future development site frontage areas, particularly to the east of the proposed priority T-junction, may be subject to potentially obstructive planting and landscaping proposals which could impact upon the proposed visibility splays. This could lead to a potential increased risk of side impact vehicular collisions occurring, whereby vehicle occupants could sustain personal injury.	It is recommended that notwithstanding any proposed future speed limit reductions whereby the “y” dimensions of the proposed visibility splays may be reduced, the development site frontage areas should be kept completely clear of any potentially obstructive future planting and landscaping proposals, especially to the right of the proposed priority T-junction where the existing horizontal alignment of the carriageway is a factor which gives cause for concern. It may be advisable that both areas to the left and especially to the right of the proposed priority T-junction should be permanently dedicated as highway land in the future scenario.	Recommendation Accepted. The proposed masterplan has been developed to ensure there is no encroachment within the visibility splays identified. Further liaison can be undertaken with the client to review opportunity to dedicate this land as highway land.		

TECHNICAL NOTE

Road Safety Audit Decision Log				
RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation response	Agreed RSA action
2.5 Summary: Enhancing the conspicuity of the proposed ghosted right turn facility, the proposed priority T-junction and the associated highway works during the hours of darkness, in order to minimise potential vehicular collisions and potential vehicular/pedestrian and pedal cyclist collisions, which could lead to vehicle occupants and pedestrians (and possibly pedal cyclists) sustaining personal injury.	It is Recommended that a new system of street lighting should be installed for the ghosted right turn facility and new priority T-junction and the associated highway works, thus enhancing the operational safety of the overall scheme proposals during the hours of darkness. A new system of street lighting would then tie-into the existing system of street lighting present at the Boship Roundabout and within the Lower Horsebridge village area.	Recommendation Accepted. Note added to drawing '332110699/5501/SK001' stating 'Street lighting will be provided at the junction to enhance operational safety during the hours of dark. Details will be agreed at detailed design stage'		

TECHNICAL NOTE

Design organisation and Overseeing Organisation statements

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:	Henk Gelens
Signed:	HG
Position:	Director Land Development
Organisation:	Stantec UK
Date:	January 2023

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:	Claire Warwick
Signed:	
Position:	Assistant Manager
Organisation:	East Sussex County Council
Date:	January 2023

TECHNICAL NOTE

APPENDIX A – Stage 1 Road Safety Audit Report



**ACORNS
PROJECTS
LIMITED**



**Land at Lower Horsebridge, East Sussex
Proposed Ghosted Right Turn Facility
Stage 1 Road Safety Audit**

For Stantec UK Limited

Prepared by Acorns Projects Limited

Safety Traffic Project Management & Highway Engineering Consultants

JANUARY 2023

Acorns Projects Limited

Safety Traffic Project Management & Highway Engineering Consultants
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Version No: 1.0

Document Location

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This is a controlled document. The source of the document can be found on the file server at location:

C:\Acorns\Clients\StantecUKLimited\LandatLowerHorsebridgeEastSussex\Reports\LandatLowerHorsebridgeEastSussexStage1RSAV1.0.doc

Revision History

This document has the following history:

Version No.	Version Date	Summary of Changes	Changes marked
1.0	20/01/2023	N/A	N/A

Approvals

This document requires the following approvals:

Name	Title
Adriano B. Cappella	Audit Team Leader
Lisa Allen	Audit Team Member

Distribution

This document has also been distributed to:

Name	Title & Organisation
Henk Gelens	Director Land Development Europe - Stantec UK Limited
Ben Smith	Apprentice Engineer - Stantec UK Limited

1.0 INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit carried out on the Land at Lower Horsebridge, East Sussex, Proposed Ghosted Right Turn Facility Project, at the request of the Overseeing Organisation, i.e. the Local Highway Authority, East Sussex County Council, County Hall, St. Anne's Crescent, Lewes, East Sussex, BN7 1UE. The Design Organisation is Stantec UK Limited, Caversham Bridge House, Waterman Place, Reading, Berkshire, RG1 8DN. The Third Party Organisation is Hertfordshire Holdings Limited, Chells Manor Lodge, 2 Manor House Drive, Chells Lane, Stevenage, Hertfordshire, SG2 7RR.

1.2 The scheme proposals comprise a new ghosted right turn facility and priority T-junction in order to provide access to a proposed development site on the A271 Horsebridge Road, Lower Horsebridge, East Sussex. It is also proposed that the existing 30mph limit is extended further west along the A271 Horsebridge Road as far as the Boship Roundabout, which will include the proposed site access.

The site is located on the southern edge of Lower Horsebridge, adjacent to the Boship roundabout junction and is bounded by the A22 Hailsham Bypass to the west, River Cuckmere to the south, and the A271 Horsebridge Road to the north. The total site area is approximately 7.67 hectares. It is the western part of a wider landholding that extends around the south of the Lower Horsebridge village. The highway works project is associated with a development comprising of 124 new residential dwellings.

1.3 The Road Safety Audit Team Membership was as follows:

Adriano B. Cappella IEng, FIHE, MCIHT, MSoRSA, HA RSA Certificate of Competency
(Audit Team Leader) Director, Acorns Projects Limited

Lisa Allen MSc, BEng (Hons), MCIHT, MSoRSA, HA RSA Certificate of Competency
(Audit Team Member) Associate Consultant, Acorns Projects Limited

1.4 The Audit took place at the Eaton Bray office of Acorns Projects Limited during January 2023. The Audit was undertaken in accordance with the Road Safety Audit Brief contained within the Design Organisation E-Mail to Acorns Projects Limited dated the 13th January 2023. The Audit comprised an examination of the drawings and document provided by the Design Organisation and, are listed in Appendix A.

- 1.5** The drawings and document consisted of a copy of the site access design ghost island junction, swept path analysis (2 No. sheets), the stopping sight distance visibility requirements plan and, the January 2023 Stantec UK Limited - Land at Lower Horsebridge RSA Stage 1 Brief. Copies of the drawing at both A3 and A4 size were provided for the Audit Team's use. Road traffic collision data, vehicular traffic flow information and pedestrian and pedal cycle information is contained within the January 2023 Stantec UK Limited Stage 1 Road Safety Audit Brief document. Public transport information has not been provided for the purposes of this Stage 1 Road Safety Audit.
- 1.6** A visit to the site was undertaken between 14.00 pm and 14.45 pm during the afternoon of the 17th January 2023 by both Audit Team Members together. During the afternoon site visit, the weather was very cold, grey and overcast and the existing carriageway surface was wet. Vehicular traffic conditions at the time of the afternoon site visit were observed to be moderate. Two pedestrians and three pedal cyclists were observed during the afternoon site visit.
- 1.7** The terms of reference of the Audit are as described in DMRB GG 119 Road Safety Audit. The 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. However, to clearly explain a safety problem or the recommendation made to resolve the identified problem, the Audit Team may, on occasion, have referred to a Design Standard without touching on technical audit.
- 1.8** No Departures from Design Standards have been reported by the Design Organisation.
- 1.9** All Problems and Recommendations are referenced to the design drawings and the locations have been indicated on the A4 plan supplied for use by the Audit Team in Appendix B.
- 1.10** Issues identified, and observations made during this Stage 1 Road Safety Audit and site inspection which the Terms of Reference exclude from this report, but which the Audit Team wishes to draw to the attention of the Overseeing Organisation, i.e. the Local Highway Authority, East Sussex County Council, will be set out in a separate letter. These issues could include maintenance items and operational issues. The Audit Team has not identified any issues during this Stage 1 Road Safety Audit and site inspection that are considered to be outside the Terms of Reference.

2.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

2.1 LOCAL ALIGNMENT

2.1.1 PROBLEM

Locations 1 & 2 - The areas of hatched carriageway markings either side of the deceleration and turning length of the ghosted right turn facility (Drawing No. 332110699_5501_SK001 Rev P02).

Summary - Carriageway widening to accommodate the ghosted right turn facility may inadvertently encourage impatient drivers to seek to injudiciously overtake slower moving vehicles by utilising the hatched carriageway markings. This could lead to a potential increased risk of offside front to offside front or head on vehicular collisions occurring whereby vehicle occupants could sustain personal injury.

Detail - The scheme proposals indicate that a ghosted right turn facility and new priority T-junction will be provided in Horsebridge Road for the proposed residential site. The site visit has established that Horsebridge Road is subject to an existing 60 mph speed limit which is intended to be reduced to 30 mph in the future and, that no street lighting is present. Speed surveys have been undertaken which demonstrate 85 %ile speeds of 33 mph in the east bound direction and 36 mph in the west bound direction.

Concern arises that notwithstanding the proposed future speed limit reduction, the proposed carriageway widening required in order to accommodate the ghosted right turn facility may potentially lead to higher vehicular speeds within Horsebridge Road. This may inadvertently encourage impatient drivers to injudiciously overtake slower moving vehicles by utilising the hatched carriageway markings. This situation could lead to a potential increased risk of offside to offside or head on vehicular collisions occurring between opposing flows of traffic, whereby vehicle occupants could sustain personal injury.

RECOMMENDATION

It is Recommended that traffic separation islands should be provided within the areas of the hatched carriageway markings either side of the new priority T-junction, in order to preclude any injudicious overtaking. The recommended traffic separation islands should include high level keep left signs to Diagram 610, mounted on pedestrian refuge beacons, which will enhance the conspicuity of the traffic separation islands within the Horsebridge Road carriageway.

2.2 GENERAL

2.2.1 No Problems identified in this category at this Stage 1 Road Safety Audit.

2.3 JUNCTIONS

2.3.1 PROBLEM

Locations 3 & 4 - The development site frontage areas to the east and west of the proposed priority T-junction (Drawing Nos. 332110699_5501_SK001 Rev P02 & 332110699_5501_SK006).

Summary - The future development site frontage areas, particularly to the east of the proposed priority T-junction, may be subject to potentially obstructive planting and landscaping proposals which could impact upon the proposed visibility splays. This could lead to a potential increased risk of side impact vehicular collisions occurring, whereby vehicle occupants could sustain personal injury.

Detail - The scheme proposals indicate that a ghosted right turn facility and new priority T-junction will be provided in Horsebridge Road for the proposed residential development site. It is proposed to provide visibility splays of 4.5 x 210 metres when looking to the left and 4.5 x 90 metres when looking to the right, for drivers emerging from the new priority T-junction into Horsebridge Road. The Road Safety Audit Brief document advises that in the future scenario, the existing 30 mph speed limit currently situated to the east of the new priority T-junction will be extended to the Boship Roundabout situated to the west of the new priority T-junction.

Due to the existing horizontal alignment of Horsebridge Road between the Lower Horsebridge village area and the proposed residential development site, the proposed visibility splay of 4.5 x 90 metres when looking to the right results in a large area of the proposed development site frontage falling within the proposed visibility splay. It is not unreasonable to suggest that the area is likely to be the subject of landscaping and planting proposals as part of the residential development site project.

Concern arises that the future potential presence of planting and landscaping proposals within the identified areas could impact upon the proposed visibility splays, particularly to the right, for drivers emerging from the proposed priority T-junction into Horsebridge Road. This situation could lead to a potential increased risk of side impact vehicular collisions occurring between east bound and especially west bound Horsebridge Road vehicular traffic and, vehicles emerging from the proposed residential development site, whereby vehicle occupants could sustain personal injury.

In addition, the combination of the existing horizontal alignment of Horsebridge Road between the Lower Horsebridge village area and the proposed residential development site and, the future potential presence of planting and landscaping proposals on the eastern side could restrict the forward visibility and stopping sight distance to the proposed priority T-junction for west bound vehicular traffic.

This could lead to a potential increased risk of risk of side impact vehicular collisions occurring between west bound Horsebridge Road vehicular traffic and vehicles emerging from the proposed residential development site.

There could also be a resultant potential increased risk of nose to tail shunt type vehicular collisions occurring between a leading and any following vehicles, when the leading vehicle intends to turn left into the proposed residential development site priority T-junction. In both cases, vehicle occupants could sustain personal injury.

RECOMMENDATION

It is Recommended that notwithstanding any proposed future speed limit reductions whereby the “y” dimensions of the proposed visibility splays may be reduced, the development site frontage areas should be kept completely clear of any potentially obstructive future planting and landscaping proposals, especially to the right of the proposed priority T-junction where the existing horizontal alignment of the carriageway is a factor which gives cause for concern. It may be advisable that both areas to the left and especially to the right of the proposed priority T-junction should be permanently dedicated as highway land in the future scenario.

2.4 WALKING, CYCLING AND HORSE RIDING

2.4.1 No Problems identified in this category at this Stage 1 Road Safety Audit.

2.5 TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING

2.5.1 PROBLEM

Locations - General, throughout the length/area of the proposed ghosted right turn facility, the proposed priority T-junction and associated highway works (Drawing No. 332110699_5501_SK001 Rev P02).

Summary - Enhancing the conspicuity of the proposed ghosted right turn facility, the proposed priority T-junction and the associated highway works during the hours of darkness, in order to minimise potential vehicular collisions and potential vehicular/pedestrian and pedal cyclist collisions, which could lead to vehicle occupants and pedestrians (and possibly pedal cyclists) sustaining personal injury.

Detail - The scheme proposals indicate that a ghosted right turn facility and new priority T-junction will be provided in Horsebridge Road for the proposed residential development site. The site visit has established that currently, there is no street lighting present within Horsebridge Road where the highway works are proposed.

Concern arises that a lack of street lighting for the proposed ghosted right turn facility and the proposed priority T-junction could result in a potential increased risk of vehicular collisions occurring during the hours of darkness, whereby vehicle occupants could sustain personal injury.

In addition, there could be a potential increased risk of pedestrian (and possibly pedal cyclist) and vehicular collisions occurring when pedestrians (and possibly pedal cyclists) cross the proposed priority T-junction during the hours of darkness, whereby pedestrians (and possibly pedal cyclists) could potentially sustain personal injury.

RECOMMENDATION

It is Recommended that a new system of street lighting should be installed for the ghosted right turn facility and new priority T-junction and the associated highway works, thus enhancing the operational safety of the overall scheme proposals during the hours of darkness.

A new system of street lighting would then tie-into the existing system of street lighting present at the Boship Roundabout and within the Lower Horsebridge village area.

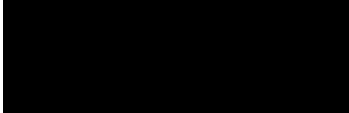
END OF PROBLEMS IDENTIFIED AND RECOMMENDATIONS OFFERED IN THIS STAGE 1 ROAD SAFETY AUDIT

3.0 ROAD SAFETY AUDIT TEAM STATEMENT

We certify that this Road Safety Audit has been carried out in accordance with DMRB GG 119.

ROAD SAFETY AUDIT TEAM LEADER

Adriano B. Cappella IEng, FIHE, MCIHT, MSoRSA, HA RSA Certificate of Competency

Signed : 

Associate Consultant

Acorns Projects Limited

Safety Traffic Project Management & Highway Engineering Consultants

Redwood House

3 Eaton Park

Eaton Bray

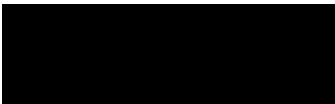
Bedfordshire

LU6 2SP

Date : 27th January 2023

ROAD SAFETY AUDIT TEAM MEMBER

Lisa Allen MSc, BEng (Hons), MCIHT, MSoRSA, HA RSA Certificate of Competency

Signed : 

Associate Consultant

Acorns Projects Limited

Safety Traffic Project Management & Highway Engineering Consultants

Redwood House

3 Eaton Park

Eaton Bray

Bedfordshire

LU6 2SP

Date : 27th January 2023

APPENDIX A

APPENDIX A

LAND AT LOWER HORSEBRIDGE, EAST SUSSEX

PROPOSED GHOSTED RIGHT TURN FACILITY

STAGE 1 ROAD SAFETY AUDIT

LIST OF STANTEC UK LIMITED DRAWINGS SUBMITTED FOR AUDITING

DRAWING NO.	TITLE
332110699_5501_SK001 Rev P02	Site Access Design - Ghost Island Junction
332110699_5501_SK004 Rev P01	Vehicle Tracking for 11.2m Refuse Vehicle
332110699_5501_SK005 Rev P02	Vehicle Tracking for 7.0m Emergency Vehicle
332110699_5501_SK006	Site Access Design - SSD Visibility Requirements

LIST OF DOCUMENT REVIEWED AT THIS STAGE 1 ROAD SAFETY AUDIT

Stantec UK Limited - Land at Lower Horsebridge - RSA Stage 1 Brief - January 2023
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APPENDIX B



Stantec

Stantec UK Limited
READING
Caversham Bridge House, Waterman Place, Reading,
Berkshire RG1 8DN
Tel: +44 1189 500 761
www.stantec.com/uk

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Notes

KEY

- JUNCTION VISIBILITY - 60mph, 210m
- JUNCTION VISIBILITY - 30mph, 90m
- ROUNDABOUT APPROACH VISIBILITY - 60mph, 210m



P02 Masterplan updated & footways widened	REM	MN	2022.11.30
P01 First Issue	MH	MN	2022.11.04
Issued/Revision	By	Appd	YYYY.MM.DD
	AL	SM	2022.11.04
	Dwn.	Dign.	Chkd.

Issue Status

FOR INFORMATION

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Client/Project Logo

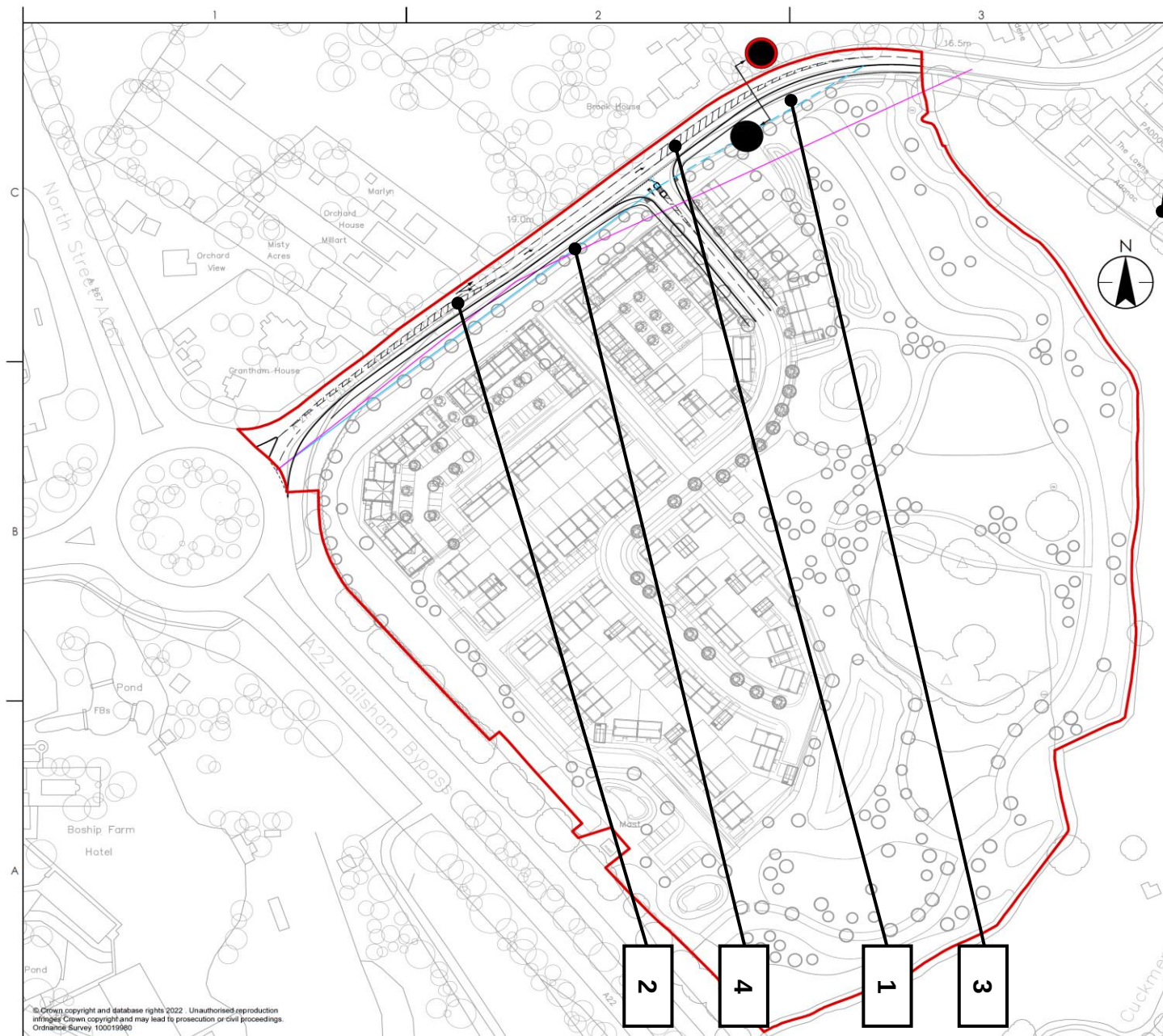
Client/Project
HERTFORDSHIRE HOLDING LTD

LAND AT LOWER HORSEBRIDGE

HAILSHAM, UNITED KINGDOM

Title
SITE ACCESS DESIGN
GHOST ISLAND JUNCTION

Project No. 332110699	Scale 1:1000
Revision P02	Drawing No. 332110699_5501_SK001



TECHNICAL NOTE

APPENDIX B – Audit Brief

TECHNICAL NOTE

Job Name: Land at Lower Horsebridge
Job No: 332110699
Note No: TN001
Date: 13 January 2023
Prepared By: Ben Smith
Subject: **RSA Stage 1 Brief**

Table 1 Project Summary	2
Table 2 General Details	3
Table 3 Scheme Details	4
Table 4 Locality	6
Table 5 Analysis	7

DOCUMENT ISSUE RECORD

Technical Note No	Rev	Date	Prepared	Checked	Reviewed (Discipline Lead)	Approved (Project Director)
332110699/Brief/TN 001	-	13 Jan 2023	BS	HG		HG
		-				

This report has been prepared by Stantec UK Limited ('Stantec') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which Stantec was appointed by its client. This report is not intended for and should not be relied on by any third party (i.e., parties other than the Client). Stantec accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.

Stantec UK LTD Caversham Bridge House Waterman Place, Reading Berkshire RG1 8DN

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TECHNICAL NOTE

Table 1 Project Summary

Date:	Friday, 13 January 2023
Document reference:	332110699/201/TN001
Prepared by:	Stantec
On behalf of:	Hertfordshire Holding LTD
AUTHORISATION SHEET	
Project:	Land at Lower Horsebridge
Report title:	Road Safety Audit (RSA) – Stage 1
PREPARED BY:	
Name:	Ben Smith
Signed:	BS
Organisation	Stantec UK
Date:	13 January 2023
I APPROVE THE RSA BRIEF AND INSTRUCT THE RSA TO TAKE PLACE ON BEHALF OF THE OVERSEEING ORGANISATION:	
Name:	
Signed:	
Organisation:	<i>Insert Overseeing Organisation</i>
Date:	

TECHNICAL NOTE

Table 2 General Details

General details				
Highway scheme name and road number:		A271 Horsebridge Road		
Type of scheme:	New proposed site access priority junction onto existing road with proposed ghost island.			
RSA stage tick as appropriate.	1	✓	2	3
	Interim			4
Overseeing Organisation details		Design organisation details		
		Stantec UK Ltd Caversham Bridge House Waterman Place Reading RG1 8DN Ben Smith [REDACTED] Henk Gelens [REDACTED]		
Police contact details		Maintaining agent contact details		
Not required at this stage		Not specified at this stage		
RSA team membership				
Adriano Capella (Audit Team Leader) Acorn Project Limited Redwood House 3 Eaton Park Eaton Bray Beds LU6 2SP Tel:01525 222359 Email: abc@acornprojects.com				
Terms of reference				
DMRB GG 119 – Road Safety Audit				

TECHNICAL NOTE

Table 3 Scheme Details

Scheme description/objective
General
The junction to be audited is a new proposed priority junction that allows for access to the site, which is located on the southern edge of Lower Horsebridge adjacent to the Boship roundabout junction and is bounded by the A22 Hailsham Bypass to the west, River Cuckmere to the south, and the A271 Horsebridge Road to the north. The total site area is approximately 7.67 hectares. It is the western part of a wider landholding that extends around the south of the village.
Design standards applied to the scheme design
CD 123 - Geometric design of at-grade priority and signal-controlled junctions
Design speeds
The existing road speed is 100kph (60mph) Westbound from the site access and 50kph (30mph) Eastbound from the site access
Speed limits
It is proposed that the existing 30mph limit is extended further west along the A271 Horsebridge Road to include the proposed site access. Based on the pre-application discussions with ESCC, it is understood that are plans to introduce a 40mph speed limit on all approaches to the Boship Roundabout as part of its future improvement scheme. It is also understood that ESCC would consider extending the future planned 40mph speed limit further east to the location where the 30mph speed limit starts on A271 Horsebridge Road. However, it is proposed that the existing 30mph limit on the A271 Horsebridge Road is extended to the Boship Roundabout approach, as this would avoid having varying speed limits within short distances on the A271 Horsebridge Road. In terms of traffic speeds, the 24-hour weekday average 85th percentile speeds from the 2022 A271 Horsebridge Road ATCs are as follows: Westbound: 36mph, Eastbound: 33mph

TECHNICAL NOTE

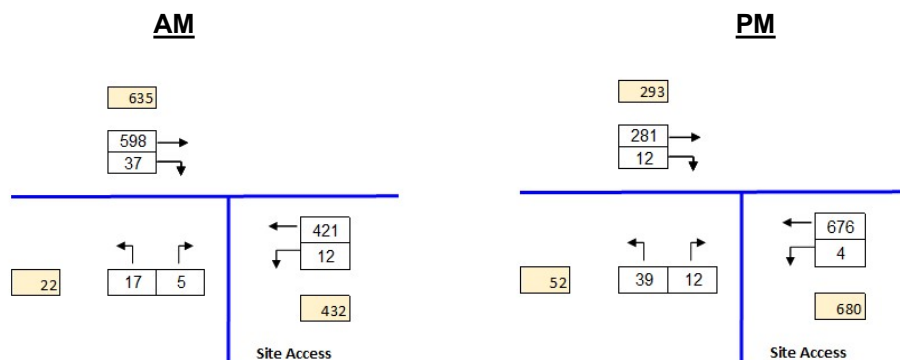
Existing traffic flows/queues

Existing Traffic Flows on the A271 (2022)



Forecast traffic flows

2030 Forecast Traffic flows



Pedestrian, cyclist, and equestrian desire lines

We have included a crossing point across the site access to ensure we keep the pedestrian route accessible and safe.

Environmental constraints

Existing hedgerow on Southern edge of A271 behind existing footway, will be removed and replaced.

TECHNICAL NOTE

Table 4 Locality

Description of locality
The Site is located on the southern edge of Lower Horsebridge adjacent to the Boship roundabout junction and is bounded by the A22 Hailsham Bypass to the west, River Cuckmere to the south, and the A271 Horsebridge Road to the north. It is situated approximately 2.2 km northwest of Hailsham town centre and approximately 6.5 km north of Polegate
General description
The Site in its existing state is currently occupied by a mix of agricultural and pastureland and is approximately 7.67 hectares in area. It is the western part of a wider landholding that extends around the south of the village. The Site does not currently generate any trips on the surrounding highway network.
Relevant factors which may affect road safety
None known

TECHNICAL NOTE

Table 5 Analysis

Collision data analysis			
A high-level review of Personal Injury Collision (PIC) data has been conducted for the last five-year period available (2017 to 2021) using the open data provided from CrashMap.co.uk. The review aims to determine whether there are any integral highway safety issues where there are anticipated to be increase in vehicle, pedestrian and cycle movement associated with the development.			
			
Across the study area, a total of 4 collisions that resulted in injury were recorded over the five-year period between 2012 and 2021. All 4 collisions were recorded as slight, one occurred in 2017, one in 2018 and two in 2019, in the last 5 years there have been no serious or fatal collisions.			
There is not considered to be an existing highway safety concern which could be exacerbated by the proposed development. A review of the full 5-year study period the data shows there are no collision blackspots within the study area.			
Departures from standards			
No departures from standard are proposed.			
Previous road safety audit stage reports, road safety audit response reports and evidence of agreed actions			
There are no previous safety audits conducted on the scheme.			
Strategic decisions			
None			
List of included documents and drawings			
Documents			
Reference	Revision	Title	Date
—	Final	332110699 Lower Horsebridge Transport Assessment (Final For Issue)	01/12/2022
Drawings			
Drawing no.	Revision	Title	
332110699_5501_SK001	P02	Site access design - ghost island junction	

TECHNICAL NOTE

332110699_5501_SK003	-	Topographical survey extents
332110699_5501_SK004	-	Vehicle tracking for 11.2m refuse vehicle
332110699_5501_SK005	-	Vehicle tracking for 7.9m emergency vehicle
332110699_5501_SK006	-	SSD visibility requirements

Table 6 Checklist

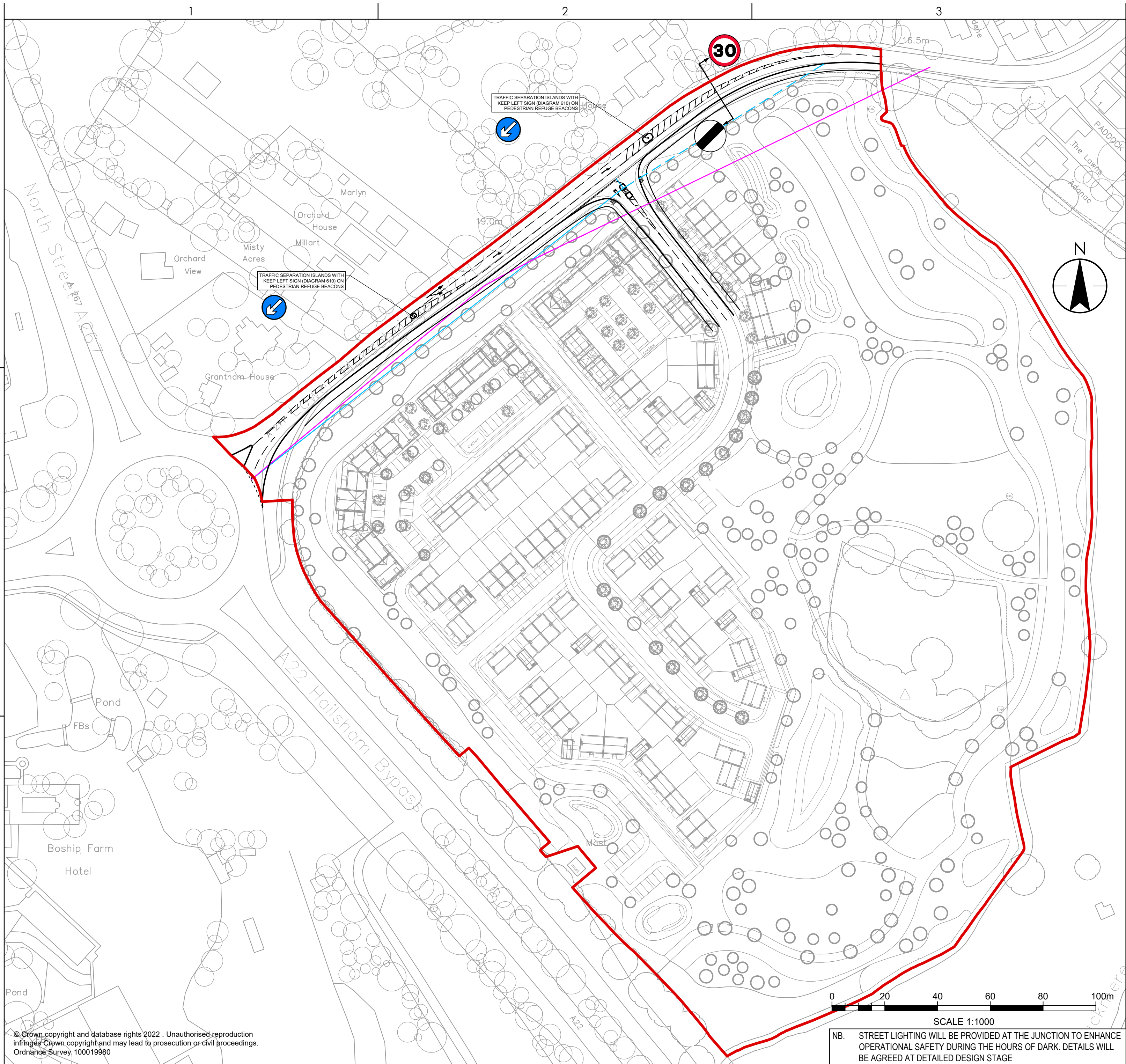
Tick all that are included and provide reasons for those that are not included			
Site location plan	✓	Scale layout plans	✓
Departures and relaxations from standards	N/A	Construction/ typical details	✓
Previous RSA reports	N/A	Previous RSA response reports and evidence of agreed actions	N/A
Collision data and collision data analysis	✓	Road traffic collision plot	✓
Traffic signal staging	N/A	Traffic counts	✓
Speed surveys	✓	Pedestrian, cyclist and horse-riding desire lines and volumes	✓
Walking, cycling and horse-riding assessment and reviews	✓	Items outside the scope of the RSA/ strategic decisions	N/A
Other factors that may impact on road safety	N/A	Design speeds/ speed limits	✓
Design standards used	✓	Adjacent land uses	✓

TECHNICAL NOTE

APPENDIX C – Revised Stantec Scheme Drawing

Plotted: 24.01.2023 20:24:41:20 PM By: Smith, Ben (Reading)
ORIGINAL SHEET - B0A2 - I:\332110699\land at lower horsebridge_hailsham\5500 - transport\02 - drawings\coat\owg\332110699_5501_sk001_p03

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Ordnance Survey 100019980



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- KEY
- JUNCTION VISIBILITY - 60mph, 210m
 - JUNCTION VISIBILITY - 30mph, 90m
 - ROUNDBABOUT APPROACH VISIBILITY - 60mph, 210m

P03 Updated to drawing following RSA Stage 1	BS	HG	2023.01.24
P02 Masterplan updated & footways widened	REM		2022.11.30
P01 First Issue	MH	MN	2022.11.04
Issued/Revision	By	Appd	YYYY.MM.DD
	AL	AL	SM
	Dwn.	Dsgn.	Chkd.
			2023.01.24
			YYYY.MM.DD

Issue Status

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Client/Project
HERTFORDSHIRE HOLDING LTD

LAND AT LOWER HORSEBRIDGE

HAILSHAM, UNITED KINGDOM

Title
SITE ACCESS DESIGN
GHOST ISLAND JUNCTION

Project No. 332110699	Scale 1:1000
Revision P03	Drawing No. 332110699_5501_SK001

NB. STREET LIGHTING WILL BE PROVIDED AT THE JUNCTION TO ENHANCE
OPERATIONAL SAFETY DURING THE HOURS OF DARK. DETAILS WILL
BE AGREED AT DETAILED DESIGN STAGE