

KILMARNOCK FARM, CRAWLEY

Proposed Access

Stage 1 Road Safety Audit  
Requested by Motion

March 2019



*Road Safety Engineering*

Project: Kilmarnock Farm, Crawley  
Proposed Access

Client: Motion

Project Sponsor: West Sussex County Council

Document: Stage 1 Road Safety Audit

Gateway TSP ref: WP/SG/1806078 RSA1 v1.1

Issue date: 6th March 2019

Status: Final v1.1

Authorised by: WP

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## 1 INTRODUCTION

1.1 This report describes a Stage 1 Road Safety Audit (RSA) of a proposed access onto Charlwood Road, Ifield, near Crawley in West Sussex.

1.2 The highway works considered by this Audit comprise re-opening and widening of an access to provide access to a proposed inert waste recycling facility at land currently occupied by Kilmarnock Farm. The site is currently occupied by commercial units and stables, and access to the site is via an existing simple priority junction off Charlwood Road, Ifield, to the north of the proposed access.

1.3 Charlwood Road is a rural two-way single carriageway with a 40mph speed limit. The carriageway is unlit and there is no footway provision.

1.4 This Road Safety Audit was carried out by Wendy Palmer and Steve Giles and consisted of a desktop study and a site visit, which was carried out on Tuesday 5<sup>th</sup> March 2019, when the weather was fine and the road surface dry. Traffic flows were light during the site visit.

1.5 The terms of reference for this RSA are as described in the Design Manual for Roads and Bridges (DMRB) document GG119. The Audit Team is independent of the project design team and has not been involved in the design process in any other capacity. The audit considers only the potential road safety implications of the scheme and has not verified compliance of the design with any other criteria.

1.6 The Audit Team has not been made aware of any Departures from Standard. Whilst reference may be made to design standards, this report is not intended to provide a design check.

1.7 Recommendations are aimed at addressing the identified potential road safety problems. However, there may be other acceptable ways to overcome a problem, considering wider constraints and opportunities; the Auditors would be pleased to discuss such alternative solutions as appropriate. The recommendations contained herein do not absolve the Designer of his/her responsibilities.

2 ITEMS CONSIDERED BY THIS ROAD SAFETY AUDIT

- Transport Statement, January 2019, (Motion, ref 1806078/pjchar)

### 3 COLLISION DATA

- 3.1 Personal Injury Collision (PIC) information, in the form of a STATS 19 Interpreted Listing and an accident plot, was obtained from Sussex Safer Roads Partnership, for the five-year period up to 31st August 2018. During the five-year period, a total of eight PICs were recorded, six resulting in 'slight' injuries and two in 'serious' injuries.
- 3.2 Three PICs occurred on a dry road surface and two occurred on a wet/damp road surface during daylight hours. Two PICs occurred on a wet/damp road surface and one occurred on a frosty/icy surface during darkness.
- 3.3 One 'serious' PIC occurred at the entrance to the Kilmarnock Farm site and involved three cars. It occurred when Car 1 hit the rear of Car 2 whilst it was waiting to turn right into Kilmarnock Farm. This collision forced Car 2 into the path of Car 3 which was travelling in the opposite direction.
- 3.4 The second 'serious' PIC occurred at a junction between Charlwood Road and Bonnetts Lane, approximately 400m south east of the site entrance, and involved a goods vehicle >3.5t and a cyclist. The goods vehicle collided with the rear of the cyclist as the cyclist turned right.
- 3.5 All six 'slight' PICs occurred over 350m from the site access and appear to be the result of driver error.

4 PREVIOUS ROAD SAFETY AUDIT

4.1 The Audit Team is unaware of any previous road safety audits on the proposals.

## 5 PROBLEMS IDENTIFIED BY THIS ROAD SAFETY AUDIT

### General Matters

#### 5.1 Problem

Obstructed visibility may lead to nose to tail or t-bone collisions

*Location: proposed access*

It is proposed to cut back vegetation to achieve the required visibility splays at the new access, however there is also a tree to the south, as shown in figure 1, and a telegraph pole to the north, which are not mentioned in the Transport Statement and which would obstruct visibility for drivers leading to nose to tail or t-bone collisions.



Figure 1: view from proposed access looking south

#### Recommendation

Obstructions such as trees and telegraph poles should be removed/relocated to achieve the required visibility splay.

#### Local Alignment

5.2 The Audit Team raises no concerns at this Stage 1 RSA in respect of local alignment.



### Junctions

- 5.3 The Audit Team raises no concerns at this Stage 1 RSA in respect of junctions.

### Walking, Cycling and Horse Riding

- 5.4 The Audit Team raises no concerns at this Stage 1 RSA in respect of walking, cycling and horse riding.

### Traffic Signs, Carriageway Markings and Lighting

- 5.5 The Audit Team raises no concerns at this Stage 1 RSA in respect of road signs, carriageway markings and lighting. However, full details should be prepared in detailed design, for the purposes of Stage 2 RSA.

6 AUDIT TEAM STATEMENT

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

Audit Team Leader


Wendy Palmer  
MCIHT, MSoRSA, HE Cert Comp  
Road Safety Engineer

Signed: 

Date: 5<sup>th</sup> March 2019

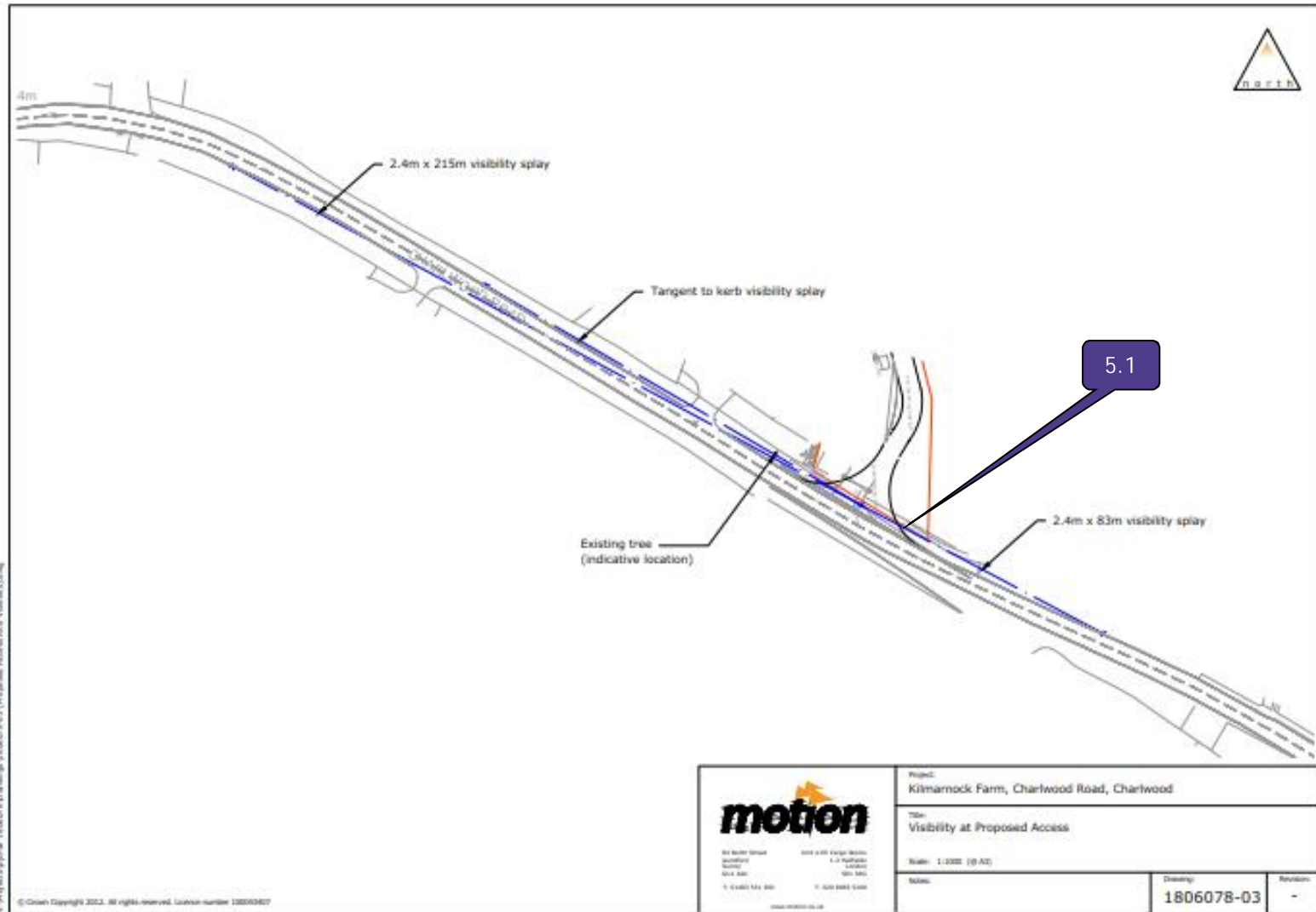
Audit Team Member(s)

Steve Giles  
BEng (Hons), IEng, FIHE, MCIHT, MICE, CMILT, MSoRSA, HE Cert Comp  
Director & Senior Road Safety Consultant

Signed: 

Date: 5<sup>th</sup> March 2019

## APPENDIX A Location Plan(s)



## APPENDIX B

### Designer's Response

Project: Kilmarnock Farm, Crawley  
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Client: Motion  
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Item No.	Audit Team Recommendation	Designer's Response	Audit Team's Further Comments
5.1	Obstructions such as trees and telegraph poles should be removed/relocated to achieve the required visibility splay.	A detailed review of the visibility splays was prepared as part of the initial junction analysis/design. Several trees have been identified for removal/trimming, and the implications of the telegraph pole to the north of the access has been identified. The telegraph pole is to be retained in its current location - there will be little impact on the visibility splay to the north. Full details are presented on Motion Drawing 1806078-04A.	Accepted.
5.2	n/a		
5.3	n/a		
5.4	n/a		
5.5	n/a		

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**Designer's Statement:**

I confirm that I have considered the items that have arisen in the Stage 1 Road Safety Audit Report and my response to its recommendations are set out above.



.....  
Designer: Phil de Jongh  
Date: 6<sup>th</sup> March 2019

**Audit Team Statement:**

We agree/do not agree [delete as appropriate] with the Designer's Response and our comments are provided above.



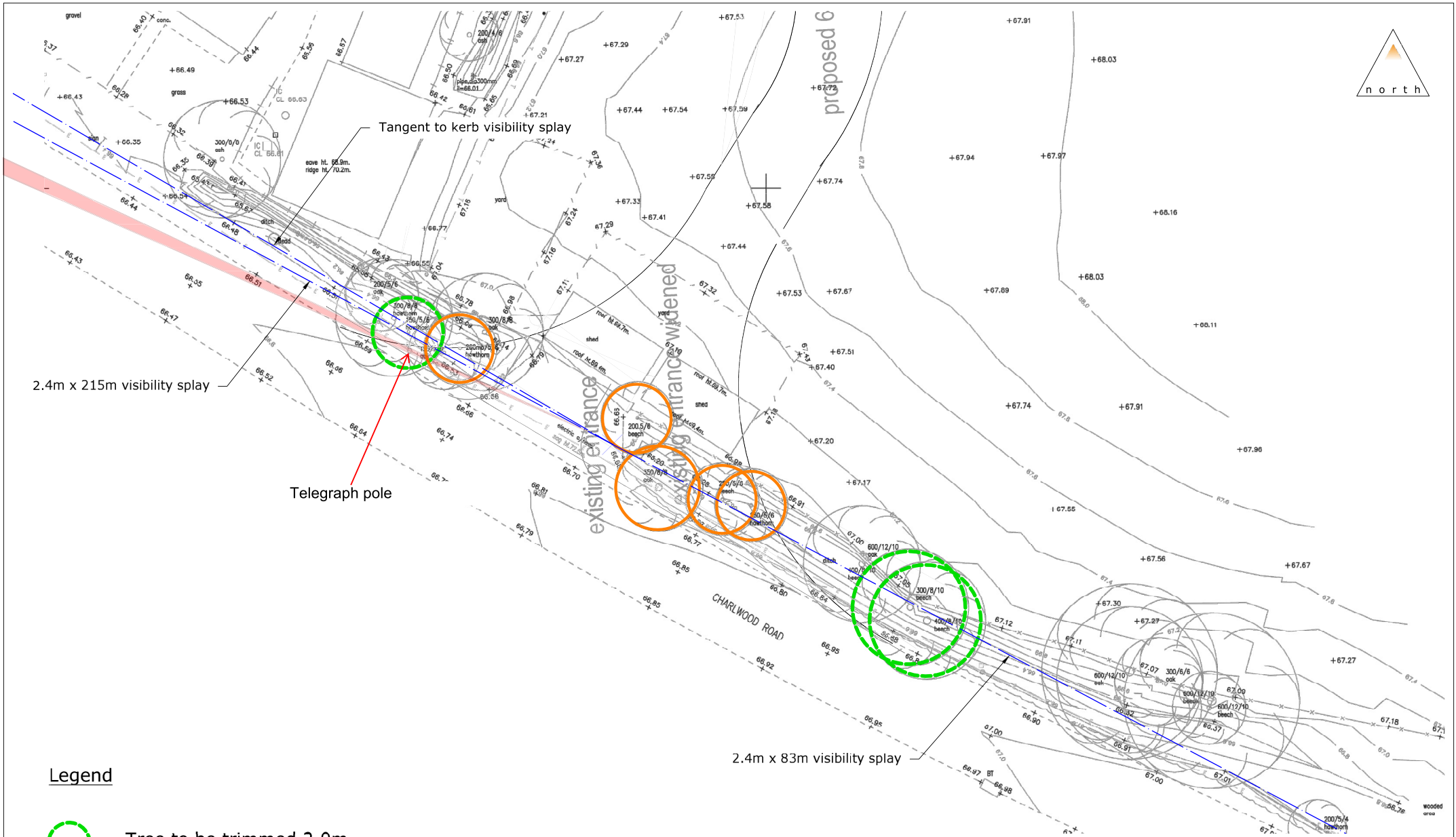
.....  
Audit Team Leader: Wendy Palmer  
Date: 6/3/19

**Highway Authority/Project Sponsor/ Client Organisation Statement:**

I accept/do not accept the Designer's Response (delete as appropriate)

.....  
[Name], on behalf of Highway Authority/Project Sponsor/Client Organisation  
(delete as appropriate)

Date:





2.4m x 215m visibility splay

Telegraph pole

2.4m x 83m visibility splay

**Legend**

-  Tree to be trimmed 2.0m above ground
-  Tree to be removed



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Project: Kilmarnock Farm, Charlwood Road, Charlwood	
Title: Proposed Access and Visibility Requirements	
Scale: 1:250 (@ A3)	
Notes:	Drawing: <b>1806078-04</b>
	Revision: <b>A</b>