

**APPENDIX 5**

**STAGE 1 ROAD SAFETY AUDIT -  
GATEWAY TSP ROAD SAFETY ENGINEERING**

LAND AT KNEPP CASTLE ESTATE, WEST SUSSEX

A272 Access

Stage 1 Road Safety Audit  
Requested by Motion

February 2020



*Road Safety Engineering*

Project: Land at Knepp Castle Estate, West Sussex  
A272 Access

Client: Motion

Project Sponsor: West Sussex County Council

Document: Stage 1 Road Safety Audit

Gateway TSP ref: WP/JS/160728 RSA1 v1.0

Issue date: 13th February 2020

Status: Final v1.0

Authorised by: WP

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***Road Safety Engineering***

*84 North Street  
Guildford  
Surrey  
GU1 4AU  
01483 679350  
admin@gateway-tsp.co.uk  
www.gateway-tsp.co.uk*

*Gateway TSP is part of Motion Consultants Limited, registered in England Number 05185065  
Registered Office: 84 North Street, Guildford GU1 4AU*

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## 1 INTRODUCTION

- 1.1** This report describes a Stage 1 Road Safety Audit (RSA) of an existing access which is to become permanent under proposals for Knepp Castle Estate, near Horsham in West Sussex.
- 1.2** The A272 access was constructed under a section 278 agreement and is currently used to import material for construction of previously approved landscape features within the site. The latest application seeks to retain the access onto the A272 following completion of these works to serve existing traffic associated with land/buildings at Hill House Farm, which is currently accessed direct from the A24. The A24 access would be closed.
- 1.3** A272 West Chilmington Lane is a two-way single carriageway with a 50mph speed limit. The carriageway is unlit and there are no footways. The access is approximately 200m west of A25 Buck Barn Crossroads.
- 1.4** This Road Safety Audit was carried out by Wendy Palmer and Julian Smith and consisted of a desktop study and a site visit, which was carried out on Wednesday 12<sup>th</sup> February 2020 between the hours of 14.45 and 15.30, when the weather was fine and the road surface dry. Traffic flows were light during the site visit and no vehicles were observed using the existing access.
- 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 (by Motion; dated November 2019)

### 3 COLLISION DATA

- 3.1 Personal Injury Collision (PIC) information, was requested from the Crashmap database ([www.crashmap.co.uk](http://www.crashmap.co.uk)) for the latest available 60-month period, which found that one PIC occurred in the vicinity of the A272 access in 2016. The PIC appears to involve a car turning left into a private drive, and resulted in slight injuries.



#### 4 PREVIOUS ROAD SAFETY AUDIT

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

## **5 PROBLEMS IDENTIFIED BY THIS ROAD SAFETY AUDIT**

### **General Matters**

- 5.1 The Audit Team raises no concerns at this Stage 1 RSA in respect of general matters.

### **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:

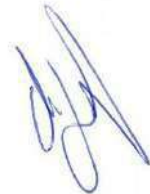


Date: 13<sup>th</sup> February 2020

### Audit Team Member(s)

Julian Smith  
BEng MCIHT  
Road Safety Engineer

Signed:



Date: 13<sup>th</sup> February 2020

## APPENDIX A Location Plan(s)



## APPENDIX B

### Designer's Response

Project: Land at Knepp Castle Estate, West Sussex  
A272 Access  
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Item No.	Audit Team Recommendation	Designer's Response	Audit Team's Further Comments
5.1	n/a		
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: [name]

Date:

**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: [name]

Date:

**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: