Appendix 10.1

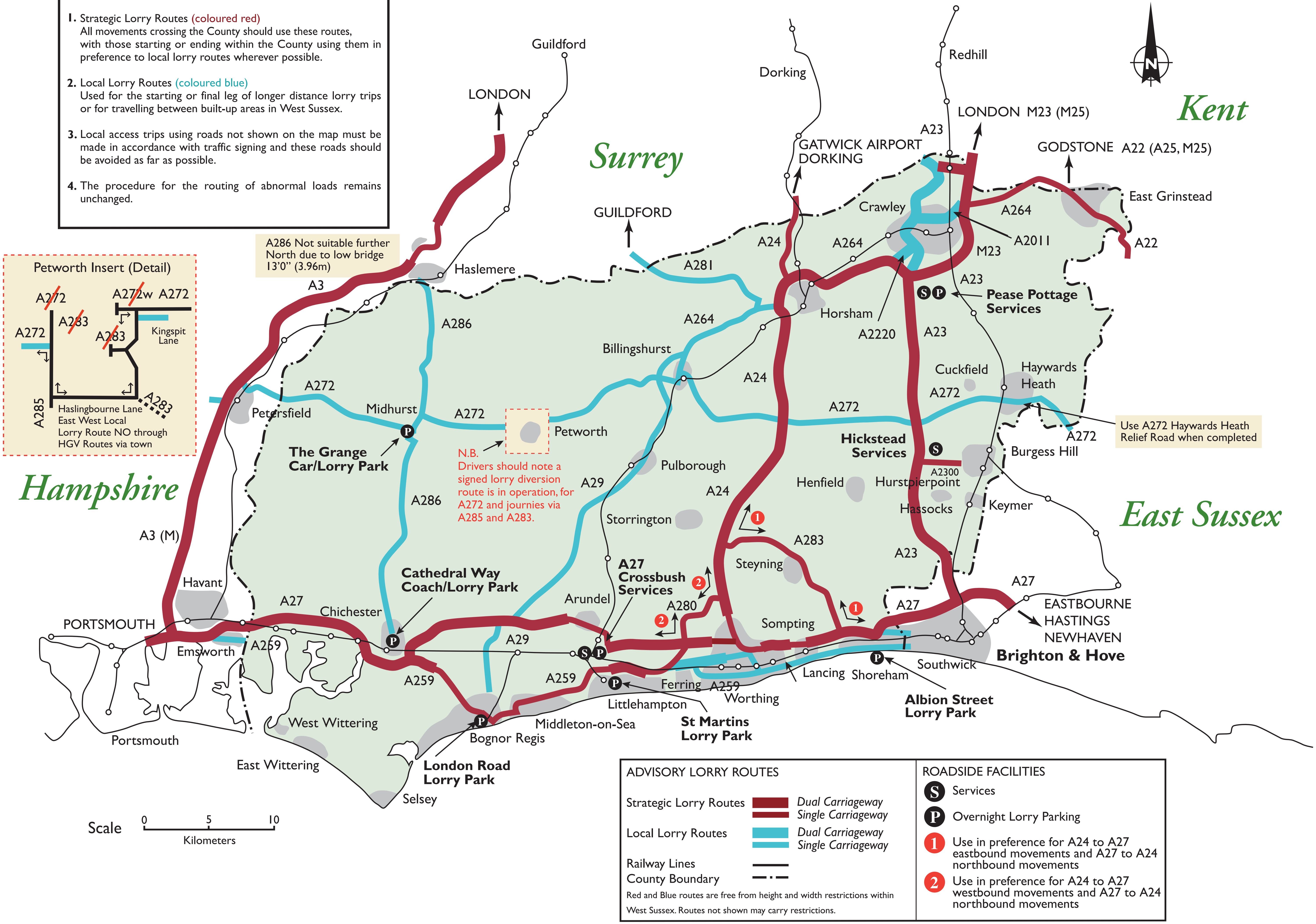
Notes for Guidance to Operators & Drivers of Lorries:

1. Strategic Lorry Routes (coloured red)
All movements crossing the County should use these routes, with those starting or ending within the County using them in preference to local lorry routes wherever possible.

2. Local Lorry Routes (coloured blue)
Used for the starting or final leg of longer distance lorry trips or for travelling between built-up areas in West Sussex.

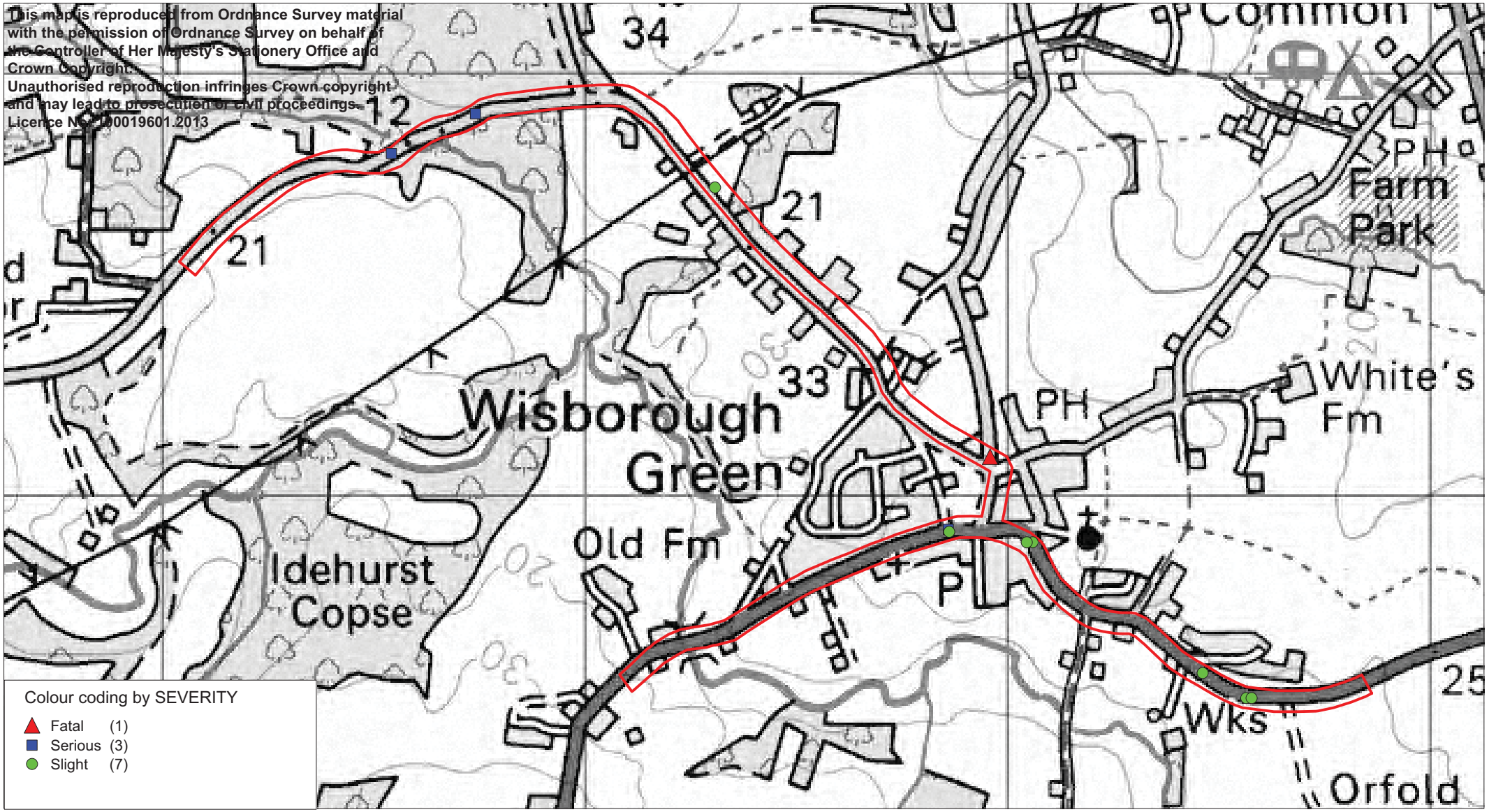
3. Local access trips using roads not shown on the map must be made in accordance with traffic signing and these roads should be avoided as far as possible.

4. The procedure for the routing of abnormal loads remains unchanged.



Petworth Insert (Detail)
A272
A272w A272
A283
A272
A283
Kingspit Lane
A285
A283
Haslingbourne Lane
East West Local
Lorry Route NO through
HGV Routes via town
A286 Not suitable further North due to low bridge 13'0" (3.96m)
Surrey
Hampshire
Kent
East Sussex
LONDON
Guildford
GUILDFORD
Dorking
GATWICK AIRPORT
DORKING
Redhill
LONDON M23 (M25)
A23
GODSTONE A22 (A25, M25)
East Grinstead
Crawley
A264
A2011
A22
M23
A24
A264
A281
Haslemere
A3
A286
Horsham
A2220
A23
Pease Pottage Services
Billingshurst
A264
Cuckfield
Haywards Heath
A272
A24
A272
Petersfield
Midhurst
A272
Petworth
Use A272 Haywards Heath Relief Road when completed
A272
Hickstead Services
Burgess Hill
The Grange Car/Lorry Park
N.B.
Drivers should note a signed lorry diversion route is in operation, for A272 and journeys via A285 and A283.
Pulborough
A2300
Henfield
Hurstpierpoint
A29
A24
Hassocks
Keymer
A286
Storrington
A3 (M)
A283
A23
Steyning
A27 Crossbush Services
Cathedral Way Coach/Lorry Park
Havant
Arundel
A27
A280
A27
EASTBOURNE
HASTINGS
NEWHAVEN
A27
Chichester
Sompting
PORTSMOUTH
Brighton & Hove
A259
A29
Emsworth
Southwick
Lancing
Shoreham
A259
A259
Ferring
A259
Worthing
Albion Street Lorry Park
Littlehampton
West Wittering
Portsmouth
Middleton-on-Sea
St Martins Lorry Park
Bognor Regis
East Wittering
London Road Lorry Park
Selsey
Scale 0 5 10
Kilometers
ADVISORY LORRY ROUTES
Strategic Lorry Routes
Dual Carriageway
Single Carriageway
Local Lorry Routes
Dual Carriageway
Single Carriageway
Railway Lines
County Boundary
Red and Blue routes are free from height and width restrictions within West Sussex. Routes not shown may carry restrictions.
ROADSIDE FACILITIES
Services
Overnight Lorry Parking
Use in preference for A24 to A27 eastbound movements and A27 to A24 northbound movements
Use in preference for A24 to A27 westbound movements and A27 to A24 northbound movements

Appendix 10.2



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Sussex Safer Roads PARTNERSHIP

Wisborough Green - Kirdford Road

Collision data: 01/01/2008 - 31/12/2012

SCALE	1 : 12500
DATE	11/02/2013
DRAWING No.	
DRAWN BY	

Appendix 10.3

Proposed Traffic Movements Associated with Exploration Well/s – Tennyson Prospect, Skiff Lane, Wisborough Green, West Sussex

Phase 1: Construction

Initially there would be movement of site preparation plant comprising 3-4 low-load articulated trucks at the outset of construction activity. The access, car-park and site would require approximately 5,600 tonnes of stone (i.e. 280 lorry loads) delivered during a period of 5 weeks plus a small number of deliveries by HGV of ancillary construction materials/plant and 5-10 personnel movements per day by car or van. In total, the above movements equate to an average of 1 vehicle movement every 45 minutes during the normal working day of 8.00am-5.00pm, Monday to Friday, & 8.00am-1.00pm on Saturdays.

Phase 2: Mobilisation of the Drill Rig and Drilling of the Exploration Well/s

Mobilisation

The following deliveries are for a typical drilling rig of which 3 or 4 may be assisted by a police escort, and would arise at the time of drill rig mobilisation.

Delivery Items – Rig Mobilisation	**Vehicles**
Derrick Trailer with draw-works and rotary table sub-structure and ramp Mud pumps	Up to 50 tonne HGVs (wide loads) – likely to be assisted by police escort
Matting boards, blow out preventers and manifold mud Mud tanks Light plant, accumulator and change house Water tank and doghouse Toolhouse and fuel tank Catwalk, junk rack, V doors and stairs Toolpush cabin Forklift and washroom building Cranes (for assembly)	16 - 27 tonne HGVs
Total HGV movements (in only)	**45 HGVs**

A number of additional deliveries would be required during mobilisation for ancillary services, and would be delivered during the anticipated 3-4 day rig mobilisation period.

Delivery Items – Ancillary Services	**Vehicles and Movements**

Mud logging cabin and equipment Drilling mud solids control equipment Operational control cabin Materials and chemicals Accommodation modules	16 - 27 tonne HGVs
Total movements (in only)	**10 HGVs**

The total number of deliveries (55) equates to 110 HGV movements (in and out) and these would occur over an anticipated period of 3-4 days when the drill rig would be mobilised.

Personnel would work 12 hour shifts with two shift changes per day using cars or vans for transport with the number of personnel movements (15) equating to a total of 30 LGV movements (in and out) per day during mobilisation.

Drilling

During the drilling phase, deliveries of equipment and removal of drilling mud and cuttings would generate 2-3 vehicles (4-6 trips) per day over the remaining drilling period. Personnel would continue to work in 12 hours shifts using cars or vans for transport with the number of personnel movements (15) equating to a total of 30 LGV movements (in and out) per day generated at 8.00am and 8.00pm at personnel shift changes.

Following the completion of the drilling work, the rig would be demobilised and removed from the site over a period of 3-4 days. Traffic movements would be the same as those during the mobilisation phase - 110 HGV movements.

Phase 3: Carrying out of a short-term test and evaluation programme

It is anticipated that testing would be carried out over a period of up to 6 months. It is anticipated that vehicle movements would comprise no more than 6 movements by tanker per week. In addition, it is expected that there would two car movements per day for personnel to visit the site.

Phase 4: Restoration

The restoration of the site would take place over a period of 6-10 weeks. Traffic movements are anticipated to be broadly similar to the construction phase as materials are removed from site. Movements may take place over a slightly longer period if adverse weather conditions prevent restoration and earth movements taking place. It is also possible that traffic movements could be significantly reduced compared to the construction period should the landowner wish to retain the stone on an adjoining part of the farm which does not involve access onto the public highway.

Appendix 10.4

Wisborough Green – West Sussex (RHDHV)

Collision report 01/06/2010 to 31/05/2013

Date produced

28 June 2013

Sussex Safer Roads

PARTNERSHIP

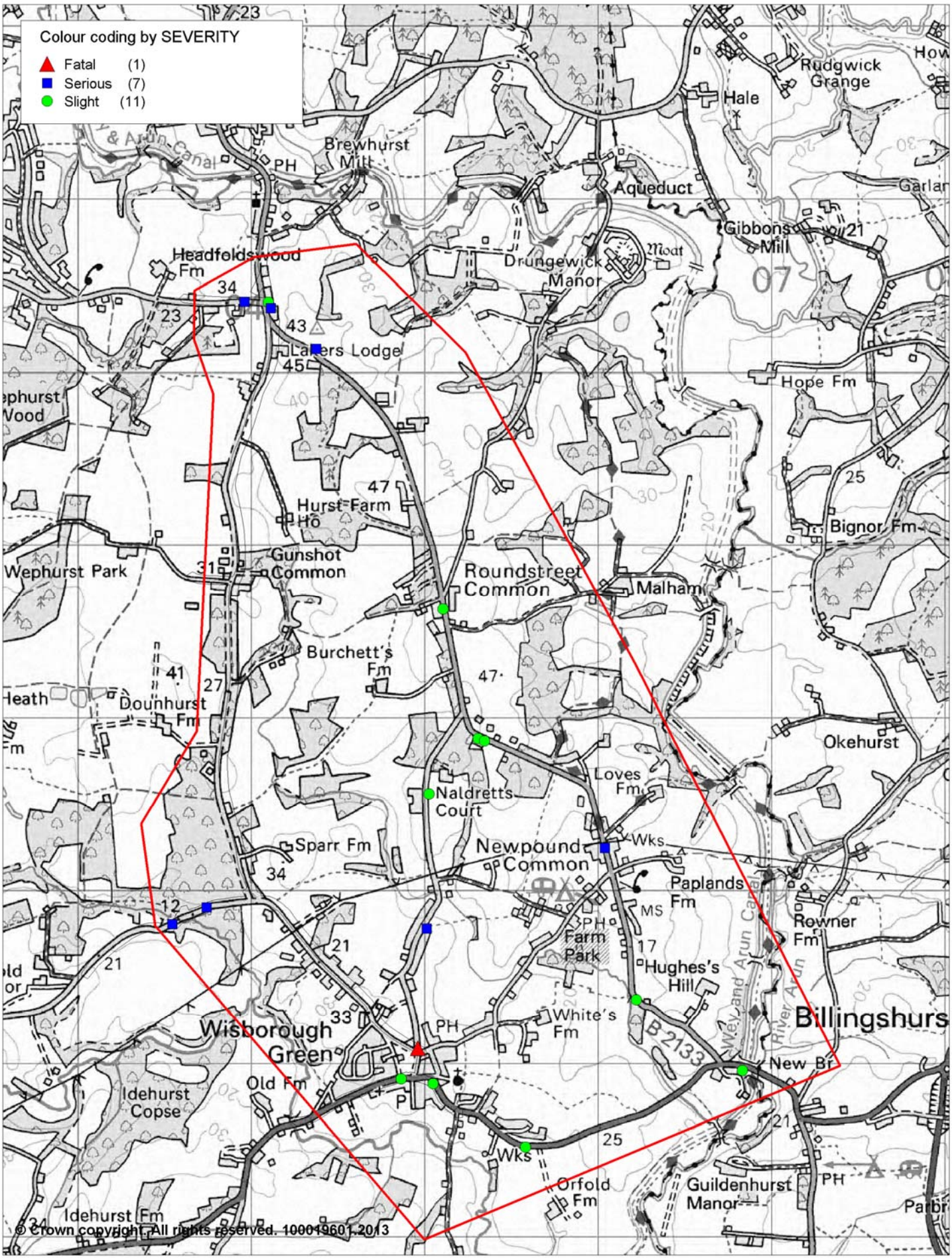
Safer Roads
Safer Communities
Sharing the Responsibility

Produced by Sussex Safer Roads Partnership on behalf of Sussex Police

Data regarding personal injury collisions is recorded by Sussex Police in accordance with the DfT Stats 19 requirements. The data is subsequently used by Sussex Safer Roads Partnership for monitoring and planning. While every effort is made to ensure that this data is accurate, it is subject to change should further information become available.
This data may not be fully validated and while every effort is made to ensure its accuracy any statistics provided may not match those published elsewhere. Sussex Safer Roads Partnership does not hold collision data either where there are no recorded casualties or the incident has not been reported to Sussex Police.

For further information:

web: www.sussexsaferroads.gov.uk
email: data@sussexsaferroads.gov.uk



Sussex Safer Roads PARTNERSHIP

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Wisborough Green - West Sussex
Collision Date
01/06/2010 - 31/05/2013

SCALE	1 : 29000
DATE	28/06/2013
DRAWING No.	
DRAWN BY	

Appendix 10.5

Road Safety Consulting Ltd

Road Safety Assessment

Proposed Temporary Haul Route

Wisborough Green, West Sussex

Date: 16th July 2013

Report produced for: Royal Haskoning UK Ltd

Report produced by: Malcolm Gandy
Road Safety Consulting Ltd

Reference: RSC/MG/KS/13017/Wisborough Green

Road Safety Consulting Ltd
The Gables
Church Lane
Yaxham
Dereham
Norfolk NR19 1RQ
Tel/Fax: 01362 695558

Directors:
Malcolm K Gandy
Hilary E Gandy
Company Reg. No. 5225549
Registered Office: Brickwall Dairy, Sible Hedingham, Halstead, Essex CO9 3RH

Document Control Sheet

Project Title

Proposed Temporary Haul Route

Wisborough Green, West Sussex

Report Title	Road Safety Assessment-Reference: RSC/MG/13017/Wisborough Green
Revision	
Status	FINAL
Control Date	25th July 2013

Record of Issue

Issue	Author	Date	Check	Date	Authorised	Date
Final	**MG**	25.07.13	**KS**	25.07.13	**HEG**	25.07.13

Distribution

Organisation	Contact	Copies
Royal Haskoning UK Ltd	**Kit Ko**	**1 +ecopy**

Contents

1 Introduction

1.1 This report results from a Road Safety Assessment carried out on a proposed temporary haul route for construction purposes in Wisborough Green, West Sussex at the request of Kit Ko of Royal Haskoning UK Ltd. The Assessment was carried out during July 2013.

1.2 The Assessment Team membership was as follows:

Malcolm Gandy, MCIHT, MSoRSA
Road Safety Consulting Ltd

Kevin Seymour, B Sc, PG Dip TS, MIHT, MSoRSA
Road Safety Consulting Ltd

1.3 The audit took place at the offices of Road Safety Consulting Ltd on 16th July 2013. The assessment was undertaken in accordance with the brief with information provided relating to the proposed usage of the route, including the types numbers and frequency of trips. The route was inspected on 15th July 2013. During the site visit the weather was fine and dry and traffic conditions were light.

1.4 The proposed route runs from the A272 northwards along Durbans Road, then left into Kindford Road over a total of approximately 1.3 miles.

2 ROUTE DESCRIPTION

The route commences from the priority junction with the A272 northward along Durbans Road for approximately 150m. Durbans Road is subject to a 30mph speed limit and, on entering from the A272, there are no signs indicating any prohibition or restriction relating to vehicle type, size or weight. There is a good width carriageway, with a long parking lay-by on the western side. There are large open green areas, mature trees and a footway on the western side along Durbans Road. There is a bus stop sign, but no buses were observed along the route during the site inspection.

At a crossroad junction, the route turns left into Kirdford Road, also subject to a 30 mph speed limit at this point. Kirdford Road also has a good width carriageway, with a large open green area, mature trees and a footway on the southwestern side. The footway is set back behind a wide verge. Along the northeastern side, there is grass verge and smaller trees. A children's playground is sited on the southwestern side and is enclosed within secure fencing.

Beyond this point, the character of the road becomes very rural with mature hedging and no footways. The 30 mph speed limit extends for a total of approximately 450m before changing to 40 mph. Along these sections there are private accesses and a small plant nursery. The 40 mph speed limit extends for approximately 600m and then changes to the National speed limit.

Kirdford Road, within the National speed limit, is entirely rural. There is high mature hedging bordering most of the road and, in places, the foliage of trees forms a canopy over the carriageway. At approximately 300m, there is a sharp left hand bend followed by a junction on the right (Skiff Lane). There are clear warning signs. Carriageway width is around 5.5 to 6m throughout, with one exception. Approximately 150m prior to the route terminal point, there is a pinch point of single width (3.1m) over a narrow bridge. There is a downhill gradient on both approaches to the bridge. The bridge is preceded by warning signs-Road Narrows (Diagram 516) and sub-plate 'Oncoming vehicles in the middle of the road' (Diagram 575).

There is then a slight uphill gradient to the site access. The access is located on the left hand side (southern) on this approach. The carriageway is approximately 6m wide.

It is understood that exiting vehicles will travel in the reverse direction along the same route. There is no system of street lighting along the entire route.

3 OBSERVATIONS AND RECOMMENDATIONS

The site inspection overlapped the 1700 to 1800 hrs peak period. Traffic levels along the route were observed to be light, consisting mainly of cars and vans but with some heavy goods vehicles, light goods vehicles and agricultural vehicles. It is understood that use of the haul route will take place over a period of up to 6 months, with use of large vehicles mainly during the early construction period and the terminal restoration periods.

Road collision data (Appendix 2) has been provided for the 60-month period 1st January 2008 to 31st December 2012, recording 4 collisions in different locations on the route.

Problem - Forward visibility is generally adequate along the route but there are some limitations due to the profuse growth of bordering greenery. Forward visibility is particularly affected on the westbound approach to the narrow bridge and, although the Narrow Road warning sign is correctly sited, it is inconspicuous in the vegetation. On the eastbound approach, the Narrow Road warning sign is hidden, partly by the vegetation and partly by the contrast between an open approach and the siting under tree canopy. On the bend near the junction with Skiff Lane, reflector posts are engulfed by greenery and forward visibility limited. The overgrowth and inconspicuous signs limit driver awareness of possible hazards they are approaching.

Recommended - Overgrown foliage along the route should be cut back, with particular attention to the bend near Skiff Hill and the approaches to the river bridge. The Road Narrows signs and sub-plates should be replaced with plates with yellow back plates to increase conspicuity. The Road Narrows sign on the eastbound approach should be positioned further westwards to be sited clear of the tree canopy.

Problem - Most carriageway markings along the route are worn away and barely visible. Poor line markings could result in drivers failing to keep to the correct side of the carriageway or leaving the carriageway.

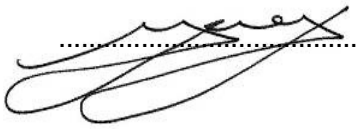
Recommended - Carriageway markings should be re-marked on both approaches to and over the bridge. Carriageway markings should be re-marked on both approaches to and around the bend near Skiff Hill.

Recommended - Abnormal loads, that is loads or vehicles that are larger than standard, should be escorted.

Recommended - It is recommended that the weight carrying capacity of the small bridge, adjacent to the site access, be checked with the highway authority.

4 CONCLUSIONS

It is concluded, taking into account existing traffic flows, additional flows and collision data, that the risk of collisions along the proposed haul route over the limited period, as proposed, will not increase more than marginally. The implementation of the recommendations in Paragraph 4 above would ameliorate the marginal increase.

Signed  ..... Malcolm Gandy, MCHT, MSoRSA

Date.....25th July 2013

Road Safety Consulting Ltd
The Gables
Church Lane
Yaxham
Dereham
Norfolk NR19 1RQ

Kevin Seymour, B Sc, PG Dip TS, MIHT, MSoRSA
Road Safety Consulting Ltd

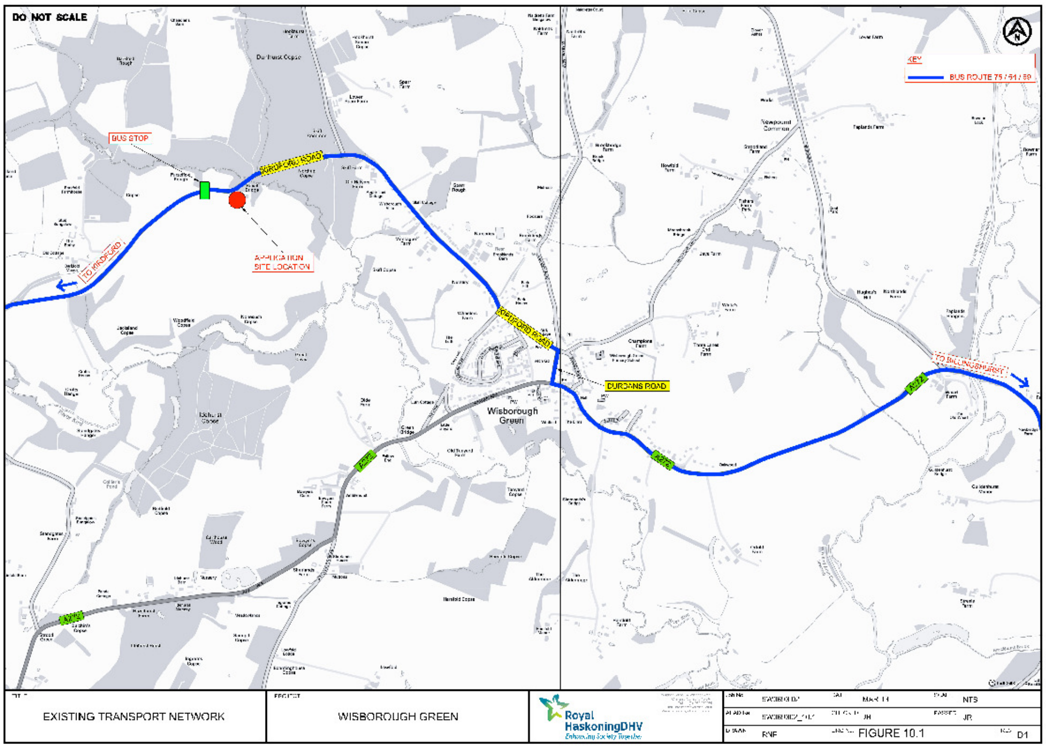
APPENDIX 1

Information provided

Drawing showing the construction route

Collision location data

APPENDIX 2


DO NOT SCALE
KEY
BUS STOP
APPLICATION SITE LOCATION
TO KIRDFORD
KIRDFORD ROAD
DURBANS ROAD
Wisborough Green
EXISTING TRANSPORT NETWORK
WISBOROUGH GREEN
Royal HaskoningDHV
FIGURE 10.1
NTS
D1

INTERMEDIATE ACCIDENT REPORT **Run on: 11/ 02/2013**

Details of Personal Injury Accidents for Period - 01/01/2008 to 31/12/2012 (60) months

Selection: **Notes:**

Selected using Pre-defined Query :

0809645	Friday 12/12/2008	U KIRDFORD ROAD 635M NORTH OF U CARTERS WAY	Veh 1	Car	Going ahead	S	to N	FSP	M	19	Slight
			Veh 1	Car	Going ahead	S	to N	FSP	M	19	Slight
U	1857hrs										
	Darkness: no street lighting										
E **504,309**	Wet/Damp										
N **126,728**	Fine without high winds										
	40 mph										

VEHICLE 1 TRAVELLING NORTH IN KIRDFORD ROAD, GOES ONTO NEARSIDE GRASS VERGE COLLIDES WITH HEDGE WHICH FLIPS CAR OVER ONTO ITS ROOF IN CARRIAGEWAY.

1005195	Saturday 07/08/2010	U KIRDFORD ROAD of U LOXWOOD ROAD PARK COTTAGE	Veh 2	Goods > 7.5t	Going ahead	W	to E				
			Veh 1	Car	Turning right	N	to W	FSP	M	18	Serious
U	1643hrs		Veh 1	Car	Turning right	N	to W	RSP	M	16	Serious
	Daylight:street lights present		Veh 1	Car	Turning right	N	to W	RSP	F	16	Fatal
E **504,961**	Wet/Damp		Veh 1	Car	Turning right	N	to W	Dri	F	18	Serious
N **126,090**	Unknown										
	30 mph										

V1 LOST CONTROL TURNING INTO KIRDFORD ROAD FROM LOXWOOD ROAD, V1 TRAVELLING SIDEWAYS COLLIDES WITH V2 NEARSIDE WITH V2'S FRONT. EXTENSIVE DAMAGE TO BOTH VEHICLES.

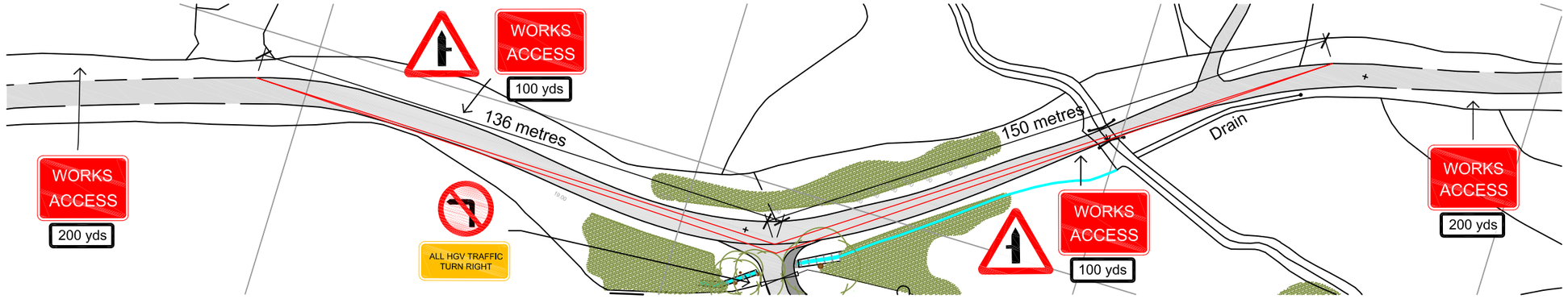
1105684	Tuesday 13/09/2011	C0 KIRDFORD ROAD 280m West of C0 SKIFF LANE	Veh 1	M/C > 500 cc	Going ahead RH bend	E	to W	Dri	M	45	Serious
C	1402hrs										
	Daylight: no street lighting										
E **503,741**	Wet/Damp										
N **126,903**	Fine without high winds										
	60 mph										

VEHICLE 1, MOTORCYCLE, NEGOTIATING RIGHT HAND BEND ON COUNTRY ROAD LOSES CONTROL AND SLIDES OFF OF ROAD ONTO GRASS VERGE.

1205510	Friday 19/10/2012	U KIRDFORD ROAD WISBOROUGH GREEN 435m West of SKIFF LANE	Veh 1	Car	Going ahead LH bend	W	to NE	Dri	M	37	Serious
U	1100hrs	outside NEARBY BOXHALL BRIDGE									
	Daylight: no street lighting										
E **503,542**	Wet/Damp										
N **126,809**	Raining without high winds										
	60 mph										

V1 WHILST NEGOTIATING LEFT HAND BEND. LOST CONTROL AND MADE CONTACT WITH A TREE TURNING VEHICLE OVER.

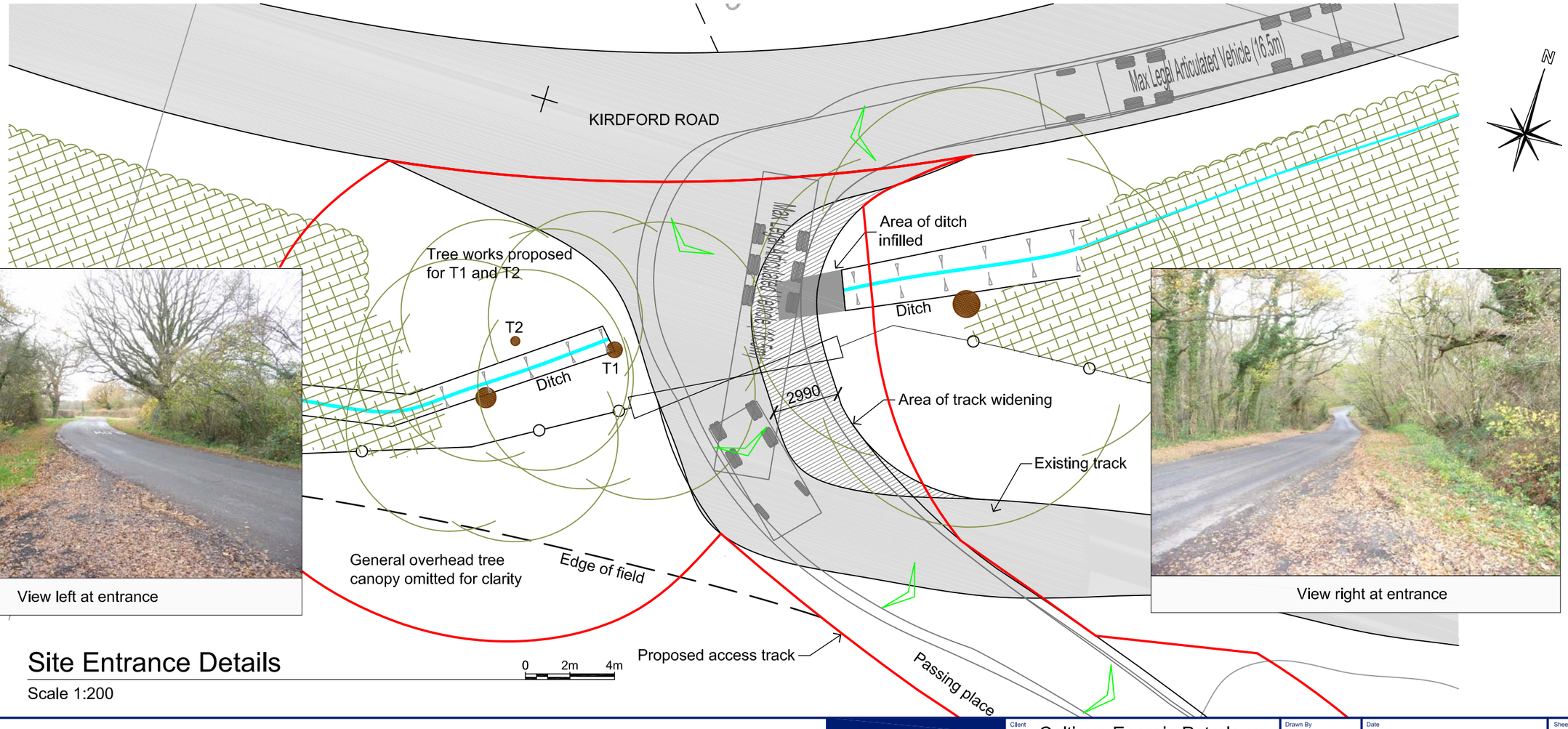
Appendix 10.6



Sightlines

Scale 1:1250

0 12.5m 25m



View left at entrance

View right at entrance

Site Entrance Details

Scale 1:200

0 2m 4m

R ELLIOTT ASSOCIATES LTD
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REA LIMITED
Dennett House
Brighton Road
Sway
Lymington
Hampshire
SO41 6EB

Client: Celtique Energie Petroleum Boxal Bridge Wisborough Green West Sussex	Drawn By: AJNE	Date: August 2013	Sheet Size: A3
Job Title: Wisborough Green-1	Drawing Title: Sightlines & Site Entrance Plan (1:1250, 1:200)		
	Drawing Number: 3582 P 18		Revision: C

Appendix 10.7

Road Safety Consulting Ltd

Road Safety Audit Stage 1

Kirdford Road, Wisborough Green

Site Access

Date: 16th July 2013

Report produced for: Royal Haskoning UK Ltd

Report produced by: Malcolm Gandy
Road Safety Consulting Ltd

Reference: RSC/MG/KS/13018/Wisborough Green

Road Safety Consulting Ltd
The Gables
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Tel/Fax: 01362 695558

Directors:
Malcolm K Gandy
Hilary E Gandy
Company Reg. No. 5225549
Registered Office: Brickwall Dairy, Sible Hedingham, Halstead, Essex CO9 3RH

Document Control Sheet

Project Title

Kirdford Road, Wisborough Green - Site Access

Report Title Road Safety Audit Stage 1

Reference: RSC/MG/KS/13018/Wisborough Green

Revision

Status FINAL

Control Date 25th July 2013

Record of Issue

Issue	Author	Date	Check	Date	Authorised	Date
Final	**MG**	25.07.03	**KS**	25.07.13	**HEG**	25.07.13

Distribution

Organisation	Contact	Copies
Haskoning UK Ltd	**Kit Ko**	**1+ecopy**

Contents

1 Introduction

1.1 This report results from a Stage 1 Road Safety Audit carried out on a proposed junction access in Kirdford Road, Wisborough, at the request of Kit Ko of Royal Haskoning UK Ltd. The Audit was carried out during July 2013.

1.2 The Audit Team membership was as follows:

Malcolm Gandy, MCIHT, MSoRSA
Road Safety Consulting Ltd

Kevin Seymour, B Sc, PG Dip TS, MIHT, MSoRSA
Road Safety Consulting Ltd

1.3 The audit took place at the offices of Road Safety Consulting Ltd on 16th July 2013. The audit was undertaken in accordance with the audit brief. The audit comprised an examination of the documents provided by Royal Haskoning UK Ltd, and listed in the Annex. These documents consisted of design drawings. A visit to the site was made on 15th July 2013. During the site visit the weather was fine and dry and traffic conditions were light.

1.4 The 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.

1.5 All comments and recommendations are referenced to the design drawings and the locations have been indicated on plans in Appendix 2.

1.6 The proposals involve the temporary upgrading and temporary use of an access junction in Kirdford Road, with turning movements restricted to left in and right out only.

2 ITEMS RAISED BY THIS STAGE 1 AUDIT

2.1. GENERAL

2.2.1 Problem

Location: At the site access

Summary: Conflict between large vehicles on entry and exit

There is some concern that large vehicles may arrive to enter the access at the same time as another is exiting. A large vehicle stopping unexpectedly mid-turn could result in rear end shunt type collisions.

RECOMMENDATION

It should be ensured that the arrival and departure of large vehicles at the access do not coincide.

2.2.2 PROBLEM

Location: At the site access

Summary: Detritus on the carriageway

Large vehicles leaving a site can carry mud and other detritus onto the carriageway. This could result in single vehicle loss-of-control type collisions. Riders of two-wheeled vehicles are particularly vulnerable.

RECOMMENDATION

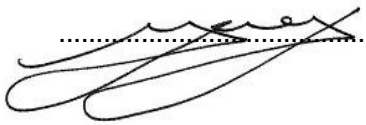
The entry area and an appropriate length of the access road should be hard surfaced. It may also be necessary to provide on-site wheel cleaning.

End of Safety Comments

3 Auditor Team Statement

I certify that this audit has been carried out in accordance with HD 19/03.

Audit Team Leader
Malcolm Gandy, MCHT, MSoRSA
Road Safety Consulting Ltd

Signed  .....25th July 2013

Road Safety Consulting Ltd
The Gables
Church Lane
Yaxham
Dereham
Norfolk NR19 1RQ

Audit Team Member

Kevin Seymour, B Sc, PG Dip TS, MIHT, MSoRSA
Road Safety Consulting Ltd

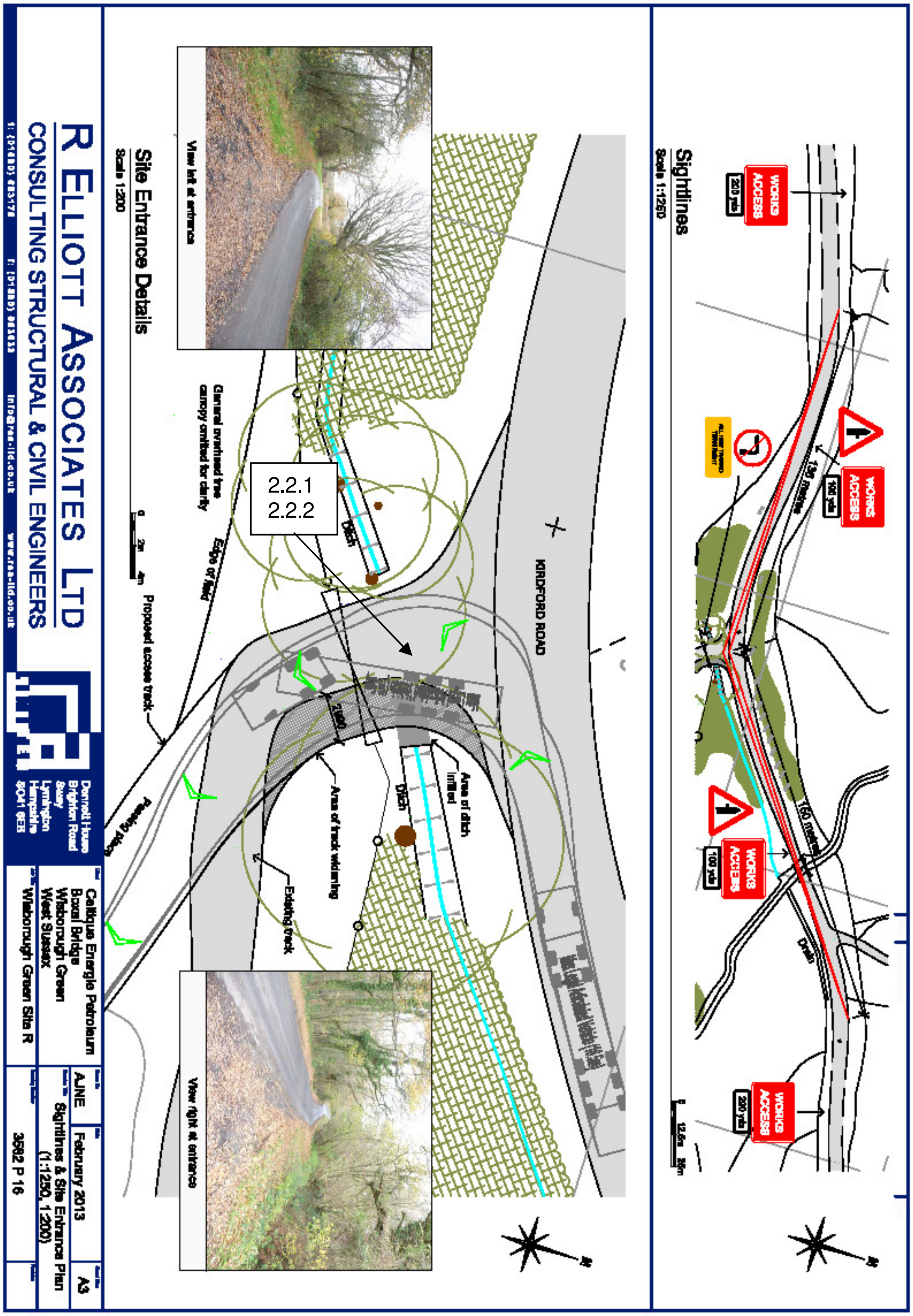
APPENDIX 1

List of Drawings

Drawing No. 3582 P 16 Rev 0

APPENDIX 2
Drawings showing Problem Locations

Problem numbers shown on the attached drawing refer to Problem numbers within the report.


2.2.1
2.2.2
R ELLIOTT ASSOCIATES LTD
CONSULTING STRUCTURAL & CIVIL ENGINEERS
Site Entrance Details
Scale 1:200
Sightlines
Scale 1:1250
KIRDFORD ROAD
View left at entrance
View right at entrance
General overhead tree canopy omitted for clarity
Edge of field
Proposed access track
Area of ditch infilled
Area of track widening
Existing track
Ditch
WORKS ACCESS
210 yds
100 yds
200 yds
135 metres
160 metres
Celtique Energie Petroleum
Boxall Bridge
Wisborough Green
West Sussex
Wisborough Green Site R
AJNE
February 2013
A3
Sightlines & Site Entrance Plan
(1:1250, 1:200)
3562 P 16