



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

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Appendix 2 Plan of Temporary Haul Route

Collision Data



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.

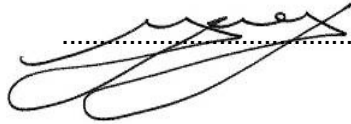
Recommended - Abnormal loads, that is loads or vehicles that are larger than standard, should be escorted.

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

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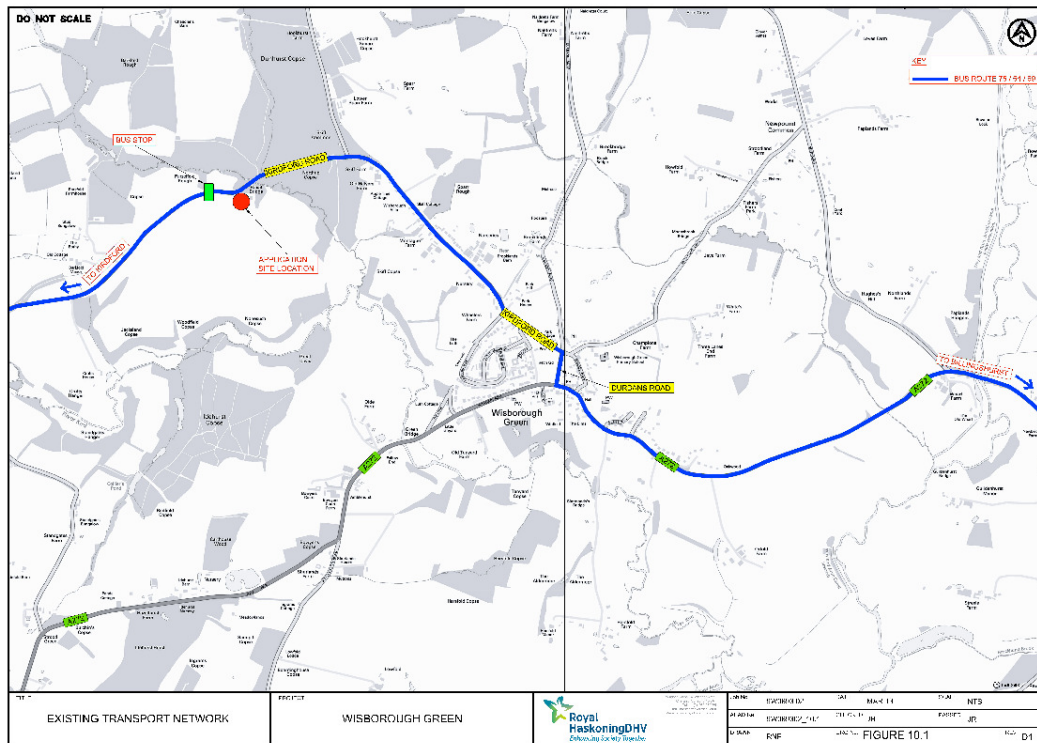
APPENDIX 1

Information provided

Drawing showing the construction route

Collision location data

APPENDIX 2



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:

Selected using Pre-defined Query :

Notes:

0809645	Friday	U KIRDFORD ROAD 635M NORTH OF	Veh 1	Car	Going ahead	S	to N	FSP	M	19	Slight
	12/12/2008	U CARTERS WAY	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	U KIRDFORD ROAD of U LOXWOOD	Veh 2	Goods > 7.5t	Going ahead	W	to E				
	07/08/2010	ROAD PARK COTTAGE	Veh 1	Car	Turning right	N	to W	FSP	M	18	Serious
U	1643hrs	Daylight: street lights present	Veh 1	Car	Turning right	N	to W	RSP	M	16	Serious
E	504,961	Wet/Damp	Veh 1	Car	Turning right	N	to W	RSP	F	16	Fatal
N	126,090	Unknown	Veh 1	Car	Turning right	N	to W	Dri	F	18	Serious
		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	C0 KIRDFORD ROAD 280m West of C0	Veh 1	M/C > 500 cc	Going ahead RH bend	E	to W	Dri	M	45	Serious
	13/09/2011	SKIFF LANE									
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	U KIRDFORD ROAD WISBOROUGH	Veh 1	Car	Going ahead LH bend	W	to NE	Dri	M	37	Serious
	19/10/2012	GREEN 435m West of SKIFF LANE									
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.
