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For the Attention of Matthew Strong

Date: 5th April 2023

Dear Matthew

WA/2022/01887 Land at Scotland Park, Midhurst Road, Haslemere

Vision Transport Planning is appointed by, and is acting on behalf of, Redwood (Southwest) Limited in respect to the development of land at Scotland Park, Midhurst Road, Haslemere (the site).

Further to our ongoing discussions and the completion of the Surrey County Council led Stage 1 Road Safety Audit, this letter presents our formal response (Designer's Response) to the Road Safety Audit (RSA) and provides confirmation on the remaining highway matters, including confirmation of the Applicant's willingness to agree to the financial contributions that have been requested by the Highway Authority.

Stage 1 Road Safety Audit

The Highway Authority requested that *"A SCC led RSA Stage 1 should be carried out for the speed calming measures, the proposed site access and the Midhurst Road/Scotland Lane junction."* Further to this request a formal RSA submission was subsequently made to SCC, which included an RSA brief, package of plans and ATC survey data.

Further to the submission of documents for a Stage 1 RSA, a copy of SCC's Stage 1 RSA (dated February 2023) was received on the 27th February 2023. Further to a review of the RSA and our meeting with the Safety Auditor on the 13th March 2023, Vision Transport Planning has prepared a formal Designer's Response to the recommendations raised within the Stage 1 RSA. I have attached, at **Appendix A**, an updated copy of the RSA for your records, which includes the Designer's Response (Appendix D of the RSA).

Further to the RSA the relevant highway plans have been subject to amendments to take into account the recommendations that are set out within the Stage 1 RSA. The changes that have been incorporated are minor in planning terms and do not result in material changes to the key access principles. The changes incorporate further improvement to the pedestrian infrastructure (as requested), improvements to the site access design (incorporating traffic islands and alterations to kerb radii) and further detailed changes to signage, road markings and clearance of vegetation (that has been referenced on the relevant plans but will be included within the detailed design work that will be subject to technical approval through the Section 278 Agreement process).

The changes required to address the RSA recommendations are reflected on the revised plans (Drawings 17054-002 Rev E, 17054-004 Rev C and 17054-024 Rev C (8 sheets)) that are attached as **Appendix B** of this letter. In summary, the key changes to the highway plans are as follows (broadly listed in order they were raised within the RSA):

- Existing 40 mph speed limit now retained. Confirmation provided that the junction design (tapers and geometry etc.) is compliant with guidance having regard to the retained speed limit. Alterations to speed limit signs removed/adjusted as appropriate [Refer to Drawing 17054-024 Rev C].
- An additional length of footway is provided on the eastern side of A286 Midhurst Road, from Footpath FP37 to the existing eastern footway provision (to the south) on the eastern side of the A286 by its junction with Bell Road (N) [Refer to Drawing 17054-024 Rev C].
- The proposed uncontrolled pedestrian crossing point immediately adjacent to Dene Meadow has been repositioned to a point midway between Dene Meadow and the A286 j/w Bell Road (N) [Refer to Drawing 17054-024 Rev C].
- The double white line centreline system has been reinstated and adjusted as appropriate to accommodate the new site access and road markings [Refer to Drawings 17054-002 Rev E and 17054-024 Rev C].
- Traffic islands have been added to hatching that forms the ghosted right turn facility. Central hatching adjusted. [Refer to Drawings 17054-002 Rev E and 17054-024 Rev C].
- A reduction in kerb radii, for the site access, from 15 metres to 10 metres (to provide greater control of vehicular speeds on entry into the site access). [Refer to Drawings 17054-002 Rev E and 17054-024 Rev C].
- Hazard marker posts are proposed on the western verge (opposite site access) to improve delineation of the alignment of the carriageway [Refer to Drawing 17054-024 Rev C].
- Additional footway provided at junction of Scotland Lane and Midhurst Road (to accommodate pedestrian desire lane to right of way). 'Spiked' guard-railing removed or adjusted in accordance with SCC's requirements [Refer to Drawing 17054-004 Rev C].
- Alterations/improvements to the rights of way network, including the removal of the steps from footpath 597 (secured thorough S106 financial contribution).

Additionally, the requests for alterations to road signing (provision of warning signs), road markings and removal of vegetation have been taking into account and relevant notes have been added to the highway drawings (attached as [Appendix B](#)) to reflect this, whilst some of these aspects will naturally fall under the detailed design work that will be subject to a Stage 2 RSA and S278 Agreement.

Further to the amendments, and as requested within the Stage 1 RSA, further swept path analysis has been prepared to re-test access for refuse vehicles, to/from the site access (taking into account the minor alterations to geometry following the RSA). Swept path analysis is presented as Drawing 17054-26 Rev C (attached as [Appendix C](#)).

We can confirm that the alterations that have now been incorporated do not affect the conclusions set out within our original Transport Assessment or in respect to the original ES transport conclusions.

Financial Contributions

Further to the Highway Authority's formal response (dated 21st October 2022) and our on-going discussions (including site meeting with your rights of way officer), we understand that the Highway Authority is seeking the following contributions that are to be secured by way of a Section 106 agreement.

Rights of Way: A contribution of £32,600. This would go towards the upgrade of Footpath 597 to a Bridleway and to facilitate the removal of the wooden steps where Footpath 597 currently joins Footpath 37. The existing wooden steps would be removed and a sloped area would be created between the two rights of way utilising land adjacent to the existing access to the substation (i.e., utilising land that is currently within the ownership of the applicant).

Passenger Transport: - A contribution of an index linked sum of £100,000 per year, for 5 years, towards passenger transport, payable following the 25th occupation of the site.

I can confirm that the Applicant is willing to agree to the contributions that have been set out above (subject to the necessary Section 106 tests). In respect to the rights of way contribution the applicant is willing to accommodate rights of access (public rights of way) over the land required to facilitate the removal of the wooden steps and the provision of the sloped area to connect the two rights of way (within land that is within the ownership of the applicant). Existing rights of access (over the vehicular access that provides access to the sub-station) would need to be retained.

The Applicant is also willing to agree to fund the relocation of the public footpath sign (at a location to be agreed) at the junction of Scotland Land/Midhurst Road to make this sign more visible to users of the right of way along with the adjustment/removal of the 'spiked' railings (as raised within the RSA). This minor work can be included within the wider Section 278 Highway Works (secured either by planning condition or through an appropriate Section 106 Obligation).

On the above basis we understand that the principle of contributions can now be agreed and secured by an appropriate planning condition and/or legal agreement.

Other matters

An amended site layout master plan was submitted to the Local Planning Authority (submitted on the 28th February 2023). The amended site layout plan includes the provision of a footway/cycleway link through the site, (to link up to the Scotland Park Phase 1 site), in accordance with the stated requirements of the Highway Authority.

Conclusion/Summary

It is concluded that all technical aspects that have been raised by the Highway Authority have been accommodated within the revised application plans and the highway plans that are included with the appendices to this letter. Following a detailed technical review the highway plans have been subject to various minor amendments to enhance the safe operation of the site access. The alterations are considered minor in planning terms.

Furthermore, confirmation has been provided of the Applicant's willingness to agree to the financial contributions and off-site highway and rights of way works that have been requested by the Highway Authority.

The highway plans (Drawings 17054-002 Rev E, 17054-004 Rev C and 17054-024 Rev C) that are attached as **Appendix B** of this letter set out the principles of the highway works. These works can be secured through appropriate planning condition and/or Section 106 agreement and implemented under a Section 278 Agreement (Highways Act). The Section 278 Agreement will naturally require detailed design work to be progressed (based on the plans provided for agreement at this planning stage) and submitted for technical approval (and this will include precise location of signs, for example) etc. All aspects raised within the Stage 1 RSA have been noted within the highway drawings (now provided) and the Designer's Response. As such, the details now provided enable matters relating to highways and transport to be formally agreed and secured through appropriate planning conditions and the Section 106 Agreement.

Given the above, we trust that the Highway Authority is now in a position to formally respond to the Local Planning Authority with a recommendation setting out appropriate conditions and S106 obligations.

Yours sincerely

A handwritten signature in black ink, appearing to be 'SP', followed by a long horizontal line.

Steve Parsons
Director

Appendix A



**A286 MIDHURST ROAD
(NEAR D5524 SCOTLAND LANE)
HASLEMERE
PROPOSED GHOSTED RIGHT TURN LANE
JUNCTION AND SPEED MANAGEMENT
MEASURES**

**ROAD SAFETY AUDIT
STAGE 1**


February 2023


Our Ref:

51160K07

Client Ref:

Project Details	
Document Number:	51160K07/DOC/01
Project Title:	A286 MIDHURST ROAD (NEAR D5524 SCOTLAND LANE) HASLEMERE PROPOSED GHOSTED RIGHT TURN LANE JUNCTION AND SPEED MANAGEMENT MEASURES
Document Title:	STAGE 1 ROAD SAFETY AUDIT
Client Reference:	
Date:	27 FEBRUARY 2023
Issue:	One

Prepared By	Signed
Gregg Holland	

Authorised By	Signed
Matt Smith	

Distribution: This Road Safety Audit has been sent to the following contacts:

Contact	Organisation
Matt Strong	Surrey County Council

INTRODUCTION

This report results from a Stage 1 Road Safety Audit carried out on A286 Midhurst Road (near D5524 Scotland Lane), Haslemere; proposed new ghost island junction and speed management, at the request of the Overseeing Organisation: Surrey County Council, Transportation Development Planning, Quadrant Court, 35 Guildford Road, Woking, GU22 7QQ, following receipt of a Road Safety Audit brief submitted by Vision Transport Planning, the Design Organisation, approved by Matt Strong of TDP, SCC.

The Audit was carried out during February 2023.

The Audit Team Membership was as follows:-

M C Smith	BSc (Hons), MCIHT, MSoRSA (Certificate of Competency in Road Safety Audit, Dec 2014) Surrey County Council Environment, Transport and Infrastructure Strategic Transport Group, Quadrant Court, 35 Guildford Road, Woking, GU22 7QQ.
G Holland	FIHE, FSoRSA, AMRSGB, RegRSA [IHE] Certificate of Competency in Road Safety Audit, Apr 2016 Independent Road Safety Auditor, on behalf of: Surrey County Council Environment, Transport and Infrastructure Strategic Transport Group, Quadrant Court, 35 Guildford Road, Woking, GU22 7QQ.
S Telling	Surrey County Council Environment, Transport and Infrastructure Strategic Transport Group, Quadrant Court, 35 Guildford Road, Woking, GU22 7QQ.

The Audit took place between 25 November 2022 and 27 February 2023. The Audit comprised an examination of the documents submitted and listed in Appendix A. A visit to the site was also made by the RSA team members together on Monday 20 February 2023 between 10:00hrs and 11:45hrs. During the site visit the weather was overcast with misty rain but clear visibility; the road surface was wet. Traffic conditions were free-flowing, inter-peak. No significant pedestrian or cyclist numbers or movements were recorded.

The terms of reference of the audit are as described in GG 119 Rev.2. 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. This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Collision Investigation, Road Safety Engineering and Road Safety Audits.

The scheme has been examined and this report compiled only regarding the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or criteria.

However, to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

The Audit Team have not been informed of any Departures from Standard for the scheme.

Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG 119, and in no way, imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

ITEMS RAISED AT PREVIOUS ROAD SAFETY AUDITS

The road safety aspects of two options for a new ghosted right turn lane junction on A286 Midhurst Road were the subject of a Stage 1 RSA undertaken in the early planning stage by Gateway TSP, completed on 1 February 2018. A Designer's Response report referring to the issues raised by that RSA was completed on 6 February 2018. The terms of reference for that Stage 1 RSA (HD19/15) did not include a requirement to complete a full Decision Log. The current scheme includes a similar ghosted right turn junction (based on the original Option 2) but extends the scope of the RSA to include associated proposals for a reduction of speed limit and the introduction of speed management measures. For completeness, the items raised by the Stage 1 RSA relating to the earlier version of Option 2 are tabulated in Appendix B of this report, together with a statement on their relevance and status regarding the current design proposals.

ITEMS RAISED FROM THIS (STAGE 2) AUDIT

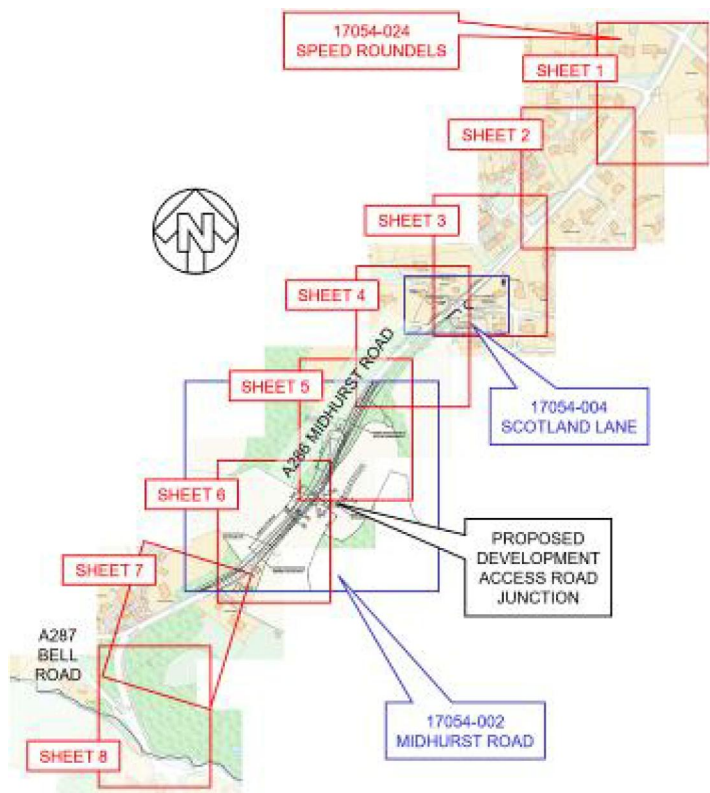
The highway works proposals, as outlined in the RSA Brief and Traffic Assessment documents provided, comprise:

- A new ghosted right turn lane junction [on A286 Midhurst Road] (to serve the development);
- Reduced (30mph) speed limit [from 40mph]. - Implementation of a 30 mph speed limit scheme within Midhurst Road, between the existing 30 mph speed limit (to the south of the junction of Hollyridge) and the Surrey/West Sussex County boundary (to the south of the Site);
- Associated traffic calming measures, road markings and signing. - Provision of low key traffic calming features within Midhurst Road to enforce the 30 mph speed limit. Traffic calming features to include coloured surfacing, 30 mph roundels, 'Slow' road markings and speed limit signage;
- Minor footway improvements and informal crossing point within Midhurst Road (to the south of Footpath 37);
- Provision of dropped kerbs and tactile paving either side of Hollyridge (at the junction of Hollyridge and Midhurst Road);
- Realignment of dropped kerbs and provision of tactile paving either side of Courts Hill Road (at the junction of Courts Hill Road and Midhurst Road);
- Cutting back of soil/vegetation on the west side of Midhurst Road to reinstate the full footway width on the western side of Midhurst Road, and;
- Minor diversion to Footpath 597 (to accommodate Site access).

The design proposals provided also include outline designs for footway improvements at the Midhurst Road/Scotland Lane junction.

The purpose of the scheme is to facilitate access to a development site for the provision of up to 130 dwellings.

The locations of the issues raised below are indicated on plan extracts at Appendix C and are cross-referenced using the Problem paragraph identifiers (1.1 to 1.12), followed by any additional images and photographs used to illustrate the issues, similarly cross-referenced.



1.1 PROBLEM (Location: Appendix C/General to the scheme & Dwg. Nos. 17054.024 Rev A & 17054.002 Rev C)

Summary: Risk of turning movement collisions and loss of control incidents, due to excessive speed.

The ATC data provided, for the four sites along A286 Midhurst Road recorded in November 2022, shows mean speeds above 35mph at each location. National guidance, and as interpreted for County roads, indicates that from these current levels of recorded speed, the proposal to reduce the speed limit from 40mph to 30mph by what amounts to a “signs alone” scheme would not achieve adherence to the lower speed limit. Also, the proposed “edge of carriageway markings provided to visually narrow the carriageway and provide a degree of traffic calming” is unlikely to reduce vehicle speeds at all. If the basis of the proposed junction design is reliant on compliance with the 30mph speed limit (i.e. based on a 50kph design speed, as stated in the RSA Brief), then there would be an increased risk of turning movement collisions and loss of control incidents as a result of excessive speed.

RECOMMENDATION

It is recommended that:

the design speed and junction design is established on the basis of recorded speeds, and;

further supporting engineering measures which are not “signs alone” are incorporated into the scheme to ensure that speeds along the A286 Midhurst Road would comply with a 30mph speed limit.

1.2 PROBLEM (Location: Appendix C-2 & Photo/Image 1.2, Dwg. No. 17054.024 Rev A, Sheet 8)

Summary: Risk of turning movement collisions, due to sign clutter and diminished perception of junction layout.

The proposed introduction of the 30mph speed limit from the Surrey county boundary, at the southern end of the scheme, coincides with an ADS depicting the A286 Midhurst Road/A287 Bell Road junction. The general location indicated for the proposed additional signage and road markings is shaded by trees, encroaching to the carriageway edge on the western side of the A286. With ADS, county boundary and other signs present, the visual impact of the entry to the 30mph area would be diminished. The additional signing may also detract from a driver’s perception of the A286/A287 junction layout on the northbound approach. These aspects would increase the risk of turning movement collisions at the nearby junction.

RECOMMENDATION

It is recommended that:

the existing ADS and the proposed 30mph terminal signs are positioned to be clear and distinct on northbound approach to the A286 Midhurst Road/A287 Bell Road junction;

the county boundary and any non-essential direction signs are moved or removed, to reduce sign clutter;

trees and vegetation shading the area proposed for the 30/40mph interface are cut back/removed to highlight signage and open up the view between the A286 Midhurst Road and A287 Bell Road junction approaches.

1.3 PROBLEM (Location: Appendix C-2, Dwg. No. 17054.024 Rev A, Sheet 8)

Summary: Risk of vehicle/pedestrian conflicts, due to signs obstructing footway.

The existing footway on the eastern side of A286 Midhurst Road, between the two links connecting to/from Bell Road, is narrow and flanked by vergeside shrubbery. The proposed location for back-to-back 30mph repeater sign at this point would not be seen by southbound A286 drivers due to the horizontal carriageway alignment and the sign post may cause further obstruction to the footway. Pedestrians stepping into the carriageway to avoid the overgrown and/or obstructed footway would increase the risk of vehicle/pedestrian conflicts.

RECOMMENDATION

It is recommended that:

the footway is cleared of verge overgrowth and trees are cut back to improve southbound driver visibility through the A286 bend, and;

the proposed 30mph repeater signs for the eastern side of the A286 are removed from the design proposals.

1.4 PROBLEM (Location: Appendix C-2 & Photo/Image 1.4), Dwg. No. 17054.024 Rev A, Sheet 7)

Summary: Risk of loss of control incidents or head-on collisions, due to excessive speed on narrow road link at junction.

The proposals indicate the removal of the existing 30/40mph interface signs at the junction of the northern arm of Bell Road and the A286 Midhurst Road. Drivers leaving the A286 at this point may assume they are leaving the 30mph area; excessive speed would increase the risk of loss of control incidents or head-on collisions on narrow link at junction.

RECOMMENDATION

It is recommended that the sign post on the southern side of Bell Road (N) at its junction with A286 Midhurst Road (currently displaying 30/40mph interface signs) is retained and utilised to mount back-to-back 30mph repeater signs.

1.5 PROBLEM (Location: Appendix C-2 & Photo/Images 1.5-1 & 1.5-2, Dwg. No. 17054.024 Rev A, Sheets 7 & 8)

Summary: Risk of vehicle/pedestrian conflicts, due to lack of connectivity in footway provision.

The proposals include the provision of a short length of footway on the eastern side of A286 Midhurst Road just to the north of the access to Dene Meadows. This is shown to include tactile paving for an uncontrolled pedestrian crossing facility across the A286; inter-visibility to/from the north for pedestrians on the eastern side of the A286 is restricted by vertical and horizontal alignment. The existing footway on the western side of the road only extends as far as the Bell Road (N) junction to the south; there is no footway on the eastern side of the A286 over this length. This would result in pedestrians having to cross the road twice to follow a route between Dene Meadows (and the PRoWs FP597 and FP37) and points to the south. An existing uncontrolled pedestrian crossing facility across the A286 adjacent to the Bell Road (S) junction has poor visibility to the right for pedestrians crossing from east to west. The general poor provision for pedestrians would increase the risk of vehicle/pedestrian conflicts.

RECOMMENDATION

It is recommended that:

an additional length of footway is provided on the eastern side of A286 Midhurst Road, connecting Dene Meadows (and the adjacent PRoWs FP597 and FP37) to the existing eastern footway at the A286 j/w Bell Road (N) link; i.e. a new footway length of approximately 85m;

the proposed uncontrolled pedestrian crossing point immediately adjacent to Dene Meadow is removed from the proposals and replaced by a crossing point midway between Dene Meadow and the A286 j/w Bell Road (N) link;

vergeside trees and shrubbery on the eastern side of the A286 are cut back/removed to expose improved visibility for the existing pedestrian crossing route immediately to the north of the A286 j/w Bell Road (S) link;

existing road markings associated with the current double white line centreline system are reinstated or adjusted as appropriate to new road marking installations;

the positioning of existing SLOW markings is taken into account in developing the new road marking proposals and the sequence of markings is rationalised to avoid over-use, and;

existing sign posts are utilised wherever possible for the mounting of 30mph repeater signs, to maximise the available footway width.

1.6 PROBLEM (Location: Appendix C-1 & Photo/Image 1.6, Dwg. Nos. 17054.024 Rev A, Sheet 6 & 17054.002 Rev C)

Summary: Risk of rear-end shunt and front-to-side impact type collisions, due to slow moving vehicles entering and exiting

proposed junction.

The layout of the proposed ghosted right turn lane junction is based on the absolute minimum taper lengths appropriate to 85th percentile speeds of up to 30mph (1:20). Further to the issue raised at Item 1.1 above, recorded 85th percentile speeds from the ATC data provided are all in excess of 40mph. Given the curved alignment of the A286 in the vicinity of the proposed junction, short taper lengths would result in abrupt steering adjustments that create an increased risk of rear-end shunt type collisions between vehicles entering the right turning lane and passing traffic. The curved alignment also results in trees and shrubbery on the west side of the A286 obscuring the forward view for northbound drivers, potentially increasing the risk of front-to-side impact collisions as vehicles exit the proposed side road junction. It was noted that an existing junction ahead warning sign, relating to the northbound approach to the Scotland Lane/A286 Midhurst Road junction, was lying demolished on the western verge and that there is a significant downslope in the embankment on that side of the A286.

RECOMMENDATION

It is recommended that:

the taper lengths and overall junction layout is appropriate to achievable 85th percentile speeds;

traffic islands equipped with appropriate signage are provided within the central hatched areas on the junction approaches;

trees and shrubbery on the west side of the A286 is cleared to improve forward visibility through the junction;

the advance warning sign (currently demolished) relating to the northbound approach to the Scotland Lane junction is re-sited and erected a suitable distance from that junction, so as not to be confused with the new junction location, and;

hazard marker posts are provided in the western verge to improve delineation of the curve and aid the perception of northbound vehicle approach speeds for drivers exiting the development access road.

1.7 PROBLEM (Location: Appendix C-1 & Photo/Images 1.7-1 & 1.7-2, Dwg. Nos. 17054.024 Rev A, Sheets 4 & 5, & 17054.002 Rev C)

Summary: Risk of head-on and front-to-side impact type collisions, due to lack of driver perception of junction layout.

The horizontal and vertical alignment of the A286 Midhurst Road to the north of the proposed development access junction location warrants a double white line centre line on account of reduced visibility. This double white line system was extended northwards within the last 18 months, encompassing a crest, to end at a location that is more or less coincident with the proposed SLOW markings some 130m south of the Scotland Lane junction. The hatched ghosted island markings proposed for the development access junction are shown to be flanked by a dashed white line system and

the right turn lane extends beyond the optimal turning point. These aspects may result in attempted overtaking manoeuvres overriding the hatched area, especially by motorcyclists, and an increased risk of head-on and front-to-side impact collisions.

RECOMMENDATION

It is recommended that:

the forward visibility aspects in relation to horizontal and vertical alignment, visibility splays and driver perception of the junction layout on the southbound approach are verified, adding detail of proposals for verge-side and embankment clearance;

the white line system outlining the hatched area and turning length of the ghosted right turn lane junction is appropriate to the horizontal and vertical alignment aspects of the southbound approach to the proposed junction;

advance warning signs for the proposed side road junction are provided for both approach directions, and;

an advance warning sign depicting double bends ahead is provided facing southbound drivers at a suitable location prior to the start of the double white line system on the approach to the proposed junction.

1.8 PROBLEM (Location: Appendix C-1 & Photo 1.8, Dwg. No. 17054.024 Rev A, Sheet 3)

Summary: Risk of incidents resulting from excessive speed, due to confusion of speed limits.

The proposals do not indicate the necessary amendments to existing speed limit signing at the Scotland Lane junction with A286 Midhurst Road. This may result in excessive speeds on Midhurst Road and increase the risk of speed related incidents.

RECOMMENDATION

It is recommended that detail is added to the proposals to include all corresponding amendments to speed limit signing.

1.9 PROBLEM (Location: Appendix C-1 & Photo/Image 1.9, Dwg. No. 17054.024 Rev A, Sheet 3)

Summary: Risk of pedestrian trips and falls, due to footway routes not meeting apparent desire lines.

The proposed footway on the southern side of Scotland Lane at its junction with A286 Midhurst Road does not follow an apparent pedestrian desire line that crosses the verge area at an angle. There is a spike railing at the point where new footway would connect with the existing FP 597 route; the railing is at the foot of a downhill slope which could be slippery in wet weather. If footway provision does not meet desire lines there would be a risk of pedestrian trips/slips and falls due to uneven or slippery ground; the spiked railing presents a further hazard.

RECOMMENDATION

It is recommended that additional footway areas take into account apparent pedestrian desire lines and appropriate fencing is provided to protect against adjacent hazards.

1.10 PROBLEM (Location: Appendix C-2 & Photo 1.10, Dwg. No. 17054.024 Rev A, Sheet 3)

Summary: Risk of incidents resulting from excessive speed, due to confusion of speed limits.

There is an existing VAS facing southbound A286 Midhurst Road traffic adjacent to the junction with Medowlands Drive and warning of the approach to the "Side Road Ahead" at Scotland Lane. The sign would currently be calibrated to the existing 40mph speed limit. Speeds in excess of the proposed 30mph limit would increase the severity risks of incidents at the Scotland Lane junction and beyond.

RECOMMENDATION

It is recommended that the existing VAS is retained and re-calibrated to the proposed 30mph speed limit.

1.11 PROBLEM (Location: Appendix C-1 & Image 1.11, Dwg. No. 17054.002 Rev C)

Summary: Risk of vehicle/pedestrian conflicts, due to lack of pedestrian crossing provision at proposed side road junction.

No provision of footway and pedestrian crossing facilities is indicated at the proposed ghosted right turn lane junction providing development access to/from the A286 Midhurst Road. An established footpath route (FP 597) follows a route parallel to the east side of the A286, currently set behind roadside trees and shrubbery. It is likely use of the footpath would increase with the occupation of the development. Lack of pedestrian facilities to connect to the footpath and lack of crossing facilities at the junction would increase the risk of vehicle/pedestrian conflicts. It is noted that FP 597 connects via steps at its southern end, joining FP 37 which provides access to the proposed paved footway area alongside the A286, near Dene Meadows.

RECOMMENDATION

It is recommended that:

pedestrian footway and crossing facilities are included in the side road junction design proposals, and;

the wider connectivity aspects of pedestrian routes to and from the proposed development are confirmed and provided, removing obstacles to accessibility (e.g. steps) where necessary.

1.12 PROBLEM (Location: Appendix C-1, Dwg. No. 17054.002 Rev C)

Summary: Risk of fast entry speeds at proposed junction resulting on loss of control, due to wide entry/exit radii.

The 15-metre entry radius as proposed for the development junction access is likely to allow fast entry speeds. Due to the proposed alignment on entry, especially by southbound vehicles, there is a

risk of loss of control and / or over-turning. Also, vehicles exiting the proposed development would be able to align two-abreast which is likely to affect visibility of adjacent drivers of approaching A286 traffic.

RECOMMENDATION

It is recommended that:


the junction radii are reduced to an appropriate level according to the proposed development size, and;

swept paths of all expected vehicle types are provided for both entry approaches and both exits.


AUDIT TEAM STATEMENT

We certify that this road safety audit has been carried out in accordance with GG119.

Road Safety Audit Team Leader

Name:	Gregg Holland
Signed:	
Position:	Independent Road Safety Consultant
Organisation:	On behalf of Surrey County Council
Date:	27 February 2023

Road Safety Audit Team Member(s)

Name:	Matt Smith
Signed:	
Position:	Safety Engineering Team Leader
Organisation:	Surrey County Council
Date:	27 February 2023

Road Safety Audit Team Observer

Name:	Steve Telling
Position:	Engineer, Safety Engineering Team
Organisation:	Surrey County Council

APPENDIX A

DOCUMENTS SUBMITTED FOR ROAD SAFETY AUDIT.

ACCIDENT DATA	01/01/19 – 31/12/22
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<u>Document Ref.</u>	<u>Document Title</u>	<u>Date</u>	<u>Prepared by</u>	<u>Authorised</u>
17054WA	Stage 1 RSA Brief (completed by Vision Transport Planning)	25/11/22	SP Vision	MS SCC
TA02-17054WA	Transport Assessment Land at Scotland Park, Haslemere (without Appendices)	21/06/22	Vision	
1801073 RSA1 v.1	Stage 1 RSA & Designer's Response Report	06/02/18	Gateway TSP/Vision	
Haslemere ATCs	Haslemere ATC Class & Speed Surveys 3 Sites	Nov 22	-	-
Midhurst Road ATC	Midhurst Road ATC Class & Speed Survey 1 Site	March 22	-	-

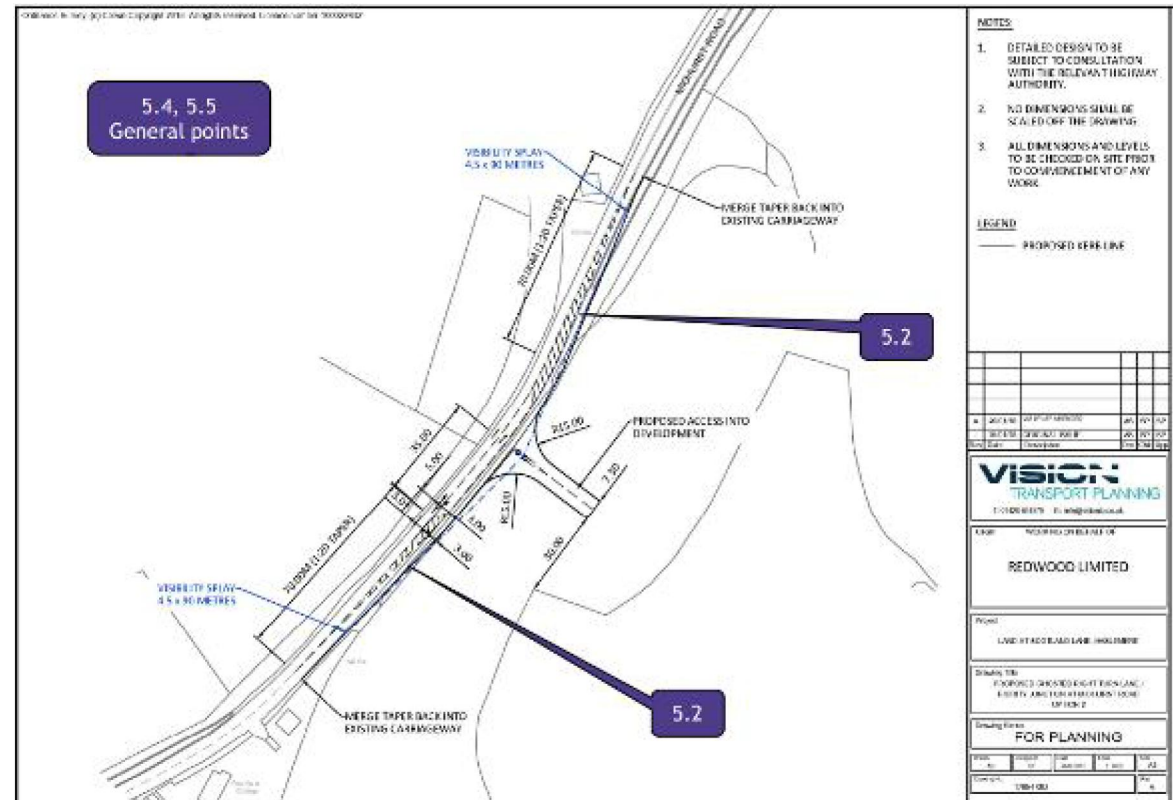
<u>Drawing No.</u>	<u>Rev</u>	<u>Drawing title</u>	<u>Date</u>	<u>Drawn by</u>	<u>Authorised</u>
		LAND AT SCOTLAND LANE, HASLEMERE			
17054-002	C	Proposed ghosted right turn lane/priority junction at Midhurst Road (Option 2)	26/05/22	AS	SP
17054-004	B	Footway improvements Midhurst Road/Scotland Lane	03/11/22	AS	SP
17054-024	B	Midhurst Road proposed speed roundels (Sheets 1-8)	03/11/22	AS	SP

APPENDIX B

STAGE 1 RSA – Gateway TSP, February 2018

The Stage 1 RSA undertaken by Gateway TSP in February 2018 covered a similar scheme to the current proposals in its review of Option 2. That RSA raised three items, as indicated on the adjacent Key Plan.

The current status of those previously raised items is summarised in the table below.



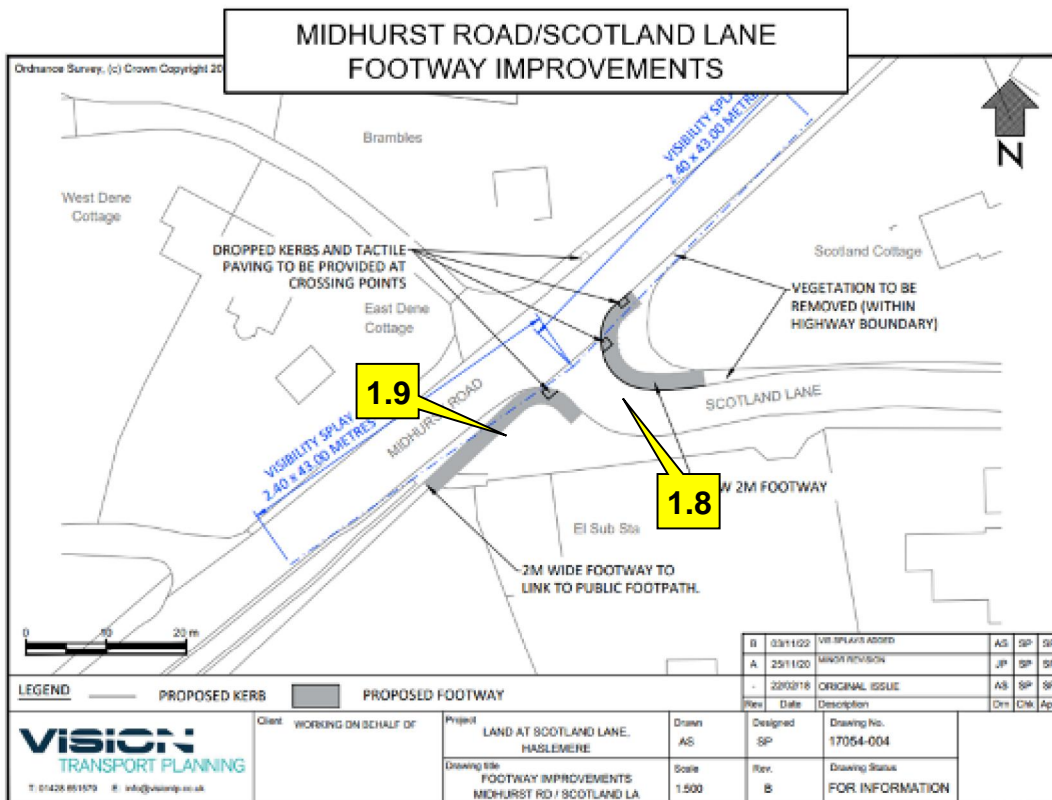
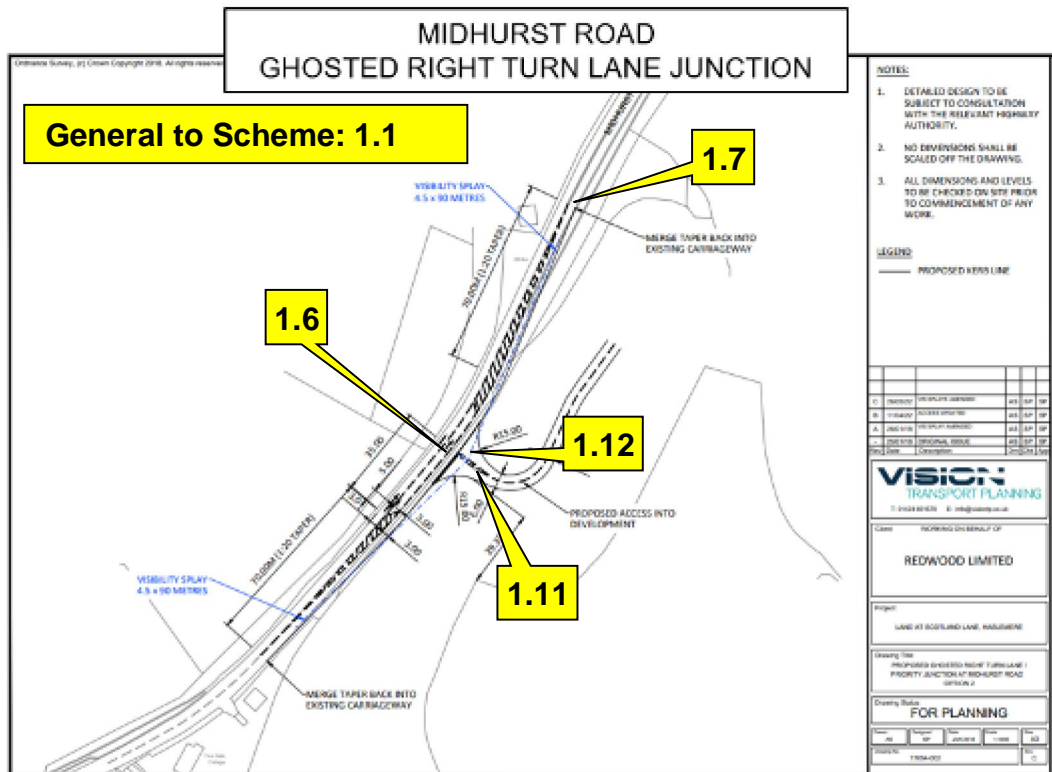
PREVIOUS STAGE 1 RSA ITEMS

Item	Stage 1 RSA Problem (February 2018)	RSA Recommendation	Designer's Response	Current Status at Stage 1 RSA February 2023
5.2	Location: Throughout Summary: Vehicle collisions due to visibility restricted by vertical alignment, embankment, and foliage. Midhurst Road falls generally from north to south and has an embankment running along its southeast side, with dense foliage in places. If suitable access and forward visibility is not provided/maintained, vehicle collisions may occur.	At detailed design stage, check the junction and forward visibility envelopes in the vertical and horizontal planes to ensure that they are kept clear of obstructions. Foliage should be cut back away from the visibility splays to minimise the risk of collisions increasing over time.	Recommendation accepted. Visibility in the vertical and horizontal alignment to be checked at the detailed design stage.	Visibility splays shown as 4.5m x 90m. Associated site clearance and permanent maintenance to be demonstrated at detail design stage. See Items 1.6 & 1.7.
5.4	Location: General Summary: NMU/vehicle collisions caused by absence of provision. It is not clear how the proposed development will cater for pedestrians, cyclists and equestrians. If suitable provision is not made, they may travel along Midhurst Road, where they will be at risk of collisions with passing vehicles.	Confirm that safe provision will be made for pedestrians, cyclists and equestrians (if appropriate) accessing the development.	Recommendation accepted. A package of pedestrian, cycle and (if appropriate) equestrian facilities are being investigated to cater for access by these modes. It is anticipated that there will be ongoing discussions with the Highway Authority in this respect.	No provision of footway facilities is indicated at the proposed ghosted right turn lane junction on Midhurst Road. See Item 1.11 Some footway improvements are proposed at the Midhurst Road/Scotland Lane junction. See Item 1.9.
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 provided at detailed design, for the purposes of a Stage 2 RSA.	Recommendation accepted. Details to be provided at detailed design stage.	Indicative plans show proposals for a speed roundel and SLOW markings regime along the A286 Midhurst Road between its junctions with Courts Hill Road/ Hill Road junction and the A287 Bell Road. See Item 1.1.

APPENDIX C-1 – A286 MIDHURST ROAD JUNCTION

LOCATION PLANS

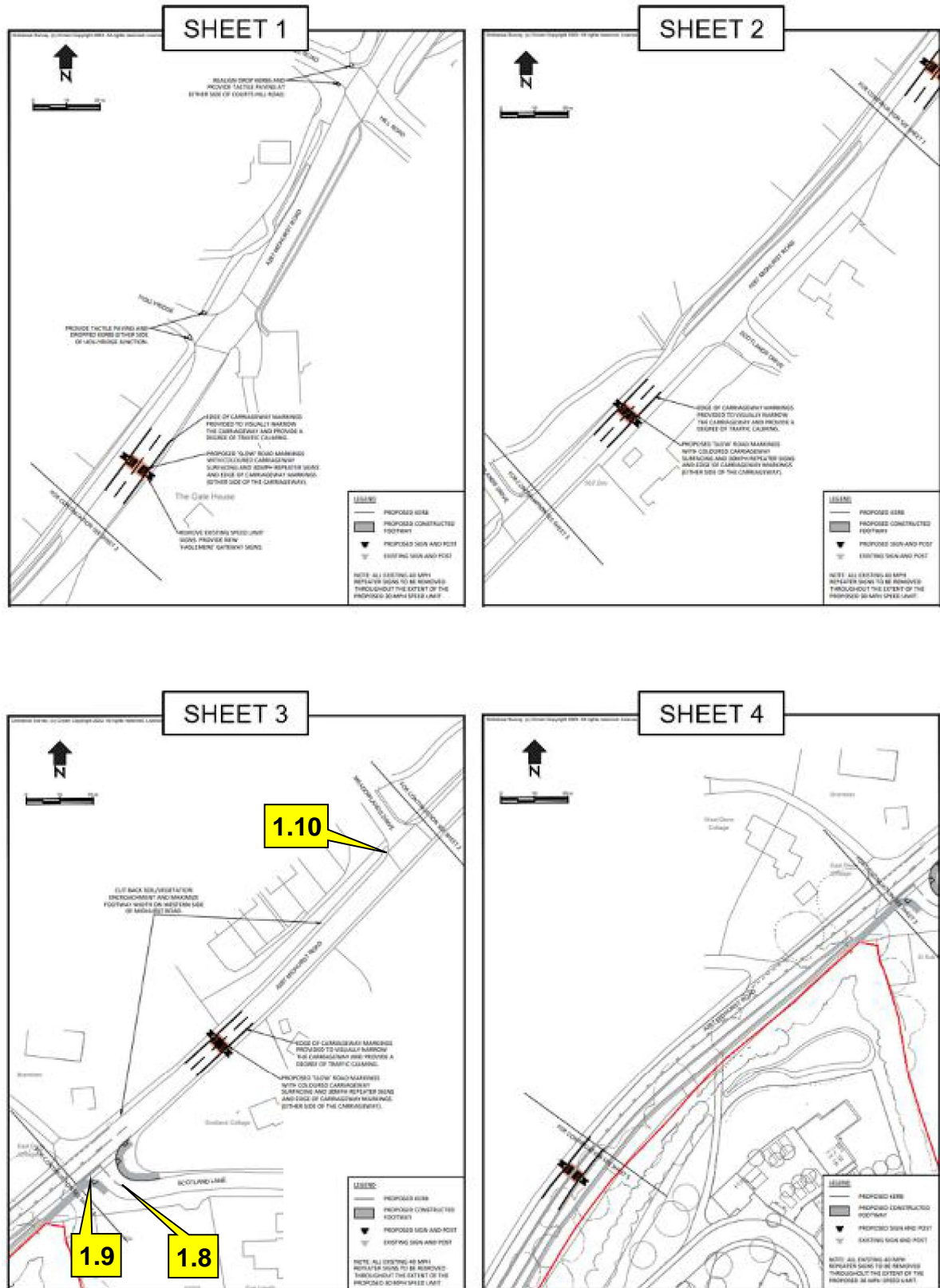
(REFERENCING PROBLEM PARAGRAPH Nos.)



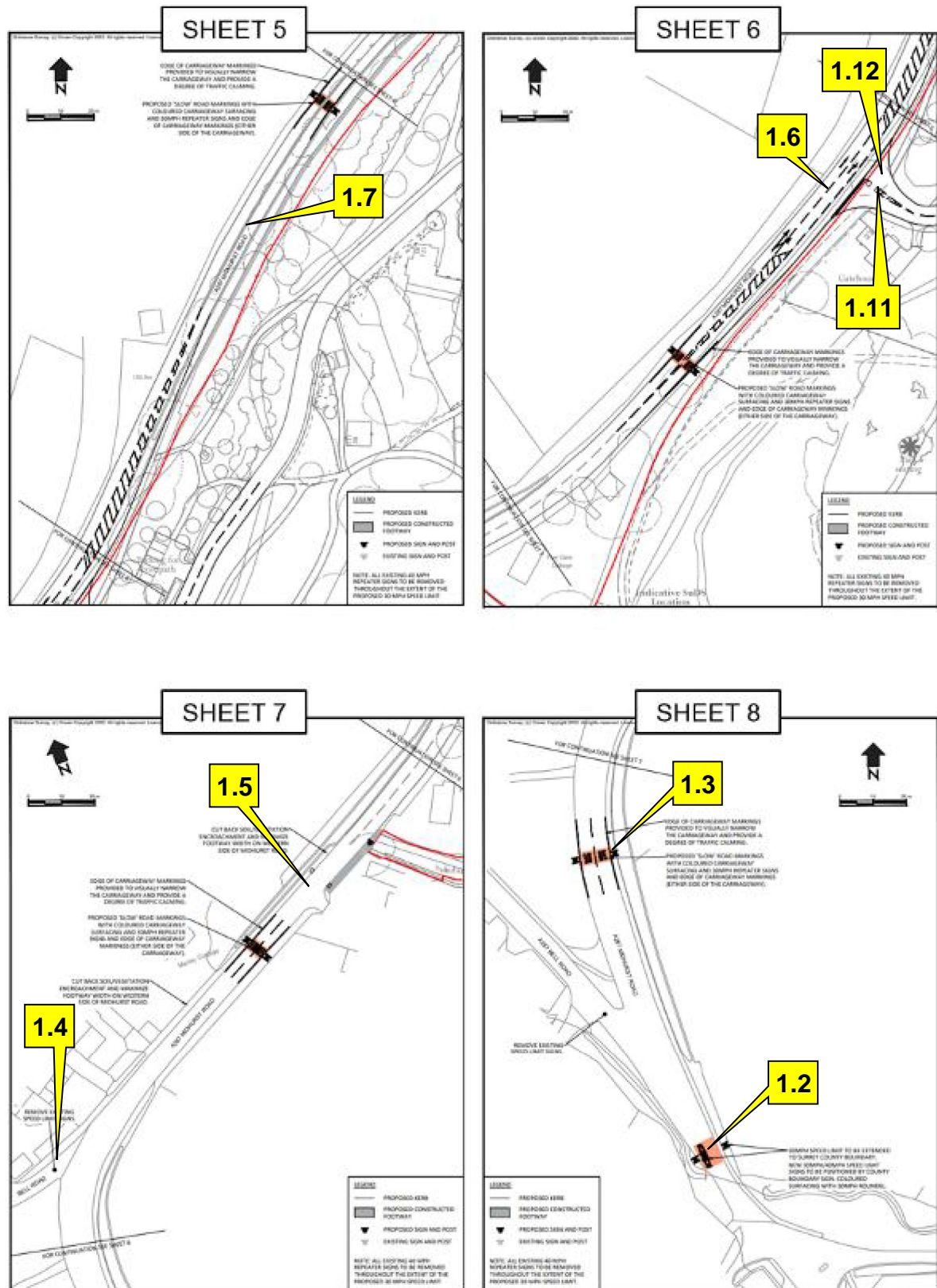
APPENDIX C-2 – A286 MIDHURST ROAD SPEED ROUNDELS

LOCATION PLANS

(REFERENCING PROBLEM PARAGRAPH Nos.)



APPENDIX C-2 – A286 MIDHURST ROAD SPEED ROUNDELS contd.



Photo/Image 1.2



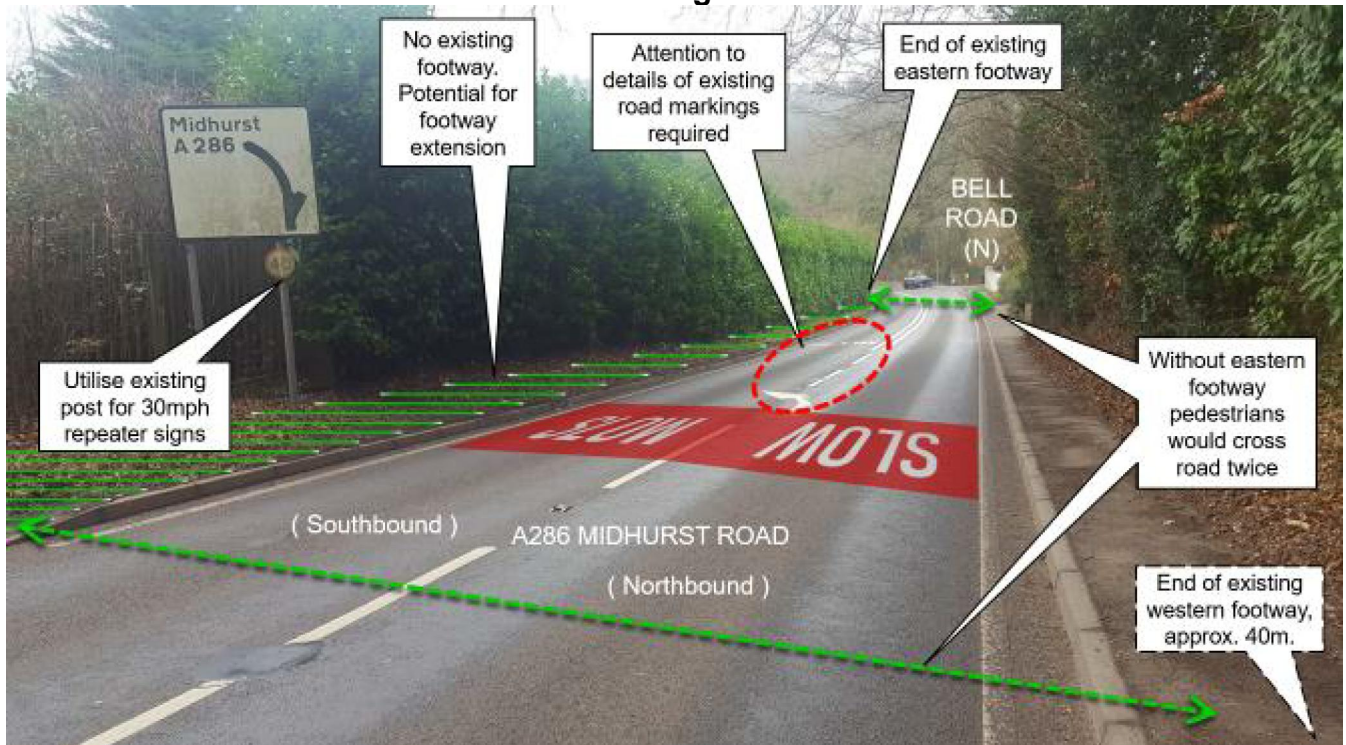
Impression of visual impact of proposed entry to 30mph speed limit area; northbound on A286 Midhurst Road, south of A287 Bell Road junction. Shaded aspect and confusion of sign clutter.

Photo/Image 1.4



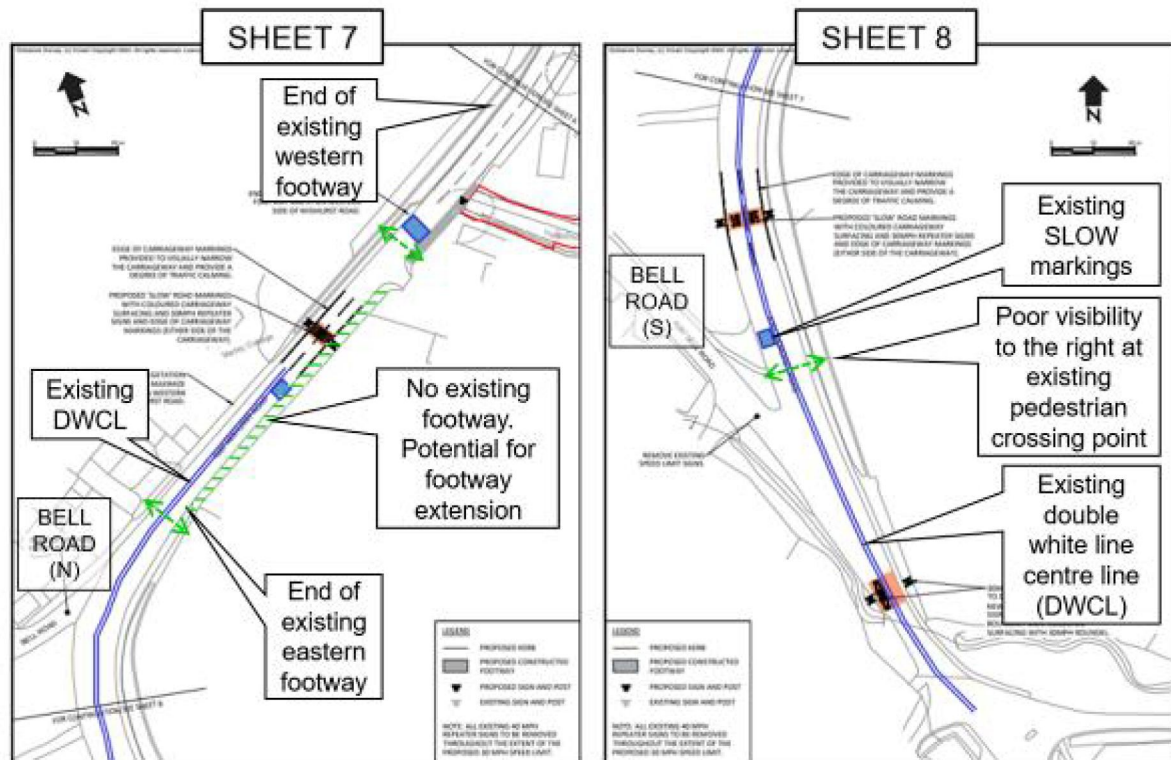
Bell Road (N) link j/w A286. Potential to retain sign post to mount an additional 30mph repeater sign.

Photo/Image 1.5-1



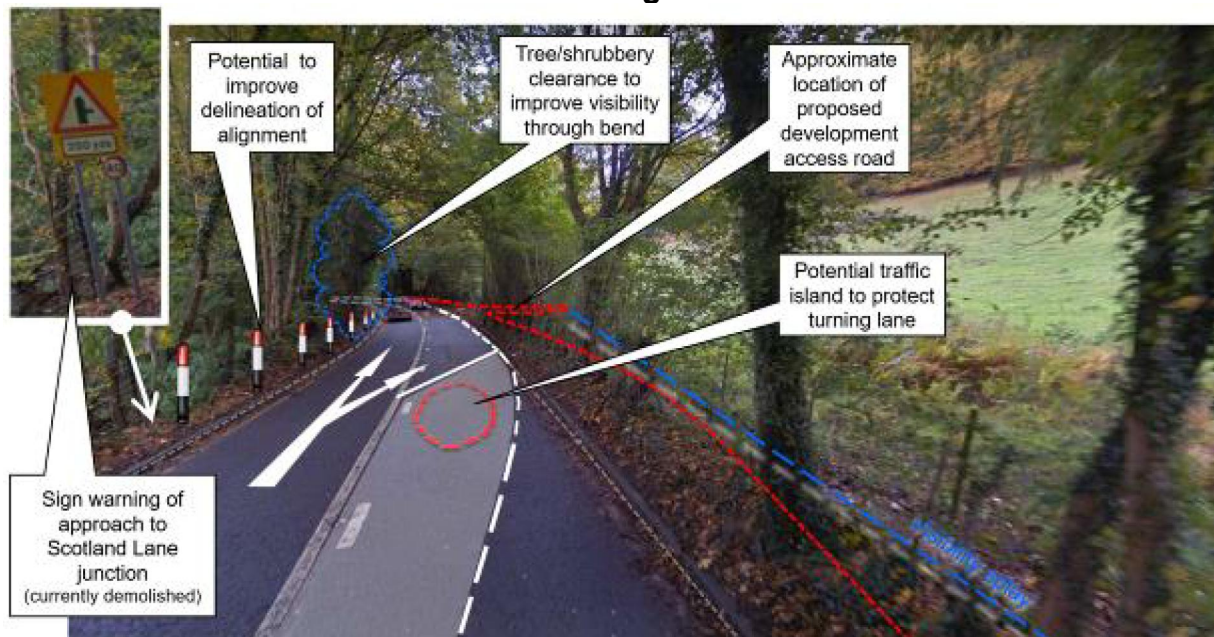
View looking south, from opposite Dene Meadow. Illustrating approximate location of proposed SLOW markings and need for details regarding adjustments to existing markings. Also highlighting lack of footway on eastern side of A286 creates need for pedestrians to cross the road twice within a relatively short distance.

Photo/Image 1.5-2



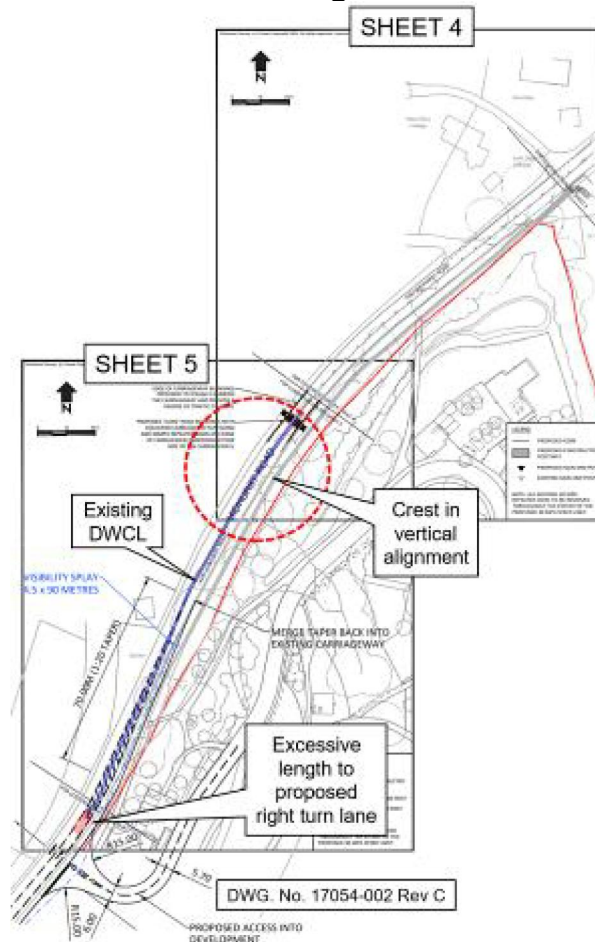
Plan extracts illustrating Item 1.5

Photo/Image 1.6



View looking north, towards approximate location of proposed development access road. Illustrating curved alignment and scope for improving visibility and protection of right turn lane.

Photo/Image 1.7-1



Plan extract illustrating Item 1.7

Photo/Image 1.7-2

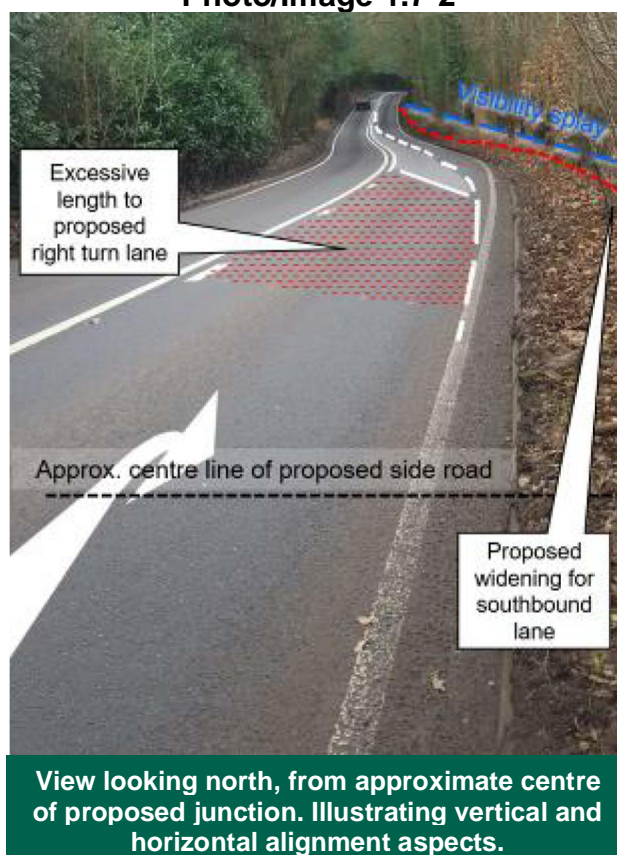
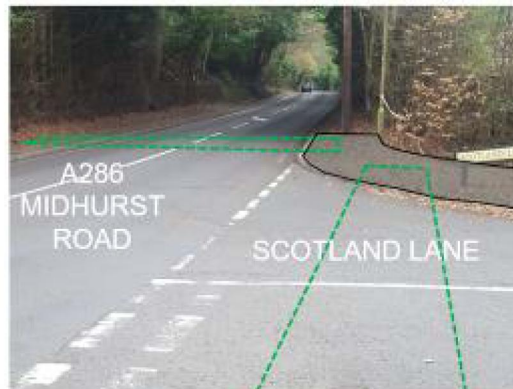


Photo 1.8



Existing 30/40mph terminal signs at Scotland Lane.

Photo/Image 1.9



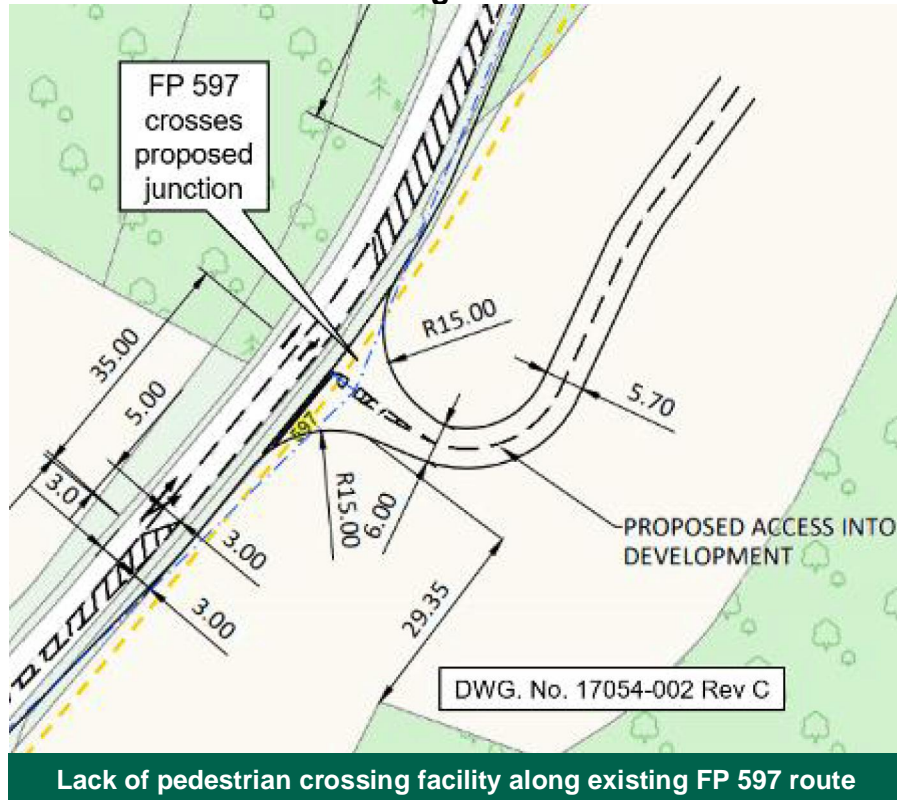
Scotland Lane junction; proposed footway improvements.

Photo 1.10



View looking south at Meadowlands Drive. Existing VAS relating to southbound approach to Scotland Lane junction.

Image 1.11



APPENDIX D
STAGE1 RSA (February 2023) – DECISION LOG

Item	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
1.1	<p>(Location: Appendix C/General to the scheme & Dwg. Nos. 17054.024 Rev A & 17054.002 Rev C)</p> <p>Summary: Risk of turning movement collisions and loss of control incidents, due to excessive speed.</p> <p>The ATC data provided, for the four sites along A286 Midhurst Road recorded in November 2022, shows mean speeds above 35mph at each location. National guidance, and as interpreted for County roads, indicates that from these current levels of recorded speed, the proposal to reduce the speed limit from 40mph to 30mph by what amounts to a “signs alone” scheme would not achieve adherence to the lower speed limit. Also, the proposed “edge of carriageway markings provided to visually narrow the carriageway and provide a degree of traffic calming” is unlikely to reduce vehicle speeds at all. If the basis of the proposed junction design is reliant on compliance with the 30mph speed limit (i.e. based on a 50kph design speed, as stated in the RSA Brief), then there would be an increased risk of turning movement collisions and loss of control incidents as a result of excessive speed.</p>	<p>It is recommended that:</p> <ul style="list-style-type: none"> the design speed and junction design is established on the basis of recorded speeds, and; further supporting engineering measures which are not “signs alone” are incorporated into the scheme to ensure that speeds along the A286 Midhurst Road would comply with a 30mph speed limit. 	<p>The design of the site access junction has been reviewed. The design of the access accords with a 40 mph design speed. Visibility splays of 90m (SSDs) are incorporated which represent the absolute minimum (i.e. one step down) for a 70kph (43mph) design speed.</p> <p>The design is presented on the basis that a 40 mph speed limit will be retained along with the low key traffic calming measures that have been proposed (suitable for 40 mph speed limit).</p>		
1.2	<p>(Location: Appendix C-2 & Photo/Image 1.2, Dwg. No. 17054.024 Rev A, Sheet 8)</p> <p>Summary: Risk of turning movement collisions, due to sign clutter and diminished perception of junction layout.</p> <p>The proposed introduction of the 30mph speed limit from the Surrey county boundary, at the southern end of the scheme, coincides with an ADS depicting the A286 Midhurst Road/A287 Bell Road junction. The general location indicated for the proposed additional signage and road markings is shaded by trees, encroaching to the carriageway edge on the western side of the A286. With ADS, county boundary and other signs present, the visual impact of the entry to the 30mph area would be diminished. The additional signing may also detract from a driver's perception of the A286/A287 junction layout on the northbound approach. These aspects would increase the risk of turning movement collisions at the nearby junction.</p>	<p>It is recommended that:</p> <ul style="list-style-type: none"> the existing ADS and the proposed 30mph terminal signs are positioned to be clear and distinct on northbound approach to the A286 Midhurst Road/A287 Bell Road junction; the county boundary and any non-essential direction signs are moved or removed, to reduce sign clutter; trees and vegetation shading the area proposed for the 30/40mph interface are cut back/removed to highlight signage and open up the view between the A286 Midhurst Road and A287 Bell Road junction approaches. 	<p>40 mph speed limit now retained. No changes to speed limit signs are now proposed.</p> <p>Sign clutter to be reviewed as part of the detailed design.</p> <p>Non-essential signs to be removed (subject to approval of SCC) as part of the detailed design.</p> <p>Vegetation to be cut back/removed.</p>		

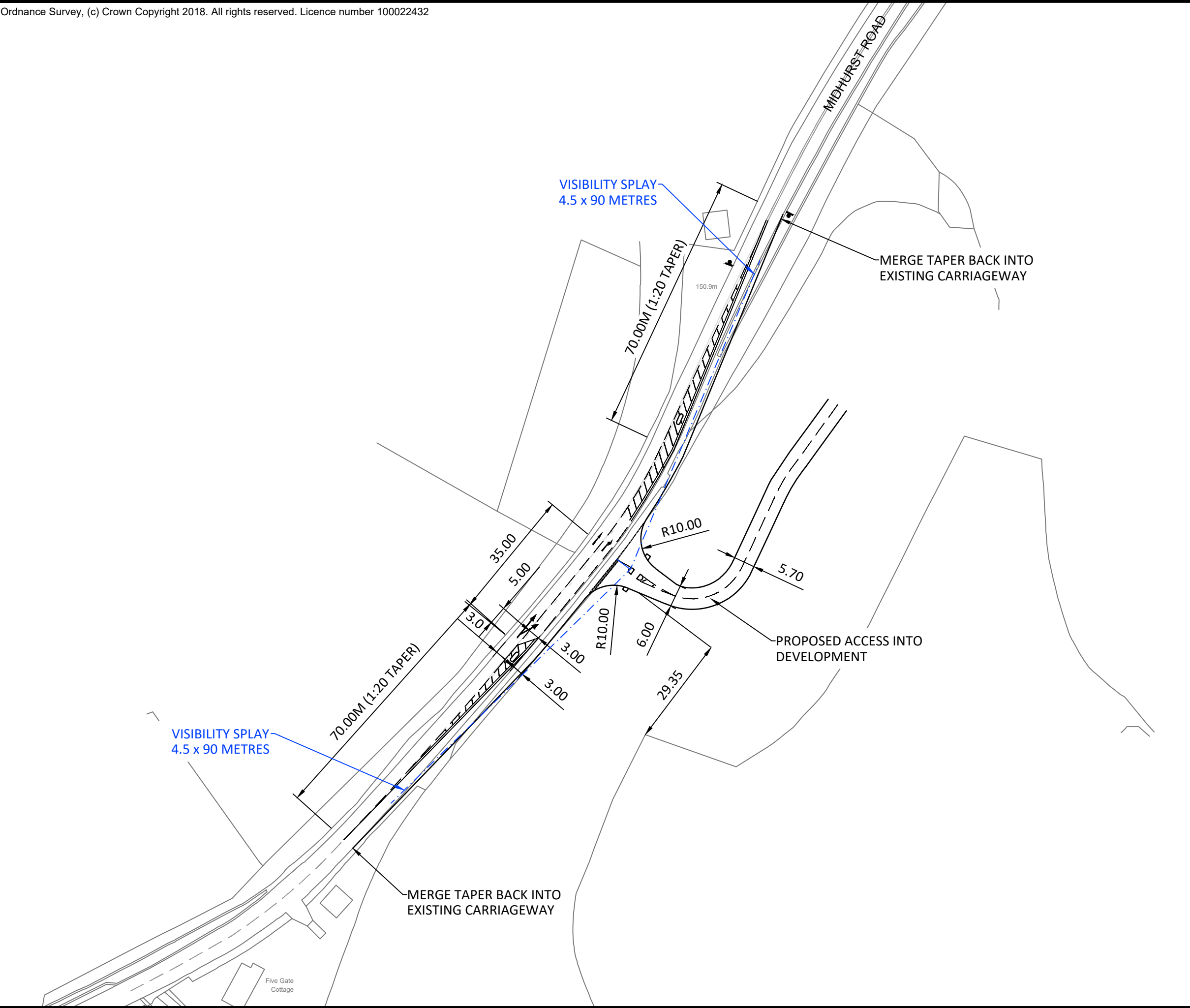
1.3	<p>(Location: Appendix C-2, Dwg. No. 17054.024 Rev A, Sheet 8)</p> <p>Summary: Risk of vehicle/pedestrian conflicts, due to signs obstructing footway. The existing footway on the eastern side of A286 Midhurst Road, between the two links connecting to/from Bell Road, is narrow and flanked by vergeside shrubbery. The proposed location for back-to-back 30mph repeater sign at this point would not be seen by southbound A286 drivers due to the horizontal carriageway alignment and the sign post may cause further obstruction to the footway. Pedestrians stepping into the carriageway to avoid the overgrown and/or obstructed footway would increase the risk of vehicle/pedestrian conflicts.</p>	<p>It is recommended that:</p> <ul style="list-style-type: none"> the footway is cleared of verge overgrowth and trees are cut back to improve southbound driver visibility through the A286 bend, and; the proposed 30mph repeater signs for the eastern side of the A286 are removed from the design proposals. 	<p>Footway to be cleared of overgrowth and vegetation to be removed. Drawings amended accordingly.</p> <p>30 mph repeater signs no longer form part of the design (40 mph speed limit retained).</p>		
1.4	<p>(Location: Appendix C-2 & Photo/Image 1.4), Dwg. No. 17054.024 Rev A, Sheet 7)</p> <p>Summary: Risk of loss of control incidents or head-on collisions, due to excessive speed on narrow road link at junction. The proposals indicate the removal of the existing 30/40mph interface signs at the junction of the northern arm of Bell Road and the A286 Midhurst Road. Drivers leaving the A286 at this point may assume they are leaving the 30mph area; excessive speed would increase the risk of loss of control incidents or head-on collisions on narrow link at junction.</p>	<p>It is recommended that the sign post on the southern side of Bell Road (N) at its junction with A286 Midhurst Road (currently displaying 30/40mph interface signs) is retained and utilised to mount back-to-back 30mph repeater signs.</p>	<p>40 mph speed limit retained. Signs at junction retained as existing.</p>		
1.5	<p>(Location: Appendix C-2 & Photo/Images 1.5-1 & 1.5-2, Dwg. No. 17054.024 Rev A, Sheets 7 & 8)</p> <p>Summary: Risk of vehicle/pedestrian conflicts, due to lack of connectivity in footway provision. The proposals include the provision of a short length of footway on the eastern side of A286 Midhurst Road just to the north of the access to Dene Meadows. This is shown to include tactile paving for an uncontrolled pedestrian crossing facility across the A286; inter-visibility to/from the north for pedestrians on the eastern side of the A286 is restricted by vertical and horizontal alignment. The existing footway on the western side of the road only extends as far as the Bell Road (N) junction to the south; there is no footway on the eastern side of the A286 over this length. This would result in pedestrians having to cross the road twice to follow a route between Dene Meadows (and the PRoWs FP597 and FP37) and points to the south. An existing uncontrolled pedestrian crossing facility across the A286 adjacent to the Bell Road (S) junction has poor visibility to the right for pedestrians crossing from east to west. The general poor provision for pedestrians would increase the risk of vehicle/pedestrian conflicts.</p>	<p>It is recommended that:</p> <ul style="list-style-type: none"> an additional length of footway is provided on the eastern side of A286 Midhurst Road, connecting Dene Meadows (and the adjacent PRoWs FP597 and FP37) to the existing eastern footway at the A286 j/w Bell Road (N) link; i.e. a new footway length of approximately 85m; the proposed uncontrolled pedestrian crossing point immediately adjacent to Dene Meadow is removed from the proposals and replaced by a crossing point midway between Dene Meadow and the A286 j/w Bell Road (N) link; vergeside trees and shrubbery on the eastern side of the A286 are cut back/removed to expose improved visibility for the existing pedestrian crossing route immediately to the north of the A286 j/w Bell Road (S) link; existing road markings associated with the current 	<p>Scheme amended to include additional footway and repositioned pedestrian crossing point.</p> <p>Vegetation and shrubbery to be cut back to highway boundary.</p> <p>Double white line system reinstated.</p> <p>SLOW markings rationalised.</p> <p>Repeater signs no longer required (40 mph speed limit retained)</p> <p>Drawings amended accordingly.</p>		

		<p>double white line centreline system are reinstated or adjusted as appropriate to new road marking installations;</p> <ul style="list-style-type: none"> the positioning of existing SLOW markings is taken into account in developing the new road marking proposals and the sequence of markings is rationalised to avoid over-use, and; existing sign posts are utilised wherever possible for the mounting of 30mph repeater signs, to maximise the available footway width. 			
1.6	<p>(Location: Appendix C-1 & Photo/Image 1.6, Dwg. Nos. 17054.024 Rev A, Sheet 6 & 17054.002 Rev C)</p> <p>Summary: Risk of rear-end shunt and front-to-side impact type collisions, due to slow moving vehicles entering and exiting proposed junction.</p> <p>The layout of the proposed ghosted right turn lane junction is based on the absolute minimum taper lengths appropriate to 85th percentile speeds of up to 30mph (1:20). Further to the issue raised at Item 1.1 above, recorded 85th percentile speeds from the ATC data provided are all in excess of 40mph. Given the curved alignment of the A286 in the vicinity of the proposed junction, short taper lengths would result in abrupt steering adjustments that create an increased risk of rear-end shunt type collisions between vehicles entering the right turning lane and passing traffic. The curved alignment also results in trees and shrubbery on the west side of the A286 obscuring the forward view for northbound drivers, potentially increasing the risk of front-to-side impact collisions as vehicles exit the proposed side road junction. It was noted that an existing junction ahead warning sign, relating to the northbound approach to the Scotland Lane/A286 Midhurst Road junction, was lying demolished on the western verge and that there is a significant downslope in the embankment on that side of the A286.</p>	<p>It is recommended that:</p> <ul style="list-style-type: none"> the taper lengths and overall junction layout is appropriate to achievable 85th percentile speeds; traffic islands equipped with appropriate signage are provided within the central hatched areas on the junction approaches; trees and shrubbery on the west side of the A286 is cleared to improve forward visibility through the junction; the advance warning sign (currently demolished) relating to the northbound approach to the Scotland Lane junction is re-sited and erected a suitable distance from that junction, so as not to be confused with the new junction location, and; hazard marker posts are provided in the western verge to improve delineation of the curve and aid the perception of northbound vehicle approach speeds for drivers exiting the development access road. 	<p>Taper lengths and junction layout is appropriate for 70 kph (43 mph) design speed (as per CD123)</p> <p>Traffic Islands added to design</p> <p>Vegetation and shrubbery to be cut back to highway boundary to improve forward visibility.</p> <p>Advance warning sign relocated.</p> <p>Hazard marker posts added.</p>		

1.7	<p>(Location: Appendix C-1 & Photo/Images 1.7-1 & 1.7-2, Dwg. Nos. 17054.024 Rev A, Sheets 4 & 5, & 17054.002 Rev C)</p> <p>Summary: Risk of head-on and front-to-side impact type collisions, due to lack of driver perception of junction layout.</p> <p>The horizontal and vertical alignment of the A286 Midhurst Road to the north of the proposed development access junction location warrants a double white line centre line on account of reduced visibility. This double white line system was extended northwards within the last 18 months, encompassing a crest, to end at a location that is more or less coincident with the proposed SLOW markings some 130m south of the Scotland Lane junction. The hatched ghosted island markings proposed for the development access junction are shown to be flanked by a dashed white line system and the right turn lane extends beyond the optimal turning point. These aspects may result in attempted overtaking manoeuvres overriding the hatched area, especially by motorcyclists, and an increased risk of head-on and front-to-side impact collisions.</p>	<p>It is recommended that:</p> <ul style="list-style-type: none"> the forward visibility aspects in relation to horizontal and vertical alignment, visibility splays and driver perception of the junction layout on the southbound approach are verified, adding detail of proposals for verge-side and embankment clearance; the white line system outlining the hatched area and turning length of the ghosted right turn lane junction is appropriate to the horizontal and vertical alignment aspects of the southbound approach to the proposed junction; advance warning signs for the proposed side road junction are provided for both approach directions, and; an advance warning sign depicting double bends ahead is provided facing southbound drivers at a suitable location prior to the start of the double white line system on the approach to the proposed junction. 	<p>Double white line system reinstated to take into account horizontal and vertical alignment.</p> <p>Advance warning signs for site access added.</p> <p>Double bends ahead warning sign added.</p>		
1.8	<p>(Location: Appendix C-1 & Photo 1.8, Dwg. No. 17054.024 Rev A, Sheet 3)</p> <p>Summary: Risk of incidents resulting from excessive speed, due to confusion of speed limits.</p> <p>The proposals do not indicate the necessary amendments to existing speed limit signing at the Scotland Lane junction with A286 Midhurst Road. This may result in excessive speeds on Midhurst Road and increase the risk of speed related incidents.</p>	<p>It is recommended that detail is added to the proposals to include all corresponding amendments to speed limit signing.</p>	<p>Speed limit now retained as existing.</p>		
1.9	<p>(Location: Appendix C-1 & Photo/Image 1.9, Dwg. No. 17054.024 Rev A, Sheet 3)</p> <p>Summary: Risk of pedestrian trips and falls, due to footway routes not meeting apparent desire lines.</p> <p>The proposed footway on the southern side of Scotland Lane at its junction with A286 Midhurst Road does not follow an apparent pedestrian desire line that crosses the verge area at an angle. There is a spike railing at the point where new footway would connect with the existing FP 597 route; the railing is at the foot of a</p>	<p>It is recommended that additional footway areas take into account apparent pedestrian desire lines and appropriate fencing is provided to protect against adjacent hazards.</p>	<p>Additional footway added. Fence to be removed/replaced or adjusted to requirements of the Highway Authority.</p> <p>Drawing 17054-004 amended accordingly</p>		

	downhill slope which could be slippery in wet weather. If footway provision does not meet desire lines there would be a risk of pedestrian trips/slips and falls due to uneven or slippery ground; the spiked railing presents a further hazard.				
1.10	<p>(Location: Appendix C-2 & Photo 1.10, Dwg. No. 17054.024 Rev A, Sheet 3)</p> <p>Summary: Risk of incidents resulting from excessive speed, due to confusion of speed limits.</p> <p>There is an existing VAS facing southbound A286 Midhurst Road traffic adjacent to the junction with Medowlands Drive and warning of the approach to the "Side Road Ahead" at Scotland Lane. The sign would currently be calibrated to the existing 40mph speed limit. Speeds in excess of the proposed 30mph limit would increase the severity risks of incidents at the Scotland Lane junction and beyond.</p>	It is recommended that the existing VAS is retained and re-calibrated to the proposed 30mph speed limit.	<p>40 mph speed limit retained.</p> <p>VAS retained as existing.</p>		
1.11	<p>(Location: Appendix C-1 & Image 1.11, Dwg. No. 17054.002 Rev C)</p> <p>Summary: Risk of vehicle/pedestrian conflicts, due to lack of pedestrian crossing provision at proposed side road junction.</p> <p>No provision of footway and pedestrian crossing facilities is indicated at the proposed ghosted right turn lane junction providing development access to/from the A286 Midhurst Road. An established footpath route (FP 597) follows a route parallel to the east side of the A286, currently set behind roadside trees and shrubbery. It is likely use of the footpath would increase with the occupation of the development. Lack of pedestrian facilities to connect to the footpath and lack of crossing facilities at the junction would increase the risk of vehicle/pedestrian conflicts. It is noted that FP 597 connects via steps at its southern end, joining FP 37 which provides access to the proposed paved footway area alongside the A286, near Dene Meadows.</p>	<p>It is recommended that:</p> <p>pedestrian footway and crossing facilities are included in the side road junction design proposals, and;</p> <p>the wider connectivity aspects of pedestrian routes to and from the proposed development are confirmed and provided, removing obstacles to accessibility (e.g. steps) where necessary.</p>	<p>Pedestrian crossing facilities (island and tactile paving) provided at site access.</p> <p>PRoW network reviewed with SCC and rights of way officer. It has been agreed that a contribution will be made to enable alterations/improvements to the rights of way network and this will include the removal of the steps from footpath 597.</p>		
1.12	<p>(Location: Appendix C-1, Dwg. No. 17054.002 Rev C)</p> <p>Summary: Risk of fast entry speeds at proposed junction resulting on loss of control, due to wide entry/exit radii.</p> <p>The 15-metre entry radius as proposed for the development junction access is likely to allow fast entry speeds. Due to the proposed alignment on entry, especially by southbound vehicles, there is a risk of loss of control and / or over-turning. Also, vehicles exiting the proposed development would be able to align two-abreast which is likely to affect visibility of adjacent drivers of approaching A286 traffic.</p>	<p>It is recommended that:</p> <p>the junction radii are reduced to an appropriate level according to the proposed development size, and;</p> <p>swept paths of all expected vehicle types are provided for both entry approaches and both exits.</p>	<p>Junction radii reduced to 10m.</p> <p>Swept path analysis updated and provided.</p>		

Appendix B



- NOTES:**
1. DETAILED DESIGN TO BE SUBJECT TO CONSULTATION WITH THE RELEVANT HIGHWAY AUTHORITY.
 2. NO DIMENSIONS SHALL BE SCALED OFF THE DRAWING.
 3. ALL DIMENSIONS AND LEVELS TO BE CHECKED ON SITE PRIOR TO COMMENCEMENT OF ANY WORK.

- LEGEND**
- PROPOSED KERB LINE
 - PROPOSED SIGN AND POST

E	04/04/23	AMENDMENTS TO PED ISLAND	AS	SP	SP
D	31/03/23	DOUBLE WHITE LINE SYSTEM EXTENDED	AS	SP	SP
C	26/05/22	VIS SPLAYS AMENDED	AS	SP	SP
B	11/04/22	ACCESS UPDATED	AS	SP	SP
A	26/01/18	VIS SPLAY AMENDED	AS	SP	SP
-	25/01/18	ORIGINAL ISSUE	AS	SP	SP
Rev	Date	Description	Drm	Chk	App

VISION
TRANSPORT PLANNING

T: 01428 651579 E: info@visiontp.co.uk

Client WORKING ON BEHALF OF

REDWOOD LIMITED

Project

LAND AT SCOTLAND LANE, HASLEMERE

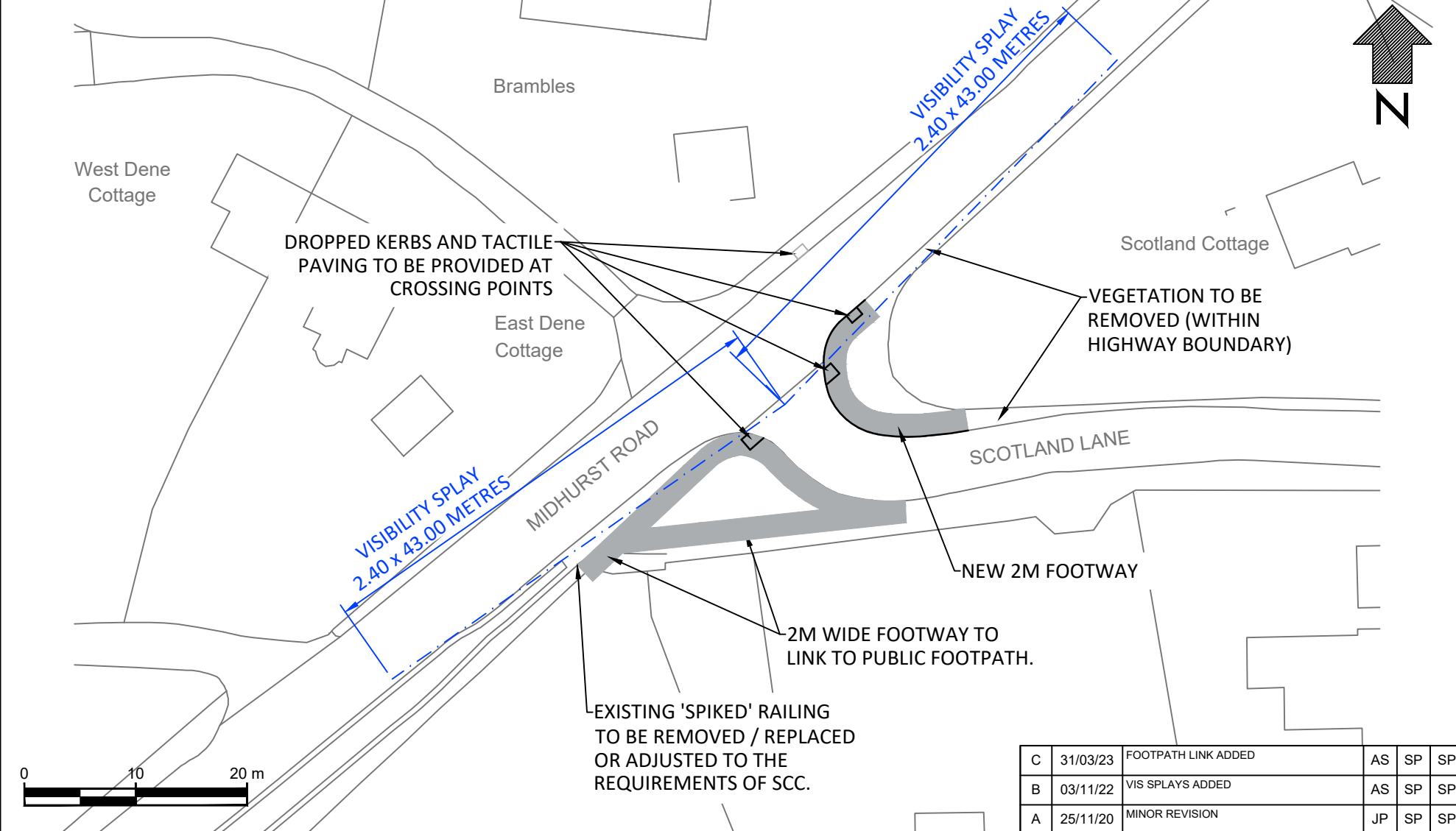
Drawing Title

PROPOSED GHOSTED RIGHT TURN LANE /
RIORITY JUNCTION AT MIDHURST ROAD
OPTION 2

Drawing Status

FOR PLANNING

Drawn AS	Designed SP	Date JAN 2018	Scale 1:1000	Size A3
Drawing No. 17054-002				Rev E



LEGEND PROPOSED KERB PROPOSED FOOTWAY

C	31/03/23	FOOTPATH LINK ADDED	AS	SP	SP
B	03/11/22	VIS SPLAYS ADDED	AS	SP	SP
A	25/11/20	MINOR REVISION	JP	SP	SP
-	22/02/18	ORIGINAL ISSUE	AS	SP	SP
Rev	Date	Description	Drn	Chk	App

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TRANSPORT PLANNING

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Client WORKING ON BEHALF OF

Project
LAND AT SCOTLAND LANE,
HASLEMERE

Drawn
AS

Designed
SP

Drawing No.
17054-004

Drawing title
FOOTWAY IMPROVEMENTS
MIDHURST RD / SCOTLAND LA

Scale
1:500

Rev.
C

Drawing Status
FOR INFORMATION

PLOT DATE: 31 March 2023 17:53:10



REALIGN DROP KERBS AND
PROVIDE TACTILE PAVING AT
EITHER SIDE OF COURTS HILL ROAD.

COURTS HILL ROAD

HILL ROAD

A287 MIDHURST ROAD

HOLLYRIDGE

PROVIDE TACTILE PAVING AND
DROPPED KERBS EITHER SIDE
OF HOLLYRIDGE JUNCTION.

EDGE OF CARRIAGEWAY MARKINGS
PROVIDED TO VISUALLY NARROW
THE CARRIAGEWAY AND PROVIDE A
DEGREE OF TRAFFIC CALMING.

PROPOSED 'SLOW' ROAD MARKINGS WITH
COLOURED CARRIAGEWAY SURFACING AND
EDGE OF CARRIAGEWAY MARKINGS (EITHER
SIDE OF THE CARRIAGEWAY).

SLOW

The Gate House

FOR CONTINUATION SEE SHEET 2

LEGEND

- PROPOSED KERB
- PROPOSED CONSTRUCTED FOOTWAY
- PROPOSED SIGN AND POST
- EXISTING SIGN AND POST



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Client

WORKING ON BEHALF OF

REDWOOD LIMITED

Project

LAND AT SCOTLAND LANE, HASLEMERE

Drawing Title

MIDHURST ROAD
PROPOSED SPEED ROUNDELS
[SHEET 1 OF 8]

Drawing Status

FOR PLANNING

Drawn

AS

Designed

SP

Date

APR 2022

Scale

1:500

Size

A3

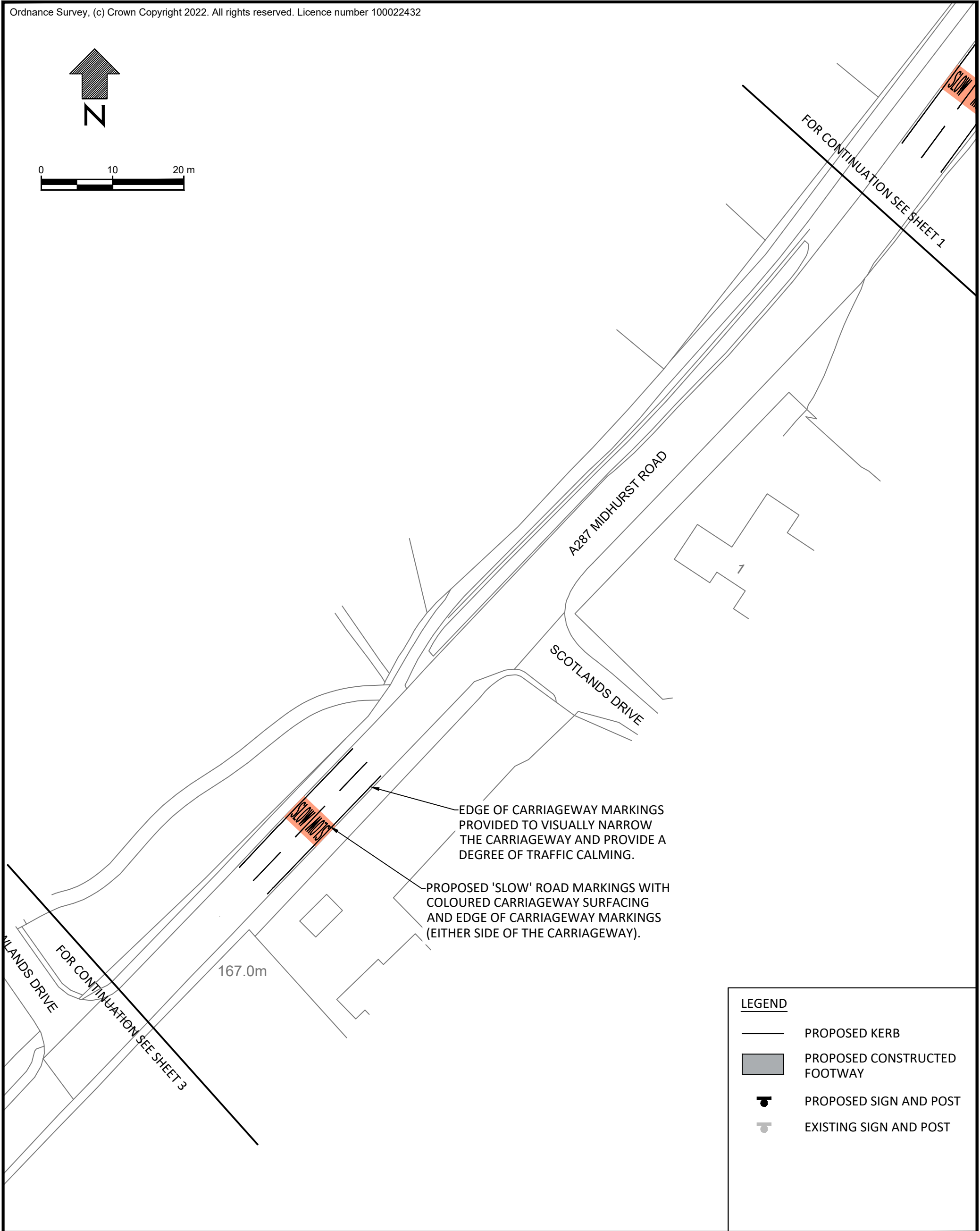
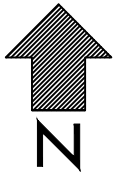
Drawing No.

17054-024

Rev

C

Rev	Date	Description	Drn	Chk	App
C	04/04/23	MINOR AMENDMENTS	AS	SP	SP
B	31/03/23	ROUNDLES REMOVED MINOR AMENDMENTS	AS	SP	SP
A	03/11/22	EDGE OF CARRIAGEWAY MARKINGS ADDED	AS	SP	SP
-	25/04/22	ORIGINAL ISSUE	AS	SP	SP



LEGEND

- PROPOSED KERB
- PROPOSED CONSTRUCTED FOOTWAY
- PROPOSED SIGN AND POST
- EXISTING SIGN AND POST

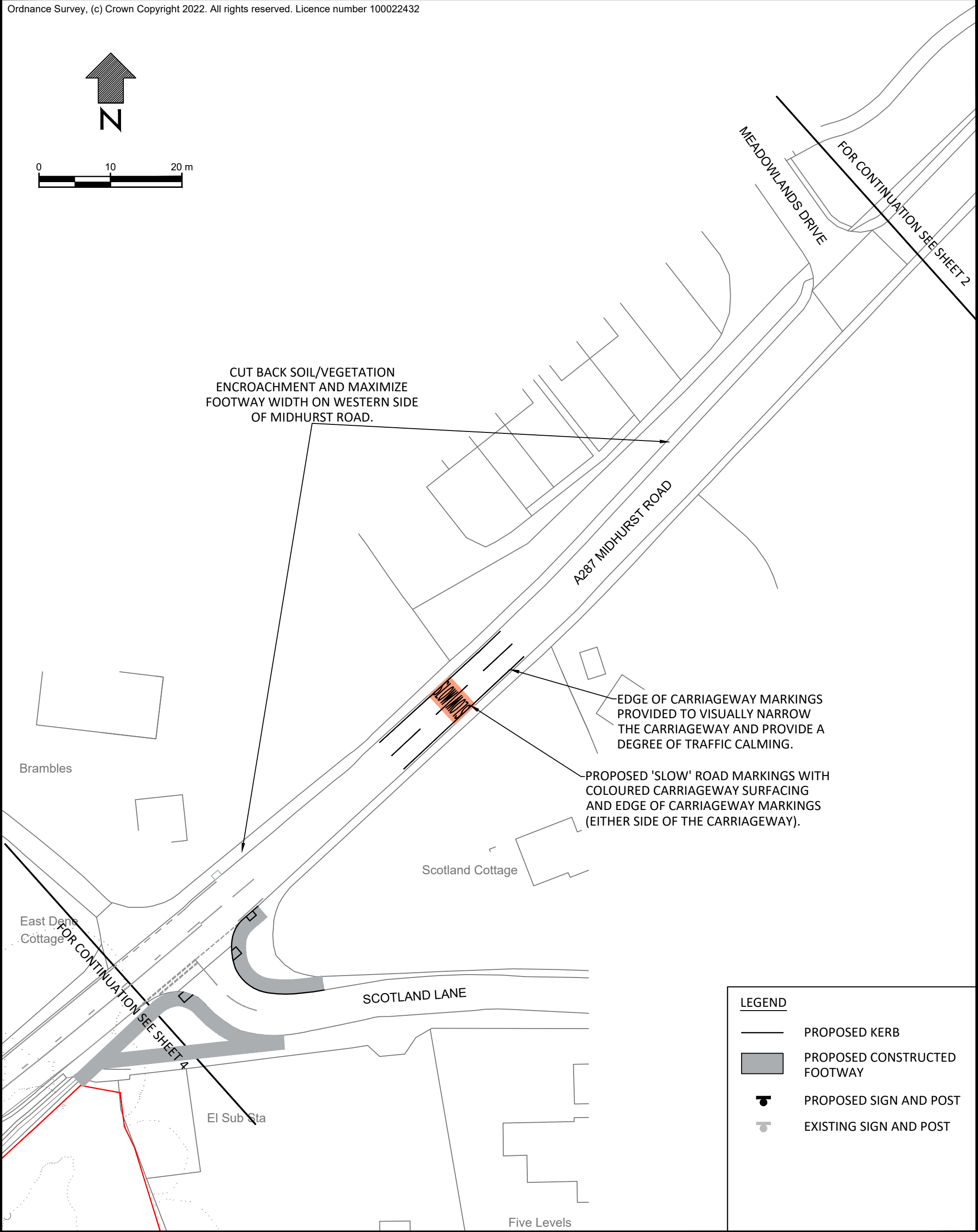
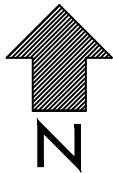


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Client	WORKING ON BEHALF OF REDWOOD LIMITED
Project	LAND AT SCOTLAND LANE, HASLEMERE

Drawing Title MIDHURST ROAD PROPOSED SPEED ROUNDELS [SHEET 2 OF 8]				
Drawing Status FOR PLANNING				
Drawn AS	Designed SP	Date APR 2022	Scale 1:500	Size A3
Drawing No. 17054-024				Rev C

Rev	Date	Description	Drn	Chk	App
C	04/04/23	MINOR AMENDMENTS	AS	SP	SP
B	31/03/23	ROUNDLES REMOVED MINOR AMENDMENTS	AS	SP	SP
A	03/11/22	EDGE OF CARRIAGEWAY MARKINGS ADDED	AS	SP	SP
-	25/04/22	ORIGINAL ISSUE	AS	SP	SP



LEGEND

- PROPOSED KERB
- PROPOSED CONSTRUCTED FOOTWAY
- PROPOSED SIGN AND POST
- EXISTING SIGN AND POST



T: 01428 651579
E: info@visiontp.co.uk

Client

WORKING ON BEHALF OF

REDWOOD LIMITED

Project

LAND AT SCOTLAND LANE, HASLEMERE

Drawing Title

MIDHURST ROAD
PROPOSED SPEED ROUNDELS
[SHEET 3 OF 8]

Drawing Status

FOR PLANNING

Drawn

AS

Designed

SP

Date

APR 2022

Scale

1:500

Size

A3

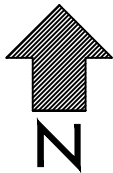
Drawing No.

17054-024

Rev

C

Rev	Date	Description	Drn	Chk	App
C	04/04/23	MINOR AMENDMENTS	AS	SP	SP
B	31/03/23	ROUNDELS REMOVED MINOR AMENDMENTS	AS	SP	SP
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-	25/04/22	ORIGINAL ISSUE	AS	SP	SP



West Dene Cottage

Brambles

East Dene Cottage

FOR CONTINUATION SEE SHEET 3

El Sub

A287 MIDHURST ROAD

FOR CONTINUATION SEE SHEET 5

SLOW MOVS

LEGEND

- PROPOSED KERB
- PROPOSED CONSTRUCTED FOOTWAY
- PROPOSED SIGN AND POST
- EXISTING SIGN AND POST



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LAND AT SCOTLAND LANE, HASLEMERE

Drawing Title

MIDHURST ROAD
PROPOSED SPEED ROUNDELS
[SHEET 4 OF 8]

Drawing Status

FOR PLANNING

Drawn

AS

Designed

SP

Date

APR 2022

Scale

1:500

Size

A3

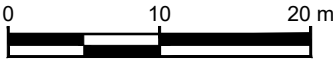
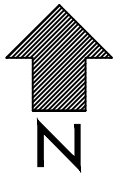
Drawing No.

17054-024

Rev

C

Rev	Date	Description	Drn	Chk	App
C	04/04/23	MINOR AMENDMENTS	AS	SP	SP
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-	25/04/22	ORIGINAL ISSUE	AS	SP	SP



EDGE OF CARRIAGEWAY MARKINGS PROVIDED TO VISUALLY NARROW THE CARRIAGEWAY AND PROVIDE A DEGREE OF TRAFFIC CALMING.

PROPOSED 'SLOW' ROAD MARKINGS WITH COLOURED CARRIAGEWAY SURFACING AND EDGE OF CARRIAGEWAY MARKINGS (EITHER SIDE OF THE CARRIAGEWAY).

FOR CONTINUATION SEE SHEET 4

A287 MIDHURST ROAD

5B
T25

T31
2B

ADVANCE WARNING SIGN (DIAG 506.1) FOR SCOTLAND LANE TO BE REINSTATED/REPOSITIONED.

150.9m

DOUBLE WHITE LINE SYSTEM EXTENDED THROUGH JUNCTION.

DOUBLE WHITE LINE SYSTEM EXTENDED THROUGH JUNCTION.

PROPOSED TRAFFIC ISLANDS AND KEEP LEFT SIGNS.

VEGETATION TO BE CUT BACK (THROUGH JUNCTION) ON WEST SIDE OF A286 TO IMPROVE FORWARD VISIBILITY.

Parking for Footpath

FOR CONTINUATION SEE SHEET 6

LEGEND

- PROPOSED KERB
- PROPOSED CONSTRUCTED FOOTWAY
- PROPOSED SIGN AND POST
- EXISTING SIGN AND POST

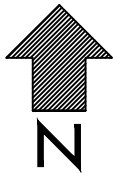
VISION
TRANSPORT PLANNING

T: 01428 651579
E: info@visiontp.co.uk

Client	WORKING ON BEHALF OF
	REDWOOD LIMITED
Project	LAND AT SCOTLAND LANE, HASLEMERE

Drawing Title	MIDHURST ROAD PROPOSED SPEED ROUNDELS [SHEET 5 OF 8]
Drawing Status	FOR PLANNING
Drawn	AS
Designed	SP
Date	APR 2022
Scale	1:500
Size	A3
Drawing No.	17054-024
Rev	C

Rev	Date	Description	Drn	Chk	App
C	04/04/23	MINOR AMENDMENTS	AS	SP	SP
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DETAILED DESIGN TO INCLUDE THE PROVISION OF MARKER POSTS ALONG WESTERN VERGE TO IMPROVE DELINEATION OF EDGE OF CARRIAGEWAY.

DROPPED KERBS AND TACTILE PAVING TO BE PROVIDED AT CROSSING POINTS.

PROPOSED TRAFFIC ISLANDS AND KEEP LEFT SIGNS.

Gatehouse

EDGE OF CARRIAGEWAY MARKINGS PROVIDED TO VISUALLY NARROW THE CARRIAGEWAY AND PROVIDE A DEGREE OF TRAFFIC CALMING.

PROPOSED 'SLOW' ROAD MARKINGS WITH COLOURED CARRIAGEWAY SURFACING AND EDGE OF CARRIAGEWAY MARKINGS (EITHER SIDE OF THE CARRIAGEWAY).

DOUBLE WHITE LINE SYSTEM EXTENDED THROUGH JUNCTION.

Park seating

LEGEND

- PROPOSED KERB
- PROPOSED CONSTRUCTED FOOTWAY
- PROPOSED SIGN AND POST
- EXISTING SIGN AND POST

Indicative SuDS Location

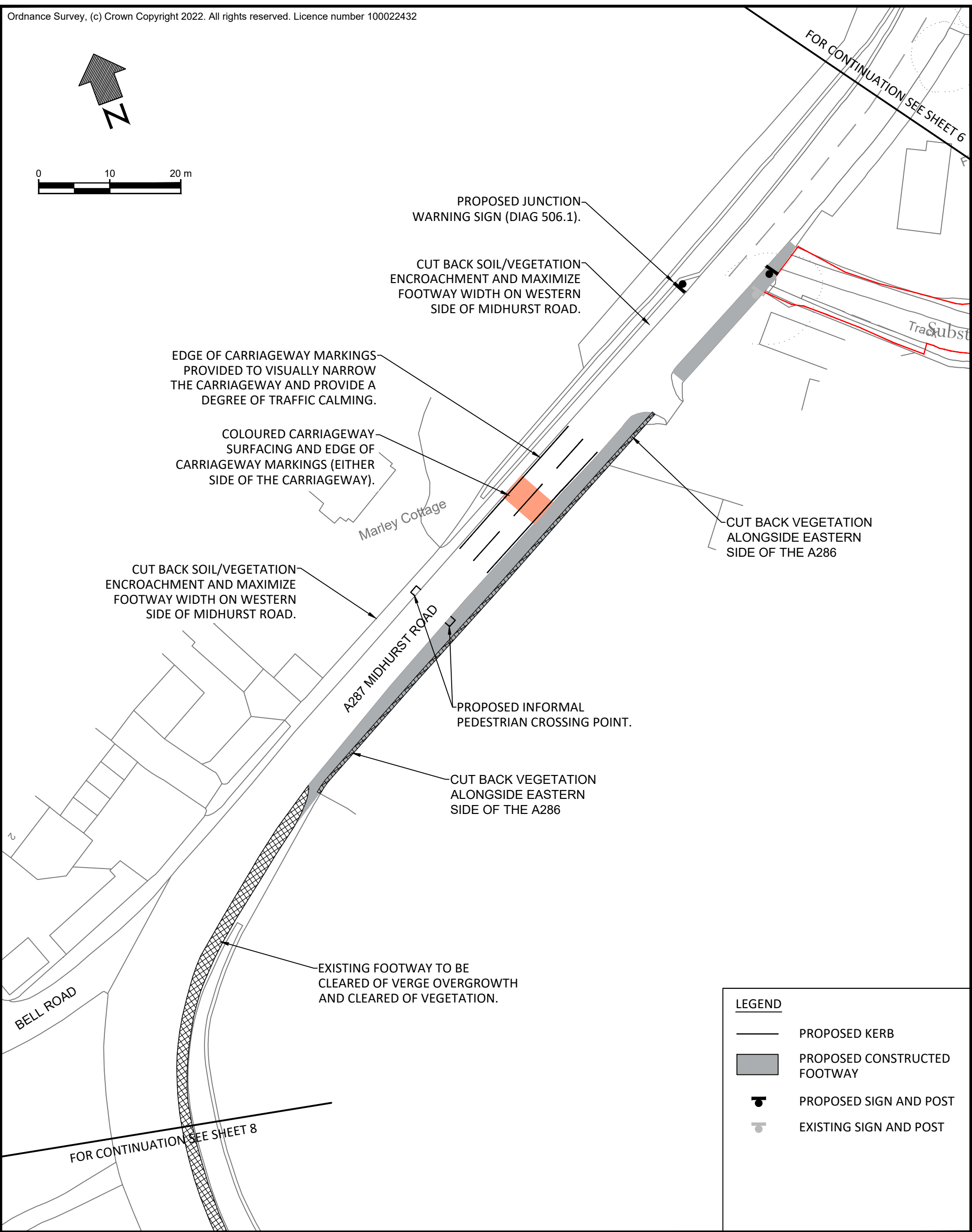
VISION
TRANSPORT PLANNING

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Client	WORKING ON BEHALF OF
	REDWOOD LIMITED
Project	LAND AT SCOTLAND LANE, HASLEMERE

Drawing Title	MIDHURST ROAD PROPOSED SPEED ROUNDELS [SHEET 6 OF 8]
Drawing Status	FOR PLANNING
Drawn	AS
Designed	SP
Date	APR 2022
Scale	1:500
Size	A3
Drawing No.	17054-024
Rev	C

Rev	Date	Description	Drn	Chk	App
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-	25/04/22	ORIGINAL ISSUE	AS	SP	SP



LEGEND

PROPOSED KERB

PROPOSED CONSTRUCTED FOOTWAY

PROPOSED SIGN AND POST

EXISTING SIGN AND POST

VISION

TRANSPORT PLANNING

T: 01428 651579

E: info@visiontp.co.uk

ClientWORKING ON BEHALF OF

REDWOOD LIMITED

Project

LAND AT SCOTLAND LANE, HASLEMERE

Drawing Title

MIDHURST ROAD
PROPOSED SPEED ROUNDELS
[SHEET 7 OF 8]

Drawing Status

FOR PLANNING

Drawn

AS

Designed

SP

Date

APR 2022

Scale

1:500

Size

A3

Drawing No.

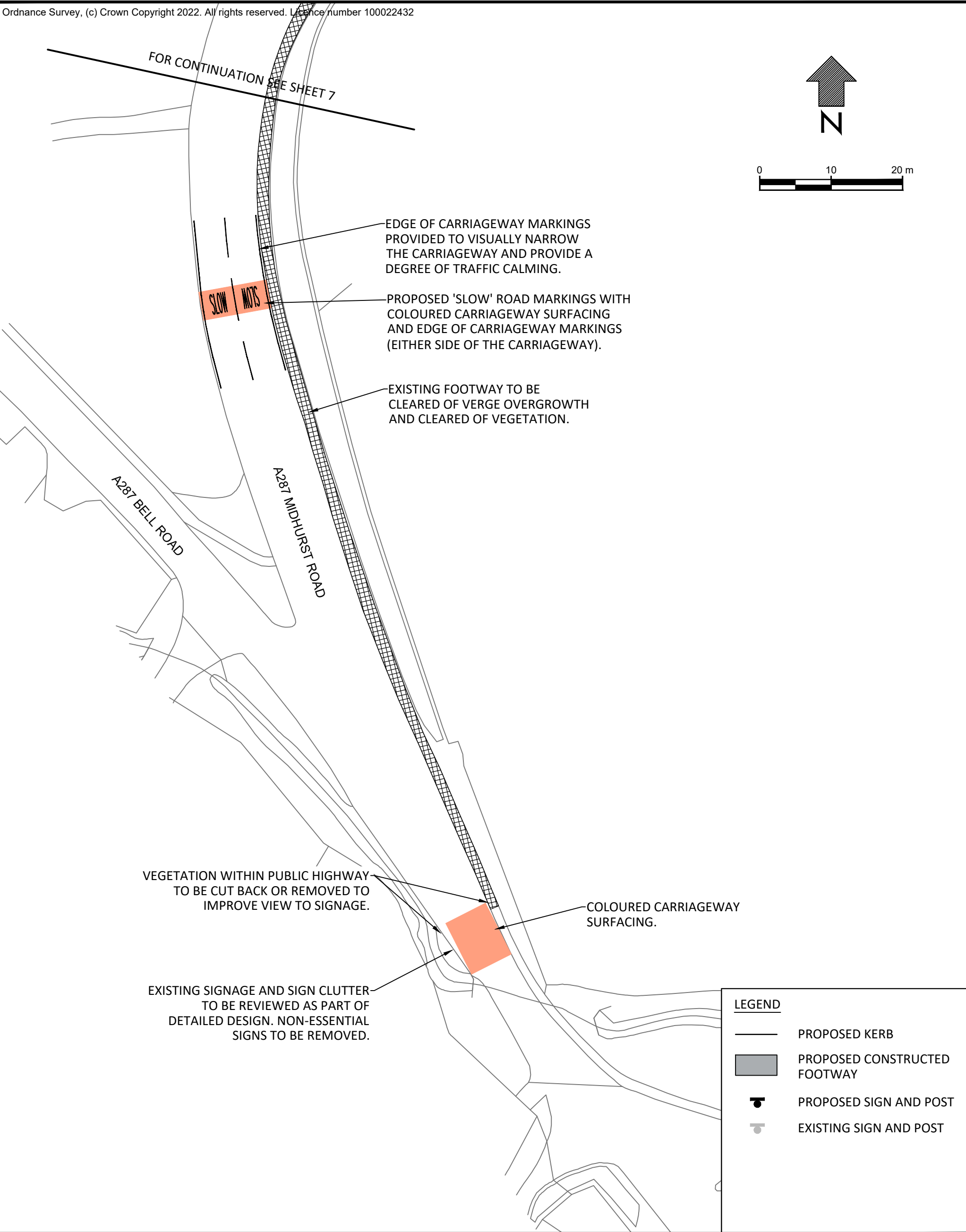
17054-024

Rev

C

C	04/04/23	MINOR AMENDMENTS	AS	SP	SP
B	31/03/23	ROUNDELS REMOVED MINOR AMENDMENTS	AS	SP	SP
A	03/11/22	EDGE OF CARRIAGEWAY MARKINGS ADDED	AS	SP	SP
-	25/04/22	ORIGINAL ISSUE	AS	SP	SP
Rev	Date	Description	Drn	Chk	App

PLOT DATE: 04 April 2023 21:43:02



Client	WORKING ON BEHALF OF
	REDWOOD LIMITED
Project	LAND AT SCOTLAND LANE, HASLEMERE

Drawing Title	MIDHURST ROAD PROPOSED SPEED ROUNDELS [SHEET 8 OF 8]
Drawing Status	FOR PLANNING
Drawn	AS
Designed	SP
Date	APR 2022
Scale	1:500
Size	A3
Drawing No.	17054-024
Rev	C

C	04/04/23	MINOR AMENDMENTS	AS	SP	SP
B	31/03/23	ROUNDLES REMOVED MINOR AMENDMENTS	AS	SP	SP
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-	25/04/22	ORIGINAL ISSUE	AS	SP	SP
Rev	Date	Description	Drn	Chk	App

Appendix C

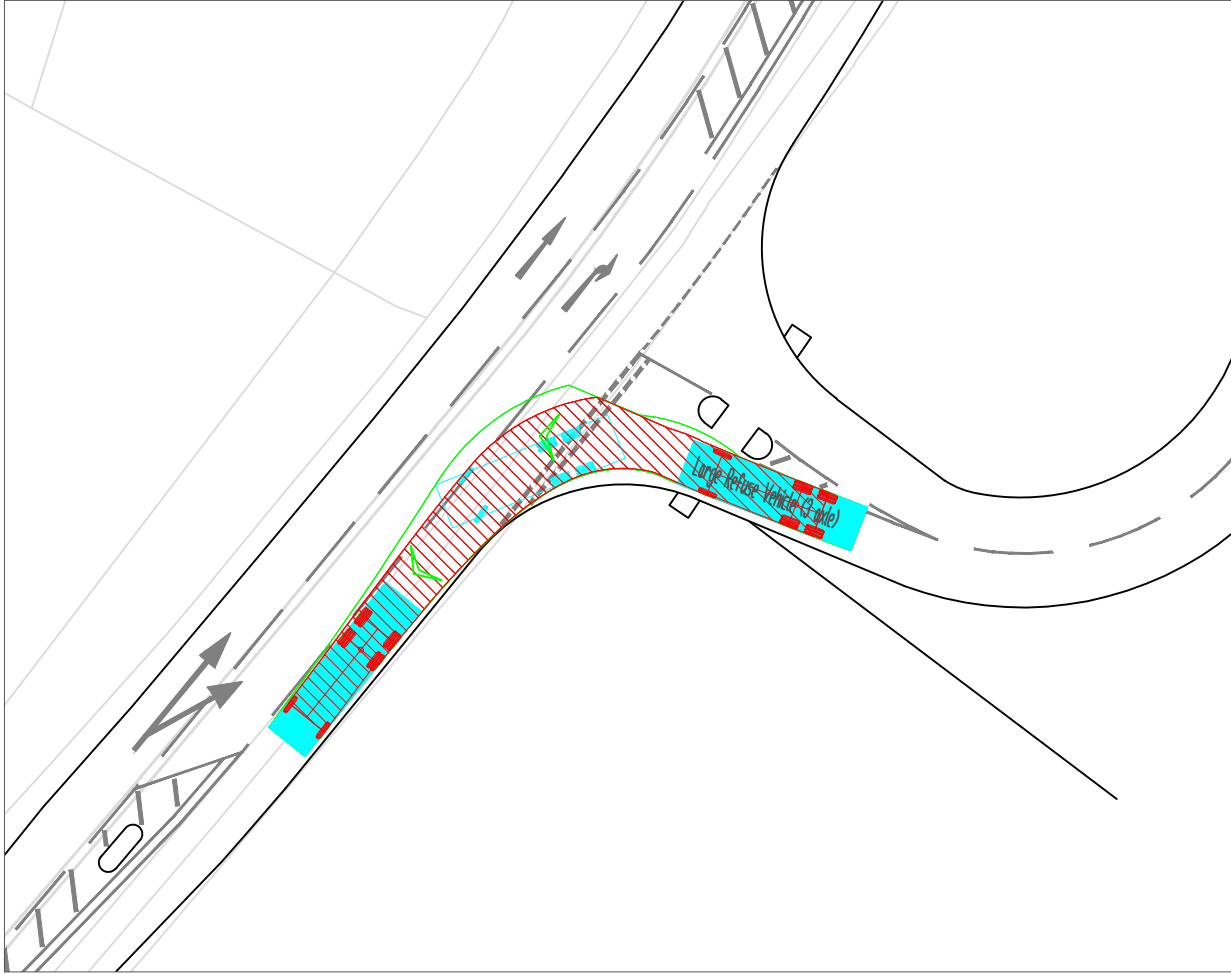
LEFT TURN IN



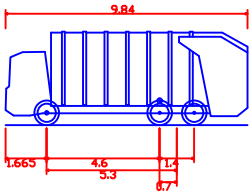
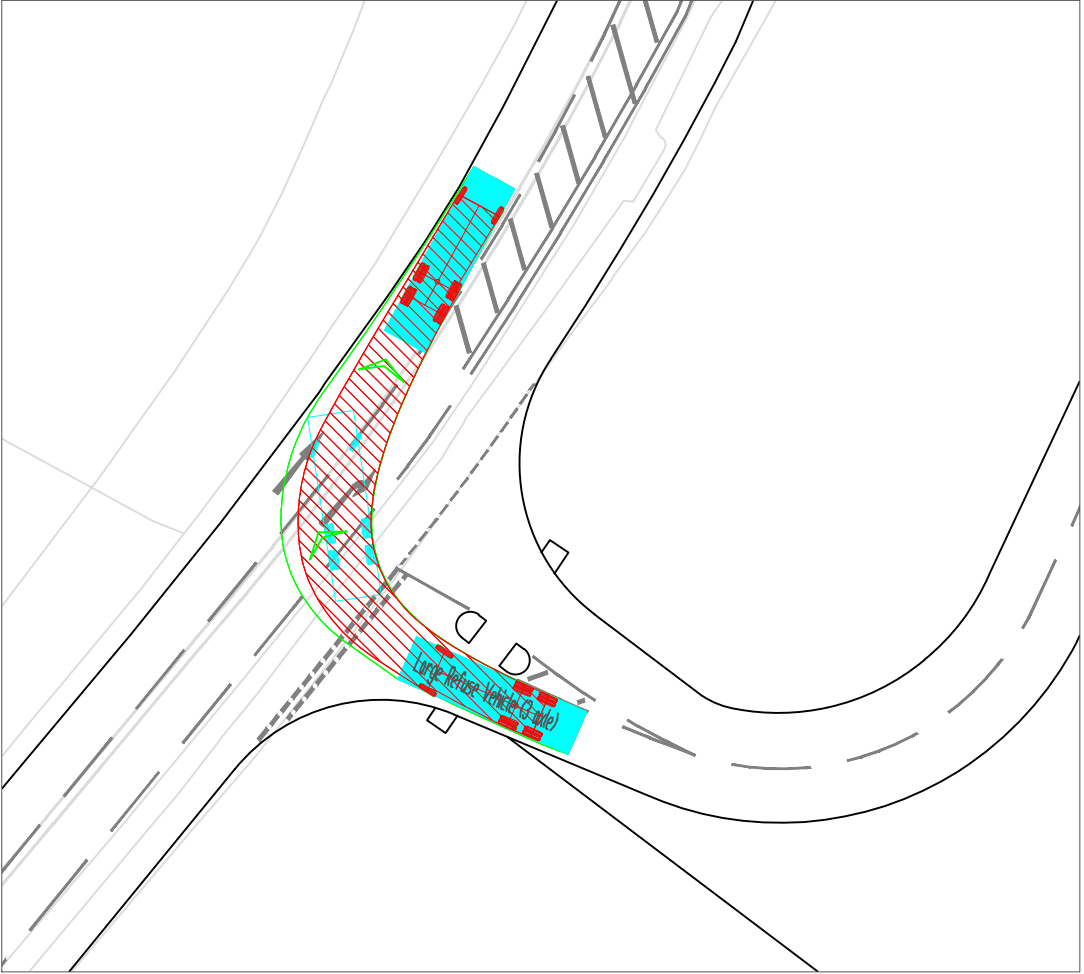
RIGHT TURN IN



LEFT TURN OUT



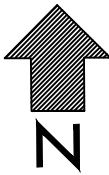
RIGHT TURN OUT



Large Refuse Vehicle (3 axle)
Overall Length 9.840m
Overall Width 2.450m
Overall Body Height 3.814m
Min Body Ground Clearance 0.366m
Track Width 2.450m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 10.600m

KEY TO VEHICLE ENVELOPES

- CHASSIS IN FORWARD GEAR
- BODY OVERHANG IN FORWARD GEAR
- CHASSIS IN REVERSE GEAR
- BODY OVERHANG IN REVERSE GEAR
- VEHICLE IN FORWARD POSITION
- VEHICLE IN REVERSE POSITION



1:400 A3
0 1m 5m 10m 20m

VISION
TRANSPORT PLANNING

Project
SCOTLAND PARK
COMPREHENSIVE SITE

Drawing Title
SCOTLAND PARK
PROPOSED GHOST ISLAND JUNCTION
SWEEP PATH ANALYSIS

Drawing Status
FOR PLANNING

Date APRIL 2023	Scale 1:400	Size A3
Drawing No. 17054 -026		Rev C