

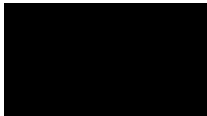
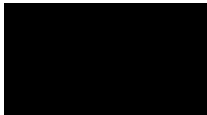
ROAD SAFETY AUDIT RESPONSE REPORT

LAND SOUTH OF 74 OLD SHOREHAM ROAD

Date: November 2025

Ref: 2025/7464/RSADR06

PROJECT DETAILS

Project:	Land South of 74 Old Shoreham Road
Report Title:	Stage 1
Date:	19 th May 2025
Document Reference and Revision:	JA-DG-25-4257-RSA1-FINAL
Produced By:	The Safety Forum – J Aldridge & D Gotch
On Behalf of:	National Highways
Prepared by:	Design Organisation
Name:	Timothy King
Position:	Graduate Transport Consultant
Signed:	
Organisation:	RGP Consulting Engineers
Date:	30 th July 2025
Approved by:	Overseeing Organisation
Name:	Nigel De Wit
Position:	Spatial Planner
Signed:	
Organisation:	National Highways
Date:	18 December 2025

INTRODUCTION

Scheme Details	<p>The site is located on the southern side of the A27 Old Shoreham Road between Lancing and Shoreham-by-Sea. The development proposals include the include the demolition of 74 Old Shoreham Road to provide access to 9 residential dwellings on an empty plot of land to the south of the existing dwelling, with associated parking and landscaping as seen in Appendix A.</p> <p>Vehicular access to the proposed development would be provided via a new vehicle access to the west of the existing access, at the sites southern corner which can accommodate all vehicles that would require access to the site.</p>
Stage of RSA	Stage 1
RSA Details	11 th June 2025 – JA-DG-25-4257-RSA1-FINAL

KEY PERSONNEL

Overseeing Organisation:	Nigel De Wit, National Highways, Nigel.DeWit@nationalhighways.co.uk
RSA Team:	J Aldridge & D Gotch, The Safety Forum,
Design Organisation:	Timothy King, RGP Consulting Ltd, t.king@rgp.co.uk

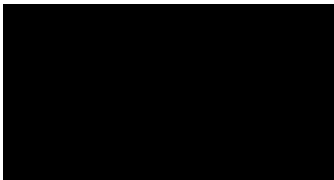
ROAD SAFETY AUDIT DECISION LOG

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
Problem 3.1: Swept path potentially blocked by parked cars.	<i>It is recommended that double yellow line parking restrictions are introduced and enforced along the Service Road.</i>	This matter is accepted by the designers. The audit team recommendation has also been accepted, with Drawing 2023/7464/001 P7 demonstrating double yellow line parking restriction along the Service Road. This will ensure sufficient space is allowed for servicing / emergency vehicles to access and egress the site safely and conveniently.	The changes described in the Design Organisation's response are acceptable. These should be subject to RSA at detailed design.	The Design Organisation's response is agreed.
Problem 3.2: Risk of vehicles travelling eastbound on the Service Road.	<i>It is recommended that a sign and/or road marking is introduced. This may be positioned at the junction of the new access with the Service Road or opposite the new development access, which instructs road users that they may proceed left only.</i>	This matter and the associated audit team recommendation is accepted by the designers. Drawing 2023/7464/001 P7 illustrates a left-turn only sign positioned opposite the new development access. This would indicate to all departing drivers the new one-way arrangement of the service road, with vehicles only permitted to turn left out of the service road. This will negate the risk of vehicles that are leaving the development site turning right / travelling east along the service road.	The changes described in the Design Organisation's response are acceptable. These should be subject to RSA at detailed design.	The Design Organisation's response is agreed.

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
Problem 3.3: Conflicts with cyclists.	<i>It is recommended that a Cycle Route Ahead sign (TSRGD ref: 950) is provided at the approach to the Service Road.</i>	This matter is accepted by the designers, and as such the audit team's recommendations have been accepted. Drawing 2023/7464/001 P7 shows a Cycle Route Ahead sign (TSRGD ref. 950) positioned along the proposed access on approach to the Service Road.	The changes described in the Design Organisation's response are acceptable. These should be subject to RSA at detailed design.	The Design Organisation's response is agreed.
Problem 3.4: Insufficient visibility splay.	<i>It is recommended that a sufficient visibility splay is achieved to reflect the 85th percentile speeds of traffic on the westbound carriageway of the A27 at the location of the development site.</i>	<p>This matter is accepted. As part of pre-application discussions, National Highways confirmed that the required visibility splay for vehicles exiting the service road should be 2.4m x 140m, based on a recorded 85th percentile speed of 45.0 mph.</p> <p>However, an updated assessment of the achievable visibility splays from the site access demonstrates that the maximum achievable visibility from the site access is 128.0m, as shown in Drawing 2023/7464/001 P7. This is below the amount stated by National Highways. However, the DMRB CD 109 Table 2.10, which provides information relating to design speed related parameters, confirms that a 'One step below desirable minimum' visibility splay of 105.0m can be applied. As previously stated, a visibility splay of 128.0m can be achieved from the site access, which is 23.0m in excess of the One step below. Therefore, whilst the visibility is below that requested by National Highways, based on the achievable visibility from the access and the good safety record in the vicinity of the site, this visibility is seen as appropriate for the proposed development.</p>	The changes described in the Design Organisation's response are acceptable, subject to National Highways agreement to the Departure. These should be subject to RSA at detailed design.	The Design Organisation's response is agreed subject to National Highways agreement to the departure.

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation	Agreed RSA Action
		Therefore, a Departure from Standard has been applied for, and this has received Provisional Agreement.		

DESIGN ORGANISATION STATEMENT

On behalf of the Design Organisation, I certify that the RSA actions identified in response to the Road Safety Audit problems in this Road Safety Audit have been discussed and agreed with the Overseeing Organisation.	
Name:	Timothy King
Signed:	
Position:	Transport Consultant
Organisation:	RGP Consulting Engineers Ltd
Date:	20 th November 2025

OVERSEEING ORGANISATION STATEMENT

On behalf of the Overseeing Organisation I certify that: 1) the RSA actions identified in response to the Road Safety Audit problems in this Road Safety Audit have been discussed and agreed with the design organisation; and 2) the agreed RSA actions will be progressed.	
Name:	Nigel De Wit
Signed:	
Position:	Spatial Planner
Organisation:	National Highways
Date:	18 December 2025