

Appendix C

Nutfield Green Park Highways Meeting Minutes – 30th August 2023

226799/N05

5th September 2023

Attendees

- **Richard Cooper (RC)** – Surrey County Council (SCC)
- **David Bird (DB)** – Vectos (part of SLR)
- **Jessica Elliott (JE)** – Vectos (part of SLR)
- **Ethan Terry (ET)** – Vectos (part of SLR)

Meeting Minutes

1. The purpose of the meeting was to review the Vectos N03 Highways Response (dated 4th August 2023) to SCC's Formal Response (dated 12th May 2023).
2. **Site Access:** RC was content with the proposed layout subject to Stage 1 RSA. DB advised that the Stage 1 RSA was complete, and no significant issues had been identified.
3. **Speed Reduction measure:** RC was supportive of the introduction of a speed reduction measure at the new location of the 30MPH speed limit. This may be similar to the measure on the approach to the village from the east. Agreed that a note would be added to the drawing showing speed reduction measure to be introduced with exact form to be agreed with SCC in due course.
4. **Signalised Pedestrian Crossing across A25:** RC was supportive of this measure, subject to Stage 1 RSA. DB confirmed this was in hand. Vectos to check space for equipment etc on northern footway and interaction with existing bus stop.
5. **Trip Generation and Distribution:** RC requested a very minor amendment to the trip distribution for "other" journey purposes with 15% to/from east and 65% to/from west. JE confirmed this would be picked up and presented within the Transport Assessment. All other trip generation and distribution was agreed.
6. **Bus stops:** RC supportive of upgrading A25 'Memorial Hall' stops including Real Time Info, lighting, wooden shelters etc. Agreed that the exact upgrades to be agreed with SCC in due course.
7. RC asked if additional bus stops could be added closer to the main site access. JE explained that there was no footway on the south side of the road and provision of such stops would be challenging

due to the limited extents of the highway boundary and the need for bus laybys along the A25, plus the existing and new stops would be very close together. Furthermore, the distances from the development to the existing stops were considered acceptable given the location. This was accepted by RC.

8. **Park Works Road:** RC agreed that a separate (new) footway was not necessary and resurfacing, potentially with a “virtual footway” ie marked out with road markings and surfacing would be appropriate. RC asked that Vectos explore a more formal footway at junction with A25. DB confirmed this would be looked into with any proposed improvements presented and agreed with SCC. RC agreed there is no need for emergency vehicular access.
9. **Mid Street.** Discussed potential for enhanced on-street cycle facilities eg 20MPH, pinch points etc but Vectos noted the road width and gradient constraints. RC to visit on the following day when in area and advise of any thoughts. It was noted that there is an existing off-road footway.
10. **Cycling:** Vectos described use of the alternative cycle route via Chilmead Lane. Key points discussed were:
 11. Use of Cycle Act to convert PROW to Cycle Route. RC advised that need to make sure rights of pedestrian to use this route are maintained, but this was acceptable in principle. RC to put Vectos in touch with PROW Officers at SCC to discuss further.
 12. DB advised on-site gradients no greater than 5% but not in full accordance with LTN1/20 advice – this is inevitable on sites with significant level differences.
 13. RC asked if surfacing improvements could be introduced on off site/off road sections. DB advised a contribution would be considered.
14. **Buses:** It was noted that a school bus already serves Nutfield.
15. **Demand Responsive Transport:** RC agreed to investigate if there were any plans to expand this to this area.
16. **Electric vehicle charging:** Vectos to check compliance with SCC requirements.
17. **Cycle storage and charging:** Vectos to check compliance with SCC requirements.
18. **Traffic Analysis:** DB advised of approach ie impact of development on base (measured) flows + committed development flows was key (Core) test. Additional test with Temprow growth was for SCC information but did not define mitigation required. JE advised that the Core Test demonstrated that there are no particular capacity issues. RC advised that he was not focussed on traffic capacity and mitigating peak period issues. He was more focussed on improving sustainable transport measures.

Appendix D



Validated Data

Crash Date: Wednesday, August 25, 2021 **Time of Crash:** 4:30:00 PM **Crash Reference:** 2021451080911

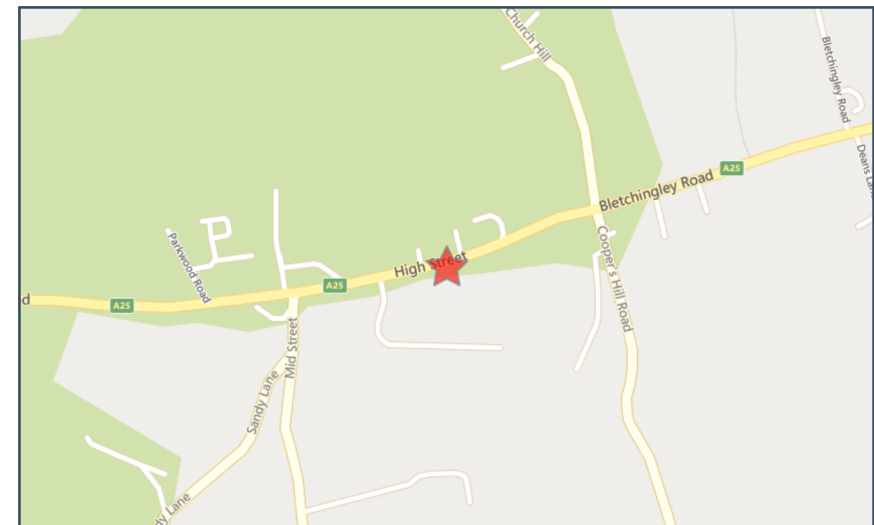
Highest Injury Severity: Serious
Highway Authority: Surrey
Local Authority: Tandridge District
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable

Road Number: A25

Number of Casualties: 1

Number of Vehicles: 4

OS Grid Reference: 530752 150538



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Female	46 - 55	Vehicle is slowing down or stopping	Back	Other	None	None
2	Motorcycle over 500cc	-1	Male	56 - 65	Vehicle is slowing down or stopping	Front	Other	None	None
4	Car (excluding private hire)	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None
3	Motorcycle over 500cc	-1	Male	46 - 55	Vehicle is slowing down or stopping	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
3	1	Serious	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

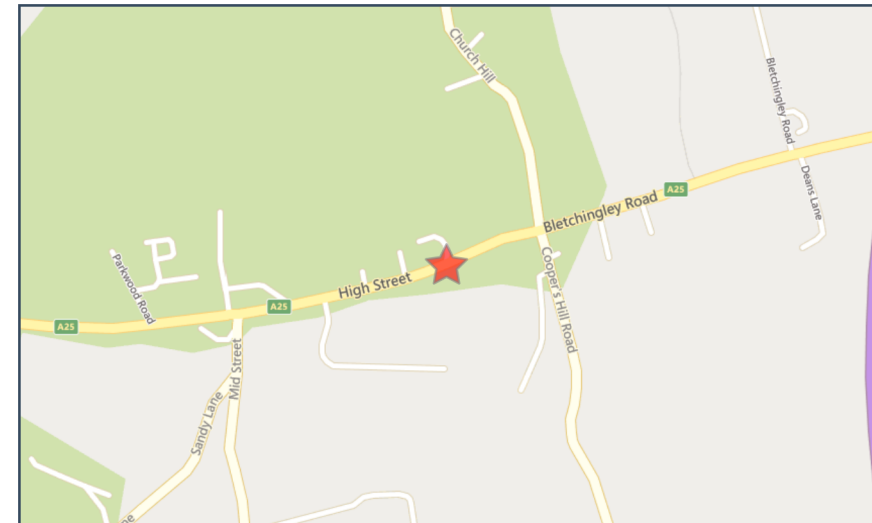
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Validated Data

Crash Date:	Friday, July 06, 2018	Time of Crash:	6:30:00 AM	Crash Reference:	2018450310594
Highest Injury Severity:	Serious	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Surrey			Number of Vehicles:	2
Local Authority:	Tandridge District			OS Grid Reference:	530833 150568
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Female	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	2	Male	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Female	Unknown	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Crash Date: Sunday, August 13, 2017

Time of Crash: 4:45:00 PM

Crash Reference: 2017450212039

Highest Injury Severity: Slight

Road Number: U0

Number of Casualties: 1

Highway Authority: Surrey

Number of Vehicles: 2

Local Authority: Tandridge District

OS Grid Reference: 530883 150588

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

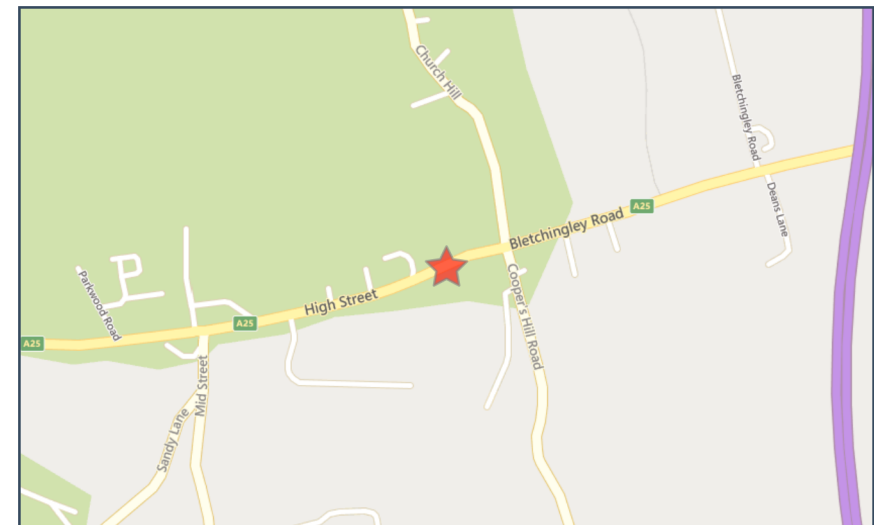
Carriageway Hazards: None

Junction Detail: Not at or within 20 metres of junction

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Not Applicable



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	2	Female	46 - 55	Vehicle is in the act of turning right	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Crash Date: Tuesday, March 14, 2017 **Time of Crash:** 7:05:00 PM **Crash Reference:** 2017450169057

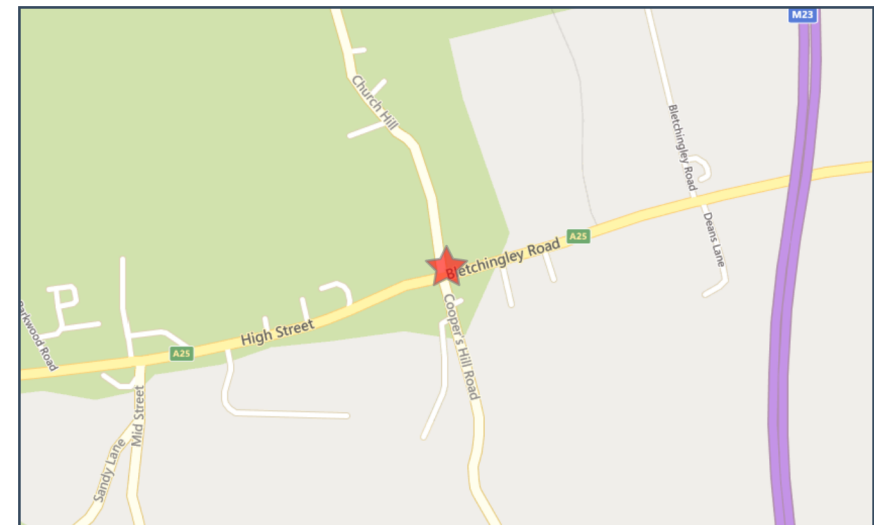
Highest Injury Severity: Slight
Highway Authority: Surrey
Local Authority: Tandridge District
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Crossroads
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: A25

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 530976 150637



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	4	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Pedal cycle	-1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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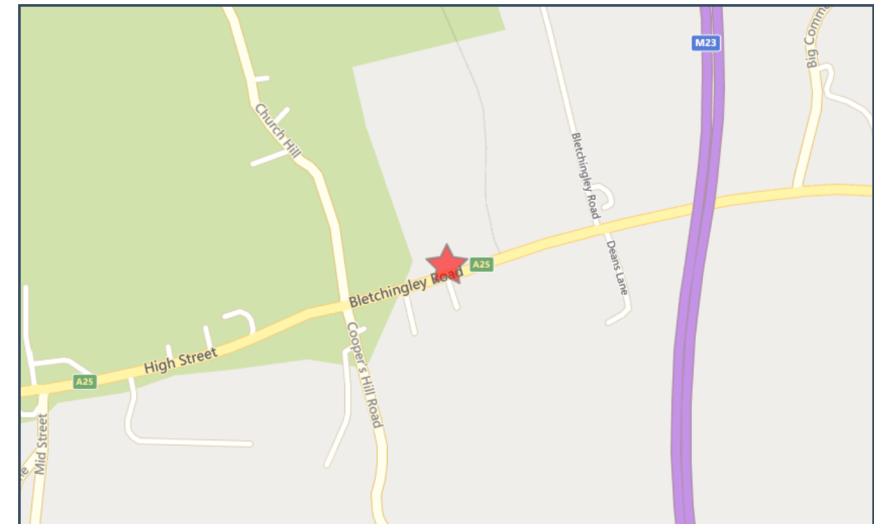


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Validated Data

Crash Date: Wednesday, August 09, 2017 **Time of Crash:** 6:30:00 AM **Crash Reference:** 2017450210494

Highest Injury Severity:	Serious	Road Number:	A25	Number of Casualties:	1
Highway Authority:	Surrey			Number of Vehicles:	1
Local Authority:	Tandridge District			OS Grid Reference:	531119 150684
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 50cc and up to 125cc	3	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

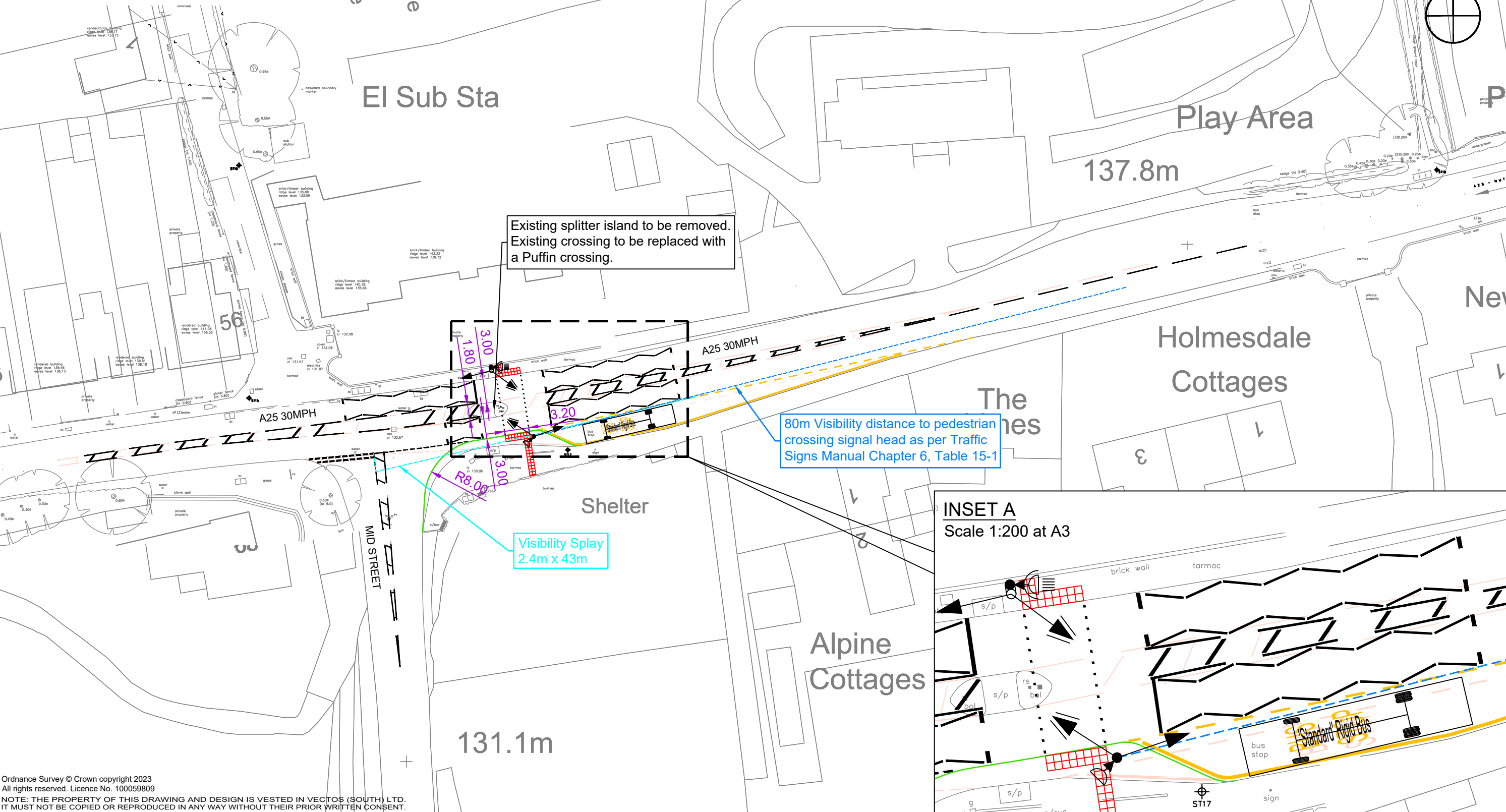
For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Appendix E

GENERAL ARRANGEMENT

Scale 1:500 at A3



REV.	DETAILS	DRAWN	CHECKED	DATE

- Notes:
- This is not a construction drawing and is intended for illustrative purposes only.
 - White lining is indicative only.
- Key:
- Existing road markings to be removed
 - Proposed white - yellow road markings
 - Amended kerb
 - Controlled tactile paving
 - Proposed signal equipments

INFORMATION ONLY

Nutfield Green Park

Proposed Signalised Crossing on High Street A25

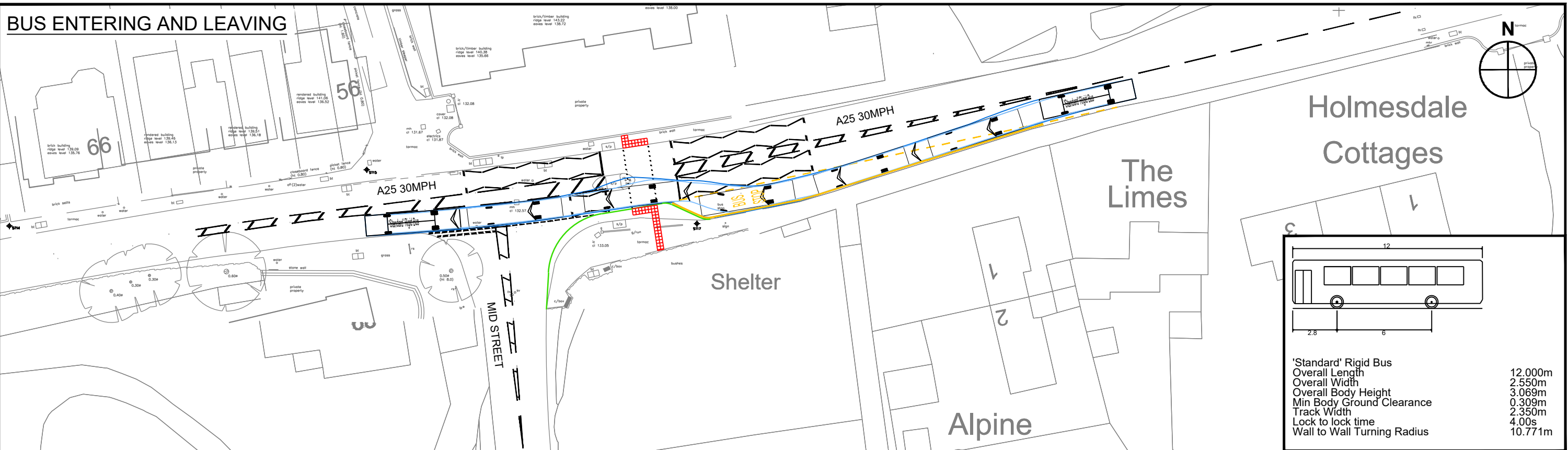
DRAWN: NS	CHECKED: RB	DATE: 01.09.2023	SCALES: As shown at A3
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Nutfield Park Developments Ltd

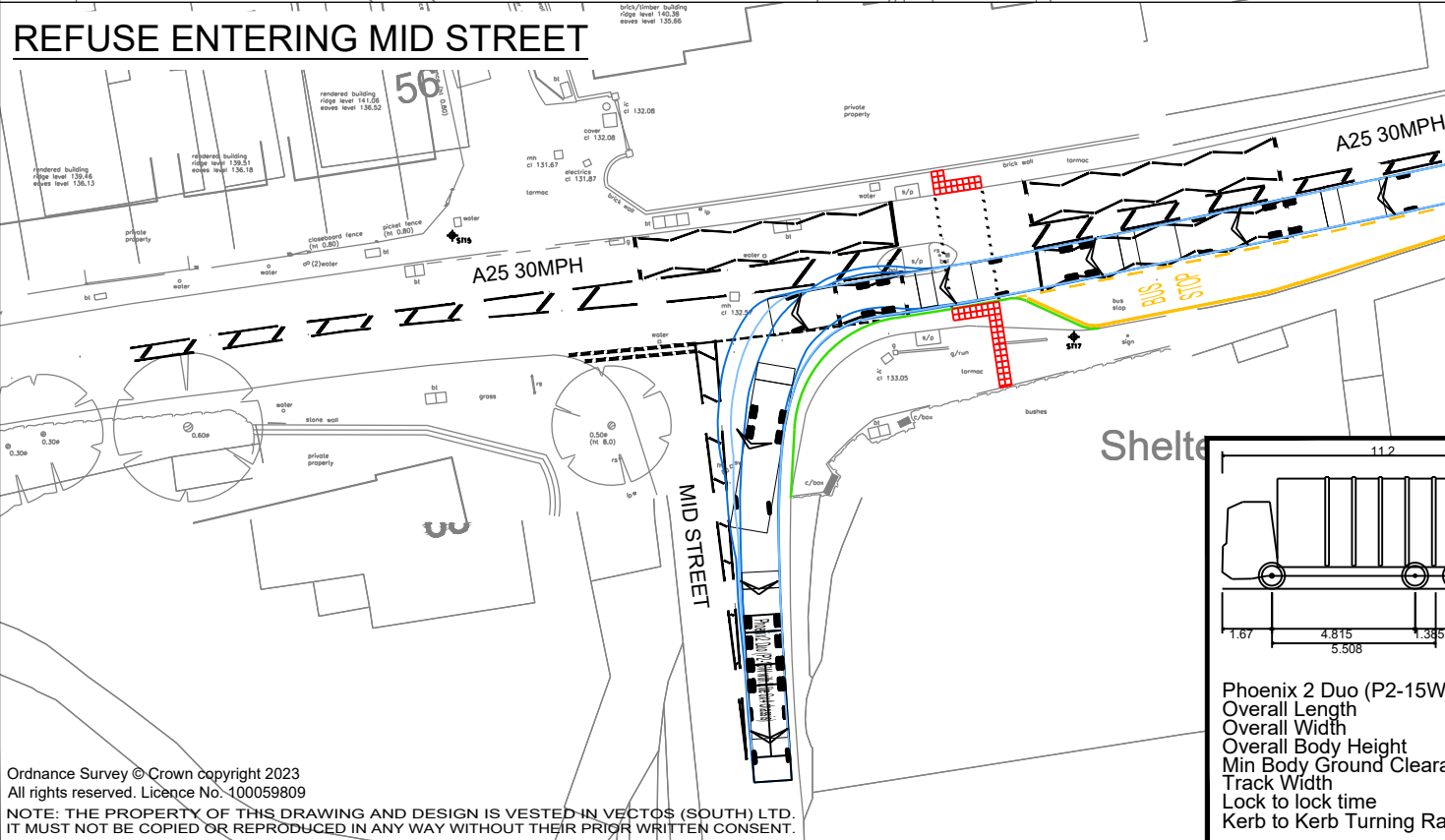
SLR

DRAWING NUMBER: 226799/PD06	REVISION: .
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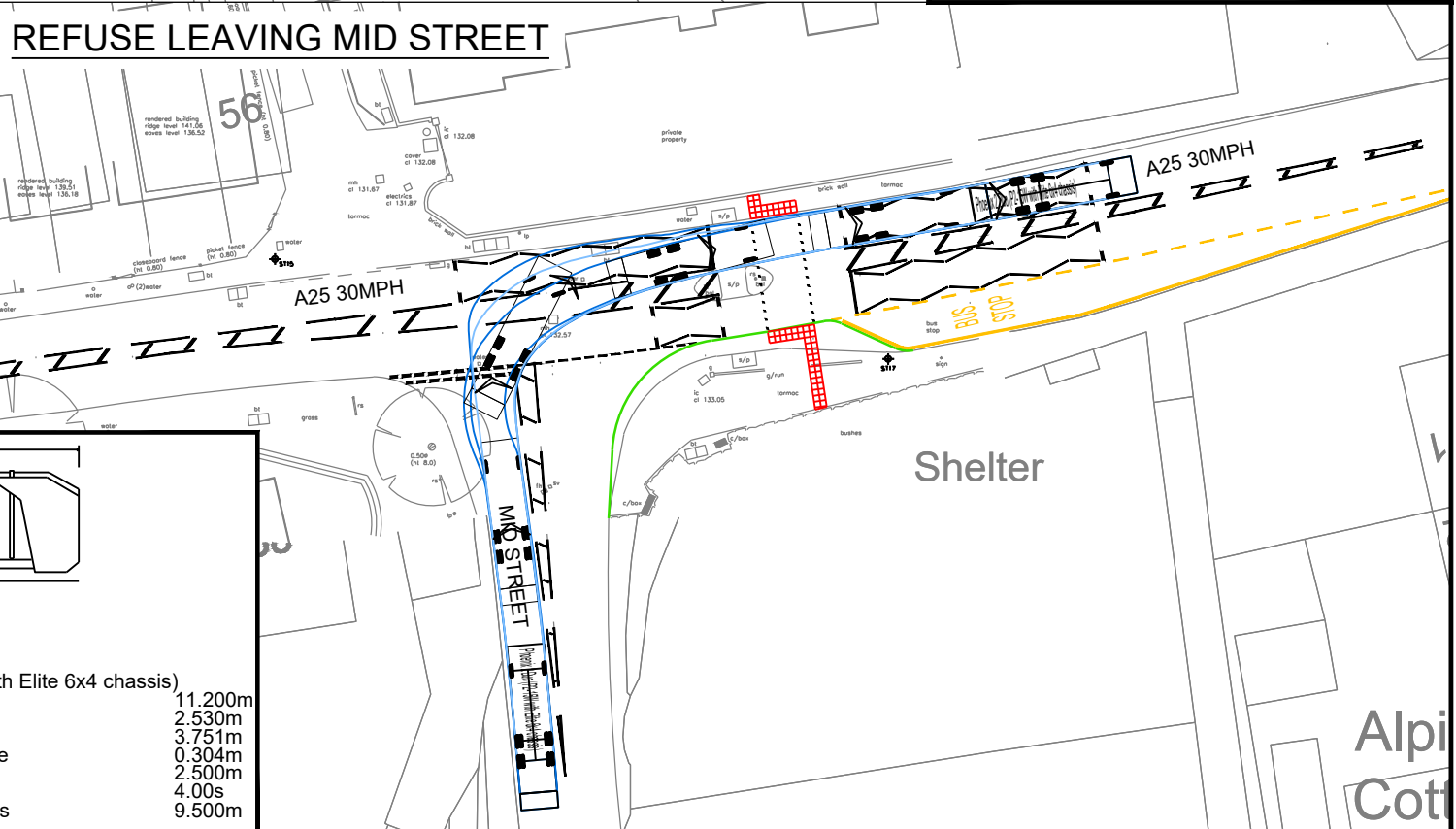
BUS ENTERING AND LEAVING



REFUSE ENTERING MID STREET



REFUSE LEAVING MID STREET



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REV.	DETAILS	DRAWN	CHECKED	DATE

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. This drawing is to be read in conjunction with drawing no. 226799/PD06.

INFORMATION ONLY

Nutfield Green Park

Nutfield Park Developments Ltd

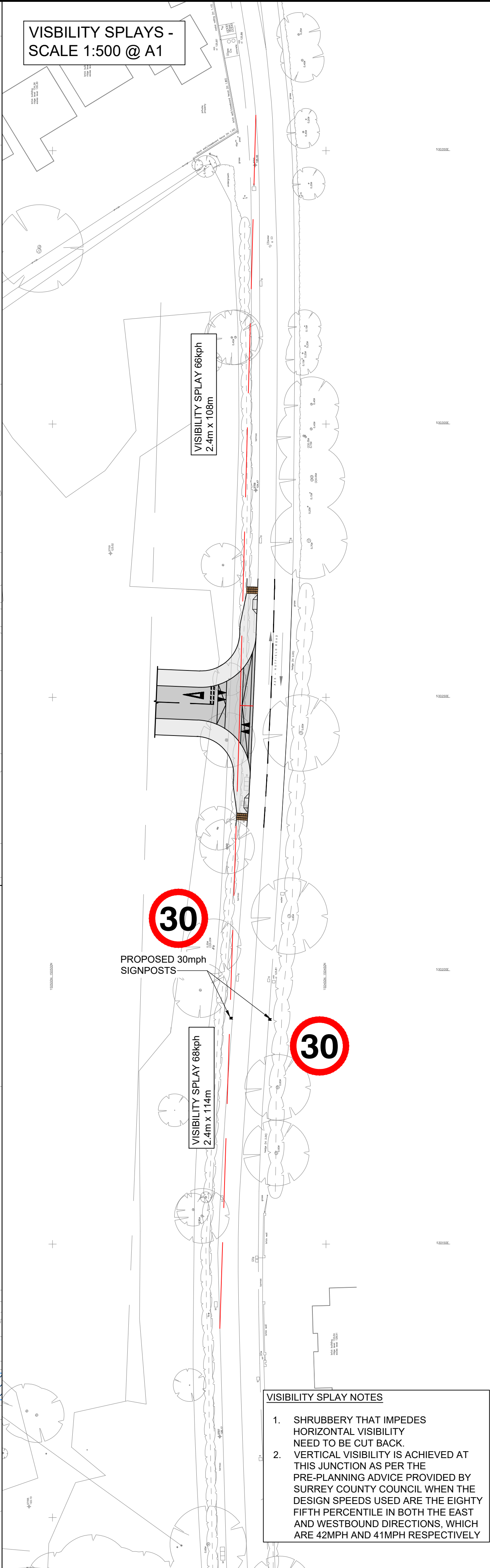
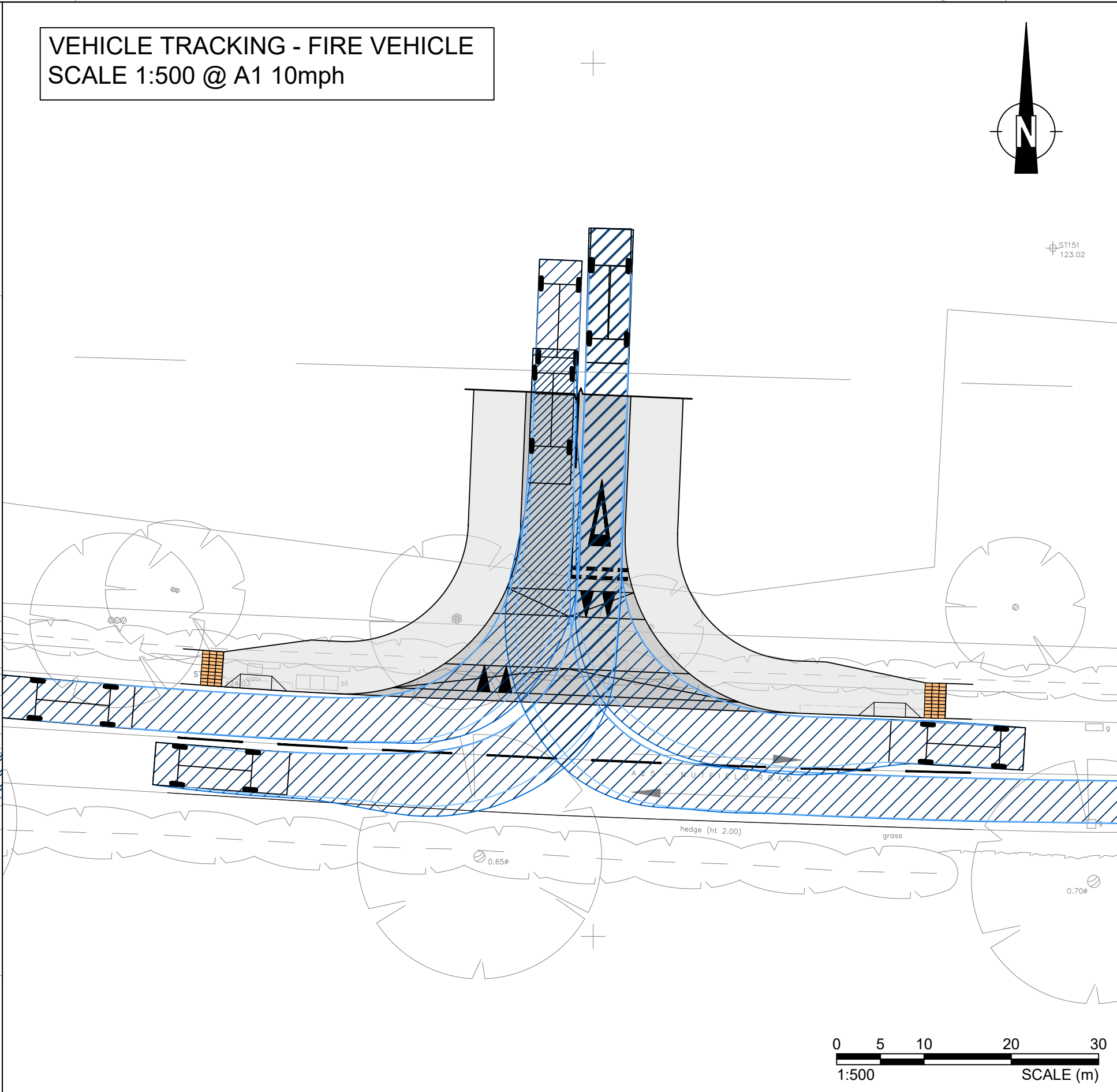
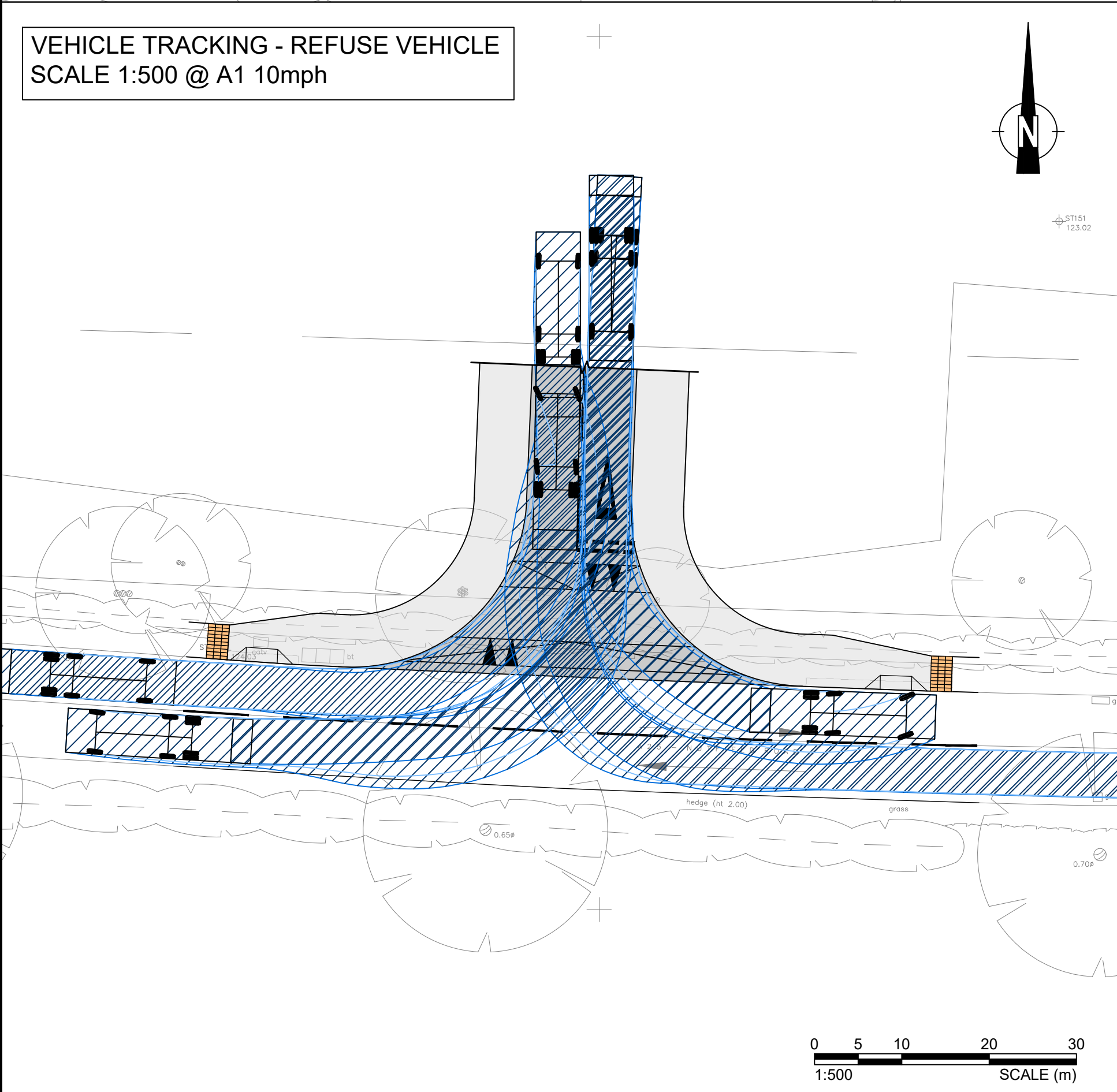
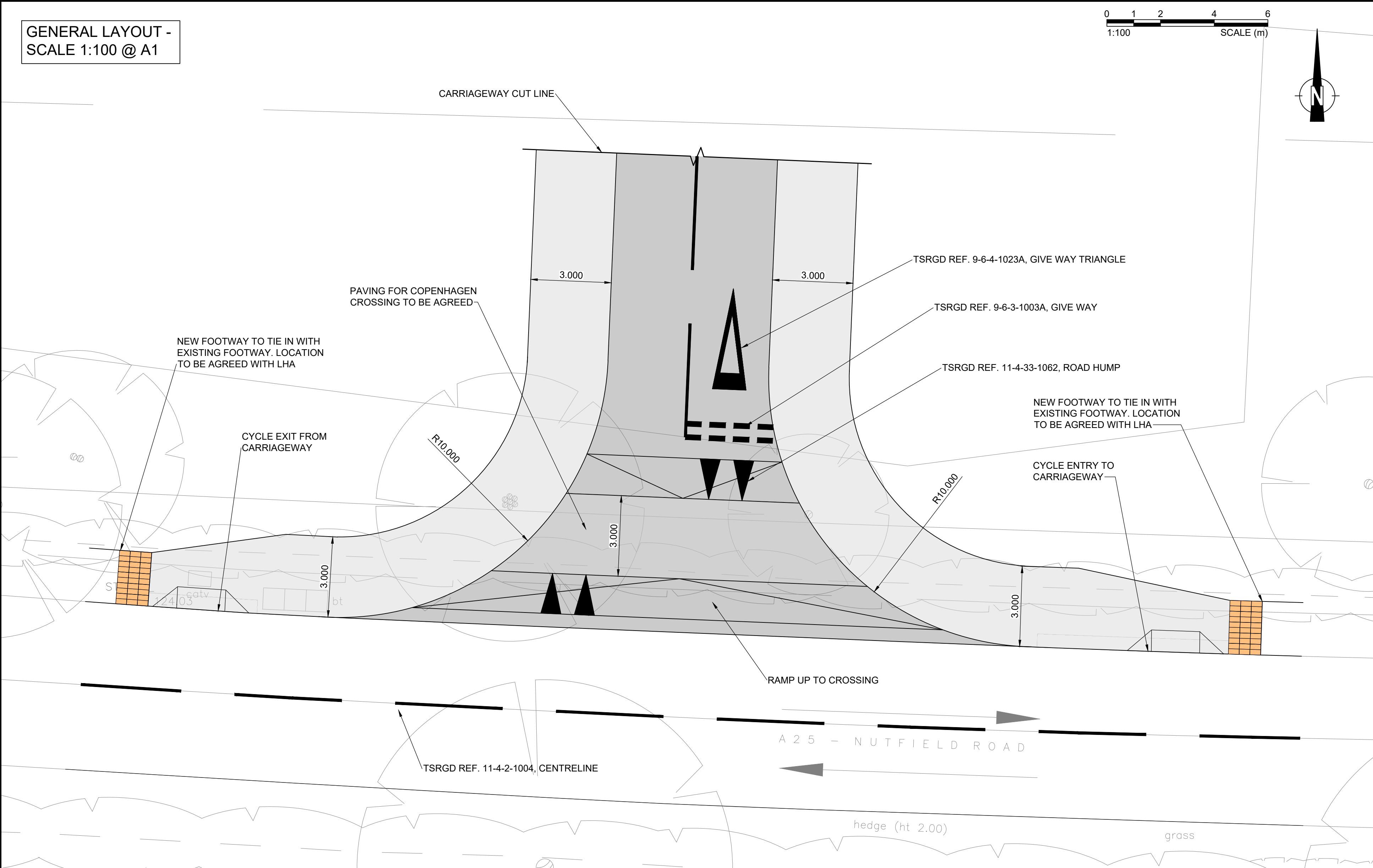
Swept Path Analysis
Proposed Puffin Crossing on
High Street A25



DRAWN: NS
CHECKED: RB
DATE: 01.09.2023
SCALES: 1:500 at A3

DRAWING NUMBER: 226799/PD06/AT01
REVISION: .

Appendix F



Dennis Sabre Fire Tender (LWB)

Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.512m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.400m

Phoenix 2-23W (with Elite 6x2MS chassis)

Overall Length	10.595m
Overall Width	2.530m
Overall Body Height	3.205m
Min Body Ground Clearance	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.150m

NOTES

- THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATION AND RELATED DRAWINGS ISSUED BY THE ENGINEER.
- THE DESIGN SPEED IS 40MPH
- ALL DIMENSIONS ARE SHOWN IN METRES UNLESS OTHERWISE STATED.
- THE HIGHWAY AUTHORITY IS SURREY COUNTY COUNCIL (SCC)
- ALL STATUTORY CONSENTS, OPENING NOTICES ETC, AS REQUIRED UNDER HIGHWAYS AND WATER INDUSTRY ACTS ARE TO BE OBTAINED BY THE CONTRACTOR PRIOR TO COMMENCEMENTS OF THE WORKS
- ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH THE REQUIREMENTS OF SCC HIGHWAYS DEPARTMENT
- THE PRESENCE OF LIVE UTILITY EQUIPMENT IN THE HIGHWAY SHOULD BE VERIFIED BY THE CONTRACTOR PRIOR TO ANY STARTING ANY WORKS.
- ALL UTILITY COVERS AND GULLIES IN CARRIAGEWAY/FOOTWAY TO REMAIN UNLESS SHOWN OTHERWISE
- TOPOGRAPHICAL SURVEY AS PER MIDLAND SURVEY LTD DRAWING "TOPOGRAPHICAL SURVEY" DRAWING NUMBER "42367" DATED NOVEMBER 2022
- UNTIL SUCH TIME THAT THIS DRAWING IS MARKED "APPROVED FOR CONSTRUCTION" THE INFORMATION SHOWN IS INDICATIVE AND IS SUBJECT TO CHANGE
- ALL LINING TO THE SPECIFICATIONS OUTLINED IN TSRGD AND TSM GUIDANCE
- MARKINGS SHOWN INDICATIVELY, TO BE REVIEWED DURING DESIGN

KEY

HB2	HALF BATTERED KERB, SIZE 125x255mm, TYPE HB2 - LAID WITH 125mm UPSTAND
TK	TRANSITION/DROPPER KERB (125x255/150mm DROPPER KERB)
BN	125x150mm BULLNOSE KERB REF BN - KERB UPSTAND 6mm MAX
	BUFF COLOURED TACTILE PAVIOURS 60mm THICK 400mm SQUARE

Rev	Details	Drawn	Checked	Auth	Date

FOR INFORMATION

S0

vectos. PART OF **SLR**

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e: manchester@vectos.co.uk

LRQA CERTIFIED
ISO 9001

Client

NUTFIELD PARK DEVELOPMENTS LTD

Project Title

NUTFIELD GREEN PARK

Drawing Title

NUTFIELD GREEN PARK
COPENHAGEN CROSSING
STYLE JUNCTION

Scale	Designed	Drawn	Checked	Authorised
SHOWN	MA	MA	KGS	PW
Original Size	Date	Date	Date	Date
A1	06.06.23	27.07.23	28.07.23	28.07.23
Drawing Number	Proj. Ref. No.	Originator Volume	Location	Type Role Number
VD22815 - VEC -HGN-	NUT	-SK-CH-	005	VD22815
				Revision
				-

28/07/2023 Michael Ash m:\jobs\2022\vd22815 nutfield green park (vs226799)\2. design\cad\vd22815-sk005_recover.dwg

Appendix G

STAGE 1 ROAD SAFETY AUDIT

Nutfield Park Developments Ltd

Nutfield Green Park

5th September 2023

Report control

Document: Stage 1 RSA

Project: Nutfield Green Park

Job number: X:\Projects\220000\226799 - Nutfield Green Park\WORD\Stage 1 RSA\R01-PW-Stage 1 RSA_230905.docx

Document checking

Primary Author: Patrick West Initialled: PW

Contributor: Initialled:

Review by: Ben Brogan Initialled: BB

Issue	Date	Status	Checked for issue
1	05/09/2023	FINAL	BB

Contents

1 Introduction 1

2 Matters arising from the audit..... 3

3 Audit Team Statement..... 6

Appendices

- Appendix A – Site Location Plan
- Appendix B – Documents Submitted for Audit
- Appendix C – Problem Location Plan

1 Introduction

- 1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on Tuesday 5th September 2023. The audit was carried out on behalf of Vectos part of SLR. The overseeing organisation and project sponsor is Surrey County Council.
- 1.2 An RSA brief was prepared by Jessica Elliott of Vectos part of SLR on 1st September 2023 and was subsequently accepted by the Audit Team on the same day.
- 1.3 This RSA team was as follows:
- BEN BROGAN MSc, BEng (Hons), MCIHT, MSoRSA
Audit Team Leader
Associate
Vectos part of SLR
- PATRICK WEST BA (Hons), MCIHT, MSoRSA, HE Approved Cert. Comp.
Audit Team Member
Associate Director
Vectos part of SLR
- 1.4 A site visit was undertaken on Tuesday 5th of September 2023 between the hours of 0900 and 1000. The weather was fine, sunny and the road surface dry. At the time of the site visit high levels of traffic and low non-motorised users were observed.
- 1.5 A site location plan can be found at **Appendix A** of this report.
- 1.6 The terms of reference of the RSA are as described in the Design Manual for Roads and Bridges (DMRB) Standard, GG119 RSA.
- 1.7 The Audit 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. 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 without touching on technical audit.
- 1.8 The scheme subject to Stage 1 RSA relates to a proposed site access priority junction with the A25 and a new Puffin crossing on A25 High Street.
- 1.9 A list of the documents and drawings submitted for this Stage 1 RSA can be found at **Appendix B**.
- 1.10 A submitted design drawings have been annotated to show the locations of any problems identified during this Stage 1 RSA. These plans can be found at **Appendix C**.
- 1.11 Whilst recommendations have been made within this report, there may be equally satisfactory alternatives. The Audit Team will be pleased to consider alternatives if required.

Departures from Standards

1.12 The Audit Team were not informed of any departures from standards.

2 Matters arising from the audit

Drawing No. VD22815-VEC-HGN-NUT-SK-CH-005

2.1 Problem

Location 2.1: Crossing points at proposed access.

Summary: No tactile paving for vulnerable road users, which could lead to pedestrians being struck by oncoming vehicles.

Tactile paving for pedestrians is not proposed at the site access. If tactile paving is not provided, then this could result in vulnerable road users crossing when it is not safe to do so and being struck by oncoming vehicles.

Recommendation: It is recommended that tactile paving is provided at the proposed crossing point.

2.2 Problem

Location 2.2: Western footway/cycleway

Summary: Large vehicles overhanging footway/cycleway and colliding with pedestrians/cyclists.

Swept paths show that large vehicles will overhang the footway/cycleway when accessing the development. This could lead to large vehicles colliding with pedestrians/cyclists.

Recommendation: It is recommended that all vehicle manoeuvres are accommodated within the carriageway and overhanging does not occur.

2.3 Problem

Location 2.3: Vegetation along the southern carriageway

Summary: Large vehicles overhang the carriageway and may need to travel within the opposing lane, causing a risk of collisions with oncoming vehicles.

Swept paths show that large vehicles will exceed the southern carriageway when departing from the access. If large vehicles cannot complete their manoeuvre without conflicting with vegetation then they could swerve into the opposing eastbound carriageway and collide with oncoming vehicles.

Recommendation: It is recommended that all vehicle manoeuvres are accommodated within the carriageway so that overhanging does not occur, and vegetation is maintained so that it does not conflict with vehicle movements.

2.4 Problem

Location 2.4: Proposed speed limit signage - A25 carriageway

Summary: Road users travelling at increased speeds, contributing to loss of control type accidents.

A change in road surfacing is currently in place on the A25 where the speed limit changes to 30mph. It is proposed that the 30mph speed limit is extended to the west of the site access, but a change in road surfacing is not proposed. If the change in surfacing is not present then road users may not be aware that the speed limit has changed and could travel at increased speeds and be involved in loss of control type accidents.

Recommendation: It is recommended that suitable road markings/surfacing is provided to warn road users of the change in speed limit.

2.5 Problem

Location 2.5: Proposed speed limit signage – northern footway

Summary: Signage could force pedestrians to walk in the carriageway and they could be struck by oncoming vehicles.

Proposed signage is to be located adjacent to the kerb within the footway. If two pedestrians were to pass at a pinch point adjacent to the signage, they could be forced to walk in the carriageway where they could be struck by oncoming vehicles.

Recommendation: It is recommended that signage is located at the back of the footway.

Drawing No. 226799/PD06

2.6 Problem

Location 2.6: Crossing point on Mid Street

Summary: Vegetation on the footway is overgrown and restricts the effective width of the dropped kerb and could force pedestrians into the carriageway in an unsafe location leading to collisions with vehicles

Overgrown vegetation is present at the dropped kerb crossing point which is preventing safe usage of the dropped kerb for those with mobility issues. If a safe location is not provided for users to cross from the eastern footway then this could result in vulnerable road users crossing when it is not safe to do so and being struck by oncoming vehicles.

Recommendation: It is recommended that the dropped kerb crossing is kept clear of vegetation and safe crossing facilities are provided.

3 Audit Team Statement

3.1 We certify that this Audit has been carried out in accordance with the requirements of GG119.

Road Safety Audit Team Leader

Name: Ben Brogan

Signed: 

Position: Associate

Organisation: Vectos part of SLR

Date: 5th September 2023

Road Safety Audit Team Member

Name: Patrick West

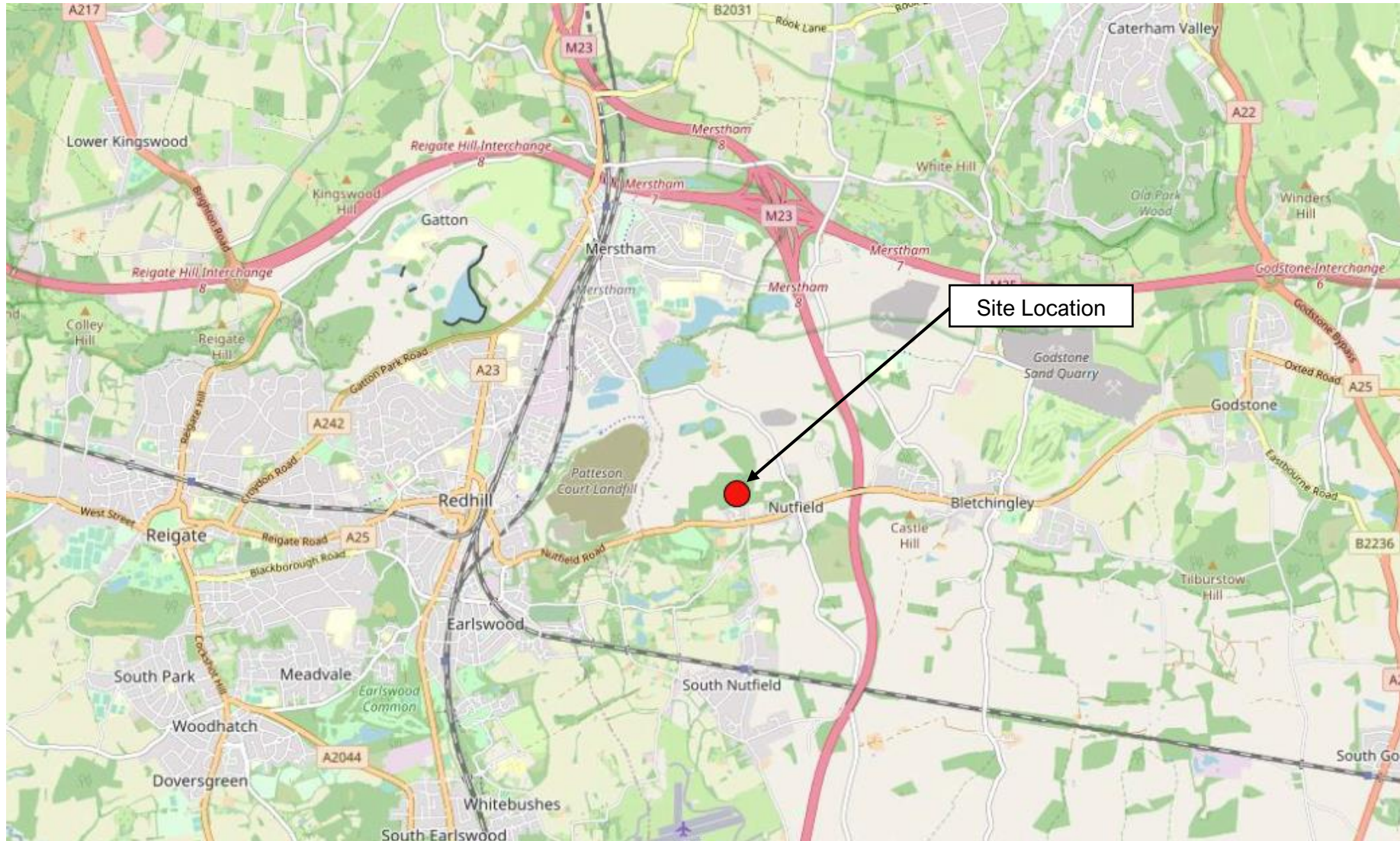
Signed: 

Position: Associate Director

Organisation: Vectos part of SLR

Date: 5th September 2023

Appendix A

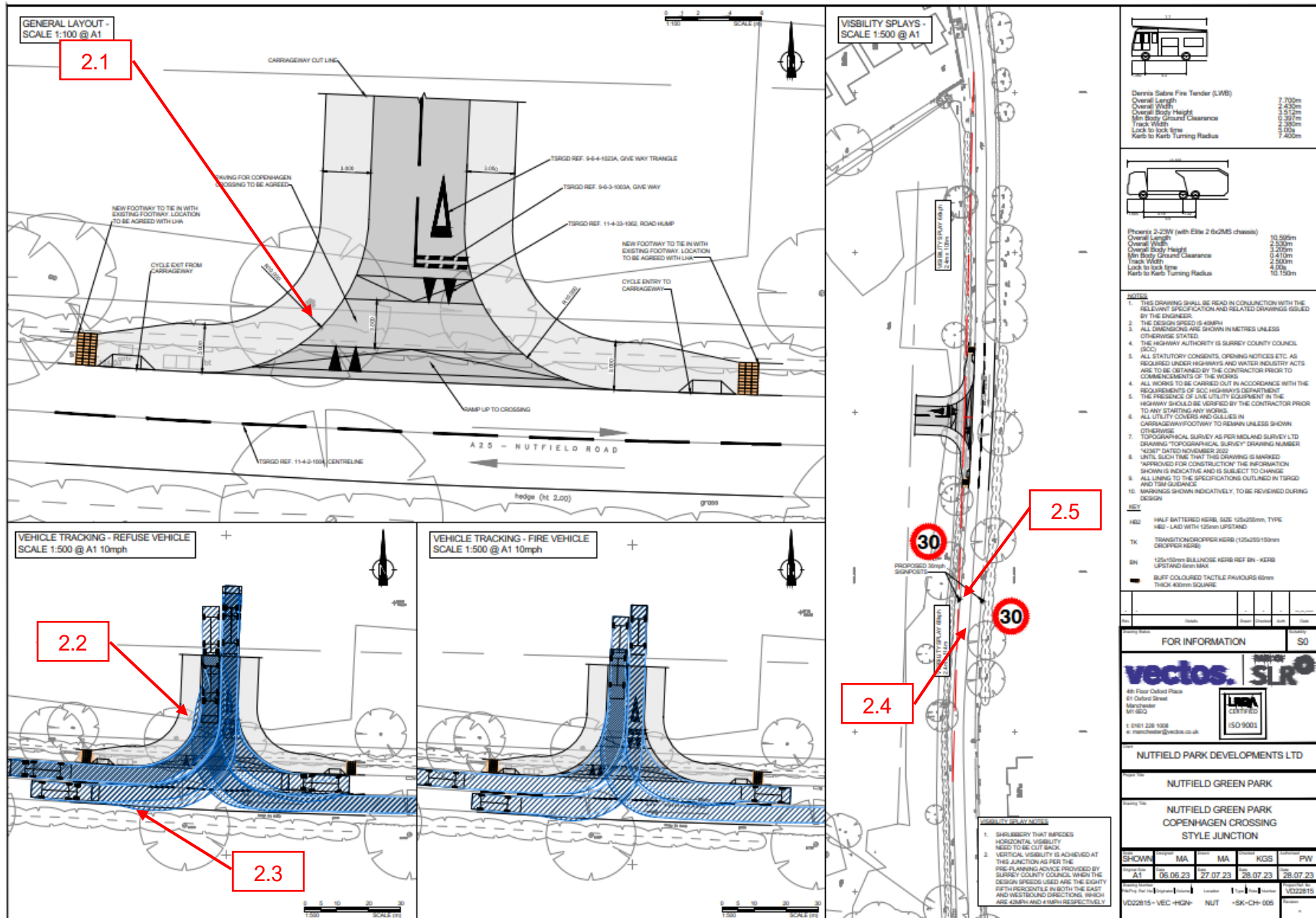


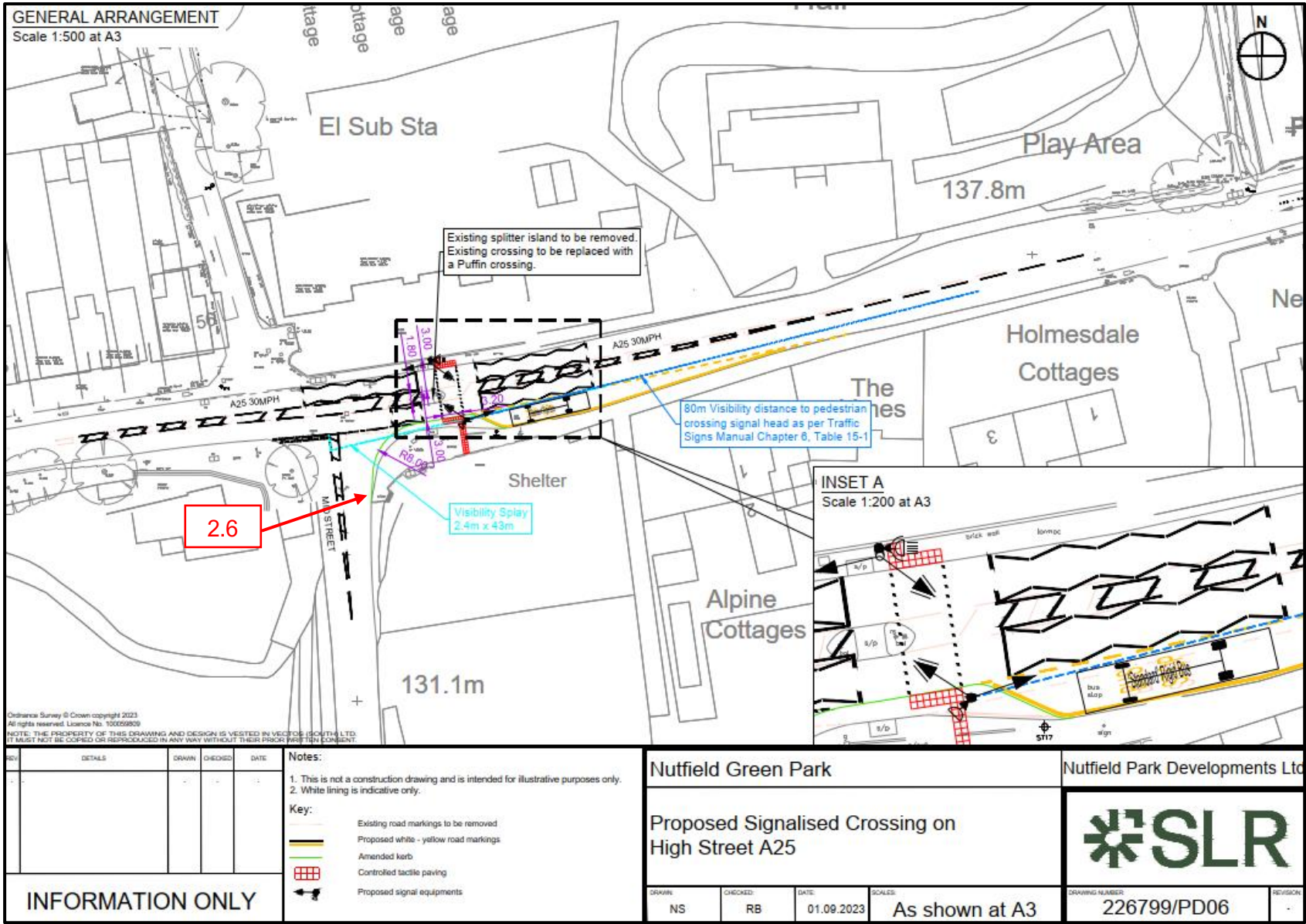
Appendix B

List of included documents and drawings:	
Documents (inc. title, date and revision number):	Stage 1 RSA Brief
Drawings	VD22815-VEC-HGN-NUT-SK-CH-005 226799/PD06 – Proposed Signalised Crossing on High Street A25 226799/PD06/AT01 – Swept Path Analysis

Tick all that are included and provide reasons for those that are not included:			
Site Location Plan	<input checked="" type="checkbox"/>	Scale layout plans	<input checked="" type="checkbox"/>
Departures and relaxations from standards	<input type="checkbox"/>	Construction/ typical details	<input type="checkbox"/>
Previous RSA reports	<input type="checkbox"/>	Previous RSA response reports and evidence of agreed actions	<input type="checkbox"/>
Collision data and collision data analysis	<input checked="" type="checkbox"/>	Road traffic collision plot	<input checked="" type="checkbox"/>
Traffic signal staging	<input type="checkbox"/>	Traffic counts	<input checked="" type="checkbox"/>
Speed surveys	<input checked="" type="checkbox"/>	Pedestrian, cyclist and horse-riding desire lines and volumes	<input type="checkbox"/>
Walking, cycling and horse-riding assessment and reviews	<input type="checkbox"/>	Items outside the scope of the RSA/ strategic decisions	<input type="checkbox"/>
Other factors that may impact on road safety	<input type="checkbox"/>	Design speeds/ speed limits	<input type="checkbox"/>
Design standards used	<input type="checkbox"/>	Adjacent land uses	<input checked="" type="checkbox"/>

Appendix C





Contact

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Appendix H

Road Safety Audit Designers Response Report

1 Project Summary

Report Title	Road Safety Audit Designers Response
Date	08/09/2023
Document Reference and Revision:	V1
Prepared by:	Jessica Elliott
On behalf of:	Nutfield Park Developments Ltd
AUTHORISATION SHEET	
Project:	Nutfield Green Park
Report Title	RSA Stage 1 Designers Response
PREPARED BY	
Name:	Jessica Elliott
Signed:	
Organisation:	SLR
Date:	08/09/2023

2 Introduction

GENERAL DETAILS:				
Highway scheme name and road number:		A25/Site Access Priority Junction & A25 Signalised Crossing		
Date:	8 th September 2023			
Type of scheme:	Residential			
RSA Stage:	<input checked="" type="checkbox"/> Stage 1	<input type="checkbox"/> Stage 2	<input type="checkbox"/> Stage 3	<input type="checkbox"/> Stage 4
	Interim			
Road Safety Audit Reference:				
Designers Response prepared by:		Jessica Elliott		
Design organisation details:		SLR		


3 Key Personnel

Overseeing Organisation:	Surrey County Council (SCC)
RSA Team:	Patrick West and Ben Brogan
Design Organisation:	SLR

4 Road Safety Audit Decision Log

RSA Problem	RSA Recommendation	Design Organisation Response	Agreed RSA Action
2.1	It is recommended that tactile paving is provided at the proposed crossing point.	Accepted	This is accepted and will be implemented at detailed design stage.
2.2	It is recommended that all vehicle manoeuvres are accommodated within the carriageway and overhanging does not occur.	Accepted	The swept path analysis shows a large refuse vehicle which is deemed to be the largest vehicle requiring access to the site, as agreed with SCC. Whilst it is shown that a large refuse vehicle will marginally overhang the footway, this only applies if an inbound and outbound refuse vehicle are passing at the same time. In reality, refuse collection is an irregular occurrence, and two vehicles will not be passing at once. Therefore, the swept path analysis depicted will not occur in practice. Rather, refuse vehicles will be able to pull in/out of the access at a different turning radius and will not overhang into the footway.
2.3	It is recommended that all vehicle manoeuvres are accommodated within the carriageway so that overhanging does not occur, and vegetation is maintained so that it does not conflict with vehicle movements.	Accepted	As above, this applies to inbound and outbound refuse vehicles passing which will not occur in practice.
2.4	It is recommended that suitable road markings/surfacing is provided to warn road users of the change in speed limit.	Accepted	This is accepted. SLR are exploring suitable markings/surfacing with SCC to ensure that drivers are aware of the speed limit change. This will be resolved at detailed design stage.
2.5	It is recommended that signage is located at the back of the footway.	Accepted	This is accepted and will be implemented at detailed design stage.
2.6	It is recommended that the dropped kerb crossing is kept clear of vegetation and safe crossing facilities are provided.	Accepted	This is accepted. Vegetation clearance will be completed as part of the highway engineering works to ensure effective footway width and crossing points for pedestrians are provided.

5 Design Organisation and Overseeing Organisation Statements

On behalf of the Design Organisation I certify that:	
The RSA actions identified in response to the road safety audit problems in the road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name	Jessica Elliott
Signed	
Position	Principal Transport Planner
Organisation	SLR
Date	08/09/2023