



Road Safety Audit Stage 2

Sedlescombe Speed Reduction & Traffic Calming

Client: Sedlescombe Parish Council

Road Safety Answers reference no: RSA1067

Control Sheet

	Name	Date	Signature
Author	Paul Martin	18/08/2025	
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Authoriser	Paul Martin	19/08/2025	

Report Version

RSA Report Ref.	Version	Date of Issue
RSA1067	Final	19/08/2025

1. Introduction

1.1 This report describes a Stage 1 Road Safety Audit carried out on the preliminary design for speed reduction and traffic calming in Sedlescombe, for Sedlescombe Parish Council (SPC) at the request of the Overseeing Organisation, Kent County Council. The audit was carried out in the office of Road Safety Answers Ltd during August 2025.

1.2 The audit team members were as follows:

Team Leader

Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
HE Approved RSA Certificate of Competency (2013)
Director, Road Safety Answers Ltd

Team Member

Vinny Rey – BEng (Hons), MCIHT, MSoRSA
HE Approved RSA Certificate of Competency
Independent Road Safety Consultant

1.3 The audit comprised an examination of the documents listed in **Appendix A**, and included the drawings supplied by Daniel McLeish of Evans & Langford. The site was visited by the Audit Team, together, on 18th August, 2025, between 09.50 and 10.40 hours. The weather was fine and the road surface was dry. Traffic flows were light on the B2244 Sedlescombe Street. Pedestrian and cycle flows were also light.

1.4 The terms of reference of the audit are as described in the UK's national standard for road safety audit, GG 119 (revision 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 design to any other criteria.

1.5 All the problems described in this report are considered by the audit team to require action to improve the safety of the scheme and minimise accident occurrence. Plans showing the scheme and the locations of any problems found during the audit are shown in **Appendix B**.

1.6 The purpose of the scheme is to reduce the speed of traffic travelling through Sedlescombe on the B2244.

1.7 The scheme consists of the following features at six locations on the B2244:

Feature 1 – Southern end of Sedlescombe

- Gateway at the terminal of the existing 60/30mph speed limit with a virtual speed hump comprising a red rectangular surface with a white, thermoplastic line at each end across the carriageway, forward arrow markings, 30 and 50 roundels and a white edge marking to visually narrow the carriageway to approximately 4.7m;
- A white painted village gate on each side of the gateway in the verge, parallel to the edge of the carriageway and set back 600mm from it, the existing hedgerow cut back to accommodate each gateway;
- A pole mounted 30mph speed limit sign with a "SLOW" plate underneath just to the south of the gateway feature, facing northbound traffic;
- A pole mounted 50mph speed limit sign just to the north of the gateway feature, facing southbound traffic;
- Removal of the existing speed limit signs.

Feature 2 – Sedlescombe Street just north of Riverbridge Cottages

- A priority build-out on the west side, leaving a 3.2m wide carriageway on the east side of B2244 Sedlescombe Street, the remaining carriageway to have a coloured surface with a 20 and 30 carriageway roundel on each side;
- The external corners of the build-out to be constructed using quadrant kerbs;
- Priority to traffic from the north with appropriate pole mounted priority working signs on each approach and give way markings on the southern approach;
- Centreline markings on each approach and through the feature to be adjusted to accommodate the build-out;
- Planting in the build-out (maximum 600mm in height) to tie into the verge behind it;
- Wooden bollards and a Keep Right bollard on the build-out;
- Pedestrian crossing through the build-out with tactile paving on each side of the coloured surface;
- White 'Dog Bone' line markings on the approaches and through the Feature.

Feature 3 – Sedlescombe Street just south of Brede Lane

- A priority build-out on the east side, leaving a 3.2m wide carriageway on the west side of B2244 Sedlescombe Street, the remaining carriageway to have a coloured surface with a 20 roundel on each side;
- Priority to traffic from the south with appropriate pole mounted priority working signs on each approach and give way markings on the northern approach;

- Centreline markings on each approach and through the feature to be adjusted to accommodate the build-out;
- The build-out to have Sustainable Drainage (SuDS) with planting (maximum height of 600mm), conservation kerbs and a quadrant kerb at each external corner;
- The existing pedestrian crossing point to be relocated to the priority working, requiring the relocation of the existing gully on the east side, and a footway connection southwards along the eastern side to meet the footway to the village pump;
- Wooden bollards and a Keep Right bollard on the build-out;
- White edge of carriageway markings on the approaches and through the Feature.

Feature 4 – Sedlescombe Street just north of The Presbytery

- A priority build-out on the east side, leaving a 3.2m wide carriageway on the west side of B2244 Sedlescombe Street, the remaining carriageway to have a coloured surface with a 20 roundel on each side;
- The external corners of the build-out to be constructed using quadrant kerbs;
- Priority to traffic from the south with appropriate pole mounted priority working signs on each approach and give way markings on the northern approach;
- Centreline markings on each approach and through the feature to be adjusted to accommodate the build-out;
- The build-out to have planting with a maximum height of 600mm;
- Wooden bollards and a Keep Right bollard on the build-out;
- White edge of carriageway markings on the approaches and through the Feature.

Feature 5 – Sedlescombe Street just north of Village Hall entrance

- A priority build-out on the east side, leaving a 3.2m wide carriageway on the west side of B2244 Sedlescombe Street, the remaining carriageway to have a buff coloured surface with a 20 roundel facing traffic approaching from the north;
- The external corners of the build-out to be constructed using quadrant kerbs;
- Priority to traffic from the south with appropriate pole mounted priority working signs on each approach and give way markings on the northern approach;
- The existing 30mph speed limit sign to be modified to show a 20 roundel and a 'Give Way to Oncoming Vehicles' sign added to it;
- The 50mph sign facing northbound traffic to be changed to a 40 roundel;
- Relocation of the existing speed limit signs so that they are directly opposite one another;

- Centreline markings on each approach and through the feature to be adjusted to accommodate the build-out;
- The build-out to have planting (maximum height of 600mm) to tie into the verge;
- Wooden bollards and a Keep Right bollard on the build-out;
- Retention of the white edge of carriageway markings through the feature;
- The centreline markings between Features 5 and 6 to be changed to 6m modules (4m lines and 2m gaps).

Feature 6 – B2244 just south of the junction with Stream Lane

- A 50/40mph Gateway with a virtual speed hump comprising a red (or buff) rectangular surface with a white, thermoplastic line at each end across the carriageway, forward arrow markings, 40 and 50 roundels and a white edge marking to visually narrow the carriageway to 5.5m;
- A bullnose kerb on the west side of the road for 5m on either side of the gateway feature;
- A white painted village gate on each side of the gateway in the verge, perpendicular to the edge of the carriageway, each with a speed roundel on each side, the gateways positioned so as not to obstruct visibility and pedestrian movements.

1.8 Investigation of the CrashMap database shows that two injury collisions occurred within the geographic scope of the proposed scheme in the latest 60 months of data available, 2019 to 2023 inclusive. They both resulted in injuries of a serious nature. The first occurred in June 2023, during daylight hours, a car colliding with a car parked on the other side of the road within the 30mph stretch of road. The second occurred in mid October 2023, during the evening peak period in the dark, within the 50mph stretch of road, a southbound motorcyclist colliding with a car that had slowed to allow another car to turn left into a private drive. A reduction in the speed limit within both of these areas is likely to reduce the risk of speed related collisions occurring in future, research showing that every 1mph reduction on average speeds resulting in a 5-8% reduction in the risk of injury collisions.

2. Items resulting from previous Road Safety Audits

2.1 A Stage 1 Road Safety Audit was carried out by Road Safety Answers (report ref. RSA988) during February 2025. It found 12 safety-related problems, 9 of which have had the risks associated with the problems mitigated by the subsequent detailed design. The three problems, the risks of which have not been fully mitigated are as follows:

Problem 2.4: At each of the priority working build-outs, the risk of loss of control collisions if ponding occurs up against the build-outs or if surface water passes around the build-outs, the recommendation being to collect surface water into the nearest gully or into the SuDS planting within the build-outs. Although the Designer's Response states that a gap in the build-outs top kerbs will allow water into the build-outs, and each drawing has a note on it to this effect, the drawings do not show such a gap, so this problem is repeated in section 3 of this report.

Problem 2.7: At Features 2, 3 and 4 the risk of vehicles colliding with parked vehicles, the recommendation being to install 24-hour waiting restrictions (double yellow lines) on each side of each build-out instead of the proposed white edge of carriageway 'Dog Bone' lines. The Designer's Response states that liaison is still taking place with ESCC parking team to determine the preferred method of parking enforcement. As this liaison has not yet been completed, this problem is repeated in section 3 of this report.

Problem 2.8: At Feature 3, the risk of blind and partially sighted pedestrians walking into the carriageway without realising they have done so, the recommendation being that tactile paving should be installed on each side of the available carriageway at this uncontrolled pedestrian crossing. Although the Designer's Response states that tactile paving has already been included at Feature 3, it is not shown on the drawings, and this problem is, therefore, repeated in section 3 of this report.

3. Items resulting from this Stage 2 Audit

3.1 PROBLEM

Location: A – Each of the priority working build-outs (Dwgs. 16078/15C & 16078/16C).

Summary: Ponding up against the build-outs during and after periods of rainfall increasing the risk of loss of control collisions.

Although the drawings each have a note stating that “Runoff traveling along the kerb will enter the planted SuDS areas at build-out locations”, no gaps are shown at each end of each build-out. If they are constructed without the gaps, water may pond or rush past the build-outs into the traffic lane, increasing the risk of loss of control collisions during and after rainfall.

RECOMMENDATION

The drawings should show an appropriate gap at each end of each build-out.

Design Team Response:

The build outs have been redesigned to allow surface water to run through them via inlet and outlet with a flat channel installed along the channel edge. Furthermore, it is proposed that each of the buildouts will act as suds feature intercepting lower rainfall quantities within the planted area. The inlet and outlets have both been formed using quadrant kerbs and are set a minimum of 255mm away from the kerb edge.

Client Officer Response:

3.2 PROBLEM

Locations: B – At Features 2, 3 and 4 (Dwgs. 16078/18A and 16078/19A).

Summary: Risk of vehicles colliding with parked vehicles.

At Features 2, 3 and 4, on-street parking currently occurs in the vicinity of each priority working feature, increasing the risk of the parked vehicles being struck by passing vehicles, especially large lorries.

RECOMMENDATION

24-hour waiting restrictions (double yellow lines) should be installed on each side of each build-out instead of the proposed white edge of carriageway markings or white 'Dog Bone' lines.

Design Team Response:

This is currently being discussed with East Sussex Highways, however at the point of responding to this RSA we are still awaiting their response to this item. In the meantime, we have retained the white edge of carriageway markings.

Client Officer Response:

3.3 PROBLEM

Location: C – Feature 3 (Dwg. 16078/16C).

Summary: Risk of blind and partially sighted pedestrians walking into the carriageway without realising they have done so.

The uncontrolled pedestrian crossing at this feature does not show the presence of tactile paving, increasing the likelihood of blind and partially sighted pedestrians stepping into the carriageway in error, increasing their risk of collisions with a passing vehicle.

RECOMMENDATION

Tactile paving should be installed on each side of the available carriageway at this uncontrolled pedestrian crossing.

Design Team Response:

Tactile paving has been added to the scheme as required. Refer to dwg 16087 – 15 Rev D and 16 Rev D.

Client Officer Response:

3.4 PROBLEM

Location: D – The approaches to each of the priority working build-outs (Dwgs. 16078/15C, 16078/16C & 16078/17C).

Summary: Risk of loss of control collisions if the centre hazard markings are left in situ.

The drawings state that the existing lining on the approach to each feature is to be adjusted to accommodate the proposed build-out. The drawings, however, do not show how this is going to be achieved. If the centre hazard markings are left in situ they may guide non-local drivers into the build outs, or drivers may swerve at the last moment and lose control.

RECOMMENDATION

At each build-out, the centre hazard markings should be removed altogether between the priority working signs.

Design Team Response:

The centre line markings will be removed at each of the build out locations as requested and notes to this effect have been added to the drawings.

Client Officer Response:

3.5 PROBLEM

Location: E – Feature 2 (Dwg. 16078/15C).

Summary: Risk of drivers ignoring the speed limit signs whilst observing the priority working signs.

It is not permitted to mount priority working signs onto speed limit terminal signs. In doing so, the risk of drivers ignoring the speed limit signs increases because they will be focussing on the priority working signs. This could increase the risk of speed related collisions within the 20mph speed limit area.

RECOMMENDATION

The 20mph speed limit should commence in advance of (south of) the priority working at Feature 2 so that the speed limit signs are opposite one another and are suitably separated from the priority working “Give way to oncoming vehicles” sign. The carriageway roundels at the priority working should, consequently, both be 20mph roundels.

Design Team Response:

The terminal speed signs have been relocated and mounted on dedicated posts to avoid driver confusion.

Client Officer Response:

3.6 PROBLEM

Location: F – The northern approach to Feature 2 (Dwg. 16078/15C).

Summary: Risk of driver confusion related collisions if the priority working sign is obstructed by vegetation.

The 'Priority over oncoming vehicles' sign is to replace the road narrows warning sign and plate, on the back of the existing speed reactive sign. The existing signs are obscured by vegetation (photo 1) and so will be the proposed priority working sign, increasing the risk of driver confusion related collisions (as non-local drivers attempt to read the sign that is obscured).



Photo 1: Looking south at the location of Feature 2

RECOMMENDATION

The vegetation should be cut back and maintained as such in perpetuity to guarantee forward visibility to the proposed signs.

Design Team Response:

East Sussex Highways to correct this.

Client Officer Response:

3.7 PROBLEM

Location: G – The 'Priority over oncoming vehicles' sign at Feature 4 (Dwg. 16078/16C).

Summary: Risk of collisions with the sign and pole.

The 'Priority over oncoming vehicles' sign and its pole are too close to the private driveway, the verge on which the pole and sign are to be located already being overrun by vehicles exiting the property (photo 2).



Photo 2: Looking north at the worn verge where the priority sign is to be located

RECOMMENDATION

The 'Priority over oncoming vehicles' sign and pole should be located slightly further to the north.

Design Team Response:

This sign has been relocated.

Client Officer Response:

3.8 PROBLEM

Location: H – The “Give way to oncoming vehicles” sign at feature 4 (Dwg. 16078/16C).

Summary: Risk of head-on collisions if the sign is obstructed by trees.

The proposed sign is to be located at the back of the relatively narrow footway and will, therefore, be within the tree canopy (photo 3), increasing the risk of head-on collisions if southbound drivers fail to give way to oncoming vehicles that have priority.



Photo 3: Looking south to the location of the “give way to oncoming vehicles” sign

RECOMMENDATION

The tree canopy should be raised so that the “Give way to oncoming vehicles” sign is visible and remains so in perpetuity by regular maintenance.

Design Team Response:

East Sussex Highways to respond to this item.

Client Officer Response:



3.9 PROBLEM

Location: I – The 'Priority over oncoming vehicles' sign at Feature 5 (Dwg. 16078/17C).

Summary: Risk of driver confusion related collisions if the priority working sign is obstructed by vegetation.

The 'Priority over oncoming vehicles' sign is to be located where it will be obscured by vegetation (photo 4) that extends right up to the edge of the carriageway, increasing the risk of driver confusion related collisions (as non-local drivers attempt to read the sign that is obscured).



Photo 4: Looking north at the hedgerow where the priority working sign is to be located

RECOMMENDATION

The vegetation should be cut back and maintained as such in perpetuity to guarantee forward visibility to the proposed sign.

Design Team Response:

East Sussex Highways to respond to this problem.

Client Officer Response:



3.10 PROBLEM

Location: J – Feature 5 (Dwg. 16078/17C).

Summary: Risk of drivers ignoring the speed limit signs whilst observing the priority working signs.

It is not permitted to mount priority working signs onto speed limit terminal signs. In doing so, the risk of drivers ignoring the speed limit signs increases because they will be focussing on the priority working signs. This could increase the risk of speed related collisions within the 20mph speed limit area.

RECOMMENDATION

The 20mph speed limit should commence in advance of (north of) the priority working at Feature 5 so that the speed limit signs are opposite one another and are suitably separated from the priority working “Give way to oncoming vehicles” sign. The carriageway roundels at the priority working should, consequently, both be 20mph roundels.

Design Team Response:

The speed limit signs have been separated from the priority signage which has been sited adjacent to the give way markings. We believe that this will cause less confusion to drivers.

Client Officer Response:

3.11 PROBLEM

Location: K – The village gates north of Feature 6 (Dwg. 16078/17C)

Summary: Risk of the 40mph speed limit sign being obscured, increasing the risk of speed related collisions within the proposed 40mph area.

Visibility southwards towards the location of the village gates and speed limit sign will be obstructed by the existing telegraph pole and vegetation/tree (photo 5).



Photo 5: The village gate and speed limit pole/sign is to be sited between the telegraph pole and the tree to its left

RECOMMENDATION

The village gate and speed limit sign/pole should be located to the north of the telegraph pole and the holly tree and bush below removed completely so that visibility to it can be maintained in perpetuity.

Design Team Response:

The village gates have been relocated away from these cabinets and are now sited with the gateway feature.

Client Officer Response:



3.12 PROBLEM

Locations: L – Throughout the scheme (Dwg. 16078/10E).

Summary: Risk of inappropriate speeds if the existing speed limit repeater signs are left unaltered.

There are 16 speed limit repeater signs, at eight different locations, which the scheme does not currently show altered to reflect the new, lower speed limits. Leaving them unaltered brings the new speed limits into disrepute and could contribute to collisions related to inappropriately high speeds through the scheme.

RECOMMENDATION

The existing speed limit repeater signs should be replaced with ones that show the new, lower speed limits.

Design Team Response:

The speed signage along the whole of this length of road has been considered with the result that some of the repeaters have been replaced with 20 mph roundels, whilst others which are considered to be superfluous have been removed altogether. Reference has been made in this regard to Table 8-4 Chapter 3 Traffic Signs manual which specifies recommended spacing for repeater signs. Refer to dwg 16078_26.


Client Officer Response:

4. Audit Team Statement

We certify that this road safety audit has been carried out in accordance with GG 119 (revision 2), with the exception that Designer and Highway Authority response sections have been added to each problem, and a signing off chapter added for the convenience of both parties.

Audit Team Leader

Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
HE Approved RSA Certificate of Competency
Director, Road Safety Answers Ltd

Signed 

Date 19/08/2025

Audit Team Member

Vinny Rey – BEng (Hons), MCIHT, MSoRSA
HE Approved RSA Certificate of Competency
Independent Road Safety Consultant

Signed 

Date 19/08/2025

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5. Design Team and Overseeing Organisation Statements

Design Team Leader

I certify that I have reviewed the items raised in this Stage 2 Safety Audit report. I have given due consideration to each issue raised and have stated my proposed course of action for each in this report. I seek the Overseeing Organisation's endorsement of my proposals.

Name: Daniel McLeish

Organisation: Evans & Langford

Signed:

Date: 7 October 2025

Overseeing Organisation (Highway Authority) Project Manager

I certify that I have reviewed the comments and actions proposed by the Design Team Leader and, in this report, I have stated my agreement, or alternative proposal, or acceptance of the risk associated with the problem.

Name:

Organisation:

Signed:

Date:

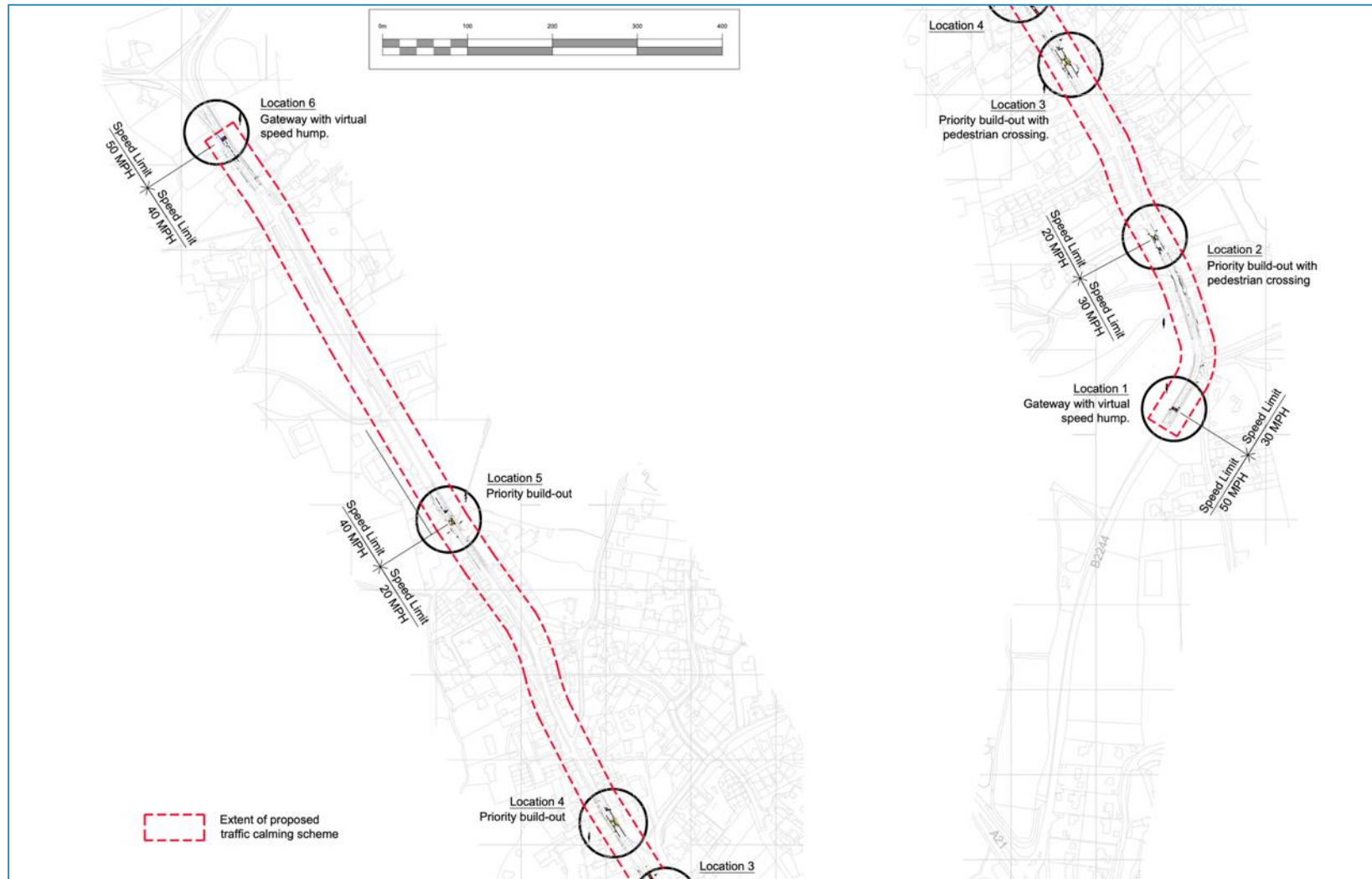
Appendix A

Drawings and Documents Examined:

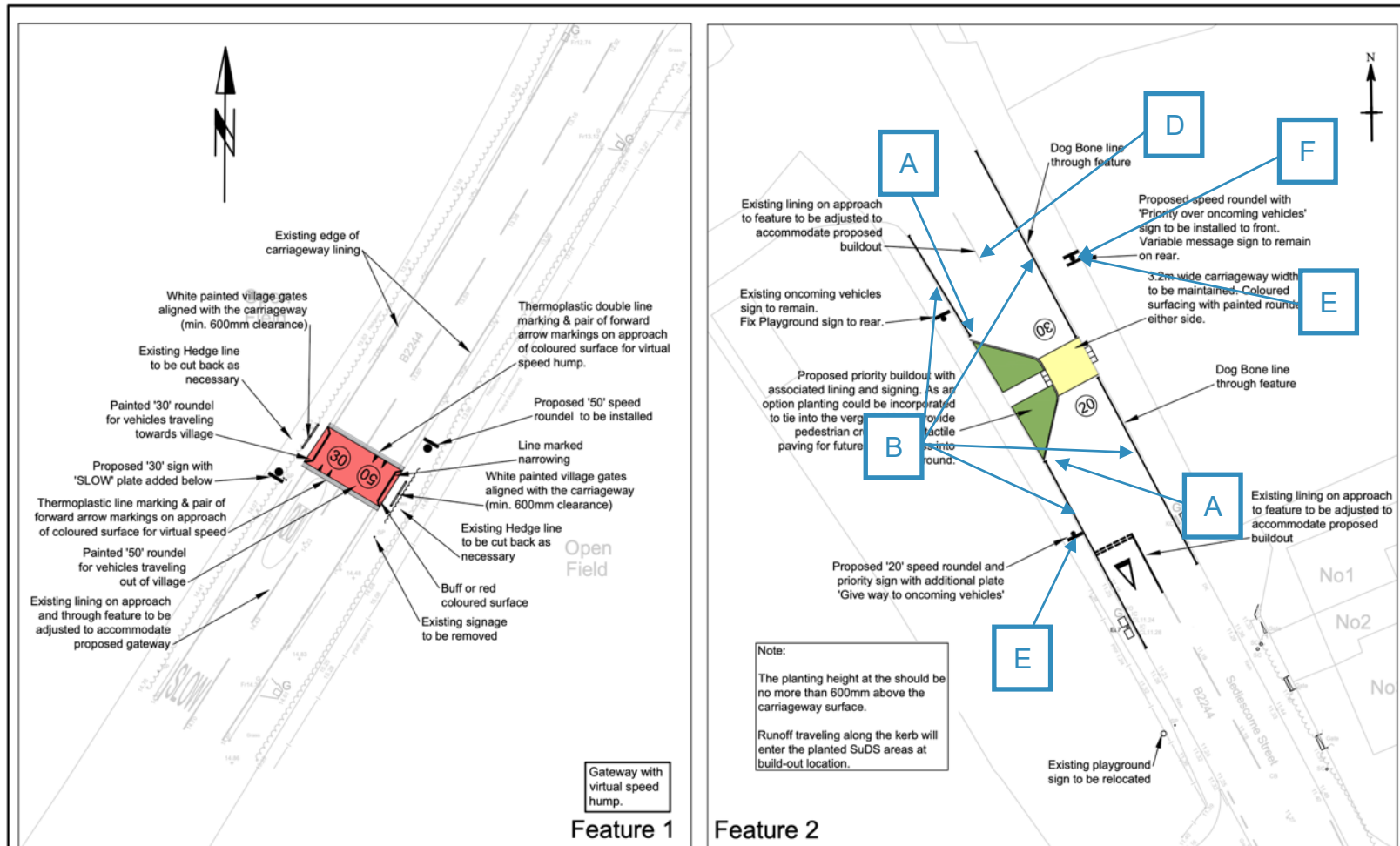
16078_10E_Site Location and Layout.pdf
16078_15C Sedlescombe Traffic Scheme Features Sht 1.pdf
16078_16C Sedlescombe Traffic Scheme Features Sht 2.pdf
16078_17C Sedlescombe Traffic Scheme Features Sht 3.pdf
16078_18A Signs & Marking Sht 1.pdf
16078_19A Signs & Marking Sht 2.pdf
16078_20A Signs & Marking Sht 3.pdf
16078_21 External Works Details.pdf
16078_22 Swept Path Features 2-4 Sht 1.pdf
16078_23 Swept Path Features 2-4 Sht 2.pdf
16078_24 Swept Path Features 4-5 Sht 1.pdf
16078_25 Swept Path Features 4-5 Sht 2.pdf
16078_30A TRO Plan.pdf
CrashMap Report-2023471323660.pdf
CrashMap Report-2023471363134.pdf
Sedlescombe Speed Reduction Traffic Calming_RSA1_Final_E&L Response Mar25.pdf

Appendix B

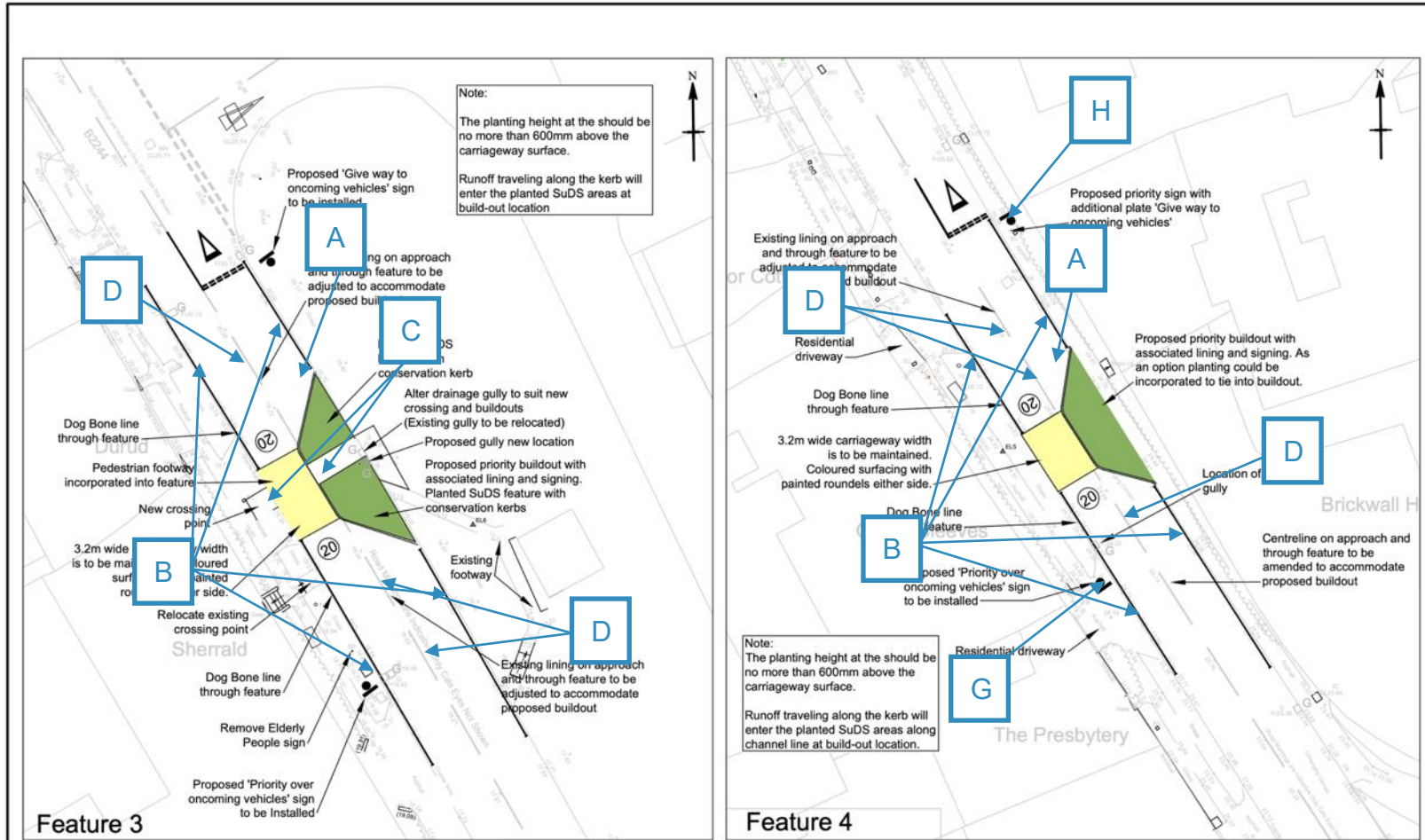
The following plan shows the location of the scheme



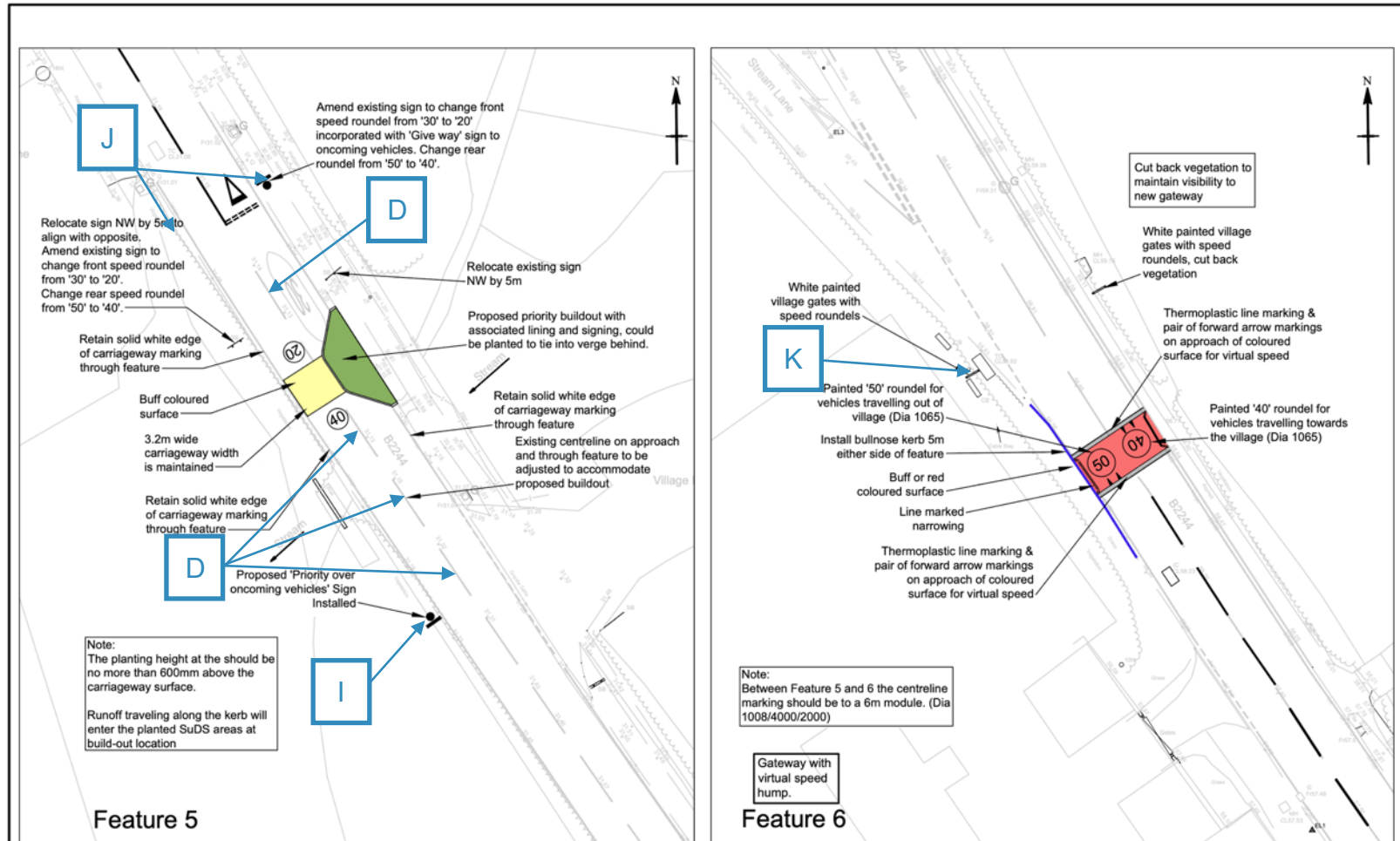
Scheme and Problems Location Plans



<p>Evans & Langford Engineering your Environment</p> <ul style="list-style-type: none"> Structural & Civil Engineers Land & Building Surveyors Geo-Environmental Engineers <p>Evans & Langford Consultants Ltd, RB House, The Square, Lenthams ME17 2PG www.evanslangford.co.uk Tel: +44 (0) 1622 690120 mail@evanslangford.co.uk Evans & Langford is part of the RB Group</p>	<table border="1"> <thead> <tr> <th>Revisions</th> <th>Checked</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td>A Plans updated following site meeting with Council.</td> <td>DPM</td> <td>19/11/2024</td> </tr> <tr> <td>B Drainage highlighted, lining extended.</td> <td>DPM</td> <td>23/12/2024</td> </tr> <tr> <td>C Amended according to Road Safety Audit comments</td> <td>DPM</td> <td>12/03/2025</td> </tr> </tbody> </table>	Revisions	Checked	Date	A Plans updated following site meeting with Council.	DPM	19/11/2024	B Drainage highlighted, lining extended.	DPM	23/12/2024	C Amended according to Road Safety Audit comments	DPM	12/03/2025	<table border="1"> <thead> <tr> <th>Scale</th> <th>Drawn</th> <th>Checked</th> <th>Approved</th> </tr> </thead> <tbody> <tr> <td>1:250</td> <td>KM</td> <td>DPM</td> <td>DPM</td> </tr> <tr> <td>AS</td> <td>Mar 24</td> <td>Apr 24</td> <td></td> </tr> </tbody> </table>	Scale	Drawn	Checked	Approved	1:250	KM	DPM	DPM	AS	Mar 24	Apr 24														
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<p>Evans & Langford Engineering your Environment</p> <ul style="list-style-type: none"> Structural & Civil Engineers Land & Building Surveyors Geo-Environmental Engineers Project Managers CDM Consultants Contract Administrators <p>Evans & Langford Consultants Ltd, RB House, The Square, Lenham ME17 2PG www.evanslangford.co.uk Tel +44 (0) 1622 690120 mail@evanslangford.co.uk Evans & Langford is part of the RB Group</p>	<table border="1"> <thead> <tr> <th>Revisions</th> <th>Checked</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td>A Plans updated following site meeting with Council.</td> <td>DPM</td> <td>19/11/2024</td> </tr> <tr> <td>B Drainage highlighted, lining amended and levels added.</td> <td>DPM</td> <td>23/12/2024</td> </tr> <tr> <td>C Amended according to Road Safety Audit comments.</td> <td>DPM</td> <td>12/03/2025</td> </tr> </tbody> </table>	Revisions	Checked	Date	A Plans updated following site meeting with Council.	DPM	19/11/2024	B Drainage highlighted, lining amended and levels added.	DPM	23/12/2024	C Amended according to Road Safety Audit comments.	DPM	12/03/2025	<p>Sedlescombe Parish Council Speed Reduction & Traffic Calming Scheme</p>	<table border="1"> <tr> <td>Scale</td> <td>1:250</td> </tr> <tr> <td>Drawn</td> <td>KM</td> </tr> <tr> <td>Date</td> <td>Mar 24</td> </tr> <tr> <td>Checked</td> <td>DPM</td> </tr> <tr> <td>Date</td> <td>Apr 24</td> </tr> <tr> <td>Approved</td> <td></td> </tr> <tr> <td>Date</td> <td></td> </tr> </table>	Scale	1:250	Drawn	KM	Date	Mar 24	Checked	DPM	Date	Apr 24	Approved		Date		
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