

## Technical Note

Project No: ITS19302  
Project Title: Land North of Handcross Road, Plummers Plan  
Title: Stage 1 Road Safety Audit – GG119 Response Format  
Ref: DS/OT/ITS19302-009  
Date: 1 July 2025

### SECTION 1 SUMMARY

- 1.1 This response has been prepared with regards to a Stage 1 Road Safety Audit (RSA) undertaken by Grange Transport Consulting, dated January 24<sup>th</sup> 2025, to consider the site access for re-development at Stonehouse Farm, located off Handcross Road. The RSA focused on the proposed amendments to an existing site access.
- 1.1 In accordance with the WSCC Road Safety Audit (RSA) Policy, a Stage 1 RSAs has been undertaken by an independent Auditor. The matters raised by the Auditor are summarised within this Technical Note along with a Design Team response, in accordance with Appendix F of GG 119.
- 1.2 The RSA report identified a total of five problems; the RSA is provided at **Appendix A**. The problems identified, and associated designer's response, for the site access are summarised in the **Road Safety Audit Decision Log**.
- 1.3 Following receipt of the RSA, additional drawings have been prepared that accompany this note, as follows:
- ITS19302-GA-007 Rev A – Vehicle Swept Path Analysis
  - ITS19302-GA-013 Rev B – Site Access Arrangement

## SECTION 2 ROAD SAFETY AUDIT RESPONSE

### 2.1 Project Details

**Table F.1: Project Details**

Report Title:	Stage 1 Road Safety Audit
Date:	January 2025
Document Reference and Revision:	J190512
Prepared by:	Grange Transport Consulting
On behalf of:	West Sussex County Council

### 2.2 Authorisation Sheet

**Table F.2: Authorisation Sheet**

Project:	B2110 Handcross Road, Plummers Plain
Report Title:	RSA Response Summary
<b>Prepared by (Design Organisation)</b>	
Name:	Dominic Smith
Position:	
Signed:	Associate Partner
Organisation:	i-Transport LLP
Date:	26/06/2026
<b>Approved by (Overseeing Organisation)</b>	
Name:	
Position:	
Signed:	
Organisation:	West Sussex County Council
Date:	

### Key Personnel

**Table F.3: Key Personnel**

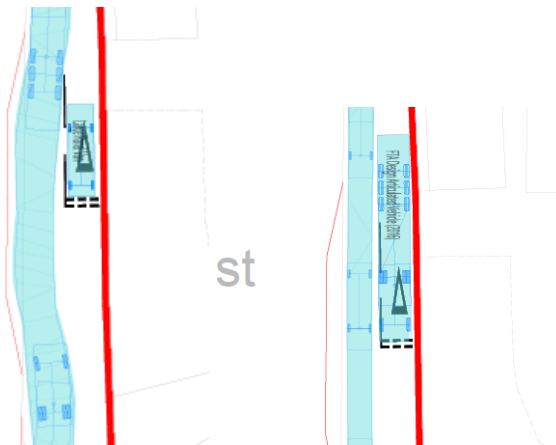
Overseeing Organisation:	West Sussex County Council (WSCC)
RSA Team:	Grange Transport Consulting
Design Organisation:	i-Transport LLP

## Road Safety Audit Decision Log

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<i>1. Risk of collisions with pedestrians: There are existing hedges directly adjacent to the site access. There are no proposals to provide pedestrian splays onto the footway from both sides of the amended access. This will cause an obstruction to pedestrian intervisibility, which may result in collisions with passing pedestrians</i>	<i>Provide appropriate pedestrian intervisibility from the site access.</i>	<p><i>Accepted – The hedgerow within the adopted highway boundary / the applicant's ownership will be trimmed back and maintained to ensure that a pedestrian to driver splay can be achieved..</i></p> <p><i>The access arrangement is existing with a minor increase in vehicle movements as a result of the proposal. The development will improve the current interaction between pedestrians and vehicles by maintaining the hedgerow. This is shown as an inset on drawing <b>ITS19302-GA-013B</b>.</i></p>		


RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p><b>2. Risk of head on collisions:</b> Swept path analysis has not been shown for all movements expected at the site access. Left-turning artics have not been demonstrated to be able to safely exit onto Handcross Road. This may cause site vehicles to encroach into the westbound lane, which may result in head-on or side-swipe collisions with passing traffic</p>	<p>Undertake swept path analysis for all expected vehicle movements</p>	<p>Accepted – Drawing ITS19302-GA-007A illustrates swept path analysis for all expected vehicle movements generated by the site.</p> <p>All movements can be undertaken without encroachment into to the opposing lane (e.g. movements into the site), with the exception of the left turn out of the site access. It should be noted that this is an existing situation – the proposal can, and already does, generate large HGV manoeuvres. A detailed assessment of vehicular movements has been undertaken which demonstrates that pre and post-development movements are broadly comparable. The proposal includes improvement at the site access (e.g. widening and an increase in kerb radii) to enhance access for larger vehicles and provide a betterment to existing conditions.</p>		
<p><b>3. Increased risk of rear-end shunts:</b> The proposed internal give-way line is set back over 50 metres from the site access/ Handcross Road. This may cause slow moving exiting vehicles to encounter arriving vehicles after leaving the give-way position, resulting in confusion and the requirement for large vehicles to reverse back onto Handcross Road. This may result in collisions with passing vehicles.</p>	<p>Amend give-way position and associated widening.</p>	<p>Accepted - Drawing <b>ITS19302-GA-13B</b> has shown the removal of the give-way markings, although passing bays have been retained for use along the access road. In addition, further localised widening of the site access has been incorporated into the design to enable vehicles to pass at the access and prevent obstruction of Handcross Road and reversing manoeuvres back onto the road.</p>		

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p><b>4.</b> Risk of vehicles overhanging onto the main road: The proposed layout includes widening a short section of the access road to accommodate large vehicle entering the site. Swept path analysis has not been provided to demonstrate that a right-turning artic (entering) can do so when another artic is waiting to exit the site. This may cause inappropriate carriageway area to be provided, which result in collisions between entering and exiting vehicles.</p>	<p>Amend access layout/arrangement to accommodate expected movements.</p>	<p>With reference to Problem 3, the site access arrangement has been amended to incorporate additional widening at the access. Drawing <b>ITS19302-GA-007A</b> illustrates swept path analysis for all expected vehicle movements generated by the site which demonstrates that a right-turning artic can enter the site whilst another vehicle waits to exit.</p> <p>With reference to the TS accompanying the planning application, the TRICS analysis demonstrates that a negligible number of two-way articulated vehicle movement is expected. Similarly, the identified operator of the site has confirmed that articulated vehicle access is only required infrequently – i.e. once per week.</p>		

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p><b>5. Risk of side swipe collisions:</b> No swept path analysis provided to demonstrate that the largest expected vehicles can safely negotiate the passing areas and that the give-way lines are suitable. This may cause vehicles to wait at inappropriate positions, which may result in collisions.</p>	<p>Undertake swept path analysis for all passing areas.</p>	<p>Accepted - The design of the passing bays has been informed by swept path analysis for with reference to the expected movements as forecast using the TRICS database.</p> <p>The passing bays can accommodate the expected use without conflict, as shown in the extracts of an HGV &amp; Large Panel van passing one another in both directions. With reference to Problem 3, the give way markings are to be removed from the scheme.</p> 		

## 2.3 Design Organisation and Overseeing Organisation Statements

**Table F.5: Design Organisation Statement**


On behalf of the Design 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 Overseeing Organisation.	
Name:	Dominic Smith
Signed:	
Position:	Associate Partner
Organisation:	i-Transport LLP
Date:	03/02/2025

**Table F.6: Overseeing Organisation Statement**

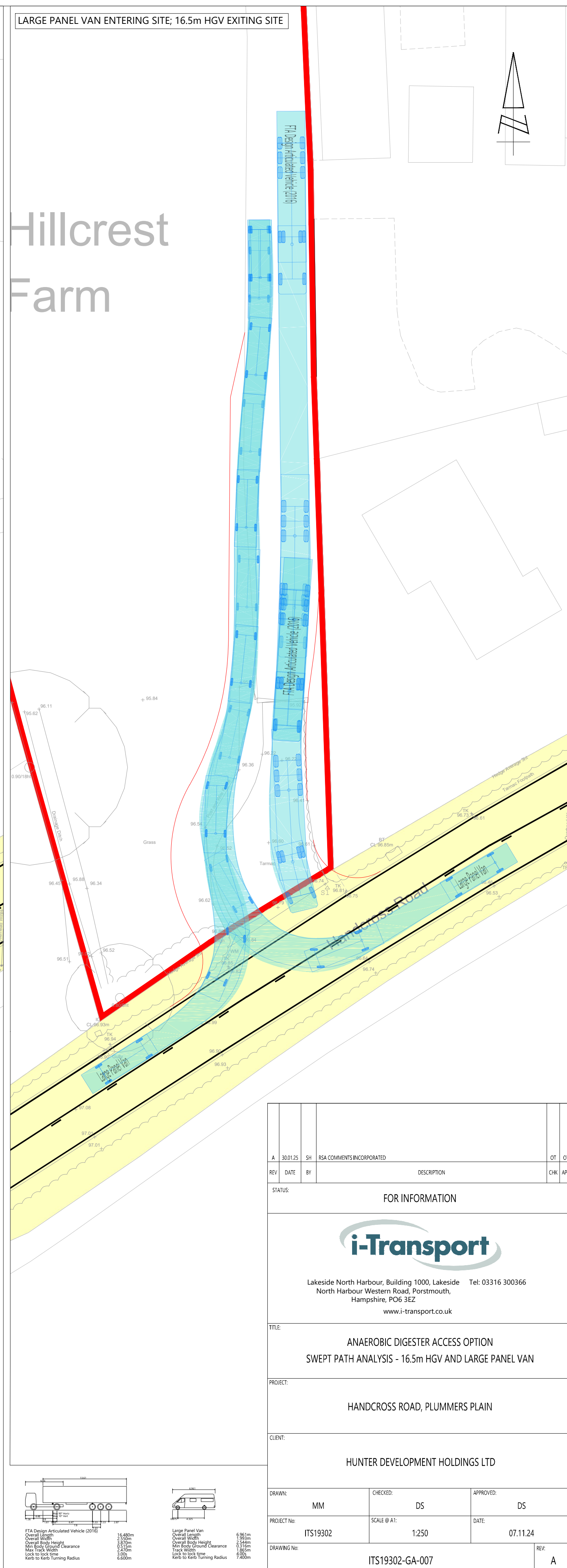
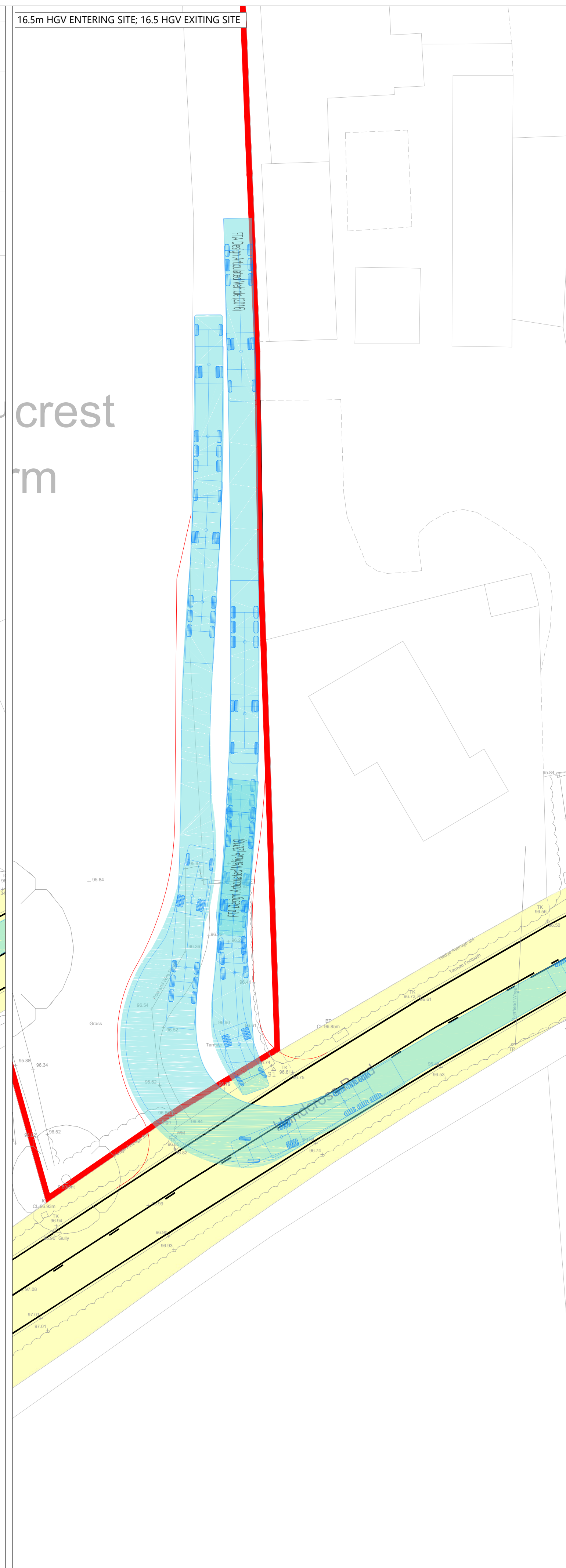
On behalf of the Overseeing Organisation I certify that: 1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and 2) The agreed RSA actions will be progressed.	
Name:	
Signed:	
Position:	
Organisation:	
Date:	

## **DRAWINGS**



B A	30.07.25 11.12.24	SH MM	REG COMMENTS INCORPORATED PROW DIVERSION UPDATED	07 25	07 25
REV	DATE	BY	DESCRIPTION	CHK	APP
STATUS			FOR INFORMATION		
					
Lakeside North Harbour, Building 1000, Lakeside North Harbour Western Road, Portsmouth, Hampshire, PO6 3EZ <a href="http://www.i-transport.co.uk">www.i-transport.co.uk</a>					
TITLE					
ACCESS ARRANGEMENT AND PROW DIVERSION					
PROJECT					
HANDCROSS ROAD, PLUMMERS LAIN					
CLIENT					
HUNTER DEVELOPMENT HOLDINGS LTD					
DRAWING		CHECKED	APPROVED		
MM		DS	DS		
PROJECT Ref:		SCALE @ A1:	DATE:		
ITS19302		1:1250	03.12.24		
DRAWING No:				REV	
ITS19302-GA-013				B	





## **APPENDIX A – STAGE 1 ROAD SAFETY AUDIT**

**B2110 HANDCROSS ROAD,  
PLUMMERS PLAIN,  
HORSHAM, WEST SUSSEX**

**Stage 1 Road Safety Audit  
J190512**

**The Hunter Group**

27<sup>th</sup> January 2025



**GR 119**

**Grange Transport Consulting**

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# B2110 Handcross Road, Plummers Plain, Horsham, West Sussex

Stage 1 Road Safety Audit  
J190512

January 2025

Client: i-Transport LLP

Report Title:	B2110 Handcross Road, Plummers Plain, Horsham, West Sussex
Issue Date:	27.01.25
Document reference and Revision:	250127_J190512_Plummers Plain_RSA1.docx Rev 1.0
Prepared by:	Wing Lee
Approved by:	Ian Medd
Status:	draft

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# 1. Introduction

## 1.1 General

1.1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on Friday 24 September 2024. The audit was undertaken on behalf of The Hunter Group Lake Investments Ltd, in regard to the accessing arrangements for the access to serve a warehousing development from the B2100 Handcross Road in Plummers Plain.

1.1.2 The audit has been carried out following a request by Ollie Thompson of i-Transport LLP. An Audit Brief has been supplied for this Stage 1 Road Safety Audit. The Audit Team were approved by Ollie Thompson of i-Transport LLP.

1.1.3 The Road Safety Audit team comprised of the following individuals:

Wing Lee      BEng(Hons), PGCert, MSoRSA, HE Cert Comp, MCIHT, MIHE  
**Audit Team Leader**

Ian Medd      MCIHT, FSoRSA  
**Audit Team Member**

1.1.4 A site visit was undertaken by the Audit Team on Wednesday 22 January 2025, between the hours of 14:00 and 14:45. The weather was misty and cold. The road surface was damp. Traffic levels were minimal. No pedestrians or cyclists were observed passing the site during the visit.

## 1.2 Site Location

1.2.1 The site comprises of the site access for Hillcrest Farm, which is located to the north of the B2100 Handcross Road, within the settlement of Plummers Plain, West Sussex. PRow footpath 1708 routes along the western side of the site access. A location plan is shown at **Appendix A**.

## 1.3 Strategic Decisions

1.3.1 The Audit Team has not been advised of any strategic decisions made by the planning or highway authorities in relation to the proposed scheme.

## 1.4 Highway description

1.4.1 The B2110 Handcross Road is a single carriageway road with an approximate width of 6 metres. It provides a connection between Lower Beeding and Handcross. Handcross Road is subject to a 50mph speed limit, which reduces to 30mph around 280 metres west of the site. A footway is provided on the northern side of Handcross Road. The



centre line along the site frontage has a solid white line. The B2110 forms part of a two-way bus route.

- 1.4.2 The horizontal alignment of Handcross Road is generally straight. It includes a left-hand bend (eastbound) in the vicinity of the site. From the east the vertical alignment has a gentle incline, followed by undulations west of the site.
- 1.4.3 Collision history data has not been provided to the Audit Team. However a review of the Sussex Safer Roads Partnership website indicates that three Slight collisions were recorded on Handcross Road, within 300 metres of the site, in the 5 year period, between 01/01/20 and 31/12/24.

## 1.5 Previous Road Safety Audits

- 1.5.1 The Audit Team has not been made aware of any Road Safety Audit previously carried out for the development scheme.

## 1.6 Scheme proposals

- 1.6.1 The proposals submitted for this Stage 1 Road Safety Audit relate only to the following in association with the warehousing development:
- Amended access and new kerbing;
  - Carriageway widening;
  - New road markings
  - Swept path analysis;
  - Diverted PRow and associated signage; and
  - Visibility splays.

## 1.7 Departures from Standards

- 1.7.1 The Audit Team has not been informed of any departures from standards relating to the designs submitted for audit.

## 1.8 Road Safety Audit

- 1.8.1 The Road Safety Audit has been carried out in accordance with the principals of the National Highways document, as described in the Design Manuals for Roads and Bridges (DMRB) standard - GG119 Road Safety Audit.
- 1.8.2 The Audit Team has examined and reported only on the road safety implications of the scheme as presented by i-Transport LLP, 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 design standards without touching on technical audit.

- 1.8.3 The Road Safety Audit includes a desktop study where all documents provided by the Design Team are reviewed. A list of the documents and drawings submitted for this Stage 1 Road Safety Audit can be found at **Appendix B**.
- 1.8.4 The submitted design drawings have been annotated to show the location of problems identified during this Stage 1 Road Safety Audit. These plans are contained at **Appendix C**.
- 1.8.5 The recommendations offered within this report should not be regarded as prescriptive. Whilst recommendations have been made within this report, there may be equally satisfactory or superior alternative solutions to the identified problems. The Audit Team will be pleased to consider any alternatives if required.

## 2. Problems identified from this audit

### 2.1 B2110 Handcross Road

2.1.1 The following provides details of the problems identified during this Stage 1 Road Safety Audit.

Problem 1	
Location	Site access
Summary	Risk of collisions with pedestrians
	
<p>There are existing hedges directly adjacent to the site access. There are no proposals to provide pedestrian splays onto the footway from both sides of the amended access. This will cause an obstruction to pedestrian intervisibility, which may result in collisions with passing pedestrians.</p>	
Recommendation	Provide appropriate pedestrian intervisibility from the site access.



Problem 2	
<b>Location</b>	Handcross Road / site access junction
<b>Summary</b>	Risk of head-on collisions
<p>Swept path analysis has not been shown for all movements expected at the site access. Left-turning artics have not been demonstrated to be able to safely exit onto Handcross Road. This may cause site vehicles to encroach into the westbound lane, which may result in head-on or side-swipe collisions with passing traffic.</p>	
<b>Recommendation</b>	Undertake swept path analysis for all expected vehicle movements.

Problem 3	
<b>Location</b>	Internal give-way line
<b>Summary</b>	Increased risk of rear-end shunts
<p>The proposed internal give-way line is set back over 50 metres from the site access/ Handcross Road. This may cause slow moving exiting vehicles to encounter arriving vehicles after leaving the give-way position, resulting in confusion and the requirement for large vehicles to reverse back onto Handcross Road. This may result in collisions with passing vehicles.</p>	
<b>Recommendation</b>	Amend give-way position and associated widening



Problem 4	
<b>Location</b>	Site access widening
<b>Summary</b>	Risk of vehicles overhanging onto the main road
<p>The proposed layout includes widening a short section of the access road to accommodate large vehicle entering the site. Swept path analysis has not been provided to demonstrate that a right-turning artic (entering) can do so when another artic is waiting to exit the site. This may cause inappropriate carriageway area to be provided, which result in collisions between entering and exiting vehicles.</p>	
<b>Recommendation</b>	Amend access layout/arrangement to accommodate expected movements. Also see Problem 3

Problem 5	
<b>Location</b>	All passing areas
<b>Summary</b>	Risk of side swipe collisions
<p>No swept path analysis provided to demonstrate that the largest expected vehicles can safely negotiate the passing areas and that the give-way lines are suitable. This may cause vehicles to wait at inappropriate positions, which may result in collisions.</p>	
<b>Recommendation</b>	Undertake swept path analysis for all passing areas.



### 3. Audit Team Statement

- 3.1.1 We certify that the drawings listed at **Appendix B** have been examined, and that this Audit has been carried out in accordance with the principles and requirements of GG119, with the sole purpose of identifying road safety matters to be addressed in order to improve the safety of the scheme.

**Road Safety Audit Team Leader**

Signed:

Name: Wing Lee

Date: 24.01.25

**Road Safety Audit Team Member**

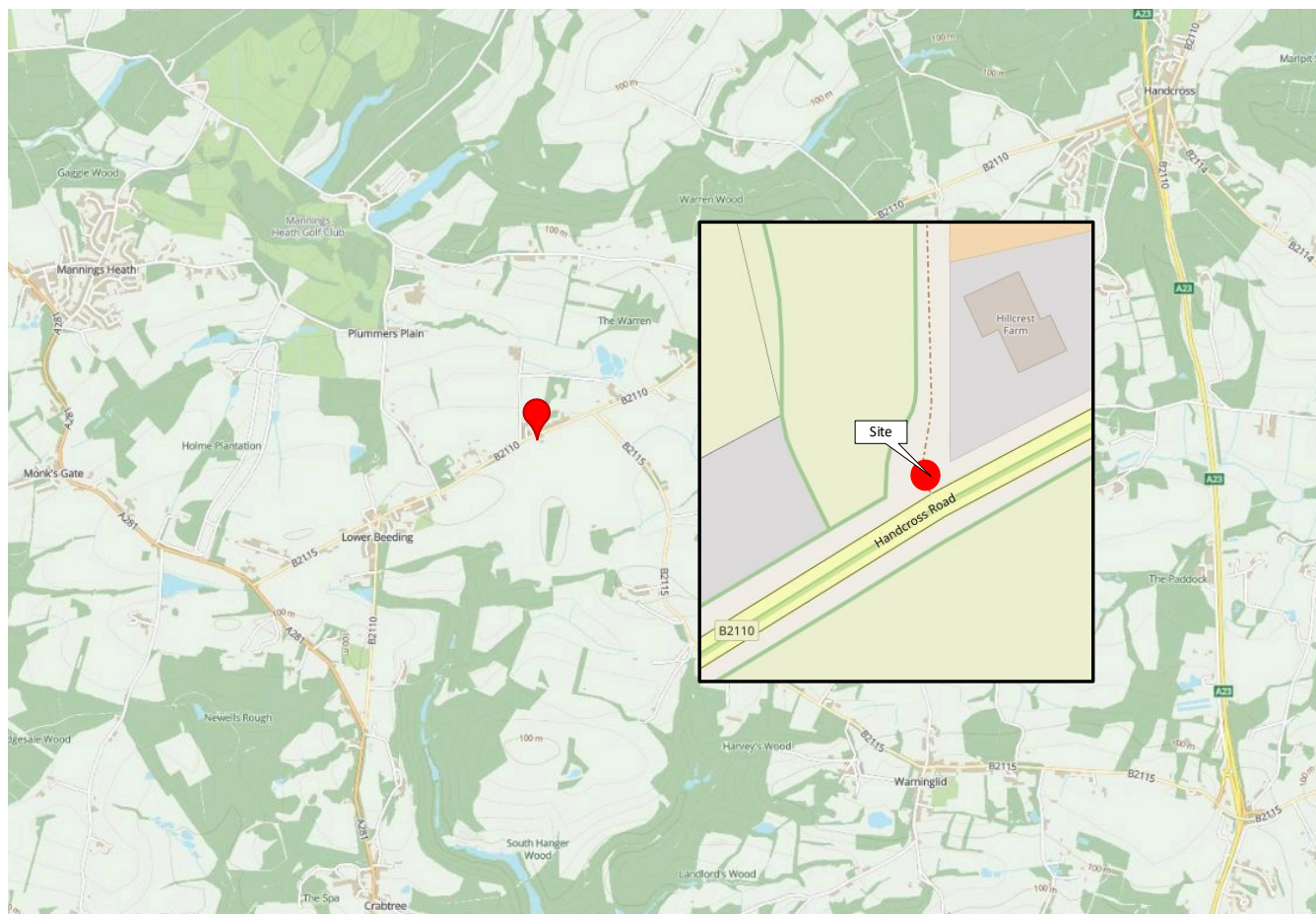
Signed:

Name: Ian Medd

Date: 24.01.25



## Appendix A Site Location Plan





## Appendix B Documents provided for Audit

- ITS19302-GA-007  
Swept Path Analysis – 16.5m HGV and Large Van
- ITS19302-GA-013 Rev A  
Access Arrangement and PRow Diversion
- ITS19302-004 Rev A  
Stage 1 Road Safety Audit Brief (16/01/25)
- Speed Limit and Vehicle speeds
- Traffic flows
- Highway extents
- PRow and desire lines

The image contains two maps illustrating the proposed footpath 1708. The left map shows the path starting near Hillcrest Farm, following a red line, and then turning right to follow a yellow line. A scale bar indicates 0m to 4.0m. A north arrow is present. The right map shows the path continuing straight, flanked by a blue line and a red line. A scale bar indicates 0m to 4.0m. A north arrow is present. The path is labeled 'FOOTPATH 1708' in both maps.





