

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: 23 July 2025

SECTION 1 SUMMARY

- 1.1.1 This response has been prepared with regards to a Stage 1 Road Safety Audit (RSA) undertaken by Grange Transport Consulting, dated January 24th 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.
- 1.1.2 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.
- 1.1.3 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**.
- 1.1.4 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
 - ITS19302-GA-009 Rev A – Access Arrangement and Visibility have been transferred to a separate drawing to enable planning condition, superseding 013B.
- 1.1.5 Additional Design Team comment has been provided on the 23/7 following a response from the Overseeing Organisation on the 14th July 2025.

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
Prepared by (Design Organisation)	
Name:	Dominic Smith
Position:	
Signed:	Associate Partner
Organisation:	i-Transport LLP
Date:	26/06/2026
Approved by (Overseeing Organisation)	
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

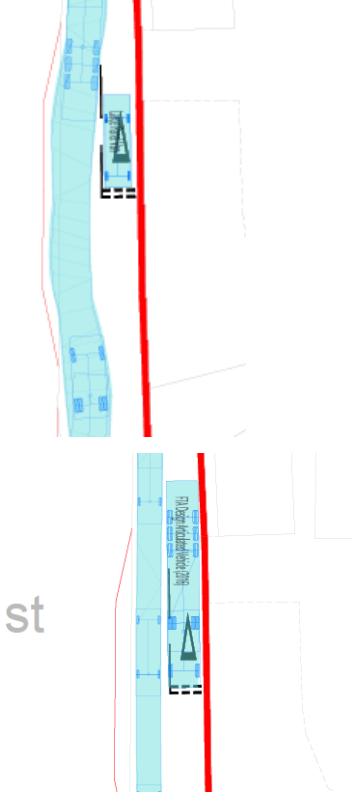
RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p>1. Risk of collisions with pedestrians: There are existing hedges directly adjacent to the site access. There are no proposals to provide pedestrian splays onto the footway from both sides of the amended access. This will cause an obstruction to pedestrian intervisibility, which may result in collisions with passing pedestrians</p>	<p>Provide appropriate pedestrian intervisibility from the site access.</p>	<p>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..</p> <p>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 ITS19302-GA-013B.</p> <p>23/07 – the access has been moved from the boundary and pedestrian visibility splays are shown on both sides of the access. Details are shown on visibility drawing ITS19302-GA-009A</p>	<p>Accept Audit Recommendation but <u>part-accept</u> Design Organisation's response to it.</p> <p>Inset Drawing ITS19302-GA-013B does not appear to show pedestrian intervisibility in either direction. It is therefore recommended that the access be moved slightly and a revised plan submitted to show this plus the intervisibility on both sides, particularly as vehicle movements are shown to increase using the access point. The red boundary edging on the drawing suggests that land is available to do this. This amendment may also assist that set out in RSA Problem 2, below.</p>	<p>As-of 14/07/2025 – NO AGREED ACTION – FURTHER INFORMATION REQUIRED.</p>

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p>2. Risk of head on collisions: Swept path analysis has not been shown for all movements expected at the site access. Left-turning艺术 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><i>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.</i></p>	<p>Accept Audit recommendation and accept Design Organisation response (for avoidance of doubt, the Overseeing Organisation accept the response of the Design Organisation based on the expected levels of HGV traffic, being broadly similar, if not lower than previously, which will maintain the status quo re. HGV trips, albeit with slight improvements to improve the access over the existing situation). Car trips will, however, be higher than previously but would not encroach into the opposing traffic stream upon exit.</p>	<p>That the access will be appropriately designed to cater for the expected type and numbers of traffic using it.</p>

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p>3. Increased risk of rear-end shunts: 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 ITS19302-GA-13B 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> <p>23/07 – access arrangement / vis splays transferred to drawing 009 Rev A but retain removal of give-way markings at passing bays.</p>	<p>Accept Audit recommendation and Design Organisation Response to it.</p>	<p>That the give-way position be amended and associated widening provided at the site access to allow vehicles to pass one-another and also widening to be provided along parts of the same access route to and from site, also to allow vehicles to pass one-another, thereby preventing obstruction along and/or on Handcross Road.</p>

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p>4. 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 ITS19302-GA-007A 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>	<p>Accept Audit recommendation and Design Organisation Response to it.</p>	<p>That the access layout/arrangements are amended and, as a result, designed to accommodate expected movements of HGVs to and from the site.</p>

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p>5. Risk of side swipe collisions: 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 & 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>	<p>Accept Audit recommendation and Design Organisation Response to it.</p>	<p>That the access 'road' be designed to cater for the largest expected vehicles so that they can safely negotiate the passing areas and that the give-way lines are suitable.</p>

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
				

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:	23/07/2025

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

APPENDIX A – STAGE 1 ROAD SAFETY AUDIT