TECHNICAL NOTE

TILLETTS LANE, WARNHAM
RESIDENITAL DEVELOPMENT

Client: Broadbridge Heath Trust
Reference: 2026-01-08-6645-TN03

Date: January 2026

Author:	EMH	**Date:**	24/09/2025
Checked by:	EJD	**Date:**	14/11/2025
Approved by:	ALB	**Date:**	14/11/2025

Issue	Status	Date
01	Final	08/01/2025

1 INTRODUCTION

1.1.1 This Technical Note (TN) has been produced by Bright Plan on behalf of the Broadbridge Heath Trust to address consultation comments regarding Land East of Tilletts Lane, Warnham, Planning reference DC/25/1155, received from WSCC Highways on the 1st December 2025. WSCC's comments are attached at **Appendix A**.

1.1.2 The WSCC response requires further information relating to: -

i. Updates to Travel Plan Statement;

ii. A revised RSA to cover Tilletts Lane/Mayes Lane junction improvements;

iii. Audit Team to review of issue 2.4 of the original audit and the Designers Response updated;

iv. Clarify the link from the proposed car park to the playing field;

v. Consider additional accessible bays;

vi. Clarify shelter proposals/ RTPI proposals so LHA can comment on contribution required.

1.1.3 The response to these matters is set out below.

1.2 Travel Plan Statement

1.2.1 Bright Plan have produced a revised Travel Plan Statement inclusive of the additional measures identified in WSCC's consultation comment. The revised Travel Plan Statement is attached at **Appendix B**.

1.3 Road Safety Audit – Tilletts Lane / Mayse Lane Junction

1.3.1 The Road Safety Auditor has been re-consulted on the proposed Tilletts Lane / Mayes Lane junction improvements. The new Stage 1 RSA and RSA Response Report on the offsite junction are attached at **Appendix C**.

1.4 Road Safety Audit – Issue 2.4

1.4.1 Correspondence from the independent Road Safety Audit team is attached confirming that issue 2.4 of the Road Safety Audit is no longer applicable as the east-west cycle path flanking the access was removed. Correspondence from the audit team lead is attached at **Appendix D**. The final RSA and Designers Response is attached at **Appendix E**.

1.5 Playing Field / Car Park Link

1.5.1 **Figure 1.1** below demonstrates the link between the car park and the playing field. As previously identified, a more direct link cannot be provided due to the need to maintain a continuous wildlife corridor to the south of the car park.

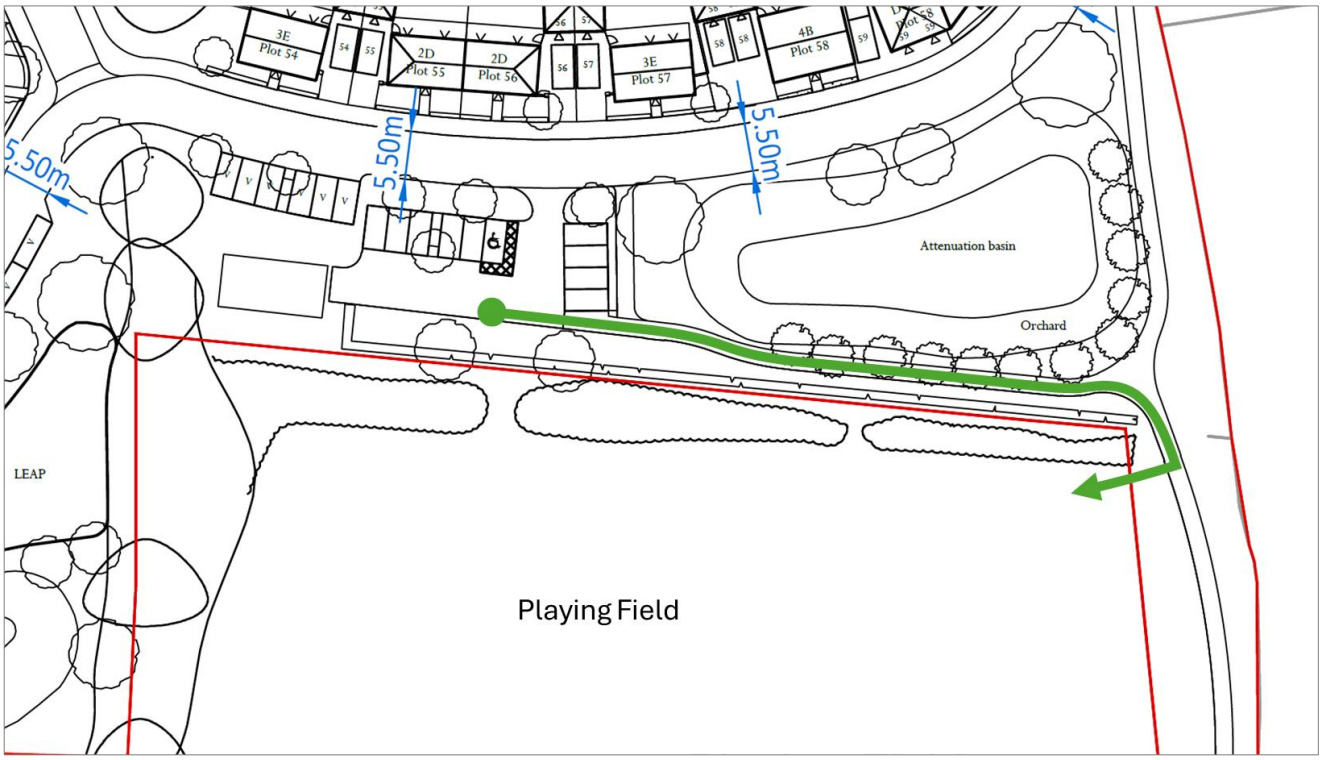

Figure 1.1: Playing Field Link

1.6 Bus Stop Contribution

1.6.1 The applicant is proposing to contribution to Realtime (RTPI) boards at both sides of carriageway for the north and southbound stops at the identified value of £8,500 for each for each RTPI unit. The shelter cannot be provided due to the implications for the Warnham heritage area.

1.7 Accessible Parking

1.7.1 As requested, 5 additional disabled bays are allocated as demonstrated in **Drawing 2024.6645. 407**

DRAWINGS

2024-6645-407 Car Parking

A3

1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
2. Bright Plan accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
3. Road markings are indicative, based on aerial imagery when not provided within a topographical survey. Bright Plan accepts no responsibility for decrepitates in aerial imagery.
4. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
5. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

- Existing Road Markings
- 1-Bed Space (11)
- 2-Bed Space (43)
- 3-Bed Space (44)
- 4-Bed Space (14)
- 4-Bed Garage Space (8 x 0.5 = 4)
- Visitor Space (31)
- Football Pitch Space (10)

Total Spaces: 147

Rev.	Amendments	Date
B	Revised Bays	07/01/2026
A	Final Layout	24/09/2025
-	Original Issue	04/04/2025

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Drawing Status: Final

Client: Batcheller Monkhouse

Project: Tilletts Lane, Horsham

Drawing Title: Parking Allocation

Scale	Date	Drawn By	Checked By
1:1000	Jan 26	SMO	ALB

Drawing No.: 2024-6645-407

Rev.: B

1:1000 @ A3
0 10 20 30 40 m

APPENDICES

Appendix A WSCC Comments

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council - FAO: Nicola Pettifer
FROM:	WSCC – Highways Authority
DATE:	1 December 2025
LOCATION:	Land East of Tilletts Lane Warnham
SUBJECT:	DC/25/1155 Erection of 59 dwellings with associated open space, landscaping, parking, access, and drainage infrastructure. More information received.
RECOMMENDATION:	More Information

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been re-consulted on proposals for 59 x dwellings on land east of Tilletts Lane. In comments dated 8 September 2025 and 12 September 2025 the LHA requested further information on several matters to which additional information (Technical Note – TN) has been provided:

Travel Plan Statement (TPS)

A TPS has been provided with the aim of reducing long-term reliance upon the private car by changing attitudes to travel and increasing awareness of alternative modes and the associated benefits of sustainable transport. This should be secured by legal agreement with monitoring fee of £1,695. The Travel Plan auditing fees reflect the amount of local authority officer time required to evaluate the initial plan, assess the monitoring data and participate in on-going review and agreement to any amended plans in the future, including post planning once the development is built out and occupied. The costs have been benchmarked against fees charged by other Local Authorities and are considered to proportionate and reflective of the costs incurred.

TPS includes:

- Background information about the site.
- Travel welcome pack to include benefits of active travel modes, public transport information including timetables, details of travel plan co-ordinator, £150 voucher per household toward cycle/cycle training or bus tickets, cycle journey planner information, option of Metrorider ticket, promoting car sharing (including Co Wheels car club in Horsham),local walking/cycling routes information.
- Travel audit will be undertaken within 3 months of occupation to determine baseline travel patterns etc. Travel surveys will include mode of travel, distance and journey times.

The TPS should also include:

- Promotion of journey planning websites such as Traveline promoted via welcome packs.
- National awareness events, such as Bike Week, Catch the Bus Week, European Mobility Week (inc. Car Free Day), Liftshare Week, Walk to School Week etc should be promoted by the TPC.
- Residential sites should create links with local school (Warnham Primary), which will almost certainly have a Travel Plan in operation.
- Consideration of ways in which deliveries to the site may be reduced (e.g. by promoting supermarket home delivery services, on-line banking etc).

Please ask the applicant to update the TPS.

Confirmation that Tilletts Lane/Mayes Lane proposed junction improvements to be delivered by developer as part of package of s278 off-site highway works.

TN confirms that the Tilletts Lane/Mayes Lane junction improvements will be provided as part of sites off-site highway works (s278). TN states that an additional Road Safey Audit will assess these works, but this has not yet been received.

More detail on PROW 1430 proposals including; 3m width if proposed to be upgraded to a bridleway along with hardbound surface. Lighting of the PROW should also be explored.

PROW footpath 1430 links the site to PROW 1429, the school and Warnham village centre. The TN confirms that the surface will be improved and width to 2m but not to change status to bridleway. As PROW 1429 is outside of applicants control, upgrading 1430 to bridleway would mean cycle infrastructure would be provided in isolation and WSCC PROW team comments reflect this. Lighting of PROW 1430 is not proposed (again due to 1429 being outside of applicant control and thus a continuous lit link would not be achievable). LHA consider that improvements proposed are proportionate to scale of development and will improve facilities for some users, especially walking children to/from school.

Provide drawing addressing issue 2.4 of RSA. updated Designers Response to be sent.

Address issue 1 of 'items outside remit of RSA' – passing places on Tilletts Lane.

2.4 of RSA pertained to uncontrolled pedestrian crossing of development access road near junction with Threestile Road – risk of collision due to shared use path cyclist transition on/off carriageway. TN states that the issue is no longer applicable because the cycle path flanking access road has been removed (pedestrian only).

Provision of passing places on Tilletts Lane was previously explored but considered infeasible due to tree route protection zones adjacent the lane. However, the existing informal passing places will remain and the proposed improvements/widening to Tilletts Lane/Mayes Lane junction is considered appropriate mitigation to the scale of development proposed.

The auditor should comment on whether 2.4 can be removed and Designers Response updated accordingly.

Improved width and landscaping for modal filter (north of plots 49/50 and south of plot 4) which should allow sufficient width for a cycle or pedestrian through route.

The modal filter has been revised to provide 1.5m width either side of landscaping to allow pedestrians and cyclists throughfare.

1.5m is considered the minimum width under LTN1/20 para 6.4.3 and good practise would provide for the landscaping to be kept to the edge of carriageway (as opposed to central features shown) with single bollard placed centrally. The applicant may wish to consider this.

Pedestrian link from pitch car parking to playing field and from PROW 1430 to the Primary School grounds.

The TN clarifies that providing a link in east boundary of Warnham school (playing field) would not be desired by the school.

LHA requires clarification on para. 2.6.2 of the TN. Is the applicant referring to the proposed playing field car park? If so, can this link be clearly marked on the plans to make clear how users of the playing field will access the field from the proposed car park.

Some visitor bays to be marked with additional lining/hatching as accessible bays.

Additional disabled bays have been provided in playing field car park and fronting unit 41-46. Usually, 5% of total spaces on site should be provided as accessible bays (5% of 143 = 7 spaces). There may be some benefit to providing additional access aisle hatching for some more visitor spaces as currently only 2 x disabled bays are shown across the entire site.

Consider bus stop improvements to Knob Hill Corner stops.

The TN states that a contribution will be offered to bus stop infrastructure subject to confirmation from LHA on value of contribution. LHA have previously advised that provision of a shelter on Knob Hill Corner (northbound) may be challenging to install due to width of highway boundary where the back edge of footway and the green exist. It is understood that the applicant was discussing this with the parish council as they maintain shelters and the green is possibly parish council owned. Furthermore, the applicant should advise whether they are proposing contribution to Realtime (RTPI) boards at one/both sides of carriageway (northbound/southbound stops or both?). A single RTPI new battery powered pole mounted includes supply, installation, 4-year warranty requires contribution £8500 each. Further clarification on what level of commitment is proposed by the applicant is required before the LHA can comment further.

CONCLUSION

Please ask applicant for additional information and re-consult:

- Updates to TPS,
- RSA to cover Tilletts Lane/Mayes Lane improvements.
- Auditor to review/remove 2.4 and Designers Response updated.
- Clarify and mark on plan where link from playing field car park to playing field is/ will be.
- Consider additional accessible bays.
- Clarify shelter proposals/ RTPI proposals so LHA can comment on contribution required.

Katie Kurek
West Sussex County Council – Planning Services

Appendix B Travel Plan Statement

BRIGHT PLAN

TRAVEL PLAN STATEMENT

TILLETTS LANE, WARNHAM, WEST SUSSEX

Residential Development

2026-01-07-6645-TPS01

January 2026

Prepared on Behalf of The Broadbridge Heath Trust

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DOCUMENT CONTROL

Project: Tilletts Lane, Warnham, West Sussex
Residential Development

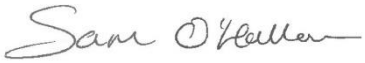
Document: Travel Plan Statement

Client: The Broadbridge Heath Trust

Reference: 2026-01-07-6645-TPS01

DOCUMENT CHECKING:

Author: EJD  **Date:** 15/10/2025

Checked by: SMO  **Date:** 17/10/2025

Approved by: ALB  **Date:** 17/10/2025

STATUS:

Issue	Date	Status	Issued by
01	17/10/2025	Preliminary	SMO
02	07/01/2026	Revision 02	EJD

CONTENTS

APPENDICES

Appendix A Accessibility Plan

1 INTRODUCTION

1.1.1 This Travel Plan Statement (TPS) has been prepared by Bright Plan on behalf of The Broadbridge Heath Trust in association with an application for a residential development comprising 59 dwellings at Tilletts Lane, Warnham, West Sussex. This TPS provides a 5-year strategy to mitigate the long-term traffic impact associated with the site and to encourage residents to use sustainable travel methods as an alternative to private car use.

1.1.2 This TPS has been prepared in accordance with West Sussex County Council's (WSCC) Development Plan Travel Plan Policy.

1.2 Travel Plan Purpose

1.2.1 A TP is a package of measures aimed at promoting sustainable travel choices by reducing reliance on the use of the private car. The implementation of such measures can enable individuals to reduce the impact of travel and transport on the environment, whilst providing a range of benefits to individuals and the local community.

1.2.2 The event of moving into a new home represents an ideal opportunity for residents to evaluate their travel behaviour and change existing habits.

1.2.3 For residents, a TP can:

i. Improve access to essential services and employment opportunities.

ii. Help provide less stressful options for travel, particularly in relation to regular commuter journeys.

iii. Present opportunities to incorporate physical exercise into daily routines.

iv. Reduce journey times to local destinations.

v. Reduce the cost of travel, or eliminate the need to buy a car.

vi. Provide a more vibrant community to live in.

1.2.4 For the local community, a TP can:

i. Make local streets less congested, less dangerous, less noisy and less polluted.

ii. Enhance public transport services and associated infrastructure.

iii. Improve the environment and the routes available for cycling and walking.

iv. Help create a place which is better to live in, work in and visit and which attracts investment.

1.2.5 For developers, a TP can:

i. Satisfy the requirements of local planning and highway authorities, permitting development.

ii. Enhance an establishment's image ('green credentials' and 'social corporate responsibility').

2 SITE ACCESSIBILITY CREDENTIALS

2.1 Overview

2.1.1 This section reviews the provision of pedestrian, cyclist and public transport infrastructure, in the vicinity of the site. The site's location is shown in **Figure 2.1**.

Figure 2.1: Site Location

2.2 Accessibility Credentials

2.2.1 The application site is located at the northern extent of Warnham, and is within walking /cycling distance of public transport, shopping services and other local amenities within the village. The local facilities are demonstrated on the accessibility plan attached at **Appendix A** and **Figure 2.2**.

Destination	Distance from Site	Walk Time	Cycle Time
Bus Stop	450m	6 minutes	1 minute
Warnham Village Stores	500m	7 minutes	2 minutes
Warnham C of E Primary School	600m	8 minutes	2 minutes
Warnham Village Hall	650m	9 minutes	3 minutes
The Sussex Oak	500m	7 minutes	2 minutes
The Greets Inn	700m	10 minutes	3 minutes
Warnham Train Station	2km	25 minutes	7 minutes

Figure 2.2: Site Proximity to Services & Amenities

2.3 Pedestrian Accessibility

2.3.1 The most direct existing route from the site to local services and amenities is via PROW 1430 and 1429, providing off-road links to the village centre as shown in **Appendix A**. PROW 1429 is a well-used route within Warnham, running between Warnham C of E Primary School, PROW 1430 (connecting to the site) and the village centre. PROW 1429 is surfaced between the school and village centre. PROW 1429 is shown in **Figures 2.3**.

Figure 2.3. PROW 1429

2.3.2 PROW 1430 runs north-south through the site running from the site's Threestile Road access and is in the ownership of the applicant up to its connection with PROW 1429 to the south. PROW 1430 currently has an unmade surface, but would be upgraded as part of the proposal.

2.3.3 The proximity of the site to Warnham village green offers further opportunity for connection between the site and the village centre. The Threestile Road access and PROW 1430 tie in to the north of the village green.

2.3.4 The Chartered Institute of Highways and Transportation's (CIHT) publication 'Planning for Walking' (April 2015) identifies that 80% of journeys under 1 mile (1.6km) are made by foot, and 26% of journeys between 1-2 miles (1.6km – 3.2km) are made by foot. A range of services and amenities, as shown in **Appendix A**, are available within 1km, and are therefore accessible on foot.

Cycle Accessibility

2.3.5 Shelly Cycle Path is located c.450m to the southeast of the site providing an off-road cycle route from Warnham to Horsham. Shelly Cycle Path connects with local routes in Horsham leading to the town centre (17–18-minute cycle time) within the CIHT's recommended commuting cycle threshold. Horsham is the primary draw for employment and high street shopping services. The site is therefore well connected to local services and amenity by cycle.

2.3.6 The Department for Transport's (DfT) document 'Cycle Infrastructure Design' (LTN 1/20) (July 2020) states that 5 miles (8km) is an achievable distance to cycle for the majority of people. The full extent of Horsham is therefore accessible by bicycle.

Accessibility by Bus

2.3.7 The Knob Hill Corner bus stops (north and southbound) are situated 150m from the site. The stops serve the no.93 service which runs hourly between Horsham and Dorking. Wider services are available from Horsham bus station. A summary of the services available from local bus stops is provided in **Figure 2.4**.

Service	Route Summary	Typical Frequency	Operating Hours
94	Dorking Station – North Holmwood – Warnham - Horsham Bus Station	Every hour	Mon – Fri: 07:35 – 20:27 Sat: 08:00 – 20:21 Sun: 10:03 – 18:54

Figure 2.4: Bus Services Available from Local Bus Stops

Accessibility by Train

2.3.8 Warnham railway station is situated 1.6km to the east of the site and is accessible by cycle and on foot, although the route is unlit and footways are not continuous, and verges may not be appropriate for all NMUs. The station provides regular services to a range of locations including Horsham, Crawley, Brighton, and London Terminals. A summary of services available from Warnham railway station is provided in **Figure 2.5**.

Destination	Route Summary	Typical Journey Time	Typical Frequency
London Victoria	Warnham – Dorking – Leatherhead – Epson – Belham – Clapham Junction – London Victoria	1 hour 18 mins	Every 20 mins
Horsham	Direct	5 mins	Every 1 hour

Figure 2.5: Train Services Available from Warnham Station

3 DEVELOPMENT SITE

3.1 Overview

3.1.1 The development would comprise of 59 dwellings, served from two access points, one adjoining Tilletts Lane (serving approximately a third of the development (19 dwellings)), and the other via Threestile Road serving two-thirds of the development (40 dwellings)).

3.1.2 Pedestrian access to the site would be served via four principal routes:

i. PROW 1430 & 1429 – PROW 1430 provides the most direct route to the village centre. PROW 1430 would be enhanced in conjunction with the development (see **Section 3.2**).

ii. A footway connection at the southwest corner of the site.

iii. A pedestrian route flanking Threestile Road, connecting to the village green.

iv. A shared surface access on to Tilletts Lane. This would principally serve as a connection for pedestrians wanting to access PROW 1427 to the east, and for cyclists cutting through the site.

3.1.3 Electric vehicle charging would be provided in accordance with Building Regulations Part S.

3.2 Sustainable Travel Improvements

3.2.1 The development would provide the following sustainable travel improvements within the local area:

i. A new section of footway on Tilletts Lane running between the site and the existing footway to the south.

ii. Enhancement of PROW 1430 through widening to 2.0m and the provision of a metaled surface up to its connection with PROW 1429.

3.3 Anticipated Vehicle Trips

3.3.1 The site's anticipated vehicle trip generation has been based on the assessment undertaken as part of the Transport Assessment. The anticipated vehicular trip generation is set out in **Figure 3.1**.

TRICS Vehicle Trip Generation – 59 Dwellings			
Arrivals	Departures	Arrivals	Two-way Total
AM Peak Hour	10	20	30
PM Peak Hour	20	9	29
Total	141	142	284

Figure 3.1: Anticipated Trip Generation

3.3.2 The TRICS trip generation identifies that the proposed development would generate 284 daily vehicle trips, with 30 vehicle trips occurring during the AM peak period (08:00 – 09:00) and 29 vehicle trips during the PM peak period (17:00 – 18:00).

4 AIMS, OBJECTIVES AND TARGETS

4.1 Aims and Objectives

4.1.1 The aim of this TPS is to reduce the long-term reliance upon the private car by changing attitudes to travel, and increasing awareness of alternative modes and the associated benefits of sustainable transport.

4.1.2 The objectives of this TPS can therefore be summarised as follows:

i. To minimise the number of residents travelling as single occupancy car drivers for various journey purposes to and from the site.

ii. To increase the proportion of residents travelling by sustainable modes of walking, cycling and public transport.

iii. To identify a range of 'hard' and 'soft' measures that would facilitate a reduction in the generation of private vehicle trips and increase the uptake of sustainable travel modes.

iv. To promote the financial, environmental and personal health benefits associated with the 'active' travel modes of walking and cycling.

5 MEASURES AND INITIATIVES

5.1 Introduction

5.1.1 This section provides commitments to a range of measures and initiatives that will be implemented at the site that are appropriate to the site's location and existing transport infrastructure and services within the surrounding area.

5.1.2 The initiatives include 'Hard' infrastructural measures (the provision of on-site and off-site facilities to support sustainable travel behaviour) as well as 'Soft' measures generally involving distribution of travel information and incentives.

5.2 Measures and Initiatives

Travel Welcome Pack

5.2.1 In order to raise awareness of the TP and associated measures, information pertaining to all modes of transport a Travel Welcome Pack (TWP), distributed to all households. The following information will be included:

i. An outline of the main aims / objectives of the TP, the reasons for implementing the TP, and the role of individuals in achieving the aspirations of the TP.

ii. Details of the financial, environmental and personal health benefits associated with the 'active' travel modes of walking and cycling.

iii. Public transport information including maps showing the location of the nearest bus stops / rail station and up-to-date bus and rail service timetables.

iv. Information on journey planning websites such as Traveline and West Sussex's Cycle Journey Planner.

v. Promotion of services such as supermarket home deliveries and online banking to reduce the number of deliveries made to the site.

vi. Contact details of the appointed Travel Plan Co-ordinator (TPC).

Sustainable Travel Benefit

5.2.2 Households are entitled to sustainable travel benefits funded by the developer. Each household would have the option of either a £150 voucher for a local cycle retailer, cycle training courses with WSCC, or bus tickets. Detail of the options are provided below.

Walking and Cycling

5.2.3 As well as providing a network of internal footways/footpaths within the site, the development additionally provides the improvements to off-site pedestrian infrastructure, as detailed in **Section 3.2**.

5.2.4 To encourage travel on-foot and by cycle, information on local walking/cycle routes, including approximate journey times, would be provided within the TWP. Information would also be provided for apps and websites such as Strava and West Sussex's Cycle Journey Planner.

5.2.5 The sustainable travel benefits offered to households would include the option of a £150 cycle voucher, or cycle training courses. The cycle voucher could be put towards the purchase of a bicycle or cycling equipment at a local retailer. The cycle training courses would be provided by WSCC, and would comprise either one-to-one or family courses.

Public Transport

5.2.6 To promote the use of existing public transport services, up-to-date and relevant timetable / route map information would be gathered by the appointed TPC and presented as part of the travel information packs.

5.2.7 Service information for local public transport links would be provided within the TWP listing available destinations, typical journey times and frequencies, as well as links to fare and real time service information.

5.2.8 The sustainable travel benefits offered to households would include the option of Horsham Metrorider tickets.

Car Sharing

5.2.9 Car sharing involves two or more people travelling together for all or part of a journey. It represents a relatively convenient, flexible and cost-effective mode of travel car sharers living and working in similar locations.

5.2.10 As part of the TP, the West Sussex car sharing website, part of www.liftshare.com (the UK's largest car share database) would be promoted. This service is free to sign up to and aims to facilitate car sharing on a regular basis by enabling users to contact others who they could potentially share with.

Car Club

5.2.11 Car clubs allow residents to rent a car on a short-term basis as and when they need to. This allows residents who do not typically require a use of a private car to use vehicles without private ownership, encouraging use of more sustainable modes for other journeys.

5.2.12 The Co Wheels car club, which operates in Horsham, would be promoted for use by residents of the site within the TWP.

Electric Vehicle Parking

5.2.13 The site would provide electric vehicle charging in accordance with Building Regulations Part S. Electric vehicle charging facilities in the local area would be identified within the TWP.

5.3 Committed Travel Plan Measures

5.3.1 The committed measures included in the TP are summarised in **Figure 5.1**.

Mode	Measure	Delivery
Cycling / Bus	Provision of a £150 travel voucher funded by the developer, which could be used to purchase a bicycles, cycle training courses or bus tickets.	TPC to agree voucher with and local cycle retailer / bs service provider, funded by developer.
Walking / Cycling	Provision of information regarding the financial, environmental and personal health benefits associated with the 'active' travel modes of walking and cycling.	Included within TWP
	Provision of information on local walking/cycling routes, including approximate journey times.	
	Provision of information for apps and websites such as Strava, Traveline and West Sussex's Cycle Journey Planner.	
Bus	Provision of bus information with a map showing the location of the nearest bus stops and links to up-to-date bus fares and service timetables.	Included within TWP
Train	Provision of rail information with a map showing the location of the nearest railway station and links to up-to-date rail fares and service timetables.	Included within TWP
Car Sharing	Promote West Sussex's car sharing website.	Included within TWP
Car Club	Promote Co Wheels car club.	Included within TWP
Electric Vehicles	Provision of electric vehicle charging points within site.	As part of site construction
	Identification of electric vehicle charging facilities in the local area.	Included within TWP

Figure 5.1: Committed Travel Plan Measures

6 MANAGEMENT, MONITORING AND REVIEW

6.1 Introduction

6.1.1 This section of the report sets out the strategy for managing the implementation of the outlined measures, as well as a framework for monitoring and reviewing the TP.

6.2 Travel Plan Co-ordinator

6.2.1 The TPC is responsible for implementing and promoting the Travel Plan Statement. This includes providing residents with up-to-date travel information and communicating with WSCC's Travel Plan Officer.

6.2.2 The TPC is responsible for undertaking the following key tasks:

i. On-going promotion / marketing of the TP and associated measures including the preparation of travel information to be presented to residents.

ii. Organising the implementation of a baseline Travel Audit.

iii. Promoting national awareness events, such as Bike Week, Catch the Bus Week, European Mobility Week (inc. Car Free Day), Liftshare Week, Walk to School Week etc.

iv. Creating a link with Warnham Primary School, ensuring the site's and the school's Travel Plans complement and support one another.

v. Acting as the main point of contact for residents, WSCC's Travel Plan Officer and other relevant stakeholders.

6.2.3 To ensure effective communication between residents and other internal / external stakeholders, the contact details of the TPC including telephone number and e-mail address is provided within TWPs.

6.3 Travel Audit

6.3.1 As this TPS supports a new development, the TPC will be required to undertake a Travel Audit within 3 months of operation to determine baseline travel patterns and behaviour of residents. The audit will utilise resident's travel surveys which will comprise of a number of questions relating to travel patterns (i.e. travel modes, distance and journey times). Respondents to the survey will also be requested to provide their comments on existing measures as well as suggest potential improvements.

6.3.2 The Travel Plan Co-ordinator will update the TPS and issue to WSCC's Travel Plan Officer for comment and discussion, as well as being filed for records.

6.3.3 To maintain the emphasis of the TPS it is suggested that the results of the Travel Audit are communicated to all residents.

6.4 Action Plan

6.4.1 An action plan is presented below in **Figure 6.1**, highlighting relevant measures, timescales and the individuals responsible for ensuring the co-ordination / implementation of the TP.

Measures	Timescales	Responsibility
Appoint Travel Plan Co-ordinator to oversee the implementation of sustainable travel measures	Prior to occupation of site	Developer
Submit contact details of appointed TPC to WSCC	Prior to occupation of site	TPC
Prepare Travel Welcome Pack for distribution to residents	Within the first 1 month of first occupation	TPC
Conduct Travel Audit	Within the first 3 months of occupation	TPC
Update TPS and submit to WSCC's Travel Plan Officer for review	Within the first 3 months of occupation	TPC

Figure 6.1: Action Plan

APPENDICES

Appendix A Accessibility Plan

Bus Services (Knob Hill Corner Bus Stop)

Service	Route Summary	Typical Frequency	Operating Hours
93	Dorking Station – North Holmwood – Warnham - Horsham Bus Station	Every 1 hour	Mon – Fri: 07:35 – 20:27 Sat: 08:00 – 20:21 Sun: 10:03 – 18:54

Rail Services (Warnham Railway Station)

Destination	Route Summary	Typical Journey Time	Typical Frequency
London Victoria	Warnham – Dorking – Leatherhead – Epson – Belham – Clapham Junction – London Victoria	1 hour 18 mins	Every 20 mins
Horsham	Direct	5 mins	Every 1 hour

Legend

- Site Location
- 1km Isochrone
- 2km Isochrone
- Railway Station
- Railway
- Bus Stop
- Bus Route
- Local Cycle Route
- PROW
- Retail
- Education
- Leisure
- Health Care
- Food & Drink
- Employment

Sands Farm Equestrain Centre
Perfect Bathroom Solutions
Wienerberger Warnham
Warnham Railway Station
Knob Hill Corner Bus Stop
1428
1430
1574
Warnham C of E Primary School
The Sussex Oak
St Margret's Church
Warnham Village Green
Warnham Cricket Club
Village Hall
Church Bus Stop
Warnham Village Stores
A & R Bailey's
1429
The Greets Inn
Friday Street Bus Stops
Holbrook Primary School
Farlington School
Farlington Strood Park
Day Lewis Pharmacy
Shelley's Budgens & Sub Post Office
New Barn School
Co-op

BRIGHT PLAN
Transport Planning | Civil Engineering | Landscape Design
65 Chichester Enterprise Centre, Terminus Road,
Chichester, PO19 8FY
Tel: 0333 3583270
www.bpcivils.co.uk

Title: Accessibility Plan

Project: Tilletts Lane, Warnham

Client: Batchelor Monkhouse

Job No:	Plan No:	Rev:
6645	Plan 01	-

BRIGHT PLAN

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Appendix C Tilletts Lane / Mayes Lane Stage 1 Road Safety Audit and RSA Response Report

Road Safety Audit Stage 1

Tillets Lane/Mayes Lane Improvement, Warnham, near Horsham

Client: Broadbridge Heath Trust

Road Safety Answers reference no: RSA1093

Registered address: 17 McDermott Road, Borough Green, Sevenoaks, Kent, TN15 8SA
www.roadsafetyanswers.co.uk paulmartin@roadsafetyanswers.co.uk
VAT registration number: 258 9498 33

Control Sheet

	Name	Date	Signature
Author	Paul Martin	27/10/2025	
Checker	Vinny Rey	27/10/2025	
Authoriser	Paul Martin	27/10/2025	

Report Version

RSA Report Ref.	Version	Date of Issue
RSA1093	Final	27/10/2025

1. Introduction

1.1 This report describes a Stage 1 Road Safety Audit carried out on the preliminary design for an improvement to the 'T' junction of Tillets Lane, Mayes Lane and Knob Hill (formerly Threestile Road) in Warnham, Horsham for The Broadbridge Heath Trust, at the request of the Overseeing Organisation, West Sussex County Council. The audit was carried out in the office of Road Safety Answers Ltd during October 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 Sam O'Halloran of Bright Plan. The site was visited by the Audit Team, together, on 27th October, 2025, between 10.55 and 11.25 hours. The weather was fine and the road surface was dry. Traffic flows were very light in Tillets Lane and Mayes Lane. Pedestrian and cycle flows were very light in both roads.

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), with the exceptions being that a road safety audit brief has not been received (or deemed necessary by the Audit Team Leader). 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. A plan 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 improve the junction as part of Section 278 works associated with a proposed residential development of between 45 and 55 dwellings onto Tillets Lane (15 to 20 dwellings) and Knob Hill (formally Threestile Road) (30 to 35 dwellings), Warnham, near Horsham.

1.7 The scheme consists of the following elements at the junction of Tillets Lane, Mayes Lane and Knob Hill:

- A relocation south-westwards of the carriageway around the bend of Mayes Lane and Knob Hill to 6m width, requiring the setting back of the giveaway lines on Tillets Lane by approximately 3m and the removal of the triangular, grass island in the mouth of the junction;
- The strip of carriageway around the inside of the bend to be broken out and returned to verge;
- Provision of visibility splays of 2.4m x 120m in each direction onto Knob Hill and Mayes Lane;
- Forward visibility of 75m to a vehicle waiting to turn right into Tillets Lane from a vehicle approaching on Mayes Lane due to the relocation of the carriageway south-westwards through the bend;
- An 8m radius kerbline on the south-eastern shoulder of the junction;
- A 14m radius kerbline on the western shoulder of the junction;
- A realignment of Tillets Lane for a distance of approximately 45m from Mayes Lane, the carriageway gradually narrowing from a reduced width junction throat;
- Relocation of the finger post from the triangular grass island to the western shoulder of the junction.

1.8 No details of street lighting, surface water drainage or advanced signing have been provided at this relatively early stage of the design process. These issues are not, therefore, considered further in this report.

2. Items resulting from this Stage 1 Audit

2.1 PROBLEM

Location: A – Tillets Lane realignment (Dwg. 2024-6645-201 Rev. B and 2024-6645-203 Rev. A).

Summary: Risk of head-on and reversing related collisions.

Tillets Lane currently has an unofficial parking/passing area on the eastern side near the junction (photo 1), allowing in-bound large vehicles to pass a northbound vehicle approaching the junction. It is unclear whether this parking/passing area will still be available once the new eastern kerbline is installed? If the new kerbline precludes the future use of this area for vehicles to pass one another, a fire tender or refuse vehicle turning left into Tillets Lane may have to reverse back onto Knob Hill to allow a northbound vehicle to exit onto Mayes Lane or Knob Hill, increasing the risk of a reversing related collision with another vehicle approaching on Knob Hill. If a fire tender is turning left at speed into Tillets Lane, the narrowed carriageway increases the risk of a head-on collision with a northbound vehicle because the forward visibility across the eastern corner of the junction is poor and will remain so with the proposed design (photos 2 and 3).

Photo 1: Looking south from the Tillets Lane/Mayes Lane junction

Photo 2: Poor visibility into Tillets Lane approaching the junction on Knob Hill

Photo 3: Poor visibility into Tillets Lane when starting the left turn at the junction

RECOMMENDATION

At the junction, the throat of Tillets Lane should be widened, using the existing carriageway on the eastern side, and the parking/passing area should be formalised as a passing bay. In addition, forward visibility through the left turn into Tillets Lane should be improved.

Design Team Response:

Client Officer Response:

2.2 PROBLEM

Location: B – Knob Hill, just east of Tillets Lane (Dwg. 2024-6645-201 Rev. B).

Summary: Risk of errant vehicles falling into the drainage ditch next to the relocated kerbline.

On the southern side of Knob Hill, the kerbline is moved further south and will be very close to the drainage ditch running alongside the road (photo 4). An errant vehicle, putting the nearside wheels just off the edge of the carriageway could fall into the ditch, resulting in a loss of control collision.

Photo 4: Looking west on Knob Hill towards Tillets Lane

RECOMMENDATION

The drainage ditch should also be relocated further south, allowing the introduction of a level, safety margin between the kerbline and the ditch so that an errant vehicle has a chance to recover before entering the ditch.

Design Team Response:

Client Officer Response:

2.3 PROBLEM

Location: C – Knob Hill, just east of Tillets Lane (Dwg. 2024-6645-201 Rev. B).

Summary: Risk of errant vehicles colliding with the street nameplate.

The existing street nameplate (photo 5) will be very close to the proposed kerbline, increasing the risk of a loss of control collision if a turning vehicle collides with it.

Photo 5: Looking east from Tillets Lane

RECOMMENDATION

The street nameplate should be located further away from the proposed kerbline.

Design Team Response:

Client Officer Response:

2.4 PROBLEM

Location: D – Mayes Lane just north of Tillets Lane – west side (Dwg. 2024-6645-201 Rev. B).

Summary: Risk of northbound vehicles losing control if they collide with the high BT double cover.

The BT chamber in the verge, with a double cover (photo 6), will be within the carriageway widened area. Even if the double cover is replaced with one of high skid resistance, the risk of northbound vehicles losing control increases, especially for powered two-wheelers leaning as they traverse the bend.

Photo 6: Looking north along Mayes Lane from the junction

RECOMMENDATION

The detailed design should ensure that the BT chamber is relocated into the nearby verge.

Design Team Response:

Client Officer Response:

2.5 PROBLEM

Location: E – Mayes Lane just north of Tillets Lane – west side (Dwg. 2024-6645-201 Rev. B).

Summary: Risk of a small tree in the verge being struck by northbound vehicles.

The new kerbline will be very close to some small trees that are part of the hedgerow (photo 7), just to the south-west of the above-mentioned BT chamber, increasing the risk of an errant vehicle clipping them and losing control.

Photo 7: Small trees in the hedgerow near the BT chamber

RECOMMENDATION

The small trees should be removed.

Design Team Response:

Client Officer Response:

3. 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, a section included for out-of-scope issues, 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 27/10/2025

Audit Team Member

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

Signed 

Date 27/10/2025

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☐☐ www.roadsafetyanswers.co.uk

4. Design Team and Overseeing Organisation Statements

Design Team Leader

I certify that I have reviewed the items raised in this Stage 1 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:

Organisation:

Signed:

Date:

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:

2024-6645-201 Rev B.pdf

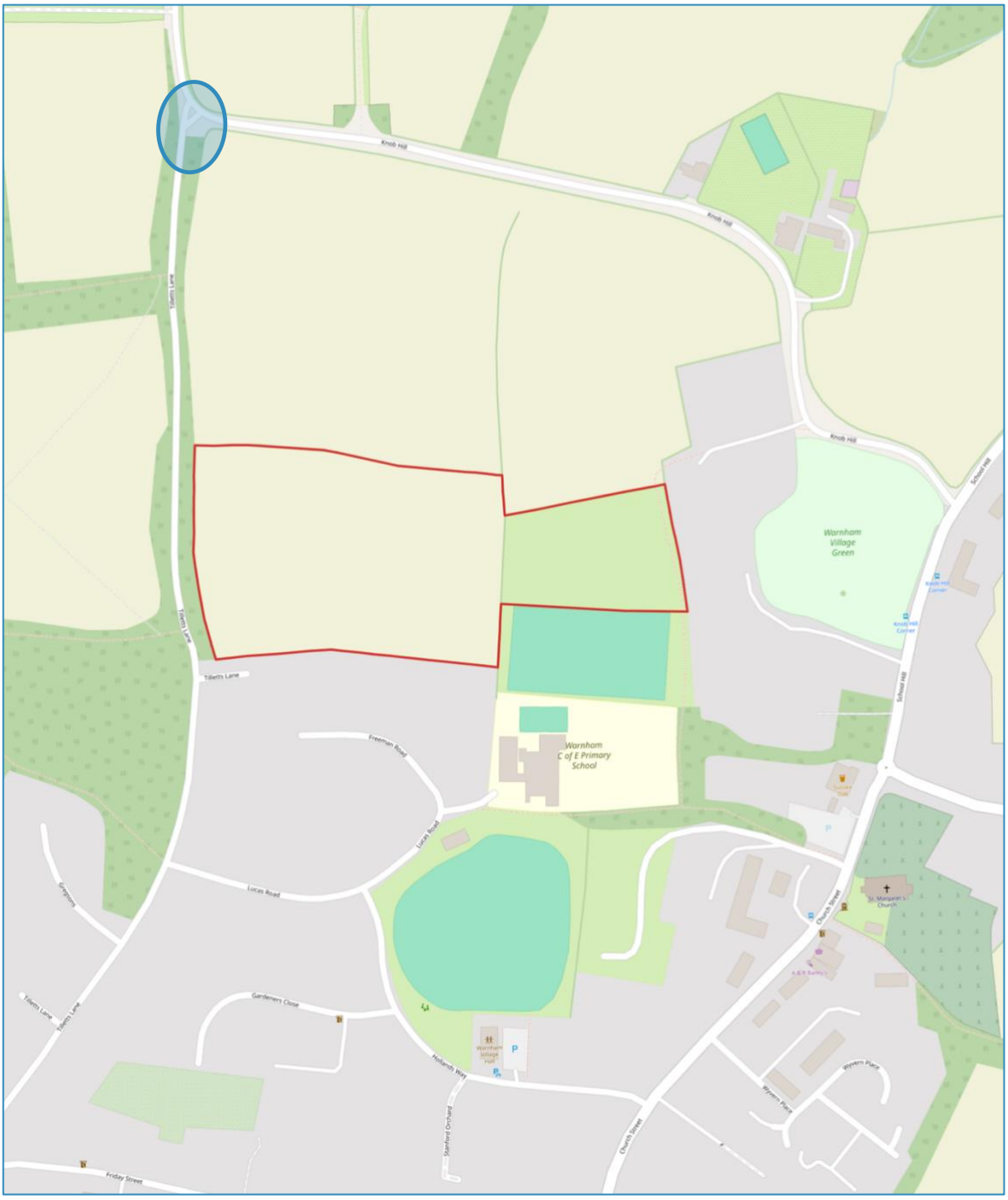
2024-6645-202 Rev A.pdf

2024-6645-203 Rev A.pdf

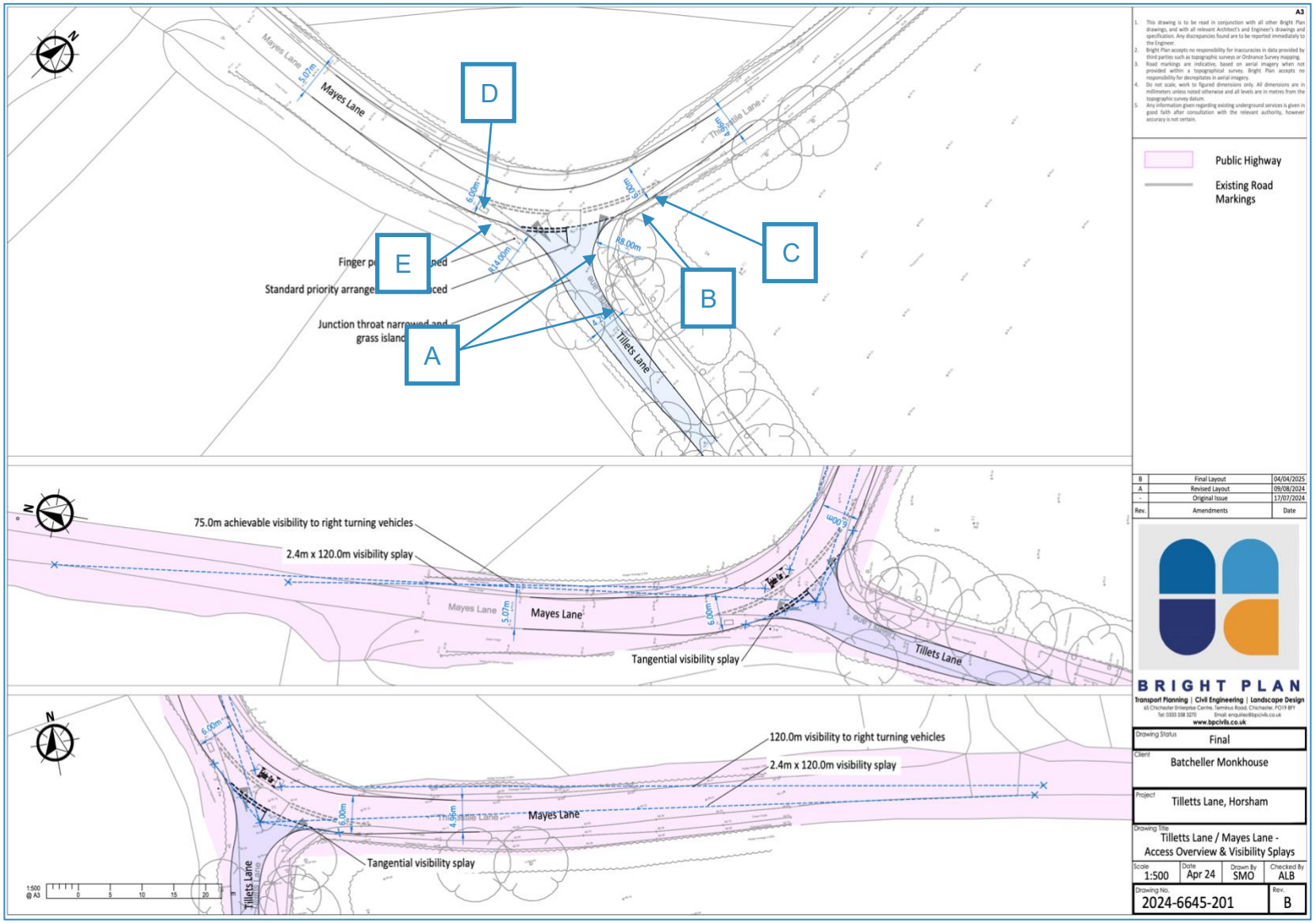
Tillets Lane Warnham_RSA1_Final_v2.docx

Appendix B

The following plan shows the locations of the scheme



Problems Location Plan



ROAD SAFETY AUDIT RESPONSE REPORT

BRIGHT PLAN

TILLETTS LANE, WARNHAM, HORSHAM
RESIDENITAL PROPOSAL

Client: The Broadbridge Heath Trust
Reference: 6645-RSARR02

This response is to a Stage 1 Road Safety Audit prepared in accordance with General Principles and Scheme Governance General Information, GG 119, Road Safety Audit.

PROJECT DETAILS

Project	Tilletts Lane, Warnham, Horsham		
RSA Stage	Stage 1		
RSA Report Title	Tilletts Lane/Mayes Lane Improvement		
RSA Report Reference	RSA 1093		
RSA Date	03/11/2025		
Document Reference	6645-RSARR02	**Revision**	-
Prepared By	Bright Plan		
On Behalf Of	West Sussex County Council		

AUTHORISATION SHEET

Prepared By	
Name	Sam O'Halloran
Position	Consultant
Signed	
Organisation	Bright Plan
Date	03/11/2025

Approved By	
Name	Philip Russell
Position	Director
Signed	
Organisation	Bright Plan
Date	03/11/2025

KEY PERSONNEL

Overseeing Organisation	West Sussex County Council
Design Organisation	Bright Plan Ltd
RSA Organisation	Road Safety Answers Ltd
RSA Team Leader	Paul Martin
RSA Team Member	Vinney Rey

ROAD SAFETY AUDIT DECISION LOG

RSA Problem	2.1 PROBLEM Location: A – Tilletts Lane realignment (Dwg. 2024-6645-201 Rev. B and 2024-6645-203 Rev. A). Summary: Risk of head-on and reversing related collisions. Tilletts Lane currently has an unofficial parking/passing area on the eastern side near the junction (photo 1), allowing in-bound large vehicles to pass a northbound vehicle approaching the junction. It is unclear whether this parking/passing area will still be available once the new eastern kerbline is installed? If the new kerbline precludes the future use of this area for vehicles to pass one another, a fire tender or refuse vehicle turning left into Tillets Lane may have to reverse back onto Knob Hill to allow a northbound vehicle to exit onto Mayes Lane or Knob Hill, increasing the risk of a reversing related collision with another vehicle approaching on Knob Hill. If a fire tender is turning left at speed into Tilletts Lane, the narrowed carriageway increases the risk of a head-on collision with a northbound vehicle because the forward visibility across the eastern corner of the junction is poor and will remain so with the proposed design (photos 2 and 3).
RSA Recommendation	At the junction, the throat of Tilletts Lane should be widened, using the existing carriageway on the eastern side, and the parking/passing area should be formalised as a passing bay. In addition, forward visibility through the left turn into Tilletts Lane should be improved.
Design Organisation Response	Problem and recommendation agreed. The road position has been tweaked and widened on the eastern side to ensure the informal passing / parking area would continue to function as it does presently. The width and ability to pass is enhanced with the width increased to 5.0m. The existing forward visibility issue is improved via a combination the tightening of the radii around the east shoulder of the bellmouth and with the junction being slew over to the west, thus providing a verge and buffer that sightlines can cross. Works to clear vegetation at the east shoulder of the junction will also be undertaken. The amendments are demonstrated in **Drawing 2024-6645-201 Rev C**.
Overseeing Organisation response	
Agreed RSA Action	

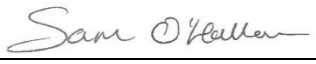
RSA Problem	2.2 PROBLEM Location: B – Knob Hill, just east of Tilletts Lane (Dwg. 2024-6645-201 Rev. B). Summary: Risk of errant vehicles falling into the drainage ditch next to the relocated kerbline. On the southern side of Knob Hill, the kerbline is moved further south and will be very close to the drainage ditch running alongside the road (photo 4). An errant vehicle, putting the nearside wheels just off the edge of the carriageway could fall into the ditch, resulting in a loss of control collision.
RSA Recommendation	The drainage ditch should also be relocated further south, allowing the introduction of a level, safety margin between the kerbline and the ditch so that an errant vehicle has a chance to recover before entering the ditch.
Design Organisation Response	Problem and recommendation agreed. The drainage ditch would be relocated further south, allowing the introduction of a level, 1.0m safety margin between the kerbline and the edge of ditch as shown in **Drawing 2024-6645-201 Rev C**
Overseeing Organisation response	
Agreed RSA Action	

RSA Problem	2.3 PROBLEM Location: C – Knob Hill, just east of Tilletts Lane (Dwg. 2024-6645-201 Rev. B). Summary: Risk of errant vehicles colliding with the street nameplate. The existing street nameplate (photo 5) will be very close to the proposed kerbline, increasing the risk of a loss of control collision if a turning vehicle collides with it.
RSA Recommendation	The street nameplate should be located further away from the proposed kerbline.
Design Organisation Response	Problem and recommendation agreed. The street nameplate would be relocated further away from the proposed kerb line as shown in **Drawing 2024-6645-201 Rev C**.
Overseeing Organisation response	
Agreed RSA Action	

RSA Problem	2.4 PROBLEM Location: D – Mayes Lane just north of Tilletts Lane – west side (Dwg. 2024-6645-201 Rev. B). Summary: Risk of northbound vehicles losing control if they collide with the high BT double cover. The BT chamber in the verge, with a double cover (photo 6), will be within the carriageway widened area. Even if the double cover is replaced with one of high skid resistance, the risk of northbound vehicles losing control increases, especially for powered two-wheelers leaning as they traverse the bend.
RSA Recommendation	The detailed design should ensure that the BT chamber is relocated into the nearby verge.
Design Organisation Response	Problem agreed, mitigating action to be determined at detailed design stage. The ability to relocate is dependent upon what apparatus are within the chamber and having the requisite permissions. At detailed stage, when details of the apparatus are available, a practical proportionate solution will need to be agreed between all stake holders (BT, the designer, WSCC, the project sponsor, the audit team).
Overseeing Organisation response	
Agreed RSA Action	

RSA Problem	**2.5 PROBLEM** Location: E – Mayes Lane just north of Tilletts Lane – west side (Dwg. 2024-6645-201 Rev. B). Summary: Risk of a small tree in the verge being struck by northbound vehicles. The new kerbline will be very close to some small trees that are part of the hedgerow (photo 7), just to the south-west of the above-mentioned BT chamber, increasing the risk of an errant vehicle clipping them and losing control.
RSA Recommendation	The small trees should be removed.
Design Organisation Response	Problem and recommendation agreed. Small trees to be removed.
Overseeing Organisation response	
Agreed RSA Action	

DESIGN ORGANISATION AND OVERSEEING ORGANISATION STATEMENTS

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	Sam O'Halloran
Signed	
Position	Consultant
Organisation	Bright Plan
Date	03/11/2025

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	

Appendix D Correspondence with RSA Team

Outlook

Re: Tillets Lane - 6645

From paul martin <paulmartin@roadsafetyanswers.co.uk>
Date Fri 24/10/2025 16:42
To Sam O'Halloran <sam.ohalloran@brightplan.uk>; Alex Budd <alex.budd@brightplan.uk>

Hi Sam and Alex,
As the revised drawing no. 2024-6645-101 Rev. D no longer has a shared cycle/footway i.e. cyclists will be on the carriageway as they access Threestile Road from the development, problem 2.4 of the RSA1 report ref. RSA874 is no longer relevant, the risks having been mitigated by the revised design.
Regards
Paul

Paul Martin BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
National Highways RSA Certificate of Competency (2013)
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On Fri, 24 Oct 2025 at 16:36, Sam O'Halloran <sam.ohalloran@brightplan.uk> wrote:

> Hi Paul,
>
> See attached 3 junctions for Tillets Lane.
>
> Kind regards,
>
> **Sam O'Halloran**
>
> *Consultant*
>
> 0333 3583270
> sam.ohalloran@brightplan.uk
> www.bpcivils.co.uk
>
> **BRIGHT PLAN LTD**
> Transport Planning | Civil Engineering | Landscape Design

Bright Plan Ltd, 65 Chichester Enterprise Centre, Terminus Road, Chichester, PO19 8FY

Appendix E Stage 1 Road Safety Audit and RSA Response Report

Road Safety Audit Stage 1

Tillets Lane, Horsham

Client: Bright Plan

Road Safety Answers reference no: RSA874

Registered address: 17 McDermott Road, Borough Green, Sevenoaks, Kent, TN15 8SA
www.roadsafetyanswers.co.uk paulmartin@roadsafetyanswers.co.uk
VAT registration number: 258 9498 33

Control Sheet

	Name	Date	Signature
Author	Paul Martin	07/06/2024	
Checker	Kevin Seymour	10/06/2024	
Authoriser	Paul Martin	10/06/2024	

Report Version

RSA Report Ref.	Version	Date of Issue
RSA874	Final	10/06/2024

1. Introduction

1.1 This report describes a Stage 1 Road Safety Audit carried out on the preliminary design for accesses onto Tillets Lane and Threestile Road, Warnham, for Bright Plan, at the request of the Overseeing Organisation, West Sussex County Council. The audit was carried out in the office of Road Safety Answers Ltd during June 2024.

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
Kevin Seymour - BSc, PG Dip TS, MCIHT, MSoRSA
HE Approved RSA Certificate of Competency
Road Safety Consultant

1.3 The audit comprised an examination of the documents listed in **Appendix A,** and included the drawings supplied by Alex Budd of Bright Plan. The site was visited by the Audit Team, together, on 7th June, 2024, between 09.40 and 10.40 hours. The weather was fine and the road surface was dry. Traffic flows were very light in Tillets Lane and light in Threestile Road. Pedestrian and cycle flows were very light in both roads.

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), with the exceptions being that a road safety audit brief has not been received (or deemed necessary by the Audit Team Leader), and a section dealing with out-of-scope safety issues has been included for the convenience of the Design Organisation and the Overseeing Organisation, West Sussex County Council. 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. A plan showing the accesses and the locations of any problems found during the audit are shown in **Appendix B**.

1.6 The purpose of the scheme is to provide access from a proposed residential development of between 45 and 55 dwellings onto Tillets Lane (15 to 20

dwellings) and Threestile Road (30 to 35 dwellings), Warnham, near Horsham.

1.7 The scheme consists of the following elements:

On Tillets Lane

- A simple priority junction on the east side, approximately 240m south of Threestile Road and 130m north of the Tillets Lane cul-de-sac parking area where the footway on the east side of Tillets Lane commences and heads south to join the footway on Lucan Road;
- The priority junction to have 8m radius shoulders;
- Visibility splays onto Tillets Lane of 2.4m x 43m in each direction, the 'y' distance being in accordance with Manual for Streets for the posted 30mph speed limit (*Note: no measured speeds available at this stage although the auditors observed speeds somewhat less than the 30mph speed limit due to the bendy road alignment and upward gradient, circa 10%, from south to north in the vicinity of the proposed access*);
- The priority junction to have a local widening over a distance of approximately 20m, to the south of the access junction, to allow service vehicles to turn into the relatively narrow lane (single lane with no formal passing places) without overrunning the opposite verge, a note on the drawing suggesting that a mature tree may be compromised by the road widening (*Note: no swept path analysis drawings have been provided at this stage*);
- The priority junction to serve a 6m wide access road into the development.

On Threestile Road

- A simple priority junction on the west side, approximately 120m north-west of Knob Hill, with 6m radius shoulders, serving a 6m wide access road;
- Visibility splays onto Threestile Road of 2.4m x 43m in each direction, the 'y' distance being in accordance with Manual for Streets for the posted 30mph speed limit, although the actual visibility will be far greater than this in each direction due to the access being on the outside of a bend (photos 1 and 2)(*Note: no measured speeds available at this stage although the auditors observed speeds in accordance with the 30mph speed limit due to the bendy road alignment in the vicinity of the proposed access – see photos 1 and 2*);
- On the proposed access road, approximately 11m back from the western edge of the carriageway of Threestile Road, an uncontrolled pedestrian crossing, with dropped kerbs and tactile paving;
- Extending into the development from a point 3m west of the uncontrolled pedestrian crossing, a 3m wide shared cycle/footway on

the northern side of the access road, the termination point accompanied with shared route signing and corduroy paving;

- Extending towards the highway from the uncontrolled pedestrian crossing along the southern side of the access road, a 2m wide footway, changing direction at the tangent point away from Threestile Road and heading into Warnham Village Green, its ultimate direction unknown at this stage.

Photo 1: Looking south-east from the proposed access on Threestile Road

Photo 2: Looking north from the proposed access on Threestile Road

1.8 No details of street lighting, surface water drainage or advanced signing have been provided at this relatively early stage of the design process. These issues are not, therefore, considered further in this report.

2. Items resulting from this Stage 1 Audit

2.1 PROBLEM

Location: A – Tillets Lane development access junction (Dwg. 2024-6645-001).

Summary: Risk of loss of control collisions if large vehicles drag detritus on the carriageway of Tillets Lane.

No swept path analysis has been provided to demonstrate that large vehicles can turn out of the development access, onto the narrow carriageway of Tillets Lane, without overrunning the opposite verge. Lorries doing so could drag mud and detritus onto the carriageway, increasing the risk of loss of control collisions for vehicle passing the development access, and especially for two-wheeled users.

RECOMMENDATION

A swept path analysis should be carried out and, if it shows service and delivery vehicles overrunning the western verge of Tillets Lane, the carriageway of Tillets Lane should be widening accordingly over an appropriate distance.

Design Team Response:

Client Officer Response:

2.2 PROBLEM

Location: B – Proposed development access road onto Threestile Road (Dwg. 2024-6645-101).

Summary: Risk of vehicle/vehicle collisions on Threestile Road if exiting vehicles overshoot the give way lines.

The current land on which the access road will be located has a downward gradient of circa 10% onto Threestile Road, with a consequent risk of an exiting vehicle overshooting the give way lines and colliding with a passing vehicle. The drawing does not indicate the surface finish of the access road, which is currently a loose, shingle surface, increasing the risk of an overshoot collision of Threestile Road.

RECOMMENDATION

The gradient of the access road approach to Threestile Road should be appropriately shallow, and the surface should be metalled with an appropriate skid resistance.

Design Team Response:

Client Officer Response:

2.3 PROBLEM

Location: C – Northern side of the development access onto Threestile Road (Dwg. 2024-6645-101).

Summary: Risk of injuries to users of the development access road and Threestile Road if the stability of the mature tree is compromised.

The drawing shows the construction of the access road to pass within 1.5m of the trunk of the mature tree on the northern side of the access. If the tree roots are removed by the construction, the stability of the tree could be compromised, increasing the risk of it falling onto the access road or Threestile Road during severe adverse weather conditions such as heavy rain and high winds.

RECOMMENDATION

An arboriculturist should be consulted to determine whether the mature tree can be retained or should be removed, and their recommendation implemented accordingly.

Design Team Response:

Client Officer Response:

2.4 PROBLEM

Location: D – The uncontrolled pedestrian crossing on the development access onto Threestile Road (Dwg. 2024-6645-101).

Summary: Risk of cycle/pedestrian collisions as cyclist transition onto and off the carriageway of the access road.

No cycle transition to/from the shared cycle/footway has been proposed. Cyclists are likely, therefore, to use the dropped kerbs of the pedestrian crossing to access/egress the carriageway, increasing the risk of cycle/pedestrian collisions.

RECOMMENDATION

A flush transition to the carriageway for cyclists should be provided, away from the uncontrolled pedestrian crossing.

Design Team Response:

Client Officer Response:

3. Issues identified during the Stage 1 Road Safety Audit that are outside the Terms of Reference

Safety issues identified during the audit and site inspection that are considered to be outside the Terms of Reference, but which the Audit Team wishes to draw to the attention of the Overseeing Organisation, are set out in this section. It is to be understood that, in raising these issues, the Audit Team in no way warrants that a full review of the highway environment has been undertaken beyond that necessary to undertake the Audit as commissioned.

3.1 Issue

Location: E – Tillets Lane between the development access and Threestile Road.

Reason considered to be outside the Terms of Reference: Outside the geographical scope of the scheme's off-site highway works.

Tillets Lane, between the Tillets Lane parking cul-de-sac and Threestile Road, is a single track road that shows signs of considerable overrun on each side, the relatively flat verges showing signs of informal passing places in several places over this 370m stretch. The increase in vehicular flow, particularly north of the development access due to residents wishing to access Horsham and destination beyond Horsham, without travelling through the urban area of Warnham, will increase the destruction of the verges at the informal passing places, dragging mud and detritus onto the carriageway. This will increase the risk of loss of control collisions and should be mitigated by the creation of formal places at regular intervals on Tillets Lane, between the development access and Threestile Road.

Design Team Response:

Client Officer Response:

3.2 Issue

Location: F – Eastern side of Tillets Lane between the development access and Tillets Lane parking cul-de-sac to the south.

Reason considered to be outside the Terms of Reference: Outside the geographical scope of the scheme's off-site highway works and lack of information provided.

Pedestrians from the development, wishing to walk south on Tillets Lane to reach the existing footway into Warnham that starts at the Tillets Lane parking cul-de-sac, may have to do so on the narrow carriageway, increasing their risk of a collision with a passing vehicle. This risk should be mitigated by the construction of a suitable off-road facility for pedestrians to access Warnham village centre and destinations on Friday Street such as The Greets Inn.

Design Team Response:

Client Officer Response:

3.3 Issue

Location: G – Threestile Road between the development access and School Hill (Dwg. 2024-6645-101).

Reason considered to be outside the Terms of Reference: Outside the geographical scope of the scheme's off-site highway works and lack of information provided.

The drawing shows the indicative route of a footpath leading to the village green, but does not indicate whether its ultimate destination is School Hill and the village centre beyond. Without a suitably surfaced footpath leading to the village centre, pedestrians and other vulnerable users (such as the sight-impaired, wheelchair users and those with pushchairs) are likely to walk along the carriageway of Threestile Road, increasing their risk of a collision with a passing vehicle. This risk should be mitigated by the footpath accessing the village centre across the village green.

Design Team Response:

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, a section included for out-of-scope issues, 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 10/06/2024

Audit Team Member

Kevin Seymour - BSc, PG Dip TS, MCIHT, MSoRSA
HE Approved RSA Certificate of Competency
Road Safety Consultant

Signed 

Date 10/06/2024

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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 1 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:

Organisation:

Signed:

Date:

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:

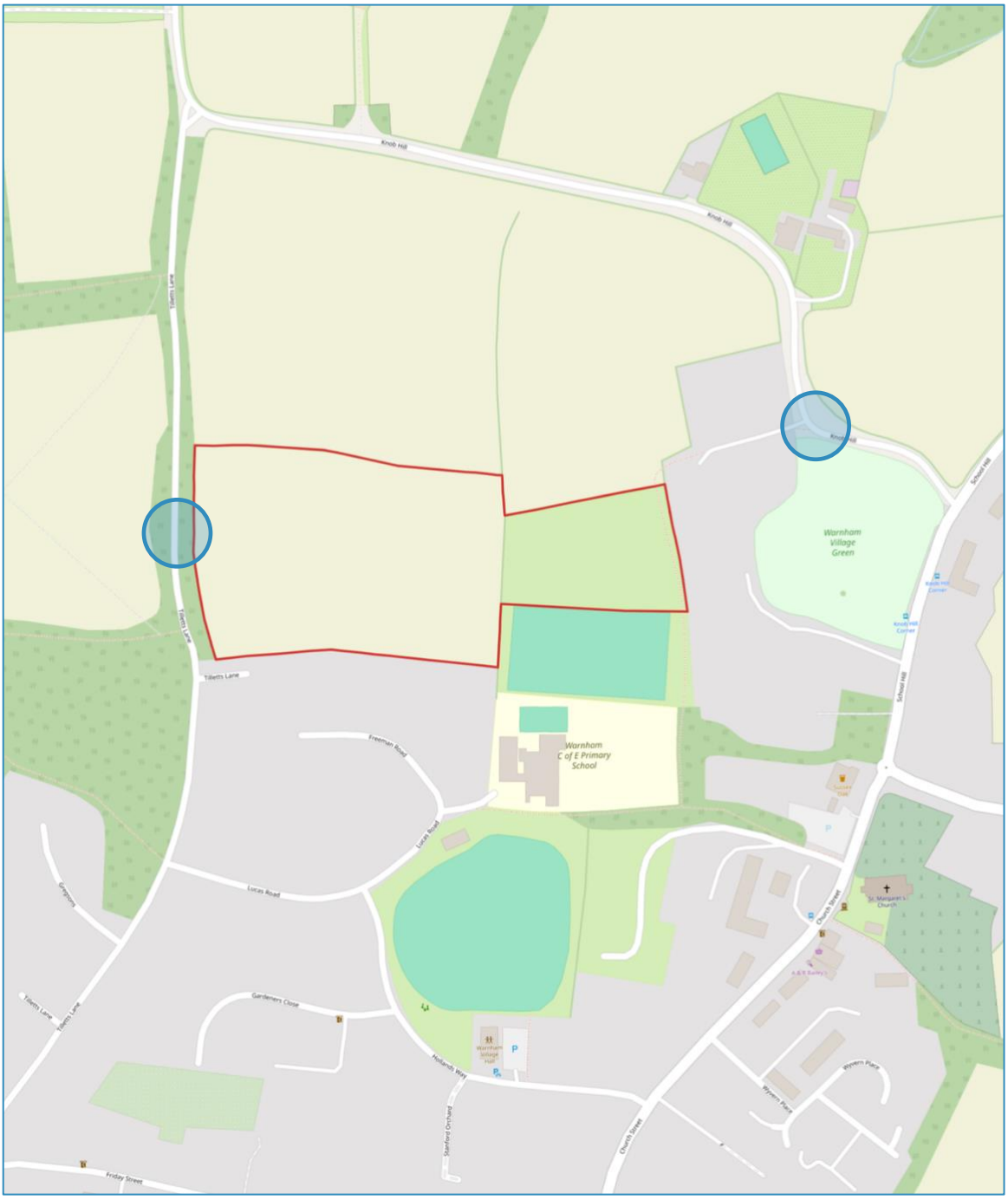
2024-6645-001 Rev -.pdf

2024-6645-101 Rev -.pdf

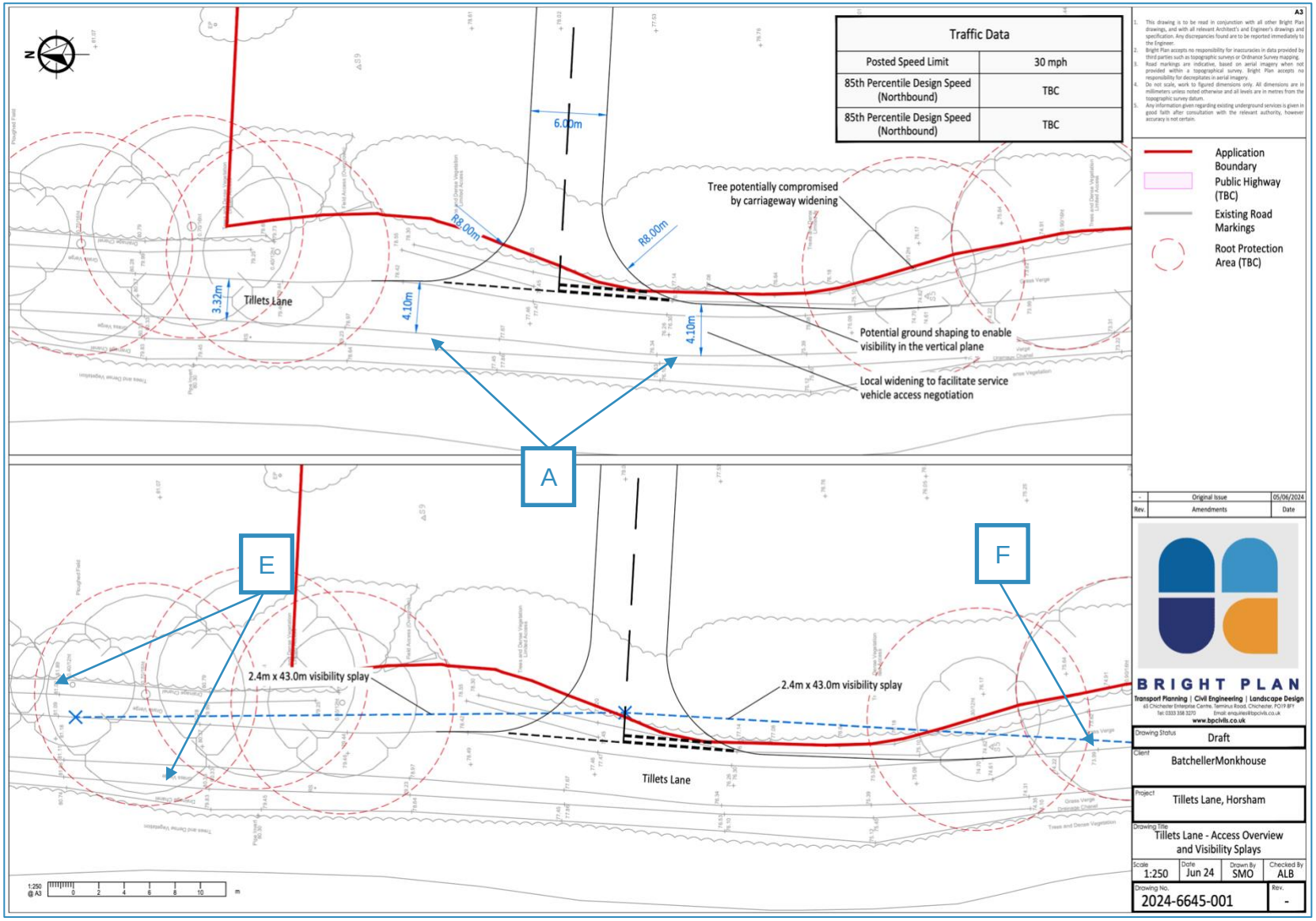
Tillets Lane - Location Plan

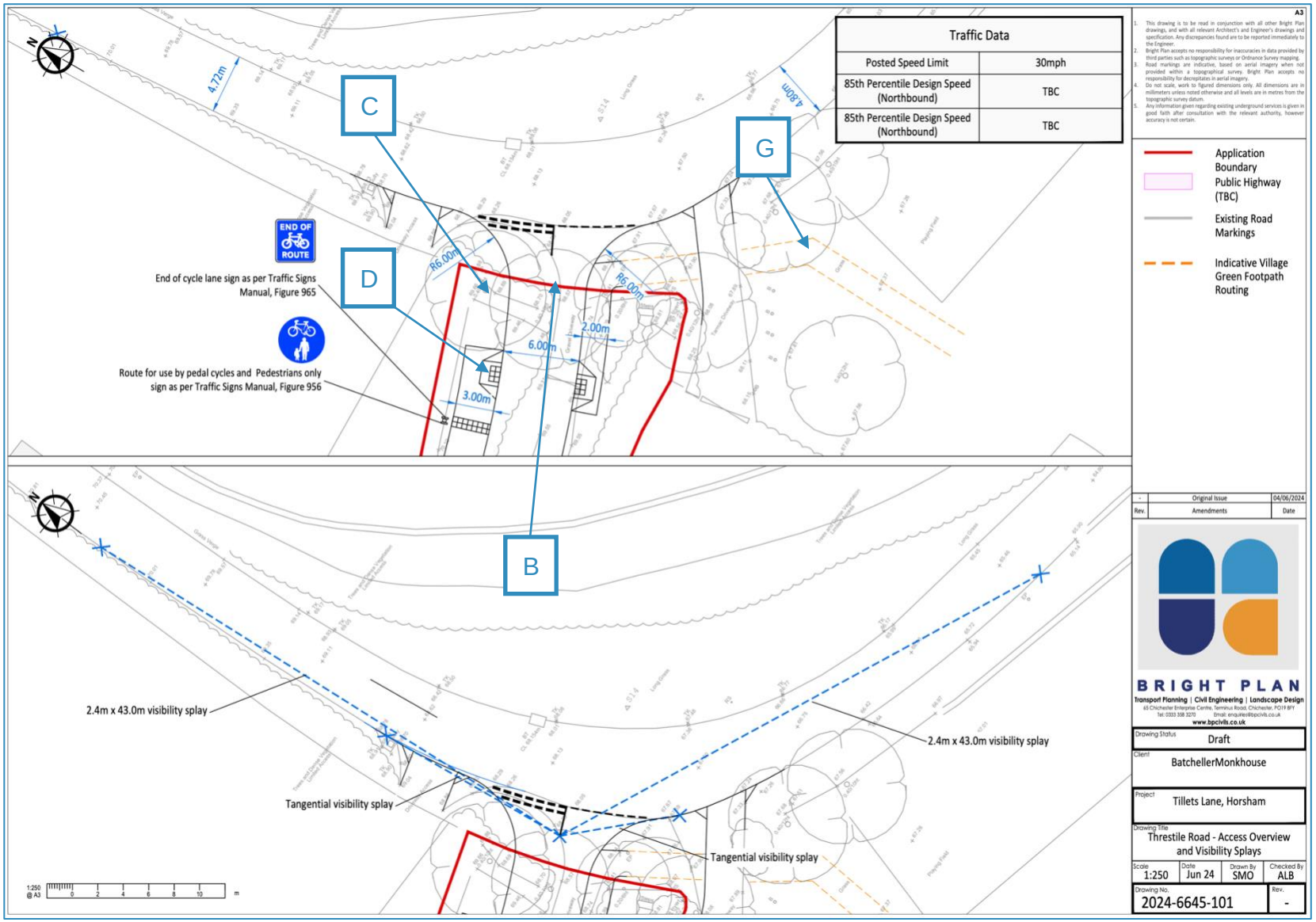
Appendix B

The following plan shows the locations of the scheme



Problems Location Plans




Traffic Data
Posted Speed Limit 30mph
85th Percentile Design Speed (Northbound) TBC
85th Percentile Design Speed (Northbound) TBC
A3
Application Boundary
Public Highway (TBC)
Existing Road Markings
Indicative Village Green Footpath Routing
C
D
G
B
4.72m
4.80m
R6.00m
R6.00m
2.00m
6.00m
3.00m
End of cycle lane sign as per Traffic Signs Manual, Figure 965
Route for use by pedal cycles and Pedestrians only sign as per Traffic Signs Manual, Figure 956
2.4m x 43.0m visibility splay
2.4m x 43.0m visibility splay
Tangential visibility splay
Tangential visibility splay
1:250 @ A3
Original Issue 04/06/2024
Amendments Date
BRIGHT PLAN
Transport Planning | Civil Engineering | Landscape Design
www.bpclvlls.co.uk
Drawing Status Draft
Client BatchellerMonkhouse
Project Tillets Lane, Horsham
Drawing Title Threstile Road - Access Overview and Visibility Splays
Scale 1:250
Date Jun 24
Drawn By SMO
Checked By ALB
Drawing No. 2024-6645-101
Rev. -

ROAD SAFETY AUDIT RESPONSE REPORT

BRIGHT PLAN

TILLETS LANE, WARNHAM, HORSHAM
RESIDENITAL PROPOSAL

Client: The Broadbridge Heath Trust
Reference: 6645/RSARR01

This response is to a Stage 1 Road Safety Audit prepared in accordance with General Principles and Scheme Governance General Information, GG 119, Road Safety Audit.

PROJECT DETAILS

Project	Tillets Lane, Warnham, Horsham		
RSA Stage	Stage 1		
RSA Report Title	Tilletts Lane, Horsham		
RSA Report Reference	RSA874		
RSA Date	10/06/2024		
Document Reference	6645/RSARR01	**Revision**	A
Prepared By	Bright Plan		
On Behalf Of	West Sussex County Council		

AUTHORISATION SHEET

Prepared By	
Name	Sam O'Halloran
Position	Consultant
Signed	
Organisation	Bright Plan
Date	17/06/2024

Approved By	
Name	Philip Russell
Position	Director
Signed	
Organisation	Bright Plan
Date	17/06/2024

KEY PERSONNEL

Overseeing Organisation	West Sussex County Council
Design Organisation	Bright Plan Ltd
RSA Organisation	Road Safety Answers Ltd
RSA Team Leader	Paul Martin
RSA Team Member	Kevin Seymour

Road Safety Audit Decision Log

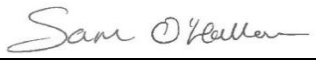
RSA Problem	2.1- Tilletts Lane development access junction (Dwg. 2024-6645-001). Summary: Risk of loss of control collisions if large vehicles drag detritus on the carriageway of Tilletts Lane. No swept path analysis has been provided to demonstrate that large vehicles can turn out of the development access, onto the narrow carriageway of Tilletts Lane, without overrunning the opposite verge. Lorries doing so could drag mud and detritus onto the carriageway, increasing the risk of loss of control collisions for vehicle passing the development access, and especially for two-wheeled users .
RSA Recommendation	A swept path analysis should be carried out and, if it shows service and delivery vehicles overrunning the western verge of Tilletts Lane, the carriageway of Tilletts Lane should be widening accordingly over an appropriate distance.
Design Organisation Response	A vehicle swept path analysis of a large 11.2m refuse freighter has been undertaken demonstrating that no overrun of the opposite verge would occur.
Overseeing Organisation response	
Agreed RSA Action	

RSA Problem	2.2 - Proposed development access road onto Threestile Road (Dwg. 2024-6645-101). Summary: Risk of vehicle/vehicle collisions on Threestile Road if exiting vehicles overshoot the give way lines. The current land on which the access road will be located has a downward gradient of circa 10% onto Threestile Road, with a consequent risk of an exiting vehicle overshooting the give way lines and colliding with a passing vehicle. The drawing does not indicate the surface finish of the access road, which is currently a loose, shingle surface, increasing the risk of an overshoot collision of Threestile Road.
RSA Recommendation	The gradient of the access road approach to Threestile Road should be appropriately shallow, and the surface should be metalled with an appropriate skid resistance.
Design Organisation Response	A 1:20 gradient would be provided for the first 20.0m at the access to Threestile Road (Knob Hill). A metalled surface with skid resistance covering would be provided.
Overseeing Organisation response	
Agreed RSA Action	

RSA Problem	2.3 - Northern side of the development access onto Threestile Road (Dwg. 2024-6645-101). Summary: Risk of injuries to users of the development access road and Threestile Road if the stability of the mature tree is compromised. The drawing shows the construction of the access road to pass within 1.5m of the trunk of the mature tree on the northern side of the access. If the tree roots are removed by the construction, the stability of the tree could be compromised, increasing the risk of it falling onto the access road or Threestile Road during severe adverse weather conditions such as heavy rain and high winds.
RSA Recommendation	An arboriculturist should be consulted to determine whether the mature tree can be retained or should be removed, and their recommendation implemented accordingly.
Design Organisation Response	The projects arboriculturist has considered this within their arboriculture report. The report identifies that given the proximity of the access, and the adoptable standards required, it would be best to remove the trees. The small cat C blackthorn will also have to be removed.
Overseeing Organisation response	
Agreed RSA Action	

RSA Problem	2.4 Location: D – The uncontrolled pedestrian crossing on the development access onto Threestile Road (Dwg. 2024-6645-101). Summary: Risk of cycle/pedestrian collisions as cyclist transition onto and off the carriageway of the access road. No cycle transition to/from the shared cycle/footway has been proposed. Cyclists are likely, therefore, to use the dropped kerbs of the pedestrian crossing to access/egress the carriageway, increasing the risk of cycle/pedestrian collisions.
RSA Recommendation	A flush transition to the carriageway for cyclists should be provided, away from the uncontrolled pedestrian crossing.
Design Organisation Response	Since the audit was undertaken, the access design has changed such that the shared cycle / footway is no longer provided. Consequently the Problem 2.4 is no longer valid. This matter has been reviewed by the Road Safety Audit team who have confirmed this and raised no further issues with the revised design. Correspondence from the Road Safety Audit team is attached at Appendix D of Technical Note 03 (ref. 2026-01-07-6645-TN03) submitted with the planning application.
Overseeing Organisation response	
Agreed RSA Action	

DESIGN ORGANISATION AND OVERSEEING ORGANISATION STATEMENTS

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	Sam O'Halloran
Signed	
Position	Consultant
Organisation	Bright Plan
Date	21/06/2024

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	