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Our ref. wlrudg/ 1810054

17 November 2025

Dear Mr Gledhill,

Consultation Response (DC/25/1269)

I reply to your letter dated 17th October 2025 in relation to further highway comments.

RSA.

The signed RSA is attached.

Existing gated access.

We are aware of the PC's view that some individuals travel north along Lynwick Street.

However, keeping the gated access open would actively encourage movement through the site to and from Lynwick Street where, importantly, there is no existing footway. There is already adequate connectivity to Guildford Road, and the proposed access is less than 200m from Lynwick Street.

For these reasons we agree with your request to permanently close the existing gated access and also agree that it can be conditioned accordingly.

Pedestrian Crossings.

The pedestrian crossing to the west of the site access has been removed, as requested.

We have investigated the option of providing a central pedestrian crossing to assist pedestrians crossing the A218 to the east of the proposed access. A feasibility sketch is attached (1810054-09). You will see that the only position is mid-way along the frontage of the site between the site access and the eastern

Continued...

Page 2

end of the site positioned to accommodate the tracking requirements of exiting large vehicles from the site. Given the need to tie into the existing footway and carriageway at the eastern end of the site, it is necessary to use a 1 in 10 taper.

You will see that this feasibility layout is not practical in terms of the alignment of the eastbound through traffic lane. Additionally, it creates a small (substandard area) for right turning vehicles into the site access which is highly likely to lead to shunt collisions. It is also clear from the layout that it will have a significant impact on existing mature trees.

For these reasons, we are not intending to progress this arrangement.

In recognition of the PC's desire for a crossing point in the location of the site access, we have investigated the merits of a signalised crossing.

The attached drawing (1810054-10) shows the feasibility assessment of a signalised pedestrian crossing located to the east of the site access approximately mid-way to the access to Rudgewick Hall. The drawing demonstrates that the layout is feasible.

We are cognizant of your previously expressed view that there may not be sufficient pedestrian crossing demand to warrant a signalised crossing. However, given our conclusion that a central pedestrian refuge cannot be provided, the signalised arrangement is the only option. Again, if WSCC is minded to accept this arrangement, the client would be willing to accept a condition to this effect.

Bus Ticket subsidy

A typical single journey from Rudgewick to Horsham by Stagecoach would cost £3 and thus, £50 would cover 1 weeks travel.

Travel Plan. An updated travel plan is attached incorporating modal split targets, confirmation of the timing of the base survey.

We have approached two car club operators, and both have confirmed that, in principle, they would be willing to operate a car club scheme from the site. Copies of their emails are attached.

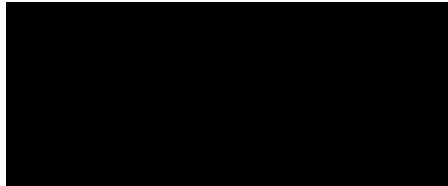
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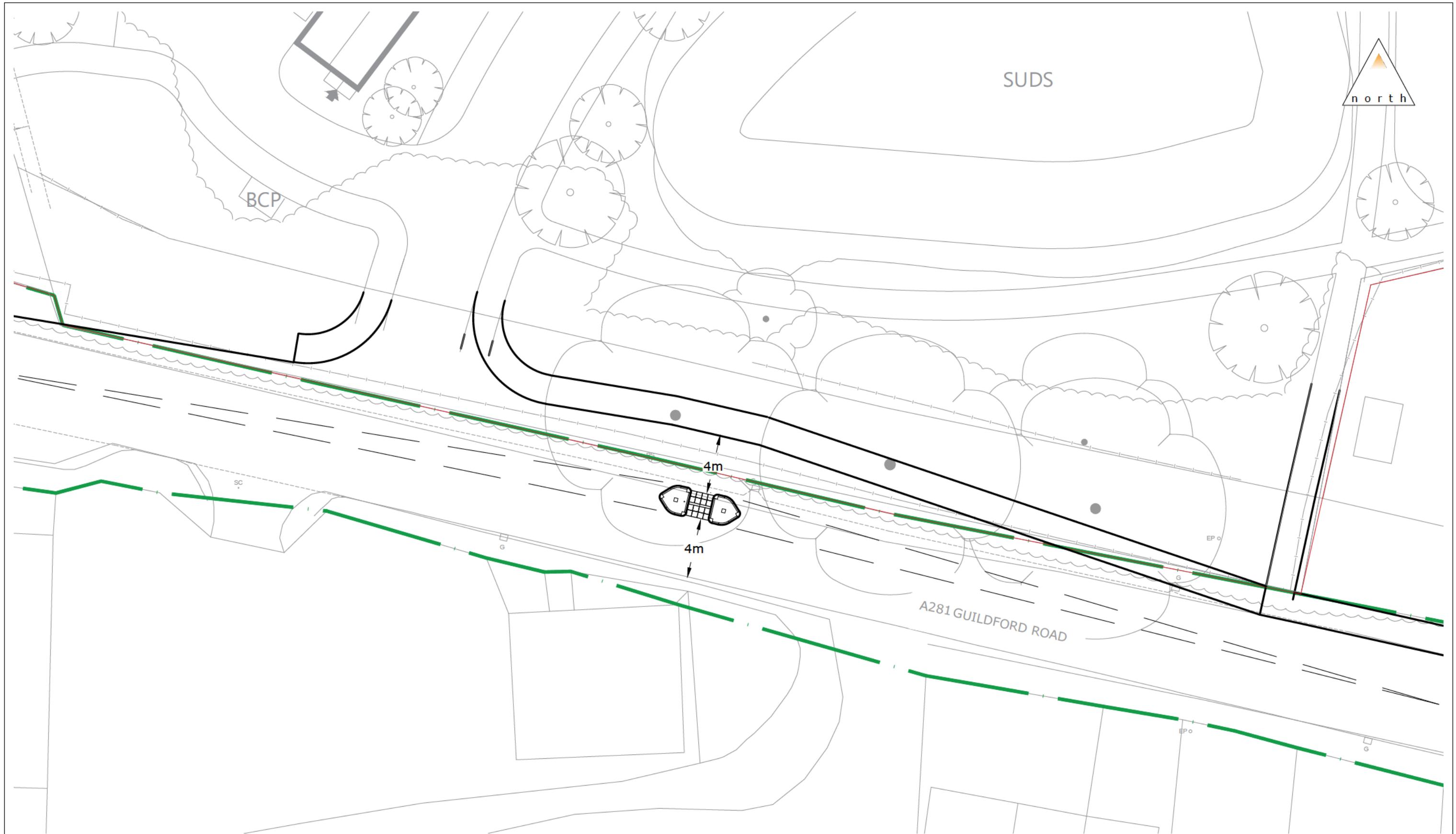
Page 3

I trust this now addresses all your outstanding concerns.

Yours sincerely



ANDREW WHITTINGHAM
Director
awhittingham@motion.co.uk



Legend

- Site Boundary
- Highway Boundary

motion

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Project:
Land North of Guildford Road, Rudgwick

Title:
Pedestrian Refuge Island
Feasibility Assessment

Scale: 1:250 (@ A3)

Notes:

Drawing:
1810054-09

Revision:



Legend

- Site Boundary
- Highway Boundary

motion

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Cargo Works
1-2 Hatfields
London
SE1 9PG
T: 020 8065 5208

Project:
Land North of Guildford Road, Rudgwick

Title:
Signalised Pedestrian Crossing
Feasibility Assessment

Scale: 1:250 (@ A3)

Notes:

Drawing:
1810054-10

Revision:

**LAND AT GUILDFORD ROAD, BUCKS GREEN (SITE
SA-574)**

Access Arrangements

Stage 1 Road Safety Audit

Overseeing Organisation: West Sussex County Council

March 2025



Road Safety Engineering

Project: Land at Guildford Road, Bucks Green (Site SA-574)
Access Arrangements

Document: Stage 1 Road Safety Audit

Design Organisation: Motion

Overseeing Organisation: West Sussex County Council

Client: Motion

Gateway RSE ref: SG/WP/2503-09 RSA1 v1.0

Issue date: 24/3/2025

Status: Issued as v1.0

Authorised by: SG

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CONTENTS

1	Introduction	1
2	Problems Identified by this Road Safety Audit	3
3	Audit Team Statement.....	6

Appendices

Appendix A: Items Considered by this RSA

Appendix B: Location Plan(s)

1 INTRODUCTION

1.1 This report describes a Stage 1 Road Safety Audit (RSA) of highway works at Bucks Green, near Rudgwick, within the District of Horsham and the County of West Sussex.

1.2 The audit brief, provided by Gemma Lester of Motion and dated 14th March 2025, describes the scheme as an all-purpose site access with two footways and an uncontrolled pedestrian crossing on its east side, providing access to the south side of Guildford Road. Two pedestrian accesses onto Guildford Road are also proposed, one each side of the main access. One, approximately 150 metres to the west, will also be provided with crossing facilities over Guildford Road. The second, about 50 metres east of the main access, will connect with a new 1.5m wide footway leading to an existing eastbound bus stop some 90 metres further east.

1.3 Guildford Road (A281) is a two-way single carriageway road running broadly west to east. It has a 30mph speed limit, an intermittent footway on the south side, and limited street lighting. There are no waiting/loading restrictions.

1.4 This Road Safety Audit Team comprised Steve Giles and Wendy Palmer. The Audit consisted of a desktop study and a site visit, which was carried out between 13:45 and 14:30 on Tuesday 18th March 2025, when the weather was fine and the road surface dry. Traffic flows were moderate, and no congestion was observed, whilst some pedestrian but no cyclist movements occurred. On-street parking was seen within the lay-bys on the north side of Guildford Road.

1.5 The terms of reference for this RSA are as described in the Design Manual for Roads and Bridges (DMRB) document GG119. The Audit Team is independent of the project design team and has not been involved in the design process in any other capacity. The audit considers only the potential road safety implications of the scheme and has not verified compliance of the design with any other criteria.

1.6 The Audit Team has not been made aware of any Departures from Standard. Whilst reference may be made to design standards, this report is not intended to provide a design check.

1.7 Recommendations are aimed at addressing the identified potential road safety problems. However, there may be other acceptable ways to overcome a problem, considering wider constraints and opportunities; the Auditors would be pleased to discuss such alternative solutions as appropriate. The recommendations contained herein do not absolve the Designers of their responsibilities.

Collision Data

1.8 Personal Injury Collision (PIC) information was obtained from the Crashmap database (www.crashmap.co.uk) for the latest available five-year period (2019 to 2023). It indicates that one PIC occurred close to the proposed works, at the Guildford Road/Lynwick Street junction. It was in July 2019 and involved an HGV losing control, causing serious injuries to the driver.

Previous Road Safety Audit(s)

1.9 This Audit Team commenced but did not complete a Stage 1 RSA on proposals with some similarities September 2021, which are now superseded.

2 PROBLEMS IDENTIFIED BY THIS ROAD SAFETY AUDIT

General Matters

2.1 The Audit Team raises no concerns in respect of general matters.

Local Alignment

2.2 The Audit Team raises no concerns in respect of local alignment.

Junctions

2.3 Problem

Potential vehicle collisions due to foliage/boundary treatments obscuring junction visibility.

Location: Both sides of proposed access road junction

It is not clear to what extent foliage will be removed to provide the junction visibility splays. It could in future grow back and obstruct visibility from the site access along Guildford Road, which could lead to vehicle turning collisions.

Recommendation

Cut back foliage with sufficient clearance behind the junction visibility splays to minimise future maintenance and limit the risk of obstruction to the emerging driver's view.

Walking, Cycling and Horse Riding

2.4 Problem

Absence of pedestrian facilities may lead to trips or falls.

Location: Site access junction

No dropped kerbs or tactile paving are shown within the site access road. This could cause mobility or vision impaired pedestrians to trip or fall within the carriageway and potentially be struck by a moving vehicle.

Recommendation

Provide dropped kerbs and tactile paving for pedestrians wishing to cross the site access road, north of Guildford Road.

2.5 Problem

Trips/falls or collisions between vehicles and pedestrians.

Location: Pedestrian crossing on Guildford Road

Parking was observed within the lay-by on the north side of Guildford Road, immediately east of the proposed pedestrian crossing point. This restricts visibility between pedestrians and moving vehicles, which could lead to collisions.

Recommendation

Introduce measures to prevent parking at the proposed pedestrian crossing, providing suitable pedestrian/vehicle inter-visibility.

2.6 Problem

Pedestrian injuries due to trips/falls.

Location: Footways on south side of Guildford Road, at Loxwood Road junction (east of The Fox Inn) and opposite proposed site access

The new crossings will encourage pedestrians to use the existing footway along the south side of Guildford Road, which is uneven and may cause pedestrian trip/fall injuries.

Recommendation

The sections of footway (a) connecting Guildford Road and Loxwood Road, on the east side of The Fox Inn, and (b) opposite the site access, should be resurfaced.

2.7 Problem

Foliage growth may cause pedestrians to walk in the carriageway or bus lay-by, where they could be struck by vehicles.

Location: Proposed footway along north side of Guildford Road

It is not clear to what extent foliage adjacent to the new footway will be removed. It could encroach and force pedestrians to walk along the carriageway or within the bus lay-by, where they will be at risk of collision with passing vehicles, particularly at night.

Recommendation

Cut back foliage with sufficient clearance behind and above the proposed footway to minimise future maintenance and limit the risk of obstructing pedestrians.

2.8 Problem

Vehicle/pedestrian collisions

Location: Footpath connections from development site

The proposed footpath connections from the development site are perpendicular to Guildford Road and pedestrians emerging from the development may enter the carriageway without due care, leading to pedestrian/vehicle collisions or rear/front (shunt) type collisions between vehicles due to hard braking.

Recommendation

A short section of guard railing should be provided opposite the footpath to prevent pedestrians from entering the crossing injudiciously. Alternatively, design the footpath alignment avoiding a straight, perpendicular approach.

Road Signs, Carriageway Markings and Lighting

2.9 Problem

Night-time vehicle/pedestrian or vehicle turning collisions.

Location: Guildford Road

Guildford Road appears poorly lit. The likely increase in pedestrian and traffic movements arising from the development could increase the risk of night-time vehicle/pedestrian or vehicle turning collisions.

Recommendation

At the detailed design stage assess lighting levels at the junction and on the footway and, if appropriate, provide street lighting along Guildford Road.

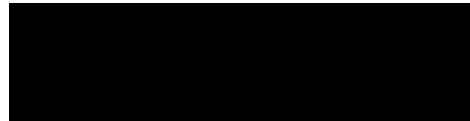
3 AUDIT TEAM STATEMENT

3.1 We certify that this Road Safety Audit has been carried out in accordance with DMRB document GG119.

Audit Team Leader

Steve Giles
BEng (Hons), IEng, FIHE, MCIHT, MICE, CMILT, MSoRSA, HE Cert Comp
Senior Road Safety Engineer

Signed:

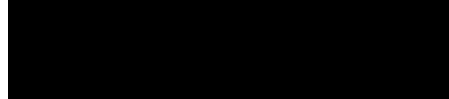


Date: 24/3/2025

Audit Team Member(s)

Wendy Palmer
MCIHT, MSoRSA, FIHE, HE Cert Comp
Senior Road Safety Engineer

Signed:



Date: 24/3/2025

APPENDIX A
Items Considered by this RSA

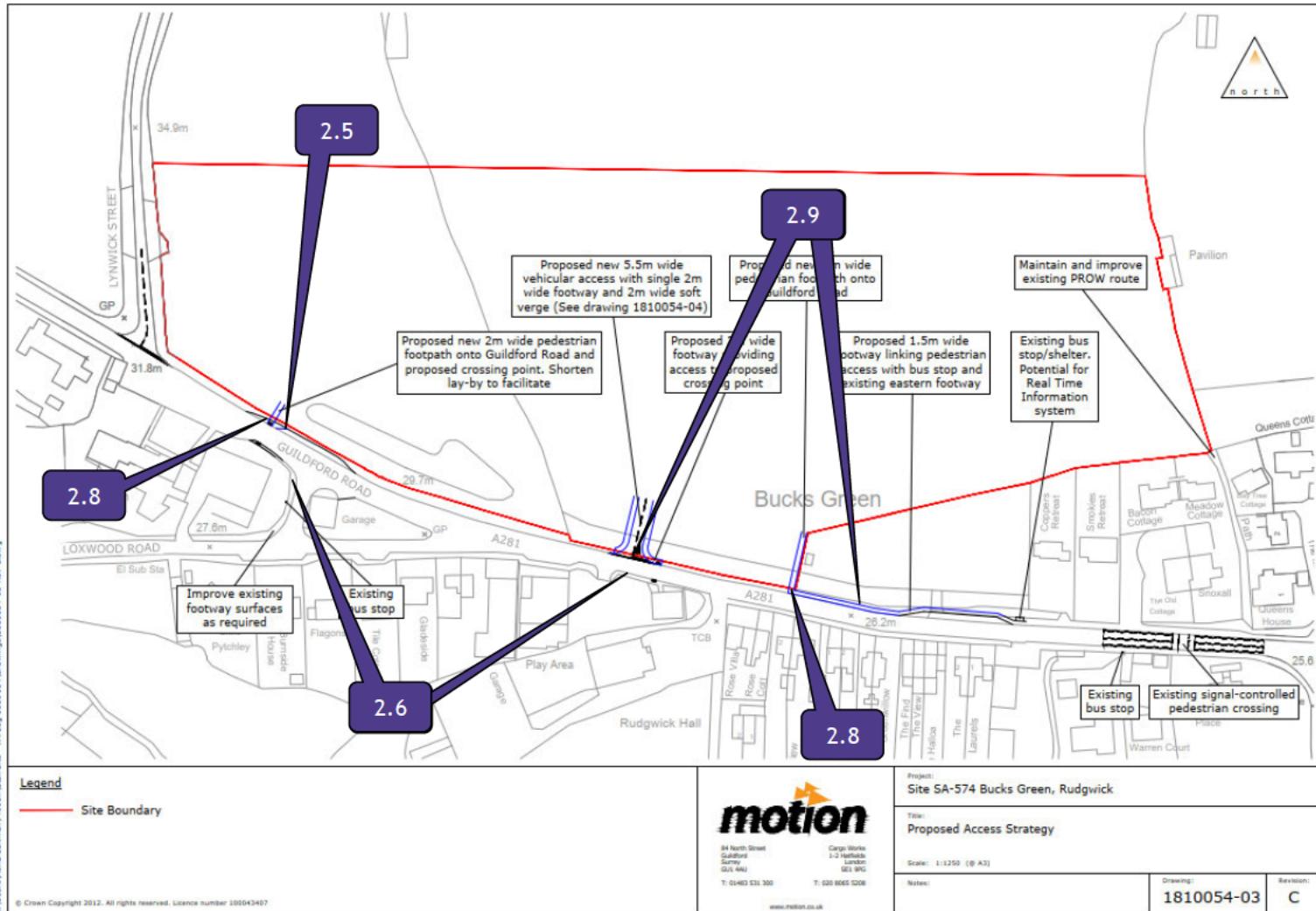
Items Considered by this Road Safety Audit

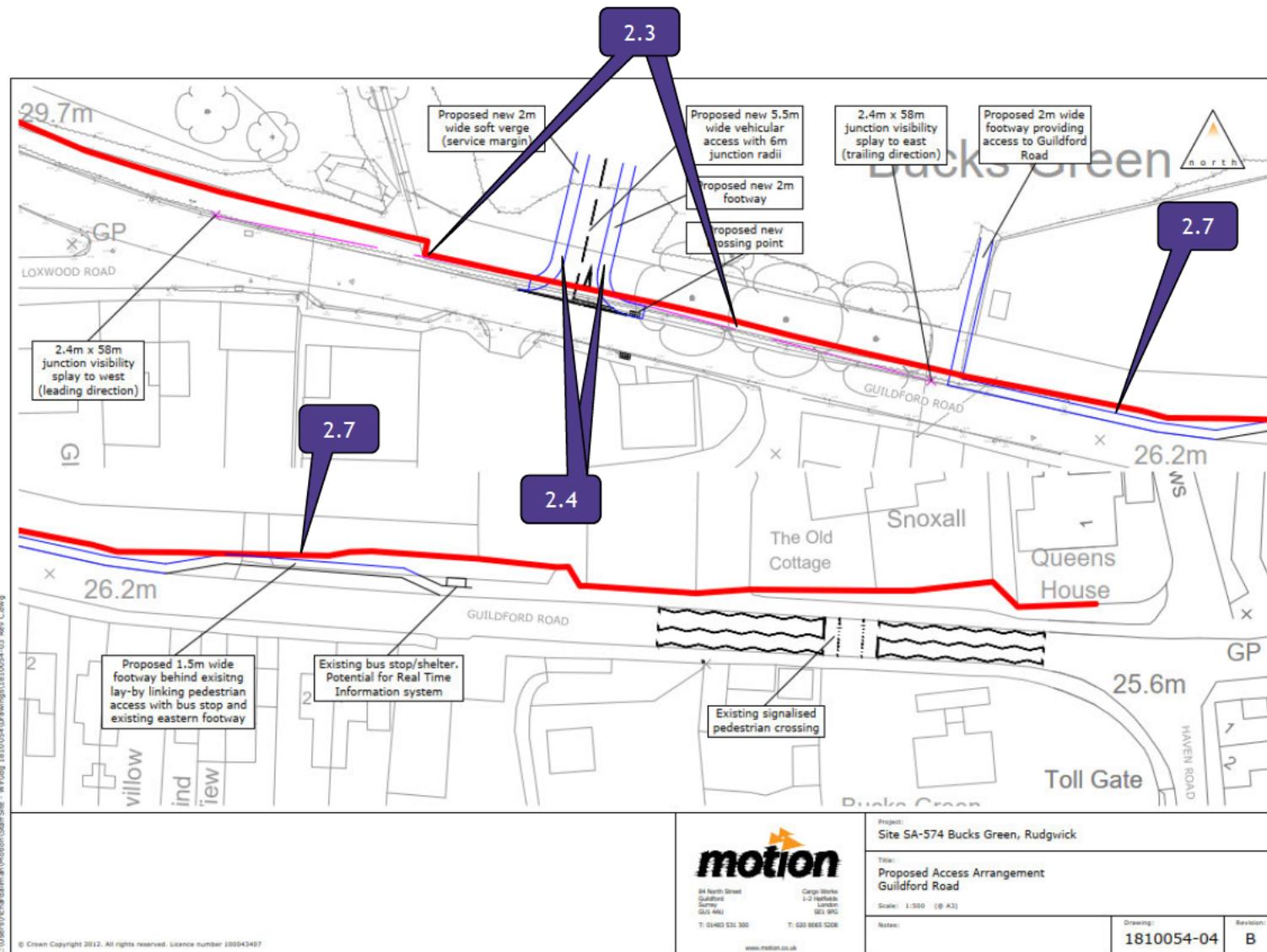
Document ref.	Rev.	Originator	Title
1810054-03	C	Motion	Proposed Access Strategy
1810054-04	B	Motion	Proposed Access Arrangement - Guildford Road

Additional/background information provided to the Audit Team

- Audit Brief dated 14/3/2025 (Motion)
- Draft Site Layout plan SL01 rev. P1 (Thrive Architects)

APPENDIX B Location Plan(s)





ROAD SAFETY AUDIT RESPONSE REPORT

Project Details

Project:	Land at Guildford Road, Bucks Green (Site SA-574)
GRSE Ref:	Access Arrangements
Status:	SG/WP/2503-09 RSA1 v1.0
Issue date:	Issued as v1.0
Design Organisation:	24/3/2025
Overseeing Organisation:	Motion
Client:	West Sussex County Council

Authorisation

Prepared by:
 Name:
 Position:
 Organisation: Motion

Approved by:
 Name: Andrew Whittingham
 Position: Director
 Organisation: Motion
 Signed:

The Scheme

The highway works considered by the Road Safety Audit comprise:

- All-purpose site access with two footways and an uncontrolled pedestrian crossing on its east side
- Pedestrian access approximately 150 metres to the west with crossing facilities over Guildford Road.
- Pedestrian access about 50 metres east of the main access and a new 1.5m wide footway leading to an existing eastbound bus stop some 90 metres further east.

Key Personnel

Overseeing Organisation:	[NAME (press F9)], [TITLE (press F9)] West Sussex County Council
RSA Team:	Steve Giles, Senior Road Safety Engineer, Gateway RSE
	Wendy Palmer, Senior Road Safety Engineer, Gateway RSE
Design Organisation:	Andrew Whittingham, Director, Motion
	Andrew Whittingham, Director, Motion

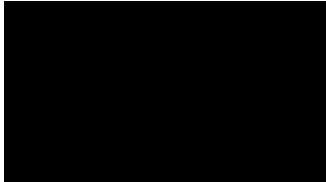
RSA Decision Log				
Item No.	RSA Recommendation	Design Organisation Response	Overseeing Organisation Comments	Agreed RSA Action
2.3	Cut back foliage with sufficient clearance behind the junction visibility splays to minimise future maintenance and limit the risk of obstruction to the emerging driver's view.	The junction visibility falls within the existing highway boundary. Roadside vegetation will be trimmed backed as required to ensure visibility is not obstructed	It's apparent that adequate visibility can be achieved. The Applicant will need to ensure on-going maintenance of any planting within their site to ensure visibility is not obstructed by encroaching vegetation.	The Applicant is to cut back vegetation and thereafter ensure that any vegetation within their development site does not obstruct the visibility splay.
2.4	Provide dropped kerbs and tactile paving for pedestrians wishing to cross the site access road, north of Guildford Road.	Dropped kerbs and tactile paving will be provided, this will be considered further at the detailed design stage.	No comment required.	Dropped kerbs and tactile paving to be provided at pedestrian crossing points.
2.5	Introduce measures to prevent parking at the proposed pedestrian crossing, providing suitable pedestrian/vehicle inter-visibility.	Agreed, a measure will be considered at the detailed design stage.	Whilst the problem and subsequent Design Team response are noted, WSCC recommend that this crossing is removed from the proposals. This is due to the potential for visibility to be obstructed to the east by parked cars and to the west by the vertical alignment of the carriageway.	The proposed western pedestrian crossing point is to be removed.
2.6	The sections of footway (a) connecting Guildford Road and Loxwood Road, on the east side of The Fox Inn, and (b) opposite the site access, should be resurfaced.	Agreed, this will be discussed and considered further at the detailed design stage.	Improvements to the footway surfacing is noted on the submitted drawings that will be secured by condition.	Surfacing improvements are to be secured by condition.
2.7	Cut back foliage with sufficient clearance behind and above the proposed footway to minimise future maintenance and limit the risk of obstructing pedestrians.	Agreed, foliage to be cut back. Site clearance drawings will be prepared at the detailed design stage.	The Applicant is to cut back any vegetation encroaching into the proposed footway. Once constructed, WSCC will thereafter inspect and undertake maintenance of the footway.	The Applicant is to cutback vegetation as necessary ahead of the footway being constructed. WSCC will thereafter inspect and undertake maintenance as required.

RSA Decision Log				
Item No.	RSA Recommendation	Design Organisation Response	Overseeing Organisation Comments	Agreed RSA Action
2.8	A short section of guard railing should be provided opposite the footpath to prevent pedestrians from entering the crossing injudiciously. Alternatively, design the footpath alignment avoiding a straight, perpendicular approach.	Agreed, a drawing will be prepared at the detailed design stage detailing the location of the guardrail.	The provision of guard railings are noted.	Details of guard railings are to be provided and agreed as part of the detailed design.
2.9	At the detailed design stage assess lighting levels at the junction and on the footway and, if appropriate, provide street lighting along Guildford Road.	Noted.	The Applicant is to undertake a suitable assessment of street lighting as part of the detailed design and as necessary upgrade street lighting within the immediate vicinity of the site in accordance with current WSCC Street Lighting standards.	The Applicant is to undertake a suitable assessment of street lighting as part of the detailed design and as necessary upgrade street lighting within the immediate vicinity of the site in accordance with current WSCC Street Lighting standards.

Design Organisation Statement:

On behalf of the design organisation, I certify that:

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: Andrew Whittingham

Organisation: Motion

Position: Director

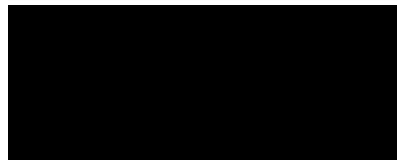
Date: 27/05/2025

Overseeing Organisation Statement:

On behalf of the overseeing organisation, I certify that:

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.

The agreed RSA actions will be progressed.



.....
Name: REF OverseeOrg_name \h Ian Gledhill

Organisation: West Sussex County Council

Position: [TITLE (press F9)] Planner - County Highways

Date: 17th October 2025