Revised Road Safety Audit Stage 2

Millfields Farm, Rusper S278 Works

15/10/2026



Shropshire Road Safety Services

Stonebond.

Shropshire Road Safety Services

Document Control Sheet

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Issue Status/Amendment	Prepared	Reviewed	Approved
Final	Name: Nick Newton Signature:  Date: 15/10/2026	Name: Nick Stilwell Signature:  Date: 18/10/2026	Name: Nick Newton Signature:  Date: 19/10/2026
Rev A Problem 3.3 regarding control of traffic from development to Horsham Road has been removed following additional information being provided	Name: Nick Newton Signature:  Date: 15/10/2026	Name: Nick Stilwell Signature:  Date: 18/10/2026	Name: Nick Newton Signature:  Date: 19/10/2026
	Name: Signature: Date:	Name: Signature: Date:	Name: Signature: Date:
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NOTE; Cover photograph shows East Street looking East with new junction access to development on right.

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Contents

1. Introduction 3
1.1. Commission and Terms of Reference 3
1.2 Traffic Data 4
1.2 Collision History 4
1.3. Scheme Description 4
1.4. Audit Management 5
2. Items Raised at Previous Road Safety Audits 6
3. Items Raised at this Stage 2 Road Safety Audit 7
4. Audit Team Statement 9
Appendix A: Observations & Non Safety Related issues 10
Appendix B: Scheme Documentation Reviewed 11
Appendix C: Scheme Location Plan 12
Appendix D: Collision Location Plot 13
Appendix E: Problem Identification Location Plan 14

Tables

Table 1: Audit Team Membership 3
Table 2: List of documents 11

1. Introduction

1.1. Commission and Terms of Reference

1.1.1 This report results from a revised Stage 2 Road Safety Audit carried out on the proposed 278 works for new access and development on East St, Rusper Horsham. The junction will serve a small development of 43 homes at Millfields Farm. The audit also considers pedestrian crossing points and a raised table on Horsham Road. The audit was undertaken at the request of Julian Turner of Tullys on behalf of their Client Russell Dawkins of Stonebond Properties

1.1.2 The Audit Team membership approved and appointed by Russell Dawkins of Stonebond for this audit was:

Membership	Name	Details
Audit Team Leader	Nick Newton	C Eng, FIHE, FCHIT, FSoRSA, RegRSA(IHE), ARRM
Audit Team Member	Nick Stilwell	Eur Ing, C Eng, MICE, FIHE, MCIHT, FARRM

Table 1: Audit Team Membership

1.1.3 Both members of the Audit Team hold a Road Safety Certificate of Competence meeting the requirements of the European Directive 2008/96/EC and GG119.

1.1.4 It is confirmed that this is a revised Stage 2 Road Safety Audit (Detail Design) and was undertaken in accordance with the requirements of GG119. The audit comprised an examination of the documents provided, and these are listed in **Appendix B**.

1.1.5 A site visit was completed by the audit team, during daylight hours on Thursday 15th October 2026 between 15:45pm and 16:30pm. The weather was dull and overcast and the road surface was damp.

1.1.6 At the time of the Audit. Traffic was low. There were no cyclists or pedestrian movement observed during the site visit.

1.1.7 At the time of the visit the new access had been constructed and work had commenced on site. A second development located further to the east of the Stonebond development had also started construction and Temporary Traffic Management was in place whilst the formation of the junction was being formed.

1.1.8 The terms of reference for the audit are described in GG119. 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 designs to any other criteria.

1.1.9 All comments contained in the report, with regard to Traffic Signs, will be in accordance with the Traffic Signs Regulations and General Directions 2016 (TSRGD), along with relevant chapters of the Traffic Signs Manual (TSM). Diagram numbers will be referred to if necessary.

1.1.10 The comments and suggestions for road safety improvements made in this report are aimed at addressing matters that might have an adverse effect on road safety, in the context of the chosen design. To clearly explain a safety problem or a recommendation to resolve a problem, the Audit Team may, on occasion use a photograph, or refer to a Design Standard. In addition, the Audit Team may provide an illustrative sketch to clarify a recommendation particularly in the event of a complex recommendation. Such sketch illustrations do not represent any design solution.

1.1.11 Any issues raised in the audit will also be identified by means of a problem location plan contained in **Appendix E.**

1.1.12 Any non-safety and maintenance related issues which fall outside the scope of the safety audit report, where the Audit Team may wish to draw to the attention of the overseeing organisation, have been excluded from the main body of the report, but have been included in **Appendix A**

1.1.13 No audit brief was provided to the Audit Team for this Stage 2 Road Safety Audit. Information consisted of drawings provided by Julian Turner of Tullys. All information was supplied by email on 01/06/2026.

1.1.14 The information provided was considered to be sufficient to undertake a Stage 2 Road Safety Audit.

1.1.15 No departures from standards relating to the scheme were provided to the Audit Team.

1.2. Traffic Data

1.2.1 No Traffic data was supplied to the Audit Team for consideration.

1.3. Collision History

1.3.1 No collision data was supplied with the Audit Information provided to the Road Safety Audit Team.

1.3.2 Interrogation of the CrashMAP database for the five-year period (2021 to 2025), indicates that there have been three personal injury collisions recorded, within the location of Rusper. All those collisions do not appear to be directly influenced by the highway changes, arising from the proposed development as they have occurred outside the vicinity of the proposed changes

1.3.3 The first collision occurred some 100m to the East of the proposed new access and occurred on the 28/02/2022 and was categorised as a Slight Injury Collision. This collision involved two vehicles with one casualty being recorded

1.3.4 The second collision occurred adjacent to the Village Hall in Rusper and occurred on the 03/03/2023 and involved two vehicles resulting in one casualty. This incident was also categorised as a Slight Injury collision

1.3.5 A third collision occurred on 8th January 2025 on Horsham Road to the south of the Village Hall and consisted of two vehicles with one casualty being recorded

1.3.6 Details of the collisions within the vicinity of the development can be found in **Appendix D**

1.4. Scheme Description

1.4.1 The Millfields Farm, Rusper is a proposed small housing estate consisting of 43 homes, served by a main road into the development.

1.4.2 The main access to the development is located on East Street which is currently subject to a 40mph speed limit and is unlit. It is proposed that the 30mph speed limit is to be extended to incorporate the two new developments.

1.4.3 The new access consists of 5.5m wide carriageway forming a priority junction arrangement incorporating 10m radius kerbs to tie into the existing channel line. The junction has 2.4m x 43m visibility splays in both directions

1.4.4 The junction will have a 2m wide service strip on the West side of the junction and a 1m wide service strip on the East side of the junction.

1.4.5 In order to improve pedestrian connectivity, new pedestrian crossing facilities comprising dropped kerbs and tactile paving is proposed, centrally, within the village located at East Street and also Horsham Road.

1.4.6 A new red mat incorporating 30mph roundels is proposed on Horsham Road, which will incorporate an uncontrolled pedestrian crossing facility, including tactile paving.

1.5. Audit Management

1.5.1 Upon issue of the final version of the Road Safety Audit report, the Design Team should prepare a Road Safety Audit response report (Decision log). This is outlined in Appendix F of GG119, where an example template is available. This should be done in collaboration with the overseeing organisation. The report should incorporate the following:

- Decision Log, spreadsheet as detailed in Appendix F of GG119, where each problem and recommendation in the Road Safety Report are reiterated.
- In the Decision Log, a response should be provided by the design team and overseeing organisation for each problem raised in the RSA report, together with an agreed action.

1.5.2 **The response report should be produced and finalised within one month of the issue of the RSA report. A copy of the response report should be issued to the RSA Team for information purposes.**

2. Items Raised at Previous Road Safety Audits

2.1.1 A previous Stage 1 Road Safety Audit was competed in March 2024. The Audit was undertaken by Acorn Projects Ltd on behalf of WSP.

2.1.2 The Audit raised a total of five road safety concerns. Three of these issued related to the proposed new access into the development from East Street

2.1.3 Two of the issues raised relate to the proposed 278 works located Horsham Road.

2.1.4 A decision report was undertaken by WSP in March 2024. All but one of the issues raised, were acknowledged and accepted by the Design Team.

2.1.5 The Problem where no recommendation was adopted was 2.3.1, which raised an issue with regard to a swept-path analysis. It suggested that large vehicles would be unable to make the turn into the access on East Street, without encroaching onto the opposite side of the carriageway when turning into the junction. The Problem was acknowledged, but the decision log suggests that such a situation would occur only rarely and would be unlikely to cause a significant issue.

2.1.6 A Stage 2 Road safety Audit was undertaken by Shropshire Road Safety Services on 5th February 2026.

2.1.7 This audit raised a total of 3 Road Safety Issues. Two problems related to East Street with concerns being raised over pedestrians emerging from a public footway within the vicinity of the new access and also the visibility splay to the west of the new junction. Both issues still remain and have been reiterated within the revised Stage 2 RSA

2.1.8 The remaining issue related to the proposed raised table on Horsham Road. It is understood however that Rusper Parish Council (RPC) have a dark skies policy – ensuring no street lighting is present throughout the parish. This means that the feature would be unlit and has therefore been dropped from the scheme in favour of a simple red mat incorporating 30mph speed limit roundel road markings.

2.1.9 With regard to the vehicular access concerns raised previously, confirmation has been provided on how the possibility of RAT running from the development to Horsham Lane will be prevented. As part of the planning condition it has been agreed that Prior to the first occupation of any dwelling hereby approved, details pertaining to the composition and nature of the modal filter adjacent to Plot 21 and the neighbouring 'Coach House' shall be submitted to and approved in writing by the Local Planning Authority.

The details to be submitted shall include the proposed means of access/operation by emergency services personnel. The modal filter shall, subsequently, be implemented as approved in advance of the first occupation of any proposed dwelling and retained as such thereafter.

2.1.10 This will be achieved by means of a vehicle gate, which will be padlocked to ensure it can't be used as a rat-run but enable it to be used by emergency services if necessary

2.1.11 Any outstanding issues to be addressed or reiterated at this revised Stage 2 RSA have been listed in the next section of the report.

3. Items Raised at this Revised Stage 2 Road Safety Audit

East Street (New Priority Access)

3.1. Problem

Location: New Junction access (East Street) Footpath 1501.

Summary: Risk of vehicle /Pedestrian conflicts from increased vehicular traffic

An existing footway (1501) is situated adjacent to the new access currently under construction. Any pedestrian accessing East Street from this public footpath will be required to walk in the carriageway where there is no footway or street lighting proposed. (This is likely to be further exacerbated with the additional development proposed by Devine Homes located further west along East Street.)

Although the speed limit is to be extended pedestrians on East Street would be left vulnerable to passing/turning traffic, particularly during the hours of darkness where they may be at risk of being struck.

Recommendation

It is recommended that "pedestrian in carriageway" signs to TSRGD diagram 544.1 are situated to the East of the junction to the Millfield Farm development, to warn motorists of the likelihood that they may encounter pedestrians in the carriageway.

3.2. Problem

Location: New Priority junction Access

Summary: Lack of Inter-visibility may result in side impact collisions

Although some site clearance has been undertaken to create the junction access into the site, the inter-visibility splay to the left for vehicles exiting the site is still restricted by some vegetation. This is compounded by the fact that the proposed changes to the speed limit have not yet been implemented. This means that traffic approaching the new access have little or no appreciation of the newly formed junction and the likelihood of turning traffic. This could result in side impact collisions particularly with slower heavy construction traffic accessing and egressing the site.





Photograph 1 & 2. Shows East Street looking East towards new access on the right

Recommendation

It is recommended that appropriate vegetation clearance is undertaken to increase the conspicuity of the new junction.

******End of problems identified******

4.0 Audit Team Statement

We certify that this audit has been carried out in accordance with GG119.

Road Safety Audit Team Leader

Nick Newton C Eng, FIHE, FCIHT, FSoRSA, Reg RSA (HE RSA Cert Comp)

Signed: 

Shropshire Road Safety Services

Date: 18/10/2026

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Road Safety Audit Team Member

Nick Stilwell Eur Ing, C Eng, FIHE, MICE, MCHIT, FARRM



Shropshire Road Safety Services

Date: 18/10/2026

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Appendix A: Safety Observations (& Non-Safety Related Issues)

Observation 1

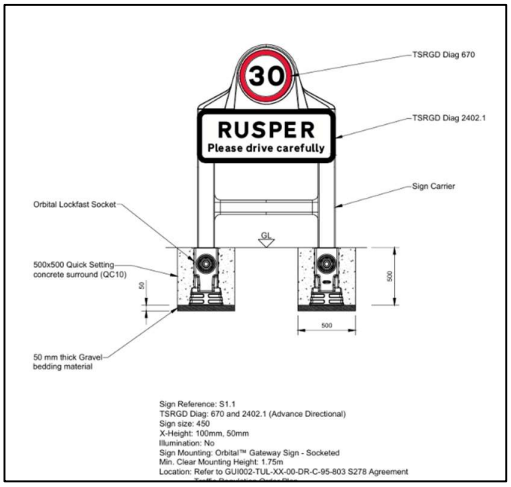
Whilst it is acknowledged that the speed limit is being extended to beyond the junction to the development. The proposed speed limit sign will be incorporated with a framework which will also facilitate the village name and will be 'passively' safe. The audit team were concerned that the verge width may not fully accommodate the sign assembly and leave the minimum 450mm clearance to the edge of the carriageway.

In addition the speed limit sign face is shown as being 450mm which is too small to be considered a terminal sign and may lead to difficulties in respect of future enforcement of the speed limit sign.

If the sign assembly cannot be full accommodated within the verge that the speed limit be further extended to a location beyond the property known as Thatched Barn. This may enable the gateway feature to be installed on both the nearside and offside verge to create a full gateway feature

A terminal speed limit sign also be placed at this location which would then enable gateway feature and signage to enhance and supplement the speed terminal sign.





Photograph 2 shows East Road looking west towards new development access on Left and proposed gateway signage

Appendix B: Scheme Documentation Reviewed

The Road Safety Audit was conducted using the documents listed in the table below:

Drawing Number	Revision	Details
		Approved Site Plan
GUI002-TUL-XX-00-DR-C-95-800	P01	S278 Agreement - East Street
GUI002-TUL-XX-00-DR-C-95-801	P01	S278 Agreement - East Street & Horsham Road
GUI002-TUL-XX-00-DR-C-95-802	P01	S278 Agreement - Horsham Road
GUI002-TUL-XX-XX-DR-C-95-100	C03	MWA - East Street
Highways Authority Search		Development Sites Land and buildings at Millfields Farm Horsham Road, Rusper (Plan 1)
Revised Drawings following previous RSA		
GUI002-TUL-XX-00-DR-C-95-800	PO3	S278 Agreement - East Street
GUI002-TUL-XX-00-DR-C-95-801	P03	S278 Agreement - East Street & Horsham Road
GUI002-TUL-XX-00-DR-C-95-802	P03	S278 Agreement - Horsham Road
GUI002-TUL-XX-00-DR-C-95-803	P02	Traffic Regulation Order Plan East Street
GUI002-TUL-XX-00-DR-C-95-804	P02	S278 Agreement - Road Sign Details
Other Documentation		
Planning Decision Notice		
WSP - Stage 1 RSA Report & Decision Report		
Email of drawings to be audited sent by Julian Turner (Tullys) 01/06/2026		
Design Comments following Previous Stage 2 RSA		

Table 3: List of documents

Appendix C: Scheme Location Plan

The location of the scheme is shown below

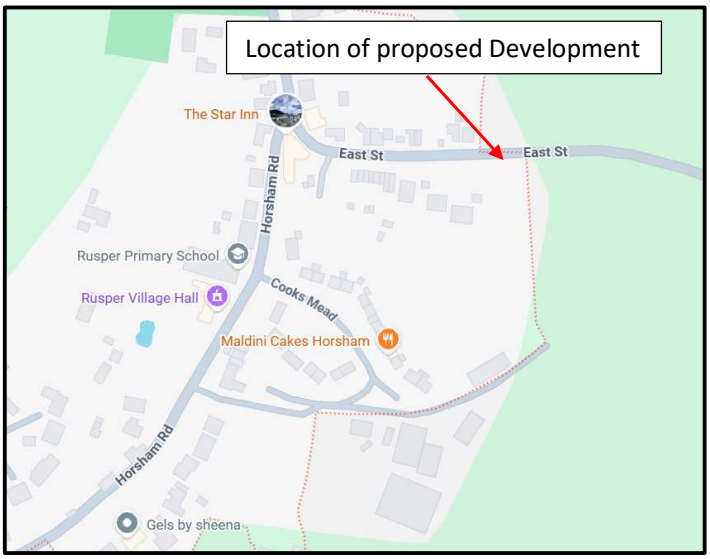


Figure 3: Location Plan



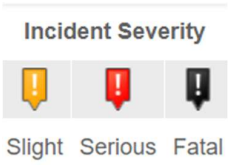
Figure 4: Site Plan

Appendix D: Collision Location Plan

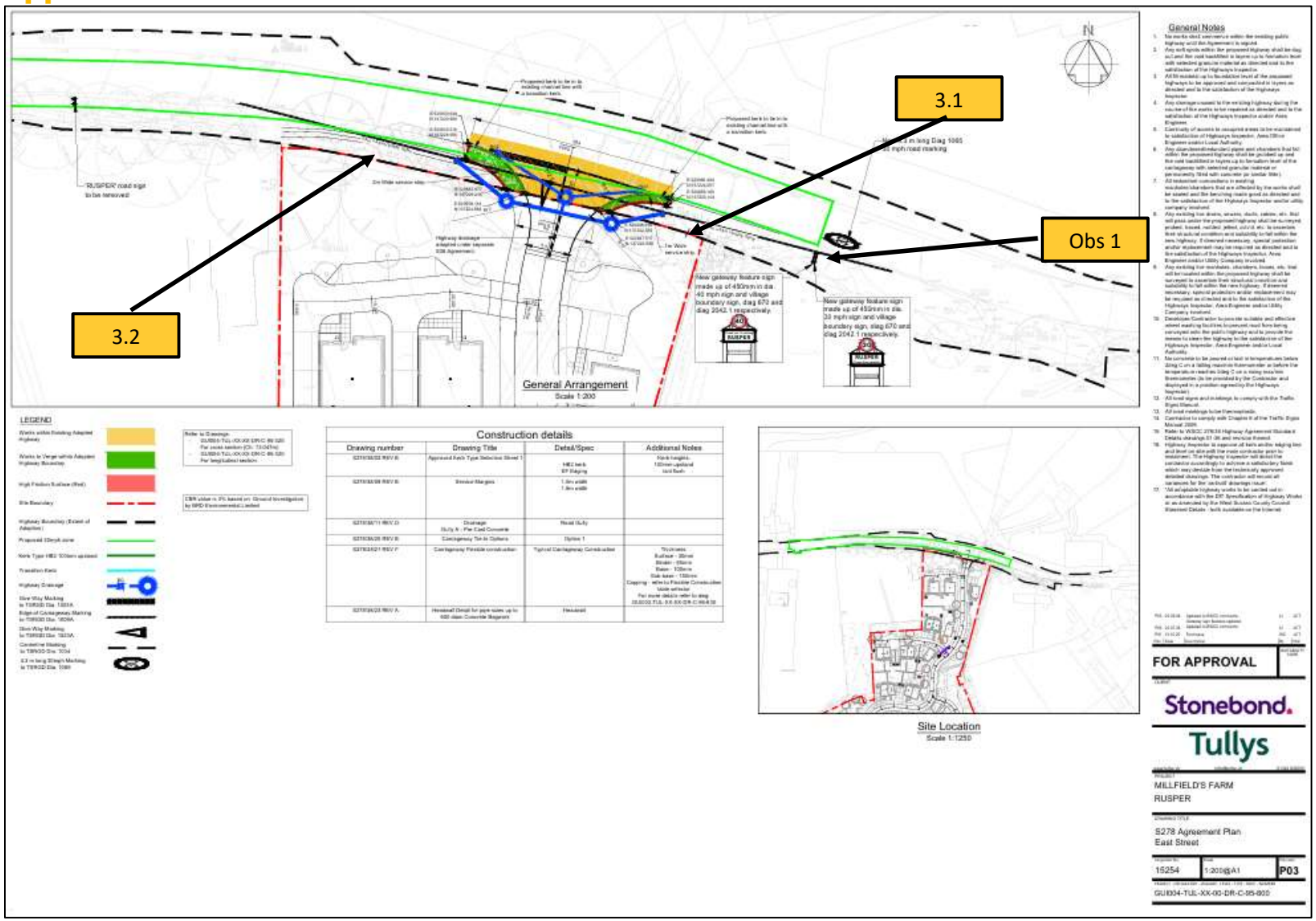


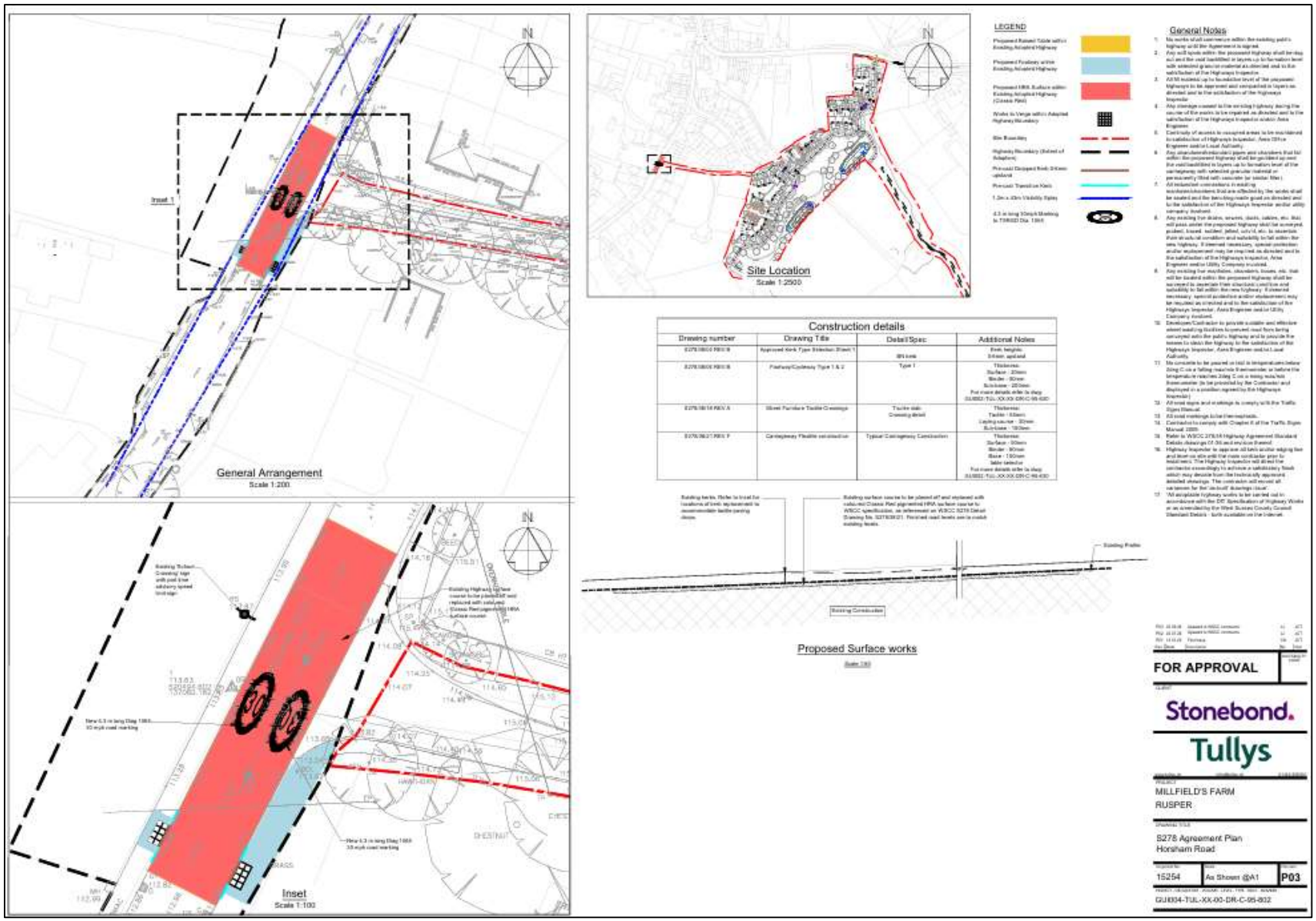
Figure 4: Collision Location Plan 2021 to 2025

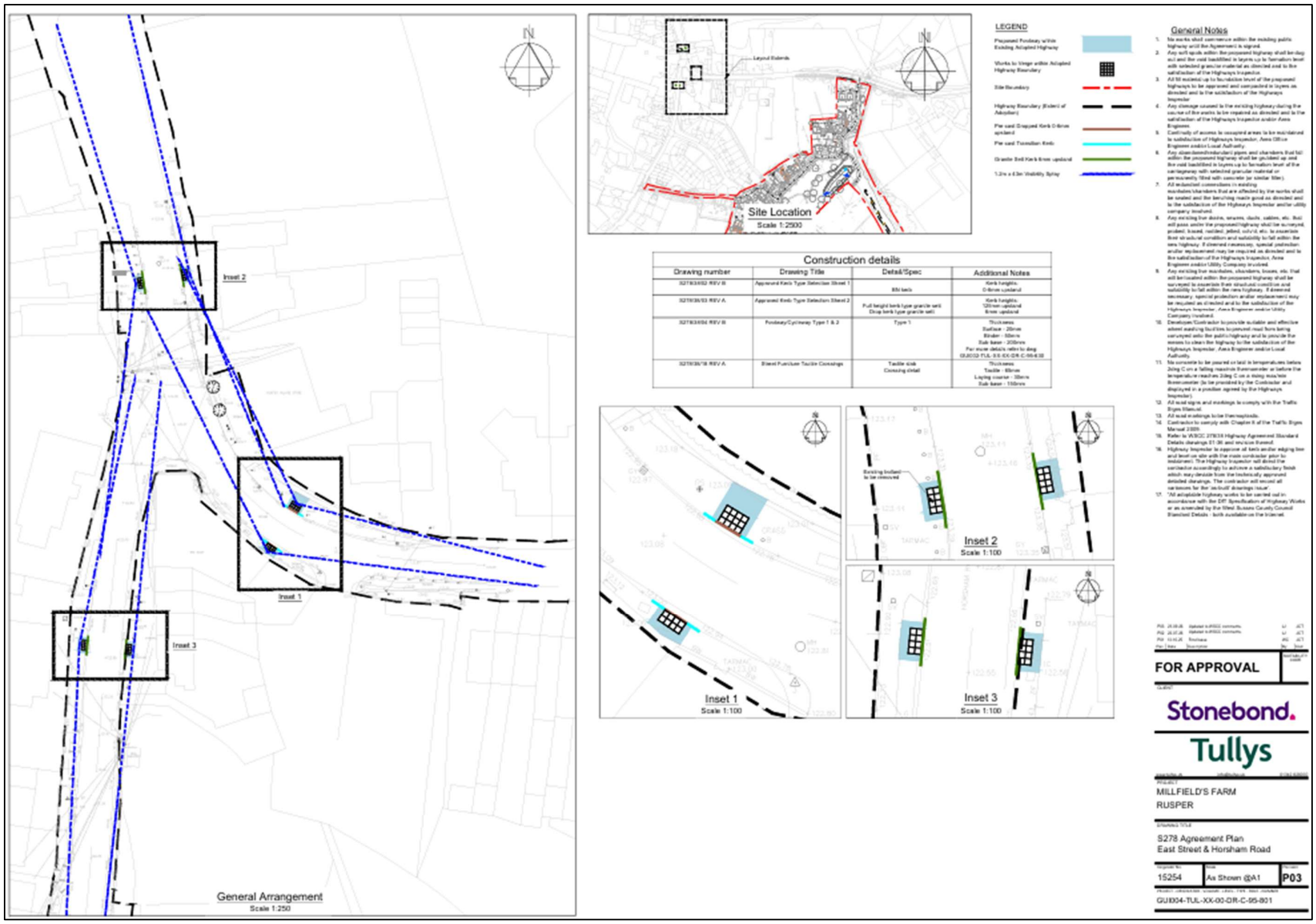
Key:



Appendix E: Problem Identification Location Plan




General Arrangement
Scale 1:200
Inset 1
Site Location
Scale 1:2500
LEGEND
General Notes
Construction details
Drawing number
Drawing Title
Detail/Spec
Additional Notes
Proposed Surface works
Inset
Scale 1:100
FOR APPROVAL
Stonebond.
Tullys
MILLFIELD'S FARM
RUSPER
S278 Agreement Plan
Horsham Road
15254
As Shown @A1
P03
GU004-TUL-XX-00-DR-C-95-802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Inset 1
Inset 3
General Arrangement
Scale 1:250
Site Location
Scale 1:2500
LEGEND
Construction details
Drawing number
Drawing Title
Detail/Spec
Additional Notes
Inset 1
Scale 1:100
Inset 2
Scale 1:100
Inset 3
Scale 1:100
General Notes
FOR APPROVAL
Stonebond.
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MILLFIELD'S FARM
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S278 Agreement Plan
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15254
As Shown @A1
P03
GUI004-TUL-XX-00-DR-C-95-801