



M & S Traffic

Road Safety Audit Stage 1
Proposed Access Arrangements
Wimblehurst Road
Horsham
West Sussex

Date: 13th February 2025

Report produced for: Paul Basham Associates

Report produced by: M & S Traffic

Registered Office: 32 Hamelin Road, Gillingham, Kent ME7 3EX Registered in Cardiff No:06730905

DOCUMENT CONTROL SHEET

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Project Title Horsham Enterprise Park, Wimblehurst Road, Horsham

Report Title Road Safety Audit Stage 1

Status Final

Record of Issue

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Revision 1	Bryan Shawyer	Martin Morris		13 th February 2025
Designers Response	Shannon Betteridge	Mark Smith	M. Smith	20 th November 2025
Authority Response				

Distribution

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Paul Basham Associates	Tom Purnell	-
Paul Basham Associates	Shannon Betteridge	-

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1 INTRODUCTION

- 1.1 This report describes a Stage 1 Road Safety Audit carried out on a proposed access arrangements associated with a 211-unit residential development off Wimblehurst Road, Horsham, as below:

- Realignment of existing access on Wimblehurst Road with tactile paving to be provided at the crossing point.
- Introduction of proposed Copenhagen crossing to prioritise pedestrians at the access.
- Upgrading of pedestrian facilities at the Wimblehurst Road roundabout junction with North Heath Lane and Parsonage Road.

The Audit was requested by the design organisation, Paul Basham Associates, The Bothy, Cams Hall Estate, Fareham, PO16 8UT on behalf of West Sussex County Council, as the Overseeing Organisation.

- 1.2 The Audit Team membership was as follows:

Bryan Shawyer B.Eng. (Hons), MSc, MCIHT, MSoRSA – Audit Team Leader
National Highways Approved RSA Certificate of Competency

Martin Morris, PGD, MCIHT, MSoRSA – Audit Team Member
National Highways Approved RSA Certificate of Competency

- 1.3 The audit was undertaken following the principles of GG 119, The Design Manual for Roads and Bridges. The documents available at the time the report was compiled are detailed in Appendix A.
- 1.4 The Audit took place at the Gillingham offices of M&S Traffic in February 2025 and comprised an examination of the documents provided as listed in Appendix A. A joint visit to the site was undertaken to the proposed scheme on the 12th February 2025 between 09:30 and 10:00. Weather conditions at the time were overcast and the road surfaces were dry. Traffic flows were low and free flow speeds were moderate. There were low pedestrian flows, and no cycle movements observed during the site visit.
- 1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any “Technical Check” function on these proposals. It is assumed that the Project Sponsor is satisfied that such a “Technical Check” has been successfully completed prior to requesting this safety audit.
- 1.6 The auditors have not been informed of any Departures from Standards in this scheme construction.
- 1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

2.1 No previous safety audits were submitted for assessment.

3 ITEMS RAISED AT THE STAGE 1 AUDIT

3.1 General

3.1.1 No Problems were identified in this category at this Stage 1 Road Safety Audit.

3.2 Local Alignment

3.2.1 No Problems were identified in this category at this Stage 1 Road Safety Audit.

3.3 Junctions

3.3.1 No Problems were identified in this category at this Stage 1 Road Safety Audit.

3.4 Non-Motorised User Provision

3.4.1 PROBLEM

Location: Proposed pedestrian crossing point on the Wimblehurst Road arm of the roundabout, southeastern side of the carriageway.

Summary: Restricted visibility could lead to vehicle to pedestrian collisions.

No details relating to the pedestrian / traffic intervisibility splays at the crossing have been provided for assessment. There is concern that the hedgerow on the southwestern side of the Parsonage Road may restrict intervisibility, see figure 1 below. Restricted intervisibility could lead to vehicle to pedestrian collisions.



Figure 1: Hedgerow restricting intervisibility at proposed crossing point.

RECOMMENDATION

It is recommended that the hedgerow be cut back and periodically maintained to retain visibility.

3.4.2 PROBLEM

Location: Proposed pedestrian crossing point on the Wimblehurst Road arm of the roundabout.

Summary: Insufficient carriageway drainage could increase the risk of vehicle to pedestrian collisions.

On the southeastern side of the carriageway of Wimblehurst Road there was evidence of ponding and detritus at the crossing point, see figure 2 below. To the northeast of the crossing point it was noted that the gully was blocked, see figure 3 below, which could lead to the ponding. There is concern that this detritus could be a slip hazard for pedestrians. Further, pedestrians may find a less safe place to cross, which could lead to vehicle to pedestrian collisions, particularly for visually and mobility impaired pedestrians.



Figure 2: Ponding and detritus at crossing point.



Figure 3: Blocked gully to the northeast of the crossing point.

RECOMMENDATION

It is recommended that the gully be cleared, and the detritus removed.

3.4.3 PROBLEM

Location: Proposed pedestrian crossing point on the Parsonage Road arm of the roundabout.

Summary: Restricted visibility could increase the risk of vehicle to pedestrian collisions.

The pedestrian / traffic intervisibility splay to the north is obstructed by a wall, see figure 4 overleaf. However, it is recognised that this is an existing situation where a search on www.crashmap.co.uk

revealed that there had been no pedestrian related collisions at this junction in the period 2019 to 2023. Restricted visibility could increase the risk of vehicle to pedestrian / cyclist collisions.



Figure 4: Wall restricting intervisibility at proposed crossing point.

RECOMMENDATION

It is recommended that vegetation should be cut back and periodically maintained to retain visibility. Further, that the impacted splay where the wall exists should be monitored at Stage 4 Audit and if a related collision problem exists than remedial measures should be investigated.

3.5 Road Signs, Carriageway Markings and Lighting

3.5.1 No Problems were identified in this category at this Stage 1 Road Safety Audit.

4 ISSUES IDENTIFIED DURING THE AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

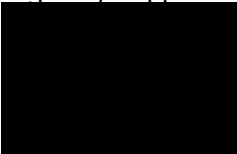
- 4.1 Any issues that the Audit Team wish to bring to the attention of the Client Organisation, which are not covered by the road safety implications of this audit have been included in the following section. These issues could include maintenance items, operational issues, or poor existing provision. It should be understood however, that in raising these issues, the Audit Team do not warrant that a full review of the existing highway environment has been undertaken beyond the scope of the audit.
- 4.2 The Audit Team has no issues to raise within this section.

5 AUDITOR TEAM STATEMENT

5.1 We certify that this audit has been carried out following the principles of GG 119.

Audit Team Leader

Bryan Shawyer
BEng (Hons), MSc, MCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency

Signed:  Date: 13/02/2025

Audit Team Member

Martin Morris
PGD, MCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency

Signed:  Date: 13/02/2025

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APPENDIX A

List of drawings and documentation submitted for auditing:

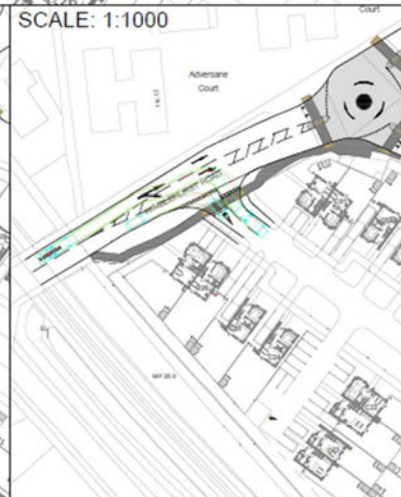
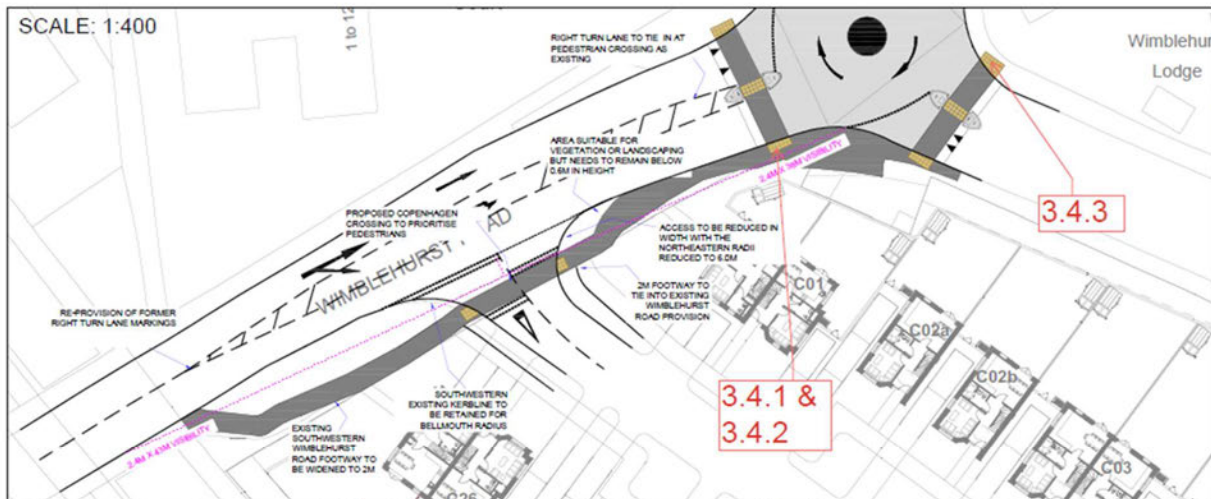
Drawing Number	Title
183.0009-0002 P01	ACCESS DESIGN, VISIBILITY AND VEHICLE TRACKING
HOR-ACG-XX-XX-DR-A-1060 P3	SITE PLAN - OVERALL - LOVELL SITE

Supporting Documentation:

- Covering emails, Paul Basham Associates.

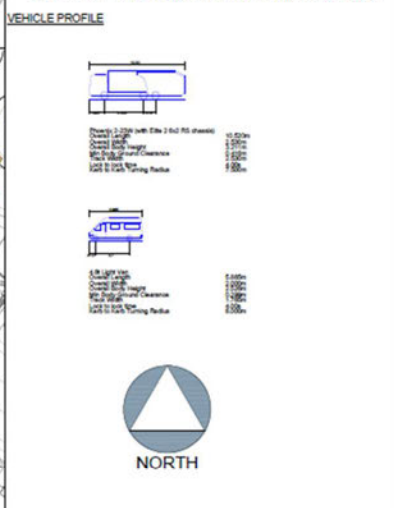
APPENDIX B

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).



The drawings, information and data recorded in this document ("the information") is the property of Paul Basham Associates. This document and the information are solely for the use of the authorised recipient and this document may not be used, copied or reproduced in whole or part for any purposes other than which it was supplied by Paul Basham Associates. Paul Basham Associates makes no representation, undertakes no duty and accepts no responsibilities to any third party who may use or rely upon this document or the information.

- GENERAL NOTES**
1. THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS, DETAILS AND SPECIFICATIONS.
 2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
 3. ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.
 4. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES - THIS MUST BE TREATED AS INDICATIVE ONLY.
 5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.
 6. VISIBILITY SPLAYS DRAWN TO 43M IN THE SECONDARY DIRECTION TO THE POSTED 30MPH SPEED LIMIT AND TO PARSONAGE ROAD GIVE-WAY LINE IN THE PRIMARY DIRECTION.



Project Name HORSHAM ENTERPRISE PARK, WIMBLEHURST ROAD, HORSHAM	Title ACCESS DESIGN, VISIBILITY AND VEHICLE TRACKING	 paulbasham associates Paul Basham Associates Ltd The Belfry, Camm Hall Estate, Farnham, PO18 8UT 01509 711 000 info@paulbashamassociates.com www.paulbashamassociates.com	Client LOVELL	<table><tr><td>Date Created</td><td>Drawn By</td><td>Approved By</td><td>Security Code</td></tr><tr><td>11.02.25</td><td>TNP</td><td>SKB</td><td>-</td></tr><tr><td colspan="2">PBA Project Number</td><td colspan="2">Scale</td></tr><tr><td colspan="2">183.0009</td><td colspan="2">AS SHOWN (AT A3)</td></tr><tr><td colspan="2">PBA Drawing No:</td><td colspan="2">Revision</td></tr><tr><td colspan="2">183.0009-0002</td><td colspan="2">P01</td></tr></table>	Date Created	Drawn By	Approved By	Security Code	11.02.25	TNP	SKB	-	PBA Project Number		Scale		183.0009		AS SHOWN (AT A3)		PBA Drawing No:		Revision		183.0009-0002		P01	
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PBA Drawing No:		Revision																										
183.0009-0002		P01																										
Project Phase PRELIMINARY																												

APPENDIX C: Road Safety Audit Decision Log.

Auditors: Bryan Shawyer (Team Leader) and Martin Morris (Team Member).

Scheme: Horsham Enterprise Park, Wimblehurst Road, Horsham

Date Audit Completed: 13th February 2025

This response is to a Stage 1 Road Safety Audit to the design standard detailed within GG 119 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

RSA Problem	RSA Recommendation	Design Organisation response)	Overseeing Organisation response	Agreed RSA action
3.4.1 Location: Proposed pedestrian crossing point on the Wimblehurst Road arm of the roundabout, southeastern side of the carriageway. Summary: Restricted visibility could lead to vehicle to pedestrian collisions. No details relating to the pedestrian / traffic intervisibility splays at the crossing have been provided for assessment. There is concern that the hedgerow on the southwestern side of the Parsonage Road may restrict intervisibility, see figure 1 below. Restricted intervisibility could lead to	It is recommended that the hedgerow be cut back and periodically maintained to retain visibility.	Noted and agreed. Any existing vegetation (within the highway or client's ownership) will be cleared and periodically maintained to ensure visibility splays remain clear.	The Design Organisations comments are noted and agreed.	Existing vegetation within the highway and/or land within the control of the Applicant is to be maintained to ensure unobstructed visibility splays.

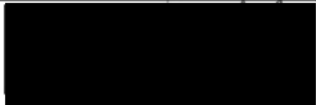
vehicle to pedestrian collisions.				
3.4.2 Location: Proposed pedestrian crossing point on the Wimblehurst Road arm of the roundabout. Summary: Insufficient carriageway drainage could increase the risk of vehicle to pedestrian collisions. On the southeastern side of the carriageway of Wimblehurst Road there was evidence of ponding and detritus at the crossing point, see figure 2 below. To the northeast of the crossing point it was noted that the gully was blocked, see figure 3 below, which could lead to the ponding. There is concern that this detritus could be a slip hazard for pedestrians. Further, pedestrians may find a less safe place to cross, which could lead to vehicle to pedestrian collisions, particularly for visually and mobility impaired pedestrians.	It is recommended that the gully be cleared, and the detritus removed.	Noted and agreed. Gullies will be cleared and periodically maintained to prevent ponding and ensure there are no drainage issues. The roundabout is no longer proposed to be raised which should address these concerns, but the development will pay contributions towards the delivery of tactile paving and dropped kerbs that are currently lacking on the Parsonage Road and Wimblehurst Road arms – thus improving the routes for pedestrians and visually/mobility impaired users.	Those works previously proposed by the Applicant at the existing North Heath Lane, Parsonage Road, Wimblehurst Road mini-roundabout are no longer included. Given this, there is no requirement for the Applicant to undertake what is effectively routine maintenance that should be completed by the County Council in its role as Local Highway Authority. As noted, the Applicant is funding schemes of crossing improvements (which includes at the existing mini-roundabout). Any gully maintenance can be undertaken by WSCC as part of these.	No further action is required.

3.4.3 Location: Proposed pedestrian crossing point on the Parsonage Road arm of the roundabout. Summary: Restricted visibility could increase the risk of vehicle to pedestrian collisions. The pedestrian / traffic intervisibility splay to the north is obstructed by a wall, see figure 4 overleaf. However, it is recognised that this is an existing situation where a search on www.crashmap.co.uk revealed that there had been no pedestrian related collisions at this junction in the period 2019 to 2023. Restricted visibility could increase the risk of vehicle to pedestrian / cyclist collisions.	It is recommended that vegetation should be cut back and periodically maintained to retain visibility. Further, that the impacted splay where the wall exists should be monitored at Stage 4 Audit and if a related collision problem exists than remedial measures should be investigated.	Noted. The vegetation falls within land ownership of Wimblehurst Lodge. Encroachment of vegetation into highway land will be monitored periodically and maintained when required in line with Section 154 of the Highways Act 1980. Should the Stage 4 audit flag any concerns, these can be further reviewed.	It is noted that the overhanging vegetation falls within land under the control of the Applicant. The vegetation can be cut back as needed. It should be noted that under the current WSCC Road Safety Audit Policy, this proposal will not trigger a requirement for a Stage 4 RSA. A Stage 3 RSA is expected to be required and triggered once the development is completed or as agreed with the Design team.	No further action required at this stage. Any vegetation overhanging the highway within the development is to be cut back as required. The Applicant should note the need for a Stage 3 RSA.
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APPENDIX D: DESIGN ORGANISATION STATEMENT

PROJECT NAME: Stage 1 Horsham Enterprise Park, Wimblehurst Road, Horsham	
On behalf of the Design Organisation I certify that: 1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Overseeing Organisation	
Name	Shannon Betteridge
Signed	S. Betteridge
Position	Senior Transport Planner
Organisation	Paul Basham Associates Ltd
Date	20 th November 2025

APPENDIX E: OVERSEEING ORGANISATION STATEMENT

PROJECT NAME: Stage 1 Horsham Enterprise Park, Wimbleshurst Road, Horsham	
On behalf of the Overseeing Organisation I certify that: 1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Design Organisation; and 2) The agreed RSA actions will be progressed.	
Name	Ian Gledhill
Signed	
Position	Principal Planner – County Highways
Organisation	West Sussex County Council
Date	7 th January 2026