

SK TRANSPORT PLANNING

TRAFFIC TRANSPORT HIGHWAYS



LAND AT CRAWLEY ROAD, FAYGATE
RESIDENTIAL DEVELOPMENT

STAGE 1 ROAD SAFETY AUDIT
RESPONSE REPORT

APRIL 2026

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1.0 INTRODUCTION

- 1.1 This Road Safety Audit Response Report (RSARR) has been prepared in response to the Stage 1 Road Safety Audit (RSA) Revision Document prepared by Waterman Aspen (WA) on the 31st March 2026. This document supersedes the Stage 1 RSA prepared in 2020, which considered a near identical signalised junction scheme serving a larger residential development.
- 1.2 At that time the design of the signalised junction was carefully reviewed in partnership with West Sussex County Council's (WSCC) Highways Officers. Officers inputted into the General Arrangement (GA) scheme design, which resulted in the final scheme design being accepted by WSCC. This final scheme design was considered as part of a subsequent Planning Appeal, and accepted by all parties (including the Planning Inspectorate) as being suitable, subject to detailed design, to serve the proposed residential development.
- 1.3 Moving forward the residential development has now been scaled down from 473 units to 120 residential units. The technical modelling prepared for the revised development proposal has confirmed there is no longer a need for dedicated left and right turn exit lanes on the development arm of the junction, and as such the scheme design has been revised to provide a single exit lane to accommodate both left and right turning vehicles. All other technical matters (such as approach lanes, crossing points and types etc) are as previously discussed and agreed with WSCC Officers.
- 1.4 A copy of the 2026 WA RSA is provided in **appendix a**. As stated in the document this Stage 1 RSA was undertaken in line with the requirements of Design Manual for Roads and Bridges GG119 Road Safety Audit (formerly HD 19/15).
- 1.5 The weather during the RSA site visit on the 25th March 2026 was "chilly, overcast" and the carriageway surface was damp from earlier rainfall. In line with standard audit parameters the RSA team examined and reported only the road safety issues of the scheme as presented and did not examine or verified the compliance of the design to any other criteria.
- 1.6 As stated above this RSARR confirms that a previous Stage 1 RSA was undertaken in 2020, with all the Audit Team confirming that all the concerns raised in that report were considered to have been addressed satisfactorily.
- 1.7 This RSARR confirms that the RSA has been undertaken on a proposed signalised junction on the B2195 Crawley Road to serve a residential development to the east of this section of adopted highway. The proposals include:
 - provision of a new development site access on the eastern side of Crawley Road, Faygate, Horsham, forming a 3-arm signal-controlled junction with Crawley Road
 - provision of pedestrian crossing facilities on the eastern and southern arms of the signal controlled junction
 - provision of a toucan crossing on the northern arm of the signal-controlled junction
 - provision of a new 3m wide shared use pedestrian / cycle link from the western side of Crawley Road, to the north of the signal-controlled junction, which then routes northwards across adopted highway to link with Earles Meadows
 - provision of a new 3m wide shared use pedestrian / cycle link on the eastern side of Crawley Road, which links the proposed development site access northwards with Old Crawley Road

- provision of a 2m wide footway on the eastern side of Crawley Road, which links the proposed development site access southwards with New Moorhead Drive

1.8 As mentioned earlier during the life of the planning application the access arrangements were previously amended to accommodate some pedestrian and cycle enhancements that were discussed and agreed in principle between the applicant and WSCC Highway Officers. These measures included:

- pedestrian crossing facilities on all junction arms, including a shared pedestrian/cycle crossing on the northern junction arm
- new 3m wide pedestrian/cycle link from the western side of the junction which then routes northwards across adopted highway to link with Earles Meadows
- a new 3m wide pedestrian/cycle link on the eastern side of the junction, to link the development with Old Crawley Road

1.9 This RSARR considers the eight identified technical problems in the RSA and provides a response as to how these identified matters will be addressed. The review can be found in **section 2** of this report.

2.0 STAGE 1 ROAD SAFETY AUDIT REVIEW

- 2.1 This section of the report reviews the eight problems that have been identified and provides commentary on how each of the identified matters will be addressed.

Matters Arising from the Stage 1 Road Safety Audit

- 2.2 The audit for the site access onto the B2195 Crawley Road has considered the provision of a new signalised junction, complete with pedestrian crossing facilities on the eastern and southern arms, along with a 'Toucan' crossing facility on the northern junction arm. The eastern (development) arm provides an appropriate vehicular access into the development site that accommodates all private car and HGV traffic movements, alongside a 2m pedestrian footway on the southern side of the carriageway and a combined 3m wide pedestrian/cycle route on the northern side of this route.
- 2.3 Previous discussions with WSCC resulted in agreement that additional enhancements to pedestrian and cycle access through this junction should also be provided. This resulted in the previously revised scheme incorporating new controlled crossing facilities and new pedestrian and pedestrian/cycle links to connect the development into existing highway infrastructure on the northern and western sides of the junction. These enhanced pedestrian and cycle measures were prepared collaboratively with WSCC, and agreed that they would deliver material enhancements to sustainable access to and from the site.
- 2.4 The latest RSA has identified eight technical matters in the RSA. All are considered to be relatively minor in nature, and can be either addressed or confirmed at detailed design stage. Commentary on each of these matters is provided below.

Matter 1: Reducing the Potential Risk of Side Swipe Type Vehicular Collisions

- 2.5 The RSA team have commented that they have a concern that any larger vehicles turning right into the development site access from Crawley Road (the southern junction arm) into the development site (the eastern arm) would encroach into the adjacent northbound traffic lane when undertaking this turning manoeuvre.
- 2.6 The audit team has raised the concern that this could lead to a potential increased risk of side swipe type vehicle collisions occurring between larger vehicles turning right from the southern arm of Crawley Road and another large vehicle travelling northbound towards the A264 corridor.
- 2.7 In response to the RSA team's comments a check of the clear nearside lane width has been undertaken against the typical weekly large refuse vehicle manoeuvre to/from the residential development site.
- 2.8 The exercise has confirmed that a large refuse vehicle will travel north on Crawley Road, and then turn into the dedicated right turn lane, to then turn right into the minor junction arm. As part of this manoeuvre it is possible that the turning vehicle may have to wait within the junction to make the right turn.
- 2.9 A review of the width of the nearside "ahead" lane confirms that at the stop line if the refuse vehicle was making a right turn manoeuvre the useable nearside lane width would be 3.21m, increasing to 3.67m immediately to the north of the controlled crossing facility. This width increases to 4.95m at a point where the refuse vehicle is undertaking its right turn into the site.
- 2.10 These measurements are shown on plan in **appendix b**, and are considered to be a "worst case" assessment, with the refuse vehicle positioned 0.7m from the central junction refuge, when undertaking this manoeuvre.

- 2.11 Based on this review it is confirmed that there is appropriate width along the northbound nearside "ahead" lane to allow larger vehicles to pass another large vehicle turning right into the development site.

Matter 2: Reducing the Potential Risk of Vehicular and Pedal Cyclists/Pedestrian Collisions Occurring

- 2.12 The RSA team have commented that the scheme proposes a new 3m wide shared use footway on the western side of Crawley Road, that connects with Earles Meadows, and a 3m wide shared use footway on the northern side of the development site access road, that connects to Old Crawley Road to the north. There are no existing footways in Earles Meadows or Old Crawley Road where the shared use footways are shown to end.
- 2.13 The audit team has flagged that pedestrians and cyclists may be introduced back to the carriageway without any warning to motorists at this location, potentially leading to an increased risk of vehicular and pedestrian/cycle collisions occurring.
- 2.14 The recommendation is that appropriate tie-in details for the shared use footways should be clearly defined, to include how pedestrians and cyclists enter and exit these shared use facilities, in order to mitigate the above described potential collision scenario.
- 2.15 In response to the RSA team's comments it was always the intention that this additional level of detail at the Earles Meadow and Old Crawley Road tie in points would be delivered at detailed design stage. This would include confirmation of cycle signage and carriageway markings.
- 2.16 To demonstrate that appropriate detail can be provided at both tie in points tactile blister paving has been added at this location, in line with the DETR Guidance on the use of Tactile Paving Surfaces document. Signage and additional markings complying with the Traffic Signs and General Directions Manual will be included in the detailed design package of works.
- 2.17 Based on this review it is confirmed that an appropriate detail will be provided at both tie in points, to ensure the safe passage of pedestrians and cyclists at this location.

Matter 3: Reducing the Potential Risk of Kerb Strikes and Subsequent Loss of Control Collisions, Especially During the Hours of Darkness

- 2.18 The RSA team have noted that General Arrangement drawings do not show "keep left" bollards on the traffic islands on all arms of the proposed signalised junction. As a result the lack of bollards could lead to a risk of kerb strikes and subsequent loss of control collisions occurring, leading to personal injury.
- 2.19 The RSA team's recommendation is that "keep left" bollards are provided on the islands, in order to mitigate against the risk of kerb strikes/loss of control collisions.
- 2.20 In response to the RSA team's comments it was expected that this level of design detail would be included at detailed design stage, but as part of the RSA process the location of keep left bollards have been shown on the traffic islands, as suggested.

Matter 4: Reducing the Potential Risk of Nose to Tail Shunt Type Collisions

- 2.21 The RSA team have noted the presence of vegetation on the western and eastern sides of Crawley Road, to the east of Earles Meadow and Old Crawley Road. The concern is that without a regular maintenance programme, future re-growth of the vegetation could impact the forward visibility to the signal heads.

- 2.22 As a result this could lead to a potential increased risk of nose to tail shunt type collisions between a southbound vehicle approaching the signalised junction, and having to break heavily if noticing a red signal late, through obscured vegetation.
- 2.23 In response to the RSA team's comments SKTP drawing SK21905-04 REV C shows the forward visibility splay envelopes to the signal heads on the northbound and southbound approaches. They confirm that 120m of forward visibility can be achieved on both approaches.
- 2.24 These visibility splays envelopes fall across land that forms part of the adopted highway, and so WSCC, as Highway Authority has an obligation to keep all vegetation/foliage clear of visibility splays/sightlines. If a financial contribution towards a maintenance programme/management plan is required then this will be considered.

Matter 5: Reducing the Potential Risk of Cyclists & Pedestrian Collisions Occurring

- 2.25 The RSA team have commented that the lack of red tactile paving at the signalised crossing facilities could result in the blind or visually impaired pedestrians crossing Crawley Road at less suitable locations, which could lead to a potential increased risk of blind and visually impaired pedestrian collisions occurring.
- 2.26 In addition, the lack of corduroy paving and suitable/adequate shared use/footway/cycleway signing could lead to a potential increased risk of cyclist and pedestrian collisions.
- 2.27 The recommendation is that suitable and adequate signing for the shared use footway/cycleway should be provided, as well as tactile paving and corduroy hazard paving, in accordance with DETR guidance.
- 2.28 In response to the RSA team's comments it was always the intention that this additional level of detail would be delivered at detailed design stage. This would include confirmation of signage, tactiles and any footway/cycleway markings.
- 2.29 To demonstrate that appropriate tactiles will be provided at all crossing points these have been added at all locations, in line with the DETR Guidance on the use of Tactile Paving Surfaces document. These are shown on plan in **appendix c**. Signage and additional markings complying with the Traffic Signs and General Directions Manual will be included in the detailed design package of works.

Matter 6: Reducing the Potential Risk of Vehicular and Site Operative Collisions Occurring as well as Vehicle/Vehicle Collisions

- 2.30 The RSA team have commented that the scheme as presented does not provide an appropriately located maintenance lay-by/hard standing area, which in turn could result in operatives parking their vehicles in unsafe locations in the vicinity of the signal apparatus.
- 2.31 The concern is that this could lead to the increased risk of vehicular and site operative collisions, or potentially an increase in vehicle/vehicle collisions due to motorists attempting to avoid inappropriately parked maintenance vehicles.
- 2.32 The recommendation is that a lay-by or hard standing area is provided in a safe location for an operative to access the signal apparatus. This space should be located clear of the traffic lanes, signal poles, heads etc.
- 2.33 In response to the RSA team's comments with the internal development layout being presented as an illustrative scheme, it will be possible to incorporate a parallel parking/service bay on the southern side of the development arm of the junction, close to the junction but outside of all visibility splays and junction equipment. The need for this bay has been noted on the updated drawing, provided in **appendix c**, and will be incorporated at detailed design stage.

Matter 7: Reducing the Potential Risk of Skidding and Subsequent Loss of Control Collisions Occurring

- 2.34 The RSA team have commented that the introduction of new stop lines with the signalised junction will create new braking areas on all approaches. The audit team has highlighted that unexpected or late braking could lead to the potential increased risk of vehicular and pedestrian/pedal cyclist collisions occurring, which in turn could lead to personal injuries.
- 2.35 The RSA recommendation is that high resistant surface course material (formally known as the wearing course) should be provided on all approaches, and as a minimum the length of this skid resistant wearing course should reflect the approach speeds and minimum stopping sight distances expected at this location.
- 2.36 In response to the RSA team's comments the use of high resistant surface course material is fully supported, and will be specified as part of the detailed junction design on all approaches. As a starting point, as shown on drawing SK21905-04 REV C, 120m forward visibility envelopes to all signal heads have been shown. The use of high resistant surface course material could also cover the extents of these envelopes, to ensure that all users of the highway have the ability to slow on the junction approaches.
- 2.37 The requirement for the detailed design to incorporate high resistance surfacing has been notated on the scheme drawing provided in **appendix c**.

Matter 8: Reducing the Potential Risk of Side Impact Collisions Occurring

- 2.38 The RSA team has already commented under RSA Matter 4 that the site visit confirmed that there is the presence of vegetation on the eastern and western sides of Crawley Road. This final RSA matter also brings into the review the potential for this vegetation, and any new street furniture/landscaping to interfere with the intervisibility on all junction approaches. The visibility splay envelopes are shown on drawing SK21905-04 REV C.
- 2.39 The recommendation is that the intervisibility zones on all approaches should be kept clear of any impediments, in order to mitigate the risk of reduced visibility and potential collisions as a result.
- 2.40 As set out in RSA Matter 4, as part of the detailed design work, and as shown on SKTP drawing SK21905-04 REV C, the forward visibility splay envelopes to the signal heads on the northbound and southbound approaches fall across land that forms part of the adopted highway, and so WSCC, as Highway Authority has an obligation to keep all vegetation/foliage clear of visibility splays/sightlines.
- 2.41 As part of the detailed design works, any physical infrastructure/existing street furniture will also be reviewed/assessed to ensure all forward visibility requirements and envelopes are maintained in perpetuity.
- 2.42 If a financial contribution towards a maintenance programme/management plan is required then this will be considered.

3.0 CONCLUSIONS

- 3.1 The eight technical matters raised by the RSA team have been considered in this Response Report. The matters have been responded to in a positive manner by the scheme designers, to ensure the development access and pedestrian and cycle infrastructure will be delivered in perpetuity.
- 3.2 It is noted that the RSA has not identified any fundamental design issues with the access proposals, and no modifications to the signalised junction design, in terms of kerbs, lane width, signal positions etc is required.
- 3.3 The technical matters have been noted and agreed by the scheme designer. The Designer's Response confirms how the technical matters will be addressed at detailed design stage. There are no further outstanding matters from the RSA that have either not been commented on or will need to be addressed at detailed design stage.
- 3.4 In line with GG119 requirements, an RSA Decision Log has been prepared, and is included in this document in **appendix d**. It summarises the RSA team's problem, and suggested recommendation. There is the opportunity for the Overseeing Organisation to respond to the suggested solution, and at the appropriate time for both parties to agree on the appropriate RSA action.
- 3.5 The design team look forward to discussing the Stage 1 Road Safety Audit and the Designers Response with the highway authority at the appropriate time.

APPENDIX A

CRAWLEY ROAD, FAYGATE, HORSHAM, WEST SUSSEX

S278 WORKS

REVISED STAGE 1 ROAD SAFETY AUDIT

SA 5361

March 2026



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REV	ISSUE STATUS	PREPARED BY/DATE	CHECKED BY/DATE	APPROVED BY/DATE
1	FINAL	DG 30 January 2020	SR 30 January 2020	AC 31 January 2020
2	REV 01	DG 26 October 2020	LB 26 October 2020	AD 29 October 2020
3	REV 02	LA 31 March 2026	UF 31 March 2026	GW 01 April 2026

Disclaimer notes

The client has confirmed that it is entering into the agreement under which this report is being prepared on its own behalf and not on behalf of, or for the benefit of any other party and has agreed that in any event of any claim arising out of or in connection with that agreement and/or the report itself it shall be entitled to recover from Waterman Aspen Limited only the losses, if any, it has itself suffered.

This report therefore is for the private and confidential use of the client for whom it was prepared solely for the purposes requested by the client. It should not be reproduced in whole or in part or relied upon by any third party for any use whatsoever without the express written authority of Waterman Aspen Limited.

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1.0 INTRODUCTION

- 1.1 This report is for a Revised Stage 1 Road Safety Audit (RSA) carried out on the S278 highway works on land to the east of Crawley Road, Faygate, Horsham, West Sussex.
- 1.2 The RSA team, staff members from Waterman Aspen, present at the RSA were:

Lisa Allen
Audit Team Leader

Umer Farooq
Audit Team Member
- 1.3 We confirm that no member of the Audit Team has been involved with the design process and that at least one member of the Audit Team holds the National Highways Certificate of Competency.
- 1.4 The Audit Team visited the site together on Wednesday, 25 March 2026. The weather during the site visit was chilly, overcast and the carriageway was damp from earlier rainfall.
- 1.5 The RSA instruction issued to the audit team comprised various elements listed at Appendix Two.
- 1.6 The scheme has been examined and this report compiled only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.
- 1.7 All of the problems described in this report are considered by the RSA team to require action in order to improve the safety of the scheme and minimise collision occurrence. However, if any of the problems or recommendations within this Road Safety Audit report is not accepted, a copy of the signed exception report from the Overseeing Organisation should be sent to the Road Safety Audit Team Leader.
- 1.8 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

2.0 SCHEME DESCRIPTION

2.1 The scheme proposes to construct Section 278 Highway Works on land to the east of Crawley Road, Faygate, Horsham, West Sussex. The proposals include:

- Provision of a new development site access on the eastern side of Crawley Road, Faygate, Horsham, forming a 3-arm signal-controlled junction with Crawley Road;
- Provision of pedestrian crossing facilities on the eastern and southern arms of the signal-controlled junction;
- Provision of a toucan crossing on the northern arm of the signal-controlled junction;
- Provision of a new 3m wide shared use pedestrian / cycle link from the western side of Crawley Road, to the north of the signal-controlled junction, which then routes northwards across adopted highway to link with Earles Meadows;
- Provision of a new 3m wide shared use pedestrian / cycle link on the eastern side of Crawley Road, which links the proposed development site access northwards with Old Crawley Road;
- Provision of a 2m wide footway on the eastern side of Crawley Road, which links the proposed development site access southwards with New Moorhead Drive.

3.0 RECORDED INJURY COLLISION HISTORY

3.1 No recorded injury accident data was provided to the Audit Team.

4.0 DEPARTURES FROM STANDARD

4.1 No Departures from Standard have been highlighted to the Audit Team.

5.0 DOCUMENTS AND INFORMATION NOT PROVIDED

5.1 The following information was not provided within the audit brief and therefore has not been considered with the audit:

- Site clearance
- Street lighting
- Drainage
- Traffic signs
- Cross sections
- Long sections

6.0 MATTERS ARISING FROM THE PREVIOUS STAGE 1 ROAD SAFETY AUDITS

- 6.1 The safety aspects of the Crawley Road, Faygate, Horsham, West Sussex Proposed Section 278 Highway Works project, were the subject of comment in a January 2020 Stage 1 Road Safety Audit undertaken by Waterman Aspen.
- 6.2 A Designers Response Report to the January 2020 Stage 1 Road Safety Audit undertaken by Waterman Aspen was not provided by the Design Organisation, SK Transport Planning Ltd.
- 6.3 However, since that time, design changes resulted in the requirement for a Revised Stage 1 Road Safety Audit to be undertaken.
- 6.4 The safety aspects of the Crawley Road, Faygate, Horsham, West Sussex Proposed Section 278 Highway Works project, were the subject of comment in an October 2020 Revised Stage 1 Road Safety Audit undertaken by Waterman Aspen. All issues raised in the January 2020 Stage 1 Road Safety Audit undertaken by Waterman Aspen were resolved through design changes.
- 6.5 A Designers Response Report to the October 2020 Revised Stage 1 Road Safety Audit undertaken by Waterman Aspen was not provided by the Design Organisation, SK Transport Planning Ltd.
- 6.6 However, since that time, design changes have resulted in the requirement for a further Revised Stage 1 Road Safety Audit to be undertaken. In addition, DMRB GG 119 Road Safety Audit, paragraph 4.22 states: *"Stage 1 and Stage 2 RSAs shall be repeated if the previous RSA for the relevant stage is more than 5 years old"*.
- 6.5 Items 7.1(in part) and 7.2 (in part) raised in the October 2020 Revised Stage 1 Road Safety Audit undertaken by Waterman Aspen remain a concern and are raised under Items 7.1 and 7.2 within this Revised Stage 1 Road Safety Audit report. Items 7.3 and 7.4 of the October 2020 Revised Stage 1 Road Safety Audit appear to have been resolved via design changes.

7.0 MATTERS ARISING FROM THIS REVISED STAGE 1 ROAD SAFETY AUDIT

7.1 Problem

Location: Signalised junction, Crawley Road.

Summary: **Reducing the potential risk of side swipe type vehicular collisions occurring.**

The scheme proposals indicate the provision of a new access for a residential development site on the eastern side of Crawley Road. This new access will form part of a new 3-arm signalised junction with Crawley Road. It is evident from the swept path scheme drawing that larger vehicles turning right into the development site access from Crawley Road (southern arm) into the development site (eastern arm) encroach into the adjacent northbound traffic lane when turning at this.

Concern arises that this situation could lead to a potential increased risk of side swipe type vehicular collisions occurring between larger vehicles turning right from Crawley Road (southern arm) into the development site (eastern arm), and other larger vehicles such as a bus travelling northbound on Crawley Road, whereby vehicle occupants could sustain personal injury.

Recommendation

It is recommended that the carriageway lane width should be modified, in order to mitigate the above described potential collision scenario.

7.2 Problem

Location: Shared use footway / cycleway, Old Crawley Road and Earles Meadow.

Summary: **Reducing the potential risk of vehicular and pedal cyclists / pedestrian collisions occurring.**

The scheme proposals indicate the provision of a new 3m wide shared use footway on the western side of Crawley Road that connects with Earles Meadow and a 3m wide shared use footway on the northern side of the development site access road that connect to Old Crawley Road to the north. The site visit has established that there are no existing footways in Earles Meadow or Old Crawley Road where the shared use footways are shown to end.

Concern arises that pedestrians and cyclists may be introduced back to the carriageway without any warning to motorists at this location, which could lead to a potential increased risk of vehicular and pedestrian / cyclist collisions occurring, whereby pedestrians and cyclists could sustain personal injury.

Recommendation

It is recommended that tie-in details for the shared use footways should be clearly defined at these locations, which include how pedestrians and cyclists enter and exit these shared use facilities, in order to mitigate the above described potential collision scenario. This will necessitate cycle signs and cycle carriageway markings.

7.3 Problem

Location: Signalised junction, Crawley Road.

Summary: **Reducing the potential risk of kerb strikes and subsequent loss of control collisions, especially during the hours of darkness.**

The scheme proposals indicate the provision of a new access for a residential development site on the eastern side of Crawley Road. This new access will form part of a new 3-arm signalised junction with Crawley Road.

Concern arises that keep left bollards have not been indicated on the islands at the proposed 3-arm signalised junction. As a result, this situation could lead to a potential increased risk of kerb strikes and subsequent loss of control collisions occurring, whereby vehicle occupants could sustain personal injury.

Recommendation

It is recommended that keep left bollards should be provided on the islands, in order to mitigate the above described potential collision scenario.

7.4 Problem

Location: Crawley Road, northern arm.

Summary: **Reducing the potential risk of nose to tail shunt type collisions occurring.**

The scheme proposals indicate the provision of a new access for a residential development site on the eastern side of Crawley Road. This new access will form part of a new 3-arm signalised junction with Crawley Road. The scheme drawings indicate the forward visibility to the signal heads on the northern and southern arms of the junction, however, the visibility to the signal heads on the eastern arm has not been indicated.

The site visit has established the presence of vegetation on the western and eastern sides of Crawley Road to the south of Earles Meadow and Old Crawley Road.

Concern arises that without a regular maintenance programme, future re-growth of the vegetation could impact the forward visibility to the signal heads. As a result, this situation could lead to a potential increased risk of nose to tail shunt type collisions between a southbound leading vehicle approaching the signalised junction and braking heavily upon noticing a red signal late and any following vehicular traffic, whereby vehicle occupants could sustain personal injury.

Recommendation

It is recommended that a regular maintenance programme should be employed, in order to mitigate the above described potential collision scenario. In addition, it is recommended that suitable and adequate forward visibility to the signal heads should be provided on the eastern arm of the proposed junction.

7.5 Problem

Location: Entire Scheme.

Summary: **Reducing the potential risk of cyclist and pedestrian collisions occurring.**

The scheme proposals indicate the provision of a new 3m wide shared use footway on the western side of Crawley Road that connects with Earles Meadow and on the northern side of the development site access road. The scheme proposals also indicate the provision of a toucan crossing on the northern arm of the signalised junction and pedestrian crossings on the eastern and southern arms of the signalised junction. However, no tactile paving for the signal-controlled crossings or corduroy hazard paving have been indicated to assist blind and visually impaired pedestrians when walking in this area.

Concern arises that a lack of red tactile paving at the signalised crossing facilities could result in blind or visually impaired pedestrians crossing Crawley Road at less suitable locations which could lead to a potential increased risk of vehicular and blind and visually impaired pedestrian collisions occurring, whereby blind and visually impaired pedestrians could sustain personal injury.

In addition, concern arises that a lack of corduroy hazard paving and suitable and adequate shared use footway / cycleway signing could lead to a potential increased risk of cyclist and pedestrian collisions occurring, whereby pedestrians could sustain personal injury, especially those pedestrians who may be blind or visually impaired.

Recommendation

It is recommended that suitable and adequate signing for the shared use footway / cycleway should be provided, as well as tactile paving and corduroy hazard paving in accordance with

the 'Guidance on the Use of Tactile Paving Surfaces', in order to mitigate the above described potential collision scenarios.

7.6 Problem

Location: Proposed signalised junction.

Summary: **Reducing the potential risk of vehicular and site operative collisions occurring as well as vehicle/vehicle collisions occurring.**

The scheme proposals indicate the provision of a new access for a residential development site on the eastern side of Crawley Road. This new access will form part of a new 3-arm signalised junction with Crawley Road, incorporating signal-controlled crossing facilities.

Without the provision of an appropriately located maintenance lay-by / hard standing area, it could result in operatives parking their vehicles in unsafe locations in the vicinity of the signal apparatus.

Concern arises that erroneous parking on the approaches to the signalised junction could lead to a potential increased risk of vehicular and site operative collisions occurring, whereby site operative's area likely to sustain personal injury. In addition, there could be a potential increased risk of vehicle/vehicle collisions occurring due to motorists attempting to avoid inappropriately parked maintenance vehicles, whereby vehicle occupants could sustain personal injury.

Recommendation

It is recommended that a traffic signal maintenance engineer's lay-by or hard standing area should be provided at a safe location whereby access can be gained to the signal apparatus, in order to mitigate the above described potential collision scenario. In determining a suitable location, the facility should be sited clear of the traffic lanes, traffic signal poles and signal head.

7.7 Problem

Location: Proposed signalised junction.

Summary: **Reducing the potential risk of skidding and subsequent loss of control collisions occurring or vehicular and pedestrian collisions occurring.**

The scheme proposals indicate the provision of a new access for a residential development site on the eastern side of Crawley Road. This new access will form part of a new 3-arm signalised junction with Crawley Road, incorporating signal-controlled crossing facilities.

In operational terms, the introduction of the new stop lines associated with the signalised junction will result in the creation of new braking areas on the approaches to the stop line arrangement, which does not currently exist on Crawley Road. In addition, braking will occur in the development site access road, in relation to the stop line associated with the signalised junction.

Whilst road users should always be anticipating the unexpected, sudden or late braking may occur by road users on approach to the stop lines, which could lead to a potential increased risk of vehicular and pedestrian/pedal cyclist collisions occurring, whereby pedestrians could sustain personal injury.

In addition, concern arises that sudden or sharp braking on approach to the stop lines could lead to a potential increased risk of nose to tail shunt type collisions occurring, between a leading and any following vehicles on the approach to the proposed stop line carriageway markings, whereby vehicle occupants could sustain personal injury.

Recommendation

It is recommended that high skid resistant surface course material (formerly referred to as the wearing course) should be provided on the northbound, southbound and westbound approaches to the signalised junction. It is suggested that as a minimum, the length of the high skid resistant surface course material should draw a relationship between the vehicular approach speeds and minimum stopping sight distances identified in the Highway Code.

7.8 Problem

Location: Proposed signalised junction.

Summary: **Reducing the potential risk of side impact collisions occurring.**

The scheme proposals indicate the provision of a new access for a residential development site on the eastern side of Crawley Road. This new access will form part of a new 3-arm signalised junction with Crawley Road, incorporating signal-controlled crossing facilities.

The site visit has established the presence of vegetation on the eastern and western sides of Crawley Road. At this Stage 1 Road Safety Audit site clearance details have not been provided.

Concern arises that existing vegetation and signage, as well as any potential street furniture / landscaping associated with the proposed new development site may impact upon the inter-visibility zone at the proposed signalised junction and could result in drivers failing to see any potential red-light traffic signal violations taking place. This situation could lead to a potential increased risk of vehicular conflicts and subsequent side impact vehicular collisions

occurring within the central area of the signalised junction, whereby vehicle occupants could sustain personal injury.

Recommendation

It is recommended that the inter-visibility zone should be kept clear of any impediments in order to mitigate the above described potential collision scenario.

APPENDIX ONE

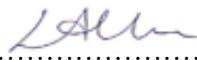
8.0 AUDIT TEAM STATEMENT

AUDIT TEAM STATEMENT

We certify that the audit has been carried out in accordance with the requirements set out in GG119. The problems identified have been noted in this report together with associated safety improvement suggestions which we recommend should be studied for implementation.

AUDIT TEAM LEADER

Lisa Allen MCIHT, MSoRSA, HA Cert-Comp
Road Safety Auditor
Waterman Aspen
2nd Floor
60 Church Street
Birmingham
B3 2DJ

Signed.....

Date: 31 March 2026

AUDIT TEAM MEMBER

Umer Farooq MCIHT, MSoRSA
Road Safety Auditor
Waterman Aspen
2nd Floor
60 Church Street
Birmingham
B3 2DJ

Signed.....

Date: 31 March 2026

APPENDIX TWO

9.0 LIST OF DRAWINGS AND DOCUMENTS PROVIDED TO THE AUDIT TEAM

LIST OF DRAWINGS AND DOCUMENTS PROVIDED TO THE AUDIT TEAM

Drawings

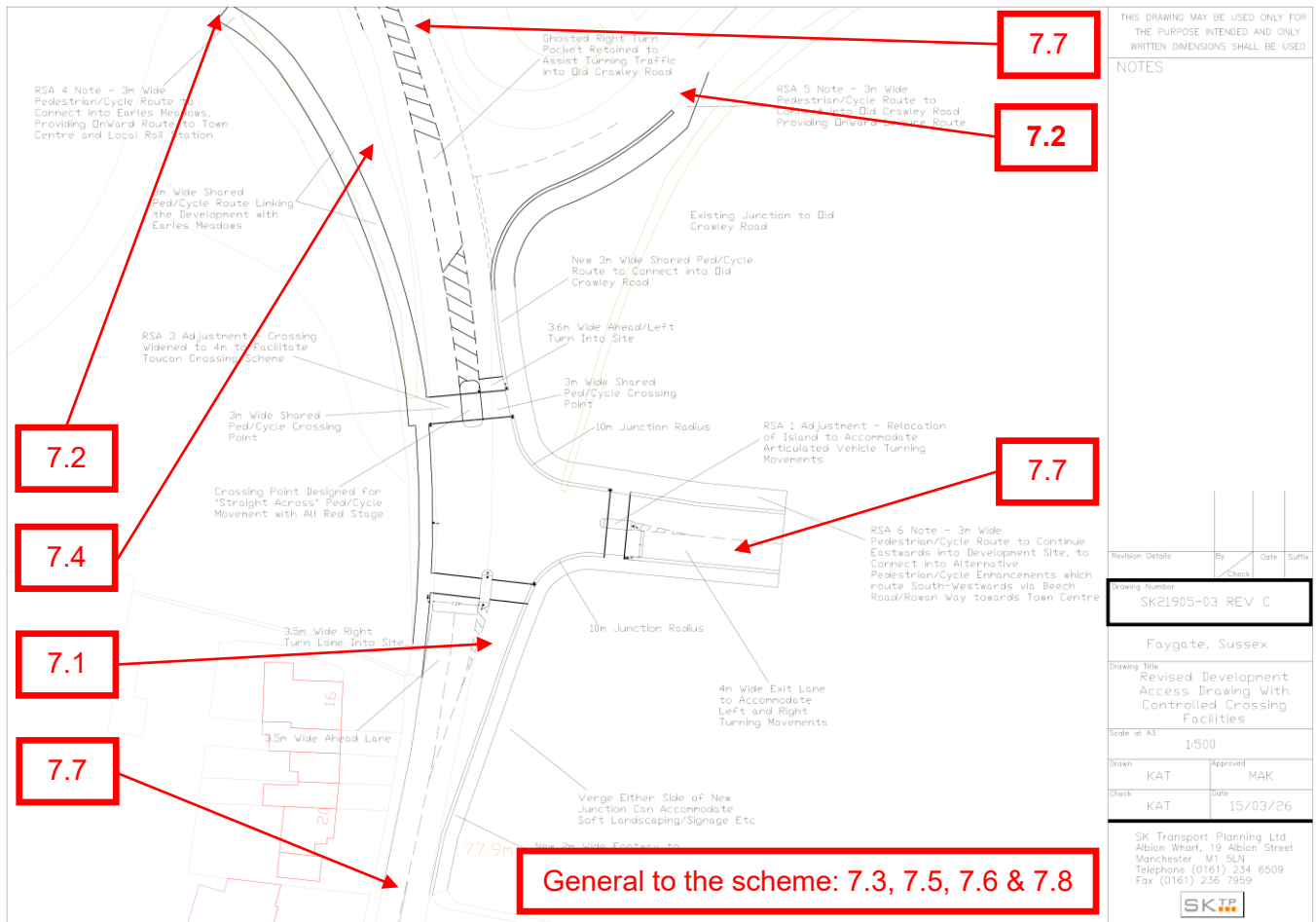
- SK21905-03 Rev C - Revised Development Access Drawing with Controlled Crossing Facilities
- SK21905-04 Rev C - Access Drawing 120m Forward Visibility splay Envelope to Primary Signal Head
- SK21905-10 Rev A - Swept Path Analysis 11.3m Refuse Vehicle R/T Out and L/T In
- SK21905-11 Rev A - Swept Path Analysis 11.3m Refuse Vehicle L/T Out and R/T In
- SK21905-18 Rev A - Swept Path Analysis 10m Rigid HGV R/T Out and L/T In
- SK21905-19 Rev A - Swept Path Analysis 10m Rigid HGV L/T Out and R/T In
- 2126/PL.05 Rev J - Illustrative Masterplan

Documents

- Revised Stage 1 Road Safety Audit - October 2020, Waterman Aspen
- Stage 1 Road Safety Audit - January 2020, Waterman Aspen

APPENDIX THREE

10.0 PROBLEM LOCATION PLAN





APPENDIX B

RSA Note - Blister Paving to DETR Guidance on the use of Tactile Paving Surfaces to be provided, along with Pedestrian/Cycle Signage Scheme at Detailed Design Stage

Previous RSA Note - 3m Wide Pedestrian/Cycle Route to Connect into Earles Meadows, Providing OnWard Route to Town Centre and Local Rail Station

3m Wide Shared Ped/Cycle Route Linking the Development with Earles Meadows

Previous RSA Adjustment - Crossing Widened to 4m to Facilitate Toucan Crossing Scheme

3m Wide Shared Ped/Cycle Crossing Point

Crossing Point Designed for "Straight Across" Ped/Cycle Movement with All Red Stage

Keep Left Bollards

3.5m Wide Right Turn Lane Into Site

3.5m Wide Ahead Lane

High Resistance Surface Course Material on Junction Approach (Detailed Design)

(Detailed Design)
Ghosted Right Turn Pocket Retained to Assist Turning Traffic into Old Crawley Road

RSA Note - Blister Paving to DETR Guidance on the use of Tactile Paving Surfaces to be provided, along with Pedestrian/Cycle Signage Scheme at Detailed Design Stage

Previous RSA Note - 3m Wide Pedestrian/Cycle Route to Connect into Old Crawley Road Providing OnWard Leisure Route

Existing Junction to Old Crawley Road

New 3m Wide Shared Ped/Cycle Route to Connect into Old Crawley Road

3.6m Wide Ahead/Left Turn Into Site

3m Wide Shared Ped/Cycle Crossing Point

10m Junction Radius

Previous RSA Adjustment - Relocation of Island to Accommodate Articulated Vehicle Turning Movements

Previous RSA Note - 3m Wide Pedestrian/Cycle Route to Eastwards into Development Connect into Alternative Pedestrian/Cycle Enhancement route South-Westwards via Road/Rowan Way towards T

Keep Left Bollards

High Resistance Surface Course Material on Junction Approach (Detailed Design)

4m Wide Exit Lane to Accommodate Left and Right Turning Movements

10m Junction Radius

Verge Either Side of New Junction Can Accommodate Soft Landscaping/Signage Etc

77.9m
New 2m Wide Footway to Connect into Existing Footway on Crawley Road

THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES

Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK21905-09 REV A

Drawing Title
Faygate, Sussex
Vehicle Swept Path Analysis
Large Refuse Vehicle

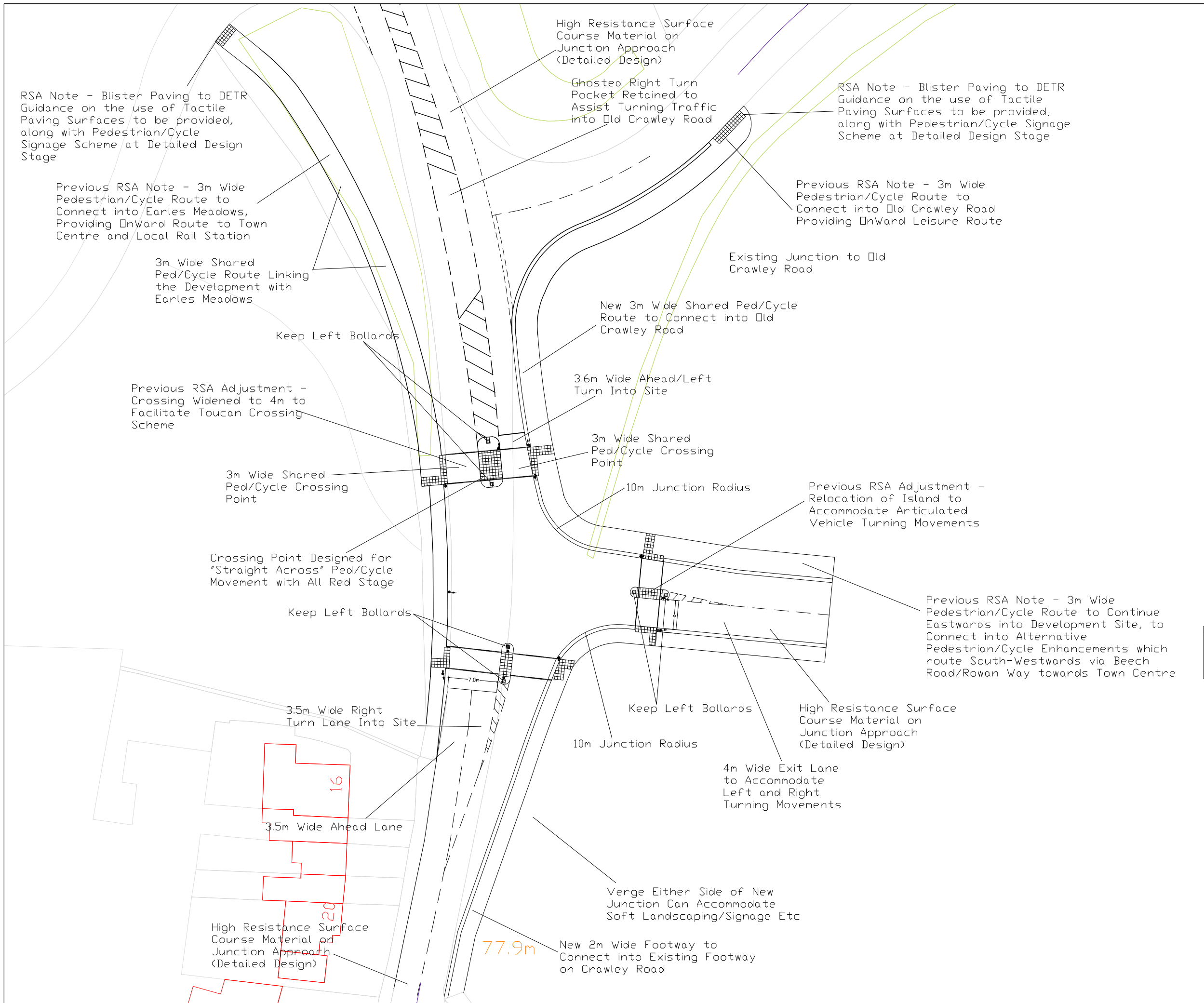
Scale at A3
1:500

Drawn	Approved
KAT	MAK
Check	Date
KAT	02/04/26

SK Transport Planning Ltd
Albion Wharf, 19 Albion Street
Manchester M1 5LN
Telephone (0161) 234 6509
Fax (0161) 236 7959



APPENDIX C



THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES

Revision Details	By	Date	Suffix
	Check		

Drawing Number

SK21905-07 REV B

Faygate, Sussex

Drawing Title

Minor Adjustments to GA Layout following 2026 Stage 1 RSA Comments

Scale at A3

1:500

Drawn	KAT	Approved	MAK
Check	KAT	Date	02/04/26

SK Transport Planning Ltd
Albion Wharf, 19 Albion Street
Manchester M1 5LN
Telephone (0161) 234 6509
Fax (0161) 236 7959

SKTP

APPENDIX D

Land at Crawley Road, Faygate

GG119 Table F4– RSA Decision Log (2nd April 2026)

RSA Matter Number	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
1	The RSA team have commented that they have a concern that any larger vehicles turning right into the development site access from Crawley Road (the southern junction arm) into the development site (the eastern arm) would encroach into the adjacent northbound traffic lane when undertaking this turning manoeuvre. The audit team has raised the concern that this could lead to a potential increased risk of side swipe type vehicle collisions occurring between larger vehicles turning right from the southern arm of Crawley Road and another large vehicle travelling northbound towards the A264 corridor.	The RSA team's recommendation is that a review of the lane widths is undertaken, and if needed the junction design modified to address this issue	In response to the RSA team's comments a check of the clear nearside lane width has been undertaken against the typical weekly large refuse vehicle manoeuvre to/from the residential development site. The exercise has confirmed that a large refuse vehicle will travel north on Crawley Road, and then turn into the dedicated right turn lane, to then turn right into the minor junction arm. As part of this manoeuvre it is possible that the turning vehicle may have to wait within the junction to make the right turn. A review of the width of the nearside "ahead" lane confirms that at the stop line if the refuse vehicle was making a right turn manoeuvre the useable nearside lane width would be 3.21m, increasing to 3.67m immediately to the north of the controlled crossing facility. This width increases to 4.95m at a point where the refuse vehicle is undertaking its right turn into the site. These measurements are shown on plan, and are considered to be a "worst case" assessment, with the refuse vehicle		

RSA Matter Number	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
			positioned 0.7m from the central junction refuge, when undertaking this manoeuvre.		
2	The RSA team have commented that the scheme proposes a new 3m wide shared use footway on the western side of Crawley Road, that connects with Earles Meadows, and a 3m wide shared use footway on the northern side of the development site access road, that connects to Old Crawley Road to the north. There are no existing footways in Earles Meadows or Old Crawley Road where the shared use footways are shown to end. The audit team has flagged that pedestrians and cyclists may be introduced back to the carriageway without any warning to motorists at this location, potentially leading to an increased risk of vehicular and pedestrian/cycle collisions occurring.	The recommendation is that appropriate tie-in details for the shared use footways should be clearly defined, to include how pedestrians and cyclists enter and exit these shared use facilities, in order to mitigate the above described potential collision scenario.	In response to the RSA team's comments it was always the intention that this additional level of detail at the Earles Meadow and Old Crawley Road tie in points would be delivered at detailed design stage. This would include confirmation of cycle signage and carriageway markings. To demonstrate that appropriate detail can be provided at both tie in points tactile blister paving has been added at this location, in line with the DETR Guidance on the use of Tactile Paving Surfaces document. Signage and additional markings complying with the Traffic Signs and General Directions Manual will be included in the detailed design package of works. Based on this review it is confirmed that an appropriate detail will be provided at both tie in points, to ensure the safe passage of pedestrians and cyclists at this location.		

RSA Matter Number	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3	The RSA team have noted that General Arrangement drawings do not show “keep left” bollards on the traffic islands on all arms of the proposed signalised junction. As a result the lack of bollards could lead to a risk of kerb strikes and subsequent loss of control collisions occurring, leading to personal injury.	The RSA team’s recommendation is that “keep left” bollards are provided on the islands, in order to mitigate against the risk of kerb strikes/loss of control collisions.	In response to the RSA team’s comments it was expected that this level of design detail would be included at detailed design stage, but as part of the RSA process the location of keep left bollards have been shown on the traffic islands, as suggested.		
4	The RSA team have noted the presence of vegetation on the western and eastern sides of Crawley Road, to the east of Earles Meadow and Old Crawley Road. The concern is that without a regular maintenance programme, future re-growth of the vegetation could impact the forward visibility to the signal heads.	The RSA team’s recommendation is that this vegetation/growth needs to be kept clear in perpetuity to ensure that appropriate visibility is provided to all signal heads	In response to the RSA team’s comments SKTP drawing SK21905-04 REV C shows the forward visibility splay envelopes to the signal heads on the northbound and southbound approaches. They confirm that 120m of forward visibility can be achieved on both approaches. These visibility splays envelopes fall across land that forms part of the adopted highway, and so WSCC, as Highway Authority has an obligation to keep all vegetation/foilage clear of visibility splays/sightlines. If a financial contribution towards a maintenance programme/management plan is required then this will be considered.		

RSA Matter Number	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
5	The RSA team have commented that the lack of red tactile paving at the signalised crossing facilities could result in the blind or visually impaired pedestrians crossing Crawley Road at less suitable locations, which could lead to a potential increased risk of blind and visually impaired pedestrian collisions occurring. In addition, the lack of corduroy paving and suitable/adequate shared use/footway/cycleway signing could lead to a potential increased risk of cyclist and pedestrian collisions.	The recommendation is that suitable and adequate signing for the shared use footway/cycleway should be provided, as well as tactile paving and corduroy hazard paving, in accordance with DETR guidance.	In response to the RSA team's comments it was always the intention that this additional level of detail would be delivered at detailed design stage. This would include confirmation of signage, tactiles and any footway/cycleway markings. To demonstrate that appropriate tactiles will be provided at all crossing points these have been added at all locations, in line with the DETR Guidance on the use of Tactile Paving Surfaces document. These are shown on plan in appendix c. Signage and additional markings complying with the Traffic Signs and General Directions Manual will be included in the detailed design package of works.		
6	The RSA team have commented that the scheme as presented does not provide an appropriately located maintenance lay-by/hard standing area, which in turn could result in operatives parking their vehicles in unsafe locations in the vicinity of the signal apparatus.	The recommendation is that a lay-by or hard standing area is provided in a safe location for an operative to access the signal apparatus. This space should be located clear of the traffic lanes, signal poles, heads etc.	In response to the RSA team's comments with the internal development layout being presented as an illustrative scheme, it will be possible to incorporate a parallel parking/service bay on the southern side of the development arm of the junction, close to the junction but outside of all visibility splays and junction equipment. The need for this bay has been noted on the updated drawing, provided in appendix c, and will be incorporated at detailed design stage.		

RSA Matter Number	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	The concern is that this could lead to the increased risk of vehicular and site operative collisions, or potentially an increase in vehicle/vehicle collisions due to motorists attempting to avoid inappropriately parked maintenance vehicles.				
7	The RSA team have commented that the introduction of new stop lines with the signalised junction will create new braking areas on all approaches. The audit team has highlighted that unexpected or late braking could lead to the potential increased risk of vehicular and pedestrian/pedal cyclist collisions occurring, which in turn could lead to personal injuries.	The RSA recommendation is that high resistant surface course material (formally known as the wearing course) should be provided on all approaches, and as a minimum the length of this skid resistant wearing course should reflect the approach speeds and minimum stopping sight distances expected at this location.	In response to the RSA team's comments the use of high resistant surface course material is fully supported, and will be specified as part of the detailed junction design on all approaches. As a starting point, as shown on drawing SK21905-04 REV C, 120m forward visibility envelopes to all signal heads have been shown. The use of high resistant surface course material could also cover the extents of these envelopes, to ensure that all users of the highway have the ability to slow on the junction approaches. The requirement for the detailed design to incorporate high resistance surfacing has been notated on the scheme drawing provided in appendix c.		

RSA Matter Number	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
8	The RSA team has already commented under RSA Matter 4 that the site visit confirmed that there is the presence of vegetation on the eastern and western sides of Crawley Road. This final RSA matter also brings into the review the potential for this vegetation, and any new street furniture/landscaping to interfere with the intervisibility on all junction approaches. The visibility splay envelopes are shown on drawing SK21905-04 REV C.	The recommendation is that the intervisibility zones on all approaches should be kept clear of any impediments, in order to mitigate the risk of reduced visibility and potential collisions as a result.	As set out in RSA Matter 4, as part of the detailed design work, and as shown on SKTP drawing SK21905-04 REV C, the forward visibility splay envelopes to the signal heads on the northbound and southbound approaches fall across land that forms part of the adopted highway, and so WSCC, as Highway Authority has an obligation to keep all vegetation/foilage clear of visibility splays/sightlines. As part of the detailed design works, any physical infrastructure/existing street furniture will also be reviewed/assessed to ensure all forward visibility requirements and envelopes are maintained in perpetuity. If a financial contribution towards a maintenance programme/management plan is required then this will be considered.		

GG119 Table F5– Design Organisation Statement (.....)

On behalf of the Design Organisation I certify that:	
1) the RSA actions identified in response to the road safety audit problem in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name	Michael Kitching
Signed	
Position	Director
Organisation	SK Transport Planning Limited
Date	(Insert Date)

GG119 Table F6– Overseeing Organisation Statement (.....)

On behalf of the Overseeing Organisation I certify that:	
1) the RSA actions identified in response to the road safety audit problem in this road safety audit have been discussed and agreed with the Design Organisation, and	
2) the agreed RSA actions will be progressed.	
Name	(Insert Officer Name)
Signed	(Insert Signature)
Position	(Insert Position)
Organisation	West Sussex County Council
Date	(Insert Date)