



EC ROAD SAFETY LIMITED
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**Hayes Lane
Slinfold
Horsham**

New Development Access & Associated Highway Works

Stage 1 Road Safety Audit

Report No. EC/2026/02/CA1

February 2026



Prepared by:

EC ROAD SAFETY LIMITED

Tall Trees
Downe Road, Keston, Kent
BR2 6AD
United Kingdom

AUTHORISATION SHEET

Overseeing Organisation West Sussex County Council
Design Organisation: Charles & Associates Limited
Project: New Development Access & Associated Highway Works
Address: Hayes Lane
Slinfold
Horsham

PREPARED BY

Name: Paul Nevard
Position: Director – EC Road Safety Limited
Date: 04 February 2026

AGREED BY

Name: Vinny Rey
Position: Road Safety Auditor
Date: 05 February 2026

AUTHORISED FOR ISSUE

Name: Paul Nevard
Position: Director – EC Road Safety Limited
Date: 05 February 2026

DISTRIBUTION

Organsiation	Contact	Date	Copies
Charles & Associates	Dipendra Awasthi	06/02/2026	ecopy

1. INTRODUCTION

1.1 General

- 1.1.1 EC Road Safety Limited has been commissioned by Charles & Associates to undertake a Stage 1 Road Safety Audit on the New Development Access & Associated Highway Works at Hayes Lane, Slinfold, Horsham.
- 1.1.2 The Road Safety Audit was produced for Dipendra Awasthi, Charles & Associates on behalf of (overseeing organisation): West Sussex County Council. The Design Organisation for the scheme is Charles & Associates.

- 1.1.3 The Audit Team membership was as follows:

Audit Team Leader

Paul Nevard Road Safety Auditor – EC Road Safety Limited
MCIHT, MSoRSA, NH RSA Cert. Competency

Audit Team Member

Vinny Rey Road Safety Auditor – EC Road Safety Limited
MCIHT, MSoRSA, NH RSA Cert. Competency

- 1.1.4 The Audit Team was approved by Dipendra Awasthi of Charles & Associates.
- 1.1.5 The Audit took place at the offices of EC Road Safety in February 2026 and comprised an examination of the information provided by the Design Organisation and listed in Appendix A, plus a visit to the site of the proposed scheme. The Audit was undertaken in accordance with the email instruction and the report has been prepared with reference to the Design Manual for Roads and Bridges (DMRB) GG 119 (revision 2) with exceptions set out in paragraph 2.4.
- 1.1.6 The Audit Team visited the site together on Wednesday 4th February 2026 between 11.15am and 11.45am. The weather during the site visit was overcast. The carriageway surface was wet from earlier rainfall. Traffic flows were low, and vehicle speeds observed to be low. No pedestrians were observed, but some cyclist movements occurred from the trackway adjacent to the site during the time of the site visit.
- 1.1.7 No details of collisions, levels, drainage, street lighting or strategic signing have been provided. These issues are not, therefore, considered further in this report except where it is considered that the absence of them could contribute to a road safety concern.
- 1.1.8 The location of any problems raised can be found within the report, photographed for reference, or referenced in Appendix B of this report. If no problems are identified, only a location plan will be provided for reference in Appendix B.
- 1.1.9 A Road Safety Audit Response log has been provided in Appendix C; this may assist the designer in appropriately documenting all subsequent decisions regarding Road Safety Audit comments raised within this report.
- 1.1.10 The Road Safety Audit 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. This Road Safety Audit has not considered structural safety or checked for compliance to standards. This safety audit does not perform any “Technical Check” function on these proposals. It is assumed that the Design Organisation is satisfied that such a

“Technical Check” has been successfully completed prior to requesting this safety audit. Design Organisations are responsible for ensuring that their designs have been subject to the appropriate design reviews (including where applicable, Non-Motorised User (NMU) Audits) prior to Road Safety Audit.

- 1.1.11 This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Accident Investigation, Road Safety Engineering and Road Safety Audits. No member of the Road Safety Audit Team has had any previous input to the design of the scheme. The audit has been carried out with the sole purpose of identifying any features of the design that should be removed or modified to improve the safety of the scheme. The problems identified have been noted in this report together with recommendations for safety improvements, which should be studied for implementation.

2. ITEMS CONSIDERED

2.1 Scheme Proposals

2.1.1 The works consist of the following elements:

- Provision of a new priority site access junction onto Hayes Lane to serve the proposed development.
- Construction of a dropped kerb vehicular crossing, tying into the existing footway to provide a suitable and accessible vehicle access.
- Formation of 2.4 m x 25 m junction visibility splays in both directions, appropriate for a 20mph speed environment, in accordance with *Manual for Streets* guidance.
- Introduction of double yellow line restrictions on Hayes Lane to prevent parking and ensure unobstructed visibility for vehicles entering and exiting the site.
- Junction geometry designed with 6.0 m kerb radii to accommodate larger vehicles, including service and refuse vehicles.
- Demonstration that a Horsham District Council refuse vehicle can safely access, manoeuvre within, and exit the site using swept-path analysis.
- Formalisation of unallocated parking spaces within the site in accordance with *Manual for Streets* principles.
- Retention and integration of the existing Downs Link bridleway (Bridleway 3569), with the proposed access tying safely into the existing route.
- Localised highway and footway work designed to integrate with the existing layout and minimise disruption to pedestrians and other users.

2.1.2 The scope of the audit relates to the New Development Access & Associated Highway Works at Hayes Lane, Slinfold, Horsham.

2.1.3 Information that has been provided to the Audit Team, for the purpose of this audit, is as outlined within Appendix A of this report. The information includes a design drawing.

2.2 Purpose of Scheme

2.2.1 The purpose of the scheme is to provide a New Development Access & Associated Highway Works at Hayes Lane, Slinfold, Horsham.

2.3 Departures from Standards (Design)

2.3.1 The Audit Team has not been advised of any design departures from standards.

2.4 Departures from Standards (Audit)

2.4.1 The Road Safety Audit has been produced with reference to DMRB – GG119 – Road Safety Audit with the following exceptions:

- A formal Road Safety Audit brief approved by West Sussex County Council has not been provided to the Audit Team, however, the Audit Team received all relevant background data and information, and therefore did not consider that the lack of a formal brief would compromise the production of a Road Safety Audit for these proposals

3. PROBLEMS IDENTIFIED IN PREVIOUS ROAD SAFETY AUDITS

The Audit Team are not aware of any previous road safety audits having been carried out on this scheme design.

4. ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

4.1 PROBLEM

Location: Proposed site access

Summary: Risk of side swipe type collisions due to restricted visibility at the proposed site access.

Detail: At the time of the site visit, existing vegetation was observed along the boundary in the vicinity of the proposed site access. This vegetation currently obstructs the achievable visibility splays in both directions along Hayes Lane. While the submitted plans indicate that vegetation will be removed to achieve the required sightlines, there is a risk that if vegetation is not adequately cut back, or if ongoing maintenance is not secured, visibility for drivers exiting the site may be compromised. Reduced visibility could increase the risk of vehicles failing to see approaching traffic, leading to potential turning or emerging collisions.

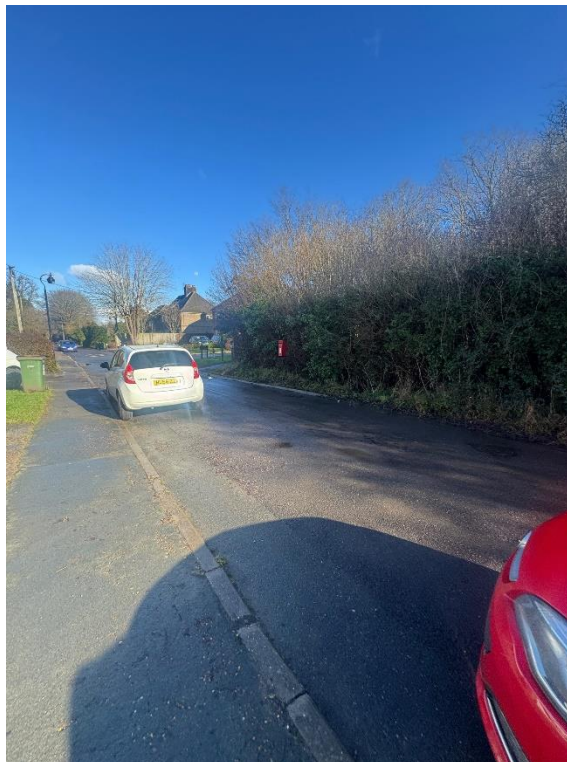


RECOMMENDATION

It is recommended that all vegetation within the required visibility splays is fully cut back prior to the access becoming operational. Measures should be put in place to ensure that visibility splays are kept clear and free from obstruction for the lifetime of the development, including appropriate maintenance responsibilities and arrangements.

4.2 PROBLEM

- Location:** Proposed informal pedestrian crossing point on Hayes Lane, adjacent to the site access.
- Summary:** On-street parking in the vicinity of the proposed informal crossing may obstruct its use and encourage pedestrians to cross at unsafe locations within the live carriageway risking pedestrian injury.
- Detail:** At the time of the site visit, vehicles were observed parking in the vicinity of the proposed informal pedestrian crossing location. Parking at this location has the potential to obstruct pedestrian desire lines and reduce the effectiveness and visibility of the informal crossing point. As a result, pedestrians may choose to cross away from the intended crossing location, potentially stepping out from between parked vehicles into the live carriageway. This could increase the risk of pedestrian-vehicle collisions, particularly where driver visibility of pedestrians is reduced.



RECOMMENDATION

It is recommended that waiting restrictions are extended in the vicinity of the proposed informal crossing to prevent on-street parking. This would help maintain clear pedestrian desire lines, improve intervisibility between pedestrians and approaching drivers, and reduce the risk of pedestrian-vehicle collisions.

End of Safety Comments

5. **AUDIT TEAM STATEMENT**

We certify that this audit has been carried out in accordance with GG 119 (revision 2).

Audit Team Leader

Paul Nevard
MSc, BA (Hons), CMILT, MCIHT, MSoRSA
NH RSA Cert Comp.
Road Safety Engineer
Director EC Road Safety

Signe

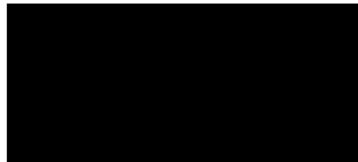


Date: 5th February 2026

Audit Team Member

Vinny Rey
BEng (Hons), MCIHT, MSoRSA
NH RSA Cert Comp.
Road Safety Auditor

Signed:



Date: 5th February 2026

EC Road Safety Limited

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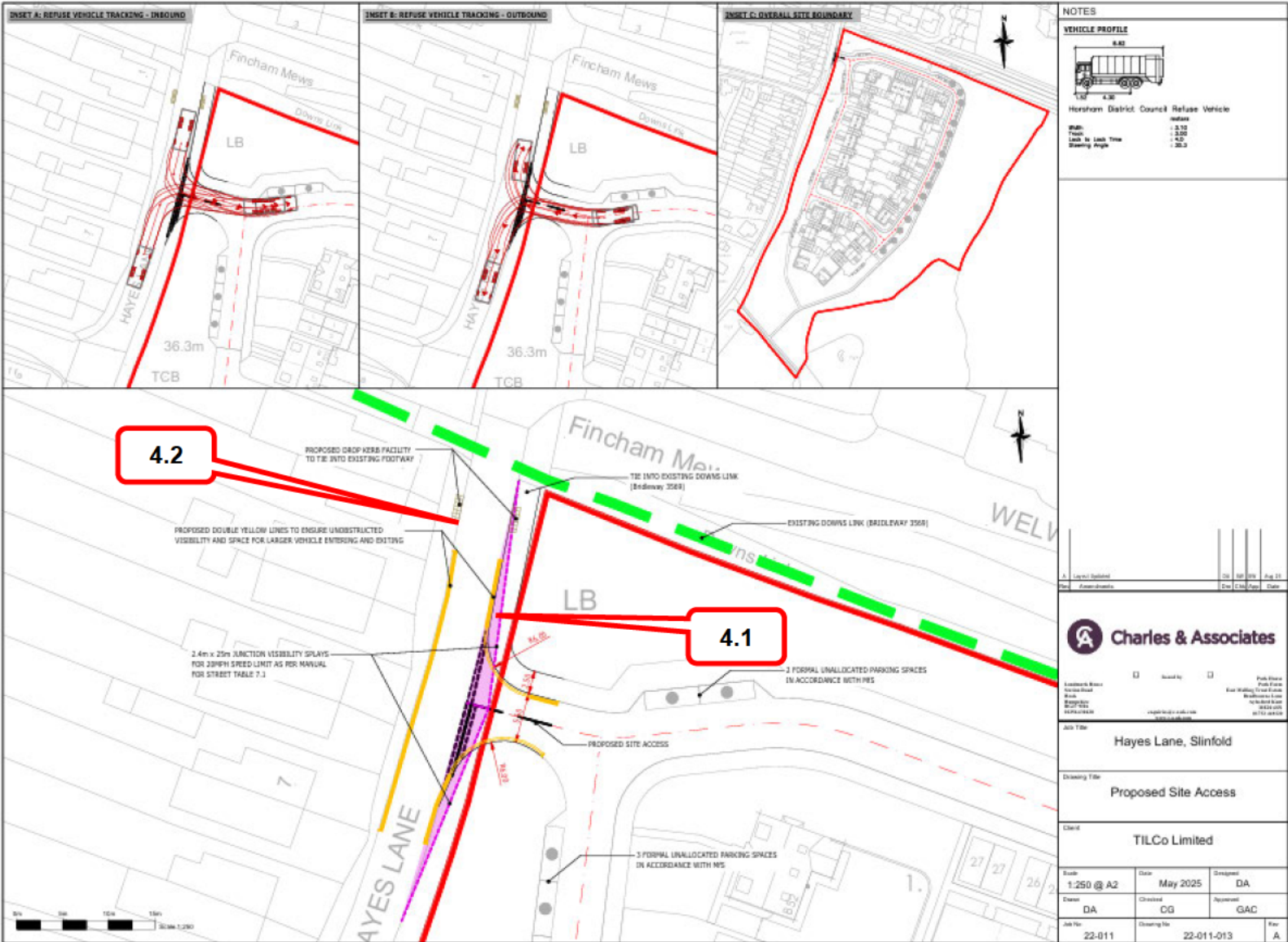
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APPENDIX A
INFORMATION PROVIDED

List of information provided:

Drawing Reference Number	Revision	Title
22-011-013 Rev A Proposed Site Access	-	Proposed Access Plan

PROBLEM LOCATION PLAN



APPENDIX C: ROAD SAFETY AUDIT RESPONSE LOG

Report Title:	RSA Stage:
Location:	Date:
Prepared by:	Document Reference:
On Behalf of:	

Original RSA Report Ref:	Date:
Compiled by: Paul Nevard and Vinny Rey	
On behalf of: EC Road Safety Limited	

Key Personnel

Overseeing Organisation:
RSA Team: EC Road Safety Limited – Paul Nevard and Vinny Rey
Design Organisation:

Road Safety Audit Decision Log

Prob No:	Location / Summary	Recommendation (summary)	Design Organisation Response	Overseeing Organisation Response	Agreed Action in Response to RSA
	Location: Summary:				
	Location: Summary:				
	Location: Summary:				