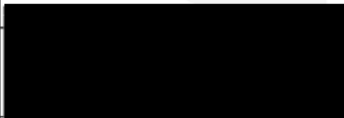


Project Details

Project:	Mowbray (Land North of Horsham) – Proposed RMA3
Report title:	Stage 1 Road Safety Audit Response Report
Date:	2 April 2026
Document reference and revision:	265_8220585_RSA1_Response_RMA3_(Issue_1)
Produced by:	Glanville Consultants
On behalf of:	West Sussex County Council

Authorisation Sheet

Prepared by	
Name:	David Strange
Position:	Principal Technician
Signed:	
Organisation:	Glanville Consultants
Date:	2 April 2026
Approved by	
Name:	John Birch
Position:	
Signed:	
Organisation:	Glanville Consultants
Date:	7 April 2026

Introduction

Scheme Details:	The proposal relates to the Mowbray development on land north of Horsham, West Sussex and specifically focusses on the proposed length of new highway known as 'RMA3'.
Stage of RSA:	Stage 1 Road Safety Audit
RSA Report Details:	Mowbray Development, North of Horsham (Proposed RMA3) - Stage 1 Road Safety Audit, dated 25 March 2026

Key Personnel

Overseeing Organisation:	West Sussex County Council – Ian Gledhill
RSA Team:	Audit Team Leader – Jason Bown (Alpha Consultants) Audit Team Member – B Newiss (Alpha Consultants)
Design Organisation:	David Strange (Glanville Consultants) John Birch (Glanville Consultants)
Developer's Representative:	Mark Wild (Legal & General)

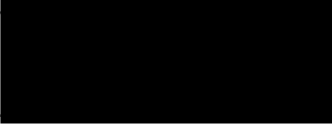
Road Safety Audit Decision Log

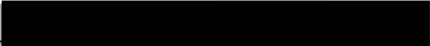
RSA Problem Ref.	RSA Problem	RSA Recommendation	Design Organisation's Response	Overseeing Organisation's Response	Agreed RSA Action
2.1	The proposed scheme, and wider Mowbray development, includes various crossing points for pedestrians and cyclists. Some of these give formal priority to crossing users, whilst others are more conventional crossing points, where those wishing to cross should typically give way to passing vehicles. In order for the arrangement to operate safely at each location, it will be important that pedestrians, cyclists and motorists can clearly identify when they will need to give way. Otherwise, there may be a heightened risk of associated conflict.	It is recommended that a consistent approach is adopted, both within the current scheme, and adjoining phases of the development. As well as any signing/markings proposed, a consistent approach to each type of crossing, in terms of its physical design and appearance, should ensure that users will become familiar with each arrangement and can readily distinguish between crossings with pedestrian/cycle priority, and those where footway/cycleway users should give way to passing traffic.	The Design Organisation partially accepts the Audit Team's recommendation. The crossings have been designed in accordance with approved cycling strategy. The segregated footway-cycleway alongside the primary road is designed with raised tables at crossing points on the secondary roads where pedestrians and cyclists have priority over vehicular traffic. Crossing points for the pedestrian-only footway alongside the primary road are designed as conventional in-line uncontrolled crossings. This approach is consistent along the full length of the RMA3 road, as currently designed, as well as with other recently designed and approved primary road infrastructure within the wider Mowbray development.	The approach proposed within the crossings is consistent with that within the approved road design (DC/25/1543) to the immediate west and into which the current proposed length of road connects. It's noted that the use of partial setbacks is intended only on the southern/western side of the carriageway as part of the spine road cycleway. A conventional arrangement is proposed on the northern/eastern side where only a footway is proposed. Road users should therefore be familiar with the overall approach being applied.	No further action required.
2.2	Whilst the visibility splay drawings include details of proposed visibility at each junction, it will also be important that drivers emerging from the side roads have sufficient visibility of any approaching pedestrians/cyclists, in order that they can give way at the crossing point if necessary. If visibility is restricted, this could lead to a heightened risk of collisions at the crossing points, particularly involving cyclists, who will often be approaching the crossing point at higher speed than pedestrians.	It is recommended that appropriate visibility splays are identified and kept clear of obstruction at each side road crossing point where pedestrians and cyclists will have priority.	The Design Organisation accepts the Audit Team's recommendation. Where vehicles are only giving way to pedestrians and cyclists visibility splays have been added in accordance with LTN 1/20 (paras 5.8.1 to 5.8.6). These splays assume an X-distance of 2.4 metres and a Y-distance of 17 metres (20kph approach speed). At the junction with the main carriageway, visibility splays are based on MfS guidance.	The Design Organisations response is noted and accepted. It's acknowledged that these additional visibility splays are included on the various general arrangement drawings. As part of the detailed design, the Designer is to clearly show the landscaping proposed within these areas and ensure that any planting within these does not restrict visibility. The planting within these areas should not pose an unreasonable future maintenance burden upon WSCC Highways.	As part of the detailed design, the Designer is to clearly show the landscaping proposed within these areas and ensure that any planting within these does not restrict visibility. The planting within these areas should not pose an unreasonable future maintenance burden upon WSCC Highways.
2.3	It appears from the drawings that there will be slopes alongside some sections of footway/cycleway/bridleway. There will also be culverted watercourses running through the site. Depending on the severity of any adjacent drops or gradient, users of these facilities could be at risk if they are not adequately protected. This risk could be heightened during the hours of darkness, when any adjacent hazards may be less obvious to users.	It is recommended that the likely severity of any slopes or drops is assessed and additional measures to protect users introduced if appropriate.	The Design Organisation accepts the Audit Team's recommendation. The fencing requirements along this section will be assessed and confirmed during the detailed design stage. This will consider the risks that may apply to all road users as might be reasonably anticipated.	The need for fencing or other such measures is to be considered and agreed as part of the detailed design.	The need for fencing or other such measures is to be considered and agreed as part of the detailed design.

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2.4	It is noted from the Pedestrian and Cycle Strategy that a cycle route is to join RMA3 from the west as shown above. It is possible that some cyclists will wish to connect directly with the eastern side of the carriageway. For example, to reach the side road as indicated by the red arrow above. However, this could lead to random/inappropriate crossing movements in this area if a suitable crossing point/connectivity are not provided.	It is recommended that the need for an additional crossing facility in the above area is investigated and incorporated into the detailed design as appropriate.	The Design Organisation accepts the Audit Team's recommendation. The need or otherwise for an additional crossing will be reviewed at the detailed design stage.	It's noted that the plans have been updated and an uncontrolled crossing introduced.	No further action required.
2.5	The proposals will include a vehicle crossover arrangement at a number of locations, providing access to residential parcels and sub-stations. If drivers emerging from these locations do not have adequate visibility along the adjoining footway or cycleway, this could lead to a heightened risk of conflict with those using these facilities.	It is recommended that appropriate visibility splays are identified and kept clear of obstruction at the vehicular egress from each residential parcel/sub-station.	Where vehicle crossovers cross footways, visibility splays that are a minimum of 2 metres x 2 metres will be available and remain clear of obstruction. It should be noted that vehicles will only need to access the sub-stations on a very infrequent basis.	It's noted that all but one of the crossovers referenced are on the northern/eastern side of the carriageway where only a footway is intended. As such, the proposed 2 x 2 metres pedestrian visibility splays at these crossovers accords with current guidance. There is one exception to this with a crossover serving a substation that adjoins the spine road cycle route. This crossover will be infrequently used but in any case providing a vehicle reverses in, when emerging, a driver would have good visibility along the cycle way. Through the detailed design, the Designer is to ensure that any planting within these splays remains low level (below 0.6 metres in height).	Through the detailed design, the Designer is to ensure that any planting within the splays or adjacent to the crossovers remains low level (below 0.6 metres in height).
2.6	At the proposed bus stop shown above, it is possible that some northbound motorists may attempt to pass a stationary bus, although they may have limited visibility of any southbound vehicles due to the road alignment. There could also be an added risk of conflict if a vehicle unexpectedly emerges from the side road as illustrated	It is recommended that the bus stop location is reviewed in light of the potential conflict raised above.	The Design Organisation rejects the Audit Team's recommendation. Firstly, it is worth noting that the bus service will operate at a maximum frequency of 2 buses per hour. Secondly, a vehicle attempting to pass will commence its manoeuvre well back from a stationary (northbound) bus rather than immediately behind. Additional vehicle-to-vehicle visibility splays have been added to the layout to clearly indicate what a southbound and left-turning driver will observe and over what distance should a vehicle attempt to pass a stationary bus.	The Auditor's concern is noted. WSCC recognizes that the planned bus service is expected to amount to a 30-minute frequency. The potential for a bus being stopped is therefore limited. Whilst the carriageway alignment may restrict visibility for those overtaking a bus, the restricted visibility may in any case discourage overtaking	No further action required.

RSA Problem Ref.	RSA Problem	RSA Recommendation	Design Organisation's Response	Overseeing Organisation's Response	Agreed RSA Action
				movements or mean that drivers proceed with caution. Any vehicles at the side road would have to give-way to traffic on the major road arm and to which appropriate levels of visibility can be achieved. WSCC is satisfied with the bus stop location.	
2.7	Whilst such an arrangement can sometimes operate without issues, the above bus stop will coincide with the proposed visibility splay from the nearby side road junction. If a southbound motorist were to overtake a stationary bus, this could lead to conflict with any vehicles about to exit the side road.	It is recommended that the proposed bus stop location is reviewed in light of the potential conflict raised above.	The Design Organisation accepts the Audit Team's recommendation. The proposed bus stop has been relocated further to the north-west to a point directly opposite the proposed bus layby. A proposed vehicle crossover providing access to a small residential parcel containing only 5 dwellings has also been adjusted to the east to achieve a suitable separation to the relocated bus stop. As noted above, the bus service will operate at a maximum frequency of 2 buses per hour.	It's noted that the bus stop has been relocated.	No further action required.

Design Organisation and Overseeing Organisation Statements

Design Organisation's Statement	
On behalf of the Design Organisation, I certify that:	
1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	John Birch
Signed:	
Position:	Director
Organisation:	Glanville Consultants
Date:	22 June 2026

Overseeing Organisation's Statement	
On behalf of Overseeing Organisation, I certify that:	
1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Design Organisation; and	
2) the Agreed RSA Actions will be progressed.	
Name:	I 
Signed:	
Position:	Principal Planner – County Highways
Organisation:	West Sussex County Council
Date:	19 June 2026