

Station Road, Warnham

Technical Note 001 V1.1

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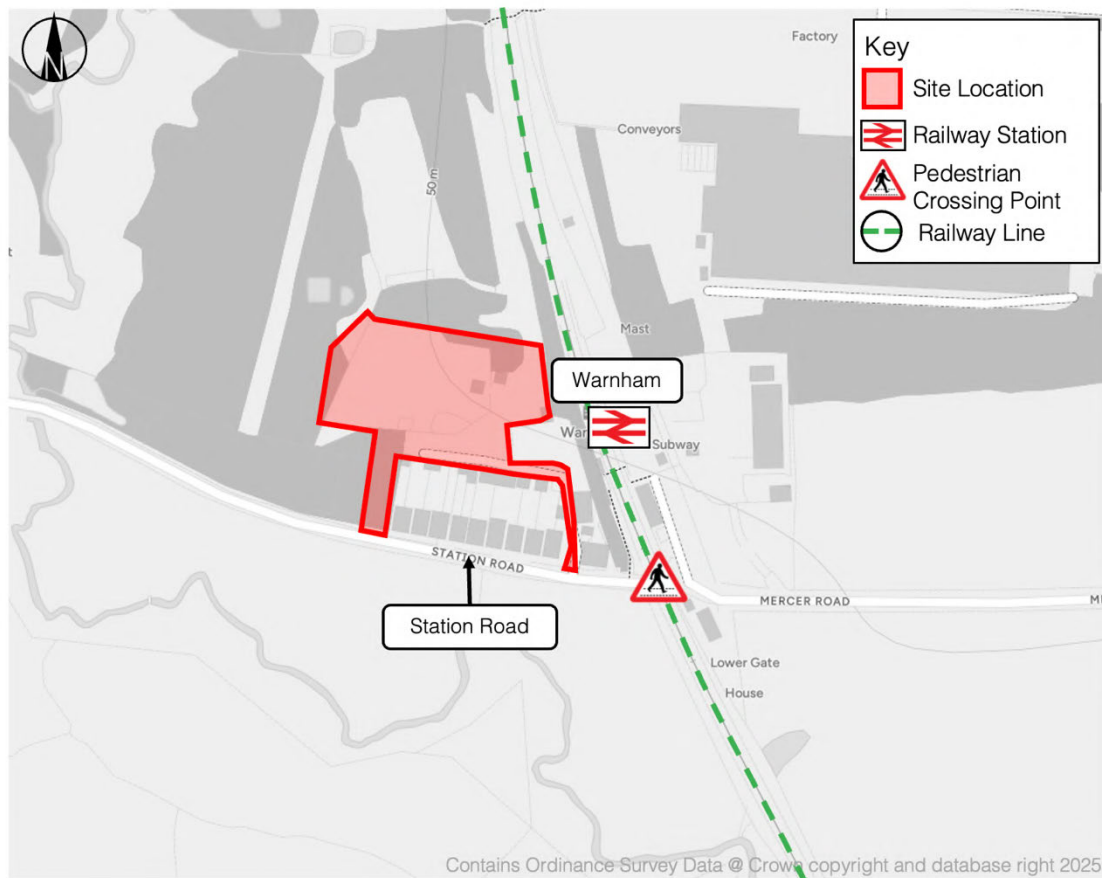
Client:	Wienerberger Ltd	Job No	J328671
Date:	23 June 2026	Approved by:	MF
Prepared by:	CB		

1. Introduction

1.1 Overview

- 1.1.1 This Technical Note (TN) has been prepared by mode transport planning (mode) on behalf of Wienerberger Ltd, with respect to a planning application (ref: DC/26/0585) for a proposed residential development of up to 24 dwellings at land located north of Station Road, Warnham.
- 1.1.2 The application site is located within Horsham District Council (HDC), who act as the Local Planning Authority (LPA) and West Sussex County Council (WSCC), who act as Local Highway Authority (LHA).
- 1.1.3 WSCC have provided comments on the application on 1st June 2026, provided in [Appendix A](#).
- 1.1.4 The purpose of this note is to address the matters raised by the LHA and provide responses to the findings of the updated Stage 1 Road Safety Audit (RSA) undertaken in June 2026.
- 1.1.5 This TN should be read in conjunction with the following previously submitted reports for the proposals at the site:
- Transport Statement (TS).
 - Travel Plan Statement (TPS).
 - Stage 1 RSA reports.
- 1.1.6 The site location is demonstrated on [Figure 1.1](#), with the proposed site layout provided in [Appendix B](#).

Figure 1.1 Site Location Plan



1.2 Document Structure

1.2.1 The remainder of this document is structured as follows:

- **Chapter 2:** Highway Authority Comments.
- **Chapter 3:** Stage 1 Road Safety Audit.
- **Chapter 4:** Summary and Conclusion.

2. Highway Authority Comments

2.1 Access and Visibility

2.1.1 With regard to the site access point and visibility, the response from WSCC states:

“At the junction of the proposed road and Station Road, the TA confirms that appropriate radii are provided (shown at 6.5m on J32-8671-SK-00) that are supported with swept paths for a refuse vehicle and fire appliance.

Appropriate visibility splays have been demonstrated at the junction with Station Road in accordance with 85th percentile road speeds via a speed survey. There is some mature hedge along Station Road that might impact visibility splays.

Confirmation is required if there is a requirement for any third party land that would make visibility to the left unachievable when exiting the proposed road.

Appropriate carriageway widths to be provided on the new road. There are no indicative dimensions on the plan (5.5m is shown on drawing J32-8671-SK-00).

There is no clear pedestrian crossing provision or continuity along Station Road

The LHA's database which holds data on recorded incidents over the last 5 years has been checked and we are satisfied there are no patterns attributing to any highway layout or defect which would require any mitigation."

Horizontal Visibility

2.1.2 Horizontal visibility analysis has been undertaken, in line with the Manual for Streets (MfS), utilising ATC surveys to identify the 85th percentile speeds on Station Road to determine the minimum horizontal visibility distances required, which are as follows:

- Westbound visibility: 2.4m x 46.6m
- Eastbound visibility: 2.4m x 32.0m

2.1.3 It is noted that the visibility to the east has been measured to the centre line of the carriageway, due to the frequency of parked vehicles on the northern side of Station Road.

2.1.4 The ATC survey data utilised to inform the visibility splays is appended to the submitted TS.

2.1.5 The visibility splays identified above can be achieved from within land either forming part of the public highway or land under the applicant's control. As such, no third-party land is required to achieve the visibility splays demonstrated on **mode drawing J32-8671-SK-001 Rev C**, provided in **Appendix C**.

Access Road Dimensions

2.1.6 The proposed site access road has been designed with a carriageway width of 5.5m. This width accords with accepted residential street design guidance and is sufficient to accommodate two-way vehicle movements, including refuse and emergency vehicles as shown on **mode drawing J32-8671-SK-001 Rev B**, provided in **Appendix C**.

Pedestrian Connectivity

- 2.1.7 The development proposals include off-site pedestrian accessibility improvements at the A24 / Station Road / Bell Road junction.
- 2.1.8 The purpose of these works is to provide a safer crossing opportunity across the A24 and improve connectivity between the site, Warnham Station and existing pedestrian infrastructure within the wider area.
- 2.1.9 The proposed package of off-site improvements therefore represents a proportionate and targeted enhancement to local pedestrian accessibility.

2.2 Pedestrian Accessibility Improvements – Station Road / A24 / Bell Road

- 2.2.1 With regard to the proposed pedestrian accessibility improvements, the response from WSCC states:

“The LHA has reviewed the highway improvement works on the A24/Station Road/Bell Road as proposed by the applicant on drawing J32-5244-PS-005 Rev C. Notwithstanding changes may be required as part of a revised RSA the LHA would offer the following comments following assessment of the plan and supporting information:

The crossing point is too close to the junction and needs to be amended to reduce risk of pedestrians from turning vehicles. The crossing is shown located within skewed kerbline of the A24.

The footway width on the western side tactile paving appears to be barely a metre wide. This will be too narrow for eastbound pedestrians waiting to cross the A24. It is shown as equivalent to 2 tactile paving slabs width (800mm)

The width of the refuge island in the ghost island at absolute minimum (1.5m). This will not be suitable for wheelchairs, pushchairs and dismounted cyclists. This will result in poor comfort and safety perceptions. Consideration to be given to widening the depth of the refuge island. CD 143 recommends:

Refuge islands

E/4.6 Refuge islands shall not be provided where the speed limit is greater than 40 mph except where the refuge island is incorporated into a single lane dualling design.

E/4.7 Table E/4.7 shall be used to determine the depth of pedestrian and shared use refuge islands, measured in the direction of travel of the pedestrian or cyclist.

Table E/4.7 Depth of pedestrian and shared use refuge islands

User type	Desirable minimum depth	Absolute minimum depth
Pedestrians	2.0 metres	1.5 metres
Shared use	3.0 metres	2.5 metres

E/4.7.1 The width of the pedestrian or shared use refuge island should not be less than the width of the connecting facility or less than 2.0 metres.

The RSA will need to incorporate any changes to the above and Auditor comments will be required.”

Proposed Off-site Pedestrian Improvements

2.2.2 Following receipt of the LHA comments and the updated RSA, the pedestrian crossing arrangement has been revised in line with feedback received. The amendments to the design are summarised as follows, with further detail of the updated Stage 1 RSA (RSA1) set out in the associated Designers Response, provided in [Appendix C](#).

- Widening of pedestrian refuge.
- Amendments to junction radii at the Bell Road / A24 junction, to facilitate greater separation between the crossing point and junction.
- Swept path analysis to inform the above.

2.2.3 The revised arrangement is demonstrated on [mode drawing J32-8671-PS-005 Rev E](#), provided in [Appendix C](#).

2.3 Stage 1 Road Safety Audit (RSA)

2.3.1 With regard to the RSA1, the response from WSCC states:

A Stage 1 RSA has been undertaken and this was completed in July 2021, this includes the access strategy and proposed works onto the A24 to west. As 3 years have passed since the original RSA was undertaken the LHA would require the RSA to be re-commissioned or an Auditor confirmation that this is still acceptable and relevant in the current context. In addition, the Designer's Response section of the RSA needs to be completed by the Design Team so the LHA as overseeing organisation can formally sign off the process.

2.3.2 An updated Stage 1 Road Safety Audit has been undertaken in June 2026 by an independent, accredited auditor, which identified four problems. The full RSA report and Designer's Response are provided in [Appendix D](#) for reference.

2.4 Network Capacity

2.4.1 With regard to the capacity of the local highway network, the response from WSCC states:

“Via the Trip Rate Information Computer System (TRICS) the TS has demonstrated that the residential development would generate up to 15 and 13 two-way trips in any one hours in the standard weekday peak periods (08:00am-09:00am and 17:00pm-18:00pm) respectively. This is likely to equate to an extra movement every 3/5 minutes. The LHA would not raise a capacity concern with the anticipated amount of additional vehicular movements onto the local network, and no further assessments are required.”

2.4.2 On the basis of the above, no further action is required relating to network capacity.

2.5 Layout and Parking

2.5.1 With regard to the site layout and parking, the response from WSCC states:

“The proposals are for Outline consent therefore it is appreciated that the internal layout, parking mix and design could change as the scheme progresses. However, based on the information provided the following comments would be offered:

Parking allocation of 36 resident spaces and 5 visitor spaces considered sufficient for the requirements of the proposals. A parking survey has been undertaken and the results have been assessed by the LHA and the results show there is capacity on-street if there is any overspill in parking.

Spine road serving plots 17-24 appears constrained, particularly at the bend. Swept path for refuse/fire vehicles is likely non-compliant. Ensure refuse/fire appliance vehicle tracking overlay works without overrunning footways.

Swept paths confirm adequacy of turning heads is confirmed on drawing J32-8671-AT-A02.

Not clear how pedestrian routes stake out at Spine Road/Gravel Access Road junction

Access to parking spaces to be designed as vehicle crossovers, not a combination of crossovers and bellmouths.

Lack of continuous pedestrian infrastructure. Not clear if footways are provided on both sides along the block paved road or it's a shared surface road.”

Car Parking Provision

2.5.2 The feedback provided by WSCC regarding car parking is accepted, and no further action is required on this point.

Internal Spine Road

- 2.5.3 With regard to the internal spine road, swept path analysis has been undertaken for a refuse vehicle, which demonstrates that the proposed internal road, including the proposed turning head, can accommodate refuse vehicle movements.
- 2.5.4 Swept path analysis for an 11.2m refuse vehicle is demonstrated on [mode drawing J32-8671-AT-A02 Rev F](#), provided in [Appendix C](#).

Pedestrian Infrastructure and Access to Parking Spaces

- 2.5.5 The comments provided by WSCC regarding on-site pedestrian routes and access to car parking spaces are noted, and will be considered further at Reserved Matters stage.
- 2.5.6 The submitted layout demonstrates that sufficient space exists to provide an appropriate internal highway arrangement in accordance with WSCC standards for an Outline scheme.

3. Summary & Conclusion

3.1 Summary of Responses to LHA and RSA Matters

3.1.1 **Table 4.1** demonstrates that all matters raised by the Local Highway Authority and the updated Stage 1 Road Safety Audit have either been addressed through supporting technical evidence or accepted for incorporation within the detailed design process.

Table 3.1 Summary of Responses to LHA and RSA Matters

Matter Raised	Source	Status
Visibility splays and third-party land requirements	LHA	Addressed – visibility splays achievable within highway land and applicant control.
Site access carriageway widths	LHA	Addressed – 5.5m carriageway width confirmed.
Pedestrian connectivity along Station Road	LHA	Addressed – off-site pedestrian improvements proposed and justified.
Crossing location at A24 / Station Road / Bell Road junction	LHA	Accepted – to be refined through detailed design and Section 278 process.
Footway width at crossing point	LHA	Accepted – to be reviewed and amended where necessary.
Refuge island width	LHA	Accepted – opportunities to increase width to be explored during detailed design.
Updated Road Safety Audit	LHA	Completed – updated Stage 1 RSA undertaken June 2026.
Designer's Response	LHA	Completed – included within this note.
Spine road geometry and vehicle tracking	LHA	Addressed – swept path analysis demonstrates acceptability.
Pedestrian routes within development	LHA	Accepted – to be confirmed at Reserved Matters stage.
Parking access arrangements	LHA	Accepted – detailed design to be provided at Reserved Matters stage.
Continuous pedestrian infrastructure	LHA	Accepted – to be clarified through detailed design.
Road marking arrangement	RSA Problem 1	Accepted – markings to be amended during detailed design.
Pedestrian intervisibility splays	RSA Problem 2	Accepted – visibility requirements to be incorporated into final design.
Residential access visibility	RSA Problem 3	Accepted – visibility to be reviewed and maintained.
Refuge island conspicuity	RSA Problem 4	Accepted – signing and bollards to be incorporated.

3.2 Conclusion

- 3.2.1 The matters raised by the LHA have been addressed through amendments to the proposed highway design and the provision of additional supporting technical evidence. The revised drawings and assessments demonstrate that the proposed access arrangements, pedestrian improvements and internal layout can operate safely and effectively.
- 3.2.2 The updated Stage 1 Road Safety Audit has been completed and all identified matters have been addressed through amendments to the proposed design, set out in the accompanying Designer's Response.
- 3.2.3 Accordingly, the matters raised by the LHA and the Stage 1 Road Safety Audit have been satisfactorily addressed and there are no highway or transportation reasons why the proposed development should not be supported.

APPENDIX A

WSCC Response

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Alice Johnson
FROM:	WSSC – Highways Authority
DATE:	1 st June 2026
LOCATION:	Land at Station Road Warnham West Sussex RH12 3SR
SUBJECT:	DC/26/0585 Outline application for the erection of approximately 24 residential dwellings, with all matters reserved except for access.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information

Background

WSSC in its role of Local Highway Authority (LHA) has been consulted on the proposals for highway safety, capacity and access. The development proposals seek to redevelop the land for the erection of up to 24 residential dwellings, with a mix of houses and flats. The proposals are for Outline permission only at this stage.

The LHA undertook pre-application advice with the Design Team in 2021 for the proposals at which time 49 dwellings were proposed. The latest application is supported by way of a Transport Statement (TS) dated February 2026.

Access and Visibility

The proposed access arrangement is to be provided off Station Road, on the southern boundary of the site. The LHA has reviewed the information submitted within the TS and offers the following comments:

- At the junction of the proposed road and Station Road, the TA confirms that appropriate radii are provided (shown at 6.5m on J32-8671-SK-00) that are supported with swept paths for a refuse vehicle and fire appliance.
- Appropriate visibility splays have been demonstrated at the junction with Station Road in accordance with 85th percentile road speeds via a speed survey. There is some mature hedge along Station Road that might impact visibility splays. Confirmation is required if there is a requirement for any third party land that would make visibility to the left unachievable when exiting the proposed road.
- Appropriate carriageway widths to be provided on the new road. There are no indicative dimensions on the plan (5.5m is shown on drawing J32-8671-SK-00).
- There is no clear pedestrian crossing provision or continuity along Station Road
- The LHA's database which holds data on recorded incidents over the last 5 years has been checked and we are satisfied there are no patterns attributing to any highway layout or defect which would require any mitigation.

Pedestrian Accessibility Improvements- Station Road / A24 / Bell Road

The LHA has reviewed the highway improvement works on the A24/Station Road/Bell Road as proposed by the applicant on drawing J32-5244-PS-005 Rev C. Notwithstanding changes may be required as part of a revised RSA the LHA would offer the following comments following assessment of the plan and supporting information:

- The crossing point is too close to the junction and needs to be amended to reduce risk of pedestrians from turning vehicles. The crossing is shown located within skewed kerbline of the A24.
- The footway width on the western side tactile paving appears to be barely a metre wide. This will be too narrow for eastbound pedestrians waiting to cross the A24. It is shown as equivalent to 2 tactile paving slabs width (800mm)
- The width of the refuge island in the ghost island at absolute minimum (1.5m). This will not be suitable for wheelchairs, pushchairs and dismounted cyclists. This will result in poor comfort and safety perceptions. Consideration to be given to widening the depth of the refuge island. CD 143 recommends:

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- Spine road serving plots 17-24 appears constrained, particularly at the bend. Swept path for refuse/fire vehicles is likely non-compliant. Ensure refuse/fire appliance vehicle tracking overlay works without overrunning footways.
- Swept paths confirm adequacy of turning heads is confirmed on drawing J32-8671-AT-A02.
- Not clear how pedestrian routes stake out at Spine Road/Gravel Access Road junction
- Access to parking spaces to be designed as vehicle crossovers, not a combination of crossovers and bellmouths.
- Lack of continuous pedestrian infrastructure. Not clear if footways are provided on both sides along the block paved road or it's a shared surface road.

Conclusion

The LHA would require further information and consideration on the areas raised within the response including:

- Pedestrian Accessibility and improvements
- RSA
- Vehicular Visibility

Jamie Brown

West Sussex County Council – Planning Services

APPENDIX B

Site Layout Plan



APPENDIX C

mode Drawings



REV	DATE	REMARKS
-	27.10.2025	Initial Issue
A	11.02.2026	Revised Site Layout
B	23.06.2026	Revised Site Layout
C	23.06.2026	Revised Site Layout

Legend

Highway Boundary

CLIENT	Wienerberger Ltd
JOB TITLE	Station Road, Warnham (Revised)
DRAWING TITLE	Proposed Access Point & Visibility

DRAWING NO.

J32-8671-SK-001

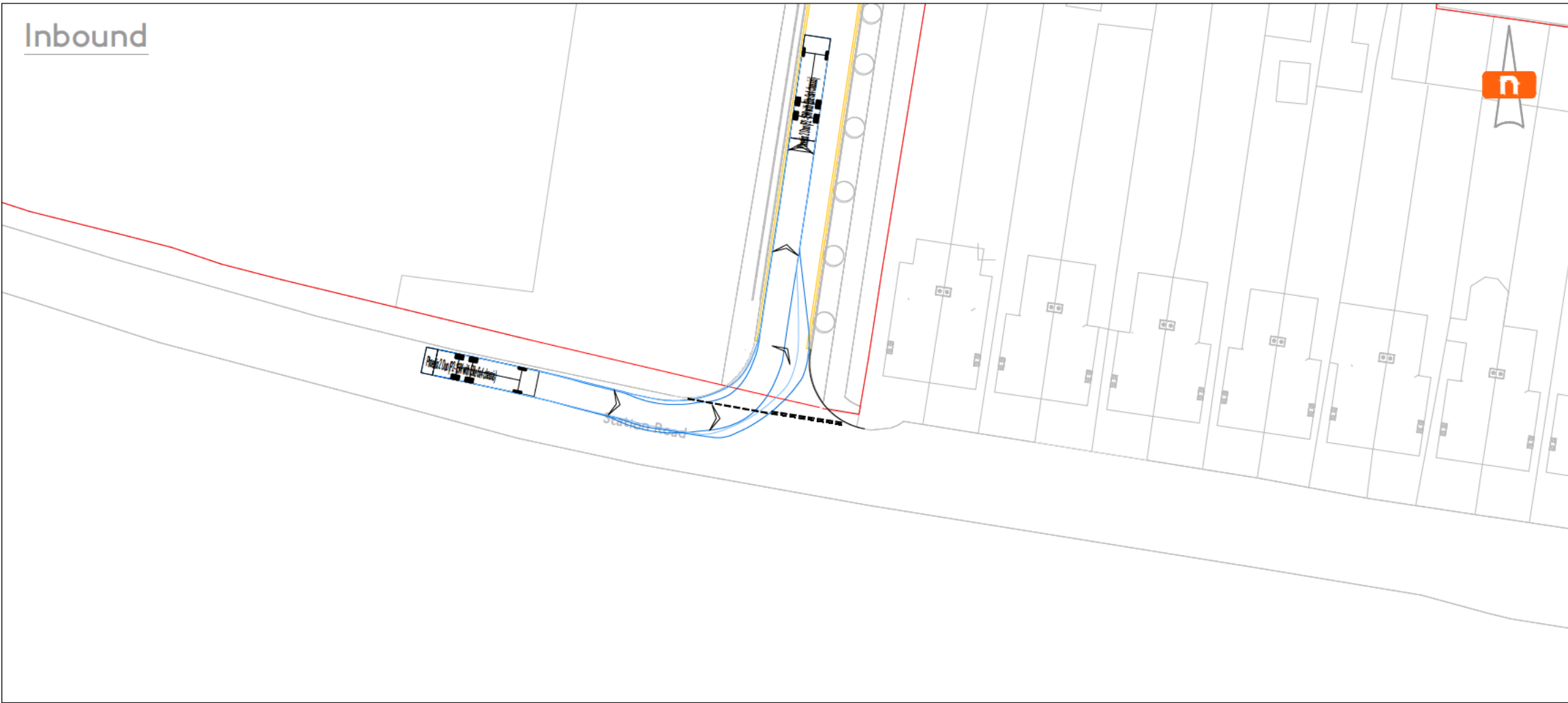
DRAWN	CB	CHECKED	MGF
CREATED	Feb '26	SCALE	1:250 at A3

- Note:
- This drawing is indicative and subject to discussions with local & national highway authorities. This design is also subject to confirmation of land ownership, topography location of statutory services, detailed design and traffic modelling.
 - Road markings & traffic signs are to be in accordance with "The Traffic Signs Regulations and General Directions 2016".
 - Do not scale from this drawing. Work from figured dimensions only.
 - All dimensions are shown in metres unless noted otherwise.
 - Drawing based on layout: WAR-WBR-ZZ-ZZ-DR-A-13301

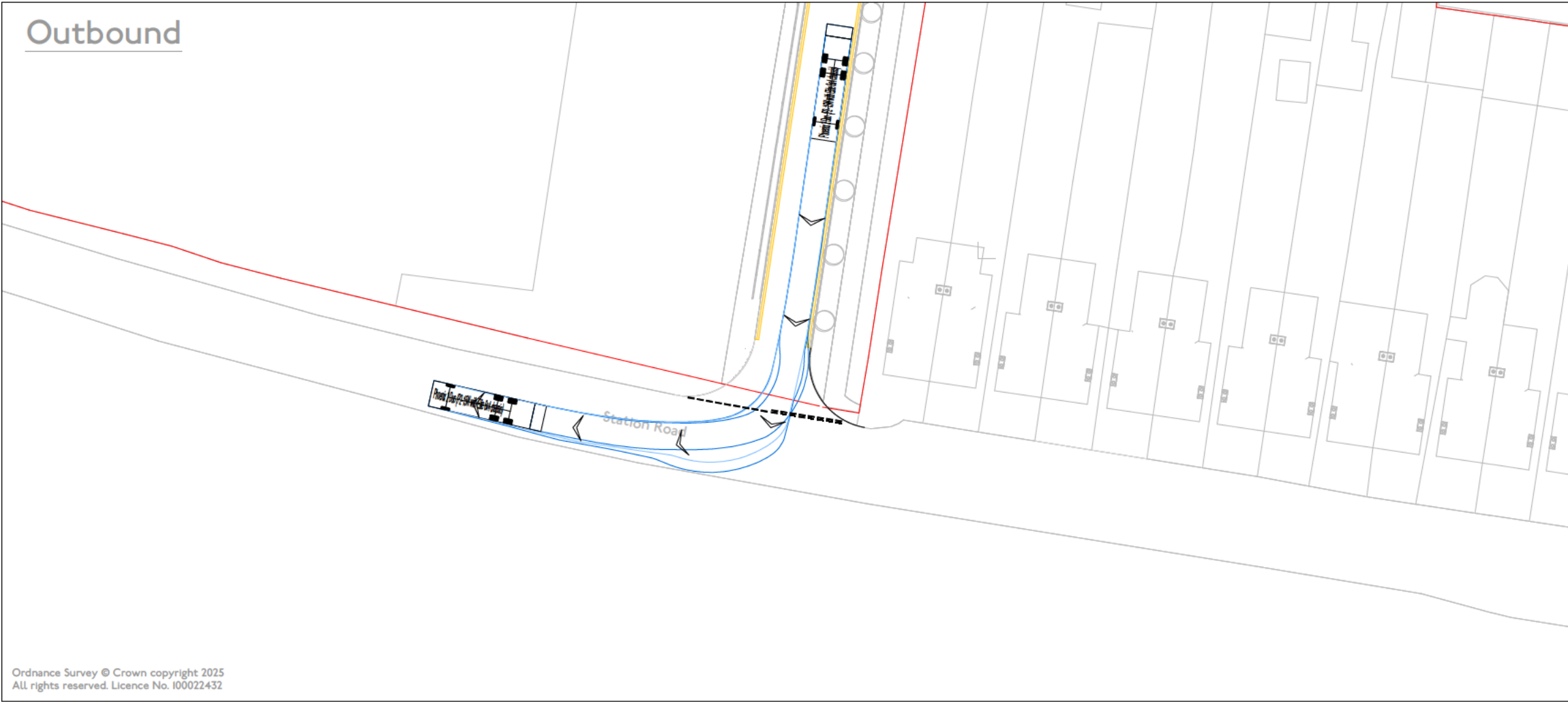
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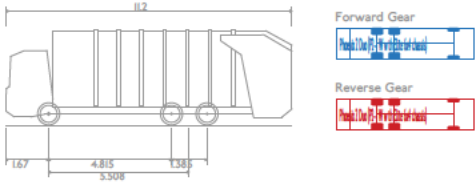
Inbound



Outbound



- Note:
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 3. Do not scale from this drawing. Work from figured dimensions only.
 4. All dimensions are shown in metres unless noted otherwise.
 5. Drawing based on layout: WAR-WBR-ZZ-ZZ-M2-A-I330I



Phoenix 2 Duo (P2-I5W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 0.304m
Min Body Ground Clearance 2.500m
Track Width 4.00s
Lock to lock time 9.500m
Kerb to Kerb Turning Radius

C	23.06.2026	Revised Site Layout
B	23.06.2026	Revised Site Layout
A	11.02.2026	Revised Site Layout
-	27.10.2025	Initial Issue
REV	DATE	REMARKS

CLIENT

Wienerberger Ltd

JOB TITLE

Station Road, Warnham (Revised)

DRAWING TITLE

Swept Path Analysis -
11.2m Refuse Vehicle (Site Access)

DRAWING NO.

J32-8671-AT-A01

DRAWN	CB	CHECKED	MGF
CREATED	Feb '26	SCALE	1:500 at A3

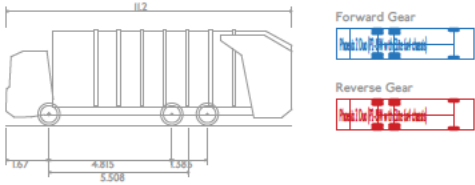
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 - Drawing based on layout: WAR-WBR-ZZ-ZZ-DR-A-13301



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

F	23.06.2026	Revised Site Layout
E	23.06.2026	Revised Site Layout
D	12.06.2026	Updated Tracking
C	11.02.2026	Revised Site Layout
B	22.10.2025	Revised Site Layout
A	27.08.2025	Revised Site Layout
-	07.07.2025	Initial Issue
REV	DATE	REMARKS

CLIENT

Wienerberger Ltd

JOB TITLE

Station Road, Warnham (Revised)

DRAWING TITLE

Swept Path Analysis -
11.2m Refuse Vehicle (Turning Head)

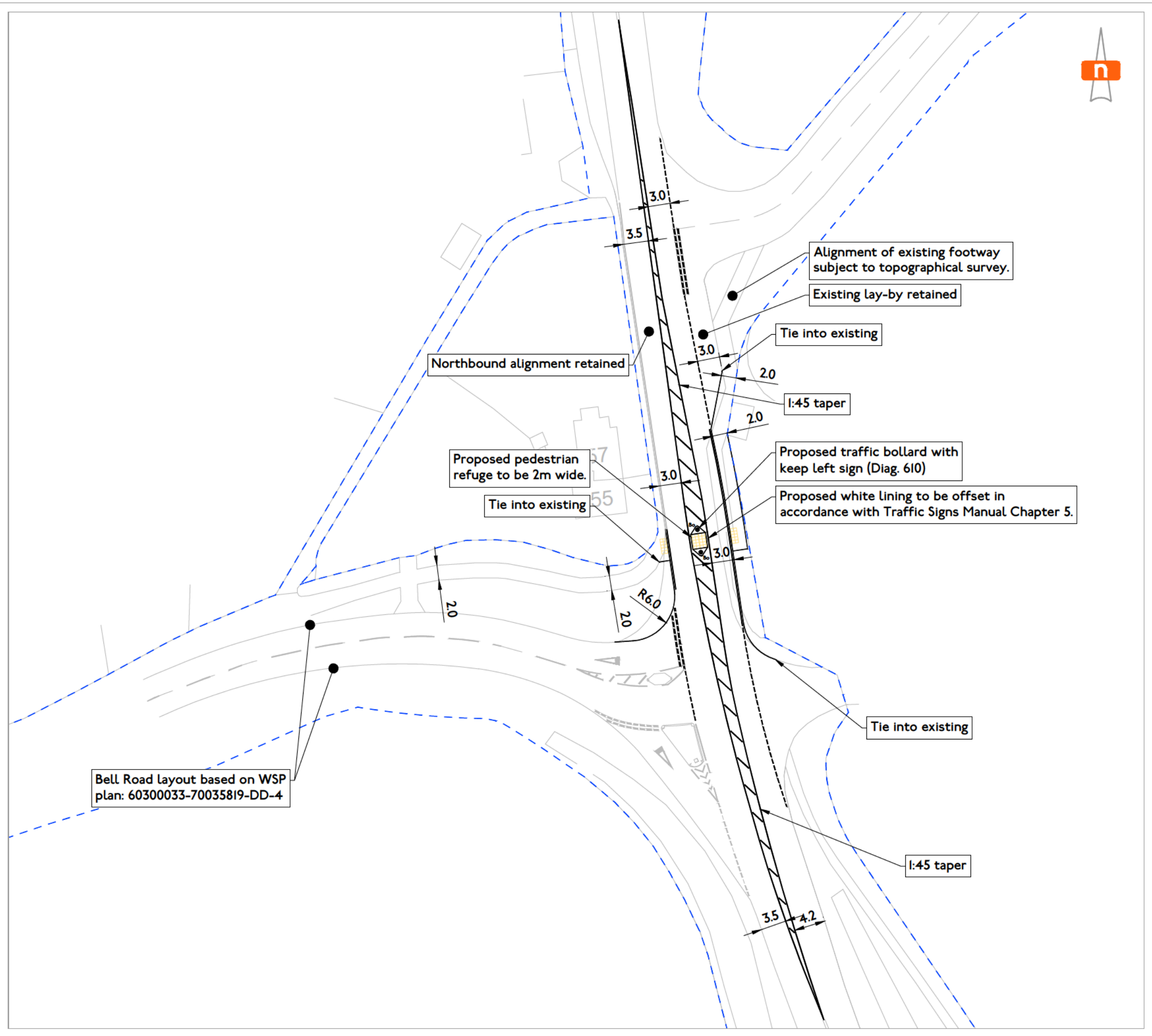
DRAWING NO.

J32-8671-AT-A02

DRAWN	CB	CHECKED	MGF
CREATED	JUN '26	SCALE	1:500 at A3

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5. Layout based on OS mapping

	Existing layout
	Proposed layout
	Highway boundary
	Proposed tactile paving
	Proposed traffic bollard

E	22.06.2026	UPDATE TO PROPOSED LAYOUT
D	16.06.2026	UPDATE TO PROPOSED LAYOUT
C	01.09.2025	BORDER UPDATES
B	03.09.2021	RSA COMMENTS ADDRESSED
A	08.04.2021	PED REFUGE PROVIDED
-	01.02.2021	Initial Issue

CLIENT

WIENERBERGER LTD

JOB TITLE

STATION ROAD, WARNHAM

DRAWING TITLE

PROPOSED A24 PEDESTRIAN CROSSING

DRAWING NO.

J32-8671-PS-005

DRAWN	RM	CHECKED	CB
CREATED	FEB '21	SCALE	1:500 at A3

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mode

transport planning

Northern Pedestrian Crossing Visibility Splay

Southern Pedestrian Crossing Visibility Splay



- Note:
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 5. Layout based on OS mapping

- Existing layout
- Proposed layout
- Highway boundary
- Pedestrian visibility splay in accordance with DMRB standards for a 40mph speed limit:
'x' - 1.5m
'y' - 120m
- Visibility splay tangential to edge of carriageway

-	22.06.2026	Initial Issue
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CLIENT

WIENERBERGER LTD

JOB TITLE

STATION ROAD, WARNHAM

DRAWING TITLE

VISIBILITY SPLAY
PEDESTRIAN CROSSING

DRAWING NO.

J32-8671-PS-008

DRAWN	RM	CHECKED	MF
CREATED	JUN '26	SCALE	1:500 at A3

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Northern Vehicle Access Visibility Splay

Southern Vehicle Access Visibility Splay



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5. Layout based on OS mapping

- Existing layout
- Proposed layout
- Highway boundary
- Vehicle visibility splay in accordance with DMRB standards for a 40mph speed limit:
'x' - 2.4m
'y' - 120m
- Achievable vehicle visibility splay from existing access

-	22.06.2026	Initial Issue
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CLIENT

WIENERBERGER LTD

JOB TITLE

STATION ROAD, WARNHAM

DRAWING TITLE

VISIBILITY SPLAY
VEHICLE ACCESS

DRAWING NO.

J32-8671-PS-009

DRAWN	RM	CHECKED	MF
CREATED	JUN '26	SCALE	1:500 at A3

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APPENDIX D

Stage 1 Road Safety Audit & Designer's Response

A24 DORKING ROAD /
STATION ROAD / BELL ROAD,
WARNHAM, WEST SUSSEX
Stage 1 Road Safety Audit

J190780

Wienerberger Ltd

22nd June 2026



GR 119

Grange Transport Consulting

Tel: +44 (0)7912 160 303 Email: info@grange-transport.co.uk Web: www.grange-transport.co.uk

Grange Transport Consulting Ltd registered in England and Wales No.13643298

Registered office: 119 Grange Road, Banbury, Oxfordshire, OX16 9AT

A24 Dorking Road / Station Road / Bell Road, Warnham,
West Sussex

Stage 1 Road Safety Audit



A24 Dorking Road / Station Road / Bell Road,
Warnham, West Sussex

Stage 1 Road Safety Audit

J190780

June 2026

Client: mode transport planning

Scheme:	A24 Dorking Road / Station Road / Bell Road, Warnham, West Sussex		
Original Issue Date:	22.06.26		
Document reference and Revision:	260622_J190780_Warnham_RSA1_Final.docx Rev 1.0		
Prepared by:	Wing Lee	Date:	17.06.26
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Authorised by:	Wing Lee	Date:	22.06.26
Overseeing Organisation:	West Sussex County Council		
Status:	For Issue	Date:	22.06.26

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1. Introduction

1.1 General

- 1.1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on Wednesday 17 June 2026. The audit was undertaken on behalf of Wienerberger Ltd, in regard to proposed off-site works associated with a residential development at Station Road, Warnham, West Sussex.
- 1.1.2 The audit has been requested by Chester Breedon of mode transport planning. An Audit Brief has been provided to the Audit Team. The Audit Team has been approved by Matthew Fitchett of mode transport planning. The Overseeing Organisation is West Sussex County Council (WSSCC).
- 1.1.3 The Road Safety Audit team comprised of the following individuals:

Wing Lee BEng(Hons), PGCert, MSoRSA, HE Cert Comp, MCIHT, MIHE
Audit Team Leader

Ian Medd MCIHT, FSoRSA
Audit Team Member

Jennie Lee MCIHT
Audit Team Member

- 1.1.4 A site visit was undertaken by the Audit Team on Wednesday 17 June 2026, between the hours of 15:00 and 15:45. The weather was sunny and the road surface was dry. Traffic levels were moderate at the start of the visit and became light at the end of the visit. The level of pedestrians and cyclists were minimal during the site visit.

1.2 Site Location

- 1.2.1 The site considered for this Stage 1 Road Safety Audit comprises of the staggered crossroads junction of the A24 Dorking Road / Station Road / Bell Road, situated at the eastern extent of Warnham. A site location plan is shown at **Appendix A**.

1.3 Strategic Decisions

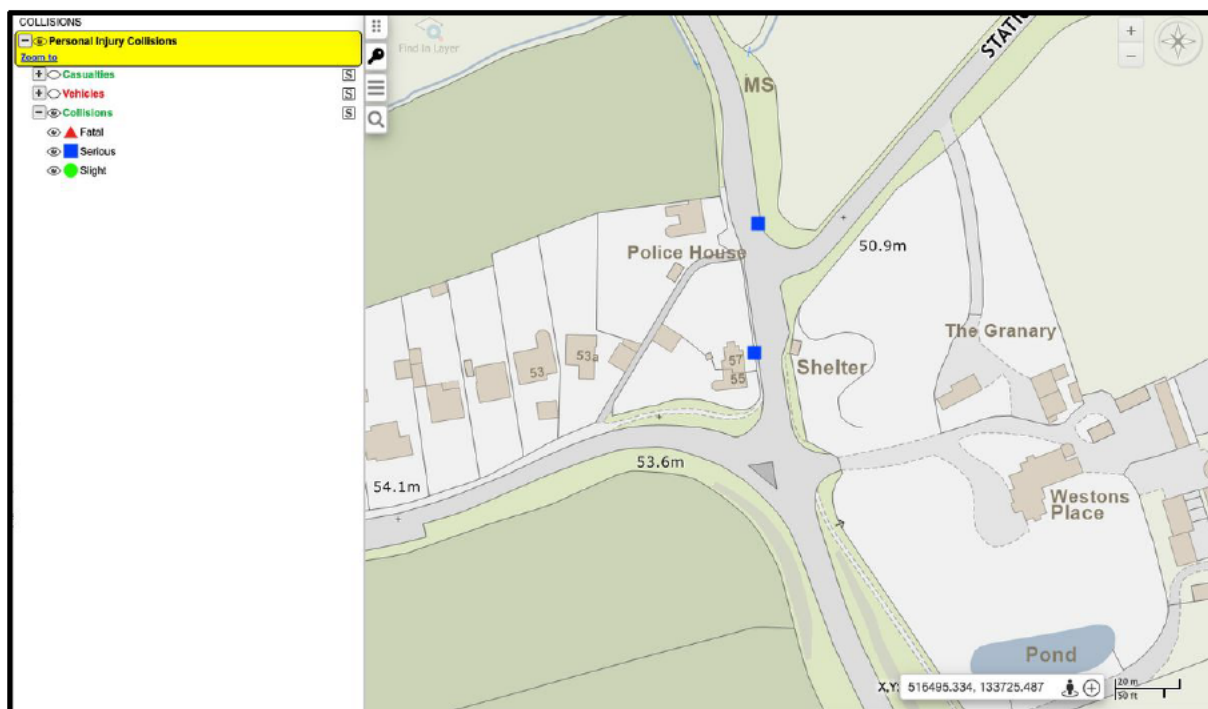
- 1.3.1 The Audit Team has not been advised of any strategic decisions made by the planning or highway authorities in relation to the proposed scheme. However, it is understood that the latest proposals are to tie into an approved third-party scheme along Bell Road.

1.4 Highway description

- 1.4.1 The A24 Dorking Road is a single carriageway road subject to a 40mph speed limit. It has varying widths of between 6.4 and 7.3 metres in the vicinity of the crossroads. Occasional short sections of footway are provided on either side, near the junction. Solid double white centre line road markings are installed on Dorking Road. The horizontal alignment of Dorking Road has gentle meanderings, whilst in the vicinity of the crossroads the alignment is generally straight. The vertical alignment gently undulates.
- 1.4.2 Station Road is a single carriageway road (cul-de-sac). It generally has a width of c.4.8 metres and serves a small number of houses. Station Road has verges and hedges along both sides.

In the vicinity of the crossroads, the horizontal alignment is generally straight and includes a right-hand bend at its connection with Dorking Road. The vertical alignment is level.

- 1.4.3 Bell Road is a single carriageway road and subject to a 20mph speed limit. It generally has a width of c.5 metres. A footway and street lighting are provided on the northern side of Bell Road. A dedicated left-turn lane is provided on the southern side of Bell Road. The horizontal alignment is generally straight and includes a gentle 's' bend at its connection with Dorking Road. The vertical alignment is level.



- 1.4.4 A review of the Westsussex.gov website indicates that two collisions were recorded in the vicinity of the crossroads for the 5-year period between 01/05/21 and 30/04/26. The first Serious severity collision occurred in August 21, just south of Station Road and involving a single vehicle, where the driver was impaired by alcohol. The second Serious severity collision occurred in March 23, just north of Station Road and involving a car and a motorcycle, where a speed limit of 60mph is listed. The motorcycle attempted to overtake the car and hit a grass ridge.

1.5 Previous Road Safety Audits

- 1.5.1 A Stage 1 Road Safety Audit was previously carried out in July 21 for similar off-site works scheme. Any problems raised that the Audit Team consider to be unresolved or relevant will be raised again in this Stage 1 Road Safety Audit.



1.6 Scheme proposals / Objectives

1.6.1 The proposals submitted for this Stage 1 Road Safety Audit relate only to the following off-site works in association with the 24 dwelling development from Station Road, as shown on the plans listed at **Appendix B**. The objective is to enhance pedestrian accessibility and safety:

- Carriageway widening and amended bus lay-by;
- New pedestrian refuge and crossing facilities;
- New and amended road markings;
- New and amended footways; and
- Swept path analysis.

1.7 Departures from Standards

1.7.1 The Audit Team has not been informed of any departure from standards relating to the designs submitted for audit.

1.8 Road Safety Audit

1.8.1 The terms of reference are described in the Design Manual for Roads and Bridges (DMRB) standard - GG119 Road Safety Audit, Rev. 2.0.1. The principals of this guidance have been used to undertake this Road Safety Audit, with the exception of the inclusion of a Comments chapter (if applicable) at the end of the report. It is understood that the Audit Brief and the Audit Team were not requested to be approved by the Overseeing Organisation.

1.8.2 The Audit Team has examined and reported only on the road safety implications of the scheme as presented by mode transport planning, and has not examined / verified the compliance of the designs to any other criteria. The Audit Team may occasionally refer to design standards without touching on technical audit to clearly explain a safety problem or the recommendation to resolve a problem.

1.8.3 The Road Safety Audit includes a desktop study where all documents provided by the Design Team have been reviewed. A list of the documents and drawings submitted for this Stage 1 Road Safety Audit can be found at **Appendix B**.

1.8.4 The submitted design drawings have been annotated to show the location of problems identified during this Stage 1 Road Safety Audit, which are shown at **Appendix C**.

1.8.5 Recommendations offered within this report should not be regarded as prescriptive. There may be equally satisfactory or superior alternative solutions to the identified problems. The Audit Team will be pleased to consider any alternatives if required.

2. Problems identified from this audit

2.1 A24 Dorking Road / Station Road / Bell Road junction

2.1.1 The following provides details of the problems identified during this Stage 1 Road Safety Audit.

Problem 1	
Location	Staggered junction
Summary	Risk of head-on collisions
  There are existing double solid white centre line road markings through the junction, which is assumed to prevent vehicles overtaking on approaches to bends. The proposed refuge layout includes broken lines for the hatched area. This may cause drivers to attempt to overtake on approach to the junction. This may result in head-on collisions with on-coming vehicles.	
Recommendation	Amend the road markings to be consistent with the road markings in advance of the junction.

Problem 2	
Location	Pedestrian crossing
Summary	Risk of collisions with pedestrians
The proposals include a new pedestrian crossing facility to the north of Bell Road. Pedestrian intervisibility splays have not been shown for the refuge crossing facility. This may cause pedestrians not to be able to detect approaching vehicles. This may result in vehicles colliding with pedestrians stepping into the carriageway.	
Recommendation	Ensure pedestrian intervisibility splays can be achieved.

Problem 3	
Location	Residential access
Summary	Risk of side-swipe collisions
 The proposals include carriageway widening on the eastern side of Dorking Road. This will cause the new kerbline to be closer to the gates of a residential property immediately south of Bell Road, which may reduce the visibility splay achievable from the access. This may prevent exiting vehicles from detecting approaching vehicles and may result in side-swipe collisions with passing vehicles.	
Recommendation	Ensure appropriate visibility splays can be achieved.

Problem 4

Location	Pedestrian refuge
Summary	Risk of collisions with pedestrians or kerbs



The vertical alignment of Dorking Road undulates and the horizontal alignment meanders. This may cause the pedestrian refuge island not to be detected by approaching vehicles on bends and on inclines. This may result in collisions with pedestrians or the refuge island.

Recommendation	Provided high-level 'Keep Left' signage at the refuge.
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3. Audit Team Statement

- 3.1.1 We certify that the drawings listed at **Appendix B** have been examined, and that this Audit has been carried out following the principles of GG119, with the sole purpose of identifying road safety matters to be addressed in order to improve the safety of the scheme.

Road Safety Audit Team Leader

Signed:

A black rectangular box redacting the signature of the Road Safety Audit Team Leader.

Name: Wing Lee

Date: 22.06.26

Road Safety Audit Team Member

Signed:

A black rectangular box redacting the signature of the Road Safety Audit Team Member.

Name: Ian Medd

Date: 22.06.26

Road Safety Audit Team Member

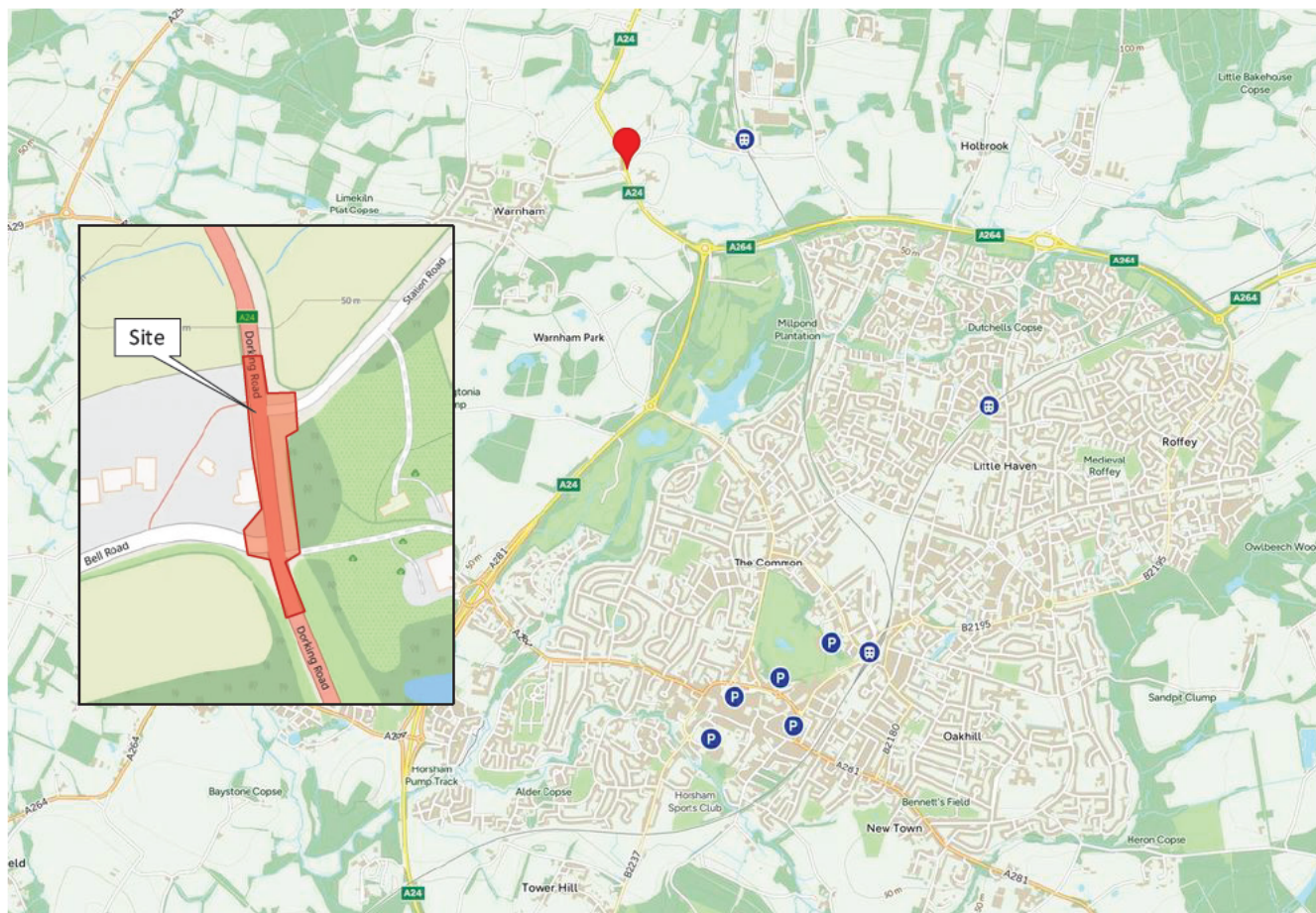
Signed:

A black rectangular box redacting the signature of the Road Safety Audit Team Member.

Name: Jennie Lee

Date: 22.06.26

Appendix A Site Location Plan

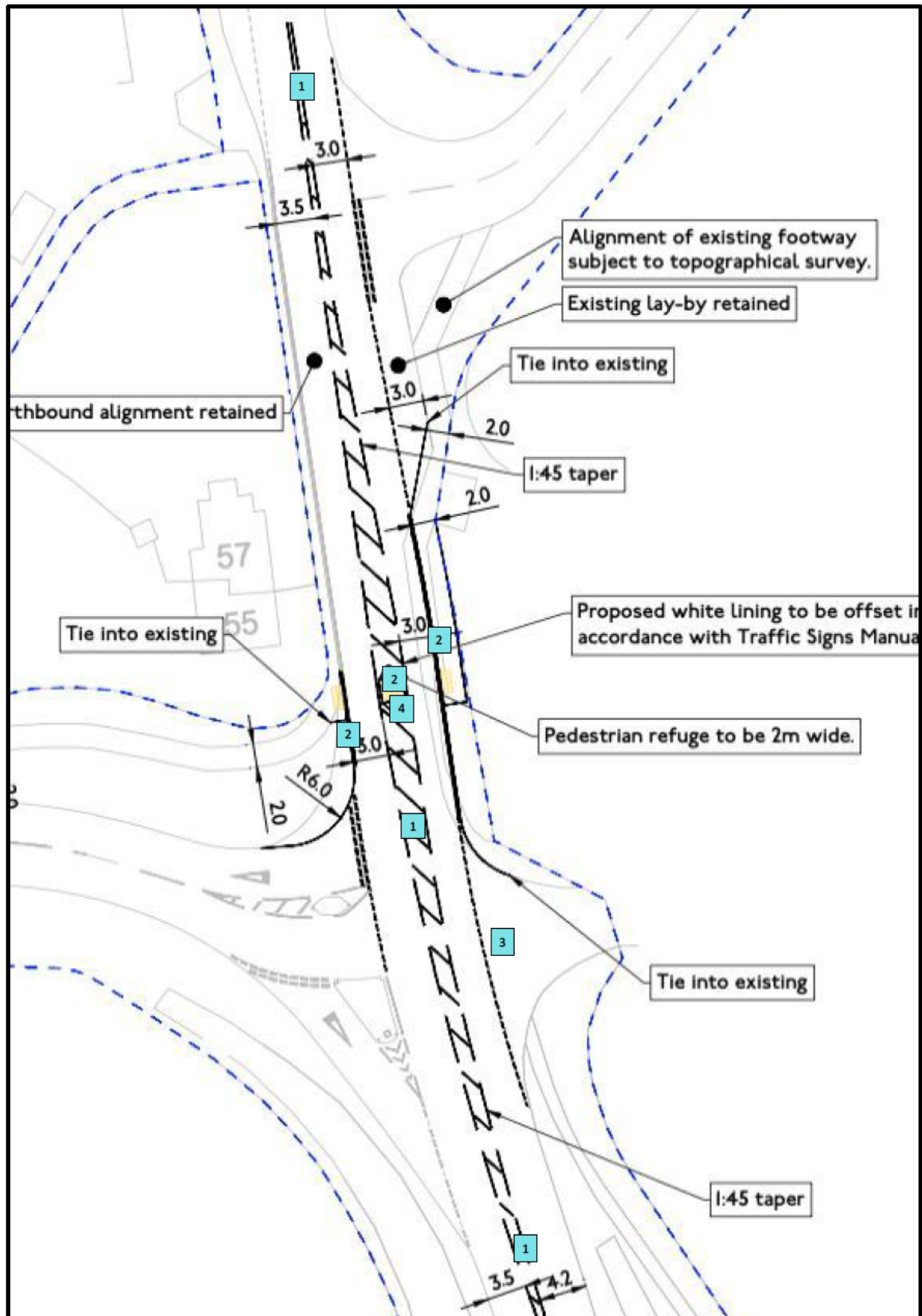




Appendix B Documents provided for Audit

- J32-8671-SK-005 Rev D
Proposed A24 Pedestrian Crossing
- J32-8671-AT-003
Swept Path Analysis – Refuse Vehicle
- J32-8671-SK-005 Rev D
Proposed A24 Pedestrian Crossing
- 260211 J328671-TS v1.1
Station Road, Warnham Transport Statement
- 260616 RSA Briefing Note_June 26 v1.0
Station Road, Warnham Stage 1 Road Safety Audit Brief
- Highway Boundary
- Collision data
- Speed limit and vehicle speeds
- Traffic flows and forecast trips
- Desire lines

Appendix C Problem Location Plan





transport planning

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177-178 Tottenham Court
Road,
London,
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modetransport.co.uk

Ref: 260623 J328671 Designers Response V1.0

1) Introduction

New Road, Shillingford - RSA Stage 1 Response Report

Job Number: 328671

Date: 23.06.2026

Client: Wienerberger Ltd

Prepared By: Chester Breeden

Reviewed By: Matthew Fitchett

Project Details

Project:	Residential development of up to 90 dwellings north of New Road, Shillingford
Report Title:	Stage 1 Road Safety Audit Designer's Response Report
Date of Report:	23.06.2026
Document Ref & Revision:	260623 J328671 Designers Response V1.0
Prepared by:	mode transport planning

Authorisation Sheet

Prepared by:	Matthew Fitchett BSc MCIHT
Position:	Associate Director
Signed:	
Organisation:	mode transport planning
Date:	23.06.2026

Designers Response

- 1.1. This report results from a Stage 1 Road Safety Audit (RSA) carried out on Wednesday 17th June 2026 (Ref: 260622_J190780_Warnham_RSA1_Final). The audit was undertaken on behalf of mode transport planning (London).
- 1.2. The audit was carried out in response to a brief supplied by Chester Breeden of mode transport planning (London) and agreed with the audit team.
- 1.3. The Road Safety Audit team comprised of the following individuals:
Wing Lee BEng(Hons), PGCert, MSoRSA, HE Cert Comp, MCHIT, MIHE – **Audit Team Leader**
Ian Medd MCHIT, FSoRSA – **Audit Team Member**
Jennie Lee MCIHT – **Audit Team Member**
- 1.4. A site visit was undertaken by the Audit Team on Wednesday 17 June 2026, between the hours of 15:00 and 15:45. The weather was sunny and the road surface was dry. Traffic levels were moderate at the start of the visit and became light at the end of the visit. The level of pedestrians and cyclists were minimal during the site visit.

RSA Problem	RSA Recommendation	Design Response Organisation	Overseeing Organisation Response	Agreed RSA Response
Problem 1 Location: A24 / Station Road / Bell Road Junction The proposed hatch markings may encourage overtaking where double solid white line markings currently exist.	Amend the road markings to be consistent with the road markings in advance of the junction.	Problem – Accepted Recommendation – Agreed The road marking arrangement has been reviewed and amended, including for solid white lines to discourage overtaking manoeuvres in this area.	-	-
Problem 2 Location: Pedestrian Refuge Island Pedestrian intervisibility splays have not been demonstrated.	Ensure pedestrian intervisibility splays can be achieved.	Problem – Accepted Recommendation – Agreed Pedestrian intervisibility requirements have been assessed in accordance with DMRB standards for a 40mph speed limit road. Pedestrian visibility splays have been taken 120m set back 1.5m.	-	-
Problem 3 Location: Residential Access South of Bell Road Carriageway widening may affect visibility from an existing residential access.	Ensure appropriate visibility splays can be achieved.	Problem – Accepted Recommendation – Agreed Visibility from the existing residential access located immediately south of Bell Road has been reviewed as part of the detailed design assessment. Visibility splays have been assessed in accordance with DMRB standards applicable to a 40mph road. A visibility splay of 2.4m x 120m can be achieved to the north, in the	-	-

RSA Problem	RSA Recommendation	Design Response Organisation	Overseeing Organisation Response	Agreed RSA Response
		direction of the proposed highway improvements. The proposed carriageway widening does not adversely affect visibility in this direction. To the south, the existing achievable visibility is approximately 2.4m x 55.2m. This visibility constraint reflects the existing highway environment and is not affected or altered by the proposed scheme. The proposed junction improvements therefore do not result in any material reduction in visibility from the residential access and the Audit Team's concern has been satisfactorily addressed.		
Problem 4 Location: Pedestrian Refuge Island The refuge island may not be sufficiently conspicuous to approaching drivers.	Provide high-level 'Keep Left' signage at the refuge.	Problem – Accepted Recommendation – Agreed Appropriate traffic signs, including "Keep Left" bollards and associated signing, have been incorporated within the design to improve conspicuity of the refuge island for approaching vehicles.		