
Appendix B Part 1 of 2 – Road Safety Audits

LAND NORTHWEST OF SOUTHWATER

Proposed Northern Access Roundabout

Access 1

Road Safety Audit – Stage 1

Draft Report

May 2026

TBL19/619

Taylor Bowie Ltd

ROAD SAFETY & TRANSPORTATION CONSULTANCY

REPORT APPROVAL

Project Details

Project Title	Land Northwest of Southwater		
Project Subtitle	Proposed Northern Access Roundabout Access 1		
Road Safety Audit	Stage 1		
Document Reference	TBL19/619	Audit Brief Date	27 th April 2026
Overseeing Organisation	West Sussex County Council		
Design Organisation	Philip Moss	WSP	
Client	-	Berkeley	
Maintaining Agent Details	-	-	

Approvals

This document requires the following approvals:

Name	Title
Sarah Bowie	Audit Team Leader
Mario Gatti	Audit Team Member
FET Bowie	Audit Team Member

Distribution

This document has also been distributed to:

Name	Title & Organisation
Allan Northcutt	Director - WSP

1 INTRODUCTION

1.1 The Scheme and its Purpose

This report results from a Stage 1 Road Safety Audit (RSA) carried out on the proposed highway works associated with a proposed residential development on land to the northwest of Southwater, Horsham, West Sussex.

In general, the development consists of:

Access Junctions

- **A1.** Primary point of access (all modes) to be provided by way of a proposed new four-arm priority roundabout junction on Worthing Road, southwest of the A24 / Worthing Road junction (Hop Oast Roundabout). Two of the arms would serve the Site.
- **A2.** Primary point of access (all modes) to be provided by way of a proposed new simple priority junction with ghost island right turn lane from the western side of Worthing Road, north of the existing Netherton Close junction.
- **A3.** Primary point of access (all modes) to be provided by way the realigned Chessall Avenue and a new priority junction serving the Broadacres development - the proposed secondary road will form a continuation of the existing northern section of Chessall Avenue and will form the major arm of the access junction, with the existing western section of Chessall Avenue forming the minor arm of the junction.
- **A4.** Primary point of access to be provided by way of improvements to the existing priority junction serving agricultural buildings from the eastern side of Two Mile Ash Road, located some 180 metres south of the Christ's Hospital Road.
- **A5.** Primary point of Gypsy's and Travellers - A left in and left out will provide access into the Gypsy and Traveller pitches. The access arrangement for both land uses will be finalised through the next stages of the planning process.

Hop Oast Roundabout

The mitigation scheme is to signalise the roundabout on each of the approaches and circulatory carriageways. The number of approaches will increase on each of the arms except the A24 (north) where it will remain 3 lanes. The proposed speed of the roundabout will drop to 50mph to align with other signalised roundabouts on the A24. A new pedestrian controlled signalised crossing will be implemented on the southern approach which will include facilities for cyclists and equestrians. Finally, there will be a bus lane installed on the Worthing Road (north) approach and through the circulatory to provide bus priority measures through the roundabout.

Walking and Cycling Improvements

- Worthing Road – A series of new pedestrian crossing facilities will be provided between the site access priority junction and Chessall Avenue to connect the existing village to the development. A new footway will be provided from the Worthing Road access to the bus stop (Warnham Gate). The layby bus lanes on Worthing Road will be realigned to remove the laybys and tactile paving will be installed at the side roads which don't have tactile paving currently.
- Two Mile Ash Road
 - Section south of Christ Hospital Road - there will be a new footway proposed from the Two Mile Ash Road access up to Christ Hospital Road. This will include an informal crossing facility. There will also be a series of traffic calming measures installed to slow down vehicular traffic.
 - North of Christ Hospital Road - the improvements will be a series of traffic calming measures to encourage slower vehicular speeds and discourage vehicles using Two Mile Ash Road.
- Christ Hospital Road – the improvements include an enhancement of the existing footway provision and provision of a series of traffic calming measures to encourage lower vehicle speeds.

This Stage 1 RSA relates to the proposals associated with the Proposed Northern Access Roundabout Access 1 only.

1.2 Terms of Reference & Audit Report

The Road Safety Audit Brief was approved and issued by Philip Moss of the Design Organisation on behalf of the Overseeing Organisation. The RSA team has been approved by the Design Organisation.

Table 1 - Audit Team Membership

Membership	Name	Details
Audit Team Leader	Sarah Bowie	IEng MICE FIHE MCIHT MSoRSA HE RSA Cert Comp
Audit Team Member	FET Bowie	-
Audit Team Member	Mario Gatti	BSc Civ Eng MCIHT MSoRSA HE RSA Cert Comp

The Road Safety Audit was undertaken in accordance with the requirements of GG 119. No additional audit requirements were requested. The audit comprised of an examination of the brief and the documents provided to the Audit Team, listed in **Appendix A**.

The audit took place at Taylor Bowie Ltd Cambridgeshire office during May 2026 and Audit Team Members examined the site together in daylight hours on the morning and afternoon of Thursday 2nd May 2026 between the times of 0930 and 1630hrs. The weather during the site visit was hot and sunny. The carriageway was dry. Traffic flows at all times within the site extents were light. No pedestrians and no cyclists were observed during the site visit.

The scheme has been examined, and this report compiled 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.

No Departures from Standards (DfS) have been provided to the Audit Team. It is important that if there are any DfS, then they are submitted to the Overseeing Organisation (OO) as soon as possible with appropriate mitigating measures for the OO to approve.

All Problems and Recommendations are referenced to the design drawings and the locations have been indicated on the A4 plan supplied for use by the Audit Team in **Appendix B** (where applicable).

1.3 Audit Administration

Issues identified during the audit and site visit which the Terms of Reference exclude from this report, but which the audit team wishes to draw to the attention of the OO, will be set out in a separate letter. These issues could include maintenance items and operational issues.

The Audit Team has not identified any issues during this Stage 1 RSA and site visit that are considered to be outside the Terms of Reference.

2 ITEMS RAISED AT PREVIOUS ROAD SAFETY AUDITS

No previous Road Safety Audits have been undertaken on these proposals.

3 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

3.1 Local Alignment

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

3.2 General

PROBLEM	1
Location	General, throughout the scheme extents
Summary	Insufficient drainage may increase the risk of flooding and single vehicle loss of control type collisions.
Drainage proposals have not been submitted at this stage of audit. The implementation of the proposals will result in a significant change to the existing kerb lines. Lack of surface water drainage may result in surface water ponding with the potential slide risk for vehicles during wet and subsequent cold/freezing weather conditions. This may increase the risk of single vehicle loss of control type collisions. In the vicinity of new crossing facilities this may result in an increased risk of slip/fall by pedestrians.	
RECOMMENDATION	
The Audit Team recommend that at the next stage of design, new drainage appropriate for the proposed highway works is incorporated into the scheme proposals.	

PROBLEM	2
Location	Approaches to the proposed controlled crossings
Summary	Insufficient surface skidding resistance approaching the proposed controlled crossing points may increase the risk of vehicle to vehicle rear end shunts, overshoots or vehicle to pedestrian type collisions.

At this stage of audit, no details have been provided regarding skidding resistance of the carriageway surface course. Vehicles approaching the signalised crossings may have to brake hard for a red signal. If the skidding resistance of the carriageway is inadequate there may be an increased risk of vehicle to vehicle rear end shunt, overshoots or vehicle to pedestrian type collisions at the crossing point, particularly when the road surface is wet.

RECOMMENDATION

The Audit Team recommend that the appropriate skidding resistance for a stress site is provided for the approaches to the signalised crossings.

PROBLEM	3
Location	Approaches to the proposed roundabout
Summary	Insufficient surface skidding resistance approaching the proposed roundabout may increase the risk of vehicle to vehicle rear end shunts or junction overshoot type collisions.
At this stage of audit, no information has been provided regarding the skidding resistance of the carriageway surface course. If the skidding resistance of the carriageway is inadequate there may be an increased risk of vehicle to vehicle rear end shunt or junction overshoot type collisions particularly when the carriageway surface is wet.	
RECOMMENDATION	
The Audit Team recommends that at the next stage of audit that the appropriate skidding resistance for a stress site is provided on the approaches to the roundabout.	

PROBLEM	4
Location	General surrounding verge area adjacent to proposed pedestrian/cyclist facilities
Summary	Embankment adjacent to proposed footway/shared provision may increase risk of injury to pedestrians/cyclists.

The site visit has established that there is a steep gradient at the bank of the existing verge area where a new roundabout and footway/shared link is to be provided. Proposed cross sections and any associated measures to address the level difference or retainment have not been provided at this stage of audit.

This may result in pedestrians/cyclists falling down the embankment with an increased the risk of injury to pedestrian/cyclists.

RECOMMENDATION

The Audit Team recommend that where verge areas cannot be reprofiled adequately that proposals include the provision to remove the potential for pedestrian/cyclist injury.

PROBLEM	5
Location	General surrounding verge area adjacent to proposed roundabout junction
Summary	Steep embankment is a potential hazard to an errant vehicle
The site visit has established that there is a steep gradient at the bank of the existing verge area where a new roundabout is to be provided. Further there are existing length of VRS. Proposed cross sections and any associated measures to address the level have not been provided at this stage of audit and it is unclear how existing VRS may be affected by the proposals. This may increase the risk of an errant vehicle leaving the carriageway at this location and increase injury to vehicle occupants.	
RECOMMENDATION	
The Audit Team recommend that a RRRAP is carried out to confirm whether protection is necessary at this location and to ensure that any amendments to existing VRS is assessed to ensure that its performance is not affected.	

3.3 Junctions

PROBLEM	6
Location	Proposed roundabout junction

Summary	Insufficient carriageway width may increase the risk of side swipe type collisions.
The drawing provided at this stage of audit indicates that a two-lane entry is proposed for three of the junction entries. At this stage of audit, whilst some vehicle swept paths have been provided, these appear to show them encroaching into opposing traffic lanes with an increased risk of vehicle to vehicle side swipe type collisions.	
RECOMMENDATION	
The Audit Team recommend that lane/carriageway widths are sufficient to cater for the intended movements i.e. accommodate two vehicles entering the roundabout side by side. Furthermore, vehicle swept paths should be undertaken to ensure that all turning movements can be safely accommodated.	

3.4 Walking, Cycling and Horse Riding

PROBLEM	7
Location	General, throughout the scheme extents.
Summary	Omission of appropriate corduroy tactile paving may Increase risk of pedestrian to cyclist type collisions.
The scheme drawing indicates that shared and footway only links are proposed. The omission of the required corduroy paving and associated signing may result in pedestrians, particularly blind or visually impaired, not being aware of the presence of cyclists with an increased risk of collisions occurring between these user types.	
RECOMMENDATION	
The Audit Team recommend that the appropriate tactile paving and signing is incorporated into the scheme design.	

PROBLEM	8
Location	General, throughout the scheme extents – proposed shared facility

Summary	Risk of vehicle to cyclist type collisions at the points of access and egress to the shared facilities
It is unclear from the drawings provided how cyclists are to access and egress the proposed shared facility This may increase the risk of vehicle to cyclist type collisions.	
RECOMMENDATION	
The Audit Team recommend that at detailed design, a clear cycle strategy is provided showing how cyclists can safely access and egress at the tie in points of the shared facility.	

3.5 Traffic Signs, Carriageway Markings and Lighting

PROBLEM	9
Location	General, throughout the scheme extents
Summary	Existing street furniture, signs and lighting columns may be vulnerable to vehicular strikes due to insufficient lateral clearance.
The scheme proposals indicate that significant kerb realignment is proposed to accommodate a new roundabout junction. At present there are a number of items of existing street furniture, signing and lighting columns, within the adjacent verge areas. From the drawing provided for this audit it is unclear where these will end up being located. Inappropriately sited street furniture may be vulnerable to vehicular strikes due to insufficient lateral clearance.	
RECOMMENDATION	
The Audit Team recommend that all street furniture is sited appropriately.	

PROBLEM	10
Location	General, throughout the scheme extents
Summary	Conspicuity of proposed measures during the hours of darkness.

The site visit has established that there is currently street lighting within the scheme extents however, the current levels of lighting may not be sufficient for the proposed improvements.

A lack of street lighting may increase the risk of dark collisions in the vicinity of the proposals.

RECOMMENDATION

The Audit Team recommend that checks are undertaken to ensure the lighting levels throughout the scheme extents are sufficient and that appropriate lighting is included as part of the proposals.

END OF PROBLEMS IDENTIFIED & RECOMMENDATIONS OFFERED IN THIS STAGE 1 ROAD SAFETY AUDIT

4 AUDIT TEAM STATEMENT

We certify that this Road Safety Audit has been carried out in accordance with GG 119.

AUDIT TEAM LEADER	
Name	Sarah Bowie - IEng MICE FIHE MCIHT MSoRSA HE RSA Cert Comp
Signed	
Position	Director
Organisation	Taylor Bowie Ltd
Date	Xx xx 2026

AUDIT TEAM MEMBER	
Name	F E T Bowie
Signed	
Position	Associate Consultant
Organisation	Taylor Bowie Ltd
Date	Xx xx 2026

AUDIT TEAM MEMBER	
Name	Mario Gatti - BSc Civ Eng MCIHT MSoRSA HE RSA Cert Comp
Signed	
Position	Associate Consultant
Organisation	Taylor Bowie Ltd
Date	Xx xx 2026

APPENDIX A

Documents Forming the Audit Brief

DRAFT

Drawings:

DRAWING NO.	TITLE
UK0043490.9681-WSP-XX-XX-DR-TP-0103.02	Proposed North Access Roundabout onto Worthing Road

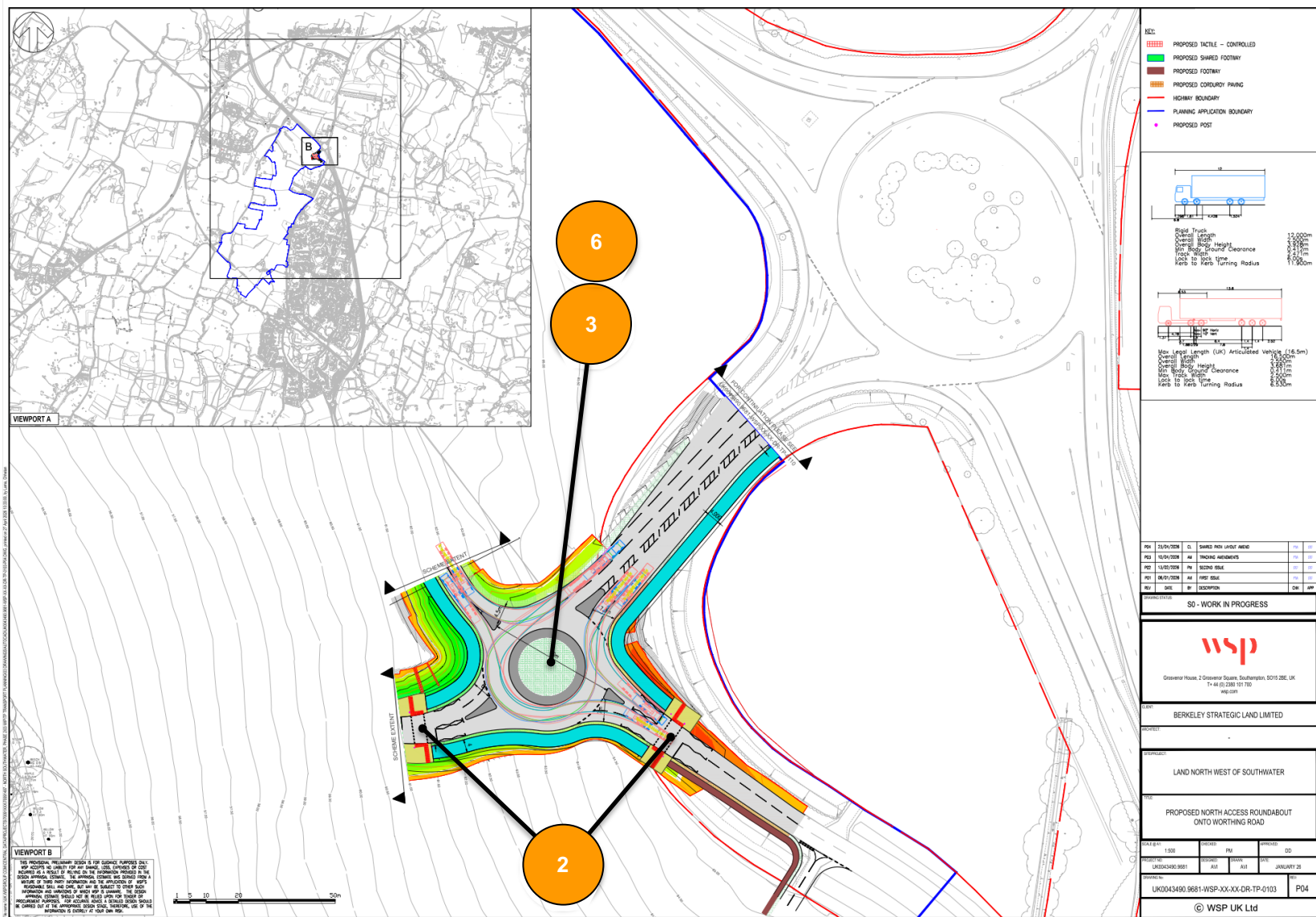
Documents/Data:

WSP – Stage 1 Road Safety Audit Brief – North Southwater – 27.04.2026
WSP – Land Northwest of Southwater, Horsham – Transport Assessment - Annex C – Personal Injury Collision – February 2026

APPENDIX B

Problem Location Plan

DRAFT



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Taylor Bowie Ltd

ROAD SAFETY & TRANSPORTATION CONSULTANCY

E: info@taylorbowie.co.uk

W: www.taylorbowie.co.uk

LAND NORTHWEST OF SOUTHWATER

Proposed Chessall Avenue Access 3

Road Safety Audit – Stage 1

Draft Report

May 2026

TBL19/626

REPORT APPROVAL

Project Details

Project Title	Land Northwest of Southwater		
Project Subtitle	Proposed Chessall Avenue Access 3		
Road Safety Audit	Stage 1		
Document Reference	TBL19/626	Audit Brief Date	27 th April 2026
Overseeing Organisation	West Sussex County Council		
Design Organisation	Philip Moss	WSP	
Client	-	Berkeley	
Maintaining Agent Details	-	-	

Approvals

This document requires the following approvals:

Name	Title
Sarah Bowie	Audit Team Leader
Mario Gatti	Audit Team Member
FET Bowie	Audit Team Member

Distribution

This document has also been distributed to:

Name	Title & Organisation
Allan Norcutt	Director - WSP

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In general, the development consists of:

Access Junctions

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Hop Oast Roundabout

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Walking and Cycling Improvements

- Worthing Road – A series of new pedestrian crossing facilities will be provided between the site access priority junction and Chessall Avenue to connect the existing village to the development. A new footway will be provided from the Worthing Road access to the bus stop (Warnham Gate). The layby bus lanes on Worthing Road will be realigned to remove the laybys and tactile paving will be installed at the side roads which don't have tactile paving currently.
- Two Mile Ash Road
 - Section south of Christ Hospital Road - there will be a new footway proposed from the Two Mile Ash Road access up to Christ Hospital Road. This will include an informal crossing facility. There will also be a series of traffic calming measures installed to slow down vehicular traffic.
 - North of Christ Hospital Road - the improvements will be a series of traffic calming measures to encourage slower vehicular speeds and discourage vehicles using Two Mile Ash Road.
- Christ Hospital Road – the improvements include an enhancement of the existing footway provision and provision of a series of traffic calming measures to encourage lower vehicle speeds.

This Stage 1 RSA relates to the proposals associated with the Proposed Chessall Avenue Access 3 only.

1.2 Terms of Reference & Audit Report

The Road Safety Audit Brief was approved and issued by Philip Moss of the Design Organisation on behalf of the Overseeing Organisation. The RSA team has been approved by the Design Organisation.

Table 1 - Audit Team Membership

Membership	Name	Details
Audit Team Leader	Sarah Bowie	IEng MICE FIHE MCIHT MSoRSA HE RSA Cert Comp
Audit Team Member	FET Bowie	-
Audit Team Member	Mario Gatti	BSc Civ Eng MCIHT MSoRSA HE RSA Cert Comp

The Road Safety Audit was undertaken in accordance with the requirements of GG 119. No additional audit requirements were requested. The audit comprised of an examination of the brief and the documents provided to the Audit Team, listed in **Appendix A**.

The audit took place at Taylor Bowie Ltd Cambridgeshire office during May 2026 and Audit Team Members examined the site together in daylight hours on the morning and afternoon of Thursday 2nd May 2026 between the times of 0930 and 1630hrs. The weather during the site visit was hot and sunny. The carriageway was dry. Traffic flows at all times within the site extents were light. No pedestrians and no cyclists were observed during the site visit.

The scheme has been examined, and this report compiled 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.

No Departures from Standards (DfS) have been provided to the Audit Team. It is important that if there are any DfS, then they are submitted to the Overseeing Organisation (OO) as soon as possible with appropriate mitigating measures for the OO to approve.

All Problems and Recommendations are referenced to the design drawings and the locations have been indicated on the A4 plan supplied for use by the Audit Team in **Appendix B** (where applicable).

1.3 Audit Administration

Issues identified during the audit and site visit which the Terms of Reference exclude from this report, but which the audit team wishes to draw to the attention of the OO, will be set out in a separate letter. These issues could include maintenance items and operational issues.

In this regard, the Audit Team have made reference to three items as referred to in the covering letter to the Design Organisation, dated xx xx 2026. This covering letter should be supplied to the OO and be considered in conjunction with this Stage 1 RSA.

2 ITEMS RAISED AT PREVIOUS ROAD SAFETY AUDITS

No previous Road Safety Audits have been undertaken on these proposals.

DRAFT

3 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

3.1 Local Alignment

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

3.2 General

PROBLEM	1
Location	General, throughout the scheme extents
Summary	Insufficient drainage may increase the risk of flooding and single vehicle loss of control type collisions.
Drainage proposals have not been submitted at this stage of audit. The implementation of the proposals will result in a significant change to the existing kerb lines. Lack of surface water drainage may result in surface water ponding with the potential slide risk for vehicles during wet and subsequent cold/freezing weather conditions. This may increase the risk of single vehicle loss of control type collisions. In the vicinity of new crossing facilities this may result in an increased risk of slip/fall by pedestrians.	
RECOMMENDATION	
The Audit Team recommend that at the next stage of design, new drainage appropriate for the proposed highway works is incorporated into the scheme proposals.	

PROBLEM	2
Location	Approaches to the proposed controlled crossings
Summary	Insufficient surface skidding resistance approaching the proposed controlled crossing points may increase the risk of vehicle to vehicle rear end shunts, overshoots or vehicle to pedestrian type collisions.

At this stage of audit, no details have been provided regarding skidding resistance of the carriageway surface course. Vehicles approaching the zebra crossings may have to brake hard. If the skidding resistance of the carriageway is inadequate there may be an increased risk of vehicle to vehicle rear end shunt, overshoots or vehicle to pedestrian type collisions at the crossing point, particularly when the road surface is wet.

RECOMMENDATION

The Audit Team recommend that the appropriate skidding resistance for a stress site is provided for the approaches to the zebra crossings.

3.3 Junctions

PROBLEM	3
Location	Proposed new priority junction, Chessall Avenue
Summary	Increased risk of vehicles striking kerbs, pedestrians/cyclists on adjacent footway/shared areas
The drawing provided at this stage of audit indicates that Chessall Avenue is to be realigned and a new priority junction is proposed off its northwestern edge. At this stage of audit, vehicle swept paths have not been provided for the proposed realignment. It is unclear from the information provided whether the relevant design vehicles that may use this junction can safely carry out their turning movements without hitting kerbs. This may increase the risk of kerb strikes and vehicle to pedestrian/cyclist type collisions.	
RECOMMENDATION	
The Audit Team recommend that vehicle swept paths are carried out for all turning movements for design vehicles that are likely to be using the proposed junction. The vehicle swept paths should be safely accommodated within the available carriageway area without hitting the kerbs or overrunning adjacent footway/shared areas.	

3.4 Walking, Cycling and Horse Riding

PROBLEM	4
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Location	General, throughout the scheme extents.
Summary	Omission of appropriate corduroy tactile paving may Increase risk of pedestrian to cyclist type collisions.
The scheme drawing indicates that shared and footway only links are proposed. The omission of the required corduroy paving and associated signing may result in pedestrians, particularly blind or visually impaired, not being aware of the presence of cyclists with an increased risk of collisions occurring between these user types.	
RECOMMENDATION	
The Audit Team recommend that the appropriate tactile paving and signing is incorporated into the scheme design.	

PROBLEM	5
Location	Proposed zebra crossing, Worthing Road
Summary	Trip hazard for blind/partially sighted or mobility impaired users.
The drawings provided indicate that a new zebra crossing is to be provided across Worthing Road. The site visit has established that there is a gully on the eastern side of the carriageway in the vicinity of the proposed crossing facility. From the information provided it is unclear where these will end up being located. The location of a gully within the width of the tactile paving could present a trip hazard for blind/partially sighted or mobility impaired users.	
RECOMMENDATION	
The Audit Team recommend that gullies are sited appropriately.	

PROBLEM	6
Location	Proposed shared facility, Cedar Drive

Summary	Restricted footway provision may result in vehicle to pedestrian/cyclist or pedestrian to cyclist type collisions
As part of the scheme proposals, cyclists are to use a short section of footway which is to be converted to shared use. The site visit has established that the existing footway on the southern side of Cedar Drive is narrow. Converting this section to shared use may result in pedestrians or cyclists using the carriageway to pass one another with an increased risk of vehicle to pedestrian or pedestrian to cyclist type collisions.	
RECOMMENDATION	
The Audit Team recommend that footway widths are appropriate for the proposed use.	

3.5 Traffic Signs, Carriageway Markings and Lighting

PROBLEM	7
Location	General, throughout the scheme extents
Summary	Conspicuity of proposed measures during the hours of darkness.
The site visit has established that there is currently street lighting within the scheme extents however, the current levels of lighting may not be sufficient for the proposed improvements. A lack of street lighting may increase the risk of dark collisions in the vicinity of the proposals.	
RECOMMENDATION	
The Audit Team recommend that checks are undertaken to ensure the lighting levels throughout the scheme extents are sufficient and that appropriate lighting is included as part of the proposals.	

END OF PROBLEMS IDENTIFIED & RECOMMENDATIONS OFFERED IN THIS STAGE 1 ROAD SAFETY AUDIT

4 AUDIT TEAM STATEMENT

We certify that this Road Safety Audit has been carried out in accordance with GG 119.

AUDIT TEAM LEADER	
Name	Sarah Bowie - IEng MICE FIHE MCIHT MSoRSA HE RSA Cert Comp
Signed	
Position	Director
Organisation	Taylor Bowie Ltd
Date	Xx xx 2026

AUDIT TEAM MEMBER	
Name	F E T Bowie
Signed	
Position	Associate Consultant
Organisation	Taylor Bowie Ltd
Date	Xx xx 2026

AUDIT TEAM MEMBER	
Name	Mario Gatti - BSc Civ Eng MCIHT MSoRSA HE RSA Cert Comp
Signed	
Position	Associate Consultant
Organisation	Taylor Bowie Ltd
Date	Xx xx 2026

APPENDIX A

Documents Forming the Audit Brief

DRAFT

Drawings:

DRAWING NO.	TITLE
UK0043490.9681-WSP-XX-XX-DR-TP-0100-01 P03	Secondary Road/ Chessall Avenue Priority Junction Access Arrangements

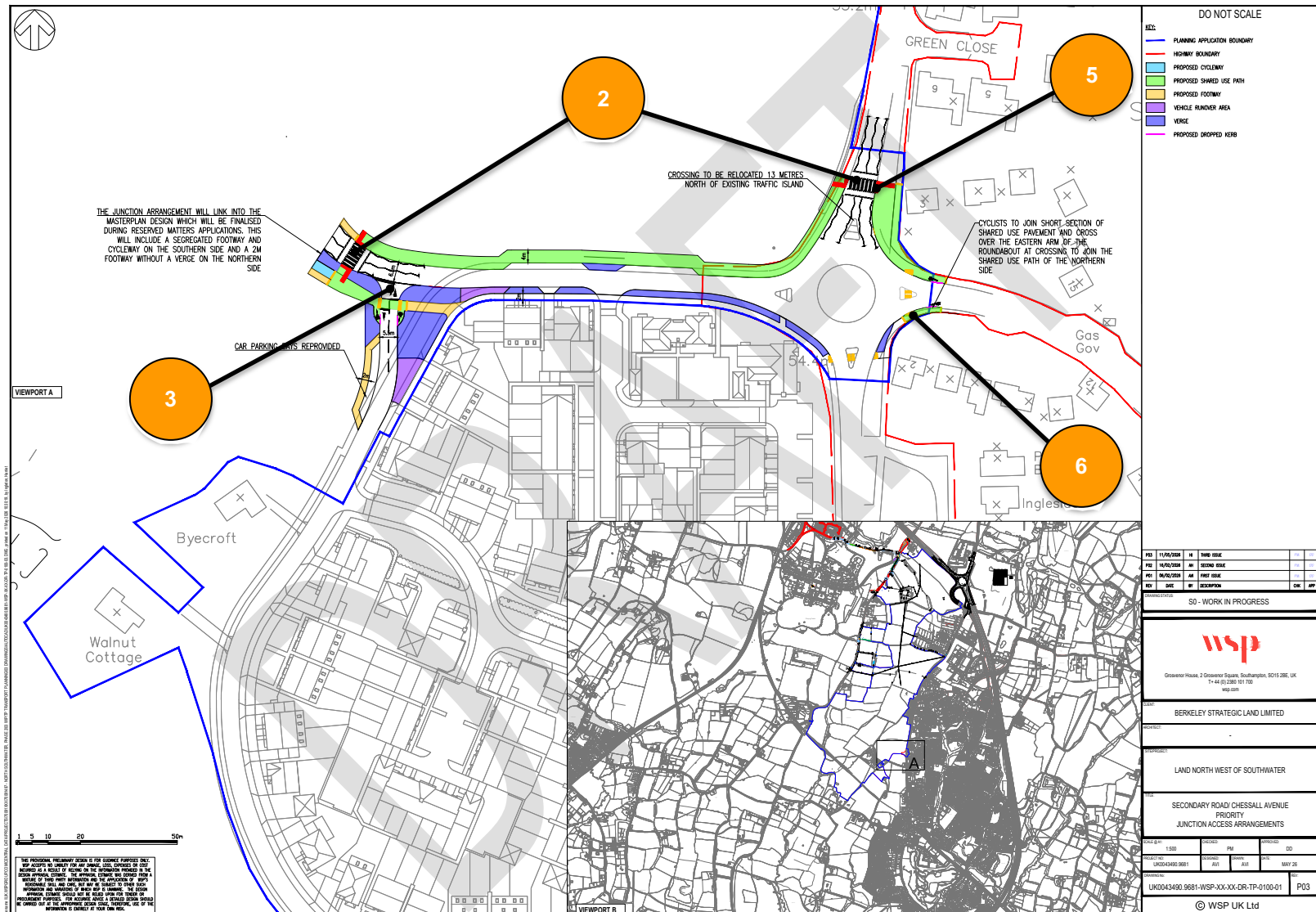
Documents/Data:

WSP – Stage 1 Road Safety Audit Brief – North Southwater – 27.04.2026
WSP – Land Northwest of Southwater, Horsham – Transport Assessment - Annex C – Personal Injury Collision – February 2026

APPENDIX B

Problem Location Plan

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Taylor Bowie Ltd

ROAD SAFETY & TRANSPORTATION CONSULTANCY

E: info@taylorbowie.co.uk

W: www.taylorbowie.co.uk

LAND NORTHWEST OF SOUTHWATER

Proposed Worthing Road Access 2

Road Safety Audit – Stage 1

Draft Report

DRAFT

May 2026

TBL19/618

REPORT APPROVAL

Project Details

Project Title	Land Northwest of Southwater		
Project Subtitle	Proposed Worthing Road Access 2		
Road Safety Audit	Stage 1		
Document Reference	TBL19/618	Audit Brief Date	27 th April 2026
Overseeing Organisation	West Sussex County Council		
Design Organisation	Philip Moss	WSP	
Client	-	Berkeley	
Maintaining Agent Details	-	-	

Approvals

This document requires the following approvals:

Name	Title
Sarah Bowie	Audit Team Leader
Mario Gatti	Audit Team Member
FET Bowie	Audit Team Member

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Allan Northcutt	Director - WSP

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In general, the development consists of:

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Hop Oast Roundabout

The mitigation scheme is to signalise the roundabout on each of the approaches and circulatory carriageways. The number of approaches will increase on each of the arms except the A24 (north) where it will remain 3 lanes. The proposed speed of the roundabout will drop to 50mph to align with other signalised roundabouts on the A24. A new pedestrian controlled signalised crossing will be implemented on the southern approach which will include facilities for cyclists and equestrians. Finally, there will be a bus lane installed on the Worthing Road (north) approach and through the circulatory to provide bus priority measures through the roundabout.

Walking and Cycling Improvements

- Worthing Road – A series of new pedestrian crossing facilities will be provided between the site access priority junction and Chessall Avenue to connect the existing village to the development. A new footway will be provided from the Worthing Road access to the bus stop (Warnham Gate). The layby bus lanes on Worthing Road will be realigned to remove the laybys and tactile paving will be installed at the side roads which don't have tactile paving currently.
- Two Mile Ash Road
 - Section south of Christ Hospital Road - there will be a new footway proposed from the Two Mile Ash Road access up to Christ Hospital Road. This will include an informal crossing facility. There will also be a series of traffic calming measures installed to slow down vehicular traffic.
 - North of Christ Hospital Road - the improvements will be a series of traffic calming measures to encourage slower vehicular speeds and discourage vehicles using Two Mile Ash Road.
- Christ Hospital Road – the improvements include an enhancement of the existing footway provision and provision of a series of traffic calming measures to encourage lower vehicle speeds.

This Stage 1 RSA relates to the proposals associated with the Proposed Worthing Road Access 2 only.

1.2 Terms of Reference & Audit Report

The Road Safety Audit Brief was approved and issued by Philip Moss of the Design Organisation on behalf of the Overseeing Organisation. The RSA team has been approved by the Design Organisation.

Table 1 - Audit Team Membership

Membership	Name	Details
Audit Team Leader	Sarah Bowie	IEng MICE FIHE MCIHT MSoRSA HE RSA Cert Comp
Audit Team Member	FET Bowie	-
Audit Team Member	Mario Gatti	BSc Civ Eng MCIHT MSoRSA HE RSA Cert Comp

The Road Safety Audit was undertaken in accordance with the requirements of GG 119. No additional audit requirements were requested. The audit comprised of an examination of the brief and the documents provided to the Audit Team, listed in **Appendix A**.

The audit took place at Taylor Bowie Ltd Cambridgeshire office during May 2026 and Audit Team Members examined the site together in daylight hours on the morning and afternoon of Thursday 2nd May 2026 between the times of 0930 and 1630hrs. The weather during the site visit was hot and sunny. The carriageway was dry. Traffic flows at all times within the site extents were light. No pedestrians and no cyclists were observed during the site visit.

The scheme has been examined, and this report compiled 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.

No Departures from Standards (DfS) have been provided to the Audit Team. It is important that if there are any DfS, then they are submitted to the Overseeing Organisation (OO) as soon as possible with appropriate mitigating measures for the OO to approve.

All Problems and Recommendations are referenced to the design drawings and the locations have been indicated on the A4 plan supplied for use by the Audit Team in **Appendix B** (where applicable).

1.3 Audit Administration

Issues identified during the audit and site visit which the Terms of Reference exclude from this report, but which the audit team wishes to draw to the attention of the OO, will be set out in a separate letter. These issues could include maintenance items and operational issues.

The Audit Team has not identified any issues during this Stage 1 RSA and site visit that are considered to be outside the Terms of Reference.

2 ITEMS RAISED AT PREVIOUS ROAD SAFETY AUDITS

No previous Road Safety Audits have been undertaken on these proposals.

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3 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

3.1 Local Alignment

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

3.2 General

PROBLEM	1
Location	General, throughout the scheme extents
Summary	Insufficient drainage may increase the risk of flooding and single vehicle loss of control type collisions.
Drainage proposals have not been submitted at this stage of audit. The implementation of the proposals will result in a significant change to the existing kerb lines. Lack of surface water drainage may result in surface water ponding with the potential slide risk for vehicles during wet and subsequent cold/freezing weather conditions. This may increase the risk of single vehicle loss of control type collisions. In the vicinity of new crossing facilities this may result in an increased risk of slip/fall by pedestrians.	
RECOMMENDATION	
The Audit Team recommend that at the next stage of design, new drainage appropriate for the proposed highway works is incorporated into the scheme proposals.	

PROBLEM	2
Location	General, throughout the scheme extents
Summary	Insufficient tie-in information

The site visit has established that there is an existing double white system along Worthing Road.

It is unclear from the drawings how the proposals will tie into the existing road layout. An unclear road layout may result in an increased risk of vehicle to vehicle and/or vehicle to pedestrian type collisions.

RECOMMENDATION

The Audit Team recommends that at the next stage of design, tie-in information is provided.

3.3 Junctions

PROBLEM	3
Location	Proposed access junction
Summary	Increased risk of kerb strikes or footway overrun resulting in loss of control or vehicle to pedestrian type collisions.
At this stage of audit, vehicle swept paths have not been provided. Without this information it is unclear whether the relevant design vehicles that may use this junction can safely carry out their turning movements without hitting kerbs/overrunning footway areas. This may increase the risk of single vehicle loss of control or vehicle to pedestrian type collisions.	
RECOMMENDATION	
The Audit Team recommend that vehicle swept paths are carried out to confirm that vehicles can safely negotiate all expected movements. This should include vehicular access/egress for properties on the eastern side of Worthing Road in the vicinity of refuge islands.	

3.4 Walking, Cycling and Horse Riding

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

3.5 Traffic Signs, Carriageway Markings and Lighting

PROBLEM	4
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Location	General, throughout the scheme extents
Summary	Existing street furniture may be vulnerable to vehicular strikes due to insufficient lateral clearance.
The scheme proposals indicate that widening is proposed on the western side of Worthing Road to accommodate the new junction. At present there are a number of items of existing street furniture within the adjacent verge area. From the drawings provided for this audit it is unclear where these will end up being located. Inappropriately sited street furniture may be vulnerable to vehicular strikes due to insufficient lateral clearance.	
RECOMMENDATION	
The Audit Team recommend that all street furniture is sited appropriately.	

PROBLEM	5
Location	General, throughout the scheme extents
Summary	Conspicuity of proposed measures during the hours of darkness.
The site visit has established that there is currently street lighting within the scheme extents however, the current levels of lighting may not be sufficient for the proposed improvements. A lack of street lighting may increase the risk of dark collisions in the vicinity of the proposals.	
RECOMMENDATION	
The Audit Team recommend that checks are undertaken to ensure the lighting levels throughout the scheme extents are sufficient and that appropriate lighting is included as part of the proposals.	

END OF PROBLEMS IDENTIFIED & RECOMMENDATIONS OFFERED IN THIS STAGE 1 ROAD SAFETY AUDIT

4 AUDIT TEAM STATEMENT

We certify that this Road Safety Audit has been carried out in accordance with GG 119.

AUDIT TEAM LEADER	
Name	Sarah Bowie - IEng MICE FIHE MCIHT MSoRSA HE RSA Cert Comp
Signed	
Position	Director
Organisation	Taylor Bowie Ltd
Date	Xx xx 2026

AUDIT TEAM MEMBER	
Name	F E T Bowie
Signed	
Position	Associate Consultant
Organisation	Taylor Bowie Ltd
Date	Xx xx 2026

AUDIT TEAM MEMBER	
Name	Mario Gatti - BSc Civ Eng MCIHT MSoRSA HE RSA Cert Comp
Signed	
Position	Associate Consultant
Organisation	Taylor Bowie Ltd
Date	Xx xx 2026

APPENDIX A

Documents Forming the Audit Brief

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Drawings:

DRAWING NO.	TITLE
UK0043490.9681-WSP-XX-XX-DR-TP-0101-P03	Worthing Road Site Access Priority Junction Access Arrangements

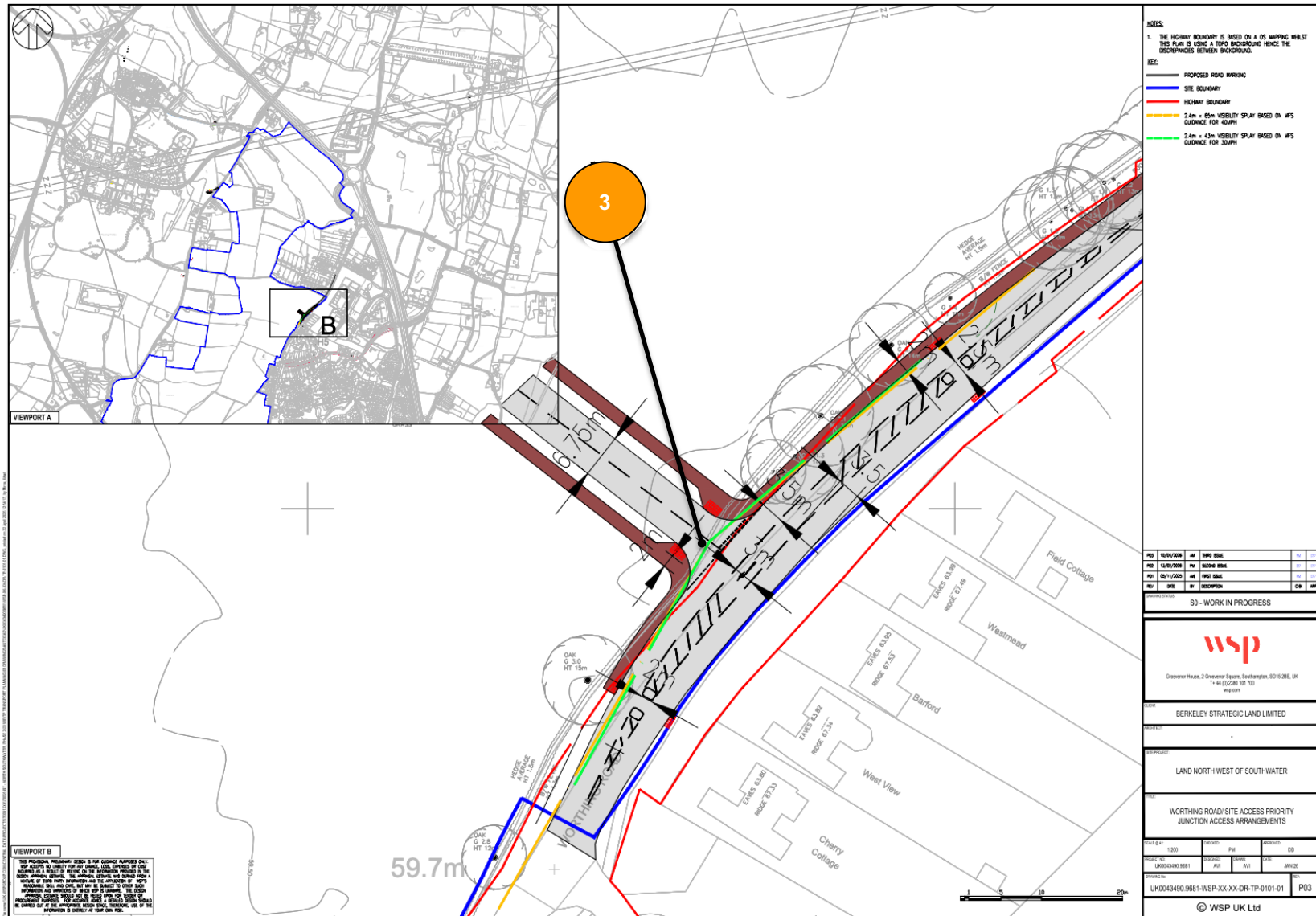
Documents/Data:

WSP – Stage 1 Road Safety Audit Brief – North Southwater – 27.04.2026
WSP – Land Northwest of Southwater, Horsham – Transport Assessment - Annex C – Personal Injury Collision – February 2026

APPENDIX B

Problem Location Plan

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Taylor Bowie Ltd

ROAD SAFETY & TRANSPORTATION CONSULTANCY

E: info@taylorbowie.co.uk

W: www.taylorbowie.co.uk

LAND NORTHWEST OF SOUTHWATER

Proposed Two Mile Ash Road Access 4

Road Safety Audit – Stage 1

Draft Report

May 2026

TBL19/617

Taylor Bowie Ltd
ROAD SAFETY & TRANSPORTATION CONSULTANCY

REPORT APPROVAL

Project Details

Project Title	Land Northwest of Southwater		
Project Subtitle	Proposed Two Mile Ash Road Access 4		
Road Safety Audit	Stage 1		
Document Reference	TBL19/617	Audit Brief Date	27 th April 2026
Overseeing Organisation	West Sussex County Council		
Design Organisation	Philip Moss	WSP	
Client	-	Berkeley	
Maintaining Agent Details	-	-	

Approvals

This document requires the following approvals:

Name	Title
Sarah Bowie	Audit Team Leader
Mario Gatti	Audit Team Member
FET Bowie	Audit Team Member

Distribution

This document has also been distributed to:

Name	Title & Organisation
Allan Northcutt	Director - WSP

1 INTRODUCTION

1.1 The Scheme and its Purpose

This report results from a Stage 1 Road Safety Audit (RSA) carried out on the proposed highway works associated with a proposed residential development on land to the northwest of Southwater, Horsham, West Sussex.

In general, the development consists of:

Access Junctions

- **A1.** Primary point of access (all modes) to be provided by way of a proposed new four-arm priority roundabout junction on Worthing Road, southwest of the A24 / Worthing Road junction (Hop Oast Roundabout). Two of the arms would serve the Site.
- **A2.** Primary point of access (all modes) to be provided by way of a proposed new simple priority junction with ghost island right turn lane from the western side of Worthing Road, north of the existing Netherton Close junction.
- **A3.** Primary point of access (all modes) to be provided by way the realigned Chessall Avenue and a new priority junction serving the Broadacres development - the proposed secondary road will form a continuation of the existing northern section of Chessall Avenue and will form the major arm of the access junction, with the existing western section of Chessall Avenue forming the minor arm of the junction.
- **A4.** Primary point of access to be provided by way of improvements to the existing priority junction serving agricultural buildings from the eastern side of Two Mile Ash Road, located some 180 metres south of the Christ's Hospital Road.
- **A5.** Primary point of Gypsy's and Travellers - A left in and left out will provide access into the Gypsy and Traveller pitches. The access arrangement for both land uses will be finalised through the next stages of the planning process.

Hop Oast Roundabout

The mitigation scheme is to signalise the roundabout on each of the approaches and circulatory carriageways. The number of approaches will increase on each of the arms except the A24 (north) where it will remain 3 lanes. The proposed speed of the roundabout will drop to 50mph to align with other signalised roundabouts on the A24. A new pedestrian controlled signalised crossing will be implemented on the southern approach which will include facilities for cyclists and equestrians. Finally, there will be a bus lane installed on the Worthing Road (north) approach and through the circulatory to provide bus priority measures through the roundabout.

Walking and Cycling Improvements

- Worthing Road – A series of new pedestrian crossing facilities will be provided between the site access priority junction and Chessall Avenue to connect the existing village to the development. A new footway will be provided from the Worthing Road access to the bus stop (Warnham Gate). The layby bus lanes on Worthing Road will be realigned to remove the laybys and tactile paving will be installed at the side roads which don't have tactile paving currently.
- Two Mile Ash Road
 - Section south of Christ Hospital Road - there will be a new footway proposed from the Two Mile Ash Road access up to Christ Hospital Road. This will include an informal crossing facility. There will also be a series of traffic calming measures installed to slow down vehicular traffic.
 - North of Christ Hospital Road - the improvements will be a series of traffic calming measures to encourage slower vehicular speeds and discourage vehicles using Two Mile Ash Road.
- Christ Hospital Road – the improvements include an enhancement of the existing footway provision and provision of a series of traffic calming measures to encourage lower vehicle speeds.

This Stage 1 RSA relates to the proposals associated with the Proposed Two Mile Ash Road Access 4 only.

1.2 Terms of Reference & Audit Report

The Road Safety Audit Brief was approved and issued by Philip Moss of the Design Organisation on behalf of the Overseeing Organisation. The RSA team has been approved by the Design Organisation.

Table 1 - Audit Team Membership

Membership	Name	Details
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The Road Safety Audit was undertaken in accordance with the requirements of GG 119. No additional audit requirements were requested. The audit comprised of an examination of the brief and the documents provided to the Audit Team, listed in **Appendix A**.

The audit took place at Taylor Bowie Ltd Cambridgeshire office during May 2026 and Audit Team Members examined the site together in daylight hours on the morning and afternoon of Thursday 2nd May 2026 between the times of 0930 and 1630hrs. The weather during the site visit was hot and sunny. The carriageway was dry. Traffic flows at all times within the site extents were light. No pedestrians and no cyclists were observed during the site visit.

The scheme has been examined, and this report compiled 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.

No Departures from Standards (DfS) have been provided to the Audit Team. It is important that if there are any DfS, then they are submitted to the Overseeing Organisation (OO) as soon as possible with appropriate mitigating measures for the OO to approve.

All Problems and Recommendations are referenced to the design drawings and the locations have been indicated on the A4 plan supplied for use by the Audit Team in **Appendix B** (where applicable).

1.3 Audit Administration

Issues identified during the audit and site visit which the Terms of Reference exclude from this report, but which the audit team wishes to draw to the attention of the OO, will be set out in a separate letter. These issues could include maintenance items and operational issues.

The Audit Team has not identified any issues during this Stage 1 RSA and site visit that are considered to be outside the Terms of Reference.

2 ITEMS RAISED AT PREVIOUS ROAD SAFETY AUDITS

No previous Road Safety Audits have been undertaken on these proposals.

DRAFT

3 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

3.1 Local Alignment

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

3.2 General

PROBLEM	1
Location	General, throughout the scheme extents
Summary	Insufficient drainage may increase the risk of flooding and single vehicle loss of control type collisions.
Drainage proposals have not been submitted at this stage of audit. It is likely that the localised kerblines changes will affect the existing drainage. Lack of surface water drainage provision may result in surface water ponding with the potential slide risk for vehicles during wet and subsequent cold/freezing weather conditions. This may increase the risk of single vehicle loss of control or rear end shunt type collisions.	
RECOMMENDATION	
The Audit Team recommend that at the next stage of design, new drainage appropriate for the proposed highway works is incorporated into the scheme proposals.	

3.3 Junctions

PROBLEM	2
Location	Proposed access junction
Summary	Reduced visibility splay may increase the risk of vehicle pull-out type collisions.

The site visit has established that the achievable visibility splay when exiting may be impacted upon by the presence of vegetation.

A lack of visibility at the junction may increase the risk of pull out type collisions.

RECOMMENDATION

The Audit Team recommend that the achievable visibility splays are not compromised.

PROBLEM	3
Location	Proposed access junction
Summary	Increased risk of kerb strikes or footway overrun resulting in loss of control or vehicle to pedestrian type collisions.
At this stage of audit, vehicle swept paths have not been provided. Without this information it is unclear whether the relevant design vehicles that may use this junction can safely carry out their turning movements without hitting kerbs/overrunning footway areas. This may increase the risk of single vehicle loss of control or vehicle to pedestrian type collisions.	
RECOMMENDATION	
The Audit Team recommend that vehicle swept paths are carried out to confirm that vehicles can safely negotiate all expected movements.	

3.4 Walking, Cycling and Horse Riding

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

3.5 Traffic Signs, Carriageway Markings and Lighting

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

END OF PROBLEMS IDENTIFIED & RECOMMENDATIONS OFFERED IN THIS STAGE 1 ROAD SAFETY AUDIT

4 AUDIT TEAM STATEMENT

We certify that this Road Safety Audit has been carried out in accordance with GG 119.

AUDIT TEAM LEADER	
Name	Sarah Bowie - IEng MICE FIHE MCIHT MSoRSA HE RSA Cert Comp
Signed	
Position	Director
Organisation	Taylor Bowie Ltd
Date	Xx xx 2026

AUDIT TEAM MEMBER	
Name	F E T Bowie
Signed	
Position	Associate Consultant
Organisation	Taylor Bowie Ltd
Date	Xx xx 2026

AUDIT TEAM MEMBER	
Name	Mario Gatti - BSc Civ Eng MCIHT MSoRSA HE RSA Cert Comp
Signed	
Position	Associate Consultant
Organisation	Taylor Bowie Ltd
Date	Xx xx 2026

APPENDIX A

Documents Forming the Audit Brief

DRAFT

Drawings:

DRAWING NO.	TITLE
UK0043490.9681-WSP-XX-XX-DR-TP-0102-01	Two Mile Ash Site Access Priority Junction Access Arrangements

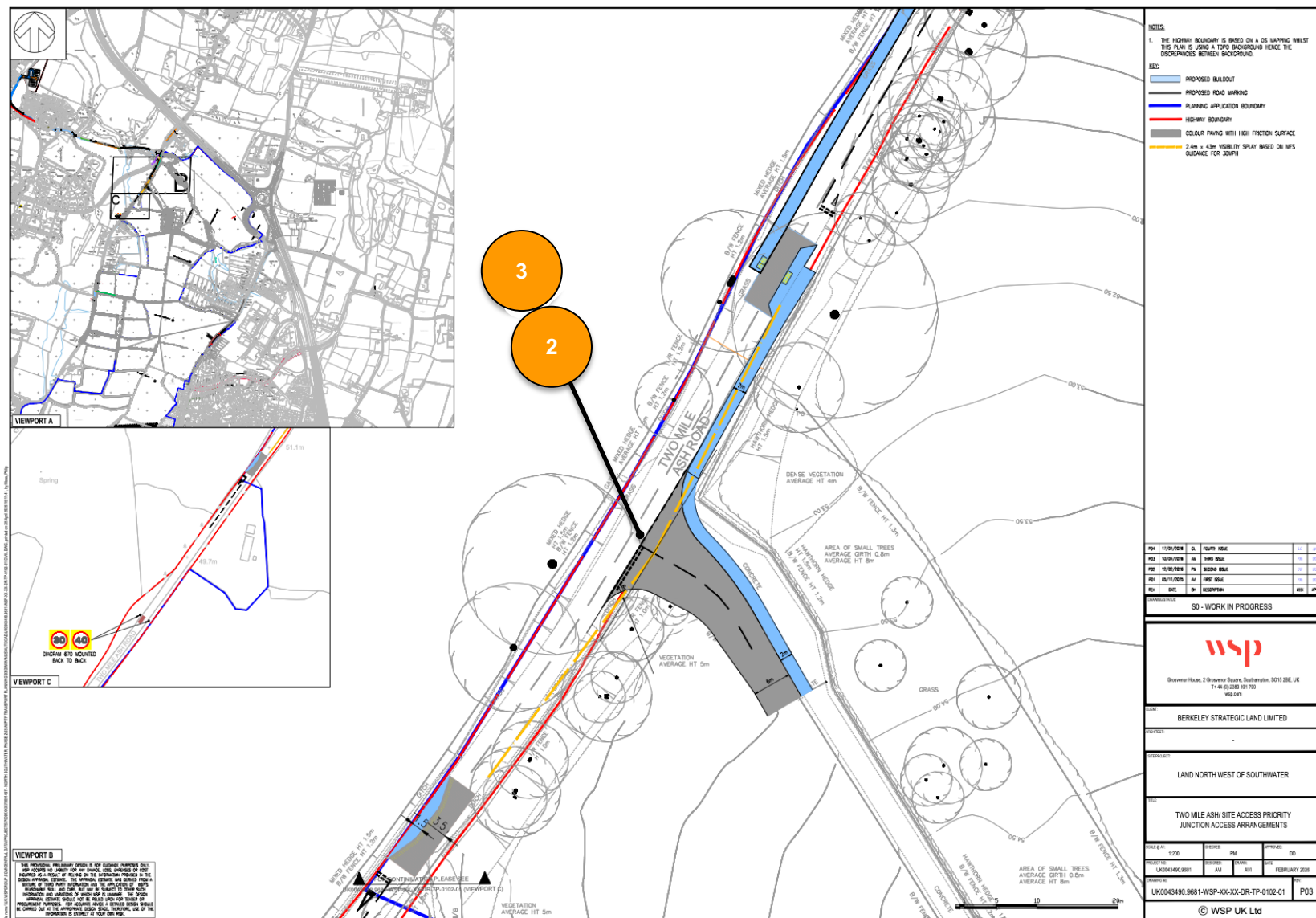
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WSP – Land Northwest of Southwater, Horsham – Transport Assessment - Annex C – Personal Injury Collision – February 2026

APPENDIX B

Problem Location Plan

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