
Appendix B Part 2 of 2 – Road Safety Audits

LAND NORTHWEST OF SOUTHWATER

Proposed Worthing Road Access 5

Road Safety Audit – Stage 1

Draft Report

May 2026

TBL19/616

REPORT APPROVAL

Project Details

Project Title	Land Northwest of Southwater		
Project Subtitle	Proposed Worthing Road Access 5		
Road Safety Audit	Stage 1		
Document Reference	TBL19/616	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 Worthing Road Access 5 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.

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.
Significant changes to existing kerblines are proposed throughout the scheme extents. Whilst there is existing drainage provision, this may not be sufficient or appropriate for the proposed changes. 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.	
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	Verge area adjacent to proposed access junction and footway
Summary	Embankment adjacent to footway provision may increase risk of injury to pedestrians.

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

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

RECOMMENDATION

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

3.3 Junctions

PROBLEM	3
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 to the right 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	4
Location	Development access junction
Summary	Pull out type collisions.

The site visit has established that there is a significant level difference between Worthing Road mainline carriageway and the proposed development site.

Vehicles waiting to emerge onto the mainline from a standing start could experience difficulties due to the difference in levels. This could impact upon a driver's ability to see clearly when looking to the left and right on approach to the junction exit and may increase the risk of vehicle to vehicle pull out type collisions.

RECOMMENDATION

The Audit Team recommend that at the detailed design stage a dwell/plateau should be provided for the development site junction where it meets the development access road.

PROBLEM	5
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

DRAFT

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-0104-P02	Proposed Gypsy and Traveller Left In and Out onto Worthing Road

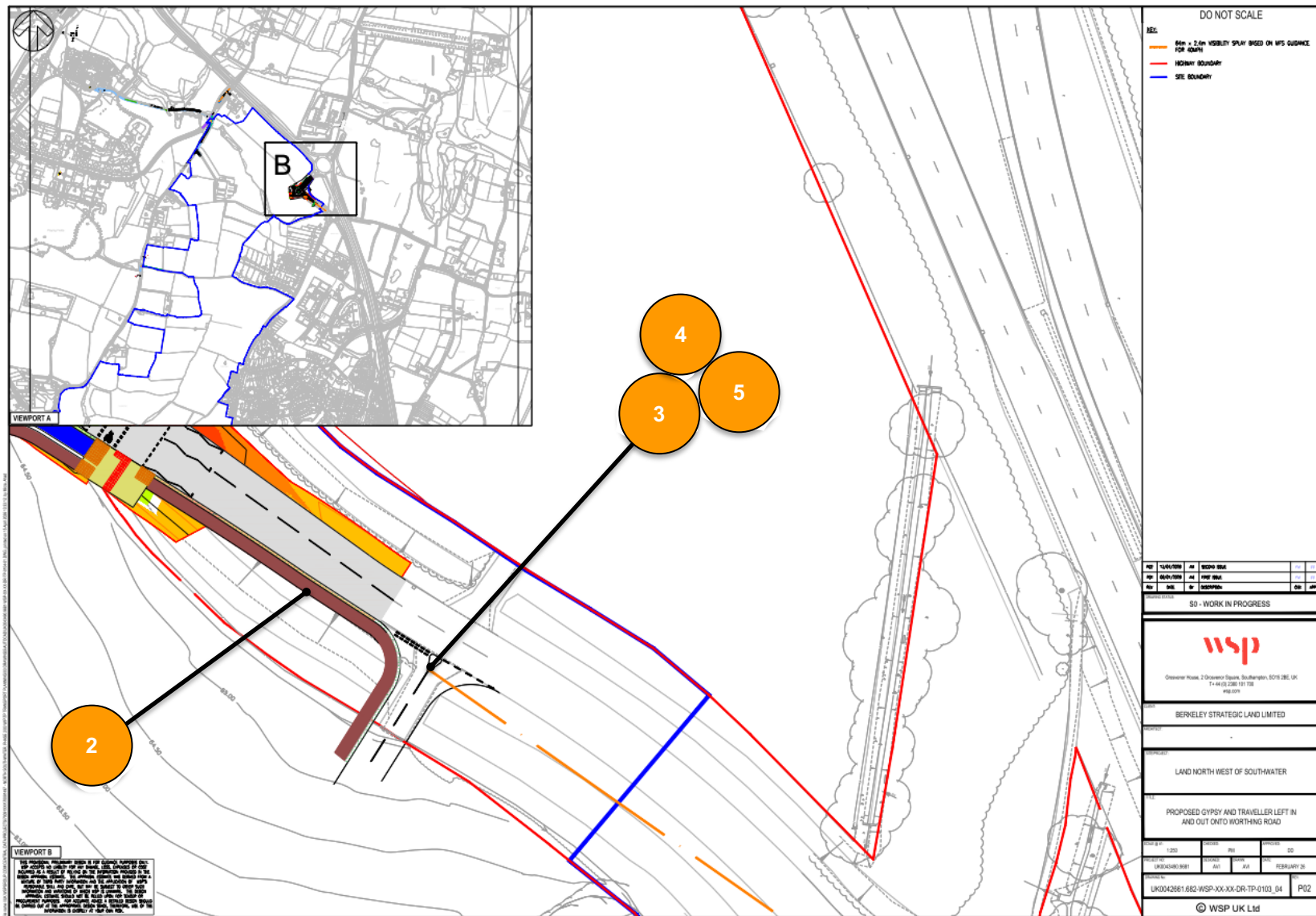
Documents/Data:

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

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LAND NORTHWEST OF SOUTHWATER

Proposed Two Mile Ash Road Improvements

Road Safety Audit – Stage 1

Draft Report

May 2026

TBL19/628

Taylor Bowie Ltd
ROAD SAFETY & TRANSPORTATION CONSULTANCY

REPORT APPROVAL

Project Details

Project Title	Land Northwest of Southwater		
Project Subtitle	Proposed Two Mile Ash Road Improvements		
Road Safety Audit	Stage 1		
Document Reference	TBL19/628	Audit Brief Date	27 th April 2026
Overseeing Organisation	West Sussex County Council		
Design Organisation	Philip Moss	WSP	
Client	-	Berkeley	
Maintaining Agent Details	-	-	

Approvals

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FET Bowie	Audit Team Member

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

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Membership	Name	Details
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3 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

3.1 Local Alignment

PROBLEM	1
Location	Two Mile Ash Road, southern-most section adjacent to Access 4
Summary	Increased risk of vehicle to vehicle head-on or vehicle to pedestrian type collisions.
A buildout incorporating an uncontrolled crossing facility is proposed to the north of Access 4. The site visit has established that there is an existing carriageway crest to the south of this proposed measure. This reduces driver intervisibility between northbound drivers and those manoeuvring around the buildout feature with an increased risk of vehicle to vehicle head-on type collisions. Further, pedestrians using this crossing facility may not be seen by northbound drivers with a risk of vehicle to pedestrian type collisions.	
RECOMMENDATION	
The Audit Team recommend that the buildout is sited such that sufficient intervisibility is provided and that pedestrians can cross safely.	

PROBLEM	2
Location	General, throughout the scheme extents - approaches to the priority working traffic calming
Summary	Insufficient skidding resistance approaching the proposed priority working traffic calming. Risk of overshoot or vehicle to vehicle rear end shunt type collisions.
The scheme proposals indicate that new traffic calming measures in the form of priority working is proposed. 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 overshoot or vehicle to vehicle rear end shunt type collisions, particularly when the carriageway is wet.

RECOMMENDATION

The Audit Team recommend that the appropriate skidding resistance for a stress site is provided for the approaches to the priority working traffic calming measures.

3.2 General

PROBLEM	3
Location	General, Proposed localised narrowing/buildout
Summary	Insufficient drainage may increase the risk of flooding and single vehicle loss of control type collisions.
At this stage of audit construction details for the buildouts and associated drainage proposals have not been provided. A lack of appropriate drainage at locations of proposed traffic calming features may increase the risk of flooding in these areas which may result in an increased risk of single vehicle loss of control type collisions.	
RECOMMENDATION	
The Audit Team recommend that appropriate drainage is incorporated into the scheme proposals.	

3.3 Junctions

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

3.4 Walking, Cycling and Horse Riding

PROBLEM	4
Location	General, proposed localised narrowing/buildouts
Summary	Risk of vehicle to cyclist collisions.

The proposals introduce a number of localised buildouts. This has the effect of narrowing the carriageway. At this stage of audit, carriageway widths have not been provided.

Cyclists may be at risk of vehicles attempting to overtake through narrowed sections resulting in vehicle to cyclist type collisions.

RECOMMENDATION

The Audit Team recommend that an appropriate width of carriageway is proposed in line with current best practise.

3.5 Traffic Signs, Carriageway Markings and Lighting

PROBLEM	5
Location	General, throughout the scheme extents
Summary	Risk of vehicles striking the proposed buildout feature.
A priority buildout traffic calming measure is proposed. The drawings at this stage of audit do not show any means of highlighting this feature, either by means of road markings, signing or lighting. A lack of clear guidance for drivers at the kerbed buildout. may increase the risk of vehicular strikes and vehicle to pedestrian type collisions, particularly during the hours of darkness.	
RECOMMENDATION	
The Audit Team recommend that the kerbed buildout should be visible to drivers during all lighting conditions and that sufficient warning of the feature is provided.	

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

4 AUDIT TEAM STATEMENT

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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
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Name	Mario Gatti - BSc Civ Eng MCIHT MSoRSA HE RSA Cert Comp
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Date	Xx xx 2026

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Documents Forming the Audit Brief

DRAFT

Drawings:

DRAWING NO.	TITLE
UK0043490.9681-WSP-XX-XX-DR-TP-0105-01-A	Two Mile Ash Site Access Priority Junction Access Arrangement
UK0043490.9681-WSP-XX-XX-DR-TP-0105-01-B	Two Mile Ash Site Access Priority Junction Access Arrangement
UK0043490.9681-WSP-XX-XX-DR-TP-0105-02	Proposed Cycle Improvements on Two Mile Ash Road
UK0043490.9681-WSP-XX-XX-DR-TP-0105-03	Proposed Cycle Improvements on Two Mile Ash Road

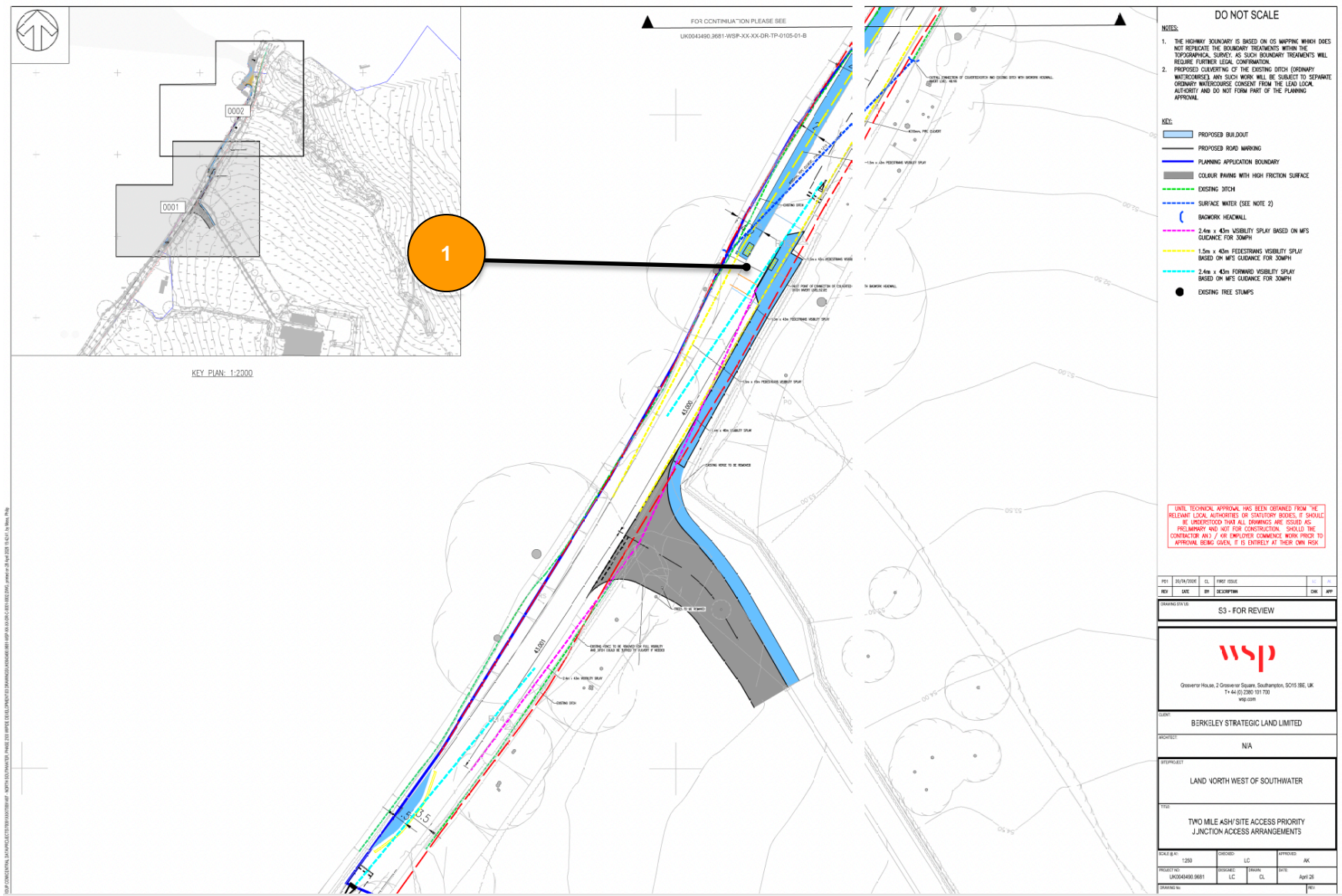
Documents/Data:

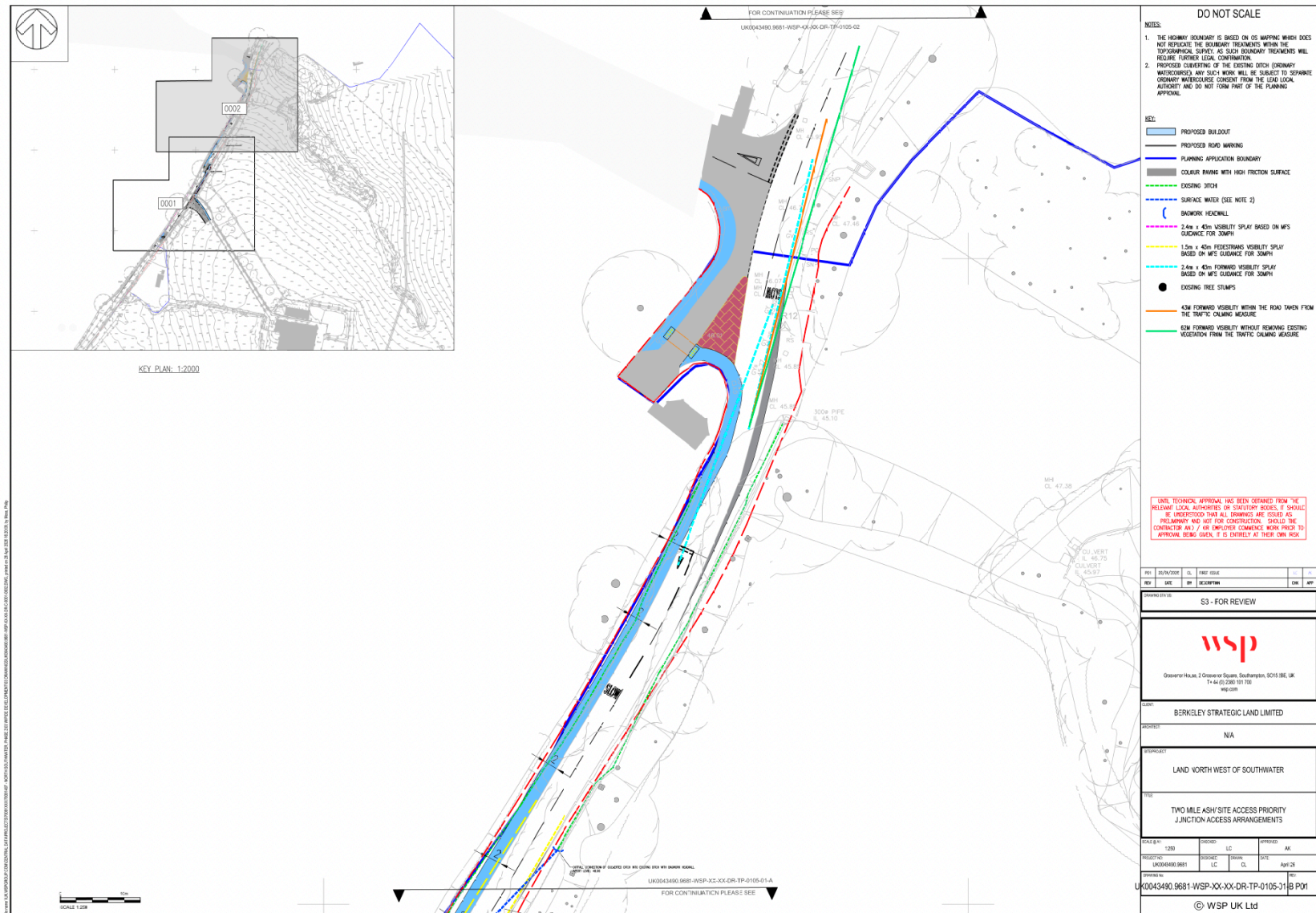
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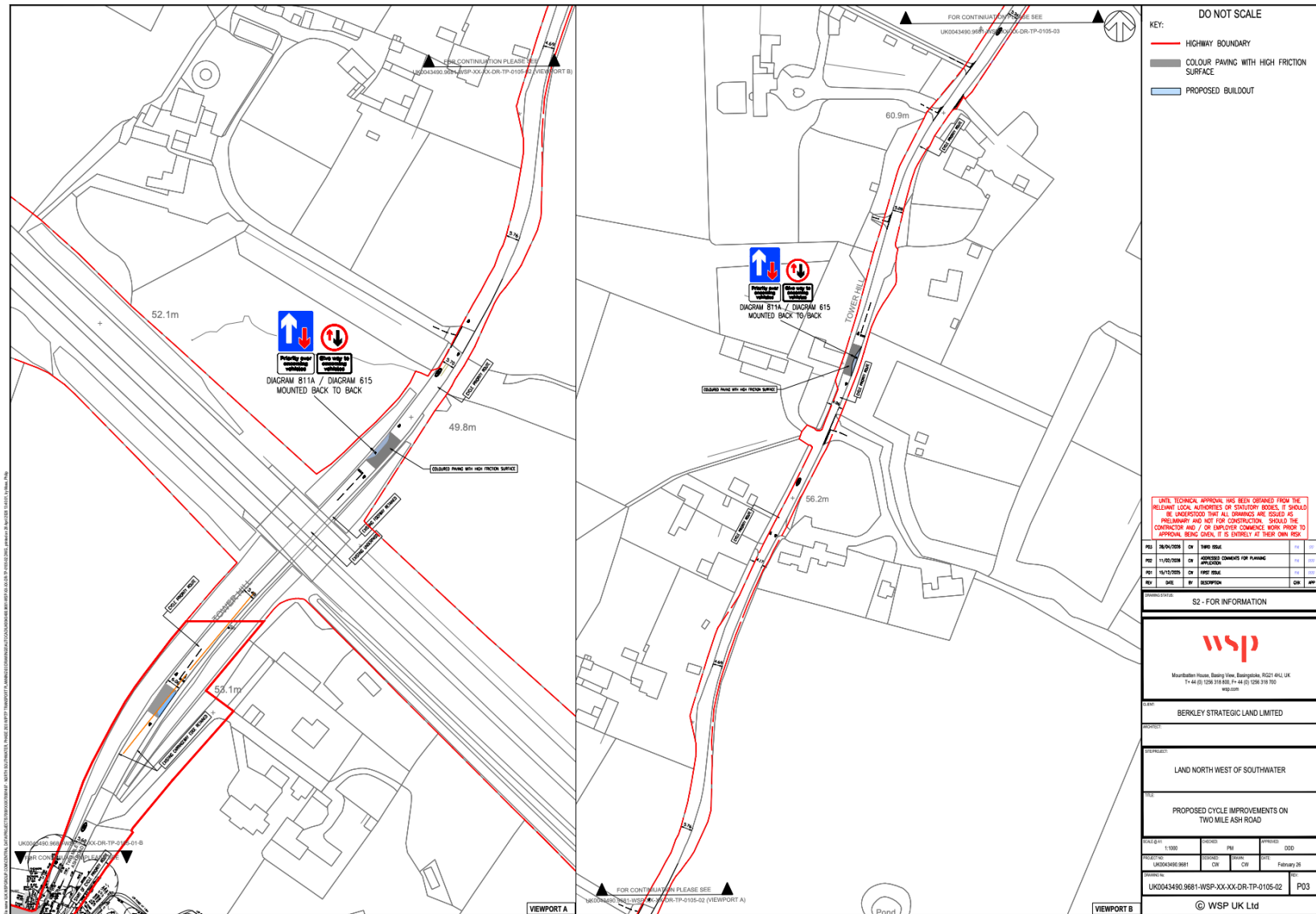
APPENDIX B

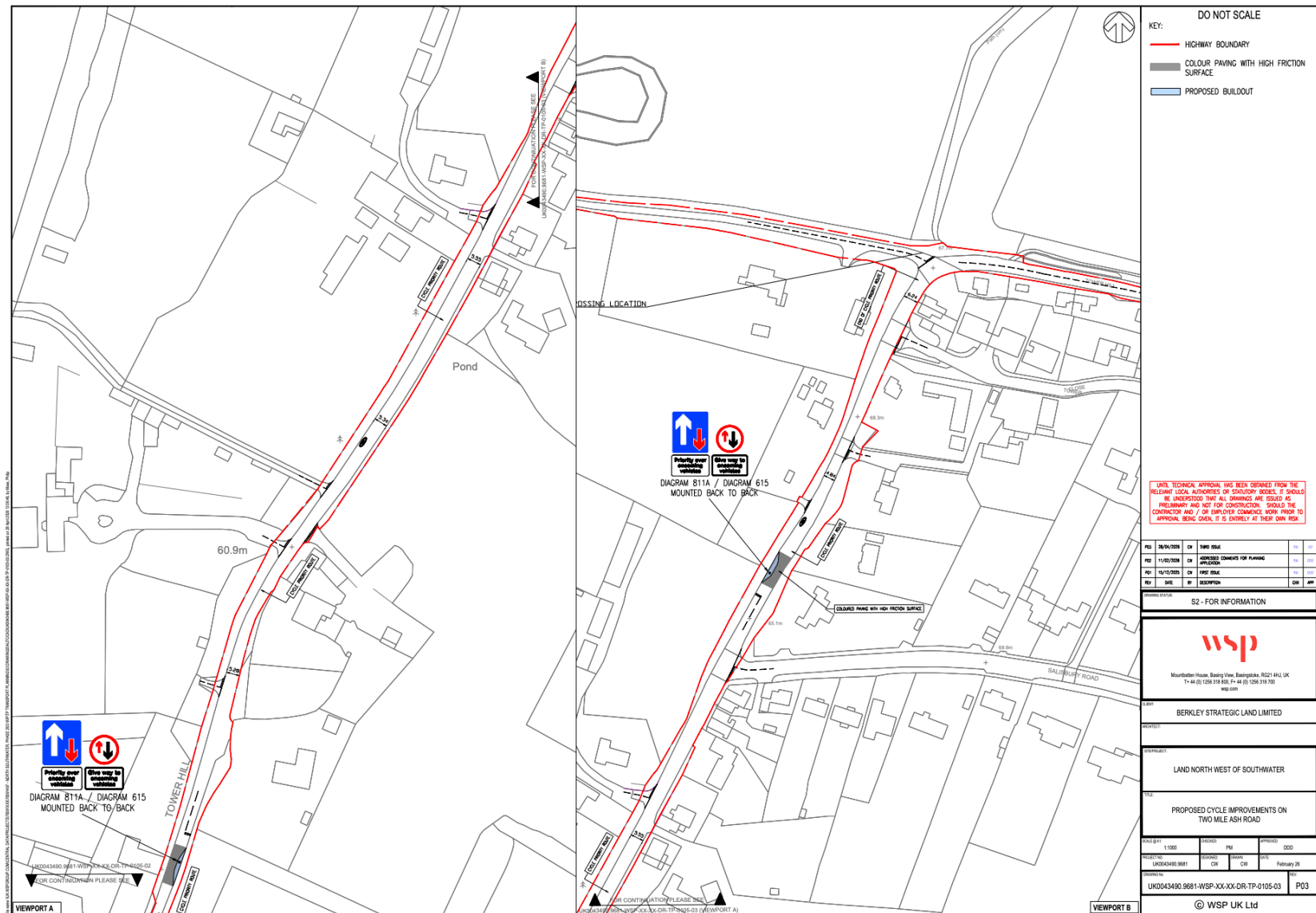
Problem Location Plan

DRAFT









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Taylor Bowie Ltd

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LAND NORTHWEST OF SOUTHWATER

Proposed Christ Hospital Road Improvements

Road Safety Audit – Stage 1

Draft Report

May 2026

TBL19/627

REPORT APPROVAL

Project Details

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The scheme proposals indicate that new traffic calming measures in the form of priority working is proposed. 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 overshoot or vehicle to vehicle rear end shunt type collisions, particularly when the carriageway is wet.	
RECOMMENDATION	
The Audit Team recommend that the appropriate skidding resistance for a stress site is provided for the approaches to the priority working traffic calming measures.	

3.2 General

PROBLEM	2
Location	Proposed localised narrowing/buildout
Summary	Insufficient drainage may increase the risk of flooding and single vehicle loss of control type collisions.

At this stage of audit construction details for the buildouts and associated drainage proposals have not been provided. A lack of appropriate drainage at locations of proposed traffic calming features may increase the risk of flooding in these areas which may result in an increased risk of single vehicle loss of control type collisions.

RECOMMENDATION

The Audit Team recommend that appropriate drainage is incorporated into the scheme proposals.

3.3 Junctions

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

3.4 Walking, Cycling and Horse Riding

PROBLEM	3
Location	Proposed localised narrowing/buildout
Summary	Risk of vehicle to cyclist collisions.
The proposals introduce a localised buildout. This has the effect of narrowing the carriageway. At this stage of audit, carriageway widths have not been provided. Cyclists may be at risk of vehicles attempting to overtake through narrowed sections resulting in vehicle to cyclist type collisions.	
RECOMMENDATION	
The Audit Team recommend that an appropriate width of carriageway is proposed in line with current best practise.	

3.5 Traffic Signs, Carriageway Markings and Lighting

PROBLEM	4
Location	General, throughout the scheme extents

Summary	Risk of vehicles striking the proposed buildout feature.
A priority buildout traffic calming measure is proposed. The drawings at this stage of audit do not show any means of highlighting this feature, either by means of road markings, signing or lighting. A lack of clear guidance for drivers at the kerbed buildout, may increase the risk of vehicular strikes and vehicle to pedestrian type collisions, particularly during the hours of darkness.	
RECOMMENDATION	
The Audit Team recommend that the kerbed buildout should be visible to drivers during all lighting conditions and that sufficient warning of the feature is provided.	

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
UK0042661.682-WSP-XX-XX-DR-TP-0106-01	Christ Hospital Road Highway Improvements

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

DRAFT

Taylor Bowie Ltd

ROAD SAFETY & TRANSPORTATION CONSULTANCY

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LAND NORTHWEST OF SOUTHWATER

Proposed Worthing Road Improvements

Road Safety Audit – Stage 1

Draft Report

May 2026

TBL19/629

REPORT APPROVAL

Project Details

Project Title	Land Northwest of Southwater		
Project Subtitle	Proposed Worthing Road Improvements		
Road Safety Audit	Stage 1		
Document Reference	TBL19/629	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

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 Worthing Road Improvements 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.

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

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

3.3 Junctions

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

3.4 Walking, Cycling and Horse Riding

PROBLEM	1
Location	Proposed uncontrolled crossing point at PRow south of Blakes Farm Road
Summary	The pedestrian to driver intervisibility may be compromised due to on-street parking.
The proposals show a new uncontrolled pedestrian crossing is to be implemented across Worthing Road, adjacent to the PRow, south of Blakes Farm Road. The site visit has established that the driver to pedestrian intervisibility at this location when looking to the right from the western side is impacted upon by on-street parking. A lack of intervisibility between drivers and pedestrians may increase the risk of vehicle to pedestrian type collisions	
RECOMMENDATION	
The Audit Team recommend that adequate and compliant pedestrian to driver intervisibility is achieved at this location.	

PROBLEM	2
Location	Proposed uncontrolled crossing point at PRow south of Blakes Farm Road
Summary	Trip hazard for blind/partially sighted or mobility impaired users.
The drawings provided indicate that a new uncontrolled crossing is to be provided across Worthing Road. The site visit has established that there is a gully on the western side of the carriageway in the vicinity of the proposed crossing facility. From the information provided it is unclear where this 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.	

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-0107	Worthing Road Highway Improvements

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

DRAFT

Taylor Bowie Ltd

ROAD SAFETY & TRANSPORTATION CONSULTANCY

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LAND NORTHWEST OF SOUTHWATER

Proposed Hop Oast Roundabout Junction Improvements

Road Safety Audit – Stage 1

Draft Report

DRAFT

May 2026

TBL19/620

REPORT APPROVAL

Project Details

Project Title	Land Northwest of Southwater		
Project Subtitle	Proposed Hop Oast Roundabout Junction Improvements		
Road Safety Audit	Stage 1		
Document Reference	TBL19/620	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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Name	Title & Organisation
Allan Norcutt	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 Hop Oast Roundabout Junction Improvements 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 one item 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.

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 crossing
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 crossing.

PROBLEM	3
Location	General, approaches to the proposed roundabout
Summary	Insufficient surface skidding resistance approaching the proposed roundabout and circulatory stop lines 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 and the circulatory stop lines of the roundabout.	

PROBLEM	4
Location	General surrounding verge area adjacent to the roundabout
Summary	Steep embankment is a potential hazard to an errant vehicle

The site visit has established that there are areas of steep gradient at the back of existing verge areas where changes to the existing roundabout are proposed. Further there are existing lengths 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 and increase injury to vehicle occupants.

RECOMMENDATION

The Audit Team recommend that a RRRAP is carried out to confirm whether protection is necessary and to ensure that any amendments to existing VRS is assessed to ensure that its performance is not affected.

3.3 Junctions

PROBLEM	5
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 three-lane entry is proposed for all the junction entries except the A24 (north). At this stage of audit, vehicle swept paths have not been provided. Without this information it is unclear whether three vehicles can safely enter the roundabout side by side. Insufficient carriageway widths may increase the 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 three 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	6
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	7
Location	Proposed cycle cut-through gap
Summary	Width of cut-through gap may not safely accommodate cyclists crossing the carriageway. Risk of vehicle to cyclist type collisions.
The drawing indicates that a cycle gap is proposed between the western and northern arms of the roundabout. Proposed widths are not indicated. A lack of sufficient width may leave cyclists vulnerable to circulatory traffic with an increased risk of vehicle to cyclist type collisions.	
RECOMMENDATION	
The Audit Team recommend that the proposed cycle gap can safely accommodate both pedestrians and cyclists.	

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 facilities. 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 the roundabout proposals. At present there are a number of items of existing street furniture, signing and lighting columns, within the adjacent verge areas and traffic splitter islands. 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. Further, street furniture remaining close to or within the proposed footway/shared/crossing facilities may create an obstruction for pedestrian/cyclists/equestrians resulting injury.	
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.	

PROBLEM	11
Location	General, approaches to the roundabout
Summary	Insufficient guidance for drivers may increase risk of sudden braking, hesitation or lane changes resulting in rear end shunt and side swipe type collisions.
The introduction of additional lanes for all traffic and a bus lane will require information to be given to drivers to ensure they have sufficient time to enter the correct carriageway lane. A lack of guidance for drivers may result in sudden braking, hesitation or late lane changing with an increased risk of rear end shunt and side swipe type collisions.	
RECOMMENDATION	
The Audit Team recommend that appropriate and clear guidance is provided to drivers to ensure that correct lane choices can be made safely.	

PROBLEM	12
Location	Proposed bus lane within roundabout circulatory

Summary	Risk of drivers striking the proposed bus lane traffic island may increase the risk of loss of control type collisions
The scheme proposals include the introduction of a bus lane within the roundabout circulatory. The drawings at this stage of audit do not show any means of highlighting this feature. A lack of clear guidance for drivers of this feature may increase the risk of vehicular strikes, particularly during the hours of darkness.	
RECOMMENDATION	
The Audit Team recommend that appropriate signing and demarcation of this feature is provided and that the feature should be visible to drivers in all lighting conditions.	

PROBLEM	13
Location	A24 southbound approach verge
Summary	Lack of advance signing could increase risk of vehicle to vehicle side swipe and/or rear end shunt type collisions
The site visit has established that at the location identified there is an existing sign located within the verge area providing lane guidance to drivers for the current layout. It is important that any signing matches the proposed layout to ensure that drivers have sufficient time to enter the correct carriageway lane. Failure to provide adequate advance signing may increase the risk of sudden lane changing, hesitation or braking which may increase the risk of vehicle to vehicle side swipe and/or rear end shunt type collisions.	
RECOMMENDATION	
The Audit Team recommend that appropriate signing that reflects the proposed layout is incorporated into the design to warn drivers of the correct lane approach.	

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-0109 - P03	General Arrangement B2237 Worthing Road/A24 Hop Oast Roundabout Sheet 01
UK0043490.9681-WSP-XX-XX-DR-TP-109 (2)	General Arrangement B2237 Worthing Road/A24 Hop Oast Roundabout Sheet 02

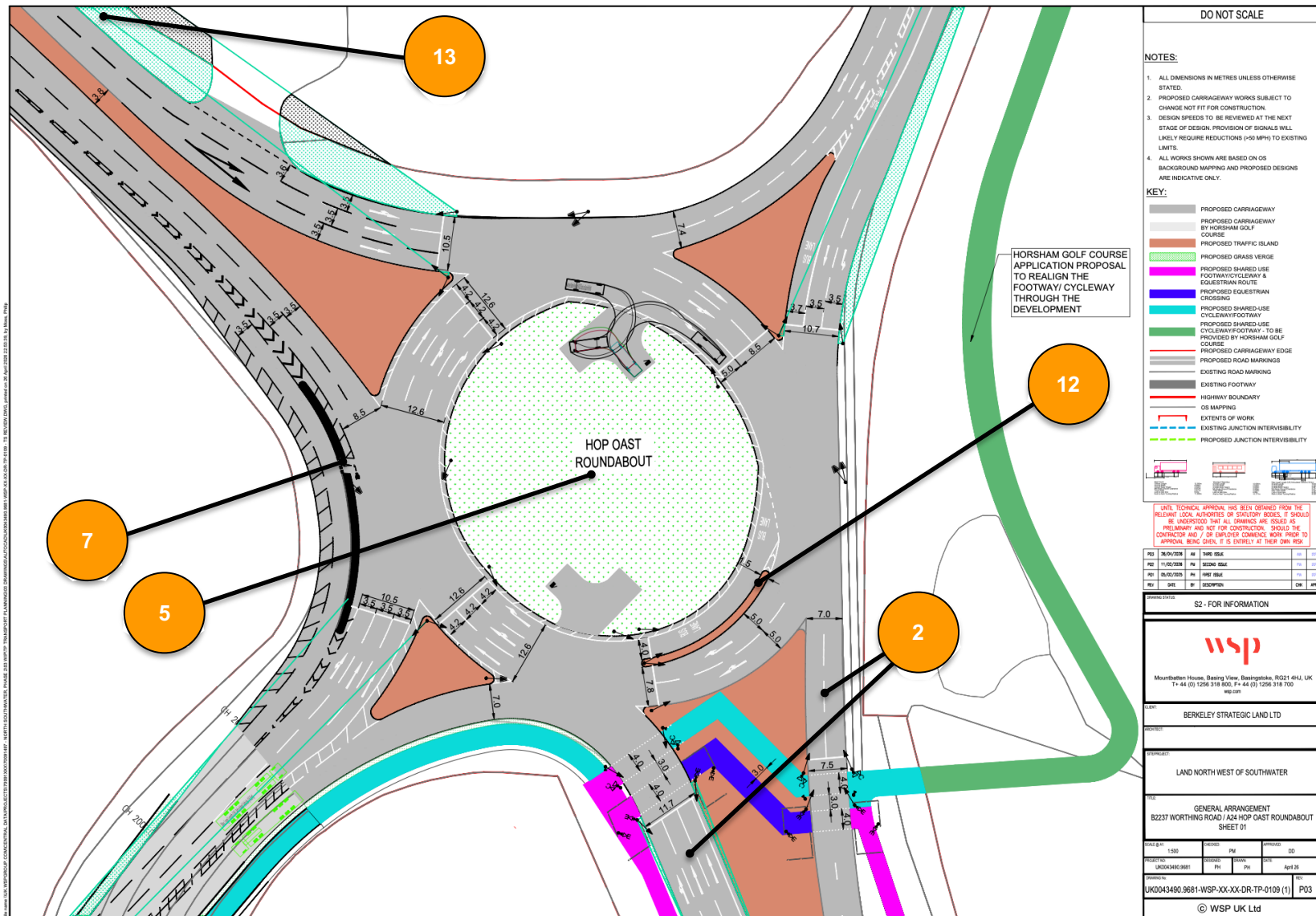
Documents/Data:

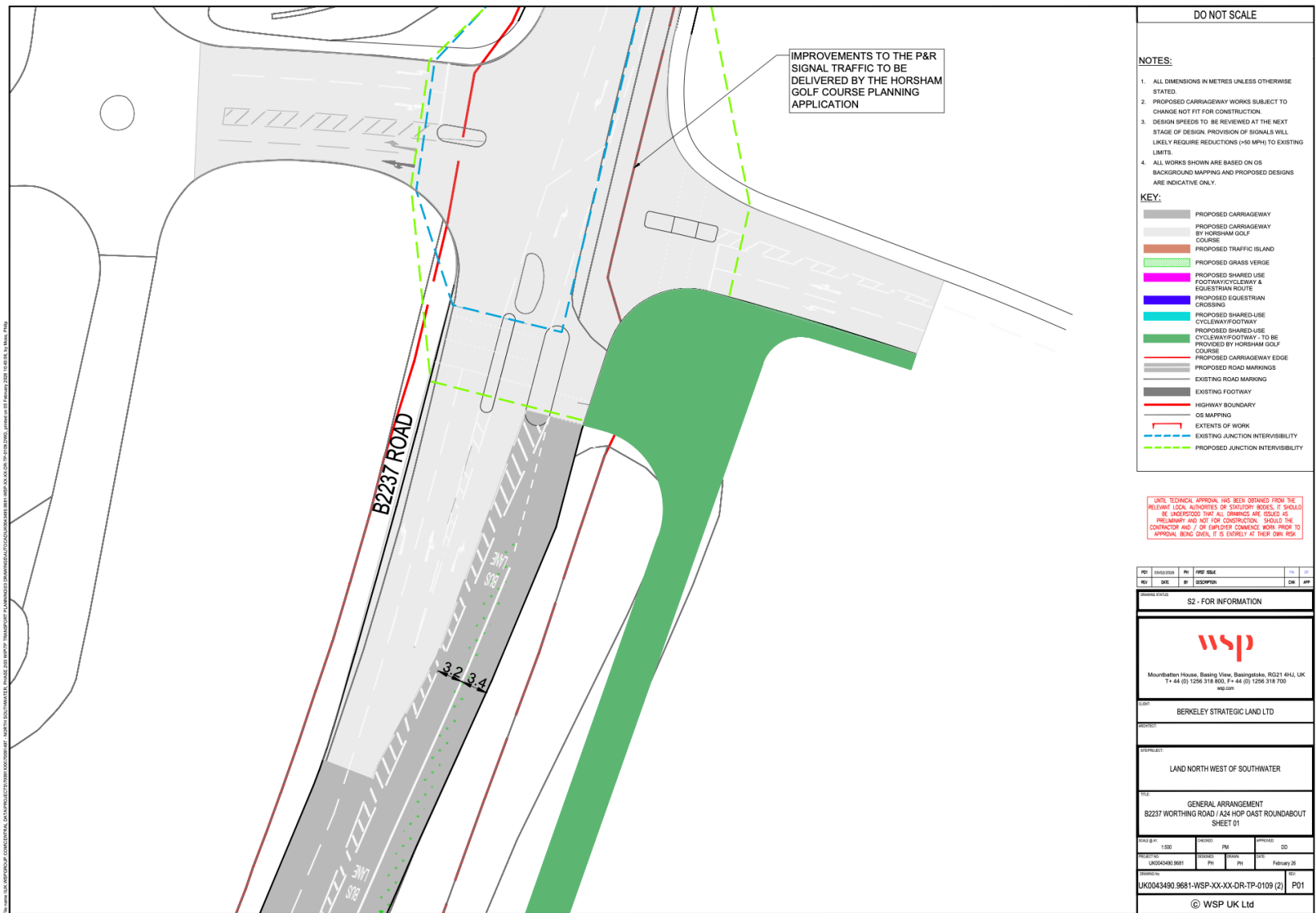
WSP – Stage 1 Road Safety Audit Brief – North Southwater – 27.04.2026
WSP – Land Northwest of Southwater, Horsham – Transport Assessment - Annex C – Personal Injury Collision – February 2026

APPENDIX B

Problem Location Plan

DRAFT





DRAFT

Taylor Bowie Ltd

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LAND NORTHWEST OF SOUTHWATER

Proposed Two Mile Ash Road Crossing Improvements

Road Safety Audit – Stage 1

Draft Report

May 2026

TBL19/616

Taylor Bowie Ltd
ROAD SAFETY & TRANSPORTATION CONSULTANCY

REPORT APPROVAL

Project Details

Project Title	Land Northwest of Southwater		
Project Subtitle	Proposed Two Mile Ash Road Crossing Improvements		
Road Safety Audit	Stage 1		
Document Reference	TBL19/616	Audit Brief Date	27 th April 2026
Overseeing Organisation	West Sussex County Council		
Design Organisation	Philip Moss	WSP	
Client	-	Berkeley	
Maintaining Agent Details	-	-	

Approvals

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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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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 Crossing Improvements 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

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

3.3 Junctions

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

3.4 Walking, Cycling and Horse Riding

PROBLEM	1
Location	Proposed footway link
Summary	Existing ditch adjacent to proposed footway link. Risk of pedestrian/cyclist injury
As part of the scheme proposals a new length of footway link it to be provided on the western side of Two Mile Ash Road between the two bridleways. The site visit has established that there is an existing ditch along the back of the verge area. At this stage of audit cross sections have not been provided and it is therefore unclear what measures are proposed at this location. A ditch adjacent to a footway link may result in an increased risk of pedestrians/cyclists slipping into the ditch and sustaining injury.	

RECOMMENDATION
The Audit Team recommend that the footway link proposals address the potential for pedestrian/cyclist injury.

3.5 Traffic Signs, Carriageway Markings and Lighting

PROBLEM	2
Location	Approach to the proposed crossing improvement
Summary	Insufficient forward visibility. Increased risk of vehicle to pedestrian/cyclist type collisions.
The site visit has established that the carriageway is hedge lined throughout the scheme extents on both approaches to the crossing feature. This may affect the forward visibility to the proposed advance warning signs. This may result in approaching drivers not anticipating the potential presence of pedestrians/cyclists at this location with an increased risk of vehicle to pedestrian/cyclist type collisions.	
RECOMMENDATION	
The Audit Team recommend that the proposed signage is sited such that forward visibility is not compromised. Vegetation clearance may be necessary to achieve this.	

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-0108-P02	Two Mile Ash Road Proposed Crossing Improvements

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

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