
Appendix C – Designers Response



WEST SUSSEX COUNTY COUNCIL

LAND NORTHWEST OF SOUTHWATER

PROPOSED NORTHERN ACCESS ROUNDABOUT – ACCESS 1

Stage 1 Road Safety Audit Designers Response



WEST SUSSEX COUNTY COUNCIL

LAND NORTHWEST OF SOUTHWATER

Stage 1 Road Safety Audit Designers Response

PUBLIC

PROJECT NO. UK0043490.9681

OUR REF. NO. 9681-NAR-RSA1-DR-01

DATE: MAY 2026

WSP

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CONTENTS

INTRODUCTION	1
DESIGNER'S RESPONSE	2



INTRODUCTION

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.

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.

Audit team leader: Sarah Bowie IEng MICE FIHE MCIHT MSoRSA HE RSA Cert Comp

Audit team member: Mario Gatti BSc Civ Eng MCIHT MSoRSA HE RSA Cert Comp

Audit team member: FET Bowie

DESIGNER'S RESPONSE

Table provided below and paragraph numbers refer to the problems identified in the Stage 1 Road Safety Audit produced by Taylor Bowie Ltd.

RSA Problem & Paragraph No.	RSA recommendation	Design organisation response	Overseeing Organisation response	Agreed RSA action
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.	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.	Drainage strategy to be developed in detail design stage.	Surface water drainage will be considered and agreed as part of the detailed design.	Surface water drainage will be considered and agreed as part of the detailed design.

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 the 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.	The audit team recommend that the appropriate skidding resistance for a stress site is provided for the approaches to the signalised crossings.	Requirement for Skid-resistant surface dressing (HFS) can be determined following traffic count data analysis as per CD236 – Surface course materials for construction.	The extents of high friction or other such appropriate surfacing on the approaches to the traffic signals will be considered and agreed as part of the detailed design.	The extents of high friction or other such appropriate surfacing on the approaches to the traffic signals will be considered and agreed as part of the detailed design.
Problem 3 Location: Approaches to the 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	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.	Requirement for Skid-resistant surface dressing (HFS) can be determined following traffic count data analysis as per CD236 – Surface course	The extents of high friction or other such appropriate surfacing on the approaches to the traffic signals will be considered and agreed as	The extents of high friction or other such appropriate surfacing on the approaches to the traffic signals will be considered and agreed as part of the detailed design.

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.		materials for construction.	part of the detailed design.	
Problem 4 Location: General surrounding verge area adjacent to proposed pedestrians/ 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.	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	The ditch may be reprofiled to a 1:3 slope or/ and fitted with appropriate fencing as mitigation. The shared footway proposal will be further assessed in detailed design.	Matters relating to the need for mitigation adjacent to the ditch is to be considered as part of the detailed design once the final design of this is known.	Matters relating to the need for mitigation adjacent to the ditch is to be considered as part of the detailed design once the final design of this is known.
Problem 5 Location: General surrounding verge area adjacent to proposed roundabout	The Audit Team recommend that a RRRAP is carried out to confirm whether protection is	RRRAP to be carried out in design detail stage.	The need for an RRRAP and subsequent extents of VRS	The need for an RRRAP and subsequent extents of VRS will be considered

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.	necessary at this location and to ensure that any amendments to existing VRS is assessed to ensure that its performance is not affected.		will be considered and agreed as part of the detailed design.	and agreed as part of the detailed design.
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.	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.	Vehicle tracking has been undertaken and shows the two lanes allow two vehicles to enter the roundabout simultaneously. Drawing included in the response.	WSCC understand that lane widths have been designed to comply with current design standards.	No further action required.
Problem 7	The Audit Team recommend that the appropriate tactile paving	Signage and paving design will be	Matters relating to signage and tactile paving are	Matters relating to signage and tactile paving are to be

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.	and signing is incorporated into the scheme design.	developed in detail design stage.	to be developed and agreed as part of the detailed design.	developed and agreed as part of the detailed design.
Problem 8 Location: General throughout the scheme extents – proposed shared facility Summary: Risk of vehicle to cyclist type collision 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	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.	Agree. Cycle link strategy to be developed further in detail design stage.	Details of the tie-ins at the start and end of shared surface routes is to be considered and agreed as part of the detailed design.	Details of the tie-ins at the start and end of shared surface routes is to be considered and agreed as part of the detailed design.
Problem 9 Location: General throughout the scheme extents	The audit team recommend that all street furniture is sited appropriately.	Street furniture locations to be further reviewed in detail design stage.	Details of the siting of street furniture is to be considered and agreed as part of	Details of the siting of street furniture is to be considered and agreed

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.			the detailed design.	as part of the detailed design.
Problem 10 Location: General throughout the scheme extents Summary: Conspicuity of proposed measure 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.	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.	Lighting strategy to be further reviewed and developed in detail design stage.	Details of the lighting strategy is to be considered and agreed as part of the detailed design.	Details of the lighting strategy is to be considered and agreed as part of the detailed design.

Appendix A

STAGE 1 ROAD SAFETY AUDIT





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WEST SUSSEX COUNTY COUNCIL

LAND NORTHWEST OF SOUTHWATER

PROPOSED WORTHING ROAD ACCESS 2

Stage 1 Road Safety Audit Designers Response



WEST SUSSEX COUNTY COUNCIL

LAND NORTHWEST OF SOUTHWATER

Stage 1 Road Safety Audit Designers Response

PUBLIC

PROJECT NO. UK0043490.9682

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INTRODUCTION

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Audit team member: Mario Gatti BSc Civ Eng MCIHT MSoRSA HE RSA Cert Comp

Audit team member: FET Bowie

DESIGNER'S RESPONSE

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RSA Problem & Paragraph No.	RSA recommendation	Design organisation response	Overseeing Organisation response	Agreed RSA action
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.	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.	Drainage strategy to be developed at design detail stage.	Surface water drainage will be considered and agreed as part of the detailed design.	Surface water drainage will be considered and agreed as part of the detailed design.

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.	The Audit Team recommends that at the next stage of design, tie-in information is provided.	Tie in information will be provided at the detailed design stage.	Matters relating to road markings are to be developed and agreed as part of the detailed design.	Matters relating to road markings are to be developed and agreed as part of the detailed design.
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.	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.	Vehicle tracking confirms all expected movements can safely proceed. Tracking drawing included in the response.	WSCC understand that the junction has been designed in accordance with current design standards. The junction is therefore designed to accommodate all suitable vehicles.	No further action required.

Problem 4 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.	The Audit Team recommend that all street furniture is sited appropriately.	Street furniture locations to be further reviewed in detail design stage.	Details of the siting of street furniture is to be considered and agreed as part of the detailed design.	Details of the siting of street furniture is to be considered and agreed as part of the detailed design.
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.	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.	Lighting strategy to be further reviewed and developed in detail design stage.	Details of the lighting strategy is to be considered and agreed as part of the detailed design.	Details of the lighting strategy is to be considered and agreed as part of the detailed design.



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

STAGE 1/2 ROAD SAFETY AUDIT





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WEST SUSSEX COUNTY COUNCIL

LAND NORTHWEST OF SOUTHWATER

Proposed Chessall Avenue Access Arrangement – A3

Stage 1 Road Safety Audit Designers Response



WEST SUSSEX COUNTY COUNCIL

LAND NORTHWEST OF SOUTHWATER

Stage 1 Road Safety Audit Designers Response

PUBLIC

PROJECT NO. UK0043490.9681

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Audit team member: FET Bowie

DESIGNER'S RESPONSE

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RSA Problem & Paragraph No.	RSA recommendation	Design organisation response	Overseeing Organisation response	Agreed RSA action
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.	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.	Agreed, during the detailed design stage, suitable drainage arrangements will be provided.		

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.	The Audit Team recommend that the appropriate skidding resistance for a stress site is provided for the approaches to the zebra crossings.	Agreed. This will be designed during the detailed design stage, sufficient skidding resistance will be implemented on approaches to the priority working schemes		
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.	The Audit Team recommend that vehicle swept paths are carried out for all turning movements for design vehicles that area 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	Vehicle tracking confirms all expected movements can safely proceed. Tracking drawing included in the response.		

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.	overrunning adjacent footway/shared areas.			
Problem 4 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.	The Audit Team recommend that the appropriate tactile paving and signing is incorporated into the scheme design.	Agreed. A note in the key has been added for the highlight the locations of the Corduroy paving. The signage locations will be determined through the detailed design process.		
Problem 5 Location: Proposed zebra crossing, Worthing Road.	The Audit Team recommend that gullies are sited appropriately.	Agreed, during the detailed design stage, suitable gullies arrangements will be provided.		

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.				
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	The Audit Team recommend that footway widths are appropriate for the proposed use.	This is only a small section of shared use path on the southern side of Cedar Drive and as such due to the constraints like land ownership and the existing highway layout the proposed shared use path is acceptable.		

increased risk of vehicle to pedestrian or pedestrian to cyclist type collisions.				
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.	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.	Agreed. During the detailed design stage a lighting assessment will be undertaken to understand if additional lighting is required for the proposals.		

Appendix A

STAGE 1 ROAD SAFETY AUDIT





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WEST SUSSEX COUNTY COUNCIL

LAND NORTHWEST OF SOUTHWATER

PROPOSED TWO MILE ASH ROAD - ACCESS 4

Stage 1 Road Safety Audit Designers Response



WEST SUSSEX COUNTY COUNCIL

LAND NORTHWEST OF SOUTHWATER

Stage 1 Road Safety Audit Designers Response

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DESIGNER'S RESPONSE

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RSA Problem & Paragraph No.	RSA recommendation	Design organisation response	Overseeing Organisation response	Agreed RSA action
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.	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.	Drainage strategy to be developed in detail design stage.	Matters relating to the detailed design of surface water drainage are to be considered and agreed as part of the detailed design.	Matters relating to the detailed design of surface water drainage are to be considered and agreed as part of the detailed design.
Problem 2	The audit team recommend that the achievable visibility	Vegetation within the visibility splay of	WSCC note the proposed 2.4 by	Details of planting adjacent to visibility

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.	splays are not compromised.	2.4m x 43m will be cleared to improve overall visibility.	43 metre visibility splays. In reality, significantly greater visibility splays are achievable considering the alignment of the carriageway on the approaches. Nevertheless, as part of the detailed design, the Applicant will need to ensure planting is sufficiently setback to ensure this does not encroach upon the visibility splays or place an unreasonable requirement on WSCC to frequently maintain these during the growing season.	splays is to be considered and agreed as part of the detailed design.
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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.	The audit team recommend that vehicle swept paths are carried out to confirm that vehicles can safely negotiate all expected movements.	Vehicle tracking has been undertaken at the junction and confirms that vehicles can safely enter and exit simultaneously. Drawing included in response.	WSCC understand that the junction has been designed to suitably accommodate the largest, regular vehicle expected to use it.	No further action required.
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Appendix A

STAGE 1 ROAD SAFETY AUDIT





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WEST SUSSEX COUNTY COUNCIL

LAND NORTHWEST OF SOUTHWATER

PROPOSED WORTHING ROAD ACCESS 5

Stage 1 Road Safety Audit Designers Response



WEST SUSSEX COUNTY COUNCIL

LAND NORTHWEST OF SOUTHWATER

Stage 1 Road Safety Audit Designers Response

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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.	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.	Agree. Drainage strategy to be developed in detail design stage.	Surface water drainage will be considered and agreed as part of the detailed design.	Surface water drainage will be considered and agreed as part of the detailed design.
Problem 2 Location: Verge area adjacent to proposed access junction and footway	The Audit Team recommend that where verge areas cannot be reprofiled adequately that	The ditch may be reprofiled to a 1:3 slope or/ and fitted with appropriate	Matters relating to the need for mitigation	Matters relating to the need for mitigation adjacent to the ditch is

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.	proposals include the provision to remove the potential for pedestrian injury.	fencing as mitigation. The shared footway proposal will be further assessed in detailed design stage.	adjacent to the ditch is to be considered as part of the detailed design once the final design of this is known.	to be considered as part of the detailed design once the final design of this is known.
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.	The Audit Team recommend that the achievable visibility splays are not compromised.	Vegetation within the visibility splay will be cleared to improve overall visibility.	The submitted access design indicates achievable visibility. As part of the detailed design, the visibility splay will need to be provided with planting setback accordingly.	As part of the detailed design, the visibility splay will need to be provided with planting setback accordingly.
Problem 4 Location: Development access junction Summary: Pull out type collisions.	The Audit Team recommend that at the detailed design stage a dwell/plateau should be provided for the	Site junction to be further reviewed in detail design stage	WSCC will require a 1:10 gradient to be achieved at the access for the	WSCC will require a 1:10 gradient to be achieved at the access for the first 10 metres.

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.	development site junction where it meets the development access road.	to address potential risk arise.	first 10 metres. This should be demonstrated as part of the detailed design.	This should be demonstrated as part of the detailed design.
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.	The Audit Team recommend that vehicle swept paths are carried out to confirm that vehicles can safely negotiate all expected movements.	Vehicle tracking will be provided in response submission.	WSCC note that tracking is to be provided.	Vehicle tracking to be provided ahead of the design being granted planning permission.

Appendix A

STAGE 1 ROAD SAFETY AUDIT





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WEST SUSSEX COUNTY COUNCIL

LAND NORTHWEST OF SOUTHWATER

Proposed Two Mile Ash Road Improvements

Stage 1 Road Safety Audit Designers Response



WEST SUSSEX COUNTY COUNCIL

LAND NORTHWEST OF SOUTHWATER

Stage 1 Road Safety Audit Designers Response

PUBLIC

PROJECT NO. UK0043490.9681

OUR REF. NO. 9681-NAR-RSA1-DR-01

DATE: MAY 2026

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QUALITY CONTROL

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Checked by	Philip Moss			
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Authorised by	David Dixon			
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Report number	9681-NAR-RSA1-DR-01			
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CONTENTS

INTRODUCTION	1
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INTRODUCTION

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.

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.

Audit team leader: Sarah Bowie IEng MICE FIHE MCIHT MSoRSA HE RSA Cert Comp

Audit team member: Mario Gatti BSc Civ Eng MCIHT MSoRSA HE RSA Cert Comp

Audit team member: FET Bowie

DESIGNER'S RESPONSE

Table provided below and paragraph numbers refer to the problems identified in the Stage 1 Road Safety Audit produced by Taylor Bowie Ltd.

RSA Problem & Paragraph No.	RSA recommendation	Design organisation response	Overseeing Organisation response	Agreed RSA action
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.	The Audit Team recommend that the buildout is sited such that sufficient intervisibility is provided and that pedestrians can cross safely.	The design has been developed such that sufficient visibility can be provided. WSP Drawing xxx shows the vertical visibility splays to the crossing and to vehicles waiting.		

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.	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.	Agreed. Through the detailed design stage, sufficient skidding resistance will be implemented on approaches to the priority working schemes		
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	The Audit Team recommend that appropriate drainage is incorporated into the scheme proposals	Agreed, during the detailed design stage, appropriate drainage arrangements will be provided.		

increase the risk of flooding in these areas which may result in an increased risk of single vehicle loss of control type collisions.				
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.	The Audit Team recommend that an appropriate width of carriageway is proposed in line with current best practise.	Agreed, suitable widths are to be provided past the crossing facilities. The current widths provided are 5-5.5m which is sufficient for a car to pass. It is not expected that cyclists and cars should be manoeuvring through the one way working at the same time.		
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	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.	Agreed. As the design progresses through the detailed design, sufficient white lining and appropriate signage will be provided to warn drivers of the approaching feature. It is not expected that lighting is required (as per other traffic calm features		

buildout. may increase the risk of vehicular strikes and vehicle to pedestrian type collisions, particularly during the hours of darkness.		throughout the UK), however if for any reason this is necessary, this can be agreed during the detailed design stage.		
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Appendix A

STAGE 1 ROAD SAFETY AUDIT

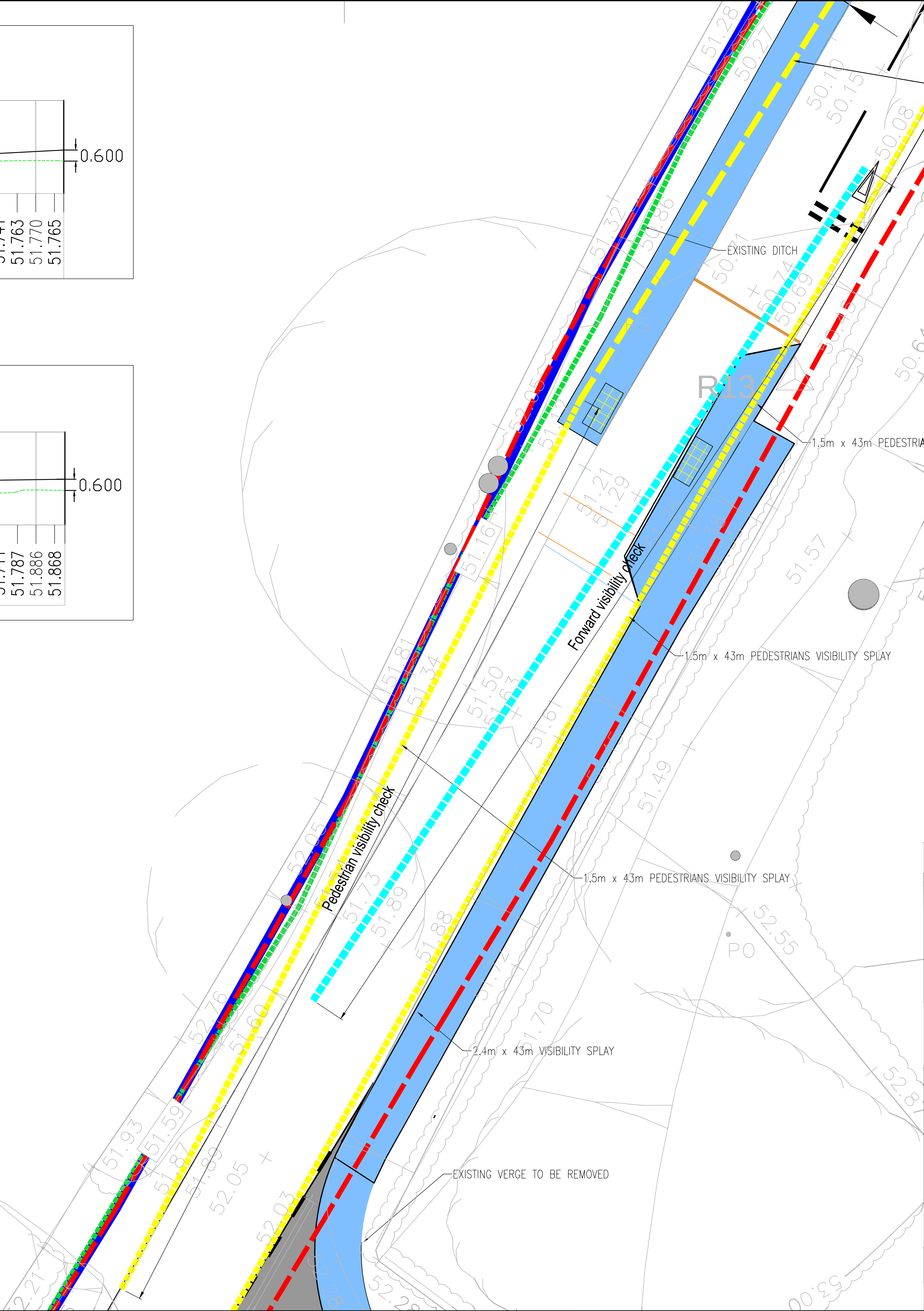
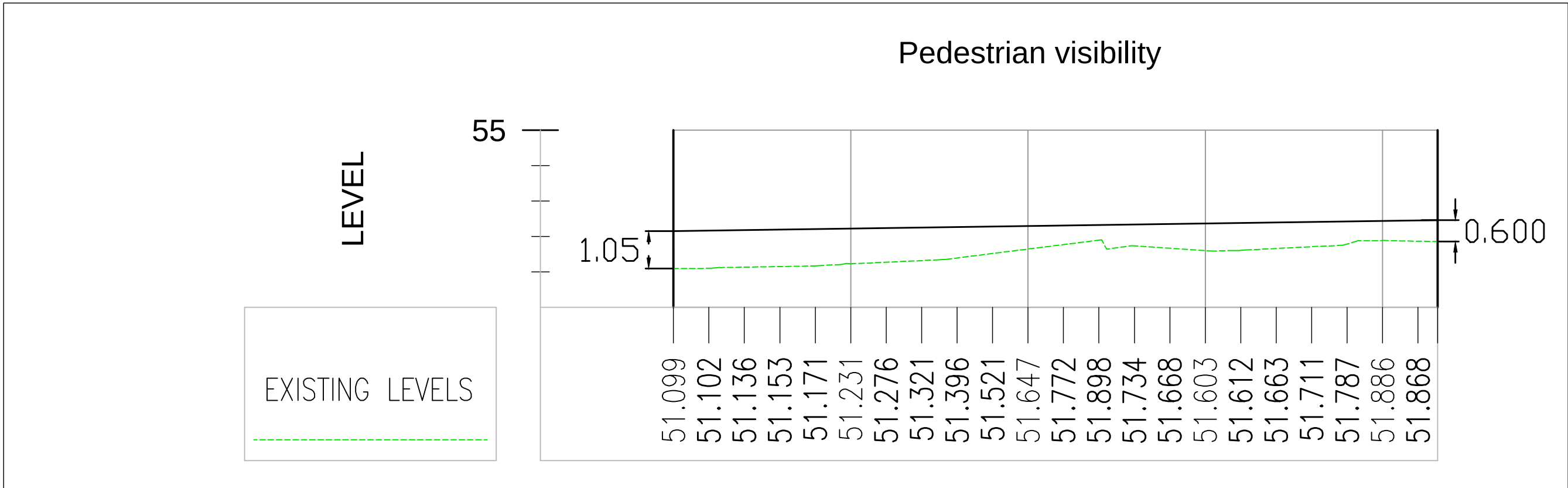
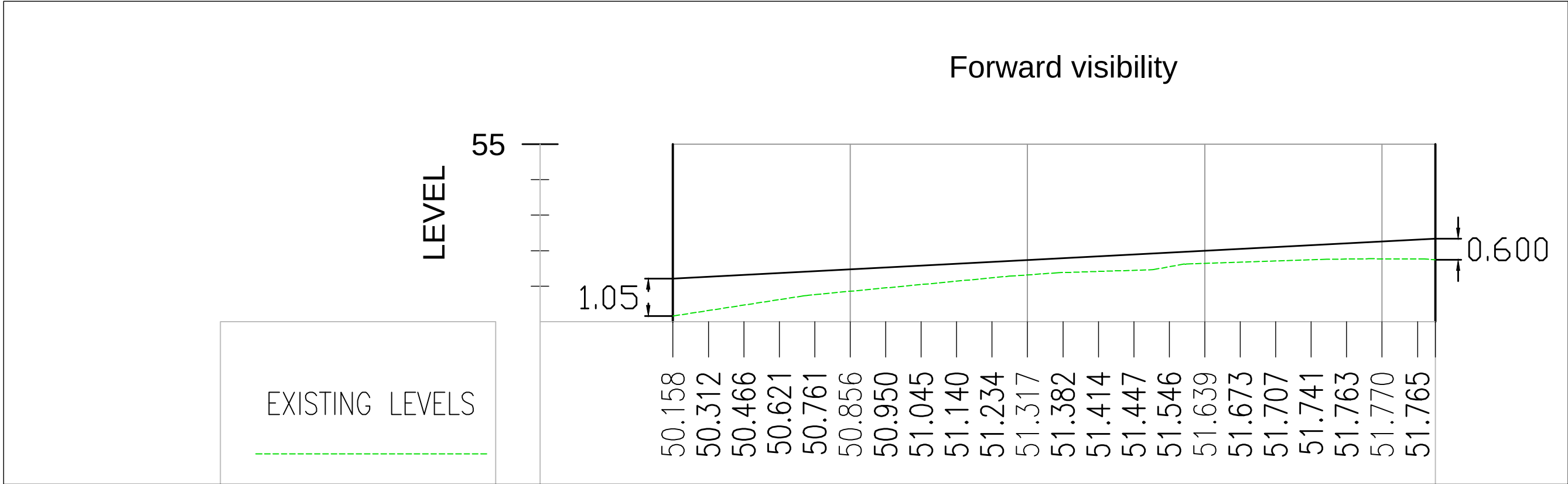




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File name: \\UK.VISGROUP.COM\CENTRAL_DATA\PROJECTS\009\K000\009\487 - NORTH SOUTHWATER, PHASE 203 WIP\ME DEVELOPMENT\03 DRAWINGS\004\90\9681\WSP-XX-XX-DR-C-000\002.DWG, printed on 28 May 2026 17:18:23, by Cornall, Louis



DO NOT SCALE

NOTES:

1. THE HIGHWAY BOUNDARY IS BASED ON OS MAPPING WHICH DOES NOT REPLICATE THE BOUNDARY TREATMENTS WITHIN THE TOPOGRAPHICAL SURVEY. AS SUCH BOUNDARY TREATMENTS WILL REQUIRE FURTHER LEGAL CONFIRMATION.
2. PROPOSED CULVERTING OF THE EXISTING DITCH (ORDINARY WATERCOURSE). ANY SUCH WORK WILL BE SUBJECT TO SEPARATE ORDINARY WATERCOURSE CONSENT FROM THE LEAD LOCAL AUTHORITY AND DO NOT FORM PART OF THE PLANNING APPROVAL.

KEY:

- PROPOSED BUILDOUT
- PROPOSED ROAD MARKING
- PLANNING APPLICATION BOUNDARY
- COLOUR PAVING WITH HIGH FRICTION SURFACE
- EXISTING DITCH
- SPILAY BASED ON MFS GUIDANCE FOR 30MPH
- 1.5m x 43m PEDESTRIANS VISIBILITY SPILAY BASED ON MFS GUIDANCE FOR 30MPH
- 2.4m x 43m FORWARD VISIBILITY SPILAY BASED ON MFS GUIDANCE FOR 30MPH

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

P01	28/05/2026	CL	FIRST ISSUE	LC	AK
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS:	S3 - FOR REVIEW
-----------------	-----------------

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CLIENT:	BERKELEY STRATEGIC LAND LIMITED
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ARCHITECT:	N/A
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SITE/PROJECT:	LAND NORTH WEST OF SOUTHWATER
---------------	-------------------------------

TITLE:	TWO MILE ASH/ SITE VISIBILITY CHECKS
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SCALE @ A1:	1:250	CHECKED:	LC	APPROVED:	AK
PROJECT NO:	UK0043490.9681	DESIGNED:	LC	DRAWN:	CL
				DATE:	May 26

DRAWING No:	UK0043490.9681-WSP-XX-XX-DR-C-0003	REV:	P01
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WEST SUSSEX COUNTY COUNCIL

LAND NORTHWEST OF SOUTHWATER

Proposed Christ Hospital Road Improvements

Stage 1 Road Safety Audit Designers Response



WEST SUSSEX COUNTY COUNCIL

LAND NORTHWEST OF SOUTHWATER

Stage 1 Road Safety Audit Designers Response

PUBLIC

PROJECT NO. UK0043490.9681

OUR REF. NO. 9681-NAR-RSA1-DR-01

DATE: MAY 2026

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Checked by	Philip Moss			
Signature				
Authorised by	David Dixon			
Signature				
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Audit team member: Mario Gatti BSc Civ Eng MCIHT MSoRSA HE RSA Cert Comp

Audit team member: FET Bowie

DESIGNER'S RESPONSE

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RSA Problem & Paragraph No.	RSA recommendation	Design organisation response	Overseeing Organisation response	Agreed RSA action
Problem 1 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.	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.	Agreed. This will be designed during the detailed design stage, sufficient skidding resistance will be implemented on approaches to the priority working schemes		

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.	The Audit Team recommend that appropriate drainage is incorporated into the scheme proposals.	Agreed, during the detailed design stage, suitable drainage arrangements will be provided.		
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.	The Audit Team recommend that an appropriate width of carriageway is proposed in line with current best practise.	Agreed, suitable widths are to be provided past the crossing facilities. The current widths provided are xxxm which is sufficient for a car to pass. It is not expected that cyclists and cars should be manoeuvring through the one way working at the same time.		

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.	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.	Agreed. As the design progresses through the detailed design, sufficient white lining and appropriate signage will be provided to warn drivers of the approaching feature. It is not expected that lighting is required (as per other traffic calm features throughout the UK), however if for any reason this is necessary, this can be agreed during the detailed design stage.		
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Appendix A

STAGE 1 ROAD SAFETY AUDIT





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WEST SUSSEX COUNTY COUNCIL

LAND NORTHWEST OF SOUTHWATER

Proposed Worthing Road Improvements

Stage 1 Road Safety Audit Designers Response



WEST SUSSEX COUNTY COUNCIL

LAND NORTHWEST OF SOUTHWATER

Stage 1 Road Safety Audit Designers Response

PUBLIC

PROJECT NO. UK0043490.9681

OUR REF. NO. 9681-NAR-RSA1-DR-01

DATE: MAY 2026

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Signature				
Authorised by	David Dixon			
Signature				
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Audit team member: Mario Gatti BSc Civ Eng MCIHT MSoRSA HE RSA Cert Comp

Audit team member: FET Bowie

DESIGNER'S RESPONSE

Table provided below and paragraph numbers refer to the problems identified in the Stage 1 Road Safety Audit produced by Taylor Bowie Ltd.

RSA Problem & Paragraph No.	RSA recommendation	Design organisation response	Overseeing Organisation response	Agreed RSA action
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.	The Audit Team recommend that adequate and compliant pedestrian to driver intervisibility is achieved at this location.	The Audit teams view is accepted. The crossing has been removed due to the constraints of providing the crossing. This is shown within the updated drawing UK0043490.9681-WSP-XX-XX-DR-TP-107-04		

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.	The Audit Team recommend that gullies are sited appropriately.	Agreed. Through the detailed design stage, the location of the gullies will be appropriately positioned.		
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Appendix A

STAGE 1 ROAD SAFETY AUDIT





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WEST SUSSEX COUNTY COUNCIL

LAND NORTHWEST OF SOUTHWATER

PROPOSED HOP OAST ROUNDABOUT JUNCTION IMPROVEMENTS

Stage 1 Road Safety Audit Designers Response



WEST SUSSEX COUNTY COUNCIL

LAND NORTHWEST OF SOUTHWATER

Stage 1 Road Safety Audit Designers Response

PUBLIC

PROJECT NO. UK0043490.9681

OUR REF. NO. 9681-HOP-RSA1-DR-01

DATE: MAY 2026

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Audit team member: FET Bowie

DESIGNER'S RESPONSE

Table provided below and paragraph numbers refer to the problems identified in the Stage 1 Road Safety Audit produced by Taylor Bowie Ltd.

RSA Problem & Paragraph No.	RSA recommendation	Design organisation response	Overseeing Organisation response	Agreed RSA action
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.	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.	Drainage strategy to be developed at design detail stage.	Surface water drainage will be considered and agreed as part of the detailed design.	Surface water drainage will be considered and agreed as part of the detailed design.

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.	The Audit Team recommend that the appropriate skidding resistance for a stress site is provided for the approaches to the signalised crossing.	Requirement for Skid-resistant surface dressing (HFS) can be determined following traffic count data analysis as per CD236 – Surface course materials for construction.	The extents of high friction or other such appropriate surfacing on the approaches to the traffic signals will be considered and agreed as part of the detailed design.	The extents of high friction or other such appropriate surfacing on the approaches to the traffic signals will be considered and agreed as part of the detailed design.
Problem 3 Location: General approaches to the roundabout Summary: Insufficient surface skidding resistance approaching the proposed roundabout and circulatory stop lines may increase the risk of vehicle rear end shunts or junction overshoot type collisions.	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.	Requirement for Skid-resistant surface dressing (HFS) can be determined following traffic count data analysis as per CD236 – Surface course materials for construction.	The extents of high friction or other such appropriate surfacing on the approaches to the traffic signals will be considered and agreed as	The extents of high friction or other such appropriate surfacing on the approaches to the traffic signals will be considered and agreed

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.			part of the detailed design.	as part of the detailed design.
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.	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.	RRRAP to be carried out in design detail stage.	The need for an RRRAP and subsequent extents of VRS will be considered and agreed as part of the detailed design.	The need for an RRRAP and subsequent extents of VRS will be considered and agreed as part of the detailed design.

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.	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.	Vehicle tracking has been undertaken and shows the three lanes allow three vehicles to enter the roundabout simultaneously. Drawing included in the response.	WSCC understand that lane widths have been designed to comply with current design standards.	No further action required.
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 audit team recommend that the appropriate tactile paving and signing is incorporated into the scheme design.	Signage and paving design will be developed in detail design stage.	Matters relating to signage and tactile paving are to be developed and agreed as part of the detailed design.	Matters relating to signage and tactile paving are to be developed and agreed as part of the detailed design.

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.				
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 audit team recommend that the proposed cycle gap can safely accommodate both pedestrians and cyclists.	The cycle cut-through gap is an existing layout and does not form part of the scheme.	The cycle cut-through is existing and is to remain unaffected by the proposed works.	No further action required.
Problem 8 Location: General, throughout the scheme extents – proposed share 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.	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.	Agree. Cycle link strategy to be developed further in detail design stage.	Details of the tie-ins at the start and end of shared surface routes is to be considered and agreed as part of the detailed design.	Details of the tie-ins at the start and end of shared surface routes is to be considered and agreed as part of the detailed design.

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.	The audit team recommend that all street furniture is sited appropriately.	Street furniture locations to be further reviewed in detail design stage.	Details of the siting of street furniture is to be considered and agreed as part of the detailed design.	Details of the siting of street furniture is to be considered and agreed as part of the detailed design.
Problem 10 Location: General, throughout the scheme extents	The Audit Team recommend that checks are undertaken to ensure the lighting levels throughout	Lighting strategy to be further reviewed and developed in detail design stage.	Details of the lighting strategy is to be considered and agreed as	Details of the lighting strategy is to be considered and agreed

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.	the scheme extents are sufficient and that appropriate lighting is included as part of the proposals.		part of the detailed design.	as part of the detailed design.
Problem 11 Location: General, throughout the scheme extents 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.	The audit team recommend that appropriate and clear guidance is provided to drivers to ensure that correct lane choices can be made safely.	Road markings and signage to be further reviewed and developed in detail design stage.	Details of the road markings and signage is to be considered and agreed as part of the detailed design.	Details of the road markings and signage is to be considered and agreed as part of the detailed design.

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.	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.	Road markings and signage to be further reviewed and developed in detail design stage.	Details of the road markings and signage is to be considered and agreed as part of the detailed design.	Details of the road markings and signage is to be considered and agreed as part of the detailed design.
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 Audit Team recommend that appropriate signing that reflects the proposed layout is incorporated into the design to warn drivers of the correct lane approach.	Road markings and signage to be further reviewed and developed in detail design stage.	Details of the road markings and signage is to be considered and agreed as part of the detailed design.	Details of the road markings and signage is to be considered and agreed as part of the detailed design.

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.				
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Appendix A

STAGE 1 ROAD SAFETY AUDIT





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WEST SUSSEX COUNTY COUNCIL

LAND NORTHWEST OF SOUTHWATER

PROPOSED TWO MILE ASH ROAD CROSSING IMPROVEMENTS

Stage 1 Road Safety Audit Designers Response



WEST SUSSEX COUNTY COUNCIL

LAND NORTHWEST OF SOUTHWATER

Stage 1 Road Safety Audit Designers Response

PUBLIC

PROJECT NO. UK0043490.9681

OUR REF. NO. 9681-TMC-RSA1-DR-01

DATE: MAY 2026

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CONTENTS

INTRODUCTION	1
DESIGNER'S RESPONSE	2



INTRODUCTION

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.

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.

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DESIGNER'S RESPONSE

Table provided below and paragraph numbers refer to the problems identified in the Stage 1 Road Safety Audit produced by Taylor Bowie Ltd.

RSA Problem & Paragraph No.	RSA recommendation	Design organisation response	Overseeing Organisation response	Agreed RSA action
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.	The audit team recommend that the footway link proposals address the potential for pedestrian/ cyclist injury.	Suitable pedestrian fencing to be proposed to mitigate risk in detailed design stage.	Suitable mitigation to prevent pedestrians/cyclists from accidentally falling into the ditch is to be agreed as part of the detailed design.	Suitable mitigation to prevent pedestrians/cyclists from accidentally falling into the ditch is to be agreed as part of the detailed design.
Problem 2	The Audit Team recommend that the	The proposed signage will be	The siting and adequacies of	The siting and adequacies of forward

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.	proposed signage is sited such that forward visibility is not compromised. Vegetation clearance may be necessary to achieve this.	positioned to ensure the required forward visibility, with vegetation cleared to enhance and maintain better clearance. These details will be finalized during the detailed design stage.	forward visibility to signage is to be agreed as part of the detailed design	visibility to signage is to be agreed as part of the detailed design
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Appendix A

STAGE 1 ROAD SAFETY AUDIT





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