

Project Details

Report title:	Stage 1 Road Safety Audit Response Report (RMA2 Employment Land)
Date:	26 August 2025
Document reference and revision	213_8220585_RSA1_Response_Report_RMA2_(Issue_1)
Prepared by:	Glanville Consultants
On behalf of:	West Sussex County Council

Authorisation Sheet

Project:	Mowbray (Land North of Horsham)
Report title:	Stage 1 Road Safety Audit Response Report (RMA2 – Employment Land)

Prepared by	
Name:	A Harper
Position:	Principal Technician
Signed:	
Organisation:	Glanville Consultants
Date:	22 August 2025
Approved by	
Name:	C Salt
Position:	Principal Engineer
Signed:	
Organisation:	Glanville Consultants
Date:	22 August 2025

Introduction

The proposal relates to the Mowbray development on land north of Horsham, West Sussex. The Audit has considered a proposed section of new highway works known as 'RMA2 – Employment Land'. This will connect with a new left-in/left-out junction on the A264, which is currently under construction.

This report provides a response to the Stage 1 Road Safety Audit (Alpha report reference: AC/GC/1508251).

Key Personnel

Overseeing Organisation:	West Sussex County Council – Ian Gledhill
RSA Team:	J Bown – Audit Team Leader B Newiss – Audit Team Member
Design Organisation:	A Harper (Glanville Consultants) C Salt (Glanville Consultants)
Developer's Representative:	M Wild (Legal & General)

Road Safety Audit Decision Log

RSA Problem	RSA Recommendation	Design Organisation's Response	Overseeing Organisation's Response	Agreed RSA Action
2.1	It is recommended that appropriate visibility splays/sightlines are identified at all junctions/crossing facilities and kept clear of obstruction.	The Design Organisation accepts the Audit Team's recommendation. Visibility splays of 2.4m x 17m (LTN 1/20 for 20kph) have been provided from any direct accesses which front onto the shared use facility.	The Designers response is noted. From the General Arrangement drawings, it would appear that no planting is proposed immediately alongside the carriageway edge that may interfere with intervisibility.	No further action required.
2.2	It is recommended that the planting of trees within or close to identified visibility splays and sightlines is avoided. It is also recommended that arrangements are put in place for the regular inspection and maintenance of any trees. Tree canopies should be maintained to a suitable height if overhanging a pedestrian/cycle route, whilst sweeping should be undertaken as necessary to ensure surfaces are kept sufficiently clear of leaves and detritus.	The Design Organisation partially accepts the Audit Team's recommendation. All tree canopies within visibility zones will be maintained at a height no lower than 2m above ground level to maintain clear visibility, and 2.4m above ground level in proximity to cycleways to maintain vertical clearance, whichever is the greater. The roads and footways will be adopted by WSCC in its role as highway authority, who will be responsible for ongoing maintenance, including clearance of leaves. Trees outside highway land will be maintained by a private management company.	The General Arrangement drawings indicated that all tree planting is proposed at the backedge of the footway. The tree planting is therefore outside of any visibility splays.	No further action required.

2.3	It is recommended that appropriate inter-visibility is provided between opposing drivers at any junctions where larger vehicles may need to encroach onto the opposite side of the carriageway during turning manoeuvres.	The Design Organisation accepts the Audit Team's recommendation. Junctions will be kept clear of any obstructions as far as reasonably practical to ensure drivers have sufficient inter-visibility for both vehicles entering and exiting junctions. Additionally, junction visibility splays of 2.4m x 43m (MfS, 30mph) have been achieved at any junction.	The carriageway alignment and proposed 30mph speed limit would allow for appropriate intervisibility between vehicles waiting at junctions and those on the main carriageway.	No further action required.
2.4	It is recommended that the proposed arrangement at these junctions is reviewed, and adjusted, if necessary, with a view to minimising the likelihood of vehicle overrun and associated risk to pedestrians.	The Design Organisation accepts the Audit Team's recommendation. The radii of the car park accesses have been increased to minimise the likelihood of vehicle overrun however the widths of the accesses have remained unaltered to discourage the two-way movement of vehicles.	The Designers response is noted. WSCC have no further comments.	No further action required.

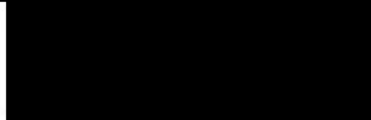
2.5	It is recommended that the likely severity of any slopes is assessed and additional measures to protect cyclists introduced if appropriate. It is noted that post and rail fence or a 'buffer verge' is proposed at some locations. A similar measure could be applied elsewhere if necessary.	The Design Organisation accepts the Audit Team's recommendation. Sloped surfaces with a 1:5 gradient have been used throughout, adjacent to the cycle route with some localised areas of 1:3 gradient where there is a constraint due to the presence of existing trees. A 0.5m verge has been introduced at the top of all embankments. Therefore, it is deemed that a fence is not necessary in all locations. However, a post and rail fence has been introduced where higher risks have been identified e.g. where there is a change in direction and therefore higher risk of cyclists deviating from the cycleway surface, where slope gradients are steeper than 1:5, and/or in proximity to watercourses.	The potential need for a means of restraint along the top of embankments and at the backedge of foot/cycle ways for cyclists or pedestrians is noted. The exact location and design of these is to be agreed as part of the detailed design/s38 stage.	No further action required at this stage. Further consideration will be given to this problem as part of the detailed design.
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Design Organisation and Overseeing Organisation Statements

Design Organisation Statement

On behalf of the design organisation, I certify that:	
1) the RSA actions identified in the response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	Charlotte Salt
Signed:	
Position:	Principal Engineer
Organisation:	Glanville Consultants
Date:	26 August 2025

Overseeing Organisation Statement

On behalf of Overseeing Organisation, I certify that:	
1) the RSA actions identified in the response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and	
2) the agreed RSA actions will be progressed.	
Name:	Ian Gledhill
Signed:	
Position:	Principal Planner – County Highways
Organisation:	West Sussex County Council
Date:	4 th November 2025