

Option 2 Development Ltd

Courthouse, Copthorne Common Road,
West Sussex

Project Reference: 1810-017/DR/01A

Road Safety Audit Response Report



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1 Project Details

Table 1.1 RSA Report Details

Road Safety Audit Report Reference	AC/TPA/1408252
Road Safety Audit Stage	1
Scheme Summary	The Audit relates to a proposed vehicular access arrangement and associated highway works on the A264 Copthorne Common Road, Copthorne, West Sussex. It is understood that the access will serve a proposed retirement village development with approximately 105 units. The works will involve a new simple priority T-junction access, along with footway improvements and a new crossing point.
Date	15 August 2025
Prepared by	Alpha Consultants
Audit Team Leader	J Bown MBA PGDipMS IEng FIHE MICE MSoRSA
Audit Team Member	B Newiss MCIHT MSoRSA NH Cert Comp

Table 1.2 RSA Response Report Details

Road Safety Audit Response Report Reference	1810-017/DR/01A
Date	15 May 2026
Prepared by	Transport Planning Associates
On behalf of	West Sussex County Council

2 Road Safety Audit Decision Log

RSA Problem No.	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA action
1	It was observed during the site visit that both vehicle speeds and flows are relatively high at times on this stretch of the A264. This is also reflected in the ATC data provided. This could make it difficult for pedestrians to cross two opposing lanes of traffic in a single movement, which could heighten their risk of being struck by a passing vehicle. A retirement village development may also mean that a higher proportion of users could have limited mobility and will need more time to cross.	It is recommended that the proposal to provide an uncontrolled crossing point at this location is reviewed. The review could include a crossing difficulty assessment and other factors covered in Chapter 6 of the Traffic Signs Manual. Depending on the findings, it may be appropriate to omit the uncontrolled crossing point and encourage pedestrians to make use of the signal-controlled crossing to the west.	We consider that the pedestrian crossing should ideally be retained within the proposed design. In response to comments from the Overseeing Authority the preliminary design has been revised to include a pedestrian refuge and is provided in Appendix A .		

3 Statements

On behalf of the **Design Organisation** I certify that the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation:

Name:	Stephen Kemp
Signed:	
Position:	Associate
Organisation:	Transport Planning Associates
Date:	15 May 2026

On behalf of the **Overseeing Organisation** I certify that the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation and that the agreed RSA actions will be progressed:

Name:	
Signed:	
Position:	
Organisation:	
Date:	

Document Management

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Document Review

	Status	Author	Checker	Approver	Date
-	Issue	SMK	DE	SMK	11 09 25
A ¹	Revision	WAJ	SMK	SMK	15 05 26

¹ Updated document to include preliminary design of pedestrian refuge island

APPENDIX A

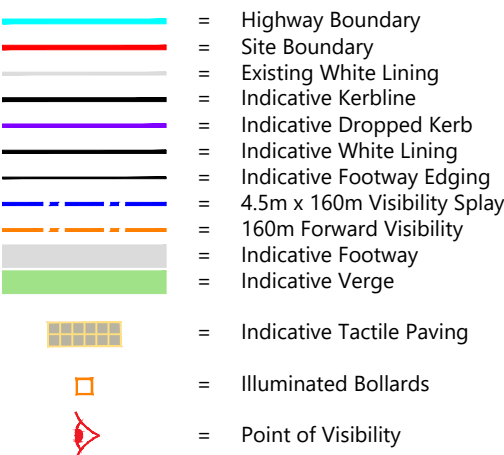
A2
ORIGINAL
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SIMPLE PRIORITY JUNCTION ARRANGEMENT

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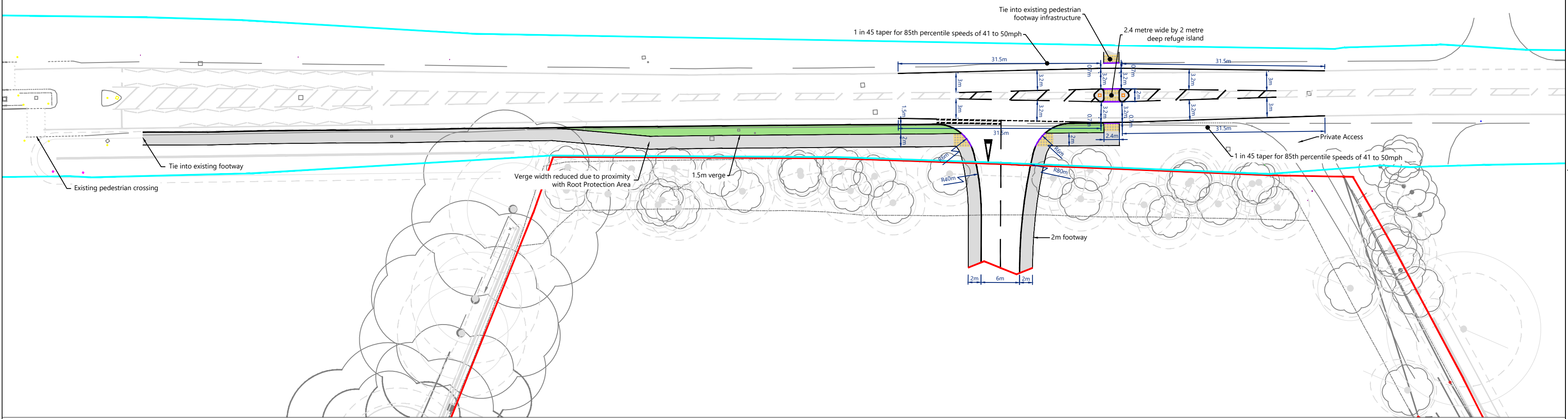
NOTES:

- Based on Topographical Survey;
- Highway Boundary Data based on PDF "Highways search Courthouse Farm Copthorne Common Road Copthorne" dated 17th October 2018;
- Red Line based on OS Red Line Plan dated 14th November 2018;
- Subject to tree survey to determine Root Protection Areas.

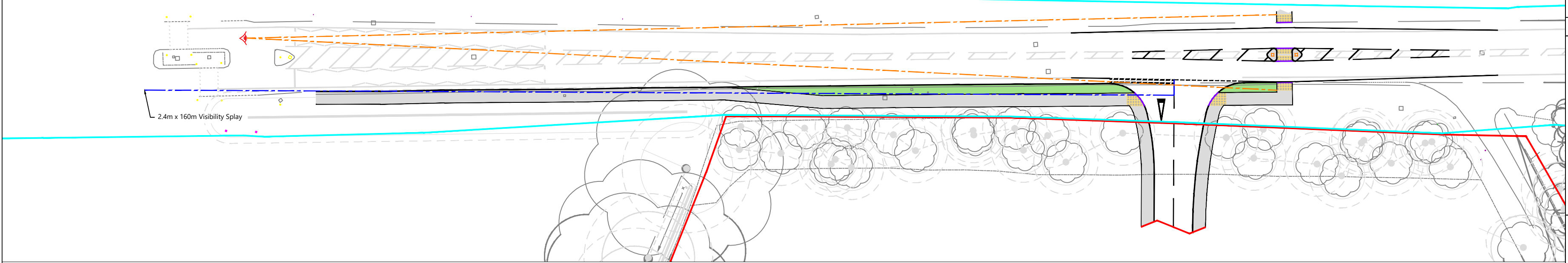


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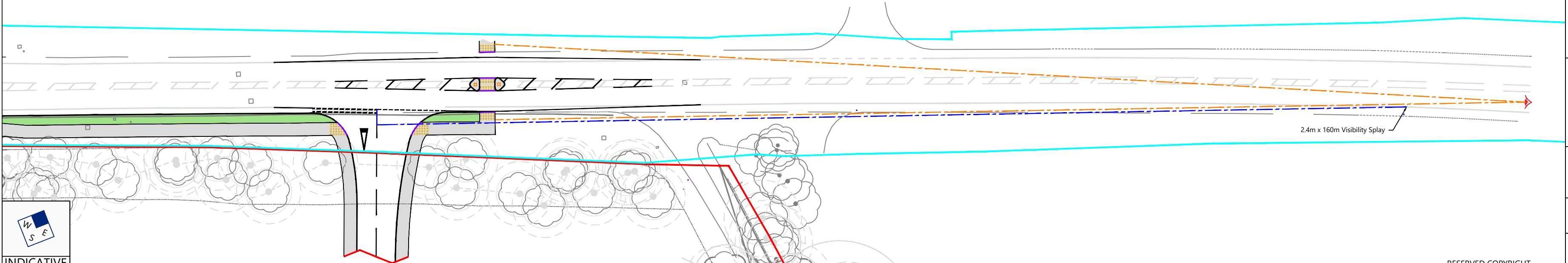
- Visibility splay based on DMRB CD109, Table 2.10;
- Tapers designed to Traffic Signs Manual, Chapter 5, Table 2.7; and
- Site access form based on swept path analysis of a West Sussex RCV.



WESTERN VISIBILITY



EASTERN VISIBILITY



INDICATIVE

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A	11/05/26	Updated to include Refuge Island	WAJ	SMK	SMK
Rev	Date	Details	Drawn by	Checked by	Approved by

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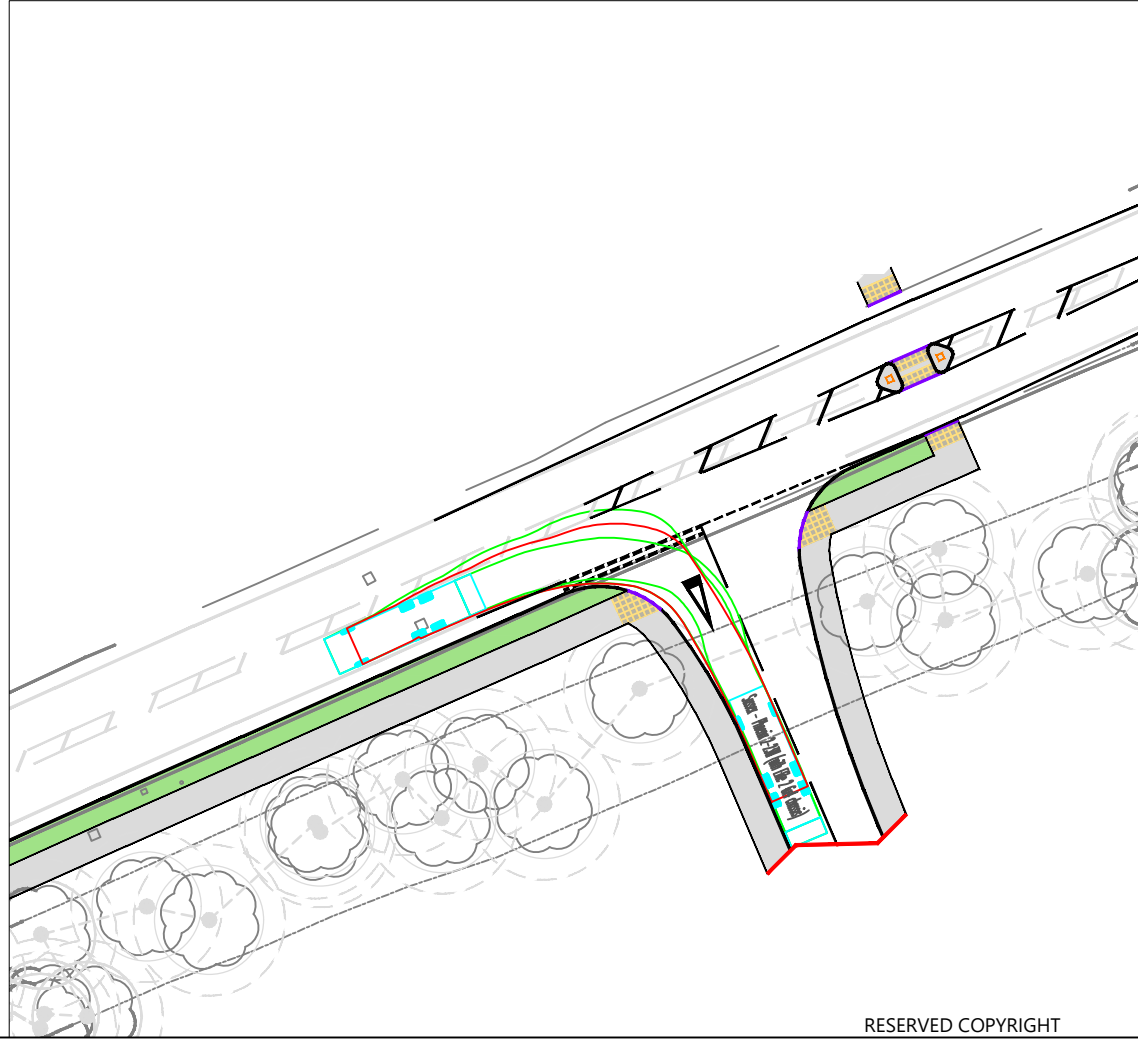
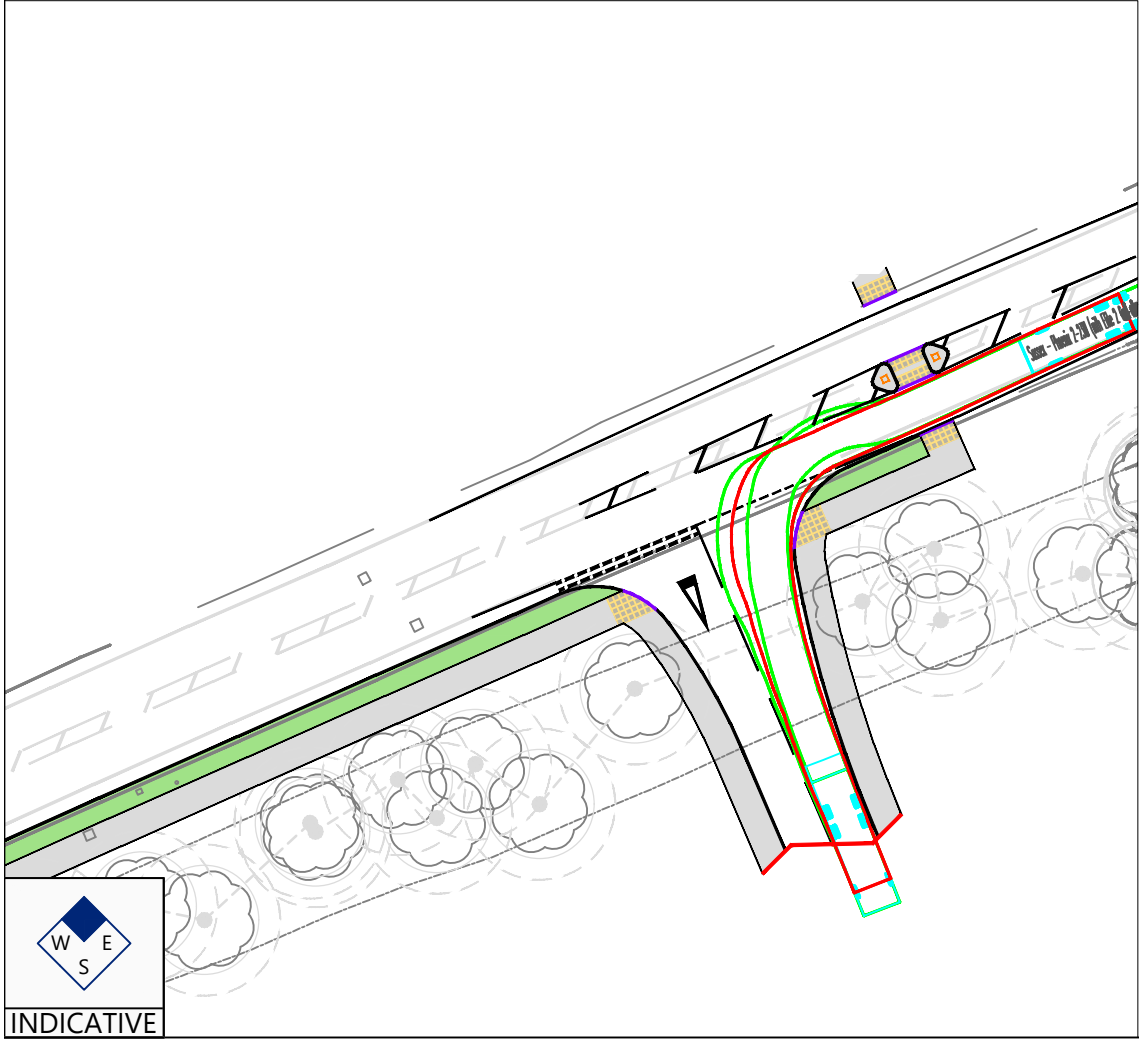
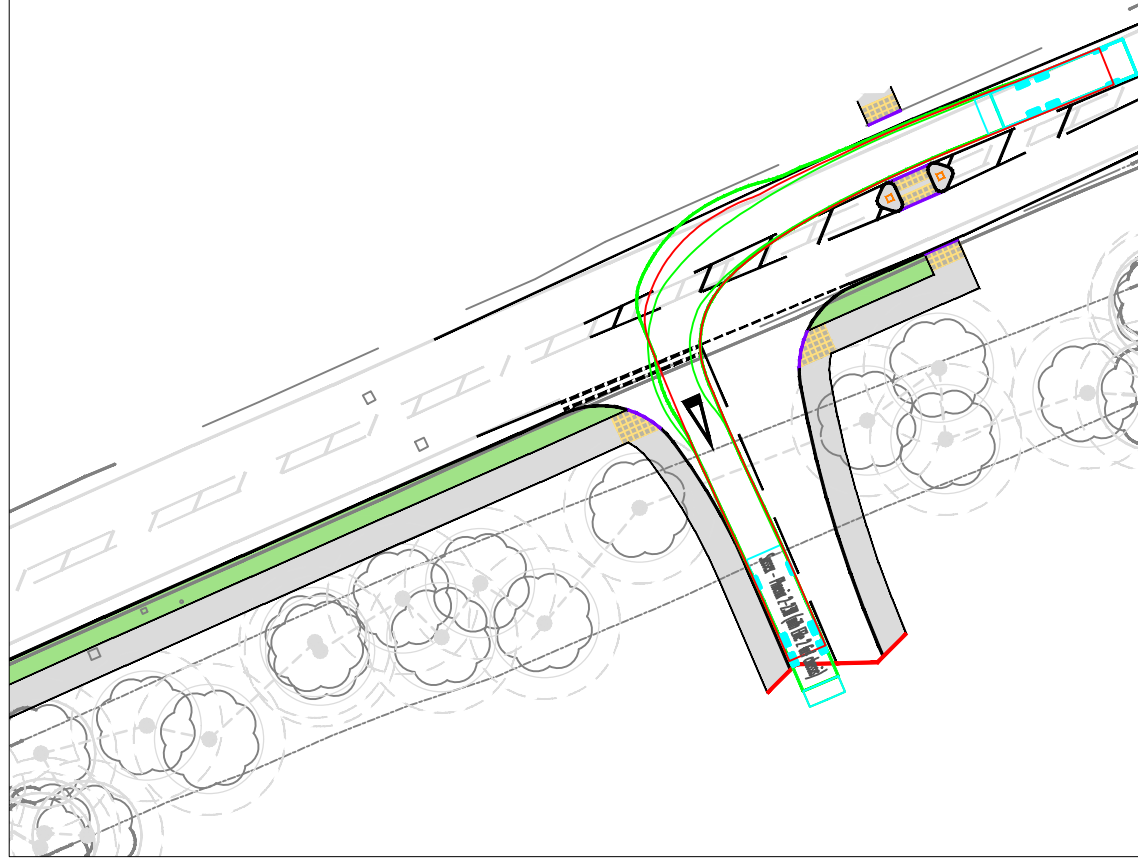
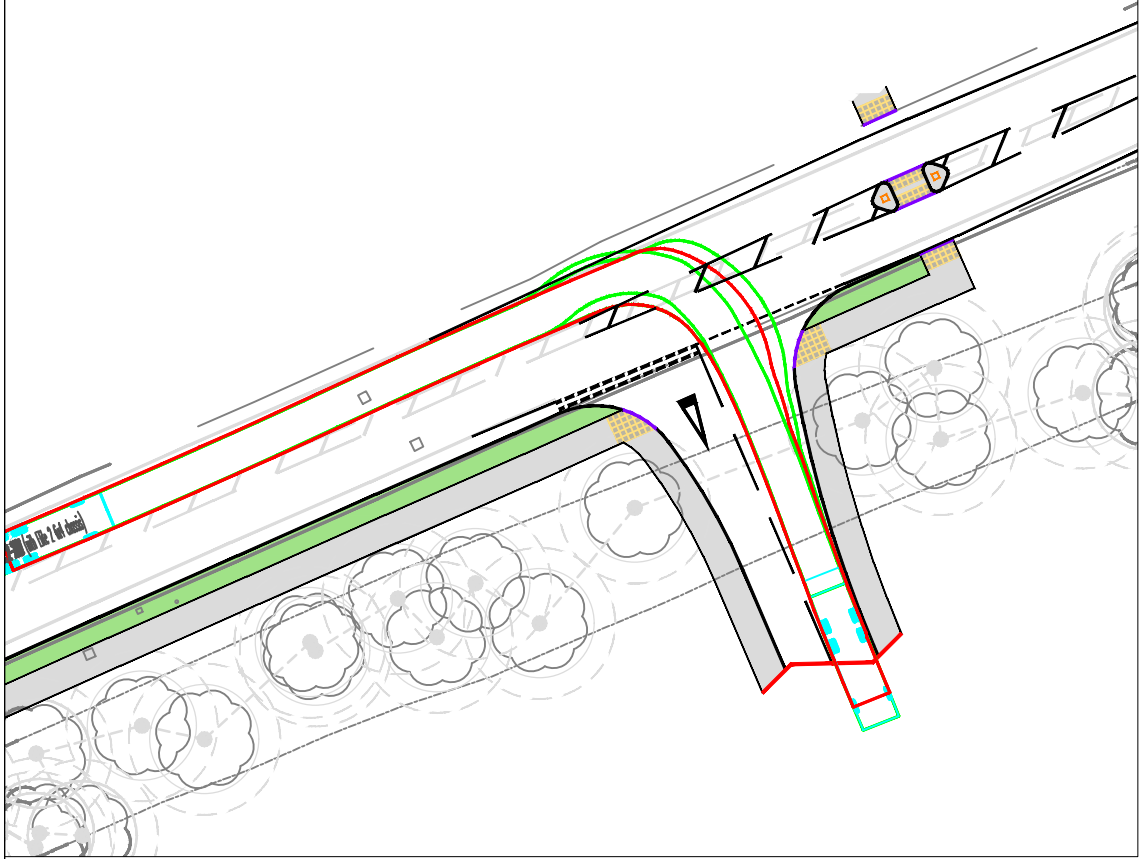
PROJECT:
COPTHORNE COMMON
ROAD, COPTHORNE,
WEST SUSSEX

TITLE:
PROPOSED RETIREMENT
VILLAGE ACCESS
ARRANGEMENT

STATUS: FOR INFORMATION

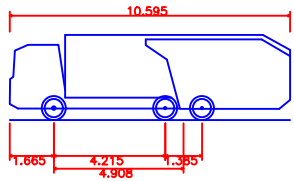
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JOB NO: 1810-17		DRAWING NO: PLO2		REVISION: A

A3
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NOTES:



Sussex - Phoenix 2-23W (with Elite 2 6x4 chassis)
Overall Length 10.595m
Overall Width 2.530m
Overall Body Height 3.223m
Min Body Ground Clearance 0.428m
Track Width 2.600m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.250m

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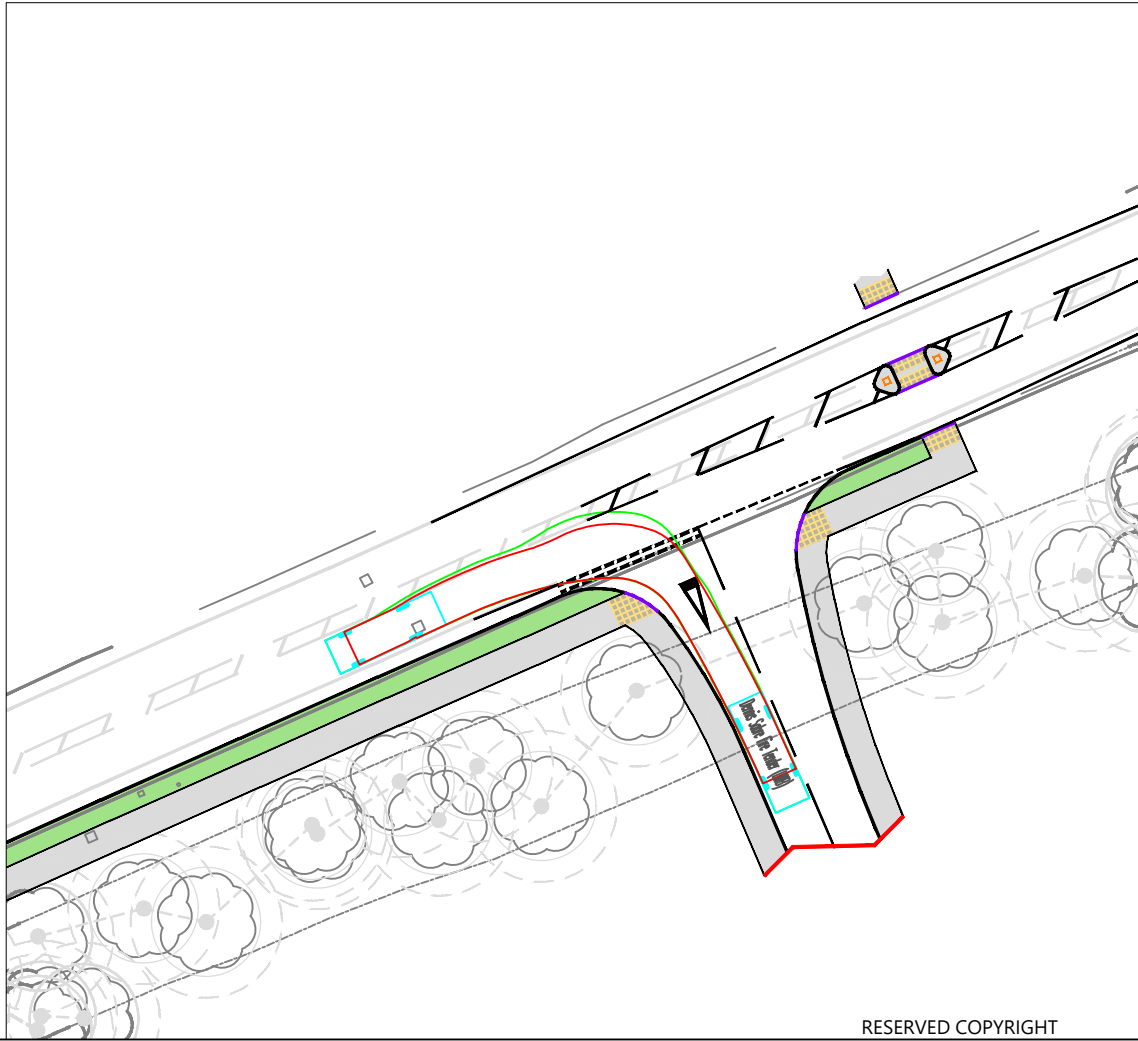
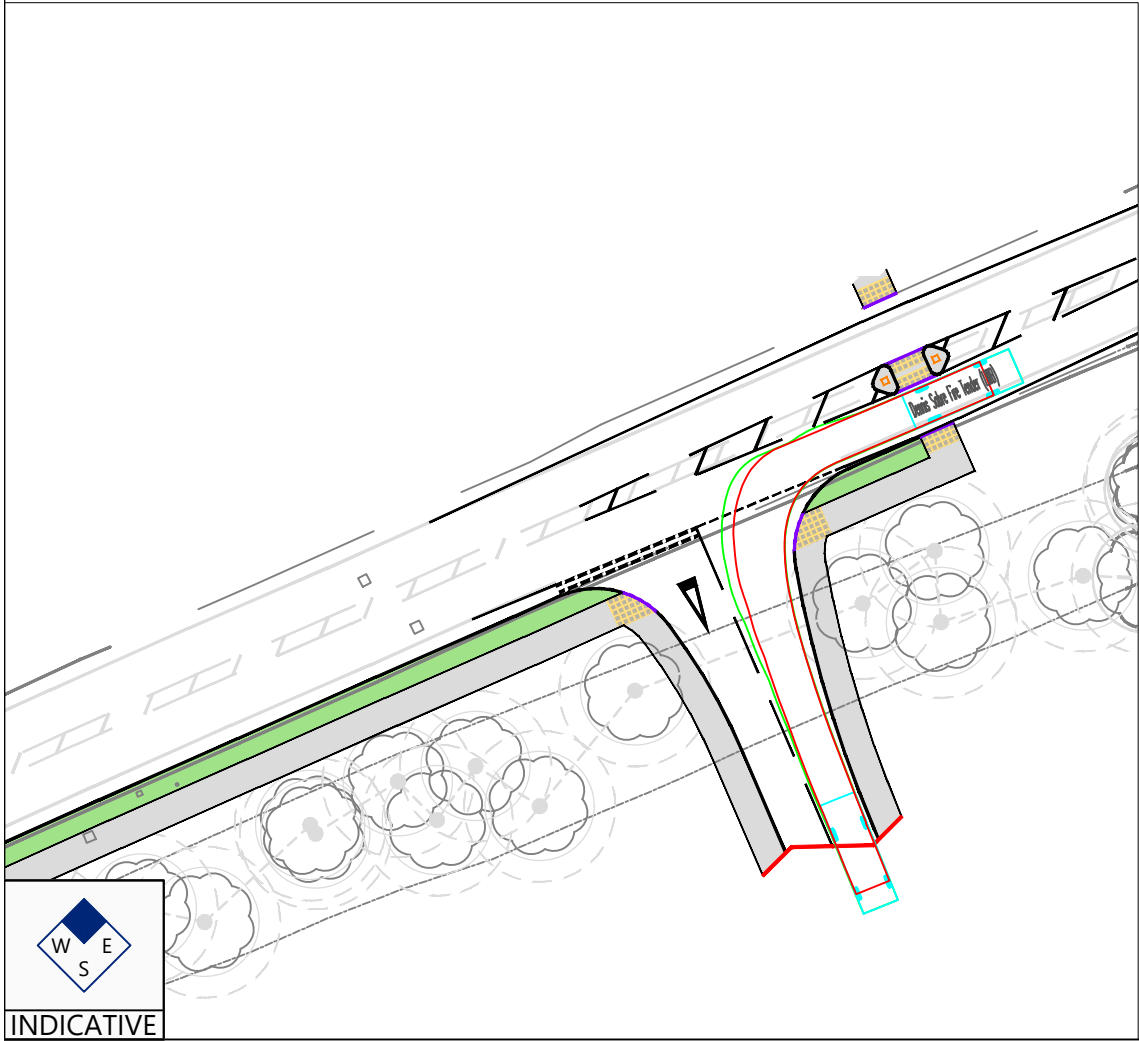
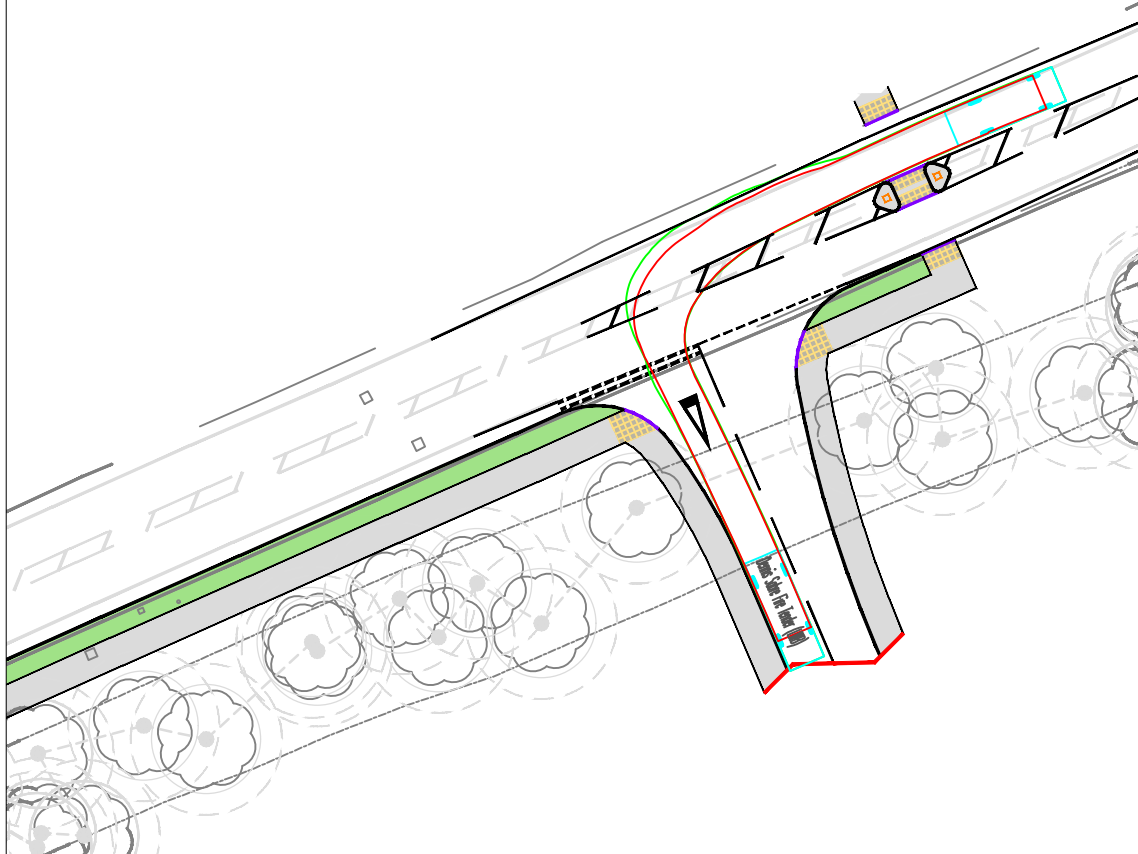
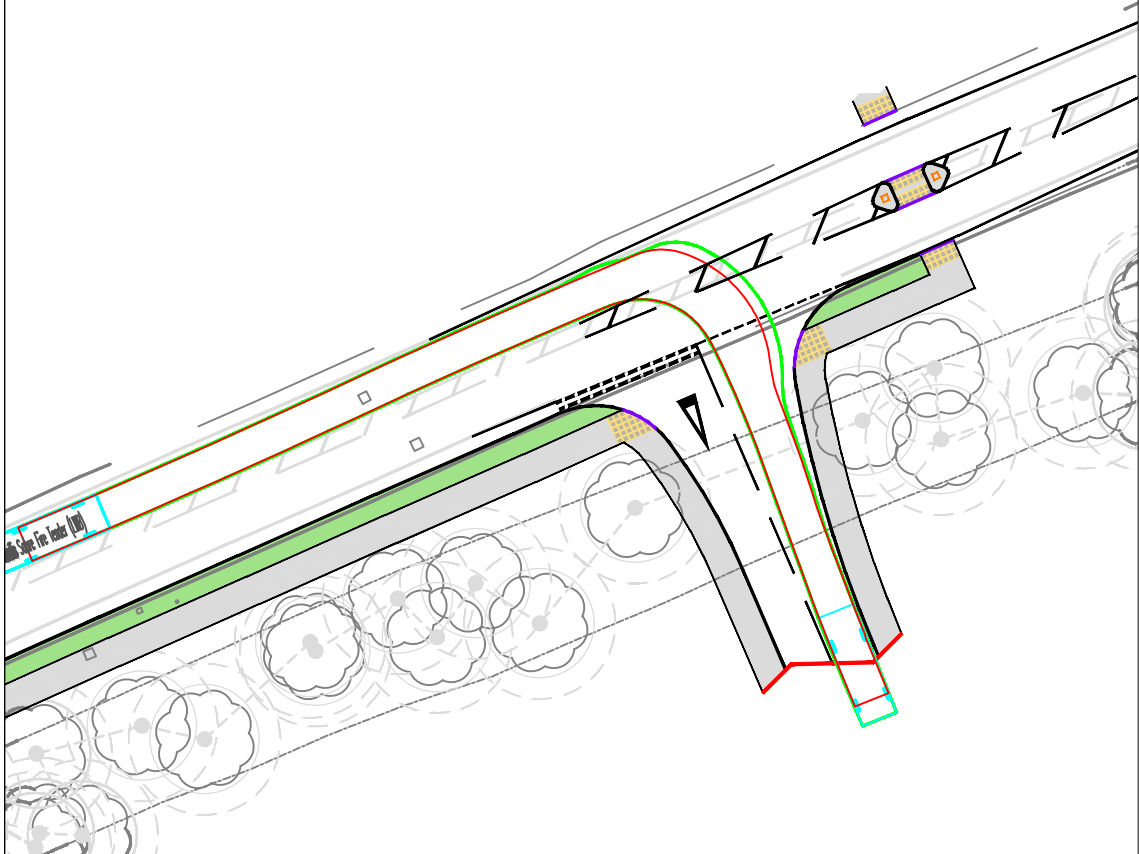
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SWEEP PATH ANALYSIS OF A
REFUSE VEHICLE

STATUS:
FOR INFORMATION

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JOB NO: 1810-17	DRAWING NO: SP02	REVISION: A		

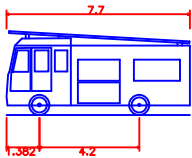
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NOTES:



Dennis Sabre Fire Tender (LWB)
Overall Length 7.700m
Overall Width 2.430m
Overall Body Height 2.512m
Min Body Ground Clearance 0.397m
Track Width 2.380m
Lock to lock time 5.00s
Kerb to Kerb Turning Radius 7.400m

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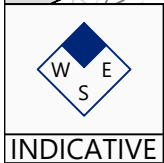
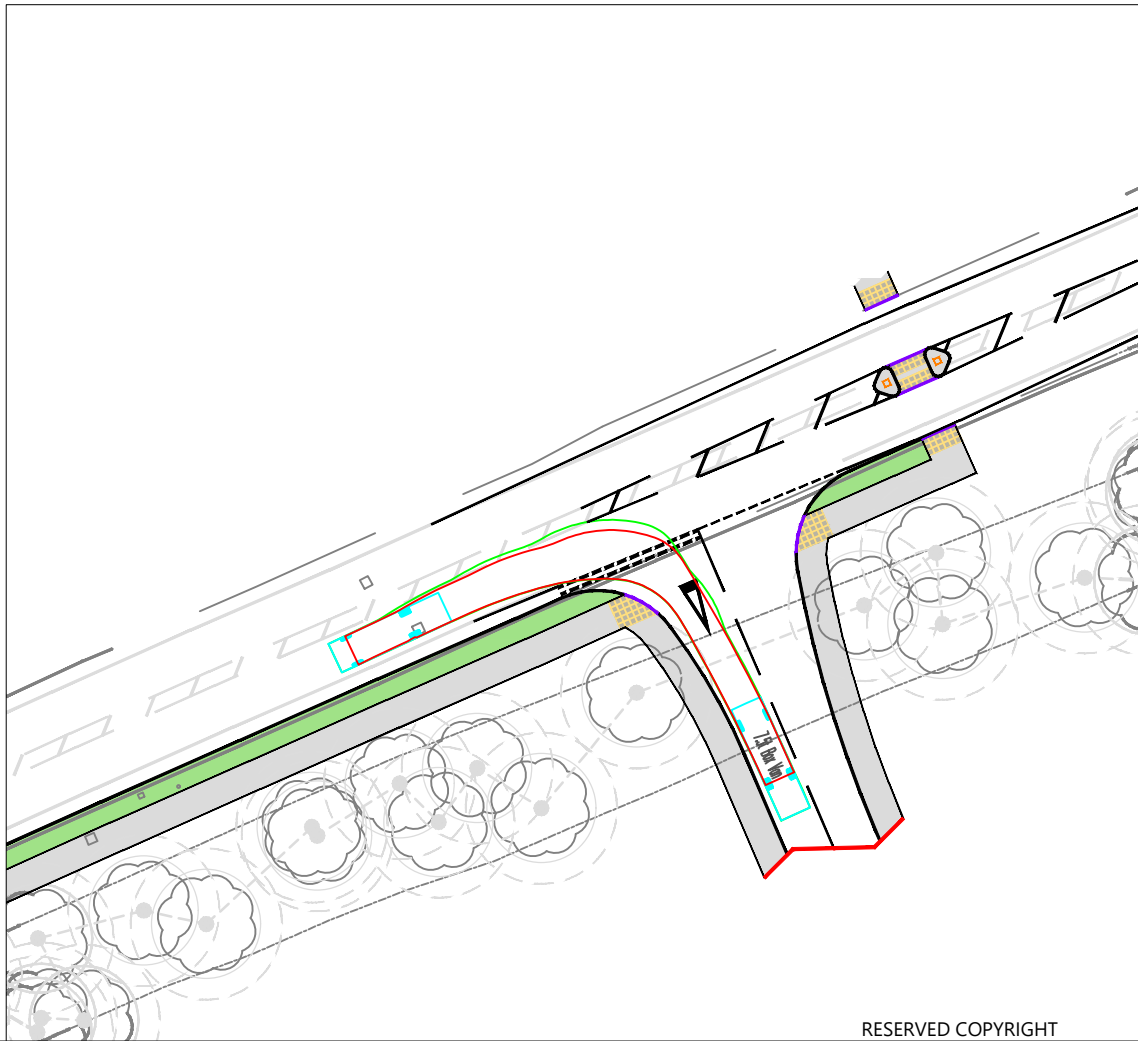
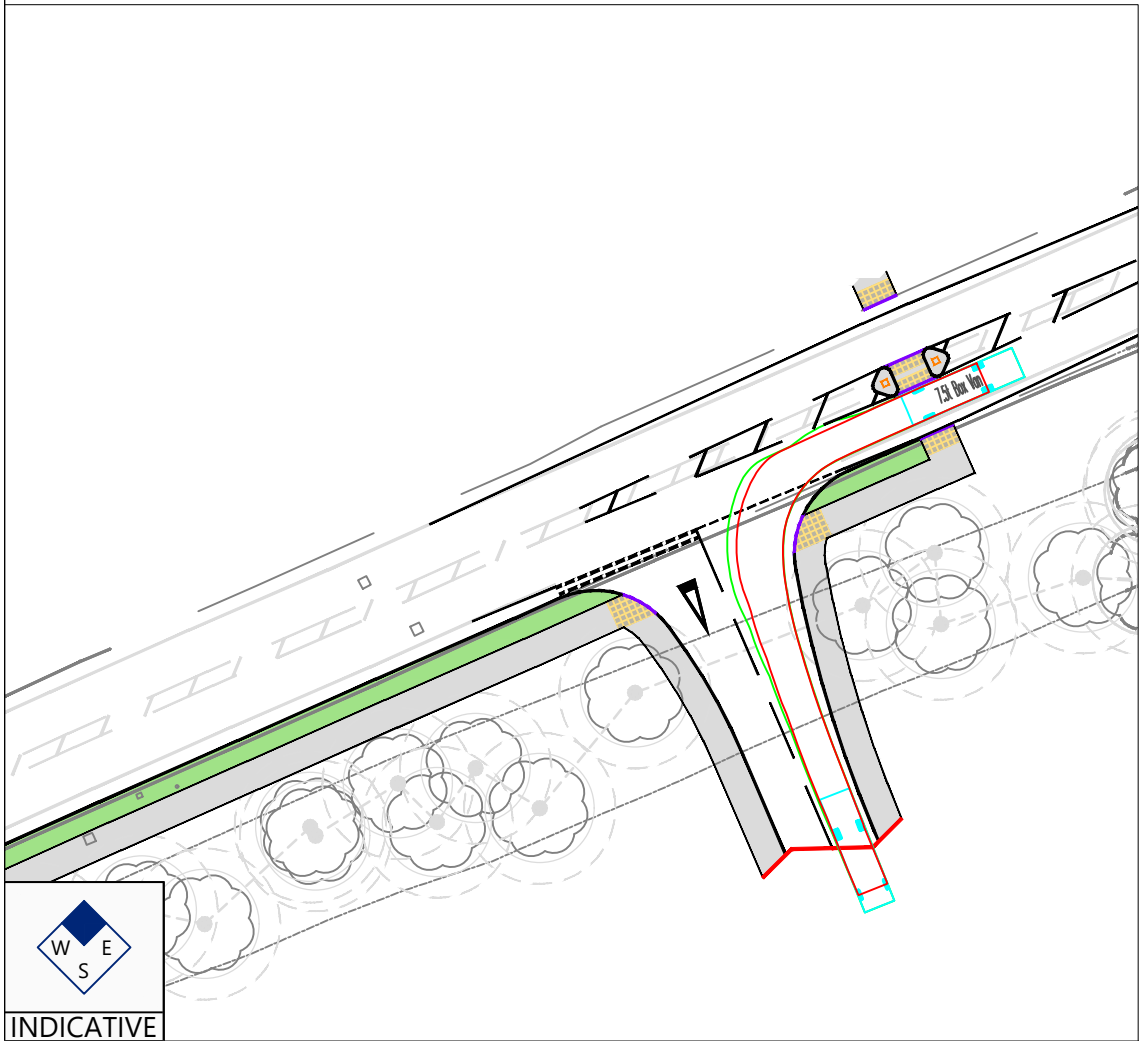
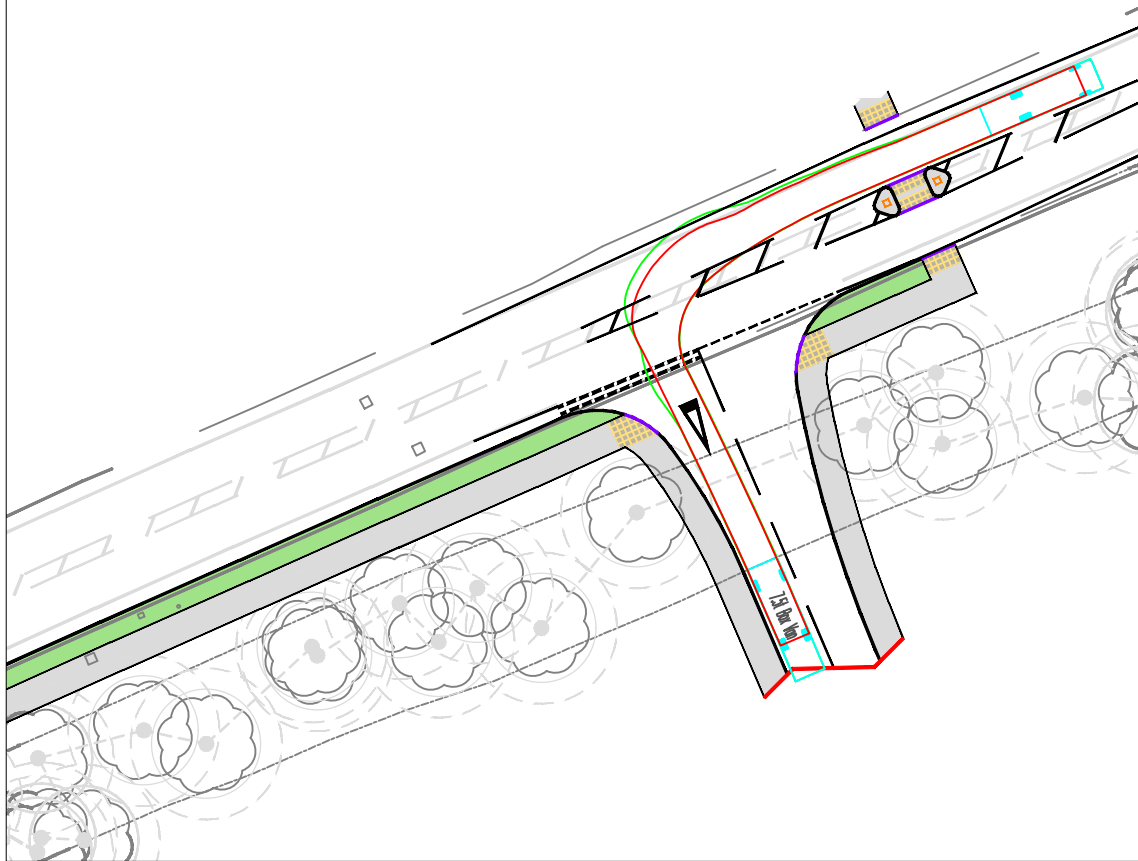
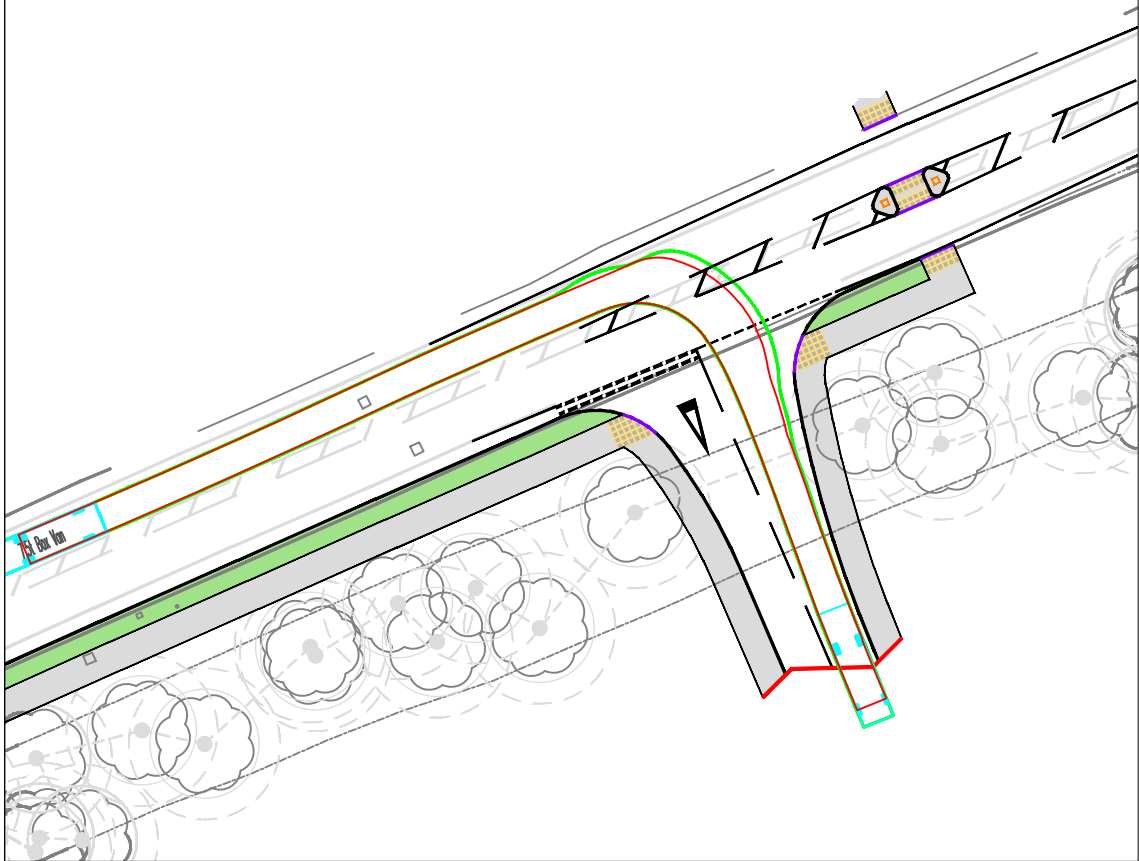
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SWEEP PATH ANALYSIS OF A
FIRE TENDER

STATUS:
FOR INFORMATION

SCALE: 1:500	DATE: 09/09/25	DRAWN: LS	CHECKED: SMK	APPROVED: SMK
JOB NO: 1810-17	DRAWING NO: SP04	REVISION: A		

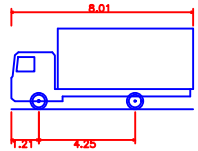
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NOTES:



7.5t Box Van
Overall Length 8.010m
Overall Width 2.100m
Overall Body Height 2.556m
Min Body Ground Clearance 0.351m
Track Width 2.064m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

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TITLE:
PROPOSED ACCESS -
SWEEP PATH ANALYSIS OF A
7.5T BOX VAN

STATUS:
FOR INFORMATION

SCALE: 1:500	DATE: 09/09/25	DRAWN: LS	CHECKED: SMK	APPROVED: SMK
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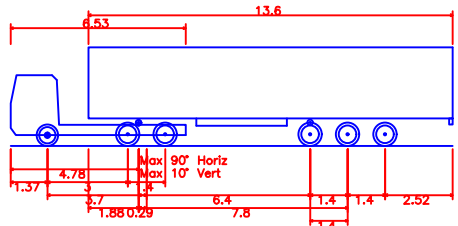
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NOTES:



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

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TITLE:

SWEPT PATH ANALYSIS OF A
16.5M ARTICULATED VEHICLE

STATUS:

FOR INFORMATION

SCALE: 1:500	DATE: 11/05/26	DRAWN: WAJ	CHECKED: SMK	APPROVED: SMK
JOB NO: 1810-17	DRAWING NO: SP07	REVISION: -		

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