

HOLLYROOD HOUSE, ARDINGLY ROAD, LINDFIELD

Site Accesses and Bus Stop Improvements

Stage 1 Road Safety Audit

Overseeing Organisation: West Sussex County Council

February 2025



Road Safety Engineering

Project: Hollyrood House, Ardingly Road, Lindfield
Site Accesses and Bus Stop Improvements

Document: Stage 1 Road Safety Audit

Design Organisation: Vision Transport Planning

Overseeing Organisation: West Sussex County Council

Client: Vision Transport Planning

Gateway RSE ref: SG/WP/2501-15 RSA1 v1.0

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Authorised by: SG

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1 INTRODUCTION

- 1.1 This report describes a Stage 1 Road Safety Audit (RSA) of highway works at Hollyrood House, Ardingly Road, Lindfield, within the District of Mid Sussex and the County of West Sussex. The audit brief, provided by Steve Parsons of Vision Transport Planning and dated 27th January 2025, describes the scheme as site accesses and bus stop improvements to facilitate redevelopment of the site for residential uses, which will result in a net reduction in trips.
- 1.2 Ardingly Road is a 2-lane single carriageway road running broadly north to south. It is unlit with no footways and is subject to the national speed limit. Park Lane is a 2-lane rural road running northeast from its junction with Ardingly Road, turning east at the secondary site access, which is currently closed. It is also unlit with no footways and is subject to the national speed limit.
- 1.3 This Road Safety Audit Team comprised Steve Giles and Wendy Palmer. The Audit consisted of a desktop study and a site visit, which was carried out between 12:00 and 12:45 on Thursday 30th January 2025, when the weather was fine and the road surface dry. Temporary two stage traffic signals were in use on Ardingly Road between the site access and Park Lane, closing the southbound lane. Traffic flows were moderate, and no significant congestion was observed, whilst one pedestrian and one cyclist was seen travelling southwest on Park Lane.
- 1.4 The terms of reference for this RSA are as described in the Design Manual for Roads and Bridges (DMRB) document GG119. The Audit Team is independent of the project design team and has not been involved in the design process in any other capacity. The audit considers only the potential road safety implications of the scheme and has not verified compliance of the design with any other criteria.
- 1.5 The Audit Team has not been made aware of any Departures from Standard. Whilst reference may be made to design standards, this report is not intended to provide a design check.

- 1.6 Recommendations are aimed at addressing the identified potential road safety problems. However, there may be other acceptable ways to overcome a problem, considering wider constraints and opportunities; the Auditors would be pleased to discuss such alternative solutions as appropriate. The recommendations contained herein do not absolve the Designers of their responsibilities.

Collision Data

- 1.7 Personal Injury Collision (PIC) information was obtained from the Crashmap database (www.crashmap.co.uk) for the latest available five-year period (2019 to 2023). It indicates that no PICs occurred at or close to the proposed works.

Previous Road Safety Audit(s)

- 1.8 The Audit Team is not aware of any previous RSA having been undertaken of this scheme.

2 PROBLEMS IDENTIFIED BY THIS ROAD SAFETY AUDIT

General Matters

- 2.1 The Audit Team raises no concerns in respect of general matters.

Local Alignment

- 2.2 The Audit Team raises no concerns in respect of local alignment.

Junctions

2.3 Problem

Potential vehicle collisions due to foliage/boundary treatments obscuring junction visibility.

Location: Both sides of Ardingly Road access junction

It is not clear to what extent foliage will be removed to provide the junction visibility splays. It could in future grow back and obstruct visibility from the site access along Ardingly Road, which could lead to vehicle turning collisions.

Recommendation

Cut back foliage with sufficient clearance behind the junction visibility splays to minimise future maintenance and limit the risk of obstruction to the emerging driver's view.

Walking, Cycling and Horse Riding

- 2.4 The Audit Team raises no concerns in respect of walking, cycling and horse riding.

Road Signs, Carriageway Markings and Lighting

- 2.5 The Audit Team raises no concerns in respect of road signs, carriageway markings and lighting.

3 AUDIT TEAM STATEMENT

- 3.1 We certify that this Road Safety Audit has been carried out in accordance with DMRB document GG119.

Audit Team Leader

Steve Giles
BEng (Hons), IEng, FIHE, MCIHT, MICE, CMILT, MSoRSA, HE Cert Comp
Senior Road Safety Engineer

Signed:



Date: 3/2/2025

Audit Team Member(s)

Wendy Palmer
MCIHT, MSoRSA, FIHE, HE Cert Comp
Senior Road Safety Engineer

Signed:



Date: 3/2/2025

APPENDIX A

Items Considered by this RSA

Items Considered by this Road Safety Audit

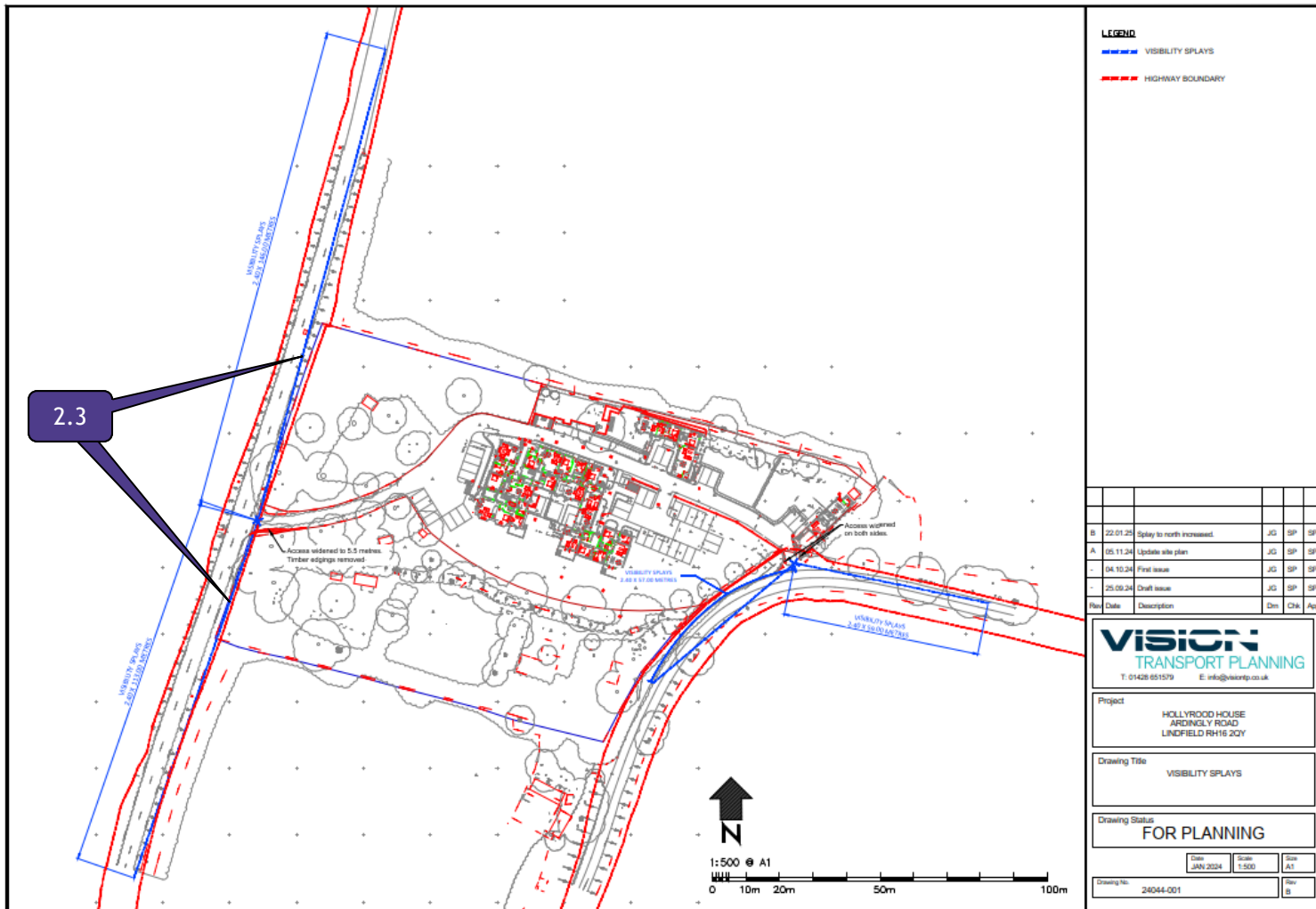
Document ref.	Rev.	Originator	Title
24044-001	B	Vision Transport Planning	Visibility Splays
24044-002	C	Vision Transport Planning	Refuse Vehicle Swept Path Analysis
24044-003	-	Vision Transport Planning	Forward Visibility Splays
24044-004	-	Vision Transport Planning	Proposed Passenger Transport Enhancements

Additional/background information provided to the Audit Team

- Audit Brief dated 27/1/2025 (Vision Transport Planning)
- Transport Statement dated 31/10/2024 (Vision Transport Planning)
- Letter to Mid Sussex District Council dated 23/1/2025 (Vision Transport Planning)

APPENDIX B

Location Plan(s)



ROAD SAFETY AUDIT RESPONSE REPORT

Project Details

Project: Hollyrood House, Ardingly Road, Lindfield
Site Accesses and Bus Stop Improvements
GRSE Ref: SG/WP/2501-15 RSA1 v1.0
Status: Issued as v1.0
Issue date: 3/2/2025
Design Organisation: Vision Transport Planning
Overseeing Organisation: West Sussex County Council
Client: Vision Transport Planning

Authorisation

Approved by:
Name: Steven Parsons
Position: Director
Organisation: Vision Transport Planning

Signed:



The Scheme

The highway works considered by the Road Safety Audit comprise:

- Two site accesses
- Bus stop improvements

Key Personnel

Overseeing Organisation:	West Sussex County Council
RSA Team:	Steve Giles, Senior Road Safety Engineer, Gateway RSE Wendy Palmer, Senior Road Safety Engineer, Gateway RSE
Design Organisation:	Vision Transport Planning

RSA Decision Log				
Item No.	RSA Recommendation	Design Organisation Response	Overseeing Organisation Comments	Agreed RSA Action
2.3	Cut back foliage with sufficient clearance behind the junction visibility splays to minimise future maintenance and limit the risk of obstruction to the emerging driver's view.	Recommendation accepted. Drawing 24044-001 (visibility splays) amended to include reference to foliage behind visibility splays (within 500mm and within the site) to be cut back to minimise future maintenance and limit the risk of obstructions to visibility.	Agree with Audit recommendation and Design Organisation's response to it.	That foliage behind visibility splays (within 500mm from the splay and within the site) to be cut back (and maintained in perpetuity) to minimise future maintenance and limit the risk of obstructions to visibility for emerging drivers.

Design Organisation Statement:

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.



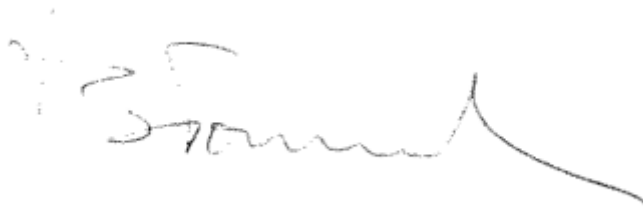
.....

Name:	Steven Parsons
Organisation:	Vision Transport Planning
Position:	Director
Date:	20/03/2025

Overseeing Organisation Statement:

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.
The agreed RSA actions will be progressed.



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Name:	Tim Townsend
Organisation:	West Sussex County Council
Position:	Principal Planner
Date:	08/05/2025