

HOBBS FIELD ACCESS, SAINT HILL MANOR, SAINT HILL ROAD, EAST GRINSTEAD

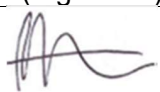
PROPOSED ACCESS IMPROVEMENTS WORKS, OPTIONS.

Stage 1 Road Safety Audit

September 2025

RW-KS-25-4905-RSA1

Report title:	Hobbs Field Access, Saint Hill Manor, Saint Hill Road, East Grinstead. RSA 1
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Prepared by:	The Safety Forum
On behalf of:	West Sussex County Council / Pelham Transport Consulting

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Original	R Westhead	K Seymour		16/09/25
Designer's Response				
Authority's Response				
Audit Response				

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Date: 16/09/25	

1.0 INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on the proposed access arrangements for large events held on Hobbs Field in association with Saint Hill Manor.

1.2 The highway proposals include: *The specific improvements consist of improvements include the removal of trees to widen the current access and improve visibility on both the north and south direction on Saint Hill Road. There is a hawthorn hedge and footpath to the north of the access and will be removed where carriageway and kerbing is provided and reduced height along the visibility splay to 600mm.*

The access will mainly be used for larger events held on Saints Hill Road approximately 10-15 a year with a maximum of 600 car arrivals and 600 departures 15 park and ride coach trips arrivals and 15 departures. An annual Scientology event will use the car park maximum capacity of 1,100 cars arrivals and 1,100 departures and 100 park and ride coach trips arrivals and 100 departures.

**From RSA Brief.

1.3 Two options have been presented for the junction / access improvement works. Option 1 includes a 25m, 1 in 10 taper. Option 2 does not include a taper.

1.4 The RSA Team is not aware of any previous RSAs having been completed for these design proposals.

1.5 The Stage 1 RSA was carried out at the request of the Design organisation, Pelham Transport Consulting.

1.6 The Road Safety Audit Brief was supplied by Pelham Transport Consulting. The overseeing organisation is West Sussex County Council. The RSA Brief was accepted by the Audit Team as adequate to complete the RSA.

1.7 The Audit was carried out between 11th and 15th September 2025 by consultants working on behalf of The Safety Forum Limited. The Audit Team, which is established from The Safety Forum Ltd and independent of the project design team, has had no involvement with the project.

The Auditors were:

R Westhead – Team Leader BSc, MSoRSA, HE Road Safety Audit Cert Comp

K Seymour – Team Member MCIHT, MSoRSA, BSc, PG Dip TS, HE Road Safety Audit Cert Comp

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- 1.8 The report has been prepared in accordance with General Principles and Scheme Governance General Information, GG 119 (Revision 2.0.1), Road Safety Audit (Formerly HD 19/15).
- 1.9 The Audit consisted of a desktop study and a site visit. The site visit was carried out on 12th September 2025, between 15:40 and 16:10 hours by all members of the Audit Team together. The weather was changeable with some light showers and the road surface was generally dry. Traffic conditions were quiet and free flowing. Some pedestrians movements were observed along the western side of Saint Hill Road between Hobbs Field access and East Grinstead Sports Club.
- 1.10 Issues relating to the health & safety of operatives constructing, operating or maintaining the highway are not covered by Road Safety Audit. Only issues relating to the design and construction of facilities for highway maintenance that may potentially contribute to a Road Safety Matter are considered by the Road Safety Audit process.

Road Safety Audit is not a technical check that the design conforms to Standards and/or best practice guidance. Design Organisations are responsible for ensuring that their designs have been subjected to the appropriate design reviews (including, where applicable, Walking, Cycling & Horse Riding Assessment & Review) prior to Road Safety Audit.

Road Safety Audit is not a check that the scheme has been constructed in accordance with the design.

Whilst reference is made to certain design standards, where safety may be compromised by a reduction in standard, this report is not intended to provide a design check. The Auditors have only reported on matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or construction of the scheme.

- 1.11 The recommendations in this report are aimed at addressing the road safety problems; however there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.
- 1.12 The Overseeing Organisation response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the *As Built* design pack to be provided and retained by the Overseeing Organisation on final completion.
- 1.13 All problems identified in this Road Safety Audit Report are indicated on a location plan in Appendix A

2.0 ITEMS CONSIDERED

- 2.1 The Road Safety Audit was undertaken on the scheme detailed in the following documentation.

Drawing No.	Rev	Title
-	-	Road Safety Audit Brief
PTC/CA/45417/04	-	Saint Hill Road Proposed Access Visibility Splay
PTC/CA/45417/10	-	Saint Hill Road Coach Swept Path Right Entry Right Exit No Taper
PTC/CA/45417/09	-	Saint Hill Road Coach Swept Path Left Entry Left Exit No Taper
PTC/CA/45417/08	-	Saint Hill Road Proposed Access Visibility Splay No Taper
PTC/CA/45417/07	-	Saint Hill Road Proposed Access Junction Layout No Taper
PTC/CA/45417/06	-	Saint Hill Road Coach Swept Path Right Entry Right Exit
PTC/CA/45417/05	-	Saint Hill Road Coach Swept Path Left Entry Left Exit
PTC/CA/45417/03	-	Saint Hill Road Proposed Access Junction Layout

- 2.2 The following departure from standards was submitted to the Audit Team within the RSA Brief: *Option with no taper is a departure from DMRB CD 123. It is noted that visibility splays appear to be consistent with a value calculated from 'average' measured 85th percentile speeds, rather than DMRB design guidance, (reference DMRB CA 185 and CD 109); these documents indicate that off peak speeds should be used and that design speeds are 'banded' to be in accordance with CD 109 - Table 2.10). This may represent a Departure from Standards for a road of this type and appropriate design parameters should be agreed with the local highway authority.*
- 2.3 Within the RSA Brief it states that surveyed traffic speeds on Saint Hill Road between 5th December 2024 and 9th December 2024 showed 40 mph northbound and 38 mph southbound. The posted speed limit is national derestricted speed limit, 60mph.
- 2.4 Five years of collision data was provided (exact dates are not clear) which showed no collisions occurring at or in the immediate vicinity of the proposed access, or the nearby access points to Saints Hill Manor or East Grinstead Sports Club.

3.0 MATTERS ARISING FROM THIS STAGE 1 AUDIT.

OPTION 1, WITH TAPER

3.1 PROBLEM

LOCATION: South and north of site access.

SUMMARY: Trees and hedges in visibility splays.

There are a number of trees to the north and south of the site access which will obstruct the required visibility splays. The hedges are referred to and proposed to be cut to 600mm above carriageway level. The RSA Team are concerned that unless these are maintained on a robust and regular maintenance programme they will quickly regrow and obscure the junction visibility splay. There are also a number of trees that are likely to obscure or restrict the visibility splay.

Should adequate junction visibility not be available then emerging collisions may be more likely to occur.

RECOMMENDATION

Permanently remove all tree, hedges and vegetation from visibility splays (reference also paragraph 2.2 of this report).

3.2 PROBLEM

LOCATION: Northbound past proposed site access.

SUMMARY: Possible head on collision risk.

Some vehicles may attempt to use the taper as a merge lane and this could lead to other northbound traffic effectively overtaking traffic in the taper and overrunning the centre line. This could lead to a risk of head on type collisions with southbound vehicles as the round the right-hand bend in the area of the East Grinstead Sports Club.

Additionally, emerging drivers using the taper may have a poor view to approaching northbound users and this may lead to emerging collisions.

RECOMMENDATION

Install measure to prevent or deter the taper being used as a merge lane, such as hatched road markings, or overrun areas.

OPTION 2, WITHOUT TAPER

3.3 PROBLEM

LOCATION: South and north of site access.

SUMMARY: Trees and hedges in visibility splays.

There are a number of trees to the north and south of the site access which will obstruct the required visibility splays. The hedges are referred to and proposed to be cut to 600mm above carriageway level. The RSA Team are concerned that unless these are maintained on a robust and regular maintenance programme they will quickly regrow and obscure the junction visibility splay. There are also a number of trees that are likely to obscure or restrict the visibility splay.

Should adequate junction visibility not be available then emerging collisions may be more likely to occur.

RECOMMENDATION

Permanently remove all tree, hedges and vegetation from visibility splays (reference also paragraph 2.2 of this report).

3.4 PROBLEM

LOCATION: Access at junction with Saint Hill Road.

SUMMARY: Long vehicles overrun opposing lane. Possible conflicts involving southbound traffic.

The swept path movements for long vehicles turning left from the site access show vehicles slightly overrunning the centre line. Visibility for a southbound vehicle driver approaching to a left turn exiting vehicle overrunning the centre line is restricted by the bend in Saint Hill Road. It is estimated that this visibility is restricted to approximately 125m. This is likely to be sufficient visibility for vehicles travelling within the 85th percentile speed to slow before conflicting with that left turn exiting vehicle. However vehicles travelling at higher speeds may be at risk of colliding with the turning vehicle or being forced to brake sharply, increasing risk of loss of control.

The RSA Team are also concerned that a southbound vehicle, which has slowed or to let a left turning vehicle exit the proposed access, could be at risk of being shunted by another southbound vehicle whose visibility to the slowing / stopped vehicle has been obscured by the carriageway alignment past the East Grinstead Sports Club access. The RSA Team could not measure out visibility through this bend safely during the site visit due to risk from live traffic.

RECOMMENDATION

Ensure that forward visibility through the bend past the East Grinstead Sports Club access is suitable to allow trailing vehicles to slow behind any slowing or stopped vehicles.

Provide junction ahead warning signs for those drivers travelling above the 85th percentile surveyed speed. This measure should not be adopted in lieu of any other measures which fail to provide suitable stopping sight distance to slowing or stationary vehicles for the survey speed of traffic.

Alternatively, alter the radius length for vehicles to turn left from the access so that vehicles do not overrun the centre line.

4.0 AUDIT TEAM STATEMENT

- 4.1 We certify that this audit has been carried out in accordance with GG 119 (Revision 2.0.1).

AUDIT TEAM LEADER

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Signed: 

Date: 16/09/25

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APPENDIX A: LOCATION PLAN

OPTION 1, WITH TAPER.



OPTION 2, WITHOUT TAPER.

