

Bolney Road, Ansty: Stage 1 RSA – GG119 Response

Ref: LJ/ITB210464

Date: 3 August 2026

1 Summary

- 1.1.1 This response has been prepared with regards to a Stage 1 Road Safety Audit (RSA) undertaken by Fenley Road Safety Limited, dated July 2026, to consider the proposed pedestrian footway along the southern side of Bolney Road.
- 1.1.2 In accordance with the WSCC policy, the Stage 1 RSA has been undertaken by an independent Auditor. The matters raised by the Auditor are summarised within this Technical Note along with a design team response, in accordance with Appendix F of GG119.
- 1.1.3 Two problems were identified in the RSA which have been summarised in the Road Safety Audit Decision Log.
- 1.1.4 Following receipt of the RSA, the proposed footway drawing has been updated, and a new drawing has been prepared, both of which accompany this note, as follows:
 - **ITB210464-GA-008C** – Proposed No-dig Footway
 - **ITB210464-GA-009** – Intervisibility at Pedestrian Crossing

2 Road Safety Audit Response

2.1 Project Details

Project Details	
Report Title	Stage 1 Road Safety Audit
Date	July 2026
Document Ref and Revision	RSA-26-098
Prepared By	Fenley
On behalf of	West Sussex County Council

2.2 Authorisation Sheet

Authorisation Sheet	
Project	Bolney Road, Ansty
Report Title	RSA GG119 Response
Prepared by (Design Organisation)	
Name	Lucy Jardine
Position	Principal Consultant
Signed	<i>L. Jardine</i>
Organisation	iTransport
Date	03 August 2026
Approved by (Overseeing Organisation)	
Organisation	West Sussex County Council

2.3 Key Personnel

Key Personnel	
Overseeing Organisation	West Sussex County Council
RSA Team	Fenley
Design Organisation	iTransport

2.4 Road Safety Audit Decision Log

RSA Problem	RSA Recommendation	Design Organisation Response
A gully is present to the east of Upton Drive that is situated within the verge where a kerb stone is missing and a grip is provided. The proposals include the provision of a footway along the southern side of Bolney Road between a proposed pedestrian access circa 55 metres south of Upton Drive and the existing footway network within Ansty circa 55 metres to the north. Whilst the proposed footway is to be 1.6 metres wide to the west of Upton Drive and provided with double height kerbs, the footway to the east is to vary in width from 1.8 to 2.0 metres. The proposed footway is to allow access between a development of 33 homes and Ansty village centre and as such, the footfall is likely to be low to moderate. The scheme drawing illustrates that the existing verge along the back edge of the footway is to be reprofiled to allow for the proposed footway which should be acceptable. It is noted, however, that the proposed footway is to be provided where an existing road gully is present. The Audit Team have concerns therefore, that the proposed footway will have an adverse impact on surface water drainage which could result in surface water ponding and lead to loss of control type collisions.	It is recommended that the road gully is replaced to ensure adequate surface water drainage.	Agreed. The gully will be replaced and relocated. The precise arrangement will be determined at the detailed design stage. Annotation added to the drawing.

RSA Problem	RSA Recommendation	Design Organisation Response
The scheme drawing illustrates that the proposed uncontrolled crossing is to be inline and therefore the tactile paving is to be 1200mm deep to ensure that pedestrians cannot overstep the tactile warning and enter the carriageway unknowingly. The highway code has been updated in recent years to allow pedestrian priority when crossing side roads. All motorists or cyclists approaching the proposed uncontrolled crossing are therefore obliged to slow / stop when a pedestrian is observed. This works well but is dependent on intervisibility. The Audit Team have concerns that intervisibility between a northbound motorist / cyclist, approaching the give-way line / proposed uncontrolled crossing, and a pedestrian is limited by the presence of the existing boundary hedge. It is understood that northbound traffic will be slowing but a motorist / cyclist may not become aware of a pedestrian entering the carriageway at a safe distance, which could lead to a vehicle / cyclist to pedestrian type collision.	It is recommended that adequate intervisibility is achievable.	Drawing ITB210464-GA-009 demonstrates that a vehicle travelling on Upton Drive approaching the give-way line and a pedestrian who is set back 1.5m from the kerbline will be able to see each other with an intervisibility of 15m. This is appropriate for a vehicle speed of 13mph, which is likely to be representative of a vehicle slowing down on approach to the junction. Furthermore, there would be intervisibility of 29m between an approaching vehicle and a pedestrian stepping into the carriageway to cross, which is suitable for a vehicle travelling at 22.5mph and likely to exceed the actual approach speed to the junction. There will therefore be adequate intervisibility between a car and pedestrian travelling on Ansty Road to allow them to cross the side road junction with Upton Drive safely.

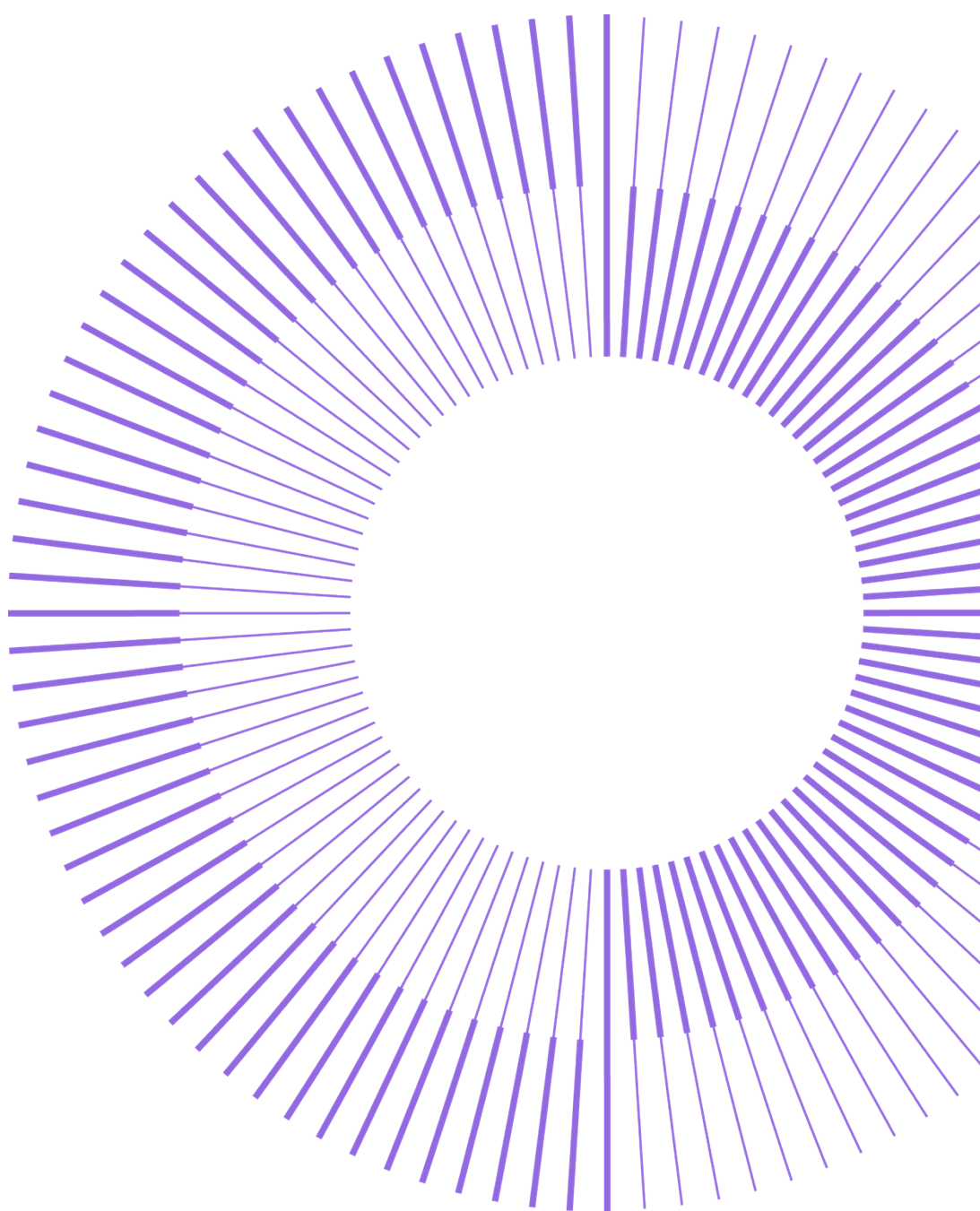
2.5 Design Organisation and Overseeing Organisation Statements

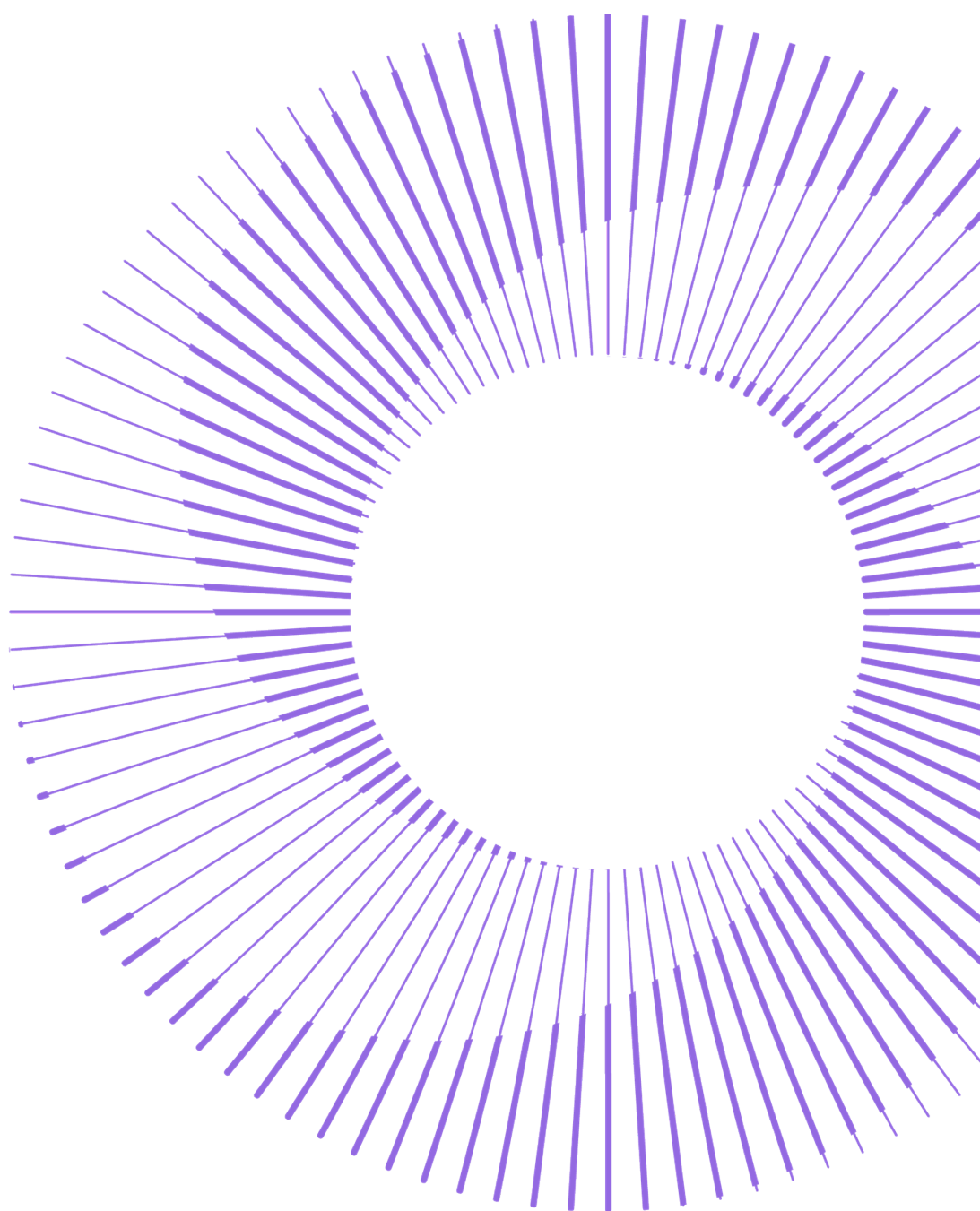
On behalf of the Design Organisation, I certify that:	
1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name	Lucy Jardine
Signed	L.Jardine
Organisation	iTransport
Date	03 August 2026

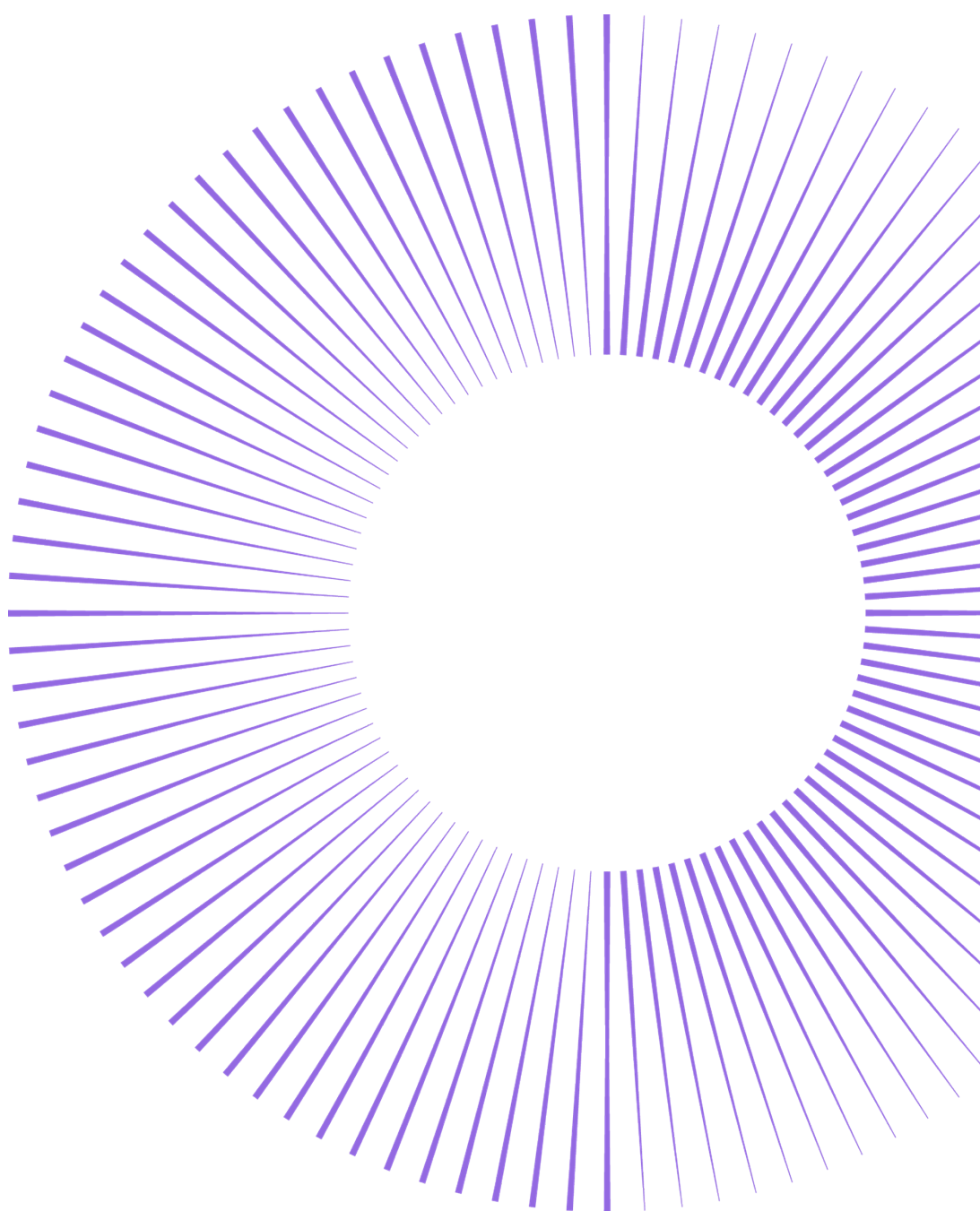


- On behalf of the Design Organisation, I certify that:
- 1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Design Organisation.

Name	
Signed	
Organisation	West Sussex County Council
Date	







APPENDIX A. TITLE