

SK TRANSPORT PLANNING

TRAFFIC TRANSPORT HIGHWAYS



TECHNICAL NOTE

Date: 22nd July 2026

Project: Planning Application DM/26/0303 – Land North of Borers Arms Road, Copthorne

1. INTRODUCTION

- 1.1 This Technical Note (TN) has been produced by SK Transport Planning Limited to respond to specific parking and access matters raised by West Sussex County Council (WSCC), as Local Highway Authority (LHA) on the above-mentioned planning application. This TN has been prepared in response to their formal consultation response dated 16th March 2026, which for ease of reference is provided in **appendix a**.
- 1.2 In their response WSCC has confirmed that their comments centre around the access, accessibility and the network impact that the proposed residential and commercial development will have onto the highway network that they control, i.e. onto Borers Arms Road and to the east of Copthorne Bank.
- 1.3 Their response confirms that that existing access to Borers Industrial Estate will be modified and upgraded to provide pedestrian, cycle and vehicular access to the proposed development. Visibility splays of 2.4m x 43m are shown at the widened site access onto Borers Arms Road. and are deliverable across land that the applicant controls and the adjacent adopted highway. The adopted highway boundary is presented in **appendix b**, and has been provided by WSCC.
- 1.4 This technical information is presented in the submitted Transport Assessment (TA), along with Personal Injury Collision (PIC) data. This data, and checks undertaken by the LHA confirm that there have been no recorded collisions at this existing point of access in the last three year period.
- 1.5 The LHA response also confirms that all matters relating to trip generation, distribution, assignment and impact are accepted, along with the principle of upgrading a number of existing pedestrian crossing points with dropped kerbs and tactile paving. In addition there is acknowledgement that the Framework Travel Plan submitted with the application should be effective in assisting to mitigate the impact on the WSCC highway network.
- 1.6 We have acknowledged that the development proposals can make appropriate financial contributions towards delivering Real Time Passenger Information (RTPI) on the Borers Arms Road corridor, and the upgraded access from Borers Arms Road to the proposed development will be subject to a 20mph speed limit.
- 1.7 The WSCC response confirmed that the LHA would need to have sight of the Stage 1 Road Safety Audit (RSA), to understand any technical points raised by the independent assessors, and to ensure all elements of the RSA had been considered. The RSA and Designers Response Report were sent to both WSCC and Mid Sussex District Council (MSDC) Officers on the 20th March 2026.
- 1.8 Following receipt of this additional technical information, discussions have taken place between the site promotion team and representatives from MSDC Planning (Steven King) and WSCC Highways (Jamie Brown), regarding two technical points relating to the upgraded pedestrian, cycle and vehicular access from Borers Arms Road, through the industrial estate to serve the development. These technical points are:
 - the impact that the proposed upgraded access will have on the existing operation/access to buildings/parking within the industrial estate
 - the provision of appropriate pedestrian links along this upgraded route, to serve the proposed development and the existing businesses on the industrial estate
- 1.9 The next section of this report considers these two technical points, and the revised access strategy that has been prepared to meet all MSDC and WSCC requirements.

2. THE ACCESS STRATEGY

- 2.1 Through ongoing discussions with Officers the key technical elements for consideration have been as follows:
- a) the need to consider how the retained business units on the industrial estate will be accessed
 - b) what impacts the widened/upgraded access has on car parking provision
 - c) what upgrades can be delivered to provide appropriate pedestrian connections from the development site back to Borers Arms Road

- 2.2 We consider each technical point in turn.

Access Strategy to Retained Business Units

- 2.3 The proposed access strategy through the industrial estate is presented in **appendix c**. The buildings that will be demolished to deliver this access are Units 5 and 6, which are located on the northern boundary, immediately to the east of Unit 4.
- 2.4 All other units on the site have been retained, and will continue to be served from the access routes that runs through the site. The existing access and parking arrangements through the site are shown on plan in **appendix d**, and confirm that the existing parking provision across the site is provided on an “ad-hoc” basis, with parking either provided directly from the internal access road, or in parking clusters in front or adjacent to the buildings.
- 2.5 The review of the existing access arrangements through the industrial estate has also confirmed that there is limited provision for pedestrians along the main access route.
- 2.6 Having identified these points, the revised access design presented in **appendix c** has been prepared to respond positively to improving access to the retained units. For the majority of units there is no change to their access and parking provision. The only material changes to access are to:
- Unit 4 – which through the demolition of Unit 5 benefits from a new parking courtyard on its eastern side
 - Unit 12 – which will have a retained servicing/hardstanding area on its western side, with two vehicular crossovers from the access road to serve the two roller shutter doors on the building’s western elevation
- 2.7 Access to all other parking and servicing areas has been retained, and as set out later in this TN where possible improvements have been made to internal access points and the parking layout, to improve access for all.
- 2.8 The final access design is considered to be both a significant improvement over the existing access arrangements to the industrial estate, but also provide a much improved first arrival experience for those visiting the industrial estate and the proposed development from Borers Arms Road.
- 2.9 The revised access design has also provided the opportunity to adjust and reconfigure some of the parking across the estate, with the overall aim being to minimise the car parking reduction across the industrial estate, as well as reduce, as far as practically possible, the number of parking spaces accessed directly from the internal access route. The revised parking provision across the industrial estate is provided in the next section of this TN.

Parking Provision

- 2.10 As discussed earlier in this TN the overall aim of the revised access strategy has been to minimise any reduction in parking across the industrial estate. The access layout as shown results in a reduction of eight parking spaces and 13 parking spaces relocated on the site. These relocated parking spaces are shown in blue, with the retained parking spaces shown in green.

- 2.11 As shown on the updated layout in **appendix c** these relocated parking spaces have been positioned in areas that have been freed up through the demolition of unit 5, or the reconfiguration of the servicing/hardstanding area to the front of unit 12, on its western side.
- 2.12 Through discussions with MSDC and WSCC Officers it has also been discussed and agreed to reduce the number of parking spaces accessed directly from the internal access road, adjacent to nos.17 to 19 on the estate. Just two spaces are retained here, with their own dropped crossing onto the access route.
- 2.13 Whilst there is an overall loss of eight car parking spaces across the industrial estate, this is offset by the commercial element within the development proposals providing 64 car parking spaces. With the proposed commercial building having a floor area of 1,700 sqm, and Tandridge District Council's 2012 adopted parking standards indicating a provision of between 17 and 68 parking spaces is appropriate (based on their maximum standards).
- 2.14 This minimal reduction in parking within the industrial estate will be offset by the additional commercial parking within the proposed development, a c.50m walk from the industrial estate, as shown on plan in **appendix e**.
- 2.15 The reconfiguration of the parking areas has also freed up some space for landscaping along the access corridor. These landscaping areas as shown indicatively on plan in **appendix c**, and form a break between the hard landscaping and parking areas within the industrial estate and the access corridor. The detail of these landscaped areas can be controlled by an appropriately worded planning condition.
- 2.16 The reconfiguration of the parking areas has also allowed the side road access points to be enhanced, off the internal access route. These are now shown as vehicular crossovers, on each side of the internal access route.
- 2.17 The next section of this TN considers the enhanced pedestrian connections that will be delivered as part of the Borers Arms access strategy.

Enhanced Pedestrian Connectivity

- 2.18 Through discussions with MSDC and WSCC Officers, it has been agreed that wherever possible the opportunity to provide direct continuous pedestrian links on both sides of the access route should be delivered. This has required some reconfiguration of the access route position and width, to ensure:
 - appropriate pedestrian routes are delivered
 - the carriageway width is retained to an appropriate width into the development site
 - curtilage/servicing space to for unit 12 is retained, including access to the roller shutter doors in the building
- 2.19 The revised access strategy now proposes two continuous pedestrian footways, linking the proposed development site through the industrial estate to link with Borers Arms Road. These footways are drawn at 2m widths, narrowing to 1.5m past the retained units 4 and 12, to avoid impacting on the curtilage/servicing space to unit 12, and the relocated parking spaces to the east of unit 4.
- 2.20 Pedestrians walking to, from and through the development will be able to use either of the new footways to connect back to the existing footways on Borers Arms Road. At each internal crossing point tactile paving is proposed, to assist those with visual impairments when crossing at each location.
- 2.21 An uncontrolled crossing point between the two new footways is also proposed within the industrial estate, to the north of the widened simple priority junction onto Borers Arms Road. At the junction itself new dropped kerbs and tactile paving is also proposed, to assist pedestrians walking along the northern footway on Borers Arms Road.
- 2.22 A pedestrian connectivity plan is provided in **appendix f**, which shows the continuous pedestrian routes from the proposed development site, through the industrial estate and then linking with Borers Arms Road.

- 2.23 As requested by MSDC and WSCC these pedestrian route enhancements have been incorporated into an updated Stage 1 RSA, independently prepared by Waterman Aspen. This report is provided in **appendix g**, and confirms that just two matters have been highlighted for consideration. These are:
- a) whether a central pedestrian island should be provided across the minor junction arm at the Borers Arms Road access point, and
 - b) clarification on the footway widths where they connect from the industrial estate into the proposed development
- 2.24 In response to these two technical points, regarding matter (a), whilst the access width does exceed 10m from tactile crossing point to tactile crossing point on the minor junction arm, it is not possible to provide a central pedestrian island as access to/from the industrial estate has to be maintained for large vehicles entering/leaving the site. This is demonstrated through the HGV swept path analysis presented in **appendix h**, which confirms the overrun space needed to complete these manoeuvres.
- 2.25 Based on this detailed assessment, and the need to avoid larger vehicles overrunning footways and crossing points, no central island is proposed.
- 2.26 With regard to matter (b), as discussed and agreed with WSCC and MSDC Officers, to retain an appropriate access carriageway width, and to minimise the loss of curtilage space to Unit 12, a narrowing of both footways to 1.5m have been drawn where the access passes from the industrial estate into the development. This allows footways on both sides of the access routes to be provided, and maintained in perpetuity.
- 2.27 In summary, neither of the two matters identified in the RSA are considered to require any further amendments or updates to the access strategy or internal access arrangements to the site.

3. Summary & Conclusions

- 3.1 This TN has been produced by SK Transport Planning Limited to respond to specific parking and access matters raised by WSCC, as LHA.
- 3.2 Following the issue of formal comments from the LHA, discussions have taken place between representatives from MSDC and WSCC. These discussions have shaped the revised access design and parking arrangements within the Borers Industrial Estate, as well as enhanced pedestrian connectivity from Borers Arms Road through to the development site.
- 3.3 The revised access proposals, shown in **appendix c**, will deliver continuous footways on both sides of the carriageway, allowing both end occupiers of the proposals development and pedestrians wanting to access the industrial estate safe, segregated access from Borers Arms Road. The footways will provide tactile paving at each crossing point, to assist the visually impaired when using these routes.
- 3.4 The access review has also required the replanning of a proportion of the car parking within the industrial estate. Through the demolition of units 5 and 6, which is required to deliver the access through to the development site, there is the opportunity to replan parking in this area, and along the access route corridor.
- 3.5 The replanning of the parking has resulted in an overall net reduction of eight parking spaces in this area. The proposed development has been planned to provide 1,700 sqm of commercial floorspace, with 64 parking spaces provided for this use. This parking provision has been confirmed to be close to the maximum provision required in this location, based on TDC's adopted parking standards, meaning any reduction in parking in the existing industrial estate will be offset through the increased commercial parking provision within the site.
- 3.6 Through discussions with MSDC and WSCC Officers agreement has also been reached that the access route will be subject to a 20mph speed limit, and the development can make appropriate financial contributions towards RTPI infrastructure at bus stops on the Borers Arms Road corridor.

- 3.7 We trust that the findings and revised access design, that has been prepared through positive discussions with Officers can now be agreed, allowing WSCC to issue their final response to MSDC on all traffic, transport and sustainable access matters.

APPENDIX A

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Steven King
FROM:	WSCC – Highways Authority
DATE:	16 th March 2026
LOCATION:	Land North Of Borers Arms Road Copthorne West Sussex RH10 3LH
SUBJECT:	DM/26/0303 Outline planning application with all matters reserved except for access for the demolition of an existing commercial building and the erection of up to 260 dwellings, up to 1,700sqm of employment floorspace E(c)(iii), E(g)(i)(ii)(iii), car parking, landscaping, open space, and associated development works, with access from Copthorne Bank and Borers Arms Road.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice

Background

West Sussex County Council (WSCC) in its role of Local Highway Authority (LHA) has been consulted on the proposals for highway safety, capacity and access.

The site is known as Roundabouts Farm, located to the north of Borers Arms Road and to the east of Copthorne Bank. The site would have access onto Copthorne Bank to the west (a section of public highway falling within Surrey County Council's (SCC) jurisdiction) and to the south via Borers Arms Road, through an existing industrial estate. Borers Arms Road falls within WSCC's jurisdiction.

The development proposes 260 new residential units on the site, with a 50/50 percentage split of private and affordable units. The highway aspects are supported by way of a Transport Assessment (TA). It is noted that the Design Team have engaged with WSCC in order to help formulate the basis for the TA and supporting information relating to network impact. WSCC was approached for pre-application comments in 2019 and these have formed the basis of this application.

WSCC Comments

WSCC will only comment on the access, accessibility onto Borers Arms Road and the network impact from this access point. Areas such as internal layout, parking and access onto Copthorne Bank and network capacity on SCC's network would be for SCC to pass formal comment on. The sites Travel Plan has been advised on below where there has been some WSCC input.

Access and Visibility

Vehicular access to the proposed development is via two vehicular access points. From WSCC's perspective the proposed access to the south the development from Borers Arms

Road is most relevant. This will be revised as part of the proposals. At present this access currently serves the industrial estate. It is proposed that this access will be widened and extended through the industrial estate to access the proposed development.

The TA has demonstrated that visibility splays of 2.4m x 43m have been shown in both the leading and trailing traffic directions at both access locations. These are shown on the access drawings contained within appendix H of the TA.

The LHA has undertaken a check of the latest collision records and there are no recorded at the point of access within a 3-year period.

Stage 1 Road Safety Audit (RSA)

In accordance with the adopted LHA 'Road Safety Audit Policy', a Stage 1 RSA has been undertaken in accordance with the GG119 governance document by an independent Audit on the access strategy including the Borers Arms Road junction. A copy of the RSA is however missing from Appendix I of the TA. The LHA would like to review the RSA, although it is noted that the TA suggests that any matters outstanding have been addressed by the Design Team.

Off Site Mitigation

Section 9.7 (table 9.1) of the TA provides a summary of areas of mitigation that the applicant has devised as part of pre-application considerations:

- Proposed tactile paving and dropped kerbs across Borers Arms Road to Church Road
- Proposed tactile paving and dropped kerbs across Borers Arms Road to Knowle Drive
- Proposed tactile paving and dropped kerbs across existing eastern Borers Industrial Estate access
- Proposed tactiles and dropped kerbs across Spring Copse junction bellmouth

Plans would need to be provided to demonstrate the areas outlined above. It is considered the above points could ultimately be secured within a Section 106 agreement.

Trip Generation/ Distribution / Assignment Network Capacity from WSCC's Perspective

As part of the TA scoping discussions with WSCC it was agreed that that the previously prepared development trip rates previously discussed and agreed should be revisited. The latest TRICS database has been interrogated to source both residential and commercial development located in comparable locations to the development site.

The TRICS database has been utilised to establish that the residential element of the development is predicted to generate 133 AM peak two-way vehicle trips and 110 PM peak two-way vehicle trips for the development as a whole. The TA includes a 'Vision Shift' approach which estimates a 15/20% reduction in vehicular trips if a Travel Plan (TP) is fully implemented. A TP has been provided within the appendices and is commented on later within the report.

The scope of Junction Modelling Junctions to be assessed are acceptable as highlighted within the advice given by WSCC. The modelling scenarios are as follows:

- 2027 base
- 2027 base and development
- 2030 base
- 2030 base and development

The modelling outputs confirm that the majority of junctions will operate with levels of spare capacity and minimal delay in the 2027 opening year and 2030 future year peak period assessments. The only junction that is predicted to experience an RFC >1.0 (on a single arm in the modelled AM peak periods) is at the A2220/Copthorne Common Road roundabout junction.

Accounting for the above, it's apparent that trips generated by the site quickly disperse across the nearby road network. The LHA would not consider that this would result in a "Severe" residual impact on the WSCC network.

Travel Plan (TP)

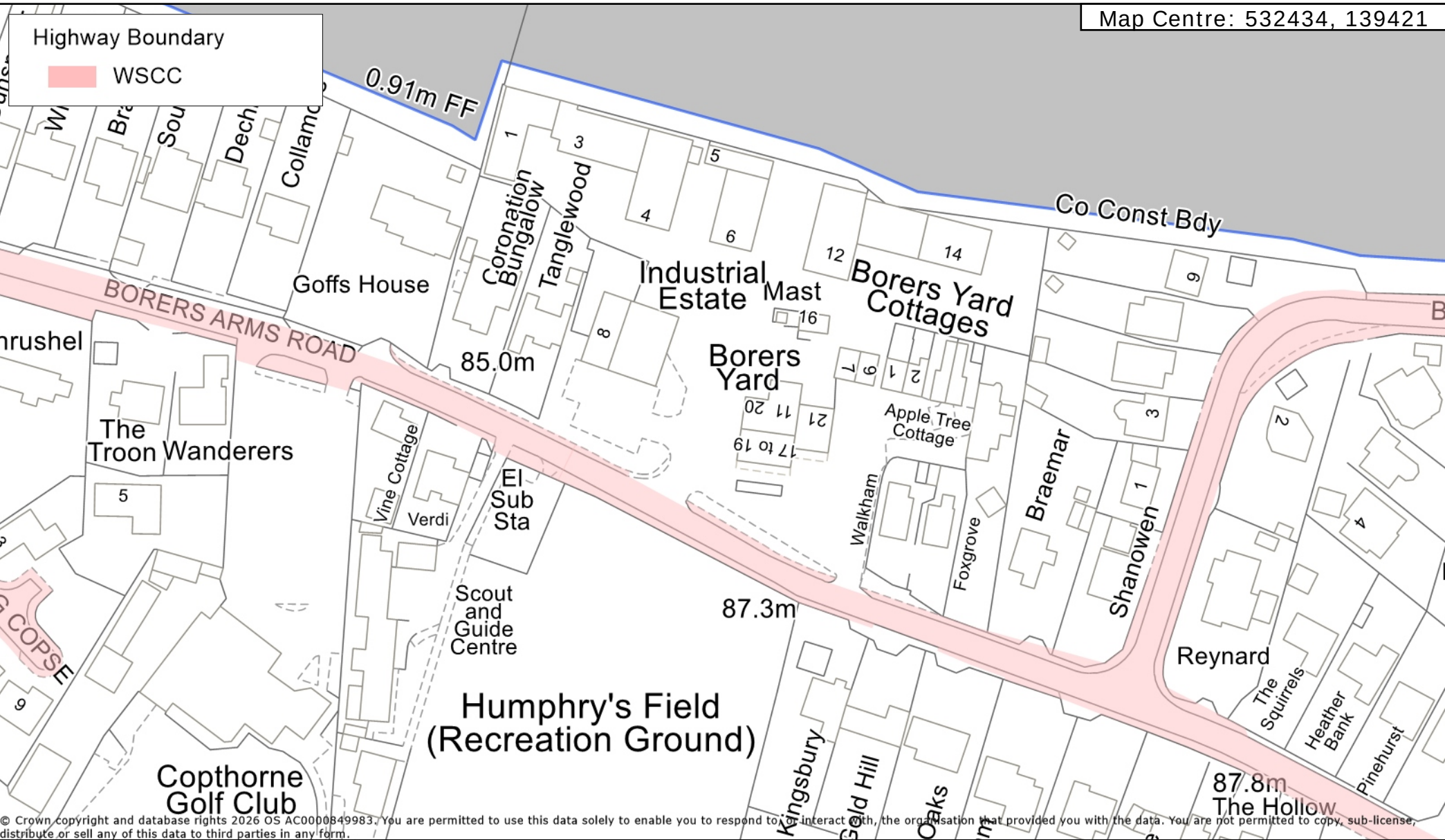
Predominantly the TP will be an area for SCC to lead on and take any monitoring fee but WSCC can comment upon it as it has relevance to potential impacts on our network. The TP provided appears to be effective to mitigate potential impacts that could occur on the WSCC network.

Conclusion

Having assessed the information within the TA the LHA would not have any highway concerns with the proposals. We would, however, wish to view the sites RSA on the access strategy onto Bowers Arms Road to ensure that all elements of the RSA have been addressed.

Jamie Brown
West Sussex County Council – Planning Services

APPENDIX B



Planning Services

Information about the status of a highway, and in some circumstances the extent of the highway, may be taken from a number of sources held by the County Council. Unless taken from a legal agreement the information should be regarded as guidance only.

APPENDIX C



THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES

Parking Provision

Retained Parking

Relocated/New Parking

13 Parking Spaces Relocated on Site

20mph Speed Limit

Access Route from Borer's Arms Road through Development Site to be Subject to 20mph Speed Limit

Landscaped Areas to be Confirmed at Detailed Design Stage

Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK21703-28 REV C

Roundabouts Farm

Drawing Title
Borer's Arm Estate Access Route & Relocated Parking

Scale at A3
1:500

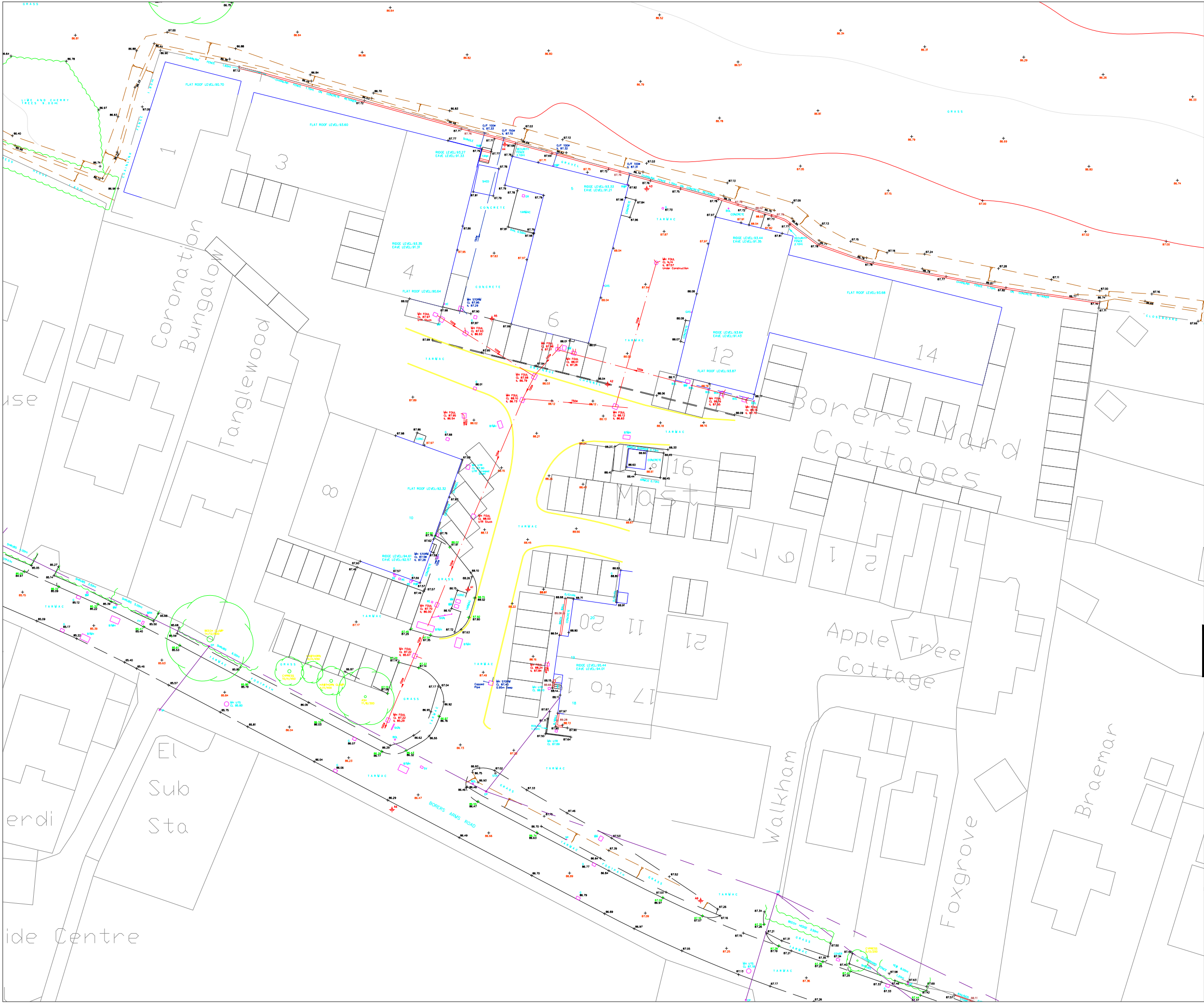
Drawn	Approved
KAT	MAK

Check	Date
KAT	10/06/26

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APPENDIX D



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NOTES

Revision Details	By	Date	Suffix
	Check		

Drawing Number

SK21703-50

Drawing Title

Roundabouts Farm
Existing Car Parking Provision Across Industrial Estate

Scale at A3

1:500

Drawn	Approved
KAT	MAK
Check	Date
KAT	16/07/26

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APPENDIX E



Metres
0 10 20 30 40 50
1:1250



Scale: 1:1250 @ A1 Drn By: PJH Date: July 2026
Drg No: 2512/PL.08 Rev.L

Project:
LAND NORTH OF BORERS ARMS ROAD,
COPTHORNE
Drawing Title:
ILLUSTRATIVE COLOURED MASTERPLAN
Copyright: Paul J Hewett R.I.B.A. Chartered Architect

Fairfax
FAIRFAX ACQUISITIONS LTD

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APPENDIX F



THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES

Formal Pedestrian Routes from Residential Development through Borers Industrial Estate

Revision Details	By	Date	Suffix

Drawing Number

SK21703-29 REV B

Roundabouts Farm

Drawing Title

Pedestrian Movement Plan Through Borers Industrial Estate

Scale at A3

1:500

Drawn	Approved
KAT	MAK

Check	Date
KAT	18/06/26

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SK TP

APPENDIX G

ROUNABOUTS FARM, BORERS FARM ROAD, COPTHORNE.

STAGE 1 ROAD SAFETY AUDIT

SA 5523

July 2026



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REV	ISSUE STATUS	PREPARED BY/DATE	CHECKED BY/DATE	APPROVED BY/DATE
1	DRAFT	GW 17 July 2026	UF 20 July 2026	
2	FINAL	GW 17 July 2026	UF 20 July 2026	GW 20 July 2026

Disclaimer notes

The client has confirmed that it is entering into the agreement under which this report is being prepared on its own behalf and not on behalf of, or for the benefit of any other party and has agreed that in any event of any claim arising out of or in connection with that agreement and/or the report itself it shall be entitled to recover from Waterman Aspen Limited only the losses, if any, it has itself suffered.

This report therefore is for the private and confidential use of the client for whom it was prepared solely for the purposes requested by the client. It should not be reproduced in whole or in part or relied upon by any third party for any use whatsoever without the express written authority of Waterman Aspen Limited.

CONTENTS

1.0	INTRODUCTION	2
2.0	SCHEME DESCRIPTION	3
3.0	RECORDED INJURY COLLISION HISTORY	3
4.0	DEPARTURES FROM STANDARD	3
5.0	DOCUMENTS & INFORMATION NOT PROVIDED	3

AUDITORS' EVALUATION

6.0	MATTERS OUTSTANDING FROM PREVIOUS ROAD SAFETY AUDIT	4
7.0	MATTERS ARISING FROM THIS REVISED STAGE 1 ROAD SAFETY AUDIT	5

APPENDICES

APPENDIX ONE

8.0	ROAD SAFETY AUDIT TEAM STATEMENT	6
-----	----------------------------------	---

APPENDIX TWO

9.0	LIST OF DRAWINGS AND DOCUMENTS PROVIDED TO THE AUDIT TEAM	8
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APPENDIX THREE

10.0	PROBLEM LOCATION PLAN	10
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1.0 INTRODUCTION

- 1.1 This report is for a revised Stage 1 Road Safety Audit (RSA) carried out on the proposed Section 278 development works for the new junction bellmouth access and access road off Borers Arms Road. The audit was requested by SK Transport.
- 1.2 The RSA team, staff members from Waterman Aspen, present at the RSA were:

Umer Farooq
Audit Team Leader

Gill Wharton
Audit Team Member
- 1.3 We confirm that no member of the Audit Team has been involved with the design process and that at least one member of the Audit Team holds the National Highways Certificate of Competency.
- 1.4 The Audit Team visited the site together on Wednesday, 24 September 2025. The weather during the site visit was dry and overcast with a dry carriageway surface. Vehicle flows were low and a few pedestrians were observed during the site visit.
- 1.5 The RSA instruction issued to the team comprised various elements listed at Appendix Two.
- 1.6 The scheme has been examined and this report compiled only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.
- 1.7 All of the problems described in this report are considered by the RSA team to require action in order to improve the safety of the scheme and minimise collision occurrence. However, if any of the problems or recommendations within this Road Safety Audit report is not accepted, a copy of the signed exception report from the Overseeing Organisation should be sent to the Road Safety Audit Team Leader.
- 1.8 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

2.0 SCHEME DESCRIPTION

- 2.1 The scheme involves the realignment of the junction at Bores Arms Road and the provision of 2-metre-wide footways on both sides of the road leading into the development complete with tactile paving at the vehicle crossovers and crossing points.

3.0 RECORDED INJURY COLLISION HISTORY

- 3.1 No collision data has been provided.

4.0 DEPARTURES FROM STANDARD

- 4.1 No departures from standard have been highlighted to the Audit Team

5.0 DOCUMENTS AND INFORMATION NOT PROVIDED

- 5.1 The following information was not provided and therefore has not been considered with the audit:
- Landscaping
 - Levels and gradients
 - Pavement details
 - Drainage
 - Signage

6.0 MATTERS OUTSTANDING FROM PREVIOUS ROAD SAFETY AUDITS

- 6.1 A Stage 1 Road Safety Audit was previously undertaken by Waterman Aspen in November 2019. The audit concluded with no outstanding issues requiring further attention.
- 6.2 A further Stage 1 Road Safety Audit was also previously undertaken by Waterman Aspen in September 2025 on a wider scheme. The audit contained two problems relating to the Borers Arms Road junction and access road which have both been resolved through design changes on the latest drawings provided.

7.0 MATTERS ARISING FROM THIS REVISED STAGE 1 ROAD SAFETY AUDIT

7.1 Problem

Location: New junction at Borers Arms Road

Summary: **Risk of vehicle collisions with pedestrians.**

The drawings provided show the provision of an uncontrolled pedestrian crossing across the revised access road off Borers Arms Road. The width of the access road at this point is not shown on the drawings and it is not clear whether the distance exceeds the recommended 10m. The Audit Team are concerned that the wide crossing path will take pedestrians, particularly the elderly and vulnerable road users, longer to cross the road which will increase the risk of collisions with vehicles turning into or out of the junction.

Recommendation:

It is recommended that the width of the crossing should be shortened. This could be done by the removal of the two-lane exit onto Borers Arms Road or the introduction of a central island subject to vehicle movements.

7.2 Problem

Location: New footway along the western side of the new access road

Summary: **Risk of vehicle collision with pedestrians.**

The drawings provided show the provision of footways along both sides on the new access road. The Audit Team are concerned that the footway along the western side of the road appears to narrow as it approaches the bend. This could lead to pedestrians being forced into the carriageway should there not be enough space for opposing road users to pass, which could lead to collisions with passing vehicles. This is particularly a problem for parents with pushchairs or wheelchair users who need more space within the footway.

Recommendation:

It is recommended that the footways should be provided with a minimum width of 2m.

APPENDIX ONE

8.0 AUDIT TEAM STATEMENT

AUDIT TEAM STATEMENT

We certify that the audit has been carried out in accordance with the requirements set out in GG119. The problems identified have been noted in this report together with associated safety improvement suggestions which we recommend should be studied for implementation.

AUDIT TEAM LEADER

Gill Wharton MCHIT
Senior Engineer
Waterman Aspen
5th Floor
1 Cornwall Street
Birmingham
B3 2DX

Signed.....

Date: 20 July 2026

AUDIT TEAM MEMBER

Umer Farooq MCIHT
Principal Engineer
Waterman Aspen
5th Floor
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Birmingham
B3 2DX

Signed.....

Date: 20 July 2026

APPENDIX TWO

9.0 LIST OF DRAWINGS AND DOCUMENTS PROVIDED TO THE AUDIT TEAM

LIST OF DRAWINGS AND DOCUMENTS PROVIDED TO THE AUDIT TEAM

Drawings / Documents

- SK21703-30
- SK21703-29 REV B
- SK21703-28 REV D

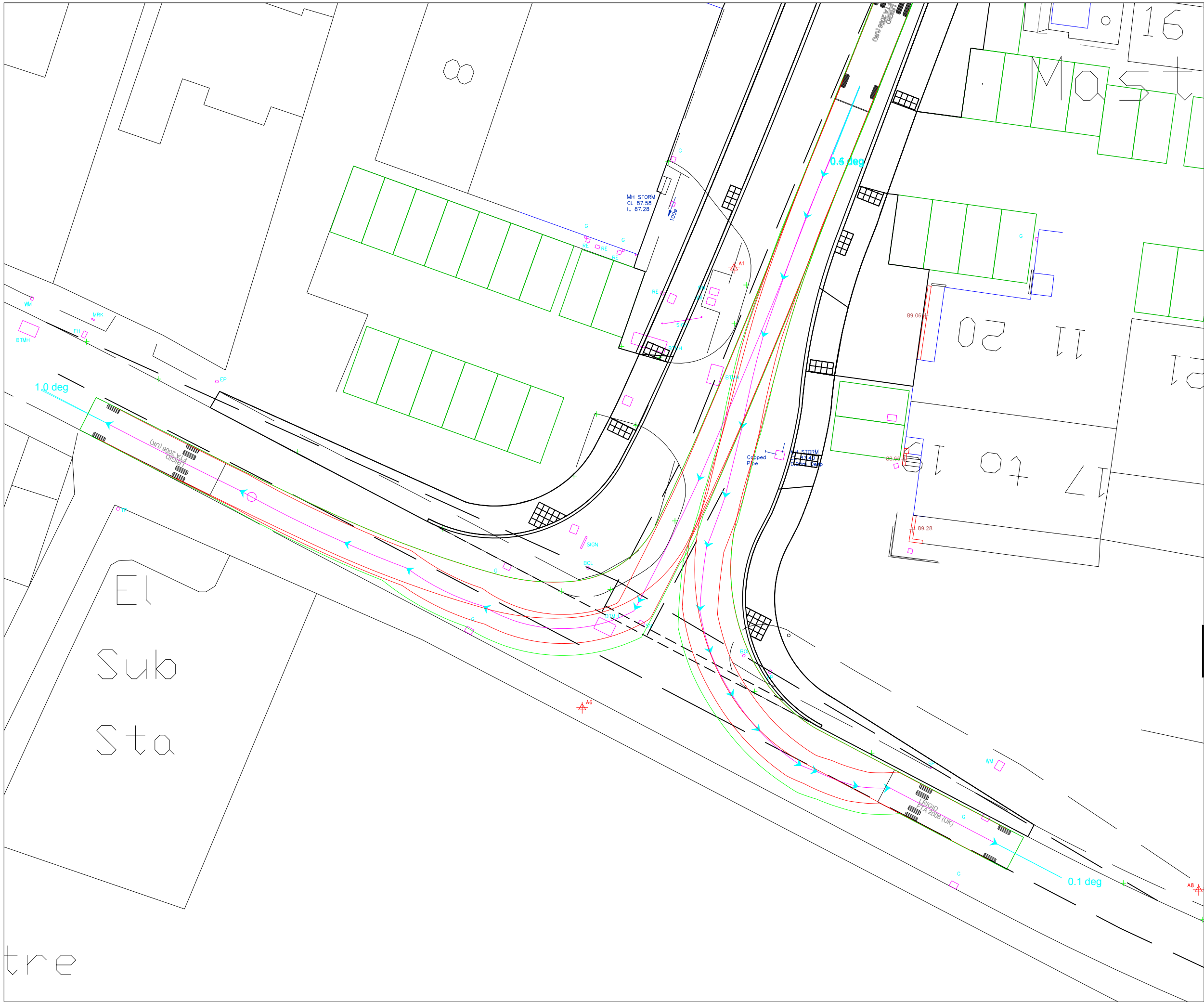
APPENDIX THREE

10.0 PROBLEM LOCATION PLAN





APPENDIX H



THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES

LRIGID

Width	: 2.50
Track	: 2.47
Lock to Lock Time	: 6.00 s
Steering Angle	: 37.60 deg

Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK21703-41

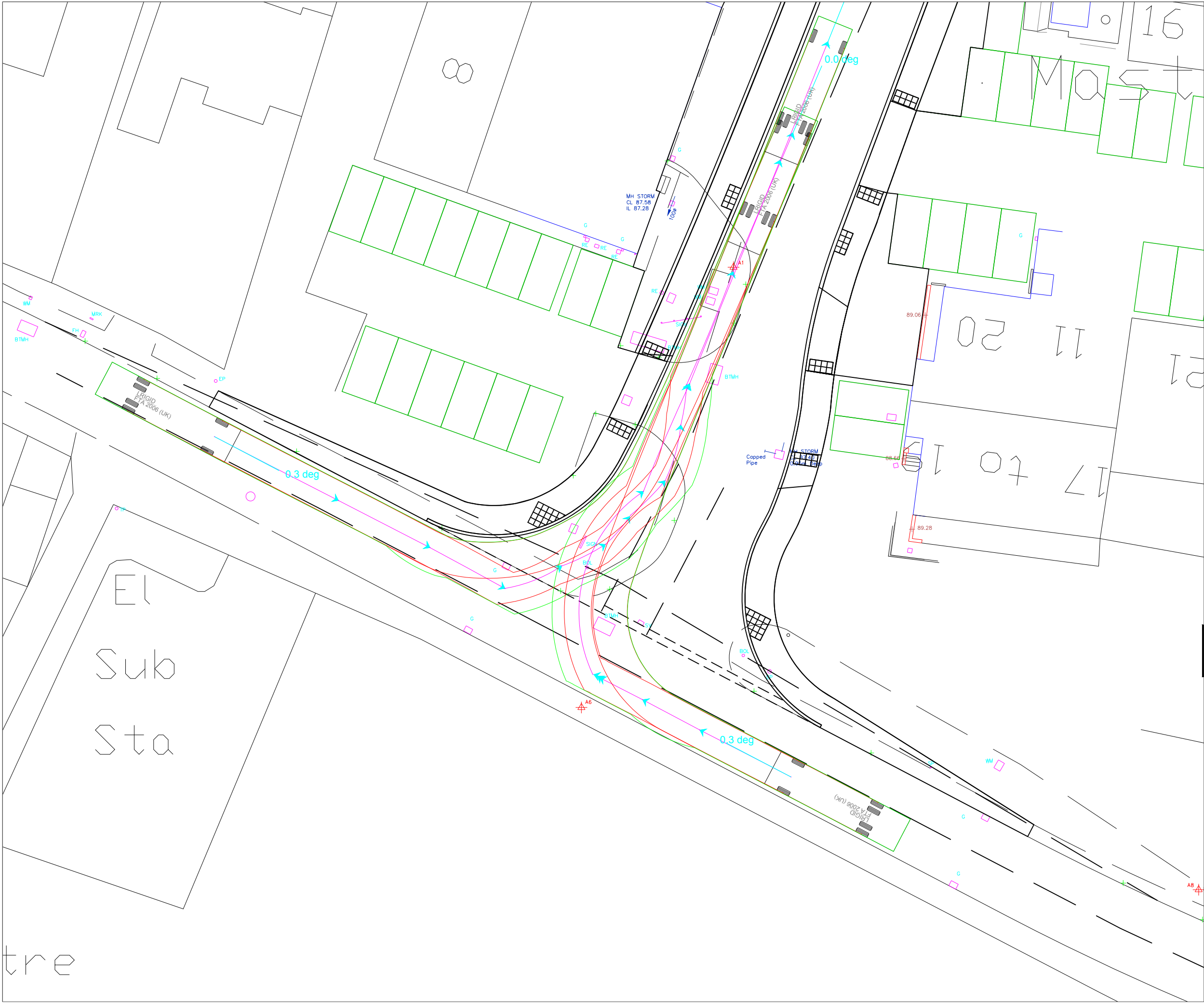
Roundabouts Farm
Drawing Title
Borers Arm Road
Swept Path Analysis
Large Rigid Outbound
Movements

Scale at A3
1:250

Drawn KAT	Approved MAK
Check KAT	Date 16/07/26

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NOTES

LRIGID

Width	: 2.50
Track	: 2.47
Lock to Lock Time	: 6.00 s
Steering Angle	: 37.60 deg

Revision Details	By	Date	Suffix
	Check		

Drawing Number

SK21703-42

Drawing Title

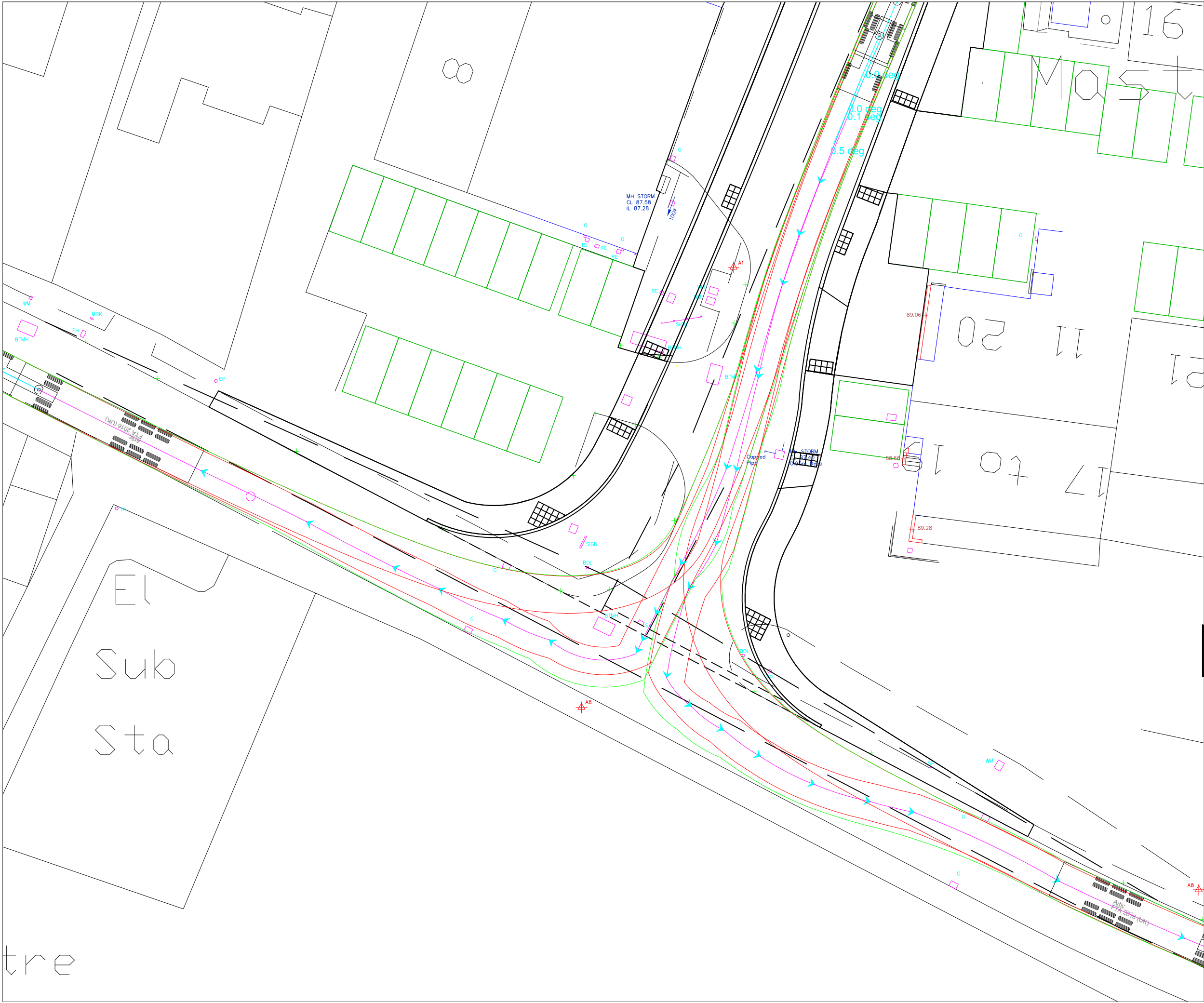
Roundabouts Farm
Borers Arm Road
Swept Path Analysis
Large Rigid Inbound
Movements

Scale at A3

1:250

Drawn	KAT	Approved	MAK
Check	KAT	Date	16/07/26

SK Transport Planning Ltd
Albion Wharf, 19 Albion Street
Manchester M1 5LN
Telephone (0161) 234 6509
Fax (0161) 236 7959



THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES

Artic

Tractor Width	: 2.55	Lock to Lock Time	: 6.00 s
Trailer Width	: 2.55	Steering Angle	: 42.88 deg
Tractor Track	: 2.55	Articulating Angle	: 70.00 deg
Trailer Track	: 2.55		

Revision Details	By	Date	Suffix
	Check		

Drawing Number

SK21703-43

Roundabouts Farm

Drawing Title

Borers Arm Road
Swept Path Analysis
16.5m Artic Outbound
Movements

Scale at A3

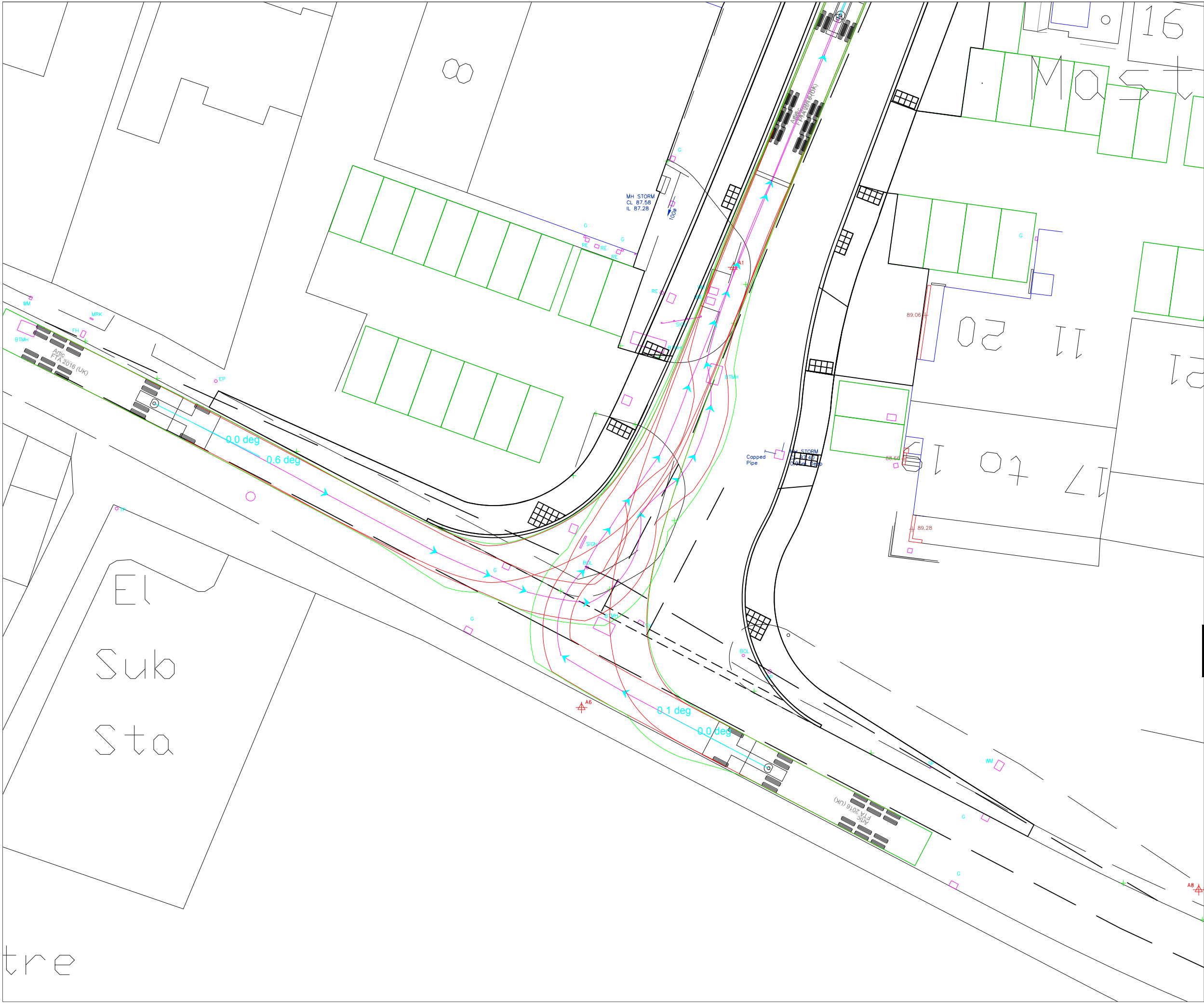
1:250

Drawn	Approved
KAT	MAK

Check	Date
KAT	16/07/26

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NOTES

Artic

Tractor Width	: 2.55	Lock to Lock Time	: 6.00 s
Tractor Length	: 2.55	Steering Angle	: 42.88 deg
Tractor Track	: 2.55	Articulating Angle	: 70.00 deg
Tractor Track	: 2.55		

Revision Details	By	Date	Suffix
	Check		

Drawing Number

SK21703-44

Roundabouts Farm

Drawing Title

Borers Arm Road
Swept Path Analysis
16.5m Artic Inbound
Movements

Scale at A3

1:250

Drawn

KAT

Approved

MAK

Check

KAT

Date

16/07/26

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