

GG19 Designer's Response

Project No: ITS19984
Project Title: Land at LVS Hassocks, Sayers Common
Title: Stage 1 Road Safety Audit – Design Organisation Response
Ref: OT/ITS19984-014 TN
Date: 10 February 2026

SECTION 1 SUMMARY

- 1.1.1 Wates Developments and the License Trade Charity has appointed i-Transport LLP to develop an off-site active travel strategy for Land at LVS Hassocks, Sayers Common. The site is allocated for the development of 200 new homes in the Mid Sussex District Council Local Plan as site DPSC7.
- 1.1.2 Access to the site is proposed via the introduction of a relocated priority junction arrangement from the B2218. A series of off-site active travel measures are proposed to be delivered by the development.
- 1.1.3 In accordance with the WSCC Road Safety Audit (RSA) Policy, a Stage 1 RSA has been undertaken by an independent Auditor in relation to the measures (ref: *ITS199884-GA-034*).
- 1.1.4 The matters raised by the Auditor are summarised within this Technical Note along with a Design Team response, in accordance with Appendix F of document GG 119.

SECTION 2 ROAD SAFETY AUDIT RESPONSE

2.1 Project Details

Table F.1: Project Details

Report Title:	Stage 1 Road Safety Audit
Date:	November 2025
Document Reference and Revision:	J190670
Prepared by:	Grange Transport Consulting
On behalf of:	West Sussex County Council

2.2 Authorisation Sheet

Table F.2: Authorisation Sheet

Project:	Land at LVS Hassocks, Sayers Common
Report Title:	RSA Response Summary
Prepared by (Design Organisation)	
Name:	Ollie Thompson
Position:	Associate
Signed:	
Organisation:	i-Transport LLP
Date:	25/11/2025
Approved by (Overseeing Organisation)	
Name:	
Position:	
Signed:	
Organisation:	West Sussex County Council
Date:	

Key Personnel

Table F.3: Key Personnel

Overseeing Organisation:	West Sussex County Council (WSCC)
RSA Team:	Grange Transport Consulting

Overseeing Organisation:	West Sussex County Council (WSCC)
Design Organisation:	i-Transport LLP

Road Safety Audit Decision Log

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
South of New Access. A short section of shared-use route is proposed to the south of the new site access. There are no proposals to enable southbound cyclists to re-enter the carriageway. This may result in cyclists falling in the carriageway when attempting to negotiate full-height kerbs	Provide appropriate cycle access feature.	Agree – a dropped kerb and cycle markings have been provided to provide a level transition onto the carriageway. This is shown on drawing ITS19984-GA-034A		
New Site Access. Wide tactile paving is proposed over the site access. Visually impaired pedestrian exiting the site will encounter the tactile paving. This may cause VIPs to believe that the crossing is over the B2118. This may result in vehicles colliding with pedestrians that have continued out onto the B2118.	Increase the separation of the tactile paving and the B2118.	Agree – the tactile paving has been reduced to provide separation to the B2118. This is shown on drawing ITS19984-GA-034A.		

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
Trees. It is proposed to widen the footway to provide a shared-use route. There are several trees with low canopies along the western side of the B2118. This may cause an obstruction along the new widened route. This may result in pedestrians and cyclists colliding with the branches.	Cut back and maintain low branches to be clear of the route	Agree – the trees / vegetation along this route will be maintained and cut back to ensure safe use of the route.		
Map-type sign. It is proposed to widen the footway to provide a shared-use route. There is an existing map-type road sign / electricity feeder pillar within the verge. This will cause an obstruction within the shared use route and may result in pedestrian and cyclist collisions.	Ensure the shared-use route is clear of obstructions to users.	Agree – the shared use route will be kept clear of obstruction. Any signage relocation will be provided as part of the detailed design process.		

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
South of Mill Lane roundabout. There is a footway and crossing facility on splitter island of the Mill Lane / B2118 roundabout. It is proposed to provide a shared-use route to the west of the crossing facility. There are no proposals for paving / signage for the change of surface/use. This may cause visually impaired pedestrians (VIPs) travelling westbound, not to be informed of the presence of cyclists. This may result in confusion and collisions between VIPs and cyclists.	Provide appropriate signage and tactile paving at the interface between surfaces	Agree – corduroy paving has been provided at the transition of the shared use route to inform VIPs of the presence of cyclists. This is shown on drawing ITS19984-GA-034A.		

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
Mill Lane roundabout. The existing footway continues northwards past the Mill Lane / B2118 roundabout. It is proposed to provide a shared-use route to the south of the roundabout. There are no proposals for paving / signage for the change of surface/use. This may cause visually impaired pedestrians (VIPs) travelling southbound, not to be informed of the presence of cyclists. This may result in confusion and collisions between VIPs and cyclists.	Provide appropriate signage and tactile paving at the interface between surfaces.	Agree – corduroy paving has been provided at the transition of the shared use route to inform VIPs of the presence of cyclists. This is shown on drawing ITS19984-GA-034A.		

2.3 **Design Organisation and Overseeing Organisation Statements**

Table F.5: Design Organisation Statement

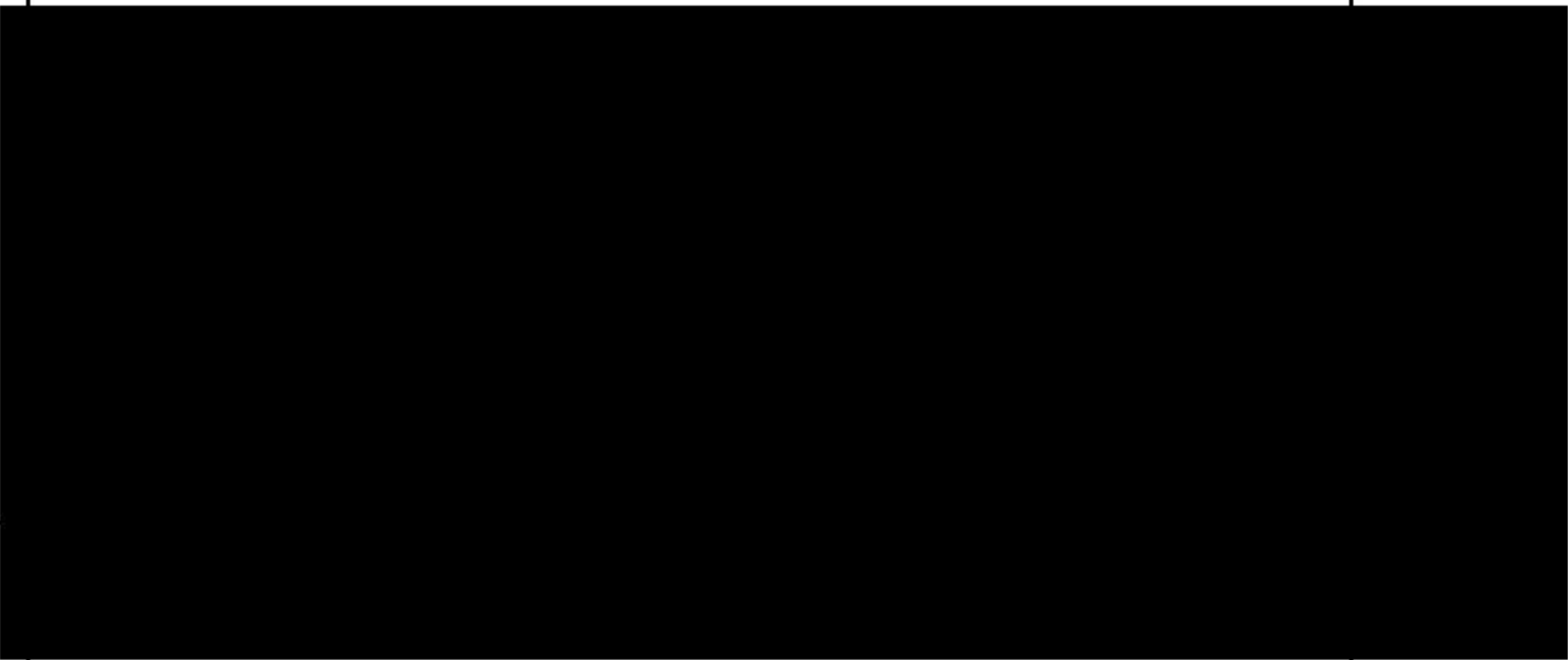
On behalf of the Design Organisation I certify that: 1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	Ollie Thompson
Signed:	
Position:	
Organisation:	i-Transport LLP
Date:	25/11/2025

Table F.6: Overseeing Organisation Statement

On behalf of the Overseeing 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; and 2) The agreed RSA actions will be progressed.	
Name:	
Signed:	
Position:	
Organisation:	West Sussex County Council
Date:	

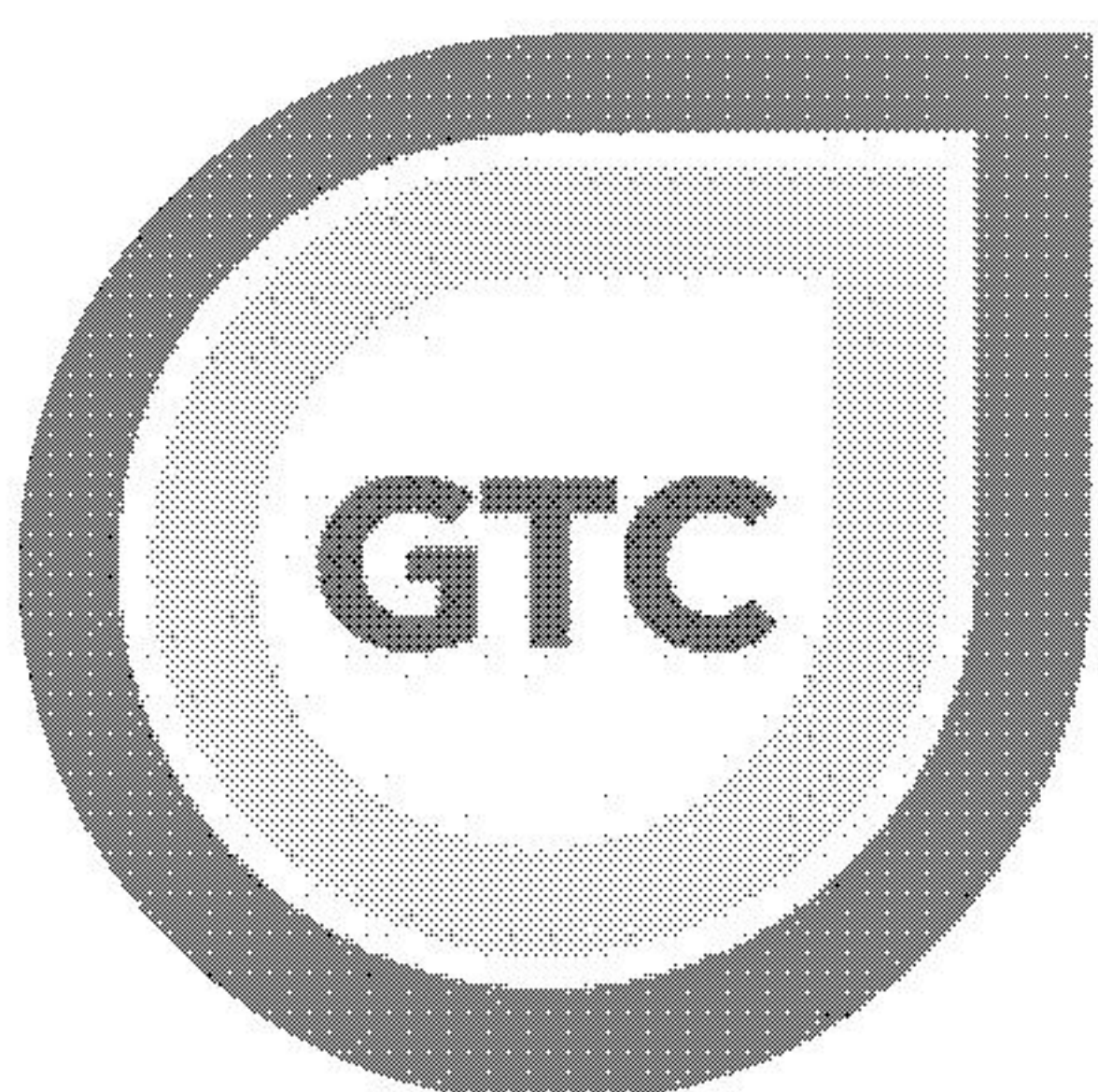
DRAWING

APPENDIX A – STAGE 1 RSA

LAND AT LVS HASSECKS SCHOOL,
B2118, SAYERS COMMON, WEST SUSSEX
Stage 1 Road Safety Audit
Off-site works
J190670

Wates Developments Limited

05th February 2026



GR 119

Grange Transport Consulting

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Land at LVS Hassocks School, B2118, Sayers Common,
West Sussex

Stage 1 Road Safety Audit
Off-site works
J190670

February 2026

Client: i-Transport LLP

Land at LVS Hassocks School, B2118, Sayers Common, West Sussex		
05.02.26		
260205_J190670_Sayers Common_off-site_RSA1_Final.docx		
Rev 1.0		
Wing Lee		21.11.25
Ian Medd		22.11.25
Wing Lee		05.02.26
West Sussex County Council		
For Issue		05.02.26

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1. Introduction

1.1 General

- 1.1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on Friday 21 November 2025. The audit was undertaken on behalf of Wates Developments Limited, in regard to the off-site proposals in association of a residential development from the B2118 in Sayers Common.
- 1.1.2 The audit has been requested by Ollie Thompson of i-Transport LLP. An Audit Brief has been supplied, which was accepted by the Audit Team. The Audit Team were approved Ollie Thompson of i-Transport LLP. The Overseeing Organisation is West Sussex County Council.
- 1.1.3 The Road Safety Audit team comprised of the following individuals:
 - Wing Lee BEng(Hons), PGCert, MSoRSA, HE Cert Comp, MCIHT, MIHE
Audit Team Leader
 - Ian Medd MCIHT, FSoRSA
Audit Team Member
- 1.1.4 A site visit was undertaken by the Audit Team on Thursday 20 November 2025, between the hours of 15:30 and 16:15. The weather was overcast and cold, and the road surface was damp. The traffic levels passing the site were light, however the site visit coincided with the end of the school day and queuing traffic was observed waiting to enter the site. The level of pedestrians and cyclists were minimal.

1.2 Site Location

- 1.2.1 The development site comprises of the existing LVS Hassocks SEN School, to the west of the B2118 and the northern extent of Sayers Common. The site considered for this Stage 1 Road Safety Audit includes a section of the B2118 between Mill Lane the northbound bus layby. A site location plan is shown at Appendix A.

1.3 Strategic Decisions

- 1.3.1 The Audit Team has not been advised of any strategic decisions made by the planning or highway authorities in relation to the development scheme.

1.4 Highway description

- 1.4.1 The B2118 is a single carriageway road of approximate 6.2 metres width. It is subject to a 30mph speed limit. Footways and street lighting are provided on both sides of the road (including on Oakhurst, which runs parallel). The B2118 forms part of a two-way bus route.
- 1.4.2 The horizontal alignment of the B2118 is generally straight. The vertical alignment has a gentle and constant incline in the northbound direction.
- 1.4.3 A summary of collision data (obtained from Safer Sussex Road Safety Team) has been provided to the Audit Team. This indicates that fatal no collisions were recorded in the vicinity of the site during the 5-year period between 2020 and 2025.



1.5 Previous Road Safety Audits

- 1.5.1 The Audit Team has not been made aware of any previous Road Safety Audits carried out for the off-site proposals.

1.6 Scheme proposals / Objectives

- 1.6.1 The proposals submitted for this Stage 1 Road Safety Audit relate only to the following off-site proposals along the B2118 in association with the 224 residential dwelling development, as shown on the plans listed at **Appendix B**. The objective of the proposals are to improve active travel facilities:

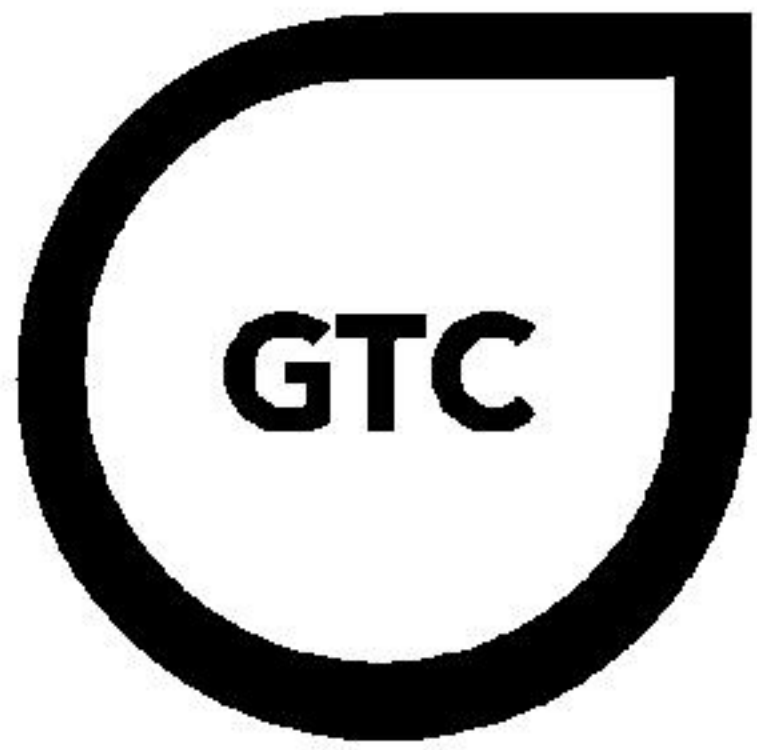
- Shared-use route and new footways;
- Stopping-up of existing access;
- New and amended kerbing;
- New signage;
- New crossing facilities; and
- New RTPI.

1.7 Departures from Standards

- 1.7.1 The Audit Team has not been informed of any departure from standards relating to the designs submitted for audit.

1.8 Road Safety Audit

- 1.8.1 The terms of reference are described in the Design Manual for Roads and Bridges (DMRB) standard - GG119 Road Safety Audit, Rev. 2.0.1. The principals of this guidance have been used to undertake this Road Safety Audit, with the exception of the inclusion of a Comments chapter (if applicable) at the end of the report. It is understood that the Audit Brief nor Audit Team were not requested to be approved by the Overseeing Organisation.
- 1.8.2 The Audit Team has examined and reported only on the road safety implications of the scheme as presented by i-Transport LLP, and has not examined / verified the compliance of the designs to any other criteria. The Audit Team may occasionally refer to design standards without touching on technical audit to clearly explain a safety problem or the recommendation to resolve a problem.
- 1.8.3 The Road Safety Audit includes a desktop study where all documents provided by the Design Team have been reviewed. A list of the documents and drawings submitted for this Stage 1 Road Safety Audit can be found at **Appendix B**.
- 1.8.4 The submitted design drawings have been annotated to show the location of problems identified during this Stage 1 Road Safety Audit, which are shown at **Appendix C**.
- 1.8.5 Recommendations offered within this report should not be regarded as prescriptive. There may be equally satisfactory or superior alternative solutions to the identified problems. The Audit Team will be pleased to consider any alternatives if required.



2. Problems identified from this audit

2.1 B2118 London Road

2.1.1 The following provides details of the problems identified during this Stage 1 Road Safety Audit.

Problem 1	
A short section of shared-use route is proposed to the south of the new site access. There are no proposals to enable southbound cyclists to re-enter the carriageway. This may result in cyclists falling in the carriageway when attempting to negotiate full-height kerbs.	
Recommendation	Provide appropriate cycle access feature.

Problem 2	
Wide tactile paving is proposed over the site access. Visually impaired pedestrian exiting the site will encounter the tactile paving. This may cause VIPs to believe that the crossing is over the B2118. This may result in vehicles colliding with pedestrians that have continued out onto the B2118.	
Recommendation	Increase the separation of the tactile paving and the B2118.

Problem 3



It is proposed to widen the footway to provide a shared-use route. There are several trees with low canopies along the western side of the B2118. This may cause an obstruction along the new widened route. This may result in pedestrians and cyclists colliding with the branches.

Recommendation Cut back and maintain low branches to be clear of the route.

Problem 4



It is proposed to widen the footway to provide a shared-use route. There is an existing map-type road sign / electricity feeder pillar within the verge. This will cause an obstruction within the shared-use route and may result in pedestrian and cyclist collisions.

Recommendation Ensure the shared-use route is clear of obstructions to users.

Problem 5

There is a footway and crossing facility on splitter island of the Mill Lane / B2118 roundabout. It is proposed to provide a shared-use route to the west of the crossing facility. There are no proposals for paving / signage for the change of surface/use. This may cause visually impaired pedestrians (VIPs) travelling westbound, not to be informed of the presence of cyclists. This may result in confusion and collisions between VIPs and cyclists.

Recommendation Provide appropriate signage and tactile paving at the interface between surfaces.



Problem 6

The existing footway continues northwards past the Mill Lane / B2118 roundabout. It is proposed to provide a shared-use route to the south of the roundabout. There are no proposals for paving / signage for the change of surface/use. This may cause visually impaired pedestrians (VIPs) travelling southbound, not to be informed of the presence of cyclists. This may result in confusion and collisions between VIPs and cyclists.

Recommendation Provide appropriate signage and tactile paving at the interface between surfaces.



3. Audit Team Statement

3.1.1 We certify that the drawings listed at **Appendix B** have been examined, and that this Audit has been carried out following the principles of GG119, with the sole purpose of identifying road safety matters to be addressed in order to improve the safety of the scheme.

Road Safety Audit Team Leader

Signed:

Name:

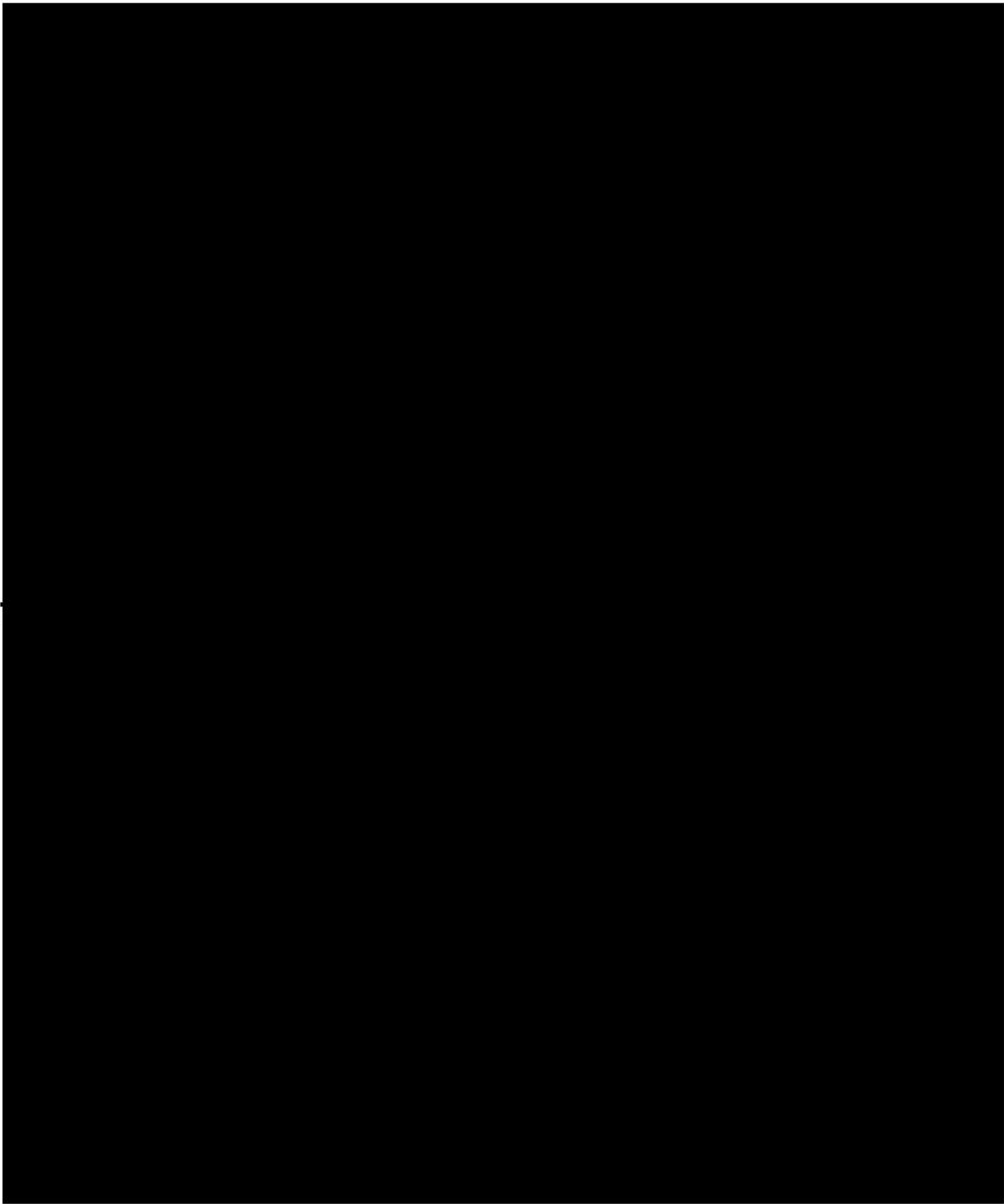
Date:

Road Safe

Signed:

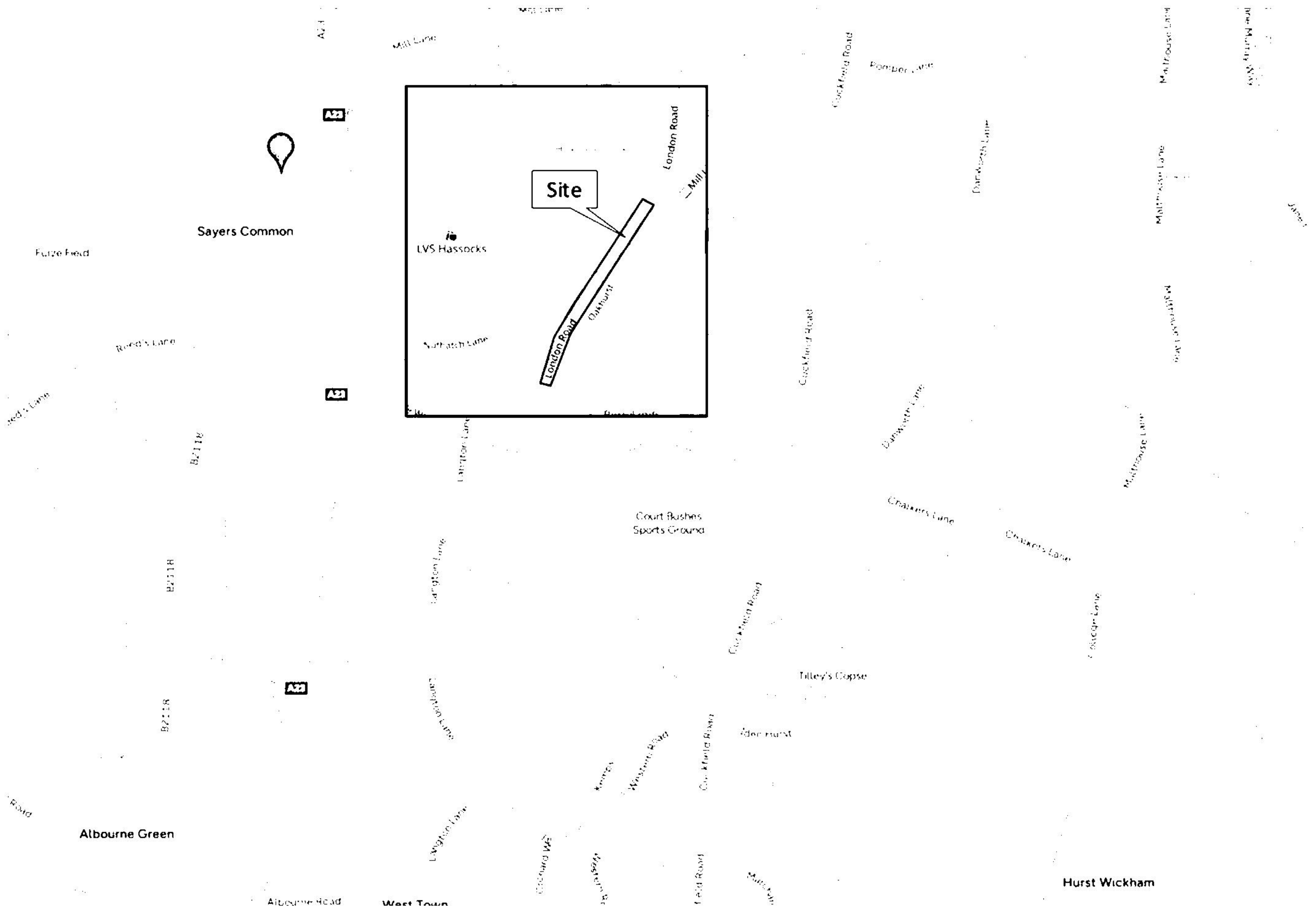
Name:

Date:





Appendix A Site Location Plan





Appendix B Documents provided for Audit

- ITS19984-GA-034
Off-Site Highway Improvements
- DS/OT/SG/ITS19984-012
Land at LVS Hassocks: Road Safety Audit Brief (Stage 1) – 19/11/25
- Site Boundary and location
- Highway Boundary
- Traffic Flows and trip forecast
- Traffic speeds and speed limits
- Desire lines
- Collision data



Appendix C Problem Location Plan

