



wilbar associates limited
HIGHWAY CONSULTANTS

PROJECT DETAILS

ROAD SAFETY AUDIT STAGE 1 October 2025

Proposed entrance bellmouth and associated
works – Revised Design.
Angmering Sports Hub Development,
Arundel Road, Angmering, West Sussex BN16 4LL

Document Ref J1706-RSA-1.2

Date 8th October 2025

Prepared by Wilbar Associates Ltd

Overseeing Organisation West Sussex County Council

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2. INTRODUCTION

2.1 This report presents the findings of a Stage 1 Road Safety Audit for a proposed new highway access with a revised design in connection with a sports hub development in Angmering village.

2.2 The location is situated off Arundel Road in the village of Angmering which lies to the west of Worthing and just south of the A27 trunk road. Arundel Road is street lit public highway with footways both sides and a speed limit of 30mph. The proposed new access is opposite the exit road from the local primary school and Arundel Road at this point has an advisory speed limit of 20mph at school arrival and departure times.

2.3 The scheme comprises the formation of a new junction on the west side of Arundel Road and the revised design includes the installation of a signal-controlled pedestrian crossing which replaces the SCHOOL KEEP CLEAR markings shown in the previous design.

2.4 The scheme has been designed using Design Manual for Roads and Bridges CD123, Manual for Streets 2, Traffic Signs Manual Chapter 5.

2.5 This Road Safety Audit has been prepared in accordance with the instructions from, and for the specific use of, Robert West Ltd. The authors shall not be liable for the information contained in this report if used for any purpose other than that for which it was provided in connection with their appointment as road safety auditors.

2.6 The Audit Team membership was as follows:

Len Holloway	Audit Team Leader
Phil Henty	Audit Team Member

2.7 This Audit comprised of a site visit by the Audit Team and an examination of the documents listed in Appendix A. The site visit was carried

out on Wednesday 8th October 2025 between the hours of 09:30 and 10:00 when the weather was overcast with clear visibility and light traffic.

- 2.8 An Audit brief was not supplied to the auditors.
- 2.9 The terms of reference of this Audit are described in GG 119 Road safety audit. The audit team has only reported on the road safety implications of the proposed facilities and has not examined or verified the compliance of the design or any other criteria.
- 2.10 Any recommendations included in this report should not be regarded as prescriptive design checked solutions to the issue raised. They are intended to indicate a possible proportionate and viable means of elimination or mitigation to the issue. All issues and recommendations in this report are referenced in the plan in Appendix B.

3. PREVIOUS AUDITS

- 3.1 A previous RSA 1 audit was undertaken by Wilbar Associates in September 2024 on a previous design. The issue raised in that audit is given in Appendix C.

4. STAGE 1.2 ROAD SAFETY AUDIT

RSA-1-2.01. Issue: Obstruction of pedestrian / vehicle visibility splay.
Location: Arundel Road when looking north from the east side of the proposed new controlled crossing.

Summary: Buses parked during the 8.00 a.m. to 5 p.m. Mon -Fri restriction and other vehicles parked in the bay at other times may obscure intervisibility and the drivers view of the primary signal head. The bay stands proud of the crossing kerb line by approximately 1m. With large vehicles parked using the whole bay southbound drivers may fail to observe the signals and fail to stop. Pedestrians may be unaware of the potential hazard of vehicles failing to comply with the red signal and proceed across the crossing into the path of oncoming traffic resulting in injury.

Recommendation: Review the proposed road marking layout taking account of TSM Ch 6 15.8.2 and the WSCC on-street Waiting Restrictions plan TQ0605SES and reduce the length of the layby by approximately 7m so that vehicles will be parked further north from the crossing point. Reduce the number of southbound approach zig zags to approximately 6 markings. NOTE there is no current upright sign associated with the bus parking place bay which may make the bay unenforceable.

RSA-1-2.02. Issue: Obstruction of visibility splays.
Location: At the proposed new highway site access point in Arundel Road.
Summary: The Audit Team have reviewed the revised junction markings proposals and retention of the H bar markings and feel the junction geometry minimises the potential excess entry and exit speeds for the new junction

however, uncontrolled parking issues at school drop of and leaving times remains a concern.

Recommendation: Considering the potential reduction in zig zag markings recommended in RSA-1-2.01 provide enforceable junction protection restrictions both sides of the new junction on the west side.

5. AUDIT TEAM STATEMENT

ROAD SAFETY AUDIT STAGE 1.2

I certify that this audit has been carried out in accordance with GG 119 Road safety audit. I certify that this Road Safety Audit has been carried out with the sole purpose of identifying any features of the design that could be removed or modified to improve the safety of the scheme.

The problems identified have been noted in this report together with suggestions for safety improvements, which the Road Safety Audit Team recommends should be considered for implementation.

No member of the Road Safety Audit Team has been involved in the formulation or design of the measures audited.

Audit Team Leader

Len Holloway Highways England Cert. of Competency
Wilbar Associates Ltd
Woodbrooke Farm
Toat Lane
Pulborough
West Sussex
RH20 1BX

Signed:



Date:

8th October 2025

Audit Team Member

Phil Henty.
Wilbar Associates Ltd
Woodbrooke Farm
Toat Lane
Pulborough
West Sussex
RH20 1BX

Signed:



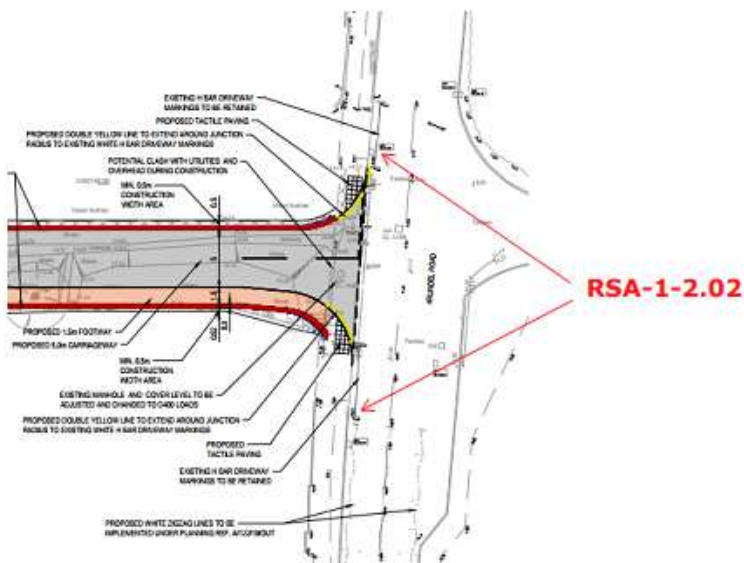
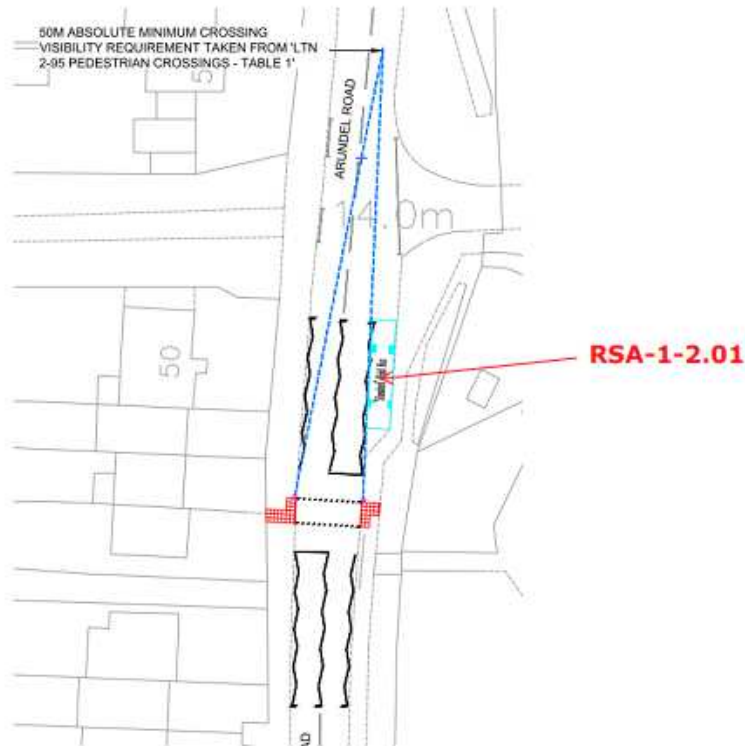
Date:

8th October 2025

APPENDIX A – Supplied documentation

2915076-RWC-ANGME-Z-DR-100100 GA Rev P03 Site Access General Arrangement and Visibility Splays
2020-F05 Rev A Proposed Controlled Crossing

APPENDIX B



APPENDIX C – Previous Audit Issue

Issue: Obstruction of visibility splays.

Location: At the proposed new highway access point in Arundel Road.

Summary: The lack of off-street parking for houses south of the new access and parking associated with the school will result in the visibility splay area being used for on street parking. Vehicles exiting the sports hub will therefore have reduced visibility of vehicles approaching along Arundel Road and may pull out and collide with those vehicles.

Recommendation: Provide enforceable parking restrictions to protect the new junction. It is recommended that these restrictions cover at least the adjacent access protection markings to the north and south of the proposed new entrance.