

**ANSTY GARDEN COMMUNITY,**

**WEST SUSSEX**

**DESIGNERS RESPONSE**

**REPORT REF NO. 2207280-R18A**

**PROJECT NO. 2207280**

**MAY 2025**

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- A. Stage 1 Road Safety Audit**
- B. M&S Response to draft Designers Response**

## Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Draft for M&S Approval	DV	DH/KK	Draft	19/10/2023
-	Draft for M&S Approval	DV	DH/KK	Draft	24/10/2023
-	Final for Submission to WSCC	DV	JS/KK	DH	26/10/2023
<b>A</b>	Draft for WSCC Approval	DH	KM	DH	29/04/2025
<b>A</b>	Final	DH	KM <i>KM</i>	DH <i>DH</i>	16/05/2025

## Distribution

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## 1.0 INTRODUCTION

- 1.1 Ardent Consulting Engineers (ACE) has been appointed by Fairfax Acquisitions Ltd to advise on the transport aspects of the proposed development at Land Adjoining Ansty, West Sussex.
- 1.2 The proposed development comprises a residential-led, mixed-use development comprising up to 1,450 homes, a local centre, two schools and other community uses such as sports pitches.
- 1.3 This report addresses matters originally raised in the Stage 1 Road Safety Audit (RSA) undertaken by M & S Traffic (M&S), dated October 2023. The Audit is attached at **Appendix A**.
- 1.4 The Audit was undertaken on the proposed Ardingly Road/London Road/Whitemans Green mini-roundabout junction, which is located to the north of the proposed development site. The works involve pedestrian/cycle infrastructure improvements to include new crossing facilities, plus junction capacity improvements.
- 1.5 In advance of submission of this Designers' Response to WSCC as the overseeing organisation, a draft was issued to M&S in order to seek their feedback on the proposed responses and obtain their in-principle approval. The responses incorporated within this Designers Response incorporate M&S recommendations/acceptance as attached at **Appendix B**.
- 1.6 The following drawing have been prepared to incorporate the findings of the RSA:
- **ACE Drawing 2207280-002B** – Potential Roundabout Improvements

## 2.0 DESIGNERS RESPONSE TO STAGE 1 ROAD SAFETY AUDIT

**Table 2.1 Project Details**

<b>Report title:</b>	Designers Response to Stage 1 Road Safety Audit – Ardingly Mini scheme
<b>Date:</b>	May 2024
<b>Document reference and revision:</b>	2207280-R18A
<b>Prepared by:</b>	Ardent Consulting Engineers
<b>On behalf of:</b>	Fairfax Acquisitions Ltd

**Table 2.2 Authorisation Sheet**

<b>Project:</b>	Ansty Garden Community
<b>Report title:</b>	Designers Response to Stage 1 Road Safety Audit – Ardingly Mini scheme
<b>Prepared by</b>	
Name:	Dan Vallance
Position:	Principal Transport Planner
Signed:	<i>DV</i>
Organisation:	Ardent Consulting Engineers
Date:	16/05/2025
<b>Approved by</b>	
Name:	David Howson
Position:	Associate Director
Signed:	<i>DH</i>
Organisation:	Ardent Consulting Engineers
Date:	16/05/2025

**Table 2.3 Key Personnel**

<b>Overseeing Organisation:</b>	WSCC Highways– Mr S Gee
<b>RSA team:</b>	M&S - Mr B. Shawyer & Mr M. Morris
<b>Design organisation:</b>	Ardent – Mr D. Vallance, Mr D. Howson & Mr K. Markey

**Table 2.4 Road Safety Audit Decision Log**


<b>RSA problem</b>	<b>RSA recommendation</b>	<b>Design Organisation response</b>	<b>Overseeing Organisation response</b>	<b>Agreed RSA action</b>
<p>3.1.1 Irregular usage of the crossings could lead to vehicle to pedestrian / cyclist collisions or rear end shunts.</p> <p>From observations on site there appears limited demand for these crossing facilities. Lack of usage of a controlled crossing can lead to drivers continually seeing no one using the crossing, then being surprised when a pedestrian or cyclist uses the crossing. This could lead to vehicle to pedestrian / cyclist collisions, or sudden braking and rear end shunts.</p>	<p>It is recommended that surveys should be undertaken to establish a sufficient degree of usage or future usage, for the proposed crossings. Should there be a lack of usage then alternative crossing facilities should be examined.</p>	<p>Disagree. The proposed crossings have been designed in accordance with relevant guidance and standards to ensure potential pedestrian use of the proposed facilities is clearly visible to other road users.</p> <p>As part of Active Travel Guidance pedestrian and cycle facilities are proposed to encourage other modes of transport in line with WSCC consultation feedback, and are designed in order to encourage increased use compared to current levels.</p> <p>There are also schools in the vicinity and parents/pupils would make use of the facilities, which would result in an increased demand outside of the hours observed</p>	<p>The facilities would provide pedestrian crossing opportunities following the widening of the mini rbt to a 2 lane approach.</p>	<p>No further action at this stage.</p>

		by the Audit team during their visit.		
<p>3.1.2 Inappropriate surfacing could lead to vehicle to pedestrian / cyclist collisions or rear end shunts.</p> <p>The proposals do not include the introduction of anti-skid surfacing or a surface with a high polished stone value (PSV) on the approaches to the crossings. Surfacing with an inadequate PSV could lead to vehicles not being able to stop, leading to possible rear end shunt or vehicle to pedestrian / cyclist collisions.</p>	<p>It is recommended that antiskid surfacing or surfacing with a high PSV should be used on the approaches to the crossings.</p>	<p>Agree. Details of PSV values and surfacing materials will be provided for Stage 2 Audit.</p>	<p>High friction surfacing should be provided and details of PSV values to be provided at detailed design stage.</p>	<p>High friction surfacing to be provided and details of PSV values to be provided at detailed design stage.</p>
<p>3.4.1 Lack of connectivity could lead to cyclist to pedestrian collisions.</p> <p>Shared use footway / cycleways are proposed; however, no details have been supplied on how cyclists will gain access to the on carriageway or if the shared routes continue. It is unlikely that cyclists will dismount, rather they will continue to ride on the footway, which could lead to cyclist to pedestrian collisions.</p>	<p>It is recommended that details should be supplied on how the shared use route will tie into the carriageway.</p>	<p>Agree. Proposed cycle 'scoops' and dropped kerbs have been shown on <b>ACE Drawing 2207280-002B</b> with appropriate road markings to guide cyclists to and from the proposed shared foot/cycleway facility. The southern crossing design has been amended to a zebra to refine the connectivity for cyclists and simplify the arrangements. Corduroy paving to warn cyclists of the pedestrian footway have also been shown.</p>	<p>Cycle scoops are provided and will assist northbound cyclists to utilise the facilities. It is acknowledged that southbound cyclists are unlikely to use the provision.</p>	<p>No further action at this stage.</p>


		It is also noted on the drawing that appropriate signage will be provided as per LTN 1/20 & TSRGD standards.		
<p>3.4.2 Absence of tactile paving could lead to cyclist to pedestrian collisions.</p> <p>Shared footway / cycleway are proposed; however, at this early stage, no details have been provided on the tactile paving. Pedestrians may be unaware that the footway is a shared use route, which may lead to cyclist to pedestrian collisions.</p>	It is recommended that paving details are provided are provided for assessment at Stage 2 Safety Audit.	Agree. The design proposals have been refined in this location and proposed tactile and corduroy paving have been shown on <b>ACE Drawing 2207280-002B</b> . Further details will also be provided for Stage 2 Audit.	Tactile paving details have been shown on the revised plan and will be included in the stage 2 audit.	Suitable tactile paving to be retained within the design and presented for RSA2.
<p>3.5.1 A lack of luminance could lead to vehicle to pedestrian / cyclist collisions.</p> <p>At this early stage, no street lighting is proposed at the crossings, where the existing lighting system appears to be limited and may not be sufficient for the crossings. Pedestrians and cyclists could attempt to cross and suddenly appear from the dark area without, which could lead to vehicle to pedestrian / cyclist collisions.</p>	It is recommended that there should be adequate levels of luminance where a check should be undertaken with Highway Authority Street Lighting Team.	Agree. It has been noted on <b>ACE Drawing 2207280-002B</b> that street lighting is to be considered in liaison with WSCC as per the recommendation. Lighting details to be provided for Stage 2 Audit.	Street lighting details to be provided a detailed design.	Details of street lighting to be provided at detailed design.

<p>3.5.2 Absence of vertical cyclist signage could lead to cyclist to pedestrian collisions.</p> <p>Shared footway / cycleways are proposed; however, at this early stage, no details have been provided on the vertical signage. Pedestrians may be unaware that the footway is a shared use route, which may lead to cyclist to pedestrian collisions.</p>	<p>It is recommended that signing details are provided for assessment at Stage 2 Safety Audit.</p>	<p>Agree. Signage details will be provided for Stage 2 Audit.</p>	<p>Signage details to be provided at detailed design.</p>	<p>Signage details will be provided for Stage 2 Audit.</p>
<p>3.5.3 Positioning of Give Way lines could lead to vehicle to pedestrian collisions.</p> <p>The Give Way lines appear too close to the stud lines at the Zebra crossing. This may cause vehicles to stop close to the crossing, reducing the intervisibility with pedestrians who are using crossing, particularly child pedestrians, which could lead to pedestrian or rear end shunt accidents</p>	<p>It is recommended that the 'Give Way' markings should be set back a minimum of 2.5m from the stud lines.</p>	<p>Agree. The proposed road markings for the zebra crossings have been updated as per safety audit recommendations and TSRGD standards. These are shown on <b>ACE Drawing 2207280-002B</b>.</p>	<p>Give way markings have been updated in the drawing.</p>	<p>No further action at this stage.</p>

**Table 2.6 Design Organisation Statement**

<b>On behalf of the design organisation I certify that:</b>	
<b>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.</b>	
<b>Name:</b>	David Howson
<b>Signed</b>	
<b>Position:</b>	Associate Director
<b>Organisation:</b>	Ardent Consulting Engineers
<b>Date:</b>	16/05/2025

**Table 2.6 Overseeing Organisation Statement**

<b>On behalf of the Overseeing Organisation I certify that:</b>	
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.	
<b>Name:</b>	Stephen Gee
<b>Signed:</b>	
<b>Position:</b>	Principal Transport Planner
<b>Organisation:</b>	West Sussex County Council Highways
<b>Date:</b>	15/05/2025

**Designers Response**

**Drawings**



PROPOSED  
CORDUROY  
PAVING

3.00m

FOOTWAY  
WIDENING TO  
3m SHARED  
FOOTWAY /  
CYCLEWAY

DK

DK

PROPOSED  
DROPPED KERBS

3.00m

FOOTWAY WIDENING TO  
3m SHARED FOOTWAY /  
CYCLEWAY

3.00m

PROPOSED DROPPED KERB AND CYCLE  
SCOOP FOR ON-CARRIAGEWAY CYCLISTS  
TO JOIN 3m SHARED FOOTWAY / CYCLEWAY

PROPOSED  
CORDUROY PAVING

PROPOSED ZEBRA CROSSING POINT  
(TACTILE PAVING AND DROPPED KERBS)

PROPOSED DROPPED KERB  
FOR CYCLISTS TO RE JOIN  
CARRIAGEWAY FOR  
ON-CARRIAGEWAY ROUTE

Little  
Pelham

Richmond  
House

PROPOSED ZEBRA  
CROSSING POINT  
(TACTILE PAVING AND  
DROPPED KERBS)

2.00m

Ruthven  
Lodge

2.00m

Middle  
Ruthven

South Rut

Shelter

DRAFT

NOTES:

DRAWING IS SUBJECT TO: TOPOGRAPHICAL SURVEY,  
DETAILED DESIGN AND HIGHWAYS APPROVAL.

SIGNAGE DETAILS TO BE PROVIDED IN ACCORDANCE  
WITH TSRGD AND LT1/20 STANDARDS

KEY:

 HIGHWAY BOUNDARY TRANSCRIBED FROM  
MSCC RECORDS

B	UPDATED FOLLOWING STAGE 1 RSA COMMENTS	DV	DV	DH	17.10.23
A	CYCLE IMPROVEMENTS ADDED	BT	SAF	DH	20.09.23
Rev	Description	Drn	Chk	App	Date

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 SSIP  
SAFETY  
SCHEMES  
INTEGRITY

 BUREAU VERITAS  
CERTIFICATE

Client  
**FAIRFAX ACQUISITIONS LTD**

Project Title:  
**LAND AT ANSTY FARM, MID SUSSEX**

Drawing Title:  
**POTENTIAL ROUNDABOUT  
IMPROVEMENTS**

A2 Scale	Date	Designed by
1:250	14.12.22	BT
Drawn by	Checked by	Approved by
BT	SAF	DH

Drawing Number **2207280-002** Rev **B**

**Designers Response Appendix A**

**Stage 1 Road Safety Audit**



**Road Safety Audit Stage 1**  
**Land at Ansty Farm**  
**Proposed Highway Improvements**  
**London Road / Whitemans Green**  
**Cuckfield**  
**West Sussex**

**Date: 13<sup>th</sup> October 2023**

**Report produced for: Ardent Consulting Engineers**


**Report produced by: M & S Traffic Ltd**

**DOCUMENT CONTROL SHEET**

M&S Traffic has prepared this report in accordance with the instructions from Ardent Consulting Engineers. M&S Traffic shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

<b>Report Title:</b>	Land At Ansty Farm, Mid Sussex (Potential Roundabout Improvements)  Road Safety Audit Stage 1
<b>Date:</b>	13 <sup>th</sup> October 2023
<b>Document reference:</b>	ARD/23/2207280/1/MM
<b>Prepared by:</b>	M & S Traffic
<b>On behalf of:</b>	West Sussex County Council

**Commented [bs1]:** They will all have the same ref, how to distinguish?

	Prepared by: (Name)	Checked by: (Name)	Approved by (Signature)	Date Approved
Revision	Martin Morris	Bryan Shawyer		13 <sup>th</sup> October 2023
Designers Response				
Authority Response				

Distribution

Organisation	Contact	Copies
Ardent Consulting Engineers	David Howson	-

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4 Issues identified during the Stage 1 Audit that are outside the terms of reference	9
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Appendix B..... Comment Location Drawing	

## 1 INTRODUCTION

1.1 This report describes a Stage 1 Road Safety Audit carried out on proposed Section 278 works in the vicinity of the Whitemans Green / London Road / Ardingly Road mini roundabout, associated with a proposed development in Ansty, West Sussex, comprising of:

- Zebra crossing on Whitemans Green.
- Parallel crossing on London Road.
- Modifications to the existing mini roundabout at the Whitemans Green / London Road / Ardingly Road junction, including two lane entry on each arm.

The Audit was requested by the design organisation, Ardent Consulting Engineers, Crescent Court, High St, Billericay, CM12 9AQ on behalf of West Sussex County Council as the Highway Authority.

1.2 The Audit Team membership was as follows:

Martin Morris, PGD, MCIHT, MSoRSA – Audit Team Leader  
Highways England Approved RSA Certificate of Competency

Bryan Shawyer B.Eng. (Hons), MSc, MCIHT, MSoRSA– Audit Team Member  
Highways England Approved RSA Certificate of Competency

1.3 The audit was undertaken following the principles of GG 119, The Design Manual for Roads and Bridges. The documents available at the time of the report are detailed in Appendix A.

1.4 The Audit took place at the Gillingham offices of M&S Traffic during October 2023 and comprised an examination of the documents provided as listed in Appendix A. A joint site visit and inspection was undertaken on the 10<sup>th</sup> of October 2023 between 17:00 and 17:30 hours. Weather conditions at the time were fine and the road surfaces were dry. Traffic flows and free flow speeds were moderate. There were low pedestrian and no cyclist movements observed during the site visit.

1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any "Technical Check function on these proposals. It is assumed that the Project Sponsor is satisfied that such a Technical Check" has been successfully completed prior to requesting this safety audit.

1.6 No Departures from Standard, traffic flow or personal injury collision data was provided to the Audit Team.

1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

## **2 ITEMS RAISED BY PREVIOUS AUDITS**

2.1 No previous Road Safety Audits were supplied for assessment.

### **3 ITEMS RAISED AT THE STAGE 1 AUDIT**

#### **3.1 General**

##### **3.1.1 PROBLEM**

**Location:** Proposed crossings.

**Summary:** Irregular usage of the crossings could lead to vehicle to pedestrian / cyclist collisions or rear end shunts.

From observations on site there appears limited demand for these crossing facilities. Lack of usage of a controlled crossing can lead to drivers continually seeing no one using the crossing, then being surprised when a pedestrian or cyclist uses the crossing. This could lead to vehicle to pedestrian / cyclist collisions, or sudden braking and rear end shunts.

##### **RECOMMENDATION**

It is recommended that surveys should be undertaken to establish a sufficient degree of usage or future usage, for the proposed crossings. Should there be a lack of usage then alternative crossing facilities should be examined.

##### **3.1.2 PROBLEM**

**Location:** Approaches to the proposed crossings.

**Summary:** Inappropriate surfacing could lead to vehicle to pedestrian / cyclist collisions or rear end shunts.

The proposals do not include the introduction of anti-skid surfacing or a surface with a high polished stone value (PSV) on the approaches to the crossings. Surfacing with an inadequate PSV could lead to vehicles not being able to stop, leading to possible rear end shunt or vehicle to pedestrian / cyclist collisions.

##### **RECOMMENDATION**

It is recommended that antiskid surfacing or surfacing with a high PSV should be used on the approaches to the crossings.

#### **3.2 Local Alignment**

3.2.1 No comment.

### 3.3 **Junctions**

3.3.1 No comment.

### 3.4 **Non-Motorised User (NMU) Provision**

#### 3.4.1 **PROBLEM**

**Location:** Proposed shared use footway / cycleways.

**Summary:** Lack of connectivity could lead to cyclist to pedestrian collisions.

Shared use footway / cycleways are proposed; however, no details have been supplied on how cyclists will gain access to the on carriageway or if the shared routes continue. It is unlikely that cyclists will dismount, rather they will continue to ride on the footway, which could lead to cyclist to pedestrian collisions.

#### **RECOMMENDATION**

It is recommended that details should be supplied on how the shared use route will tie into the carriageway.

#### 3.4.2 **PROBLEM**

**Location:** Proposed shared footway / cycleways.

**Summary:** Absence of tactile paving could lead to cyclist to pedestrian collisions.

Shared footway / cycleway are proposed; however, at this early stage, no details have been provided on the tactile paving. Pedestrians may be unaware that the footway is a shared use route, which may lead to cyclist to pedestrian collisions.

#### **RECOMMENDATION**

It is recommended that paving details are provided are provided for assessment at Stage 2 Safety Audit.

### 3.5 **Road Signs, Carriageway Markings and Lighting**

#### 3.5.1 **PROBLEM**

**Location:** Proposed crossings.

**Summary:** A lack of luminance could lead to vehicle to pedestrian / cyclist collisions.

At this early stage, no street lighting is proposed at the crossings, where the existing lighting system appears to be limited and may not be sufficient for the crossings. Pedestrians and cyclists could attempt to cross and suddenly appear from the dark area without, which could lead to vehicle to pedestrian / cyclist collisions.

#### **RECOMMENDATION**

It is recommended that there should be adequate levels of luminance where a check should be undertaken with Highway Authority Street Lighting Team.

#### 3.5.2 **PROBLEM**

**Location:** Proposed shared footway / cycleways.

**Summary:** Absence of vertical cyclist signage could lead to cyclist to pedestrian collisions.

Shared footway / cycleways are proposed; however, at this early stage, no details have been provided on the vertical signage. Pedestrians may be unaware that the footway is a shared use route, which may lead to cyclist to pedestrian collisions.

#### **RECOMMENDATION**

It is recommended that signing details are provided are provided for assessment at Stage 2 Safety Audit.

#### 3.5.3 **PROBLEM**

**Location:** Proposed crossings.

**Summary:** Positioning of Give Way lines could lead to vehicle to pedestrian collisions.

The Give Way lines appear too close to the stud lines at the Zebra crossing. This may cause vehicles to stop close to the crossing, reducing the intervisibility with pedestrians who are using crossing, particularly child pedestrians, which could lead to pedestrian or rear end shunt accidents.

#### **RECOMMENDATION**

It is recommended that the 'Give Way' markings should be set back a minimum of 2.5m from the stud lines.

**4 ISSUES IDENTIFIED DURING THE ROAD SAFETY AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE**

- 4.1 Safety issues identified during the audit and site inspection that are outside the Terms of Reference, but which the Audit Team wishes to draw to the attention of the Client Organisation, are set out in this section. It is to be understood that, in raising these issues, the Audit Team in no way warrant that a full review of the highway environment has been undertaken beyond that necessary to undertake the Audit as commissioned.
- 4.2 The Audit Team had no issues to raise within this section.

## 5 AUDITOR TEAM STATEMENT

5.1 We certify that this audit has been carried out following the principles of GG 119.

### Audit Team Leader

Martin Morris  
PGD, MCIHT, MSoRSA  
Highways England Approved RSA Certificate of Competency

Signed:  Date: 13/10/2023

### Audit Team Member

Bryan Shawyer  
BEng (Hons), MSc, MCIHT, MSoRSA  
Highways England Approved RSA Certificate of Competency

Signed:  Date: 13/10/2023

### M & S Traffic

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**APPENDIX A**

List of Drawings and other information submitted for auditing:

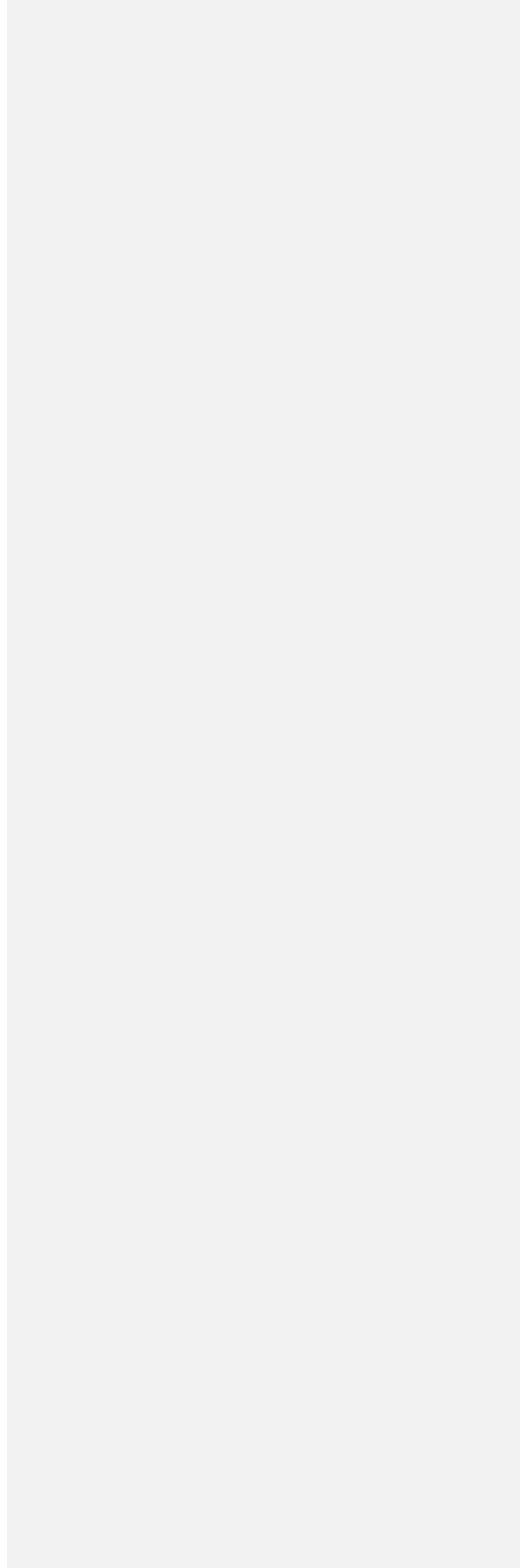
<b>Drawing Number</b>	<b>Title</b>
2207280-002 A	Potential Roundabout Improvements

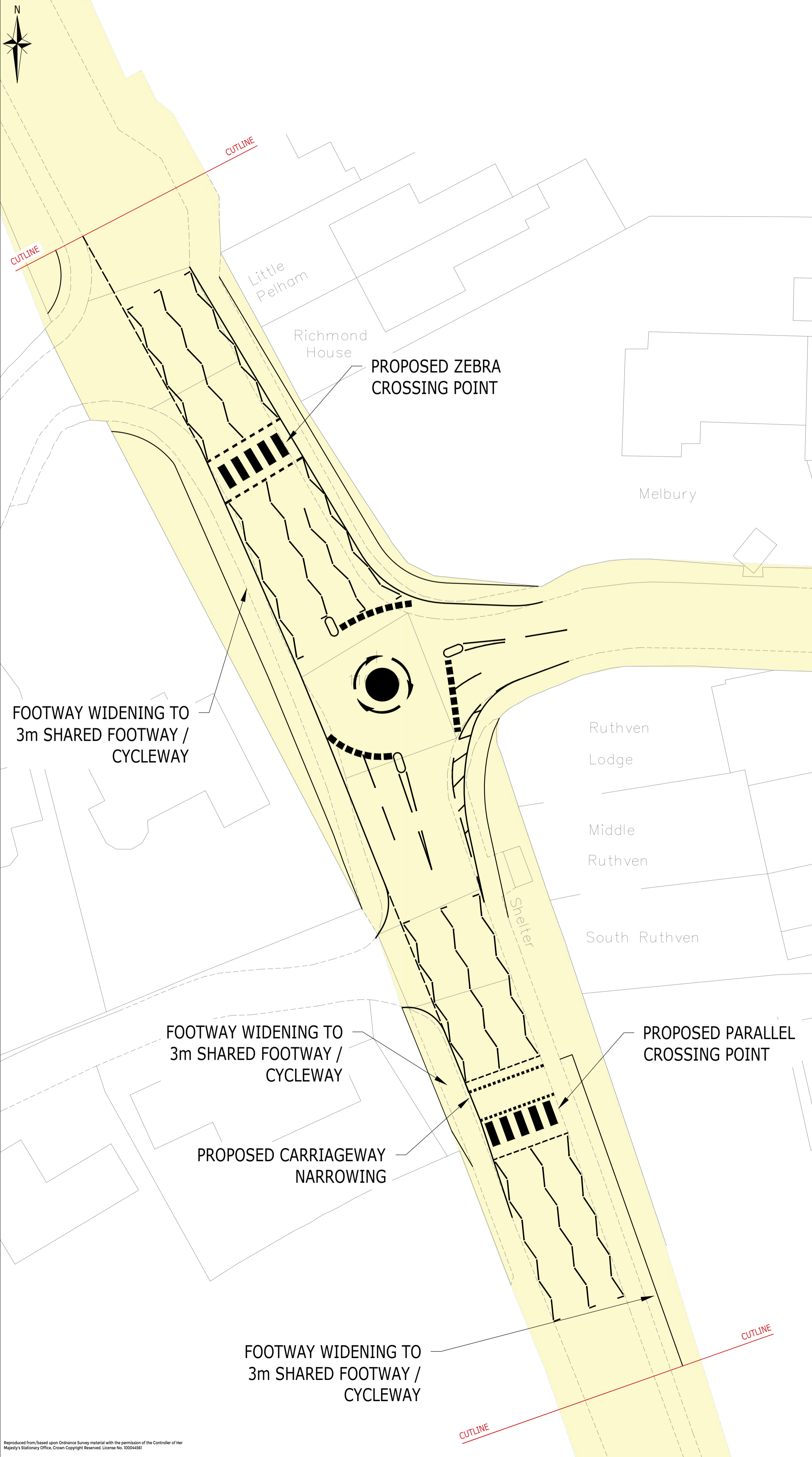
**Supporting documentation:**

- Covering email Ardent Consulting Engineers.

**APPENDIX B**

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).





KEY:  
 HIGHWAY BOUNDARY TRANSCRIBED FROM MSCC RECORDS

NOTES:  
 DRAWING IS SUBJECT TO: TOPOGRAPHICAL SURVEY, DETAILED DESIGN AND STAGE 1 ROAD SAFETY AUDIT

DRAFT

A	CYCLE IMPROVEMENTS ADDED	BT	SAF	DH	20.09.23
Rev	Description	Drm	Chk	App	Date

**ARDENT** CONSULTING ENGINEERS

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 EC3M 5JE

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 Web: www.ardent-ce.co.uk  
 E-mail: enquiries@ardent-ce.co.uk

Client:  
**FAIRFAX ACQUISITIONS LTD**

Project Title:  
**LAND AT ANSTY FARM, MID SUSSEX**

Drawing Title:  
**POTENTIAL ROUNDABOUT IMPROVEMENTS**

A2 Scale	Date	Designed by
1:250	14.12.22	BT
Drawn by	Checked by	Approved by
BT	SAF	DH

Drawing Number **2207280-002** Rev **A**

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**Designers Response Appendix B**

**M&S Traffic Response**

## David Howson

---

**From:** bryan.shawyer <bryan.shawyer@mstraffic.co.uk>  
**Sent:** 25 October 2023 10:09  
**To:** David Howson; martin.morris  
**Cc:** Jamie Symington; Dan Vallance  
**Subject:** RE: Ansty - Designers Response 2nd draft - Ardingly Rd mini scheme

**EXTERNAL EMAIL:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.

Hi David,

Thank you for your email below including the Designer's Response, where we comment as below:

3.1.1 – Noted and accepted.  
3.1.2 – Noted and accepted.  
3.4.1 – Noted and accepted.  
3.4.2 – Noted and accepted.  
3.5.1 – Noted and accepted.  
3.5.2 – Noted and accepted.  
3.5.3 – Noted and accepted.

Kind regards

Bryan

Bryan Shawyer  
Director

M&S Traffic Ltd  
Aeolus House, 32 Hamelin Road, Gillingham, Kent ME7 3EX

M: 07891 596289 T: 01634 307498

The information, attachments and opinions contained in this message are intended solely for the use of the individual or entity to whom they are addressed. The message may contain privileged and confidential information and you may not copy, distribute or take any action on reliance on it.

---

**From:** David Howson <dhowson@ardent-ce.co.uk>  
**Sent:** Tuesday, October 24, 2023 5:38 PM  
**To:** martin.morris <martin.morris@mstraffic.co.uk>; bryan.shawyer <bryan.shawyer@mstraffic.co.uk>  
**Cc:** Jamie Symington <jsymington@ardent-ce.co.uk>; Dan Vallance <dvallance@ardent-ce.co.uk>  
**Subject:** Ansty - Designers Response 2nd draft - Ardingly Rd mini scheme

Dear Martin,

Further to receipt of the Stage 1 RSA prepared by M&S Traffic, we have collated a Designers Response (DR) and in accordance with GG119 will be sending to WSCC Highways as the Overseeing Organisation in due course.

However, in the interim we thought it appropriate to send our draft DR for M&S feedback and comment that we have suitably addressed the points raised for RSA1.

Kind regards  
David

**David Howson**  
Associate



An Employee-Owned Company  
Infrastructure | Transport Planning | Flood Risk | Acoustics | Air Quality

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