

**ANSTY GARDEN COMMUNITY,**

**WEST SUSSEX**

**DESIGNERS RESPONSE**

**REPORT REF NO. 2207280-R16**

**PROJECT NO. 2207280**

**OCTOBER 2023**

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## Contents

	Page
<b>1.0 INTRODUCTION</b>	<b>2</b>
<b>2.0 AUDIT RESPONSE TO STAGE 1 ROAD SAFETY AUDIT</b>	<b>3</b>

## APPENDICES

- 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 <i>JS</i>	DH <i>DH</i>	26/10/2023

*K. W. Kaye*

## 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 A272 cycle improvements scheme, which is located to the north and east of the proposed development. The works involve pedestrian/cycle infrastructure improvements to include new crossing facilities and provide a new continuous cycle facility towards the centre of Haywards Heath.
- 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-SK05B / SK05.1B** – Cycle Route Improvement Plan

## 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 – A272 Cycle Scheme
<b>Date:</b>	October 2023
<b>Document reference and revision:</b>	2207280-R16
<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 – A272 Cycle Scheme
<b>Prepared by</b>	
Name:	Dan Vallance
Position:	Principal Transport Planner
Signed:	<i>DV</i>
Organisation:	Ardent Consulting Engineers
Date:	26/10/2023
<b>Approved by</b>	
Name:	David Howson
Position:	Associate
Signed:	<i>DH</i>
Organisation:	Ardent Consulting Engineers
Date:	26/10/2023

**Table 2.3 Key Personnel**

<b>Overseeing Organisation:</b>	WSCC Highways– Mr G. Parfect
<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 Unlevel footway could lead to cyclist loss of control collisions.</p> <p>The footway on the northern side of the carriageway is proposed to be a shared use footway / cycleway; however, during the site visit it was noted that there was a significant level difference on the existing footway. Such a level difference could increase the risk of cyclist loss of control collisions, particularly during the hours of darkness.</p>	<p>It is recommended that the proposed shared use footway / cycleway should be resurfaced and levelled.</p>	<p>All footway widening works will ensure the levels and gradients are to standards. Details of levels and construction works will be provided for Stage 2 Audit</p>		

<p>3.1.2 Irregular usage of the crossing could lead to vehicle to pedestrian / cyclist collisions or rear end shunts.</p> <p>From observations on site there appears limited demand for this crossing facility. 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 Parallel crossing. Should there be a lack of usage then alternative crossing facilities should be examined.</p>	<p>The proposed crossing has 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>3.1.3 High approach speeds could lead to vehicle to pedestrian / cyclists collisions.</p> <p>Although on site observed traffic speeds were moderate, no traffic flow, speed data or details of pedestrian movements were supplied for assessment, where a 40mph speed limit applies to the section of the A272. Parallel crossings should not be installed on roads where the 85th percentile speed is above 35mph, as otherwise this may lead to vehicle to</p>	<p>It is recommended that details of traffic speeds should be provided for assessment. If the 85th percentile speed is above 35mph then an alternative crossing type should be installed, or that speed reduction measures should be employed in advance of the crossing.</p>	<p>The crossing has been amended to a toucan crossing as shown on <b>ACE Drawing 2207280-SK05.1B</b>.</p>		

<p>pedestrian / cyclists collisions.</p>				
<p>3.1.4 Barrier terminal may increase severity of a loss of control collision.</p> <p>To the west of the sewage treatment works on the southern side of the carriageway there is an existing vehicle restraint system (VRS) that lies with the path of the proposed shared use route. Due to the road conditions the Audit Team were unable to determine the terminal type; however, should the VRS have a ramped end P1 terminal, there is concern that if a terminal of this type is reinstated that this could lead to vehicles being launched in the event of a loss of control collision, which could increase severity of the collision. Further, they may be a drop at the rear of the carriageway which may need to be accommodated.</p>	<p>It is recommended that a P4 type terminal should be installed and that the level difference should be accommodated.</p>	<p>Suitable VRS will be incorporated into the works as necessary to accommodate the new pedestrian/cycle facility. Full details to be provided for Stage 2 Safety Audit.</p>		
<p>3.1.5 Irregular usage of the crossing could lead to vehicle to pedestrian / cyclist collisions or 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 Parallel crossing. Should there be a lack of</p>	<p>The proposed crossing has 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>From observations on site there appears limited demand for this crossing facility. 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>usage then alternative crossing facilities should be examined.</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>3.1.6 High approach speeds could lead to vehicle to pedestrian / cyclists collisions.</p> <p>Although on site observed traffic speeds were moderate, no traffic flow, speed data or details of pedestrian movements were supplied for assessment, where a national speed limit applies to the section of the A272. Parallel crossings should not be installed on roads where the 85th percentile speed is above 35mph, as otherwise this may lead to vehicle to pedestrian / cyclists collisions.</p>	<p>It is recommended that details of traffic speeds should be provided for assessment. If the 85th percentile speed is above 35mph then an alternative crossing type should be installed, or that speed reduction measures should be employed in advance of the crossing.</p>	<p>The proximity to the roundabout junction will mean that speeds are lower than the current speed limit approaching the proposed crossing. 215m visibility splays can be achieved if required. A toucan crossing can be provided if necessary. If WSCC were to change the speed limit locally, owing to the change in character to the routes locally as a result of the proposals, this would be suitably considered in the design of the crossing and incorporated for Stage 2 RSA.</p>		

<p>3.1.7 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 Parallel crossing. 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>Details of PSV values and surfacing materials will be provided for Stage 2 Audit.</p>		
<p>3.1.8 Ponding of surface water could lead to loss of control collisions.</p> <p>Kerblines are being amended as part of these proposals, where no details of carriageway drainage have been provided for assessment; ponding on the carriageway or water moving across the carriageway at junctions or bends could lead to loss of control collisions, particularly in wet / icy conditions.</p>	<p>It is recommended that drainage details should be provided at Stage 2 Safety Audit.</p>	<p>Drainage details will be provided for Stage 2 Safety Audit.</p>		

<p>3.1.9 Inappropriate surface material could lead to loss of control collisions.</p> <p>No construction details have been submitted for assessment. Surfacing with an insufficient polished stone value (PSV), PSV could lead to cyclist loss of control collisions in the event of sudden braking manoeuvres.</p>	<p>It is recommended that the PSV of the cycleway surface material should be a minimum of 50PSV.</p>	<p>Details of PSV values and surfacing materials will be provided for Stage 2 Audit.</p>		
<p>3.1.10 Type of kerb may increase the risk of collision involving an errant vehicle and pedestrian or cyclist.</p> <p>Observations on site indicated that the existing kerbs are a 45-degree splayed type, where new sections of footway/cycleway are proposed. The splay type kerb decreases the vehicle containment risk of the kerb, allowing easier footway overrun for vehicles. This may increase the risk of pedestrians or cyclists being hit by vehicles in the event that a vehicle loses control.</p>	<p>It is recommended that kerbing at new sections of footway / cycleway should be of half batter type</p>	<p>New sections of foot/cycleway will be proposed in accordance with WSCC design requirements. Details of kerbing will be provided for Stage 2 Safety Audit.</p>		

<p>3.2.1 Insufficient carriageway space may lead to side swipe collisions or vehicle to pedestrian / cyclist’s collisions.</p> <p>Kerblines are being amended to accommodate the proposed Parallel crossing; however, no swept paths have been provided assessment. There is concern that larger vehicles may not be able to undertake passing manoeuvres without entering the opposing carriageway. Insufficient carriageway space could lead to sideswipe collisions, or footway overrun and potential vehicle to pedestrian / cyclist’s collisions.</p>	<p>It is recommended that the carriageway widths should be sufficient to ensure that all expected movements can be safely accommodated, where swept paths should be supplied for assessment.</p>	<p>Swept paths where the carriageway has been amended have been shown on <b>ACE Drawing 2207280-SK05.1B</b> and demonstrates that the required manoeuvres can be accommodated.</p>		
<p>3.2.2 Insufficient Stopping Sight Distance could lead to vehicle to pedestrian / cyclist collisions or rear end shunts.</p> <p>Stopping Sight Distances (SSD) have been provided for assessment at 40m eastbound and 94m westbound, where a 40mph speed limit applies to this section of 40mph. There is concern that the eastbound 40m SSD may be insufficient.</p>	<p>It is recommended that the SSD should be recalculated based on the 85th speed and provided for assessment.</p>	<p>The crossing has been amended to a toucan crossing as shown on <b>ACE Drawing 2207280-SK05.1B</b>. Suitable visibility splays can be achieved as shown.</p>		

<p>An insufficient SSD may increase the risk of vehicle to pedestrian / cyclist collisions or rear end shunts in the event of sudden braking.</p>				
<p>3.2.3 Restricted Stopping Sight Distance may increase the risk of vehicle to pedestrian / cyclist collisions or rear end shunts.</p> <p>On the westbound approach to the Parallel crossing a 120m SSD has been proposed. Whilst a national speed limit applies, it is likely that traffic will slow down to negotiate the roundabout. However, there is concern that the SSD could pass over non-highway land. Vegetation or trees in this splay could restrict visibility, where restricted visibility may increase the risk of vehicle to pedestrian / cyclist collisions or rear end shunts.</p>	<p>It is recommended that the SSD should be within the adoptable highway, or that a suitable covenant should be arranged to ensure that the splay is not affected by planting or landscaping features.</p>	<p>As shown on <b>ACE Drawing 2207280-SK05B</b> 215m (posted speed) visibility splays have been shown as well as 120m for 40mph subject to WSCC agreement on the reduced speed limit. Vegetation to be trimmed and cut back to keep visibility splays clear has also been noted on the drawing. Further details will also be provided for Stage 2 Audit.</p>		
<p>3.2.4 Insufficient Stopping Sight Distance could lead to vehicle to pedestrian / cyclist collisions or rear end shunts.</p> <p>Stopping Sight Distances (SSD) have been provided for assessment, 215m at the national speed limit for the nearside and 120m,</p>	<p>It is recommended that the SSD should be recalculated based on the 85th speed and provided for assessment.</p>	<p>215m forward visibility to the approach has been shown within highway land and kept clear.</p>		

<p>equivalent to 40mph to the offside. Whilst the roundabout the roundabout junction will likely lead to speeds less than 60mph, there is concern that a 120m SSD may be insufficient. An insufficient SSD may increase the risk of vehicle to pedestrian / cyclist collisions or rear end shunts in the event of sudden braking.</p>				
<p>3.3.1 Insufficient carriageway space may lead to side swipe collisions, vehicle to pedestrian collisions or loss of control collisions.</p> <p>Kerblines are being amended to accommodate the proposed scheme; however, no swept paths have been provided assessment. There is concern that larger vehicles such a refuse vehicle may not be able to undertake turning manoeuvres without entering the adjacent running lane or opposing carriageway or colliding with street furniture. Insufficient carriageway space could lead to sideswipe collisions, or footway overrun and potential vehicle to pedestrian collisions, or collisions with the pedestrian</p>	<p>It is recommended that the carriageway widths should be sufficient to ensure that all expected movements can be safely accommodated, where swept paths should be supplied for assessment.</p>	<p>Swept paths where the carriageway has been amended have been shown on <b>ACE Drawing 2207280-SK05.1B</b> and demonstrates that the required manoeuvres can be accommodated.</p>		

<p>refuge, and possible loss of control collisions.</p>				
<p>3.4.1 Restricted visibility could lead to vehicle to cyclist collisions.</p> <p>Kerblines are being amended to accommodate the proposed scheme; however, no details relating to the pedestrian / cyclist / traffic intervisibility have been provided for assessment. There is concern that the fencing on the eastern side of the carriageway of Paddockhall Road may restrict intervisibility. Restricted intervisibility could lead to vehicle to pedestrian / cyclist collisions.</p>	<p>It is recommended that intervisibility splays are provided for assessment at Stage 2 Safety Audit, where the fence line may need to be realigned.</p>	<p>Full intervisibility splays will be provided for Stage 2 Safety Audit.</p>		
<p>3.4.2 Lack of pedestrian facilities could compromise pedestrian safety.</p> <p>There is no pedestrian crossing point across the proposed junction mouth, where this is likely to be a pedestrian desire line. This may present difficulties particularly for the blind, and visually and mobility impaired pedestrians, which may lead to pedestrian trips and falls.</p>	<p>It is recommended that a pedestrian crossing point including drop kerbs and tactile paving should be provided at the access or that a Copenhagen type crossing should be provided.</p>	<p>All junctions along the proposed foot/cycleway works will be assessed in liaison with WSCC and suitable crossing facilities provided for Stage 2 Safety Audit.</p>		

<p>3.4.3 Restricted visibility could lead to vehicle to pedestrian collisions.</p> <p>Details relating to the pedestrian / traffic intervisibility splays at the crossing have been provided for assessment. However, there is concern that vegetation / hedgerow may restrict intervisibility. Restricted intervisibility could lead to vehicle to pedestrian collisions.</p>	<p>It is recommended that the hedgerow should be cut back and periodically maintained to retain visibility.</p>	<p>It has been noted on <b>ACE Drawings 2207280-SK05B / SK05.1B</b> that all hedgerow and vegetation within visibility splays to be cut back and kept clear.</p>		
<p>3.4.4 High speed road and lack of buffer zone could lead to vehicle to cyclist collisions.</p> <p>Whilst the width of the proposed shared use footway / cycleway has been specified, no buffer is proposed. There is concern that without a buffer between the high-speed roads and the shared use route, cyclists may be intimidated and may be susceptible to being struck by passing vehicles.</p>	<p>It is recommended that a buffer of a minimum 0.5m should be applied between the shared use route and the high-speed roads.</p>	<p>In accordance with your recommendation, we have incorporated a 0.5m buffer from the edge of carriageway and offset the route itself to retain a 4.5m wide new facility as shown on <b>ACE Drawings 2207280-SK05B / SK05.1B</b>.</p>		

<p>3.4.5 Existing street furniture and trees could lead to cyclist loss of control collisions.</p> <p>A shared use footway / cycleway is proposed. There is existing street furniture, vegetation and trees along the route that lies within the proposed shared route, whose presence may reduce the effective width of the footway. This could lead to cyclists colliding with street furniture or trees, leading to cyclists' loss of control collisions.</p>	<p>It is recommended that street furniture is located to the rear of the footway, that tree canopies and vegetation should be cut back and that matures trees should have a reflective banding.</p>	<p>It has been noted on <b>ACE Drawings 2207280-SK05B / SK05.1B</b> that all street furniture is to be relocated to the back of any proposed footway widening. Also noted on the drawing is that all vegetation / trees should be cut back and mature trees to have reflective banding.</p>		
<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 Parallel crossing. Pedestrians and cyclists could attempt to cross and suddenly appear from the dark areas without, which could lead to vehicle to pedestrian / cyclist collisions.</p>	<p>It is recommended that there should be adequate levels of luminance where a check should be undertaken with Highway Authority Street Lighting Team.</p>	<p>It has been noted on <b>ACE Drawing 2207280-SK05B / SK05.1B</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.</p>		

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<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 are provided for assessment at Stage 2 Safety Audit.</p>	<p>Signage details will be provided for Stage 2 Safety Audit.</p>		
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**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
<b>Organisation:</b>	Ardent Consulting Engineers
<b>Date:</b>	

**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>	Guy Parfect
<b>Signed:</b>	
<b>Position:</b>	Senior Planner
<b>Organisation:</b>	West Sussex County Council Highways
<b>Date:</b>	

**Designers Response**

**Drawings**



**VIEWPORT 1**

DESIGN SUBJECT TO HIGHWAY BOUNDARY, LAND OWNERSHIP / CONSTRAINTS INFORMATION, ECOLOGY INFORMATION, ARCHAEOLOGICAL SURVEY, SPEED SURVEYS, SWEEP PATHS AND HIGHWAYS AGREEMENT.

DESIGN IS BASED ON TOPOGRAPHICAL SURVEY PRODUCED BY MARVIN & PARTNERS LTD DATED FEB 2023 & ORDNANCE SURVEY DATA.

STREET LIGHTING TO BE CONSIDERED.

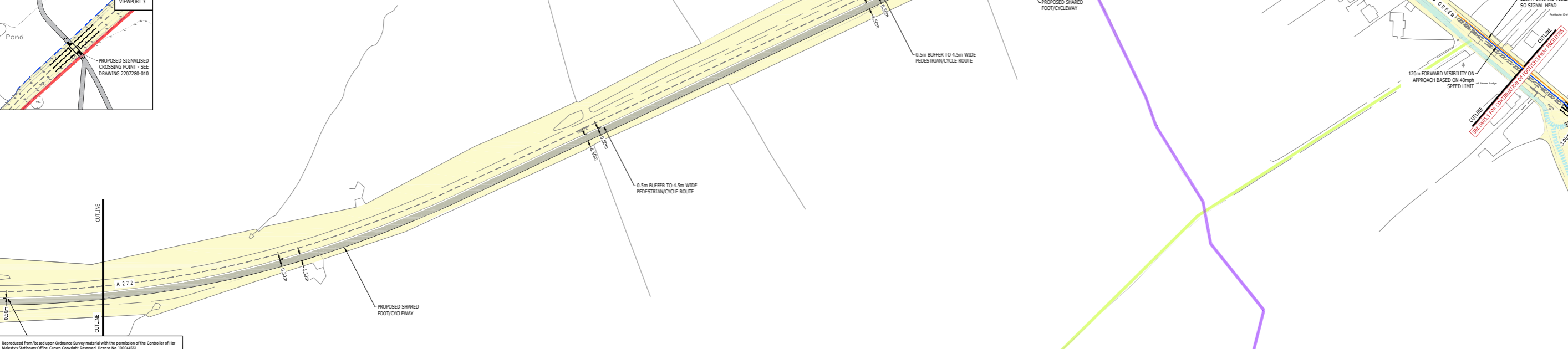
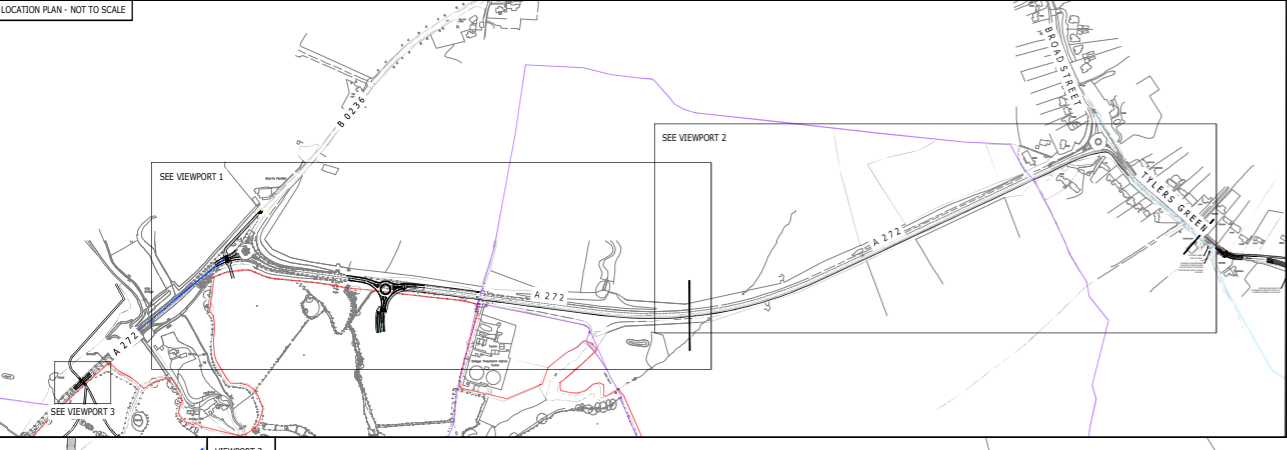
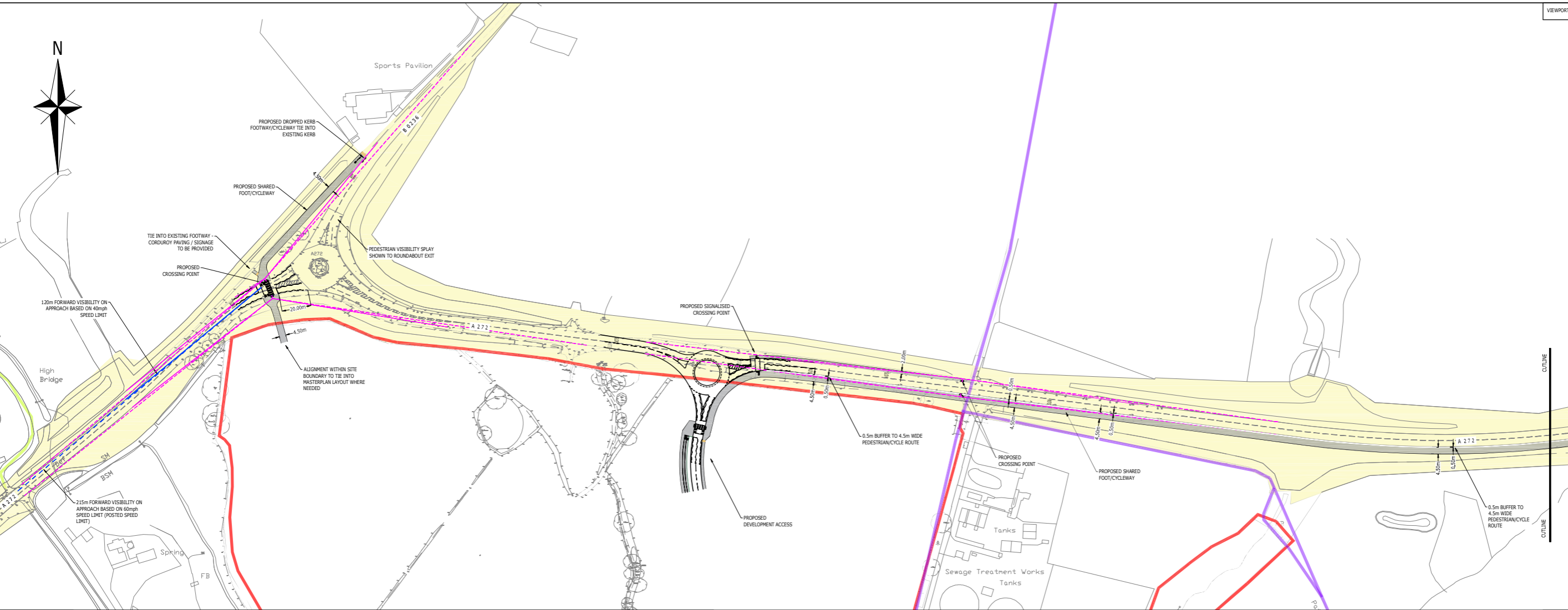
VEGETATION WITHIN VISIBILITY SPLAYS TO BE TRIMMED AND CUT BACK TO KEEP VISIBILITY SPLAYS CLEAR. MATURE TREES TO HAVE REFLECTIVE BANDING.

DESIGN IN ACCORDANCE WITH THE CURRENT POSTED SPEED LIMIT, ANY REDUCTION IN SPEED LIMIT IS SUBJECT TO REVIEW BY WSCC.

SIGNAGE TO BE IN ACCORDANCE WITH TSRGD AND LTN 1/20 STANDARDS.

ANY STREET FURNITURE TO BE RELOCATED IS TO BE POSITIONED TO THE BACK OF THE FOOT/CYCLEWAY.

- KEY:**
- INDICATIVE SITE BOUNDARY TO BE CONFIRMED
  - PROPOSED FOOT/CYCLEWAY
  - EXISTING FOOT/CYCLEWAY
  - HIGHWAY BOUNDARY TRANSCRIBED FROM WEST SUSSEX RECORDS
  - PROW FOOTPATH TRANSCRIBED FROM WSCC RECORDS
  - PROW BRIDLEWAY TRANSCRIBED FROM WSCC RECORDS
  - PROPOSED ROAD MARKINGS
  - EXISTING ROAD MARKINGS
  - 2m x 120m PEDESTRIAN VISIBILITY SPY
  - 2m x 215m PEDESTRIAN VISIBILITY SPY
  - FORWARD VISIBILITY SPY BASED ON 40mph SPEED LIMIT
  - FORWARD VISIBILITY SPY BASED ON 60mph SPEED LIMIT



WORK IN PROGRESS

DRAFT

Rev	Description	Drawn	Checked	App	Date
A	AMENDMENTS TO PROPOSED CYCLE LANES ON BE216 ROAD	ADS	JH	DM	27.09.23
B	UPDATED FOLLOWING STAGE 1 IBA COMMENTS	DV	DV	DM	18.10.23

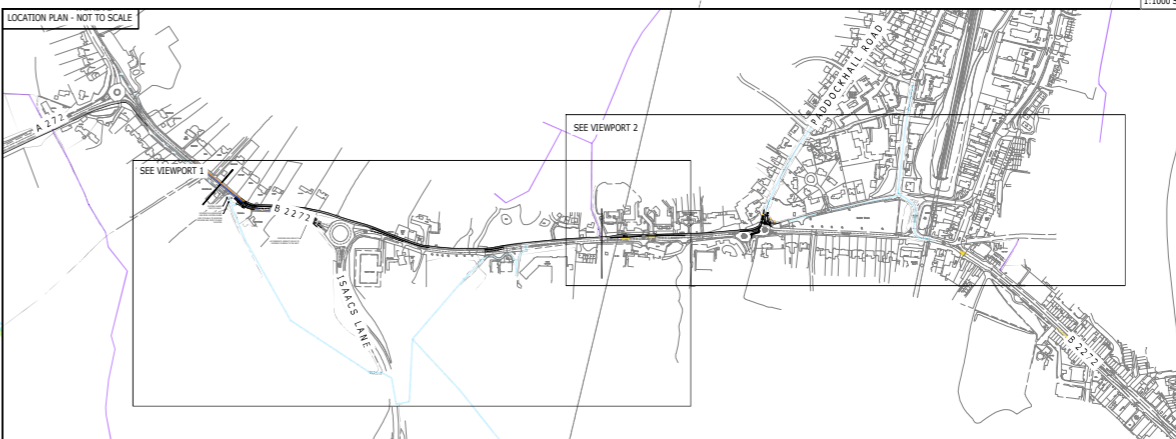
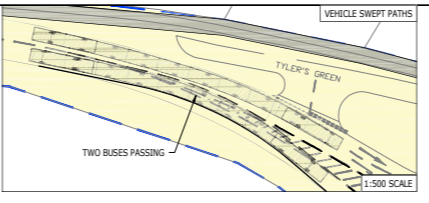
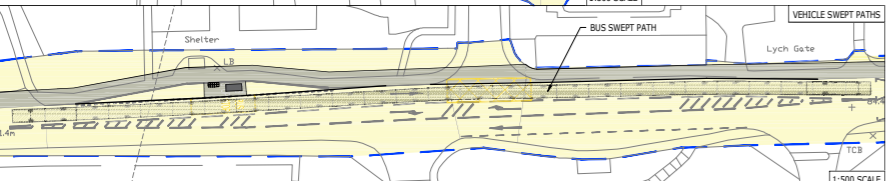
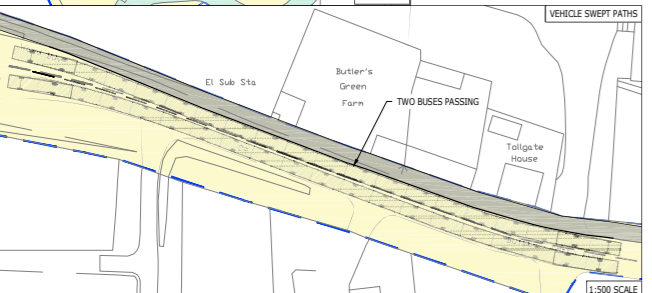
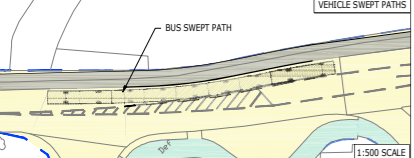
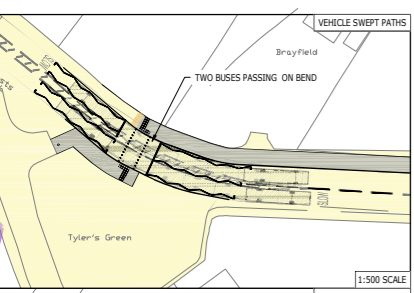
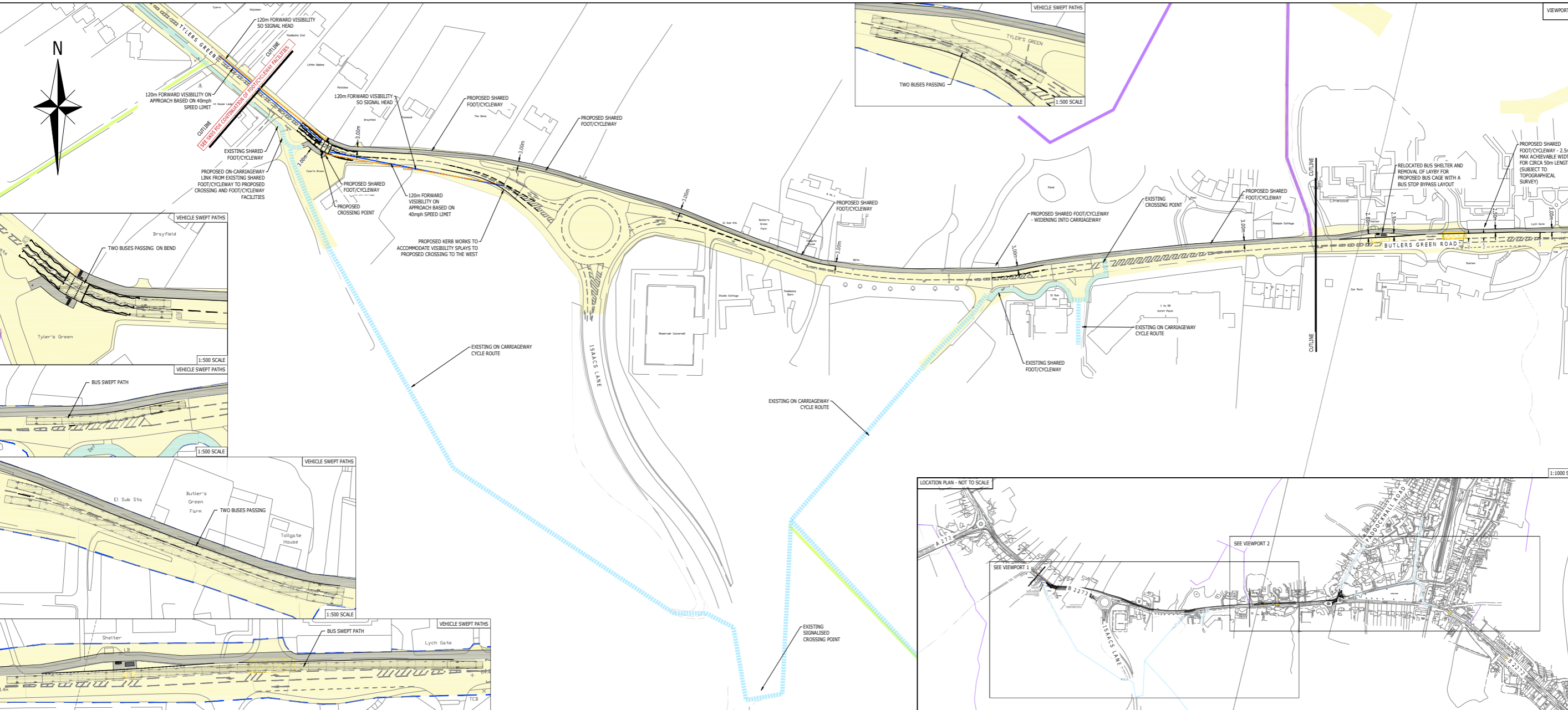
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Client: <b>FAIRFAX ACQUISITIONS LTD</b>			
Project Title: <b>LAND AT ANSTY FARM, MID SUSSEX</b>			
Drawing Title: <b>CYCLE ROUTE IMPROVEMENT PLAN (SHEET 1)</b>			
AO Scale: 1:1000	Date: 07.06.23	Designed by: DV	Drawn by: DV
Checked by: DV	Approved by: DH	Drawing Number: <b>2207280-SK05</b>	

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**VIEWPORT 1**

DESIGN SUBJECT TO HIGHWAY BOUNDARY, LAND OWNERSHIP / CONSTRAINTS INFORMATION, ECOLOGY INFORMATION, AGRICULTURAL SURVEY, SPEED SURVEYS, SWEEP PATHS AND HIGHWAYS AGREEMENT.

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SIGNAGE TO BE IN ACCORDANCE WITH TSRGD AND LTN 1 / 20 STANDARDS.

ANY STREET FURNITURE TO BE RELOCATED IS TO BE POSITIONED TO THE BACK OF THE FOOT/CYCLEWAY.

**KEY:**

- PROPOSED FOOT/CYCLEWAY
- EXISTING FOOT/CYCLEWAY
- HIGHWAY BOUNDARY TRANSCRIBED FROM WEST SUSSEX RECORDS
- PROW FOOTPATH TRANSCRIBED FROM WSSC RECORDS
- PROW BRIDLEWAY TRANSCRIBED FROM WSSC RECORDS
- PROPOSED ROAD MARKINGS
- EXISTING ROAD MARKINGS
- PEDESTRIAN VISIBILITY SPY
- FORWARD VISIBILITY SPY BASED ON 40mph SPEED LIMIT

**VEHICLE SPECIFICATION:**

Single Deck Bus	11.980m
Overall Length	2.840m
Overall Body Height	3.020m
Min. Body Ground Clearance	0.100m
Wheel Width	2.200m
Lock to Lock Time	6.000s
Kerb to Kerb Turning Radius	10.500m

**VIEWPORT 2**

B	UPDATED FOLLOWING STAGE 1 ISA COMMENTS	DV	DV	SN	18.02.23
A	MINOR AMENDMENTS	ADS	KM	SN	20.09.23
Rev	Description	Dm	Chk	App	Date

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Client: **FAIRFAX ACQUISITIONS LTD**

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

Drawing Title: **CYCLE ROUTE IMPROVEMENT PLAN (SHEET 2)**

AO Scale	Date	Designed by
AS SHOWN	15.06.23	DV
Drawn by	Checked by	Approved by
DV	DV	DH

Drawing Number: **2207280-SK05.1** Rev: **B**

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**Designers Response Appendix A**

**Stage 1 Road Safety Audit**



**M & S Traffic**

**Road Safety Audit Stage 1**

**Land at Ansty Farm**

**Shared Cycleway/Footway**

**Butlers Green Road/Tylers Green and A272**

**Haywards Heath / 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 (Butlers Green Road/Tylers Green and A272, Shared Cycleway / Footway)  Road Safety Audit Stage 1
<b>Date:</b>	13 <sup>th</sup> October 2023
<b>Document reference and revision:</b>	ARD/23//2207280/1/MM
<b>Prepared by:</b>	M & S Traffic
<b>On behalf of:</b>	West Sussex County Council

	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	-

## CONTENTS

Document Control Sheet	2
Contents	3
1 Introduction	4
2 Safety issues raised at previous Audits	5
3 Items raised at the Stage 1 Audit	6
4 Issues identified during the Stage 1 Audit that are outside the terms of reference	15
5 Auditors Statement	16

Appendix A..... List of drawings

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 associated with a proposed development in Ansty, West Sussex, comprising of:

- The provision of a shared Cycleway/Footway on Butlers Green Road/Tylers Green and the A272 between Haywards Heath and Cuckfield.

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 11:30 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 shared use footway / cycleway between Butlers Green Farm and Tollgate House on Butlers Green Road.

**Summary:** Unlevel footway could lead to cyclist loss of control collisions.

The footway on the northern side of the carriageway is proposed to be a shared use footway / cycleway; however, during the site visit it was noted that there was a significant level difference on the existing footway. Such a level difference could increase the risk of cyclist loss of control collisions, particularly during the hours of darkness.

##### RECOMMENDATION

It is recommended that the proposed shared use footway / cycleway should be resurfaced and levelled.

##### 3.1.2 PROBLEM

**Location:** Proposed Parallel crossing on A272 Tylers Green.

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

From observations on site there appears limited demand for this crossing facility. 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 Parallel crossing. Should there be a lack of usage then alternative crossing facilities should be examined.

##### 3.1.3 PROBLEM

**Location:** Proposed Parallel crossing on A272 Tylers Green.

**Summary:** High approach speeds could lead to vehicle to pedestrian / cyclists collisions.

Although on site observed traffic speeds were moderate, no traffic flow, speed data or details of pedestrian movements were supplied for assessment, where a 40mph speed limit applies to the

section of the A272. Parallel crossings should not be installed on roads where the 85<sup>th</sup> percentile speed is above 35mph, as otherwise this may lead to vehicle to pedestrian / cyclists collisions.

### **RECOMMENDATION**

It is recommended that details of traffic speeds should be provided for assessment. If the 85<sup>th</sup> percentile speed is above 35mph then an alternative crossing type should be installed, or that speed reduction measures should be employed in advance of the crossing.

#### **3.1.4 PROBLEM**

**Location:** A272 to the west of the sewage treatment works.

**Summary:** Barrier terminal may increase severity of a loss of control collision.

To the west of the sewage treatment works on the southern side of the carriageway there is an existing vehicle restraint system (VRS) that lies with the path of the proposed shared use route. Due to the road conditions the Audit Team were unable to determine the terminal type; however, should the VRS have a ramped end P1 terminal, there is concern that if a terminal of this type is reinstated that this could lead to vehicles being launched in the event of a loss of control collision, which could increase severity of the collision. Further, they may be a drop at the rear of the carriageway which may need to be accommodated.

### **RECOMMENDATION**

It is recommended that a P4 type terminal should be installed and that the level difference should be accommodated.

#### **3.1.5 PROBLEM**

**Location:** Proposed Parallel crossing southwest of roundabout junction with A272 / B2036.

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

From observations on site there appears limited demand for this crossing facility. 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 Parallel crossing. Should there be a lack of usage then alternative crossing facilities should be examined.

### 3.1.6 PROBLEM

**Location:** Proposed Parallel crossing southwest of roundabout junction with A272 / B2036.

**Summary:** High approach speeds could lead to vehicle to pedestrian / cyclists collisions.

Although on site observed traffic speeds were moderate, no traffic flow, speed data or details of pedestrian movements were supplied for assessment, where a national speed limit applies to the section of the A272. Parallel crossings should not be installed on roads where the 85<sup>th</sup> percentile speed is above 35mph, as otherwise this may lead to vehicle to pedestrian / cyclists collisions.

#### RECOMMENDATION

It is recommended that details of traffic speeds should be provided for assessment. If the 85th percentile speed is above 35mph then an alternative crossing type should be installed, or that speed reduction measures should be employed in advance of the crossing.

### 3.1.7 PROBLEM

**Location:** Approaches to the Parallel 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 Parallel crossing. 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.

### 3.1.8 PROBLEM

**Location:** Proposed scheme.

**Summary:** Ponding of surface water could lead to loss of control collisions.

Kerblines are being amended as part of these proposals, where no details of carriageway drainage have been provided for assessment; ponding on the carriageway or water moving across the carriageway at junctions or bends could lead to loss of control collisions, particularly in wet / icy conditions.

#### RECOMMENDATION

It is recommended that drainage details should be provided at Stage 2 Safety Audit.

### 3.1.9 PROBLEM

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

**Summary:** Inappropriate surface material could lead to loss of control collisions.

No construction details have been submitted for assessment. Surfacing with an insufficient polished stone value (PSV), PSV could lead to cyclist loss of control collisions in the event of sudden braking manoeuvres.

#### RECOMMENDATION

It is recommended that the PSV of the cycleway surface material should be a minimum of 50PSV.

### 3.1.10 PROBLEM

**Location:** Proposed scheme.

**Summary:** Type of kerb may increase the risk of collision involving an errant vehicle and pedestrian or cyclist.

Observations on site indicated that the existing kerbs are a 45-degree splayed type, where new sections of footway/cycleway are proposed. The splay type kerb decreases the vehicle containment risk of the kerb, allowing easier footway overrun for vehicles. This may increase the risk of pedestrians or cyclists being hit by vehicles in the event that a vehicle loses control.

#### RECOMMENDATION

It is recommended that kerbing at new sections of footway / cycleway should be of half batter type.

## 3.2 Local Alignment

### 3.2.1 PROBLEM

**Location:** Proposed Parallel crossing on A272 Tylers Green.

**Summary:** Insufficient carriageway space may lead to side swipe collisions or vehicle to pedestrian / cyclist's collisions.

Kerblines are being amended to accommodate the proposed Parallel crossing; however, no swept paths have been provided assessment. There is concern that larger vehicles may not be able to undertake passing manoeuvres without entering the opposing carriageway. Insufficient carriageway space could lead to sideswipe collisions, or footway overrun and potential vehicle to pedestrian / cyclist's collisions.

## **RECOMMENDATION**

It is recommended that the carriageway widths should be sufficient to ensure that all expected movements can be safely accommodated, where swept paths should be supplied for assessment.

### **3.2.2 PROBLEM**

**Location:** Proposed Parallel crossing on A272 Tylers Green.

**Summary:** Insufficient Stopping Sight Distance could lead to vehicle to pedestrian / cyclist collisions or rear end shunts.

Stopping Sight Distances (SSD) have been provided for assessment at 40m eastbound and 94m westbound, where a 40mph speed limit applies to this section of 40mph. There is concern that the eastbound 40m SSD may be insufficient. An insufficient SSD may increase the risk of vehicle to pedestrian / cyclist collisions or rear end shunts in the event of sudden braking.

## **RECOMMENDATION**

It is recommended that the SSD should be recalculated based on the 85<sup>th</sup> speed and provided for assessment.

### **3.2.3 PROBLEM**

**Location.** Westbound approach to proposed Parallel crossing southwest of roundabout junction with A272 / B2036.

**Summary:** Restricted Stopping Sight Distance may increase the risk of vehicle to pedestrian / cyclist collisions or rear end shunts.

On the westbound approach to the Parallel crossing a 120m SSD has been proposed. Whilst a national speed limit applies, it is likely that traffic will slow down to negotiate the roundabout. However, there is concern that the SSD could pass over non-highway land. Vegetation or trees in this splay could restrict visibility, where restricted visibility may increase the risk of vehicle to pedestrian / cyclist collisions or rear end shunts.

## **RECOMMENDATION**

It is recommended that the SSD should be within the adoptable highway, or that a suitable covenant should be arranged to ensure that the splay is not affected by planting or landscaping features.

### 3.2.4 PROBLEM

**Location.** Northeast bound to proposed Parallel crossing southwest of roundabout junction with A272 / B2036.

**Summary:** Insufficient Stopping Sight Distance could lead to vehicle to pedestrian / cyclist collisions or rear end shunts.

Stopping Sight Distances (SSD) have been provided for assessment, 215m at the national speed limit for the nearside and 120m, equivalent to 40mph to the offside. Whilst the roundabout the roundabout junction will likely lead to speeds less than 60mph, there is concern that a 120m SSD may be insufficient. An insufficient SSD may increase the risk of vehicle to pedestrian / cyclist collisions or rear end shunts in the event of sudden braking.

### RECOMMENDATION

It is recommended that the SSD should be recalculated based on the 85<sup>th</sup> speed and provided for assessment.

## 3.3 Junctions

### 3.3.1 PROBLEM

**Location:** Butlers Green Road mini roundabout junction with Paddockhall Road.

**Summary:** Insufficient carriageway space may lead to side swipe collisions, vehicle to pedestrian collisions or loss of control collisions.

Kerblines are being amended to accommodate the proposed scheme; however, no swept paths have been provided assessment. There is concern that larger vehicles such a refuse vehicle may not be able to undertake turning manoeuvres without entering the adjacent running lane or opposing carriageway or colliding with street furniture. Insufficient carriageway space could lead to sideswipe collisions, or footway overrun and potential vehicle to pedestrian collisions, or collisions with the pedestrian refuge, and possible loss of control collisions.

### RECOMMENDATION

It is recommended that the carriageway widths should be sufficient to ensure that all expected movements can be safely accommodated, where swept paths should be supplied for assessment.

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

#### **3.4.1 PROBLEM**

**Location.** Butlers Green Road mini roundabout junction with Paddockhall Road.

**Summary:** Restricted visibility could lead to vehicle to cyclist collisions.

Kerblines are being amended to accommodate the proposed scheme; however, no details relating to the pedestrian / cyclist / traffic intervisibility have been provided for assessment. There is concern that the fencing on the eastern side of the carriageway of Paddockhall Road may restrict intervisibility. Restricted intervisibility could lead to vehicle to pedestrian / cyclist collisions.

#### **RECOMMENDATION**

It is recommended that intervisibility splays are provided for assessment at Stage 2 Safety Audit, where the fence line may need to be realigned.

#### **3.4.2 PROBLEM**

**Location:** Nightingale Primary Care egress junction with Butlers Green Road.

**Summary:** Lack of pedestrian facilities could compromise pedestrian safety.

There is no pedestrian crossing point across the proposed junction mouth, where this is likely to be a pedestrian desire line. This may present difficulties particularly for the blind, and visually and mobility impaired pedestrians, which may lead to pedestrian trips and falls.

#### **RECOMMENDATION**

It is recommended that a pedestrian crossing point including drop kerbs and tactile paving should be provided at the access or that a Copenhagen type crossing should be provided.

#### **3.4.3 PROBLEM**

**Location.** Proposed pedestrian crossing, A272 sewage treatment works.

**Summary:** Restricted visibility could lead to vehicle to pedestrian collisions.

Details relating to the pedestrian / traffic intervisibility splays at the crossing have been provided for assessment. However, there is concern that vegetation / hedgerow may restrict intervisibility. Restricted intervisibility could lead to vehicle to pedestrian collisions.

#### **RECOMMENDATION**

It is recommended that the hedgerow should be cut back and periodically maintained to retain visibility.

#### 3.4.4 PROBLEM

**Location:** Proposed shared use footway / cycleway on roads with 40mph+ speed limits.

**Summary:** High speed road and lack of buffer zone could lead to vehicle to cyclist collisions.

Whilst the width of the proposed shared use footway / cycleway has been specified, no buffer is proposed. There is concern that without a buffer between the high-speed roads and the shared use route, cyclists may be intimidated and may be susceptible to being struck by passing vehicles.

#### RECOMMENDATION

It is recommended that a buffer of a minimum 0.5m should be applied between the shared use route and the high-speed roads.

#### 3.4.5 PROBLEM

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

**Summary:** Existing street furniture and trees could lead to cyclist loss of control collisions.

A shared use footway / cycleway is proposed. There is existing street furniture, vegetation and trees along the route that lies within the proposed shared route, whose presence may reduce the effective width of the footway. This could lead to cyclists colliding with street furniture or trees, leading to cyclists' loss of control collisions.

#### RECOMMENDATION

It is recommended that street furniture is located to the rear of the footway, that tree canopies and vegetation should be cut back and that matures trees should have a reflective banding.

### 3.5 Road Signs, Carriageway Markings and Lighting

#### 3.5.1 PROBLEM

**Location:** Proposed Parallel 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 Parallel crossing. Pedestrians and cyclists could attempt to cross and suddenly appear from the dark areas 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.

#### **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

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## **APPENDIX A**

List of Drawings and other information submitted for auditing:

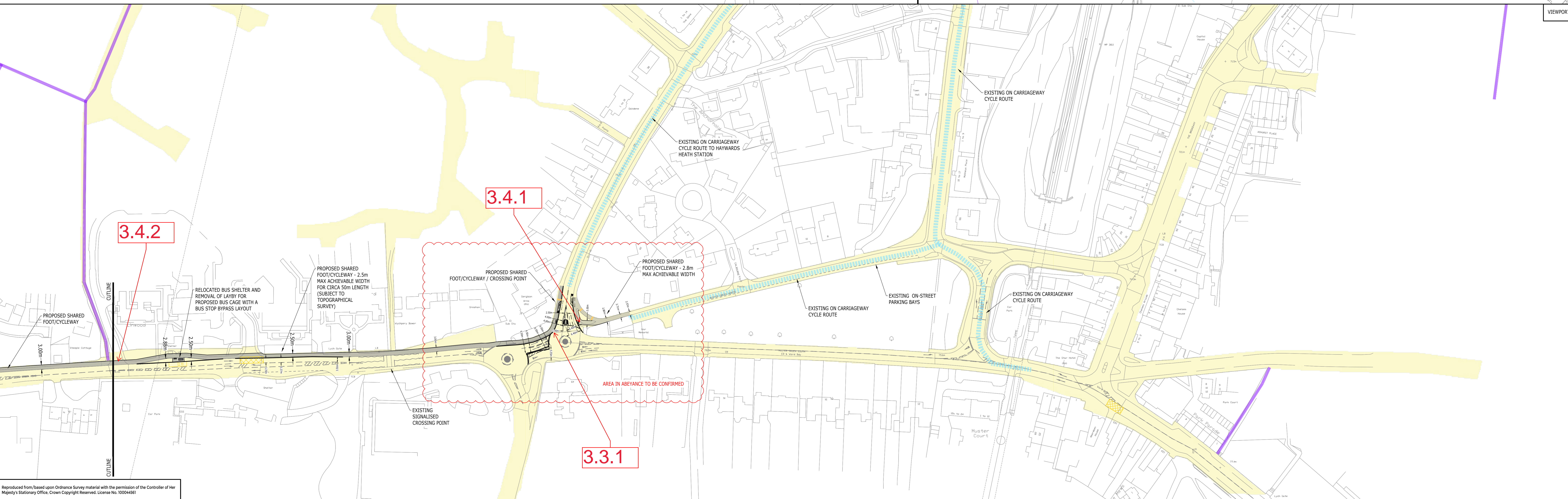
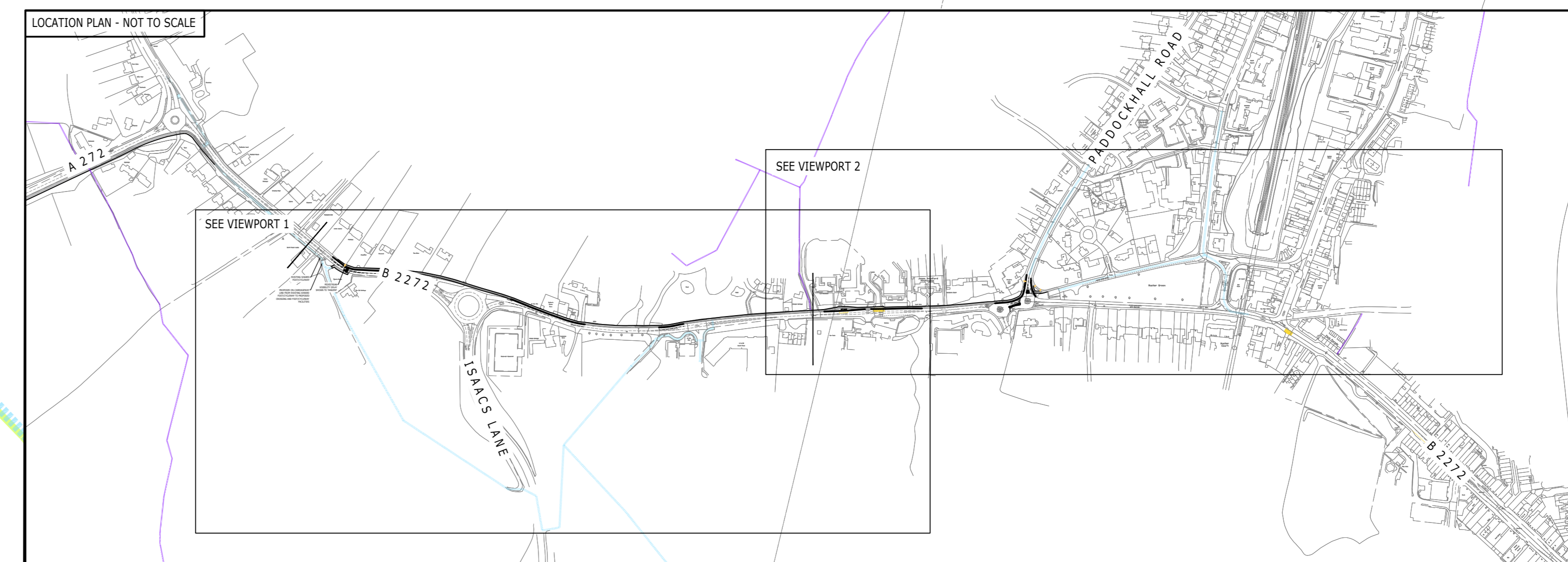
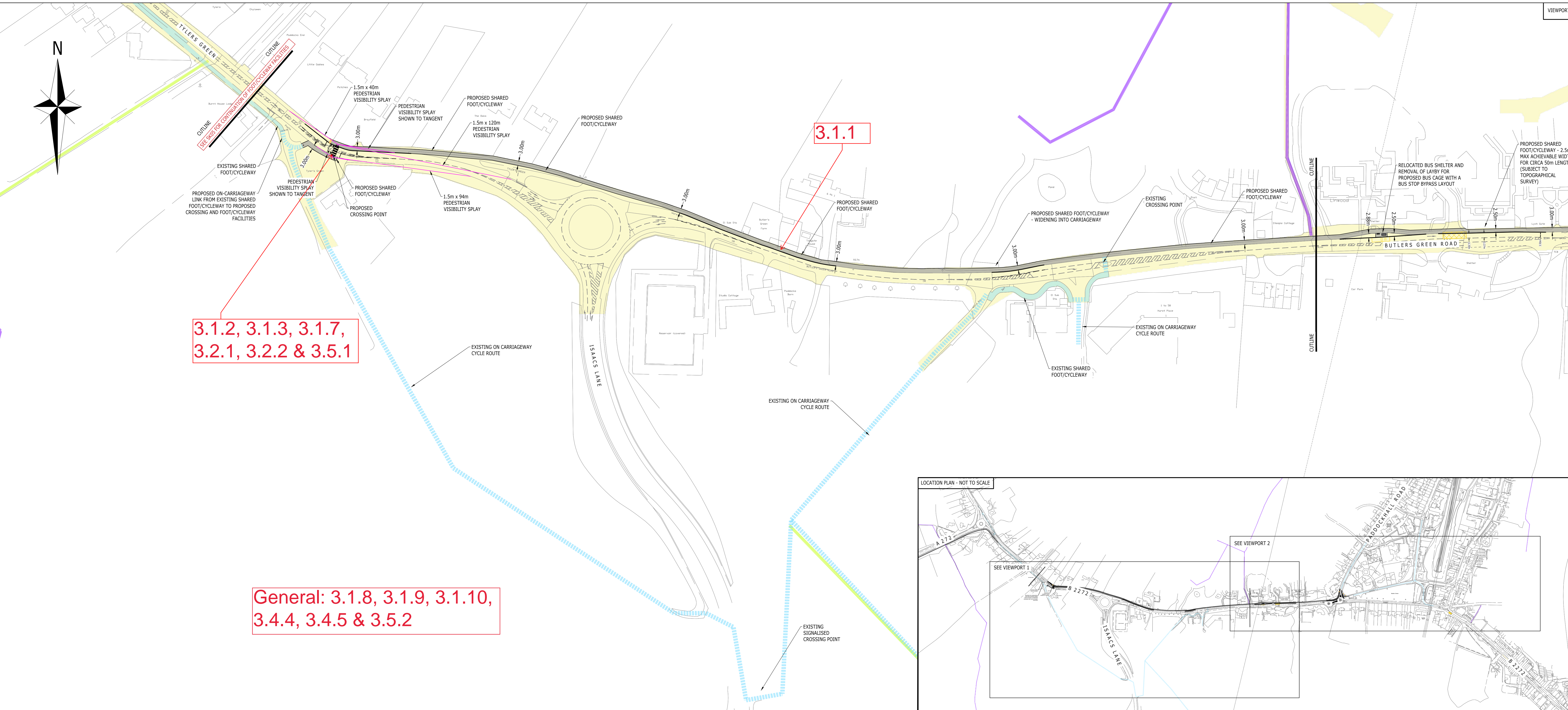
<b>Drawing Number</b>	<b>Title</b>
2207280-SK05.1	Cycle Route Improvement Plan, (Sheet 1)
2207280-SK05.1 A	Cycle Route Improvement Plan, (Sheet 2)

### **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).



**VIEWPORT 1**

**NOTES:**  
 DESIGN SUBJECT TO TOPOGRAPHICAL SURVEY, LAND OWNERSHIP / CONSTRAINTS INFORMATION, ECOLOGY INFORMATION, ARCHAEOLOGICAL SURVEY, SPEED SURVEYS, SWEEP PATHS AND HIGHWAYS AGREEMENT.

**KEY:**

- PROPOSED FOOT/CYCLEWAY
- EXISTING FOOT/CYCLEWAY
- HIGHWAY BOUNDARY TRANSCRIBED FROM WEST SUSSEX RECORDS
- PROW FOOTPATH TRANSCRIBED FROM WSSC RECORDS
- PROW BROADWAY TRANSCRIBED FROM WSSC RECORDS
- PROPOSED ROAD MARKINGS
- EXISTING ROAD MARKINGS
- PEDESTRIAN VISIBILITY SPLAY

A	MINOR AMENDMENTS	ADD	REV	CHK	APP	DATE
Rev	Description	Drn	Chk	App	Date	

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**Client:** FAIRFAX ACQUISITIONS LTD

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

**Drawing Title:** CYCLE ROUTE IMPROVEMENT PLAN (SHEET 2)

AO Scale	Date	Designed by
1:1000	15.06.23	DV
Drawn by	Checked by	Approved by
DV	DV	DH
Drawing Number	2207280-SK05.1	

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**Designers Response Appendix B**

**M&S Traffic Response**

## David Howson

---

**From:** martin.morris <martin.morris@mstraffic.co.uk>  
**Sent:** 25 October 2023 16:13  
**To:** David Howson  
**Cc:** bryan.shawyer; Jamie Symington; Dan Vallance  
**Subject:** RE: Ansty - Designers Response 2nd draft - A272 cycle 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

Many thanks for these our comments are as follows:

- 3.1.1 Noted and accepted.
- 3.1.2 Noted.
- 3.1.3 Noted and accepted.
- 3.1.4 Noted and accepted.
- 3.1.5 Noted.
- 3.1.6 Noted.
- 3.1.7 Noted and accepted.
- 3.1.8 Noted and accepted.
- 3.1.9 Noted and accepted.
- 3.1.0 Noted and accepted.
- 3.2.1 Noted and accepted.
- 3.2.2 Noted and accepted.
- 3.2.3 Noted and accepted.
- 3.2.4 Noted and accepted.
- 3.3.1 Noted and accepted.
- 3.4.1 Noted and accepted.
- 3.4.2 Noted and accepted.
- 3.4.3 Noted and accepted.
- 3.4.4 Noted and accepted.
- 3.4.5 Noted and accepted.
- 3.5.1 Noted and accepted.
- 3.5.2 Noted and accepted.

Kind regards

Martin

---

**From:** David Howson <[dhowson@ardent-ce.co.uk](mailto:dhowson@ardent-ce.co.uk)>  
**Sent:** Tuesday, October 24, 2023 5:37 PM  
**To:** martin.morris <[martin.morris@mstraffic.co.uk](mailto:martin.morris@mstraffic.co.uk)>; bryan.shawyer <[bryan.shawyer@mstraffic.co.uk](mailto:bryan.shawyer@mstraffic.co.uk)>  
**Cc:** Jamie Symington <[jsymington@ardent-ce.co.uk](mailto:jsymington@ardent-ce.co.uk)>; Dan Vallance <[dvallance@ardent-ce.co.uk](mailto:dvallance@ardent-ce.co.uk)>  
**Subject:** Ansty - Designers Response 2nd draft - A272 cycle 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

<image001.png>

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**T** | 01473 407321 **E** | [dhowson@ardent-ce.co.uk](mailto:dhowson@ardent-ce.co.uk)

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<image002.png>

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