

ANSTY GARDEN COMMUNITY,

WEST SUSSEX

DESIGNERS RESPONSE

REPORT REF NO. 2207280-R16A

PROJECT NO. 2207280

MAY 2025

HEAD OFFICE (LONDON): 3rd Floor, The Hallmark Building, 52-56 Leadenhall Street, London, EC3M 5JE **T** | 020 7680 4088

SUFFOLK: Suffolk Enterprise Centre, 44 Felaw Street, Ipswich, IP2 8SJ **T** | 01473 407 321

ESSEX: 1 - 2 Crescent Court, Billericay, Essex, CM12 9AQ **T** | 01277 657 677

NOTTINGHAM: Office 3, Garage Studios, 41-43 St Mary's Gate, Lace Market, Nottingham, NG1 1PU **T** | 0115 697 0940

KENT: Suite 10, Building 40, Churchill Business Centre, Kings Hill, Kent, ME19 4YU **T** | 01732 752 155

BRISTOL: Temple Studios, Temple Gate, Bristol, BS1 6QA **T** | 0117 456 4994

EDINBURGH: 4-5 Lochside Way Edinburgh EH12 9DT **T** | 0131 516 8111

MANCHESTER: Chancery Place, 50 Brown Street, Manchester, M2 2JG **T** | 020 7680 4088

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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	DH	26/10/2023
A	Draft for M&S Approval	SG	DH	Draft	11/02/2025
A	Draft for WSCC Agreement	DH	KM	DH	29/04/2025
A	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 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-SK05H / SK05.1H** – Cycle Route Improvement Plan

2.0 DESIGNERS RESPONSE TO STAGE 1 ROAD SAFETY AUDIT**Table 2.1 Project Details**

Report title:	Designers Response to Stage 1 Road Safety Audit – A272 Cycle Scheme
Date:	May 2025
Document reference and revision:	2207280-R16A
Prepared by:	Ardent Consulting Engineers
On behalf of:	Fairfax Acquisitions Ltd

Table 2.2 Authorisation Sheet

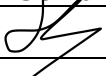

Project:	Ansty Garden Community
Report title:	Designers Response to Stage 1 Road Safety Audit – A272 Cycle Scheme
Prepared by	
Name:	Jamie Symington
Position:	Senior Transport Planner
Signed:	
Organisation:	Ardent Consulting Engineers
Date:	16/05/2025
Approved by	
Name:	David Howson
Position:	Associate Director
Signed:	
Organisation:	Ardent Consulting Engineers
Date:	16/05/2025

Table 2.3 Key Personnel

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

Table 2.4 Road Safety Audit Decision Log

RSA problem	RSA recommendation	Design Organisation response	Overseeing Organisation response	Agreed RSA action
<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 be resurfaced and levelled.</p>	<p>Agree. 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>Details of levels and gradients to be provided at detailed design</p>	<p>Details of levels and gradients to be provided at detailed design</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 Toucan crossing. Should there be a lack of usage then alternative crossing facilities should be examined.</p>	<p>Disagree. 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>A PV2 assessment has been undertaken to assess the need for a signalised crossing and it would meet the threshold.</p>	<p>No further action at this stage.</p>
<p>3.1.3 High approach speeds could lead to vehicle to pedestrian / cyclist collisions.</p> <p>No traffic survey information was provided for assessment, where this section of Tylers Green has a 40mph speed restriction and observed free flow speeds were moderate to high. Excessive speeds on the approaches to the crossing may affect the safe operation of the crossing and could lead to vehicles not being able to stop, increasing the risk of vehicle to pedestrian / cyclist collisions</p>	<p>It is recommended that the 85th percentile speeds be checked to see if speed discrimination or speed assessment equipment is required.</p>	<p>Agree. The crossing is located on a bend that would require vehicles to slow, whilst the approach to the crossing is off the adjacent roundabout and involves a bend. As such it is anticipated that approach speeds will be below the posted speed limit and hence the 120m visibility splays shown will be robust. This can be reviewed and further information provided for Stage 2 Safety Audit as necessary.</p>	<p>Speed surveys to be undertaken prior to stage 2 RSA and speed discrimination or speed assessment equipment to be provided if necessary.</p>	<p>Speed surveys to be undertaken prior to RSA2 and speed discrimination or speed assessment equipment to be provided if necessary.</p>

<p>or rear end shunts, in the event if sudden braking.</p>				
<p>3.1.4 Barrier terminal may increase severity of a loss of control collision.</p> <p>To the east 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>Agree. 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>Details of VRS provision to be provided at detailed design.</p>	<p>Details of VRS provision to be provided at detailed design.</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>Disagree. The proposed crossing has been designed in accordance with relevant guidance and standards to ensure potential pedestrian use of the proposed facilities</p>	<p>The crossing has been provided to provide a connection between the application site and Cuckfield and would be suitable for future demands.</p>	<p>No further action at this stage.</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>is clearly visible to other road users. 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 / cyclist 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 / cyclist 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 suitable speed reduction measures should be employed in advance of the crossing.</p>	<p>Agree. 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, meaning the crossing will be visible even to a vehicle approaching at the posted speed limit. A toucan crossing can be provided if necessary. Advanced warning signage informing of a crossing ahead will be incorporated as necessary, and the design reviewed utilising speed surveys as necessary with these details presented for RSA2.</p>	<p>Might be worth undertaking a speed survey to inform design...</p>	<p>Speed surveys to be completed and suitable speed reduction / advanced warning signage to be incorporated and presented for RSA2.</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 crossing.</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 will be provided and details of PSV values to be provided at detailed design stage.</p>
<p>3.1.8 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 Toucan 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 crossing.</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 will be provided and details of PSV values to be provided at detailed design stage.</p>

<p>3.1.9 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>Agree. Drainage details will be provided for Stage 2 Safety Audit.</p>	<p>Drainage details to be provided at detailed design.</p>	<p>Drainage details to be provided at detailed design.</p>
<p>3.1.10 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>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 will be provided and details of PSV values to be provided at detailed design stage.</p>

<p>3.1.11 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>Disagree. 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>Kerbing to accord with WSCC requirements and details provided at detailed design.</p>	<p>Kerbing to accord with WSCC requirements and details provided at detailed design.</p>
<p>3.1.12 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 PSV on the approaches to the signalised 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 crossing.</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 will be provided and details of PSV values to be provided at detailed design stage.</p>

<p>3.13 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 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 crossing.</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 will be provided and details of PSV values to be provided at detailed design stage.</p>
<p>3.1.14 Insufficient construction detail on raised tables could lead to loss of control collisions.</p> <p>No details of the ramp profiles or height of the hump have been provided for assessment. There is concern that if the height is outside normal ranges, this could lead loss of control collisions, though is recognised that vehicle speeds are likely to be low.</p>	<p>It is recommended that ramp profiles should be within normal accepted ranges.</p>	<p>Agree. Ramp profiles and hump heights will be designed to WSCC standards. Ramp profiles will be provided for Stage 2 Audit.</p>	<p>Remp profiles and height of humps to be provided at detailed design.</p>	<p>Remp profiles and height of humps to be provided at detailed design.</p>

<p>3.1.15 Ponding could lead to loss of control collisions.</p> <p>A raised table is proposed; however, the ramps may be a barrier to surface water drainage and could lead to the creation of a low spot. A low spot could lead to ponding and possible loss of control of collisions, particularly in wet or icy conditions, though it is recognised that vehicle speeds are likely to be low.</p>	<p>It is recommended that suitable drainage should be provided.</p>	<p>Agree. Drainage details will be provided for Stage 2 Safety Audit.</p>	<p>Drainage details to be provided at detailed design</p>	<p>Drainage details to be provided at detailed design</p>
<p>3.2.1 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 Stopping Sight Distance (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</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>Agree. As shown on ACE Drawing 2207280-SK05H 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>Visibility splays to be provided in line with future posted speed limit.</p>	<p>Visibility splays to be provided in line with future posted speed limit.</p>

<p>collisions or rear end shunts, in the event of sudden braking.</p>				
<p>3.2.2 Insufficient SSD could lead to vehicle to pedestrian / cyclist collisions or rear end shunts.</p> <p>SSDs have been provided for assessment, 215m at the national speed limit for the stop line and 120m, equivalent to 40mph to the crossing areas. 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>It is recommended that the SSD should be recalculated based on the 85th speed and provided for assessment.</p>	<p>Disagree. As shown on ACE Drawing 2207280-SK05H 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.</p> <p>Given vehicles on the eastern approach to the roundabout are required to give way to vehicles on the roundabout, approach speeds to the crossing will be below the posted speed limit.</p> <p>Further details will also be provided for Stage 2 Audit.</p>	<p>Visibility splays to be provided in line with future posted speed limit.</p>	<p>Visibility splays to be provided in line with future posted speed limit.</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>Agree. Full intervisibility splays will be provided for Stage 2 Safety Audit.</p>	<p>Intervisibility splays to be provided in line with future posted speed limit.</p>	<p>Full intervisibility splays will be provided for Stage 2 Safety Audit.</p>
<p>3.4.2 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>Agree. Hedgerow and vegetation will be cut back, and periodically maintained to ensure adequate visibility.</p>	<p>Visibility splays to be cut back and maintained.</p>	<p>Visibility splays to be cut back and maintained.</p>

<p>3.4.3 Existing street furniture and trees could lead to cyclist loss of control collisions.</p> <p>Shared use footway / cycleways are proposed. There is existing street furniture, utility poles, 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>Agree. It has been noted on ACE Drawings 2207280-SK05H / SK05.1H 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>Street Furniture to be located to the back of footway, vegetation trimmed and mature trees to receive reflective banding.</p>	<p>Street Furniture to be located to the back of footway, vegetation trimmed and mature trees to receive 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>Agree. It has been noted on ACE Drawing 2207280-SK05H / SK05.1H 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>	<p>Street lighting details to be provided at detailed design.</p>	<p>Street lighting details to be provided at detailed design.</p>

<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>Agree. Signage details will be provided for Stage 2 Safety Audit.</p>	<p>Signage details to be provided at detailed design.</p>	<p>Signage details to be provided at detailed design.</p>
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Table 2.5 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:	David Howson
Signed	
Position:	Associate Director
Organisation:	Ardent Consulting Engineers
Date:	16/05/2025

Table 2.6 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:	Stephen Gee
Signed:	
Position:	Principal Planner (Highways)
Organisation:	West Sussex County Council Highways
Date:	15/05/2025

Designers Response

Drawings

VIEWPORT 1

NOTES:

DESIGN SUBJECT TO HIGHWAY BOUNDARY, LAND OWNERSHIP / CONSTRAINTS INFORMATION, ECOLOGY INFORMATION, ARBORICULTURAL 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.

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.

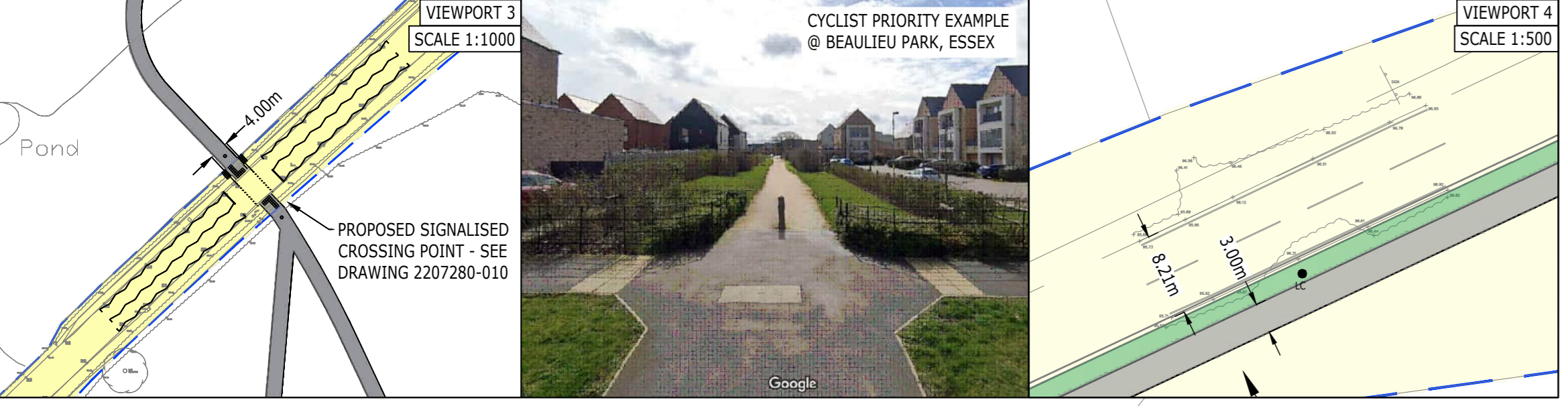
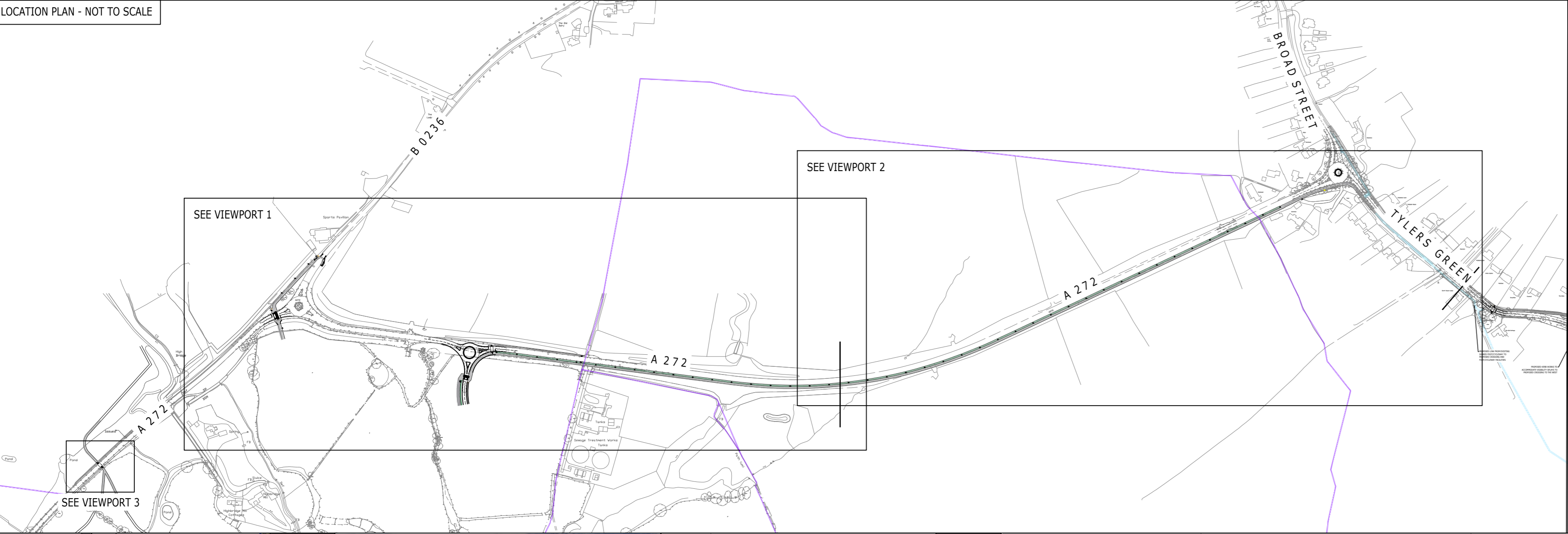
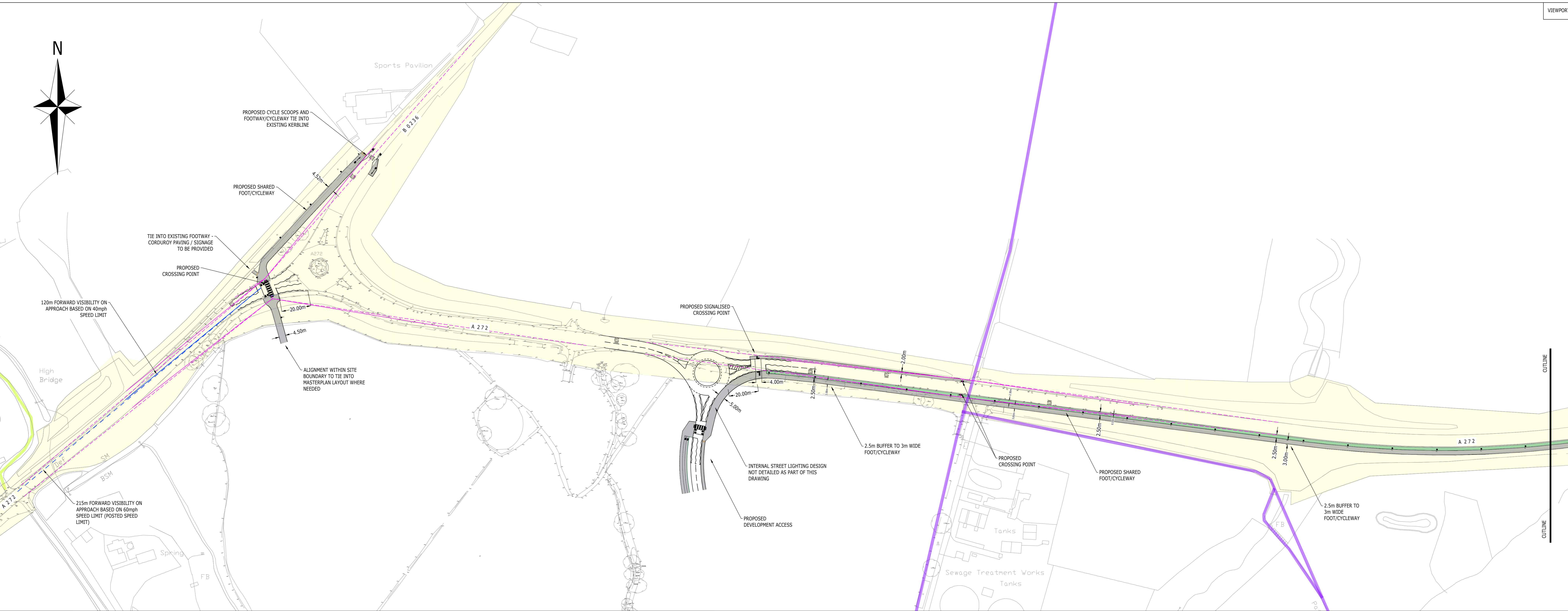
SIGNAGE TO BE IN ACCORDANCE WITH TSRGD AND LTN 1/20 STANDARDS.

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

STREET LIGHTING LOCATIONS ARE SHOWN INDICATIVELY AND ARE SUBJECT TO INPUT FROM LIGHTING AND ECOLOGY CONSULTANTS

INTERNAL LIGHTING DESIGN NOT DETAILED ON THIS DRAWING

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



WORK IN PROGRESS
DRAFT

Rev	Description	Drn	Chk	App	Date
H	UPDATED FOLLOWING EMAIL FROM WSCC	AD	JS	DH	08.10.24
C	UPDATED FOLLOWING MEETING WITH WSCC	BT	JS	KW	23.08.24
F	TOPOGRAPHICAL SURVEY INFORMATION ADDED	BT	JS	KW	23.08.24
E	LIGHTING COLUMNS ADDED	BT	JS	KW	21.06.24
D	CYCLE SCOOPS ADDED AT WSCC REQUEST	BT	JS	DW	30.05.24
C	UPDATED FOLLOWING WSCC COMMENTS	DV	DV	DH	23.02.24
B	UPDATED FOLLOWING STAGE 1 RISK COMMENTS	DV	DV	DH	18.02.23
A	AMENDMENTS TO PROPOSED CYCLE LANES ON B0236 ROAD	AOS	JS	DH	27.09.23

ARDENT CONSULTING ENGINEERS

Third Floor
The Helix Building
52-56 Leadenhall Street
London
EC3M 5JE

Tel: 020 7680 4088
Web: www.ardent-ce.co.uk
E-mail: enquiries@ardent-ce.co.uk

Client: **FAIRFAX ACQUISITIONS LTD**

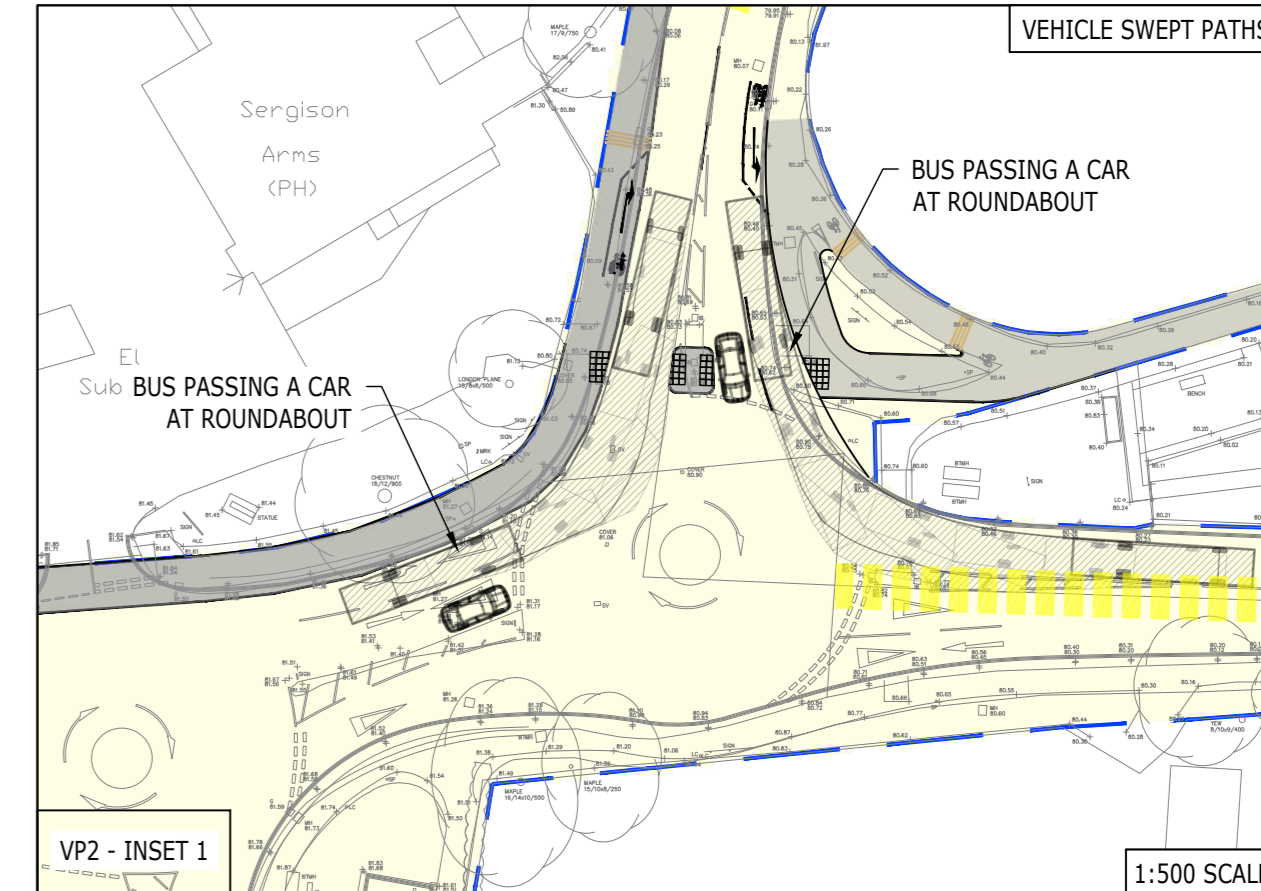
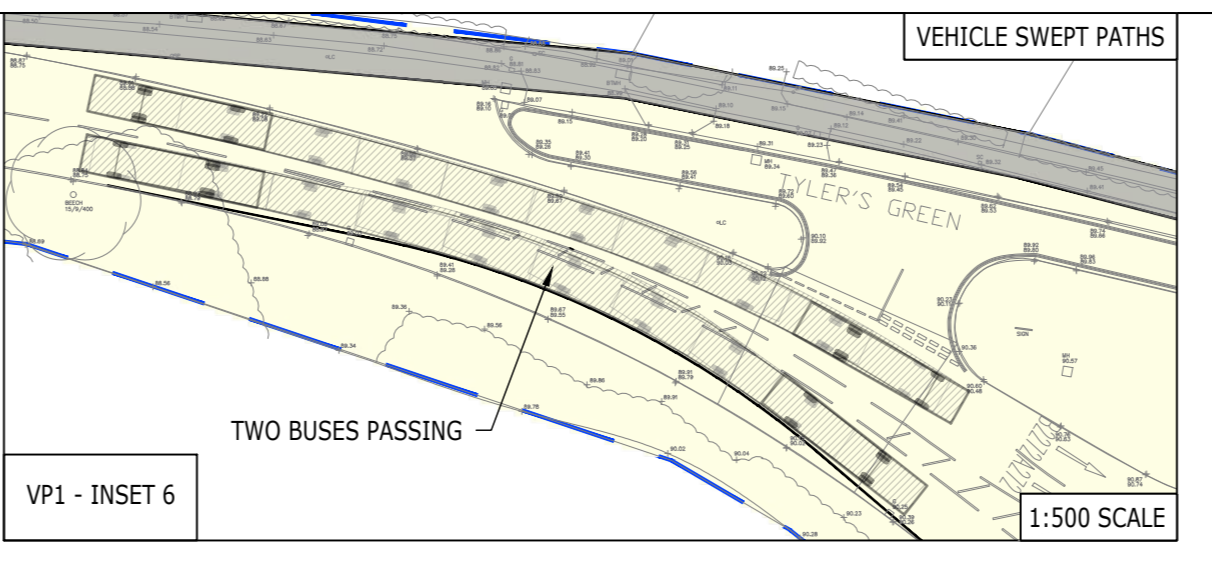
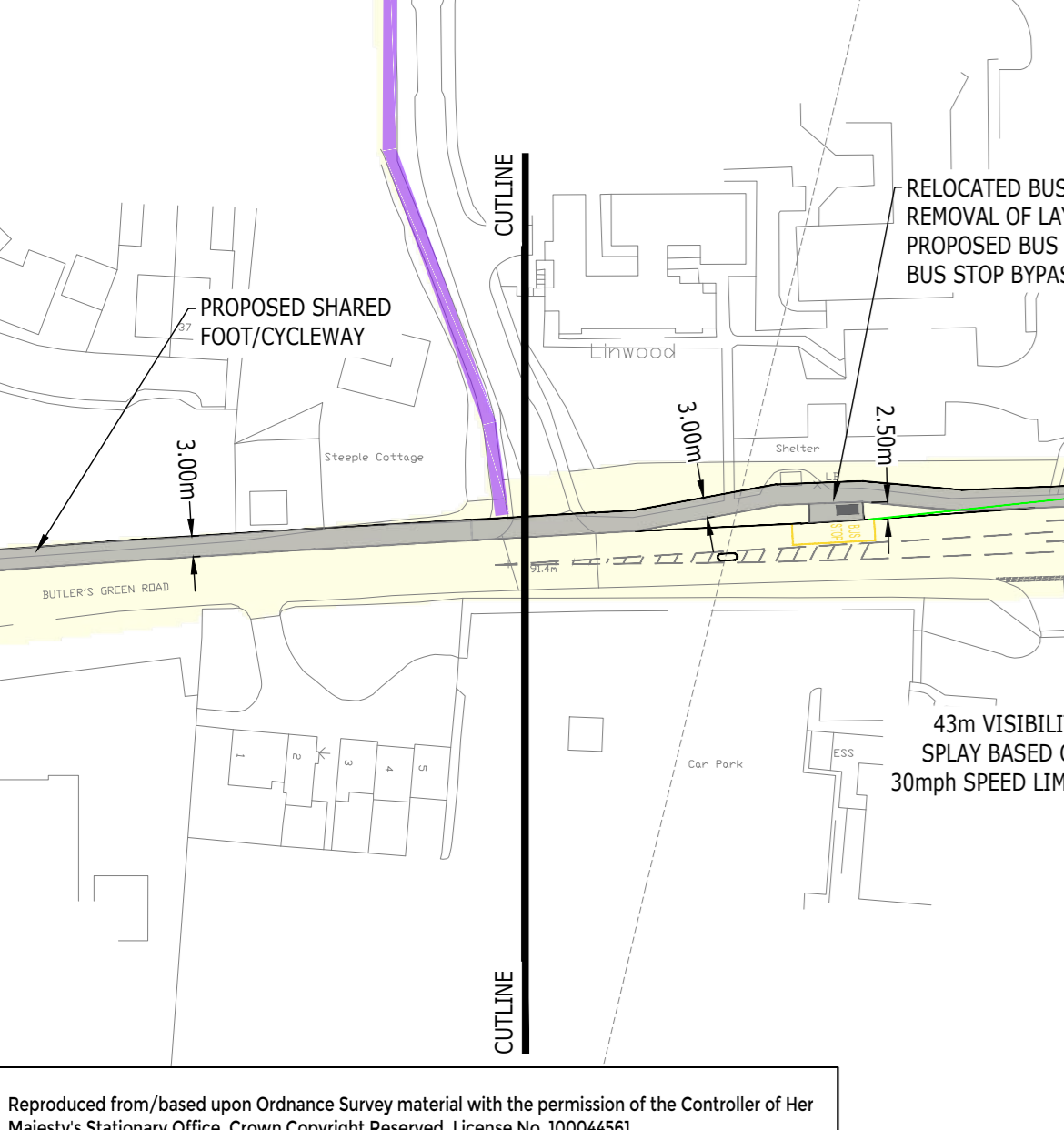
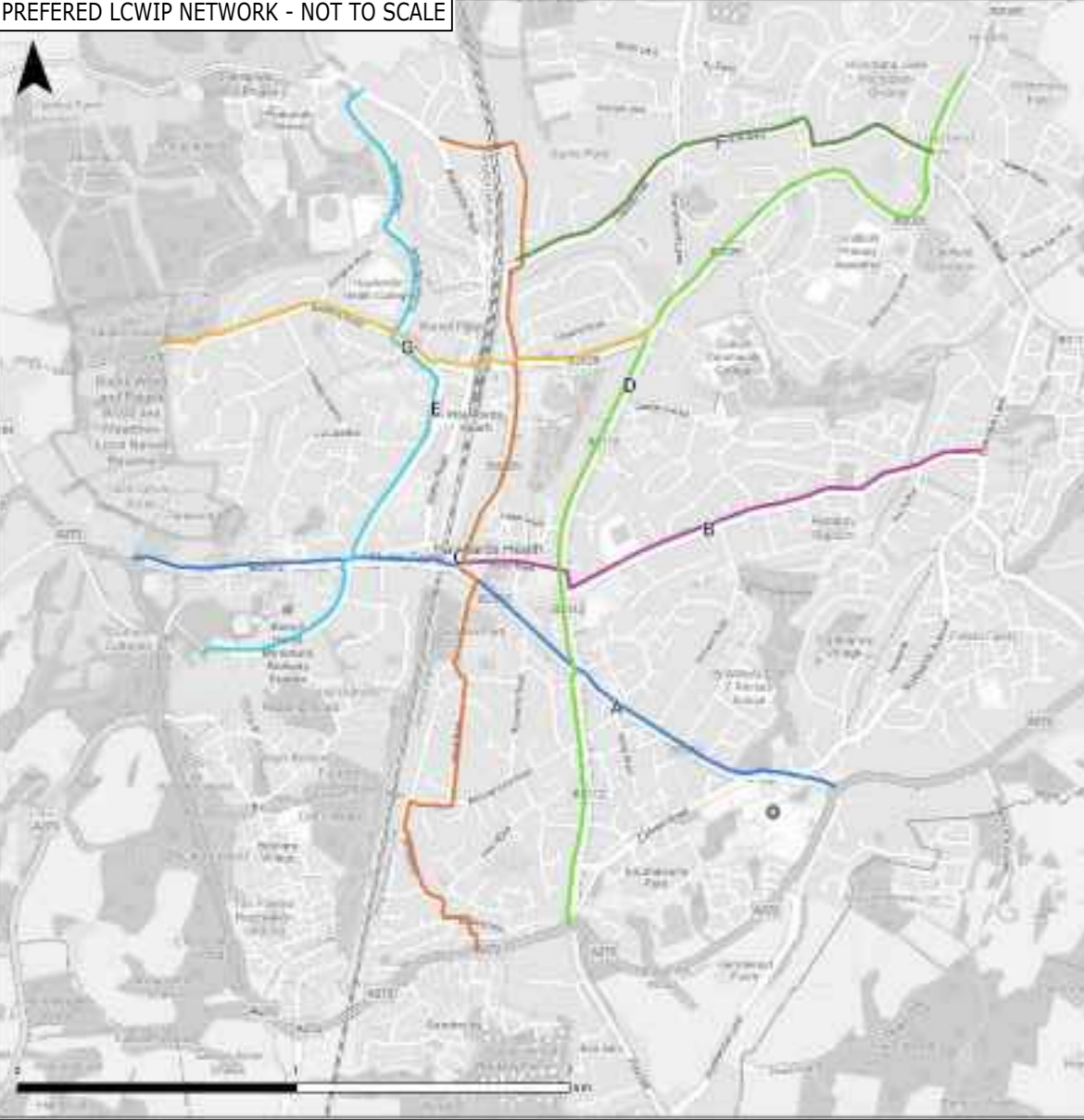
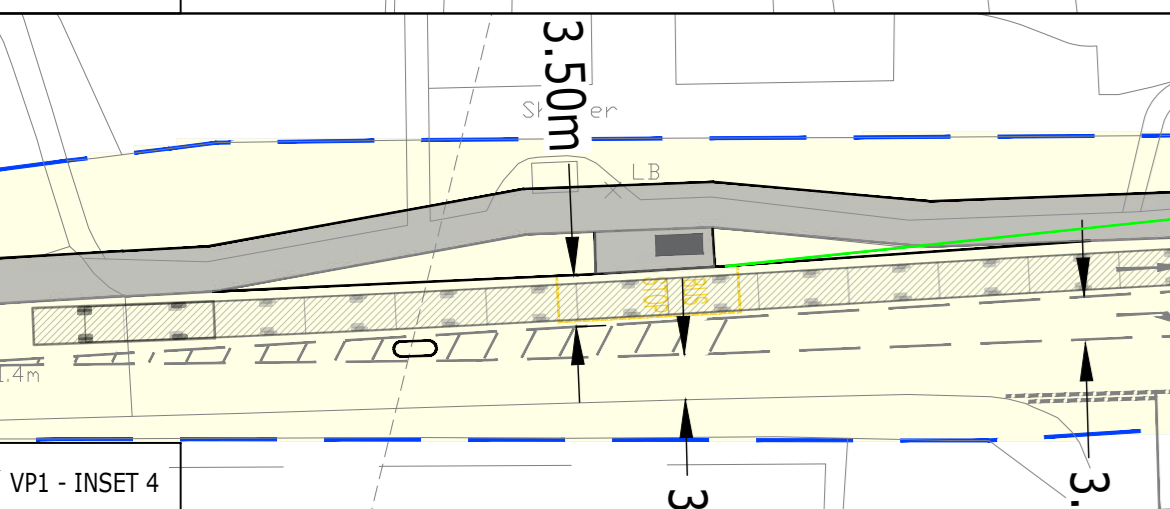
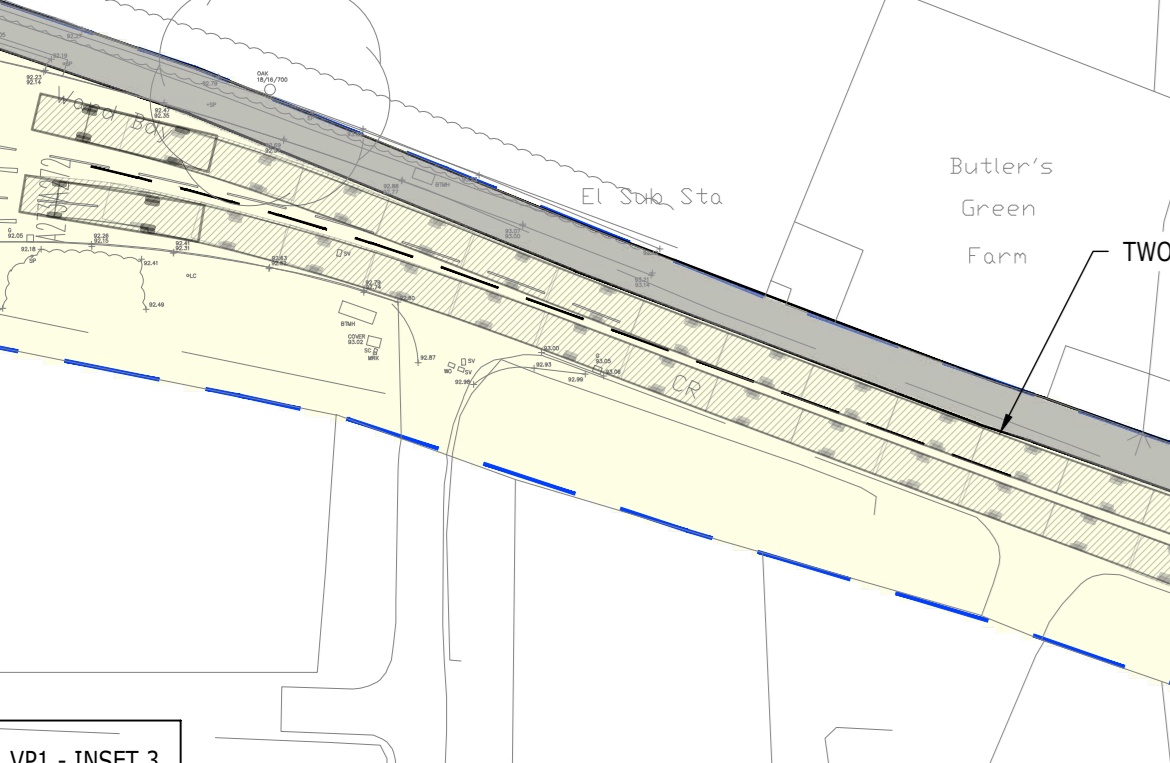
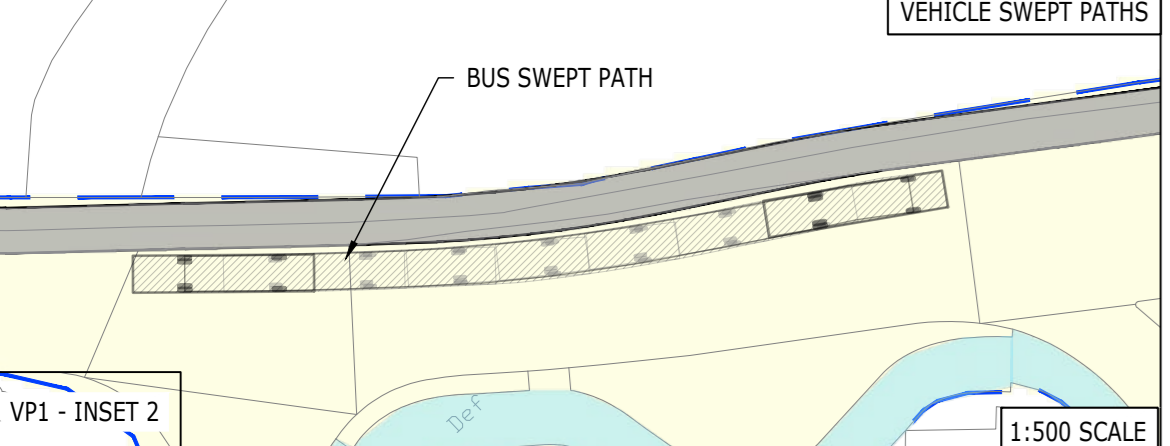
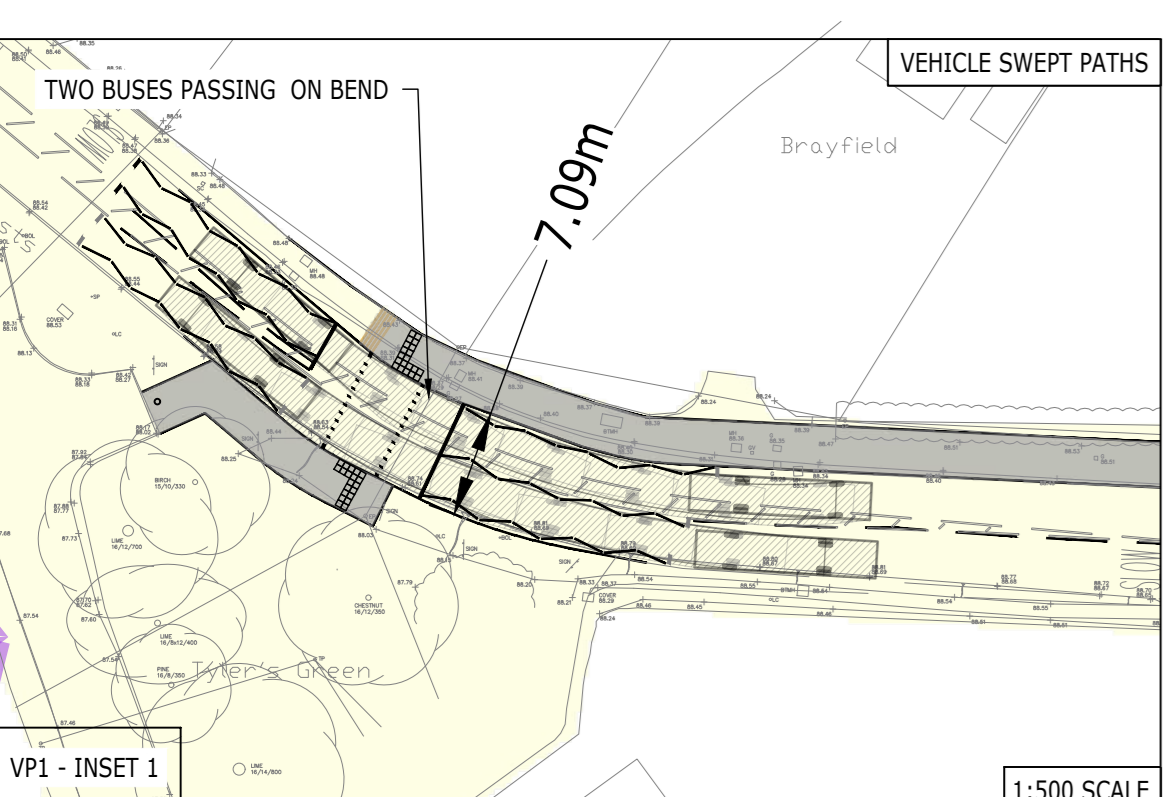
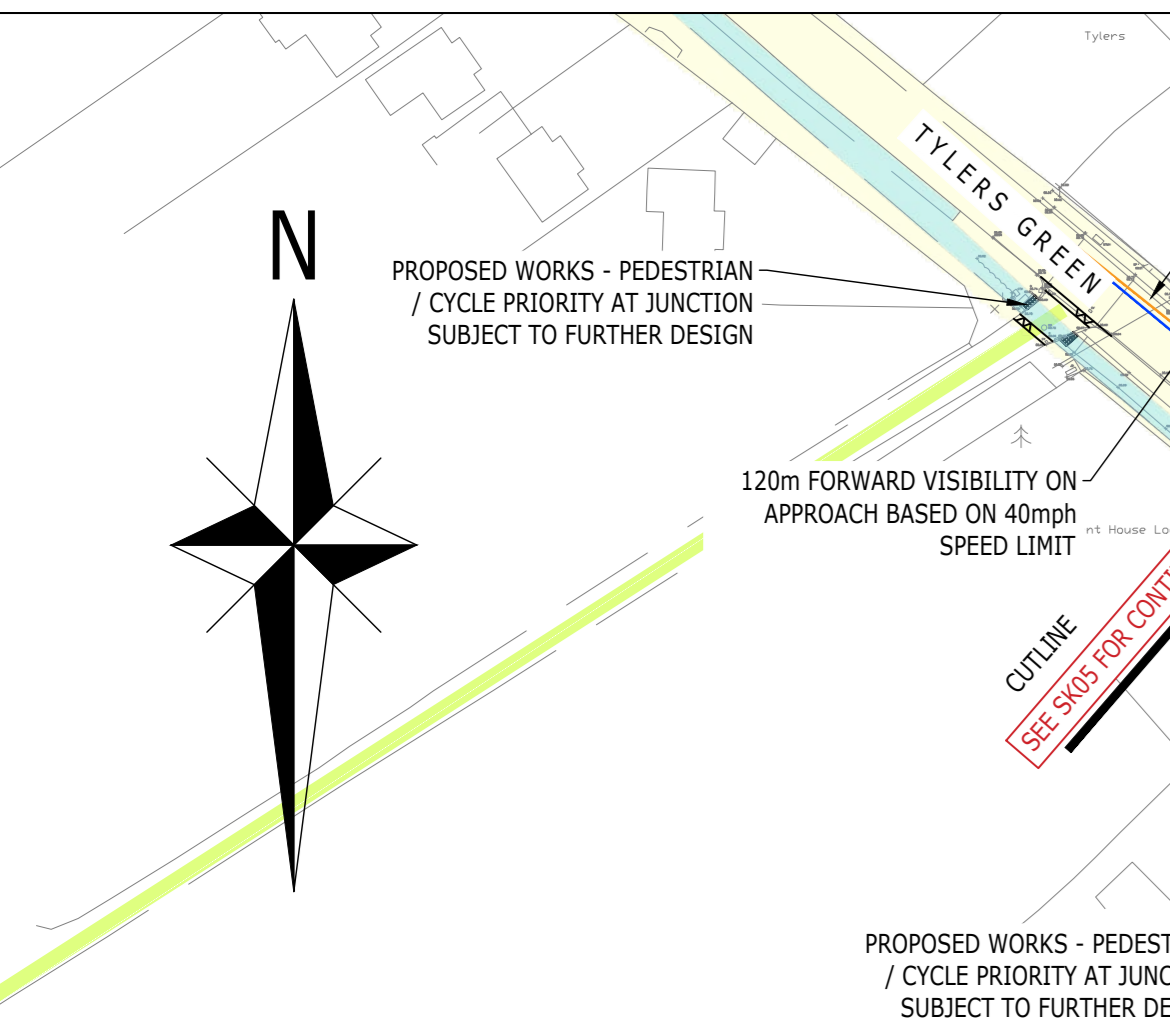
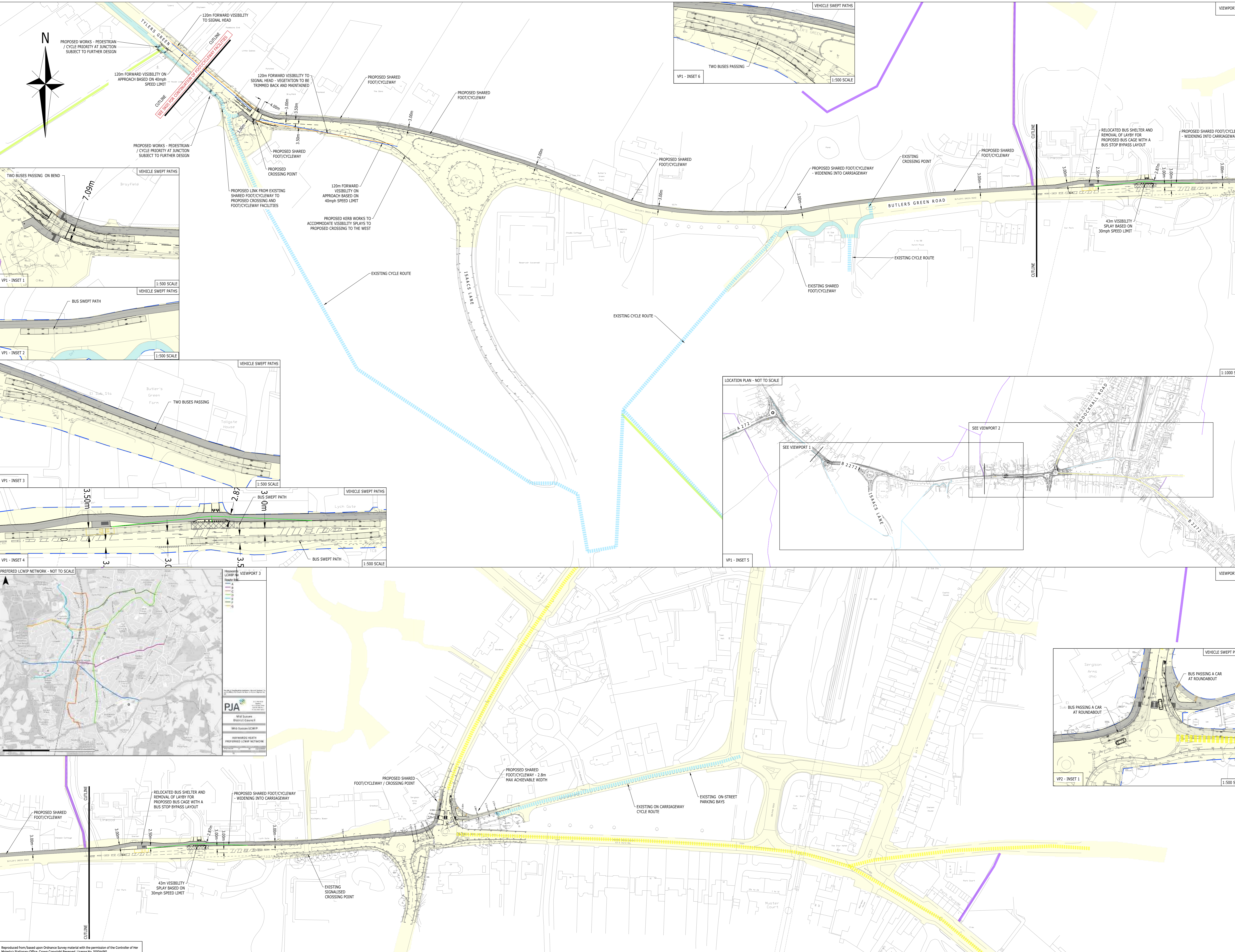
Project Title: **LAND AT ANSTY FARM, MID SUSSEX**

Drawing Title: **CYCLE ROUTE IMPROVEMENT PLAN (SHEET 1)**

AO Scale: 1:1000	Date: 07.06.23	Designed by: DV
Drawn by: DV	Checked by: DV	Approved by: DH

Drawing Number: **2207280-SK05** Rev: **H**

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NOTES:
 DESIGN SUBJECT TO HIGHWAY BOUNDARY, LAND OWNERSHIP / CONSTRAINTS INFORMATION, ECOLOGY INFORMATION, ARBORICULTURAL 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.
 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 TRSDG AND LTN 1/20 STANDARDS.
 ANY STREET FURNITURE TO BE RELOCATED IS TO BE POSITIONED TO THE BACK OF THE FOOT/CYCLEWAY.
 INTERNAL LIGHTING DESIGN NOT DETAILED ON THIS DRAWING

- KEY:**
- PROPOSED FOOT/CYCLEWAY
 - EXISTING OFF-CARRIAGEWAY FOOT/CYCLEWAY
 - HIGHWAY BOUNDARY TRANSCRIBED FROM WSCC RECORDS
 - PROW FOOTPATH TRANSCRIBED FROM WSCC RECORDS
 - PROW BRIDLEWAY TRANSCRIBED FROM WSCC RECORDS
 - PROPOSED ROAD MARKINGS
 - EXISTING ROAD MARKINGS
 - PEDESTRIAN VISIBILITY SPAY
 - FORWARD VISIBILITY SPAY BASED ON 40mph SPEED LIMIT
 - LCWIP PREFERRED CYCLE ROUTE
 - EXISTING CYCLE ROUTE
 - 120m FORWARD VISIBILITY
 - 2.4m X 43m VISIBILITY

VEHICLE SPECIFICATION:

Single Deck Bus	11.950m
Overall Length	12.400m
Overall Width	2.550m
Overall Body Height	3.000m
Min. Body Ground Clearance	0.300m
Load to Deck Height	2.300m
Load to Kers	2.500m
Kerb to Kers Turning Radius	10.358m

Rev	Description	Drawn	Checked	Appr	Date
H	UPDATED FOLLOWING EMAIL FROM WSCC	HP	DS	DH	08.10.24
G	UPDATED FOLLOWING MEETING WITH WSCC	BT	DS	KM	28.08.24
F	TOPOGRAPHICAL SURVEY INFORMATION ADDED	BT	DS	KM	23.08.24
E	LIGHTING COLUMNS ADDED	BT	DS	KM	21.06.24
D	CYCLE SCOPES ADDED AT WSCC REQUEST	BT	DS	DH	30.05.24
C	UPDATED FOLLOWING WSCC COMMENTS	DV	DV	DH	23.02.24
B	UPDATED FOLLOWING STAGE 1 ISA COMMENTS	DV	DV	DH	18.10.23
A	MINOR AMENDMENTS	AOS	KM	DH	29.09.23

ARDENT CONSULTING ENGINEERS

Third Floor
 The Helix Building
 52-56 Leadenhall Street
 London
 EC3M 5JE

Tel: 020 7680 4288
 Web: www.ardent-ce.co.uk
 E-mail: enquiries@ardent-ce.co.uk

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: **H**

Designers Response Appendix A

Stage 1 Road Safety Audit



M & S Traffic

Road Safety Audit Stage 1

Land at Ansty Farm, Mid Sussex

Shared Cycleway / Footway

Butlers Green Road / Tylers Green & A272

Haywards Heath to Cuckfield

West Sussex

Date: January 2025

Report produced for: Ardent Consulting Engineers



Report produced by: M & S Traffic

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.

Report Title:	Land At Ansty Farm, Mid Sussex (Shared Cycleway / Footway) Road Safety Audit Stage 1
Document reference:	ARD/25/2207280/CYC/1/BS
Prepared by:	M & S Traffic
On behalf of:	West Sussex County Council

Record of Issue

Revision	Prepared by: (Name)	Checked by: (Name)	Approved by (Signature)	Date Approved
1	Bryan Shawyer	Martin Morris		13 th October 2023
2	Martin Morris	Bryan Shawyer		29 th January 2025

Distribution

Organisation	Contact	Copies
Ardent Consulting Engineers	Jamie Symington	-
Ardent Consulting Engineers	David Howson	-
Ardent Consulting Engineers	Kevin Markey	-

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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 access arrangements associated with a development known as 'Land at Ansty Farm, Mid Sussex', Ansty, as below:

- The provision of a shared cycleway / footway on Butlers Green Road and 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 January 2025 and comprised an examination of the documents provided as listed in Appendix A. A joint site visit and inspection was undertaken on the 27th January 2025 between 11:30 and 16:30 hours. Weather conditions at the time varied between fine and overcast and the road surfaces were damp. Traffic flows and free flow speeds were moderate to high. There were low pedestrian flows, 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 The safety aspects of this scheme were subject to comment in October 2023 in a Stage 1 Road Safety Audit that was undertaken by M&S Traffic.
- 2.2 The Stage 1 report was supplied as part of the audit, where outstanding items from the Stage 1 report are referred to again in this report as listed below:

Item in previous Stage 1 Road Safety Audit	Item in this Stage 1 Road Safety Audit
3.1.1	3.1.1
3.1.2	3.1.2
3.1.4	3.1.4
3.1.5	3.1.5
3.1.6	3.1.6
3.1.8	3.1.9
3.1.9	3.1.10
3.1.10	3.1.11
3.2.3	3.2.1
3.2.4	3.2.2
3.4.1	3.4.1
3.4.3	3.4.2
3.4.5	3.4.3
3.5.1	3.5.1
3.5.2	3.5.2

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 be resurfaced and levelled.

3.1.2 PROBLEM

Location: Proposed Toucan 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 Toucan crossing. Should there be a lack of usage then alternative crossing facilities should be examined.

3.1.3 PROBLEM

Location: Proposed Toucan crossing on A272 Tylers Green.

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

No traffic survey information was provided for assessment, where this section of Tylers Green has a 40mph speed restriction and observed free flow speeds were moderate to high. Excessive

speeds on the approaches to the crossing may affect the safe operation of the crossing and could lead to vehicles not being able to stop, increasing the risk of vehicle to pedestrian / cyclist collisions or rear end shunts, in the event of sudden braking.

RECOMMENDATION

It is recommended that the 85th percentile speeds be checked to see if speed discrimination or speed assessment equipment is required.

3.1.4 PROBLEM

Location: A272 to the east of the sewage treatment works.

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

To the east 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 / cyclist 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 85th percentile speed is above 35mph, as otherwise this may lead to vehicle to pedestrian / cyclist 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 suitable speed reduction measures should be employed in advance of the crossing.

3.1.7 PROBLEM

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

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 crossing.

3.1.8 PROBLEM

Location: Proposed Toucan crossing on A272 Tylers Green.

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 Toucan 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 crossing.

3.1.9 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.

3.1.10 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.

3.1.11 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.

3.1.12 PROBLEM

Location:: Proposed signalised crossing on A272 east of proposed roundabout.

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 PSV on the approaches to the signalised 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 crossing.

3.1.13 PROBLEM

Location: Proposed Parallel crossing to south of proposed roundabout on A272.

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 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 crossing.

3.1.14 **PROBLEM**

Location: Butlers Green Road proposed raised table Nightingale Primary Care Centre.

Summary: Insufficient construction detail on raised tables could lead to loss of control collisions.

No details of the ramp profiles or height of the hump have been provided for assessment. There is concern that if the height is outside normal ranges, this could lead to loss of control collisions, though it is recognised that vehicle speeds are likely to be low.

RECOMMENDATION

It is recommended that ramp profiles should be within normal accepted ranges.

3.1.15 **PROBLEM**

Location: Butlers Green Road proposed raised table Nightingale Primary Care Centre.

Summary: Ponding could lead to loss of control collisions.

A raised table is proposed; however, the ramps may be a barrier to surface water drainage and could lead to the creation of a low spot. A low spot could lead to ponding and possible loss of control of collisions, particularly in wet or icy conditions, though it is recognised that vehicle speeds are likely to be low.

RECOMMENDATION

It is recommended that suitable drainage should be provided.

3.2 **Local Alignment**

3.2.1 **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 Stopping Sight Distance (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, in the event of sudden braking.

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.

3.2.2 PROBLEM

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

Summary: Insufficient SSD could lead to vehicle to pedestrian / cyclist collisions or rear end shunts.

SSDs have been provided for assessment, 215m at the national speed limit for the stop line and 120m, equivalent to 40mph to the crossing areas. 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 85th speed and provided for assessment.

3.3 Junctions

3.3.1 No Problems were identified in this category at this Stage 1 Road Safety Audit.

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: 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.

3.4.3 PROBLEM

Location: Proposed shared use footway / cycleways.

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

Shared use footway / cycleways are proposed. There is existing street furniture, utility poles, 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 Toucan and 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 Toucan and Parallel crossings. 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

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

Signed:  Date: 29/01/2025

Audit Team Member

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

Signed:  Date: 29/01/2025

M & S Traffic

Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX



+44 (0) 1634 307 498



contact@mstraffic.co.uk



www.mstraffic.co.uk

APPENDIX A

List of Drawings and other information submitted for auditing:

Drawing Number	Title
2207280-SK05 H	Cycle Route Improvement Plan, (Sheet 1)
2207280-SK05.1 H	Cycle Route Improvement Plan, (Sheet 2)

Supporting documentation:

- Stage 1 Road Safety Audit, M&S Traffic, October 2023.
- 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).

Designers Response Appendix B

M&S Traffic Response

Jamie Symington

From: bryan.shawyer <bryan.shawyer@mstraffic.co.uk>
Sent: 14 February 2025 10:57
To: David Howson
Cc: Jamie Symington; martin.morris
Subject: RE: Ansty RSA1 - DR - 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,

Thank you for your email below, where we comment as below, as there appears to be no specific location to respond in the report:

3.1.1 – Noted and accepted.
3.1.2 – Noted and accepted.
3.1.3 – Noted, review at Stage 2 Safety Audit.
3.1.4 – Noted and accepted.
3.1.5 – Noted and accepted.
3.1.6 – Noted, review at Stage 2 Safety Audit.
3.1.7 – Noted and accepted.
3.1.8 – Noted and accepted.
3.1.9 – Noted and accepted.
3.1.10 – Noted and accepted.
3.1.11 – Noted and accepted.
3.1.12 – Noted and accepted.
3.1.13 – Noted and accepted.
3.1.14 – Noted and accepted.
3.1.15 – Noted and accepted.
3.2.1 – Noted and accepted.
3.2.2 – Noted and accepted.
3.4.1 – Noted and accepted.
3.4.2 – Noted and accepted.
3.4.3 – Noted and accepted.
3.5.1 – Noted and accepted.
3.5.2 – 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

From: David Howson <dhowson@ardent-ce.co.uk>
Sent: 11 February 2025 11:35
To: bryan.shawyer <bryan.shawyer@mstraffic.co.uk>; martin.morris <martin.morris@mstraffic.co.uk>
Cc: Jamie Symington <jsymington@ardent-ce.co.uk>
Subject: Ansty RSA1 - DR - A272 cycle scheme

Hi Bryan,

Thanks again for the RSA1 of the updated A272 cycle scheme to Haywards Heath works.

Please find attached our draft Designer's Response for your review.

If you could please review and confirm that the proposed responses are suitable, that would be much appreciated.

Kind regards
David

David Howson
Associate Director

ARDENT
CONSULTING ENGINEERS

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

T | 01473 407321 E | dhowson@ardent-ce.co.uk
Suffolk Enterprise Centre | Felaw Maltings | 44 Felaw Street | Ipswich IP2 8SJ

London | Edinburgh | Essex | Kent | Midlands | South West | **Suffolk**



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