

# Fairbridge Way, Burgess Hill – Pedestrian and Cycle Access

Stage 1/2 Road Safety Audit

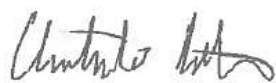
Homes England

Project number: 60610807  
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08 June 2026

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## Revision History

| Revision | Revision date | Details                         | Authorised | Name        | Position          |
|----------|---------------|---------------------------------|------------|-------------|-------------------|
| P01      | 05/06/2026    | First issue for Client approval | MRW        | Mark Watson | Regional Director |
| P02      | 08/06/2026    | Final issue for Client approval | MRW        | Mark Watson | Regional Director |
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# 1. Introduction

## 1.1 Project Details

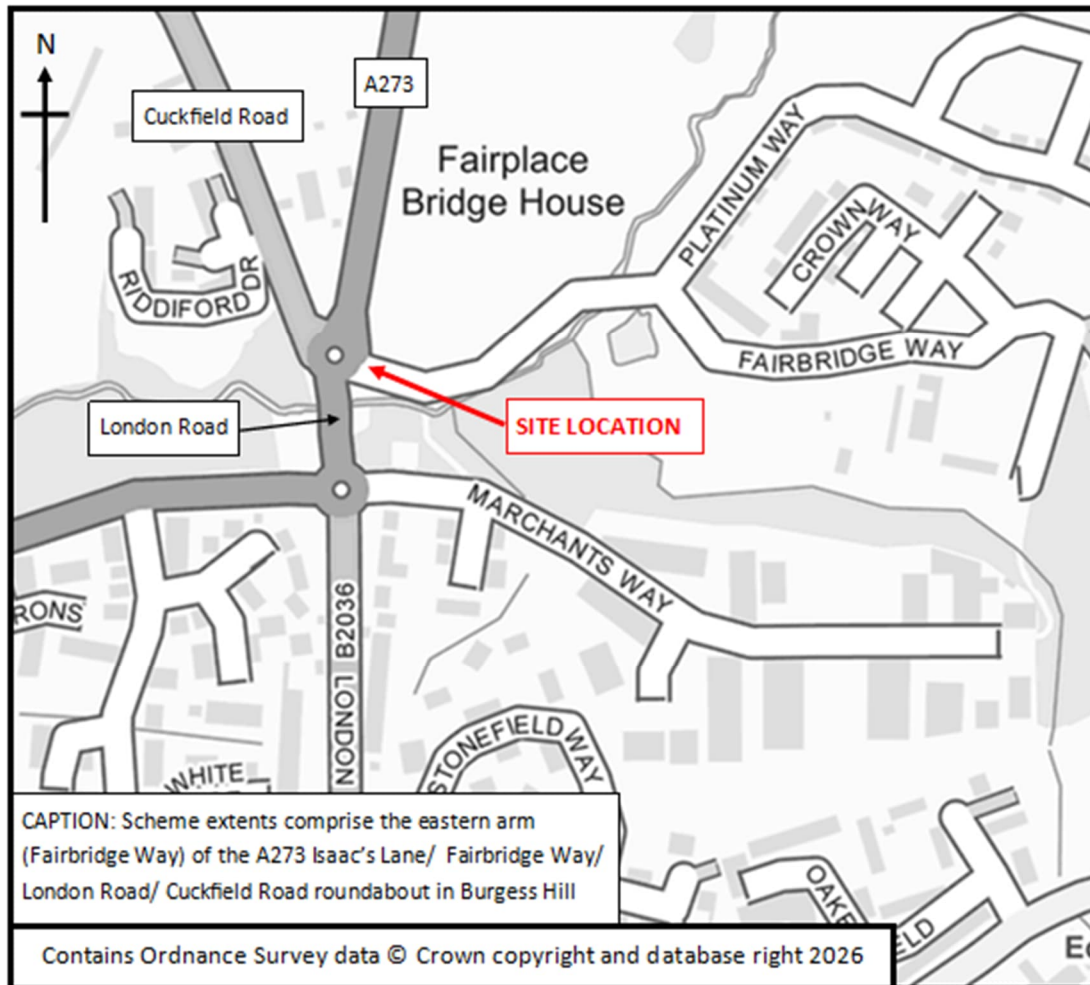
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|----------------------------|-----------------------------------------------------------------------------------------|
| <b>Report Title:</b>       | Fairbridge Way, Burgess Hill – Pedestrian and Cycle Access: Stage 1/2 Road Safety Audit |
| <b>Date:</b>               | 8 <sup>th</sup> June 2026                                                               |
| <b>Document Reference:</b> | 60610807-ACM-HGN-FAIR-RP-SA-0001                                                        |
| <b>Prepared by:</b>        | Chris Burlton, AECOM Limited (Aldgate Tower)                                            |
| <b>On behalf of:</b>       | Homes England                                                                           |

- 1.1.1 AECOM was commissioned by Homes England to complete a Stage 1/2 Road Safety Audit for the Fairbridge Way pedestrian and cycle access proposals in Burgess Hill. The Road Safety Audit was carried out at the request of Nathan Mitchell, AECOM Design Team, on behalf of Homes England.
- 1.1.2 The Road Safety Audit was undertaken in accordance with the Road Safety Audit Brief issued by Nathan Mitchell, AECOM Development Infrastructure (St Albans) on 15 May 2026 on behalf of Homes England.
- 1.1.3 The Road Safety Audit Team membership was as follows:
- |                 |                               |
|-----------------|-------------------------------|
| Name:           | Mark Watson                   |
| Qualifications: | BA (Hons) MCIHT MSoRSA CoC    |
| Role:           | Road Safety Audit Team Leader |
| Organisation:   | AECOM Limited                 |
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| Qualifications: | BSc (Hons) MCIHT MSoRSA       |
| Role:           | Road Safety Audit Team Member |
| Organisation:   | AECOM Limited                 |
- 1.1.4 The Road Safety Audit comprised of a review of the supplied drawings and documents listed in **Appendix A**, which were examined by the Road Safety Audit Team during the week commencing 18 May 2026. A daylight site visit was undertaken by all members of the Road Safety Audit Team during Friday 22 May 2026 between 14:00 and 15:00. The weather conditions during the site visit were clear and sunny and the road surface was dry.

## 1.2 Site Description

- 1.2.1 Fairbridge Way forms the eastern arm of a four-armed roundabout to the north of Burgess Hill, with the A273 Isaac's Lane (northeastern arm), Cuckfield Road (northwestern arm) and London Road (southern arm). There are no buildings in the immediate surrounding of the roundabout, however there are residential properties on both sides of Cuckfield Road a short distance northwest of the roundabout.
- 1.2.2 All arms of the roundabout (and the roundabout circulatory carriageway) are subject to a 30mph speed limit and are street lit. The roundabout is located a short distance north of a second four-arm roundabout (formed by London Road (north), Marchants Way, London Road (south) and the A273 Sussex Way).
- 1.2.3 There are shared footway/ cycleways in place along the southern side of Fairbridge Way and on both sides of London Road. A footway is in place along the western side of Cuckfield Road. There are no footways/ cycleways on the A273 Isaac's Lane. An uncontrolled crossing (via the roundabout splitter island) is in place across London Road.
- 1.2.4 A site location plan is shown in **Figure 1** below.

**Figure 1 – Site Location Plan**



## 1.3 Works Summary

- 1.3.1 The proposed scheme consists of an (uncontrolled) shared pedestrian/ cycle crossing facility across the Fairbridge Way arm of the roundabout, close to the roundabout circulatory carriageway. It is proposed that the 'single hit' crossing (i.e. no refuge island) will be raised and will provide access between the existing shared use facilities on the eastern side of London Road and the southern side of Fairbridge Way to a future development site on the northern side of Fairbridge Way to the east of the roundabout (with the development located between the Fairbridge Way and Isaac's Lane arms).
- 1.3.2 The proposals include the following:
- Raised shared use crossing across the Fairbridge Way arm of roundabout
  - Short section of shared use cycle/ footway on the northern side of Fairbridge Way, immediately east of the northern crossing waiting area
  - Vegetation removal on the eastern side of Isaac's Lane and the northern side of Fairbridge Way in the vicinity of the proposed crossing (for visibility reasons)
  - Proposed road gullies to west of crossing
  - Signage and lining associated with the proposed raised crossing.

## 1.4 Special Considerations

- 1.4.1 The Audit Team has no special considerations to raise.

## 1.5 Traffic Flow and Speed Data

- 1.5.1 Traffic flow or speed data has not been provided as part of this Road Safety Audit.

## 1.6 Collision Analysis

- 1.6.1 Collision data has not been provided as part of this Stage 1/2 Road Safety Audit.

## 1.7 Departures or Relaxations from Standards

- 1.7.1 No Departures from Standard have been identified within the Audit Brief.

## 1.8 Terms of Reference

- 1.8.1 The Terms of Reference of this Road Safety Audit are as described in DMRB GG 119: Road Safety Audit. The advice issued in the DMRB applies to trunk road and motorway improvement schemes; however, it has been used in this report to define the scope of the Road Safety Audit.
- 1.8.2 The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and how it impacts on all road users and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Road Safety Audit Team may, on occasion, have referred to a design standard without touching on technical audit.
- 1.8.3 An absence of comment relating to specific road users / modes in **Section 3** of this report does not imply that they have not been considered, instead the Road Safety Audit Team feel they are not adversely affected by the proposed changes.
- 1.8.4 This Road Safety Audit is not intended to identify pre-existing hazards which remain unchanged due to the proposals; hence they will not be raised in **Section 3** of this report as they fall outside the remit of Road Safety Audit, as specified in the procedure GG 119. Any safety issues identified during the Road Safety Audit and site visit that are considered to be outside the Terms of Reference, but which the Road Safety Audit Team wishes to draw to the attention of the Client Organisation, will be set out in separate correspondence.
- 1.8.5 Nothing in this Road Safety Audit should be regarded as a direct instruction to include or remove a measure from within the scheme. Responsibility for designing the scheme lies with the Designer and as such the Road Safety Audit Team accepts no design responsibility for any changes made to the scheme as a result of this Road Safety Audit.
- 1.8.6 In accordance with GG 119, this Road Safety Audit has a maximum shelf life of five years. If the scheme does not progress to the next stage in its development within this period, then the scheme should be re-audited.
- 1.8.7 Unless general to the scheme, all comments and recommendations are referenced to the drawings supplied in the Road Safety Audit Brief, and the locations have been indicated on the plan in **Appendix B** where appropriate.

## **2. Items Raised at Previous Road Safety Audits**

- 2.1.1 The Road Safety Audit Team has not been provided with any previous Road Safety Audit reports or Road Safety Audit Response reports.

### 3. Items Raised at this Stage 1/2 Road Safety Audit

3.1.1 The following problems have been identified as potential road safety issues based on the information provided by the Design Team and observations made during the site inspection.

#### GENERAL:

**Problem:** A1

**Drawing(s):** 60610807-ACM-CS-FBW-DR-HW-0010 and 60610807-ACM-CS-FBW-DR-HW-0700

**Location:** Northern side of Fairbridge Way

**Summary:** No details of onward connections provided, and short section of proposed cycle/ footway contains a pinch-point. Crossing users may become stranded and use inappropriate onward routes such as within the live carriageway where they could be struck by passing road users, or the pinch-point may result in collisions between cyclists and other cycle/ footway users.

#### Description:

It is understood that the proposed raised crossing will provide access to a new future development site on the northern side of Fairbridge Way, located to the east of Isaac's Lane and to the northeast of the roundabout. Although a very small area of shared cycle/ footway is proposed immediately to the east of the northern crossing waiting/ landing area, no clear details of any proposed onward connections for crossing users are provided in any direction from this point. If the crossing is provided without any suitable onward routes, then this may result in non-motorised users accessing the live carriageway at this point to continue their journey, increasing the risk of collisions between non-motorised users and vehicles.

In addition to the above, the short section of proposed shared cycle/ footway on the northern side of Fairbridge Way and to the east of the crossing has a pinch-point (circa 1.6m wide). As a result, some users of the shared cycle/ footway (e.g. wheelchair users, pushchair users or cyclists) may struggle to use the cycle/ footway, causing them to enter the live carriageway to bypass the pinch-point where they could be struck by passing road users. Additionally, the pinch-point could increase the risk of collisions between cyclists and other users of the shared cycle/ footway at this location.

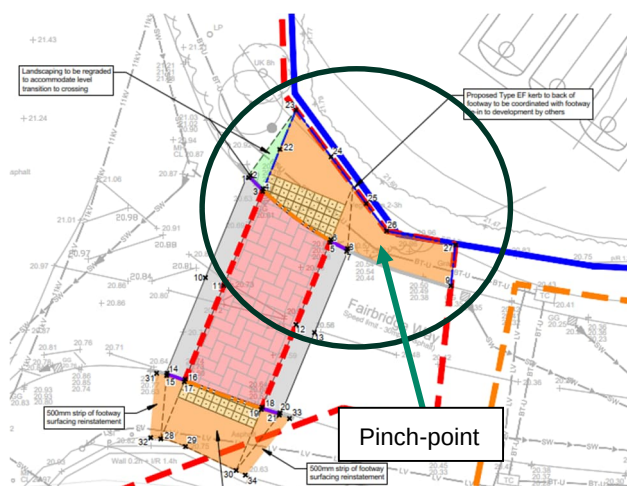


**IMAGE:** Extract of Drawing 60610807-ACM-CS-FBW-DR-HW-0700 showing absence of onward route and pinch-point.

#### Recommendation:

It is recommended that suitable onward cycle/ footway provision, with suitable tie-ins, widths and alignments to address the concerns set out above, is provided in the final associated design.

**LOCAL ALIGNMENT:**

**Problem: B1**

**Drawing(s):** 60610807-ACM-CS-FBW-DR-HW-0010

**Location:** Proposed Raised Crossing on Fairbridge Way

**Summary:** Roundabout central island and proposed crossing position/ layout may restrict visibility to the crossing for road users entering the roundabout from Cuckfield Road, resulting in vehicle collisions with crossing users and/ or rear end shunt type collisions on the circulatory carriageway.

**Description:**

The proposed raised crossing is located adjacent to the edge of the roundabout circulatory carriageway on Fairbridge Way (eastern arm). Road users joining the roundabout from Cuckfield Road (northwestern arm) and circulating the roundabout will have limited forward visibility to the crossing due to both the location of the crossing (close to the circulatory carriageway edge) and the size/ position of the roundabout central island. This may result in vehicle/ crossing user collisions on the crossing or rear end shunt collisions as road users suddenly brake as they approach the crossing on the roundabout exit.

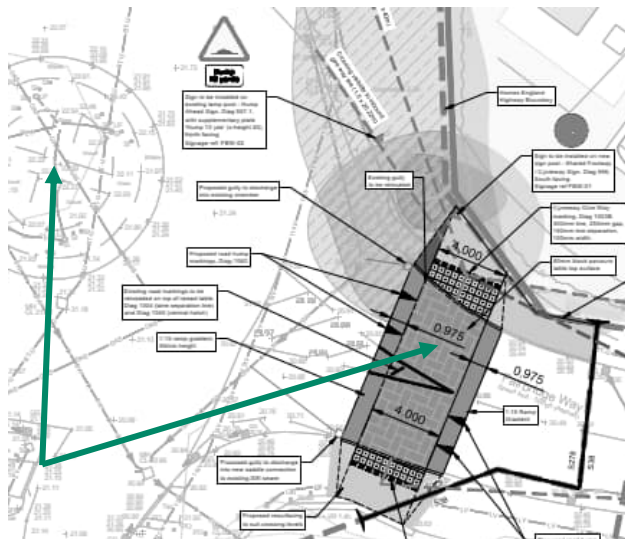


**IMAGE:** Extract of Drawing 60610807-ACM-CS-FBW-DR-HW-0010 showing location of roundabout island and proposed crossing.



**IMAGE:** Photo showing restricted forward visibility to Fairbridge Way from Cuckfield Road due to central roundabout island.

**Recommendation:**

It is recommended that the crossing location and/ or layout is revised. Potential options include providing a splitter/ refuge island halfway across the crossing or relocating the crossing further east on Fairbridge Way. Given the visibility concerns raised it is advised that additional pedestrian/ cycle warning signage is provided on the approaches to the crossing in any case. See also **Problem/ Recommendation C1**.

**Problem:** B2

**Drawing(s):** 60610807-ACM-CS-FBW-DR-HW-0200 and 60610807-ACM-CS-FBW-DR-HW-0010

**Location:** Northern part of proposed crossing on Fairbridge Way

**Summary:** Restricted intervisibility between the northern part of the proposed crossing (including waiting area) and road users approaching roundabout from Isaac's Lane may result in vehicle collisions with crossing users and/ or rear end shunt type collisions on the circulatory carriageway.

**Description:**

Significant vegetation removal appears to be proposed on the eastern side of Isaac's Lane as part of the scheme. However, it is unclear whether sufficient intervisibility will be achievable between road users approaching the roundabout on Isaac's Lane and crossing users on the northern side of the proposed crossing on Fairbridge Way, due to the following reasons:

- Vehicle speeds on Isaac's Lane on the approach to the roundabout appear to be higher than the posted 30mph speed limit, perhaps due to the downhill gradient of the approach and the rural setting
- The drawings indicate that only 40m forward visibility will be provided between Isaac's Lane and the northern side of the crossing following the proposed vegetation removal
- The drawings indicate that a large tree will be retained within the intervisibility splay between Isaac's Lane and the northern side of the crossing.

Should there be insufficient intervisibility between road users approaching the roundabout on Isaac's Lane and users of the proposed crossing this may result in vehicle/ crossing user collisions on the crossing or alternatively rear end shunt type collisions as road users suddenly brake as they turn left into Fairbridge Way from Isaac's Lane.

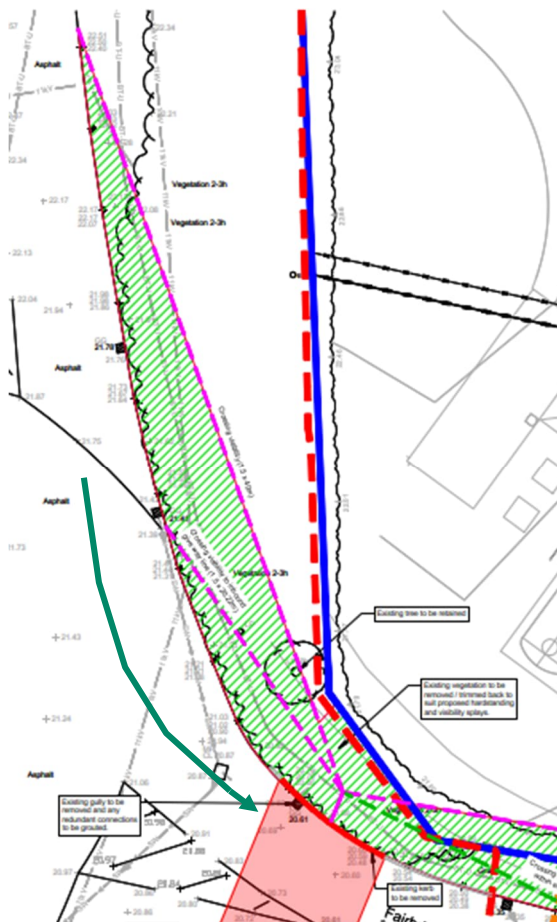


**IMAGE:** Extract of Drawing 60610807-ACM-CS-FBW-DR-HW-0200 showing 40m forward visibility splay and retention of tree.



**IMAGE:** Photos showing dense vegetation on eastern side of Isaac's Lane, restricting forward visibility to Fairbridge Way.



**Problem:** C2

**Drawing(s):** 60610807-ACM-CS-FBW-DR-HW-0700 and 60610807-ACM-CS-FBW-DR-HW-1500

**Location:** Proposed Raised Crossing on Fairbridge Way

**Summary:** Crossing carpet may become slippery during wet or icy conditions, resulting in potential slips/ falls and subsequent personal injury or conflicts between road users and crossing users.

**Description:**

The proposed carpet of the raised crossing will be 4m in width, consisting of concrete block paviours laid in an offset herringbone pattern. The crossing appears to be on a flat gradient with ramps down to the carriageway on each side. It is unclear from the information provided whether the crossing carpet will drain adequately during wet conditions, or whether water could otherwise accumulate on the crossing causing a potential slip hazard to crossing users (particularly cyclists), with risk of subsequent slips/ falls and resultant personal injury and/ or vehicle collisions with crossing users. The crossing could also become icy during the winter months if water is not able to drain adequately, increasing the risk.

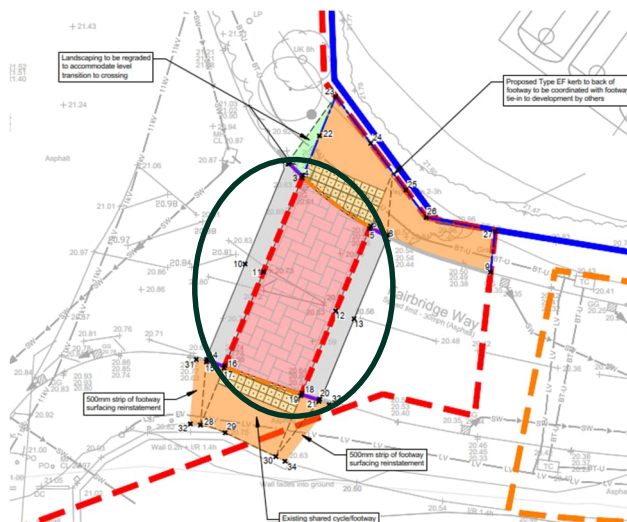


**IMAGE:** Extract of Drawing 60610807-ACM-CS-FBW-DR-HW-0700 showing proposed crossing carpet.

**Recommendation:**

It is recommended that the proposed surfacing/ layout of the crossing carpet is reviewed and revised as necessary so that the crossing able to drain adequately and so any slip hazard is minimised, during wet or icy conditions.

**JUNCTIONS:**

No road safety issues have been identified in relation to Junctions as part of this Stage 1/2 Road Safety Audit.

**TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING:**

No road safety issues have been identified in relation to Traffic Signs, Carriageway Markings and Lighting as part of this Stage 1/2 Road Safety Audit.

## 4. Audit Team Statement

4.1.1 We certify that this Road Safety Audit has been carried out all in the accordance with the requirements of DMRB GG 119: Road Safety Audit, with the following exceptions:

- The Road Safety Audit Brief was not approved by the Overseeing Organisation
- The Road Safety Audit Team was not approved by the Overseeing Organisation

### ROAD SAFETY AUDIT TEAM LEADER:

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Signed:



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Signed:



Position: Associate Director

Date: 08/06/2026

Organisation: AECOM Limited

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### AUDIT TEAM OBSERVERS:

None.

### OTHERS INVOLVED:

None.

4.1.2 Enquiries regarding this Road Safety Audit should be made to the Road Safety Audit Team using the contact information provided within this report.

## Appendix A Information Provided as Part of this Stage 1/2 Road Safety Audit

| Document No.                   | Rev | Description                      | Date     |
|--------------------------------|-----|----------------------------------|----------|
| 60610807-ACM-CS-FBW-BR-HW-0001 | -   | RSA Brief                        | 15/05/26 |
| 60610807-ACM-CS-FBW-DR-HW-0001 | P02 | Site Location Plan               | 13/05/26 |
| 60610807-ACM-CS-FBW-DR-HW-0010 | P03 | General Arrangement              | 13/05/26 |
| 60610807-ACM-CS-FBW-DR-HW-0020 | P02 | Vehicle Tracking                 | 13/05/26 |
| 60610807-ACM-CS-FBW-DR-HW-0200 | P02 | Site Clearance                   | 13/05/26 |
| 60610807-ACM-CS-FBW-DR-HW-0700 | P02 | Pavement and Kerbing Plan        | 13/05/26 |
| 60610807-ACM-CS-FBW-DR-HW-1210 | P02 | Road Signs and Markings Schedule | 13/05/26 |
| 60610807-ACM-CS-FBW-DR-HW-1500 | P03 | Typical Details                  | 13/05/26 |
|                                |     |                                  |          |
|                                |     |                                  |          |
|                                |     |                                  |          |

Appendix B Problem Location Plan

