

**Brookleigh Eastern Primary
School, Brookleigh, Burgess
Hill**

**Transport Statement
Addendum**

For
Homes England

Project No.
14176

Date
March 2026

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1.0 INTRODUCTION

1.1 Background to Report

1.1.1 This Transport Statement Addendum (TSA) has been produced following discussions with West Sussex County Council (WSCC), in their capacity as Highway Authority. This TSA should be read in accordance with the Transport Statement (dated October 2025), submitted in support of the reserved matters application for the construction of the primary school with nursery and special support centre, car parking, multi-use games area, playing fields, landscaping and associated infrastructure – Mid Sussex District Council (MSDC) planning reference DM/25/2640.

1.1.2 A holding response from WSCC was received in early December, requesting further information relating to the following:

- Stage 1 Road Safety Audit for changes to the EBLR.
- Consideration of formal control crossing on the EBLR.
- Further details on the capacity of the waiting area in front of the school.
- Parking monitoring strategy and identification of remedial measures.
- Vehicle tracking for a coach to the east of the school.

1.1.3 This TSA seeks to address the points raised above and provide additional clarification on the wider proposals.

2.0 STAGE 1 ROAD SAFETY AUDIT UPDATE

2.1 Revised Audit - January 2026

2.1.1 As requested by WSCC Highways, a Stage 1 Road Safety Audit Addendum (RSAA1) was carried out on the proposed changes on the EBLR (Holmbush Avenue), which sought to provide an at grade crossing facility for users of the school travelling to and from the north. The RSAA1 was based on drawing 14176-CRH-XX-XX-DR-H-6180 (Rev P2).

2.1.2 The RSAA1 was carried out by Beth Newiss and Associated Limited in January 2026. The revised Audit is included as Appendix 1 to this report (BN-CR-25-124). The Audit raised the following observations:

- Potential loss of control or slip hazard due to standing water.
- Insufficient carriageway space at junctions, accesses or on bends may cause sudden braking and unexpected obstruction resulting in potential rear end shunts or side swipe type collisions.
- Parking may affect the free flow of traffic through Eastern Bridge Link Road which could increase the risk sudden braking, avoidance manoeuvres, pedestrian or cycle strike, cycle loss of control or damage only incidents.
- Free flow of the signalised junction may be affected by queuing traffic.
- Raised table on the bend (tertiary road) may increase the risk of loss of control incidents at this location.
- Pedestrians and cyclists may be vulnerable to strike by an errant vehicle or a driver who deviates from the intended path.
- Pedestrians may be vulnerable to strike by approaching cyclist.
- Cyclists may be at risk of strike from approaching vehicles.
- Pedestrians at risk of being struck by cyclists as they enter the segregated cycle lane.
- Insufficient signage and tactile information may result in conflict between users.

2.1.3 A designer's response to all of these observations has been provided in Appendix 2 of this TSA. A number of the observations relate to principles that have previously been established as part of the EBLR planning permission. There were also a number of observations regarding the relationship between pedestrians and cyclists in the vicinity of the school entrance.

2.1.4 Most notably, the RSAA1 (Problem 3.1.3) highlighted the absence of formal parking restrictions could pose a road safety concern moving forward.

2.1.5 A meeting with WSCC Highways was held in February to discuss the findings of the RSAA1 and discuss a potential way forward. At this stage, it was communicated that the Highway Authority's advice was to *"provide a formal crossing (probably a zebra) as far east as possible away from the signals and that the shared us route to the south should be protected from vehicle incursion rather than open and parking controls would be necessary"*.

2.1.6 The proposed introduction of a suitable formal crossing will be discussed in Section 3 of this TSA. With regard to the other points raised with the RSAA1, the following amendments were made to the proposed layout:

- The raised table on the tertiary road bend has been amended to reduce the ramps / vertical deflection. It is considered important that an informal crossing is provided adjacent to the nursery / reception entrance.
- The footway and cycleway arrangement on the southern side of the EBLR has been returned to a shared arrangement. Additional signage warning users that they are approaching a school could be introduced to reduce the risk of pedestrian and cycle conflict.
- Following discussions with WSCC Highways, it is accepted that any introduction of a formal crossing would outweigh any minor impact (over short durations) at the Isaac's Lane signalised crossing. This is reflected in the Designers Response.

3.0 PROPOSED PARALLEL CROSSING

3.1 Updated Proposals

3.1.1 As discussed in Section 2, further discussions with WSCC (as Highway Authority) resulted in the need for a formal crossing to be explored. Given the presence of shared footway and cycleways either side of the EBLR (Holmbush Avenue), it was suggested that a 'parallel crossing' be considered.

3.1.2 On that basis, drawing 14176-CRH-XX-XX-DR-H-6180 was revised (P4 version) to take this into account along with the amendments outlined in paragraph 2.1.6. A snapshot of the changes is included in Figure 3.1 below and in Appendix 3.



Figure 3.1: Updated Layout

3.1.3 The proposed parallel crossing also includes the required zig-zag lining to prevent unwanted car parking and as such, seeks to address comments raised within the January RSAA1.

3.1.4 For completeness, the updated layout has been subject to a further Road Safety Audit Addendum (RSAA2) – carried out in March 2026 by Beth Newiss and Associates Limited. The RSAA2 has been included as Appendix 4 of this TSA.

3.2 Further Road Safety Audit Addendum – March 2026

3.2.1 As outlined above, a follow up Road Safety Audit Addendum (RSAA2) was carried out with regard the introduction of a parallel crossing and a return to the previously agreed position of shared footway and cycleway provision on both sides of the EBLR (Holmbush Avenue).

3.2.2 The updated Road Safety Audit Addendum has been included as Appendix 4. The majority of comments received were a repetition of the previous Audit Addendum (carried out in January 2026). The changes between the two Road Safety Addendums are described below:

- 3.3.1: The updated (March) Audit has removed the previous comments due to the removal of vertical deflection on the proposed crossing facility outside the eastern school entrance.
- 3.4.2: New observation introduced regarding the "Visually Impaired or blind pedestrians may be vulnerable to strike at the parallel crossing".
- 3.4.3: New observation introduced relating to "lack of signage for cyclists for onward connectivity".
- 3.4.4: New comment raised regarding "pedestrians and Cyclists may choose to cross the road at areas away from the parallel crossing resulting in increased risk of strike from approaching vehicle".

3.3 Designers Response – March 2026

3.3.1 As a result of the three new comments above an updated Designers Response has been produced taking into consideration of these points. This has been included as Appendix 5.

3.3.2 To assist the reader, we have highlighted all new comments in a blue font to separate comments from the previous, (January 2026), Road Safety Audit Addendum.

4.0 SCHOOL WAITING AREAS

4.1 Further Information

- 4.1.1 As part of the statutory consultation response, comments were raised with regard the interaction of waiting parents and school children, the Green Cycle and the operation of the EBLR (Holmbush Avenue).
- 4.1.2 It is important to recognise that as part of the design evolution process, the position of the school building was amended (circa 4m south) to increase the external areas immediately adjacent the north of the school building. By doing so, this creates a hard paved area (minus the seating platforms) of circa 445m².
- 4.1.3 In addition to the main entrance from the north, additional areas are provided to the east and west. In particular, the additional area to the east (to serve the nursery and reception areas) creates further hard paved space for parents and children as the younger age groups are often taken to the classroom door.
- 4.1.4 Working on the basis of Reception, Nursery and Years 1 accessing via the eastern entrance, this would result in circa 300 pupils entering the school through the main and western entrance. It would be fair to assume at least one year group would access via the western entrance and therefore a maximum of 240 pupils could utilise the main entrance.
- 4.1.5 Therefore, the area to the north of the school (within the curtilage of the school site) currently equates to 1.85m² per person which is considered appropriate given the multiple entrance points.
- 4.1.6 It is also important to recognise that any future operator, who will be fully consulted when in place, are likely to want to stagger start times by key stages – this further reducing any burden with regard to drop off and pick up at the main entrance.
- 4.1.7 As is typical in other primary schools, often playground areas are opened up at the end of the day for collection purposes. Given the flexible nature of the proposed layout, this type of arrangement could be preferred by any operator.

5.0 **PARKING MONITORING STRATEGY AND REMEDIAL MEASURES**

5.1 **Parking Monitoring Strategy**

- 5.1.1 As previously stated within this TSA, the proposed EBLR (Holmbush Avenue) layout has changed since the receipt of the statutory consultation response. The updated layout now includes a formal parallel crossing facility along with the regulatory zig-zags on each approach. These will prevent cars from being parked (or drop off) in the immediately vicinity of the school.
- 5.1.2 While we recognise that this will be a positive deterrent for parents to park on these areas (as it is a driving offence to do so and could lead to licence points), there remains a need to monitor and manage driver behaviour outside the school.
- 5.1.3 The primary school is required to deliver a Travel Plan which has set out the access strategy along with aims, objectives, targets and measures to reduce the number of trips by private car. This would include communicating the strategy with parents, which we accept would require ongoing monitoring and enforcement, and liaison with local police for support where required.
- 5.1.4 It will also be important to work closely with the school operator, when confirmed, so that a dedicated member of staff can actively monitor where vehicles are parking and how the dedicated drop off areas are utilised.
- 5.1.5 Once opened and in operation, a Stage 4 Road Safety Audit will be undertaken for the EBLR which will identify potential safety issues and concerns. Any observed issues can be reviewed at that stage, and steps will need to be taken to mitigate.

5.2 **Proposed Remedial Measures**

- 5.2.1 In the event that there are issues emerging adjacent to the Primary School in relation to set-down and parking, it is proposed to implement further road markings along the immediate EBLR frontage which will provide enforceable restrictions preventing parking/ set down on the EBLR.
- 5.2.2 An indication of these measures is included in Figure 5.1 below. It should be noted that these are very much indicative at this stage and consultation in terms of any final scheme will need to be had with MSDC (as planning authority), WSCC (as highway authority), the school and Sussex Police.

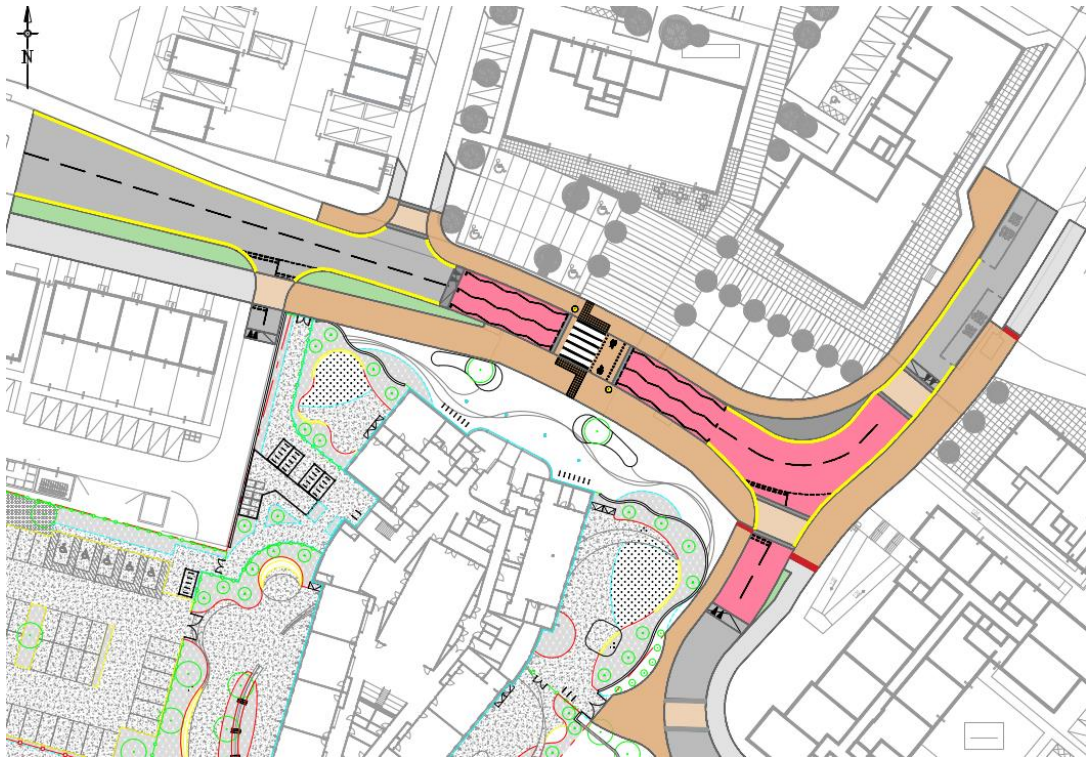


Figure 5.1: Indicative Remedial Measures

6.0 **COACH PARKING**

6.1 **Proposed Strategy**

- 6.1.1 Given the infrequent nature of school trips and the need for coach travel to occur from the school, the intended strategy is that the area to the east of the school could be utilised for larger coaches. Close coordination between the school and the coach operators would be required to ensure that any disruption is minimised.
- 6.1.2 The swept path analysis for a coach has been provided in Appendix 6 of the TSA. It demonstrate how a coach could dwell adjacent to the school, within the designated drop off areas, and turn adequately in the adjacent turning head.
- 6.1.3 Minibuses and smaller coaches' access can be provided via the School Car Park which would be used for any trips such as sport matches or smaller group trips.

Appendix 1

Stage 1 Road Safety Audit

(Revised – January 26)



BETH NEWISS AND ASSOCIATES LIMITED

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ROAD SAFETY AUDIT STAGE 1

PROPOSED CHANGES TO EASTERN BRIDGE LINK ROAD IN ASSOCIATION WITH THE PROPOSED 2FE PRIMARY SCHOOL DEVELOPMENT

LAND AT BROOKLEIGH

**A273 ISAACS LANE,
BURGESS HILL,
WEST SUSSEX**

REPORT REF: BN-CR-25-124

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**ROAD SAFETY AUDIT
STAGE 1**

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Job no	BN-CR-25-124	Issue no	1	Date	January 2026
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PROJECT DETAILS	
Report Title:	Stage 1 Road Safety Audit
Date:	January 2026
Document reference and revision:	BN-CR-25-124
Prepared by:	Beth Newiss and Associates Limited
Design Organisation:	Campbell Reith Consulting Engineers
Project Sponsor:	Homes England
Overseeing Organisation:	West Sussex County Council

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Audit drafted for Audit Team discussions.	BN			12/01/2026
1	Stage 1 Road Safety Audit finalised and issued to the Design Organisation.	BN	VP	BN	14/01/2026

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APPENDICES

A1	INFORMATION PRESENTED FOR AUDIT
A2	LOCATION PLAN

DISTRIBUTION		
Campbell Reith	Tom Harris	14/01/2026

1.0 INTRODUCTION

1.1 OVERVIEW

This report results from a Stage 1 Road Safety Audit (RSA) carried out on the proposed changes to the Eastern Bridge Link Road introduced from A273 Isaacs Lane, Burgess Hill in association with the proposed 2FE Primary School development located on land at Brookleigh. The audit was requested by Campbell Reith Consulting Engineers on behalf of Homes England.

1.2 SCHEME BACKGROUND INFORMATION

The Road Safety Audit (RSA) has been requested in association with the construction of a new ‘all-through’ primary and secondary school is planned as part of the wider Burgess Hill, Brookleigh development (formerly known as Northern Arc), providing a high-quality education for new and existing residents in the 3,500-home development and across the local area.

The proposed site will provide a Primary School for up 420 No. pupil places (2 Form Entry), as well as a 52-place Nursery and 16-place Special Education Needs facility. Once fully constructed each element of educational floorspace is intended to cater exclusively for the child yield and demand for places associated with the dwellings proposed as part of the wider Outline development.

1.3 SITE LOCATION

The proposed site lies within the Eastern Neighbourhood, at the proposed Neighbourhood Centre of the outline application site. In its immediate vicinity, the site will be bordered by residential development parcels directly to the northwest and the eastern boundaries. The northern boundary consists of the Eastern Bridge and Link Road (EBLR), referred to as Brookleigh Avenue. Brookleigh Avenue is a ‘green superhighway’ that provides the key pedestrian and cycle route connecting the site with the wider Northern Arc development parcels.

Within the vicinity of the site, Isaac’s Lane is subject to a package of highway infrastructure improvements associated with the works to form part of the Eastern Bridge and Link Road (EBLR), which will join Freeks Lane to Isaacs Lane, delivered in accordance with the associated planning consent DM/20/3247. Within the vicinity of the site, this includes signalised pedestrian crossings on all four arms of the junction to the north-west of the proposed Brookleigh School site, together with associated footways of 2m in width along both sides of Isaac’s Lane.

1.4 THE PROPOSED WORKS

The proposed works to be audited within this report include:

- A 3.0m wide cycleway, together with a 2.0m wide footway along the school's frontage with the Eastern Bridge Link Road (separated with flush kerbs). It is currently proposed to provide, together with associated give-way markings at the school's entrance.
- To the east of the school, the cycleway and footway continue, with corduroy paving proposed to indicate the termination of the cycleway.
- A footway is provided along the eastern boundary of the school, which ties into a gated pedestrian access to the school.
- The carriageway measures approximately 6.5m in width and is provided with a series of raised tables for traffic calming along the northern and eastern boundaries of the school.
- the Eastern Bridge Link Road will be subject to a 20mph speed limit along the school's frontage, which changes to a 40mph to the west of the school's entrance towards the Isaac's Lane signalised junction

1.5 ROAD SAFETY AUDIT

The Road Safety Audit was undertaken during January 2026 in accordance with the scheme drawing. The Road Safety Audit Brief and Audit Team approval was provided on the 16th December 2025 by Tom Harris of the Design Organisation Campbell Reith Consulting Engineers, on behalf of the Local Highway Authority.

The Road Safety Audit comprised of an examination of the documents provided as detailed in **Appendix A1** alongside and a visit to site.

1.6 SITE VISIT:

A visit to site was undertaken by the Audit Team together on the 10th January 2025 between 12:00 and 13:00. During the site visit the weather was cold, but dry. The road surface was damp. During the time of the visit the Audit Team noted that elements of construction works had been partially completed to the main spine road. Works were also underway within the school site. Traffic could access this spine road via the signalised junction from Isaacs Lane.

1.7 COLLISION DATA

There is currently no collision data for this section of road.

1.8 SPEED DATA:

No speed count data was presented within the audit brief. The posted speed limit is currently 10mph.

1.9 EXISTING AND FORECASTED TRAFFIC FLOWS

None provided.

1.10 DEPARTURES FROM STANDARDS:

The Audit Team have not been advised of any Departures from Standards.

1.11 AUDIT TEAM INFORMATION:

The Road Safety Audit has been undertaken by an Audit Team whose qualifications and experience accord with the requirements of the Local Authority.

The Audit Team consists of the following members:

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The Audit Team meets the acceptance requirement of West Sussex Council.

1.12 TERMS OF REFERENCE

The terms of reference of this Road Safety Audit are as described in GG119 except for the Audit Team members experience which are in line with the Adopting Authority requirements.

This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Collision Investigation, Road Safety Engineering and Road Safety Audits. The scheme has been examined and this report compiled, only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. A technical audit has not been included. A Location Plan can be found in **Appendix A2**.

Recommendations made in this report are proportionate and viable suggestions for improvement to eliminate or mitigate, in accordance with GG119, and do not imply that a formal design review has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when the Design Organisation responds to this report.

The Designer Organisation Response to the RSA should be formally recorded and reported to the Overseeing Organisation and the RSA Team so that a record of the Audit process is contained in the As Built design pack to be provided and retained by the Overseeing Organisation on final completion.

2.0 PREVIOUS ROAD SAFETY AUDIT(S)

- 2.1 The Audit Team are not aware of any previous audits having being undertaken.

3.0 SAFETY ISSUES RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

3.1 GENERAL

3.1.1 PROBLEM

Location Eastern Bridge Link Road

Summary Potential loss of control or slip hazard due to standing water.

No details have been provided in respect of surface water drainage or other services, and it is therefore not possible to ascertain whether there will be any safety implications. Poor drainage may result in the collection of surface water which could increase the risk of loss of control collisions.

RECOMMENDATION: It is recommended that adequate surface water drainage is provided within the vicinity of the scheme.

3.1.2 PROBLEM

Location Eastern Bridge Link Road

Summary Insufficient carriageway space at junctions, accesses or on bends may cause sudden braking and unexpected obstruction resulting in potential rear end shunts or side swipe type collisions.

The Audit Team have not been provided with any Auto Tracking drawings. Consequently, there is concern that insufficient carriageway space may increase the risk of collision between vehicles travelling simultaneously. This may result in sudden braking and obstruction of the spine road resulting in potential rear end shunts or side swipe type collisions between opposing vehicles.

RECOMMENDATION: It is recommended that Auto Tracking Drawings are provided showing all manoeuvres throughout the scheme.

3.1.3 PROBLEM

Location	Eastern Bridge Link Road
Summary	Parking may affect the free flow of traffic through Eastern Bridge Link Road which could increase the risk sudden braking, avoidance manoeuvres, pedestrian or cycle strike, cycle loss of control or damage only incidents.

The drawings/information provided does not indicate that any parking restrictions are to be proposed within the extents of the scheme. At peak times and once the school is fully subscribed there will be hundreds of people walking, cycling and driving to access the school. This will result in high peak volumes. As with all schools parking can be an issue as parents with limited time tend to drive their children to school regardless of the distance from home. Parking may affect the free flow of traffic through Eastern Bridge Link Road which could increase the risk sudden braking, avoidance manoeuvres, pedestrian or cycle strike, cycle loss of control or damage only incidents. This may also result in a build-up of traffic and obstruction of the free flow of traffic on Isaacs Lane. Which could result in further collisions/incidents in other locations within the road network.

RECOMMENDATION: It is recommended that parking restrictions are introduced from the beginning.

3.2 JUNCTIONS

3.2.1 PROBLEM

Location	A – Isaacs Lane/Eastern Bridge Link Road
Summary	Free flow of the signalised junction may be affected by queuing traffic at peak times resulting in an increased risk of collisions/incidents in other locations within the road network.

The drawings indicate that pedestrians/cyclists are to be provided with a wide priority over traffic directly outside the Brookleigh School. It is anticipated that during school peak periods the large number of pedestrians using the crossing facility may result in traffic queues developing that could extend back to the signalised junction on Isaacs Lane. which may lead to an obstruction of the free flow of traffic on Isaacs Lane. This could result in further collisions/incidents in other locations within the road network.

RECOMMENDATION: It is recommended that that capacity assessments are undertaken to ensure traffic queues do not extend up to Isaacs Lane junction, alternatively provided a traffic signal-controlled crossing facility offset from the school gates.

3.3 LOCAL ALIGNMENT

3.3.1 PROBLEM

Location B – Eastern Bridge Link Road

Summary Raised table on the bend may increase the risk of loss of control incidents at this location.

A raised table has been installed on a horizontal bend. See below:



Vehicles negotiating the bend are already subject to lateral acceleration, and the introduction of a vertical deflection at this location creates conflicting vehicle dynamics. As a result, drivers may experience sudden changes in tyre loading and reduced grip while steering, increasing the likelihood of loss of control. This risk is heightened for motorcyclists and cyclists, whose stability is more sensitive to mid-corner vertical displacement. The feature is also located on a curved alignment where forward visibility is limited, reducing the time available for drivers to perceive and react to the raised table. These factors may contribute to loss-of-control collisions, encroachment into opposing traffic lanes, or falls involving two-wheelers.

RECOMMENDATION: It is recommended that the raised table be relocated to a section of straight alignment where approach visibility is adequate and where vertical deflection will not conflict with lateral vehicle loading.

If relocation is not feasible, the designer should consider alternative traffic-calming measures that do not introduce vertical displacement on a bend, and/or provide enhanced advance warning and conspicuity measures to mitigate the risk.

3.4 WALKING CYCLING AND HORSE RIDING

3.4.1 PROBLEM

Location	C – Immediately Outside the School Entrance
Summary	Pedestrians and cyclists may be vulnerable to strike by an errant vehicle or a driver who deviates from the intended path.

The drawings and AI generation illustration details that the entry to the Brookleigh School will be open plan with the carriageway and footway at the same level. It is noted that the AI generated illustration indicates that bollards are to be proposed between the back of the footway and the area immediately outside the school doors.

The Audit Team are concerned that this arrangement may increase the risk of a vehicle entering the footway/cycleway at risk of striking pedestrians/cyclists.

RECOMMENDATION: It is recommended that additional measures to mitigate the potential for an errant vehicle to enter the footway/cycleway are introduced.

3.4.2 PROBLEM

Location	D – Immediately Outside the School Entrance
Summary	Pedestrians may be vulnerable to strike by approaching cyclist.

The drawings and AI generation illustration details that the entry to the Brookleigh School will be open plan with a segregated cycleway entering the footway outside the school entrance.

The Audit Team are concerned that this arrangement may result in conflict between cyclists and pedestrians as children tend to move unpredictably, often walk together with parents in groups and can be easily distracted therefore the interaction between the two non-motorised users may introduce a high conflict risk resulting in personal injury incidents.

RECOMMENDATION: It is recommended that the segregated cycle link is redirected across the Eastern Bridge Link Road prior to the school entrance area.

3.4.3 PROBLEM

Location E – Eastern Bridge Link Road

Summary Cyclists may be at risk of strike from approaching vehicles.

The drawings and AI generation illustration details that the entry to the Brookleigh School will be open plan with a segregated cycleway entering the footway outside the school entrance.

The Audit Team are concerned that this arrangement may result in conflict between cyclists and vehicles within the carriageway. As noted above children tend to move unpredictably, often walk together with parents in groups and can be easily distracted. This may result in cyclists having to take avoidance actions which could result in them entering the carriageway at risk of being struck by an approaching vehicle.

RECOMMENDATION: It is recommended that the segregated cycle link is redirected across the Eastern Bridge Link Road prior to the school entrance area.

3.4.4 PROBLEM

Location F – Immediately Outside the School Entrance

Summary Pedestrians at risk of being struck by cyclists as they enter the segregated cycle lane.

The drawings and AI generation illustration details that the entry to the Brookleigh School will be open plan with the carriageway raised to the same level as the footway/cycleway.

As discussed in 3.4.3. a segregated cycleway is indicated to the back of the footway. There appears to be several locations where pedestrians can unwillingly enter this segregated area which may result in a pedestrian being struck by an approaching cyclist.

RECOMMENDATION: It is recommended that the segregated cycle lane is relocated to the alongside the carriageway.

3.5 SIGNING, LIGHTING AND CARRIAGEWAY MARKINGS.

3.5.1 PROBLEM

Location Throughout

Summary Insufficient signage and tactile information may result in conflict between users,

The drawings provided do not indicate any signage at this stage. The Audit Team therefore cannot ascertain whether there will be any road safety concerns. In such a scheme where there are multiple users: information; informative, directional and tactile, is paramount to provide all road users sufficient knowledge of the environment.

RECOMMENDATION: It is recommended that clear and concise tactile and signed information is provided to all users.

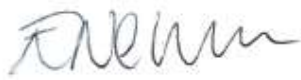
4.0 AUDIT TEAM, DESIGN TEAM AND OVERSEEING ORGANISATION STATEMENT(S)

4.1 AUDIT TEAM

We certify that this audit has been undertaken in accordance with GG119 rev 2.

Audit Team Leader

Beth Newiss MCIHT MSoRSA NH Cert Comp



Date: 14th January 2026

Audit Team Member

Vimal Patel BEng (Hons), GMICE, FIHE, NH
Cert Comp, Reg RSA (IHE)



Date: 14th January 2026

4.2 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:	
Signed:	
Organisation:	
Position:	Date:

4.3 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 team and;
- 2) The agreed RSA will be progressed.

Name:	
Signed:	
Organisation:	
Position:	Date:

APPENDIX A1

INFORMATION PRESENTED FOR AUDIT

INFORMATION PRESENTED FOR AUDIT

Documents:

Audit Brief Received Via Email 16th December 2025

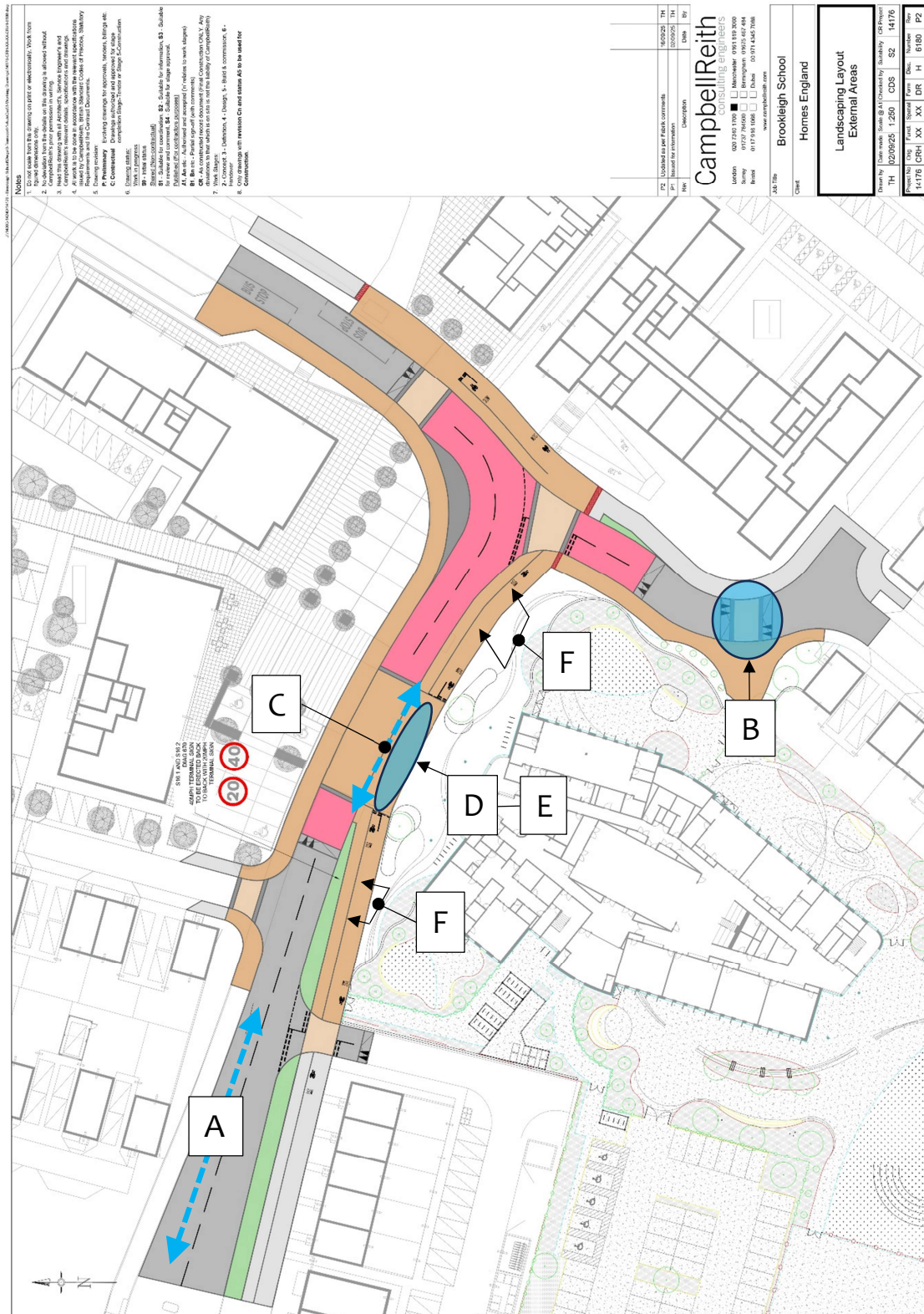
Including Drawings:

14176 CRH XX XX DR H 6180 P2 Landscaping Layout External Areas
D3347-FAB-00-XX-DR-L-1100-PL01

APPENDIX A2

LOCATION PLAN

Proposed Changes to Eastern Bridge Link Road
Land at Brookleigh – A273 Isaacs Lane, Burgess Hill
Road Safety Audit – Stage 1





CampbellReith
consulting engineers

Appendix 2

**Revised Road Safety
Audit (Jan 26)**

Designers Response

Brookleigh Primary School

CampbellReith Responses to Stage 1
Road Safety Audit Addendum

For
Homes England

Project No.
14176

Date
February 2026

Campbell Reith Hill LLP
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F1. PROJECT DETAILS

TABLE F1: PROJECT DETAILS

Report title:	Response Report relating to the Road Safety Audit Stage 1 Addendum
Date:	18 February 2026
Document reference and revision:	14176-CRH-XX-XX-RP-H-6050_P1_St1RSA_Addendum_response.docx
Prepared by:	CampbellReith
On behalf of:	Homes England

TABLE F2: AUTHORISATION SHEET

Project:	Brookleigh Primary School
Report title:	Response Report relating to the Stage 1 Road Safety Audit Addendum (BN-CR-25-124).
Prepared by:	
Name:	Chris Stanyard
Position:	Partner – Transport Planning
Signed:	
Organisation	CampbellReith
Date:	19 th February 2026
Approved by:	
Name:	
Position:	
Signed:	
Organisation	
Date:	

F2. INTRODUCTION

This report provides a Designers Response to a Stage 1 Road Safety Audit in relation to the Proposed changes to the Eastern Bridge Link Road in association with the proposed 2FE Primary School development known as Brookleigh School, Burgess Hill, West Sussex. The audit was undertaken by Beth Newiss and Associates Limited and is dated 14th January 2026, reference BN-CR-25-124.

This Response Report is prepared for submission to West Sussex County Council as the Highway Authority and has been prepared by the following representatives of the Design Organisation:

Tom Harris
Senior Transport Planner
CampbellReith

Chris Stanyard
Partner
CampbellReith

F3. KEY PERSONNEL

TABLE F3: KEY PERSONNEL

Overseeing Organisation:	West Sussex County Council FAO: Stephen Gee and Roger Harper	
RSA Team	Beth Newiss MCIHT MSoRSA NH Cert Comp (Audit Team Leader) Beth Newiss & Associates Limited	
	Vimal Patel BEng (Hons), FIHE, NH Cert Comp, RegRSA (Audit Team Member) Beth Newiss & Associates Limited	
Design Organisation:	Tom Harris CampbellReith 15 Bermondsey Square London SE1 3UN	Chris Stanyard CampbellReith 15 Bermondsey Square London SE1 3UN

F4. ROAD SAFETY AUDIT DECISION LOG

TABLE F4: ROAD SAFETY AUDIT DECISION LOG

RSA Problem Number	RSA Problem	RSA Recommendation	Design Organisation Response	Design Organisation Response	Agreed RSA Action
3.1.1	Insufficient drainage may result in water ponding and potential slip hazard for powered two wheelers resulting in loss of control and potential personal injury or damage only type incidents. No details have been provided in respect of surface water drainage, and it is therefore not possible to ascertain whether there will be any safety implications. Poor drainage may result in the collection of surface water which could increase the risk of a slip hazard for non-motorised users or resulting in vehicle loss of control leading to potential personal injury or damage only incidents, particularly in inclement weather conditions.	It is recommended that adequate surface water drainage is provided within the vicinity of the scheme.	NOT ACCEPTED The EBLR (Holmbush Avenue) itself has been subject to detail design and been through a separate road safety audit. It is therefore respectfully suggested that all matters regarding adequate surface water drainage for the EBLR have been considered prior. Any changes to the surfacing will be subject to further information at any detail design stage.		
3.1.2	Insufficient carriageway space at junctions, accesses or on bends may cause sudden braking and unexpected obstruction resulting in potential rear end shunts or side swipe type collisions. The Audit Team have not been provided with any Auto Tracking drawings. Consequently, there is concern that insufficient carriageway space may increase the risk of collision between vehicles travelling simultaneously.	It is recommended that Auto Tracking Drawings are provided showing all manoeuvres throughout the scheme.	NOT ACCEPTED The EBLR (Holmbush Avenue) itself has been subject to detail design and been through a separate road safety audit. It is therefore respectfully suggested that all matters regarding swept path analysis and appropriate carriageway spacings for the EBLR (and associated junction to the east of the school) have been considered prior.		

RSA Problem Number	RSA Problem	RSA Recommendation	Design Organisation Response	Design Organisation Response	Agreed RSA Action
3.1.3	Parking may affect the free flow of traffic through Eastern Bridge Link Road which could increase the risk sudden braking, avoidance manoeuvres, pedestrian or cycle strike, cycle loss of control or damage only incidents. The drawings/information provided does not indicate that any parking restrictions are to be proposed within the extents of the scheme. At peak times and once the school is fully subscribed there will be hundreds of people walking, cycling and driving to access the school. This will result in high peak volumes. As with all schools parking can be an issue as parents with limited time tend to drive their children to school regardless of the distance from home.	It is recommended that parking restrictions are introduced from the beginning.	PARTIALLY ACCEPTED The previously agreed Brookleigh 'Street Design and Adoption Manual' states in Section 4.5 and 4.6 that there will be no signs or lines within Brookleigh and that this section (5a) will rely on positive design, and physical environment to calm traffic. However, following discussion with West Sussex County Council (as Highway Authority), it is become apparent that a formal crossing is to be introduced as part of any school scheme. This crossing facility will include zigzags on both approaches which prevent any parking from occurring. Following installation of this crossing (prior to the school opening), the parking behaviour will be monitored and managed. Should there be a need for further parking restrictions these could be installed as part of the Stage 4 Road Safety Audit process.		
3.2.1	Free flow of the signalised junction may be affected by queuing traffic at peak times. The drawings indicate that pedestrians/cyclists are to be provided with a wide priority over traffic directly outside the Brookleigh School. It is anticipated that during school peak periods the large number of pedestrians using the crossing facility may result in traffic queues developing that could extend back to the signalised junction on Issacs Lane.	It is recommended that that capacity assessments are undertaken to ensure traffic queues do not extend up to Isaacs Lane junction, alternatively provided a traffic signal-controlled crossing facility offset from the school gates.	ACCEPTED The location of the school has been set by the wider masterplan, as has the form of the signalised junction at Isaac's Lane. While we acknowledge the concerns raised, and noting the introduction of the formal crossing over the EBLR – it is considered that the road safety benefits of proving a safe, formal crossing outweigh the minor impact on the signalised junction for limited periods of the day. The introduction of the formal crossing is deemed to satisfy this RSA observation.		

RSA Problem Number	RSA Problem	RSA Recommendation	Design Organisation Response	Design Organisation Response	Agreed RSA Action
3.3.1	Raised table on the bend may increase the risk of loss of control incidents at this location. Vehicles negotiating the bend are already subject to lateral acceleration, and the introduction of a vertical deflection at this location creates conflicting vehicle dynamics. As a result, drivers may experience sudden changes in tyre loading and reduced grip while steering, increasing the likelihood of loss of control.	It is recommended that the raised table be relocated to a section of straight alignment where approach visibility is adequate and where vertical deflection will not conflict with lateral vehicle loading. If relocation is not feasible, the designer should consider alternative traffic-calming measures that do not introduce vertical displacement on a bend, and/or provide enhanced advance warning and conspicuity measures to mitigate the risk.	ACCEPTED It is proposed that the vertical deflection element of this raised table be removed. We feel it is appropriate for a uncontrolled crossing to remain in this position given the presence of the nursery / reception entrance. Vehicle speeds are expected to be very low in this area.		
3.4.1	Pedestrians and cyclists may be vulnerable to strike by an errant vehicle or a driver who deviates from the intended path. The Audit Team are concerned that this arrangement may increase the risk of a vehicle entering the footway/cycleway at risk of striking pedestrians/cyclists.	It is recommended that additional measures to mitigate the potential for an errant vehicle to enter the footway/cycleway are introduced.	PARTIALLY ACCEPTED While the CGI was included for contextual purposes, in practice there will be a small upstand / kerb that delineates the carriageway from the adjacent footway (outside of the formal crossing area). This will be subject to the technical approval process should the changes to the EBLR be brought forward.		
3.4.2	Pedestrians may be vulnerable to strike by approaching cyclist. The Audit Team are concerned that this arrangement may result in conflict between cyclists and pedestrians as children tend to move unpredictably, often walk together with parents in groups and can be easily distracted therefore the interaction between the two non-motorised users may introduce a high conflict risk resulting in personal injury incidents.	It is recommended that the segregated cycle link is redirected across the Eastern Bridge Link Road prior to the school entrance area.	NOT ACCEPTED The EBLR itself has been subject to detail design which includes the alignment of the cycleway as currently proposed. Any changes to diverting cyclists north of the EBLR prior to the school would require a significant design change (from the wider masterplan) and could introduce similar concerns on the northern side where children are crossing towards the school.		

RSA Problem Number	RSA Problem	RSA Recommendation	Design Organisation Response	Design Organisation Response	Agreed RSA Action
3.4.3	Cyclists may be at risk of strike from approaching vehicles. The Audit Team are concerned that this arrangement may result in conflict between cyclists and vehicles within the carriageway. As noted above children tend to move unpredictably, often walk together with parents in groups and can be easily distracted. This may result in cyclists having to take avoidance actions which could result in them entering the carriageway at risk of being struck by an approaching vehicle.	It is recommended that the segregated cycle link is redirected across the Eastern Bridge Link Road prior to the school entrance area.	NOT ACCEPTED For the reasons stated in 3.4.2 above. It is also considered that there would be school personnel adjacent to the school entrance during pick up and drop off times to help manage the potential conflict.		
3.4.4	Pedestrians at risk of being struck by cyclists as they enter the segregated cycle lane. As discussed above, a segregated cycleway is indicated to the back of the footway. There appears to be several locations where pedestrians can unwillingly enter this segregated area which may result in a pedestrian being struck by an approaching cyclist.	It is recommended that the segregated cycle lane is relocated to the alongside the carriageway.	PARTIALLY ACCEPTED The relocation of a cycle lane adjacent to the carriageway would have the potential to cause conflict with parents and pupils crossing the EBLR adjacent to the school entrance leaving them stranded in the carriageway for an increased period. Instead, it is proposed to revert the footway and cycleway arrangement back to the previously agreed shared arrangement. Signs on the approaches to the school could be introduced to warn cyclists of pedestrians and vice versa.		
3.5.1	Insufficient signage and tactile information may result in conflict between users. The drawings provided do not indicate any signage at this stage. The Audit Team therefore cannot ascertain whether there will be any road safety concerns. In such a scheme where there are multiple users: information; informative, directional and tactile, is paramount to provide all road users sufficient knowledge of the environment.	It is recommended that clear and concise tactile and signed information is provided to all users.	ACCEPTED As discussed above, the SDAM and wider masterplan discourages the uses of signage and lining. The tactile arrangement will be reviewed to ensure it provides clear direction for its users as part of the amended scheme to introduce a formal crossing facility.		

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

Reference	Issue Identified	Recommendations made	Design Organisations observations	Overseeing Organisation observations	Concluding comments
-	None	None	N/A	N/A	N/A

SUPPLIED DRAWINGS

Drawing Number	Revision	Title	Notes
14176-CRH-XX-XX-DR-H-6180	P2	External Layout	

SUPPLIED DOCUMENTS

Reference	Revision	Title	Notes
None	None	None	None

F5. DESIGN ORGANISATION AND OVERSEEING ORGANISATION STATEMENTS

TABLE F5: 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:	Chris Stanyard
Position:	Partner – Transport Planning
Signed:	
Organisation	CampbellReith
Date:	18 th February 2026

TABLE F6: OVERSEEING ORGANISATION STATEMENT

On behalf of the Overseeing Organisation I certify that:	
1) the RSA Actions identified in the 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:	[Name]
Position:	[Position]
Signed:	[To be completed]
Organisation	West Sussex County Council
Date:	[To be completed]

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Appendix 3

Updated EBLR Layout



- Notes**
- Do not scale from this drawing on print or electronically. Work from figured dimensions only.
 - No deviation from the details on this drawing is allowed without CampbellReith's prior permission in writing.
 - Read this drawing with all Architect's, Service Engineer's and CampbellReith's relevant details, specifications and drawings.
 - All work is to be done in accordance with the relevant specifications issued by CampbellReith, British Standard Codes of Practice, Statutory Requirements and the Contract Documents.
 - Drawing revision:
P: Preliminary Evolving drawings for approvals, tenders, billings etc.
C: Contractual Drawings authorized and approved for stage completion Stage-Tender or Stage 5-Construction.
 - Drawing status:
Work in progress
S0 - Initial status
Shared (Non-contractual)
S1 - Suitable for coordination, **S2** - Suitable for information, **S3** - Suitable for review and comment, **S4** - Suitable for stage approval.
Published (For contractors purposes)
A1, An etc - Authorised and accepted ('n' relates to work stages)
B1, Bn etc - Partial sign-off (with comments)
CR - As constructed record document (Final Construction ONLY). Any deviations to that which is on site is not the liability of CampbellReith)
 - Work Stages:
2 - Concept, **3** - Definition, **4** - Design, **5** - Build & commission, **6** - Handover
 - Only drawings with **revision Cn** and **status A5** to be used for **Construction**.

P4	Layout updated	20/03/26	TH
P3	Layout updated	17/03/26	TH
P2	Updated as per Fabrik comments	16/09/25	TH
P1	Issued for information	02/09/25	TH
Rev	Description	Date	By

CampbellReith
consulting engineers

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Surrey 01737 784500 ☐ Birmingham 01675 467 484
Bristol 0117 916 1066 ☐ Dubai 00 971 4345 7088

www.campbellreith.com

Job Title
Brookleigh School

Client
Homes England

Landscaping Layout
External Areas

Drawn by	Date made	Scale @ A1	Checked by	Suitability	CR Project
TH	02/09/25	1:250	CDS	S2	14176

Project No	Orig.	Funct.	Spatial	Form	Disc.	Number	Rev
14176	CRH	XX	XX	DR	H	6180	P4



CampbellReith
consulting engineers

Appendix 4

Stage 1 Road Safety Audit

(Update – March 26)



BETH NEWISS AND ASSOCIATES LIMITED

is a company registered in England and Wales
with company number 15125283

ROAD SAFETY AUDIT STAGE 1

PROPOSED CHANGES TO EASTERN BRIDGE LINK ROAD IN ASSOCIATION WITH THE PROPOSED 2FE PRIMARY SCHOOL DEVELOPMENT

LAND AT BROOKLEIGH

**A273 ISAACS LANE,
BURGESS HILL,
WEST SUSSEX**

REPORT REF: BN-CR-25-126

**Beth Newiss and Associates Limited
Registered Office: 19A Grange Hill, Coggeshall, CO6 1RE
bethnewissandassociates@gmail.com**



BETH NEWISS AND ASSOCIATES LIMITED
is a company registered in England and Wales
with company number 15125283

**ROAD SAFETY AUDIT
STAGE 1**

**PROPOSED CHANGES TO THE EASTERN BRIDGE LINK ROAD
IN ASSOCIATION WITH THE PROPOSED
2FE PRIMARY SCHOOL DEVELOPMENT**

LAND AT BROOKLEIGH

**A273 ISAACS LANE,
BURGESS HILL
WEST SUSSEX**

REPORT REF: BN-CR-25-126

Client: Campbell Reith Consulting Engineers
15 Bermondsey Square,
London,
SE1 3UN

Report Prepared By:

A handwritten signature in black ink, appearing to read 'BN' followed by a stylized flourish.

Beth Newiss MSoRSA NH Cert Comp

Checked By:

A handwritten signature in black ink, appearing to read 'V Patel' with a stylized flourish.

Vimal Patel NH Cert Comp

Job no	BN-CR-25-126	Issue no	1	Date	March 2026
Prepared by	BN	Verified by	VP	Approved by	BN

Beth Newiss and Associates Limited
Registered Office: 19a Grange Hill, Coggeshall, Essex, C06 1RE
bethnewissandassociates@gmail.com

PROJECT DETAILS	
Report Title:	Stage 1 Road Safety Audit
Date:	March 2026
Document reference and revision:	BN-CR-25-126
Prepared by:	Beth Newiss and Associates Limited
Design Organisation:	Campbell Reith Consulting Engineers
Project Sponsor:	Homes England
Overseeing Organisation:	West Sussex County Council

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Audit drafted for Audit Team discussions.	BN			30/03/2026
1	Stage 1 Road Safety Audit finalised and issued to the Design Organisation.	BN	VP	BN	31/03/2026

CONTENTS

1.0	INTRODUCTION	2
2.0	ITEMS RAISED AT PREVIOUS AUDIT (S)	6
3.0	ITEMS RAISED AT THIS STAGE 1 AUDIT	7
4.0	AUDIT TEAM STATEMENT	12

APPENDICES

A1	INFORMATION PRESENTED FOR AUDIT
A2	LOCATION PLAN

DISTRIBUTION		
Campbell Reith	Tom Harris	31/03/2026

1.0 INTRODUCTION

1.1 OVERVIEW

This report results from a Stage 1 Road Safety Audit (RSA) carried out on the proposed changes to the Eastern Bridge Link Road introduced from A273 Isaacs Lane, Burgess Hill in association with the proposed 2FE Primary School development located on land at Brookleigh. The audit was requested by Campbell Reith Consulting Engineers on behalf of Homes England.

It should be noted that a Road Safety Audit was undertaken in January 2026 by Beth Newiss Associates. This Road Safety Audit considers amendments made to the original design.

1.2 SCHEME BACKGROUND INFORMATION

The Road Safety Audit (RSA) has been requested in association with the construction of a new ‘all-through’ primary and secondary school is planned as part of the wider Burgess Hill, Brookleigh development (formerly known as Northern Arc), providing a high-quality education for new and existing residents in the 3,500-home development and across the local area.

The proposed site will provide a Primary School for up 420 No. pupil places (2 Form Entry), as well as a 52-place Nursery and 16-place Special Education Needs facility. Once fully constructed each element of educational floorspace is intended to cater exclusively for the child yield and demand for places associated with the dwellings proposed as part of the wider Outline development.

1.3 SITE LOCATION

The proposed site lies within the Eastern Neighbourhood, at the proposed Neighbourhood Centre of the outline application site. In its immediate vicinity, the site will be bordered by residential development parcels directly to the northwest and the eastern boundaries. The northern boundary consists of the Eastern Bridge and Link Road (EBLR), referred to as Brookleigh Avenue. Brookleigh Avenue is a ‘green superhighway’ that provides the key pedestrian and cycle route connecting the site with the wider Northern Arc development parcels.

Within the vicinity of the site, Isaac’s Lane is subject to a package of highway infrastructure improvements associated with the works to form part of the Eastern Bridge and Link Road (EBLR), which will join Freeks Lane to Isaacs Lane, delivered in accordance with the associated planning consent DM/20/3247. Within the vicinity of the site, this includes signalised pedestrian crossings on all four arms of the junction to the north-west of the proposed Brookleigh School site, together with associated footways of 2m in width along both sides of Isaac’s Lane.

1.4 THE PROPOSED WORKS

The proposed works to be audited within this report include:

- Shared Use footway/cycleway wider directly outside the school (no dimensions provided)
- Parallel Crossing within a raised carriageway, which encapsulates the bend.
- Areas of different carriageway treatments to highlight crossing areas.
- Give Way Road Markings highlighting pedestrian/cycle priority across the carriageway.
- the Eastern Bridge Link Road will be subject to a 20mph speed limit along the school's frontage, which changes to a 30mph to the west of the school's entrance towards the Isaac's Lane signalised junction

1.5 ROAD SAFETY AUDIT

The Road Safety Audit was undertaken during March 2026 in accordance with the amended scheme drawing. The Road Safety Audit Brief and Audit Team approval was provided on the 16th December 2025 by Tom Harris of the Design Organisation Campbell Reith Consulting Engineers, on behalf of the Local Highway Authority.

An alternative design was presented to the Audit Team on the 23rd March 2026.

The Road Safety Audit comprised of an examination of the documents provided as detailed in **Appendix A1** alongside and a visit to site.

1.6 SITE VISIT:

A visit to site was undertaken by the Audit Team together on the 10th January 2025 between 12:00 and 13:00. During the site visit the weather was cold, but dry. The road surface was damp. During the time of the visit the Audit Team noted that elements of construction works had been partially completed to the main spine road. Works were also underway within the school site. Traffic could access this spine road via the signalised junction from Isaacs Lane.

* It should be noted that no new site visit was undertaken to consider this proposal.

1.7 COLLISION DATA

There is currently no collision data for this section of road.

1.8 SPEED DATA:

No speed count data was presented within the audit brief. The posted speed limit is currently 10mph.

1.9 EXISTING AND FORECASTED TRAFFIC FLOWS

None provided.

1.10 DEPARTURES FROM STANDARDS:

The Audit Team have not been advised of any Departures from Standards.

1.11 AUDIT TEAM INFORMATION:

The Road Safety Audit has been undertaken by an Audit Team whose qualifications and experience accord with the requirements of the Local Authority.

The Audit Team consists of the following members:

Beth Newiss	Vimal Patel
MCIHT MSoRSA NH Cert Comp	BEng (Hons), GMICE, FIHE, HE Cert Comp, Reg RSA (IHE)
Beth Newiss and Associates Limited – Registered Office 19a Grange Hill, Coggeshall, Essex, CO6 1RE	
TEL: 07962349262	Email: bethnewissandassociates@gmail.com

The Audit Team meets the acceptance requirement of West Sussex County Council.

1.12 TERMS OF REFERENCE

The terms of reference of this Road Safety Audit are as described in GG119 except for the Audit Team members experience which are in line with the Adopting Authority requirements.

This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Collision Investigation, Road Safety Engineering and Road Safety Audits. The scheme has been examined and this report compiled, only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. A technical audit has not been included. A Location Plan can be found in **Appendix A2**.

Recommendations made in this report are proportionate and viable suggestions for improvement to eliminate or mitigate, in accordance with GG119, and do not imply that a formal design review has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when the Design Organisation responds to this report.

The Designer Organisation Response to the RSA should be formally recorded and reported to the Overseeing Organisation and the RSA Team so that a record of the Audit process is contained in the As Built design pack to be provided and retained by the Overseeing Organisation on final completion.

2.0 PREVIOUS ROAD SAFETY AUDIT(S)

- 2.1 The Audit Team undertook a Road Safety Audit on an alternative proposal in January 2026, report ref: BN-CR-25-124.

3.0 SAFETY ISSUES RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

3.1 GENERAL

3.1.1 PROBLEM

Location Eastern Bridge Link Road

Summary Potential loss of control or slip hazard due to standing water.

No details have been provided in respect of surface water drainage or other services, and it is therefore not possible to ascertain whether there will be any safety implications. Poor drainage may result in the collection of surface water which could increase the risk of loss of control collisions.

RECOMMENDATION: It is recommended that adequate surface water drainage is provided within the vicinity of the scheme.

3.1.2 PROBLEM

Location Eastern Bridge Link Road

Summary Insufficient carriageway space at junctions, accesses or on bends may cause sudden braking and unexpected obstruction resulting in potential rear end shunts or side swipe type collisions.

The Audit Team have not been provided with any Auto Tracking drawings. Consequently, there is concern that insufficient carriageway space may increase the risk of collision between vehicles travelling simultaneously. This may result in sudden braking and obstruction of the spine road resulting in potential rear end shunts or side swipe type collisions between opposing vehicles.

RECOMMENDATION: It is recommended that Auto Tracking Drawings are provided showing all manoeuvres throughout the scheme.

3.1.3 PROBLEM

Location Eastern Bridge Link Road

Summary Parking may affect the free flow of traffic through Eastern Bridge Link Road which could increase the risk sudden braking, avoidance manoeuvres, pedestrian or cycle strike, cycle loss of control or damage only incidents.

The drawings/information provided does not indicate that any parking restrictions are to be proposed within the extents of the scheme. At peak times and once the school is fully subscribed there will be high volumes of people walking, cycling and driving to access the school. As with all schools parking can be an issue as parents with limited time tend to drive

their children to school regardless of the distance from home. Parking may affect the free flow of traffic through Eastern Bridge Link Road which could increase the risk sudden braking, avoidance manoeuvres, pedestrian or cycle strike, cycle loss of control or damage only incidents. This may also result in a build-up of traffic and obstruction of the free flow of traffic on Isaacs Lane. Which could result in further collisions/incidents in other locations within the road network.

RECOMMENDATION: It is recommended that parking restrictions are introduced to mitigate the risk of collisions associated with inconsiderate parking.

3.2 JUNCTIONS

3.2.1 PROBLEM

Location	A – Isaacs Lane/Eastern Bridge Link Road
Summary	Free flow of the signalised junction may be affected by queuing traffic at peak times resulting in an increased risk of collisions/incidents in other locations within the road network.

The drawings indicate that pedestrians/cyclists are to be provided with a wide priority over traffic directly outside the Brookleigh School. It is anticipated that during school peak periods the large number of pedestrians using the crossing facility may result in traffic queues developing that could extend back to the signalised junction on Isaacs Lane. which may lead to an obstruction of the free flow of traffic on Isaacs Lane. This could result in further collisions/incidents in other locations within the road network.

RECOMMENDATION: It is recommended that that capacity assessments are undertaken to ensure traffic queues do not extend up to Isaacs Lane junction, alternatively provided a traffic signal-controlled crossing facility offset from the school gates.

3.3 LOCAL ALIGNMENT

3.3.1 The Audit Team have no comments regarding ‘LOCAL ALIGNMENT’ at this stage.

3.4 WALKING CYCLING AND HORSE RIDING

3.4.1 PROBLEM

Location	B – Immediately Outside the School Entrance
Summary	Pedestrians and cyclists may be vulnerable to strike by an errant vehicle or a driver who deviates from the intended path.

The drawings and AI generation illustration details that the entry to the Brookleigh School will be open plan with the carriageway and footway at the same level. The Audit Team are concerned that this arrangement may increase the risk of a vehicle entering or parking on the footway/cycleway at risk of striking pedestrians/cyclists.

NB: It is noted that the AI generated illustration indicates that bollards are to be proposed between the back of the footway and the area immediately outside the school doors.

RECOMMENDATION: It is recommended that additional measures to mitigate the potential for an errant vehicle to enter/park on the footway/cycleway are introduced.

3.4.2 PROBLEM

Location	C – Parallel Crossing
Summary	Visually Impaired or blind pedestrians may be vulnerable to strike at the parallel crossing.

The proposed parallel crossing is located on a raised table and is therefore flush with the adjacent footways. While the facility provides priority for both pedestrians and cyclists, the arrangement offers no detectable tactile or audible indication to blind or partially sighted users that they are entering a controlled crossing environment.

A visually impaired pedestrian will correctly locate the crossing point using the blister tactile paving and L-stem. However, upon reaching the crossing, the absence of a detectable kerb upstand means they cannot identify the edge of the carriageway or distinguish between pedestrian space, the cycle crossing, and the vehicle running lane. The zebra markings and cycle markings are visual cues only and may not be perceived by blind pedestrians.

The parallel cycle crossing introduces an additional stream of quiet, fast-moving vehicles (cycles and e-bikes) that may not be audible. As a result, a visually impaired pedestrian may inadvertently step into the cycle crossing or carriageway without realising they have left the footway, placing them at risk of strike and personal injury.

RECOMMENDATION: It is recommended that additional measures are introduced to provide detectable features within the crossing for the blind or visually impaired pedestrian.

3.4.3 PROBLEM

Location	D – Parallel Crossing
Summary	Cyclists not provided with suitable onward connectivity which may increase the risk of conflict with other road users.

There are several areas where the drawings indicate that a transition area between facilities where corduroy paving has been used to indicate the end of a cycle/shared footway/cycleway. However, no signage is detailed within the drawings presented for audit. It is therefore not possible to ascertain the proposal at these locations or any potential safety concerns related to this.

RECOMMENDATION: It is recommended that at all areas of transition between facilities, or at the end of a facility users are provided with clear, concise information regarding the expected onward connectivity.

3.4.4 PROBLEM

Location	E – Raised Carriageway/Parallel Crossing
Summary	Pedestrians and Cyclists may choose to cross the road at areas away from the parallel crossing resulting in increased risk of strike from approaching vehicles.

The drawings indicate that a raised table is proposed along the length of the school frontage. Within the raised carriageway a parallel crossing has been introduced to provide a designated crossing area. The Audit Team are concerned that the area either side of the crossing is open and flush with the footway, which may encourage pedestrians and cyclists to cross anywhere within the vicinity of the crossing expecting that drivers will give way. This may result in an increased risk of pedestrian/cyclist strike at this location.

RECOMMENDATION: It is recommended that measures are introduced to encourage use of the designated crossing point.

3.5 SIGNING, LIGHTING AND CARRIAGEWAY MARKINGS.

3.5.1 PROBLEM

Location Throughout

Summary Insufficient signage and tactile information may result in conflict between users.

The drawings provided do not indicate any signage at this stage. The Audit Team therefore cannot ascertain whether there will be any road safety concerns. In such a scheme where there are multiple users: information; informative, directional and tactile, is paramount to provide all road users sufficient knowledge of the environment.

RECOMMENDATION: It is recommended that clear and concise tactile and signed information is provided to all users.

- 3.5.2 The Audit Team have not been provided with any lighting information at this stage, therefore have no comments regarding this element of work.

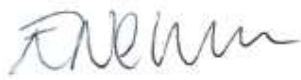
4.0 AUDIT TEAM, DESIGN TEAM AND OVERSEEING ORGANISATION STATEMENT(S)

4.1 AUDIT TEAM

We certify that this audit has been undertaken in accordance with GG119 rev 2.

Audit Team Leader

Beth Newiss MCIHT MSoRSA NH Cert Comp



Date: 30th March 2026

Audit Team Member

Vimal Patel BEng (Hons), GMICE, FIHE, NH
Cert Comp, Reg RSA (IHE)



Date: 31st March 2026

4.2 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:	
Signed:	
Organisation:	
Position:	Date:

4.3 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 team and;
- 2) The agreed RSA will be progressed.

Name:	
Signed:	
Organisation:	
Position:	Date:

APPENDIX A1

INFORMATION PRESENTED FOR AUDIT

INFORMATION PRESENTED FOR AUDIT

Documents:

Audit Brief Received Via Email 16th December 2025

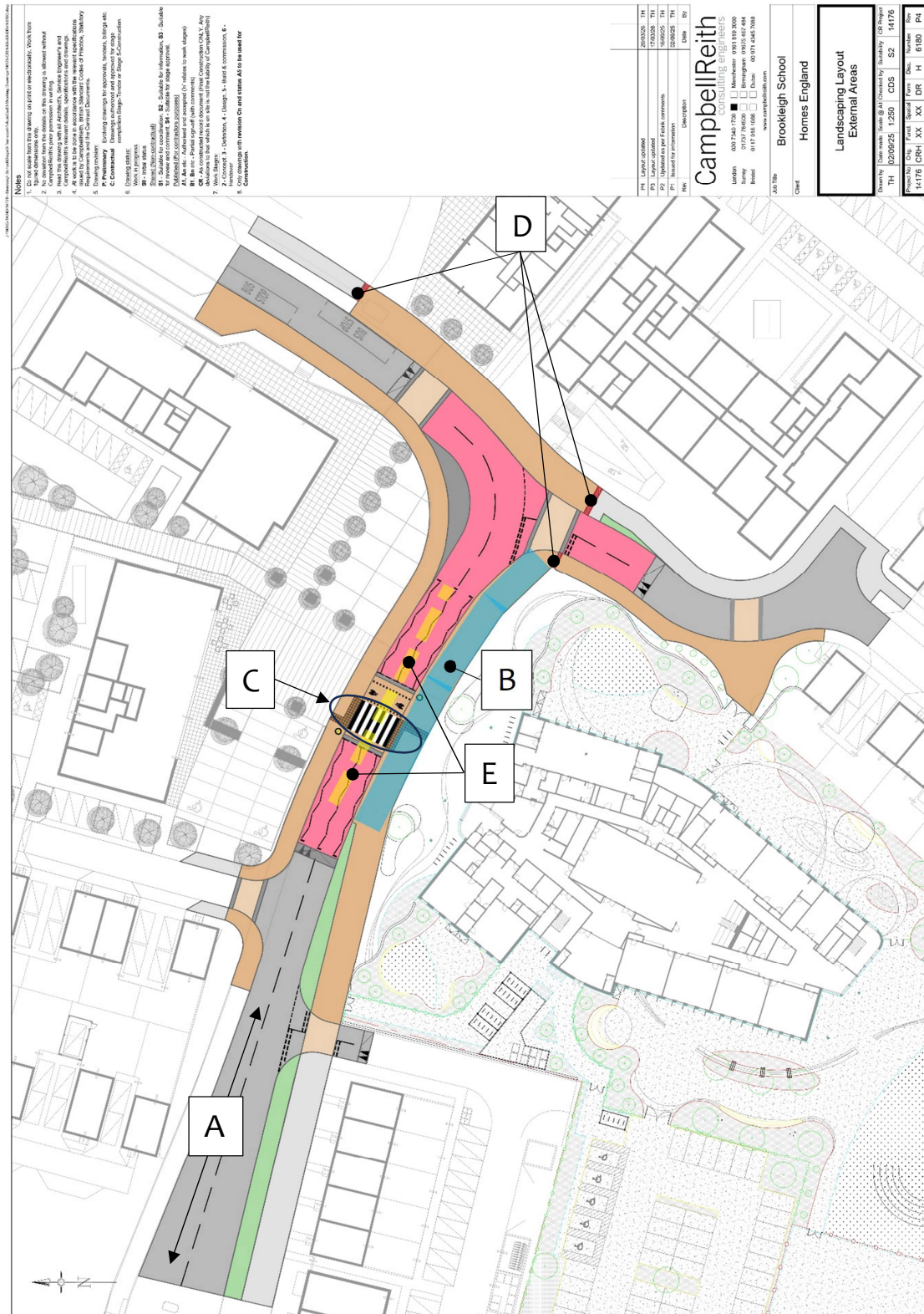
Including Drawings:

14176 CRH XX XX DR H 6180 P4 Landscaping Layout External Areas
D3347-FAB-00-XX-DR-L-1100-PL01

APPENDIX A2

LOCATION PLAN

Proposed Changes to Eastern Bridge Link Road
Land at Brookleigh – A273 Isaacs Lane, Burgess Hill
Road Safety Audit – Stage 1





CampbellReith
consulting engineers

Appendix 5

Updated Road Safety Audit (March 26)

Designers Response

Brookleigh Primary School

CampbellReith Responses to Stage 1
Road Safety Audit Addendum 2

For
Homes England

Project No.
14176

Date
March 2026

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F1. PROJECT DETAILS

TABLE F1: PROJECT DETAILS

Report title:	Response Report relating to the Road Safety Audit Stage 1 Addendum
Date:	31 March 2026
Document reference and revision:	14176-CRH-XX-XX-RP-H-6051_P1_St1RSA_Addendum2_DR.docx
Prepared by:	CampbellReith
On behalf of:	Homes England

TABLE F2: AUTHORISATION SHEET

Project:	Brookleigh Primary School
Report title:	Response Report relating to the Stage 1 Road Safety Audit Addendum (BN-CR-25-126).
Prepared by:	
Name:	Chris Stanyard
Position:	Partner – Transport Planning
Signed:	
Organisation	CampbellReith
Date:	31 March 2026
Approved by:	
Name:	
Position:	
Signed:	
Organisation	
Date:	

F2. INTRODUCTION

This report provides a Designers Response to a Stage 1 Road Safety Audit in relation to the Proposed changes to the Eastern Bridge Link Road in association with the proposed 2FE Primary School development known as Brookleigh School, Burgess Hill, West Sussex. The audit was undertaken by Beth Newiss and Associates Limited and is dated 31 March 2026, reference BN-CR-25-126.

This Response Report is prepared for submission to West Sussex County Council as the Highway Authority and has been prepared by the following representatives of the Design Organisation:

Tom Harris	Chris Stanyard
Senior Transport Planner	Partner
CampbellReith	CampbellReith

F3. KEY PERSONNEL

TABLE F3: KEY PERSONNEL

Overseeing Organisation:	West Sussex County Council FAO: Stephen Gee and Roger Harper	
RSA Team	Beth Newiss MCIHT MSoRSA NH Cert Comp (Audit Team Leader) Beth Newiss & Associates Limited	
	Vimal Patel BEng (Hons), FIHE, NH Cert Comp, RegRSA (Audit Team Member) Beth Newiss & Associates Limited	
Design Organisation:	Tom Harris CampbellReith 15 Bermondsey Square London SE1 3UN	Chris Stanyard CampbellReith 15 Bermondsey Square London SE1 3UN

For the purposes of this Designers Response, all new observations have been highlighted in a blue font to make it easier for the reader to understand the road safety comments related to the updated EBLR (Holmbush Avenue) layout.

F4. ROAD SAFETY AUDIT DECISION LOG

TABLE F4: ROAD SAFETY AUDIT DECISION LOG

RSA Problem Number	RSA Problem	RSA Recommendation	Design Organisation Response	Design Organisation Response	Agreed RSA Action
3.1.1	Insufficient drainage may result in water ponding and potential slip hazard for powered two wheelers resulting in loss of control and potential personal injury or damage only type incidents. No details have been provided in respect of surface water drainage, and it is therefore not possible to ascertain whether there will be any safety implications. Poor drainage may result in the collection of surface water which could increase the risk of a slip hazard for non-motorised users or resulting in vehicle loss of control leading to potential personal injury or damage only incidents, particularly in inclement weather conditions.	It is recommended that adequate surface water drainage is provided within the vicinity of the scheme.	NOT ACCEPTED The EBLR (Holmbush Avenue) itself has been subject to detail design and been through a separate road safety audit. It is therefore respectfully suggested that all matters regarding adequate surface water drainage for the EBLR have been considered prior. Any changes to the surfacing will be subject to further information at any detail design stage.		
3.1.2	Insufficient carriageway space at junctions, accesses or on bends may cause sudden braking and unexpected obstruction resulting in potential rear end shunts or side swipe type collisions. The Audit Team have not been provided with any Auto Tracking drawings. Consequently, there is concern that insufficient carriageway space may increase the risk of collision between vehicles travelling simultaneously.	It is recommended that Auto Tracking Drawings are provided showing all manoeuvres throughout the scheme.	NOT ACCEPTED The EBLR (Holmbush Avenue) itself has been subject to detail design and been through a separate road safety audit. It is therefore respectfully suggested that all matters regarding swept path analysis and appropriate carriageway spacings for the EBLR (and associated junction to the east of the school) have been considered prior.		

RSA Problem Number	RSA Problem	RSA Recommendation	Design Organisation Response	Design Organisation Response	Agreed RSA Action
3.1.3	Parking may affect the free flow of traffic through Eastern Bridge Link Road which could increase the risk sudden braking, avoidance manoeuvres, pedestrian or cycle strike, cycle loss of control or damage only incidents. The drawings/information provided does not indicate that any parking restrictions are to be proposed within the extents of the scheme. At peak times and once the school is fully subscribed there will be hundreds of people walking, cycling and driving to access the school. This will result in high peak volumes. As with all schools parking can be an issue as parents with limited time tend to drive their children to school regardless of the distance from home.	It is recommended that parking restrictions are introduced from the beginning.	PARTIALLY ACCEPTED The previously agreed Brookleigh 'Street Design and Adoption Manual' states in Section 4.5 and 4.6 that there will be no signs or lines within Brookleigh and that this section (5a) will rely on positive design, and physical environment to calm traffic. However, following discussion with West Sussex County Council (as Highway Authority), it is become apparent that a formal crossing is to be introduced as part of any school scheme. This crossing facility will include zigzags on both approaches which prevent any parking from occurring. Following installation of this crossing (prior to the school opening), the parking behaviour will be monitored and managed. Should there be a need for further parking restrictions these could be installed as part of the Stage 4 Road Safety Audit process. Following the request from WSCC Highways, details of a potential parking monitoring strategy have been included in the updated Transport Statement Addendum should this become an issue.		
3.2.1	Free flow of the signalised junction may be affected by queuing traffic at peak times. The drawings indicate that pedestrians/cyclists are to be provided with a wide priority over traffic directly outside the Brookleigh School. It is anticipated that during school peak periods the large number of pedestrians using the crossing facility may result in traffic queues developing that could extend back to the signalised junction on Issacs Lane.	It is recommended that that capacity assessments are undertaken to ensure traffic queues do not extend up to Isaacs Lane junction, alternatively provided a traffic signal-controlled crossing facility offset from the school gates.	ACCEPTED The location of the school has been set by the wider masterplan, as has the form of the signalised junction at Isaac's Lane. While we acknowledge the concerns raised, and noting the introduction of the formal crossing over the EBLR – it is considered that the road safety benefits of proving a safe, formal crossing outweigh the minor impact on the signalised junction for limited periods of the day. The introduction of the formal crossing is deemed to satisfy this RSA observation.		

RSA Problem Number	RSA Problem	RSA Recommendation	Design Organisation Response	Design Organisation Response	Agreed RSA Action
3.3.1	Raised table on the bend may increase the risk of loss of control incidents at this location. Vehicles negotiating the bend are already subject to lateral acceleration, and the introduction of a vertical deflection at this location creates conflicting vehicle dynamics. As a result, drivers may experience sudden changes in tyre loading and reduced grip while steering, increasing the likelihood of loss of control.	It is recommended that the raised table be relocated to a section of straight alignment where approach visibility is adequate and where vertical deflection will not conflict with lateral vehicle loading. If relocation is not feasible, the designer should consider alternative traffic-calming measures that do not introduce vertical displacement on a bend, and/or provide enhanced advance warning and conspicuity measures to mitigate the risk.	ACCEPTED It is proposed that the vertical deflection element of this raised table be removed. We feel it is appropriate for a uncontrolled crossing to remain in this position given the presence of the nursery / reception entrance. Vehicle speeds are expected to be very low in this area. <i>As a result of this amendment this RSA Problem was removed from the March 2026 Road Safety Audit Addendum.</i>		
3.4.1	Pedestrians and cyclists may be vulnerable to strike by an errant vehicle or a driver who deviates from the intended path. The Audit Team are concerned that this arrangement may increase the risk of a vehicle entering the footway/cycleway at risk of striking pedestrians/cyclists.	It is recommended that additional measures to mitigate the potential for an errant vehicle to enter the footway/cycleway are introduced.	PARTIALLY ACCEPTED While the CGI was included for contextual purposes, in practice there will be a small upstand / kerb that delineates the carriageway from the adjacent footway (outside of the formal crossing area). This will be subject to the technical approval process should the changes to the EBLR be brought forward.		
3.4.2	Pedestrians may be vulnerable to strike by approaching cyclist. The Audit Team are concerned that this arrangement may result in conflict between cyclists and pedestrians as children tend to move unpredictably, often walk together with parents in groups and can be easily distracted therefore the interaction between the two non-motorised users may introduce a high conflict risk resulting in personal injury incidents.	It is recommended that the segregated cycle link is redirected across the Eastern Bridge Link Road prior to the school entrance area.	NOT ACCEPTED The EBLR itself has been subject to detail design which includes the alignment of the cycleway as currently proposed. Any changes to diverting cyclists north of the EBLR prior to the school would require a significant design change (from the wider masterplan) and could introduce similar concerns on the northern side where children are crossing towards the school.		

RSA Problem Number	RSA Problem	RSA Recommendation	Design Organisation Response	Design Organisation Response	Agreed RSA Action
3.4.2 (March 26)	Visually Impaired or blind pedestrians may be vulnerable to strike at the parallel crossing. The proposed parallel crossing is located on a raised table and is therefore flush with the adjacent footways. While the facility provides priority for both pedestrians and cyclists, the arrangement offers no detectable tactile or audible indication to blind or partially sighted users that they are entering a controlled crossing environment. A visually impaired pedestrian will correctly locate the crossing point using the blister tactile paving and L-stem. However, upon reaching the crossing, the absence of a detectable kerb upstand means they cannot identify the edge of the carriageway or distinguish between pedestrian space, the cycle crossing, and the vehicle running lane. The zebra markings and cycle markings are visual cues only and may not be perceived by blind pedestrians. The parallel cycle crossing introduces an additional stream of quiet, fast-moving vehicles (cycles and e-bikes) that may not be audible. As a result, a visually impaired pedestrian may inadvertently step into the cycle crossing or carriageway without realising they have left the footway, placing them at risk of strike and personal injury.	It is recommended that additional measures are introduced to provide detectable features within the crossing for the blind or visually impaired pedestrian.	PARTIALLY ACCEPTED It is proposed that a slight upstand will be proposed between the shared footway / cycleway and the crossing itself. Tactile cones will also be installed as part of the detailed design to assist the visually impaired. There is also an opportunity to include audible signals but will be guided by the Highway Authority, given this is in a wider residential settlement.		
3.4.3	Cyclists may be at risk of strike from approaching vehicles. The Audit Team are concerned that this arrangement may result in conflict between cyclists and vehicles within the carriageway. As noted above children tend to move unpredictably, often walk together with parents in groups and can be easily distracted. This may result in cyclists having to take avoidance actions which could result in them entering the carriageway at risk of being struck by an approaching vehicle.	It is recommended that the segregated cycle link is redirected across the Eastern Bridge Link Road prior to the school entrance area.	NOT ACCEPTED For the reasons stated in 3.4.2 above. It is also considered that there would be school personnel adjacent to the school entrance during pick up and drop off times to help manage the potential conflict.		

RSA Problem Number	RSA Problem	RSA Recommendation	Design Organisation Response	Design Organisation Response	Agreed RSA Action
3.4.3 (March 26)	Cyclists not provided with suitable onward connectivity which may increase the risk of conflict with other road users. There are several areas where the drawings indicate that a transition area between facilities where corduroy paving has been used to indicate the end of a cycle/shared footway/cycleway. However, no signage is detailed within the drawings presented for audit. It is therefore not possible to ascertain the proposal at these locations or any potential safety concerns related to this.	It is recommended that at all areas of transition between facilities, or at the end of a facility users are provided with clear, concise information regarding the expected onward connectivity.	ACCEPTED The presence of a continuous cycle route throughout the EBLR (Holmbush Avenue) and the wider Brookleigh development is one of its key sustainable travel features. There is potential to include sensitive signage (potentially bollards) to highlight the end of any formal cycle route, and this could be captured as part of the detail design process.		
3.4.4	Pedestrians at risk of being struck by cyclists as they enter the segregated cycle lane. As discussed above, a segregated cycleway is indicated to the back of the footway. There appears to be several locations where pedestrians can unwillingly enter this segregated area which may result in a pedestrian being struck by an approaching cyclist.	It is recommended that the segregated cycle lane is relocated to the alongside the carriageway.	PARTIALLY ACCEPTED The relocation of a cycle lane adjacent to the carriageway would have the potential to cause conflict with parents and pupils crossing the EBLR adjacent to the school entrance leaving them stranded in the carriageway for an increased period. Instead, it is proposed to revert the footway and cycleway arrangement back to the previously agreed shared arrangement. Signs on the approaches to the school could be introduced to warn cyclists of pedestrians and vice versa.		
3.4.4 (March 26)	Pedestrians and Cyclists may choose to cross the road at areas away from the parallel crossing resulting in increased risk of strike from approaching vehicles. The drawings indicate that a raised table is proposed along the length of the school frontage. Within the raised carriageway a parallel crossing has been introduced to provide a designated crossing area. The Audit Team are concerned that the area either side of the crossing is open and flush with the footway, which may encourage pedestrians and cyclists to cross anywhere within the vicinity of the crossing expecting that drivers will give way. This may result in an increased risk of pedestrian/cyclist strike at this location.	It is recommended that measures are introduced to encourage use of the designated crossing point.	PARTIALLY ACCEPTED The proposed location of the parallel crossing is on a desire line for parents and pupils travelling from the north. While the observation is noted, it is not intended to introduce measures such as railings to funnel parents and pupils to the proposed crossing facility. The use of the wider raised table could be included in the initial monitoring and management of the area, once the school opens.		

RSA Problem Number	RSA Problem	RSA Recommendation	Design Organisation Response	Design Organisation Response	Agreed RSA Action
3.5.1	Insufficient signage and tactile information may result in conflict between users. The drawings provided do not indicate any signage at this stage. The Audit Team therefore cannot ascertain whether there will be any road safety concerns. In such a scheme where there are multiple users: information; informative, directional and tactile, is paramount to provide all road users sufficient knowledge of the environment.	It is recommended that clear and concise tactile and signed information is provided to all users.	ACCEPTED As discussed above, the SDAM and wider masterplan discourages the uses of signage and lining. The tactile arrangement will be reviewed to ensure it provides clear direction for its users as part of the amended scheme to introduce a formal crossing facility.		

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

Reference	Issue Identified	Recommendations made	Design Organisations observations	Overseeing Organisation observations	Concluding comments
-	None	None	N/A	N/A	N/A

SUPPLIED DRAWINGS

Drawing Number	Revision	Title	Notes
14176-CRH-XX-XX-DR-H-6180	P4	External Layout	Updated to include a parallel crossing facility.

SUPPLIED DOCUMENTS

Reference	Revision	Title	Notes
None	None	None	None

F5. DESIGN ORGANISATION AND OVERSEEING ORGANISATION STATEMENTS

TABLE F5: 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:	Chris Stanyard
Position:	Partner – Transport Planning
Signed:	
Organisation	CampbellReith
Date:	31 March 2026

TABLE F6: OVERSEEING ORGANISATION STATEMENT

On behalf of the Overseeing Organisation I certify that: 1) the RSA Actions identified in the 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:	[Name]
Position:	[Position]
Signed:	[To be completed]
Organisation	West Sussex County Council
Date:	[To be completed]

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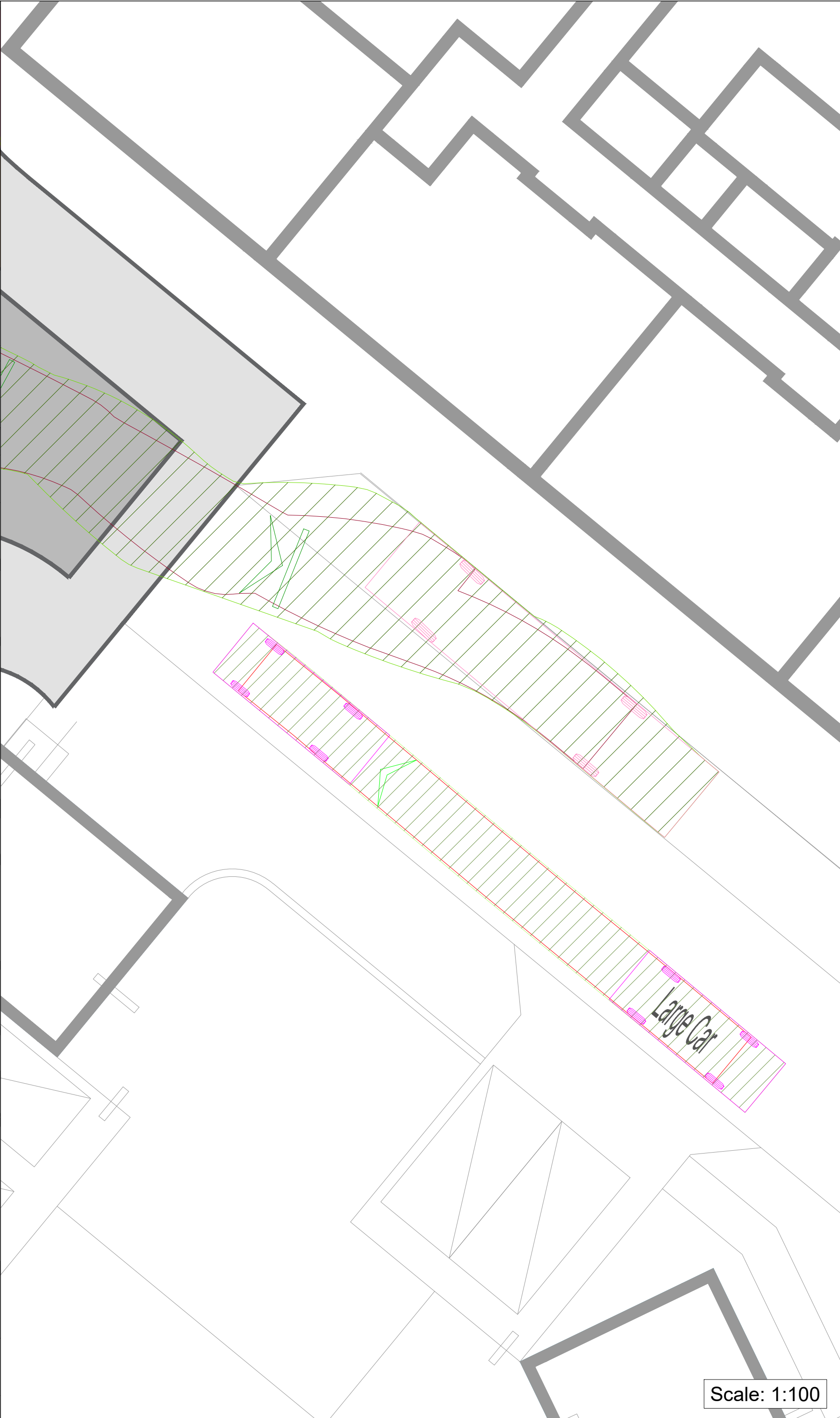
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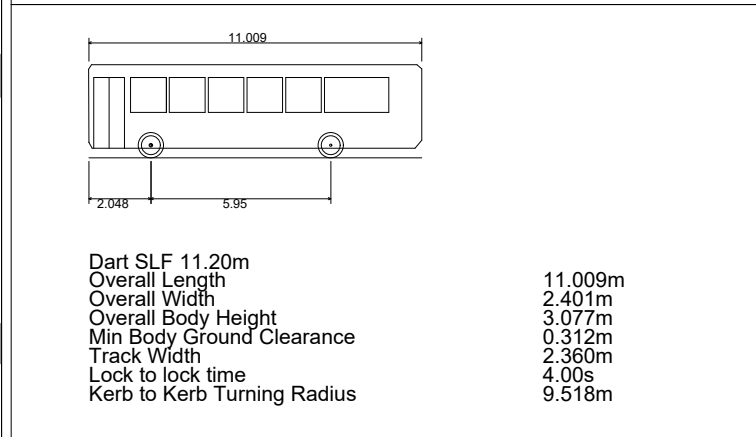
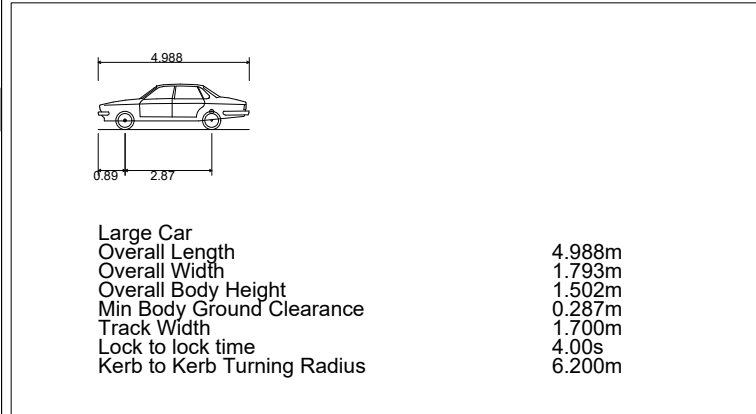
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Appendix 6

Coach Swept Path Analysis



- ### Notes
- Do not scale from this drawing on print or electronically. Work from figured dimensions only.
 - No deviation from the details on this drawing is allowed without CampbellReith's prior permission in writing.
 - Read this drawing with all Architect's, Service Engineer's and CampbellReith's relevant details, specifications and drawings.
 - All work is to be done in accordance with the relevant specifications issued by CampbellReith, British Standard Codes of Practice, Statutory Requirements and the Contract Documents.
 - Drawing revision:**
P: Preliminary Evolving drawings for approvals, tenders, billings etc.
C: Contractual Drawings authorized and approved for stage completion.
 - Drawing status:**
Work in progress
S0 - Initial status
Shared (Non-contractual)
S1 - Suitable for coordination, **S2** - Suitable for information, **S3** - Suitable for review and comment, **S4** - Suitable for stage approval.
Published (For contractors purposes)
A1, An etc - Authorised and accepted ('n' relates to work stages)
B1, Bn etc - Partial sign-off (with comments)
CR - As constructed record document (Final Construction ONLY. Any deviations to that which is on site is not the liability of CampbellReith)
 - Work Stages:**
2 - Concept, **3** - Definition, **4** - Design, **5** - Build & commission, **6** - Handover
 - Only drawings with **revision Cn** and **status A5** to be used for Construction.



P1	Issued for information	31/03/26	CZ
Rev	Description	Date	By

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Job Title

Brookleigh School

Client

Homes England

Swept Path Analysis

Coach Parking

Drawn by	Date made	Scale @ A2	Checked by	Suitability	CR Project
CZ	31/03/26	VARIES	CDS	S2	14176

Project No	Orig.	Funct.	Spatial	Form	Disc.	Number	Rev
14176	CRH	XX	XX	DR	H	6186	P1

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