

Central Section Brookleigh, Northern Arc

Safety Audit Designer's Response - Stage 1

Homes England

Project number: 60610807
60610807-ACM-CS-XX-RP-HW-0006

17 March 2026

Quality information

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Revision History

Revision	Revision date	Details	Authorised	Name	Position
P01	21.01.2025	For Information		N. Mitchell	Regional Director
P02	23.09.2025	For Information		D.Parker	Senior Engineer
P03	17.03.2026	For Information		D.Parker	Senior Engineer

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1. Designer's Response

Project Details

Table 1: Project Details

Report Title:	Brookleigh, Northern Arc- Road Safety Audit Designer's Response - Stage 1
Date:	30 September 2025
Document Reference and Revision:	60610807-ACM-CS-XX-RP-HW-0006 Revision -
Prepared By:	AECOM Limited
On Behalf of:	Homes England

Table 2: Authorisation Sheet

Project:	Brookleigh, Northern Arc
Report Title:	Brookleigh, Northern Arc - Road Safety Audit Designer's Response - Stage 1
Prepared By:	
Name:	Daniel Parker
Position:	Senior Civil Engineer
Signed:	 Digitally signed by Parker, Daniel Date: 2026.03.17 10:45:52
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Organisation:	AECOM Limited
Date:	30 September 2025

Introduction

This Designer's Response is related to the Stage 1 Road Safety Audit document, dated 16 January 2024 (document ref: 60610807-ACM-CS-XX-RP-HW-0002 Version P02), for the proposed Central Section of Northern Arc avenue and the part realignment of Cuckfield Road (B2036), as part of the Brookleigh, Northern Arc development north of Burgess Hill, West Sussex.

The Stage 1 Road Safety Audit identified a number of problems associated with the design proposed for the public highway and this Designers Response is provided in accordance with the requirements of GG 119.

Table 3: Key Personnel

Role	Organisation
Overseeing Organisation	West Sussex County Council (WSCC)
Road Safety Audit Team	AECOM Limited (Aldgate)
Design Organisation	AECOM Limited (Development Infrastructure - St Albans)

Highway Works

Table 4: Road Safety Audit Decision Log

Road Safety Audit Problem	Road Safety Audit Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed Road Safety Audit Action
Area: GENERAL Problem: A1 Location: Entire CS Drawing: 60610807-ACM-CS-ZZ-DR-HW-00-0101 – 60610807-ACM-CS-ZZ-DR-HW-00-0107 (inclusive)				
Summary: Proposed trees and landscaping within planted verges may obstruct visibility levels between road users/ pedestrians/ cyclists, resulting in collisions between users on the CS. There are several locations along the CS where planted verges (featuring trees and it is assumed landscaping) are proposed immediately adjacent to uncontrolled crossing facilities and junctions. Whilst it is acknowledged that the landscaping/ tree detail shown in the GA plans is largely indicative the Audit Team is concerned that any proposed trees and/ or landscaping may restrict intervisibility between road users on the CS and both road users on adjoining side roads waiting to turn onto the CS and pedestrians/ cyclists at the waiting areas of the crossings. This could result in vehicle/ vehicle turning collisions on the CS or vehicle to pedestrian/ cyclist collisions at the crossings.	It is recommended that care is taken at detailed design with respect to proposed tree locations and landscaping types/ heights to ensure that adequate visibility splays are achieved at all locations within the scheme. Regular maintenance of verges/ tree growth will need to be considered throughout the life of the scheme also	Agreed. Trees, along with other street furniture, have been sighted outside of visibility splays. In addition, the design has been prepared to generally accord with the principals set out in Manual for Street (2007)). In particular MfS section 7.8.5 states: <i>Parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice. Ideally, defined parking bays should be provided outside the visibility splay. However, in some circumstances, where speeds are low, some encroachment may be acceptable.</i> Guidance has been sort from Highway Authority (highway) on street furinture and landscaping feautres and the proposed scheme also accords with their guidance. No change is proposed.	Regular maintenance of vegetation to be undertaken to ensure they do not impact on visibility splays.	Defer to detailed design where RSA1 recommendations will be considered and developed.

Area: GENERAL
Problem: A2
Location: Cuckfield Road Realignment (Proposed 40mph Section)
Drawing: 60610807-ACM-CS-ZZ-DR-HW-00-0110 to 60610807-ACM-CS-ZZ-DR-HW-00-0115 (inclusive)

Summary: Road users unlikely to adhere to 40mph speed limit change. Loss of control/ speed related collisions may occur on this section. It is proposed to reduce the speed limit on the northern part of Cuckfield Road from derestricted to 40mph. Although minor local realignment and 40mph gateway and repeater signage is proposed along this section, the relatively straight alignment of this existing route is being retained. These measures alone are unlikely to result in drivers adhering to this (much reduced) speed limit, particularly given the rural, straight character of the route and because many road users utilising the route will have been familiar with the derestricted nature of this section of Cuckfield Road previously. Road users proceeding at excess speed could result in loss of control collisions and turning collisions with vehicles at side roads/ accesses etc. or increase the risk of collisions with pedestrians attempting to cross Cuckfield Road (who may be expecting vehicles to be adhering to the 40mph speed limit). Furthermore, this may result in sudden braking and rear end shunt type collisions when southbound vehicles encounter the 30mph speed limit change to the south of the 40mph section.	It is recommended that additional measures are implemented along this section of the B2036 Cuckfield Road to ensure adherence with the proposed 40mph speed limit.	Disagree. The proposed measures aim to strike a balance between catering for the existing road users (agricultural and standard passenger vehicles) whilst also target a reduction in speed. There are also a number of physical constraints along the highway corridor (including land ownership, existing privately owned trees and vegetation etc) that limit the opportunity for more substantial speed reduction measures being implemented along the straight section of Cucldfield Road. It is recommended the current proposals be tested and monitored and further upgrades be considered should the speed of vehicles travelling along Cuckfield Road not adhere to the new speed limits. Additional measures that could be consider in the forms of rubble strips, VAS, etc	What would be the additional measures? If any are possible within the highway boundary, why haven't they been considered now? <i>AECOM Note: Refer to additional text in Designers' Response.</i>	Retain current design principles, review outcomes of Stage 3 and 4 RSA.
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Area: GENERAL
Problem: A3
Location: Cuckfield Road Realignment (Proposed 30mph Section) Ch. 150 – 310
Drawing: 60610807-ACM-CS-ZZ-DR-HW-00-0108 and 60610807-ACM-CS-ZZ-DR-HW-00-0109

Summary: Insufficient traffic calming measures towards southern part of 30mph speed limit area may result in road users not adhering to 30mph speed limit. Road users may drive at inappropriate speeds, potentially resulting in speed-related collisions. A 30mph speed limit is proposed along the southern part of Cuckfield Road (between the proposed 40mph section to the north and the CS to the south). Although a number of traffic calming measures (central island and chicanes) are proposed, broadly with less than 100 metres between them,	It is recommended that additional measure(s) are implemented within the above chainages to ensure road users proceed at appropriate speeds along this section of the B2036 Cuckfield Road.	Disagree. The proposed measures aim to strike a balance between catering for the existing road users (agricultural and standard passenger vehicles) whilst also target a reduction in speed. There are also a number of physical constraints along the highway corridor (including land ownership, existing privately owned trees and vegetation etc) that limit the opportunity for more	As above.	Retain current design principles, review outcomes of Stage 3 and 4 RSA.
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the section between chainages 150 and 310 (a distance of circa. 160m) has no such measures in place. The absence of any traffic calming measures within this length, coupled with the straight alignment along this section may result in road users proceeding at inappropriate speeds for the posted speed limit, potentially resulting in speed-related collisions in this area.

substantial speed reduction measures being implemented along the straight section of Cuckfield Road.

It is recommended the current proposals be tested and monitored and further upgrades be considered should the speed of vehicles travelling along Cuckfield Road not adhere to the new speed limits.

Area: GENERAL

Problem: A4

Location: 1, 2, 3, 4, 5, 6, 7, 8, 10, 11, 12

Drawing: 60610807-ACM-CS-ZZ-DR-HW-00-0102 to 0107

Proximity of give-way lines to CS mainline may result in rear end shunt collisions occurring.

Give-way lines are provided at the side road junctions throughout the scheme to give priority for pedestrian/ cycle crossing users over vehicles. The give-way lines located on the immediate exit of the junction (for road users turning into the side roads from the CS) are within very close proximity to the mainline, such that a typical vehicle exiting the CS cannot fully clear the junction before giving way. This will result in vehicles partially protruding back into the CS when giving way to non-motorised crossing users, potentially resulting in rear end shunts with road users following on the CS. See also Problem/ Recommendation C11 and E2.

It is recommended that the give-way lines are relocated further into the side road to allow vehicles to clear the CS carriageway before giving way. This would also involve realigning the shared use/ pedestrian crossings accordingly, so they are further set back from the junction mouth provision. Alternatively, the give way lining should be removed. See also Problem/ Recommendation C11 and E2.

Disagree.

The design of these junction are in keeping with wider the development and the implementation of continuous footpath crossings (aka Copenhagen junctions), giving priority to non-motorised users on the highway. The placement of the give way markings, as currently documented, will require vehicles coming off the CS to give way and we believe this encourages speed compliance in an area intended for low speeds.

Further, and according to rule H2 of the Highway Code, regardless of whether a giveway line is provided or not; or where the footpath is positioned relative to back from the kerb, drivers should give way to pedestrians crossing or waiting to cross on a road into which they are turning and this would typically result in vehicles not clearing the main highway when exiting onto a side street.

No change is proposed.

LTN1/20 provides a variety of solutions to provide pedestrian and cyclist priority. The proposed solution gives pedestrians and cyclists full legal priority over vehicles entering and exiting the side roads. Vehicle flows into the residential parcels are anticipated to be below 2,000 plus per day and frequent gaps would be available on the central section. the partial set back approach will support low speed approach. Keep design as shown.

Area:	LOCAL ALIGNMENT		
Problem:	B1		
Location:	Southern waiting area of uncontrolled crossing over CS (at location of Green Super Highway connection)		
Drawing:	60610807-ACM-CS-ZZ-DR-HW-00-0101		
Stationary westbound bus at bus stop may obscure visibility to the right for crossing users. This may result in vehicle/ pedestrian or vehicle/ cyclist collisions on the crossing.	It is recommended that either the crossing or bus stop are relocated to ensure adequate levels of visibility are provided between non-motorised users crossing the CS and westbound road users.	Disagree. The distance between the bus stop to the edge of the uncontrolled crossing is approximately 26m. This distance is within Safe Sopping Distance for 20mph road as per table 7.1 for Manual for Streets. Visibility from the uncontrolled crossing point west of the west bound bus stop will only be temporarily obscured, and the frequency of this occurrence is expected to be low. With reference to MfS Para, 7.8.5 <i>Parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice. Ideally, defined parking bays should be provided outside the visibility splay. However, in some circumstances, where speeds are low, some encroachment may be acceptable.</i> In this case the visibility splay will only be temporarily obscured for a short period by a stationary bus. Road users should ensure a road is clear before overtaking or wait for the bus to move off, and proceed with appropriate caution. Non motorised users should always proceed with caution when entering the carriageway or wait until the obstruction (bus) has gone.	It is anticipated that a total of 5 buses per peak hour could utilise the bus stop once the public transport strategy has been implemented. Any obstruction to the visibility would be time limited. At detailed design review the arrangement.

Area: LOCAL ALIGNMENT

Problem: B2

Location: Road 1 junction with CS

Drawing: 60610807-ACM-CS-ZZ-DR-HW-00-0101 and 60610807-ACM-CS-ZZ-DR-HW-00-0102

Brookelgh (formerly referred to as Northern Arc) Northern Arc avenue, Central Section		Stage 1 / 2 Road Safety Audit, Designer's Response Project Number: 6061087		
Stationary eastbound bus at bus stop may obscure visibility to the right for road users emerging from Road 1 onto the CS. This may result in vehicle/ vehicle collisions at the junction. A bus stop is proposed on the northern side of the CS, a short distance to the west of the proposed Road 1/ Road 2 crossroads. Road users exiting Road 1 will have restricted visibility to the right to eastbound vehicles passing a stationary bus at the bus stop. This could result in vehicle to vehicle turning collisions at the junction.		It is recommended that either the junction or bus stop are relocated to ensure adequate levels of visibility are provided for road users turning onto the CS from Road 1.	Disagree Visibility for vehicles leaving Road 01 onto the CS will only be temporarily obscured by stationary buses. Further, vehicles exiting Road 01 will be required to give way twice on approaching the CS. East bound vehicles overtaking a stationary bus will be approaching a raised table junction, and likely to be proceeding at slow speeds. The will reduce the potential for a vehicle to vehicle turning collision. Reference to MfS Para, 7.8.5 <i>Parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice. Ideally, defined parking bays should be provided outside the visibility splay. However, in some circumstances, where speeds are low, some encroachment may be acceptable.</i> In this case the visibility splay will only be temporarily obscured for a short period by a stationary bus. No change is proposed.	It is anticipated that a total of 5 buses per peak hour could utilise the bus stop once the public transport strategy has been implemented. Any obstruction to the visibility would be time limited. Keep current design.
Area: LOCAL ALIGNMENT Problem: B3 Location: Northern waiting area of uncontrolled crossing over CS (just west of Road 1) Drawing: 60610807-ACM-CS-ZZ-DR-HW-00-0101 and 60610807-ACM-CS-ZZ-DR-HW-00-0102				
Stationary eastbound bus at bus stop may obscure visibility to the right for crossing users. This may result in vehicle/ pedestrian collisions on the crossing. A bus stop is proposed on the northern side of the CS, a short distance to the west of this uncontrolled crossing facility. Pedestrians waiting to head south across the crossing will have restricted visibility to the right from the northern waiting area to eastbound vehicles passing a stationary bus at the bus stop. This could result in vehicle/ pedestrian collisions on the crossing		It is recommended that either the crossing or bus stop are relocated to ensure adequate levels of visibility are provided between non-motorised users crossing the CS and westbound road users.	Disagree Visibility from the uncontrolled crossing point west of the Roads 01 and 02 junctions will only be temporarily obscured when a bus is stationary at the adjacent stop. This obstruction is intermittent and short-term in nature. Eastbound vehicles overtaking a stationary bus will be approaching a raised table junction, which naturally encourages lower speeds. This traffic-	It is anticipated that a total of 5 buses per peak hour could utilise the bus stop once the public transport strategy has been implemented. Any obstruction to the visibility would be time limited. At detailed design review the arrangement.
Prepared for: Homes England Document No.: 60610807-ACM-CS-XX-RP-HW-0006 Version 1.0 Status S1 Date 21.01.2025		AECOM		

calming feature is likely to reduce the risk of vehicle-pedestrian collisions.

In reference to Manual for Streets (MfS), paragraph 7.8.5 notes that:

"Parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice. Ideally, defined parking bays should be provided outside the visibility splay. However, in some circumstances, where speeds are low, some encroachment may be acceptable."

In this case, the temporary obstruction caused by a stationary bus falls within the acceptable parameters outlined in MfS, given the low-speed environment and the short duration of the obstruction.

The central section of the scheme has been designed in accordance with the principles of Manual for Streets, with a design speed of 20mph. According to Table 7.1 of MfS, the Safe Stopping Distance is: 22m for 20mph and 40m for 30mph

The horizontal geometry on the westbound approach is straight, providing good forward visibility. Any vehicle overtaking a stationary bus would be expected to slow down as it approaches the raised table, further enhancing safety.

No change is proposed.

Area: LOCAL ALIGNMENT
Problem: B4
Location: Northern waiting area of uncontrolled crossing over CS (just east of Road 5)
Drawing: 60610807-ACM-CS-ZZ-DR-HW-00-0103

Stationary eastbound bus at bus stop may obscure visibility to the left for crossing users. This may result in vehicle/ pedestrian collisions on the crossing.

A bus stop is proposed on the northern side of the CS, a short distance to the east of this uncontrolled crossing facility. Pedestrians waiting to head south across the crossing will have restricted visibility to the left from the northern waiting area to westbound vehicles when a bus is stationary at the bus stop. This could result in vehicle/ pedestrian collisions on the crossing.

It is recommended that either the crossing or bus stop are relocated to ensure adequate levels of visibility are provided between non-motorised users crossing the CS and westbound road users.

Disagree

Visibility from the uncontrolled crossing point east of Road 05 junction will only be temporarily obscured, while buses use the stop..

When a 12m-long, 2.5m-wide bus is stationary within the bus bay, a clear sight distance of over 22 metres is achievable for vehicles travelling westbound.

Eastbound vehicles overtaking a stationary bus will be approaching a raised table junction, which naturally encourages lower speeds. This traffic-calming feature is likely to reduce the risk of vehicle-pedestrian collisions.

In reference to Manual for Streets (MfS), paragraph 7.8.5 notes that:

"Parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice. Ideally, defined parking bays should be provided outside the visibility splay. However, in some circumstances, where speeds are low, some encroachment may be acceptable."

In this case, the temporary obstruction caused by a stationary bus falls within the acceptable parameters outlined in MfS, given the low-speed environment and the short duration of the obstruction.

The central section of the scheme has been designed in accordance with the principles of Manual for Streets, with a design speed of 20mph. According to Table 7.1 of MfS, the Safe Stopping Distance is: 22m for 20mph and 40m for 30mph

It is anticipated that a total of 5 buses per peak hour could utilise the bus stop once the public transport strategy has been implemented. Any obstruction to the visibility would be time limited. Review throughout detailed design

Any vehicle overtaking a stationary bus would have just negotiated a raised table would be expected to slower, further enhancing safety.

No design change is proposed.

Area: LOCAL ALIGNMENT
Problem: B5
Location: Bends to west and east of Road 9
Drawing: 60610807-ACM-CS-ZZ-DR-HW-00-0106 and 0107

Blocked/ obstructed forward visibility around bends may result in collisions occurring.

The forward visibility splays shown on the plans provided appear to run through the planted verges to the north of the CS. It is unclear whether these splays will be kept clear of obstructions (i.e. planting, signage etc), however if they are not kept clear this may result in rear end shunt collisions between vehicles negotiating the road layout.

It is recommended that the verges are kept clear of all obstructions to allow the forward visibility splays to be achieved.

Disagree.
Refer to Landscaping drawing No.60610807-ACM-CS-ZZ-DR-LA-00-0407. 2 No. trees are proposed in the landscaping strip, one Acer Buergeranum and one Tilia Cordata. As defined within the landscaping proposals, maintenance of the trees will be required to maintain adequate visibility.
A wetland / rain garden mix is also proposed within the verge. This mix is a low height mix and is not anticipated to obstruct visibility albeit some maintenance will be required to ensure this.
No change is proposed.

Low level seeding mix to be utilised and should not grow above 600mm.
2 trees are located within the forward visibility splay however they would be clear stem varieties

Keep current design.

Area: LOCAL ALIGNMENT
Problem: B6
Location: Southern waiting area of uncontrolled crossing over CS (just east of Road 11)
Drawing: 60610807-ACM-CS-ZZ-DR-HW-00-0107

Stationary westbound bus at bus stop may obscure visibility to the right for crossing users. This may result in vehicle/ pedestrian collisions on the crossing.

A bus stop is proposed on the southern side of the CS, a short distance to the east of this uncontrolled crossing facility. Pedestrians waiting to head north across the crossing will have restricted visibility to the right from the southern waiting area to westbound vehicles passing a stationary bus at the bus stop. This could result in vehicle/ pedestrian collisions on the crossing.

It is recommended that either the crossing or bus stop are relocated to ensure adequate levels of visibility are provided between non-motorised users crossing the CS and westbound road users.

Disagree
Visibility from the uncontrolled crossing point east of Road 11 junction will only be temporarily obscured, while buses use the stop.
When a 12m-long, 2.5m-wide bus is stationary within the bus bay, a clear sight distance of over 22 metres is achievable for vehicles travelling westbound.

It is anticipated that a total of 5 buses per peak hour could utilise the bus stop once the public transport strategy has been implemented. Any obstruction to the visibility would be time limited.

Review throughout detailed design

Brookelgh (formerly referred to as Northern Arc) Northern Arc avenue, Central Section		Stage 1 / 2 Road Safety Audit, Designer's Response Project Number: 6061087	
		Reference to MfS Para, 7.8.5 <i>Parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice. Ideally, defined parking bays should be provided outside the visibility splay. However, in some circumstances, where speeds are low, some encroachment may be acceptable.</i> In this case the visibility splay will only be temporarily obscured for a short period by a stationary bus in a low speed (i.e 20mph) area. According to Table 7.1 of MfS, the Safe Stopping Distance is: 22m for 20mph and 40m for 30mph Non motorised users should always proceed with caution when entering the carriageway or wait until the obstruction (bus) has gone. No change is proposed.	
Area: LOCAL ALIGNMENT Problem: B7 Location: Road 05 Junction with Cuckfield Road Drawing: 60610807-ACM-CS-ZZ-DR-HW-00-0108			
Visibility splay to left from proposed junction may be restricted by vegetation. This may result in collisions between vehicles turning from Road 05 and mainline traffic on Cuckfield Road. Vegetation within the property boundary of the adjacent property 'Four Trees' located immediately north of the proposed Road 05 junction may obscure visibility to the left for road users exiting Road 5 at the junction. This could result in collisions between vehicles emerging from Road 05 and mainline traffic on Cuckfield Road. Whilst it is acknowledged that the drawing referenced appears to suggest that a section of footway may be situated on the western side of Cuckfield Road to the north of the Road 05 junction which may improve the visibility splay to the left, it is unclear whether this is the case		It is recommended that adequate visibility is provided to the left from this junction for the life of the scheme. The junction may need to be relocated further south (see also Problem/ Recommendation D4) to achieve this. Alternatively, the vegetation could be cut back, although this would need to be maintained which is of concern given it is located within third party land. A section of footway (if proposed) may help to alleviate these concerns.	
		Agreed, Vegetation within the development red line boundary adjacent to Road 05 will be removed as part of the works where it may encroach on the visibility splay. No footpath is proposed to the north of Road 05 as part of this submission, but is being considered as part of a future planning application. It is recommended that privately owned vegetation that extends into the highway boundary be cut back or removed in consultation with the existing land owner. Further, the visibility splays demonstrate there will be no obstruction following the above works. No change is proposed.	
Existing vegetation within the Keep current design. Undertake visibility splays and highway routine maintenance. boundary to be trimmed back.			
Area: LOCAL ALIGNMENT			

Brookelgh (formerly referred to as Northern Arc) Northern Arc avenue, Central Section		Stage 1 / 2 Road Safety Audit, Designer's Response Project Number: 6061087	
Problem: B8 Location: Road 08/ Cuckfield Road - Proposed Splitter Island Drawing: 60610807-ACM-CS-ZZ-DR-HW-00-0108			
Larger vehicles may struggle to safely negotiate narrow carriageway section. Southbound kerb provision is unclear and inconsistent. Road users may collide with the kerbs and/ or lose control as a result. 3m wide kerbed lanes are proposed past the proposed splitter island on Cuckfield Road. Larger vehicles, for example HGVs or large agricultural vehicles may struggle to safely negotiate this relatively narrow, channelled width without striking the kerbs, which could result in vehicular damage and/ or loss of control collisions. In addition, the proposed nearside kerb provision (for southbound road users) through this section is inconsistent and unclear. Kerbing is provided past the splitter island, and further south on Road 08, however a short section where no kerbing is provided is proposed in between. It is also unclear whether any transition kerbing is proposed in this area. Road users may collide with the end of the kerbing and lose control if no transition kerbing is provided. Similarly, road users may leave the carriageway because of the absence of kerbing in this area.	It is recommended that the width/ alignment past the splitter islands proposed is reviewed to ensure it is suitable for the vehicle types expected to utilise Road 08/ Cuckfield Road. It is also recommended that the proposed kerbing on the nearside of the southbound carriageway is extended to fill the gap between that proposed adjacent to the splitter island and the provision further south. Transition kerbs should be provided at the start of the proposed kerbing.	Disagree. The horizontal geometry of Cuckfield Road is chicaned at 1in10 tapers on both approaches to the splitter island narrowing to diagram 1040. An additional Vehicle Swept Path drawing will be provided to demonstrate that a Max Legal Length Articulated Vehicle can negotiate the splitter island on both approaches. Noted regarding the extension of kerbs, the intention is to neatly match the existing section of kerb, however this can be reviewed on site and during Technical Review stage with the Highway Authority.	Vehicle tracking has been supplied for a bus and a max length legal artic and indicate the vehicles can negotiate the splitter island. Review throughout detailed design
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Area:	NON-MOTORISED USER PROVISION
Problem:	C1
Location:	Southern waiting area of uncontrolled crossing over CS at location of Green Super Highway connection
Drawing:	60610807-ACM-CS-ZZ-DR-HW-00-0101

Visually impaired users may be unaware of crossing causing them to enter the live carriageway unknowingly where they may be at risk of being struck by road users.	It is recommended that a minimum of three rows of tactile paving are provided at the waiting area for this uncontrolled crossing.	Agreed, an extra row of taciltes will be provided.	Additional row of tactiles to be provided	Additional row of tactiles to be provided
The southern tactile waiting area of this crossing features two rows of tactile paving. As it is an inline crossing (in line with northbound pedestrian/ cycle movements from the Green Super Highway) visually impaired pedestrians may inadvertently step over the tactile arrangement and enter the live carriageway unknowingly, where they may be at risk of being struck by road users on the CS.				

Area:	NON-MOTORISED USER PROVISION
Problem:	C2
Location:	Green Spoke North South Green Corridor connection with CS
Drawing:	60610807-ACM-CS-ZZ-DR-HW-00-0102

CS and Green Spoke corridor connection/ gradient may result in difficult access/ falls. Pedestrians may collide with cyclists or enter the live carriageway unknowingly where they may be struck by road users. It is unclear whether the existing Green Spoke North South Green Corridor crosses the CS via an underpass or whether a connection is proposed for it to utilise the proposed uncontrolled crossing facility (with refuge island) at this location. It appears that the CS is on an embankment (and so at a higher level than the green corridor) and so if a connection is proposed it is unclear whether any suitable provision to allow footway/ green corridor users to connect between the two facilities is proposed. If no suitable provision is provided this could result in users of the facilities struggling to safely negotiate the embankment, potentially resulting in falls/ injuries etc. In addition, the following concerns are also noted at this location: - the southern and northern tactile paving areas of this crossing feature two rows of tactile paving. As it may be an inline crossing (in line with movements to/from the Green Corridor potentially) visually impaired pedestrians may inadvertently step over the tactile arrangement and enter the live carriageway unknowingly, where they may be at risk of being struck by road users on the CS. - there are no measures (signage or tactile paving etc) proposed to inform footway users to be aware of cyclists joining the facility particularly from the south where a footway only facility is provided alongside the CS. A lack of such warning may result in pedestrian/ cyclist collisions at this location.	- suitable tie-in provision for non-motorised users is provided to allow them to travel between the Green Spoke North South Green Corridor and the uncontrolled crossing facility. - a minimum of three rows of tactile paving should be provided at the waiting areas for this uncontrolled crossing. - suitable corduroy paving/ signage provision is proposed to warn footway users of the presence of cyclists in this area.	Partly agree with comments. The Green Spoke is not designated as a formal pathway and should only be used informally. Final design of pedestrian connectivity on the North to South Green corridor is to be developed further by the future developers of land parcels on either side of the Green Spoke, including a connection onto the new CS which will include regrading where required. The level difference between the proposed CS back of footpath and the existing surface is only temporary, as the future land parcel developer will need to neatly interface and raise the existing surface within the land parcel. The maximum height difference on the northern side of footway is circa 1.1m from back of footway back to existing over a 1 in 3 slope. Slope to be regraded for a more accessible route in this location to maintain the north to south route. The direct line of travel is east to west. We do not consider the direct line of travel to be north to south, however, a staggered route could be consider as part of the wider landscaping at detail design stage.	The tie ins to the provision will be designed by the developers of the land parcels Temporary regrading outside highway extents to be noted at detailed design.
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Area:	NON-MOTORISED USER PROVISION
Problem:	C3
Location:	Various locations on CS southern footway and northern shared use path
Drawing:	60610807-ACM-CS-ZZ-DR-HW-00-0101 to 60610807-ACM-CS-ZZ-DR-HW-00-0107 (inclusive)

Height/ gradient of embankment at rear of footways/ paths unclear. Pedestrians and cyclists on these facilities may incur injury if they fall from height/ down steep gradients.

The drawings indicate that the CS will be on an embankment with a drop/ slope at the back of the footways/ paths on either side of it. The height of the embankment and gradient of the slopes are unclear. No protection (such as fencing) appears to be proposed at the back of the footways/ paths. Pedestrians and non-motorised users on these footways/ paths may incur injury if they fall from height and/ or down steep embankments.

It is recommended that appropriate protection is provided to footway/ path users to protect them from falling down the embankments or that suitable gradients are provided at the back of the footways/ paths to remove this potential hazard.

Agree with concerns regarding level difference between back of footway and proposed embankments. The level difference will be reviewed and likely be reduced by the future land parcel developer through their onplot site grading works and /or suitable provision for restraints will be considered at that stage.

Review throughout detailed design

Area: NON-MOTORISED USER PROVISION

Problem: C4

Location: Severed section of Cuckfield Road (in the vicinity of Hook Place Lodge and Northern College Access)/ Road 08

Drawing: 60610807-ACM-CS-ZZ-DR-HW-00-0105

Absence of adequate pedestrian facilities may result in in pedestrians walking in live carriageway/ crossing at inappropriate locations etc., potentially resulting in vehicle/ pedestrian collisions.

Significant changes are proposed in this area of the scheme. The Audit Team has the following concerns with regards to proposed pedestrian facilities and movements in this area: □

Pedestrians travelling between the new western footway of the realigned (new) section of Cuckfield Road/ Road 08 and The Squires/ Hook Place Lodge etc. (and vice-versa) will have to detour significantly further south (via the crossing at the Road 08 junction with the CS) in order to cross safely. This could result in some pedestrians attempting to cross at inappropriate places, in the absence of suitable facilities, potentially resulting in vehicle/ pedestrian collisions. □ The removal of the section of footway on the eastern side of Cuckfield Road (between Hook Place Lodge/ The Squires and the northern college access) will displace pedestrians into the adjacent section of live carriageway where they may be at risk of being struck by passing vehicles.

□ With reference to the above, the two 'triangular' (assumed pedestrian) areas between the severed section of Cuckfield Road and Road 08 appear to direct pedestrians into the above section of live carriageway. The above concerns may result in vehicle/ pedestrian collisions.

□ A crossing facility is provided across Cuckfield Road/ Road 08 to facilitate the likely west-east pedestrian movement.

□ A safe pedestrian footway/ route is provided on the severed section of Cuckfield Road (with suitable connections/ provisions to/ from the two triangular areas) to avoid pedestrians walking in the live carriageway.

Agree with concerns raised. Footway along east side of Cuckfield Rd to be reconstructed as part of the works. An uncontrolled crossing point is proposed on the junction of Cuckfield Rd and Road 08, on the desire line on the north foot/cycleway.

Safe pedestrian access is maintained from the College onto the diverted Cuckfield Rd from the main footpath link in/out of the College campus. Feedback has been obtained during consultation with the Alternate Provision College and incorporated into the design which is conserate of the recommendations from the RSA team.

Footway to be provided on the eastern side of the junction heading north and provides pedestrian access to Hook Place Lodge and Alternative Provision College

Review throughout detailed design

Area: NON-MOTORISED USER PROVISION
Problem: C5
Location: Western extent of Super Green Highway
Drawing: 60610807-ACM-CS-ZZ-DR-HW-00-0106

No onward route to/ from the west for cyclists. Cyclists may either continue on the footway or join the carriageway where cycle/ pedestrian or vehicle/ cycle collisions may occur.

The Super Green Highway terminates a short distance to the west of the Cuckfield Road /Road 09 junction where there does not appear to be any onward dedicated cycle provision proposed beyond this point. Cyclists are likely to utilise the narrow area of footway to the west of this point either to continue their journey on the southern (pedestrian only) footway or to access the uncontrolled crossing over the CS to the shared use path (in both cases potentially colliding with pedestrians). Alternatively, cyclists may drop down a full height kerb to access the CS carriageway (at an angle where westbound road users on CS will be behind them through a narrowed section), potentially resulting in collisions with vehicles.

It is recommended that a suitable onward cycle link is provided at this location. If the provision is to terminate at this point, then the narrow pinch point area (caused by the verge layout) adjacent to the uncontrolled crossing should be relocated/ realigned to provide a wider area to accommodate both pedestrian and cycle movements between the crossing and the Super Green Highway. Alternatively, or additionally, a dropped kerb should be provided at a suitable location where there is sufficient width for cyclists to join the carriageway safely.

Agree (in the temporary condition).
The section of the Green Super Highway to the west of Road 09 (Cuckfield Road) is provided to accommodate the temporary condition where the Green Super Highway terminates to the south adjacent to the Oak Bar and Barn carpark. In the fully developed state, the Green Super Highway will continue west from the Oak Bar and Barn carpark entrance through the land parcel and this will be developed by Homes England's development partners as part of a future planning application. We agree with comment, and will include a dropped kerb and additional signage to allow cyclists travelling west to rejoin carriageway or to dismount and use the northern footway.

Design to be updated.

Area: NON-MOTORISED USER PROVISION
Problem: C6
Location: Road 09/ Oak Barn Restaurant and Golf Club Access/ CS junction complex
Drawing: 60610807-ACM-CS-ZZ-DR-HW-00-0106

Pedestrians may struggle to cross safely and/ or continue their journey within the live carriageway (where they may be struck by passing vehicles) due to absence of onward pedestrian facilities.

A short section of footway is proposed along the western side of Road 09 to the south of its junction with the CS. This section of footway appears to terminate at the Oak Barn junction with no onward pedestrian facilities (crossings or footway routes) proposed south or east from this point. For example, there is no crossing to the eastern footway on Cuckfield Road South (Road 09) if this being retained, or a connection with the footway along the southern side of the CS to the north.

It is recommended that suitable onward pedestrian connections and/ or crossing facilities are provided in this area of the scheme.

Agreed, with issues raised regarding pedestrian connectivity on Road 09 to the west.
The extension to the Green Super Highway that terminates north of the Oak Bar and Barn driveway entrance is provision for future extension through the land parcels which will be completed under separate planning application submissions. The termination at this point is therefore temporary and aims to provide access to the Oak Bar and Barn entrance only. Dropped kerb provision to be made for

Connection to the existing eastern footway to be provided. Design to be updated.

The absence of suitable connections/ onward routes/ crossing facilities in this area is likely to result in pedestrians attempting to cross at inappropriate locations or potentially walking in the live Cuckfield Road South (Road 09) carriageway where they may be at risk of being struck by vehicles.

non-motorised users to safely exiting the footway onto carriageway.

We agree, re-establishing a temporary connection to the existing footpath on the eastern side of Road 09 (Cuckfield Road) should be provided as part of these works and this will be updated in the proposed documentation. The permanent arrangement will be considered by the Homes England's development partner of the adjacent land parcel.

Area: NON-MOTORISED USER PROVISION
Problem: C7
Location: Super Green Highway – eastern sections of CS
Drawing: 60610807-ACM-CS-ZZ-DR-HW-00-0106 and 60610807-ACM-CS-ZZ-DR-HW-00-0107

Pedestrians will need to cross proposed cycleway section of Super Green Highway to access crossings and bus stops, however no facilities are proposed to aid these movements. This could result in collisions between cyclists and pedestrians on the Super Green Highway.

It is recommended that suitable provision to assist safe pedestrian movements across the proposed cycleway section of the Super Green Highway are provided at detailed design stage.

Agreed, generally according to the Department for Transport's Guidance on the use of Tactile Paving Surfaces recommendations, ladder and tram sections of tactiles 800mm deep and set of 1.2m away from the uncontrolled crossing and bus stop will be incorporated into the proposed design.

Tactile paving to be included within Design to be updated. the design.

A segregated cycleway/ footway (Super Green Highway) is proposed in this area. There are locations where pedestrians will need to cross (and potentially wait within) the cycleway section to access bus stops and crossing points, however no break in cycle lane provision is proposed to provide a safe route for pedestrians to cross it.

Example locations include:

- Access to/ from the westbound bus stop on the CS to the east of Road 11
- Access to/ from the crossing facilities to the east and west of the CS/ Road 10/ Road 11 junction
- Access to/ from the crossing facility on the CS to the east of Road 09

Absence of a break in cycleway provision or suitable pedestrian facilities at these locations could result in collisions between cyclists and pedestrians on the Super Green Highway.

Area: NON-MOTORISED USER PROVISION
Problem: C8
Location: Road 9 junction with CS)

Drawing: 60610807-ACM-CS-ZZ-DR-HW-00-0106

Cycle lane across ramp may result in cyclists falling into live carriageway and being struck. The Green Super Highway (east/ west section) at the location of the Road 9 junction with the CS is adjacent to the carriageway. Part of the crossing width appears to be on a ramp and there is a concern that cyclists negotiating the ramp angle may become unseated or veer into the carriageway at this point, where they may be at risk of being struck by a passing road user.	It is recommended that the cycle crossing is provided on a flat gradient (i.e. not across the ramp).	Disagree. The ramp is north of the cycle route and the cycleway has a 1:40 crossfall.	Crossing to be provided on a flat gradient. Review throughout detailed design
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Area: NON-MOTORISED USER PROVISION

Problem: C9

Location: Footway on western side of Cuckfield Road / Road 08

Drawing: 60610807-ACM-CS-ZZ-DR-HW-00-0105 and 60610807-ACM-CS-ZZ-DR-HW-00-0108

Height/ gradient of embankment at rear of footway unclear. Pedestrians on this facility may incur injury if they fall from height/ down steep gradient. A footway is proposed along the western side of Cuckfield Road / Road 08 between the junctions with the CS (in the south) and Road 05 in the north. The plans show that footway will have an embankment with a drop/ slope at the back of it. The height of the embankment and gradient of the slope is unclear. No protection (such as a fence) appears to be proposed at the back of the footway. Pedestrians on the footway may incur injury if they fall from height and/ or down the steep embankment.	It is recommended that appropriate protection is provided to footway users to protect them from falling down the embankment or that a suitable gradient is provided at the back of the footway to remove this potential hazard.	Disagree. The level difference between the back of the footpath and the existing surface is only temporary, with the future land parcel developer likely to neatly interface with the back of path, raising the surface within the land parcel and minimising or eliminating the level difference. In the temporary situation a 1in3 slope from back of footway to existing is proposed with pedestrian guard railing.	Design to be updated.
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Area: NON-MOTORISED USER PROVISION

Problem: C10

Location: Western extent of scheme, Green Super Highway connection

Drawing: 60610807-ACM-CS-ZZ-DR-HW-00-0101

Inadequate warning of differing footway/ cycle provisions may result in confusion and subsequent collisions. At the above location, four different types of footway provision meet (segregated footway/ cycleway, pedestrian crossing across the CS, a pedestrian footway and the Green Super Highway) and there does not appear to be sufficient warning for all users, particularly visually impaired users, that footway users are potentially entering a different provision type. This	It is recommended that appropriate warning of the various footway/ cycle provision is provided at the detailed design stage.	Agreed. We will add in additional terminal signs including 957 segregated terminal signs and 956 shared route signs. In addition colour surfacing will be implemented to delineate the two areas.	Signage details to be provided as part of detailed design. Review throughout detailed design
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may lead to confusion and subsequent collisions involving cyclists and pedestrians at this location.

Area: NON-MOTORISED USER PROVISION
Problem: C11
Location: Numerous - Roads 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Drawing: 60610807-ACM-CS-ZZ-DR-HW-00-0101 to 0107

Tactile paving and give-way line provision may result in ambiguity as to who has right of way leading to collisions occurring.

Give-way lines are provided at the above-named side road junctions throughout the scheme in order to allow priority for pedestrian/ cycle crossing users. In addition to the give-way lines, pedestrian tactile paving is also provided at the crossing waiting areas. This may cause ambiguity as to who has right of way at these crossings (the tactile paving tells visually impaired users that they are entering a live carriageway and that they may not have right of way) and result in confusion leading to collisions occurring at these locations. See also Problem/ Recommendation A4 and E2.

It is recommended that either the give-way lines are removed or that the tactile paving at the crossing waiting areas is removed so that it is clear who has right of way at these locations. See also Problem/ Recommendation A4 and E2.

Partially agree.
Proposals to provide both tactile paving and give-way lines are consistent with the design approach implement across other phases on the Brookeligh development.
Further, and according to rule H2 of the Highway Code, regardless of whether a give-way line is provided or not; or there is tactile paving or not, drivers should give way to pedestrians crossing or waiting to cross on a road into which they are turning. Removal of the give way lines was discussed with the highway authority and the Highway Authority has requested to keep them in the design.
No change is proposed.

Give way markings and tactile paving are consistent with the designs detailed within guidance document LTN1/20 and are consistent with the wider phases of the Brookeligh development.
Review throughout detailed design

Area: NON-MOTORISED USER PROVISION
Problem: C12
Location: Various locations throughout scheme
Drawing: 60610807-ACM-CS-ZZ-DR-HW-00-0102 to 0107

Corduroy paving provided at incorrect locations/ not provided may result in collisions involving visually impaired users and cyclists.

There are a number of locations throughout the scheme where corduroy paving is provided where it does not appear it is required, for example where two pedestrian-only footways join each other. Similarly, there a number of locations where corduroy paving has not been shown where it is required, for example, the pedestrian crossing across the CS to the east of Road 5, and to the west of Road 8. This may result in visually impaired users becoming confused when navigating the scheme and unknowingly entering cycle-only sections (and vice-versa) resulting in collisions occurring between pedestrians and cyclists.

It is recommended that the corduroy paving provision is reviewed throughout the scheme at detailed design stage.

Agreed, the implementation of corduroy paving to be reviewed during the Technical Approval process with the Highway Authority.

Corduroy paving to be reviewed as part of the detailed design.
Review throughout detailed design

Area: NON-MOTORISED USER PROVISION

Problem: C13
Location: CS between Road 9 and Road 10
Drawing: 60610807-ACM-CS-ZZ-DR-HW-00-0102-0107

Potential desire line between Road 9 and Road 10 may result in footway users looking to cross the CS in this area, potentially via the proposed splitter island. Absence of crossing on desire line may result in unsafe crossings occurring, potentially resulting in vehicle/ non-motorised user collisions.

There is potential for a pedestrian/ cycle desire line to form between Road 9 (and the Super Green Highway link on Road 9) and Road 10 and the northern side of the CS in general. No crossing provision is proposed in this area to facilitate this desire line, and although crossings exist further to the west and the east of this area, these are some distance from the desire line and therefore unlikely to be used by non-motorised users wishing to cross. As a result, pedestrians/ cyclists are likely to attempt to cross the CS without a formal crossing facility in place, potentially using the proposed splitter island for refuge. Collisions may occur between road users and non-motorised users crossing in these conditions.

It is recommended that a crossing facility is provided in this area to aid safe crossing movements by non-motorised users. The proposed splitter island could be utilised in this respect potentially.

Disagree.
The anticipated desire lines for pedestrians heading north along Cuckfield Road is towards the central neighbourhood (turning left), or towards the land parcels to the east. Only a small number of residential land parcels are located immediately north of Road 09 (Cuckfield Road) which are easily serviced by the adjacent uncontrolled crossing to the west. No change is proposed.

The small land parcel to the north would generate limited pedestrian trips with key destinations of the central neighbourhood to the west and eastern neighbourhood centre, primary and secondary schools to the east. As such the proposed provision is considered acceptable.

Review throughout detailed design

Area: NON-MOTORISED USER PROVISION
Problem: C14
Location: Super Green Highway connection between provision on Road 9 and provision along southern part of CS (southwestern corner of Road 9/ CS Junction)
Drawing: 60610807-ACM-CS-ZZ-DR-HW-00-0102-0106 and 1206

Lack of connection between Green Super Highway Sections may result in cyclists continuing journey across pedestrian only facility and collisions occurring as a result.

Sections of the Super Green Highway meet at this location, however, there appears to be a lack of connection between the section running along the southern part of the CS and the section running along the western part of Road 9. There do not appear to be any proposed signs informing cyclists to dismount at this location and cyclists are likely to continue their journey between the two sections across a pedestrian only area, where collisions may occur between pedestrians and cyclists.

It is recommended that the facilities in this area are reviewed at detailed design stage with an appropriate connection/ layout provided. See also related Problem/ Recommendation C7.

Agreed. We have broken the cycleway to allow pedestrian priority. The proposals intentionally introduce a junction in the Green Super Highway to maintain provision to the south. The south bound section along Road 09 terminates at the Oak Barn and Bar driveway entrance for future connection. The desire line for cyclists will be across Road 09 towards the Central Neighbourhood Center. In the fully developed scenario, the permanent connection for the Green Super Highway will be to the south through land parcels to be developed under future planning applications approved

The scheme provides an interim solution to the Green Super Highway in advance of the residential parcels coming forward, appropriate signage, tactiles and surface treatment should be provided. As indicated these would need to be revisited once the finalised GSH route is under construction.

Review throughout detailed design

under the Brookleigh Outline Planning Application.

Local adjustments to the junction as recommended in the RSA comments (tactiles, surface treatment and changes to signage) will be required to advise cyclists of their new journey onward journey as part of a future minor S278 on completion of the GSH.

No change is proposed, however this will be reviewed throughout detailed design and be considered as part of the future adjustments to this junction..

Area: JUNCTIONS

Problem: D1

Location: Proposed priority crossroads junction between CS / Road 1 and Road 2

Drawing: 60610807-ACM-CS-ZZ-DR-HW-00-0102

Crossroads layout may result in turning collisions between vehicles joining CS on opposing arms. It is proposed to create a priority crossroads layout between the CS, Road 1 and Road 2. Depending on the likely traffic flows from the two minor arms, this layout has the potential to create a road safety concern where opposing vehicles from the minor arms may collide when gap seeking and simultaneously turning onto the CS.

It is recommended that the junction layout is reviewed and subject to the expected traffic flows on the side roads (Road 1 and Road 2), that these are relocated/ staggered so that a priority crossroads layout is not proposed at this location.

As described in Manual for Streets, crossed road junctions improve pedestrian and cyclist connectivity. With active travel being a key focus of the scheme, we believe the cross road junctions are in keeping with this principle and no change is proposed. Further, given the good visibility, and low peak AM/PM traffic flow estimates (refer to the supporting Transport Assessment), the likelihood of concurrent right turn exits from Road 01 and Road 02 onto the CS will be relatively low and manageable by competent drivers.

The provision of crossroads is acceptable and are convenient for NMUs and create a legible street network. The crossroads provides appropriate spacing of raised tables and supports the appropriate provision of bus stops and parking spaces (as opposed to a staggered junction). The minor arms both serve residential parcels and crossing movements would be limited.

Review throughout detailed design

Area: JUNCTIONS

Problem: D2

Location: Proposed priority crossroads junction between CS / Road 3 and Road 4

Drawing: 60610807-ACM-CS-ZZ-DR-HW-00-0103

Crossroads layout may result in turning collisions between vehicles joining CS on opposing arms. It is proposed to create a priority crossroads layout between the CS, Road 3 and Road 4. Depending on the likely traffic flows from the two minor arms, this layout has the potential to create a road safety concern where opposing vehicles from the minor arms may collide when gap seeking and simultaneously turning onto the CS.

It is recommended that the junction layout is reviewed and subject to the expected traffic flows on the side roads (Road 3 and Road 4) that these are relocated/ staggered so that a priority crossroads layout is not proposed at this location.

As described in Manual for Streets, crossed road junctions improve pedestrian and cyclist connectivity. With active travel being a key focus of the scheme, we believe the cross road junctions are in keeping with this principle and no change is proposed. Further, given the good visibility, and low peak AM/PM traffic flow estimates (refer to the supporting Transport Assessment), the likelihood of concurrent right turn exits from Road 03 and Road 04 onto the CS will be relatively low and manageable by competent drivers.

The provision of crossroads is acceptable and are convenient for NMUs and create a legible street network. The crossroads provides appropriate spacing of raised tables and supports the appropriate provision of bus stops and parking spaces (as opposed to a staggered junction). The minor arms both serve residential parcels and crossing movements would be limited.

Review throughout detailed design

Area: JUNCTIONS

Problem: D3

Location: Proposed junction of Road 5 and Cuckfield Road

Drawing: 60610807-ACM-CS-ZZ-DR-HW-00-0108

Road 5 junction proposed immediately south of residential property access. Turning collisions may occur due to close proximity of junction to access. The Cuckfield Road junction with Road 05 is proposed to be immediately south of the existing residential access to Four Trees. The close proximity of these junctions may result in turning collisions as vehicles simultaneously turn in and out of the junction and the access.	It is recommended that the Road 05 junction is relocated further south to increase the distance between the existing access and the junction. See also Problem/ Recommendation B7.	The residential property serviced by the subject vehicular crossing is small and infrequently accessed. The likelihood of significant conflict is considered low and given the good visibility from Road 05 onto Cuckfield Road, this risk is also considered low. No change proposed.	The residential and commercial access generate limited trips and there is no national or local guidance upon junction spacing. Visibility between the access is provided within the highway boundary and drivers would be able to see each other. Review throughout detailed design
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Area: JUNCTIONS

Problem: D4

Location: Proposed junction of Road 11 and CS

Drawing: 60610807-ACM-CS-ZZ-DR-HW-00-3002

Westbound articulated vehicle swept path on CS overhangs Road 11 give way line and CS centre line markings; this may result in collisions with eastbound road users or road users waiting to emerge from Road 11. The swept path analysis provided shows that articulated vehicles proceeding westbound along the CS appear to overhang both the centre line of the CS and the give way line of Road 11 (where it joins the CS). This may result in head-on collisions occurring between westbound articulated vehicles and eastbound road users on the CS and westbound articulated vehicles on the CS with vehicles at the Road 11 give way line.	It is recommended that the CS alignment in the vicinity of Road 11 is reviewed to ensure westbound articulated vehicles do not encroach into the eastbound CS or Road 11.	Upon review, the vehicle swept path can be adjusted to demonstrate the Articulated Vehicle will not overhang the centerline. Vehicle swept path to be updated, but no change to the highway geometry is proposed.	The vehicle tracking has been reviewed and adjusted to demonstrate that the max length artic does not overhang the centreline. Review throughout detailed design
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Area: JUNCTIONS

Problem: D5

Location: Proposed junction of Road 08 and CS

Drawing: 60610807-ACM-CS-ZZ-DR-HW-00-3012

Large vehicles turning to/ from Road 08 may be involved in head-on collisions on Road 08 (left turn in) or collide with the central island on CS (right turn out). The swept path analysis provided shows that large vehicles turning left into Road 08 will significantly overrun the centre line on Road 08. This could result in head-on collisions with traffic heading south on Road 08.	It is recommended that the junction layout is revisited/ revised to better accommodate the turning manoeuvres specified so that larger vehicles do not significantly overrun the centre line on Road 08 or potentially collide with the central island to the west of the junction.	The subject swept path analysis associated with the Road 08 and and Northern Arc avenue junction aims to demonstrate that a 16m long articulated (HGV) could physically make these manouvers while remaining within the carriageway, a. The junction is not intended to facilitate HGV movements concurrent to opposing vehicle movements as the likelihood damage to kerbs and street	Anticipated flows that are max length artics? (Current HGV flows 72 n/b and 84 s/b. Acknowledge the scheme may reduce the north/south flows with the potential to reassign to the central section. The junction arrangement prioritises pedestrian and cyclist movements Review throughout detailed design
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Brokelgh (formerly referred to as Northern Arc) Northern Arc avenue, Central Section		Stage 1 / 2 Road Safety Audit, Designer's Response Project Number: 6061087			
In addition, the swept path analysis appears to show that large vehicles turning right out of Road 08 would overrun the central island on the CS to the west of the junction. This could result in vehicles colliding with the island (resulting in subsequent injury) and/ or potentially damaging infrastructure on the island.		furniture of this occurring is low. MfS 6.5.8 suggests Swept-path analysis can be used to determine the ability of streets to accommodate large vehicles. Bus routes in residential areas are likely to require a more generous swept path to allow efficient operation. While it would be acceptable for the occasional lorry to have to negotiate a particular junction with care, buses need to be able to do so with relative ease. In addition, the Northern Arc avenue aims to deter large vehicle movements along Cuckfield Road by providing direct access from Isaccs Lane to the A3200 to the east. The proposed junction layout accords to the above. No change is proposed.			
Area:	JUNCTIONS				
Problem:	D6				
Location:	Proposed junction of Road 09 and CS				
Drawing:	60610807-ACM-CS-ZZ-DR-HW-00-3012				
Large vehicles turning to/ from Road 09 may be involved in head-on collisions on Road 09 (left turn in) or collide with the central islands on CS (left turn in and out). The swept path analysis provided shows that large vehicles turning left into Road 09 will overrun/ collide with the central island on the CS to the east of the junction. In addition, large vehicles making this left turn in will significantly overrun the centreline on Road 09, potentially resulting in head-on collisions with road users heading north on Road 09. Similarly large vehicles making the left turn out appear to overrun/ collide with the central island on the CS to the west of the junction. It is also noted that no swept path analysis for a large vehicle turning either right in or right out of this junction has been provided; the Audit Team is concerned that similar issues may exist with these movements.		It is recommended that the junction layout is revisited/ revised to better accommodate the turning manoeuvres specified so that larger vehicles do not significantly overrun the centre line on Road 09 or potentially collide with the central islands. Swept path analysis of large vehicles turning right in and out of the junction should also be carried out to ensure that these movements can also be safely accommodated.	The subject swept path analysis associated with the Road 09and Northern Arc avenue junction aims to demonstrate that a 16m long articulated (HGV) could physically make these manourve while remaining within the carriageway, avoiding damage to kerbs and street furniture. The junction is not intended to facilitate HGV movements concurrent to opposing vehicle movements as the likelihood of this occurring is low. MfS 6.5.8 suggests swept-path analysis can be used to determine the ability of streets to accommodate large vehicles. Bus routes in residential areas are likely to require a more generous swept path to allow efficient operation. While it would be acceptable for the occasional lorry to have to negotiate a particular junction with care, buses	As above HGVs are unlikely to require turning left from the Central section onto Cuckfield Road southbound as a more direct route to most destinations would be available via Issacs Lane.	Review throughout detailed design

Brookelgh (formerly referred to as Northern Arc) Northern Arc avenue, Central Section		Stage 1 / 2 Road Safety Audit, Designer's Response Project Number: 6061087	
		need to be able to do so with relative ease. In addition, the Northern Arc avenue aims to deter large vehicle movements along Cuckfield Road by providing direct access from Isaccs Lane to the A3200 to the east. The proposed junction layout accords to the above. No change is proposed.	
Area: ROAD SIGNS, CARRIAGEWAY MARKINGS & LIGHTING Problem: E1 Location: Cuckfield Road South (Road 09) junction with CS Drawing: 60610807-ACM-CS-ZZ-DR-HW-00-1206			
Road users proceeding north on Cuckfield Road South (Road 09) may be unaware of transition to 20mph on joining CS. This could result in road users proceeding at excessive speeds along the CS. Whilst a thorough signage review has not been undertaken as part of this Stage 1 Road Safety Audit, it is understood that the proposed speed limit of the eastern section of the CS is 20mph, whereas the existing speed limit on Cuckfield Road South (Road 09) is 30mph. Whilst speed limit signage is proposed elsewhere within the scheme, no speed limit signs are proposed at the CS/ Cuckfield Road South (Road 09) junction to inform road users of the 20mph/ 30mph speed limit change. This could result in road users proceeding at inappropriate speeds on the CS in the scheme, increasing the potential for speed-related collisions with vulnerable users attempting to cross the CS or with road users turning at junctions.`		It is recommended that appropriate speed limit signage is provided throughout the scheme at detailed design stage. Agreed, terminal signs for transition between 30mph Cuckfield Road and 20mhp CS to be provided. In addition, please refer to Highways Traffic Signs and Marking Plan Layout by Tony Gee drawing No. EBLR-TGEE-XX-12-DR-C-1202. Confirming intention for speed termial signs (20/40mph) on the west junction from Isaac's Lane (A273). Speed limit terminal signs to be provided and included at detailed design. Review throughout detailed design	
Area: ROAD SIGNS, CARRIAGEWAY MARKINGS & LIGHTING Problem: E2 Location: Roads 1, 2, 3, 4, 6, 7, 8, 9, 10, 11, 12 Drawing: 60610807-ACM-CS-ZZ-DR-HW-00-0101 to 0107			
Prepared for: Homes England Document No.: 60610807-ACM-CS-XX-RP-HW-0006 Version 1.0 Status S1 Date 21.01.2025		AECOM	

Give-way lines are provided at the side road junctions throughout the scheme in order to allow priority for pedestrian/ cycle crossing users. At a number of locations, the give-way lines are shown on the ramps leading up to the raised tables. This may result in vehicles rolling back and into a vehicle behind, either on the CS or the side road, resulting in vehicular collisions occurring. See also Problem/ Recommendation A4 and C11.	It is recommended that the give-way lines are not provided on the ramps, or at locations where vehicles may roll back when giving-way.	Refer to response to A4 and C11. Give way lines will be moved away from ramps where space permits. Elsewhere (e.g. where the ramp for the raised crossing aligns to the CS kerb, the give way lines will remain as documented.	Give way lines to be moved off ramps where possible. Review throughout detailed design
Area: ROAD SIGNS, CARRIAGEWAY MARKINGS & LIGHTING Problem: E3 Location: Road 9 junction with CS Drawing: 60610807-ACM-CS-ZZ-DR-HW-00-0106			
Lack of give-way line on approach to crossing may result in collisions involving crossing users and turning vehicles. Give-way lines are provided at the side road junctions throughout the scheme in order to allow priority for pedestrian/ cycle crossing users, however give-way lining is not provided on the side road exit from the CS for the Road 9 junction crossing. This omission may result in vehicles failing to stop at the crossing and colliding with crossing users.	It is recommended that a give-way line is provided for traffic exiting the CS onto Road 9 (as is proposed at other similar side road junctions along the scheme. See also Problem/ Recommendation C11 and A4.	Agreed, give-way marking to be added to drawings.	Give way markings to be provided Review throughout detailed design
Area: ROAD SIGNS, CARRIAGEWAY MARKINGS & LIGHTING Problem: E4 Location: Road 11 junction with CS Drawing: 60610807-ACM-CS-ZZ-DR-HW-00-0107			
Positioning of give-way line may mislead drivers into thinking a one-way road is provided, leading to head-on collisions occurring. A give-way line is provided at the side road junction to allow priority for pedestrian/ cycle crossing users. The positioning of the give-way line at this location is across the	It is recommended that the give-way line is positioned further south, away from the junction mouth. See also Problem/ Recommendation C11 and A4.	Agreed, give-way marking position to be amended.	Give way marking position to be amended. Review throughout detailed design

junction mouth, appearing as a continuation of the give-way line for those exiting Road 11; the audit team are concerned that some road users may believe that Road 11 is a one-way road (heading towards the CS) which may result in some road users approaching the CS along Road 11 in the offside (southbound lane), potentially resulting in head on collisions occurring.

Area: ROAD SIGNS, CARRIAGEWAY MARKINGS & LIGHTING
Problem: E5
Location: Proposed build out traffic calming measures on Cuckfield Road
Drawing: 60610807-ACM-CS-ZZ-DR-HW-00-0109 and 0110

Absence of lighting in vicinity of build outs may result in road users colliding with the build outs or failing to give-way. This could result in collisions with the build outs or head on collisions with opposing traffic.

It is recommended that the proposed build outs and/ or the area around them are illuminated. It is considered that lighting of these features would also help to provide a message to drivers in terms of the character/ nature of the area they are entering (from the north) which should assist in reducing speeds appropriate with the proposed 30mph limit in this section.

Comment to be reviewed in conjunction with the Highway Authority.

Lighting design to be assessed at detailed design stage.

No lighting is proposed in the vicinity of the two traffic calming buildouts proposed on Cuckfield Road. As a result, road users may fail to be aware of these features, for example in adverse weather conditions, which may result in collisions with the build outs or head on collisions with opposing traffic.

Area: ROAD SIGNS, CARRIAGEWAY MARKINGS & LIGHTING
Problem: E6
Location: Cuckfield Road – Proposed 40/ 30mph speed limit transition point
Drawing: 60610807-ACM-CS-ZZ-DR-HW-00-1210

Absence of suitable 30mph/ 40mph speed limit transition gateway may result in southbound road users continuing at inappropriate speeds into the proposed 30mph area.

It is recommended that a specific gateway feature, clearly highlighting the change of character and 30mph speed limit ahead is provided at this location to enhance the speed limit change to southbound drivers.

The existing highway in the subject area includes domestic driveways as well as a continuous domestic fence along the western side which implies the character of the area has changed relative to that north of the point at which the speed reduction is proposed. Further there is limited space within the highway boundary to accommodate a more substantial gateway feature .We propose to include a yellow backing board to the 30MPH speed sign, and

There is limited space within the highway boundary to provide a gateway feature. Appropriate signage should be provided to reinforce the change in character to southbound vehicles.

Design to be reviewed at Detail Design.

The proposed speed limit transition is located in a rural part of the scheme. Only standard speed limit gateway signs are proposed at this location. These alone, given the rural character of the road at this

location are unlikely to be sufficient to rely on some southbound drivers reducing their speed limit appropriately for the speed limit change. This could result in road users entering the 30mph speed limit area at excess speeds for the speed limit which could result in loss of control/ speed related collisions in the study area.

(subject to the highway authority's review) colocate the 30MPH speed sign with a boundary sign similar to that proposed in Figure 8-21 of the Traffic Signs Manual (e.g. Brookleigh name sign). Red coloured surface markings will also be proposed to emphasise this gateway.
