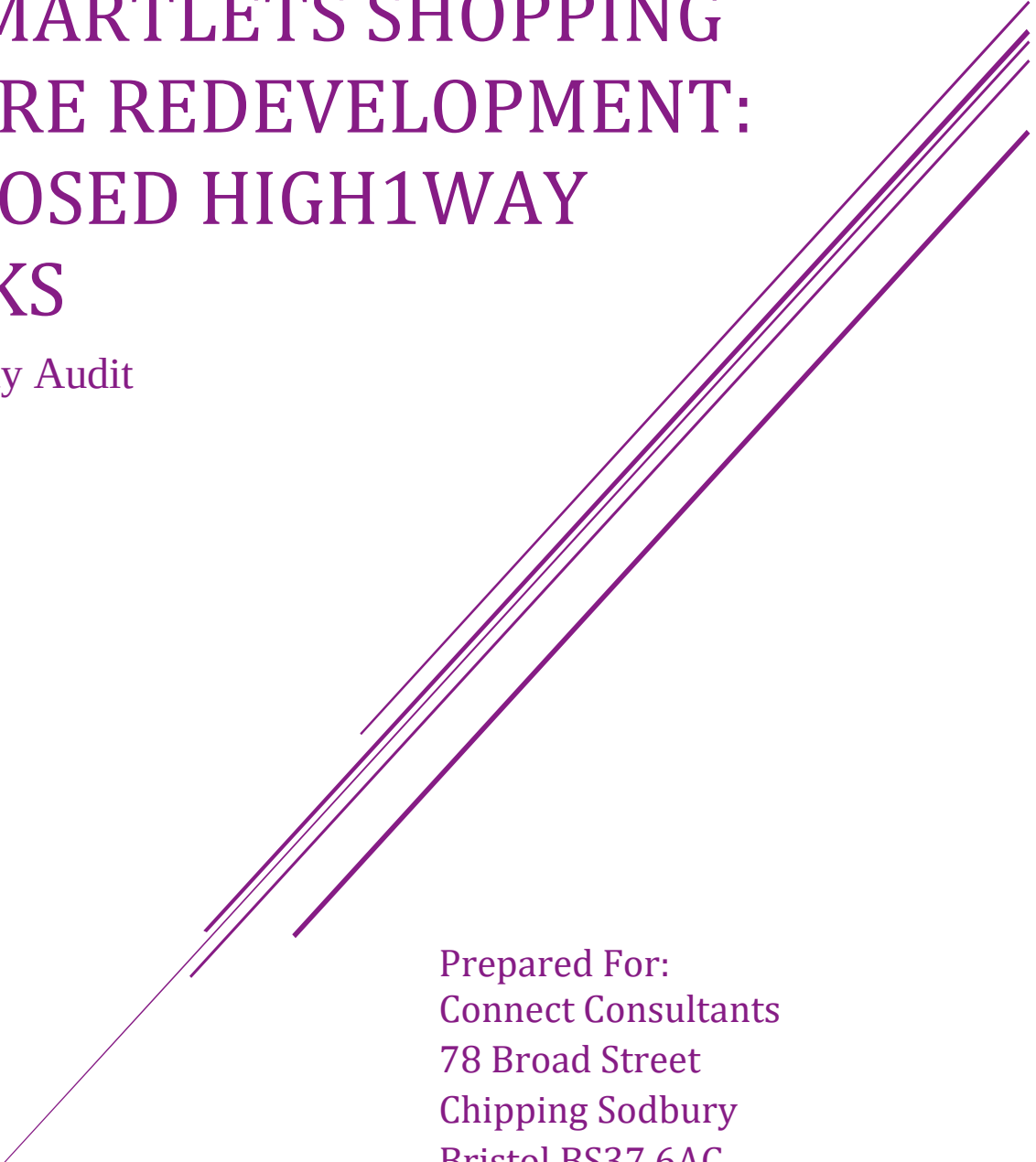


Report Number: Connect/1711
Date: 15th July 2025
Prepared by: Julian Bartlett



THE MARTLETS SHOPPING CENTRE REDEVELOPMENT: PROPOSED HIGH1WAY WORKS

Road Safety Audit
Stage 1

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Client: Connect Consultants

Highway Authority: West Sussex County Council

Project: The Martlets Shopping Centre Redevelopment; Proposed Highway Works

Report Title: Stage 1 Road Safety Audit

Date: 5th July 2025

Issue	Purpose / Status	Prepared By	Checked	Approved	Date
D1	Draft	Julian Bartlett	Lyn Jones	Julian Bartlett	August 19
D2	Draft	Julian Bartlett	Lyn Jones	Julian Bartlett	May 2025
D3	Revised Drg	Julian Bartlett	Lyn Jones	Julian Bartlett	May 2025
D4	Updated Drgs	Julian Bartlett	Lyn Jones	Julian Bartlett	July 2025

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1 INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit undertaken by J Bartlett Consulting Limited following a request from Jamie Symington of Connect Consultants. The Audit was carried out during August 2019. Following a series of design changes the audit was updated in May 2025 and July following a request from Rachel Luttrell of Connect Consultants.

1.2 This Safety Audit considers the following elements as part of the access works for the redevelopment of the Martlets Shopping Centre area. Included are

- Alterations to the Waitrose 'left-out' car park egress to provide an all-movements raised table access.
- Retention of the Waitrose ingress from Station Road. This was included in permission DM/19/3331.
- • Residential traffic will utilise the improved Civic Way / Martlets MSCP Exit junction which will be an all-movement raised table access junction. This was included in permission DM/19/3331.
- • The bus stop on the north side of Civic Way is to be retained as existing, with the bus stop relocated to accommodate the proposed pedestrian paths along the north side of Civic Way. Real time information will be provided at the stop. This was included in permission DM/19/3331.
- A walkway is to be provided near to the relocated bus stop, leading into the centre of the proposed development. This was included in the permission DM/19/3331.
- • A 3.5m footway is provided on the east side of Civic Way to tie into the Station Road improvements designed by AECOM.
- Removal of redundant multistorey access junction to the east of Civic Way. This was included in the permission DM/19/3331.
- The addition of a 40m taxi bay on the east side of Civic Way. This was included in the previous permission. This was included in the permission DM/19/3331.
- The addition of a 12m Loading Only lay-by on the east side of Civic Way. This was included in the previous permission, but is 2m larger in size.
- New tactile paving and an updated refuse island to south of Civic Way / Lower Church Road roundabout.

Extract from latest Transport Statement .

1.3 The audit team comprised the following individuals:

Julian Bartlett Road Safety Audit Team Leader
BEng MCIHT FSoRSA

Lyn Jones Road Safety Audit Team Member
HNC MCIHT MSoRSA

Both Julian Bartlett and Lyn Jones hold a Highways England Certificate of Competency in Road Safety Audit gained through the education route.

1.4 The following documents and drawings were made available to the Audit Team for this safety audit:

Drawings

Drawing Number	Rev	Title
14091 - 012	J	Proposed Highway Layout
BHL-CWA-ZZ-00-DR-A-2000	P06	General Arrangement Site Plan - Ground Floor
BHL-CWA-ZZ-00-DR-A-2001	P03	General Arrangement Site Plan - Level 02
BHL-CWA-ZZ-00-DR-A-2002	P03	General Arrangement Site Plan - Roof
10152-LDA-00-XX-M2-LA-1001		Landscape Masterplan
19085-SK250506.2		Swept Path Analysis Large Car
19085-SK250401.3		Proposed Hotel Loading Dock Swept Path Analysis 12m Rigid Vehicle With Aldi Lorry Present
19085-SK250401.1		Proposed Aldi Loading Dock Swept Path Analysis FTA Design Articulated Vehicle
19085-SK250401.2		Proposed Hotel Loading Dock Swept Path Analysis FTA Design Articulated Vehicle
19085-SK250401.4		Swept Path Analysis 12m Rigid Vehicle

19085-SK250401.5	-	Swept Path Analysis FTA Design Articulated Vehicle
19085-SK250430.1	-	Swept Path Analysis Fire Tender

Documents

The Martlets Burgess Hill Road Safety Audit Stage 1 dated 26th August 2016
The Martlets Burgess Hill Road Safety Audit Stage 1 dated 28th August 2019
The Martlets Burgess Hill Road Safety Audit Stage 1 dated 15th May 2025
Proposed Redevelopment of Shopping Centre Section 73 Application The
Martlets Shopping Centre Burgess Hill Transport Assessment dated May 2025
Series of traffic count and speed data
West Sussex County Council Pre Application Consultation Dated 01 May 2025
advice from on-line meeting.

Departures,

None Notified

Identified Requirements

None Identified.

- 1.5 The Audit Team undertook a site visit 2nd May 2025 during the afternoon, outside of peak traffic flow times. It was fine during the site visit and the road surface was dry. Vehicle movements were lower than the audit team expected with sporadic traffic flow through the area. The Waitrose carpark was approximately 40% utilised with five cars observed exiting the car park through the egress to be altered as part of the proposed works. No cycle or motorcycle movements were observed through the area. Several pedestrians were seen, five used the controlled crossing while another three were observed crossing Civic Way near to the junction with the Brow (proposed new uncontrolled crossing location). It is noted that movements through the area were similar to those observed during the site visit in 2019, which was surprising as the audit team would expect some fluctuations. The audit team deemed that a further site visit was not necessary in this case due to the relatively short length of time that has passed since May 2025 combined with the similarities between the two original site visits.
- 1.6 The scheme has been examined and this report compiled only regarding 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, 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. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

- 1.7 The terms of reference for the audit are as described in the latest versions of National Highways Design Manual for Roads and Bridges (DMRB), Volume 5, Section 2, GG119 'Road Safety Audit'. The audit has also been undertaken in light of the philosophy outlined in the latest version of the CIHT 'Road Safety Guidelines'.
- 1.8 The Audit Team have referred to appropriate design documentation as required while undertaking this audit. Reference texts include but are not limited to the latest versions of
- Design Manual For Roads And Bridges (DMRB);
 - Manual For Streets;
 - Manual For Streets 2;
 - Highway Construction Details;
 - Specification For Highway Works;
 - Traffic Signs Manual Chapter 6;
 - Traffic Signs Regulations and General Directions (TSRDG); and
 - Local Highway Authority design standards where identified or provided.
- 1.9 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG 119, and in no way, imply that a formal design process 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 responding to this report.
- 1.10 If issues were identified that are strictly outside the scope of this Road Safety Audit, or could not be classified as likely to increase the risk of crashes occurring, these have been included as Section 3 for completeness. It is also recommended that these are brought to the attention of the highway authority for their consideration if deemed appropriate
- 1.11 The following is a direct extract from the Transport Assessment. It is noted that the collision history has not been updated as part of this audit

5.4 Road Collision Analysis

5.4.1 An analysis of local collision data for the most recent five year period available (2018-2014) for the traffic assessment study area has been conducted using data from crashmap.com.

5.4.2 An extract of crashmap.com showing recorded collisions and their severity is provided at Figure 5.1 below.

Figure 5.1 – Crashmap Extract



5.4.3 As can be seen in Figure 5.1 above, no location within the study area had a distinct clustering of five or more collisions (i.e. one or more per year).

5.4.4 Considering the infrequency and spatial diversity of recent recorded collisions in the local area, it is unlikely that the proposed development will have a material effect on local road safety conditions.

5.5 Section Conclusions

5.5.1 Junction capacity testing software indicates that all three tested junctions will operate within capacity in the future year with the proposed development in place.

5.5.2 The proposed development is unlikely to materially affect local road safety issues.

- 1.12 A previous Stage 1 Road Safety Audit was undertaken at the site based on an alternative design that is fundamentally different to that provided for this audit. A second stage 1 audit was undertaken in August 2019 by the same audit team. A copy of this audit was reviewed during the process.

2 ISSUES RAISED BY THIS STAGE 1 ROAD SAFETY AUDIT

2.1 Problems in this Audit will be identified linearly and by drawing number

Drg: 14091 - 012 Rev J.

2.2 After due and careful consideration no issues have been identified in terms of highway road safety from the information provided on this drawing at this Stage of Audit. See also Comments 3.1 and 3.2.

Drg: BHL-CWA-ZZ-00-DR-A-2000 Rev P06

2.3 The drawing shows the ground floor plan of the proposed development and as such has no direct impact on the findings of this audit.

Drg: BHL-CWA-ZZ-00-DR-A-2001 Rev P03

2.4 The drawing shows the Level 2 plan of the proposed development and as such has no direct impact on the findings of this audit.

Drg: BHL-CWA-ZZ-00-DR-A-2002 Rev P03

2.5 The drawing shows the roof level plan of the proposed development and as such has no direct impact on the findings of this audit.

Drg: 10152-LDA-00-XX-M2-LA-1001 Rev

2.6 After due and careful consideration no issues have been identified in terms of highway road safety from the information provided on this drawing at this Stage of Audit. See also Comment 3.3

Drg: 19085-SK250506.2 Rev

2.7 The drawing shows the swept path movements for an estate car moving within the residential parking areas and as such has no direct impact on the findings of this audit.

Drg: 19085-SK250401.3 Rev

2.8 The drawing shows the swept path movements for a 12m rigid lorry accessing the hotel loading area. All movements are contained within the available carriageway space with only minor incursion within the hatched area for the left turn out, and as such does not give rise to concern in terms of road safety.

Drg: 19085-SK250401.1 Rev

2.9 The drawing shows the swept path movements for a FTA Design Articulated Vehicle (2016) accessing the retail loading area. All movements are contained within the available carriageway space with only minor incursion within the

hatched area for the left turn out, and as such does not give rise to concern in terms of road safety.

Drg: 19085-SK250401.2 Rev

2.10 The drawing shows the swept path movements for a FTA Design Articulated Vehicle (2016) accessing the retail loading area. All movements are contained within the available carriageway space with only minor incursion within the hatched area for the left turn out, and as such does not give rise to concern in terms of road safety. The swept path movements only differ from that considered under paragraph 2.9 above in the final loading bay accessed, movements to the highway network remain the same between the two drawings

Drg: 19085-SK250401.4 Rev

2.11 The drawing shows swept path movements for a 12m rigid delivery vehicle using the private access routes and as such has no direct impact on the findings of this audit.

Drg: 19085-SK250401.5 Rev

2.12 The drawing shows swept path movements for an FTA Design Articulated Vehicle (2016) using the private access routes and as such has no direct impact on the findings of this audit.

Drg: 19085-SK250430.1 Rev

2.13 The drawing shows the swept path movements for a fire tender turning left from and left to Civic Way. All movements are contained within the available carriageway space and as such does not give rise to concern in terms of road safety.

3 ISSUES OUTSIDE THE SCOPE OF THIS AUDIT AND OTHER OBSERVATIONS

- 3.1 The proposed access is relatively close to the Lower Church Road roundabout junction and there is the potential for vehicles turning right to the car park / delivery area to be blocked by any queue that develops on the approach to the roundabout. In the opinion of the audit team the potential for collisions resulting in personal injury is low as a direct result of this effect, however, it would be beneficial to introduce a “KEEP CLEAR” carriageway marking to protect the access and facilitate movement as the scheme is progressed to detailed design, as has been provided on the approach to the southern roundabout.
- 3.2 Due to the proximity of the access to the Civic Way roundabout there is the potential for drivers seeking to turn right to use the roundabout to facilitate the right turn, thereby removing the direct right turn from the car park access. It would be beneficial to seek the views of the highway authority on this based on simplification of vehicle movement rather than road safety grounds
- 3.3 Areas of “Planting Type P2 Woodland understorey planting” is indicated within the visibility splays for the access points. It is unclear as to the specification of the planting, however, it has been assumed that species heights will remain below the 600mm requirements for planting within a visibility envelop
- 3.4 From experience at other locations where raised vehicle cross overs have been constructed in some cases tactile paving for an uncontrolled crossing is installed where in others it has not. There is no evidence to suggest that the lack of tactile paving has resulted in an increased risk of collisions, however, in the opinion of the audit team it would be beneficial to include tactile paving to warn vulnerable road users of the potential presence of turning vehicle. It would be advantageous to consult with the local highway authority to seek their preferred choice of detail as the scheme progresses to detailed design particularly as the latest update of the Highway Code changes the hierarchy of use to favour vulnerable road users, which would technically support the lack of tactile paving provision.

4 AUDIT TEAM STATEMENT

We certify that this Audit has been carried out adopting the principles contained in but not in full compliance with the National Highways standard GG119 'Road Safety Audits' and in line with the philosophy outlined in the CIHT 'Road Safety Guidelines' Edition.

Road Safety Audit Team Leader

Name: Julian Bartlett

Signed:



Position: Director

Organisation J Bartlett Consulting Ltd

Date: 15th July 2025

Road Safety Audit Team Member

Name: Lyn Jones

Signed:



Position: Associate

Organisation J Bartlett Consulting Ltd

Date: 16th July 2025

Contact Details as per record sheet

5 AUDIT LOCATION PLAN

Not required as no issues have been identified at this Stage of Audit.