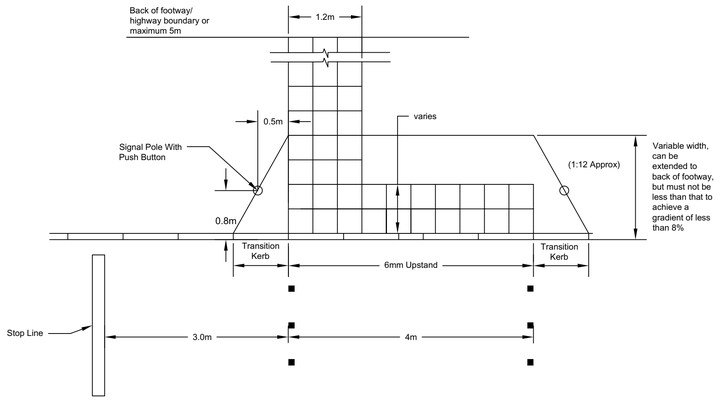


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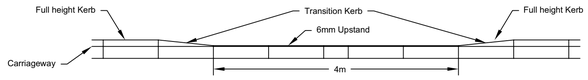
Appendix 3

Traffic Signal Layout (by Telent)

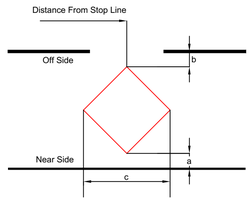
4m (Type) Crossing Detail



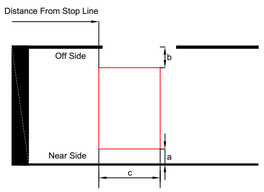
Kerbline Profile.



'X'/'IN' Loop Dimension Diagram

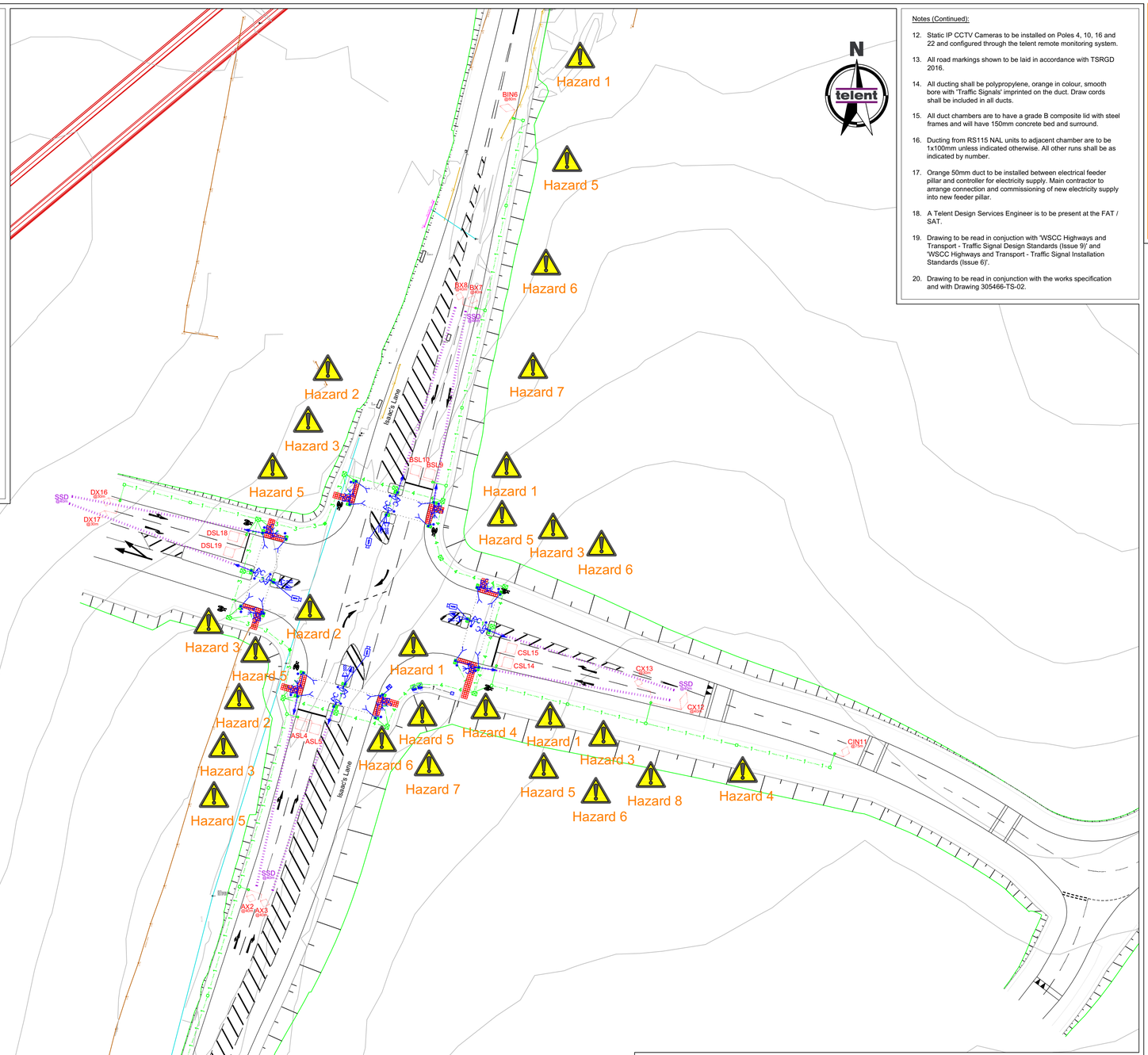


'Stopline' Loop Dimension Diagram



MOVA / VA Loop Dimensions

Loop Name	Distance From Stopline	Distance From Near Side (a)	Distance From Off Side (b)	Loop Length (c)	Loop Type
AIN1	80m	0.4m	0.6m	1.7m	MOVA Diamond
AX2	40m	0.4m	0.8m	1.7m	MOVA Diamond
AX3	40m	0.8m	0.6	1.7m	MOVA Diamond
ASL4	2m	0.4m	0.8m	2.0m	Stop Line Rectangle
ASL5	2m	0.8m	0.6m	2.0m	Stop Line Rectangle
BIN6	80m	0.4m	0.6m	1.7m	MOVA Diamond
BX7	40m	0.4m	0.8m	1.7m	MOVA Diamond
BX8	40m	0.8m	0.6m	1.7m	MOVA Diamond
BSL9	2m	0.4m	0.8m	2.0m	Stop Line Rectangle
BSL10	2m	0.8m	0.6m	2.0m	Stop Line Rectangle
CIN11	75m	0.4m	0.6m	1.7m	MOVA Diamond
CX12	40m	0.4m	0.8m	1.7m	MOVA Diamond
CX13	30m	0.8m	0.6m	1.7m	MOVA Diamond
CSL14	2m	0.4m	0.8m	2.0m	Stop Line Rectangle
CSL15	2m	0.8m	0.6m	2.0m	Stop Line Rectangle
DX16	30m	0.4m	0.8m	1.7m	MOVA Diamond
DX17	30m	0.8m	0.6m	1.7m	MOVA Diamond
DSL18	2m	0.4m	0.8m	2.0m	Stop Line Rectangle
DSL19	2m	0.8m	0.6m	2.0m	Stop Line Rectangle



Scale: 1:500 @ A1

Notes (Continued):

12. Static IP CCTV Cameras to be installed on Poles 4, 10, 16 and 22 and configured through the telent remote monitoring system.
13. All road markings shown to be laid in accordance with TSRGD 2016.
14. All ducting shall be polypropylene, orange in colour, smooth bore with "Traffic Signals" imprinted on the duct. Draw cords shall be included in all ducts.
15. All duct chambers are to have a grade B composite lid with steel frames and will have 150mm concrete bed and surround.
16. Ducting from RS115 NAL units to adjacent chamber are to be 1x100mm unless indicated otherwise. All other runs shall be as indicated by number.
17. Orange 50mm duct to be installed between electrical feeder pillar and controller for electricity supply. Main contractor to arrange connection and commissioning of new electricity supply into new feeder pillar.
18. A Telent Design Services Engineer is to be present at the FAT / SAT.
19. Drawing to be read in conjuction with 'WSCC Highways and Transport - Traffic Signal Design Standards (Issue 9)' and 'WSCC Highways and Transport - Traffic Signal Installation Standards (Issue 6)'.
20. Drawing to be read in conjunction with the works specification and with Drawing 305466-TS-02.

The following information has been collected from pre-construction information and the telent CDM hazard management process.

Hazards

1. HV underground cables within vicinity of excavation works.
2. LV underground cables within vicinity of excavation works.
3. Gas mains within vicinity of excavation works.
4. Water mains within vicinity of excavation works.
5. BT underground cables within vicinity of excavation works.
6. Virgin Media underground cables within vicinity of excavation works.
7. Vodaphone underground cables within vicinity of excavation works.
8. Street Lighting underground cables within vicinity of excavation works.

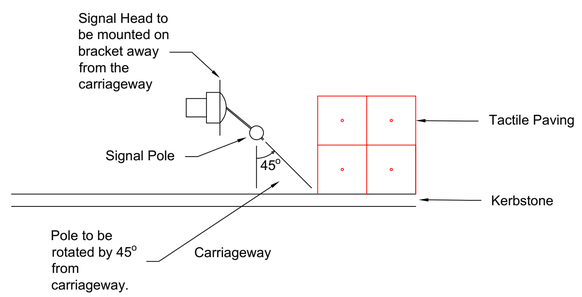
KEY:

- Large case telent OPTIMA ELV Traffic Signal Controller & Termination Cabinet.
- Electrical Feeder Pillar.
- 4m Low Access Spigot Signal Pole.
- RAG Primary Signal Head and Phase Label.
- RAG Secondary Signal Head and Phase Label.
- Nearside Toucan Indicator (Narrow Field of View) Combined Unit.
- Nearside Toucan Indicator (Narrow Field of View) Combined Unit with High Level Repeaters. Audible Device Fitted.
- Pedestrian Demand Unit.
- Brushless Tactile Device.
- AGD 326 On-Crossing Detector and Label.
- AGD 641 Kerbside Detector and Label.
- Flir TrafiOne 195 Detector
- Photoelectric Cell.
- Static IP CCTV Camera.
- Signal Pole Number.
- NAL STAKKAbox Controller Chamber 900mm x 900mm.
- NAL STAKKAbox Large Chamber 600mm x 450mm.
- NAL STAKKAbox Medium Chamber 450mm x 450mm.
- NAL STAKKAbox Small Chamber 300mm x 450mm.
- NAL Pole Retention Socket RS115.
- NAL Carriageway Loop Box with 50mm Connecting Duct.
- New 100mm Orange Traffic Signals Duct (No. as indicated).
- 50mm Orange Duct for Electrical Feed.
- Stopline Detection Loop.
- MOVA Detection Loop and Label.
- New 400mm x 400mm Tactile Paving (Red in colour).
- Stopping Site Distance (SSD) - 40m Desirable @ 30mph.

Notes:

1. Controller to be a Large Case telent OPTIMA mounted on a NAL Controller Cabinet Base with integral iMOVA (MOVA 8) and Remote Monitoring. Suitable SIM card to be provided by West Sussex County Council.
2. Termination cabinet to be mounted on a NAL Controller Cabinet Base.
3. All poles to are to be 114mm diameter 4m Low Access Spigot and installed 450mm deep.
4. Controller, Termination Cabinet and all Signal Poles are to be Grey in colour.
5. Pole numbers are to be White on a Black background & positioned facing towards the Controller.
6. The site SCN shall be displayed on the Controller Cabinet door (character height to be approximately 50mm high). A fault reporting sticker detailing the WSCC fault telephone number and email address should be displayed below the SCN.
7. The signal heads should be LED and both the signals and controller shall be ELV (Extra Low Voltage).
8. Signal heads on Poles 5, 11,17 and 23 to be side mounted on a bracket away from the carriageway.
9. Flir TrafiOne 195 Detectors on Poles 4, 10, 16 and 22 to be mounted on 1m extension brackets and used for All Red Extensions, to assist vehicles waiting to turn Right.
10. The photocell for dimming shall be located on Pole 1 where it shall not be affected by street lighting.
11. Audibles are to operate via timetable between the hours of 07:00 and 22:00 - 7 days a week.

Pole Orientation Setting Out - Poles 5, 11, 17 and 23



Scale: 1:25 @ A1

DETAILED DESIGN

Iss	Rev	Date	Description	By	Chkd	App
01	03	12/08/2021	Design updated as per new GA drawing from John Sisk	DJR	PJS	PJS
01	02	23/11/2020	Centre Islands & Stop Lines updated as per John Sisk	DJR	PJS	PJS
01	01	02/11/2020	Updates as per comments from John Sisk & Son Ltd	DJR	PJS	PJS

Title:

Burgess Hill - Eastern Bridge & Link Road (Isaac's Lane Junction), West Sussex
Proposed Traffic Signal Design (2 of 2)

Project No:	Scale:	Date:
S01241	As Shown	12/08/2021
Drawn: DJWR	CAD File Name: 305466-TS-Iss02-Rev00.dwg	

telent
Technology Services Ltd.
Point 3, Haywood Road, Warwick, CV34 5AH, United Kingdom
Design Telephone: +44 (0)1926 693024
Design Email: design.services@telent.com
For Tendering information/services:
Tendering Telephone: +44 (0)1926 693910
Tendering Email: estimating@telent.com

Originator:	Checked:	Approved:	Approval Date:
DJWR	PJS	PJS	12/08/2021

DRAWING No:	ISS:	REV:
305466-TS-02	02	03

Original Size: A1

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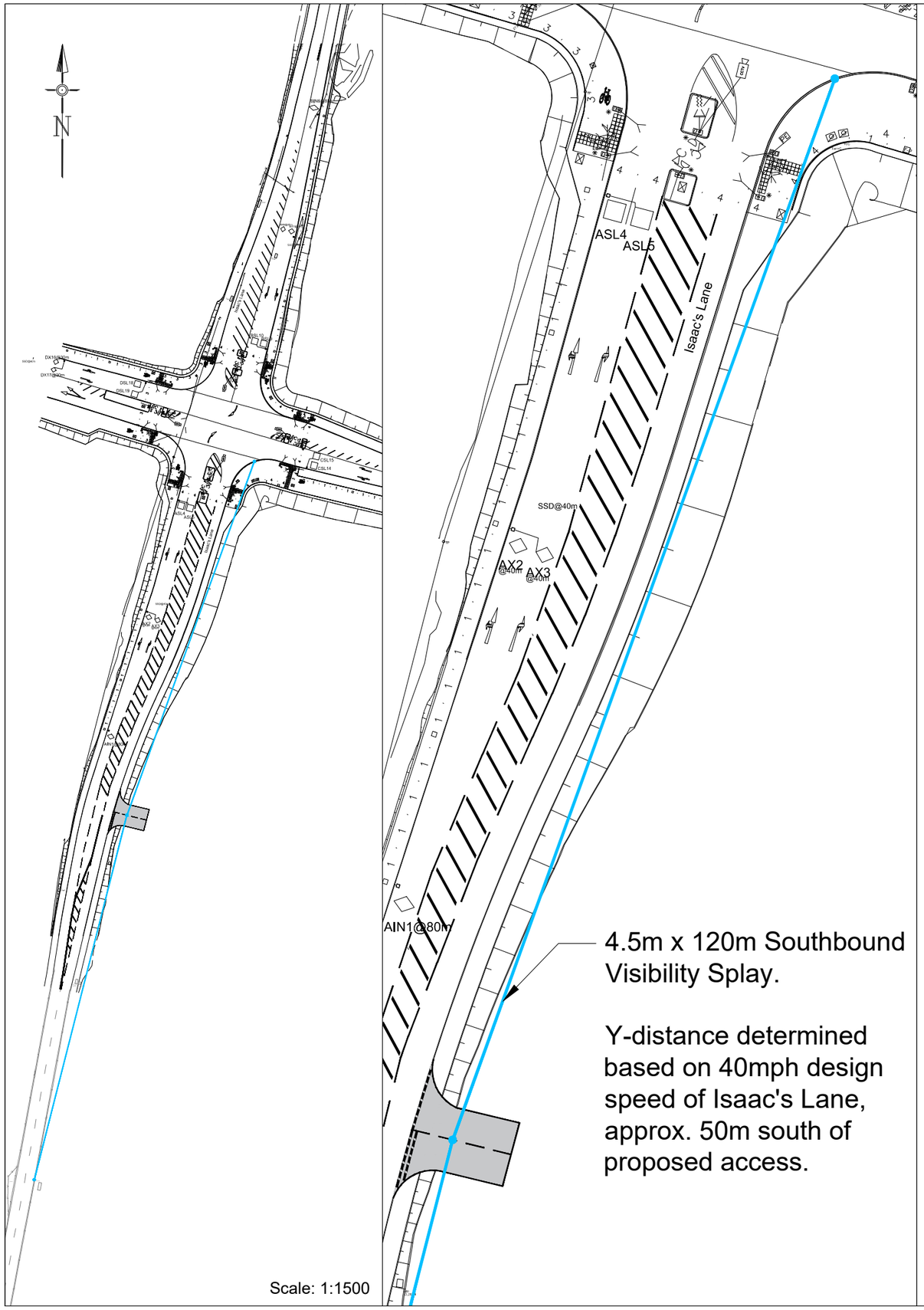
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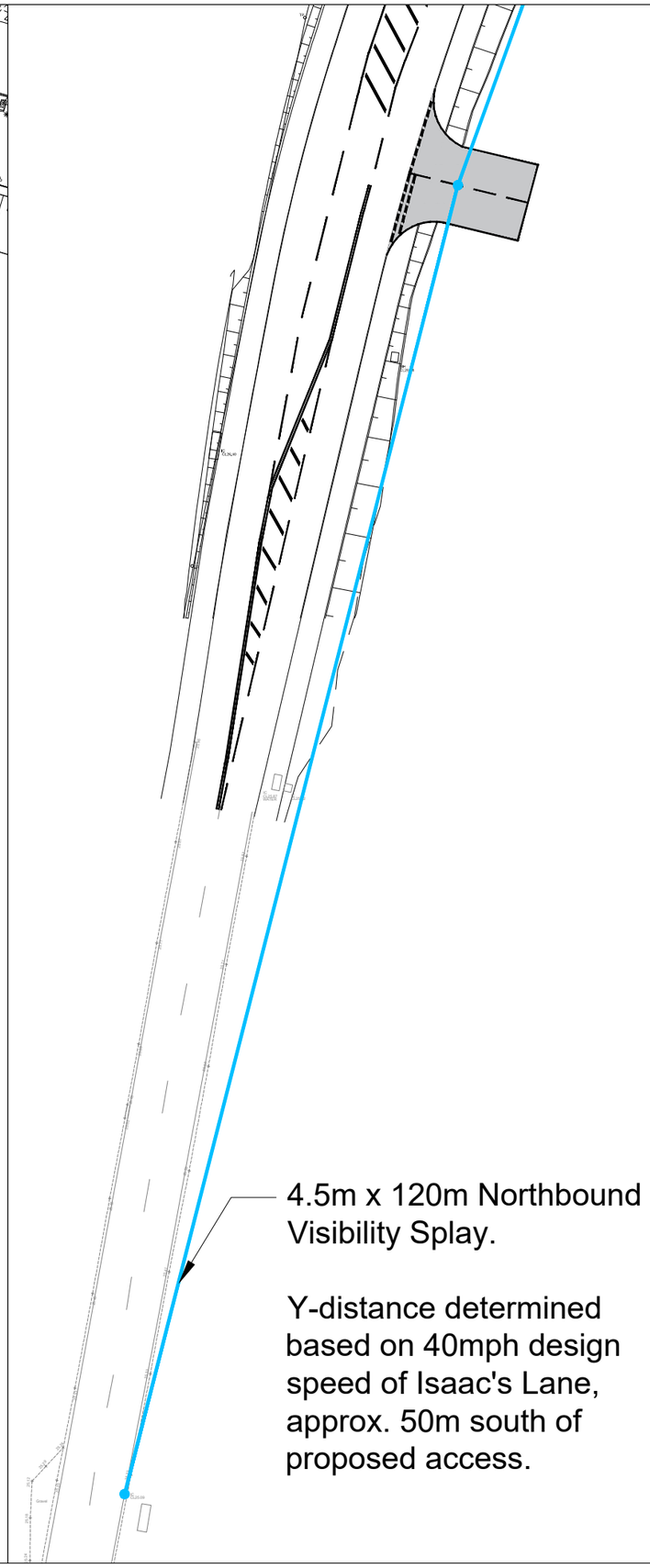


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Appendix 4

Proposed Site Access





Notes

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5. Drawing revision:

   P: Preliminary — Evolving drawings for approvals, tenders, billings etc.

   C: Contractual — Drawings authorized and approved for stage completion i.e. Stage-Tender or Stage 5-Construction.

6. 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)

7. Work Stages:

   2 - Concept, **3** - Definition, **4** - Design, **5** - Build & commission, **6** - Handover

8. Only drawings with **revision Cn and status A5 to be used for Construction.**

Rev	Description	Date	By
P1	Issued for Information	30.10.24	TH

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London	020 7340 1700	Manchester	0161 819 3060
Surrey	01737 784 500	Birmingham	01675 467 484
Bristol	0117 916 1066	Dubai	00 971 4345 7088

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Job Title: Brookleigh School

Client: Homes England

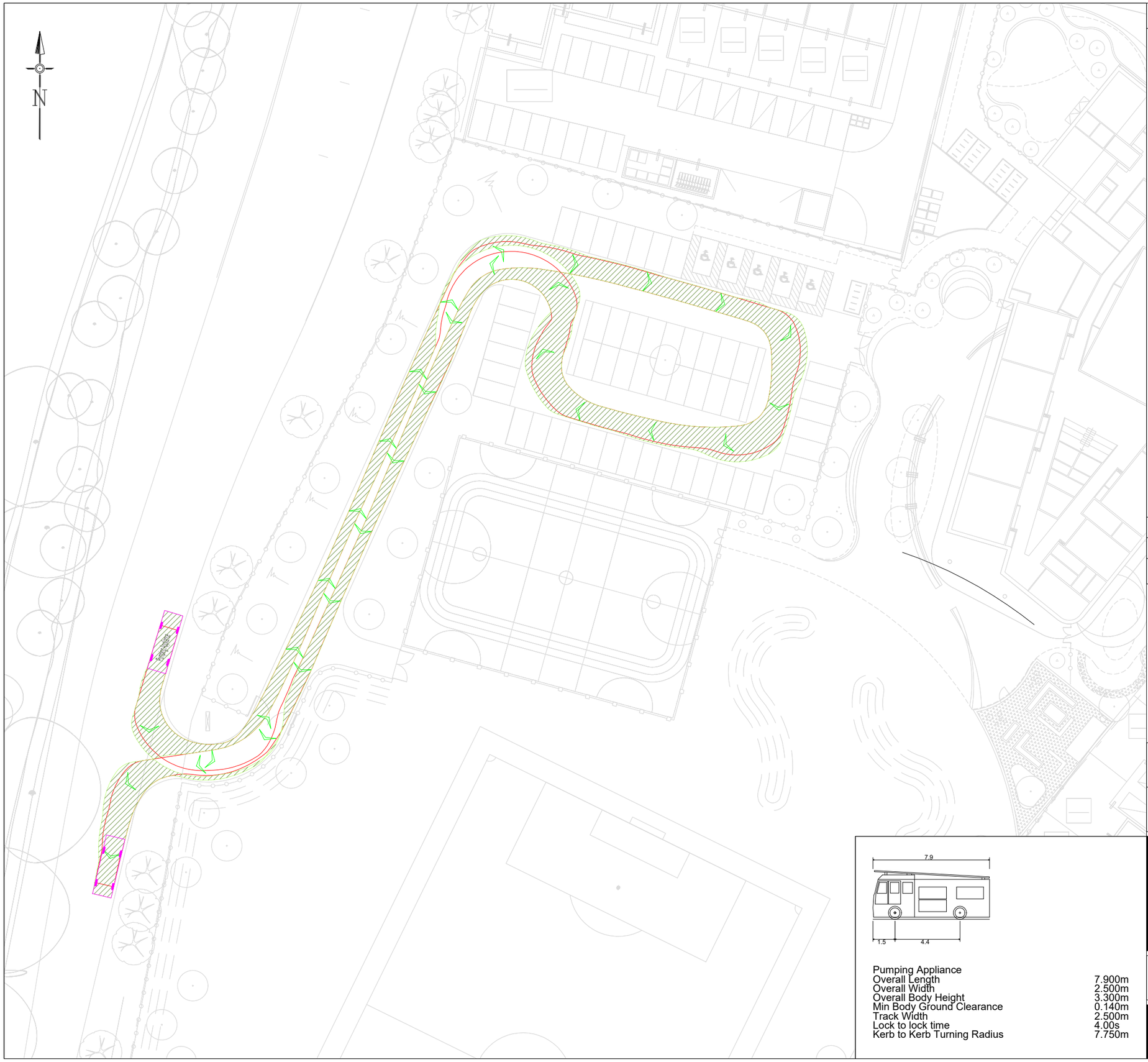
Proposed Site Access Visibility Splays Isaac's Lane

Drawn by	Date made	Scale @ A3	Checked by	Suitability	CR Project
TH	30.10.24	1:500	CDS	S2	14176

Project No.	Originator	Volume	Lvl/Loc	Type	Role	Number	Rev
14176	CRH	XX	XX	DR	H	6004	P1

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J:\14000-14249\14176 - Brookleigh School\Dwgs\3-Transport\1-AutoCad\1-Working Drawings\14176-CRH-XX-XX-DR-H-6150-6152.dwg



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6. 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.

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7. Work Stages:

   2 - Concept, **3** - Definition, **4** - Design, **5** - Build & commission, **6** - Handover
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Rev	Description	Date	By
P2	Drawing updated	19/09/25	TH
P1	Issued for information	16/06/25	TH

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Job Title
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Client
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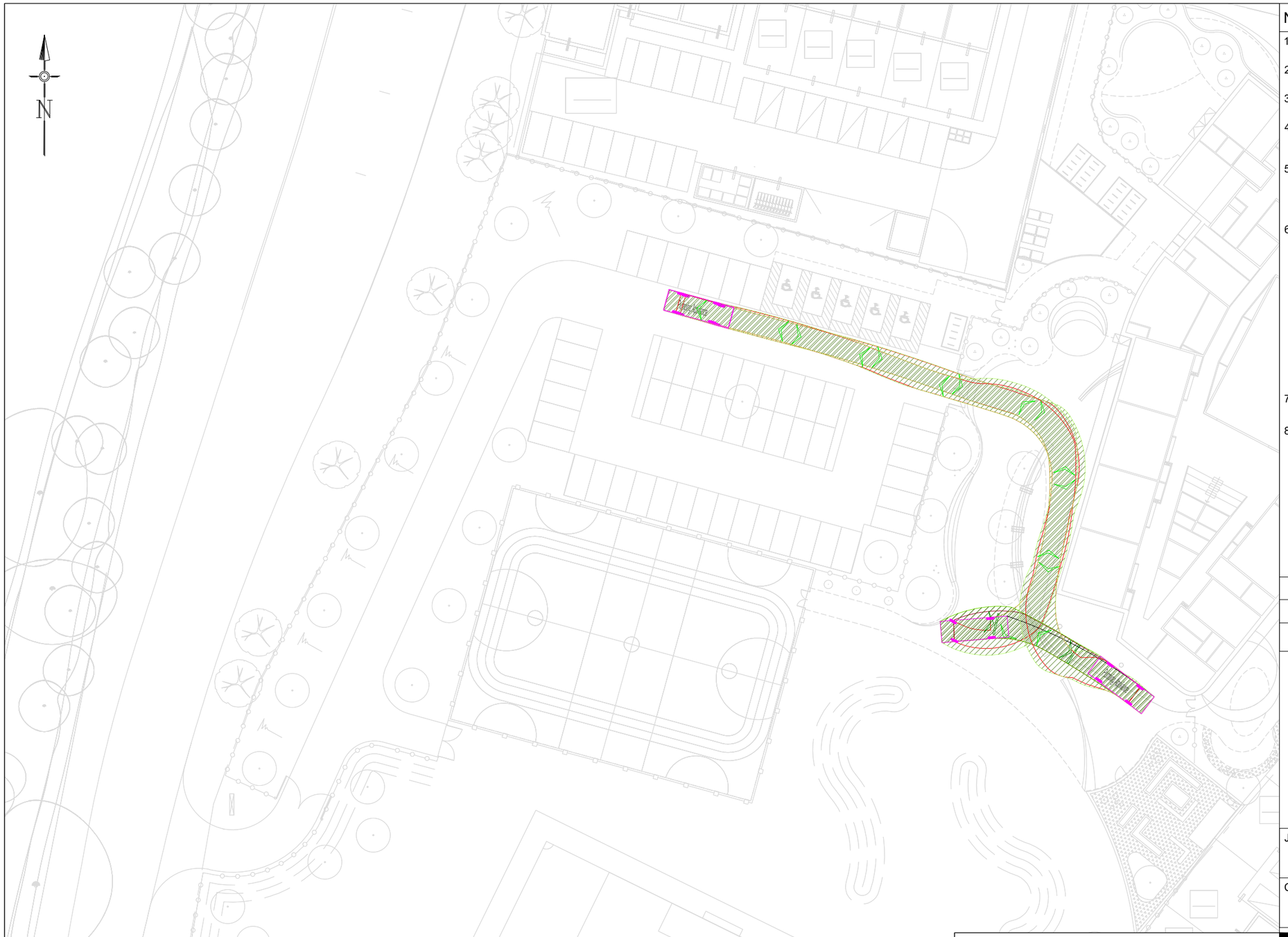
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Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

Swept Path Analysis
Fire Tender - Car Parking Area

Drawn by	Date made	Scale @ A3	Checked by	Suitability	CR Project
TH	16/06/25	1:500	CDS	S2	14176

Project No	Orig.	Funct.	Spatial	Form	Disc.	Number	Rev
14176	CRH	XX	XX	DR	H	6151	P2

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Rev	Description	Date	By
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P1	Issued for information	16/06/25	TH

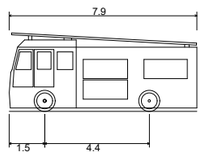
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Bristol	0117 916 1066		Dubai		00 971 4345 7088

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Job Title
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Client
Homes England



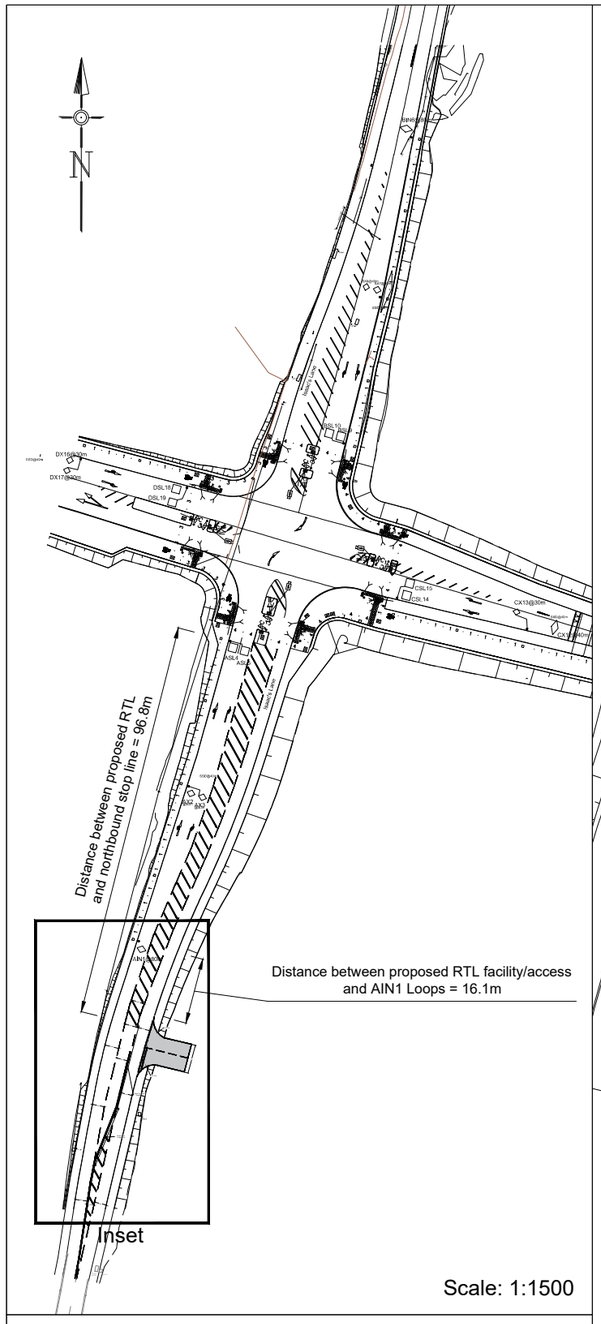
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Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

Swept Path Analysis
Fire Tender - Rear of School Building

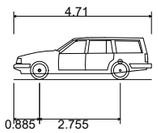
Drawn by	Date made	Scale @ A3	Checked by	Suitability	CR Project
TH	16/06/25	1:500	CDS	S2	14176

Project No	Orig.	Funct.	Spatial	Form	Disc.	Number	Rev
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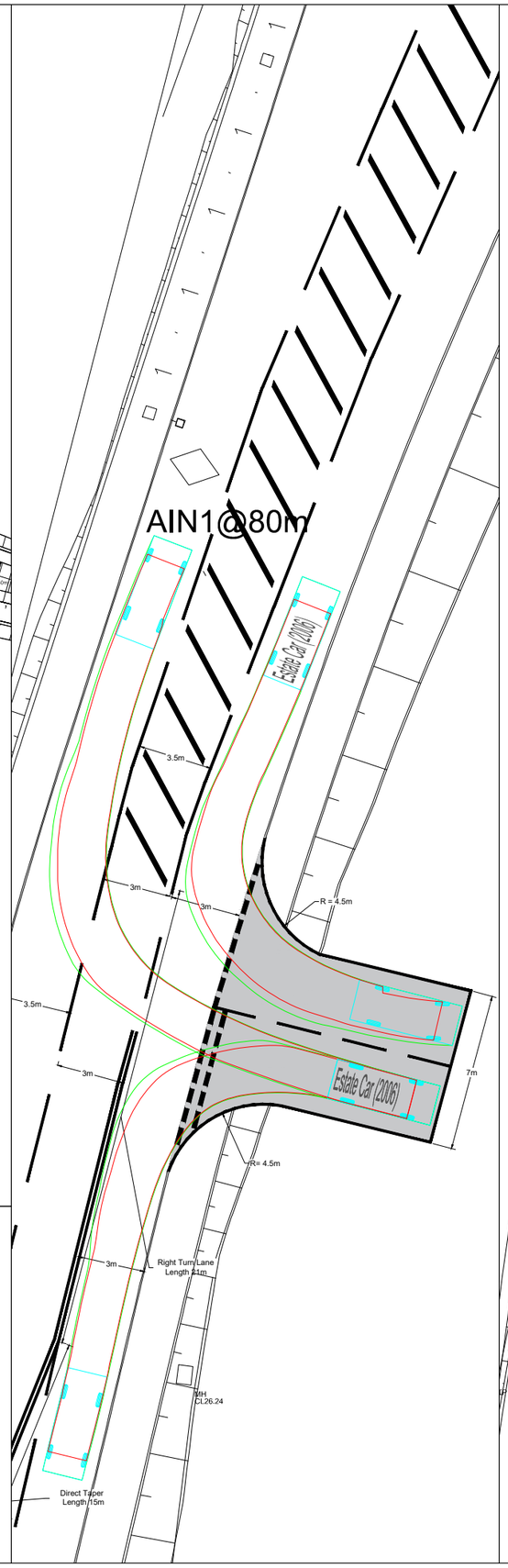
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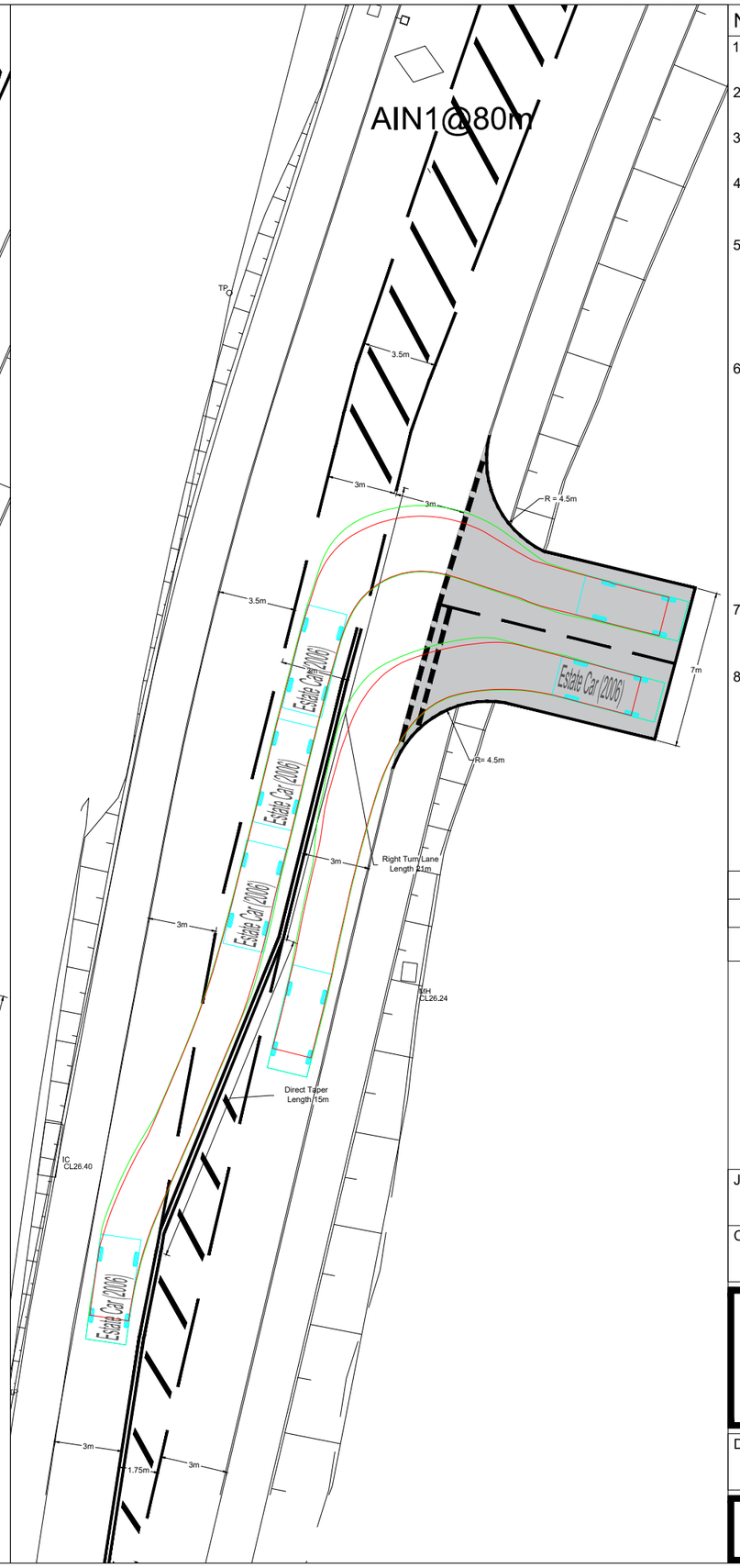


Scale: 1:1500



Estate Car (2006)	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m





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   Shared (Non-contractual)
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   S3 - Suitable for review and comment, **S4** - Suitable for stage approval.
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7. Work Stages:

   2 - Concept, **3** - Definition, **4** - Design, **5** - Build & commission, **6** - Handover

8. Only drawings with **revision Cn and status A5 to be used for Construction.**

Rev	Description	Date	By
P2	Right turn egress manoeuvre added	30.10.24	TH
P1	Issued for information	10.07.24	TH

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Surrey 01737 784 500 ☐ Birmingham 01675 467 484
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Job Title
Brookleigh School

Client
Homes England

Proposed Right Turn Lane Facility Isaac's Lane

Drawn by	Date made	Scale @ A3	Checked by	Suitability	CR Project
TH	10.07.24	1:250	CDS	S2	14176

Project No.	Originator	Volume	Lvl/Loc	Type	Role	Number	Rev
14176	CRH	XX	XX	DR	H	6003	P2

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Appendix 5

Stage 1 Road Safety Audit and Designers Response



CampbellReith
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Brookleigh School

Designer's Response Independent Stage 1 Road Safety Audit

For
Homes England

Project No.
14176

Date
January 2025

Campbell Reith Hill LLP
15 Bermondsey Square
London
SE1 3UN

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E: london@campbellreith.com
W: www.campbellreith.com

DOCUMENT HISTORY AND STATUS

Revision	Date	Purpose/ Status	File Ref	Author	Check	Review
P1	29/01/2025	Final	14176 – Brookleigh School - RSA1 Des Res – Jan 2025 P1	TH	CDS	CDS

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Document Details

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Author	Tom Harris
Project Partner	Chris Stanyard
Project Number	14176
Project Name	Brookleigh School
Revision	P1
File Ref	14176 Brookleigh School - RSA1 Des Res - Jan 2025 P1.docx

CONTENTS

1.0 Introduction 4
2.0 Road Safety Audit decision log 6
3.0 Statements 7

SUPPLIED DRAWINGS AND/OR DATA

Reference	Title / description
14176-CRH-XX-XX-FG-G-7000_P1_SiteLcn	Site Location
14176-CRH-XX-XX-DR-H-6004-P1	Site access visibility splays
14176-CRH-XX-XX-DR-H-6003-P2	Proposed RTL - Isaac's Lane
EBLR-TGEE-XX-12-DR-C-1201	Traffic Signs and Markings Plan Layout Sheet 1 by TonyGee
EBLR-TGEE-XX-12-DR-C-1202	Traffic Signs and Markings Plan Layout Sheet 2 by TonyGee
EBLR-TGEE-XX-12-DR-C-1204	Traffic Signs and Markings Plan Layout Sheet 4 by TonyGee

1.0 INTRODUCTION

1.1 Design and Overseeing organisations

Item	Detail
Prepared by:	Campell Reith Hill LLP, hereafter "CampbellReith"
On behalf of:	Homes England

1.2 Authorisation

Item	Detail	
Project:	Campbell Reith Hill LLP, hereafter "CampbellReith"	
Report Title:	Brookleigh School, Burgess Hill	
Prepared by:	Name:	Tom Harris
	Position:	Transport Planner
	Signed:	T. Harris
	Organisation:	CampbellReith
	Date:	29/01/2025
Approved by:	Name:	Chris Stanyard
	Position:	Partner
	Signed:	C. Stanyard
	Organisation:	CampbellReith
	Date:	29/01/2025

1.3 Background information

1.3.1 CampbellReith instructed Beth Newiss & Associates to undertake an independent Stage 1 Road Safety Audit in relation to a planning application to introduce a 2-FE school facility together with associated vehicular access on land known as Brookleigh School. 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. This response has been prepared in accordance with the template provided at Appendix F of GG119 Revision 2.

1.3.2 The proposed works to be audited within this report are as follows:

- Site Access

1.4 Key personnel

	Name	Organisation
Overseeing Organisation	Stephen Gee	West Sussex County Council
RSA Team: Leader	Beth Newiss	Beth Newiss & Associates
RSA Team: Team Member	Vimal Patel	
Design Organisation	CampbellReith	

2.0 ROAD SAFETY AUDIT DECISION LOG

2.1 RSA Reference 3.1.1

Item	Details
RSA problem	Location: Isaac's Lane / Site Access Junction Summary: Pedestrians may trip or fall whilst crossing the junction resulting in personal injury. Within the Audit Brief it states that 2.0m footways are proposed to both sides of the carriageway on Isaac's Lane in association with the associated planning consent DM/20/3247. Within the proposals presented for this audit, it is noted that no dropped kerbs and/or uncontrolled crossing facility has been proposed across the access junction. There is a concern that any pedestrians, particularly pedestrians with a disability or who are using wheelchairs or pushing prams may struggle to negotiate the full height kerbs which may cause a trip of fall resulting in personal injury.
RSA recommendation	It is recommended that uncontrolled crossing is introduced across the access junction.
Design Organisation response	The recommendation is acknowledged; however it should be stated that, following a review of the approved construction drawings for the package of infrastructure proposed along Isaac's Lane, no footway is to be constructed along the eastern side of Isaac's Lane. As such, pedestrians will not be able to travel in a north-south direction along Issac's Lane and through the proposed site access. It is therefore considered that no remedial action is necessary.
Overseeing Organisation response	
Agreed RSA action	

3.0 STATEMENTS

3.1 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	Tom Harris
Signed	T. Harris
Position	Transport Planner
Organisation	CampbellReith
Date	29/01/2025

3.2 Overseeing Organisation statement

On behalf of the Overseeing Organisation, I certify that:

(1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and

(2) the agreed RSA actions will be progressed.

Name	
Signed	
Position	
Organisation	
Date	

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with company number 15125283

ROAD SAFETY AUDIT
STAGE 1

PROPOSED VEHICLE ACCESS IN ASSOCIATION WITH THE PROPOSED 2FE PRIMARY SCHOOL DEVELOPMENT

LAND AT BROOKLEIGH

A273 ISAACS LANE, BURGESS HILL, WEST SUSSEX

REPORT REF: BN-CR-24-115

Beth Newiss and Associates Limited
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ROAD SAFETY AUDIT
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BURGESS HILL
WEST SUSSEX

REPORT REF: BN-CR-24-115

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

[redacted]

Job no	BN-CR-24-115	Issue no	1	Date	January 2025
Prepared by	BN	Verified by	VP	Approved by	BN

Beth Newiss and Associates Limited
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PROJECT DETAILS	
Report Title:	Stage 1 Road Safety Audit
Date:	January 2025
Document reference and revision:	BN-CR-24-115
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			06/01/2025
1	Stage 1 Road Safety Audit finalised and issued to the Design Organisation.	BN	VP	BN	20/01/2025

CONTENTS

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2.0 ITEMS RAISED AT PREVIOUS AUDIT (S) 6
3.0 ITEMS RAISED AT THIS STAGE 1 AUDIT 7
4.0 AUDIT TEAM STATEMENT 8

APPENDICES

A1 INFORMATION PRESENTED FOR AUDIT
A2 LOCATION PLAN

DISTRIBUTION		
Campbell Reith	Tom Harris	20/01/2025

1.0 INTRODUCTION

1.1 OVERVIEW

This report results from a Stage 1 Road Safety Audit (RSA) carried out on the proposed vehicular access onto 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, and 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 benefits from the 'green superhighway' which is the key pedestrian and cycle route that connects 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:

- Proposed Access Junction
- Proposed Ghost Right Turn Lane into access junction

1.5 ROAD SAFETY AUDIT

The Road Safety Audit was undertaken during January 2025 in accordance with the scheme drawing. The Road Safety Audit Brief and Audit Team approval was provided on the 19th December 2024 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 19th 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 a short section traffic signals within the immediate vicinity of the junction. There was also fencing surrounding the site which restricted visibility to the north-east.

1.7 COLLISION DATA

The Audit Team were provided with collision data within the Audit Brief. The information provided was for the most recent 60-month period available. This information covered a wide area, with the more specific information detailed below:

A total of six (6) collisions occurred along the A273 Isaac's Lane. All collisions were recorded as **slight** in nature.

One (1) of the recorded collisions on the A273 Isaac's Lane was within the immediate vicinity of the site's proposed vehicular access. This collision occurred in May 2022 prior to external works being undertaken on the wider EBLR and highway network within the vicinity of the site. This collision appears to be a one off incident that resulted in a motorcyclist losing control whilst overtaking most likely due to a wet road surface.

1.8 SPEED DATA:

No speed count data was presented within the audit brief. The posted speed limit is currently 30mph.

1.9 EXISTING AND FORECASTED TRAFFFIC FLOWS

The relevant traffic flows surveyed along the A273 Isaac's Lane in 2018 have subsequently been extracted, and relevant TEMPro growth factors have been applied to understand the 2025 Baseline scenario, as well as a 20% increase for sensitivity purposes.

These are shown below.

2025 Base + 20% sensitivity AM Peak

From \ To	A - Isaacs Lane (N)	B - Site Access	C - Isaacs Lane (S)
A - Isaacs Lane (N)	0	0	769
B - Site Access	0	0	0
C - Isaacs Lane (S)	757	0	0

2025 Base PM Peak

From \ To	A - Isaacs Lane (N)	B - Site Access	C - Isaacs Lane (S)
A - Isaacs Lane (N)	0	0	660
B - Site Access	0	0	0
C - Isaacs Lane (S)	798	0	0

The forecasted future traffic flows are as below:

Development Flows AM Peak

From \ To	A - Isaacs Lane (N)	B - Site Access	C - Isaacs Lane (S)
A - Isaacs Lane (N)	0	9	0
B - Site Access	0	0	0
C - Isaacs Lane (S)	0	19	0

Development Flows PM Peak

From \ To	A - Isaacs Lane (N)	B - Site Access	C - Isaacs Lane (S)
A - Isaacs Lane (N)	0	0	0
B - Site Access	8	0	17
C - Isaacs Lane (S)	0	0	0

It should be noted that the site will provide an appropriate amount of onsite staff/visitor only car parking, as well as dedicated accessible drop-off/parking spaces for pupils attending the SEN element of the school. No further parking spaces are proposed on site. The site is therefore expected to have minimal impact on the road network.

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 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 The Audit Team have no 'GENERAL' comments to raise at this stage.

3.2 JUNCTIONS

3.2.1 The Audit Team have no 'JUNCTION' comments to raise at this stage.

3.3 LOCAL ALIGNMENT

3.3.1 The Audit Team have no 'LOCAL ALIGNMENT' comments to raise at this stage.

3.4 WALKING CYCLING AND HORSE RIDING

3.4.1 **PROBLEM**

Location: **A** – Isaac's Lane - Junction

Summary: Pedestrians may trip or fall whilst crossing the junction resulting in personal injury.

Within the Audit Brief it states that 2.0m footways are proposed to both sides of the carriageway on Isaac's Lane in association with the associated planning consent DM/20/3247. Within the proposals presented for this audit, it is noted that no dropped kerbs and/or uncontrolled crossing facility has been proposed across the access junction.

There is a concern that any pedestrians, particularly pedestrians with a disability or who are using wheelchairs or pushing prams may struggle to negotiate the full height kerbs which may cause a trip of fall resulting in personal injury.

RECOMMENDATION: It is recommended that uncontrolled crossing is introduced across the access junction.

3.5 SIGNING, LIGHTING AND CARRIAGEWAY MARKINGS.

3.3.1 The Audit Team have no 'SIGNING, LIGHTING AND CARRIAGEWAY' comments to raise at this stage.

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 the principles of GG119.

Audit Team Leader	Audit Team Member
Beth Newiss MCIHT MSoRSA NH Cert Comp	Vimal Patel BEng (Hons), GMICE, FIHE, NH
[redacted]	
Date: 20th January 2025	Date: 20th January 2025

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 19th December 2024

Including Drawings:

APPENDIX A2

LOCATION PLAN