



Land East of Lunce's Common, Haywards Heath

Stage 1 Road Safety Audit
Designer's Response Report

October 2025

Prepared for:
Catesby Estates

Prepared by:
B Haydon

Project Number:
332611520



**Land East of Lunce's Common, Haywards Heath
Stage 1 Road Safety Audit - Designer's Response Report**

Revision	Descripti on	Author	Date	Quality Check	Date	Independ ent Review	Date
A	To include TMS response to design changes	BH	December 2025	NF	December 2025	NF	December 2025



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Prepared by: _____

B Haydon

Reviewed by: _____

N Fern

Approved by: _____

N Fern



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1 Introduction and Background

1.1 Introduction

- 1.1.1 This Stage 1 Road Safety Audit (RSA) Designer's Response Report provides the Design Team response to the Stage 1 Road Safety Audit Report produced by TMS Consultancy for the proposals of a development access junction with new pedestrian and cycle facilities on B2112 Fox Hill / Lunce's Hill, Haywards Heath.
- 1.1.2 The scheme proposals consist of the following to access the development of up to 130 dwellings:
- A simple three arm priority T-junction with B2112 Fox Hill / Lunce's Hill;
 - Pedestrian and cycle access off carriageway via shared use footway / cycle track;
 - A new signal-controlled toucan crossing; and
 - Pedestrian improvements between the site access and the B2112 / A272 roundabout.
- 1.1.3 The Stage 1 RSA was undertaken by TMS Consultancy's Road Safety Audit Team. The RSA was completed in September 2025. A site visit was undertaken by the RSA Team on 19th September 2025. The conditions of the site visit were cloudy and dry.
- 1.1.4 This RSA Designer's Response Report includes all the road safety problems and recommendations identified by the RSA Team, as well as the response from the Design Team.

1.2 Key Personnel

Local Highway Authority

West Sussex County Council – Tim Townsend (Principal Transport Planner)

East Sussex County Council – Teresa Ford (Senior Officer – Transport Development Control)

Road Safety Audit Team

Road Safety Audit Team Leader – Lee Williams (TMS Consultancy – Principal Engineer)

Road Safety Audit Team Member – Darren Newbold (TMS Consultancy – Principal Engineer)

Design Organisation

Design Team Leader – Nigel Fern (Stantec – Director of Transport Planning)

Design Team Member – Dean Lucas (Stantec – Principal Civil Engineer)

- 1.2.1 This report lists road safety problems identified by the Stage 1 RSA. The responses from the Design Team are indicated in bold typeface.
- 1.2.2 Problems identified in this report are indicated by location and are shown on the site reference plan in **Appendix A**.



2 Stage 1 Road Safety Audit Decision Log

2.1 Introduction

- 2.1.1 This section considers the items raised by TMS Consultancy's Stage 1 Road Safety Audit dated 19th September 2025.
- 2.1.2 Any necessary changes arising from the RSA Problems and Recommendations have been provided to TMS for further consideration.
- 2.1.3 Following the completion of the RSA, West Sussex County Council (WSCC) requested that the proposed Toucan crossing be increased to a width of 4 metres. This update to the design was also presented to TMS.
- 2.1.4 Darren Newbold (Road Safety Team Member, TMS) provided the following response to the updated site access design:

"I have reviewed the updated drawing that you sent through (C-0103 P02) and I can confirm that we do not have any additional safety comments to raised in relation to the widened toucan crossing and other minor design changes."

- 2.1.5 The full correspondence from TMS can be found in **Appendix A**.



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Road Safety Audit Decision Log				
RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p>3.1</p> <p>Location: Lunce's Hill; Site Access Junction</p> <p>Summary: Insufficient visibility may lead to pull-out type vehicle collisions.</p> <p>Visibility to the left for road users waiting at the give way line of the site access to pull-out onto Lunce's Hill is likely to be reduced by the dense vegetation within the eastern verge. Insufficient visibility may lead to pull-out type vehicle collisions.</p>	<p>An adequate visibility splay should be provided, with vegetation cleared within the splay envelope.</p> <p>It is assumed that the gateway signs will be relocated as part of the gateway feature. This should be clarified at detailed design stage.</p>	<p>Noted and agreed – to be picked up at the detailed design and technical approval stage.</p> <p>Drawing 332611520-STN-HGN-XX-DR-C-0102 P06 shows the visibilities at the site access, and a note has been added to the drawing regarding vegetation cut back required for the visibility splays to ensure it is picked up at the next design stage.</p>		
<p>3.2</p> <p>Location: Lunce's Hill; Site Access Junction and Toucan Crossing</p> <p>Summary: Poor carriageway surface may lead to skid and loss of control type collisions (junction) and late braking and overshoot collisions with pedestrians / cyclists at the toucan crossing.</p> <p>The existing carriageway surface on Lunce's Hill at the proposed site access junction and toucan crossing is poor with evidence of surface cracking and a patchy surface that will likely have varied skid resistance. The poor</p>	<p>Lunce's Hill should be resurfaced to cover the site access junction and toucan crossing (it is generally recommended that a PSV of 68+ is provided on approaches to a light controlled pedestrian crossing).</p>	<p>Noted and agreed – to be picked up at the detailed design and technical approval stage.</p> <p>This has been shown on drawing revisions 332611520-STN-HGN-XX-DR-C-0100 P08 and 332611520-STN-HGN-XX-DR-C-0103 P02 as a hatched area of carriageway and referenced in the key to ensure it is picked up at the next design stage.</p>		



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Road Safety Audit Decision Log				
RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
carriageway surface may lead to skid and loss of control type collisions (junction) and late braking and overshoot collisions with pedestrians / cyclists at the toucan crossing.				
<p>3.3</p> <p>Location: Lunce's Hill; Site Access Junction and Toucan Crossing</p> <p>Summary: Insufficient illumination may lead to darkness related collisions between all road users.</p> <p>Other than a singular streetlight (parish lighting) there is no other illumination on Lunce's Hill at the proposed site access junction and toucan crossing. Where new vehicle turning manoeuvres and pedestrian / cycle activity is to be introduced, insufficient illumination may lead to darkness related collisions between all road users.</p>	A suitable system of street lighting should be provided at detailed design stage.	<p>Noted and agreed – street lighting will be picked up at the detailed design and technical approval stage.</p> <p>This has been referenced on drawing revisions 332611520-STN-HGN-XX-DR-C-0100 P08 and 332611520-STN-HGN-XX-DR-C-0103 P02 as Note 6 to ensure it is clear and picked up at the next stage of design work.</p>		
<p>3.4</p> <p>Location: Lunce's Hill; Shared Use Footway / Cycleway</p> <p>Summary: Street furniture in the footway may be a potential hazard and obstruction to pedestrians and cyclists.</p>	At detailed design stage the telegraph pole and cable stays should be relocated out of the shared use facility.	<p>Noted and agreed – to be picked up at the detailed design and technical approval stage.</p> <p>This has been referenced on drawing revisions 332611520-STN-HGN-XX-DR-C-0100 P08 and 332611520-STN-HGN-XX-DR-C-0103 P02 to ensure it is clear and picked up at the next stage of design work.</p>		



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There is an existing telegraph pole, and cable stays within the eastern verge on Lunce's Hill that will be within the proposed shared use footway / cycleway. If these items remain in situ, they may be a potential hazard and obstruction to pedestrians and cyclists.				
<p>3.5</p> <p>Location: Development Spine Road; Side Road Junction</p> <p>Summary: Insufficient depth of tactile paving may increase the risk of collisions between vehicles and pedestrians.</p> <p>At the shallowest points (closest to the bellmouth) there is insufficient depth of tactile paving at the crossing points at the junction of the development spine road and side road. Given the in-line nature of the crossing (i.e. within the direction of travel on the footway) pedestrians with visual impairments may inadvertently step over the tactile paving into the carriageway with risk of collisions with vehicles.</p>	The depth of tactile paving should be increased – a minimum depth of 1200mm is generally recommended for in line crossings.	<p>Noted and agreed – to be picked up at the detailed design and technical approval stage.</p> <p>The outline planning application is for all matters reserved except for access. Therefore, the detailed internal layout will be subject to change and detailed design.</p> <p>The site access option Drawings 332611520-STN-HGN-XX-DR-C-0100 P08 and 332611520-STN-HGN-XX-DR-C-0103 P02 have been updated to show a shorter extent of the development access road. Everything beyond the extent shown on the updated drawings will be dealt with at detailed design stage by the developer that takes on the site.</p>		
<p>3.6</p> <p>Location: Development Spine Road; Cycle Route</p>	Measures should be introduced to guide cyclists onwards from the end of the shared use facility, such as provision of a dropped kerb (to slip onto the carriageway) and appropriate signage.	<p>Noted and agreed – to be picked up at the detailed design and technical approval stage.</p> <p>The outline planning application is for all matters reserved except for access. Therefore, the detailed</p>		



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<p>Summary: Lack of onward route may lead to collisions involving cyclists.</p> <p>The 3m wide shared use footway / cycleway on the northwest side of the development spine road ends abruptly at the pedestrian crossing. At the crossing only a 2m wide footway is then provided on the southeast side for pedestrian to continue. The lack of facilities for cyclists may lead to cyclists using the footway inappropriately with risk of collisions with pedestrians or having to bump down into the carriageway with risk of collisions with vehicles.</p>		<p>internal layout will be subject to change and detailed design.</p> <p>The site access option Drawings 332611520-STN-HGN-XX-DR-C-0100 P08 and 332611520-STN-HGN-XX-DR-C-0103 P02 have been updated to show a shorter extent of the development access road. Everything beyond the extent shown on the updated drawings will be dealt with at detailed design stage by the developer that takes on the site.</p>		
<p>3.7</p> <p>Location: General – Lunce's Hill Footway</p> <p>Summary: Lighting columns in the footway may be a potential hazard and obstruction to pedestrians.</p> <p>Along the proposed widened footway on the west side of Lunce's Hill there are several lighting columns that are within the footway. Although noted that this is an existing issue the widened footway may have localised narrow spots where the columns are located and therefore be a potential hazard and obstruction to pedestrians, particularly to those</p>	<p>To maximise the available footway width, lighting columns should be relocated to the rear of the footway.</p>	<p>Noted and agreed – to be picked up at the detailed design and technical approval stage.</p>		



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with visual and mobility impairments, wheelchair and pushchair users.				
<p>3.8</p> <p>Location: General – Lunce's Hill Footway</p> <p>Summary: Metal utility covers may be a potential slip hazard to pedestrians.</p> <p>There are several metal utility covers along the western side of Lunce's Hill that are either already within or will be within the widened footway. The metal utility covers may be a potential slip hazard to pedestrians, particularly in wet or icy conditions.</p>	The metal utility covers should be treated with a suitable non-slip surface.	Noted and agreed – to be picked up at the detailed design and technical approval stage with topographical survey data so the utility covers are identified.		
<p>3.9</p> <p>Location: General – Lunce's Hill Footway</p> <p>Summary: Quadrant kerbs at accesses may be a potential trip hazard to pedestrians.</p> <p>Along the footway on the western side of Lunce's Hill quadrant kerbs have been used at the private access vehicle crossovers. These present some significant upstands and trip hazards to pedestrians. Pedestrians with visual and mobility</p>	As part of the footway widening works the quadrant kerbs should be replaced with standard transition kerbs to create a smoother and trip free footway for pedestrians.	Noted and agreed – to be picked up at the detailed design and technical approval stage with topographical survey data so the kerbs are identified.		



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<p>impairments may be at particular risk of tripping on the kerbs.</p>				
<p>3.10</p> <p>Location: Lunce's Hill j/w Fox Hill Village</p> <p>Summary: Insufficient inter-visibility may lead to collisions between vehicles and pedestrians.</p> <p>At the junction of Lunce's Hill and Fox Hill Village, the pedestrian crossing is proposed to be inset from its existing location. However, by inseting the crossing inter-visibility between pedestrians on the south side and drivers making left turns into Fox Hill Village will be restricted by the hedge. Insufficient inter-visibility may lead to collisions between vehicles and pedestrians.</p>	<p>If not practicable to improve inter-visibility to and from the proposed crossing, the location of the crossing should be determined by where adequate visibility can be provided (i.e. closer to the bellmouth).</p>	<p>Noted and agreed – the proposed crossing has been relocated closer to the bellmouth at its current crossing point, but now including dropped kerbs and tactile paving, as shown on Drawing 332611520-STN-HGN-XX-DR-C-0104 P02.</p>		
<p>3.11</p> <p>Location: Lunce's Hill j/w Fox Hill Close</p> <p>Summary: Potential hazards to pedestrians.</p> <p>Where a new pedestrian crossing is to be introduced at the junction of Lunce's Hill and Fox Hill Close, there are a number of issues that have been identified that may lead to trip / slip hazards to pedestrians or collisions between vehicles and</p>	<p>Given the low traffic volumes to / from Fox Hill Close, the access would be better retained as a vehicle crossover rather than a bellmouth junction, giving greater priority to pedestrians and negating the issue of visibility and the BT utility covers.</p> <p>As per Problem 3.8 the metal utility cover should be treated with a suitable non-slip surface.</p>	<p>Noted and agreed – the access has been retained as a vehicle crossover as shown on Drawing 332611520-STN-HGN-XX-DR-C-0104 P02.</p> <p>Vegetation cut back and slip hazards are to be picked up at the detailed design and technical approval stage.</p> <p>However, the carriageway of Foxhill Close is owned and maintained by a third party, and therefore improvements to the carriageway</p>		



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<p>pedestrians. The issues identified are listed below:</p> <ul style="list-style-type: none"> There is a series of BT utility covers on the south side of the junction that will be within the proposed tactile paving area. Inter-visibility between pedestrians at the south side of the crossing and vehicles emerging from Fox Hill Close is limited by dense vegetation. There is a metal utility cover within the crossing path that may be a potential slip hazard. 		will only be able to be made within highway land.		
<p>3.12</p> <p>Location: Lunce's Hill j/w Weald Rise</p> <p>Summary: BT utility covers in tactile area may increase the risk of collisions between vehicles and pedestrians.</p> <p>There are existing BT utility covers located in the grass verge on the north side of the junction of Lunce's Hill and Weald Rise where the proposed pedestrian crossing is to be located. The BT covers may interrupt the tactile paving and therefore lead to visually impaired pedestrians stepping out into the carriageway with little warning, with the risk of collisions with vehicles.</p>	The pedestrian crossing should be positioned to avoid conflict with the utility covers.	<p>Noted and agreed – the crossing has been relocated back to its current position, but now including dropped kerbs and tactile paving, as shown on Drawing 332611520-STN-HGN-XX-DR-C-0104 P02.</p> <p>It is noted that Weald Rise provides access to only a small number of residential properties (less than 20 dwellings).</p>		



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<p>3.13</p> <p>Location: Lunce's Hill j/w Rookery Way</p> <p>Summary: Tree adjacent to crossing area may be a potential hazard and obstruction to pedestrians.</p> <p>The scheme proposes to inset the pedestrian crossing point into Rookery Way from its existing location close to the bellmouth with Lunce's Hill. However, there is a large mature tree on the north side of the crossing point that may be a potential hazard and obstruction to pedestrians when accessing the crossing point. This issue may be exacerbated for those with visual and mobility impairments, wheelchair and pushchair users.</p>	<p>The pedestrian crossing should be positioned to avoid conflict with the tree and ensure pedestrians are able to manoeuvre around the crossing point with no hindrance.</p>	<p>It is noted there are currently dropped kerbs and tactile paving provide across Rookery Way, therefore no improvement works are considered necessary.</p> <p>This has been referenced on Drawing 332611520-STN-HGN-XX-DR-C-0104 P02.</p>		
<p>3.14</p> <p>OBSERVATION:</p> <p>The scheme proposed to introduce a new 30mph speed limit (down from national speed – 60mph) including the provision of a new gateway feature just to the south of the proposed site access junction on Lunce's Hill. However, it was noted on site that there is already a 30mph speed limit on this section,</p>		<p>Noted that the 30mph speed limit extension has already been introduced.</p> <p>The site access option drawing showing the proposed speed limit extension has not been updated to reflect the actual location as this is currently unclear without topographical survey data. However, the site would still propose introducing the same gateway features identified in Drawing 332611520-STN-HGN-XX-DR-C-0103 P02 at the new speed</p>		



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though the gateway is located further south than the proposals.		<p>limit change location, as there does not appear to be any gateway features there currently.</p> <p>This will be picked up at the detailed design and technical approval stage.</p>		
<p>3.15</p> <p>OBSERVATION:</p> <p>The 'shared use footway / cycleway' and 'cyclists rejoin the carriageway' sign on the west side of Lunce's Hill should be relocated slightly north to where the corduroy paving is to be provided to ensure that the visual and tactile warning points occur at the same location.</p>		<p>Noted and agreed – the sign has been relocated as shown on Drawing 332611520-STN-HGN-XX-DR-C-0104 P02.</p>		



3 Design Team and Local Highway Authority Statements

- 3.1.1 This Road Safety Audit Response Report has been prepared to address the issues raised in the Stage 1 Road Safety Audit. For issues where the RSA Team's recommendations are not proposed to be fully implemented, substantiating reasons have been provided.

Design Team Statement

- 1) The RSA actions identified in response to the problems in this RSA Response Report have been discussed and agreed with the Local Highway Authority.

Name	Nigel Fern
Signed	N Fern
Position	Director of Transport Planning
Organisation	Stantec UK Ltd
Date	October 2025

Local Highway Authority Statement

- 1) The RSA actions identified in response to the problems in this RSA Response Report have been discussed and agreed with the Design Organisation; and
- 2) The agreed RSA actions will be progressed.

Name	XX
Signed	XX
Position	XX
Organisation	XX
Date	XX



Appendix A TMS Correspondence



Project Number: 332611520

From: [Darren Newbold](#)
To: [Haydon, Bethany](#)
Cc: [Lorna Styring](#); [Lee Williams](#)
Subject: RE: Land East of Lunces Hill, Haywards Heath - Stage 1 RSA
Date: 18 December 2025 13:52:10
Attachments: [image002.png](#)
[image003.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)
[image010.png](#)

Hi Beth

I have reviewed the updated drawing that you sent through (C-0103 P02) and I can confirm that we do not have any additional safety comments to raised in relation to the widened toucan crossing and other minor design changes.

I hope this helps.

Kind regards

Darren



Darren Newbold | Principal Engineer

T: [REDACTED]
E: [REDACTED]

W: tmsconsultancy.co.uk

TMS Consultancy

Unit 36, The Business Innovation Centre, Harry Weston Road, Binley Business Park, Coventry, CV3 2TX





J:\332611520 - Lunces Hill, Haywards Heath\4_Resource\Word\Technical_Notes\Transport\Stage 1 RSA\Designers Response\251222 - Site Access Stage 1 RSA Designers Response Report - Final - Rev A.docx

3.7, 3.8 & 3.9 - General

3.11

3.10

3.13

3.12

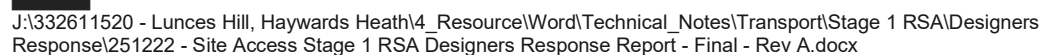
LOCATION PLAN

Scale

Information

Catesby Estates

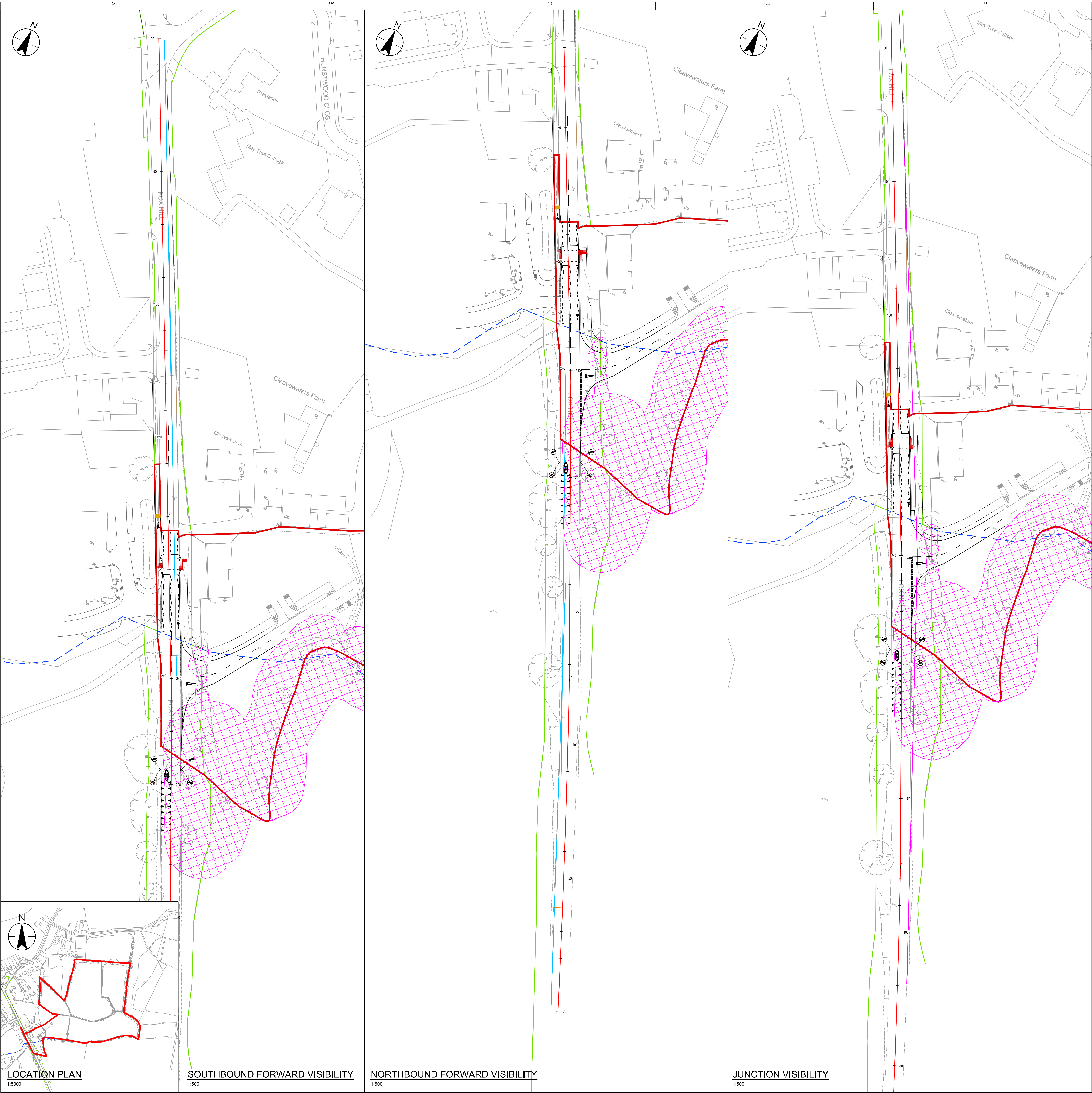
8312 ACTIVE TRAVEL RESOLUTION PLAN



Appendix C Visibilities Drawing















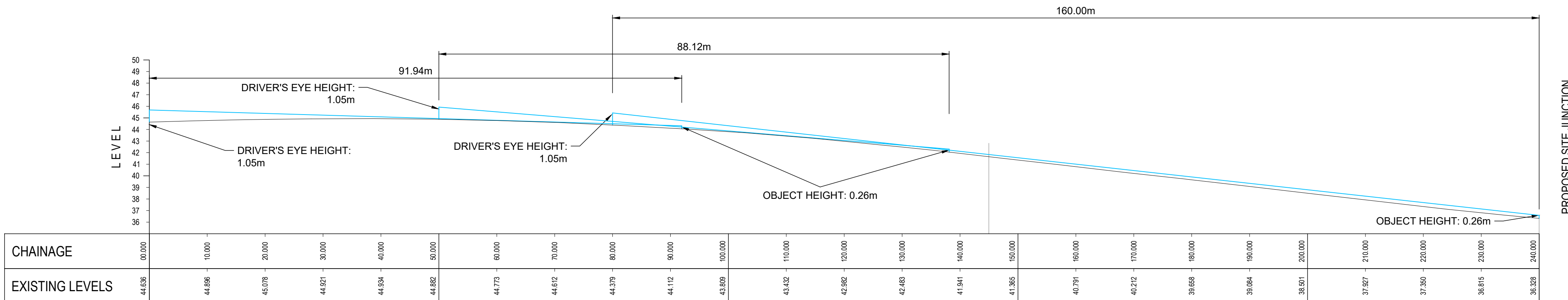
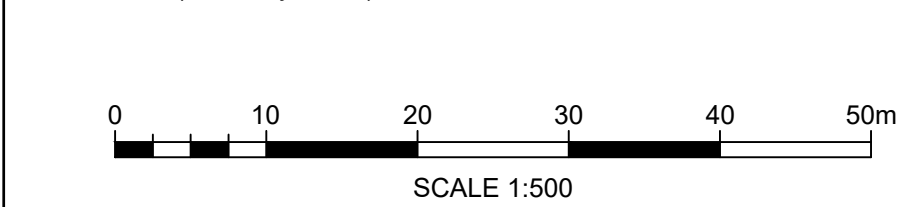
Project Number: 332611520



- NOTES:**
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH CATESBY ESTATE'S VISION DOCUMENT.
 2. IN ORDER TO MAINTAIN JUNCTION VISIBILITY, ANY AND ALL VEGETATION IN FRONT OF PLOTTED JUNCTION VISIBILITY SPLAYS IS TO BE REGULARLY CLEARED.
 3. VISIBILITY SPLAYS HAVE BEEN DRAWN AS PER 85th PERCENTILE SPEEDS DERIVED FROM ATC DATA.
 - NORTHBOUND OBSERVED SPEED: 49mph
 - SOUTHBOUND OBSERVED SPEED: 38mph
 4. B2112 EXISTING SPEED: 60mph
 5. B2112 DESIGN SPEED: 85kph (50mph).

KEY:

- | | |
|---|--|
|  | PLANNING BOUNDARY |
|  | HIGHWAY BOUNDARY |
|  | EAST/WEST SUSSEX COUNTY BORDER LINE |
|  | PROPOSED BUFF COLOURED BLISTER TACTILE PAVING |
|  | PROPOSED BUFF COLOURED CORDUROY TACTILE PAVING |
|  | PROPOSED RED COLOURED BLISTER TACTILE PAVING |
|  | PROPOSED PRIMARY TRAFFIC SIGNALS (TOUCAN CROSSING) |
|  | PROPOSED SECONDARY SIGNAL HEADS |
|  | PROPOSED TRAFFIC SIGNS |
|  | ROOT PROTECTION ZONE AS PER EDP TREE SURVEY ISSUED TO STANTEC 08/11/24 |
|  | 85 th PERCENTILE FORWARD VISIBILITY SPLAYS (160m) |
|  | 85 th PERCENTILE DESIRABLE MINIMUM JUNCTION VISIBILITY ($x = 2.4, y = 160$) |



LONGITUDINAL SECTION - NORTH APPROACH FORWARD VISIBILITY - 160m (85kph / 50mph)

[illegible]

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Title: LAND AT LUNCES HILL - HAYWARDS HEATH		Scale: 1:500 Revision: P06									
HAYWARDS HEATH SITE ACCESS VARIATIONS		<table border="1"> <thead> <tr> <th>Rev</th> <th>Date</th> <th>By</th> <th>For</th> </tr> </thead> <tbody> <tr> <td>01</td> <td>2003.03.14</td> <td>DRW</td> <td>FOR PLANNING</td> </tr> </tbody> </table>		Rev	Date	By	For	01	2003.03.14	DRW	FOR PLANNING
Rev	Date	By	For								
01	2003.03.14	DRW	FOR PLANNING								

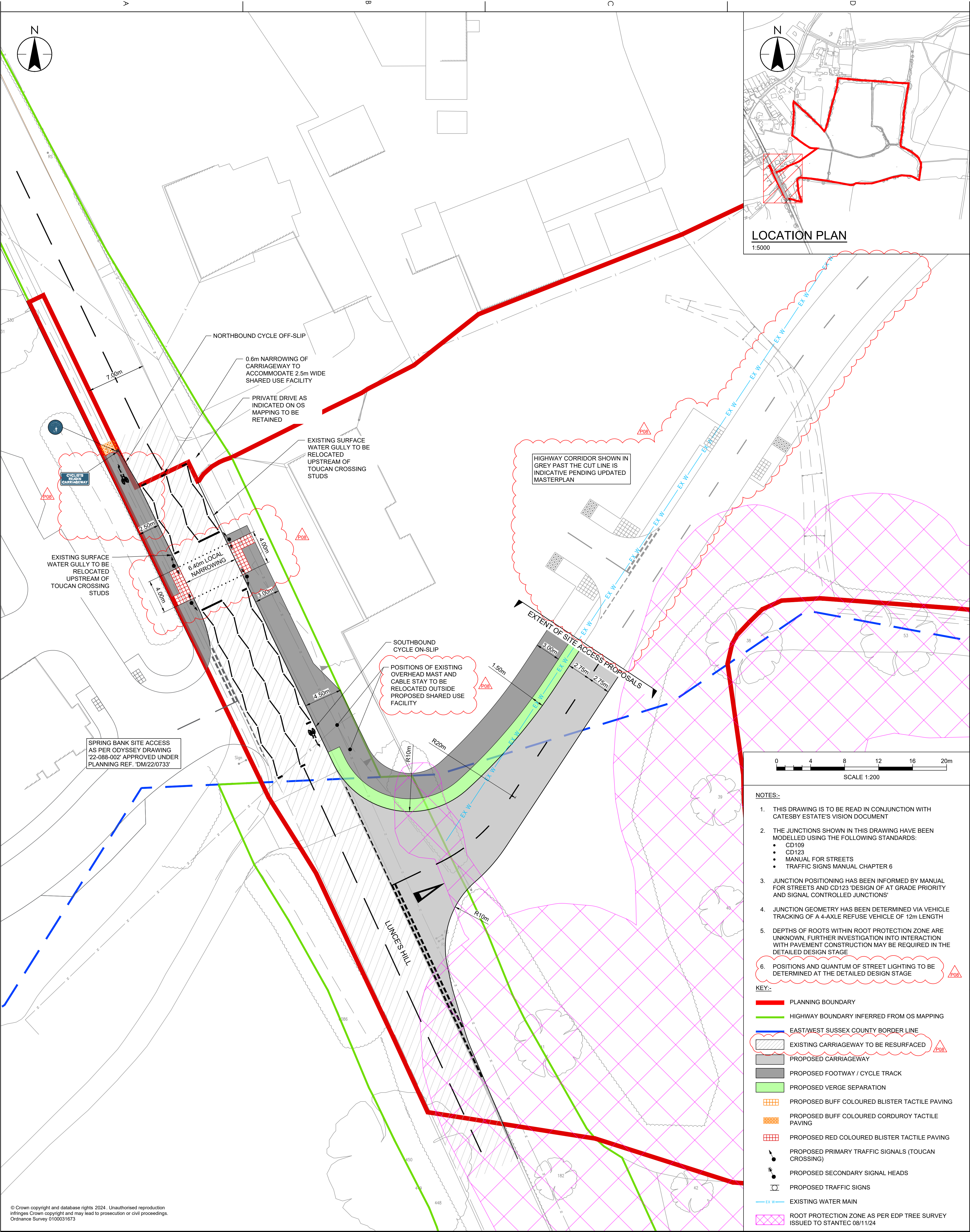
NOTES:

UTILITIES NOTE: The location of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty on this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Appendix D Site Access Drawing



Project Number: 332611520



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Ordnance Survey 0100031673

Client/Project:	
CATESBY ESTATES	
LAND AT LUNCES HILL - HAYWARDS HEATH	
Project No.: 332611520	
Scale: 1:200	
Revision: P08	
Drawing No. 332611520-SH-HIGHWAY-DR-C-0100	
GENERAL ARRANGEMENT	
HAYWARDS HEATH SITE ACCESS	
Title	
Drawn	MM
Checkd	MM
Issue	MM
Drawn	MM
Checkd	MM
Issue	MM

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PLANNING

Issue Status	
P08 UPDATES FOLLOWING TMS STAGE 1 RSA	
P07 'ADJOURNMENT' OF ODYSSEY ACCESS PLAN	BB
P06 SCALE BAR ADDED	BB
P05 UPDATED SITE BOUNDARY	BB
P04 RELOCATION OF PUFFIN CROSSING	BB
P03 NARROWING FOLLOWING EDGE PROVING MAP	BB
P02 REALIGNMENT FOLLOWING TREE SURVEY	BB
P01 FIRST ISSUE	BB
Issued/Revision	
By Appd YYYY.MM.DD	

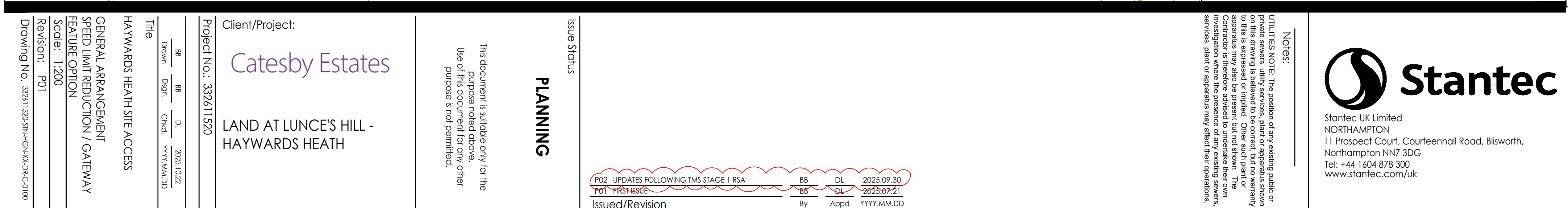
Notes:
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this is extracted or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own services, plant or apparatus may affect their operations.

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Appendix E Site Access Drawing – Gateway Feature Option



Project Number: 332611520



Appendix F B2112 Active Travel Improvements Drawing



Project Number: 332611520

