

LAND AT BIRD IN EYE FARM, FRAMFIELD,
UCKFIELD

Development Related Highway Works

Stage 1 Road Safety Audit
Overseeing Organisation: East Sussex County Council

May 2025



Road Safety Engineering

Project: Land at Bird in Eye Farm, Framfield, Uckfield
Development Related Highway Works

Document: Stage 1 Road Safety Audit

Design Organisation: Milestone Transport Planning

Overseeing Organisation: East Sussex County Council

Client: Croudace Homes

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1 INTRODUCTION

1.1 This report describes a Stage 1 Road Safety Audit (RSA) of highway works associated with a development of up to 190 dwellings at Bird in Eye Farm, Uckfield, within the District of Wealden and the County of East Sussex. The audit brief, provided by Zac Michaelides of Milestone Transport Planning and dated 30th April 2025, describes the scheme as follows:

1. *Construction of a 28-metre ICD 3-arm compact roundabout with deflection, associated signage, lighting, and approach features on the B2102 Bird In Eye Hill. The southern arm facilitates access to the site and is provided with cycle lanes, pedestrian refuge islands, and dropped kerbs / tactile paving.*
2. *Construction of a 3-arm mini-roundabout within the Site, circa 45-metres south of the 3-arm compact roundabout, facilitating access to the western residential units and the Bird In Eye Farm.*
3. *New dropped kerb access provided to No. 18 / 19 B2102 Bird In Eye Hill off the site's internal road network, south of the proposed roundabout.*
4. *Relocation of the 30-mph speed limit from its existing location adjacent to the Community Hospital bus stops to circa 42-metres east, followed by a circa 538-metre section of proposed 40-mph speed limit, terminating circa 120-metres east of the proposed 3-arm roundabout along the B2102 Bird In Eye Hill.*
5. *Continuation of the site's 3.0-metre shared footway / cycleway along the southern side of the B2102 Framfield Road to the give-way priority junction with the Hospital access.*
6. *Provision of cycle slip lanes on the B2102 Framfield Road to the east of the give-way priority junction with the Hospital access.*
7. *Bus stop works on the B2102 Framfield Road comprising the provision of a weather protection shelter with seating and Real Time Passenger Information (RTPI) screens.*

8. Installation of improved dropped kerbs and tactile paving where minor roads form give-way junctions with the B2102 Framfield Road. Namely Selby Road, Keld Avenue, Harcourt Road and Alexandra Road.

- 1.2 The Audit Brief also summarises highway safety considerations expressed by the Inspector in a planning appeal relating to a larger development on the same site, albeit with different proposed access arrangements. The Brief indicates that the current highway proposals have evolved in response to the Inspector's comments.
- 1.3 Bird In Eye Hill/Framfield Road (B2102) is a 2-lane single carriageway road running broadly west to east. It is presently unlit and without footways at the location of the proposed roundabout and is subject to the national speed limit east of the bus stops at Uckfield Community Hospital.
- 1.4 This Road Safety Audit Team comprised Steve Giles and Wendy Palmer. The Audit consisted of a desktop study and a site visit, which was carried out between 11:15 and 12:00 on Monday 13th January 2025, when the weather was overcast and the road surface damp. Traffic flows were moderate, whilst several pedestrians were seen but no cyclist movements occurred.
- 1.5 The terms of reference for this RSA are as described in the Design Manual for Roads and Bridges (DMRB) document GG119. The Audit Team is independent of the project design team and has not been involved in the design process in any other capacity. The audit considers only the potential road safety implications of the scheme and has not verified compliance of the design with any other criteria.
- 1.6 The Audit Team has not been made aware of any formal Departures from Standard. Whilst reference may be made to design standards, this report is not intended to provide a design check.
- 1.7 Notwithstanding the above, the Audit Team notes the following 'relaxations' as described within the Brief:
- i) The stopping sight distances (SSD) on approach to the roundabout from the B2102 arms are shown at 90 metres. This is one step below the desirable minimum stopping sight distance parameters set out in Table 2.10 of CD109, which state a desirable minimum SSD of 120 metres for a design speed of 70 km/h.

- ii) Paragraph 3.40.9 of CD116 states that *“Longitudinal gradients on the approach to a roundabout should not exceed 2% over a distance of at least 20 metres, measured from the give way or stop line”*. Drawing No. 23138 / SK23 reveals that the eastbound arm of the proposed roundabout has a longitudinal gradient of 2.5% over a distance of 20 metres from the give-way line.
- iii) Of note paragraph 3.40.9 utilises the verb ‘should’. GG101 states that *“The verb ‘should’ indicates advice expressed as a recommendation.”* GG101 continues that *“Recommendations with this verb form are good practice and can be varied without recourse to the departures process but require justification and a safety risk assessment where the recommendation is not followed.”* As such, the above are not departures but have been raised for the purposes of this RSA.

1.8 The Brief notes that the forward visibility splays for the southern and western arms of the roundabout junction cross the opposing traffic lane and therefore forward visibility to the roundabout and any queuing traffic will be obscured by opposing traffic. It also indicates a gap in the street lighting provision west of the proposed roundabout.

1.9 Recommendations are aimed at addressing the identified potential road safety problems. However, there may be other acceptable ways to overcome a problem, considering wider constraints and opportunities; the Auditors would be pleased to discuss such alternative solutions as appropriate. The recommendations contained herein do not absolve the Designers of their responsibilities.

Collision Data

1.10 A summary of Personal Injury Collision (PIC) information was provided within the Audit Brief for the 10-year period ending November 2024. One collision, leading to slight injuries, was recorded in the vicinity of the site access. It occurred in 2016 approximately 60-metres west of the existing access. The incident involved a light goods vehicle and a cyclist and was attributed to dazzling morning sun obscuring the view of the driver. No collisions were recorded at the existing site access.

Previous Road Safety Audit(s)

1.11 This Audit Team carried out Stage 1 RSAs on similar proposals in early 2025, which are now superseded.

1.12 A Stage 1 Road Safety Audit was included as part of the refused planning application referred to above, upon which the appeal Inspector raised the following concerns:

- The proposed Site access onto the B2102 Bird in Eye Hill did not safely accommodate the swept path analysis of all vehicles turning into and out of the site in both directions, including larger vehicles (12-metre rigid HGVs) associated with the retained commercial uses.
- The absence of specific provision for cyclists to safely turn right (into and out of the site) at the proposed site access onto the B2102 Bird in Eye Hill.

1.13 These concerns have been addressed by the proposed 3-arm roundabout and the provision of priority cycle lanes on both sides of the carriageway.

2 PROBLEMS IDENTIFIED BY THIS ROAD SAFETY AUDIT

General Matters

2.1 Problem

Collisions and increased casualty severity due to inappropriate vehicle speeds.

Location: South arm of new roundabout, including mini roundabout

Drivers will enter the development from the new 40mph speed limit, but it is unclear what speed limit will apply within the development. Inappropriate vehicle speeds may lead to collisions between vehicles at the mini roundabout or between vehicles and other road users, particularly at crossing points, and potentially with higher degrees of casualty severity.

Recommendation

Introduce a 30mph speed limit on the south (development) arm of the new roundabout.

Local Alignment

2.2 Problem

Collisions due to headlight dazzle and confusion.

Location: Westbound exit from new roundabout

Westbound drivers exiting the roundabout at night may be faced by a vehicle departing from Nos. 18/19 Bird In Eye Hill and could be dazzled or confused by oncoming offside headlights, leading to loss of control type collisions.

Recommendation

Extend the proposed hedge or provide an alternative form of screening along the full length of the outside of the bend of the new access road to Nos. 18/19 Bird In Eye Hill, to remove the potential for westbound drivers to be dazzled or confused by oncoming offside headlights.

Junctions

2.3 Problem

Collisions due to 'see-through' / junction overshoot.

Location: Framfield Road westbound approach to roundabout

Westbound drivers on Framfield Road may have a clear view ahead despite the visibility screening on the offside (north side of eastbound approach). This may lead to junction overshoots and collisions with other vehicles at the roundabout, exacerbated during inclement weather conditions.

Recommendation

Extend (northwards) the chevron sign on the roundabout central island facing the westbound approach.

Walking, Cycling and Horse Riding

- 2.4 The Audit Team raises no concerns in respect of walking, cycling and horse riding.

Road Signs, Carriageway Markings and Lighting

- 2.5 The Audit Team raises no concerns in respect of road signs, carriageway markings and lighting.

3 AUDIT TEAM STATEMENT

- 3.1 We certify that this Road Safety Audit has been carried out in accordance with DMRB document GG119.

Audit Team Leader

Steve Giles
BEng (Hons), IEng, FIHE, MCIHT, MICE, CMILT, MSoRSA, HE Cert Comp
Senior Road Safety Engineer

Signed:

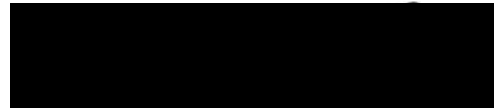


Date: 6/5/2025

Audit Team Member(s)

Wendy Palmer
MCIHT, MSoRSA, FIHE, HE Cert Comp
Senior Road Safety Engineer

Signed:



Date: 6/5/2025

APPENDIX A

Items Considered by this RSA

Items Considered by this Road Safety Audit

Document ref.	Rev.	Originator	Title
23138 / 001	H	Milestone Transport Planning	Proposed Access Arrangement
23138 / 002	E	Milestone Transport Planning	Proposed Access Arrangements to North-Western Units
23138 / 003	E	Milestone Transport Planning	Footpath Link - Indicative Vertical Design
23138 / 004	F	Milestone Transport Planning	Shared Footway / Cycleway - Indicative Vertical Design
23138 / 006	G	Milestone Transport Planning	Overall Access Strategy
23138 / 007	C	Milestone Transport Planning	Proposed Area for Adoption
23138 / 008 / 01	C	Milestone Transport Planning	Signage and Road Markings Overall Layout (Sheet 1 of 5)
23138 / 008 / 02	B	Milestone Transport Planning	Signage and Road Markings Plan (Sheet 2 of 5)
23138 / 008 / 03	C	Milestone Transport Planning	Signage and Road Markings Plan (Sheet 3 of 5)
23138 / 008 / 04	B	Milestone Transport Planning	Signage and Road Markings Plan (Sheet 4 of 5)
23138 / 008 / 05	C	Milestone Transport Planning	Signage and Road Markings Plan (Sheet 5 of 5)
23138 / 009	B	Milestone Transport Planning	Signage Schedule
23138 / 010	D	Milestone Transport Planning	Proposed Visibility Splays
23138 / 011	D	Milestone Transport Planning	Proposed Roundabout Forward Visibility Splay - Vertical Aspect
23138 / 012	C	Milestone Transport Planning	Proposed Longitudinal Section Locations
23138 / 013	A	Milestone Transport Planning	Proposed Longitudinal Sections
23138 / ATA / 001	E	Milestone Transport Planning	Proposed B2102 Active Travel Improvements
23138 / TK01	G	Milestone Transport Planning	Swept Path Analysis Max Legal Length Articulated Vehicle
23138 / TK02	H	Milestone Transport Planning	Swept Path Analysis Refuse Vehicle Using Proposed Roundabout
23138 / TK03	C	Milestone Transport Planning	Swept Path Analysis Refuse Vehicle
23138 / TK04	B	Milestone Transport Planning	Swept Path Analysis Fire Tender Vehicle
23138 / TK05	A	Milestone Transport Planning	Swept Path Analysis Tractor and Trailer

Document ref.	Rev.	Originator	Title
23138 / TK06	A	Milestone Transport Planning	Swept Path Analysis No. 18 / 18 BIE Hill

Additional/background information provided to the Audit Team

- Audit Brief dated 1/5/2025 (Milestone Transport Planning)
- Drawing 5330/021 rev. K 'Proposed Access - Right Turn Lane' (Bellamy Roberts Partnership)

APPENDIX B

Location Plan(s)

