



Land at Bird in Eye Farm
South of Bird in Eye Hill
Uckfield

TRANSPORT ASSESSMENT ADDENDUM

On behalf of
Croudace Homes Limited

Croudace
HOMES.CO.UK



ITR/MT/5330/TAA.4
March 2022

CONTENTS

1.0	INTRODUCTION	1
2.0	CONSIDERATION OF HIGHWAY AUTHORITY COMMENTS	1
3.0	SUMMARY & CONCLUSIONS	11

APPENDICES

Appendix 1	ESCC Highway Authority Consultation Comments (8 th December 2021)
Appendix 2	TRICS Output
Appendix 3	PICADY Analysis (Site Access)
Appendix 4	Proposed Site Access (5330/020 Rev. D)
Appendix 5	Proposed Traffic Calming (5330/008 Rev. E)
Appendix 6	Proposed Site Access Line and Level (5330/1001)
Appendix 7	Swept Path Analysis (5330/203 Rev. A, 231 Rev. A & 232 Rev. A)
Appendix 8	Stage 1 Road Safety Audit
Appendix 9	Proposed Parking Improvements (5330/017 Rev. E & 018 Rev. D)
Appendix 10	On-Street Car Parking Survey
Appendix 11	ESCC Signals Team Correspondence

1.0 INTRODUCTION

1.1 Bellamy Roberts has been instructed by Croudace Homes Limited to prepare a Transport Assessment Addendum to address the consultation comments received from the Highway Authority dated 8th December 2021 (see **Appendix 1**).

1.2 The Highway Authority's comments were given under the following headings:

- Site Access.
- Road Safety Audit.
- Pedestrian and Cycle Access.
- Highway Impact.
- Internal Layout; and
- Travel Plan.

1.3 A meeting was held with the Highway Authority on 12th January 2022 where the above matters were discussed in greater detail. Meetings have also been held with the Traffic Signals Team where matters relating to the implementation of SCOOT have been discussed.

1.4 This Addendum report has been prepared to address the matters raised by the Highway Authority and has done so under the same headings as set out above.

2.0 CONSIDERATION OF HIGHWAY AUTHORITY COMMENTS

Site Access

2.1 Vehicular access to the application site will be achieved directly from Bird in Eye Hill, via a simple priority T-junction. The Highway Authority has stated that a right turn lane is "recommended", given the distribution of traffic is predominantly weighted to and from the Framfield Road junction, west of the application site.

- 2.2** During the meeting of 12th January 2022, the Highway Authority advised that the request for a right turn lane had originated from the ESCC Traffic and Safety team who had requested this feature due to a concern regarding emergency vehicles travelling along Framfield Road from Uckfield Hospital being obstructed by vehicles turning right into the application site.
- 2.3** The site access has been modelled using the PICADY Junctions 9 software. This modelling has been amended following comments from the Highway Authority and this is discussed in further detail later in this Addendum. However, the result of the modelling demonstrates that the proposed site access (simple priority T-junction) will operate well within capacity with very limited queuing and delay. Of particular note is the minimal queuing relating to vehicles turning right into the application site from Bird in Eye Hill. It is evident from this assessment that a simple priority T-junction is suitable to serve the proposed development, and a right-turn lane is not necessary.
- 2.4** It should be noted that paragraph 570 of the 2006 Appeal Decision for the Bird in Eye South scheme (appeal ref. 2053422) states that *“the site will generate 138 (inbound and outbound) vehicles per hour in both the morning and evening travel peak hours. The access junction, comprising a simple priority junction as now agreed with ESCC, will operate within capacity”*
- 2.5** The current scheme will generate a similar level of traffic during the network peak hours periods, being 143 and 147 two-way movements during the morning and evening respectively.
- 2.6** Two-way AADT flows along the major arm (Bird in Eye Hill) as recorded in the Transport Assessment for the 2006 scheme were approximately 4,400 vehicles two-way. The traffic survey in support of the current application recorded approximately 3,900 two-way vehicles AADT.
- 2.7** There is no material difference in the traffic flows at the site access and therefore no reason why a similar priority T-junction is not suitable to serve the current proposal. It is Bellamy Roberts’ considered view that a right turn lane is not

necessary to ensure safe and suitable access is achievable to/from the application site.

2.8 The Highway Authority has also requested that the traffic associated with the existing uses at Bird in Eye farm be included within the junction modelling of the site access. The applicant has confirmed that there is approximately 335m² associated with office use and 510m² associated with workshops. Two residential units also utilise the site access.

2.9 An allowance for the traffic generated by these retained uses was allowed for within the originally submitted modelling, however this was not based on a TRICS assessment of the existing uses. As such, and to provide a more robust analysis, trip rates for the retained uses have been obtained from the TRICS database (see **Appendix 2**). The applicant has confirmed there is approximately 335m² of office floor space and 550m² of light industrial floor space at the existing site, which will be retained.

2.10 The traffic from these retained uses has been distributed as per the proposed development traffic. This additional traffic has been added to the modelling of the site access and the full results of this are at **Appendix 3**. In summary, the results show the junction will operate with significant spare capacity, with a maximum queue of 0.4 PCUs across the whole junction and both peak hour periods.

Visibility Splays

2.11 The Highway Authority state that driver sightlines at the access should reflect either the posted speed limit, or where speeds are lower, the 85th percentile recorded speeds.

2.12 The ATC installed either side of the site access recorded 8th percentile speeds of 42.4mph eastbound and 45.9mph westbound. The Highway Authority has advised that sightlines at the proposed access should be in accordance with Manual for Streets 2 (MfS2). Paragraph 1.3.2 of MfS2 recommends that "*as a starting point for any scheme affecting non-trunk roads, designers should start with MfS*".

2.13 Based on Manual for Streets parameters, the visibility requirements are as follows:

- 2.4m x 69.2m to the west; and
- 2.4m x 78.5m to the east.

2.14 Such splays can readily be achieved at the site access.

2.15 Based on DMRB parameters, the desirable and absolute minimum visibility requirements are as follows:

Desirable Minimum

- 2.4m x 109.8m to the west; and
- 2.4m x 125.2m to the east.

Absolute Minimum

- 2.4m x 86.5m to the west; and
- 2.4m x 97.9m to the east.

2.16 To the east, visibility according to the desirable minimum distance required under DMRB guidance can be achieved. To the west, visibility in excess of the absolute minimum can be achieved. The proposed extension to the 30mph speed limit, and introduction of traffic calming features, will reduce traffic speeds and allow visibility splays to be provided in accordance with MfS guidance. See drawing 5330/020 rev. D, attached at **Appendix 4**.

2.17 The Highway Authority has stated that the proposed extension to the 30mph is no longer supported and is reliant on the view of the ESCC Road Safety Team and Sussex Police whose views are awaited. This is contrary to the views expressed by the Highway Authority during the initial pre-application discussions when their view was that this would assist with promoting sustainable travel to/from the site. Furthermore, when commenting on the 2006 application, the Highway Authority stated the following:

“I would wish for an extended 30mph speed limit on the B2012 (Bird in Eye Hill) to be implemented as a result of the proposal, with appropriate

measures to reinforce a reduced speed limit of 30mph and these measures to be implemented as a result of the proposal"

2.18 Guidance on setting local speed limits is published on the gov.uk website. It advises at paragraph 45 that all speed limits should be made by order under Section 84 of the Road Traffic Regulation Act (RTRA) 1984, this includes the making of a 30mph speed limit on an unlit road.

2.19 Traffic Advisory Leaflet 01/04 (DfT, 2004) sets out policy on achieving lower speed limits in villages. It suggests that reasonable minimum criteria for the definition of what constitutes a village, for the purpose of applying a village speed limit of 30mph, would be that there were 20 or more houses (on one or both sides of the road). West of the proposed site access, there are 23 existing dwellings located within approximately 400m. The extension of the 30mph speed limit to include the proposed site access is therefore considered appropriate and meets this guidance.

2.20 Nevertheless, the Highway Authority's comments are noted and to assist, it is proposed to introduce traffic islands along the length of Bird in Eye Hill between the site access and the location of the existing 30mph speed limit to reinforce the change in limit (see drawing 5330/008 rev. E, attached at **Appendix 5**).

Road Safety Audit

2.21 The Highway Authority has commented on a number of the items raised in the Stage 1 Road Safety Audit of the proposed site access. In this regard, the Highway Authority has commented the following:

Local Highway Authority Comment: Request for further detail of the site access showing an appropriate gradient of 1 in 20.

Bellamy Roberts Response: A line and level drawing has been prepared (5330/1001), see drawing 5330/1001 at **Appendix 6**.

LHA Comment: The presence of an isolated island within a derestricted speed limit that is not supplemented by street lighting or frontage development may encourage middle of the road driving.

BR Response: As set out previously, street lighting is not a prerequisite for installing a 30mph speed limit and frontage development exists to the west of the site access. Furthermore, the site access arrangement has been revised to include additional traffic islands to the west of the site access. This will change the nature and appearance of Bird in Eye Hill.

LHA Comment: Give way and centreline markings should be shown on the access plans.

BR Response: The access drawings have been updated to include all necessary road markings.

LHA Comments: The access should accommodate regular use by all vehicles without the risk of conflict on the highway or at the access.

BR Response: Additional swept path analysis has been undertaken of the site access (see **Appendix 7**).

- 2.22** The Highway Authority requested that the Road Safety Auditor consider all proposed off-site highway works within the stage 1 Road Safety Audit. The relevant drawings were provided to the Auditor and the updated Stage 1 Road Safety Audit is attached at **Appendix 8**.

Pedestrian and Cycle Access

ESCC Passenger Transport Team Comments

- 2.23** The ESCC Passenger Transport Team has been consulted on the proposed improvements to the existing bus service 231 operated by Compass Travel. In summary, two options have been suggested by the bus operator+. Option 1 would provide 6 additional eastbound and 4 additional westbound services to complement the existing Monday to Friday service primarily between Uckfield and Heathfield, albeit with certain afternoon extensions to Etchingham Railway Station. A new Saturday service was also proposed between Uckfield and Heathfield.

2.24 Option 2 would provide an inter-peak service only to/from Heathfield only, running the same timetable as Option 1 and includes the same Saturday timetable.

2.25 Notwithstanding this, the Passenger Transport Team has stated that it is not appropriate for the developer to secure service improvements directly through the bus operator. They also state that the indicative prices given by the bus operator will have significantly increased due to the national shortage of bus drivers.

2.26 The Passenger Transport Team has also commented that the level of service specified is not sufficient and requested that additional provision will be needed for pupils of the development attending schools in Heathfield and Uckfield. This is additionally the requirement for an early morning, evening and Sunday service. The Passenger Transport Team's suggested cost for these additional services is set out below:

- £69,256 per annum for the level of Monday – Saturday provision as shown at Appendix 22 of the TA.
- £10,120 per annum for the additional early morning provision (Monday – Friday).
- £43,560 per annum for the additional evening provision.
- £18,061 for the Sunday daytime service provision.

2.27 The applicant is willing to fund new bus services, as evidenced by the discussions already held with the bus operator. Nevertheless, a full breakdown of the costs suggested by the Passenger Transport team will be required before the suggested contribution of £140,997 can be agreed to.

Pedestrian Crossings and Bus Stop Improvements

2.28 The Highway Authority suggested during the meeting of 12th January that the crossing point proposed in the vicinity of 2-8 Framfield Road should be relocated to the vicinity of Alexandra Road. The crossing point has been relocated as requested (see drawing 5330/017 rev. E & 5330/018 rev. D at **Appendix 9**).

2.29 The Highway Authority has requested this proposed crossing point and bus stop improvements be included within the scope of the Road Safety Audit. The relevant drawings have been submitted to the Auditor and revised accordingly following receipt of their comments.

Framfield Road Parking Improvements

2.30 The submitted Transport Assessment set out proposed improvements to the existing parking regime along Framfield Road. The suggested improvements were based on the results of a parking beat survey undertaken on Thursday 15th October 2020 at 0000, and then at hourly intervals from 0800 until 1900. In summary, the parking survey recorded a total of 84 unrestricted parking bays along the length of Framfield Road (assuming each vehicle measures 5m long). A maximum occupancy of 59 parked vehicles was recorded at 0000, equating to a parking stress of 70%.

2.31 This matter was discussed further with the Highway Authority during the 12th January meeting and it was agreed that a further parking beat survey would be undertaken using the same parameters as previously.

2.32 The additional survey was undertaken on Wednesday 9th February 2022. The full results are provided at **Appendix 10** however in summary, the parking survey recorded maximum occupancy of 64 parked vehicles at 0000, equating to a parking stress of 76%. The February 2022 surveys reveal a broadly similar result to the October 2020 surveys and the location of the parked cars is similar between both surveys.

2.33 The improvements set out in section 8 of the Transport Assessment would result in the removal of approximately 10 parking bays (50m) which will increase the maximum parking stress to from 76% to 86% which is still within acceptable levels.

2.34 The Highway Authority has requested that the proposed improvements along Framfield Road be included within the scope of the Stage 1 RSA. The drawings detailing the proposed improvements to the parking regime along Framfield Road

have been submitted to the Auditor and their comments have been incorporated into the scheme.

Non-Motorised User Audit

- 2.35** The Highway Authority has requested a non-motorised user to understand any constraints experienced by pedestrians and cyclists using the local highway network to connect to local service providers and amenities.
- 2.36** Whilst this has not been set out in a dedicated document, a review of the constraints and opportunities for pedestrians and cyclists has been undertaken and has informed the package of mitigating measures set out in the Transport Assessment and this Addendum.
- 2.37** It is also worth noting that the Planning Inspector, when commenting on the 2006 Appeal, stated at paragraph 561 that:
- “one of the salient characteristics of the appeal site is its relatively close proximity to Uckfield town centre with its many facilities and public transport (rail and bus) termini. This would facilitate sustainable transport choices by prospective residents, and reduce potential dependence on the private car”*
- 2.38** The Highway Authority has repeated throughout their consultation comments that a collaborative approach should be adopted between the application site and the other speculative sites coming forward, particular that at Bird in Eye North, to consider joint solutions to overcome the accessibility constraints for both sites.
- 2.39** This request for collaborative working with sites that are not committed is contrary to the guidance set out in the NPPF. Paragraph 109 of the NPPF states that development should only be refused on highway grounds if there would be an unacceptable impact on highway safety or would result in a severe residual cumulative impact on the road network. Government guidance states the cumulative impact is that which arises from developments that are *committed*, there is no requirement for a planning application to consider “speculative” development elsewhere.

- 2.40** There is no guarantee that the BIEN scheme will be granted planning consent and until this time, the Highway Authority must consider the BIES scheme on its own merits and the package of mitigation that has been put forward for consideration (see Section 8 of the submitted TA).

Highway Impact

- 2.41** The Highway Authority has referenced the Statement of Common Ground (SoCG) which has been prepared and signed by all developer parties to assess the cumulative impact of the developments on the highway infrastructure in Uckfield. The sites included within the SoCG are as follows:

- Bird in Eye South (Croudace Homes) - up to 290 units
- Bird in Eye North (Martin Grant Homes) - circa 240 units
- Horsted Pond Farm (Castlefort Homes) - up to 450 units
- Downlands Farm (Gleeson Homes) - up to 550 units

- 2.42** The SATURN modelling results were received on 21st January 2021 and included turning flows, junction delays, level of service and junction Volume over Capacity (VoC). This work is ongoing and confirmation from ESCC of the individual junctions to be assessed in detail is awaited.

SCOOT

- 2.43** The Highway Authority has stated that installation of a SCOOT system to address capacity concerns at the two town centre junctions would be '*ineffective*' and unlikely to be a solution to provide sufficient mitigation at the two critical junctions.

- 2.44** A meeting was held with the ESCC signals team on 17th February 2022 to discuss matters relating to the signalised town centre junctions. During the course of the discussions, the signals team confirmed that SCOOT represents the only means of improving capacity at these junctions, given the physical constraints. And that the reason SCOOT has not yet been installed at the junctions is financial. Furthermore, the signals team has reviewed the LinSig model and confirmed that the model is a reasonable and suitable base which the signals team are content

gives an accurate representation of these junctions. A copy of this correspondence is attached at **Appendix 11**.

- 2.45** It is requested that the Highway Authority consider the current application on its own merits and fully assess the installation of SCOOT as it has been demonstrated that this will provide sufficient capacity to accommodate the proposed development traffic and will provide an overall highway benefit at the junctions within the centre of Uckfield.

Internal Layout

- 2.46** The Highway Authority has raised several comments on the internal layout; however, the application is in outline (apart from the site access) and all matters relating to the internal layout can be dealt with at the reserved matters stage.

3.0 SUMMARY AND CONCLUSIONS

Summary

- 3.1** Bellamy Roberts has been instructed by Croudace Homes Limited to prepare a Transport Assessment Addendum to consider and respond to the consultation comments received from the Highway Authority (dated 8th December 2021). With relation to the outline planning application for up to 290 dwellings on land at Bird in Eye Farm, South of Bird in Eye Hill, Uckfield.

Conclusions

- 3.2** In accordance with NPPF guidance, It has been demonstrated that:
- The proposed site access is suitable to serve the scheme. Appropriate visibility can be achieved in both directions and a right turn lane is not required in this instance.
 - All proposed off-site highway works have been reviewed by the Road Safety Auditor and the items raised have been addressed.

- The applicant is willing to fund new bus services, albeit a breakdown of the costs suggested by the ESCC Passenger Transport Team should be provided.
- The additional street parking survey requested by the Highway Authority reveals a broadly similar result to the first survey.
- The ESCC signals team has confirmed that SCOOT represents the only means of improving capacity at the town centre junctions.

3.3 The scheme fully complies with relevant policies contained in the NPPF and is acceptable in transport and highway terms.

APPENDICES

APPENDIX 1

Communities Economy and Transport**Rupert Clubb**

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Copy to: Passenger Transport Team; Highway Implementation Team; PRoW Team

Date: 08.12.21

Our Ref: WD/2021/2198/MAO

District/Borough Ref: WD/2021/2198/MAO

Applicant: Croudace/Berry

Location: LAND AT BIRD IN EYE FARM, SOUTH OF BIRD IN EYE HILL, FRAMFIELD, TN22 5HA

Development: OUTLINE PLANNING APPLICATION FOR THE ERECTION OF UP TO 290 DWELLINGS, ASSOCIATED LANDSCAPING, INFORMAL OPEN SPACE AND STRATEGIC SANG, WITH ACCESS FROM THE B2102.

Road Name or Number	B2102 Bird In Eye Hill	Consultation Date	1 October 2021
National Grid Reference	548366120913	Contact Officer Details:	Kal Kamboh 01273 482287 kal.kamboh@eastsussex.gov.uk

Recommendation:

No objection		Objection	x
No objection subject to the imposition of conditions		Objection due to insufficient information	x

Executive Summary

This application can only be considered on the access arrangements proposed. The impact of the development cannot yet be considered as the applicant has agreed to jointly work together with other development proponents to consider wider highway impact on the network in Uckfield and surrounding areas. As this work is being carried out currently with purpose to study the existing network and identify the opportunities, constraints and potential mitigation required for future growth that has not been possible through the local plan process, the impact on the network and principle of the development is

not yet accepted or understood. Until this joint working group has completed the transport modelling the formal highway response cannot be provided in full. As such a highway objection is presented based on insufficient information that the applicant is fully aware of.

Response:

This application seeks outline planning consent for up to 290 dwellings on a greenfield site (agricultural) and retains an area of existing development comprising Bird-In-Eye farm business units (12 in total). The site is shown to be served from Bird-in-Eye Hill (B2102). The site has history of a planning appeal dismissal for housing dating back to 2009 (WD/2006/3564 for 197 dwellings), when 2 other sites were subject to the appeal inquiry (Downlands and BIE North). At the time of that appeal, the development at Ridgewood Farm had not been submitted or approved.

A Transport Assessment, Road Safety Audit and Travel Plan have been submitted which will be referred to within this response. Pre-application advice for approximately 175 dwellings was provided for site but was not extensive as the scope for the proposed development kept changing and a response was provided which highlighted the constraints of the site location and connectivity by non-motorised users. The applicant refers to meetings with the County Highway Authority which relate to wider impact modelling for several major sites in the Uckfield area.

Existing conditions – B2102

Actual speeds for the B2102 have been measured in two separate positions either side of the proposed access for a 7-day period 9-15th July 2019 and the results of the speed survey indicate that the 85th percentile speeds are 42.4mph EB and 45.9mph WB. Peak period flows 08-0900hrs and 17-1800hrs are approximately 400 vehicles in each hour segment.

The B2102 has Average Annual Daily Traffic count of 5560 (1% HGV) vehicles as of 2019; and 4830 (1% HGV) in 2020. The count for last year demonstrates a Covid19 related reduction in overall trips on the network, hence the 2019 data should be used as baseline and the 2020 is not accepted.

Police reported crash data within the highway has been interrogated for a period of 5 years for area between Sandy Lane junction and Framfield Road junction with Newtown/High Street. A total of 8 injury crashes (categorised as 5 slight, 2 serious and 1 fatal) occurred. Although this is unfortunate, the contributing factors were driver error in all cases, and not contributory to the road design or character.

The site is located within 2km walking distance of Uckfield High Street shops and amenities and approximately 1-1.5km from the railway station and bus station.

The pedestrian infrastructure towards the town centre, when using Framfield Road, is poor as a result of narrow footways, parked vehicles straddling footways, no defined crossing points until the signalised junction with New Town/Bridge Farm Road. Here the inter-visibility for pedestrians is poor, there is little footway width and when pedestrians are waiting to cross the road, there is little space for other pedestrians to pass by. The junction here is very much vehicle dominant and the current pedestrian experience between the site and the Framfield Road signalised junction is not convivial nor would it encourage travel on foot.

Cycling is a mode of travel available to confident cyclists who are not discouraged by the existing local infrastructure/characteristics. However, encouraging new users or less confident cyclists would require the use of quiet residential streets, as an alternative to the main roads that are bus routes and carry high

volumes of traffic. The availability of permeable residential streets to serve a suitable cycle route is a convoluted route through Keld Avenue which avoids a potential wait at the signals but this location has uncontrolled connection between the B2102 (New Town) and Mill Drove.

Public bus transport is available on Framfield Road, but which is very limited and cannot support commuter journeys. Although there are bus stops within 300m of the site, the most regular service (231 Uckfield to Etchingham) operates 6 buses per day between 0740 and 1740 so allows a passenger to reach destinations up to Etchingham before 0900 but the last bus to return arrives at 1726 with no option after that. Bus services are also available in the town centre/bus station, but entails a 1.3km walk which exceeds the recommended distance (400m), the walking environment is below a suitable standard and would take 20 minutes plus bus waiting time, which is not convenient and encourage car use instead.

Rail services are available within 1.1km which is an acceptable distance to walk for commuting long distances and trains generally run to schedule with waiting times minimal for regular users. Again, the walking route is using Framfield Road, where constraints have been highlighted.

Employment areas in Uckfield are the Bell Lane and Ridgewood industrial estates; High Street (tertiary sector).

The Application

For the proposed development of 290 units comprising 189 market and 101 social/affordable (unit type unspecified), the main issues to consider and requirements that would need to be met are:

- **Access** - Suitable vehicle, pedestrian and cycle access, to include sufficient width, gradient and visibility splays are a standard requirement.

The proposed vehicular access into the site is in a position a short distance east of the existing farm access which would be closed as part of the proposal. The retained uses at BIE Farm, and existing dwellings Lycroft, 18 and 19 Bird In Eye Hill would have vehicular access from the proposed arrangement. The proposed access is within a section of Bird In Eye Hill (B2102) that is currently subject to a derestricted speed limit (60mph).

The geometry and configuration of the access should take account of the traffic expected to use it and 290 dwellings, 12 business units and 2 existing dwellings would generate in excess of 1400 trips per day. The types of business or related vehicles are not provided. The type of junction shown is a simple priority arrangement, and at pre-application stage, when 175 dwellings were proposed, the site proponent was requested to consider a right-turn stack lane and given the uplift to the quantum of housing proposed within this application with daily trips on the minor access road exceeding 1400 movements, a right turn lane is recommended, bearing in mind the anticipated distribution of traffic being predominantly weighted to and from Framfield Road junction. Furthermore, the assessment at the site access has been based on 2020 observed trips which are not acceptable and does not account for trips that are derived from the existing dwellings and businesses served by the site access. The TA indicates in 5330/405D the proposal will generate 80 trips turning right into the site in the PM peak hour which is likely to be greater as a result of the businesses and visitors to the proposed SANG (the existing Horsted Green Park SANG should be considered as an example in terms of trip generation).

Driver sightlines at the access should reflect either posted speed limit, or where speeds are lower, the 85th percentile recorded speeds over a period of 7 days. The emerging 85th percentile speeds of 42.4mph

EB and 45.9mph WB would require sightlines to be imposed in accordance with Manual for Streets 2. The actual speeds would need to be much lower for consideration for 30 mph speed limit reduction as the speed limit should be self-enforcing. As 30mph limit is suited to urban areas, the extension of an urban zone would need to display the visual character [frontage development, street lighting, built form, footways - as examples] to provide visual guidance for road users that they are within a restricted area. Speed limit signage alone is not acceptable for self-enforcement in this case. The required driver sightlines based on actual speeds are 113m looking west and 127m looking east, from a set back point of 2.4m (desirable minimum distances). The distances stated in the transport assessment are not accepted, nor is there a plan to demonstrate what is achievable.

It is repeatedly mentioned that a 30mph limit extension is supported by the highway authority. This is not the case, and this is not explicitly stated in the pre-application response as this notion is reliant on the view of ESCC Road Safety Team and Sussex Police and as mentioned earlier is reliant on visual characteristics for an urban area to enable self-enforced lower speeds. These parties have been consulted and their views can be provided in due course.

Road safety audit

The vehicular access to the site should be supported with a RSA 1 and scheme promoter's response. It is noted that this has been provided and a total of 10 problems have been highlighted.

1) LOCAL ALIGNMENT - proposed access

Auditor Comment: Vehicles may approach Bird in Eye Hill at inappropriate speeds. The application site is currently set at a level above the adjacent Bird in Eye Hill with the existing access rising gradually away from the main carriageway. The proposals relocate the existing access to Bird in Eye Farm in order to serve a proposed development of 300 residential dwellings as well as two existing dwellings outside of the application site. The scheme drawings do not identify the gradient of the proposed carriageway at this stage, however, the land in proximity appears to be approximately 2 to 2.5 metres higher than the level of the existing carriageway. A gradient in excess of 1 in 20 on approach to a simple priority access could lead to junction overshoot type incidents. It is recommended that the access road is set at a gradient shallower than 1 in 20 on approach to the B2102.

Designer Response: The proposed access will be designed with 1 in 20 or slacker gradient than in accordance with standards with the land either side, graded up away from the carriageway at an appropriate gradient.

LHA view – it is considered that the access details are required as part of the detail for this outline application and the appropriate gradient proposed should be presented as part of the matters for considering suitability and deliverability of the vehicular access. As such as there are no access details such as cross sections, or junction geometry, the access detail is incomplete.

2) GENERAL – Bird in Eye Hill

Auditor Comment: Drivers approaching the proposed traffic island may not become aware of the feature at a safe distance. In proximity of the proposed access, Bird in Eye Hill is derestricted, subject to the 60 mph national speed limit and accommodates a number of bends in proximity of the proposed access. The proposals that are subject to this Stage 1 Road Safety Audit includes two options; one to extend the existing 30mph zone to a point just east of the proposed access and another where the derestricted nature of the road remains unchanged but a splitter island is to be installed just to the west of the proposed access to ensure that eastbound vehicles approaching the proposed access, do not encroach the opposing lane and thus ensure the achievable visibility accords observed speeds. The scheme drawing illustrates that illuminated keep left bollards are to be provided which

should highlight the features to approaching drivers, however, due to the existing alignment of Bird in Eye Hill to the west as well as vegetation abutting the carriageway, forward visibility for eastbound drivers is limited. As such, there may be insufficient warning of the traffic island which could lead to vehicles striking the feature and a loss of control type incidents. It is recommended that sufficient forward visibility is achievable to an object within the carriageway.

Designer Response: The Highway Authority are supportive of the extension to the 30mph speed limit and as set out in MfS2, the starting point for visibility on non-trunk roads is MfS. It is clear that Bird in Eye Hill is not a trunk road and sufficient forward visibility is achievable.

LHA view – the 30mph speed limit extension cannot be supported without clear acceptance from Sussex Police and the Road Safety Team at ESCC. Frontage development and an environment conducive to supporting lower speeds is a prerequisite. Although forward visibility is available there is evidence that traffic does breach the speed limit. The presence of the isolated island within a derestricted speed limit that is not supplemented by street lighting or frontage development may encourage middle of road driving during quieter times such as night when road traffic volumes are low.

3) GENERAL – Proposed access

Auditor Comment: Existing Telegraph / Electric pole will become an obstruction to vehicles. Signage and telegraph poles are situated within the existing verge along Bird in Eye Hill. The proposals relocate an existing access approximately 30 metres to the east which is to serve the existing dwellings as well as the proposed development of 300 dwellings. However, a telegraph/electric pole is situated in the proposed bell mouth access in the path of vehicles and will be an obstruction. It is recommended that the telegraph/electric pole is relocated, and the access is free of obstructions.

Designer Response: All existing street furniture, utility covers and gullies will be reviewed during the detail design of the scheme.

LHA view: The pole would need to be relocated to accommodate the access, and it is agreed that this should be reviewed at detailed design stage (S278) and the pole placed in a position that does not obstruct access safety requirements of the highway and its users.

4) GENERAL - Proposed Access and Bird in Eye Hill

Auditor Comment: Existing road gully will be within the path of vehicles. Bird in Eye Hill is cambered with surface water falling to the channels either side of the carriageway where road gullies are present. During the site visit associated with this Audit, a number of gullies in proximity to the proposed works were observed to be blocked and therefore ineffective. The proposals that introduce a traffic island to the west of the proposed access, widen the Bird in Eye Hill carriageway where a gully is present either side of the road. No details of the proposed surface water drainage have been provided at this stage; however, an insufficient network is likely to result in ponding during inclement conditions which increases the likelihood of loss of control type incidents. Furthermore, a road gully within the path of a vehicle could give rise to loss of control type incidents particularly for two wheeled vehicles and vehicles undertaking a braking manoeuvre. It is recommended that an adequate surface water drainage network is provided.

Designer Response: All existing street furniture, utility covers and gullies will be reviewed during the detail design of the scheme.

LHA view: it is agreed that features in the highway that are affected by a highway related scheme can be reviewed at detailed design stage (S278).

5) JUNCTIONS – Bird in Eye Hill

Auditor Comment: Drivers approaching and waiting to turn right into the proposed access may not become aware of each other at a safe distance. In proximity of the proposed access, Bird in Eye Hill is derestricted, subject to the 60 mph national speed limit and accommodates a bend on each approach. The proposals that are subject to this Stage 1 Road Safety Audit includes two options; one to extend the

existing 30mph zone to a point just east of the proposed access and another where the derestricted nature of the road remains unchanged but a splitter island is to be installed just to the west of the proposed access to ensure that eastbound vehicles approaching the proposed access, do not encroach the opposing lane and thus ensure the achievable visibility accords with the splays illustrated. The Audit Team took measurements whilst on-site and visibility splays of 2.4x117.2 metres and 2.4x102 metres are achievable from the proposed access to an approaching vehicle, however, due to vegetation within the verge to the north of the carriageway, forward visibility to and from a vehicle attempting to turn right into the access, is restricted to below 117.2 metres for westbound drivers. As such, a westbound driver will have insufficient warning of the traffic attempting to turn right and vice versa. It is recommended that the sufficient forward visibility is achievable.

Designer Response: As stated by the Auditor's, the proposed access is clearly visible for westbound drivers and as such, one would approach cautiously in the knowledge that a vehicle may attempt to turn right. It must be noted that a right turning vehicle will be moving across the carriageway and not be a stationary object. The Highway Authority are supportive of the extension to the 30mph speed limit and in any event, MfS2 advises that the starting point for calculating visibility for non-trunk roads should be MfS. It is evident that sufficient visibility is therefore achievable to/from the proposed access.

LHA view: designer response is assuming that a 30 mph speed limit is supported, and vehicles would approach cautiously, and a right turning vehicle is not stationary (a vehicle waiting to turn has to ensure that it is safe to do so and eastbound vehicles may prevent this). Furthermore, there would be an increase in traffic volume approaching from the west as a result of the proposal. It was raised that a ghost right turn lane at the proposed access should be considered. The auditor comments remain valid.

6) JUNCTION - Proposed access

Auditor Comment: No road markings are provided to highlight the need for exiting vehicles to give-way. The existing access arrangement serving a mixed-use development on land at Bird in Eye Farm does not accommodate any road markings. The proposals subject to this Stage 1 Road Safety Audit are to provide a priority access that serves a development of 300 dwellings. The scheme drawings provided with the Audit Brief provided do not identify that any carriageway markings are to be provided at its junction with Bird in Eye Hill. Vehicles exiting may not therefore align themselves sufficiently to allow space for a vehicle to enter simultaneously which could give rise to sideswipes type incidents as well as rear end shunts along Bird in Eye Hill and junction overshoot type incidents. It is recommended that road markings are provided to guide vehicles sufficiently.

Designer Response: Give-way and road centreline markings are to be provided.

LHA view: it is considered that the access specification is required as part of the detail for this outline application and the appropriate junction configuration should be presented as part of the matters for considering suitability and deliverability of the vehicular access. As such as there are no access details such as cross sections, gradient, or junction geometry, and the access detail is incomplete.

7) JUNCTION – Proposed access

Auditor Comment: Insufficient space may be provided to allow service vehicles to enter. The existing access to Bird in Eye Farm is approximately 5 metres wide with large corner radii that allow for Heavy Goods and Agricultural Vehicles to manoeuvre safely. The proposals include the relocation of the priority access with 8 metre corner radii which provides access to a 5.5m wide carriageway. No swept path analysis has been provided with the Audit Brief and as such, the corner radii may not be sufficient to allow for the infrequent HGV movements that could be expected from a development of 300 dwellings. Should turning movements be restrictive, vehicles could be required to encroach the opposing lane or vehicles may be required to reverse out of the proposed access or in order to enter and exit the access raising the risk of rear-end, sideswipe collisions.

Designer Response: A swept path analysis has been undertaken and the proposals are adequate for the expected vehicles.

LHA view: A refuse truck has been tracked through the access as shown. The access details are insufficient as stated previously. A further note is that the access will serve existing industrial related uses and although the weekly occurrence of a refuse truck would ordinarily be accepted with some overhang onto adjacent lanes, more frequent use of such vehicles for the 12 business units (details been excluded in this application) would require an access that accommodates larger vehicles that require regular use. The access should accommodate regular use by all vehicles without the risk of conflict on the highway or at the access.

8) WALKING, CYCLING & HORSE RIDING – proposed footpath connection BIE Hill

Auditor Comment: Existing signage will become an obstruction to pedestrians. In proximity of the proposed footway cycleway access the verges of Bird in Eye Hill accommodates a number of telegraph / electric poles and road signs. The proposals introduce a connection between Bird in Eye Hill and the local pedestrian network, to the west of the proposed access via footpath through a wooded area. An existing telegraph / electric pole is situated just to the west of the proposed connection will be situated central to the footway and become an obstruction to pedestrians that could force one to enter the carriageway suddenly raising the risk of vehicle collisions with pedestrians. It is recommended that the telegraph pole is relocated.

Designer Response: All existing street furniture, utility covers and gullies will be reviewed during the detail design of the scheme.

LHA view: Agreed, though the proposal should be able to demonstrate deliverability and any relocation of telegraph poles and road signage would require alternative locations that are suitable for their revised positions and should not compromise accessibility or highway safety.

9) WALKING, CYCLING & HORSE RIDING – proposed footpath connection BIE Hill

Auditor Comment: Cyclists are likely to utilise the proposed footpath. Bird in Eye Hill benefits from a footway along the southern side that terminates just to west of the gated access to the application site. The scheme drawing provided with the Audit Brief illustrates that a footpath connection is proposed at this location which is approximately the same width as the existing footway, however, as identified within the Transport Assessment associated with the scheme, a 3.0-metre-wide shared use footway / cycleway link is to be provided. The proposed link is considerably shorter than following Bird in Eye Hill and as such, it is highly likely that cyclists will utilise the link. Should the link be insufficient to accommodate a high number of pedestrians and cyclists, there could give rise to cyclist-pedestrian collisions. It is recommended that the width of the facility is increased appropriately to accommodate cyclists.

Designer Response: The section of footway between the pedestrian/cycle access and the bus stops to the west will be widened to 3m to facilitate its use as a shared footway/cycleway.

LHA view: Agreed, though the proposal should be included as part of access detail submission included in the audit brief, and considering the provision being up to the carriageway, it is advised that a section of verge of say 0.5m is included to separate the non-motorised provision with the carriageway to prevent users from sidestepping into oncoming traffic that may be driving close to this facility (HGV and bus route).

10) WALKING, CYCLING & HORSE RIDING – proposed footpath connection BIE Hill

Auditor Comment: Existing road sign could become an obstruction to users of the footway. Bird in Eye Hill benefits from a footway along the southern side that terminates just to west of the gated access to the application site at a location where a 'pedestrians in carriageway' road sign with a 'no footway for 1 mile' plate is present. The sign face appears to provide insufficient headroom for a pedestrian to walk beneath. Should a pedestrian step slightly off the existing footway, the sign would be an obstruction resulting in a

personal head injury. It is recommended that the sign face is relocated further back from the edge of footway or raised to a suitable level.

Designer Response: All existing street furniture, utility covers and gullies will be reviewed during the detail design of the scheme.

LHA view: Auditor recommendation is accepted, and detailed design of the scheme can include the minor adjustment of the sign in position or height provided it does not conflict with the proposed provision of the footway/cycleway

To summarise the Road Safety Audit, it is apparent that insufficient details were included in the audit brief and submitted as part of the application documents. A 30mph speed limit can only be accepted if the environment is conducive to supporting a self-enforcing reduction in speeds. This would be assisted by frontage development, street lighting, and a visual change in character supported by urbanising the street infrastructure. It is contested that the highway authority supports a 30mph as this would be reliant on a suitable scheme to support this notion. Consideration of the Bird In Eye North site which is being offered as a potential housing site has the potential to contribute to the urban extension of Uckfield and the sites are advised to be considered collaboratively as they can coordinate highway enhancements for mutual and wider benefit. As such the vehicular access details submitted are not accepted.

Pedestrian and Cycle Access

This is indicated on the submitted plan as a route from the northern corner on the westernmost point where the site meets the highway. The submitted plans do not show this in detail though a plan is provided within the Transport Assessment documents (5330/008C) which also includes the proposal for a 30mph limit with gateway features.

The ESCC Passenger Transport team have been consulted on this proposal and have provided the following comments and contribution request:

In terms of this application, I have the following observations/concerns.

The size of the site means that dwellings in the south east part of the development will be in excess of 500 metres walking distance to the B2102. The consultant's Transport Assessment, in Appendix 21, appears to be it acceptable to walk a further 450 metres to the existing 'Uckfield Community Hospital' bus stops on the B2102 to the west. Clearly this is totally inappropriate.

Two new bus stops (one in each direction) would need to be provided adjacent to the main site entrance, and even then, they would be in excess of the accepted 400 metre walking distance. Each would need to have a raised kerb, bus stop clearway, bus shelter with seating, new bus stop pole (sourced from Externiture), lighting and real time information provision. A safe and accessible road crossing point would be required.

In Appendix 22 it is noted that the consultant has approached the bus operator for costed proposals to improve the frequency of the weekdays daytime only 2 hourly bus service 231. A couple of return journeys are also provided on Saturdays by a community transport operator.

It is not appropriate for the developer to secure service improvements directly through a bus operator. The current contract with the bus operator of service 231 is due to end in 2022. The indicative prices provided that operator in April 2021 will now have significantly increase due to the cost of securing driving staff due to the national shortage of bus drivers. The particular is suggesting future contract price increases of up to 20% so as to account for additional driver costs and other cost pressures.

The level of service specified is also not sufficient. Already the existing service is reaching capacity at school times, so additional provision will be needed for pupils from the development attending secondary schools in Heathfield and Uckfield. There is additionally the requirement for an early morning, evening and Sunday service. In particular, the last journey from Uckfield currently is 1735, which is too early for commuters from a wider (eg. from Brighton making connections at Uckfield Bus Station, and train commuters from London).

We estimate the additional cost of these bus requirements to be:

- *£69,256 per annum for the level of Monday to Saturday provision as shown in Appendix 22 (ie a 20% increase).*
- *£10,120 per annum for the additional early morning provision (Mondays to Fridays).*
- *£43,560 per annum for the additional evening provision (daily).*
- *£18,061 for the Sunday daytime service provision.*

Therefore, a total of £140,997 per annum, which will be required for a minimum of 3 years.

The proposals on Framfield Road include a crossing point in vicinity of 2-8 Framfield Road. This is close to a signalised junction where traffic queues back to and beyond, and where footways are narrow (less than 1.5m in width). This is not included in the RSA and cannot be considered as a deliverable solution as part of accessibility strategy. Bus stop improvements are proposed but these are not to the requirements of the Passenger Transport Team nor have these been part of the RSA.

The installation of parking controls on Framfield Road has been presented by the applicant and supported by a parking survey on one day. The Lambeth methodology requires :

Residential Developments The Council requires a parking survey to cover the area where residents of a proposed development may want to park. This generally covers an area of 200m (or a 2 minute walk) around a site. For further detail see 'Extent of survey' below. The survey should be undertaken when the highest number of residents are at home; generally late at night during the week. A snapshot survey between the hours of 0030-0530 should be undertaken on two separate weekday nights (ie. Monday, Tuesday, Wednesday or Thursday).

The methodology is directed at proposed development and not necessarily for securing parking restrictions for existing development that benefits from unrestricted parking provision. If the applicant wishes to understand where residents park, it may not be solely on Framfield Road as other minor roads are also utilised. The outcome of the parking survey is therefore not considered to be an appropriate parking assumption for this road and further surveys are recommended, jointly with the BIEN site proponents in accordance with a methodology that is agreed with the Highway Authority.

A non-motorised user audit is required carried out to understand any constraints experienced by pedestrians and cyclists using the highway network to connect to local service providers and amenities, to then seek appropriate and commensurate solutions to assist accessibility for this group of highway users. Ideally, as BIEN has a direct relationship to this site and potential link to the north of the railway line, and mentioned earlier, a collaborate approach drawing together sustainable solutions from each site (they are very much reliant on each other) would benefit both sites. Joint solutions to overcome the accessibility constraints for both these sites are likely to be more meaningful and effective if both sites work together to prevent conflicting mitigation measures that come forward independent of each site.

It is recommended that these sites coming forward independently is likely to result in collaborative working to address appropriate and safe mitigation measures later down the line, and as such it would make sense not to have conflicting solutions and have solutions and measures that are conducive to both

sites worked out from the outset, given that both these sites have been considered at appeal with the Inspector's comments highlighting the constraints and opportunities in this location.

Since pre-application discussions, which I highlight were not conclusive and did not indicate support for a 30mph extension explicitly (no reference was made within the pre-application response that the applicant has provided in appendix 1).

At this stage, the access and accessibility aspects of the application have not been fully addressed or justified.

Highway Impact

Modelling for this site is being prepared in conjunction with several other major sites in Uckfield as part of an agreed strategy between the County Highway Authority and Wealden District Council. The applicant has signed and committed to a Statement of Common Ground to understand the wider impact of traffic on the highway network. The trip assessment of the proposal, as mentioned earlier is based on 2020 baseline surveys which were taken during a Covid restricted period and are unrepresentative.

Proposals to install SCOOT has been explored as part of the highway assessment for land at Eastbourne Road for 90 dwellings (WD/2020/0410). At that time both MOVA and SCOOT solutions were considered by the East Sussex Highways signals team and deemed as ineffective and it is unlikely that this can be considered as a solution or be modelled to demonstrate mitigation at the critical junctions Framfield Rd or High Street/Bell Lane. Further comments on this aspect of the application cannot be provided until the outcome of the wider modelling exercise is complete.

Internal Layout

An indicative layout of the proposed development is provided. The details do not give any indication of housing types or amount of parking. The TA suggests that the parking will be provided in accordance with the ESCC parking standards. This is essentially a reserved matter, though it should be clear at this stage that the indicative layout can meet the proposal description and highway related requirements. The SANGS car parking area shown as 30 spaces appears to be served from a minor road which is potentially to unadopted standard. If the SANG is available to the general public it would have amenity value and road that connects to it should ideally be adopted or responsible to the SANG managing authority for its maintenance if it remains privately owned.

There is a public right of way that runs along the south boundary of the SANG, and suitable connections should be provided to allow SANG users to link to it, though gated sections.

Swept path plans have been provided throughout the site, though the application seeks consent for access only. As the layout is not for determination, the swept path plans are not considered as part of this response. The swept path plan for the access is shown though the details of the access are not complete and it has been requested that other vehicle movements from the business units are considered as they would require use of this access.

It has not been specified if the proposed site road network is to be offered for adoption. This should be indicated at outline stage.

Travel Plan

This is required to be secured through a s106 agreement.

It is essential that this site and its proposed uses are supplemented with a suitable travel plan which covers a 5 year period (and phased, if phases identified). The applicant has provided with the application a framework travel plan which is welcomed. The Passenger Transport team has suggested that bus service and infrastructure improvements are required as part of this development. In addition, hard measures which have yet to be agreed and would be identified through a NMU audit, would need to form part of the Travel Plan so that it can be promoted effectively and define non-motorised routes.

Measures that have been included in the submitted travel plan framework are:

- 1) Travel Plan Coordinator
- 2) Residents' information pack – to include local walking and cycle routes, cycle journey planning resources, promotion of cycle training, public transport information on routes and timetables, locations of nearby destinations and mapping with cycle/walking times and distances. A £150 travel voucher offered for sustainable travel.
This pack should also include car club membership details/promotion, home deliveries for shopping, setting up a local group on a social network site by the travel plan coordinator which should also promote car sharing, walking and cycle groups.
- 3) Car club - only 1 vehicle has been included and is likely to be appropriate initially.
For a development of this scale 2 EVs are recommended with fast-charge facilities within an adopted road to enable wider use. For each household, Car club membership for a minimum of 2 year period with 50 miles drivetime should also be provided for each household.
- 4) *For inclusion: A twice annual Dr Bike visit to the development ensure that resident's cycle equipment is maintained to a good standard during the travel plan period.*

Monitoring of the travel plan – baseline surveys should be provided by 25th occupation and future surveys are required in years 1, 3 and 5 at this site, on the basis that sustainable travel modes should be reinforced on a much more regular basis to minimise where possible, the potential impact on the highway network by single occupancy vehicles. This attracts an audit fee of £6k.

Summary:

The application is currently incomplete in terms of access, accessibility and modelling details. Assumptions for a 30mph extension and SCOOT infrastructure are not accepted. Mitigation measures to improve non-motorised environment along Framfield Road should derive from the outcome of a NMU audit, ideally in conjunction with proponents of BIEN site to achieve meaningful and effective transport schemes to create a more sustainable environment.

To note:

S106 requirements (not conclusive)

- 1) Travel Plan for a 5-year period and travel plan audit fee of £6k. TP to include and flexible voucher for £150 for use on sustainable travel measures; car club membership for first occupant of each dwelling for 2 years and 50 miles drive time.
- 2) Car club provision – 2 E-vehicles and 2 dedicated fast-charging bays within the site
- 3) Road layout and access provision - subject to a combined s278/s38 agreement where internal roads are offered for adoption.
- 4) Provision of bus infrastructure (Two new bus stops adjacent to the main site entrance with a pedestrian crossing, raised kerb, bus stop clearway, bus shelter with seating, new bus stop pole, lighting, and real time information provision - subject to a s278 agreement and service improvement contribution of £140,997 per annum, which will be required for a minimum of 3 years.
- 5) Accessibility related highway works – to be agreed

On behalf of the Highway Authority
For Director of Communities, Economy and Transport

APPENDIX 2

Calculation Reference: AUDIT-200601-220208-0209

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : C - INDUSTRIAL UNIT
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	2 days
05	EAST MIDLANDS	
	NR NORTHAMPTONSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 150 to 775 (units: sqm)
 Range Selected by User: 150 to 1000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 30/06/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Wednesday	1 days
Thursday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	5
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

Not Known 5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

50,001 to 75,000	1 days
125,001 to 250,000	4 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No 5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 5 days

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
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LIST OF SITES relevant to selection parameters

1	LC-02-C-03 GOLDEN HILL LANE LEYLAND	TIMBER SUPPLIES	LANCASHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 150 sqm Survey date: TUESDAY 06/11/18 Survey Type: MANUAL		
2	LC-02-C-05 FURNESS DRIVE POULTON-LE-FYLDE	NUTRITION MANUFACTURE	LANCASHIRE
	Edge of Town Industrial Zone Total Gross floor area: 775 sqm Survey date: WEDNESDAY 30/06/21 Survey Type: MANUAL		
3	NF-02-C-03 ELVIN WAY NORWICH HELLESDON	SHEET METAL CONTRACTOR	NORFOLK
	Edge of Town Industrial Zone Total Gross floor area: 260 sqm Survey date: THURSDAY 07/11/19 Survey Type: MANUAL		
4	NF-02-C-04 FLETCHER WAY NORWICH UPPER HELLESDON	EXHIBITION DESIGN & MANUF.	NORFOLK
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 690 sqm Survey date: THURSDAY 14/11/19 Survey Type: MANUAL		
5	NR-02-C-02 TREVITHICK ROAD CORBY	RENEWABLE ENGINEERING	NORTHAMPTONSHIRE
	Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 702 sqm Survey date: THURSDAY 22/10/20 Survey Type: MANUAL		

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

BELLAMY ROBERTS WESTERN LANE ODIHAM

Licence No: 200601

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	702	0.000	1	702	0.000	1	702	0.000
06:00 - 07:00	1	702	0.000	1	702	0.000	1	702	0.000
07:00 - 08:00	5	515	0.582	5	515	0.194	5	515	0.776
08:00 - 09:00	5	515	0.776	5	515	0.349	5	515	1.125
09:00 - 10:00	5	515	0.272	5	515	0.194	5	515	0.466
10:00 - 11:00	5	515	0.272	5	515	0.233	5	515	0.505
11:00 - 12:00	5	515	0.388	5	515	0.388	5	515	0.776
12:00 - 13:00	5	515	0.349	5	515	0.427	5	515	0.776
13:00 - 14:00	5	515	0.349	5	515	0.349	5	515	0.698
14:00 - 15:00	5	515	0.116	5	515	0.116	5	515	0.232
15:00 - 16:00	5	515	0.349	5	515	0.194	5	515	0.543
16:00 - 17:00	5	515	0.194	5	515	0.815	5	515	1.009
17:00 - 18:00	5	515	0.039	5	515	0.194	5	515	0.233
18:00 - 19:00	5	515	0.039	5	515	0.155	5	515	0.194
19:00 - 20:00	1	702	0.000	1	702	0.000	1	702	0.000
20:00 - 21:00	1	702	0.000	1	702	0.000	1	702	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.725			3.608			7.333

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	150 - 775 (units: sqm)
Survey date range:	01/01/13 - 30/06/21
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-200601-220208-0231

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
10	WALES	
	BG BRIDGEND	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 186 to 500 (units: sqm)
 Range Selected by User: 150 to 500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 06/05/21

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	1 days
Thursday	1 days

*This data displays the number of selected surveys by day of the week.*Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	1

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*Selected Location Sub Categories:

Industrial Zone	1
Commercial Zone	1
Residential Zone	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

Not Known	3 days
E(c)	1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000	2 days
25,001 to 50,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

75,001 to 100,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 days
------------	--------

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	4 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	BG-02-A-01	HAULAGE COMPANY	BRIDGEND
	KENT ROAD		
	BRIDGEND		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	300 sqm	
	Survey date: THURSDAY	06/05/21	Survey Type: MANUAL
2	ES-02-A-11	HOUSING COMPANY	EAST SUSSEX
	THE SIDINGS		
	HASTINGS		
	ORE VALLEY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	186 sqm	
	Survey date: TUESDAY	17/11/15	Survey Type: MANUAL
3	GM-02-A-10	ACCOUNTANTS	GREATER MANCHESTER
	CHORLEY NEW ROAD		
	BOLTON		
	HEATON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Gross floor area:	500 sqm	
	Survey date: MONDAY	19/04/21	Survey Type: MANUAL
4	NF-02-A-04	BUILDING CONSULTANT	NORFOLK
	WHITING ROAD		
	NORWICH		
	Edge of Town		
	Commercial Zone		
	Total Gross floor area:	500 sqm	
	Survey date: WEDNESDAY	13/11/19	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

BELLAMY ROBERTS WESTERN LANE ODIHAM

Licence No: 200601

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	372	1.548	4	372	0.202	4	372	1.750
08:00 - 09:00	4	372	2.423	4	372	0.202	4	372	2.625
09:00 - 10:00	4	372	1.817	4	372	0.336	4	372	2.153
10:00 - 11:00	4	372	0.673	4	372	0.538	4	372	1.211
11:00 - 12:00	4	372	0.606	4	372	0.606	4	372	1.212
12:00 - 13:00	4	372	1.077	4	372	1.077	4	372	2.154
13:00 - 14:00	4	372	0.606	4	372	0.740	4	372	1.346
14:00 - 15:00	4	372	0.606	4	372	0.942	4	372	1.548
15:00 - 16:00	4	372	0.202	4	372	0.606	4	372	0.808
16:00 - 17:00	4	372	0.673	4	372	1.817	4	372	2.490
17:00 - 18:00	4	372	0.538	4	372	3.499	4	372	4.037
18:00 - 19:00	4	372	0.673	4	372	1.346	4	372	2.019
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			11.442			11.911			23.353

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	186 - 500 (units: sqm)
Survey date range:	01/01/13 - 06/05/21
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX 3

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462
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Filename: Site Access v2 - Simple Priority.j9

Path: S:\Admin-Projects\5301-5350\5330\Junction Modelling\Junctions9

Report generation date: 25/03/2022 12:55:24

»2027 Design Year, AM

»2027 Design Year, PM

Summary of junction performance

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2027 Design Year						
Stream B-C	0.2	8.15	0.18	0.1	6.92	0.09
Stream B-A	0.1	8.57	0.05	0.0	8.43	0.03
Stream C-AB	0.2	6.38	0.09	0.4	6.36	0.21

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

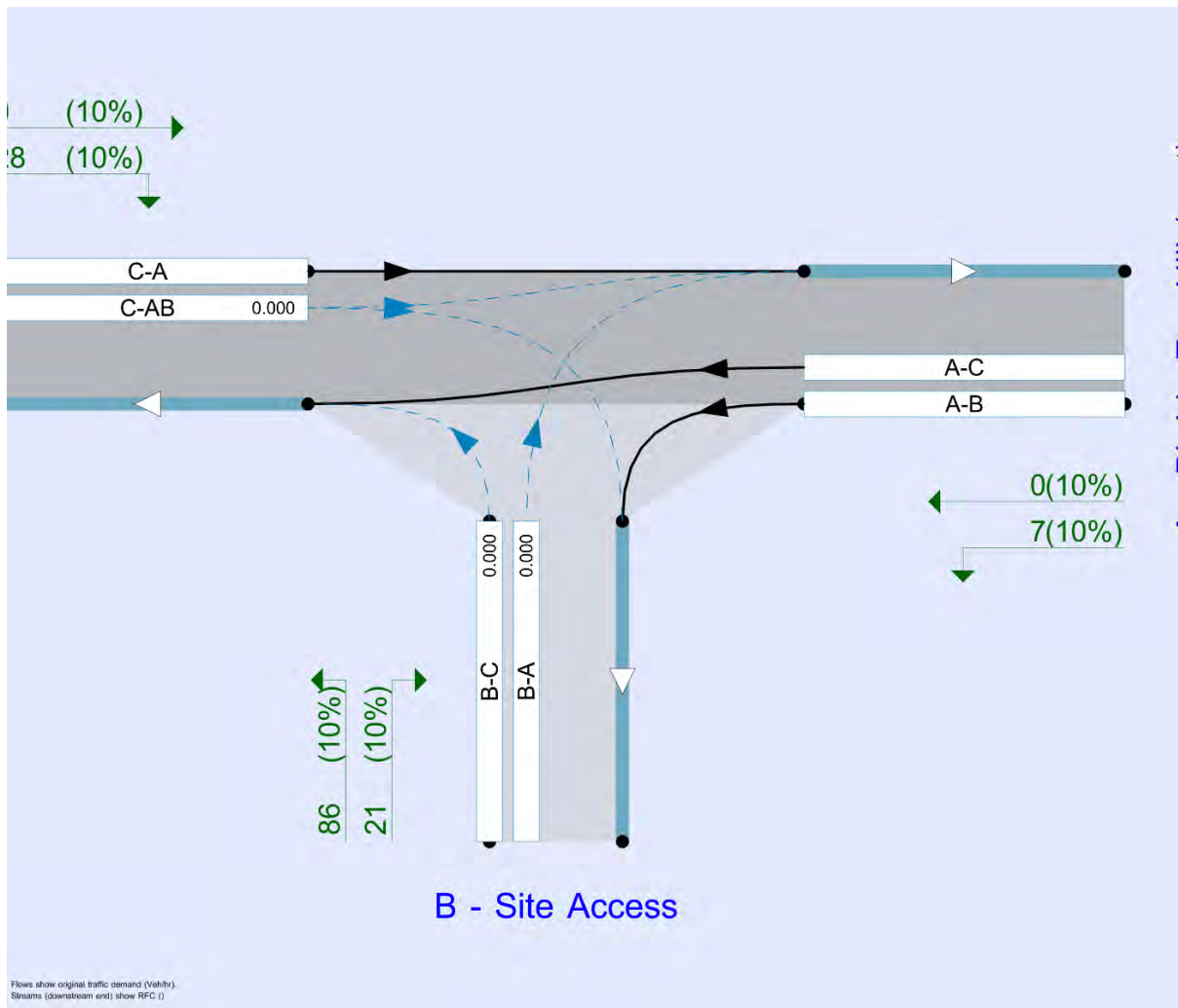
File summary

File Description

Title	Site Access - MfS
Location	Bird in Eye Hill, Uckfield
Site number	
Date	28/04/2020
Version	
Status	(new file)
Identifier	
Client	Croudace
Jobnumber	5330
Enumerator	BR\matttwinberrow
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	Veh	PCU	perHour	s	-Min	perMin



The junction diagram reflects the last run of Junctions.

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75				0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Description	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D1	2019 Base Flows	AM		ONE HOUR	07:45	09:15	15			
D2	2019 Base Flows	PM		ONE HOUR	16:45	18:15	15			
D3	2027 Base Flows	AM		ONE HOUR	07:45	09:15	15		Simple	D1*G1
D4	2027 Base Flows	PM		ONE HOUR	16:45	18:15	15		Simple	D2*G2
D5	Development Traffic	AM	290 units	ONE HOUR	07:45	09:15	15			

D6	Development Traffic	PM	290 units	ONE HOUR	16:45	18:15	15			
D7	2027 Design Year	AM		ONE HOUR	07:45	09:15	15	✓	Simple	D3+D5+D9
D8	2027 Design Year	PM		ONE HOUR	16:45	18:15	15	✓	Simple	D4+D6+D10
D9	Existing BIE Industrial Estate	AM		ONE HOUR	07:45	09:15	15			
D10	Existing BIE Industrial Estate	PM		ONE HOUR	16:45	18:15	15			

Growth Factors

ID	Description	Use TEMPRO	NTM Dataset	Base year	Future year	Time period	Region	NTEM Dataset	County	Authority	Zone	Area type	Road type	Growth Factor
G1	AM 2020 - 2027	✓	NTM AF15 Dataset	2020	2027	Weekday AM Peak Period	SE	7.2	East Sussex	Wealden	Wealden 008 (4350)	Rural	Principal	1.0744
G2	PM 2020- 2027	✓	NTM AF15 Dataset	2020	2027	Weekday PM Peak Period	SE	7.2	East Sussex	Wealden	Wealden 008 (4350)	Rural	Principal	1.0741

Growth factors are only active if the Demand Set references them in a Relationship.

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2027 Design Year, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	C - Bird in Eye Hill (west) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Demand Set Relationship	D7 - 2027 Design Year, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		2.06	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	Bird in Eye Hill (east)		Major
B	Site Access		Minor
C	Bird in Eye Hill (west)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Bird in Eye Hill (west)	5.50			105.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane plus flare	10.00	3.00	2.75	2.75	2.75	✓	1.00	80	85

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	656	0.122	0.308	0.194	0.441
B-C	694	0.109	0.275	-	-
C-B	635	0.251	0.251	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D7	2027 Design Year	AM	ONE HOUR	07:45	09:15	15	✓	Simple	D3+D5+D9

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Bird in Eye Hill (east)		ONE HOUR	✓	286	100.000
B - Site Access		ONE HOUR	✓	110	100.000
C - Bird in Eye Hill (west)		ONE HOUR	✓	201	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Bird in Eye Hill (east)	B - Site Access	C - Bird in Eye Hill (west)
	A - Bird in Eye Hill (east)	0	9	277
	B - Site Access	22	0	88
	C - Bird in Eye Hill (west)	163	38	0

Proportions

From	To			
		A - Bird in Eye Hill (east)	B - Site Access	C - Bird in Eye Hill (west)
	A - Bird in Eye Hill (east)	0.00	0.03	0.97
	B - Site Access	0.20	0.00	0.80
	C - Bird in Eye Hill (west)	0.81	0.19	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Bird in Eye Hill (east)	B - Site Access	C - Bird in Eye Hill (west)
	A - Bird in Eye Hill (east)	0	10	10
	B - Site Access	10	0	10
	C - Bird in Eye Hill (west)	10	10	0

Average PCU Per Veh

From	To			
		A - Bird in Eye Hill (east)	B - Site Access	C - Bird in Eye Hill (west)
	A - Bird in Eye Hill (east)	1.000	1.100	1.100
	B - Site Access	1.100	1.000	1.100
	C - Bird in Eye Hill (west)	1.100	1.100	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
07:45-08:00	A - Bird in Eye Hill (east)	215	237
	B - Site Access	83	91
	C - Bird in Eye Hill (west)	152	167
08:00-08:15	A - Bird in Eye Hill (east)	257	283
	B - Site Access	99	109
	C - Bird in Eye Hill (west)	181	199
08:15-08:30	A - Bird in Eye Hill (east)	315	347
	B - Site Access	121	133
	C - Bird in Eye Hill (west)	222	244
08:30-08:45	A - Bird in Eye Hill (east)	315	347
	B - Site Access	121	133
	C - Bird in Eye Hill (west)	222	244
08:45-09:00	A - Bird in Eye Hill (east)	257	283
	B - Site Access	99	109
	C - Bird in Eye Hill (west)	181	199
09:00-09:15	A - Bird in Eye Hill (east)	215	237
	B - Site Access	83	91
	C - Bird in Eye Hill (west)	152	167

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.18	8.15	0.2	A	89	133
B-A	0.05	8.57	0.1	A	22	33
C-AB	0.09	6.38	0.2	A	51	77
C-A					152	228
A-B					9	14
A-C					280	420

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	73	18	625	0.117	72	0.0	0.1	7.156	A
B-A	18	5	543	0.034	18	0.0	0.0	7.544	A
C-AB	39	10	667	0.059	39	0.0	0.1	6.302	A
C-A	127	32			127				
A-B	7	2			7				
A-C	230	57			230				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87	22	611	0.142	87	0.1	0.2	7.547	A
B-A	22	5	520	0.042	22	0.0	0.0	7.943	A
C-AB	49	12	675	0.073	49	0.1	0.1	6.334	A
C-A	150	37			150				
A-B	9	2			9				
A-C	274	69			274				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	107	27	592	0.180	106	0.2	0.2	8.145	A
B-A	27	7	489	0.055	27	0.0	0.1	8.566	A
C-AB	65	16	685	0.095	65	0.1	0.2	6.384	A
C-A	179	45			179				
A-B	11	3			11				
A-C	336	84			336				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	107	27	592	0.180	107	0.2	0.2	8.151	A
B-A	27	7	489	0.055	27	0.1	0.1	8.569	A

C-AB	65	16	685	0.095	65	0.2	0.2	6.385	A
C-A	179	45			179				
A-B	11	3			11				
A-C	336	84			336				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	87	22	611	0.142	87	0.2	0.2	7.560	A
B-A	22	5	520	0.042	22	0.1	0.0	7.948	A
C-AB	50	12	675	0.073	50	0.2	0.1	6.342	A
C-A	150	37			150				
A-B	9	2			9				
A-C	274	69			274				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	73	18	625	0.117	73	0.2	0.1	7.174	A
B-A	18	5	543	0.034	18	0.0	0.0	7.554	A
C-AB	40	10	667	0.059	40	0.1	0.1	6.314	A
C-A	127	32			127				
A-B	7	2			7				
A-C	230	57			230				

2027 Design Year, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm flare	B - Site Access - Minor arm geometry	Is flare very short? Estimated flare length is zero but has been increased to 1 because a zero flare length is not allowed.
Warning	Major arm width	C - Bird in Eye Hill (west) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Growth Factors	Growth Factor 1	One or more Growth Factors use TEMPRO data. TRL is not responsible for TEMPRO datasets and cannot guarantee their correctness. If in doubt, please use the TEMPRO software directly.
Warning	Demand Set Relationship	D7 - 2027 Design Year, AM	Demand Set relationships are chained. This may slow down the file.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access	T-Junction	Two-way		2.10	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically	Relationship type	Relationship
D8	2027 Design Year	PM	ONE HOUR	16:45	18:15	15	✓	Simple	D4+D6+D10

Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)
✓	✓	HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (Veh/hr)	Scaling Factor (%)
A - Bird in Eye Hill (east)		ONE HOUR	✓	191	100.000
B - Site Access		ONE HOUR	✓	60	100.000
C - Bird in Eye Hill (west)		ONE HOUR	✓	339	100.000

Origin-Destination Data

Demand (Veh/hr)

From	To			
		A - Bird in Eye Hill (east)	B - Site Access	C - Bird in Eye Hill (west)
	A - Bird in Eye Hill (east)	0	21	170
	B - Site Access	12	0	48
	C - Bird in Eye Hill (west)	257	82	0

Proportions

From	To			
		A - Bird in Eye Hill (east)	B - Site Access	C - Bird in Eye Hill (west)
	A - Bird in Eye Hill (east)	0.00	0.11	0.89
	B - Site Access	0.20	0.00	0.80
	C - Bird in Eye Hill (west)	0.76	0.24	0.00

Vehicle Mix

Heavy Vehicle Percentages

From	To			
		A - Bird in Eye Hill (east)	B - Site Access	C - Bird in Eye Hill (west)
	A - Bird in Eye Hill (east)	0	10	10
	B - Site Access	10	0	10
	C - Bird in Eye Hill (west)	10	10	0

Average PCU Per Veh

From	To			
		A - Bird in Eye Hill (east)	B - Site Access	C - Bird in Eye Hill (west)
	A - Bird in Eye Hill (east)	1.000	1.100	1.100
	B - Site Access	1.100	1.000	1.100
	C - Bird in Eye Hill (west)	1.100	1.100	1.000

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (Veh/hr)	Demand in PCU (PCU/hr)
16:45-17:00	A - Bird in Eye Hill (east)	144	158

	B - Site Access	45	50
	C - Bird in Eye Hill (west)	255	280
17:00-17:15	A - Bird in Eye Hill (east)	171	189
	B - Site Access	54	59
	C - Bird in Eye Hill (west)	304	335
17:15-17:30	A - Bird in Eye Hill (east)	210	231
	B - Site Access	66	73
	C - Bird in Eye Hill (west)	373	410
17:30-17:45	A - Bird in Eye Hill (east)	210	231
	B - Site Access	66	73
	C - Bird in Eye Hill (west)	373	410
17:45-18:00	A - Bird in Eye Hill (east)	171	189
	B - Site Access	54	59
	C - Bird in Eye Hill (west)	304	335
18:00-18:15	A - Bird in Eye Hill (east)	144	158
	B - Site Access	45	50
	C - Bird in Eye Hill (west)	255	280

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.09	6.92	0.1	A	48	73
B-A	0.03	8.43	0.0	A	12	18
C-AB	0.21	6.36	0.4	A	128	191
C-A					214	322
A-B					21	32
A-C					171	257

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	10	651	0.061	39	0.0	0.1	6.474	A
B-A	10	2	539	0.018	10	0.0	0.0	7.486	A
C-AB	95	24	737	0.129	95	0.0	0.2	6.155	A
C-A	185	46			185				
A-B	17	4			17				
A-C	141	35			141				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	12	642	0.074	47	0.1	0.1	6.657	A
B-A	12	3	516	0.023	12	0.0	0.0	7.858	A
C-AB	122	31	759	0.161	122	0.2	0.3	6.223	A
C-A	213	53			213				

A-B	21	5			21				
A-C	168	42			168				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	15	630	0.092	58	0.1	0.1	6.920	A
B-A	15	4	484	0.030	15	0.0	0.0	8.432	A
C-AB	165	41	788	0.209	164	0.3	0.4	6.351	A
C-A	246	61			246				
A-B	25	6			25				
A-C	206	51			206				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	58	15	630	0.092	58	0.1	0.1	6.920	A
B-A	15	4	484	0.030	15	0.0	0.0	8.434	A
C-AB	165	41	788	0.209	165	0.4	0.4	6.361	A
C-A	245	61			245				
A-B	25	6			25				
A-C	206	51			206				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	12	642	0.074	48	0.1	0.1	6.659	A
B-A	12	3	515	0.023	12	0.0	0.0	7.865	A
C-AB	122	31	759	0.161	123	0.4	0.3	6.238	A
C-A	213	53			213				
A-B	21	5			21				
A-C	168	42			168				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	40	10	651	0.061	40	0.1	0.1	6.483	A
B-A	10	2	538	0.018	10	0.0	0.0	7.493	A
C-AB	96	24	738	0.130	96	0.3	0.2	6.179	A
C-A	185	46			185				
A-B	17	4			17				
A-C	141	35			141				

APPENDIX 4

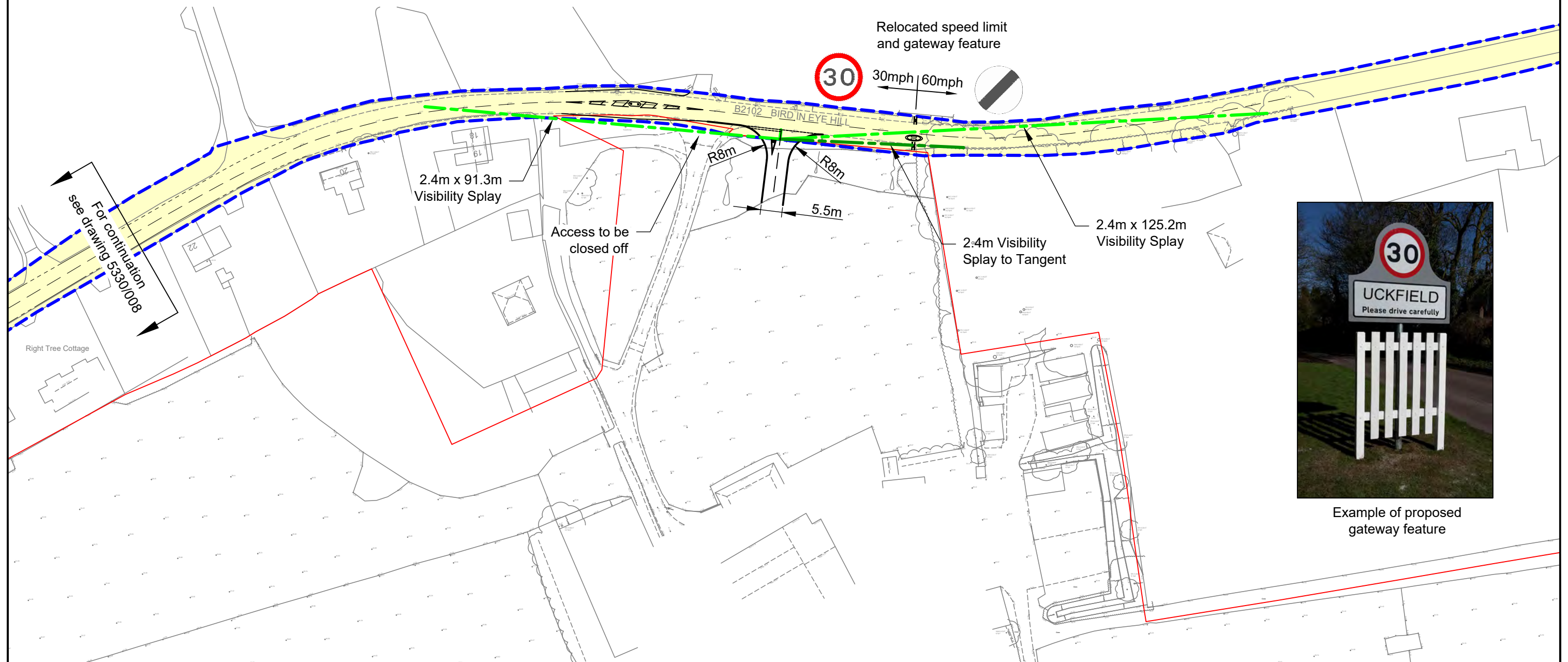


Key

Do not scale this drawing

Highway Boundary

Site Boundary



42.4mph
Eastbound
→

45.9mph
Westbound
←

Design speeds as
per speed survey

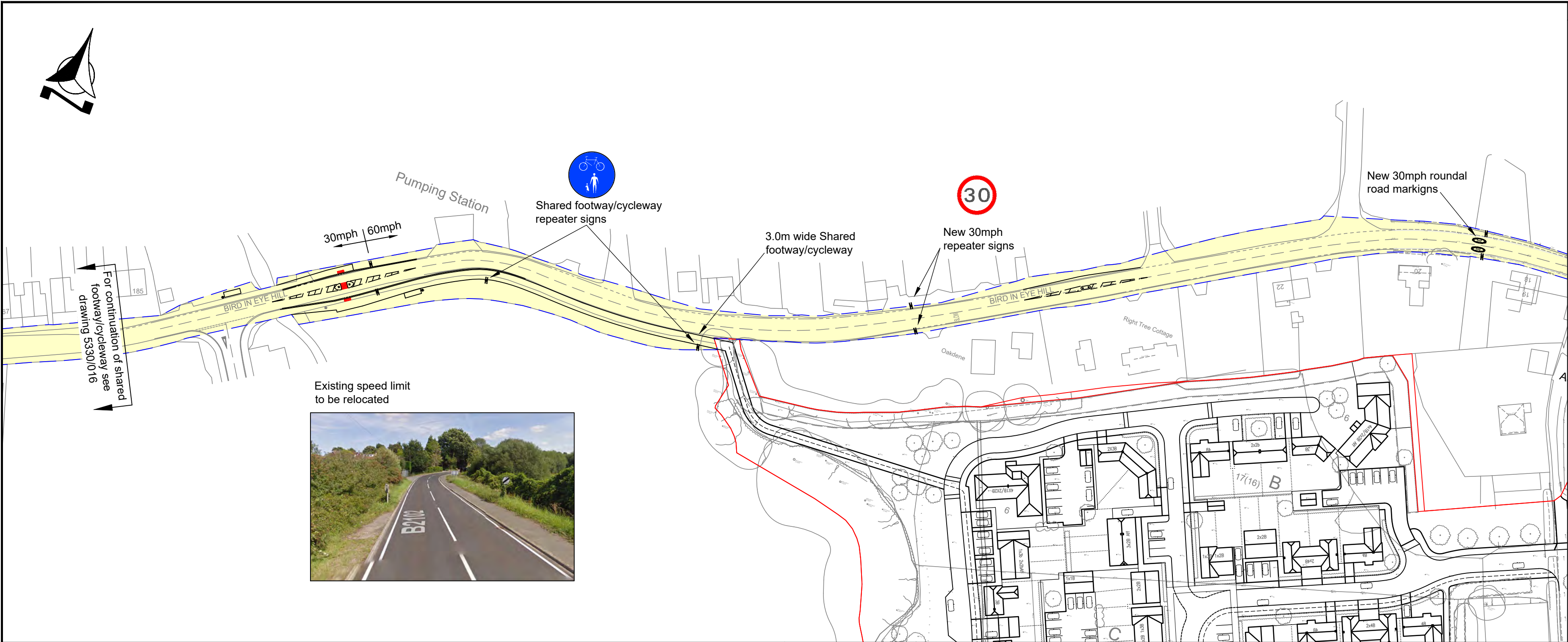
REVISION	AMENDMENT	DRAWN	DATE	CHK
A	Visibility Updated	ARM	02/03/22	MT
B	General Updates	ARM	07/03/22	MT
C	General Updates	JCB	24/03/22	MT
D	General Updates	MT	29/03/22	MT



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CLIENT	Croudace Homes Ltd.	DATE	11/01/22
PROJECT	Bird in Eye, Uckfield	DESIGN BY	MT
TITLE	Proposed Access Simple Priority T-Junction	DRAWN BY	ARM
		CHECKED BY	MT
DRAWING No.	5330 / 020	SCALE	1:1,000 @ A3
		REV No.	D

APPENDIX 5



Notes

Do not scale this drawing

Highway Boundary

Site Boundary

Example of proposed gateway feature

E	Minor Updates	JCB	240322	MT
D	Traffic Island Added, Both Access Options Shown	ARM	07/03/22	MT
C	Minor Updates	ARM	26/04/21	MT
B	Site Layout Updated	ARM	26/04/21	MT
A	Highway Boundary Added	ARM	18/11/20	MT
REVISION	AMENDMENT	DRN	DATE	CHK

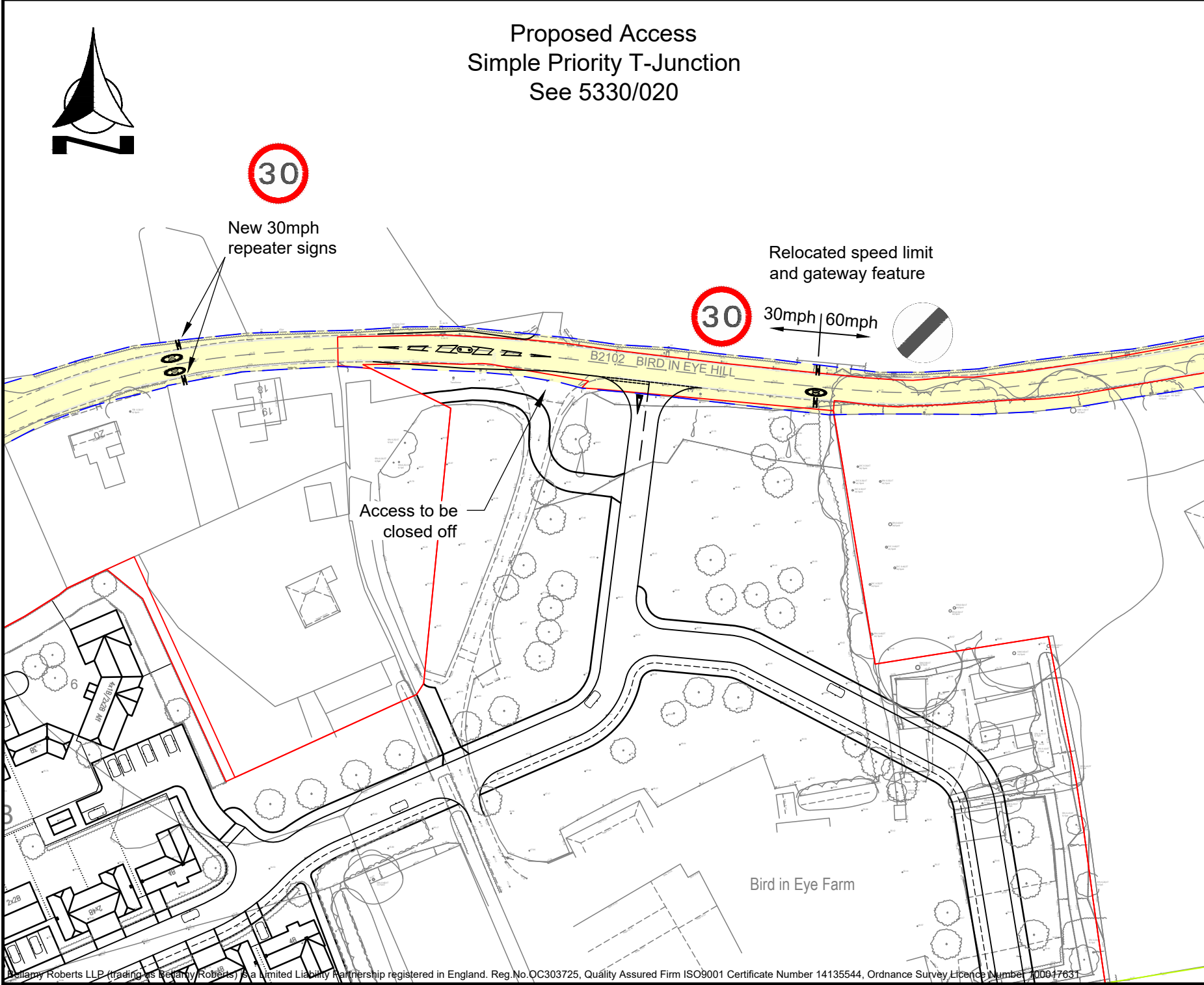
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CLIENT
Croudace Homes Ltd.

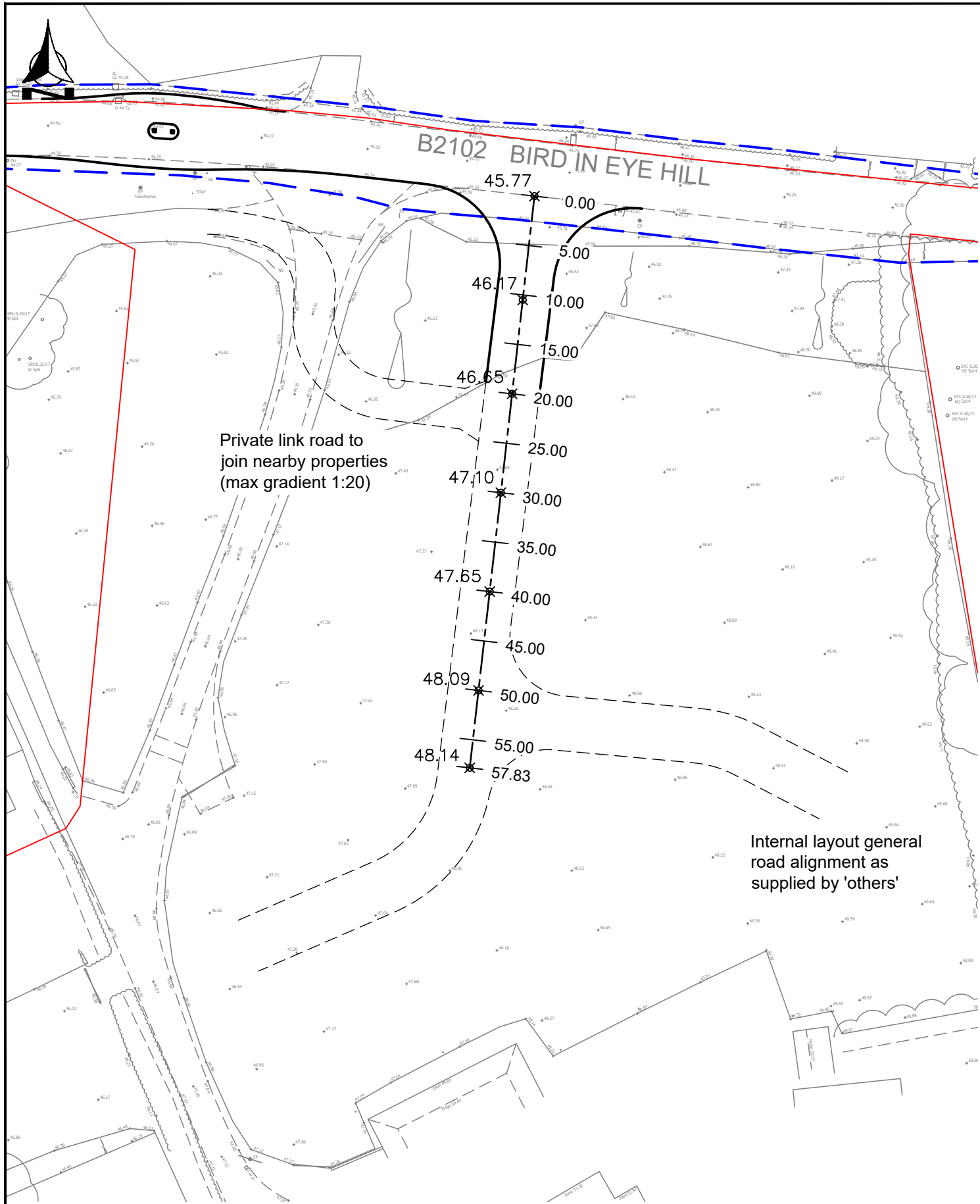
PROJECT
Bird in Eye, Uckfield

TITLE
Proposed Speed Limit Relocation

DRAWN BY ARM	DESIGN BY MT	CHK BY MT
DATE 30/04/20	DRAWING No. 5330 / 008	
SCALE 1:1,000 @ A2	REV No. E	



APPENDIX 6



Key

Road alignment as per drawing number 5330/020

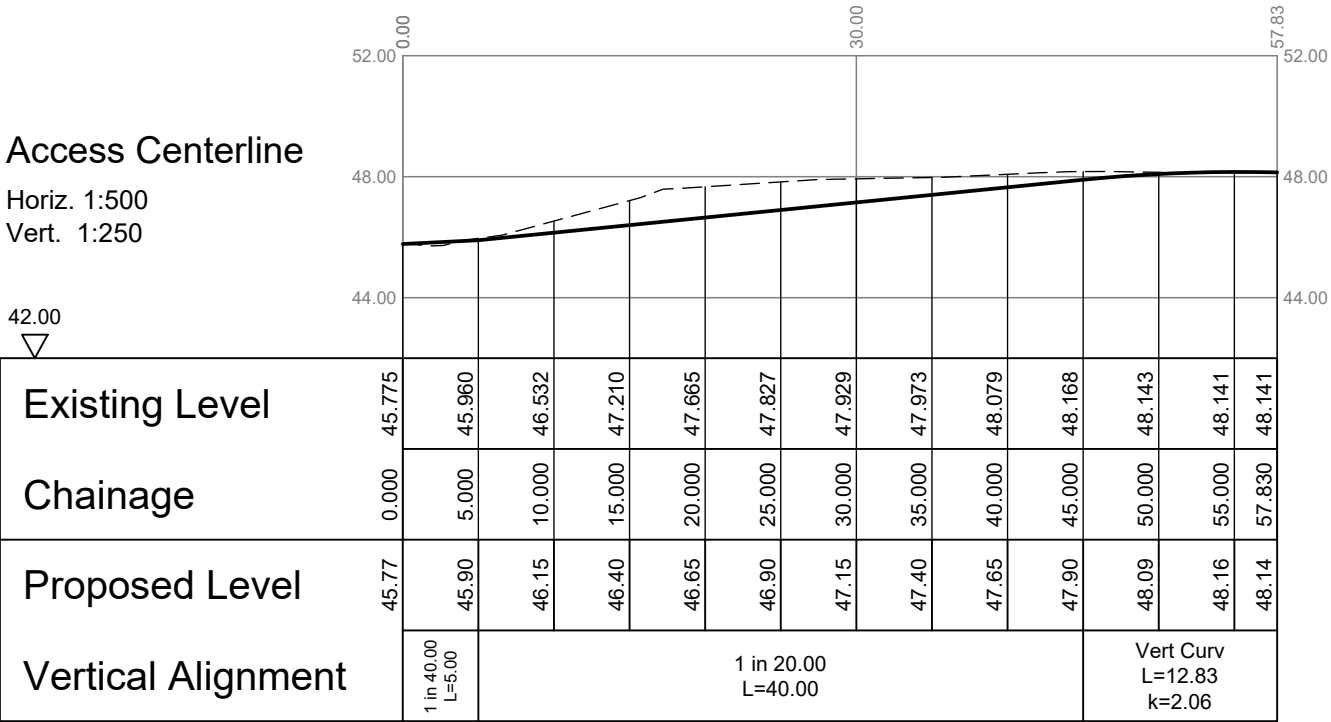
Adopted Highway Boundary

Site Boundary

Access Centerline

Horiz. 1:500
Vert. 1:250

42.00
▽

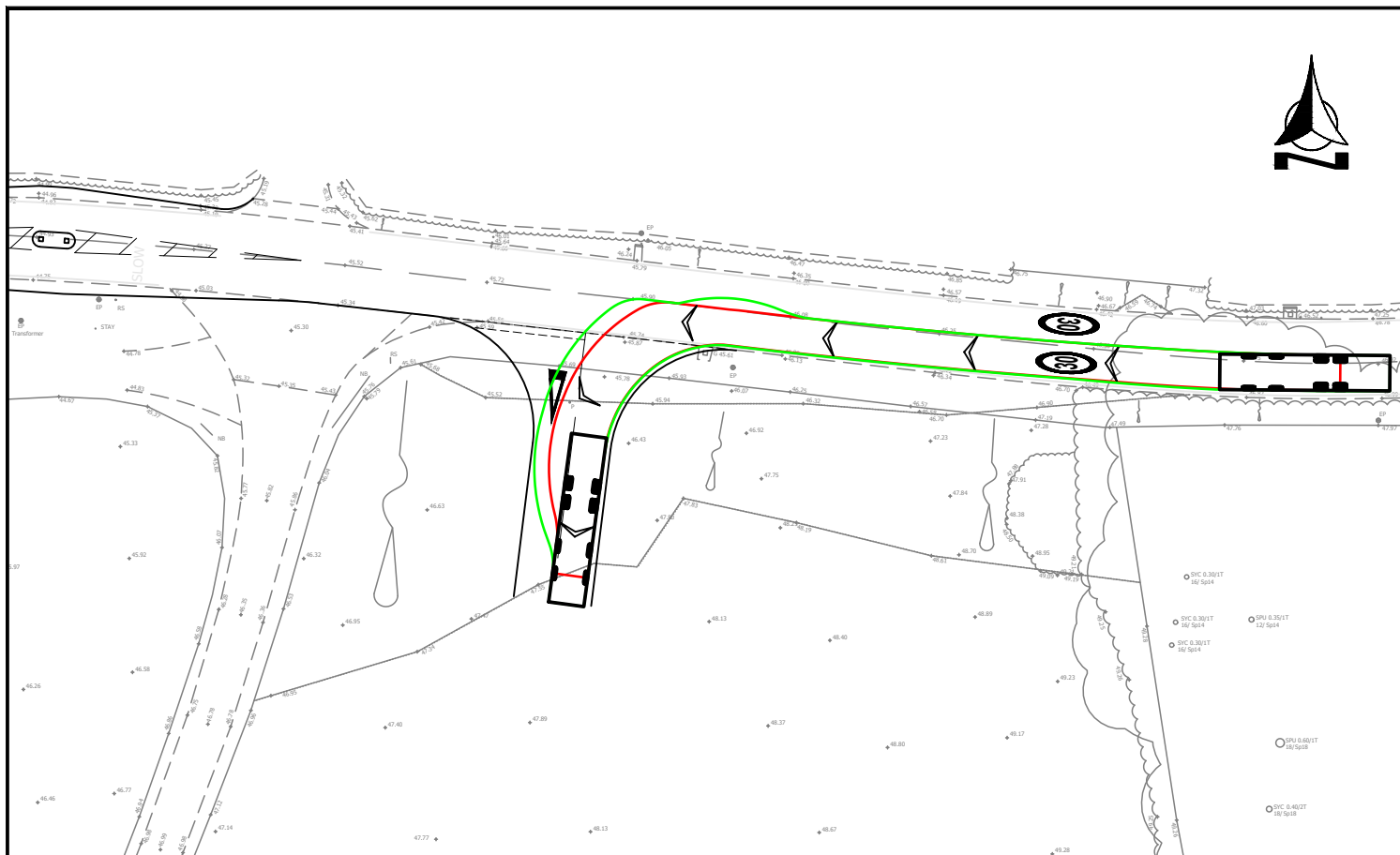
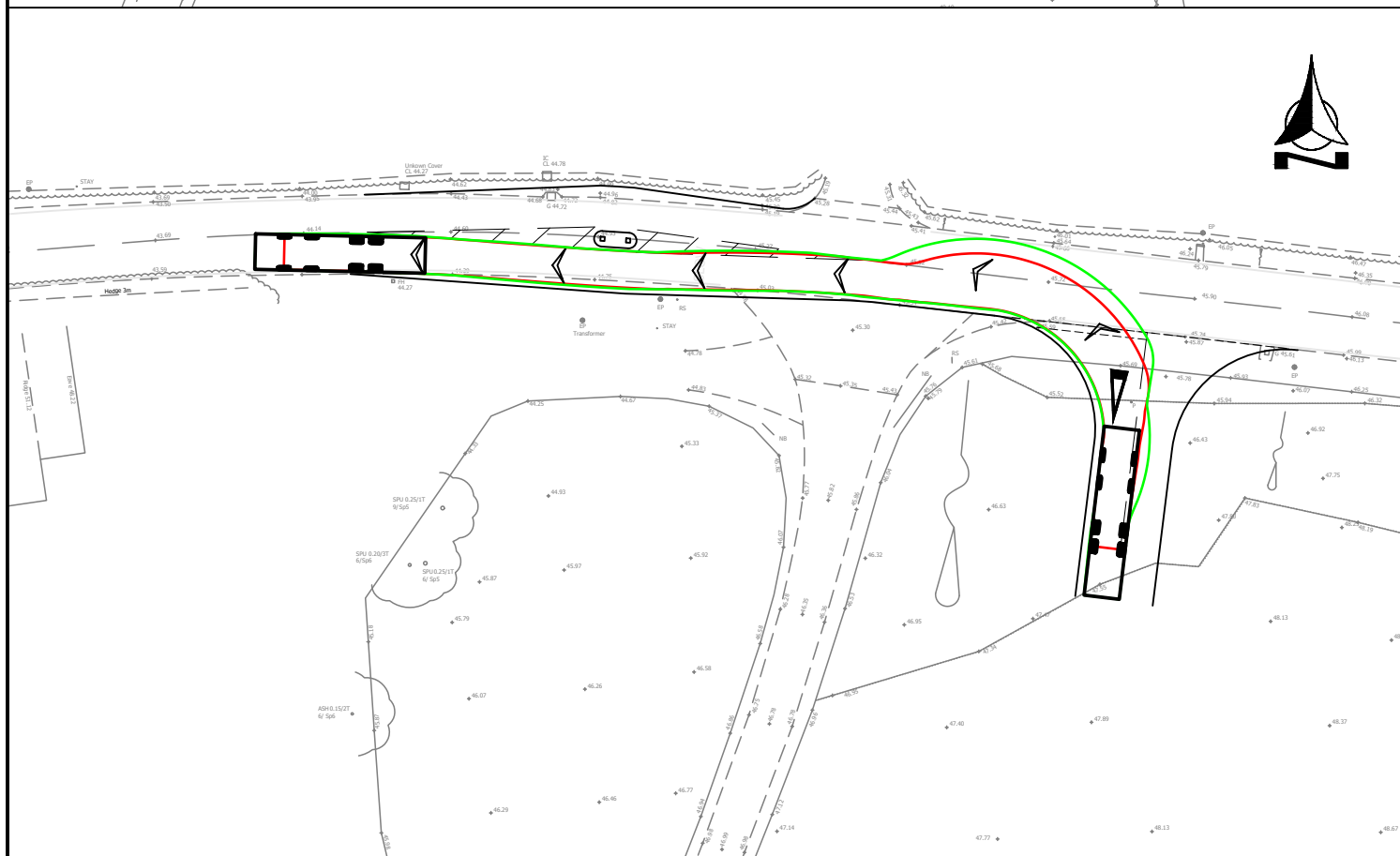
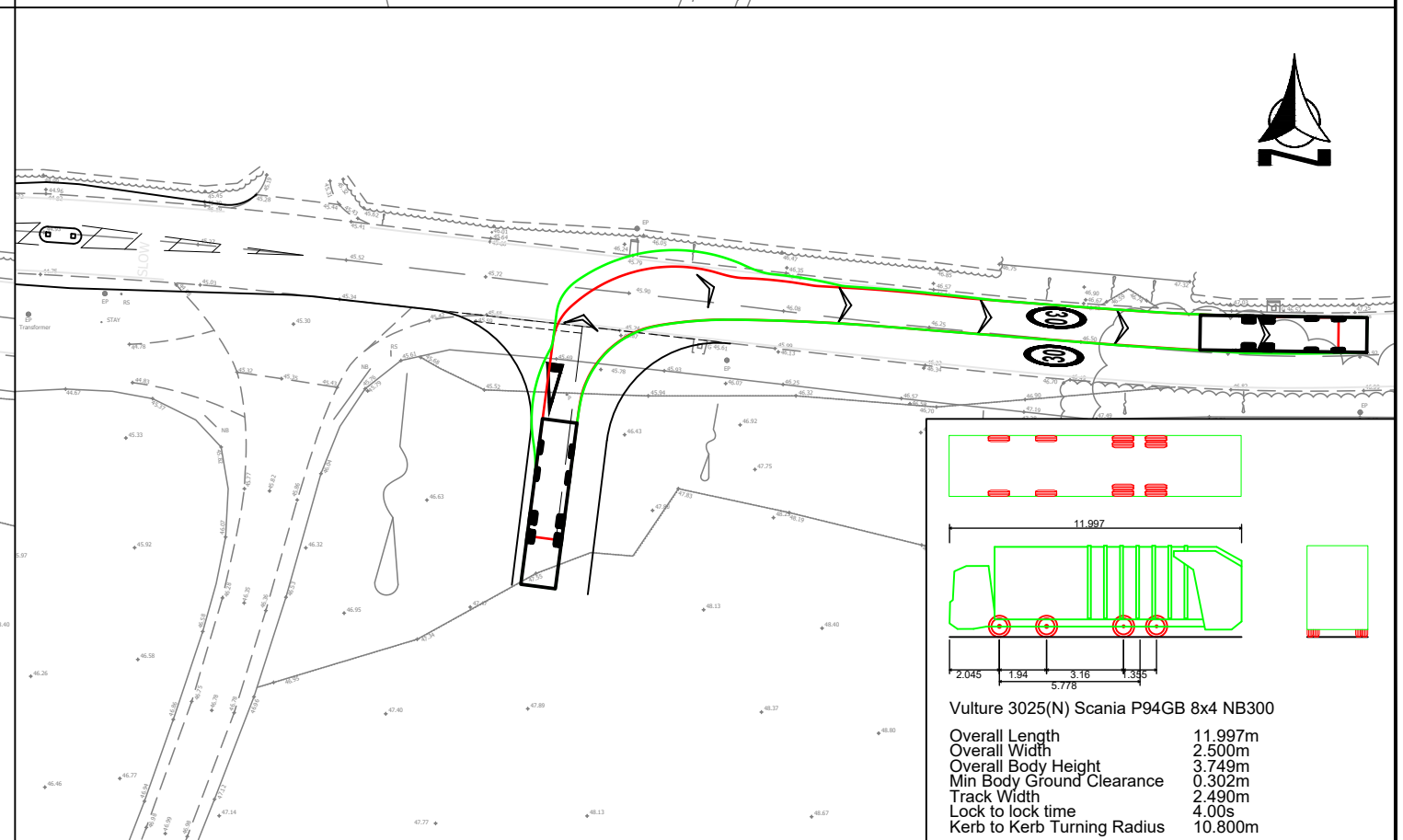


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CLIENT	Croudace Homes Ltd.	DATE	02/02/22
PROJECT	Bird in Eye, Uckfield	DESIGN BY	JCB
TITLE	Suggested Line and Level Detailed Design for Proposed Access	DRAWN BY	JCB
		CHECKED BY	MT
		SCALE	1:500 @ A3
DRAWING No.	5220 / 1001	REV No.	

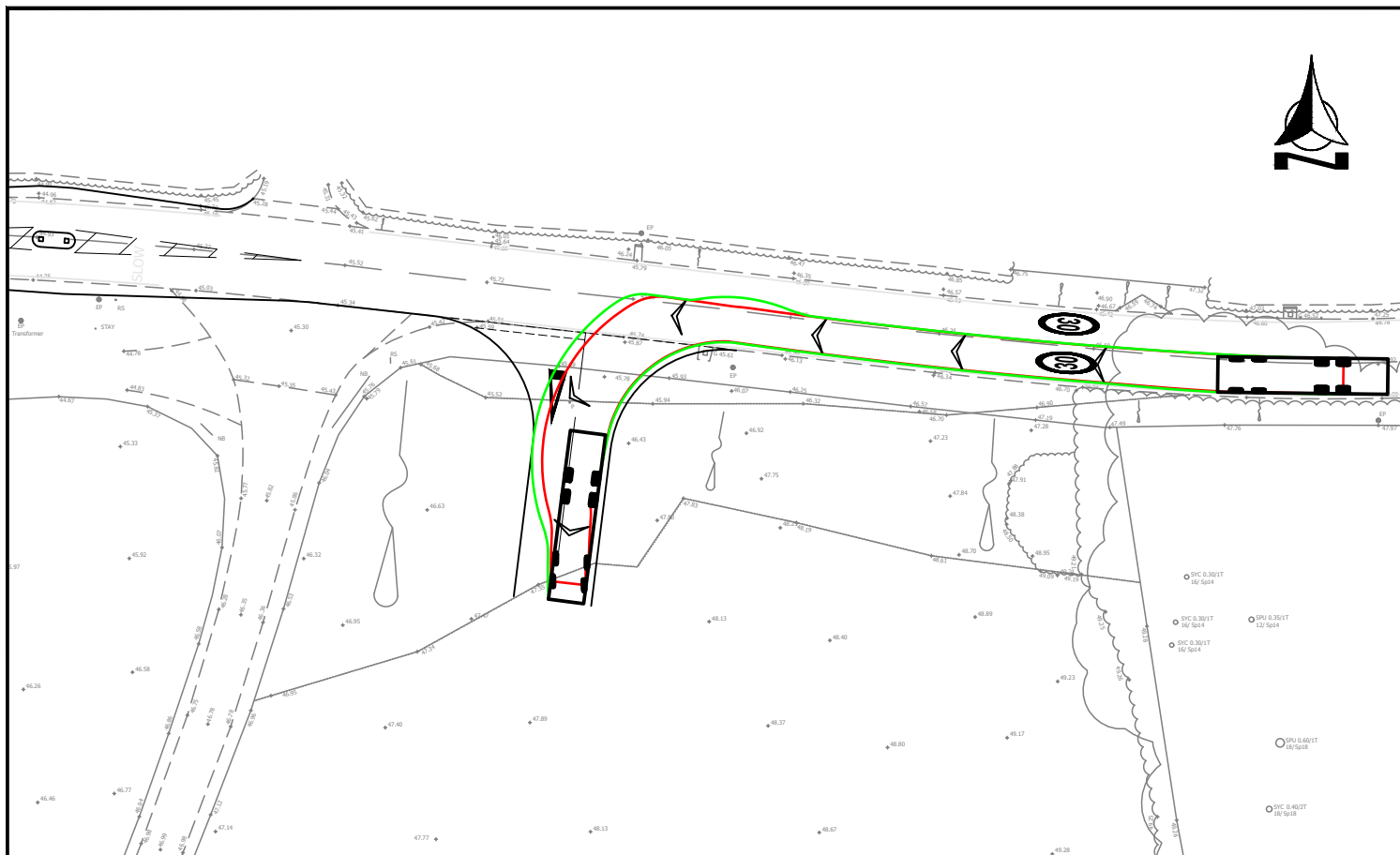
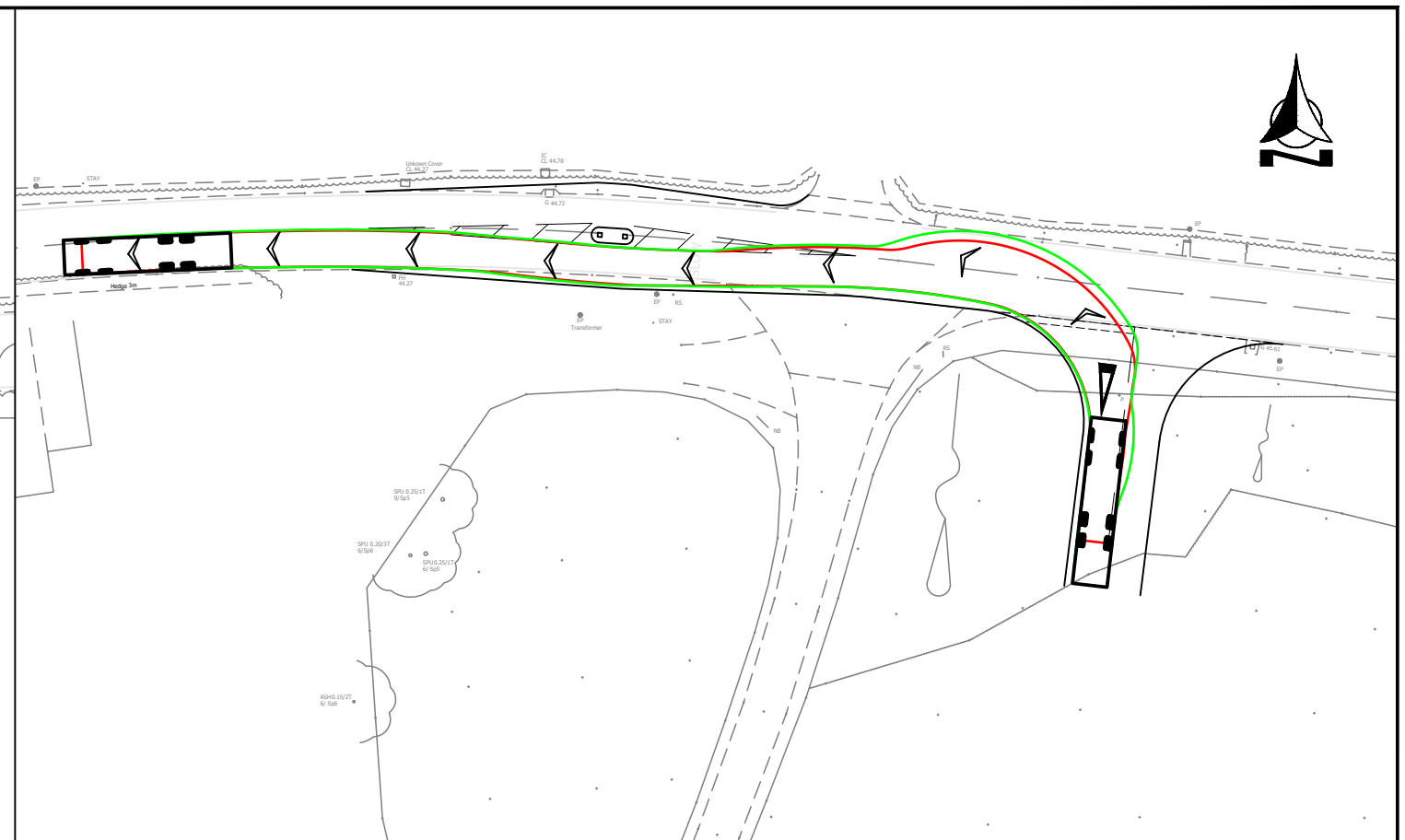
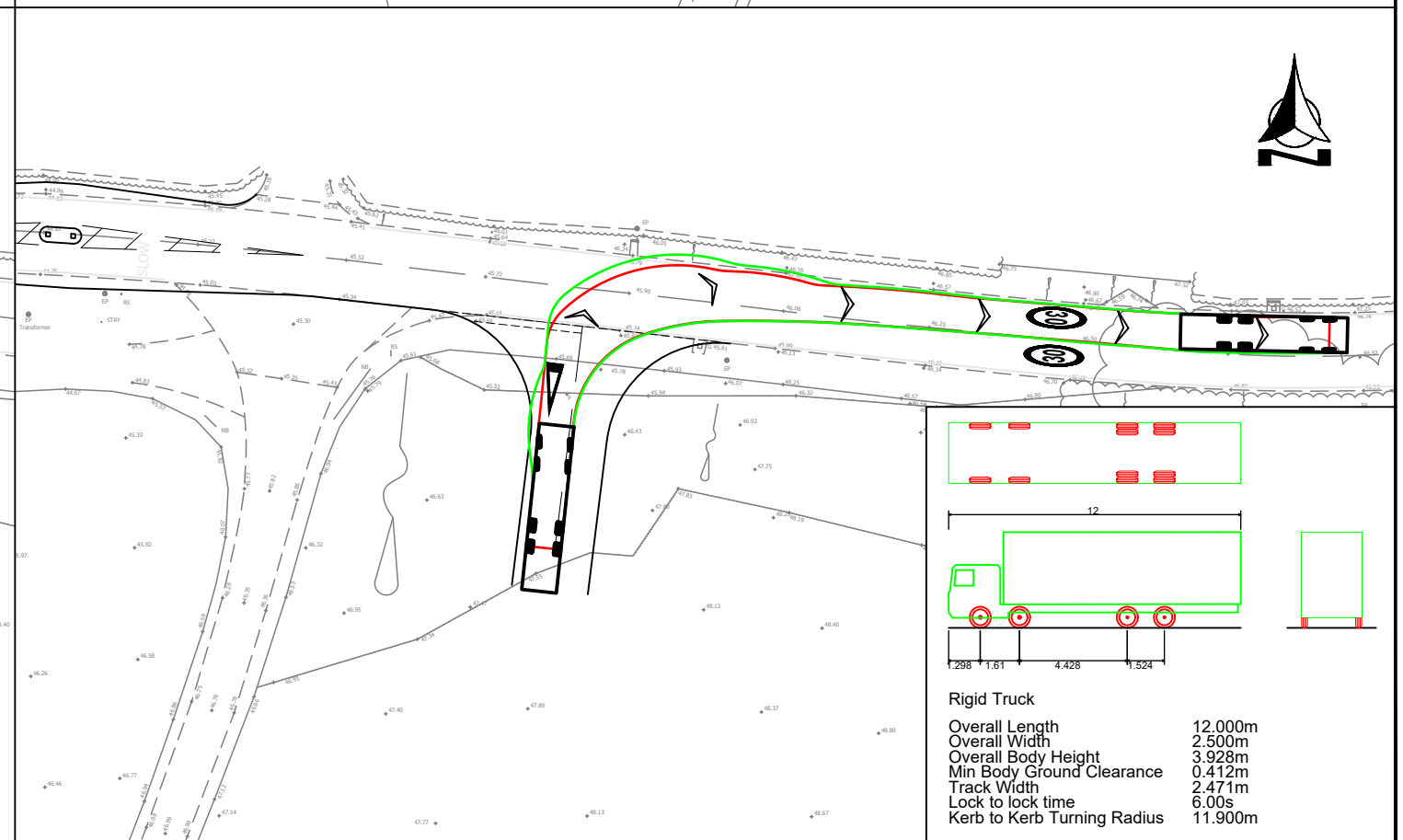
APPENDIX 7

[illegible]

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CLIENT	Croudace Homes Ltd.	DATE	03/03/22
PROJECT	Bird in Eye, Uckfield	DESIGN BY	-
TITLE	Swept Path Analysis Refuse Vehicle Priority T-Junction (Option 1)	DRAWN BY	ARM
		CHECKED BY	MT
		SCALE	1:500 @ A3
DRAWING No.	5330 / 230		REV No. A

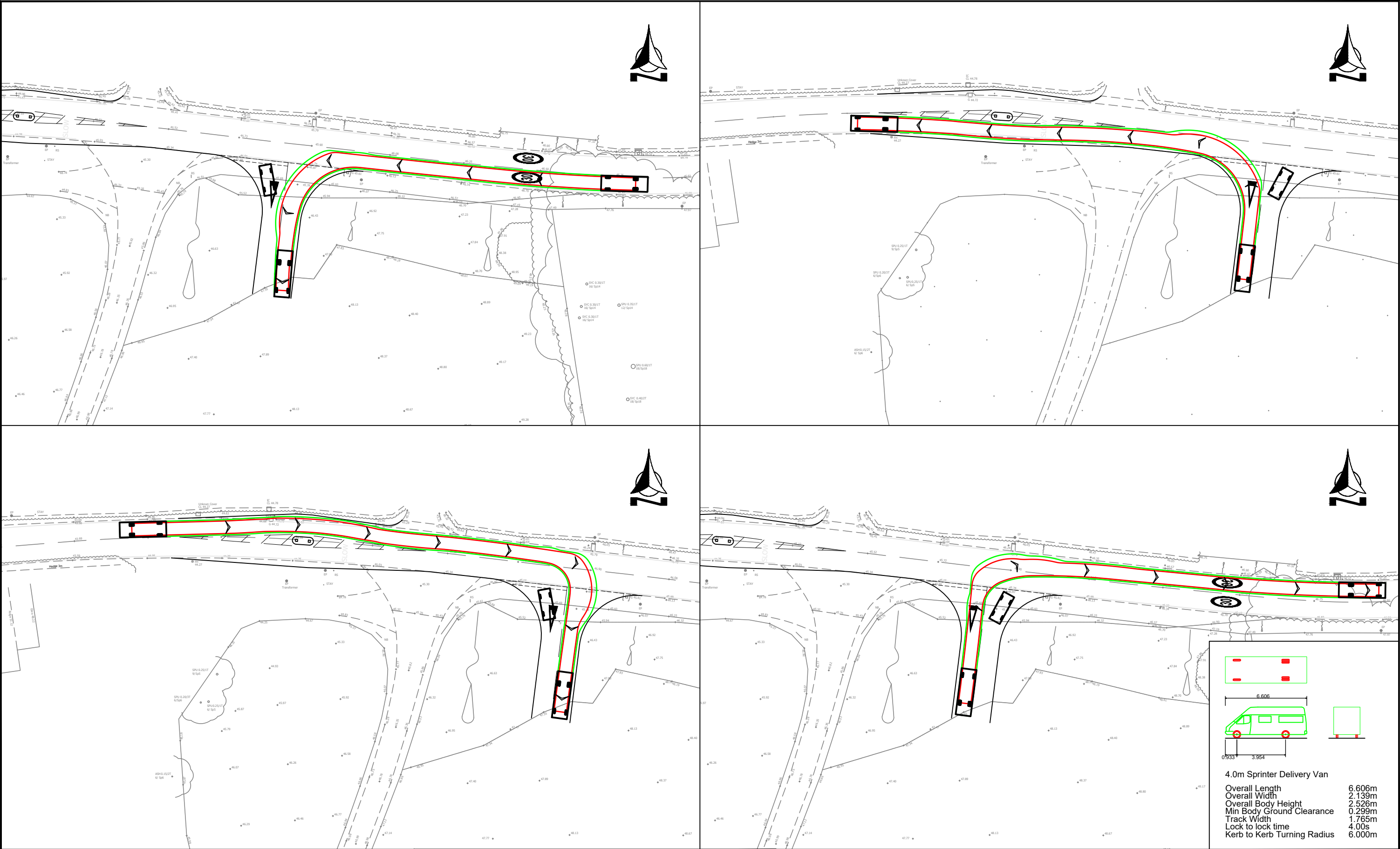
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CLIENT	Croudace Homes Ltd.	DATE	03/03/22
PROJECT	Bird in Eye, Uckfield	DESIGN BY	-
TITLE	Swept Path Analysis Rigid Truck Priority T-Junction (Option 1)	DRAWN BY	ARM
		CHECKED BY	MT
		SCALE	1:500 @ A3
DRAWING No.	5330 / 231	REV No.	A

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REVISION	AMENDMENT	DRAWN	DATE	CHK
A	Minor Amendments	JCB	24/03/22	MT



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CLIENT	Croudace Homes Ltd.	DATE	03/03/22
PROJECT	Bird in Eye, Uckfield	DESIGN BY	-
TITLE	Swept Path Analysis Van Passing Car Priority T-Junction (Option 1)	DRAWN BY	ARM
DRAWING No.	5330 / 232	CHECKED BY	MT
		SCALE	1:500 @ A3
		REV No.	A

APPENDIX 8

Road Safety Audit Report

**Incorporating
Stage 1 Completion of Preliminary Design; and
Design Organisation Response to items raised.**



Proposed Access off and Highway works along
the B2102, Bird in Eye Hill
Uckfield

Client:
Bellamy Roberts

Client reference:
5330

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2 Blaenant
Emmer Green
READING
RG4 8PH

E: office@fenley.co.uk
www.fenley.co.uk

Report Status 3

Job no	RSA-21-201	Issue no	3	Date	March 2022
Prepared by	JJF	Verified by	FB	Approved by	JJF
Filename and Path	Fenley/Road Safety Audits/RSA-20/RSA-21-201-3				

1.0 PROJECT DETAILS

Report Title:	Stage 1 Road Safety Audit
Date:	March 2022
Document reference and revision:	RSA-21-201-3
Prepared by:	Fenley Road Safety Limited
On behalf of the Overseeing Organisation:	East Sussex County Council
Design Organisation:	Bellamy Roberts
Project Sponsor:	Croudace Homes Ltd

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Audit drafted for Audit Team discussions	JJF			20 th March 2022
1	Stage 1 Road Safety Audit finalised and issued to the Design Organisation	JJF	FB	JJF	23 rd March 2022
2	Stage 1 Road Safety Audit Report format amended to incorporate a row for inclusion of a Design Organisation Response in order to maintain a concise record of items raised	JJF			23 rd March 2022
3	Design Organisation Response incorporated	Matt Twinberrow on behalf of Bellamy Roberts			24 th March 2022

Contents:

1.0	Project Details	1
2.0	Introduction	2
3.0	Items Raised in any previous Road Safety Audits	4
4.0	Items Raised in this Stage 1 Road Safety Audit	4
	A.1 Alignment	
	A.2 General	
	A.3 Junctions	
	A.4 Walking, Cycling and Horse Riding	
	A.5 Road Signs, Carriageway Markings and Lighting	
5.0	Audit Team Statement	20

Appendices:

Stage 1	A1	Documents and Drawings provided for this Road Safety Audit
	A2	Item Location Plan
	A3	Drawings associated with the Design Organisation Response

2.0 INTRODUCTION

2.1 This report has been prepared by Fenley Road Safety Limited and results from a Stage 1 Road Safety Audit of a proposed access off and highway works along the B2102 to the east of Uckfield. The proposed access is to take the form of a simple priority junction that meets the southern side of the B2102 Bird in Eye Hill with 8 metre corner radii. A single splitter island is to be provided to the west of the proposed access in order to restrict approaching traffic from crossing the road centreline. The highway works along the B2102 Framfield Road include the provision of parking lay-bys to formalise existing on-street parking and uncontrolled pedestrian crossing points. It is understood that the proposals are to facilitate a residential development consisting of up to 300 dwellings on land to the south of Bird in Eye Hill. It is also proposed to extend the existing 30mph speed limit along Bird in Eye Hill to incorporate the proposed access, however the Audit Brief requests that the Audit be undertaken on the basis that the speed limit remains unchanged.

2.2 The Audit Brief identifies that the proposals do not include any Departures from Standard, whether related to strategic decisions or otherwise, however, the Audit Team consider that there are a number of Departures related to the tapers.

2.3 The Road Safety Audit was undertaken during March 2022 in accordance with the Road Safety Audit Brief and revised scheme drawings provided, on the 2nd and 7th March 2022 by the Design Organisation, Bellamy Roberts, on behalf of the Project Sponsor, Croudace Homes. The Road Safety Audit comprised of a site visit as well as an examination of the documents provided which are identified in **Appendix A1**. The Audit Team were satisfied that that the Audit Brief was sufficient for the purpose of the Audit instructed, it is noted however, that highway boundary on the scheme drawings opposite the access to Uckfield Community Hospital does not match the existing fence lines which the proposed eastbound bus shelter and footway widening at this location are within.

2.4 The Road Safety Audit has been undertaken by an Audit Team whose qualifications and experience accord with the requirements of GG119. The Audit Team consists of the following members:

Audit Team Leader

Jamie Fenning *BSc(Hons), MIHE, MCIHT, MSoRSA, Highways England RSA Certificate of Competency*
Road Safety / Highway Engineer

Audit Team Member

Farouk Bhatti *MCIHT*
Road Safety Auditor

2.5 The site visit associated with this Road Safety Audit was undertaken by the Audit Team Leader and Audit Team Member, during the early afternoon of Monday 20th July 2020

between 2:15pm and 3pm and Wednesday 17th March 2021 between 12:30am and 2pm. The site visit involved walking and driving around the local highway network for a 135-minute period whilst observing local infrastructure and current off-peak traffic conditions. The weather during the site visits was clear with scattered clouds and overcast, the road surface was observed both dry and wet and visibility was good. Cyclists were observed during the site visit as were number of pedestrians accessing the Bird in Eye Surgery / Uckfield Hospital. Vehicular traffic to include cars, agricultural vehicles, passenger service vehicles, light and heavy goods vehicles were also observed.

- 2.6 The terms of reference of this Road Safety Audit are as described in GG119. 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. All comments and recommendations are referenced to the design drawings supplied with the Audit Brief and the location of road safety concerns raised have been illustrated beneath the items along with relevant photographs for clarity, where appropriate, as well as on the Location Plan attached at **Appendix A2**.

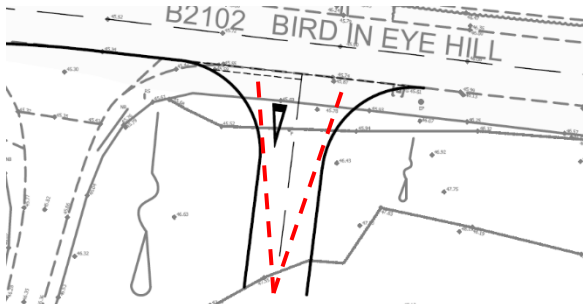
Design Organisation Response

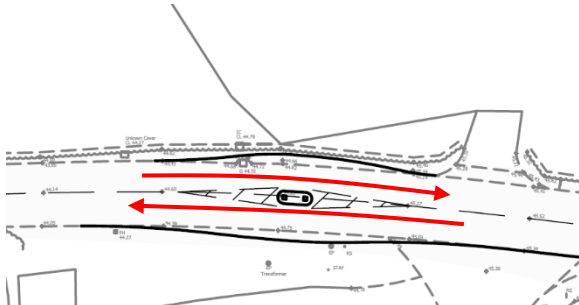
- 2.7 In accordance with national standards, this Road Safety Audit was finalised and issued to the Design Organisation as per the Road Safety Audit Report Template within Appendix D of GG119, which can be provided upon request from either the Audit Team or Design Organisation. The format of the Audit Report was subsequently revised to incorporate these paragraphs under the sub-heading as well as sufficient space beneath the items and recommendation, within Section 4, for the inclusion of a Design Organisation Response. This is generally contained within a separate Design Organisation Response Report but is included within this document in order to maintain a single record of all problems, recommendations and responses for the benefit of a concise Road Safety Audit trail to be held on file for Quality Assurance purposes.
- 2.8 The Design Organisation Response has been prepared by:
Name: Matt Twinberrow
Position / Organisation: Associate Partner, Bellamy Roberts
- 2.9 Any drawings or documents associated with the Design Organisation Response are listed at **Appendix A3**, if applicable.

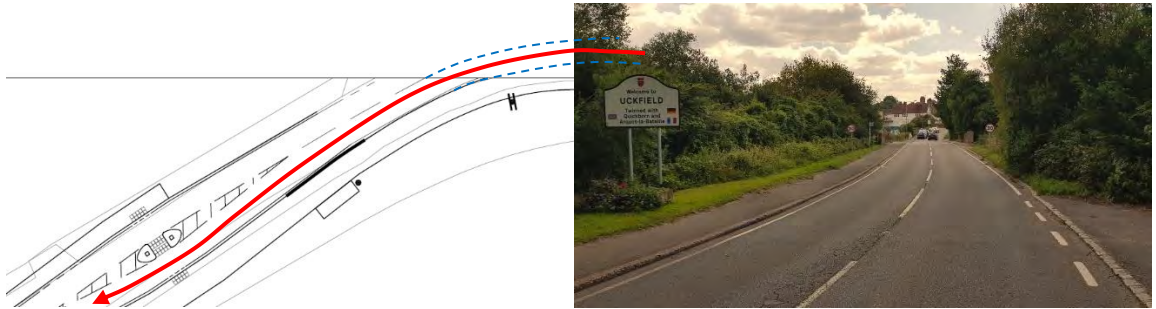
3.0 ITEMS RAISED IN ANY PREVIOUS ROAD SAFETY AUDITS

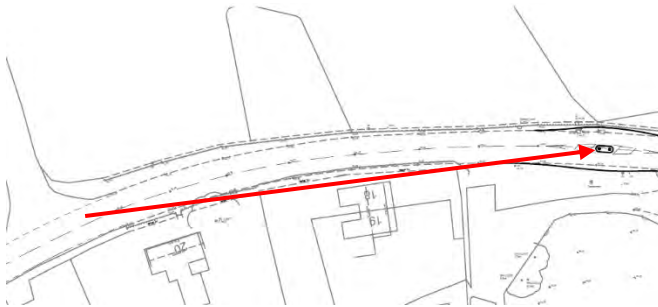
- 3.1 Fenley Road Safety Limited have undertaken a Stage 1 Road Safety Audit of the proposed priority access previously, ref: RSA-21-053. The Audit Team also undertook a Stage 1 Road Safety Audit of a proposed priority access and right turn lane just to the west of the current proposed access that was associated with an application site on the opposite side Bird in Eye Hill. This Stage 1 Road Safety Audit does not consider the provision of the highway works associated with the site opposite as it is understood that those works have not currently been approved.

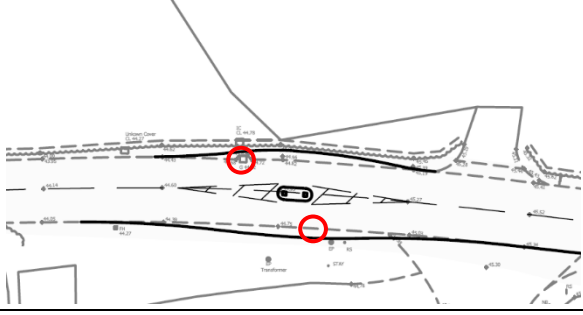
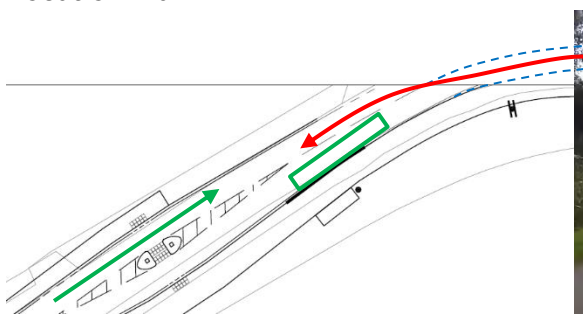
4.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

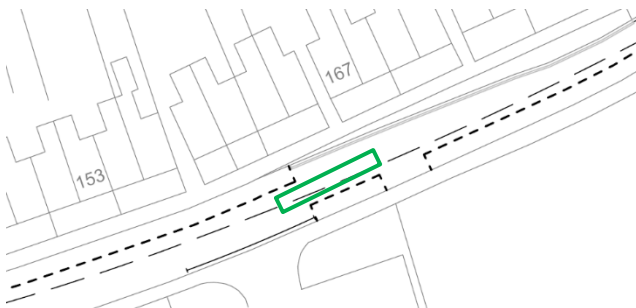
A.1	LOCAL ALIGNMENT
A.1.1	PROBLEM
Location:	Proposed access
Summary:	Vehicles may approach Bird in Eye Hill at inappropriate speeds
Acc Type:	Junction overshoot
<p>The application site is currently set at a level above the adjacent Bird in Eye Hill with the existing access rising gradually away from the main carriageway. The proposals relocate the existing access to Bird in Eye Farm in order to serve a proposed development of 300 residential dwellings as well as two existing dwellings outside of the application site. The scheme drawings do not identify the gradient of the proposed carriageway at this stage, however, the land in proximity appears to be approximately 2 to 2.5 metres higher than the level of the existing carriageway. A gradient in excess of 1 in 20 on approach to a simple priority access could lead to junction overshoot type incidents.</p>	
RECOMMENDATION:	
It is recommended that the access road is set at a maximum gradient of 4%	
<p>Location Plan:</p>  	
<p>DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 24th March '22 following formal issue of this Stage 1 Road Safety Audit on the 23rd March '22</p>	
<p>The proposed access will be designed with a 4% or slacker gradient in accordance with standards with the land either side, graded up away from the carriageway at an appropriate gradient.</p>	

A.1.2	PROBLEM
Location:	Bird in Eye Hill – at proposed access
Summary:	Tapers of the proposed island are too sharp
Acc Type:	Sideswipe type collision
<p>The B2102 Bird in Eye Hill is a two-way single carriageway road that is derestricted and therefore subject to the 60mph but according to data contained within the Audit Brief, observes 85th percentile eastbound speeds of 39.9mph and westbound speeds of 43.4mph. The proposals include the provision of a priority access off the southern side of the carriageway and splitter islands to the west provided through widening the carriageway to the north. Measurements taken off the scheme drawing provided with the Audit Brief, identify that the proposed splitter islands are 1 metre wide and formed with 8 metre tapers to a 0.3 metre offset. It can therefore be determined that the tapers are to be set at 1 in 5 which will not provide a smooth alignment for approaching vehicles. Traffic could therefore clip the kerb which may lead to loss of control type collisions</p>	
RECOMMENDATION:	
It is recommended that adequate tapers are provided in accordance with CD123	
Location Plan:  	
DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 24th March '22 following formal issue of this Stage 1 Road Safety Audit on the 23rd March '22 <p>The taper length associated with each proposed traffic island has been increased. See drawings 5330/008 rev. E and 5330/020 rev. C.</p>	
A.1.3	PROBLEM
Location:	Bird in Eye Hill
Summary:	Proposed alignment generates a reverse curve
Acc Type:	Loss of control type collision
<p>The B2102 Bird in Eye Hill accommodates a bend in the road to the east of the access to Uckfield Community Hospital. The proposals include the provision of a refuge island to the west of the existing bend in the road that is to be 2 metres wide and formed with circa 15 metre tapers through widening on the southern side of the carriageway. It can therefore be determined that the tapers are to be set at 1 in 7.5 which follows the bend in the road and generates a reverse curve which will not provide a smooth alignment for approaching vehicles. A westbound vehicle could strike the proposed refuge or nearside kerb following the feature leading to loss of control type collisions.</p>	

RECOMMENDATION:	
It is recommended that the southern channel line around the bend is adjusted and taper extended to allow for a smooth alignment	
Location Plan:	
	
DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 24 th March '22 following formal issue of this Stage 1 Road Safety Audit on the 23 rd March '22	
Agreed. The channel line along the southern side of the carriageway has been adjusted, and the taper extended to provide a smoother alignment (see drawing 5330/016 rev. E)	
A.2	GENERAL
A.2.1	PROBLEM
Location:	Bird in Eye Hill
Summary:	Drivers approaching the proposed traffic island may not become aware of the feature at a safe distance
Acc Type:	Vehicle loss of control
<p>The B2102 Bird in Eye Hill is a two-way single carriageway road that is derestricted and therefore subject to the 60mph but according to data contained within the Audit Brief, observes 85th percentile eastbound speeds of 39.9mph and westbound speeds of 43.4mph. The proposals that are subject to this Stage 1 Road Safety Audit includes the provision of a simple priority access off the southern side the carriageway and a splitter islands to the west which is to ensure that eastbound vehicles approaching the proposed access do not encroach the opposing lane and thus ensure the achievable visibility accords observed speeds. The scheme drawing illustrates that illuminated keep left bollards are to be provided which should highlight the features to approaching drivers, however, due to the existing alignment of Bird in Eye Hill to the west as well as vegetation abutting the carriageway on the southern side, forward visibility for eastbound drivers is limited. As such, there may be insufficient warning of the traffic island which could lead to vehicles striking the feature and a loss of control type incidents.</p>	
RECOMMENDATION:	
It is recommended that sufficient forward visibility is achievable to an object within the carriageway	

Location Plan:  	
DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 24 th March '22 following formal issue of this Stage 1 Road Safety Audit on the 23 rd March '22	
<p>Agreed. To address this matter, it is proposed that double white road centreline markings will be provided around the bend in the carriageway which will legally restrict vehicles from crossing into the opposing lane unless either a stationary vehicle, a pedal cycle, horse or road maintenance vehicle, is present and are travelling at 10 mph (16 km/h) or less and it is safe to do so. This will ensure adequate visibility is achievable even if the existing 30mph zone is not extended to the east of the proposed access.</p>	
A.2.2	PROBLEM
Location:	A2102 Bird in Eye Hill
Summary:	Existing road gullies will be within the path of vehicles
Acc Type:	Loss of control
<p>Bird in Eye Hill is cambered with surface water falling to the channels either side of the carriageway where road gullies are present, some of which are offline and situated within cut-out in the verge. During the site visit associated with this Audit, a number of gullies in proximity to the proposed works were observed to be blocked, although no ponding was present. The proposals that introduce a traffic island to the west of the proposed access provided through widening of the carriageway on both sides where gullies are present. No details of the proposed surface water drainage have been provided at this stage; however, an insufficient network is likely to result in ponding during inclement conditions which increases the likelihood of loss of control type incidents. Furthermore, a road gully within the path of a vehicle could lead to loss of control type incidents particularly for two wheeled vehicles and vehicles undertaking a braking manoeuvre.</p>	
RECOMMENDATION:	
<p>It is recommended that an adequate surface water drainage network is provided.</p>	

Location Plan:  	
DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 24 th March '22 following formal issue of this Stage 1 Road Safety Audit on the 23 rd March '22	
Agreed. All existing gullies will be reviewed during the detail design of the scheme.	
A.2.3	PROBLEM
Location:	A2102 Bird in Eye Hill
Summary:	Vehicles overtaking a stationary bus do not have adequate forward visibility
Acc Type:	Head-on, loss of control and vehicle non-motorised user collisions
<p>The B2102 Bird in Eye Hill accommodates a bend in the road to the east of the access to Uckfield Community Hospital. The proposals include the provision of a refuge island to the west of the existing bend in the road as well as the relocation of the westbound bus stop to a location. The Audit Team have concerns that due to the existing bend in the road, traffic attempting to overtake a stationary bus will have insufficient forward visibility to oncoming traffic, the refuge island and non-motorised users crossing the road ahead which could lead to head-on, loss of control and vehicle to pedestrian collisions.</p>	
RECOMMENDATION:	
It is recommended that the proposed bus stop is relocated to the west of the access to Uckfield Community Hospital	
Location Plan:  	
DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 24 th March '22 following formal issue of this Stage 1 Road Safety Audit on the 23 rd March '22	
Disagree. A stationary bus will be a temporary obstruction and queuing vehicles would be expected to wait. Furthermore, the proposed refuge island will incorporate illuminated 'keep left'	

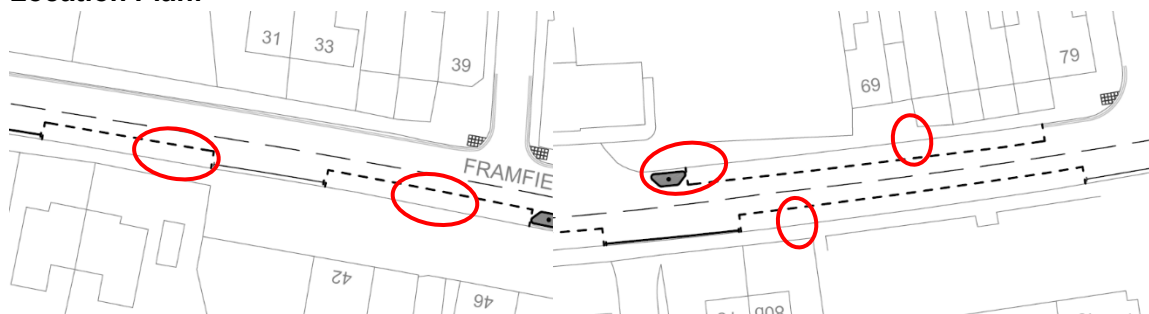
arrows to direct vehicles. Nevertheless, the precise location of the bus stop can be discussed with the Highway Authority and Passenger Transport Team at the detailed design stage.	
A.2.5	PROBLEM
Location:	A2102 Framfield Road
Summary:	Proposed parking bays will restrict the flow of large vehicles
Acc Type:	Sideswipe type collisions
<p>The B2102 Framfield Road is a wide two-way single carriageway road that observes significant regular on-street parking where no restrictions are present, forms a bus route and allows access to a number of industrial units to the east that generates a number of large vehicles to include articulated heavy goods vehicles. The proposals include the provision of parking bays at various locations along the length of the carriageway in order to formalise the existing on-street parking, however, it is noted that at one location, adjacent to property 163, the bays on both sides of the road extend close to one another which could leave insufficient width for large vehicles to include passenger service vehicle. Insufficient carriageway width is likely to result in sideswipe type collisions with parked cars.</p>	
RECOMMENDATION:	
It is recommended that parking bays are reconfigured to allow for the expected traffic.	
Location Plan:  	
DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 24 th March '22 following formal issue of this Stage 1 Road Safety Audit on the 23 rd March '22	
Agreed. The proposed parking layout at this location has been reconfigured. See drawing 5330/018 rev. D.	
A.2.6	PROBLEM
Location:	A2102 Framfield Road
Summary:	Proposed parking bays will restrict access to existing driveways
Acc Type:	Sideswipe type collisions
<p>The B2102 Framfield Road accommodates direct frontages with a number of vehicular crossovers that allow access to driveways as well as commercial parking facilities. The proposals include the provision of parking bays at various locations along the length of the carriageway and the provision of kerbed buildouts. It is clear from the observations made on-site and the scheme drawings, that the proposed parking bays extend across a number of driveways and a build-out is to be provided</p>	

across the access associated with The Alma Arms public house. Blocked accesses to the driveways and parking facility could lead to sideswipe type collisions as vehicles attempt to squeeze past to gain access.

RECOMMENDATION:

It is recommended that parking bays are reconfigured deter parking adjacent to the vehicular crossovers

Location Plan:



DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 24th March '22 following formal issue of this Stage 1 Road Safety Audit on the 23rd March '22

Agreed. The proposed parking bays have been reconfigured to deter parking adjacent to existing vehicle crossovers. See drawings 5330/017 rev. E & 5330/018 rev. D.

A.3 JUNCTIONS

A.3.1 PROBLEM

Location: Bird in Eye Hill

Summary: Drivers approaching and waiting to turn right into the proposed access may not become aware of each other at a safe distance

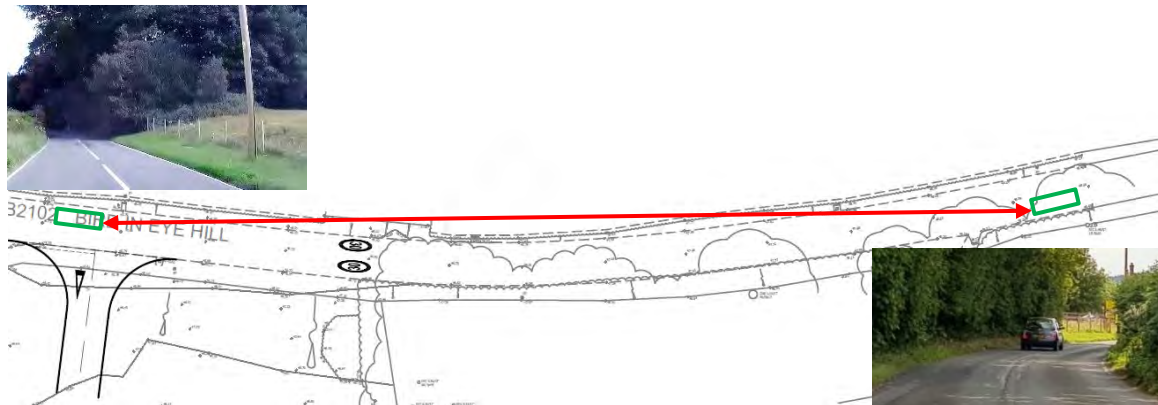
Acc Type: Vehicle side and rear impact collision

The B2102 Bird in Eye Hill is a two-way single carriageway road that is derestricted and therefore subject to the 60mph but according to data contained within the Audit Brief, observes 85th percentile eastbound speeds of 39.9mph and westbound speeds of 43.4mph. The proposals that are subject to this Stage 1 Road Safety Audit includes the provision of a simple priority access off the southern side of the carriageway just to the west of a bend in the road. The scheme drawing provided with the Audit Brief illustrates that a visibility splay of 2.4x125.2 metres is achievable to the right (west) of the proposed access to leading traffic, which accords with the stopping sight distance of the 85th percentile approach speed recorded. However, due to the bend in the road and vegetation within the verge to the north, forward visibility to and from a vehicle attempting to turn right into the access, is limited. As such, right turning vehicle may undertake their manoeuvre across the path of an oncoming vehicle leading to a side impact collision.

RECOMMENDATION:

It is recommended that the sufficient forward visibility is achievable

Location Plan:



DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 24th March '22 following formal issue of this Stage 1 Road Safety Audit on the 23rd March '22

As stated by the Auditor's, the proposed access is clearly visible for westbound drivers and the introduction of the 30mph speed limit and traffic calming features will change the characteristic of this section of Bird in Eye Hill and reduce traffic speeds. One would therefore approach cautiously in the knowledge that a vehicle may attempt to turn right. The 90-95m forward visibility envelope that is achievable across the carriageway in this direction, is considered sufficient.

A.3.2 PROBLEM

Location: Proposed access arrangement

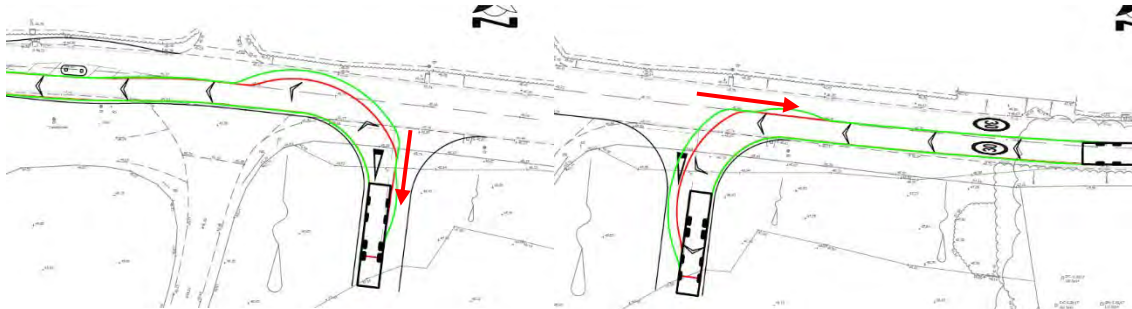
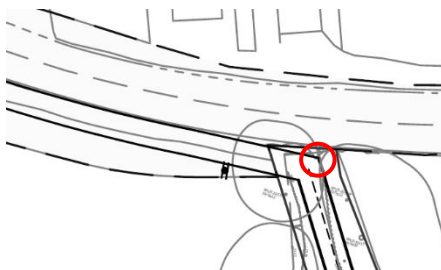
Summary: The trailer of a large vehicle swings into the opposing lane when exiting left

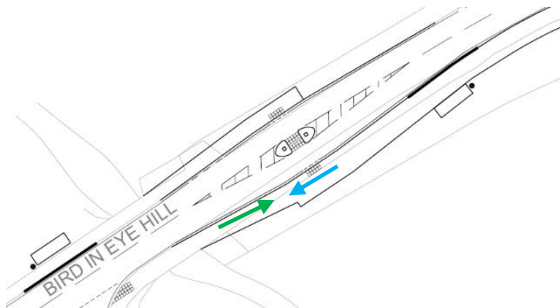
Acc Type: Sideswipe type collisions

The existing access to Bird in Eye Farm is approximately 5 metres wide with large corner radii that observations show, have been extended to incorporate tapers that are likely to have been provided to allow for Heavy Goods and Agricultural Vehicles to manoeuvre safely. The proposals include the relocation of the priority junction that is to be formed with 8 metre radii and allow access to a 5.5m wide carriageway. The Audit Brief includes a number of swept path analyses which show that the expected vehicle can manoeuvre at the junction and whilst front overhang can be acceptable as the driver of such a vehicle will not attempt to undertake a manoeuvre when opposing traffic is observed, however, the rear of the large 12 metre vehicles swings out into the opposing lane of the access when turning left in and out of the proposed access. The driver of an opposing vehicle attempting to pass whilst a large vehicle turns left, is unlikely to expect a trailer to swing into their path ahead which could lead to sideswipe type collisions.

RECOMMENDATION:

It is recommended that an entry and exit taper is provided to ensure that all expected vehicles can manoeuvre without the rear of the vehicle swinging into the opposing lane.

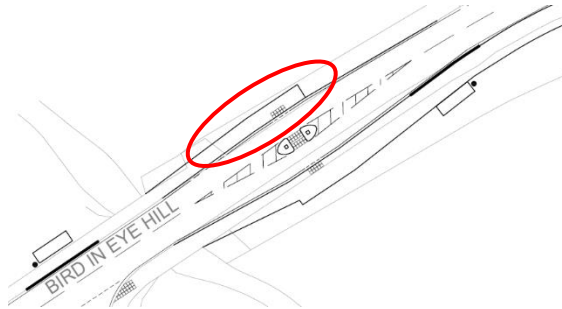
Location Plan: 	
DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 24 th March '22 following formal issue of this Stage 1 Road Safety Audit on the 23 rd March '22	
Agreed. This matter will be addressed at the detailed design stage.	
A.4	WALKING CYCLING AND HORSE RIDING
A.4.1	PROBLEM
Location:	Proposed footpath connection, Bird in Eye Hill
Summary:	Existing signage will become an obstruction to pedestrians
Acc Type:	Pedestrian collision with street furniture
<p>The B2102 Bird in Eye Hill accommodates a footway to the south of the carriageway, to the east of the access to Uckfield Community Hospital as well as a number of telegraph / electric poles and road signs in the adjacent verge. The proposals introduce a connection between the existing footway to the west via footpath through a wooded area. An existing telegraph / electric pole is situated just to the west of the proposed connection will be situated central to the footway and become an obstruction to pedestrians that could force one to enter the carriageway suddenly raising the risk of vehicle collisions with pedestrians.</p>	
RECOMMENDATION:	
It is recommended that the telegraph pole is relocated.	
Location Plan:  	
DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 24 th March '22 following formal issue of this Stage 1 Road Safety Audit on the 23 rd March '22	
All existing street furniture, utility covers and gullies will be reviewed during the detail design stage of the scheme.	
A.4.2	PROBLEM
Location:	Bird in Eye Hill
Summary:	Cyclist may continue along the existing footway

Acc Type:	Cyclist and pedestrian collisions
<p>Bird in Eye Hill benefits from a footway along the southern side that terminates just to west of the gated access to the application site. The proposals include the widening and upgrade of the existing footway to provide a 3 metre shared footway cycleway between a proposed shared link from the application site and a refuge island to the west. The scheme drawing provided with the Audit Brief does not identify that measure are to be provided to highlight the change the facility which is likely to result in cyclists continuing along a footway which is of inadequate width which could lead to cyclist pedestrian collisions.</p>	
RECOMMENDATION:	
It is recommended that measures are provided to direct cyclists off the existing footway	
Location Plan:	
 	
DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 24 th March '22 following formal issue of this Stage 1 Road Safety Audit on the 23 rd March '22	
Agreed. Appropriate signing and lining will be provided to direct cyclists off the footway, and this will be considered in further detail at the detailed design stage.	
A.4.3	PROBLEM
Location:	Bird in Eye Hill
Summary:	No route is provided for eastbound cyclists to access the proposed shared facility
Acc Type:	Vehicle cyclist collisions
<p>Bird in Eye Hill benefits from a footway along both sides of the carriageway where it crosses a watercourse that links to the River Uck to the north. The proposals include the widening and slight extension of the existing footway to the east and provide a refuge island that allows for a connection to a proposed 3 metre shared footway cycleway on the southern side of the carriageway. The proposed 2 metre wide refuge will provide a protected space in the centre of the carriageway for pedestrians and cyclists to wait and cross each stream of traffic separately, however, no route has been provided to allow eastbound cyclists to access the refuge from the facility to the north. As such, a cyclist will either gain access to the proposed footway via the existing dropped kerbs associated with the adjacent field access or at the dropped kerbs of the crossing point which will not be expected by pedestrians and could lead to cyclist pedestrian collisions.</p>	

RECOMMENDATION:

It is recommended that the section of proposed footway to the north east is upgraded to a shared footway cycleway, measures are provided to warn users and an eastbound cycle off / on-slip is provided

Location Plan:



DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 24th March '22 following formal issue of this Stage 1 Road Safety Audit on the 23rd March '22

This matter will be considered at the detailed design stage following a topographical survey of this area being undertaken.

A.4.4 PROBLEM

Location: Access to Uckfield Community Hospital

Summary: Visibility to and from the uncontrolled crossing point could be limited

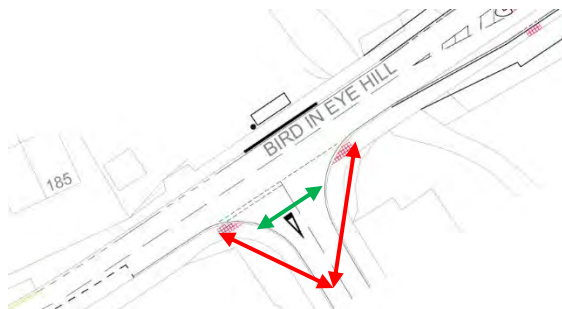
Acc Type: Vehicle pedestrian collisions

The simple priority access of the Uckfield Community Hospital benefits from a dropped kerb crossing point that is offset from the Bird in Eye Hill carriageway by approximately 2 metres. The proposals include the provision of a new uncontrolled crossing point that is directly in-line with the Bird in Eye Hill footway and is to benefit from tactile paving. Due to the large radii at the bellmouth access, the Audit Team have concerns that traffic approaching the existing give-way line will not become aware at a safe distance which could lead to vehicle pedestrian collisions.

RECOMMENDATION:

It is recommended that the existing uncontrolled crossing point is upgraded rather than the proposed relocation.

Location Plan:



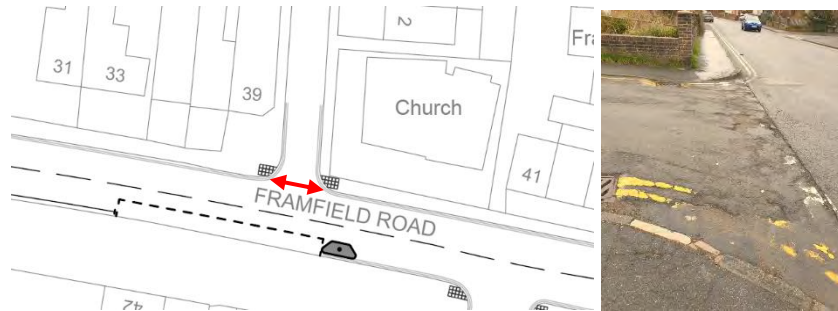
DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 24 th March '22 following formal issue of this Stage 1 Road Safety Audit on the 23 rd March '22	
Agreed. The existing uncontrolled crossing point will be upgraded.	
A.4.5	PROBLEM
Location:	Selby Road and Harcourt Road
Summary:	Service covers are present where an uncontrolled crossing point is to be provided
Acc Type:	Pedestrian trip, fall and personal injury and vehicle pedestrian collisions
<p>The simple priority accesses of the Selby Road and Harcourt Road with the A2102 Framfield Road is formed with tight corner radii formed with full height conservation kerbs. The proposals include the provision of a new uncontrolled crossing points that are in-line with the Framfield Road footway and are to benefit from tactile paving. Observations show that a double cover is present within the footway to the west of Selby Road and east of Harcourt Road. No standard details have been provided to identify the precise geometry of the proposed crossing points, however, the cover will be a trip hazard if not adjusted adequately leading to a fall and personal injury. Moreover, the presence of the cover may limit the provision of tactile paving which could lead to a visually impaired pedestrian entering the carriageway unaware of the potential for vehicular traffic leading to a vehicle pedestrian collision.</p>	
RECOMMENDATION:	
It is recommended that the existing covers are adjusted	
Location Plan: 	
DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 24 th March '22 following formal issue of this Stage 1 Road Safety Audit on the 23 rd March '22	
Agreed. The existing covers will be adjusted.	
A.4.6	PROBLEM
Location:	Alexandra Road
Summary:	Existing carriageway surface is uneven
Acc Type:	Pedestrian trip, fall and personal injury
<p>The simple priority access of the Alexandra Road with the A2102 Framfield Road is formed with tight corner radii formed with conservation kerbs that are partially dropped. The proposals include the provision of a new uncontrolled crossing point that is in-line with the Framfield Road footway and is to benefit from tactile paving. Observations show that the Alexandra Road along the line of</p>	

the proposed crossing, is breaking out in places and uneven which will be a trip hazard which could lead to a fall and personal injury.

RECOMMENDATION:

It is recommended that the carriageway surface is repaired to provide an even surface

Location Plan:



DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 24th March '22 following formal issue of this Stage 1 Road Safety Audit on the 23rd March '22

This is an existing section of carriageway, with an existing crossing. It is expected that the Highway Authority should maintain their carriageway network to a suitable standard.

A.5 ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING

A.5.1 PROBLEM

Location: Bird in Eye Hill

Summary: Forward visibility to possible speed limit signs may be restricted

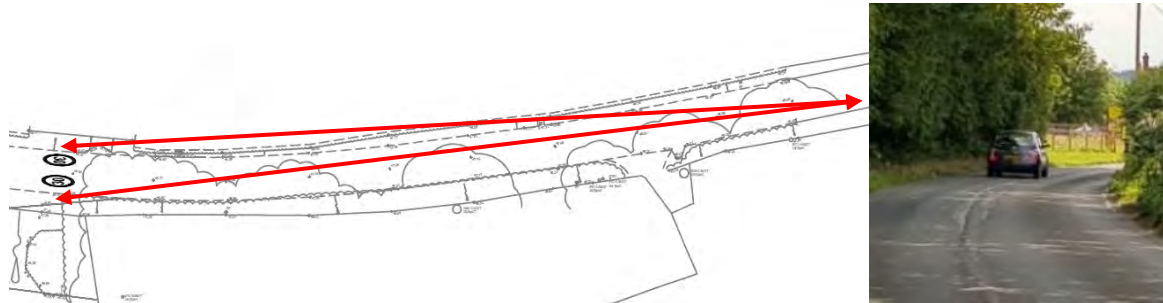
Acc Type: Side and rear impact collision

The B2102 Bird in Eye Hill is a two-way derestricted road that is rural in nature to the east of the application site with dense foliage abutting the carriageway to the south and a hedgerow to the north. The proposals include the possible extension of a 30mph speed limit that is present along the B2102 Framfield Road to incorporate Bird in Eye Hill up to the eastern boundary of the site frontage. The introduction of the speed limit is to be highlighted with terminal signs as well as a gateway feature either side of the road and a 30mph roundels. The Audit Team have concerns that visibility of the speed limit gateway will become limited due to the existing foliage and alignment of the bend which could lead to vehicles entering the 30mph zone at inappropriate speeds leading to heavy braking and loss of control type collisions.

RECOMMENDATION:

It is recommended that the signs are appropriately located and orientated to ensure that they are clearly visible to approaching drivers from a distance of at least 115 metres.

Location Plan:



DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 24th March '22 following formal issue of this Stage 1 Road Safety Audit on the 23rd March '22

Agreed. The precise location of the speed limit signs will be agreed with the Highway Authority, to ensure that sufficient forward visibility is achievable.

A.5.2 PROBLEM

Location: Proposed footpath connection, Bird in Eye Hill

Summary: Existing road sign could become an obstruction to users of the footway

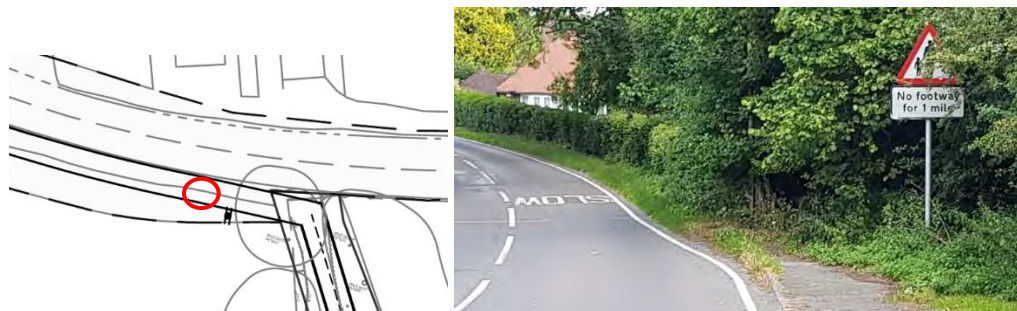
Acc Type: Pedestrian collision with street furniture

Bird in Eye Hill benefits from a footway along the southern side that terminates just to west of the gated access to the application site at a location where a 'pedestrians in carriageway' road sign with a 'no footway for 1 mile' plate is present. The sign face appears to provide insufficient headroom for a pedestrian to walk beneath. Should a pedestrian step slightly off the existing footway, the sign would be an obstruction resulting in a personal head injury.

RECOMMENDATION:

It is recommended that the sign face is relocated further back from the edge of footway or raised to a suitable level

Location Plan:



DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 24th March '22 following formal issue of this Stage 1 Road Safety Audit on the 23rd March '22

All existing street furniture will be reviewed during the detail design of the scheme.

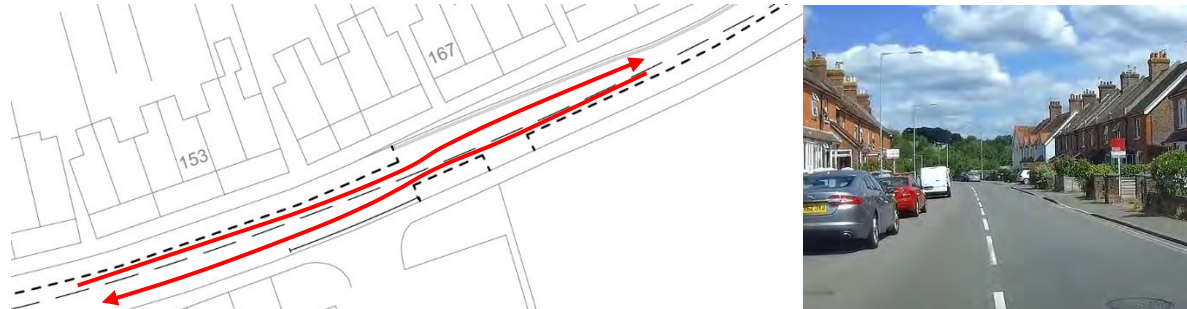
A.5.3	PROBLEM
Location:	Bird in Eye Hill
Summary:	Proposed roundel provides misinformation
Acc Type:	Heavy braking and loss of control type collisions
<p>The B2102 Bird in Eye Hill is a two-way derestricted road that is rural in nature to the east of the application site with dense foliage abutting the carriageway to the south and a hedgerow to the north. The proposals include the possible extension of a 30mph speed limit that is present along the B2102 Framfield Road to incorporate Bird in Eye Hill up to the eastern boundary of the site frontage. The introduction of the speed limit is to be highlighted with terminal signs as well as a gateway feature either side of the road and a 30mph roundels with one provided in the eastbound lane. The Audit Team have concerns that the proposed 30mph roundel in the eastbound lane at a location where the signage identifies that the carriageway is derestricted, could result in driver confusion and heavy braking leading to loss of control type collisions.</p>	
RECOMMENDATION:	
It is recommended that the proposed roundel within the eastbound lane is removed	
Location Plan:	
 	
DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 24 th March '22 following formal issue of this Stage 1 Road Safety Audit on the 23 rd March '22	
Agreed. The 30mph roundel within the eastbound lane has been removed as per the Auditor's comments. See drawings 5330/008 rev. E & 5330/020 rev. C.	
A.5.4	PROBLEM
Location:	A2102 Framfield Road
Summary:	Proposed road centreline is not central to the carriageway adjacent to the proposed parking bays
Acc Type:	Sideswipe type collisions
<p>The B2102 Framfield Road is a wide two-way single carriageway road that observes significant regular on-street parking where no restrictions are present. The proposals include the provision of parking bays at various locations along the length of the carriageway in order to formalise the existing on-street parking. The provision of parking bays generally result in a tendency for traffic to avoid the bays when unoccupied. The scheme drawings identify that the existing road centreline is to be retained. The Audit Team have concerns that the existing road centreline, will not be</p>	

central to the carriageway which could result in traffic leaving insufficient space for opposing vehicles leading to sideswipe type collisions.

RECOMMENDATION:

It is recommended that the road centreline is relocated central to the carriageway adjacent to the proposed parking bays, where the width permits two-way traffic and is removed where the width restricts the flow to one-way.

Location Plan: (NB: Image below is an example, the road centreline continues along the length)



DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 24th March '22 following formal issue of this Stage 1 Road Safety Audit on the 23rd March '22

Agreed. The road centreline has been adjusted accordingly. See drawings 5330/017 rev. E & 5330/018 rev. D.

5.0 STAGE 1 ROAD SAFETY AUDIT TEAM STATEMENT

5.1 We certify that this Road Safety Audit has been carried out in accordance with GG119.

Audit Team Leader

Name: **Jamie Fenning** *BSc (Hons), MIHE, MCIHT, MSoRSA, HE RSA Certificate of Competency*

Signed: 

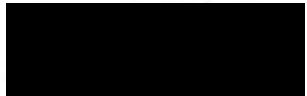
Position: Road Safety / Highway Engineer

Organisation: Fenley Road Safety Limited

Date: 23rd March 2022

Audit Team Member

Name: **Farouk Bhatti** *MCIHT*

Signed: 

Position: Road Safety Engineer

Organisation: Fenley Road Safety Limited

Date: 23rd March 2022

Appendix A1

Documents and Drawings provided for this Stage 1 Road Safety Audit

<u>Audit Stage</u>	<u>Doc. No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	Email dated 2 nd Mar. '22		Stage 1 Road Safety Audit Brief
	ITRMT/5330/TA	1	Transport Assessment
	<u>Dwg No.</u>	<u>Rev</u>	<u>Title</u>
	5330-020	B	Proposed Access
	5330-008	D	Proposed Speed Limit Relocation
	5330-016	D	Proposed Bus Stop Improvements
	5330-017	D	Framfield Road Improvements Sheet 1 of 2
	5330-018	C	Framfield Road Improvements Sheet 2 of 2
	5330-230	-	Access Refuse Track
	5330-231	-	Access Rigid Track
	5330-232	-	Access Van Passing Car Track

Appendix A2

Item Location Plan



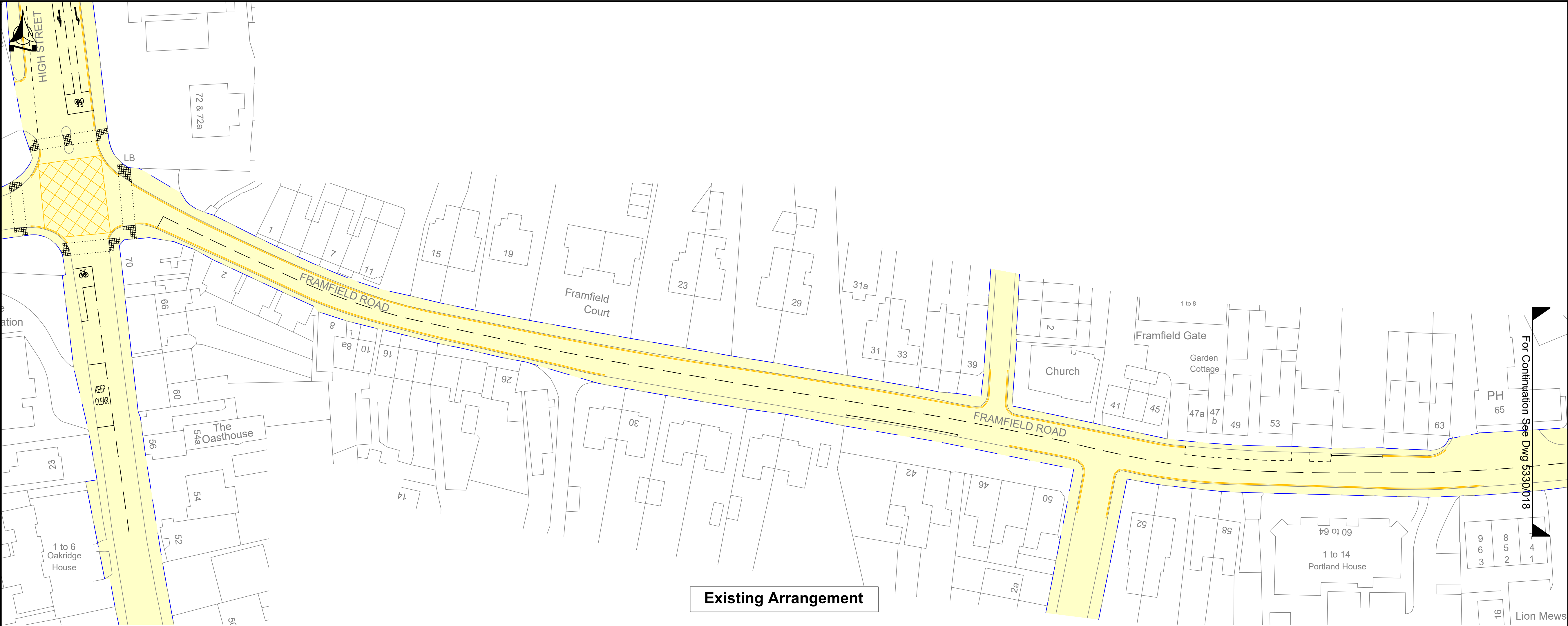
Appendix A3

Drawings associated with the Design Organisation Response

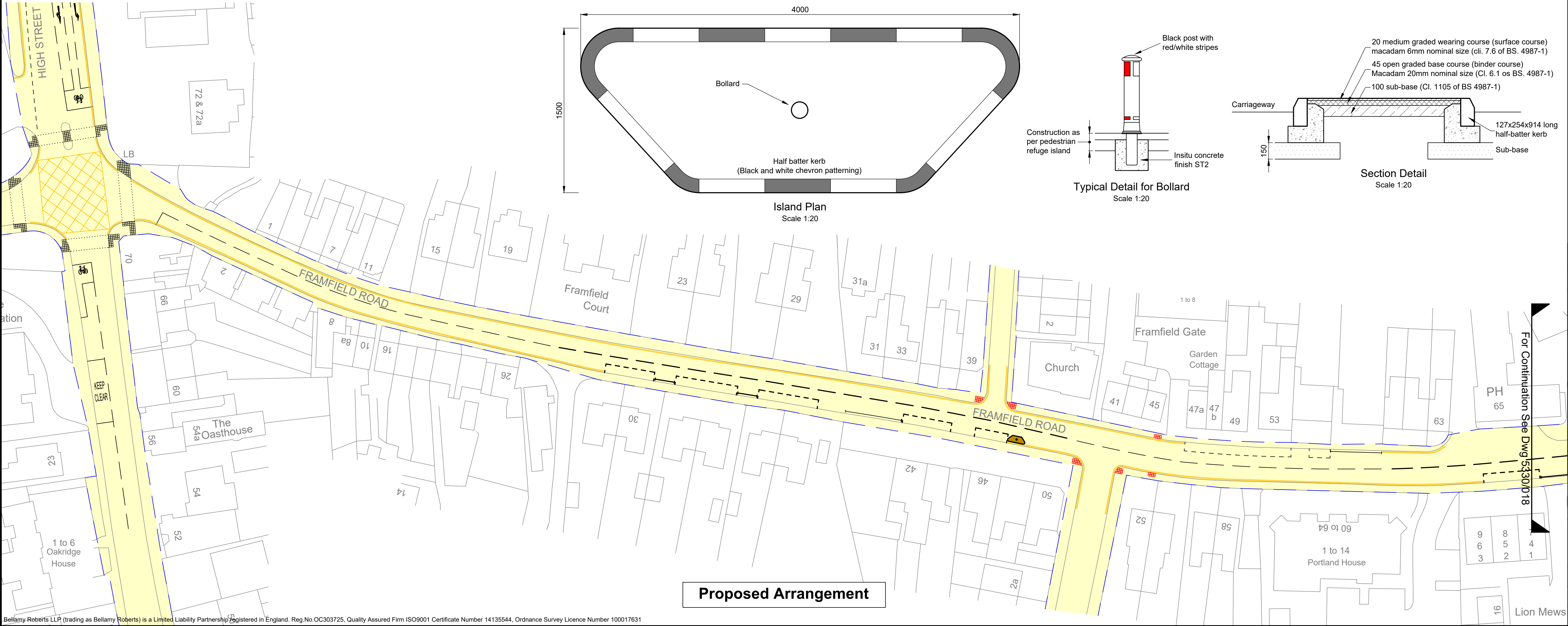
<u>Audit Stage</u>	<u>Drawing No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	5330-008	D	Proposed Speed Limit Relocation
	5330-016	E	Proposed Bus Stop Improvements
	5330-017	E	Framfield Road Improvements Sheet 1 of 2
	5330-018	D	Framfield Road Improvements Sheet 2 of 2
	5330-020	B	Proposed Access

fenley

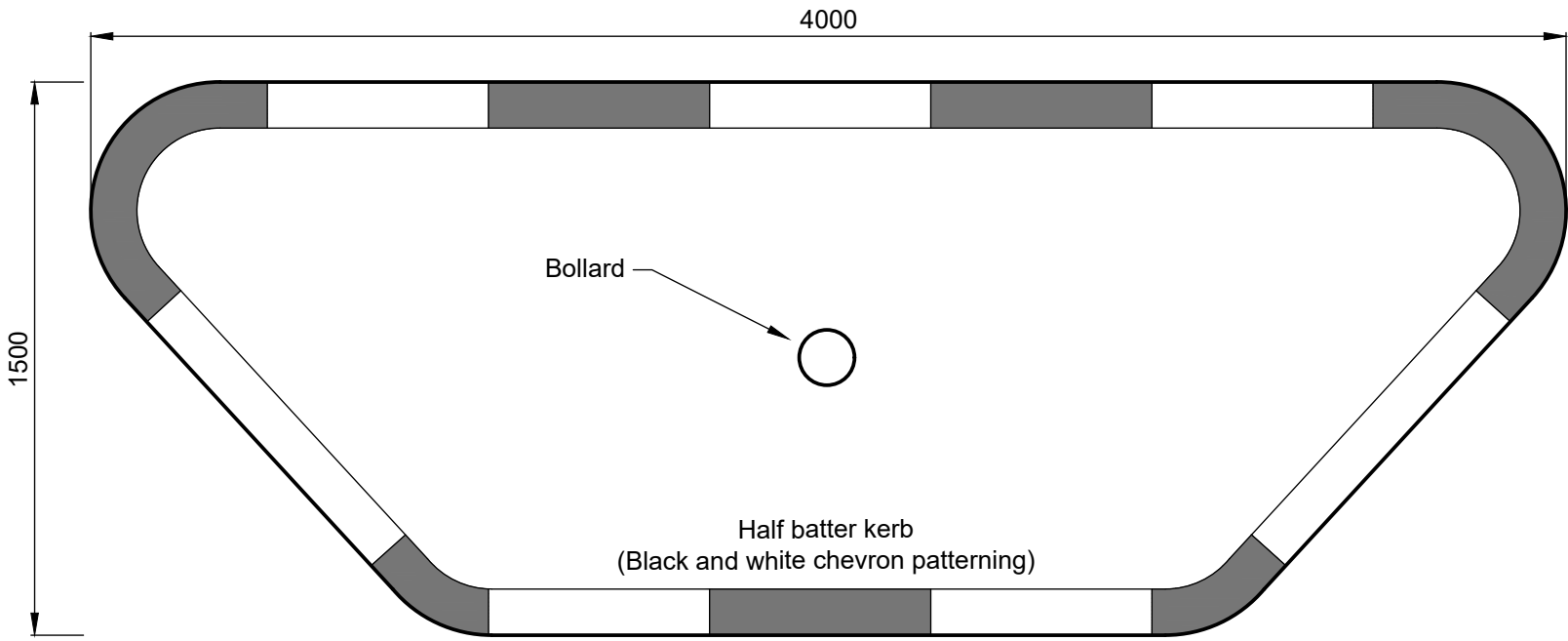
APPENDIX 9



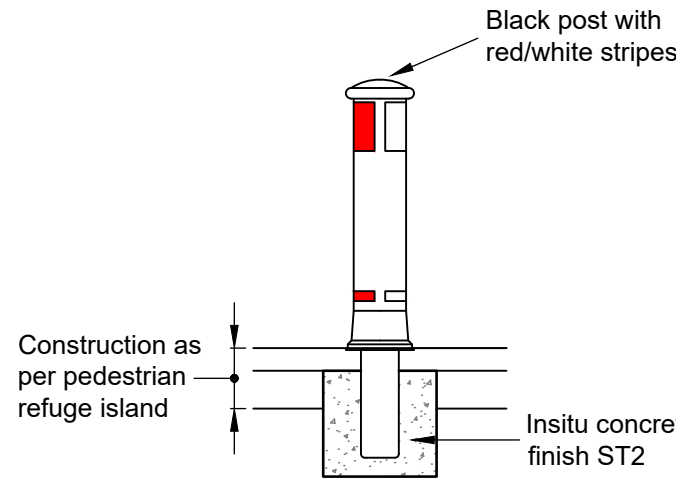
Existing Arrangement



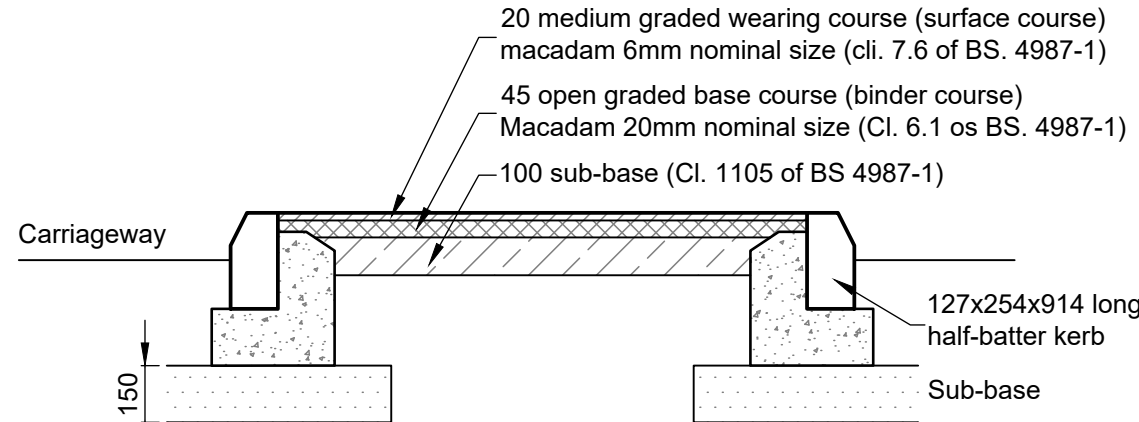
Proposed Arrangement



Island Plan
Scale 1:20



Typical Detail for Bollard
Scale 1:20



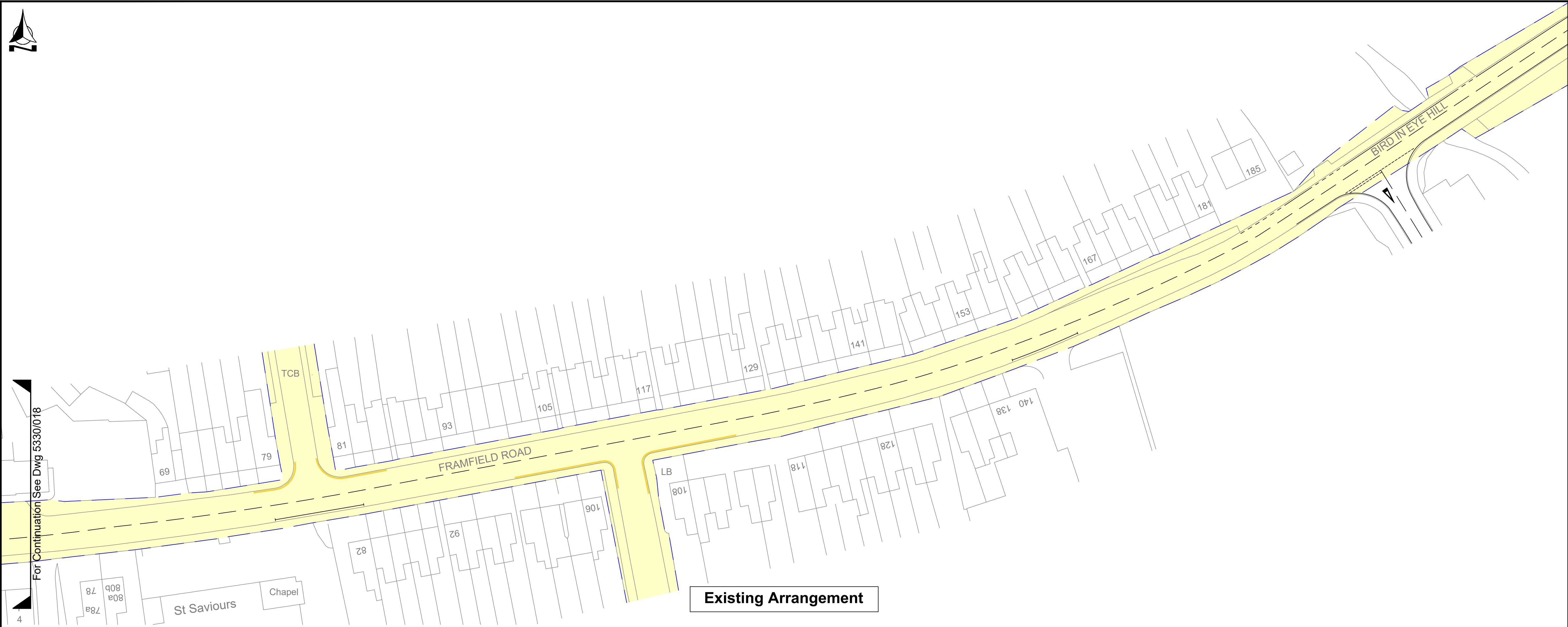
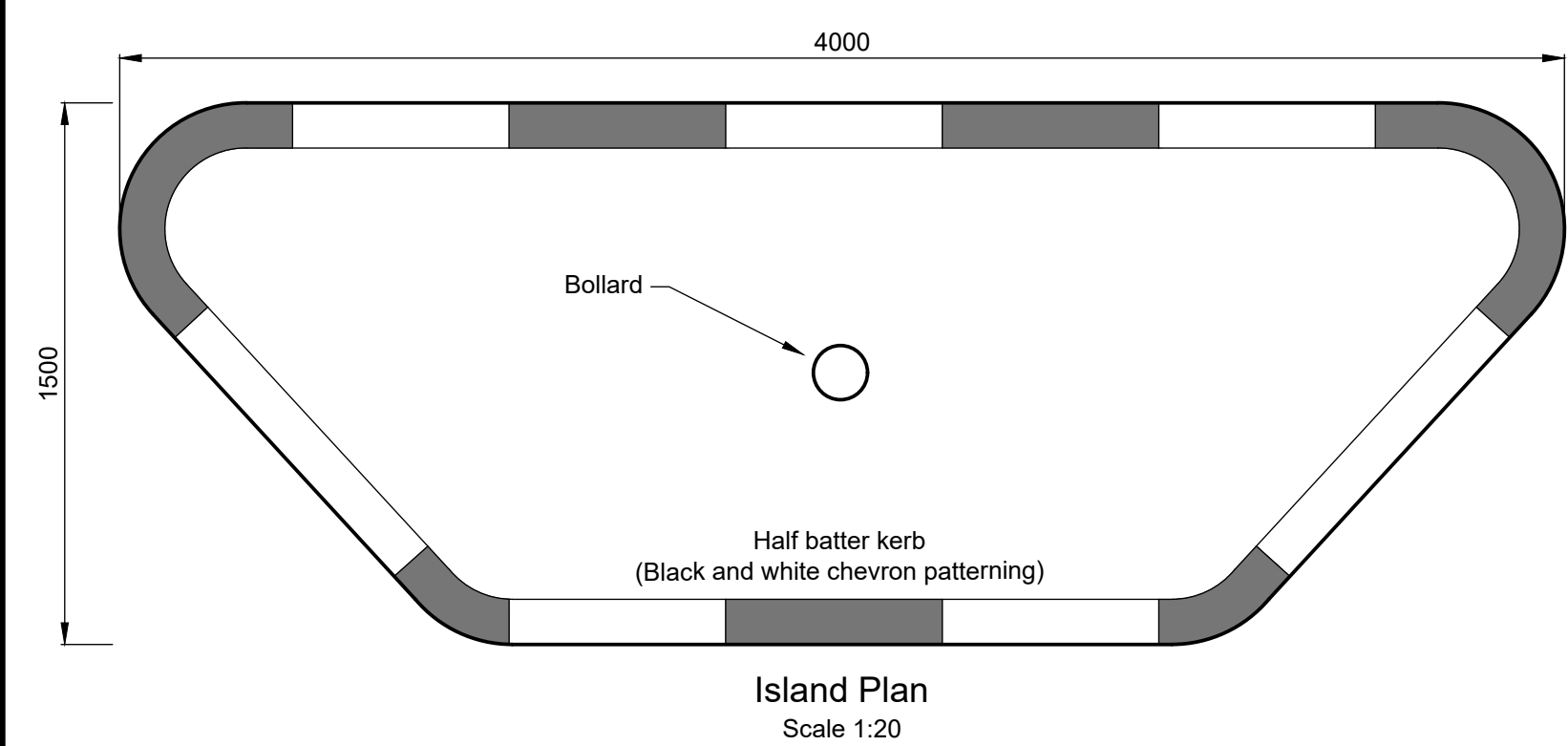
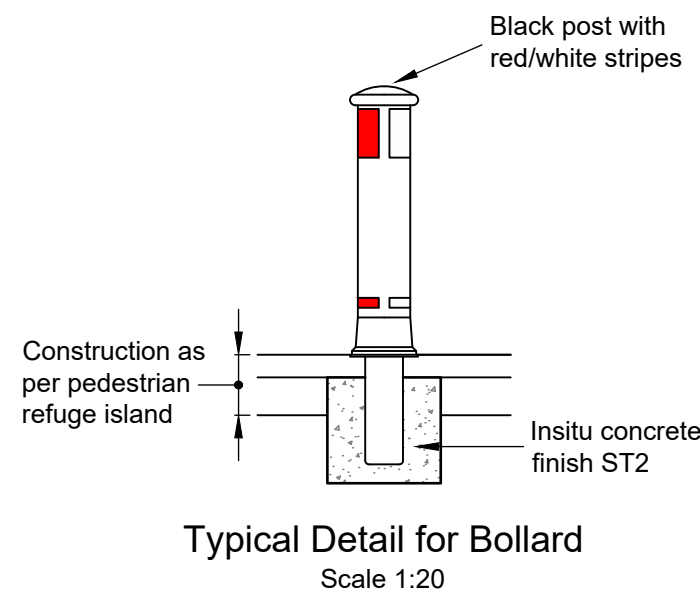
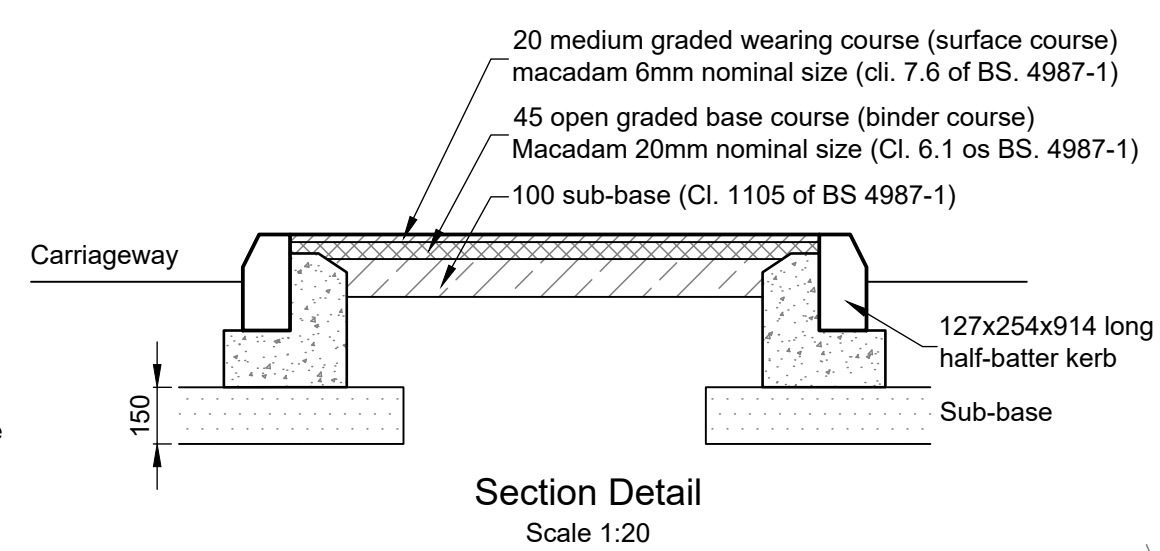
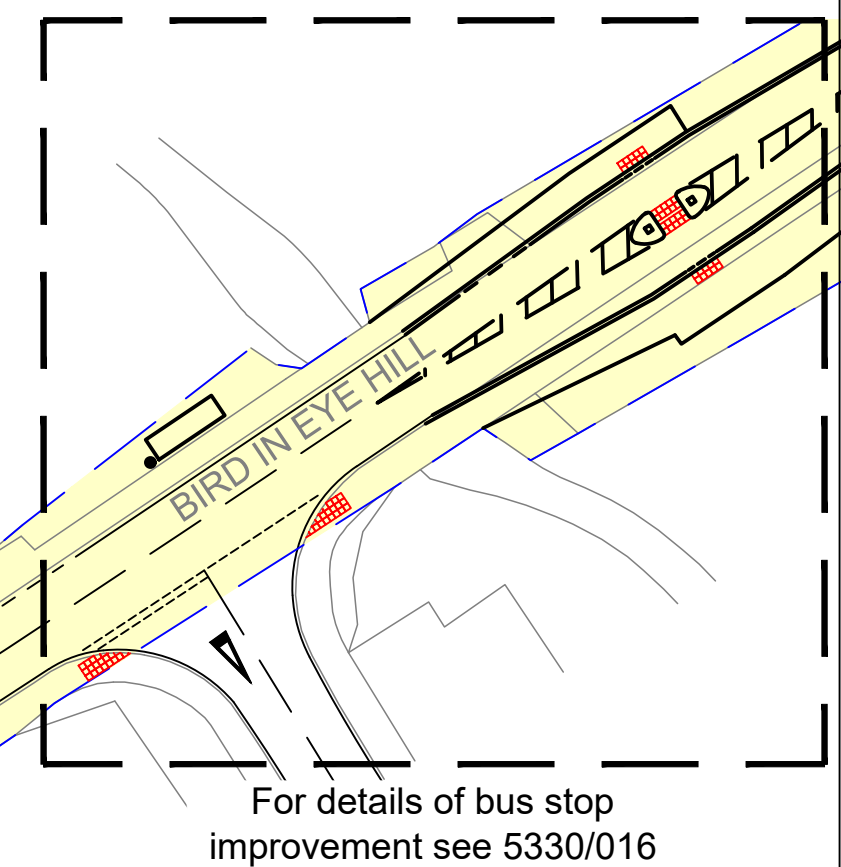
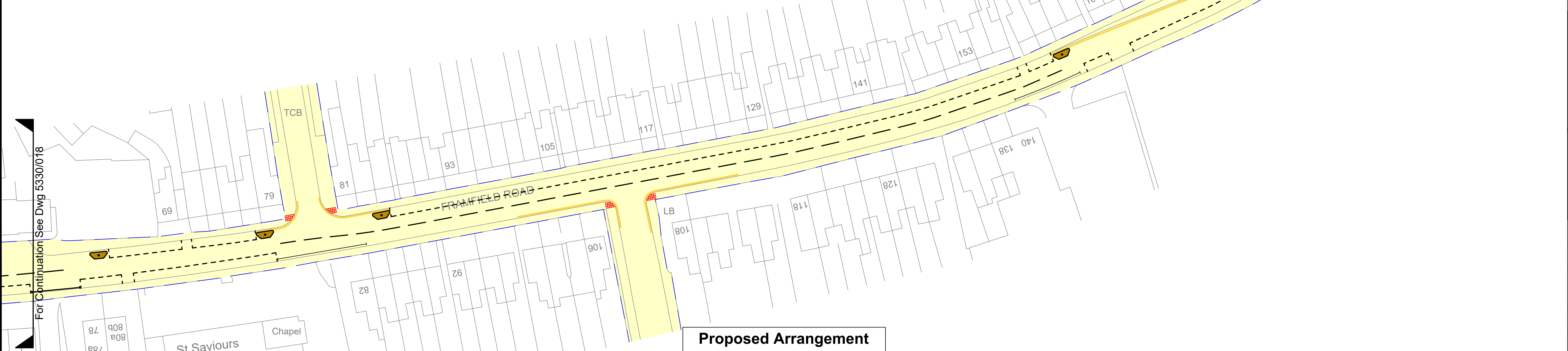
Section Detail
Scale 1:20

- Notes
- Do not scale this drawing
- Highway Boundary
 - New Tactile Paving
 - New Build-outs
 - New Parking Bay Road Markings

E	Minor amendments	JCB	MT
D	Crossings/Build-Outs Removed	ARL	MT
C	Pedestrian Crossing Added	ARM	MT
B	Island details amended	JCB	MT
A	Details added, plan updated	JCB	MT
REVISION	AMENDMENT	DRN	CHK

Bellamy Roberts
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Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT			Croudace Homes Ltd.		
PROJECT			Bird in Eye, Uckfield		
TITLE			Proposed Improvements Framfield Road Sheet 1 of 2		
DRAWN BY		DESIGN BY		CHK BY	
AM/JCB		MT		MT	
DATE		DRAWING No.		REV No.	
06/04/21		5330 / 017		E	
SCALE					
1:500 @ A1					



- Notes
- Do not scale this drawing
- Highway Boundary
 - New Tactile Paving
 - New Build-outs
 - New Parking Bay Road Markings

D	Minor amendments	JCB	MT
C	Build-Outs Removed	ARM	MT
B	Island details amended	JCB	MT
A	Details added, plan updated	JCB	MT
REVISION	AMENDMENT	DRN	CHK



Bellamy Roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT
Croudace Homes Ltd.

PROJECT
Bird in Eye, Uckfield

TITLE
Proposed Improvements
Framfield Road
Sheet 2 of 2

DRAWN BY AM/JCB	DESIGN BY MT	CHK BY MT
DATE 06/04/21	DRAWING No. 5330 / 018	REV No. D
SCALE 1:250 @ A1		

APPENDIX 10



Client: Bellamy Roberts

Project Number: TSP14950

Project Name: Uckfield Surveys

Survey Type: Parking Occupancy

Survey Date: 09 Feb 2022, Wednesday

Survey Time: 00:00-19:00

Weather: Dry

Comments:

Project Number: **TSP14950**
 Project Name: **Uckfield Surveys**
 Survey Type: **Parking Occupancy**
 Date: **09 February 2022, Wednesday**



Waiting Restrictions															
Street Name	ACCESS	ACCESS/DROPPED KERB	DOUBLE YELLOW	DOUBLE YELLOW/ACCESS	DOUBLE YELLOW/DROPPED KERB	DROPPED KERB	DROPPED KERB/WHITE LINE	KEEP CLEAR	PARKING BAY	PEDESTRIANISED DROPPED KERB	RESTRICTED CARRIAGE WAY	RESTRICTED CARRIAGE WAY/ ACCESS	UNRESTRICTED BAY	UNRESTRICTED BAY/NO KERB	Total
FRAMFIELD ROAD	3	1	62	4	22	15	9	3	4	0	7	2	72	8	212

Project Number: **TSP14950**
 Project Name: **Uckfield Surveys**
 Survey Type: **Parking Occupancy**
 Date: **09 February 2022, Wednesday**



Street Name/ Regulations															Parking Occupancy												
															Beat @ 00:00	Beat @ 08:00	Beat @ 09:00	Beat @ 10:00	Beat @ 11:00	Beat @ 12:00	Beat @ 13:00	Beat @ 14:00	Beat @ 15:00	Beat @ 16:00	Beat @ 17:00	Beat @ 18:00	Beat @ 19:00
FRAMFIELD ROAD	64	60	46	50	51	53	52	52	57	60	65	63	62	212	30%	28%	22%	24%	24%	25%	25%	25%	27%	28%	31%	30%	29%
ACCESS														3	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
ACCESS/DROPPED KERB														1	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
DOUBLE YELLOW	1	1				1				1	1	1	1	62	2%	2%	0%	0%	0%	2%	0%	0%	0%	2%	2%	2%	2%
DOUBLE YELLOW/ACCESS		2												4	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
DOUBLE YELLOW/DROPPED KERB														22	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
DROPPED KERB	2	1	1	2	2	1	2	2	2	2	2	2	2	15	13%	7%	7%	13%	13%	7%	13%	13%	13%	13%	13%	13%	13%
DROPPED KERB/WHITE LINE		1										1	1	9	0%	11%	0%	0%	0%	0%	0%	0%	0%	0%	11%	11%	11%
KEEP CLEAR														3	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PARKING BAY	3	3	2	4	5	5	4	4	4	5	4	4	3	4	75%	75%	50%	100%	125%	125%	100%	100%	100%	125%	100%	100%	75%
PEDESTRIANISED DROPPED KERB														0													
RESTRICTED CARRIAGE WAY	1	1	1	1	1	2	1	1	1	1	2	2		7	14%	14%	14%	14%	14%	29%	14%	14%	14%	14%	29%	29%	0%
RESTRICTED CARRIAGE WAY/ ACCESS														2	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
UNRESTRICTED BAY	57	51	42	43	43	44	45	44	49	50	55	53	55	72	79%	71%	58%	60%	60%	61%	63%	61%	68%	69%	76%	74%	76%
UNRESTRICTED BAY/NO KERB														8	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Parking Stress	60	54	44	47	48	49	49	48	53	55	59	57	58	84	71%	64%	52%	56%	57%	58%	58%	57%	63%	65%	70%	68%	69%

STREET NAME	Regulation ID	Regulation	Bay No	Bay Length	No of Bays	Comments	00:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00
FRAMFIELD ROAD	1	DOUBLE YELLOW	1A	5.0	1														
FRAMFIELD ROAD	1	DOUBLE YELLOW	1B	5.0	1														
FRAMFIELD ROAD	1	DOUBLE YELLOW	1C	5.0	1														
FRAMFIELD ROAD	1	DOUBLE YELLOW	1D	5.0	1														
FRAMFIELD ROAD	1	DOUBLE YELLOW	1E	5.0	1														
FRAMFIELD ROAD	1	DOUBLE YELLOW	1F	5.0	1														
FRAMFIELD ROAD	1	DOUBLE YELLOW	1G	5.0	1														
FRAMFIELD ROAD	1	DOUBLE YELLOW	1H	5.0	1														
FRAMFIELD ROAD	1	DOUBLE YELLOW	1I	5.0	1														
FRAMFIELD ROAD	1	DOUBLE YELLOW	1J	2.8	0														
FRAMFIELD ROAD	1	DOUBLE YELLOW	1K	5.0	1														
FRAMFIELD ROAD	1	DOUBLE YELLOW	1L	5.0	1														
FRAMFIELD ROAD	1	DOUBLE YELLOW	1M	5.0	1														
FRAMFIELD ROAD	1	DOUBLE YELLOW	1N	5.0	1														
FRAMFIELD ROAD	1	DOUBLE YELLOW	1O	5.0	1														
FRAMFIELD ROAD	1	DOUBLE YELLOW	1P	5.0	1														
FRAMFIELD ROAD	1	DOUBLE YELLOW	1Q	5.0	1														
FRAMFIELD ROAD	1	DOUBLE YELLOW	1R	5.0	1														
FRAMFIELD ROAD	1	DOUBLE YELLOW	1S	5.0	1														
FRAMFIELD ROAD	1	DOUBLE YELLOW	1T	5.0	1														
FRAMFIELD ROAD	2	DOUBLE YELLOW/ACCESS	2A	5.0	1			Oqv1											
FRAMFIELD ROAD	2	DOUBLE YELLOW/ACCESS	2B	6.5	1			Lqv											
FRAMFIELD ROAD	3	UNRESTRICTED BAY	3A	5.0	1		Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car
FRAMFIELD ROAD	3	UNRESTRICTED BAY	3B	5.0	1		Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car
FRAMFIELD ROAD	3	UNRESTRICTED BAY	3C	4.4	0		Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car
FRAMFIELD ROAD	4	DROPPED KERB	4A	3.9	0														
FRAMFIELD ROAD	5	UNRESTRICTED BAY	5A	5.0	1		Car	Car										Lqv	
FRAMFIELD ROAD	5	UNRESTRICTED BAY	5B	5.0	1		Car	Car	Car	Car	Car	Car			Car	Car	Car	Car	Car
FRAMFIELD ROAD	5	UNRESTRICTED BAY	5C	3.9	0		Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car
FRAMFIELD ROAD	6	DROPPED KERB/WHITE LINE	6A	5.0	1														
FRAMFIELD ROAD	6	DROPPED KERB/WHITE LINE	6B	4.7	0														
FRAMFIELD ROAD	7	UNRESTRICTED BAY	7A	5.0	1		Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car
FRAMFIELD ROAD	7	UNRESTRICTED BAY	7B	5.6	1		Car	Car	Car	Car	Car	Oqv1	Car		Car	Car	Car	Car	Car
FRAMFIELD ROAD	8	DROPPED KERB	8A	4.9	0														
FRAMFIELD ROAD	9	UNRESTRICTED BAY	9A	3.4	0														
FRAMFIELD ROAD	10	DROPPED KERB/WHITE LINE	10A	5.0	1			Car										Car	
FRAMFIELD ROAD	10	DROPPED KERB/WHITE LINE	10B	5.0	1														Car
FRAMFIELD ROAD	10	DROPPED KERB/WHITE LINE	10C	6.8	1														
FRAMFIELD ROAD	11	UNRESTRICTED BAY	11A	5.0	1		Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car
FRAMFIELD ROAD	11	UNRESTRICTED BAY	11B	4.1	0		Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car
FRAMFIELD ROAD	12	DROPPED KERB	12A	5.7	1														
FRAMFIELD ROAD	13	UNRESTRICTED BAY	13A	5.0	1		Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car
FRAMFIELD ROAD	13	UNRESTRICTED BAY	13B	4.0	0		Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car
FRAMFIELD ROAD	14	DOUBLE YELLOW/DROPPED KERB	14A	6.9	1														
FRAMFIELD ROAD	15	DOUBLE YELLOW	15A	5.0	1														
FRAMFIELD ROAD	15	DOUBLE YELLOW	15B	4.7	0	CROSS HARCOURT ROAD													
FRAMFIELD ROAD	16	DOUBLE YELLOW	16A	5.0	1														
FRAMFIELD ROAD	16	DOUBLE YELLOW	16B	5.7	1														
FRAMFIELD ROAD	17	DOUBLE YELLOW/DROPPED KERB	17A	5.0	1														
FRAMFIELD ROAD	17	DOUBLE YELLOW/DROPPED KERB	17B	5.2	1														
FRAMFIELD ROAD	18	DOUBLE YELLOW	18A	2.7	0														
FRAMFIELD ROAD	19	DOUBLE YELLOW/DROPPED KERB	19A	5.0	1														
FRAMFIELD ROAD	19	DOUBLE YELLOW/DROPPED KERB	19B	5.0	1														
FRAMFIELD ROAD	19	DOUBLE YELLOW/DROPPED KERB	19C	5.0	1														
FRAMFIELD ROAD	19	DOUBLE YELLOW/DROPPED KERB	19D	3.8	0														
FRAMFIELD ROAD	20	DOUBLE YELLOW	20A	4.2	0														
FRAMFIELD ROAD	21	DOUBLE YELLOW/DROPPED KERB	21A	5.0	1														
FRAMFIELD ROAD	21	DOUBLE YELLOW/DROPPED KERB	21B	5.0	1														
FRAMFIELD ROAD	21	DOUBLE YELLOW/DROPPED KERB	21C	5.0	1														
FRAMFIELD ROAD	21	DOUBLE YELLOW/DROPPED KERB	21D	5.0	1														
FRAMFIELD ROAD	21	DOUBLE YELLOW/DROPPED KERB	21E	5.0	1														
FRAMFIELD ROAD	21	DOUBLE YELLOW/DROPPED KERB	21F	5.0	1														
FRAMFIELD ROAD	21	DOUBLE YELLOW/DROPPED KERB	21G	2.6	0														
FRAMFIELD ROAD	22	DOUBLE YELLOW	22A	2.6	0														
FRAMFIELD ROAD	23	UNRESTRICTED BAY	23A	6.1	1								Car	Car	Car	Car	Car	Car	Car
FRAMFIELD ROAD	24	DROPPED KERB	24A	6.3	1		Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car
FRAMFIELD ROAD	25	UNRESTRICTED BAY	25A	4.3	0		Lqv	Lqv	Lqv	Lqv	Lqv	Lqv	Lqv	Lqv	Lqv	Lqv	Lqv	Lqv	Lqv
FRAMFIELD ROAD	26	DROPPED KERB	26A	5.0	1														
FRAMFIELD ROAD	26	DROPPED KERB	26B	6.0	1														
FRAMFIELD ROAD	27	UNRESTRICTED BAY	27A	5.0	1		Car	Car		Car				Car	Car	Car	Car	Car	Car
FRAMFIELD ROAD	27	UNRESTRICTED BAY	27B	5.0	1				Lqv	Lqv									
FRAMFIELD ROAD	28	DROPPED KERB	28A	5.1	1														
FRAMFIELD ROAD	29	UNRESTRICTED BAY	29A	5.0	1		Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car
FRAMFIELD ROAD	29	UNRESTRICTED BAY	29B	5.0	1		Car	Car											
FRAMFIELD ROAD	29	UNRESTRICTED BAY	29C	5.0	1		Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car
FRAMFIELD ROAD	29	UNRESTRICTED BAY	29D	5.0	1											Lqv	Lqv	Lqv	Lqv
FRAMFIELD ROAD	29	UNRESTRICTED BAY	29E	5.0	1														
FRAMFIELD ROAD	29	UNRESTRICTED BAY	29F	4.2	0		Car	Car	Car	Car			Car	Car	Car	Car	Car	Car	Car
FRAMFIELD ROAD	30	DROPPED KERB/WHITE LINE	30A	5.0	1														
FRAMFIELD ROAD	30	DROPPED KERB/WHITE LINE	30B	5.0	1														
FRAMFIELD ROAD	30	DROPPED KERB/WHITE LINE	30C	5.0	1														
FRAMFIELD ROAD	30	DROPPED KERB/WHITE LINE	30D	4.0	0														

FRAMFIELD ROAD	31	UNRESTRICTED BAY	31A	4.0	0		Car	Car								Car				Car
FRAMFIELD ROAD	32	DROPPED KERB	32A	5.0	1															
FRAMFIELD ROAD	32	DROPPED KERB	32B	5.0	1															
FRAMFIELD ROAD	32	DROPPED KERB	32C	3.0	0															
FRAMFIELD ROAD	33	UNRESTRICTED BAY	33A	5.0	1															
FRAMFIELD ROAD	34	DROPPED KERB	34A	5.0	1															
FRAMFIELD ROAD	34	DROPPED KERB	34B	6.5	1															
FRAMFIELD ROAD	35	DOUBLE YELLOW/DROPPED KERB	35A	5.0	1															
FRAMFIELD ROAD	35	DOUBLE YELLOW/DROPPED KERB	35B	5.0	1															
FRAMFIELD ROAD	35	DOUBLE YELLOW/DROPPED KERB	35C	6.5	1															
FRAMFIELD ROAD	36	DOUBLE YELLOW	36A	5.0	1															
FRAMFIELD ROAD	36	DOUBLE YELLOW	36B	2.6	0	CROSS SELBY ROAD														
FRAMFIELD ROAD	37	DOUBLE YELLOW	37A	5.0	1															
FRAMFIELD ROAD	37	DOUBLE YELLOW	37B	5.0	1															
FRAMFIELD ROAD	37	DOUBLE YELLOW	37C	2.7	0															
FRAMFIELD ROAD	38	DOUBLE YELLOW/DROPPED KERB	38A	5.0	1															
FRAMFIELD ROAD	38	DOUBLE YELLOW/DROPPED KERB	38B	4.5	0															
FRAMFIELD ROAD	39	UNRESTRICTED BAY	39A	6.6	1															
FRAMFIELD ROAD	40	DROPPED KERB	40A	4.4	0															
FRAMFIELD ROAD	41	UNRESTRICTED BAY	41A	5.0	1															
FRAMFIELD ROAD	41	UNRESTRICTED BAY	41B	5.0	1															
FRAMFIELD ROAD	41	UNRESTRICTED BAY	41C	6.7	1															
FRAMFIELD ROAD	42	DROPPED KERB	42A	5.0	1															
FRAMFIELD ROAD	42	DROPPED KERB	42B	5.0	1															
FRAMFIELD ROAD	42	DROPPED KERB	42C	3.0	0															
FRAMFIELD ROAD	43	UNRESTRICTED BAY	43A	5.0	1															
FRAMFIELD ROAD	44	DROPPED KERB	44A	5.0	1															
FRAMFIELD ROAD	44	DROPPED KERB	44B	5.0	1															
FRAMFIELD ROAD	44	DROPPED KERB	44C	3.0	0															
FRAMFIELD ROAD	45	UNRESTRICTED BAY	45A	5.0	1		Car													
FRAMFIELD ROAD	45	UNRESTRICTED BAY	45B	2.8	0															
FRAMFIELD ROAD	46	KEEP CLEAR	46A	5.0	1															
FRAMFIELD ROAD	46	KEEP CLEAR	46B	5.0	1															
FRAMFIELD ROAD	46	KEEP CLEAR	46C	6.7	1															
FRAMFIELD ROAD	47	UNRESTRICTED BAY	47A	7.0	1		Car	Car				Lqv	Lqv	Lqv	Lqv	Lqv	Lqv	Lqv	Lqv	Lqv
FRAMFIELD ROAD	48	DROPPED KERB	48A	4.0	0		Car					Car	Car	Car	Car	Car	Car	Car	Car	Car
FRAMFIELD ROAD	49	UNRESTRICTED BAY	49A	5.0	1		Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car
FRAMFIELD ROAD	49	UNRESTRICTED BAY	49B	5.0	1		Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car
FRAMFIELD ROAD	49	UNRESTRICTED BAY	49C	5.0	1		Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car
FRAMFIELD ROAD	49	UNRESTRICTED BAY	49D	5.0	1		Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car
FRAMFIELD ROAD	49	UNRESTRICTED BAY	49E	5.0	1		Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car
FRAMFIELD ROAD	49	UNRESTRICTED BAY	49F	6.2	1		Lqv									Lqv	Lqv	Lqv	Lqv	Lqv
FRAMFIELD ROAD	50	RESTRICTED CARRIAGE WAY	50A	5.0	1		Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car
FRAMFIELD ROAD	50	RESTRICTED CARRIAGE WAY	50B	5.0	1															
FRAMFIELD ROAD	50	RESTRICTED CARRIAGE WAY	50C	5.0	1															
FRAMFIELD ROAD	50	RESTRICTED CARRIAGE WAY	50D	5.0	1															
FRAMFIELD ROAD	50	RESTRICTED CARRIAGE WAY	50E	4.5	0															
FRAMFIELD ROAD	51	ACCESS	51A	5.0	1	ACCESS TO HOSPITAL														
FRAMFIELD ROAD	51	ACCESS	51B	5.0	1	ACCESS TO HOSPITAL														
FRAMFIELD ROAD	51	ACCESS	51C	5.0	1	ACCESS TO HOSPITAL														
FRAMFIELD ROAD	51	ACCESS	51D	4.0	0	CROSS OVER														
FRAMFIELD ROAD	52	RESTRICTED CARRIAGE WAY	52A	5.0	1															
FRAMFIELD ROAD	52	RESTRICTED CARRIAGE WAY	52B	6.0	1															
FRAMFIELD ROAD	53	RESTRICTED CARRIAGE WAY/ ACCESS	53A	5.6	1															
FRAMFIELD ROAD	53	RESTRICTED CARRIAGE WAY/ ACCESS	53B	5.0	1															
FRAMFIELD ROAD	54	RESTRICTED CARRIAGE WAY	54A	5.0	1															
FRAMFIELD ROAD	54	RESTRICTED CARRIAGE WAY	54B	3.5	0															
FRAMFIELD ROAD	55	DROPPED KERB	55A	8.0	1															
FRAMFIELD ROAD	56	UNRESTRICTED BAY/NO KERB	56A	5.0	1															
FRAMFIELD ROAD	56	UNRESTRICTED BAY/NO KERB	56B	5.0	1															
FRAMFIELD ROAD	56	UNRESTRICTED BAY/NO KERB	56C	5.0	1															
FRAMFIELD ROAD	56	UNRESTRICTED BAY/NO KERB	56D	5.0	1															
FRAMFIELD ROAD	56	UNRESTRICTED BAY/NO KERB	56E	5.0	1															
FRAMFIELD ROAD	56	UNRESTRICTED BAY/NO KERB	56F	5.0	1															
FRAMFIELD ROAD	56	UNRESTRICTED BAY/NO KERB	56G	5.0	1															
FRAMFIELD ROAD	56	UNRESTRICTED BAY/NO KERB	56H	5.0	1															
FRAMFIELD ROAD	56	UNRESTRICTED BAY/NO KERB	56I	3.0	0															
FRAMFIELD ROAD	57	UNRESTRICTED BAY	57A	5.0	1		Car													
FRAMFIELD ROAD	57	UNRESTRICTED BAY	57B	5.0	1		Car	Lqv		Car	Lqv	Lqv	Lqv	Lqv	Lqv	Lqv	Lqv	Lqv	Lqv	Lqv
FRAMFIELD ROAD	57	UNRESTRICTED BAY	57C	5.6	1															
FRAMFIELD ROAD	58	PEDESTRIANISED DROPPED KERB	58A	2.7	0											Car	Car	Car	Car	Car
FRAMFIELD ROAD	59	UNRESTRICTED BAY	59A	5.0	1											Car	Car	Car	Car	Car
FRAMFIELD ROAD	59	UNRESTRICTED BAY	59B	5.0	1															
FRAMFIELD ROAD	59	UNRESTRICTED BAY	59C	5.0	1		Lqv											Lqv	Lqv	Lqv
FRAMFIELD ROAD	59	UNRESTRICTED BAY	59D	5.0	1		Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car
FRAMFIELD ROAD	59	UNRESTRICTED BAY	59E	5.0	1		Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car
FRAMFIELD ROAD	59	UNRESTRICTED BAY	59F	5.0	1		Car													Car
FRAMFIELD ROAD	59	UNRESTRICTED BAY	59G	5.0	1			Lqv												
FRAMFIELD ROAD	59	UNRESTRICTED BAY	59H	5.0	1		Lqv													
FRAMFIELD ROAD	59	UNRESTRICTED BAY	59I	5.0	1			Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Lqv	Lqv	Lqv
FRAMFIELD ROAD	59	UNRESTRICTED BAY	59J	5.0	1		Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car
FRAMFIELD ROAD	59	UNRESTRICTED BAY	59K	5.0	1		Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car
FRAMFIELD ROAD	59	UNRESTRICTED BAY	59L	5.0	1		Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car
FRAMFIELD ROAD	59	UNRESTRICTED BAY	59M	5.0	1		Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car	Car

[illegible]

[illegible]

APPENDIX 11

Matt Twinberrow

Subject: FW: Uckfield Traffic Signals (BR 5330)

From: Roger Archer-Reeves
Sent: 24 February 2022 15:16
To: Matt Twinberrow; Nick Killick; Reece Bowie
Subject: RE: Uckfield Traffic Signals (BR 5330)

Matt

Apologise, I guess I was thinking someone else would your note was good and they were thinking it would be me.

I can confirm the note from you of the 17th February 22 at 15:06 hrs is an accurate though brief resume of our meeting and views.

To underline the point you made regarding SCOOT use or lack off within East Sussex has purely been financial.

Regards

Roger

From: Matt Twinberrow
Sent: 24 February 2022 15:02
To: Nick Killick Roger Archer-Reeves <; Reece Bowie >
Subject: FW: Uckfield Traffic Signals (BR 5330)

Hi all

I trust you are all well.

I would be grateful if you could please confirm the items discussed in our meeting (summarised below), particularly the reason why SCOOT has not yet been installed at these junctions is financial and not that SCOOT would be ineffective.

Thanks in advance.

Kind Regards,

Matt Twinberrow BEng MCIHT
Associate Partner
Bellamy Roberts
Highway Transportation and Infrastructure Consultants
Clover House, Western Lane, Odiham, Hampshire, RG29 1TU

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From: Matt Twinberrow
Sent: 17 February 2022 15:06
To: Nick Killick 'Roger Archer-Reeves'; Reece Bowie
Subject: Uckfield Traffic Signals (BR 5330)

Hi all

Thanks again for meeting earlier.

As discussed, please find attached the SATURN outputs we've received from Jacobs. For reference, our site is Bird in Eye South (ref. DS2).

I look forward to our meeting in 2 weeks' time where we can discuss matters further.

To assist, I've provided a summary of our discussion below:

- Church Street should be included in the LinSig assessment of the town centre, along with all signalised pedestrian crossings between Church Street and Framfield Road.
- SCOOT represents the only means of improving capacity at these junctions, given physical constraints.
- The reason why SCOOT has not yet been installed at these junctions is financial and not that SCOOT would be ineffective.
- Nick will review the LinSig modelling submitted to date and provide comments at next meeting on 3rd March.

Kind Regards,

Matt Twinberrow BEng MCIHT
Associate Partner
Bellamy Roberts
Highway Transportation and Infrastructure Consultants
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Matt Twinberrow

Subject: FW: Uckfield SCOOT (BR 5330)

From: Nick Killick
Sent: 03 March 2022 11:37
To: Matt Twinberrow
Cc: Reece Bowie; Roger Archer-Reeves
Subject: RE: Uckfield SCOOT (BR 5330)

Hi Matt,

As stated in the meeting, I am happy that the model would be acceptable, given the data used.

Without modelling the two junctions myself, and gathering independent data, I have no comparison scenarios. Obviously doing this would incur costs, and a significant time investment.

Having said that, your traffic flows and PRC calculations do seem reasonable for the two sites, so I have no reason to question your results.

My approval relates only to the technical specifics of the two sites modelled, and should not be taken as an overall scheme approval.

Hope that makes sense.

Best regards

Nick Killick BSc (Hons) Des Inn MIHE | **Project & Maintenance Manager - Traffic Signals - ITS**

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