



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

Planning Reference: WD/2021/2198/MAO

HIGHWAY NOTE

On behalf of
Croudace Homes Limited

croudacehomes

MT/5330/HN.2
November 2022

Experience and expertise working together

Document Control Sheet

Client: Croudace Homes Ltd.
Croudace House
Tupwood Lane
Caterham
Surrey
CR3 6XQ

Report Issue No.	Status	Date	Author	Authorised
5330/HN.1	Draft	1 st November 2022	MT	MT
5330/HN.2	Final	10 th November 2022	MT	MT

COPYRIGHT© Bellamy Roberts.

The material presented in this report is confidential. This report has been prepared for the exclusive use of Croudace Homes Limited within the terms of the contract and shall not be distributed or made available to any other company or person without the knowledge and written consent of Bellamy Roberts.

Any such party relies on the report at their own risk.

CONTENTS

1.0	INTRODUCTION	1
2.0	CONSIDERATION OF CHA COMMENTS	2
3.0	SUMMARY AND CONCLUSION	5

APPENDICES

Appendix 1	CHA Comments (7 th October 2022)
Appendix 2	NMU Audit (MT/5330/WCHAR.2 – October 2022)
Appendix 3	Proposed Site Access Line and Level Drawing (5330/1001 Rev. A)
Appendix 4	Stage 1 Road Safety Audit
Appendix 5	Proposed Site Access (5330/021 Rev. J) & Swept Path Analysis (5330/227 rev. A, 228 Rev. A & 229)

1.0 INTRODUCTION

1.1 Bellamy Roberts has been instructed by Croudace Homes Limited to prepare a Highway Note in response to comments received from the County Highway Authority (CHA) via email dated 7th October 2022. For reference, the correspondence is provided at [Appendix 1](#). In summary, the CHA has requested the following additional information:

- NMU Audit;
- Bus stop request close to the site access (Passenger Transport Comments;
- Parking survey comments – further survey was expected;
- The speed limit reduction – a highway scheme with a visible change in character and extension of street lighting to create a self-enforcing 30mph speed limit;
- Dependant on the access being accepted in terms of position, the details such as cross sections, gradient or junction geometry will be required; and
- Verge separation for the cycleway/footway; also has any thought been given to cyclists approaching from the west towards the site, being able to join the cycleway.

1.2 In addition to the above matters, a Stage 1 Road Safety Audit (RSA) of the proposed right turn lane access layout has been undertaken and is discussed later in this Report.

2.0 CONSIDERATION OF CHA COMMENTS

2.1 The comments from the CHA dated 7th October 2022 have been considered in this section of the Report. For ease of reference, the CHA comments are provided in **bold**, and have been responded to in turn.

2.2 NMU Audit.

2.3 In their consultation comments dated December 2021, the CHA stated that mitigation measures to improve the non-motorised environment along Framfield Road should derive from the outcome of a Non-Motorised User (NMU) Audit.

2.4 Whilst such an Audit was not previously submitted as a standalone document, a review of the constraints and opportunities for pedestrians and cyclists has been undertaken (following a site visit undertaken in March 2021) and which informed the package of mitigation measures that were set out in the Transport Assessment and the subsequent addendums.

2.5 Nevertheless, and as requested by the CHA, a dedicated NMU Audit has been prepared and is provided at [Appendix 2](#).

2.6 Bus stop request close to the site access (Passenger Transport Comments.)

2.7 Comments from the ESCC Passenger Transport team were received in December 2021 and it was requested that two new bus stops should be provided adjacent to the main site access. The reason for this being that those properties in the south-east corner of the site would be more than 400m from the existing bus stops adjacent to the hospital access.

2.8 The distance of 400m is often quoted with regard to accessibility however it is not based on any empirical evidence. Data from the 2018 National Travel Survey (i.e., before Covid) reveals that the majority (80%) of journeys under one mile (1.6km) are undertaken on foot. The properties in the south-east corner of the site are approximately 825m from the bus stops near the Hospital so within easy walking distance.

- 2.9** Nevertheless, rather than providing stops along the site frontage, it is proposed that the bus service enter the application site. The service could either travel the full extent of the proposed estate roads, or a loop be provided at the site access to accommodate a bus stop and turning area.
- 2.10** As set out in the previously submitted Transport Assessment Addendum, the applicant is willing to fund new bus service and the above suggestion could be incorporated into the package of agreed measures.
- 2.11** **Parking survey comments – further survey was expected.**
- 2.12** Two on-street car parking surveys have been undertaken, one in October 2020 and the other in February 2022 which were provided at Appendix 25 of the Transport Assessment and Appendix 10 of the Transport Assessment Addendum respectively.
- 2.13** Both on-street parking surveys recorded similar occupancy levels and it is not considered that additional parking surveys are necessary.
- 2.14** **The speed limit reduction – a highway scheme with a visible change in character and extension of street lighting to create a self-enforcing 30mph speed limit.**
- 2.15** The introduction of the proposed site access, which will incorporate a right turn lane, will provide a visible change in character along this section of Bird in Eye Hill.
- 2.16** Street lighting can be incorporated into the scheme (assuming sufficient land availability within the adopted public highway). This can be addressed at the detailed design stage.
- 2.17** **Dependant on the access being accepted in terms of position, the details such as cross sections, gradient or junction geometry will be required.**
- 2.18** The proposed line and level drawing for the site access is provided at [Appendix 3](#).

2.19 **Verge separation for the cycleway/footway; also has any thought been given to cyclists approaching from the west towards the site, being able to join the cycleway.**

2.20 It is evident that sufficient land exists within the adopted public highway to provide the requested verge separation between the proposed footway/cycleway and the carriageway. This is a matter than can be considered further at the detailed design stage.

2.21 Regarding eastbound cyclists being able to join the cycleway, this is a matter than can be considered further at the detailed design stage. Nevertheless, paragraph 7.9.1 of Local Transport Note 2/08 'Cycle Infrastructure Design (October 2008), states that "*two-way cycle lanes are not generally recommended, because they can be confusing to motorists*". In this regard, it is suggested that eastbound cyclists enter the site at the segregated pedestrian/cyclist access.

Stage 1 Road Safety Audit

2.22 A Stage 1 Road Safety Audit of the proposed site access which now incorporates a right turn lane has been undertaken (see [Appendix 4](#)). A Designer's Response to the items raised by the Auditor has been provided and the proposed access drawing has been amended as necessary and additional swept path analysis has been provided (see [Appendix 5](#)).

3.0 SUMMARY AND CONCLUSION

Summary

3.1 Bellamy Roberts has been instructed by Croudace Homes Limited to prepare a Highway Note in response to comments received from the County Highway Authority (CHA) via email dated 7th October 2022.

3.2 The items raised by the CHA in their correspondence and by the Road Safety Auditor have been addressed.

Conclusion

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

APPENDICES

APPENDIX 1

CHA Comments

Subject: FW: Road Safety Audit/Scheme promoter response BIES

From: Kal Kamboh

Sent: 07 October 2022 18:21

To: Matt Twinberrow

Subject: Road Safety Audit/Scheme promoter response BIES

Hi Matt,

I wondered if you had these documents ready to send to me? To make a response to WDC in the prescribed time, I do need these to ensure that our internal consultees are able to refer to them. I have a deadline of mid October to meet so that this can go to the next committee in November. I do not have sufficient time to do this if the application is incomplete. I am aware there are other matters that are yet to be overcome, which from looking back at the first highway response I have yet to hear about:

- 1) NMU audit
- 2) Bus stop request close to the site access (Passenger Transport comments)
- 3) Parking survey comments - further survey was expected
- 4) The speed limit reduction - a highway scheme with a visible change in character and extension of street lighting to create a self enforcing 30mph speed limit.
- 5) Dependent on the access being accepted in terms of position, the details such as cross sections, gradient, or junction geometry will be required
- 6) Verge separation for the cycleway/footway; also has any thought been given to cyclists approaching from the west towards the site, being able to join the cycleway

Happy to discuss on Monday.

Have a good weekend.

Regards

Ms Kal Kamboh

Strategic Sites Transport Advisor

Transport Development Control

Communities, Economy and Transport

eastsussex.gov.uk



APPENDIX 2

NMU Audit



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

WALKING, CYCLING and HORSE-RIDING ASSESSMENT AND REVIEW (WCHAR)

On behalf of
Croudace Homes Limited

Croudace
HOMES.CO.UK



Planning Reference: WD/2021/2198/MAO

MT/5330/WCHAR.2
November 2022

Experience and expertise working together



Document Control Sheet

Client: Croudace Homes
Tupwood Lane
Caterham
Surrey
CR3 6XQ

Report Issue No.	Status	Date	Author	Authorised
MT/5530/WCHAR.1	Draft	1 st November 2022	MT	MT
MT/5530/WCHAR.2	Final	10 th November 2022	MT	MT

COPYRIGHT© Bellamy Roberts.

The material presented in this report is confidential. This report has been prepared for the exclusive use of Croudace Homes within the terms of the contract and shall not be distributed or made available to any other company or person without the knowledge and written consent of Bellamy Roberts.

Any such party relies on the report at their own risk.



CONTENTS

1.0	SCHEME DETAILS	1
2.0	WCHAR ASSESSMENT	4
3.0	USER OPPORTUNITIES	14
4.0	WALKING, CYCLING AND HORSE-RIDING ASSESSMENT TEAM STATEMENT	15

APPENDICES

Appendix 1	Site Location Plan (5330/301 Rev. A)
------------	--------------------------------------

1.0 SCHEME DETAILS

1.1 This is WCHAR has assessed the walking and cycling routes to the key facilities in the local area, which includes Manor Primary School, Uckfield College, Uckfield town centre, bus stops and Uckfield railway station. Given the nature of the proposed development, it is not considered that horse riding will represent a viable means of travel for future residents of the proposed development. Therefore, only walking and cycling have been considered as a means of transport for this audit.

1.2 In the absence of guidance from East Sussex County Council, it has been prepared in accordance with the relevant sections of the Design Manual for Roads and Bridges (DMRB) document GG142 (formally HD 42/17).

Scheme Client/Developer

Name: Mark Bentley
Organisation: Croudace Homes
Email: mark.bentley@croudace.co.uk
Tel: 01883 335312

Lead Assessor

Name: Matt Twinberrow
Organisation: Bellamy Roberts
Email: info@bellamyroberts.co.uk
Tel: 01256 703355

Design Team Leader

Name: Daniel Easton
Organisation: Bellamy Roberts
Email: info@bellamyroberts.co.uk
Tel: 01256 703355

1.3 Scheme Location and Description of Highway Works

The application site is situated on land to the south of Bird in Eye Hill, Uckfield. For reference, a site location plan is provided at **Appendix 1**, an extract of which is provided at Figure 1.

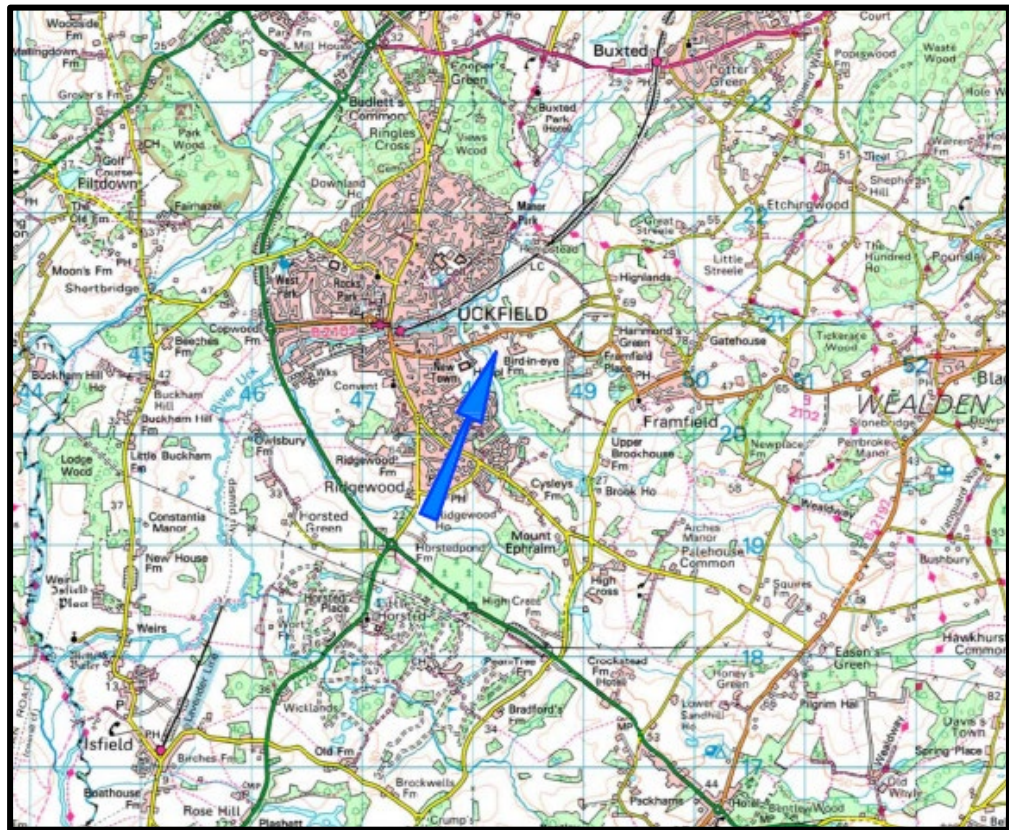


Figure 1: Site Location Plan

1.4

The site is accessed from Bird in Eye Hill (B2102) which is a two-way single carriageway road linking Uckfield to the west, with the village of Cross in Hand to the east, via Framfield. In the vicinity of the application site, Bird in Eye Hill is 'de-restricted' and subject to the national speed limit for single carriageway roads of 60mph. The speed limit changes to 30mph approximately 450m west of the proposed site access. To the west of the site, Bird in Eye Hill becomes Framfield Road which in turn meets the High Street and Bridge Farm Road at signalised cross-roads. To the north of this, the High Street meets Bell Lane at a signalised T-junction.

1.5

The existing site is accessed via a simple priority T-junction from the southern side of Bird in Eye Hill. The proposal will relocate this access approximately 30m to the east to serve the proposed development and is supported by the CHA. In addition to providing access to the existing farm, access is also provided to two residential properties. The relocated site access will serve the farm and existing properties.

- 1.6** The Bird in Eye Hill carriageway in the vicinity of the proposed site access is approximately 5.5m wide and allows for two-way, free flowing traffic (ref. MfS figure 7.1). A footway is present along the southern side of Bird in Eye Hill and provides a route from the north-western corner of the application site to the centre of Uckfield.

WCHAR Study Area

- 1.7** The GG142 guidance advises that Table 2.2.1 should be used to determine whether a large or small highway scheme process is applied. For ease of reference, Table 2.2.1 of GG142 has been provided at Table 1, below.

Table 1: Scheme Size Definitions

Scheme Size	Description
Large Highway Scheme	Highway schemes comprising new road construction (including new motorways), significant changes to an existing all-purpose trunk road or significant changes to an urban environment consisting of both the trunk road network and local highway network. In addition, any scheme aimed principally at providing for pedestrians, cyclists or pedestrians.
Small Highway Scheme	Highway schemes comprising minor changes to an existing all-purpose trunk road, or changes to existing motorway or trunk road junctions that affect the local highway network in a rural area.

- 1.8** With reference to Table 1, the scheme can be considered a small highway scheme in accordance with GG142.
- 1.9** This WCHAR has assessed the walking and cycling routes to the key facilities in the local area, which includes Manor Primary School, Uckfield College, Uckfield town centre, bus stops and Uckfield railway station. Horse riding will not represent a viable means of travel for future residents of the proposed development and so has been discounted from this audit.

2.0 WCHAR ASSESSMENT

Assessment of Walking, Cycling and Horse-Riding Policies and Strategies *National Planning Policy Framework (July 2021)*

2.1 The National Planning Policy Framework (NPPF) sets out the Governments planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other developments can be produced.

2.2 Paragraph 104 states:

“Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places”.*

2.3 Under the heading of ‘Considering Development Proposals’, paragraph 110 sets out the four key transport requirements:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*

- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

2.4 Paragraph 112 then states that within the context of applications for development should:

- “a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

Wealden Core Strategy Local Plan (February 2013)

2.5 The Core Strategy is the over-arching planning policy document for the Wealden District Area and sets out the Council's vision for the future development of the area, over the period up to 2027.

2.6 With regards to reducing the need to travel by car, policy SP07 states the following:

“We will encourage reduction of the need to travel by car by concentrating development where it can most closely relate to public transport opportunities, improving the offer of our towns in terms of retail, leisure and

recreation and by making it easier to travel by more sustainable modes of transport. We want to see noticeable improvements in journey quality for those people making trips on foot, bicycle or by public transport”.

2.7 With regards to Uckfield, paragraph 6.7 states the following:

“Uckfield benefits from a rail link to London, and it is intended to continue to safeguard the potential extension to Lewes where it could connect to another part of the national network...A centrally located bus station, adjacent to the railway station, provides a transport hub with a wide range of services to neighbouring towns and villages”.

2.8 With regards to traffic congestion within the centre of Uckfield, paragraph 6.6 states the following:

“There is significant traffic congestion in the town centre at the junction of the B2102/Lower High Street and at the Bell Lane roundabout. The Highway Authority is currently modelling design solutions for delivery of a traffic management scheme in the town centre aimed at addressing these issues”.

Adopted Wealden Local Plan (1998)

2.9 As of September 2007, a number of policies in the Wealden Local Plan were saved by approval of the Secretary of State.

2.10 Saved policy TR3 states the following:

“Planning applications for new developments will be permitted where the following criteria are met:

- (1) the proposed development does not create or perpetuate unacceptable traffic conditions;
- (2) a satisfactory means of access (vehicular, cycle and pedestrian) is provided to meet Local Planning and Highway Authority standards;
- (3) where appropriate the provision of suitable public transport facilities”.

2.11 With regards to pedestrian routes, policy TR13 states the following:

“The Council will seek to secure the provision of safe and convenient pedestrian routes in new developments, which should link to the existing footpath network where appropriate”.

2.12 Paragraph 17.22 states the following:

“In the town centre, some congestion occurs along the High Street and Bell Farm Road, particularly at peak times. However, since the by-pass opened, the town centre has benefitted from the removal of through traffic in particular heavy goods vehicles”.

Collision Data

2.13 To determine whether there is an existing accident or safety problem with the local highway network, which may be exacerbated by the proposed development; personal injury accident data (PIA) has been reviewed (ref. Crash Map) for the three year period 2019 – 2021. A summary of the recorded collisions on the local highway network in the vicinity of the site is provided at Figure 2 (the application site is denoted by the red boundary).

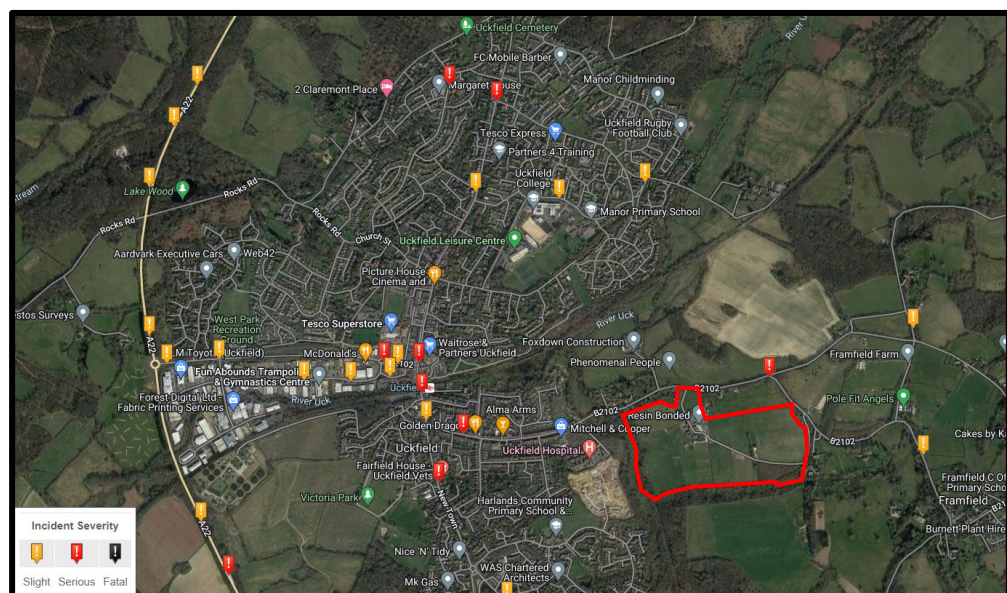


Figure 2: Summary of Collision Data

2.14 The data in Figure 2 can be broken down as follows:

- | | | |
|-----------------------------|---|---|
| • B2102/Sandy Lane junction | - | 2 |
| • Framfield Road | - | 1 |
| • B2102 High Street | - | 4 |
| • Downsview Crescent | - | 1 |

2.15 There is no evidence within the collision data to suggest that there are any inherent safety problems within the local highway network and there have been no

accidents recorded close to the application site on Bird in Eye Hill. Given the number of movements accommodated on the local highway network, collisions are inevitable. Nevertheless, the data does not reveal any patterns or clusters in the results nor does it reveal there to be any inherent safety issue on the local highway network that would be exacerbated by the proposed development.

Multi-Modal Transport Services and Interchange Information

Bus Services

2.16 Bus stops are located on both sides of Bird in Eye Hill, approximately 115m west of the proposed pedestrian/cycle access to the site, close to the hospital access road. From here, access is gained to the following services:

- Route 231 – Compass Travel service between Uckfield Bus Station and Etchingham;
- Route 262 – A community bus service providing a Saturday only service between Hartfield and Heathfield; and
- Route 318 and 331 – School bus services to/from Ringmer King's Academy and Uckfield Community College, respectively.

2.17 Further bus services are available from Uckfield Bus Station, which is located within the centre of Uckfield and a walking distance of approximately 1.3km from the proposed pedestrian/cycle access to the site.

Rail Services

2.18 Uckfield railway station is located approximately 970m walking distance from the application site. The station is the southern terminus of the Oxted branch line and provides direct services to London Bridge. All train services are operated by Southern.

2.19 The station typically provides one train per hour to London Bridge on weekdays and Saturdays. On Sundays, this is reduced to an hourly shuttle to Oxted. The station provides significant cycle parking provision with 20 secure and covered cycle parking spaces within its car park, and a further 24 covered spaces located opposite the railway station, on the western side of the High Street.

Site Visit

2.20

The site visit was conducted in March 2021 and comprised a walking assessment of the walking and cycling routes from the application site to key facilities in the local area. This included the following:

- Manor Primary School;
- Uckfield College;
- Uckfield town centre;
- Uckfield railway station;
- Bus stops; and
- Local employment facilities.

2.21

The WCHAR Audit has identified two key routes from the application site to the facilities listed above. These are set out in Figure 3. Route 1 is identified in red, Route 2 in blue. The application site is shaded orange.

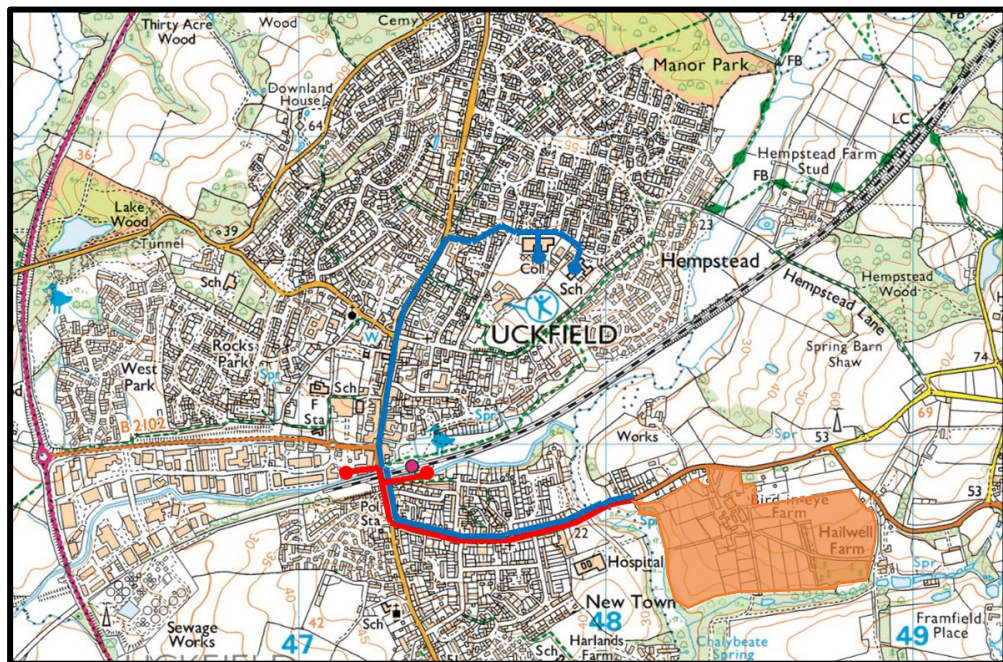


Figure 3: Identified Walking/Cycling Routes

Route 1

2.22

As per Figure 3, this is the route pedestrians/cyclists would take to access the centre of Uckfield, which will include Uckfield railway station and bus station (approximately 1.4km walking/cycling distance from the centre of the application site).

- 2.23** When exiting the application site via the dedicated pedestrian/cycle link, future residents would head in a westerly direction towards the centre of Uckfield. The proposed development will widen the existing footway (see Figure 4) to provide a shared footway/cycleway from the site access to the Uckfield Hospital access.



Figure 4: Existing Footway to be Widened to Shared Footway/Cycleway

- 2.24** Future residents would then cross the Uckfield Hospital access at an existing crossing point which has recently been upgraded to include tactile paving (see Figure 5).



Figure 5: Existing Pedestrian Crossing at Access to Uckfield Hospital

2.25

Heading west, future residents would travel along Framfield Road and be required to cross Selby Road and Harcourt Road. See Figures 6 and 7.



Figure 6: Existing Pedestrian Crossing at Selby Road



Figure 7: Existing Pedestrian Crossing at Harcourt Road

- 2.26** The existing footway network varies in width but is generally in excess of 1.5-1.8m wide, and 1m at its narrowest in the vicinity of 2-8 Framfield Road.
- 2.27** At the junction between Framfield Road and High Street, users will cross Framfield Road and travel in a northerly direction along High Street. A signalised crossing is present at this location. A footway is provided from the signalised crossing to Uckfield railway station which is located on the eastern side of High Street.

- 2.28** Users accessing the bus station would be required to cross the High Street which can be achieved at the signalised crossing located at the western end of Framfield Road.

Route 2

- 2.29** As per Figure 3, this is the route pedestrians/cyclists would take to access the additional facilities along the High Street and also Manor Primary School and Uckfield College.
- 2.30** Users would continue in a northerly direction along the High Street to the junction with Southview Drive which provides access to Uckfield College and Manor Primary School. A footway is present along the southern side of Southview Drive and along both sides of Downsview Crescent.

3.0 USER OPPORTUNITIES

- 3.1** The proposed development will provide up to 290 dwellings residential units has the potential to materially increase the number of pedestrian and cycle movements on the local network.
- 3.2** As such, the existing section of footway between the pedestrian/cycle access into the development and the bus stops adjacent Uckfield Hospital will be upgraded to a shared footway/cycleway.
- 3.3** Furthermore, the WCHAR Audit has identified a number of locations along Framfield Road where improvements would be beneficial.
- 3.4** It is proposed that tactile paving will be provided at all crossing points along Framfield Road between the proposed pedestrian site access and the Framfield Road/High Street signalised junction. A formal crossing between 45 and 52 Framfield Road and installation of bus cages to serve the existing bus stops at this location will also be provided.
- 3.5** No further improvements are considered necessary.

4.0 WALKING, CYCLING AND HORSE-RIDING ASSESSMENT TEAM STATEMENT

Lead Assessor

As Lead Assessor, I confirm that this walking, cycling and horse-riding assessment report has been compiled in accordance with DMRB document GG142.

Name: Matt Twinberrow

Position: Associate Partner

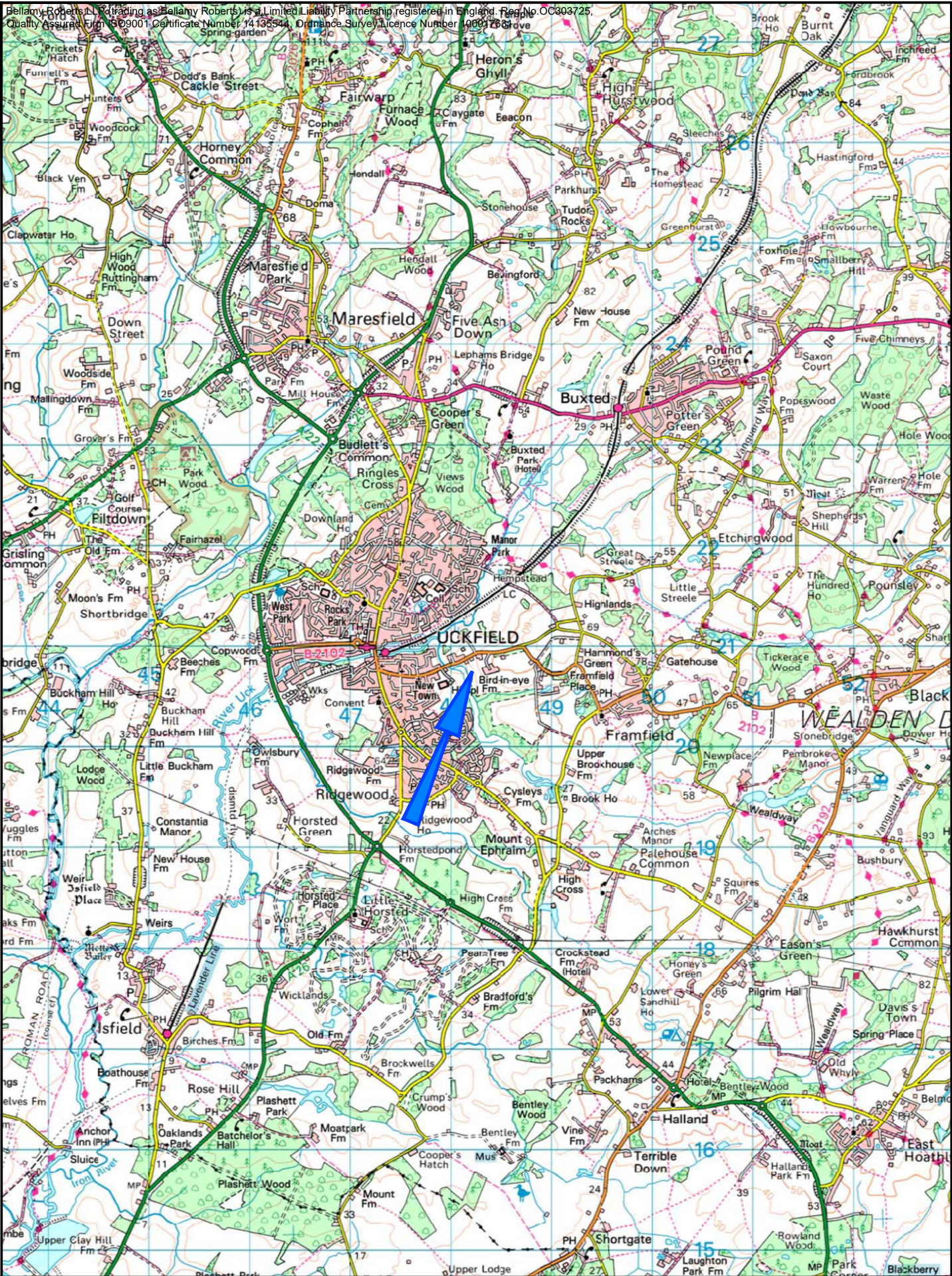
Organisation: Bellamy Roberts

Signature: 

Date: 10th November 2022

APPENDICES

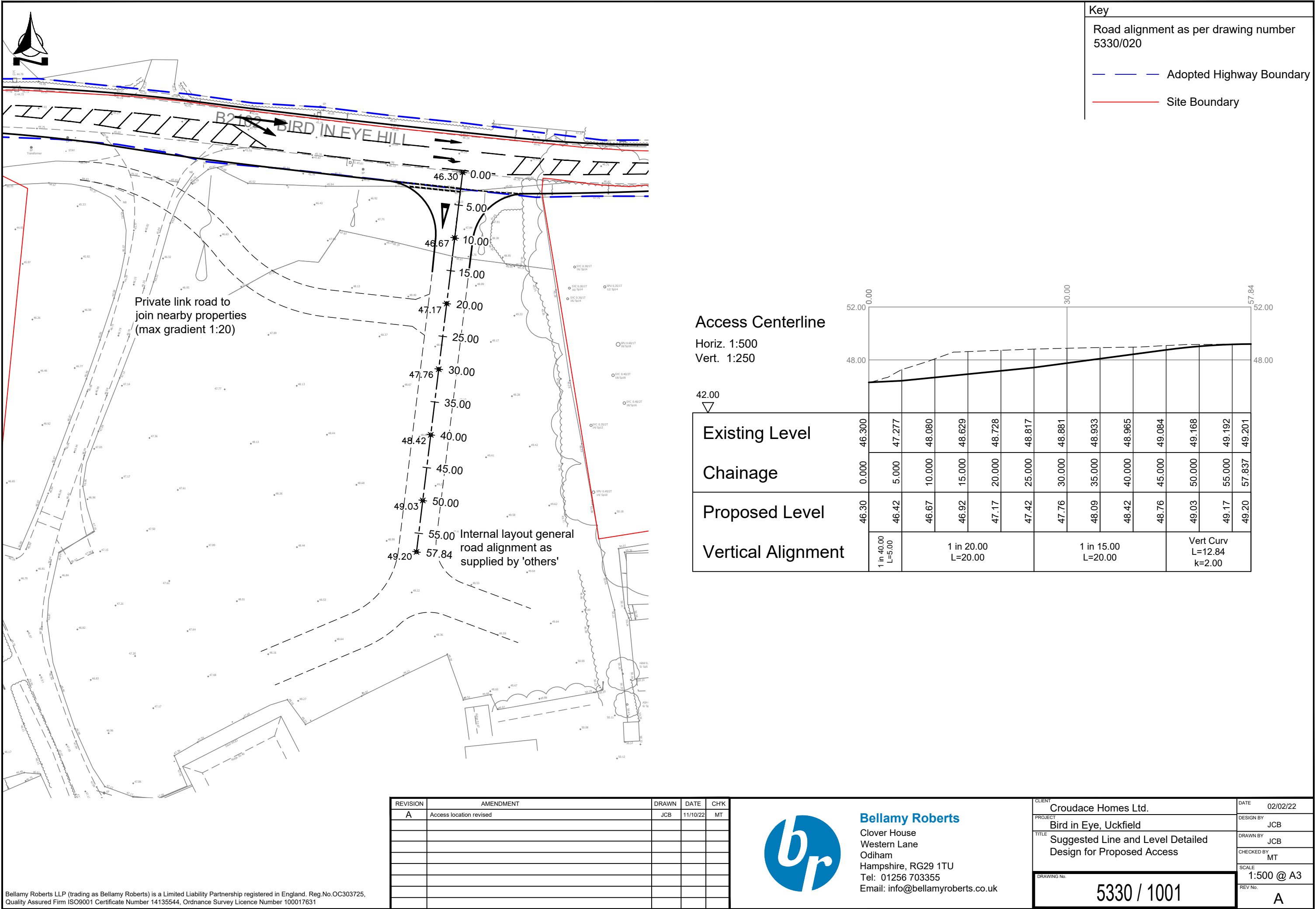
APPENDIX 1



PROJECT Bird in Eye, Uckfield		 <div>Bellamy Roberts Clover House Western Lane Odiham Hampshire, RG29 1TU Tel: 01256 703355 Email: info@bellamyroberts.co.uk</div>	DATE 05/07/19	DRAWN BY ARM	
TITLE Site Location Plan	SCALE 1:50,000 @ A4			CHK BY ITR	
	CLIENT Croudace Homes Ltd.				
	DRAWING No. 5330 / 301		REV No. A		

APPENDIX 3

Site Access &
Level Drawing



APPENDIX 4

Stage 1 Road
Safety Audit

Road Safety Audit Report

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



Proposed Access off and Right Turn Lane along the B2102, Bird in Eye Hill Uckfield

Client:
Bellamy Roberts

Client reference:
5330

Fenley
2 Blaenant
Emmer Green
READING
RG4 8PH

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

Report Status 3

Job no	RSA-22-130	Issue no	3	Date	November 2022
Prepared by	JJF	Verified by	FB	Approved by	JJF
Filename and Path	Fenley/Road Safety Audits/RSA-22/RSA-22-130-3				

1.0 PROJECT DETAILS

Report Title:	Stage 1 Road Safety Audit
Date:	November 2022
Document reference and revision:	RSA-22-130-3
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			18 th October 2022
1	Stage 1 Road Safety Audit finalised and issued to the Design Organisation	JJF	FB	JJF	20 th October 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			20 th October 2022
3	Design Organisation Response incorporated	Matt Twinberrow on behalf of Bellamy Roberts			2 nd November 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	12

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 priority access off and right turn lane along the B2102 Bird in Eye Hill to the east of Uckfield. The proposed access is to take the form of a bellmouth formed with 8 metre corner radii which that meets the southern side of the B2102 Bird in Eye Hill where the carriageway is to be widened to 8.5 metres and accommodate a 3 metre wide right turn lane with 2.75 metre through lanes. 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. It is understood that the proposals are to facilitate a residential development consisting of up to 300 dwellings as well as two existing dwellings and a number of existing farm buildings that are occupied for commercial uses. The scheme drawings illustrate that the existing 30mph speed limit of Uckfield is to be extended along Bird in Eye Hill to a location east of the proposed access. The Audit Brief identifies that whilst a contribution will be made for the implementation of the speed limit, the County Highway Authority are not supportive at the current time and therefore this Stage 1 Road Safety Audit is to be undertaken on the basis that the carriageway 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 October 2022 in accordance with the Road Safety Audit Brief provided, on the 8th September 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.

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 a 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**.

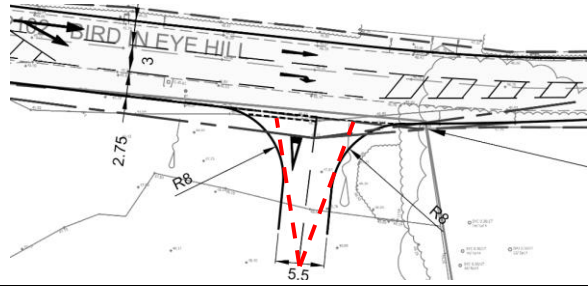
Design Organisation Response

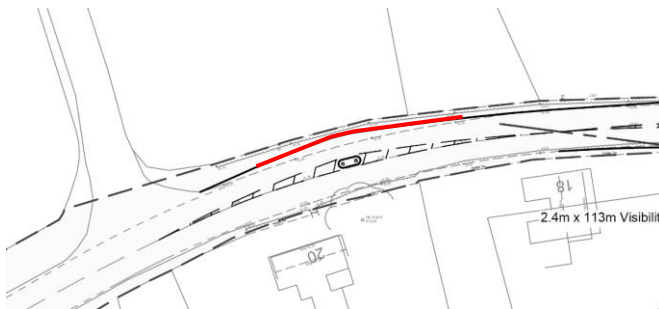
- 2.7 In accordance with national standards, this Road Safety Audit was finalised and issued to the Design Organisation as per the Road Safety Audit Report Template within Appendix D of GG119, which can be provided upon request from either the Audit Team or Design Organisation. The format of the Audit 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.

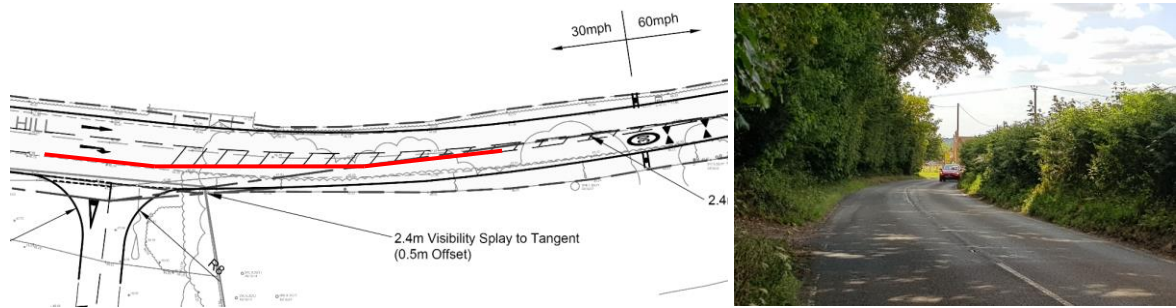
3.0 ITEMS RAISED IN ANY PREVIOUS ROAD SAFETY AUDITS

- 3.1 Fenley Road Safety Limited have undertaken two Stage 1 Road Safety Audit of a previous proposal to for a simple priority access situated circa. 30 metres to the west, ref: RSA-20-053 and RSA-21-201, however, are not aware of any previous Road Safety Audits associated with a proposed access at the current location. 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 (northern) side Bird in Eye Hill which is not considered within this document 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 type collision
<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 2nd Nov. '22 following formal issue of this Stage 1 Road Safety Audit on the 20th Oct. '22</p>	
<p>Agreed - The proposed access will be designed with a 1:20 gradient, graded up away from the carriageway. See drawing 5330/1001 rev. A.</p>	

A.1.2	PROBLEM
Location:	Bird in Eye Hill
Summary:	Tapers associated with proposed splitter island do not generate a smooth alignment
Acc Type:	Kerb strike and loss of control type collision
<p>The B2102 Bird in Eye Hill accommodates a number of bends and is currently derestricted, therefore subject to a 60mph speed limit, 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. As part of the works, a splitter island is to be provided to the west of the proposed access in order to prevent eastbound traffic from crossing into the opposing lane whilst approaching the proposed access and therefore allow for a visibility splay in accordance with observed speeds to extend to the road centreline. The scheme drawing illustrates that the 1.1 metre wide splitter island is to be situated along the bend in the road and provided through widening the carriageway to the north only, by 1.35 metres. The tapers associated with the proposed island measure 25 metres in length and extend to a point 300mm from the physical island. It can therefore be determined that the tapers on the eastbound approach and exit, equate to circa. 1 in 12.5. Due to the bend in the road, the approach appears smooth, however, the path through and exit appear to be formed with abrupt changes. Sharp changes in the alignment could lead to vehicles striking the kerbline or the physical island and loss of control type collisions.</p>	
RECOMMENDATION:	
It is recommended that the tapers are elongated to allow for a smooth alignment	
Location Plan:  	
DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 2 nd Nov. '22 following formal issue of this Stage 1 Road Safety Audit on the 20 th Oct. '22	
See response to item A.2.2.	

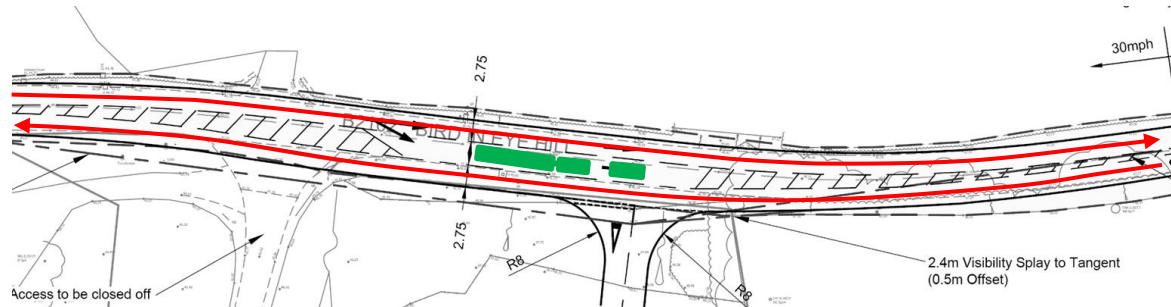
A.1.3	PROBLEM
Location:	Bird in Eye Hill
Summary:	Proposed westbound entry taper does not allow for a smooth alignment
Acc Type:	Sideswipe loss of control type collision
<p>The B2102 Bird in Eye Hill accommodates a number of bends and is currently derestricted, therefore subject to a 60mph speed limit, 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 3.0 metre wide right turn lane that is to allow access to a proposed priority access off the southern side of the carriageway. In order to provide the right turn lane, the carriageway is to be widened on both sides; marginally to the north and by 2.75 metres to the south. The scheme drawing illustrates that the westbound road centreline to the east is to follow a taper that is 75 metres long equating to 1 in 25, however, the taper does not appear to follow the edge of carriageway or generate a smooth alignment for westbound traffic. The abrupt change in direction could lead to traffic encroaching the proposed right turn lane, taking the desire line and sideswipe or loss of control type collisions.</p>	
RECOMMENDATION:	
It is recommended that the taper is amended to allow a smooth alignment	
Location Plan:	
	
DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 2nd Nov. '22 following formal issue of this Stage 1 Road Safety Audit on the 20th Oct. '22	
Agreed - The proposed taper has been amended to follow the proposed nearside edge of carriageway and generate a smooth alignment. See drawing 5330/021 rev J.	
A.2	GENERAL
A.2.1	PROBLEM
Location:	Bird in Eye Hill
Summary:	Proposed through lanes may not be adequate for the expected vehicles
Acc Type:	Sideswipe type collisions
<p>The B2102 Bird in Eye Hill is a two-way single carriageway road that is circa. 5.75 metres wide (according to the topographical survey upon which the scheme drawing is based), bounded by hedgerows in places and derestricted, therefore subject to the 60mph speed limit. The proposals include the provision of a right turn lane in order to allow access to a relocated priority access off</p>	

the southern side of the carriageway simple priority access off the southern side the carriageway. The proposed right turn lane is to be 3.0 metres wide with 2.75 metre through lanes. The Audit Team understand that a lane width reduction from 2.85 metres to 2.75 metres, can and does act as a traffic calming feature, however, have concerns that the proposed through lanes are too narrow for the expected vehicles. Narrow through lanes through could result in the need for vehicles to encroach the proposed right turn lane where vehicles could be waiting leading to sideswipe type collisions.

RECOMMENDATION:

It is recommended that the proposed through lanes are adequate for the expected vehicles

Location Plan:



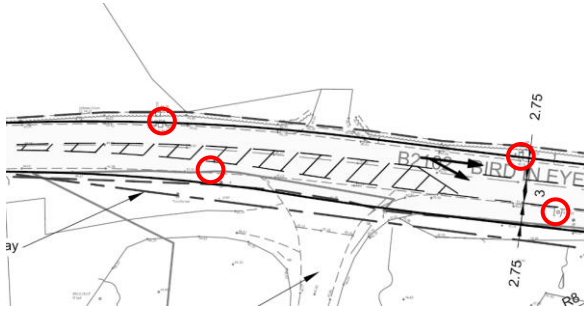
DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 2nd Nov. '22 following formal issue of this Stage 1 Road Safety Audit on the 20th Oct. '22

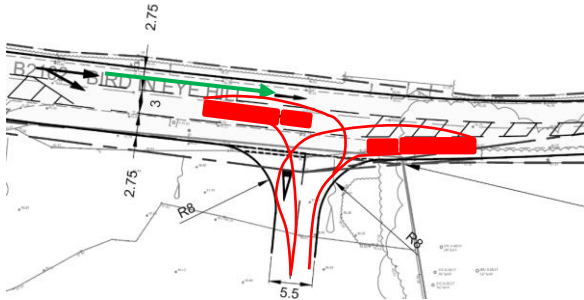
Agreed - The existing Bird in Eye Hill carriageway is approximately 5.5m wide with lane widths of approximately 2.75m. These existing lane widths will remain constant through the proposed scheme. Nevertheless, swept path analysis has been undertaken which indicates that the 2.75 metre through lane width is adequate. See drawing 5330/239.

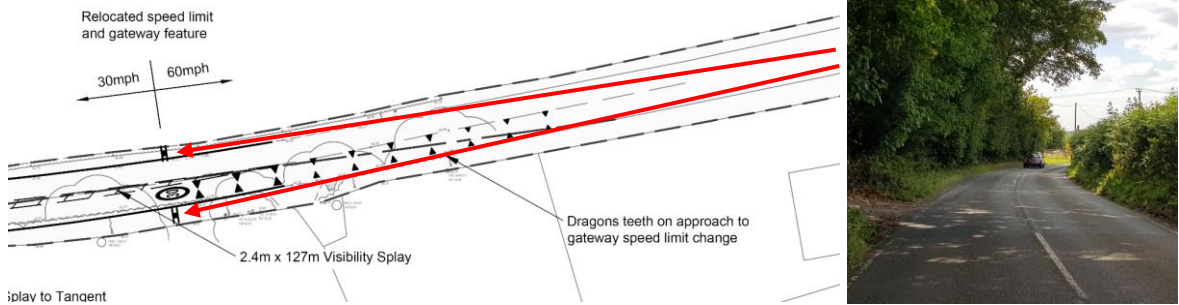
A.2.2	PROBLEM
Location:	Bird in Eye Hill
Summary:	Drivers approaching the proposed traffic island may not become aware of the feature at a safe distance
Acc Type:	Vehicle loss of control

The B2102 Bird in Eye Hill follows a number of bends in the road, is bounded by hedgerows in places and derestricted, therefore subject to the 60mph speed limit but according to the Audit Brief, observes 85th percentile speeds of up to 43.4mph. The proposals include the provision of a splitter island to the west to a proposed access and associated right turn lane. The scheme drawing illustrates that illuminated keep left bollards are to be provided which should highlight the feature to approaching drivers, however, due to the existing alignment of the carriageway as well as vegetation abutting the carriageway on the southern side, forward visibility for westbound drivers is limited. As such, there may be insufficient warning of the traffic island which could lead to vehicles striking the feature and loss of control type incidents.

RECOMMENDATION:	
It is recommended that sufficient forward visibility to the splitter island is achievable	
Location Plan:	
DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 2 nd Nov. '22 following formal issue of this Stage 1 Road Safety Audit on the 20 th Oct. '22	
<p>The 85th speed of westbound traffic approaching the existing bend in the road to the west of the proposed access and therefore the location of the proposed splitter island, equates to 42.6mph. The commensurate SSD of 114m is not achievable within either adopted highway or land under the control of the applicant. Whilst the proposed right turn lane will act as a traffic calming feature reducing westbound speeds on approach to the proposed splitter island, the future approach speed of traffic is not known. As such, it is proposed to replace the proposed island with lining as per diagram 1013.1 of the TSRGD to ensure that no vehicle approaching from the east will cross the centreline of the carriageway. See drawing 5330/021 rev. J.</p>	
A.2.3	PROBLEM
Location:	A2102 Bird in Eye Hill
Summary:	Existing road gullies will be within the path of vehicles
Acc Type:	Vehicle loss of control
<p>Bird in Eye Hill is cambered with surface water falling to the channels either side of the carriageway where soft verges and road gullies are present, some of which are offline and situated within a 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 introduce a right turn lane by widening both sides of the carriageway where gullies are present. No details of the proposed surface water drainage have been provided at this stage. A road gully within the path of a vehicle, particularly for two wheeled vehicles could lead to a loss of control type collision as would ponding as a result of an insufficient surface water drainage network.</p>	
RECOMMENDATION:	
It is recommended that the existing gullies are removed, and an adequate surface water drainage network is provided.	

Location Plan:   	
DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 2 nd Nov. '22 following formal issue of this Stage 1 Road Safety Audit on the 20 th Oct. '22	
Agreed - All existing gullies will be reviewed during the detail design of the scheme.	
A.2.4	PROBLEM
Location:	Bird in Eye Hill
Summary:	Existing utility covers and telegraph / electric poles are present
Acc Type:	Loss of control type collision
<p>The B2102 Bird in Eye Hill accommodates a number of utility covers and poles in the verge to the south of the carriageway. The proposals include highway works to provide a right turn lane and priority access off the southern side of the carriageway. Observations show that a triple utility cover and telegraph / electric poles are present within the area of the works. The items will be an obstruction unless relocated accordingly which could lead to loss of control type collisions.</p>	
RECOMMENDATION:	
It is recommended that the utility covers and poles are relocated accordingly.	
Location Plan:  	
DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 2 nd Nov. '22 following formal issue of this Stage 1 Road Safety Audit on the 20 th Oct. '22	
Agreed – All existing services and utilities will be assessed during the detail design of the scheme.	

A.3	JUNCTIONS
A.3.1	PROBLEM
Location:	Proposed access arrangement
Summary:	Vehicles may encroach the opposing lane when manoeuvring
Acc Type:	Sideswipe type collisions
<p>The existing access to Bird in Eye Farm is approximately 5 metres wide with large corner radii that appear to have been extended to incorporate tapers which is likely to have been as a result of Heavy Goods and Agricultural Vehicles encroaching outside the original carriageway. The proposals include the relocation of the priority junction that is to allow access to a 5.5m wide carriageway and be formed with 8 metre radii. The Audit Brief does not include a plan illustrating a swept path analysis and therefore the Audit Team are unsure if the expected vehicles can be accommodated within the carriageway. It is understood that the existing commercial uses that are accommodated at Bird in Eye Farm, are to be retained and whilst no details have been provided to identify the expected vehicles, there are concerns that large vehicles will encroach the opposing lanes of traffic. Whilst the front end of a large vehicle encroaching the opposing lane of traffic is generally not a road safety concern when infrequent on lightly trafficked roads like the existing access as a driver would not proceed until it is safe to do so, the manoeuvre undertaken frequently when opposed is likely to lead to head-on and rear end type collisions as a result of heavy braking. Further, the trailer of a large vehicle swinging out into the path of opposing traffic will not be expected and could lead to sideswipe and loss of control type collisions.</p>	
RECOMMENDATION:	
It is recommended that an entry and exit taper is provided to allow for the expected vehicles to manoeuvre with minimal impact on opposing traffic.	
Location Plan: <div style="display: flex; align-items: center;">   </div>	
DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the 2 nd November 22 following formal issue of this Stage 1 Road Safety Audit on the 20 th Oct. '22	
Disagree - Swept path analysis of a large rigid vehicle and refuse vehicle accessing and exiting the site has been undertaken, demonstrating that the proposed access is suitable to serve the scheme. See drawings 5330/227 & 228.	

A.4	WALKING CYCLING AND HORSE RIDING
	<i>No Road Safety Concerns regarding WALKING CYCLING AND HORSE RIDING have been raised at this stage</i>
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
<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 a point circa. 60 metres east of the site frontage and 17 metres to the west of the existing driveway access to a property known as Lantern House. The introduction of the speed limit is to be highlighted with signage and a gateway feature either side of the road as well as dragons' teeth and a 30mph roundel. The Audit Team have concerns that whilst the dragons' teeth and roundel will be clearly visibility to approaching traffic, the line markings could fade and visibility to the proposed signage could become limited due to the existing foliage which may lead to vehicles entering the 30mph zone at inappropriate speeds leading to heavy braking and loss of control type collisions.</p>	
RECOMMENDATION:	
It is recommended that the vegetation is removed to ensure forward visibility to the gateway is maintained at all times.	
<p>Location Plan: (NB: the verge adjacent to the property known as Lantern House was cleared in Mar. '22 as shown on Google Earth)</p>  <p>Relocated speed limit and gateway feature</p> <p>30mph 60mph</p> <p>2.4m x 127m Visibility Splay</p> <p>Dragons teeth on approach to gateway speed limit change</p> <p>isplay to Tangent</p>	
<p>DESIGN ORGANISATION RESPONSE provided by Bellamy Roberts on the XXth Oct. '22 following formal issue of this Stage 1 Road Safety Audit on the 20th Oct. '22</p>	
<p>Agreed. The precise location of the speed limit signs will be agreed with the Highway Authority, to ensure that sufficient forward visibility is achievable.</p>	

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: 20th October 2022

Audit Team Member

Name: **Farouk Bhatti** MCIHT

Signed:



Position: Road Safety Engineer

Organisation: Fenley Road Safety Limited

Date: 20th October 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 8 th Sep. '22		Stage 1 Road Safety Audit Brief
	ITRMT/5330/TA	1	Transport Assessment
	MT/5330-TA2A	2	Transport Assessment
	<u>Dwg No.</u>	<u>Rev</u>	<u>Title</u>
	5330-021	H	Proposed Right Turn Lane

Appendix A2

Item Location Plan



Appendix A3

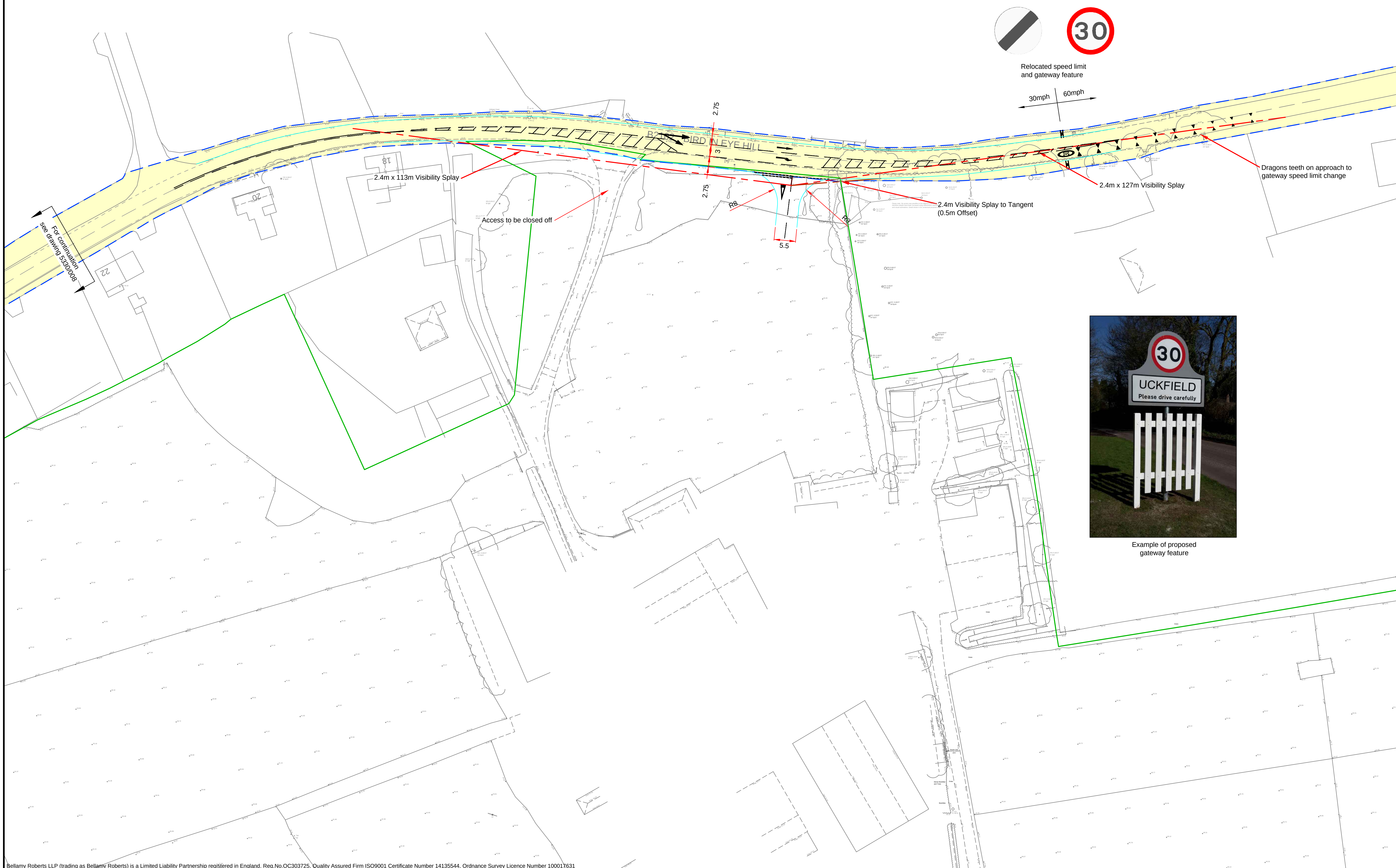
Drawings associated with the Design Organisation Response

<u>Audit Stage</u>	<u>Drawing No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	5330-021	J	Proposed Access - Right Turn Lane
	5330-227	-	Swept Path Analysis – Refuse Vehicle – Right Turn Lane (Option 2)
	5330-228	-	Swept Path Analysis – Rigid Truck – Right Turn Lane (Option 2)
	5330-239	-	Three Articulated Vehicles Passing
	5330-1001	A	Suggested Line and Level Detailed Design for Proposed Access

fenley

APPENDIX 5

Proposed Site Access & Swept Path



Relocated speed limit
and gateway feature

	30mph	60mph
1000	1000	1000
2000	2000	2000
3000	3000	3000
4000	4000	4000
5000	5000	5000
6000	6000	6000
7000	7000	7000
8000	8000	8000
9000	9000	9000
10000	10000	10000

2.4m x 113m Visibility Splay

Access to be closed of

2.4m Visibility Splay to Tangent
(0.5m Offset)

2.4m x 127m Visibility Splay

Dragons teeth on approach to gateway speed limit change



Example of proposed gateway feature

Notes			
Do not scale this drawing			
 Highway Boundary			
 Site Boundary			
J	Design Revised	MB	02/11/22
H	Design Revised	JCB	07/09/22
G	Taper revised to 1:25 on RTL	JCB	26/09/22
F	AMENDMENT NOTE	JCB	07/07/22
E	AMENDMENT NOTE	JCB	08/04/22
D	AMENDMENT NOTE	JCB	24/03/22
C	AMENDMENT NOTE	ARM	07/03/22
B	AMENDMENT NOTE	ARM	03/03/22
A	AMENDMENT NOTE	ARM	06/02/22
REVISION	AMENDMENT	DRN	DATE
		CHK	MKT



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

CLIENT
Croudance Homes Ltd.

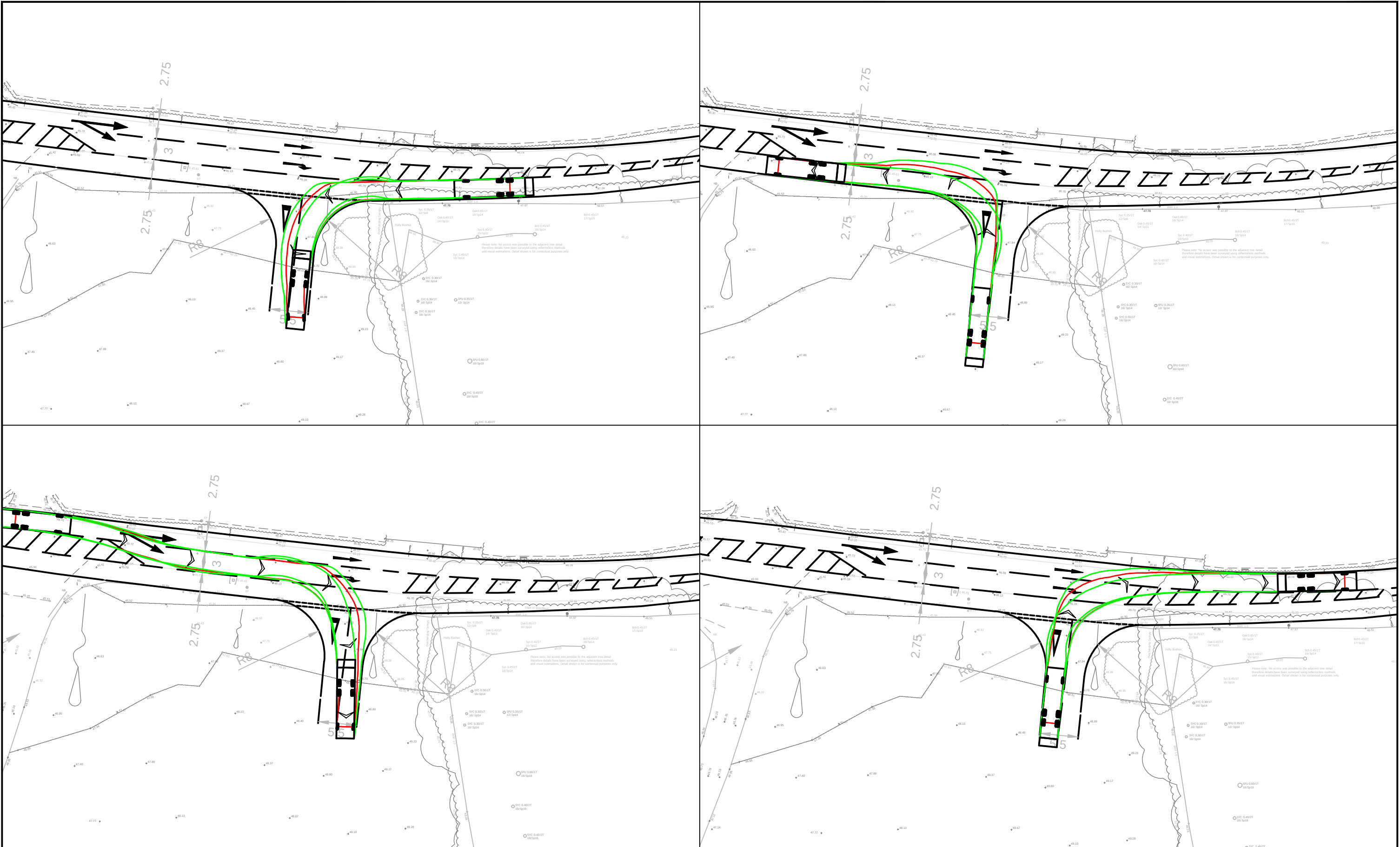
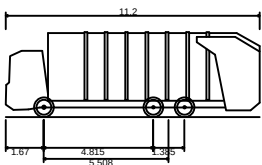
PROJECT
Bird in Eye, Uckfield

TITLE	Proposed Access - Right Turn Lane
-------	-----------------------------------

DRAWN BY ARM	DESIGN BY ARM	CHK BY MT
------------------------	-------------------------	---------------------

DATE 02/02/22	DRAWING No. 5220 / 001	REV M
------------------	---------------------------	-------

SCALE 1:500 @ A1 5330 / 021



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

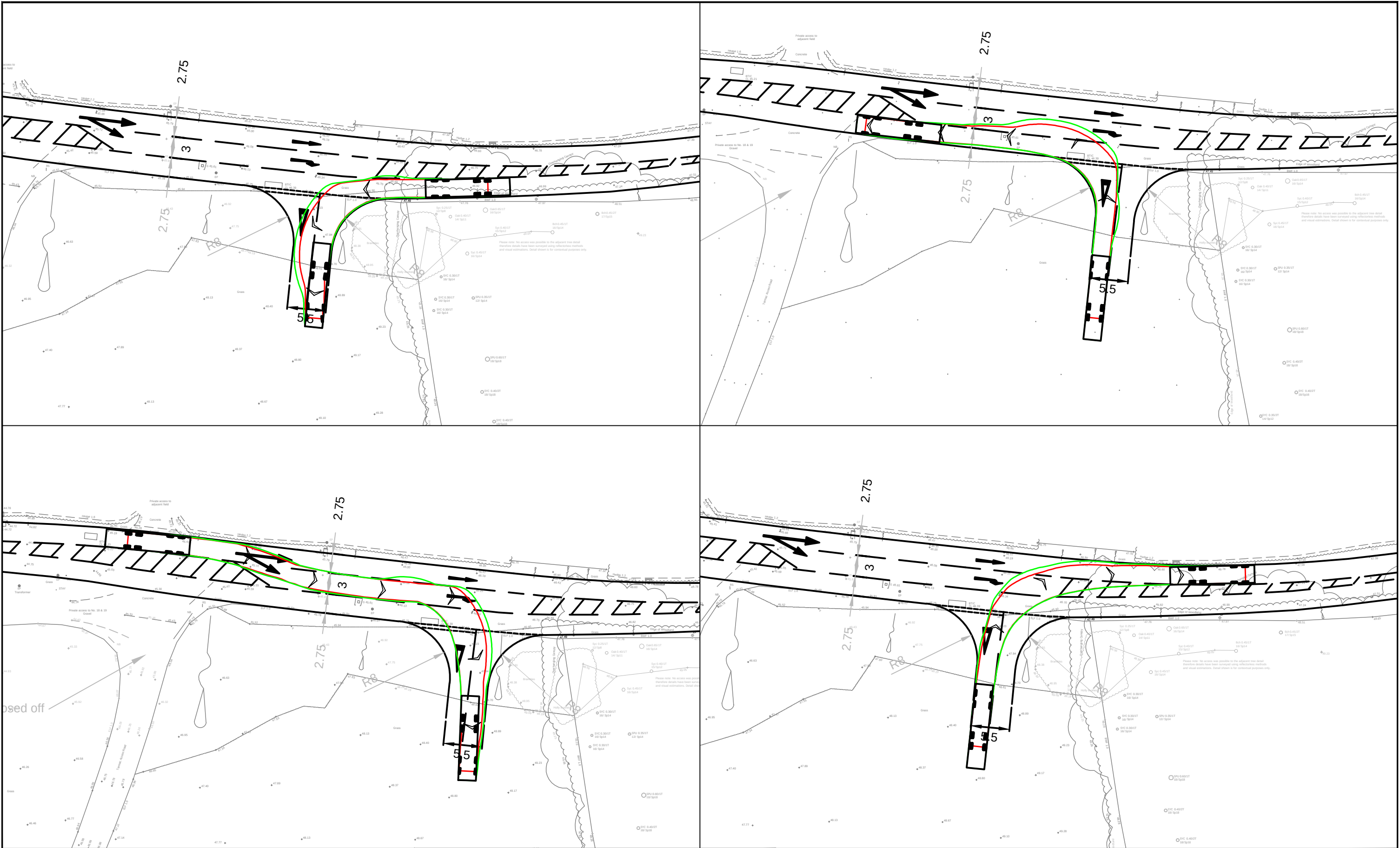
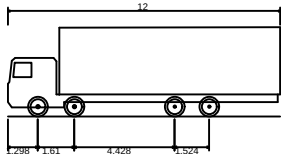
Bellamy Roberts LLP (trading as Bellamy Roberts) is a Limited Liability Partnership registered in England. Reg.No.OC303725, Quality Assured Firm ISO9001 Certificate Number 14135544, Ordnance Survey Licence Number 100017631

REVISION	AMENDMENT	DRAWN	DATE	CHK
A	Site Layout Updated	MB	10/11/22	MT



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

CLIENT	Croudace Homes Ltd.	DATE	09/02/22
PROJECT	Bird in Eye, Uckfield	DESIGN BY	-
TITLE	Swept Path Analysis Refuse Vehicle Right Turn Lane (Option 2)	DRAWN BY	ARM
DRAWING No.	5330 / 227	CHECKED BY	MT
		SCALE	1:500 @ A3
		REV No.	A



Rigid Truck
Overall Length 12.000m
Overall Width 2.500m
Overall Body Height 3.928m
Min Body Ground Clearance 0.412m
Track Width 2.471m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.900m

Bellamy Roberts LLP (trading as Bellamy Roberts) is a Limited Liability Partnership registered in England. Reg.No.OC303725, Quality Assured Firm ISO9001 Certificate Number 14135544, Ordnance Survey Licence Number 100017631

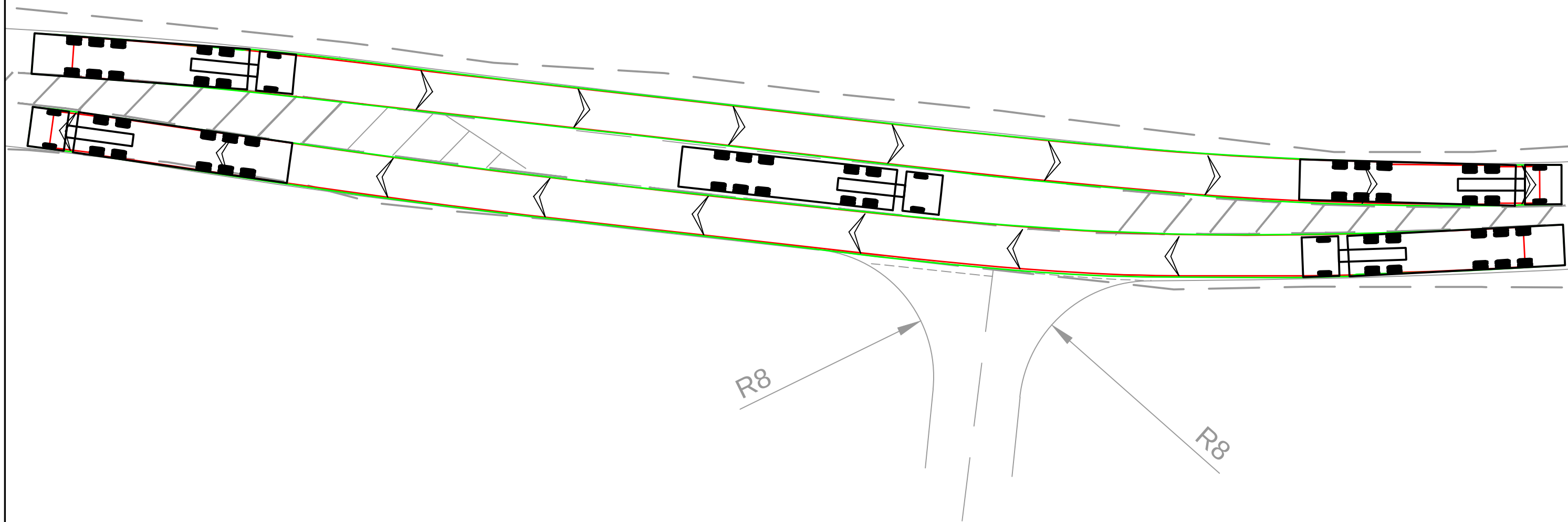
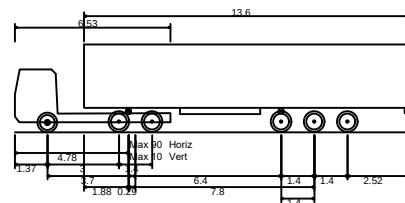
REVISION	AMENDMENT	DRAWN	DATE	CHK
A	Site Layout Updated	MB	10/11/22	MT



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

CLIENT	Croudace Homes Ltd.	DATE	03/03/22
PROJECT	Bird in Eye, Uckfield	DESIGN BY	-
TITLE	Swept Path Analysis Rigid Truck Right Turn Lane (Option 2)	DRAWN BY	ARM
DRAWING No.	5330 / 228	CHECKED BY	MT
		SCALE	1:500 @ A3
		REV No.	A

Notes



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

Bellamy Roberts LLP (trading as Bellamy Roberts) is a Limited Liability Partnership registered in England. Reg.No.OC303725,
Quality Assured Firm ISO9001 Certificate Number 14135544, Ordnance Survey Licence Number 100017631



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

CLIENT	Croudance Homees Ltd.	DATE	02/11/22
PROJECT	Bird in Eye, Uckfield	DESIGN BY	-
TITLE	Three Articulated Vehicles Passing	DRAWN BY	MB
		CHECKED BY	MT
DRAWING No.	5330 / 239	SCALE	1:250 @ A3
		REV No.	



Clover House
Western Lane
Odiham
Hampshire
RG29 1TU
Tel: 01256 703355



Reg No OC303725. Registered Office: Clover House, Western Lane, Odiham, Hampshire RG29 1TU

Partner:
IT Roberts MCIHT
Associate Partner:
MJ Twinberrow BEng
Consultant:
GD Bellamy BSc CEng MICE

Bellamy Roberts LLP (trading as
Bellamy Roberts) is a Limited Liability
Partnership registered in England.