

WEST OF IFIELD PHASE 1B

Stage 1 Road Safety Audit

10051123-ARC-XXX-1B-TR-HE-00002

DECEMBER 2024



WEST OF IFIELD PHASE 1B.
Stage 1 Road Safety Audit

Producer Charles Hutchinson

Checker Jon Lewis

Reviewer David Threlfall

Approver Steve Davies

Report No 10051123-ARC-XXX-1B-TR-HE-00002

Date DECEMBER 2024

Version Control

Version	Date	Author	Checker	Reviewer	Approver	Changes
P01	17/12/2024	C. Hutchinson	J. Lewis	D. Threlfall	S. Davies	First issue to the Client

This report dated 17 December 2024 has been prepared for Homes England (the “Client”) in accordance with the terms and conditions of appointment dated 23 February 2023 (the “Appointment”) between the Client and **Arcadis Consulting (UK) Limited** (“Arcadis”) for the purposes specified in the Appointment. For avoidance of doubt, no other person(s) may use or rely upon this report or its contents, and Arcadis accepts no responsibility for any such use or reliance thereon by any other third party.

CONTENTS

1	INTRODUCTION.....	1
2	ITEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS.....	4
3	ITEMS RAISED IN THIS STAGE 1 ROAD SAFETY AUDIT	4
3.1	General	4
3.2	Walking, Cycling and Horse Riding	5
3.3	Local Alignment	7
3.4	Traffic Signs, Carriageway Markings and Lighting	7
3.5	Junctions	8
4	AUDIT TEAM STATEMENT	10

APPENDICES

APPENDIX A

Documents forming the Audit Brief

APPENDIX B

Problem Locations

1 Introduction

- 1.1.1 This report results from a Stage 1 Road Safety Audit carried out on the West of Ifield Phase 1B development proposals on behalf of Chris Bearton, Project Sponsor, Homes England. The Road Safety Audit was carried out between August and December 2024.
- 1.1.2 The Road Safety Audit Team membership approved by Chris Bearton, Project Sponsor, Homes England, was as follows:
- | | |
|--------------------|---|
| Charles Hutchinson | BEng, MSc, CMILT, MCIHT, MSoRSA,
Arcadis Consulting (UK) Limited (Highways)
(Certificate of Competency in Road Safety Audit gained in June 2014). |
| Jon Lewis | BEng (Hons) IEng FIHE, CMILT, PRINCE2
Arcadis Consulting (UK) Limited (Highways)
(Certificate of Competency in Road Safety Audit gained in September 2023). |
- 1.1.3 The Road Safety Audit took place at the London office of Arcadis Consulting (UK), as well as home working in October and December 2024. The Road Safety Audit was undertaken in accordance with the Audit Brief provided by Sucha Panesar, Arcadis Consulting (UK) Ltd on 27th August 2024, and approved by Chris Bearton, Project Sponsor, Homes England.
- 1.1.4 The audit comprised an examination of the drawings/documents provided by Arcadis Consulting (UK) Ltd and listed in Appendix A. These consisted of drawings showing Flood Compensation Area, Drainage Strategy, Long Section, General Arrangement, Key Plan and Legend, Typical Cross Section. In addition, traffic flow data in the form of Annual Average Daily Traffic and Annual Average Weekly flows were also provided.
- 1.1.5 The Audit Team visited the site together on Monday 28th October 2024 between 12:00hrs-13:00hrs during the hours of daylight. Traffic flow along Rusper Road, Ifield Green, Ifield Avenue, Bonnetts Lane and Charlwood Road was low with no walkers, cyclists or equestrians observed along the route. During the site visit the weather was sunny and warm and the carriageway was dry.
- 1.1.6 The Terms of Reference of the Road Safety Audit are as described in GG 119 Road Safety Audit. The Road Safety Audit Team has examined and reported on the road safety implications of the scheme as presented and has not been examined or verified for compliance with any other criteria. However, to clearly explain a problem or a recommendation to resolve a problem, it may be necessary to refer to another Standard or Advice Note, but such reference will not conflict with the requirements of the above Terms of Reference.
- 1.1.7 All comments and recommendations are referenced to the layout drawings and the locations have been indicated on the A3 plan supplied with the Road Safety Audit Brief and provided in Appendix B. It is noted that when making recommendations, any design related strategic decisions agreed by the Overseeing Organisation (i.e., route choice, junction type or departures etc.), may not change irrespective of the Road Safety Audit, as these decisions already reflect an appropriate balance of factors including road safety.

- 1.1.8 Homes England (HE) intends to redevelop approximately 203 ha of land west of Ifield in West Sussex for a residential led mixed-use settlement. The Proposed Development will form a sustainable urban extension of Crawley and includes land within Horsham District Council and Crawley Brough Council's administrative areas. Phases 1A (covered in a separate Road Safety Audit) and 1B are required to unlock the following development on the West of Ifield site which is near Crawley in West Sussex.
- 1.1.9 The scheme involves site preparation, demolition of existing buildings and site clearance works; Delivery of c.3,000 homes; Early phases of a new, mixed-use neighbourhood centre; A new 6FE – 8FE secondary school (targeted opening of 2026); A new primary school provision (currently assumed to be single 3FE delivered by WSCC) and other associated community and commercial development.
- 1.1.10 Phase 1B is an access road joining the future development phases to the existing highway network at Charlwood Road to the north-east. The overall corridor alignment of the access road follows the same corridor as the central third of the Crawley West Link (CWL) Road, a strategic route proposal that would ultimately link Gatwick Airport (in the north east) to the A264 in the south west. Phase 1A provides primary access into the development in the southern area which will consist of houses, schools and local amenities, the access is gained from the 3-arm junction of Phase 1B and bus gate access at the Rusper Road end.
- 1.1.11 The Phase 1B infrastructure works comprises site clearance and enabling works, utilities and drainage, CWL, River Mole bridge, flood compensation works and landscaping.
- 1.1.12 Specifically for Phase 1B, the intent of the annex / addendum is to re-evaluate the scheme where appreciable layout changes have been made. These areas of change are described below, by location and brief description of the proposals.

Rusper Road Tie-in works.

- 1.1.13 Point of tie-in to existing rural road network, connecting to the new urban-context CWL via an S2 spur and signalised 3 arm junction. Existing rural road is of restricted width and low traffic demand.

CWL Road – Southern Section

- 1.1.14 Urban context 20mph S2 with outboard Bus Lanes segregated by colour and texture contrast over-run detailing, parallel cycle and pedestrian routes on one or both sides offset by a 3m wide separation strip, high frequency of pedestrian/shared crossing facilities to suit development configuration and desire-lines. Start/end defined by signal-controlled junctions with staggered pedestrian facilities providing “gateway” awareness. Deliberately constrained cross-section to actively encourage compliance with 20mph speed limit, including appropriately spaced geometric deterrence features. Manual for Streets is stipulated as Design Standard for approval purposes.

CWL Road – Central Section

- 1.1.15 Two-lane dual carriageway transitional zone between Urban and Rural sections, 30mph speed limit (60kph design speed for signage, marking and visibility assessment purposes, buffering between 20 and 40mph limit sections), with Lane 1 marked as Bus Lane in both directions, parallel pedestrian/cycle routes both sides offset by a 3m separation strip. Includes deliberately reduced cross-section (bus-lane width and deletion of hard-strips) in order to deter excessive speeds and marginally mitigate environmental impacts. Includes single signal-controlled pedestrian crossing on the urban fringe, enabling provision of NMU facilities to both sides of the mainline carriageway, increasing the conspicuity of the intended urban context and hence, providing a visual cue on the lower speed side of the 30/40mph change. DMRB CD109 at a corridor design speed of 70kph for gross geometric purposes, is stipulated as the Design Standard for approval purposes.

CWL Road – Northern Section

- 1.1.16 Two-lane dual carriageway in rural setting. 40mph speed limit with associated 70kph design speed for geometric design, signing, marking and visibility assessment purposes. Lane 1 marked as Bus-Lane in both directions, parallel pedestrian/cycle route on southbound side only, offset by a 3m separation strip. Includes deliberately reduced cross-section (bus-lane width and deletion of hard-

strips) in order to deter excessive speeds and marginally mitigate environmental impacts. Includes 2 uncontrolled public right of way (PRoW) pedestrian crossings on low-footfall desire-lines, with safe refuge/waiting space in the central reserve, (width compliant with local design codes). DMRB CD109 is stipulated as Design Standard for approval purposes.

Charlwood Road Junction

- 1.1.17 Point of connection to existing highway network via a modified and signalised version of the existing Charlwood Road/ Ifield Avenue/Ifield Green junction. New 40mph link road joins existing 40mph semi-rural road, with provision of new dedicated turn-in lanes on both existing approaches. Additional pedestrian and shared facilities are provided, with new staggered island refuges on 3 of the 4 junction arms. Existing bus-stop laybys are relocated to the north and south, with a new ghost-island right-turn into Bonnets lane provided to afford protected right-turn waiting space without unduly disrupting northbound traffic. Right-turn-out movements from Ifield Green (a minor residential road with traffic calming) are prohibited to aid overall junction performance.
- 1.1.18 Three Departures from Standards have been identified at the preliminary design stage and listed below:
- Departure 1 – Junction visibility at the Bonnets Lane / Charlwood Road Junction.
 - Departure 2 – Stopping Sight distance deficiency on Bonnets Lane in Eastbound direction.
 - Departure 3 – Junction intervisibility at Charlwood Road junction between Ifield Green and Ifield Avenue.
- 1.1.19 The following strategic decisions have been incorporated into the scheme and listed below:
- Phase 1B constitutes the “Mainline” and Highway network connectivity works to enable Phase 1A and all future Phases and is considered to be a Preliminary Design plus in support of a Detailed Planning Application. Further (minor) design development is anticipated in support of a Design & Build procurement programme, the successful tenderer of which will, after award, undertake the Detailed Design for S278 and S38 approvals and Construction.
 - The Rural Mainline cross-section in central and northern sections has been agreed in consultation with West Sussex County Council (as Local Highway Authority), taking into account operational and maintenance considerations, balanced by local context, continuity and customer (road user) expectations. Accordingly, there are no hardstrips provided in the “Rural” northern section.
 - The Urban Mainline cross-section in the Southern section has been developed and agreed in conjunction with the overall scheme Master-planners and in consultation with West Sussex County Council (as Local Highway Authority) to give a deliberately width-constrained configuration to geometrically discourage speeds in excess of the 20mph speed limit. This includes deliberately narrowed bus lanes, near-flush texture/colour contrast parallel separation features, no super-elevation, and a high density of pedestrian crossing facilities to emphasise an “urban-centre” context. Horizontal and vertical curvatures are, however, designed to permit future reconfiguration of the southern section for incorporation into a future Crawley Western Link Road strategic route.
- 1.1.20 The Road Safety Audit Team confirm that any recommendations to significantly change any strategic decisions are unlikely to be acceptable.
- 1.1.21 Collision data was not available at this design stage as it is predominantly new build.

2 Items Raised in Previous Road Safety Audits

- 2.1.1 The road safety aspects of the West of Ifield proposals were the subject of comment in the September 2023 Stage 1 Road Safety Audit Report (Problem 1 and Problem 10). These items remain a problem and are referred to again in this Road Safety Audit Report (paragraph 3.5.1, 3.3.1 below). All other issues raised in the September 2023 Stage 1 Road Safety Audit Report have been resolved or no longer considered to be a problem.
- 2.1.2 It is noted that where the design has changed, it may be necessary to revise an earlier problem and recommendation. If such an occasion were to arise, this will be included in section 3 of this Road Safety Audit.

3 Items Raised in this Stage 1 Road Safety Audit

3.1 General

3.1.1 PROBLEM

Location: General – Crawley Western Link Road (CWL) CH0+980 – CH1+250 (Drg. 10051123_ARC-010-1B-DR-HE-00002 Rev P04).

Summary: Poor drainage of surface water may lead to skidding / loss of control collisions.

Traffic median islands appear proposed along CWL, segregating the nearside bus lane from the offside traffic lane. These islands appear to coincide with drainage low points in the carriageway. Although proposed carriageway crossfall supports suitable carriageway drainage, the median islands may contribute to retaining surface water. This could lead to skidding collisions during wet weather or icy conditions.

RECOMMENDATION

Ensure surface water is suitably drained from the carriageway.

3.1.2 PROBLEM

Location: A – Rusper Road, just south of scheme extent CH1+090 (Drg. 10051123_ARC-010-1B-DR-HE-00002 Rev P04).

Summary: Risk of collisions with bollards.

The placement of cast iron bollards across the carriageway of Rusper Road may pose a hazard to oncoming motorists and cyclists, who may strike the substantial obstructions. This situation may be made worse during the hours of darkness.

RECOMMENDATION

Ensure that motorists are provided with advance warning of the road closure / no through route. Furthermore, ensure that any physical obstructions are made conspicuous.

3.1.3 PROBLEM

Location: B – Rusper Road, just north of scheme extent CH1+090 (Drg. 10051123_ARC-010-1B-DR-HE-00002 Rev P04).

Summary: Risk of collisions with bollards.

The placement of cast iron bollards across the carriageway of Rusper Road may pose a hazard to oncoming motorists and cyclists, who may strike the substantial obstructions. This situation may be made worse during the hours of darkness.

RECOMMENDATION

Ensure that motorists are provided with advance warning of the road closure / no through route. Furthermore, ensure that any physical obstructions are made conspicuous.

3.1.4 PROBLEM

Location: General – Phase 1B Highway crossing facilities (Drg. 10051123_ARC-XXX-1B-DR-HE-00001 Rev P04).

Summary: Risk of collisions between motorist and walkers/cyclists.

There is a risk of collisions between motorists and walkers/cyclists crossing at the controlled crossing facilities particularly on high-speed roads where wet weather conditions could compromise the skidding resistance of the surfacing.

RECOMMENDATION

It is recommended that a suitable length of high skid resistance surfacing is provided on the approach to all signalised crossings.

3.2 Walking, Cycling and Horse Riding

3.2.1 PROBLEM

Location: C – Phase 1B alignment, northern and southern section of scheme (Drg. 10051123_ARC-010-1B-DR-HE-00001 Rev P04 and Drg. 10051123_ARC-010-1B-DR-HE-00007 Rev P04)

Summary: Risk of head-on collisions between cyclists and motorists.

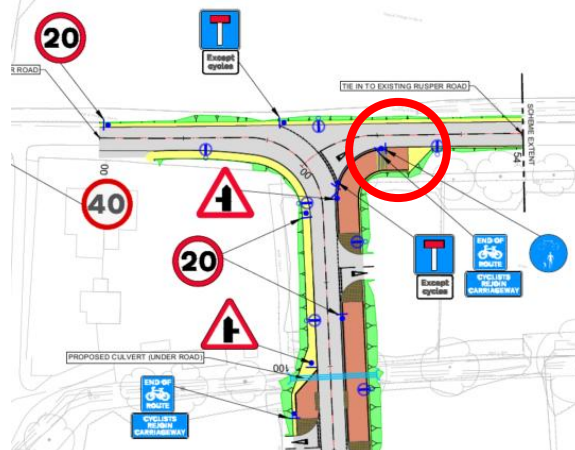
Whilst shared use facilities are provided generally along the scheme, there is a risk that some shared use terminal points may force walkers and cyclists to exit the facilities onto the verge, into opposing traffic lanes unaided or onto a narrower section of footpath (see insert showing southern section of scheme), putting themselves at risk of head-on collisions, being struck when crossing or continuing along unsuitably narrow sections of footpath.

A similar situation occurs at the northern tie-in of the scheme.

The Audit Team notes that design measures particularly at the tie-in points, may take account of adjacent developments that fall outside the scope of this audit.

RECOMMENDATION

It is recommended that shared use provision at terminal points is safe, clear, appropriately signed and supplemented with tactile paving. Furthermore, ensure that if permitted, cyclists are able to safely access / leave the shared use facilities at all access and terminal points.



3.2.2 PROBLEM

Location: D – Phase 1B / Phase 1A / Crawley Western Link Road (CWL), (Drg. 10051123_ARC-010-1B-DR-HE-00001 Rev P04)

Summary: Risk of head-on collisions between turning motorists.

Northbound motorists may inadvertently turn right south of the staggered crossing island into walkers and cyclists crossing the staggered crossing facility or continue into oncoming westbound traffic travelling along CWL. This may lead to striking those crossing or head-on collisions with oncoming traffic.

RECOMMENDATION

Provide 'no entry' prohibition markings / signage at the junction.

3.2.3 PROBLEM

Location: E – Phase 1B Highway crossing facilities CH2+330 (Drg. 10051123_ARC-XXX-1B-DR-HE-00001 Rev P04).

Summary: Risk of crossing collisions.

Walkers crossing the carriageway at uncontrolled crossing facilities are expected to cross multiple lanes and may be at risk of being struck by oncoming traffic. This may be a particular problem for those frail, mobility / sensory impaired crossing the wide carriageway as they may be required to look in multiple directions, judge approaching traffic speeds or be masked by large oncoming vehicles.

RECOMMENDATION

Ensure that any proposed crossing facilities are derived from undertaking a suitable on-site assessment (recording all relevant local and traffic factors) and crossing assessment framework.

3.2.4 PROBLEM

Location: F – Phase 1B Highway crossing facilities CH2+830 (Drg. 10051123_ARC-XXX-1B-DR-HE-00001 Rev P04).

Summary: Risk of crossing collisions.

Walkers crossing the carriageway at the uncontrolled crossing facility are expected to cross multiple lanes and be at risk of being struck by oncoming traffic. This may be a particular problem for those frail, mobility / sensory impaired crossing the wide carriageway as they may be required to look in multiple directions, judge approaching traffic speeds or be masked by large oncoming vehicles.

RECOMMENDATION

Ensure that any proposed crossing facilities are derived from undertaking a suitable on-site assessment (recording all relevant local and traffic factors) and crossing assessment framework.

3.2.5 PROBLEM

Location: F – Phase 1B Highway crossing facilities CH2+800 (Drg. 10051123_ARC-010-1B-DR-HE-00006 Rev P04).

Summary: Risk of slip, trip or fall hazards may lead to injury.

Vulnerable road users seeking access or egress to the southern public right of way may be required to navigate the proposed embankment. This may lead to slip trips and falls leading to injury.

RECOMMENDATION

Ensure the transition between the highway and the PRoW is flush.

3.3 Local Alignment

3.3.1 PROBLEM

Location: G – Phase 1B alignment / Tie-into existing Rusper Road, (Drg. 10051123_ARC-010-1B-DR-HE-00001 Rev P04)

Summary: Introduction of bend may result in eastbound motorists over-shooting into Rusper Road leading to late braking collisions.

The new Phase 1B profile ties-into Rusper Road via a 90° right hand bend in the road. There is a risk that eastbound motorists approaching the tie-in may not be aware of the bend in the road and may instead inadvertently overshoot into the existing eastern arm of Rusper Road leading to late braking collisions.

This situation may be worse during the hours of darkness, during poor weather conditions, or if the proposed lighting through Rusper Road contributes to see-through as this may also mislead approaching motorists into assuming the carriageway follows a straight-ahead alignment.

This issue was raised in the previous Stage 1 Road Safety Audit (Problem 10).

RECOMMENDATION

Ensure motorists approaching the tie-in from the west are aware of the junction arrangement as well as the carriageway alignment. In addition, the use of a map-type sign similar to that at the northern end of the scheme incorporating the bend as well as introducing the new Crawley Western Link road may also benefit motorists.

3.4 Traffic Signs, Carriageway Markings and Lighting

3.4.1 PROBLEM

Location: General Scheme-wide (Drg. 10051123_ARC-XXX-1B-DR-HE-00001 Rev P04).

Summary: Risk of motorists striking traffic signs.

Some signs are proposed close to the edge of carriageway and may be susceptible to being struck by passing motorists. This may lead to secondary collisions.

RECOMMENDATION

Ensure all proposed traffic signs are located a suitable distance from the carriageway and do not interfere with road users.

3.4.2 PROBLEM

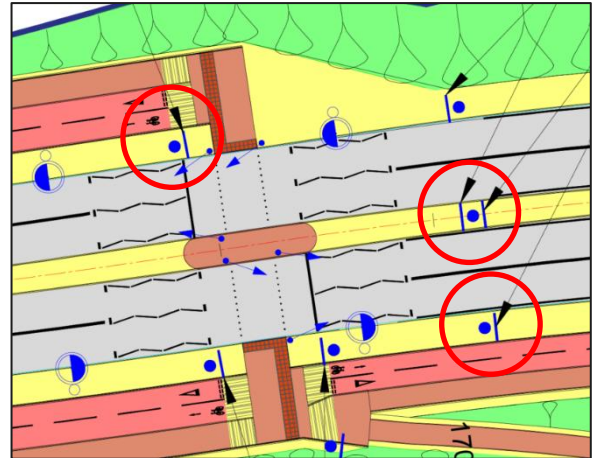
Location: H - Crawley Western Link Road CH1+690 (Drg. 10051123_ARC-XXX-1B-DR-HE-00001 Rev P04).

Summary: Risk of overshooting / late braking / crossing collisions.

There is a risk that the speed limit and shared use signs located in advance of the controlled pedestrian crossing facility may obscure the traffic signal operation (see insert). This may lead to overshooting / late braking / crossing collisions.

RECOMMENDATION

Ensure speed limit signs do not obscure the operation of the crossing traffic signals.



3.5 Junctions

3.5.1 PROBLEM

Location: I – Charlwood Road / Ifield Avenue, West of Ifield Phase 1B (Drg. 10051123_ARC-010-1B-DR-HE-00007 Rev P04)

Summary: Risk of turning traffic collisions.

Southbound 'nearside' traffic from Charlwood Road (Phase A - all movements) appears permitted to run 'opposed' with northbound nearside and offside traffic from Ifield Avenue (Phase B - all movements), whilst Phase C (Charlwood Road southbound left turn) is 'held' for traffic.

This arrangement may result in confusion and may lead to late braking or lane changing collisions, as northbound motorists travelling from Ifield Avenue are presented with right turning motorists not emerging from the opposing 'offside' lane of Charlwood Road (as this is phase currently held in Stage 1) but the 'nearside' lane.

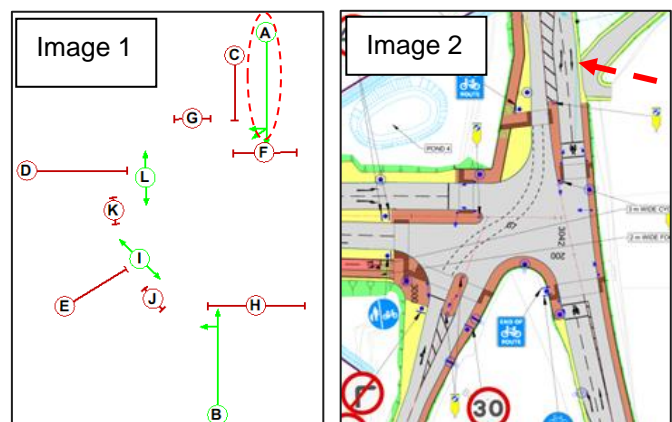
The Audit Team notes that the 'nearside lane of Charlwood Road is proposed as ahead-only, and very little has been provided to manage or guide opposing traffic through the junction (see image 2).

The Audit Team notes that the 'nearside lane of Charlwood Road is proposed as ahead-only, and very little has been provided to manage or guide opposing traffic through the junction (see image 2).

This issue was raised in the previous Stage 1 Road Safety Audit report (Problem 1).

RECOMMENDATION

Ensure that the operation of the junction promotes safe turning traffic manoeuvres with good vehicle positioning, and that carriageway markings are not confusing.



3.5.2 PROBLEM

Location: I – Ifield Green / Ifield Avenue / Charlwood Road (Drg. 10051123_ARC-010-1B-DR-HE-00007 Rev P04)

Summary: Risk of loss of control collisions.

Northbound motorists approaching the Ifield Green / Ifield Avenue / Charlwood Road junction will emerge from Ifield Green and immediately be presented with an offset junction alignment (see insert). This alignment, which may or may not be clear to approaching motorists travelling along the 40mph road, may result in loss of control collisions. This situation could be worse particularly during the hours of darkness, poor weather conditions or because of excessive speed.

Although guidance markings appear to be provided to highlight the alignment, they are likely to be ineffective during wet weather periods, or quickly eroded through junction turning traffic manoeuvres.



RECOMMENDATION


Provide advance warning of the traffic signal junction ahead. In addition, there may also be benefit in providing a map-type sign on the approach to the junction, similar to those provided on all other approaches. The use of speed management measures may also benefit safety.

4 AUDIT TEAM STATEMENT

4.1.1 We certify that this Road Safety Audit has been carried out in accordance with GG 119.


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Signed: 
Date: 17/12/2024

Appendix A

Documents forming the Audit Brief

DRAWING TITLE	DRAWING NUMBER	REV
West Of Ifield Phase 1B Highway General Arrangement Sheet 1 Of 7	10051123-ARC-010-1B-DR-HE-00001	P04
West Of Ifield Phase 1B Highway General Arrangement Sheet 2 Of 7	10051123-ARC-010-1B-DR-HE-00002	P04
West Of Ifield Phase 1B Highway General Arrangement Sheet 3 Of 7	10051123-ARC-010-1B-DR-HE-00003	P04
West Of Ifield Phase 1B Highway General Arrangement Sheet 4 Of 7	10051123-ARC-010-1B-DR-HE-00004	P04
West Of Ifield Phase 1B Highway General Arrangement Sheet 5 Of 7	10051123-ARC-010-1B-DR-HE-00005	P05
West Of Ifield Phase 1B Highway General Arrangement Sheet 6 Of 7	10051123-ARC-010-1B-DR-HE-00006	P04
West Of Ifield Phase 1B Highway General Arrangement Sheet 7 Of 7	10051123-ARC-010-1B-DR-HE-00007	P04
West Of Ifield Phase 1B Highway Key Plan And Legend	10051123-ARC-XXX-1B-DR-HE-00001	P04
West Of Ifield Phase 1B Highway Flood Compensation Area Sheet 1 Of 1	10051123-ARC-010-1B-DR-HE-00008	P03
West Of Ifield Phase 1B Highway Long Section Sheet 1 Of 6	10051123-ARC-071-1B-DR-HE-00001	P02
West Of Ifield Phase 1B Highway Long Section Sheet 2 Of 6	10051123-ARC-071-1B-DR-HE-00002	P03
West Of Ifield Phase 1B Highway Long Section Sheet 3 Of 6	10051123-ARC-071-1B-DR-HE-00003	P03
West Of Ifield Phase 1B Highway Long Section Sheet 4 Of 6	10051123-ARC-071-1B-DR-HE-00004	P03
West Of Ifield Phase Bb Highway Long Section Sheet 5 Of 6	10051123-ARC-071-1B-DR-HE-00005	P03
West Of Ifield Phase 1B Highway Long Section Sheet 6 Of 6	10051123-ARC-071-1B-DR-HE-00006	P03
Proposed Surface Water Drainage Strategy Sheet 1	10051123-ARC-050-1B-DR-DE-00001	P03
Proposed Surface Water Drainage Strategy Sheet 2	10051123-ARC-050-1B-DR-DE-00002	P04
Proposed Surface Water Drainage Strategy Sheet 3	10051123-ARC-050-1B-DR-DE-00003	P04
Proposed Surface Water Drainage Strategy Sheet 4	10051123-ARC-050-1B-DR-DE-00004	P04
West Of Ifield Phase 1B Highway Typical Cross Section Sheet 1 Of 2	10051123-ARC-072-1B-DR-HE-00201	P02
West Of Ifield Phase 1B Highway Typical Cross Section Sheet 2 Of 2	10051123-ARC-072-1B-DR-HE-00202	P02

West of Ifield Phase 1B
Stage 1 Road Safety Audit

DOCUMENT TITLE	DOCUMENT NUMBER	REV
West of Ifield Stage 1 Road Safety Audit Brief	10053900-ARC-GEN-ZZZ-TR-CE-00001	N/A
Annual Average Daily Traffic and Annual Average Weekly	N/A	5
West of Ifield Stage 1 Road Safety Audit Report	1620007949-RAM-XX-XX-RP-CH-00002	P01
West of Ifield Response Report Relating to the Road Safety Audit Stage 1 Dated September 2023	1620007949-RAM-XX-XX-RP-CH-00003	01
Submission to West Sussex County Council for Departures from Standard	10051123-ARC-070-1B-GP-HE-00001	
Submission to West Sussex County Council for Departures from Standard	10051123-ARC-070-1B-GP-HE-00002	
Bonnetts Lane Through Junction Visibility Acceleration	10051123-ARC-070-1B-TN-HE-00001	
Charlwood Road Junction Visibility Splays	10051123-ARC-070-1B-DR-HE-00008	P01
Bonnetts Lane Junction Visibility Splays	10051123-ARC-070-1B-DR-HE-00009	P01
Site Access West Of Rusper Road Junction modelling	1 Site Access West Of Rusper Road_v1_80206 - Full Input Data And Results	
Site Access East Of Rusper Road Junction modelling	2 Site Access East Of Rusper Road_80200_v1 - Full Input Data And Results	
Charlwood Rd_Link Rd_Ifield Green Junction modelling	3 CharlwoodRd_LinkRd_IfieldGreen_v3 - Full Input Data And Results	

Appendix B
Problem Locations

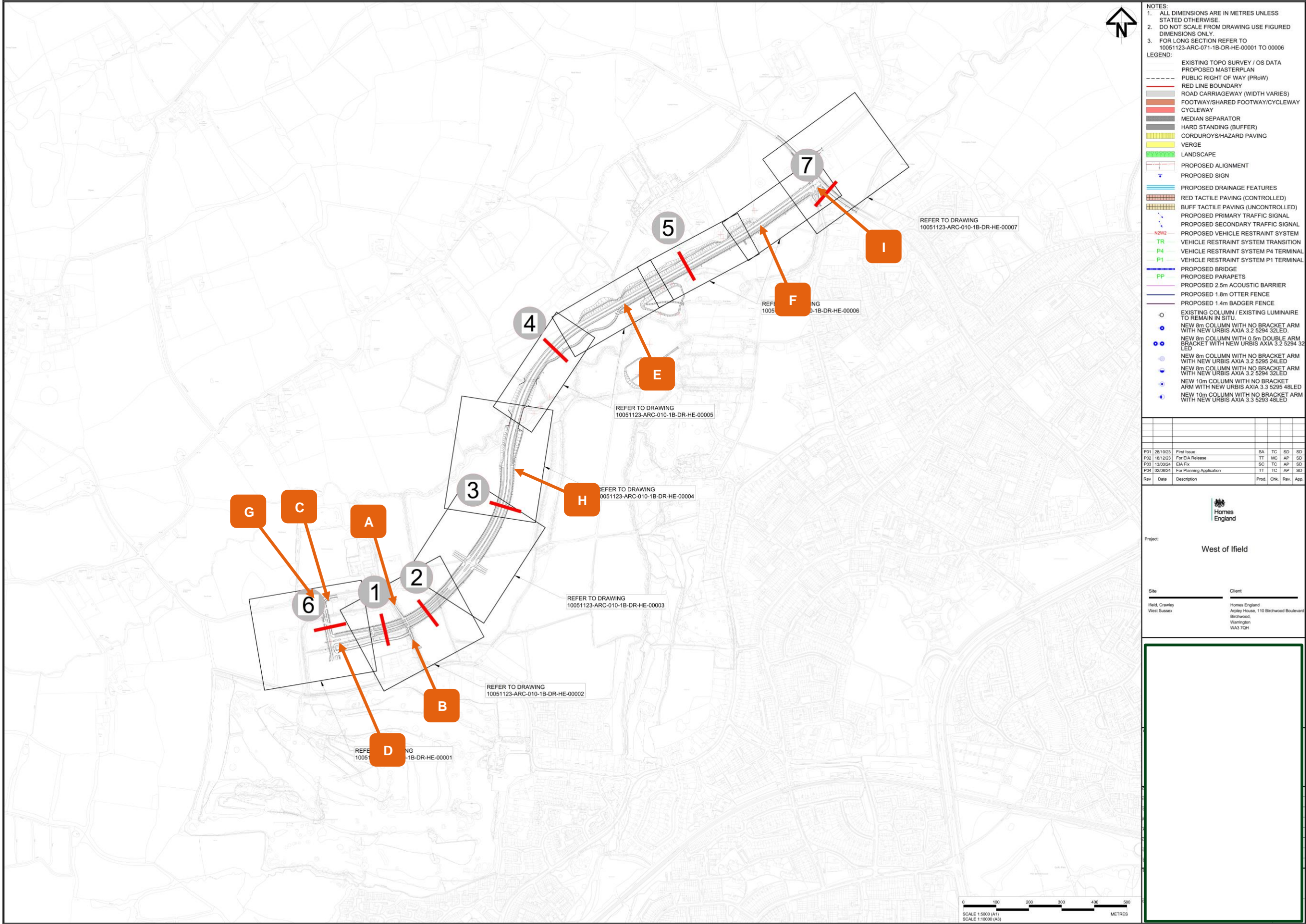


Image 1: Extract of drawing 10051123-ARC-050-1A-DR-CE-00001 Rev P04

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A decorative graphic consisting of three orange lines: one horizontal line spanning the width of the page, and two diagonal lines intersecting it from the bottom left towards the top right.