

SK TRANSPORT PLANNING

TRAFFIC TRANSPORT HIGHWAYS



TECHNICAL NOTE

Date: 27th August 2026

Project: Planning Application DC/26/0671 – Land off Old Crawley Road, Faygate – 120 Residential Units

1. Introduction

- 1.1 This Technical Note (TN) has been produced by SK Transport Planning Limited (SKTP) to respond to the detailed comments provided by West Sussex County Council (WSCC), as Highway Authority on the planning application submitted to Horsham District Council (HDC), reference DC/26/0671. The planning application has been made in outline, and is for a development of up to 120 dwellings (including 45% affordable), with all matters reserved except for access.
- 1.2 As set out in WSCC's June and July 2026 consultation responses (provided in **appendices a and b** respectively), the development site has some planning history, with a larger residential development of 473 units being previously submitted to HDC. Through detailed discussions and collaborative working agreement was reached between SKTP and WSCC on all traffic, transport and sustainable access matters relating to this larger residential scheme.
- 1.3 WSCC raised no technical objections to the development proposals, and this was reported to the Planning Inspectorate, through a Public Inquiry. Whilst that planning appeal was dismissed on other technical grounds, the Planning Inspector accepted the agreed position between WSCC and SKTP, and concluded that the site was sustainably located, and the impacts of the proposed development would not be "severe", the test taken from the National Planning Policy Framework (NPPF). This position is confirmed in WSCC's July 2026 technical response.
- 1.4 Moving forward SKTP engaged with WSCC in 2023 confirming that their client wanted to progress with a new planning application on the site, for a reduced number of residential units. The development access arrangements onto the B2195 Crawley Road remain almost identical to those previously considered and agreed with WSCC, other than the development junction arm being reduced from having dedicated left/right turning lanes to a single all-turning movement turning lane out of the site.
- 1.5 The next section of this TN provides a review of the technical discussions that have taken place between WSCC and SKTP, and the additional material requested to assess the development proposals.

2. Additional Technical Information

- 2.1 WSCC's first consultation response in June 2026 confirmed agreement on the technical modelling aspects of the assessment, with the only additional information request being an update to the previously submitted Stage 1 Road Safety Audit (RSA) for the development access works. A copy of this updated RSA is provided in **appendix c**. This document was submitted to WSCC for review.
- 2.2 A second set of comments were provided by WSCC in July 2026 (**appendix b**). These provided comments on the submitted Stage 1 RSA, and confirmed the following points, with regard to the technical matters referred to in this document:
 - Problem 1 – all matters relating to the northbound nearside lane width have been noted by WSCC, and justified within the Design Organisation response
 - Problem 2 – further technical work is requested by WSCC for the shared ped/cycle route from Earles Meadow back to the proposed development access
 - Problem 3 – WSCC has confirmed that the detailed matter of the scheme design requiring "keep left" bollards can be covered at detailed access design stage

- Problem 4 – WSCC has accepted that any forward/intervisibility concerns through overhanging vegetation can be actively managed, with the RSA Response Report showing the required forward visibility splays on plan (SKTP drawing SK21905-04 REV C)
- Problem 5 – it has been accepted that appropriate tactile and corduroy hazard paving can be included in the scheme design at detailed design stage
- Problem 6 – the requirement for a dedicated signal maintenance lay-by/hard-standing area has been flagged, and whilst the location of this space will be confirmed at detailed design stage, further consideration is given to this point in this response
- Problem 7 – the need for high resistant surfacing on the approach to the signalised junction has been agreed between WSCC and SKTP, and shown on plan in the RSA Response Report. This will also be incorporated at detailed design stage
- Problem 8 – it has been agreed with WSCC that appropriate forward visibility to signal heads must be achieved, and can be undertaken across land both the applicant and WSCC, as highway authority control

- 2.3 WSCC's July 2026 response confirms that just Problem 2 (underlined) requires further consideration. WSCC stated in their response:

In summary all points bar problem 2 have been addressed or can be addressed at the Stage 2 RSA/Detailed Design stage of the application. Once Point 2 has been re-considered the LHA will require a formal Microsoft Word editable document to formally sign these points off.

- 2.4 In addition to the points listed above, WSCC's Traffic Signal Engineer requested that a new LinSig Model be produced, to confirm that the change to the exit lanes from the development does not cause significant impact to the junction operation, when compared to the previous signalised junction proposal.
- 2.5 This revised LinSig Model has been prepared and submitted separately to WSCC's Traffic Signal Engineer for review. For ease of reference it is provided in **appendix d**. Following a detailed assessment of the junction model, and responses to detailed questions raised by WSCC, agreement has been reached between WSCC and SKTP on all technical points, noting that the detailed point on an end of stage green arrow for right turning traffic into the development will be considered at detailed design stage.
- 2.6 This confirmed "sign-off" position is provided in the WSCC/SKTP email trail provided in **appendix e**.
- 2.7 Returning to Problem 2 from the Stage 1 RSA, a further review has been undertaken on the ped/cycle design from the proposed signalised junction to link with Earles Meadow. These revisions are shown on plan in **appendix f**, and were submitted alongside some updates to the ped/cycle link from the signalised junction into the development site. These updates are also included in **appendix f**. It was agreed with WSCC's Highways Officer that these amendments are sensible revisions that address Problem 2.
- 2.8 Having carefully reviewed, considered and responded to the shortlist of technical queries raised by WSCC Highways and Signals Officers, we consider there are no outstanding technical matters to resolve.

3. Minor Layout Adjustments

- 3.1 The only minor changes that has been made relate to the realignment of the ped/cycle link on the northeastern side of the signalised junction, and some internal layout adjustments, as requested by the Council's Planning Officer. Each point is dealt with in turn.

Realignment of Ped/Cycle Link

- 3.2 Following the submission of the technical information summarised in section 2 of this report, a minor adjustment to the alignment of the shared ped/cycle route on the north eastern side of the junction has been made. This adjustment has been made following comments from the Council's arboriculturist regarding the opportunity to retain a number of existing trees where the ped/cycle link was originally shown, adjacent to the Crawley Road carriageway.
- 3.3 The ped/cycle route alignment change is shown on plan in **appendix g**, and we confirm that all tie in points with the proposed signalised junction, as well as onto Old Crawley Road remain as previously presented and agreed.

Internal Parking and Layout Amendments

- 3.4 Although not requested by WSCC Highways Officers, HDC's Planning and Landscape Officers have requested some amendments to the illustrative layout. From an access and parking perspective the updated development layout (provided in **appendix h**), responds to comments relating to parking and pedestrian movement.
- 3.5 The revised layout has deleted the two parking courts behind the two crescent frontages, and these have been replaced with small driveways. This change retains parking to the rear of the frontage properties whilst enabling a greater number of dwellings to benefit from on-plot or conveniently located parking. The revised layout also retains and strengthens the pedestrian route through the centre of the site, including the route between Plots 17 and 20, and the provision of a larger central tree feature and landscaped area.
- 3.6 With respect to car parking, the site lies within WSCC Parking Behaviour Zone (PBZ) 4, and the revised layout continues to accord with the applicable parking standards. PBZ 4 sets out that 1 bed units require 0.9 space per dwelling, 2 beds require 1.1 spaces, 3 beds require 1.7 spaces and 4 beds require 2.2 spaces.
- 3.7 We have also tracked the updated internal layout for fire appliance and refuse access. These tracking plans are provided in **appendices i and j** respectively. Note that this remains an illustrative layout, but this exercise confirms the quantum of development, parking and access arrangements can be accommodated on the site.

4. Conclusions

- 4.1 We trust this TN is useful in collating all previously prepared and submitted technical information into one document, but if there are any further questions or queries please do not hesitate to contact the SKTP team.

APPENDIX A

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Sam Whitehouse
FROM:	WSCC – Highways Authority
DATE:	15 th June 2026
LOCATION:	Land Off Old Crawley Road Faygate West Sussex
SUBJECT:	DC/26/0671 Outline Application for a development of up to 120 dwellings (including 45% affordable) with all matters reserved except for access.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information

Background and Site History

WSCC in its role of Local Highway Authority (LHA) has been consulted on the proposals for highway safety, capacity and access. The proposals are for an Outline planning application for the development of up to 120 residential units on land south of New House Farm, Old Crawley Road, Faygate.

The application is an update of an application from 2020 for 473 dwellings which was dismissed at Planning Appeal in 2021 following a public enquiry. The LHA ultimately raised no objections to the proposals from the LHA's perspective.

Following this the applicant engaged in pre-application advice in 2023 with the LHA to establish the principles of a lower number of dwellings onto the development site. The application is supported by way of a Transport Assessment (TA) which considers the latest changes to the proposals.

Access Strategy

It's noted that the site access junction remains as per the previous scheme (i.e. as traffic signals) supported by the original Stage 1 Road Safety Audit (RSA). The design is a modification of the previously approved design prepared for the 2020 submission. The modifications include the deletion of the dedicated left and right turn exit lanes from the development. Within their TA the Design Team use the justification that modification has been possible due to the development scale materially reducing from 473 units to 120 units, and the overall reduction in traffic generated by the smaller scheme.

Given the time and the changes to the access this would require a re-commissioned RSA and would need to go back to Traffic Signals to make sure they are still satisfied with the proposals and modifications, this is only possible following the completion of the RSA. Once this has been produced the LHA can provide further commentary on the access strategy.

Network Capacity

The TRICS trip rates previously applied remain acceptable. This was outlined in the originally submitted Transport Assessment supporting planning application DC/20/0470. A revised trip distribution exercise has been undertaken based on the agreed vehicle trips and distribution. It's accepted that not all junctions previously modelled will need to be included within the assessment for this revised scheme. The A264 Moorhead Roundabout

is due to be signalised (the s278 agreement is currently being considered by our Highway Agreement's Team), this has been accounted for in the TA.

Much of the above was discussed with the LHA previously and the basis remains acceptable.

Conclusion

As outlined above the LHA would require some additional information with regard the RSA to include its re-commissioning to reflect the changes in the access strategy over what was previously agreed in 2020. Once this has been submitted the LHA will provide additional comments.

Jamie Brown
West Sussex County Council – Planning Services

APPENDIX B

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Sam Whitehouse
FROM:	WSSC – Highways Authority
DATE:	6 th July 2026
LOCATION:	Land Off Old Crawley Road Faygate West Sussex
SUBJECT:	DC/26/0671 Outline Application for a development of up to 120 dwellings (including 45% affordable) with all matters reserved except for access.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information

Background and Site History

WSSC in its role of Local Highway Authority (LHA) has been consulted on the proposals for highway safety, capacity and access. The proposals are for an Outline planning application for the development of up to 120 residential units on land south of New House Farm, Old Crawley Road, Faygate. The application is an update of an application from 2020 for 473 dwellings which was dismissed at Planning Appeal in 2021 following a public enquiry.

The LHA ultimately raised no objections to the proposals from the LHA's perspective. Following this the applicant engaged in pre-application advice in 2023 with the LHA to establish the principles of a lower number of dwellings onto the development site. The application is supported by way of a Transport Assessment (TA) which considers the latest changes to the proposals.

Access Strategy

It's noted that the site access junction remains as per the previous scheme (i.e. as traffic signals) supported by the original Stage 1 Road Safety Audit (RSA). The design is a modification of the previously approved design prepared for the 2020 submission. The modifications include the deletion of the dedicated left and right turn exit lanes from the development.

Latest Comments

In accordance with the adopted LHA 'Road Safety Audit Policy', a new Stage 1 RSA has been undertaken in accordance with the GG119 governance document by an independent Audit. 8 points have been raised within the Audit; all have been agreed by the Designer. The LHA has reviewed the RSA and would offer the following comments (for ease of reading the LHA's comments are on the RSA problem with the full RSA and points within the latest supporting information dated 22nd June 2026 on the HDC portal):

Problem 1- Designer's point noted and justified within the Design Organisation response.
Problem 2- A deliverable solution needs to be provided at the planning stage therefore we would request the Design Team provides more information on how tie in points can be provided.

Problem 3- The LHA are satisfied that this can be addressed at Detailed Design.

Problem 4- Principle ok and accepted

Problem 5- The LHA are satisfied that this can be addressed at Detailed Design.
Problem 6- Principle accepted The LHA are satisfied that this can be addressed at Detailed Design.
Problem 7- The LHA are satisfied that this can be addressed at Detailed Design.
Problem 8- Principle accepted

In summary all points bar problem 2 have been addressed or can be addressed at the Stage 2 RSA/Detailed Design stage of the application. Once Point 2 has been re-considered the LHA will require a formal Microsoft Word editable document to formally sign these points off.

Traffic Signal (TS) Comments

The TS engineer has requested the Design Team consider the following points:

- In principle given the reduced number of units being proposed, the TS team have no objection to removal of the dedicated right and left turning lanes. They have requested a new LinSig model should be produced, proving this change does not cause significant impact to the operation, when compared to the previous proposal.
- The Design Team are requested to confirm where a maintenance engineer is able to safely park when visiting this location

Conclusion

The points as raised above should be considered by the Design Team and further response sent to these points.

Jamie Brown
West Sussex County Council – Planning Services

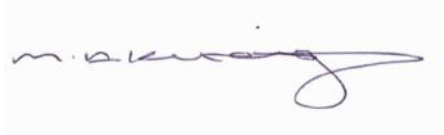
APPENDIX C

LAND AT CRAWLEY ROAD, FAYGATE
RESIDENTIAL DEVELOPMENT

STAGE 1 ROAD SAFETY AUDIT
RESPONSE REPORT

APRIL 2026

DOCUMENT CONTROL

Project Title:	Land at Crawley Road, Faygate		
Client:	FCP Land 4		
Project Manager:	Michael Kitching		
Project Number:	SK21905		
Document Reference:	SK2190_RSARR02		
Document Type:	Road Safety Audit Response Report		
Primary Author:	Michael Kitching		
Approval Signature: Michael Kitching			
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Issue	Date	Distribution	Comments
01	05/11/20	Project Team	Original 2020 RSA RR Report
02	02/04/26	Project Team	Updated 2026 RSA RR Report

CONTENTS

		Page
1.0	INTRODUCTION	1
2.0	STAGE 1 ROAD SAFETY AUDIT REVIEW	3
3.0	CONCLUSIONS	7

APPENDICES

Appendix A:	March 2026 Road Safety Audit
Appendix B:	Vehicle Swept Path Analysis and Northbound Lane Dimensions
Appendix C:	Updated General Arrangement Layout
Appendix D:	Road Safety Audit Decision Log (including GG119 Tables F4, F5 and F6)

1.0 INTRODUCTION

- 1.1 This Road Safety Audit Response Report (RSARR) has been prepared in response to the Stage 1 Road Safety Audit (RSA) Revision Document prepared by Waterman Aspen (WA) on the 31st March 2026. This document supersedes the Stage 1 RSA prepared in 2020, which considered a near identical signalised junction scheme serving a larger residential development.
- 1.2 At that time the design of the signalised junction was carefully reviewed in partnership with West Sussex County Council's (WSCC) Highways Officers. Officers inputted into the General Arrangement (GA) scheme design, which resulted in the final scheme design being accepted by WSCC. This final scheme design was considered as part of a subsequent Planning Appeal, and accepted by all parties (including the Planning Inspectorate) as being suitable, subject to detailed design, to serve the proposed residential development.
- 1.3 Moving forward the residential development has now been scaled down from 473 units to 120 residential units. The technical modelling prepared for the revised development proposal has confirmed there is no longer a need for dedicated left and right turn exit lanes on the development arm of the junction, and as such the scheme design has been revised to provide a single exit lane to accommodate both left and right turning vehicles. All other technical matters (such as approach lanes, crossing points and types etc) are as previously discussed and agreed with WSCC Officers.
- 1.4 A copy of the 2026 WA RSA is provided in **appendix a**. As stated in the document this Stage 1 RSA was undertaken in line with the requirements of Design Manual for Roads and Bridges GG119 Road Safety Audit (formerly HD 19/15).
- 1.5 The weather during the RSA site visit on the 25th March 2026 was "chilly, overcast" and the carriageway surface was damp from earlier rainfall. In line with standard audit parameters the RSA team examined and reported only the road safety issues of the scheme as presented and did not examine or verified the compliance of the design to any other criteria.
- 1.6 As stated above this RSARR confirms that a previous Stage 1 RSA was undertaken in 2020, with all the Audit Team confirming that all the concerns raised in that report were considered to have been addressed satisfactorily.
- 1.7 This RSARR confirms that the RSA has been undertaken on a proposed signalised junction on the B2195 Crawley Road to serve a residential development to the east of this section of adopted highway. The proposals include:
 - provision of a new development site access on the eastern side of Crawley Road, Faygate, Horsham, forming a 3-arm signal-controlled junction with Crawley Road
 - provision of pedestrian crossing facilities on the eastern and southern arms of the signal controlled junction
 - provision of a toucan crossing on the northern arm of the signal-controlled junction
 - provision of a new 3m wide shared use pedestrian / cycle link from the western side of Crawley Road, to the north of the signal-controlled junction, which then routes northwards across adopted highway to link with Earles Meadows
 - provision of a new 3m wide shared use pedestrian / cycle link on the eastern side of Crawley Road, which links the proposed development site access northwards with Old Crawley Road

- provision of a 2m wide footway on the eastern side of Crawley Road, which links the proposed development site access southwards with New Moorhead Drive

1.8 As mentioned earlier during the life of the planning application the access arrangements were previously amended to accommodate some pedestrian and cycle enhancements that were discussed and agreed in principle between the applicant and WSCC Highway Officers. These measures included:

- pedestrian crossing facilities on all junction arms, including a shared pedestrian/cycle crossing on the northern junction arm
- new 3m wide pedestrian/cycle link from the western side of the junction which then routes northwards across adopted highway to link with Earles Meadows
- a new 3m wide pedestrian/cycle link on the eastern side of the junction, to link the development with Old Crawley Road

1.9 This RSARR considers the eight identified technical problems in the RSA and provides a response as to how these identified matters will be addressed. The review can be found in **section 2** of this report.

2.0 STAGE 1 ROAD SAFETY AUDIT REVIEW

- 2.1 This section of the report reviews the eight problems that have been identified and provides commentary on how each of the identified matters will be addressed.

Matters Arising from the Stage 1 Road Safety Audit

- 2.2 The audit for the site access onto the B2195 Crawley Road has considered the provision of a new signalised junction, complete with pedestrian crossing facilities on the eastern and southern arms, along with a 'Toucan' crossing facility on the northern junction arm. The eastern (development) arm provides an appropriate vehicular access into the development site that accommodates all private car and HGV traffic movements, alongside a 2m pedestrian footway on the southern side of the carriageway and a combined 3m wide pedestrian/cycle route on the northern side of this route.
- 2.3 Previous discussions with WSCC resulted in agreement that additional enhancements to pedestrian and cycle access through this junction should also be provided. This resulted in the previously revised scheme incorporating new controlled crossing facilities and new pedestrian and pedestrian/cycle links to connect the development into existing highway infrastructure on the northern and western sides of the junction. These enhanced pedestrian and cycle measures were prepared collaboratively with WSCC, and agreed that they would deliver material enhancements to sustainable access to and from the site.
- 2.4 The latest RSA has identified eight technical matters in the RSA. All are considered to be relatively minor in nature, and can be either addressed or confirmed at detailed design stage. Commentary on each of these matters is provided below.

Matter 1: Reducing the Potential Risk of Side Swipe Type Vehicular Collisions

- 2.5 The RSA team have commented that they have a concern that any larger vehicles turning right into the development site access from Crawley Road (the southern junction arm) into the development site (the eastern arm) would encroach into the adjacent northbound traffic lane when undertaking this turning manoeuvre.
- 2.6 The audit team has raised the concern that this could lead to a potential increased risk of side swipe type vehicle collisions occurring between larger vehicles turning right from the southern arm of Crawley Road and another large vehicle travelling northbound towards the A264 corridor.
- 2.7 In response to the RSA team's comments a check of the clear nearside lane width has been undertaken against the typical weekly large refuse vehicle manoeuvre to/from the residential development site.
- 2.8 The exercise has confirmed that a large refuse vehicle will travel north on Crawley Road, and then turn into the dedicated right turn lane, to then turn right into the minor junction arm. As part of this manoeuvre it is possible that the turning vehicle may have to wait within the junction to make the right turn.
- 2.9 A review of the width of the nearside "ahead" lane confirms that at the stop line if the refuse vehicle was making a right turn manoeuvre the useable nearside lane width would be 3.21m, increasing to 3.67m immediately to the north of the controlled crossing facility. This width increases to 4.95m at a point where the refuse vehicle is undertaking its right turn into the site.
- 2.10 These measurements are shown on plan in **appendix b**, and are considered to be a "worst case" assessment, with the refuse vehicle positioned 0.7m from the central junction refuge, when undertaking this manoeuvre.

- 2.11 Based on this review it is confirmed that there is appropriate width along the northbound nearside "ahead" lane to allow larger vehicles to pass another large vehicle turning right into the development site.

Matter 2: Reducing the Potential Risk of Vehicular and Pedal Cyclists/Pedestrian Collisions Occurring

- 2.12 The RSA team have commented that the scheme proposes a new 3m wide shared use footway on the western side of Crawley Road, that connects with Earles Meadows, and a 3m wide shared use footway on the northern side of the development site access road, that connects to Old Crawley Road to the north. There are no existing footways in Earles Meadows or Old Crawley Road where the shared use footways are shown to end.
- 2.13 The audit team has flagged that pedestrians and cyclists may be introduced back to the carriageway without any warning to motorists at this location, potentially leading to an increased risk of vehicular and pedestrian/cycle collisions occurring.
- 2.14 The recommendation is that appropriate tie-in details for the shared use footways should be clearly defined, to include how pedestrians and cyclists enter and exit these shared use facilities, in order to mitigate the above described potential collision scenario.
- 2.15 In response to the RSA team's comments it was always the intention that this additional level of detail at the Earles Meadow and Old Crawley Road tie in points would be delivered at detailed design stage. This would include confirmation of cycle signage and carriageway markings.
- 2.16 To demonstrate that appropriate detail can be provided at both tie in points tactile blister paving has been added at this location, in line with the DETR Guidance on the use of Tactile Paving Surfaces document. Signage and additional markings complying with the Traffic Signs and General Directions Manual will be included in the detailed design package of works.
- 2.17 Based on this review it is confirmed that an appropriate detail will be provided at both tie in points, to ensure the safe passage of pedestrians and cyclists at this location.

Matter 3: Reducing the Potential Risk of Kerb Strikes and Subsequent Loss of Control Collisions, Especially During the Hours of Darkness

- 2.18 The RSA team have noted that General Arrangement drawings do not show "keep left" bollards on the traffic islands on all arms of the proposed signalised junction. As a result the lack of bollards could lead to a risk of kerb strikes and subsequent loss of control collisions occurring, leading to personal injury.
- 2.19 The RSA team's recommendation is that "keep left" bollards are provided on the islands, in order to mitigate against the risk of kerb strikes/loss of control collisions.
- 2.20 In response to the RSA team's comments it was expected that this level of design detail would be included at detailed design stage, but as part of the RSA process the location of keep left bollards have been shown on the traffic islands, as suggested.

Matter 4: Reducing the Potential Risk of Nose to Tail Shunt Type Collisions

- 2.21 The RSA team have noted the presence of vegetation on the western and eastern sides of Crawley Road, to the east of Earles Meadow and Old Crawley Road. The concern is that without a regular maintenance programme, future re-growth of the vegetation could impact the forward visibility to the signal heads.

- 2.22 As a result this could lead to a potential increased risk of nose to tail shunt type collisions between a southbound vehicle approaching the signalised junction, and having to break heavily if noticing a red signal late, through obscured vegetation.
- 2.23 In response to the RSA team's comments SKTP drawing SK21905-04 REV C shows the forward visibility splay envelopes to the signal heads on the northbound and southbound approaches. They confirm that 120m of forward visibility can be achieved on both approaches.
- 2.24 These visibility splays envelopes fall across land that forms part of the adopted highway, and so WSCC, as Highway Authority has an obligation to keep all vegetation/foliage clear of visibility splays/sightlines. If a financial contribution towards a maintenance programme/management plan is required then this will be considered.

Matter 5: Reducing the Potential Risk of Cyclists & Pedestrian Collisions Occurring

- 2.25 The RSA team have commented that the lack of red tactile paving at the signalised crossing facilities could result in the blind or visually impaired pedestrians crossing Crawley Road at less suitable locations, which could lead to a potential increased risk of blind and visually impaired pedestrian collisions occurring.
- 2.26 In addition, the lack of corduroy paving and suitable/adequate shared use/footway/cycleway signing could lead to a potential increased risk of cyclist and pedestrian collisions.
- 2.27 The recommendation is that suitable and adequate signing for the shared use footway/cycleway should be provided, as well as tactile paving and corduroy hazard paving, in accordance with DETR guidance.
- 2.28 In response to the RSA team's comments it was always the intention that this additional level of detail would be delivered at detailed design stage. This would include confirmation of signage, tactiles and any footway/cycleway markings.
- 2.29 To demonstrate that appropriate tactiles will be provided at all crossing points these have been added at all locations, in line with the DETR Guidance on the use of Tactile Paving Surfaces document. These are shown on plan in **appendix c**. Signage and additional markings complying with the Traffic Signs and General Directions Manual will be included in the detailed design package of works.

Matter 6: Reducing the Potential Risk of Vehicular and Site Operative Collisions Occurring as well as Vehicle/Vehicle Collisions

- 2.30 The RSA team have commented that the scheme as presented does not provide an appropriately located maintenance lay-by/hard standing area, which in turn could result in operatives parking their vehicles in unsafe locations in the vicinity of the signal apparatus.
- 2.31 The concern is that this could lead to the increased risk of vehicular and site operative collisions, or potentially an increase in vehicle/vehicle collisions due to motorists attempting to avoid inappropriately parked maintenance vehicles.
- 2.32 The recommendation is that a lay-by or hard standing area is provided in a safe location for an operative to access the signal apparatus. This space should be located clear of the traffic lanes, signal poles, heads etc.
- 2.33 In response to the RSA team's comments with the internal development layout being presented as an illustrative scheme, it will be possible to incorporate a parallel parking/service bay on the southern side of the development arm of the junction, close to the junction but outside of all visibility splays and junction equipment. The need for this bay has been noted on the updated drawing, provided in **appendix c**, and will be incorporated at detailed design stage.

Matter 7: Reducing the Potential Risk of Skidding and Subsequent Loss of Control Collisions Occurring

- 2.34 The RSA team have commented that the introduction of new stop lines with the signalised junction will create new braking areas on all approaches. The audit team has highlighted that unexpected or late braking could lead to the potential increased risk of vehicular and pedestrian/pedal cyclist collisions occurring, which in turn could lead to personal injuries.
- 2.35 The RSA recommendation is that high resistant surface course material (formally known as the wearing course) should be provided on all approaches, and as a minimum the length of this skid resistant wearing course should reflect the approach speeds and minimum stopping sight distances expected at this location.
- 2.36 In response to the RSA team's comments the use of high resistant surface course material is fully supported, and will be specified as part of the detailed junction design on all approaches. As a starting point, as shown on drawing SK21905-04 REV C, 120m forward visibility envelopes to all signal heads have been shown. The use of high resistant surface course material could also cover the extents of these envelopes, to ensure that all users of the highway have the ability to slow on the junction approaches.
- 2.37 The requirement for the detailed design to incorporate high resistance surfacing has been notated on the scheme drawing provided in **appendix c**.

Matter 8: Reducing the Potential Risk of Side Impact Collisions Occurring

- 2.38 The RSA team has already commented under RSA Matter 4 that the site visit confirmed that there is the presence of vegetation on the eastern and western sides of Crawley Road. This final RSA matter also brings into the review the potential for this vegetation, and any new street furniture/landscaping to interfere with the intervisibility on all junction approaches. The visibility splay envelopes are shown on drawing SK21905-04 REV C.
- 2.39 The recommendation is that the intervisibility zones on all approaches should be kept clear of any impediments, in order to mitigate the risk of reduced visibility and potential collisions as a result.
- 2.40 As set out in RSA Matter 4, as part of the detailed design work, and as shown on SKTP drawing SK21905-04 REV C, the forward visibility splay envelopes to the signal heads on the northbound and southbound approaches fall across land that forms part of the adopted highway, and so WSCC, as Highway Authority has an obligation to keep all vegetation/foliage clear of visibility splays/sightlines.
- 2.41 As part of the detailed design works, any physical infrastructure/existing street furniture will also be reviewed/assessed to ensure all forward visibility requirements and envelopes are maintained in perpetuity.
- 2.42 If a financial contribution towards a maintenance programme/management plan is required then this will be considered.

3.0 CONCLUSIONS

- 3.1 The eight technical matters raised by the RSA team have been considered in this Response Report. The matters have been responded to in a positive manner by the scheme designers, to ensure the development access and pedestrian and cycle infrastructure will be delivered in perpetuity.
- 3.2 It is noted that the RSA has not identified any fundamental design issues with the access proposals, and no modifications to the signalised junction design, in terms of kerbs, lane width, signal positions etc is required.
- 3.3 The technical matters have been noted and agreed by the scheme designer. The Designer's Response confirms how the technical matters will be addressed at detailed design stage. There are no further outstanding matters from the RSA that have either not been commented on or will need to be addressed at detailed design stage.
- 3.4 In line with GG119 requirements, an RSA Decision Log has been prepared, and is included in this document in **appendix d**. It summarises the RSA team's problem, and suggested recommendation. There is the opportunity for the Overseeing Organisation to respond to the suggested solution, and at the appropriate time for both parties to agree on the appropriate RSA action.
- 3.5 The design team look forward to discussing the Stage 1 Road Safety Audit and the Designers Response with the highway authority at the appropriate time.

APPENDIX A

CRAWLEY ROAD, FAYGATE, HORSHAM, WEST SUSSEX

S278 WORKS

REVISED STAGE 1 ROAD SAFETY AUDIT

SA 5361

March 2026



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REV	ISSUE STATUS	PREPARED BY/DATE	CHECKED BY/DATE	APPROVED BY/DATE
1	FINAL	DG 30 January 2020	SR 30 January 2020	AC 31 January 2020
2	REV 01	DG 26 October 2020	LB 26 October 2020	AD 29 October 2020
3	REV 02	LA 31 March 2026	UF 31 March 2026	GW 01 April 2026

Disclaimer notes

The client has confirmed that it is entering into the agreement under which this report is being prepared on its own behalf and not on behalf of, or for the benefit of any other party and has agreed that in any event of any claim arising out of or in connection with that agreement and/or the report itself it shall be entitled to recover from Waterman Aspen Limited only the losses, if any, it has itself suffered.

This report therefore is for the private and confidential use of the client for whom it was prepared solely for the purposes requested by the client. It should not be reproduced in whole or in part or relied upon by any third party for any use whatsoever without the express written authority of Waterman Aspen Limited.

CONTENTS

1.0	INTRODUCTION	2
2.0	SCHEME DESCRIPTION	3
3.0	RECORDED INJURY COLLISION HISTORY	3
4.0	DEPARTURES FROM STANDARD	3
5.0	DOCUMENTS & INFORMATION NOT PROVIDED	3

AUDITORS' EVALUATION

6.0	MATTERS ARISING FROM THE PREVIOUS STAGE 1 ROAD SAFETY AUDITS	4
7.0	MATTERS ARISING FROM THIS REVISED STAGE 1 ROAD SAFETY AUDIT	5

APPENDICES

APPENDIX ONE

8.0	ROAD SAFETY AUDIT TEAM STATEMENT	12
-----	----------------------------------	----

APPENDIX TWO

9.0	LIST OF DRAWINGS AND DOCUMENTS PROVIDED TO THE AUDIT TEAM	13
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APPENDIX THREE

10.0	PROBLEM LOCATION PLAN	15
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1.0 INTRODUCTION

- 1.1 This report is for a Revised Stage 1 Road Safety Audit (RSA) carried out on the S278 highway works on land to the east of Crawley Road, Faygate, Horsham, West Sussex.
- 1.2 The RSA team, staff members from Waterman Aspen, present at the RSA were:

Lisa Allen
Audit Team Leader

Umer Farooq
Audit Team Member
- 1.3 We confirm that no member of the Audit Team has been involved with the design process and that at least one member of the Audit Team holds the National Highways Certificate of Competency.
- 1.4 The Audit Team visited the site together on Wednesday, 25 March 2026. The weather during the site visit was chilly, overcast and the carriageway was damp from earlier rainfall.
- 1.5 The RSA instruction issued to the audit team comprised various elements listed at Appendix Two.
- 1.6 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. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.
- 1.7 All of the problems described in this report are considered by the RSA team to require action in order to improve the safety of the scheme and minimise collision occurrence. However, if any of the problems or recommendations within this Road Safety Audit report is not accepted, a copy of the signed exception report from the Overseeing Organisation should be sent to the Road Safety Audit Team Leader.
- 1.8 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

2.0 SCHEME DESCRIPTION

2.1 The scheme proposes to construct Section 278 Highway Works on land to the east of Crawley Road, Faygate, Horsham, West Sussex. The proposals include:

- Provision of a new development site access on the eastern side of Crawley Road, Faygate, Horsham, forming a 3-arm signal-controlled junction with Crawley Road;
- Provision of pedestrian crossing facilities on the eastern and southern arms of the signal-controlled junction;
- Provision of a toucan crossing on the northern arm of the signal-controlled junction;
- Provision of a new 3m wide shared use pedestrian / cycle link from the western side of Crawley Road, to the north of the signal-controlled junction, which then routes northwards across adopted highway to link with Earles Meadows;
- Provision of a new 3m wide shared use pedestrian / cycle link on the eastern side of Crawley Road, which links the proposed development site access northwards with Old Crawley Road;
- Provision of a 2m wide footway on the eastern side of Crawley Road, which links the proposed development site access southwards with New Moorhead Drive.

3.0 RECORDED INJURY COLLISION HISTORY

3.1 No recorded injury accident data was provided to the Audit Team.

4.0 DEPARTURES FROM STANDARD

4.1 No Departures from Standard have been highlighted to the Audit Team.

5.0 DOCUMENTS AND INFORMATION NOT PROVIDED

5.1 The following information was not provided within the audit brief and therefore has not been considered with the audit:

- Site clearance
- Street lighting
- Drainage
- Traffic signs
- Cross sections
- Long sections

6.0 MATTERS ARISING FROM THE PREVIOUS STAGE 1 ROAD SAFETY AUDITS

- 6.1 The safety aspects of the Crawley Road, Faygate, Horsham, West Sussex Proposed Section 278 Highway Works project, were the subject of comment in a January 2020 Stage 1 Road Safety Audit undertaken by Waterman Aspen.
- 6.2 A Designers Response Report to the January 2020 Stage 1 Road Safety Audit undertaken by Waterman Aspen was not provided by the Design Organisation, SK Transport Planning Ltd.
- 6.3 However, since that time, design changes resulted in the requirement for a Revised Stage 1 Road Safety Audit to be undertaken.
- 6.4 The safety aspects of the Crawley Road, Faygate, Horsham, West Sussex Proposed Section 278 Highway Works project, were the subject of comment in an October 2020 Revised Stage 1 Road Safety Audit undertaken by Waterman Aspen. All issues raised in the January 2020 Stage 1 Road Safety Audit undertaken by Waterman Aspen were resolved through design changes.
- 6.5 A Designers Response Report to the October 2020 Revised Stage 1 Road Safety Audit undertaken by Waterman Aspen was not provided by the Design Organisation, SK Transport Planning Ltd.
- 6.6 However, since that time, design changes have resulted in the requirement for a further Revised Stage 1 Road Safety Audit to be undertaken. In addition, DMRB GG 119 Road Safety Audit, paragraph 4.22 states: *"Stage 1 and Stage 2 RSAs shall be repeated if the previous RSA for the relevant stage is more than 5 years old"*.
- 6.5 Items 7.1(in part) and 7.2 (in part) raised in the October 2020 Revised Stage 1 Road Safety Audit undertaken by Waterman Aspen remain a concern and are raised under Items 7.1 and 7.2 within this Revised Stage 1 Road Safety Audit report. Items 7.3 and 7.4 of the October 2020 Revised Stage 1 Road Safety Audit appear to have been resolved via design changes.

7.0 MATTERS ARISING FROM THIS REVISED STAGE 1 ROAD SAFETY AUDIT

7.1 Problem

Location: Signalised junction, Crawley Road.

Summary: **Reducing the potential risk of side swipe type vehicular collisions occurring.**

The scheme proposals indicate the provision of a new access for a residential development site on the eastern side of Crawley Road. This new access will form part of a new 3-arm signalised junction with Crawley Road. It is evident from the swept path scheme drawing that larger vehicles turning right into the development site access from Crawley Road (southern arm) into the development site (eastern arm) encroach into the adjacent northbound traffic lane when turning at this.

Concern arises that this situation could lead to a potential increased risk of side swipe type vehicular collisions occurring between larger vehicles turning right from Crawley Road (southern arm) into the development site (eastern arm), and other larger vehicles such as a bus travelling northbound on Crawley Road, whereby vehicle occupants could sustain personal injury.

Recommendation

It is recommended that the carriageway lane width should be modified, in order to mitigate the above described potential collision scenario.

7.2 Problem

Location: Shared use footway / cycleway, Old Crawley Road and Earles Meadow.

Summary: **Reducing the potential risk of vehicular and pedal cyclists / pedestrian collisions occurring.**

The scheme proposals indicate the provision of a new 3m wide shared use footway on the western side of Crawley Road that connects with Earles Meadow and a 3m wide shared use footway on the northern side of the development site access road that connect to Old Crawley Road to the north. The site visit has established that there are no existing footways in Earles Meadow or Old Crawley Road where the shared use footways are shown to end.

Concern arises that pedestrians and cyclists may be introduced back to the carriageway without any warning to motorists at this location, which could lead to a potential increased risk of vehicular and pedestrian / cyclist collisions occurring, whereby pedestrians and cyclists could sustain personal injury.

Recommendation

It is recommended that tie-in details for the shared use footways should be clearly defined at these locations, which include how pedestrians and cyclists enter and exit these shared use facilities, in order to mitigate the above described potential collision scenario. This will necessitate cycle signs and cycle carriageway markings.

7.3 Problem

Location: Signalised junction, Crawley Road.

Summary: **Reducing the potential risk of kerb strikes and subsequent loss of control collisions, especially during the hours of darkness.**

The scheme proposals indicate the provision of a new access for a residential development site on the eastern side of Crawley Road. This new access will form part of a new 3-arm signalised junction with Crawley Road.

Concern arises that keep left bollards have not been indicated on the islands at the proposed 3-arm signalised junction. As a result, this situation could lead to a potential increased risk of kerb strikes and subsequent loss of control collisions occurring, whereby vehicle occupants could sustain personal injury.

Recommendation

It is recommended that keep left bollards should be provided on the islands, in order to mitigate the above described potential collision scenario.

7.4 Problem

Location: Crawley Road, northern arm.

Summary: **Reducing the potential risk of nose to tail shunt type collisions occurring.**

The scheme proposals indicate the provision of a new access for a residential development site on the eastern side of Crawley Road. This new access will form part of a new 3-arm signalised junction with Crawley Road. The scheme drawings indicate the forward visibility to the signal heads on the northern and southern arms of the junction, however, the visibility to the signal heads on the eastern arm has not been indicated.

The site visit has established the presence of vegetation on the western and eastern sides of Crawley Road to the south of Earles Meadow and Old Crawley Road.

Concern arises that without a regular maintenance programme, future re-growth of the vegetation could impact the forward visibility to the signal heads. As a result, this situation could lead to a potential increased risk of nose to tail shunt type collisions between a southbound leading vehicle approaching the signalised junction and braking heavily upon noticing a red signal late and any following vehicular traffic, whereby vehicle occupants could sustain personal injury.

Recommendation

It is recommended that a regular maintenance programme should be employed, in order to mitigate the above described potential collision scenario. In addition, it is recommended that suitable and adequate forward visibility to the signal heads should be provided on the eastern arm of the proposed junction.

7.5 Problem

Location: Entire Scheme.

Summary: **Reducing the potential risk of cyclist and pedestrian collisions occurring.**

The scheme proposals indicate the provision of a new 3m wide shared use footway on the western side of Crawley Road that connects with Earles Meadow and on the northern side of the development site access road. The scheme proposals also indicate the provision of a toucan crossing on the northern arm of the signalised junction and pedestrian crossings on the eastern and southern arms of the signalised junction. However, no tactile paving for the signal-controlled crossings or corduroy hazard paving have been indicated to assist blind and visually impaired pedestrians when walking in this area.

Concern arises that a lack of red tactile paving at the signalised crossing facilities could result in blind or visually impaired pedestrians crossing Crawley Road at less suitable locations which could lead to a potential increased risk of vehicular and blind and visually impaired pedestrian collisions occurring, whereby blind and visually impaired pedestrians could sustain personal injury.

In addition, concern arises that a lack of corduroy hazard paving and suitable and adequate shared use footway / cycleway signing could lead to a potential increased risk of cyclist and pedestrian collisions occurring, whereby pedestrians could sustain personal injury, especially those pedestrians who may be blind or visually impaired.

Recommendation

It is recommended that suitable and adequate signing for the shared use footway / cycleway should be provided, as well as tactile paving and corduroy hazard paving in accordance with

the 'Guidance on the Use of Tactile Paving Surfaces', in order to mitigate the above described potential collision scenarios.

7.6 Problem

Location: Proposed signalised junction.

Summary: **Reducing the potential risk of vehicular and site operative collisions occurring as well as vehicle/vehicle collisions occurring.**

The scheme proposals indicate the provision of a new access for a residential development site on the eastern side of Crawley Road. This new access will form part of a new 3-arm signalised junction with Crawley Road, incorporating signal-controlled crossing facilities.

Without the provision of an appropriately located maintenance lay-by / hard standing area, it could result in operatives parking their vehicles in unsafe locations in the vicinity of the signal apparatus.

Concern arises that erroneous parking on the approaches to the signalised junction could lead to a potential increased risk of vehicular and site operative collisions occurring, whereby site operative's area likely to sustain personal injury. In addition, there could be a potential increased risk of vehicle/vehicle collisions occurring due to motorists attempting to avoid inappropriately parked maintenance vehicles, whereby vehicle occupants could sustain personal injury.

Recommendation

It is recommended that a traffic signal maintenance engineer's lay-by or hard standing area should be provided at a safe location whereby access can be gained to the signal apparatus, in order to mitigate the above described potential collision scenario. In determining a suitable location, the facility should be sited clear of the traffic lanes, traffic signal poles and signal head.

7.7 Problem

Location: Proposed signalised junction.

Summary: **Reducing the potential risk of skidding and subsequent loss of control collisions occurring or vehicular and pedestrian collisions occurring.**

The scheme proposals indicate the provision of a new access for a residential development site on the eastern side of Crawley Road. This new access will form part of a new 3-arm signalised junction with Crawley Road, incorporating signal-controlled crossing facilities.

In operational terms, the introduction of the new stop lines associated with the signalised junction will result in the creation of new braking areas on the approaches to the stop line arrangement, which does not currently exist on Crawley Road. In addition, braking will occur in the development site access road, in relation to the stop line associated with the signalised junction.

Whilst road users should always be anticipating the unexpected, sudden or late braking may occur by road users on approach to the stop lines, which could lead to a potential increased risk of vehicular and pedestrian/pedal cyclist collisions occurring, whereby pedestrians could sustain personal injury.

In addition, concern arises that sudden or sharp braking on approach to the stop lines could lead to a potential increased risk of nose to tail shunt type collisions occurring, between a leading and any following vehicles on the approach to the proposed stop line carriageway markings, whereby vehicle occupants could sustain personal injury.

Recommendation

It is recommended that high skid resistant surface course material (formerly referred to as the wearing course) should be provided on the northbound, southbound and westbound approaches to the signalised junction. It is suggested that as a minimum, the length of the high skid resistant surface course material should draw a relationship between the vehicular approach speeds and minimum stopping sight distances identified in the Highway Code.

7.8 Problem

Location: Proposed signalised junction.

Summary: **Reducing the potential risk of side impact collisions occurring.**

The scheme proposals indicate the provision of a new access for a residential development site on the eastern side of Crawley Road. This new access will form part of a new 3-arm signalised junction with Crawley Road, incorporating signal-controlled crossing facilities.

The site visit has established the presence of vegetation on the eastern and western sides of Crawley Road. At this Stage 1 Road Safety Audit site clearance details have not been provided.

Concern arises that existing vegetation and signage, as well as any potential street furniture / landscaping associated with the proposed new development site may impact upon the inter-visibility zone at the proposed signalised junction and could result in drivers failing to see any potential red-light traffic signal violations taking place. This situation could lead to a potential increased risk of vehicular conflicts and subsequent side impact vehicular collisions

occurring within the central area of the signalised junction, whereby vehicle occupants could sustain personal injury.

Recommendation

It is recommended that the inter-visibility zone should be kept clear of any impediments in order to mitigate the above described potential collision scenario.

APPENDIX ONE

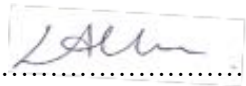
8.0 AUDIT TEAM STATEMENT

AUDIT TEAM STATEMENT

We certify that the audit has been carried out in accordance with the requirements set out in GG119. The problems identified have been noted in this report together with associated safety improvement suggestions which we recommend should be studied for implementation.

AUDIT TEAM LEADER

Lisa Allen MCIHT, MSoRSA, HA Cert-Comp
Road Safety Auditor
Waterman Aspen
2nd Floor
60 Church Street
Birmingham
B3 2DJ

Signed.....

Date: 31 March 2026

AUDIT TEAM MEMBER

Umer Farooq MCIHT, MSoRSA
Road Safety Auditor
Waterman Aspen
2nd Floor
60 Church Street
Birmingham
B3 2DJ

Signed.....

Date: 31 March 2026

APPENDIX TWO

9.0 LIST OF DRAWINGS AND DOCUMENTS PROVIDED TO THE AUDIT TEAM

LIST OF DRAWINGS AND DOCUMENTS PROVIDED TO THE AUDIT TEAM

Drawings

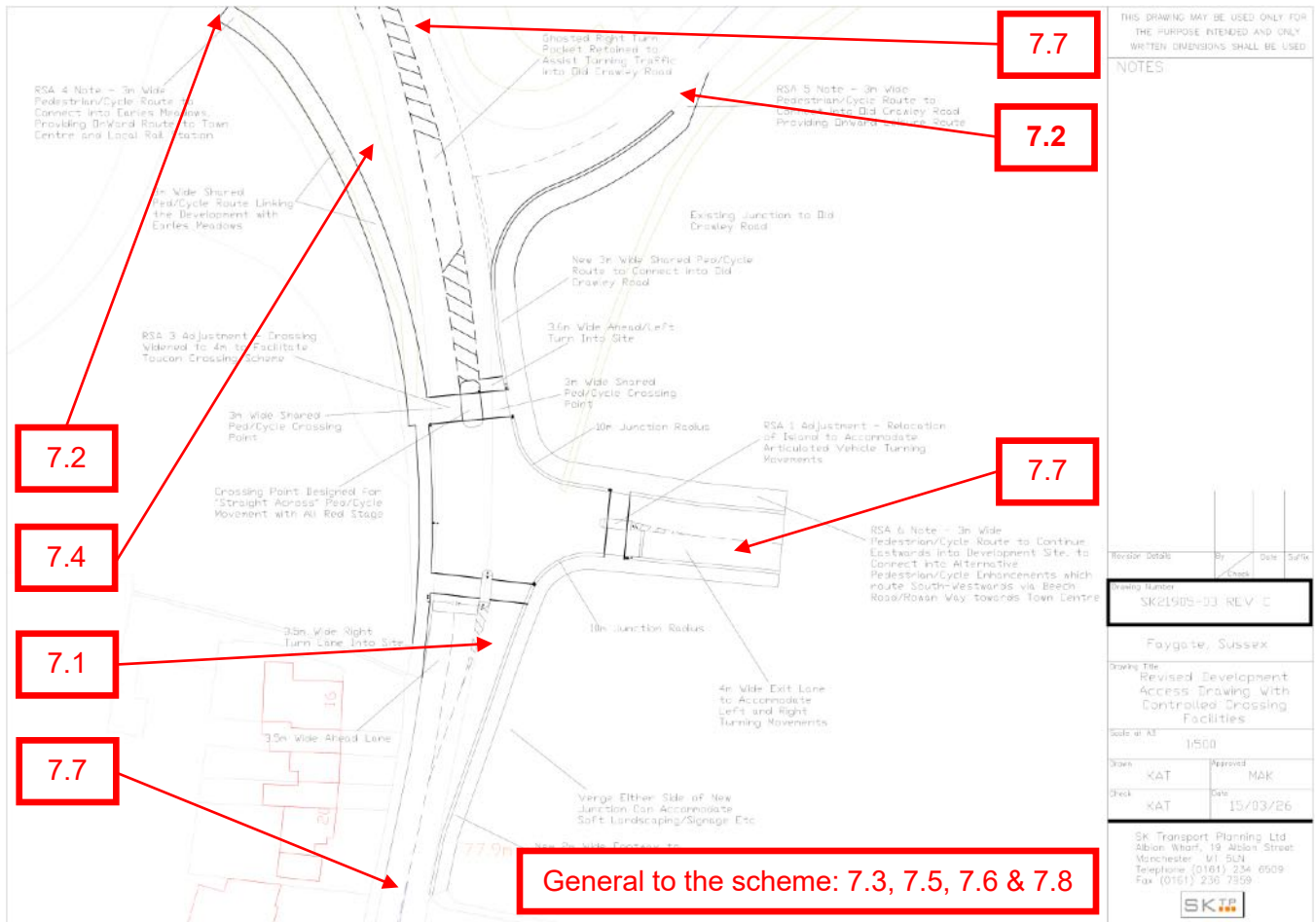
- SK21905-03 Rev C - Revised Development Access Drawing with Controlled Crossing Facilities
- SK21905-04 Rev C - Access Drawing 120m Forward Visibility splay Envelope to Primary Signal Head
- SK21905-10 Rev A - Swept Path Analysis 11.3m Refuse Vehicle R/T Out and L/T In
- SK21905-11 Rev A - Swept Path Analysis 11.3m Refuse Vehicle L/T Out and R/T In
- SK21905-18 Rev A - Swept Path Analysis 10m Rigid HGV R/T Out and L/T In
- SK21905-19 Rev A - Swept Path Analysis 10m Rigid HGV L/T Out and R/T In
- 2126/PL.05 Rev J - Illustrative Masterplan

Documents

- Revised Stage 1 Road Safety Audit - October 2020, Waterman Aspen
- Stage 1 Road Safety Audit - January 2020, Waterman Aspen

APPENDIX THREE

10.0 PROBLEM LOCATION PLAN





APPENDIX B

NOTES

Revision	Details	By Check	Date Suffix

SK21905-09 REV A

Faygate, Sussex

Vehicle Swept Path
Analysis
Large Refuse Vehicle

1:500

KAT

MAK

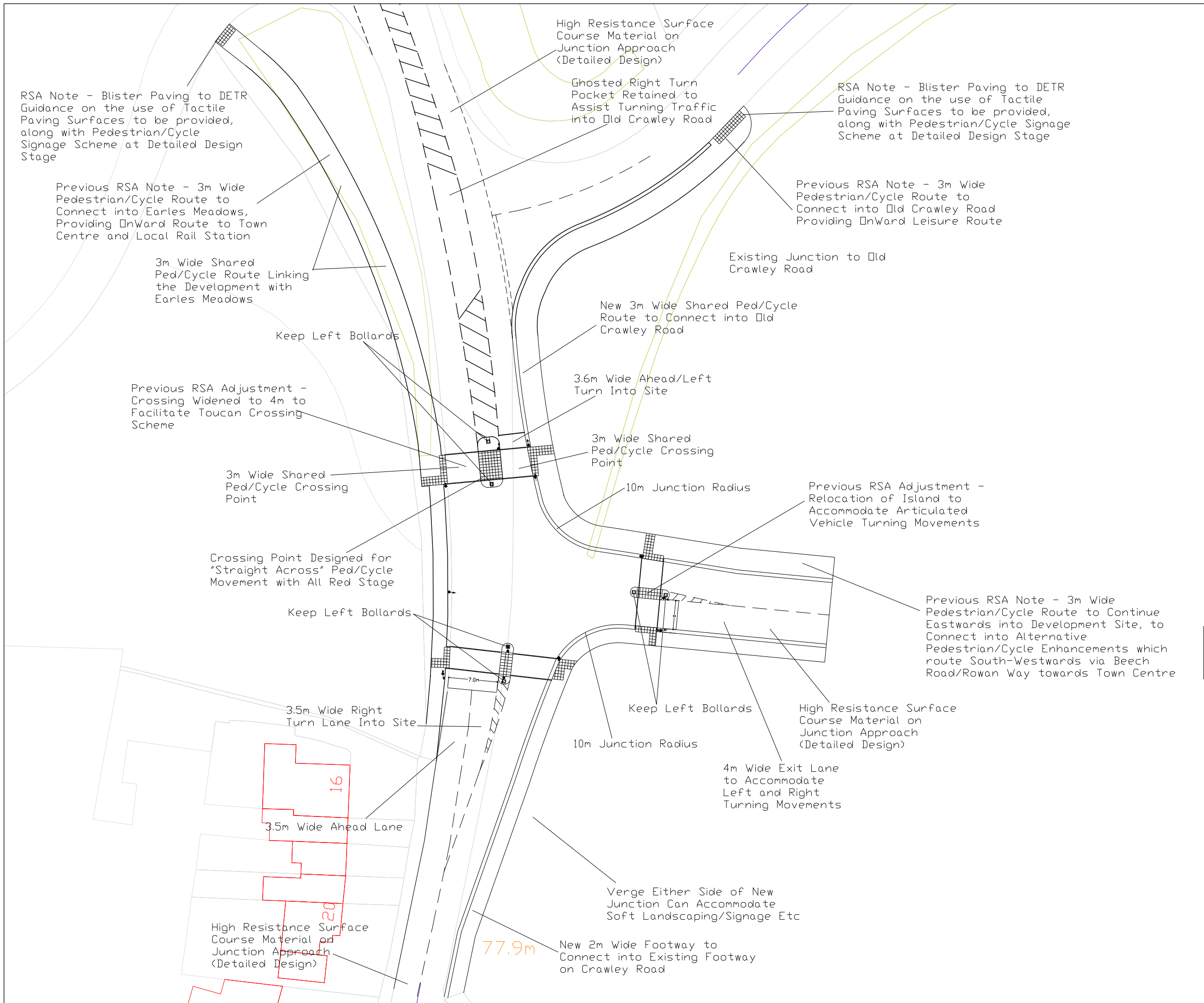
KAT

02/04/26

SK Transport Planning Ltd
Albion Wharf, 19 Albion Street
Manchester M1 5LN
Telephone (0161) 234 6509
Fax (0161) 236 7959



APPENDIX C



THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES

Revision Details	By	Date	Suffix
	Check		

Drawing Number

SK21905-07 REV B

Faygate, Sussex

Drawing Title

Minor Adjustments to GA Layout following 2026 Stage 1 RSA Comments

Scale at A3

1:500

Drawn	KAT	Approved	MAK
Check	KAT	Date	02/04/26

SK Transport Planning Ltd
Albion Wharf, 19 Albion Street
Manchester M1 5LN
Telephone (0161) 234 6509
Fax (0161) 236 7959

SKTP

APPENDIX D

Land at Crawley Road, Faygate

GG119 Table F4– RSA Decision Log (2nd April 2026)

RSA Matter Number	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
1	The RSA team have commented that they have a concern that any larger vehicles turning right into the development site access from Crawley Road (the southern junction arm) into the development site (the eastern arm) would encroach into the adjacent northbound traffic lane when undertaking this turning manoeuvre. The audit team has raised the concern that this could lead to a potential increased risk of side swipe type vehicle collisions occurring between larger vehicles turning right from the southern arm of Crawley Road and another large vehicle travelling northbound towards the A264 corridor.	The RSA team's recommendation is that a review of the lane widths is undertaken, and if needed the junction design modified to address this issue	In response to the RSA team's comments a check of the clear nearside lane width has been undertaken against the typical weekly large refuse vehicle manoeuvre to/from the residential development site. The exercise has confirmed that a large refuse vehicle will travel north on Crawley Road, and then turn into the dedicated right turn lane, to then turn right into the minor junction arm. As part of this manoeuvre it is possible that the turning vehicle may have to wait within the junction to make the right turn. A review of the width of the nearside "ahead" lane confirms that at the stop line if the refuse vehicle was making a right turn manoeuvre the useable nearside lane width would be 3.21m, increasing to 3.67m immediately to the north of the controlled crossing facility. This width increases to 4.95m at a point where the refuse vehicle is undertaking its right turn into the site. These measurements are shown on plan, and are considered to be a "worst case" assessment, with the refuse vehicle		

RSA Matter Number	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
			positioned 0.7m from the central junction refuge, when undertaking this manoeuvre.		
2	The RSA team have commented that the scheme proposes a new 3m wide shared use footway on the western side of Crawley Road, that connects with Earles Meadows, and a 3m wide shared use footway on the northern side of the development site access road, that connects to Old Crawley Road to the north. There are no existing footways in Earles Meadows or Old Crawley Road where the shared use footways are shown to end. The audit team has flagged that pedestrians and cyclists may be introduced back to the carriageway without any warning to motorists at this location, potentially leading to an increased risk of vehicular and pedestrian/cycle collisions occurring.	The recommendation is that appropriate tie-in details for the shared use footways should be clearly defined, to include how pedestrians and cyclists enter and exit these shared use facilities, in order to mitigate the above described potential collision scenario.	In response to the RSA team's comments it was always the intention that this additional level of detail at the Earles Meadow and Old Crawley Road tie in points would be delivered at detailed design stage. This would include confirmation of cycle signage and carriageway markings. To demonstrate that appropriate detail can be provided at both tie in points tactile blister paving has been added at this location, in line with the DETR Guidance on the use of Tactile Paving Surfaces document. Signage and additional markings complying with the Traffic Signs and General Directions Manual will be included in the detailed design package of works. Based on this review it is confirmed that an appropriate detail will be provided at both tie in points, to ensure the safe passage of pedestrians and cyclists at this location.		

RSA Matter Number	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
3	The RSA team have noted that General Arrangement drawings do not show “keep left” bollards on the traffic islands on all arms of the proposed signalised junction. As a result the lack of bollards could lead to a risk of kerb strikes and subsequent loss of control collisions occurring, leading to personal injury.	The RSA team’s recommendation is that “keep left” bollards are provided on the islands, in order to mitigate against the risk of kerb strikes/loss of control collisions.	In response to the RSA team’s comments it was expected that this level of design detail would be included at detailed design stage, but as part of the RSA process the location of keep left bollards have been shown on the traffic islands, as suggested.		
4	The RSA team have noted the presence of vegetation on the western and eastern sides of Crawley Road, to the east of Earles Meadow and Old Crawley Road. The concern is that without a regular maintenance programme, future re-growth of the vegetation could impact the forward visibility to the signal heads.	The RSA team’s recommendation is that this vegetation/growth needs to be kept clear in perpetuity to ensure that appropriate visibility is provided to all signal heads	In response to the RSA team’s comments SKTP drawing SK21905-04 REV C shows the forward visibility splay envelopes to the signal heads on the northbound and southbound approaches. They confirm that 120m of forward visibility can be achieved on both approaches. These visibility splays envelopes fall across land that forms part of the adopted highway, and so WSCC, as Highway Authority has an obligation to keep all vegetation/foliage clear of visibility splays/sightlines. If a financial contribution towards a maintenance programme/management plan is required then this will be considered.		

RSA Matter Number	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
5	The RSA team have commented that the lack of red tactile paving at the signalised crossing facilities could result in the blind or visually impaired pedestrians crossing Crawley Road at less suitable locations, which could lead to a potential increased risk of blind and visually impaired pedestrian collisions occurring. In addition, the lack of corduroy paving and suitable/adequate shared use/footway/cycleway signing could lead to a potential increased risk of cyclist and pedestrian collisions.	The recommendation is that suitable and adequate signing for the shared use footway/cycleway should be provided, as well as tactile paving and corduroy hazard paving, in accordance with DETR guidance.	In response to the RSA team's comments it was always the intention that this additional level of detail would be delivered at detailed design stage. This would include confirmation of signage, tactiles and any footway/cycleway markings. To demonstrate that appropriate tactiles will be provided at all crossing points these have been added at all locations, in line with the DETR Guidance on the use of Tactile Paving Surfaces document. These are shown on plan in appendix c. Signage and additional markings complying with the Traffic Signs and General Directions Manual will be included in the detailed design package of works.		
6	The RSA team have commented that the scheme as presented does not provide an appropriately located maintenance lay-by/hard standing area, which in turn could result in operatives parking their vehicles in unsafe locations in the vicinity of the signal apparatus.	The recommendation is that a lay-by or hard standing area is provided in a safe location for an operative to access the signal apparatus. This space should be located clear of the traffic lanes, signal poles, heads etc.	In response to the RSA team's comments with the internal development layout being presented as an illustrative scheme, it will be possible to incorporate a parallel parking/service bay on the southern side of the development arm of the junction, close to the junction but outside of all visibility splays and junction equipment. The need for this bay has been noted on the updated drawing, provided in appendix c, and will be incorporated at detailed design stage.		

RSA Matter Number	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
	The concern is that this could lead to the increased risk of vehicular and site operative collisions, or potentially an increase in vehicle/vehicle collisions due to motorists attempting to avoid inappropriately parked maintenance vehicles.				
7	The RSA team have commented that the introduction of new stop lines with the signalised junction will create new braking areas on all approaches. The audit team has highlighted that unexpected or late braking could lead to the potential increased risk of vehicular and pedestrian/pedal cyclist collisions occurring, which in turn could lead to personal injuries.	The RSA recommendation is that high resistant surface course material (formally known as the wearing course) should be provided on all approaches, and as a minimum the length of this skid resistant wearing course should reflect the approach speeds and minimum stopping sight distances expected at this location.	In response to the RSA team's comments the use of high resistant surface course material is fully supported, and will be specified as part of the detailed junction design on all approaches. As a starting point, as shown on drawing SK21905-04 REV C, 120m forward visibility envelopes to all signal heads have been shown. The use of high resistant surface course material could also cover the extents of these envelopes, to ensure that all users of the highway have the ability to slow on the junction approaches. The requirement for the detailed design to incorporate high resistance surfacing has been notated on the scheme drawing provided in appendix c.		

RSA Matter Number	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
8	The RSA team has already commented under RSA Matter 4 that the site visit confirmed that there is the presence of vegetation on the eastern and western sides of Crawley Road. This final RSA matter also brings into the review the potential for this vegetation, and any new street furniture/landscaping to interfere with the intervisibility on all junction approaches. The visibility splay envelopes are shown on drawing SK21905-04 REV C.	The recommendation is that the intervisibility zones on all approaches should be kept clear of any impediments, in order to mitigate the risk of reduced visibility and potential collisions as a result.	As set out in RSA Matter 4, as part of the detailed design work, and as shown on SKTP drawing SK21905-04 REV C, the forward visibility splay envelopes to the signal heads on the northbound and southbound approaches fall across land that forms part of the adopted highway, and so WSCC, as Highway Authority has an obligation to keep all vegetation/foilage clear of visibility splays/sightlines. As part of the detailed design works, any physical infrastructure/existing street furniture will also be reviewed/assessed to ensure all forward visibility requirements and envelopes are maintained in perpetuity. If a financial contribution towards a maintenance programme/management plan is required then this will be considered.		

GG119 Table F5– Design Organisation Statement (.....)

On behalf of the Design Organisation I certify that: 1) the RSA actions identified in response to the road safety audit problem in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name	Michael Kitching
Signed	
Position	Director
Organisation	SK Transport Planning Limited
Date	(Insert Date)

GG119 Table F6– Overseeing Organisation Statement (.....)

On behalf of the Overseeing Organisation I certify that: 1) the RSA actions identified in response to the road safety audit problem in this road safety audit have been discussed and agreed with the Design Organisation, and 2) the agreed RSA actions will be progressed.	
Name	(Insert Officer Name)
Signed	(Insert Signature)
Position	(Insert Position)
Organisation	West Sussex County Council
Date	(Insert Date)

APPENDIX D

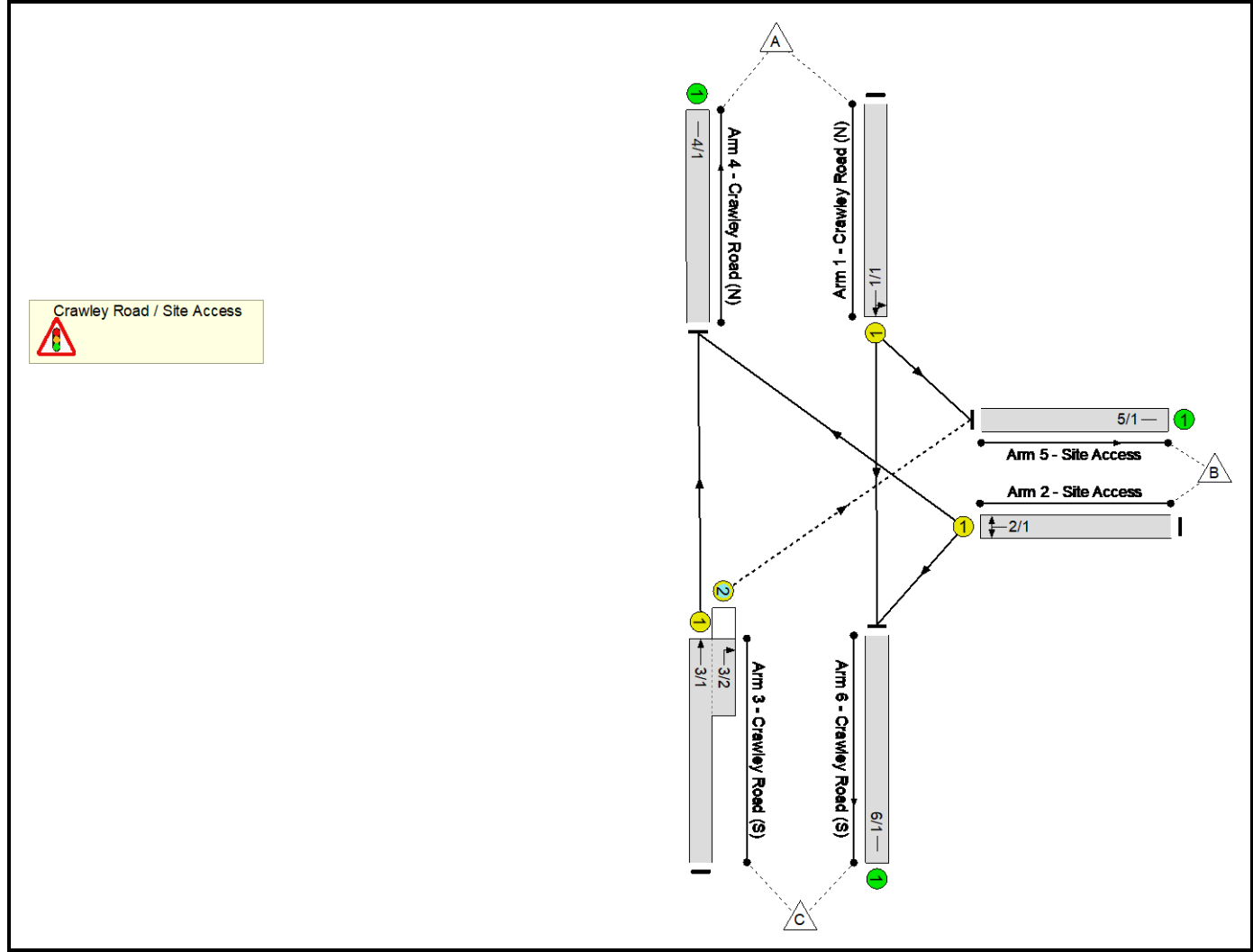
Full Input Data And Results

Full Input Data And Results

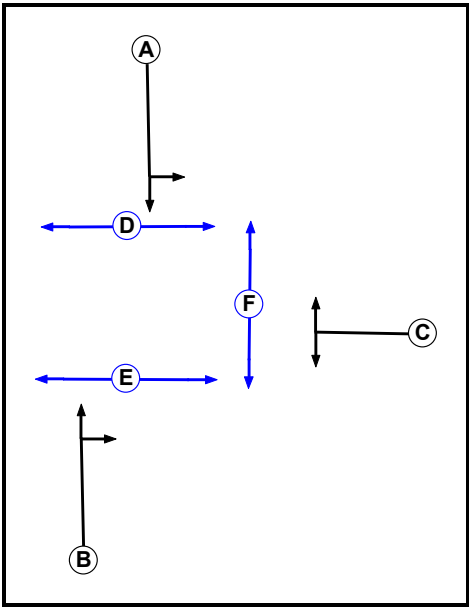
User and Project Details

Project:	Land at Crawley Road, Faygate
Title:	Proposed Site Access
Location:	Faygate
Client:	SDP
Additional detail:	
File name:	Crawley Road - Site Access 260311.lsg3x
Author:	JAT
Company:	SK
Address:	Albion Wharf, Manchester

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		6	6
E	Pedestrian		6	6
F	Pedestrian		6	6

Phase Intergreens Matrix

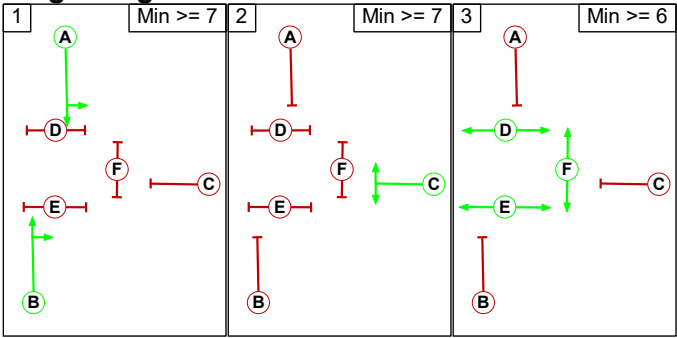
Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		-	7	5	7	7
	B	-		7	7	5	7
	C	7	7		7	7	5
	D	12	12	12		-	-
	E	12	12	12	-		-
	F	12	12	12	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C
3	D E F

Full Input Data And Results

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

	To Stage			
		1	2	3
	1		7	7
	2	7		7
	3	12	12	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Crawley Road / Site Access											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
3/2 (Crawley Road (S))	5/1 (Right)	1439	0	1/1	1.09	All	2.00	-	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: Crawley Road / Site Access												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Crawley Road (N))	U	A	2	3	60.0	Geom	-	4.10	0.00	Y	Arm 5 Left	12.00
											Arm 6 Ahead	Inf
2/1 (Site Access)	U	C	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 4 Right Arm 6 Left	Inf 12.00
3/1 (Crawley Road (S))	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Ahead	Inf
3/2 (Crawley Road (S))	O	B	2	3	5.0	Geom	-	3.50	0.00	Y	Arm 5 Right	15.00
4/1 (Crawley Road (N))	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Site Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Crawley Road (S))	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2029 AM Opening Year with Development'	07:45	08:45	01:00	
2: '2029 PM Opening Year with Development'	17:00	18:00	01:00	
3: '2031 AM Future Year with Development'	07:45	08:45	01:00	
4: '2031 PM Future Year with Development'	17:00	18:00	01:00	

Scenario 1: '2024 AM Peak with Development' (FG1: '2029 AM Opening Year with Development', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin	A	B	C	Tot.	
	A	0	7	803	810
	B	24	0	26	50
	C	911	7	0	918
	Tot.	935	14	829	1778

Traffic Lane Flows

Lane	Scenario 1: 2024 AM Peak with Development
Junction: Crawley Road / Site Access	
1/1	810
2/1	50
3/1 (with short)	918(In) 911(Out)
3/2 (short)	7
4/1	935
5/1	14
6/1	829

Lane Saturation Flows

Junction: Crawley Road / Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Crawley Road (N))	4.10	0.00	Y	Arm 5 Left	12.00	0.9 %	2023	2023
				Arm 6 Ahead	Inf	99.1 %		
2/1 (Site Access)	4.00	0.00	Y	Arm 4 Right	Inf	48.0 %	1892	1892
				Arm 6 Left	12.00	52.0 %		
3/1 (Crawley Road (S))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/2 (Crawley Road (S))	3.50	0.00	Y	Arm 5 Right	15.00	100.0 %	1786	1786
4/1 (Crawley Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Crawley Road (S) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2024 PM Peak with Development' (FG2: '2029 PM Opening Year with Development', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	20	857	877
	B	12	0	13	25
	C	757	21	0	778
	Tot.	769	41	870	1680

Traffic Lane Flows

Lane	Scenario 2: 2024 PM Peak with Development
Junction: Crawley Road / Site Access	
1/1	877
2/1	25
3/1 (with short)	778(In) 757(Out)
3/2 (short)	21
4/1	769
5/1	41
6/1	870

Lane Saturation Flows

Junction: Crawley Road / Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Crawley Road (N))	4.10	0.00	Y	Arm 5 Left	12.00	2.3 %	2019	2019
				Arm 6 Ahead	Inf	97.7 %		
2/1 (Site Access)	4.00	0.00	Y	Arm 4 Right	Inf	48.0 %	1892	1892
				Arm 6 Left	12.00	52.0 %		
3/1 (Crawley Road (S))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/2 (Crawley Road (S))	3.50	0.00	Y	Arm 5 Right	15.00	100.0 %	1786	1786
4/1 (Crawley Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Crawley Road (S) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2031 AM peak with Development' (FG3: '2031 AM Future Year with Development', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	7	820	827
	B	24	0	26	50
	C	931	7	0	938
	Tot.	955	14	846	1815

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2031 AM peak with Development
Junction: Crawley Road / Site Access	
1/1	827
2/1	50
3/1 (with short)	938(In) 931(Out)
3/2 (short)	7
4/1	955
5/1	14
6/1	846

Lane Saturation Flows

Junction: Crawley Road / Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Crawley Road (N))	4.10	0.00	Y	Arm 5 Left	12.00	0.8 %	2023	2023
				Arm 6 Ahead	Inf	99.2 %		
2/1 (Site Access)	4.00	0.00	Y	Arm 4 Right	Inf	48.0 %	1892	1892
				Arm 6 Left	12.00	52.0 %		
3/1 (Crawley Road (S))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/2 (Crawley Road (S))	3.50	0.00	Y	Arm 5 Right	15.00	100.0 %	1786	1786
4/1 (Crawley Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Crawley Road (S) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2031 PM Peak with Development' (FG4: '2031 PM Future Year with Development', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	20	875	895
	B	12	0	13	25
	C	773	21	0	794
	Tot.	785	41	888	1714

Traffic Lane Flows

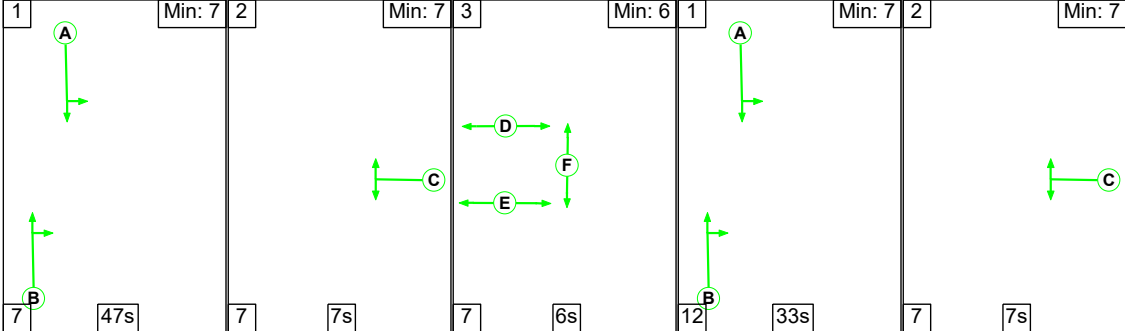
Lane	Scenario 4: 2031 PM Peak with Development
Junction: Crawley Road / Site Access	
1/1	895
2/1	25
3/1 (with short)	794(In) 773(Out)
3/2 (short)	21
4/1	785
5/1	41
6/1	888

Lane Saturation Flows

Junction: Crawley Road / Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Crawley Road (N))	4.10	0.00	Y	Arm 5 Left	12.00	2.2 %	2019	2019
				Arm 6 Ahead	Inf	97.8 %		
2/1 (Site Access)	4.00	0.00	Y	Arm 4 Right	Inf	48.0 %	1892	1892
				Arm 6 Left	12.00	52.0 %		
3/1 (Crawley Road (S))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/2 (Crawley Road (S))	3.50	0.00	Y	Arm 5 Right	15.00	100.0 %	1786	1786
4/1 (Crawley Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Crawley Road (S) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2024 AM Peak with Development' (FG1: '2029 AM Opening Year with Development', Plan 1: 'Network Control Plan 1')

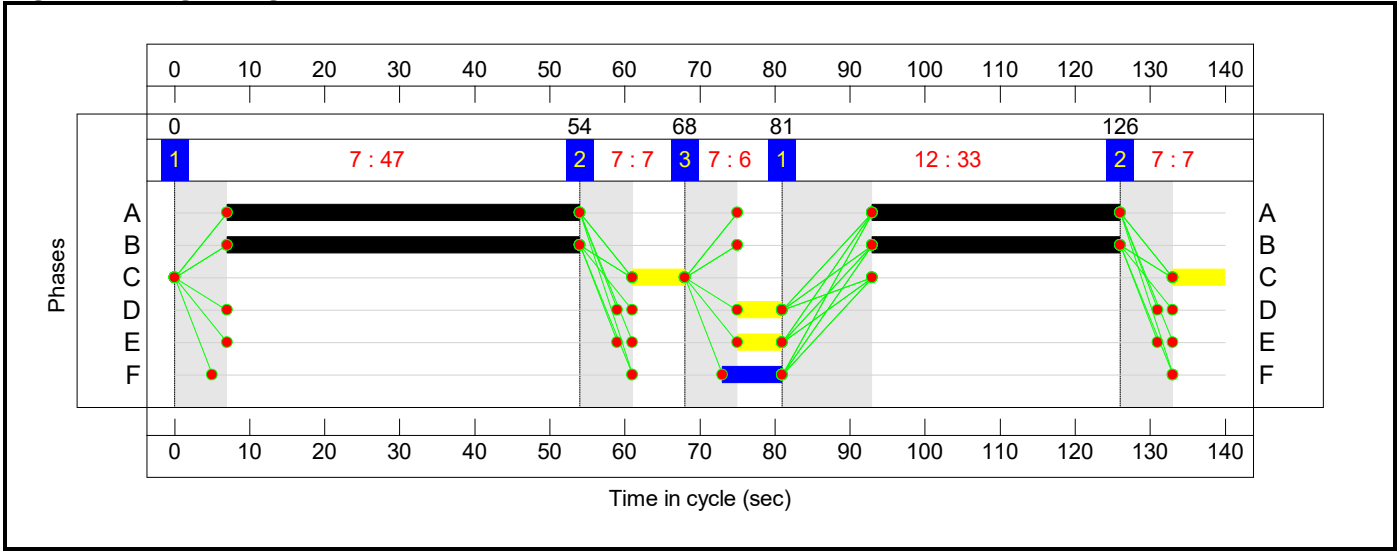
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	2
Duration	47	7	6	33	7
Change Point	0	54	68	81	126

Signal Timings Diagram



Full Input Data And Results

Network Results

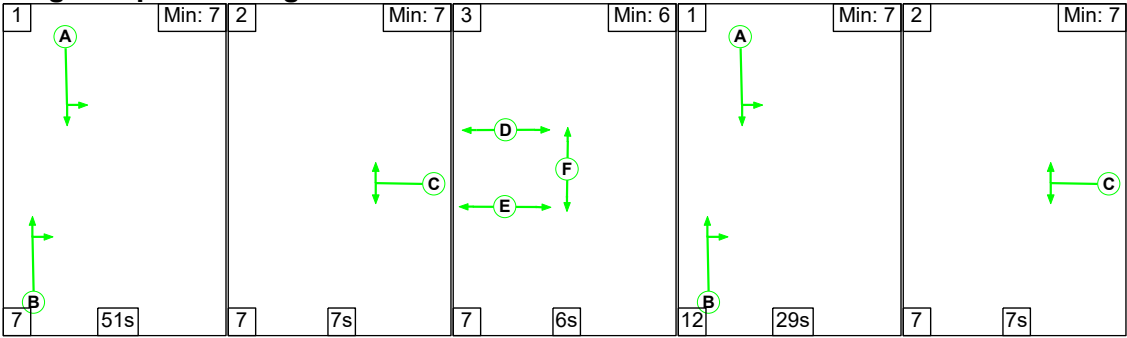
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: Proposed Site Access	-	-	N/A	-	-		-	-	-	-	-	-	79.4%	-
Crawley Road / Site Access	-	-	N/A	-	-		-	-	-	-	-	-	79.4%	-
1/1	Crawley Road (N) Left Ahead	U	N/A	N/A	A		2	80	-	810	2023	1185	68.4%	810
2/1	Site Access Right Left	U	N/A	N/A	C		2	14	-	50	1892	216	23.1%	50
3/1+3/2	Crawley Road (S) Ahead Right	U+O	N/A	N/A	B		2	80	-	918	1965:1786	1148+9	79.4 : 79.4%	918
4/1	Crawley Road (N)	U	N/A	N/A	-		-	-	-	935	Inf	Inf	0.0%	935
5/1	Site Access	U	N/A	N/A	-		-	-	-	14	Inf	Inf	0.0%	14
6/1	Crawley Road (S)	U	N/A	N/A	-		-	-	-	829	Inf	Inf	0.0%	829
Item	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Back of Uniform Q At End of Red(pcu)	
Network: Proposed Site Access	-	7	0	0	6.0	3.1	0.0	9.1	-	-	-	-	-	
Crawley Road / Site Access	-	7	0	0	6.0	3.1	0.0	9.1	-	-	-	-	-	
1/1	810	-	-	-	2.5	1.1	-	3.5	15.8	14.2	1.1	15.2	8.1	
2/1	50	-	-	-	0.4	0.2	-	0.5	39.1	0.9	0.2	1.1	0.9	
3/1+3/2	918	7	0	0	3.1	1.9	0.0	5.0	19.8	17.8	1.9	19.7	9.1	
4/1	935	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
5/1	14	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
6/1	829	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	

Full Input Data And Results

C1	PRC for Signalled Lanes (%):	13.4	Total Delay for Signalled Lanes (pcuHr):	9.13	Cycle Time (s):	140
	PRC Over All Lanes (%):	13.4	Total Delay Over All Lanes(pcuHr):	9.13		

Full Input Data And Results
Scenario 2: '2024 PM Peak with Development' (FG2: '2029 PM Opening Year with Development', Plan 1: 'Network Control Plan 1')

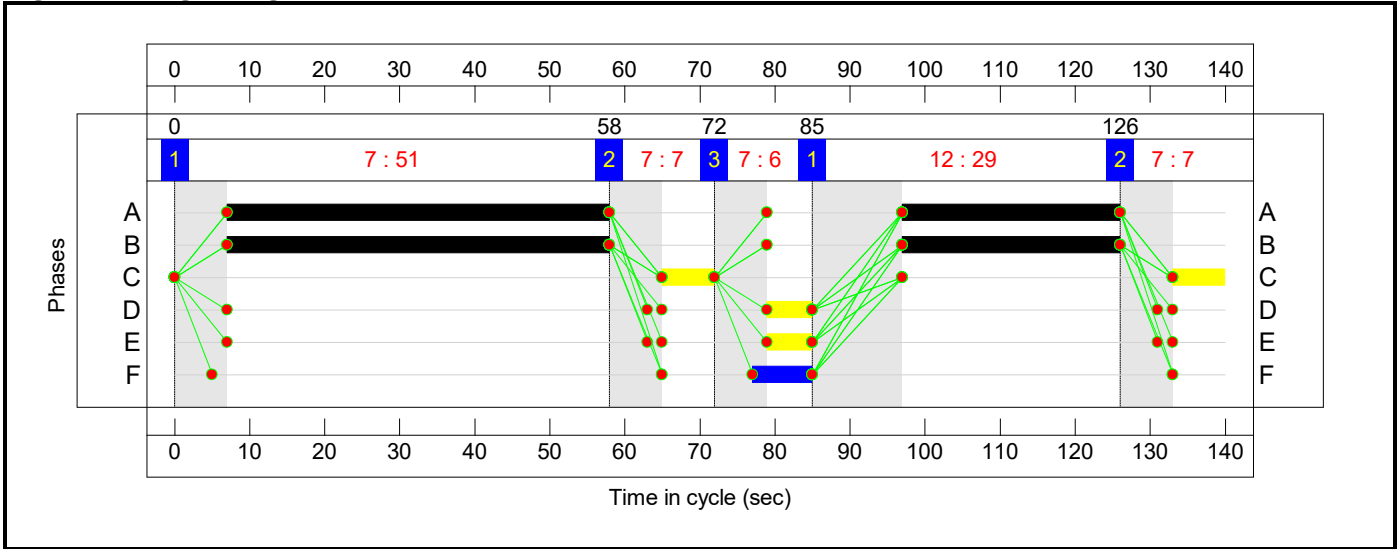
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	2
Duration	51	7	6	29	7
Change Point	0	58	72	85	126

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: Proposed Site Access	-	-	N/A	-	-		-	-	-	-	-	-	74.2%	-
Crawley Road / Site Access	-	-	N/A	-	-		-	-	-	-	-	-	74.2%	-
1/1	Crawley Road (N) Left Ahead	U	N/A	N/A	A		2	80	-	877	2019	1183	74.2%	877
2/1	Site Access Right Left	U	N/A	N/A	C		2	14	-	25	1892	216	11.6%	25
3/1+3/2	Crawley Road (S) Ahead Right	U+O	N/A	N/A	B		2	80	-	778	1965:1786	1129+31	67.1 : 67.1%	778
4/1	Crawley Road (N)	U	N/A	N/A	-		-	-	-	769	Inf	Inf	0.0%	769
5/1	Site Access	U	N/A	N/A	-		-	-	-	41	Inf	Inf	0.0%	41
6/1	Crawley Road (S)	U	N/A	N/A	-		-	-	-	870	Inf	Inf	0.0%	870
Item	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Back of Uniform Q At End of Red(pcu)	
Network: Proposed Site Access	-	13	0	8	5.3	2.5	0.1	7.9	-	-	-	-	-	
Crawley Road / Site Access	-	13	0	8	5.3	2.5	0.1	7.9	-	-	-	-	-	
1/1	877	-	-	-	2.8	1.4	-	4.3	17.5	16.3	1.4	17.7	8.8	
2/1	25	-	-	-	0.2	0.1	-	0.3	37.3	0.4	0.1	0.5	0.4	
3/1+3/2	778	13	0	8	2.3	1.0	0.1	3.4	15.7	13.3	1.0	14.3	7.6	
4/1	769	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
5/1	41	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
6/1	870	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	

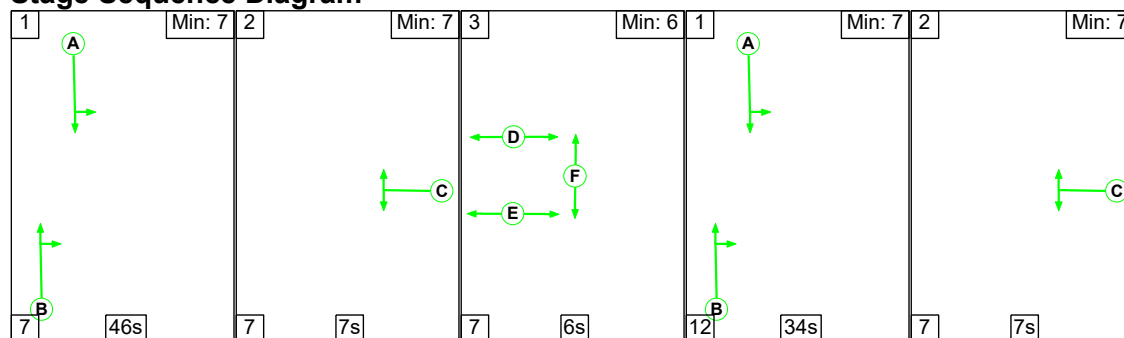
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	21.4	Total Delay for Signalled Lanes (pcuHr):	7.91	Cycle Time (s):	140
	PRC Over All Lanes (%):	21.4	Total Delay Over All Lanes(pcuHr):	7.91		

Full Input Data And Results

Scenario 3: '2031 AM peak with Development' (FG3: '2031 AM Future Year with Development', Plan 1: 'Network Control Plan 1')

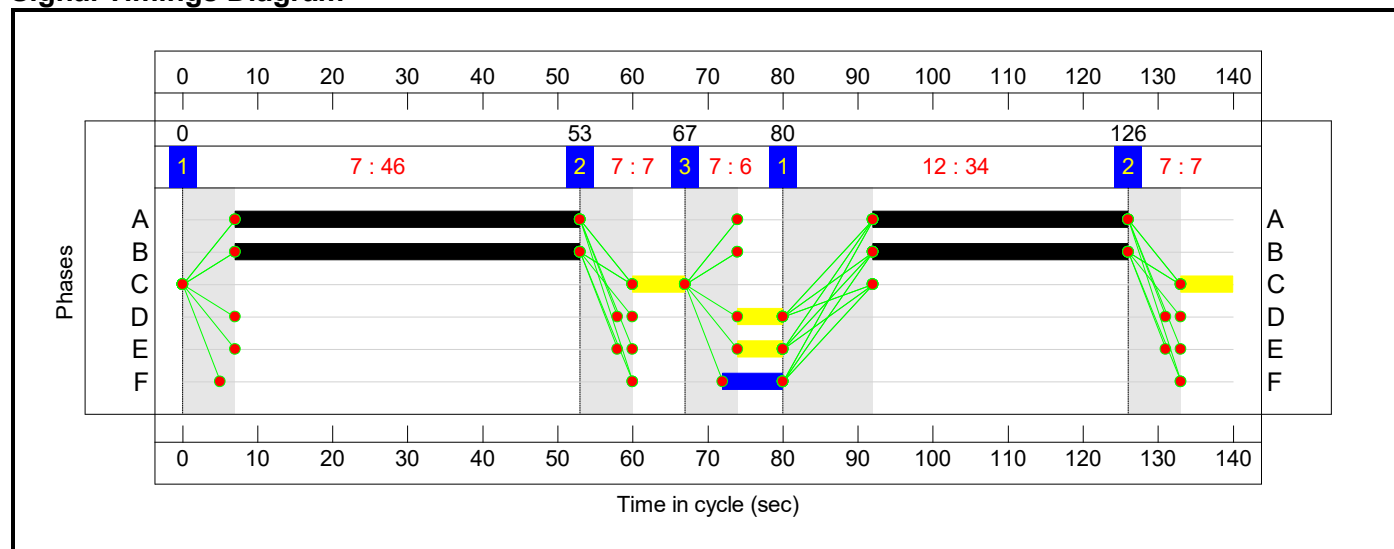
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	2
Duration	46	7	6	34	7
Change Point	0	53	67	80	126

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: Proposed Site Access	-	-	N/A	-	-		-	-	-	-	-	-	81.1%	-
Crawley Road / Site Access	-	-	N/A	-	-		-	-	-	-	-	-	81.1%	-
1/1	Crawley Road (N) Left Ahead	U	N/A	N/A	A		2	80	-	827	2023	1185	69.8%	827
2/1	Site Access Right Left	U	N/A	N/A	C		2	14	-	50	1892	216	23.1%	50
3/1+3/2	Crawley Road (S) Ahead Right	U+O	N/A	N/A	B		2	80	-	938	1965:1786	1148+9	81.1 : 81.1%	938
4/1	Crawley Road (N)	U	N/A	N/A	-		-	-	-	955	Inf	Inf	0.0%	955
5/1	Site Access	U	N/A	N/A	-		-	-	-	14	Inf	Inf	0.0%	14
6/1	Crawley Road (S)	U	N/A	N/A	-		-	-	-	846	Inf	Inf	0.0%	846
Item	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Back of Uniform Q At End of Red(pcu)	
Network: Proposed Site Access	-	7	0	0	6.2	3.4	0.0	9.6	-	-	-	-	-	
Crawley Road / Site Access	-	7	0	0	6.2	3.4	0.0	9.6	-	-	-	-	-	
1/1	827	-	-	-	2.6	1.1	-	3.7	16.1	14.7	1.1	15.9	8.3	
2/1	50	-	-	-	0.4	0.2	-	0.5	39.1	0.9	0.2	1.1	0.9	
3/1+3/2	938	7	0	0	3.3	2.1	0.0	5.4	20.6	18.7	2.1	20.8	9.3	
4/1	955	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
5/1	14	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
6/1	846	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	

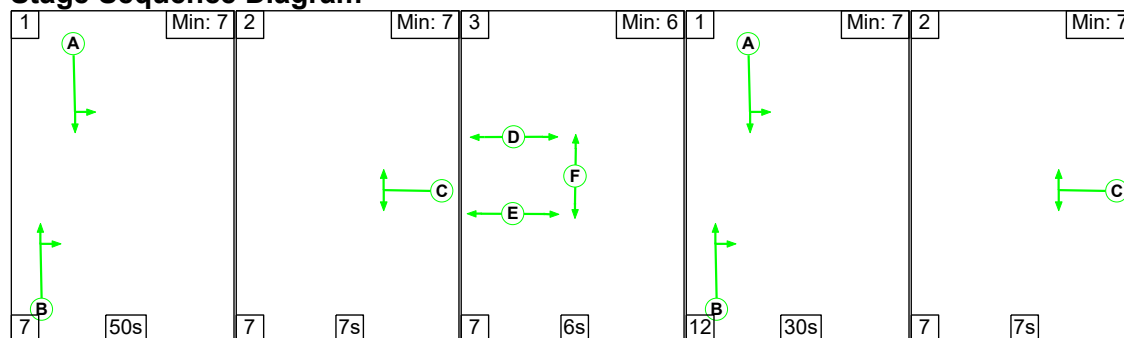
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	11.0	Total Delay for Signalled Lanes (pcuHr):	9.63	Cycle Time (s):	140
	PRC Over All Lanes (%):	11.0	Total Delay Over All Lanes(pcuHr):	9.63		

Full Input Data And Results

Scenario 4: '2031 PM Peak with Development' (FG4: '2031 PM Future Year with Development', Plan 1: 'Network Control Plan 1')

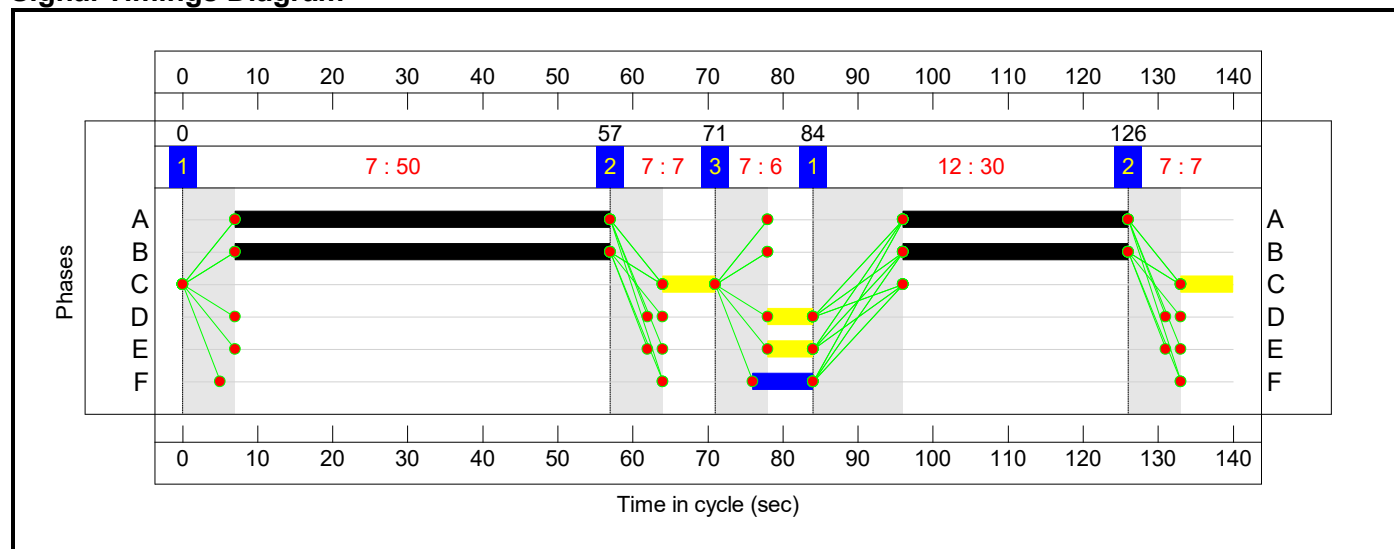
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	1	2
Duration	50	7	6	30	7
Change Point	0	57	71	84	126

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: Proposed Site Access	-	-	N/A	-	-		-	-	-	-	-	-	75.7%	-
Crawley Road / Site Access	-	-	N/A	-	-		-	-	-	-	-	-	75.7%	-
1/1	Crawley Road (N) Left Ahead	U	N/A	N/A	A		2	80	-	895	2019	1183	75.7%	895
2/1	Site Access Right Left	U	N/A	N/A	C		2	14	-	25	1892	216	11.6%	25
3/1+3/2	Crawley Road (S) Ahead Right	U+O	N/A	N/A	B		2	80	-	794	1965:1786	1129+31	68.4 : 68.4%	794
4/1	Crawley Road (N)	U	N/A	N/A	-		-	-	-	785	Inf	Inf	0.0%	785
5/1	Site Access	U	N/A	N/A	-		-	-	-	41	Inf	Inf	0.0%	41
6/1	Crawley Road (S)	U	N/A	N/A	-		-	-	-	888	Inf	Inf	0.0%	888
Item	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Back of Uniform Q At End of Red(pcu)	
Network: Proposed Site Access	-	12	0	9	5.5	2.7	0.1	8.3	-	-	-	-	-	
Crawley Road / Site Access	-	12	0	9	5.5	2.7	0.1	8.3	-	-	-	-	-	
1/1	895	-	-	-	2.9	1.5	-	4.5	18.0	16.9	1.5	18.4	8.9	
2/1	25	-	-	-	0.2	0.1	-	0.3	37.3	0.4	0.1	0.5	0.4	
3/1+3/2	794	12	0	9	2.4	1.1	0.1	3.5	16.1	13.8	1.1	14.8	7.8	
4/1	785	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
5/1	41	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
6/1	888	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	

Full Input Data And Results

C1	PRC for Signalled Lanes (%):	18.9	Total Delay for Signalled Lanes (pcuHr):	8.28	Cycle Time (s):	140
	PRC Over All Lanes (%):	18.9	Total Delay Over All Lanes(pcuHr):	8.28		

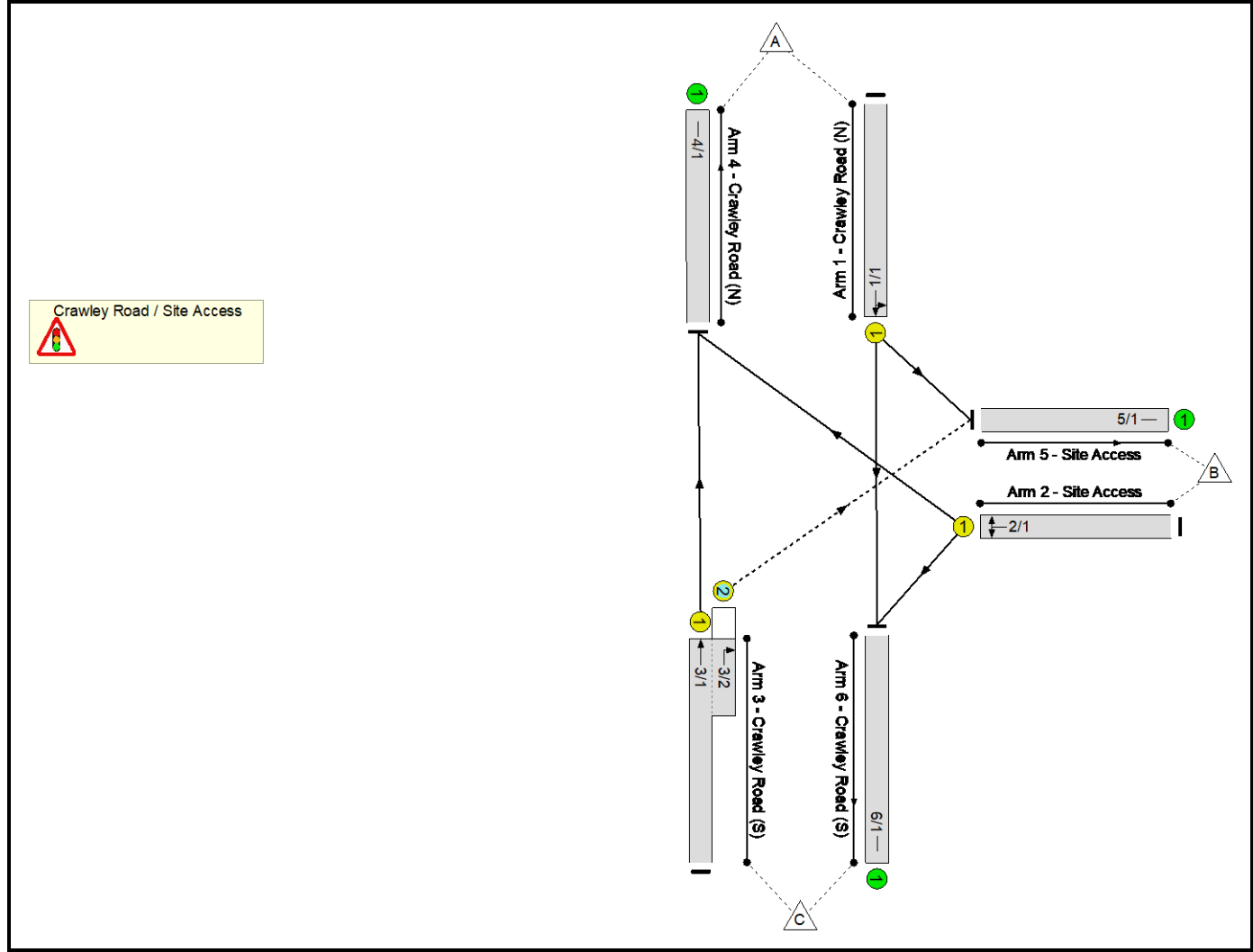
Full Input Data And Results

Full Input Data And Results

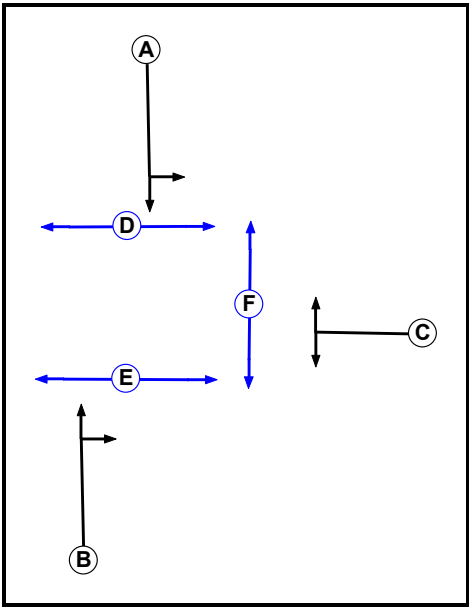
User and Project Details

Project:	Land at Crawley Road, Faygate
Title:	Proposed Site Access
Location:	Faygate
Client:	SDP
Additional detail:	
File name:	Crawley Road - Site Access 260311.lsg3x
Author:	JAT
Company:	SK
Address:	Albion Wharf, Manchester

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Pedestrian		6	6
E	Pedestrian		6	6
F	Pedestrian		6	6

Phase Intergreens Matrix

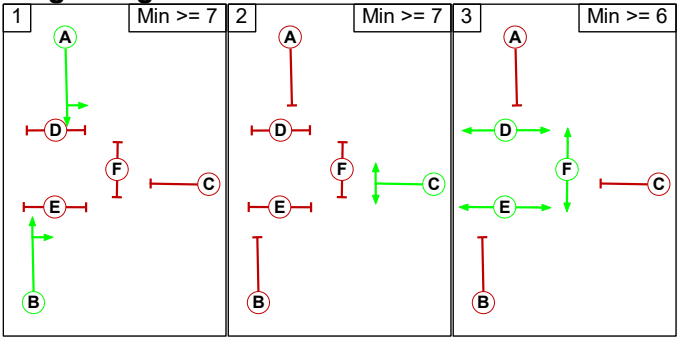
Terminating Phase	Starting Phase						
		A	B	C	D	E	F
	A		-	7	5	7	7
	B	-		7	7	5	7
	C	7	7		7	7	5
	D	12	12	12		-	-
	E	12	12	12	-		-
	F	12	12	12	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C
3	D E F

Full Input Data And Results

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

From Stage	To Stage			
		1	2	3
	1		7	7
	2	7		7
	3	12	12	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Crawley Road / Site Access											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
3/2 (Crawley Road (S))	5/1 (Right)	1439	0	1/1	1.09	All	2.00	-	0.50	2	2.00

Full Input Data And Results

Lane Input Data

Junction: Crawley Road / Site Access												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Crawley Road (N))	U	A	2	3	60.0	Geom	-	4.10	0.00	Y	Arm 5 Left	12.00
											Arm 6 Ahead	Inf
2/1 (Site Access)	U	C	2	3	60.0	Geom	-	4.00	0.00	Y	Arm 4 Right Arm 6 Left	Inf 12.00
3/1 (Crawley Road (S))	U	B	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 4 Ahead	Inf
3/2 (Crawley Road (S))	O	B	2	3	5.0	Geom	-	3.50	0.00	Y	Arm 5 Right	15.00
4/1 (Crawley Road (N))	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Site Access)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Crawley Road (S))	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2029 AM Opening Year with Development'	07:45	08:45	01:00	
2: '2029 PM Opening Year with Development'	17:00	18:00	01:00	
3: '2031 AM Future Year with Development'	07:45	08:45	01:00	
4: '2031 PM Future Year with Development'	17:00	18:00	01:00	

Scenario 1: '2024 AM Peak with Development' (FG1: '2029 AM Opening Year with Development', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin	A	B	C	Tot.	
	A	0	7	803	810
	B	24	0	26	50
	C	911	7	0	918
	Tot.	935	14	829	1778

Traffic Lane Flows

Lane	Scenario 1: 2024 AM Peak with Development
Junction: Crawley Road / Site Access	
1/1	810
2/1	50
3/1 (with short)	918(In) 911(Out)
3/2 (short)	7
4/1	935
5/1	14
6/1	829

Lane Saturation Flows

Junction: Crawley Road / Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Crawley Road (N))	4.10	0.00	Y	Arm 5 Left	12.00	0.9 %	2023	2023
				Arm 6 Ahead	Inf	99.1 %		
2/1 (Site Access)	4.00	0.00	Y	Arm 4 Right	Inf	48.0 %	1892	1892
				Arm 6 Left	12.00	52.0 %		
3/1 (Crawley Road (S))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/2 (Crawley Road (S))	3.50	0.00	Y	Arm 5 Right	15.00	100.0 %	1786	1786
4/1 (Crawley Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Crawley Road (S) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2024 PM Peak with Development' (FG2: '2029 PM Opening Year with Development', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	20	857	877
	B	12	0	13	25
	C	757	21	0	778
	Tot.	769	41	870	1680

Traffic Lane Flows

Lane	Scenario 2: 2024 PM Peak with Development
Junction: Crawley Road / Site Access	
1/1	877
2/1	25
3/1 (with short)	778(In) 757(Out)
3/2 (short)	21
4/1	769
5/1	41
6/1	870

Lane Saturation Flows

Junction: Crawley Road / Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Crawley Road (N))	4.10	0.00	Y	Arm 5 Left	12.00	2.3 %	2019	2019
				Arm 6 Ahead	Inf	97.7 %		
2/1 (Site Access)	4.00	0.00	Y	Arm 4 Right	Inf	48.0 %	1892	1892
				Arm 6 Left	12.00	52.0 %		
3/1 (Crawley Road (S))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/2 (Crawley Road (S))	3.50	0.00	Y	Arm 5 Right	15.00	100.0 %	1786	1786
4/1 (Crawley Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Crawley Road (S) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2031 AM peak with Development' (FG3: '2031 AM Future Year with Development', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination				
Origin		A	B	C	Tot.
	A	0	7	820	827
	B	24	0	26	50
	C	931	7	0	938
	Tot.	955	14	846	1815

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2031 AM peak with Development
Junction: Crawley Road / Site Access	
1/1	827
2/1	50
3/1 (with short)	938(In) 931(Out)
3/2 (short)	7
4/1	955
5/1	14
6/1	846

Lane Saturation Flows

Junction: Crawley Road / Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Crawley Road (N))	4.10	0.00	Y	Arm 5 Left	12.00	0.8 %	2023	2023
				Arm 6 Ahead	Inf	99.2 %		
2/1 (Site Access)	4.00	0.00	Y	Arm 4 Right	Inf	48.0 %	1892	1892
				Arm 6 Left	12.00	52.0 %		
3/1 (Crawley Road (S))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/2 (Crawley Road (S))	3.50	0.00	Y	Arm 5 Right	15.00	100.0 %	1786	1786
4/1 (Crawley Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Crawley Road (S) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2031 PM Peak with Development' (FG4: '2031 PM Future Year with Development', Plan 2: 'Network Control Plan 2')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	20	875	895
	B	12	0	13	25
	C	773	21	0	794
	Tot.	785	41	888	1714

Traffic Lane Flows

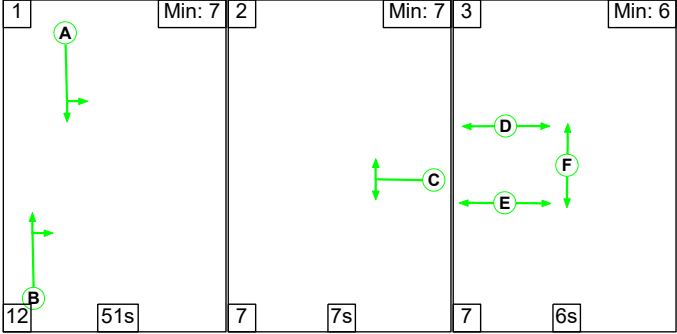
Lane	Scenario 4: 2031 PM Peak with Development
Junction: Crawley Road / Site Access	
1/1	895
2/1	25
3/1 (with short)	794(In) 773(Out)
3/2 (short)	21
4/1	785
5/1	41
6/1	888

Lane Saturation Flows

Junction: Crawley Road / Site Access								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Crawley Road (N))	4.10	0.00	Y	Arm 5 Left	12.00	2.2 %	2019	2019
				Arm 6 Ahead	Inf	97.8 %		
2/1 (Site Access)	4.00	0.00	Y	Arm 4 Right	Inf	48.0 %	1892	1892
				Arm 6 Left	12.00	52.0 %		
3/1 (Crawley Road (S))	3.50	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1965	1965
3/2 (Crawley Road (S))	3.50	0.00	Y	Arm 5 Right	15.00	100.0 %	1786	1786
4/1 (Crawley Road (N) Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Site Access Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Crawley Road (S) Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2024 AM Peak with Development' (FG1: '2029 AM Opening Year with Development', Plan 2: 'Network Control Plan 2')

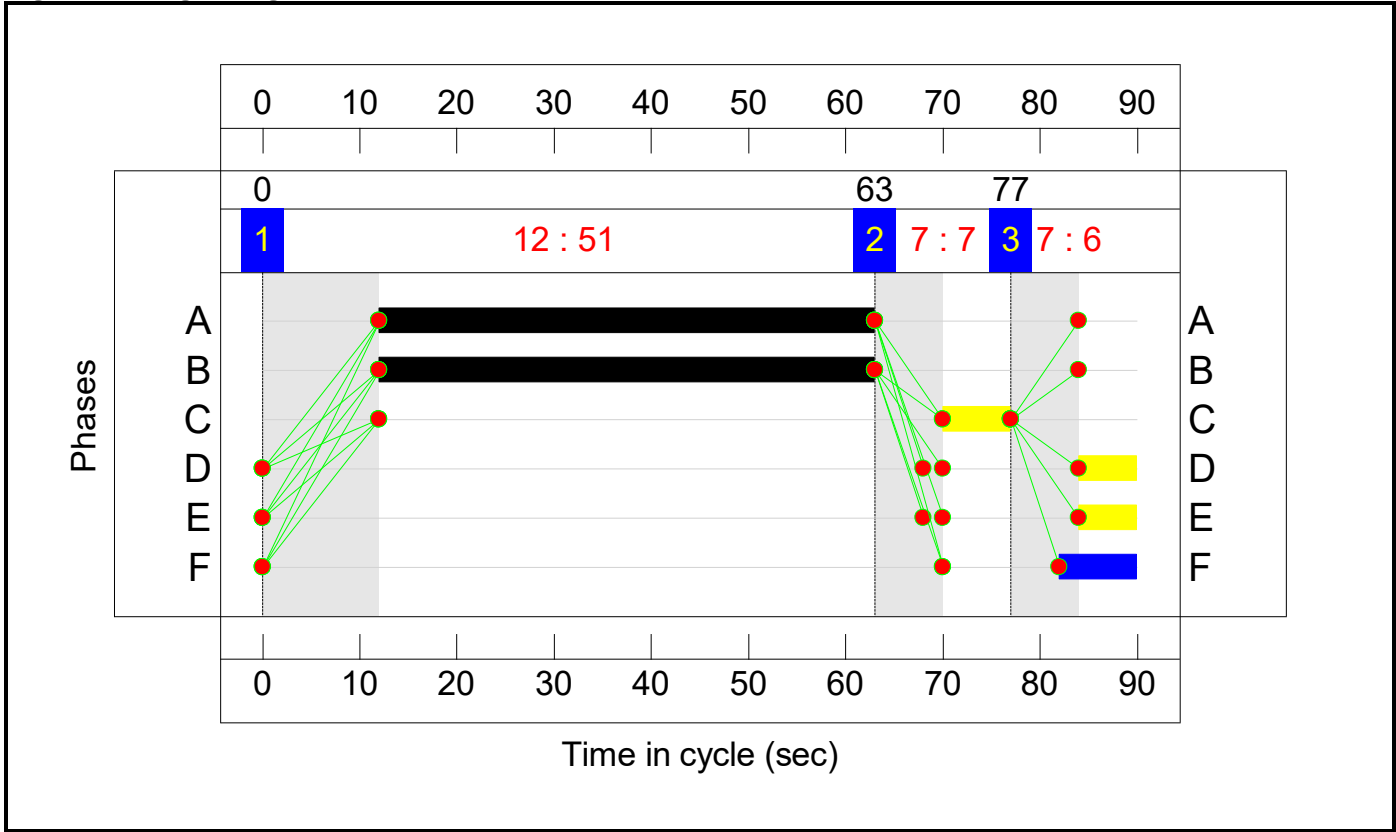
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	51	7	6
Change Point	0	63	77

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: Proposed Site Access	-	-	N/A	-	-		-	-	-	-	-	-	80.6%	-
Crawley Road / Site Access	-	-	N/A	-	-		-	-	-	-	-	-	80.6%	-
1/1	Crawley Road (N) Left Ahead	U	N/A	N/A	A		1	51	-	810	2023	1169	69.3%	810
2/1	Site Access Right Left	U	N/A	N/A	C		1	7	-	50	1892	168	29.7%	50
3/1+3/2	Crawley Road (S) Ahead Right	U+O	N/A	N/A	B		1	51	-	918	1965:1786	1131+9	80.6 : 80.6%	918
4/1	Crawley Road (N)	U	N/A	N/A	-		-	-	-	935	Inf	Inf	0.0%	935
5/1	Site Access	U	N/A	N/A	-		-	-	-	14	Inf	Inf	0.0%	14
6/1	Crawley Road (S)	U	N/A	N/A	-		-	-	-	829	Inf	Inf	0.0%	829
Item	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Back of Uniform Q At End of Red (pcu)	
Network: Proposed Site Access	-	7	0	0	7.4	3.4	0.0	10.7	-	-	-	-	-	
Crawley Road / Site Access	-	7	0	0	7.4	3.4	0.0	10.7	-	-	-	-	-	
1/1	810	-	-	-	3.0	1.1	-	4.1	18.4	14.2	1.1	15.3	8.1	
2/1	50	-	-	-	0.5	0.2	-	0.7	53.6	1.2	0.2	1.4	1.1	
3/1+3/2	918	7	0	0	3.8	2.0	0.0	5.9	23.0	17.8	2.0	19.8	9.1	
4/1	935	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
5/1	14	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
6/1	829	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	

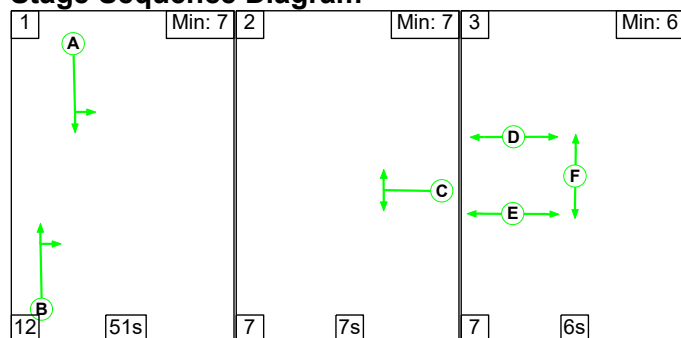
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	11.7	Total Delay for Signalled Lanes (pcuHr):	10.74	Cycle Time (s):	90
	PRC Over All Lanes (%):	11.7	Total Delay Over All Lanes(pcuHr):	10.74		

Full Input Data And Results

Scenario 2: '2024 PM Peak with Development' (FG2: '2029 PM Opening Year with Development', Plan 2: 'Network Control Plan 2')

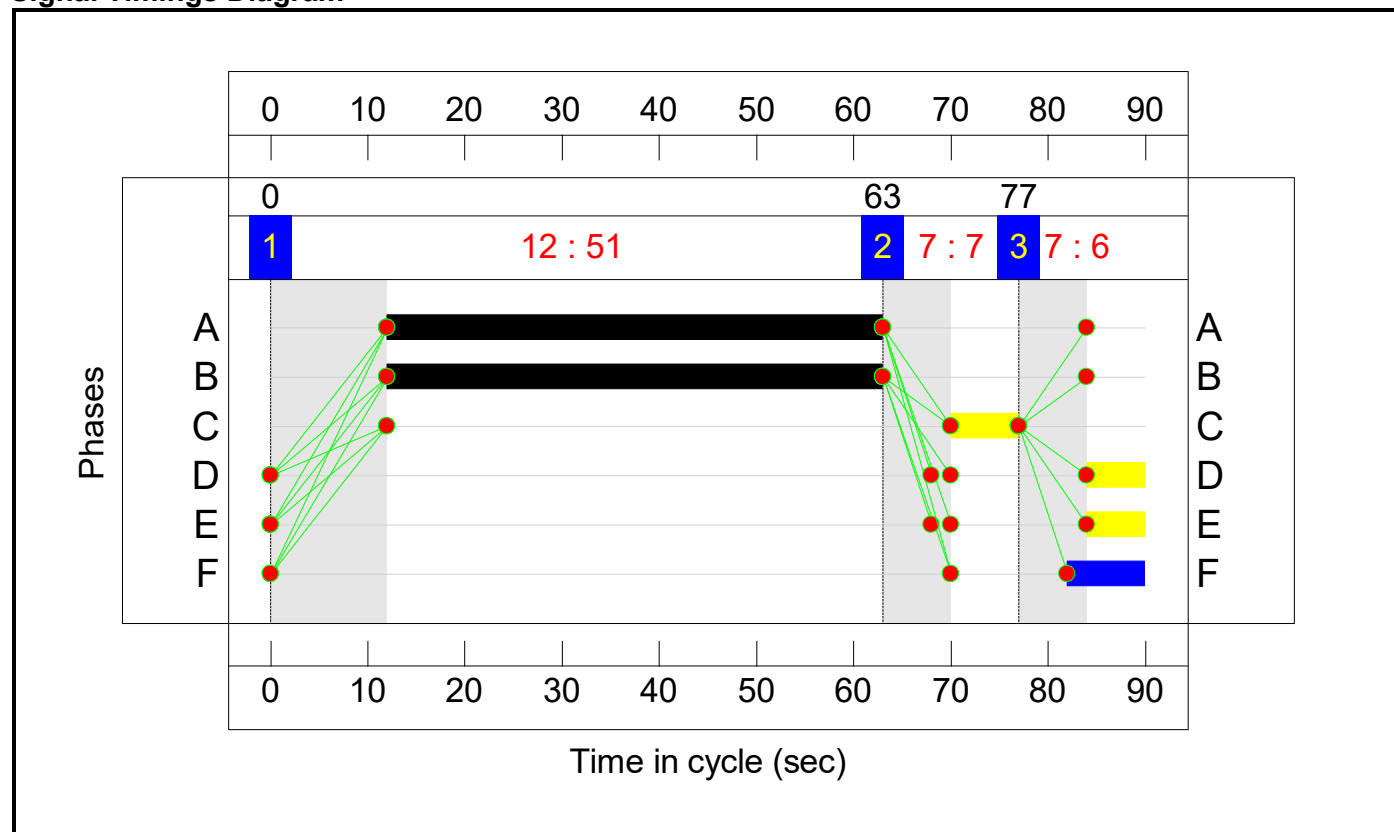
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	51	7	6
Change Point	0	63	77

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: Proposed Site Access	-	-	N/A	-	-		-	-	-	-	-	-	75.2%	-
Crawley Road / Site Access	-	-	N/A	-	-		-	-	-	-	-	-	75.2%	-
1/1	Crawley Road (N) Left Ahead	U	N/A	N/A	A		1	51	-	877	2019	1167	75.2%	877
2/1	Site Access Right Left	U	N/A	N/A	C		1	7	-	25	1892	168	14.9%	25
3/1+3/2	Crawley Road (S) Ahead Right	U+O	N/A	N/A	B		1	51	-	778	1965:1786	1111+31	68.1 : 68.1%	778
4/1	Crawley Road (N)	U	N/A	N/A	-		-	-	-	769	Inf	Inf	0.0%	769
5/1	Site Access	U	N/A	N/A	-		-	-	-	41	Inf	Inf	0.0%	41
6/1	Crawley Road (S)	U	N/A	N/A	-		-	-	-	870	Inf	Inf	0.0%	870
Item	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Back of Uniform Q At End of Red(pcu)	
Network: Proposed Site Access	-	21	0	0	6.5	2.6	0.1	9.3	-	-	-	-	-	
Crawley Road / Site Access	-	21	0	0	6.5	2.6	0.1	9.3	-	-	-	-	-	
1/1	877	-	-	-	3.5	1.5	-	5.0	20.3	16.3	1.5	17.8	8.8	
2/1	25	-	-	-	0.3	0.1	-	0.4	50.4	0.6	0.1	0.7	0.6	
3/1+3/2	778	21	0	0	2.8	1.1	0.1	4.0	18.4	13.3	1.1	14.3	7.6	
4/1	769	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
5/1	41	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
6/1	870	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	

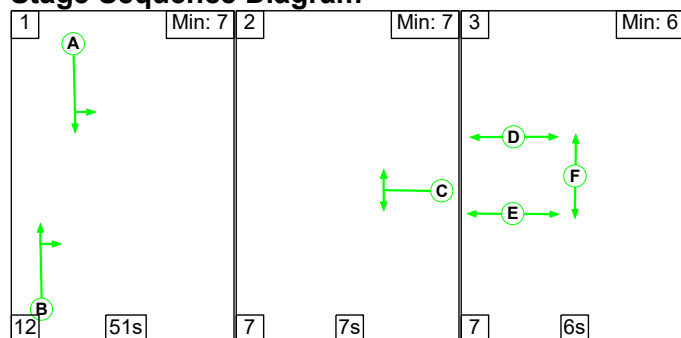
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	19.7	Total Delay for Signalled Lanes (pcuHr):	9.27	Cycle Time (s):	90
	PRC Over All Lanes (%):	19.7	Total Delay Over All Lanes(pcuHr):	9.27		

Full Input Data And Results

Scenario 3: '2031 AM peak with Development' (FG3: '2031 AM Future Year with Development', Plan 2: 'Network Control Plan 2')

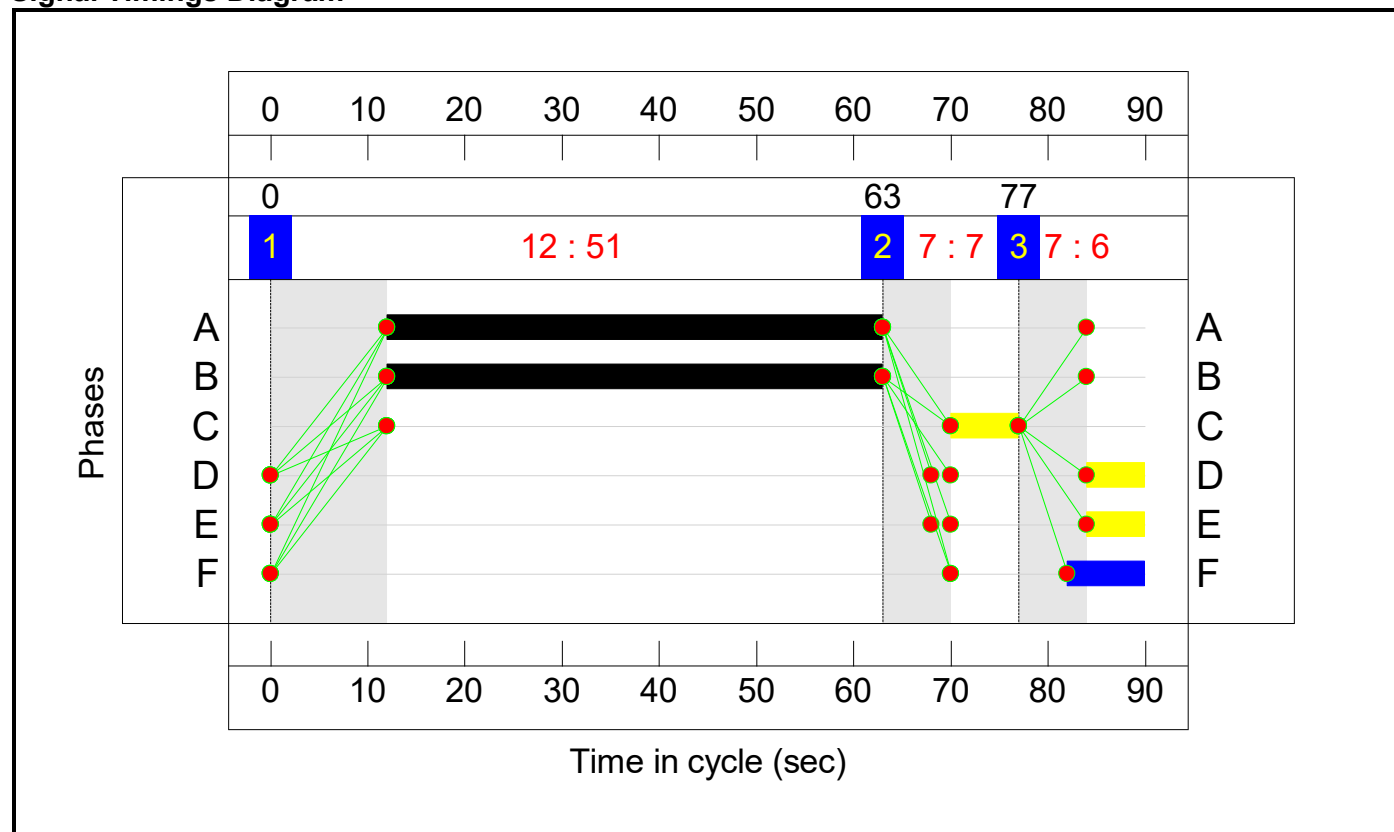
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	51	7	6
Change Point	0	63	77

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: Proposed Site Access	-	-	N/A	-	-		-	-	-	-	-	-	82.3%	-
Crawley Road / Site Access	-	-	N/A	-	-		-	-	-	-	-	-	82.3%	-
1/1	Crawley Road (N) Left Ahead	U	N/A	N/A	A		1	51	-	827	2023	1169	70.8%	827
2/1	Site Access Right Left	U	N/A	N/A	C		1	7	-	50	1892	168	29.7%	50
3/1+3/2	Crawley Road (S) Ahead Right	U+O	N/A	N/A	B		1	51	-	938	1965:1786	1131+9	82.3 : 82.3%	938
4/1	Crawley Road (N)	U	N/A	N/A	-		-	-	-	955	Inf	Inf	0.0%	955
5/1	Site Access	U	N/A	N/A	-		-	-	-	14	Inf	Inf	0.0%	14
6/1	Crawley Road (S)	U	N/A	N/A	-		-	-	-	846	Inf	Inf	0.0%	846
Item	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Back of Uniform Q At End of Red(pcu)	
Network: Proposed Site Access	-	7	0	0	7.6	3.7	0.0	11.3	-	-	-	-	-	
Crawley Road / Site Access	-	7	0	0	7.6	3.7	0.0	11.3	-	-	-	-	-	
1/1	827	-	-	-	3.1	1.2	-	4.3	18.8	14.7	1.2	15.9	8.3	
2/1	50	-	-	-	0.5	0.2	-	0.7	53.6	1.2	0.2	1.4	1.1	
3/1+3/2	938	7	0	0	4.0	2.3	0.0	6.3	24.0	18.7	2.3	21.0	9.3	
4/1	955	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
5/1	14	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
6/1	846	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	

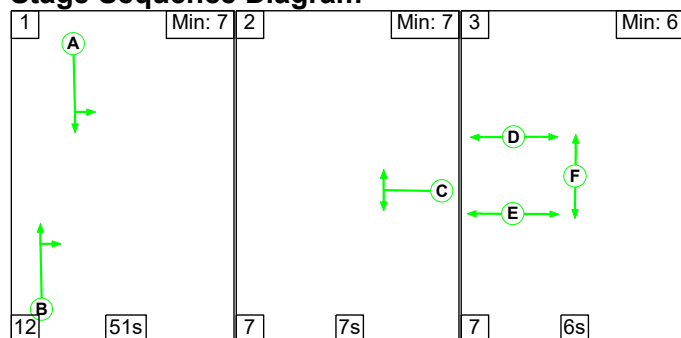
Full Input Data And Results

C1	PRC for Signalled Lanes (%):	9.3	Total Delay for Signalled Lanes (pcuHr):	11.33	Cycle Time (s):	90
	PRC Over All Lanes (%):	9.3	Total Delay Over All Lanes(pcuHr):	11.33		

Full Input Data And Results

Scenario 4: '2031 PM Peak with Development' (FG4: '2031 PM Future Year with Development', Plan 2: 'Network Control Plan 2')

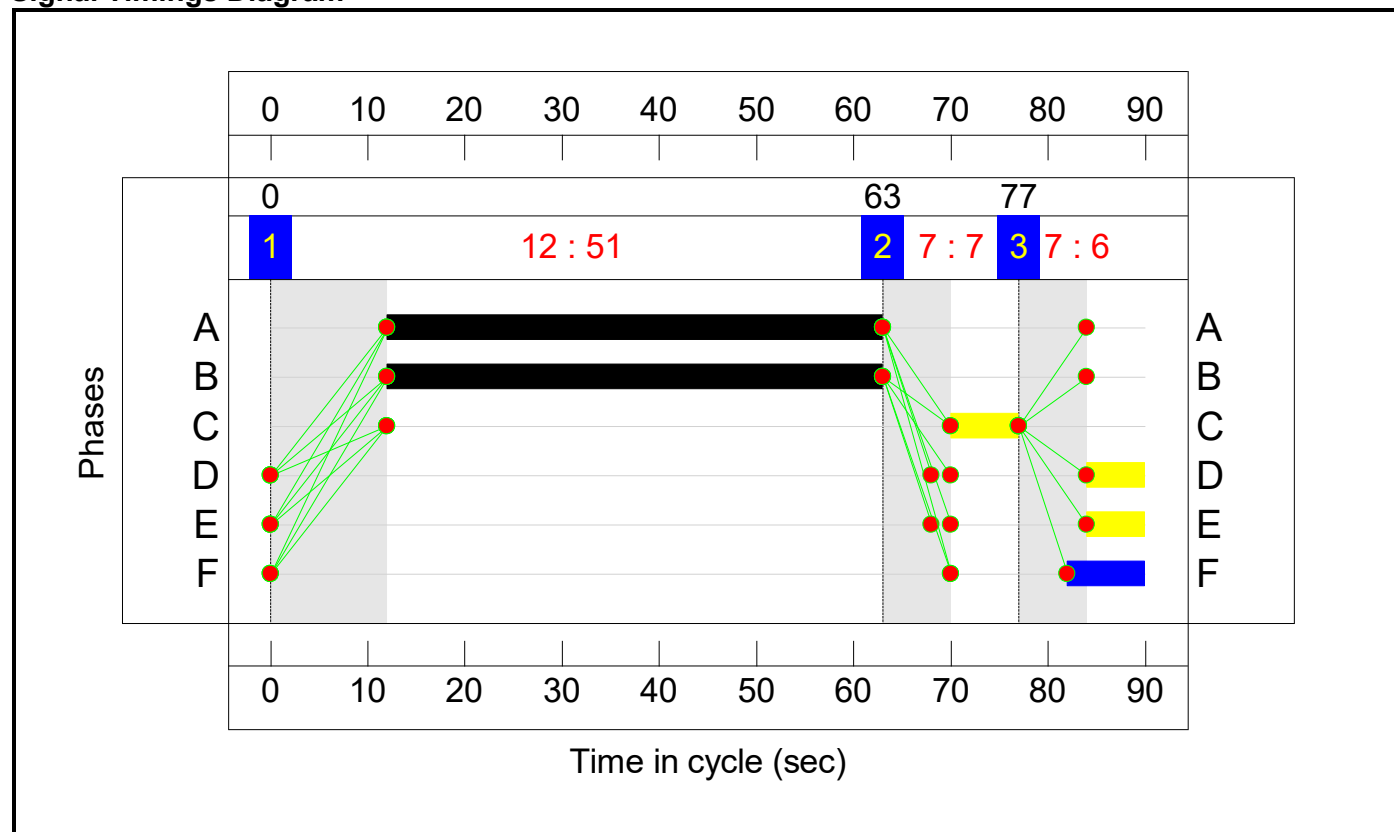
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	51	7	6
Change Point	0	63	77

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Arriving (pcu)
Network: Proposed Site Access	-	-	N/A	-	-		-	-	-	-	-	-	76.7%	-
Crawley Road / Site Access	-	-	N/A	-	-		-	-	-	-	-	-	76.7%	-
1/1	Crawley Road (N) Left Ahead	U	N/A	N/A	A		1	51	-	895	2019	1167	76.7%	895
2/1	Site Access Right Left	U	N/A	N/A	C		1	7	-	25	1892	168	14.9%	25
3/1+3/2	Crawley Road (S) Ahead Right	U+O	N/A	N/A	B		1	51	-	794	1965:1786	1112+30	69.5 : 69.5%	794
4/1	Crawley Road (N)	U	N/A	N/A	-		-	-	-	785	Inf	Inf	0.0%	785
5/1	Site Access	U	N/A	N/A	-		-	-	-	41	Inf	Inf	0.0%	41
6/1	Crawley Road (S)	U	N/A	N/A	-		-	-	-	888	Inf	Inf	0.0%	888
Item	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Back of Uniform Q At End of Red(pcu)	
Network: Proposed Site Access	-	21	0	0	6.8	2.8	0.1	9.7	-	-	-	-	-	
Crawley Road / Site Access	-	21	0	0	6.8	2.8	0.1	9.7	-	-	-	-	-	
1/1	895	-	-	-	3.6	1.6	-	5.2	21.0	16.9	1.6	18.5	8.9	
2/1	25	-	-	-	0.3	0.1	-	0.4	50.4	0.6	0.1	0.7	0.6	
3/1+3/2	794	21	0	0	2.9	1.1	0.1	4.1	18.8	13.8	1.1	14.9	7.8	
4/1	785	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
5/1	41	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	
6/1	888	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	

Full Input Data And Results

C1	PRC for Signalled Lanes (%):	17.3	Total Delay for Signalled Lanes (pcuHr):	9.71	Cycle Time (s):	90
	PRC Over All Lanes (%):	17.3	Total Delay Over All Lanes(pcuHr):	9.71		

APPENDIX E

Subject: RE: DC/26/0671 - Land off Old Crawley Road, Faygate (120 dwellings)
Date: Tuesday, 25 August 2026 at 09:12:23 British Summer Time
From: Simon Osborne
To: Michael Kitching, Jamie Brown
CC: Paul Carnell, Sam Sykes, Adam Norris
Attachments: image001.gif, image002.gif, image003.gif, image004.png, image005.png, image006.jpg, image007.png, image008.png, image009.png, image010.png

Hi Michael

I hope you are well and must apologies for the delay in responding to your previous emails.

Looking through your responses I can confirm I am happy to sign off the additional technical points on the understanding that a decision on the end of stage green arrow can be picked up at detailed design.

Thanks for your patience!

Kind regards

Simon

Simon Osborne

Asset Manager – Traffic Signals and Street Lighting
Highways, Transport and Planning
West Sussex County Council

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Location: First Floor, Northleigh, County Hall, Chichester, PO19 1QT

Contact: **Internal:** 26351 | **External:** +44 (0)330 222 6351 | **E-mail:** simon.osborne@westsussex.gov.uk



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From: Michael Kitching <mk@sktransport.co.uk>
Sent: 24 August 2026 15:33
To: Simon Osborne <simon.osborne@westsussex.gov.uk>; Jamie Brown <jamie.brown@westsussex.gov.uk>
Cc: Paul Carnell <pcarnell@eceplanning.com>; Sam Sykes <ssykes@eceplanning.com>; Adam Norris <adam.norris@westsussex.gov.uk>
Subject: Re: DC/26/0671 - Land off Old Crawley Road, Faygate (120 dwellings)

****EXTERNAL****

Afternoon Jamie, Simon,

I hope you are both well, and have had a good weekend.

With apologies for chasing, we could really do with a response please to the additional

information sent through on the 31st July and 11th August. I understand from the wider team that good progress is being made on a shortlist of other outstanding matters, and move forward to a planning committee.

Our client is looking to formally submit the updated information tomorrow to Horsham DC, but I'd like to do this with your feedback and expected signoff of the outstanding technical points.

Could you provide an update as soon as you can please? As previously confirmed the junction design and assessment does replicate previously approved layout, with the only significant change being the removal of dedicated left and right turning lanes from the site. All the other elements, including trip rates, turning proportions etc were previously agreed with WSCC as part of the previous residential scheme on the site.

Look forward to hearing from you shortly.

Thanks, and regards,

Michael

Michael Kitching
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Director



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From: Michael Kitching <mk@sktransport.co.uk>

Date: Tuesday, 11 August 2026 at 09:37

To: Simon Osborne <simon.osborne@westsussex.gov.uk>

Cc: Paul Carnell <pcarnell@eceplanning.com>, Sam Sykes <ssykes@eceplanning.com>, Adele Tams <at@sktransport.co.uk>, Jamie Brown <jamie.brown@westsussex.gov.uk>, Adam Norris <adam.norris@westsussex.gov.uk>, Paul Hewett <hewett439@btinternet.com>

Subject: Re: DC/26/0671 - Land off Old Crawley Road, Faygate (120 dwellings)

Morning Simon,

I hope you are well.

Following on from my email on the 31st, we've discussed internally the technical point raised regarding the end of green stage arrow - our view, based on the modelling outputs provided to date is there's no need for this, with the junction operating with appropriate levels of PRC, and also the limited number of larger vehicles that are predicted to enter the site.

At detailed signal design stage it is something that could be looked at, if WSCC still deem it a requirement. At planning stage we do not feel this needs further consideration.

On the other matters are you happy to sign off Points 1 to 5 listed below? Appreciate you wouldn't have been privy to the previously reviewed/agreed technical information, so hopefully that was a useful summary.

Grateful if you could come back to me when you get a moment.

Thanks, and regards,

Michael

Michael Kitching
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Director


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From: Michael Kitching <mk@sktransport.co.uk>

Date: Friday, 31 July 2026 at 14:31

To: Simon Osborne <simon.osborne@westsussex.gov.uk>

Cc: Paul Carnell <pcarnell@eceplanning.com>; Sam Sykes <ssykes@eceplanning.com>; Adele Tams <at@sktransport.co.uk>; Jamie Brown <jamie.brown@westsussex.gov.uk>; Adam Norris <adam.norris@westsussex.gov.uk>; Paul Hewett <hewett439@btinternet.com>

Subject: Re: DC/26/0671 - Land off Old Crawley Road, Faygate (120 dwellings)

Afternoon Simon,

Thanks for your email on Tuesday, and also for your and colleagues time in review the LinSig model. It's

very much appreciated, and hopefully this response will assist in moving matters forward to a conclusion.

Before responding in detail to the points raised, it's worth me mentioning that this residential access design and the LinSig modelling has been previously accepted by WSCC, as part of a previous residential planning application on the site. This includes agreement on development trip rates, traffic distribution etc, and this information was also reviewed and accepted by the Planning Inspectorate. I think it's important just to be aware of this, as we collectively review the modelling outputs.

Dealing with each technical point in turn:

1. In terms of pedestrian flows - there are no existing pedestrian routes in the vicinity of the site, and therefore no existing pedestrian movements that could be surveyed or inputted into the model. In terms of the residential development itself, from a review of the agreed TRICS output it would be expected that the development would generate c. 12 pedestrian movements in each of the AM and PM peak 60-minute periods. On a 90s junction cycle time these pedestrians will have appropriate opportunity to cross during the third stage.
2. As mentioned above - the peak period vehicle trip rates have been previously agreed with WSCC Officers, and also review/approved previously by the Planning Inspectorate for a larger residential development on the site. They have been sourced from the TRICS database.
3. As above, the LinSig model is a historic model prepared to reflect the junction design previously considered and accepted by WSCC and the Planning Inspectorate - the only change in this latest scheme the deletion of dedicated left and right turning lanes when exiting the site, a request made by WSCC Officers through the pre-app process for the site, to reflect the reduction in the scale of residential development planned at the site (and vehicle movements)
4. On larger right turning vehicles, we have already provided Jamie with additional information confirming that the northern ahead lane and right turning lanes are 3.5m in width, and that at the limited times that a larger vehicle will enter the site (based on this being a pure residential development, with no commercial/industrial uses) there is appropriate space for them to manoeuvre. We could look at an end of stage right turn green arrow here - I'll ask my colleague to review and confirm.
5. Thanks for your advice on the service bay - we did start off with the bay in this location, but Adam raised a concern that a parked vehicle could obscure the nearside primary signal head - we can address that by making the bay a little deeper, plus we have a second primary signal head on the island, and a secondary signal head on far side of the junction. I agree that a bay on the northern side of the junction would adversely impact the ped/cycle route. If you are happy with this we can adjust this to suit.

Based on the above we'll take another look at the option for an end of stage green arrow for right turning traffic, and then come back to you next week with an update.

Thanks again for your time reviewing this - much appreciated.

Kind regards,

Michael

Michael Kitching
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Director


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From: Simon Osborne <simon.osborne@westsussex.gov.uk>

Date: Tuesday, 28 July 2026 at 07:37

To: Michael Kitching <mk@sktransport.co.uk>

Cc: Paul Carnell <pcarnell@eceptanning.com>; Sam Sykes <ssykes@eceptanning.com>; Adele Tams <at@sktransport.co.uk>; Jamie Brown <jamie.brown@westsussex.gov.uk>; Adam Norris <adam.norris@westsussex.gov.uk>

Subject: RE: DC/26/0671 - Land off Old Crawley Road, Faygate (120 dwellings)

Hi Michael

Thanks for sending this through, it has been reviewed and a few questions have arisen:

1. Why has no pedestrian demand links and flows been imputed into the model? The network layout diagram only shows traffic movements. Appreciated a stage 3, 6 second stage length has been entered, but we'd expect the ped links and flows to be included.
2. Please confirm the vehicle flows are accurate. The development access flows, particularly for peaks are extremely light for 120 dwellings.
3. Please confirm the geometry-based saturation flow rate calculation values are correct. I.e. the corner Radii, lane widths etc are all representative of the planned end construction as this results in very high SRF values.
4. Reviewing the RSA shows concerns raised about large vehicles waiting to turn right into the development has been raised. As there is a high opposing flow in stage 1, and an approximate 51 seconds applied, the large vehicles will likely be stationary and slow to move. Similarly, and dependent on the answers to question 2, multiple vehicles may need time to facilitate the right turn. Has consideration of a RTIGA been considered to aid both these scenarios? If there is sufficient spare capacity within the modelling this may improve the operation for this movement.
5. At position 2, a maintenance bay has been shown starting at the back edge of the footway running parallel to the road, as per the blue square below. This location would offer the most optimal position, subject to the vehicle being clear of both primary signal visibility and visibility splays to the pedestrian crossing. Both of which seem obtainable. Application of an offside primary in the island will also support improve visibility on this approach. Position 1 will negatively impact the active travel options unnecessarily for the likely number of maintenance visits that maybe required over the course of a year. Splay kerbing could be used to help support access and egress and allow the bay to blend more into the environment making it less likely to be used by others.

If you could consider the above and get back to me that would be appreciated.

Many thanks

Simon

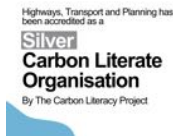
Simon Osborne

Asset Manager – Traffic Signals and Street Lighting
Highways, Transport and Planning
West Sussex County Council

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Location: First Floor, Northleigh, County Hall, Chichester, PO19 1QT

Contact: **Internal:** 26351 | **External:** +44 (0)330 222 6351 | **E-mail:** simon.osborne@westsussex.gov.uk



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From: Michael Kitching <mk@sktransport.co.uk>

Sent: 27 July 2026 10:47

To: Simon Osborne <simon.osborne@westsussex.gov.uk>

Cc: Paul Carnell <pcarnell@eceplanning.com>; Sam Sykes <ssykes@eceplanning.com>; Adele Tams <at@sktransport.co.uk>; Jamie Brown <jamie.brown@westsussex.gov.uk>

Subject: FW: DC/26/0671 - Land off Old Crawley Road, Faygate (120 dwellings)

****EXTERNAL****

Morning Simon,

I hope you are well and apologies for chasing up on this - appreciate this has landed on your desk with Adam being away from work on medical leave.

We would be very grateful if you could review the revised LinSig modelling, and confirm that the updated approach is acceptable please. We can then confirm this with Jamie when he returns from leave.

We also had a query regarding the location of the signal servicing bay, which Adam had requested be relocated. Would you be in a position to comment on this too please, in the hope that location 1 (sketched on the plan earlier in this email trail) is acceptable.

Grateful for your assistance when you get a moment please.

Thanks, and regards,

Michael

Michael Kitching

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Director



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From: Michael Kitching <mk@sktransport.co.uk>

Date: Wednesday, 22 July 2026 at 10:34

To: Jamie Brown <jamie.brown@westsussex.gov.uk>, Simon Osborne
<simon.osborne@westsussex.gov.uk>

Cc: Adele Tams <at@sktransport.co.uk>, Carnell Paul <pcarnell@eceplanning.com>

Subject: Re: DC/26/0671 - Land off Old Crawley Road, Faygate (120 dwellings)
Morning Jamie, Simon,

Thanks for progressing this Jamie, and also for offering to step in Simon to assist in Adam's absence.

Just as an update my colleague has been able to review the submitted LinSig, referring back to the point made by Adam on the 140s cycle time. I have reattached the submitted LinSig (ref 140s), and just to confirm the model is running a double cycle within that 140s cycle time, as follows:

- Stage 1 - Crawley Road N & S traffic arms running together
- Stage 2 - Site Access traffic arm
- Stage 3 - Ped/Cycle Crossings
- Stage 1 - Crawley Road N & S traffic arms running together
- Stage 2 - Site Access traffic arm

All the above is in the 140s cycle time.

As an alternative, we've prepared a 90s cycle time junction model, running the three stages in the following order:

- Stage 1 - Crawley Road N & S traffic arms running together
- Stage 2 - Site Access traffic arm
- Stage 3 - Ped/Cycle Crossings

The attached model output (ref 90s), confirms that the junction will operate well within accepted capacity thresholds in all modelled scenarios, using this adjusted 90 second cycle time.

Assuming you are happy with both LinSig model outputs, I think the only outstanding matter is the positioning of the signal service bay. [@Simon Osborne](#) - if you do have any thoughts on the rough sketch in our 20th July email please do let me know. Be good to get this concluded this week if possible, before Jamie is on leave next week.

Thanks both, and kind regards,

Michael

Michael Kitching
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Director



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From: Jamie Brown <jamie.brown@westsussex.gov.uk>
Date: Wednesday, 22 July 2026 at 09:27
To: Simon Osborne <simon.osborne@westsussex.gov.uk>
Cc: Michael Kitching <mk@sktransport.co.uk>
Subject: FW: DC/26/0671 - Land off Old Crawley Road, Faygate (120 dwellings)
Hi Simon,

In Adam's absence is there anyone else that could have a look at this query for me?

Kind regards,

Jamie

Jamie Brown MCIHT Senior Planner, County Highways, Planning Services, Economy, Planning, and Place Directorate
--

From: Michael Kitching <mk@sktransport.co.uk>

Sent: 20 July 2026 13:59

To: Jamie Brown <jamie.brown@westsussex.gov.uk>; Adam Norris <adam.norris@westsussex.gov.uk>

Cc: Adele Tams <at@sktransport.co.uk>

Subject: Re: DC/26/0671 - Land off Old Crawley Road, Faygate (120 dwellings)

****EXTERNAL****

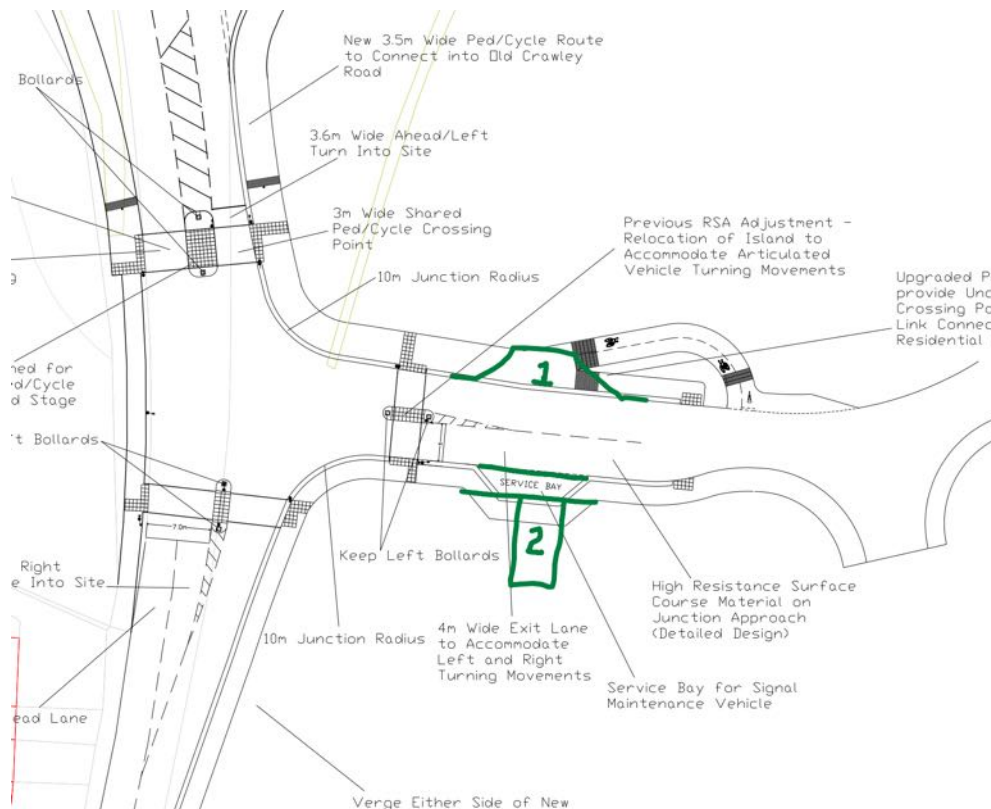
Hi Jamie, Adam,

Thanks for the email on Friday Jamie, and also for inputting into the LinSlg and signal service bay Adam. Very helpful, and we've been looking at this this morning.

I've messaged my colleague to take a look at the cycle time for the signals, to bring that down to 120s (or less). As soon as he's had chance to take a look at that and update the modelling I'll get that across to you both.

On the signal service bay Adam, I note your point on the location of this and the signal head. I'm sure there's an alternative location to position this, but before we update our drawings, can I just check a couple of points please:

- Is there a maximum distance and space dimension for the bay?
- Does the bay need to be drawn parallel to the adjacent carriageway (as shown in location 1 below)?
- Would a bay drawn at 90 degrees to the carriageway/footway be acceptable (such as location 2 below)



I think we could get Location 1 to work, although that would affect the ped/cycle route design (not insurmountable). Location 2 is more straightforward in theory, but would affect the illustrative development layout.

Any advice gratefully received - I've a separate query for you Jamie, that I'll send across a little later on.

Thanks, and regards,

Michael

Michael Kitching
BSc (Hons) MSc CMCILT
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SK

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From: Jamie Brown <jamie.brown@westsussex.gov.uk>

Date: Friday, 17 July 2026 at 14:54

To: Michael Kitching <mk@sktransport.co.uk>

Subject: FW: DC/26/0671 - Land off Old Crawley Road, Faygate (120 dwellings)

Hi Michael,

Following on from my email earlier, I have now had the below email from Traffic Signals on the two points. Re the lay-by it may be worth us having a chat about this?

Jamie

[Jamie Brown](#) MCIHT| Senior Planner, County Highways, Planning Services, Economy, Planning, and Place Directorate
[West Sussex County Council](#) | Location: Ground Floor Northleigh, County Hall, Chichester, PO19 1QT
Internal: 25719 External: 033022 25719
E-mail: jamie.brown@westsussex.gov.uk

From: Adam Norris <adam.norris@westsussex.gov.uk>

Sent: 17 July 2026 14:29

To: Jamie Brown <jamie.brown@westsussex.gov.uk>

Cc: Simon Osborne <simon.osborne@westsussex.gov.uk>

Subject: RE: DC/26/0671 - Land off Old Crawley Road, Faygate (120 dwellings)

Hi Jamie,

I've had a quick look through the LinSig report that you sent over, and have noticed the cycle time of 140seconds is higher than we are prepared to accept. If you can request a copy of the model is sent over, which someone will be able to review in detail and check the results when the proposal operates at a cycle time no greater than 120seconds.

The proposed location of a maintenance bay raises a concern for me; if a large van is parked within it, the primary signal head for the left turn lane could be impacted as well as visibility for any pedestrians waiting to cross from the south to north. I would suggest identifying a location that is not going to impact visibility for either pedestrians or approaching vehicles. The use of the side road, however, seems a logical solution given the lower volume of traffic that will be entering/exiting the development compared to that travelling on Crawley Road. Obviously if I were to suggest a location, then an element of designer's responsibility under CDM would fall on WSCC.

All the best

Adam

Adam Norris

Principal Engineer, Traffic Signals
Highways, Transport & Planning
West Sussex County Council

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Location: 1st Floor Northleigh, County Hall, Chichester, West Sussex, PO19 1QT

Contact: Internal: 26379 | External: +44 (0)1243 642105 | E-mail: adam.norris@westsussex.gov.uk

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From: Jamie Brown <jamie.brown@westsussex.gov.uk>

Sent: 15 July 2026 12:47

To: Adam Norris <adam.norris@westsussex.gov.uk>

Subject: FW: DC/26/0671 - Land off Old Crawley Road, Faygate (120 dwellings)

Hi Adam,

Thank you for your time and looking at the proposals last week, following this the applicant has responded to the points you relating to Traffic Signals (points 2 and 3) below. Would I be able to get some feedback when you have a moment please?

Jamie

[Jamie Brown](#) MCIHT | Senior Planner, County Highways, Planning Services, Economy, Planning, and Place Directorate
[West Sussex County Council](#) | Location: Ground Floor Northleigh, County Hall, Chichester, PO19 1QT
Internal: 25719 External: 033022 25719
E-mail: jamie.brown@westsussex.gov.uk

From: Michael Kitching <mk@sktransport.co.uk>

Sent: 13 July 2026 08:49

To: Jamie Brown <jamie.brown@westsussex.gov.uk>

Cc: Carnell Paul <pcarnell@eceplanning.com>

Subject: DC/26/0671 - Land off Old Crawley Road, Faygate (120 dwellings)

****EXTERNAL****

Morning Jamie,

I hope you are well and had a good weekend. I'm certainly starting to get used to this fine weather!

I'm coming back to you following your second set of comments (attached) on our 120 residential unit scheme off Old Crawley Road. We are pleased that we are making good progress on the outstanding matters, and from our review we believe we have the following tasks to cover off:

1. A response/update to problem 2 in the RSA -
2. The LinSig model for the single lane exit from the development site
3. Confirmation of the location of a bay close to the site access, for a maintenance engineer to use

On (1) we will take a look at this this week, and provide some updated drawings showing the cycle tie ins from Earles Meadows to the 3m shared ped/cycle route, and also within the site.

Regarding (2) I thought we had included the revised LinSig for the site access in our submission - apologies if this was not the case. For ease I attach the updated version, which shows Practical Reserve Capacity in all modelled scenarios. I hope this is useful for signing off the junction modelling.

On (3) this should be relatively straightforward to accommodate, and I'm having a catch up with the project architect this week on some other layout matters. An initial location is shown on the illustrative masterplan layout below, and we could wrap the 2m footway around the back of this service bay, to maintain pedestrian connectivity in this location. We'll review and confirm this with you.



In the meantime I hope the attached LinSig output is helpful and allows the junction modelling to be signed off.

Thanks, and regards,

Michael

Michael Kitching
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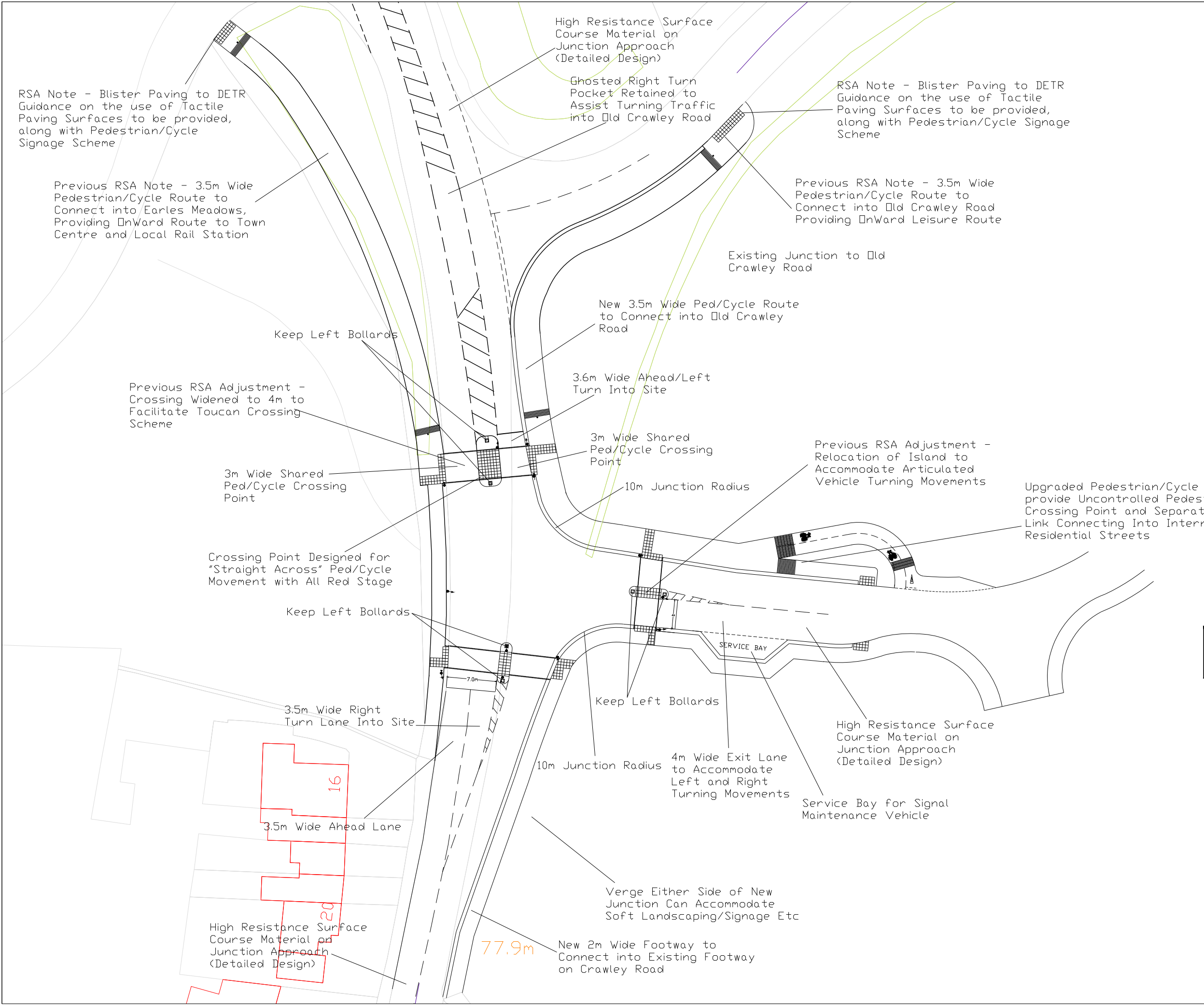
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APPENDIX F



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NOTES

Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK21905-07 REV C

Faygate, Sussex
Drawing Title
Minor Adjustments to GA Layout following Comments from WSCC

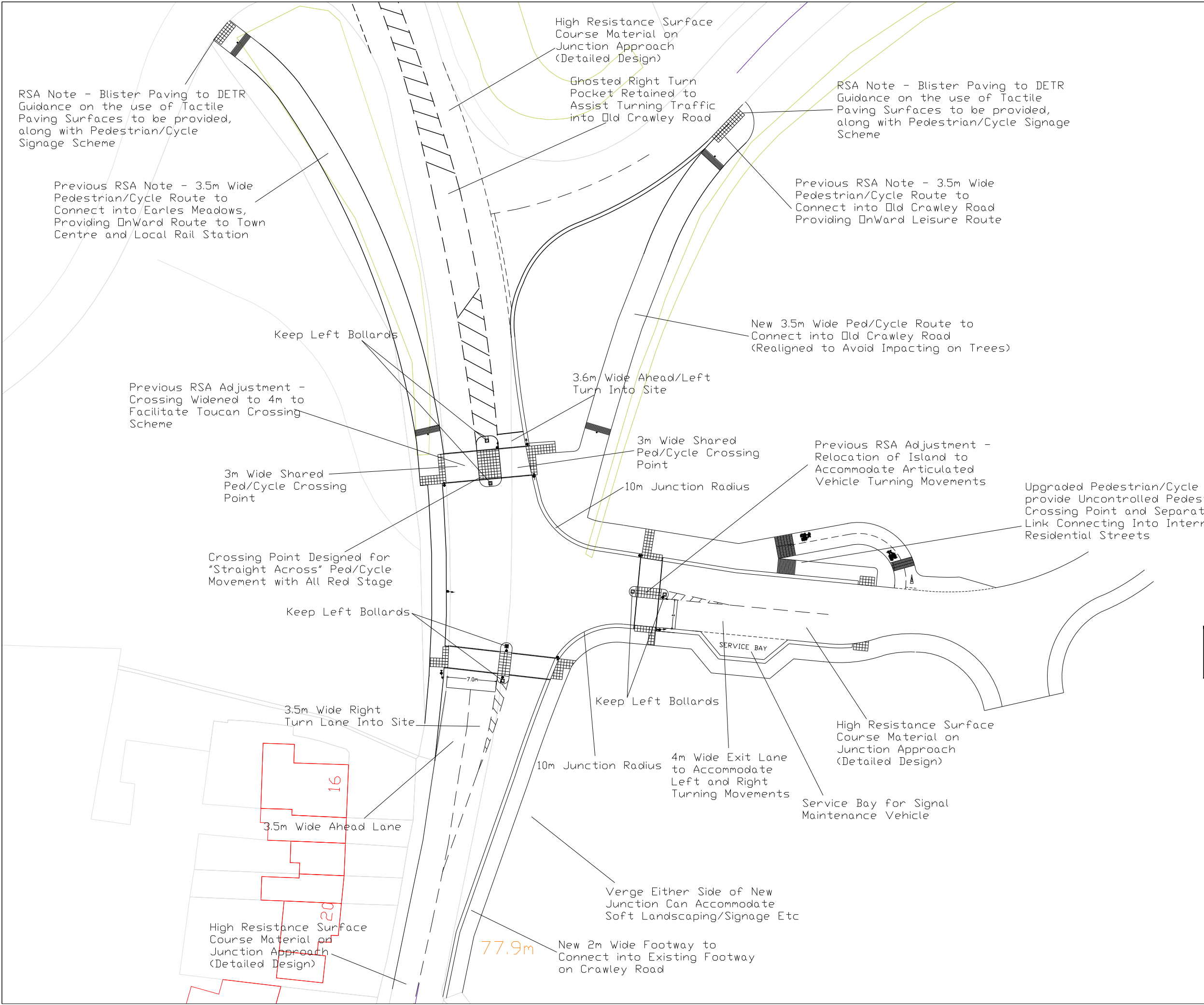
Scale at A3
1:500

Drawn	KAT	Approved	MAK
Check	KAT	Date	16/07/26

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APPENDIX G



THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES

Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK21905-07 REV D

Faygate, Sussex

Drawing Title
Minor Adjustments to GA Layout - Adjusted Ped/Cycle Link on Eastern Side of Junction

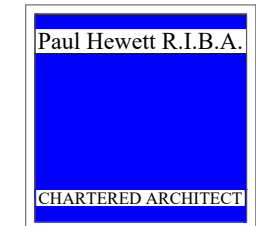
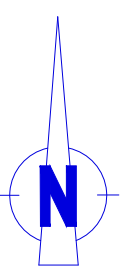
Scale at A3
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Drawn	KAT	Approved	MAK
Check	KAT	Date	27/08/26

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APPENDIX H



51 Foxdale Drive
The Dell
Angmering
West Sussex
BN16 4HF
Telephone: 07792 363270

Scale: 1:500@A1 Dm By: PJH Date: July 2026
Dwg No: 2125/PL.05

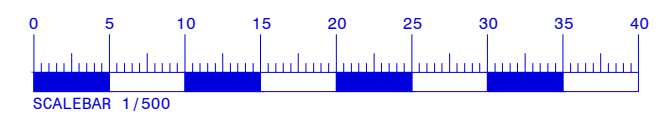
Revision: R

Client: F C P Land 4 Ltd

Project: Land off: CRAWLEY ROAD, FAYGATE, WEST SUSSEX

Drawing Title: ILLUSTRATIVE MASTERPLAN

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APPENDIX I



THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES

Pumping Appliance

Meters		
Width	: 2.50	Lock to Lock Time : 6.00 s
Track	: 1.75	Steering Angle : 34.26 deg

Revision Details	By	Date	Suffix
Check			

Drawing Number

SK21905-100 REV B

Crawley Road, Faygate

Drawing Title

Vehicle Swept Path Analysis - Fire Appliance

Scale at A3

1:500

6 Drawn	Approved
KAT	MAK
Check	Date
KAT	14/08/26

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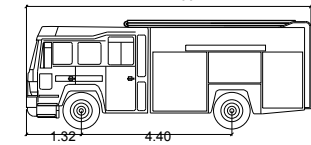
Plot Date :Friday, August 14, 2026 9:08:08 am

AutoCAD File Name : /Users/michael/Library/CloudStorage/OneDrive-SKTransportPlanningLtd/Project Work/Faygate/SK21905-06.dwg



THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES



Pumping Appliance

Width	2.50	Lock to Lock Time	6.00 s
Track	1.75	Steering Angle	34.26 deg

Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK21905-101 REV B

Crawley Road, Faygate

Drawing Title
Vehicle Swept Path Analysis - Fire Appliance

Scale at A3
1:500

Drawn KAT	Approved MAK
Check KAT	Date 14/08/26

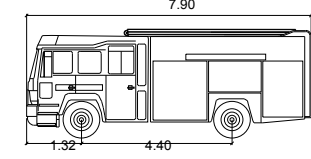
SK Transport Planning Ltd
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Manchester M1 5LN
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NOTES



Pumping Appliance

Meters		
Width	: 2.50	Lock to Lock Time : 6.00 s
Track	: 1.75	Steering Angle : 34.26 deg

Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK21905-102 REV B

Crawley Road, Faygate

Drawing Title
Vehicle Swept Path Analysis - Fire Appliance

Scale at A3
1:500

Drawn KAT	Approved MAK
Check KAT	Date 14/08/26

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APPENDIX J



THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES

Dennis Eagle 6X4 RHS 2013

Width	Meters
Track	: 2.50
Lock to Lock Time	: 6.00 s
Steering Angle	: 32.14 deg

Revision Details	By	Date	Suffix
Check			

Drawing Number

SK21905-103 REV B

Crawley Road, Faygate

Drawing Title

Vehicle Swept Path Analysis - 11.3m Refuse Vehicle

Scale at A3

1:500

6 Drawn	Approved
KAT	MAK
Check	Date
KAT	14/08/26

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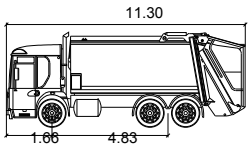
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THIS DRAWING MAY BE USED ONLY FOR
THE PURPOSE INTENDED AND ONLY
WRITTEN DIMENSIONS SHALL BE USED

NOTES



Dennis Eagle 6X4 RHS 2013

Meters
Width : 2.50
Track : 2.50
Lock to Lock Time : 6.00 s
Steering Angle : 32.14 deg

Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK21905-104 REV B

Crawley Road, Faygate

Drawing Title
Vehicle Swept Path
Analysis - 11.3m Refuse
Vehicle

Scale at A3
1:500

Drawn KAT	Approved MAK
Check KAT	Date 14/08/26

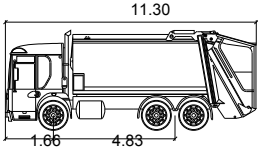
SK Transport Planning Ltd
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Manchester M1 5LN
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THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES



Dennis Eagle 6X4 RHS 2013
Meters
Width : 2.50
Track : 2.50
Lock to Lock Time : 6.00 s
Steering Angle : 32.14 deg

Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK21905-105 REV B

Crawley Road, Faygate

Drawing Title
Vehicle Swept Path Analysis - 11.3m Refuse Vehicle

Scale at A3
1:500

Drawn	Approved
KAT	MAK

Check	Date
KAT	14/08/26

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