

## T462: Doc-Dwg Review Log

| Project Number            | 70095241   |                | Project Name             | Burgess Hill Place & Connectivity  |   |   |            |               |                 |  |
|---------------------------|--|----------------|--------------------------|--|---|---|------------|---------------|-----------------|--|
| Drawing/Document No(s)    | 23-017   |                | Drawing/Document Name(s) | Survey & Compliance Report   |   |   |            |               |                 |  |
| Drawing/Document Revision | 00   |                | Log Issue Date           | 31/07/2023   |   |   |            |               |                 |  |
| Scheme Area               | Scheme Area Description  | Report Section | Comment Category         | Comment  | WSP / Site Supervisor Response  | Response Category   | WSP Status | Client Status | Client Comments |  |
| 4                         | Puffin Crossing, Queen Elizabeth Avenue                                      | 5.1.1          | Defect                   | White lining worn, requires refresh.   | Lining has been replaced following resurfacing  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 4                         | Puffin Crossing, Queen Elizabeth Avenue                                      | 5.1.2          | Defect                   | Polished surface course on approaches to crossing point.   | Resurfacing has already taken place and HFS is planned  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 4                         | Puffin Crossing, Queen Elizabeth Avenue                                      | 5.2.1          | Compliance               | Puffin Crossing should have upgraded signals to Diagram 4003.7 for a Toucan crossing due to connection of shared use foot/cycleway on both sides of crossing point. Unable to determine whether this is programmed to be upgraded.   | Scheme proposals include upgrading to Toucan  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 4                         | Puffin Crossing, Queen Elizabeth Avenue                                      | 5.2.2          | Compliance               | No signage to northern footway to Shared footway/cycleway (Diag. 956) or End of Route (965). Optional lining to Cycle Symbol (Diag. 1057).   | Existing TSRGD 956 signs on bollards and new cycle direction sign proposed on new post where existing litter bin is located, next to alleyway.<br>In terms of End of Route, the shared facility on northern and southern side continues either side of crossing point.  | N/A   | Closed     | Closed        | Accepted        |  |
| 4                         | Puffin Crossing, Queen Elizabeth Avenue                                      | 5.2.3          | Compliance               | Corduroy slabs southern footway to be removed if upgrading to Toucan.  | Scheme works now include removal of corduroy (section leading to/from the alleyway to remain)   | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 4                         | Puffin Crossing, Queen Elizabeth Avenue                                      | 5.2.4          | Compliance               | No signage to footpath link to Diag. 956 If crossing upgraded to Toucan.   | Existing TSRGD 956 signs on bollards and new cycle direction sign proposed on new post where existing litter bin is located.<br>Designer will review need for additional signage and update drawings as required  | Take additional action before RSA                           | Open       | Open          | Accepted        |  |
| 4                         | Puffin Crossing, Queen Elizabeth Avenue                                      | 5.2.5          | Compliance               | Red tactiles southern footway should extend to back of footway, currently 3.6m. Ref Guidance on the Use of Tactile Paving Surfaces 2.4.1.  | Scheme will now be extending the tactile tail to back of footway (legacy from when footway was previously widened to shared-use)  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 4                         | Puffin Crossing, Queen Elizabeth Avenue                                      | 5.3.1          | Recommendation           | There is confusion with the signing, lining and tactile slabs as to what is occurring at this crossing point. Requires a revisit by designer to confirm what type of crossing this will be and upgrade in accordance with the TSRGD.   | See previous responses  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 4                         | Puffin Crossing, Queen Elizabeth Avenue                                      | 5.3.2          | Recommendation           | It's noted that the approaches to the crossing point will be resurfaced. The surface course material requires a high level of skid resistance in this location to a PSV of 68+. Ensure the correct surface course material is specified during surfacing operations. Ref CD 236 Table 3.3a.                                  | Surfacing spec as per WSCC requirements   | N/A   | Closed     | Closed        | Accepted        |  |
| 4                         | Puffin Crossing, Queen Elizabeth Avenue                                      | 5.3.3          | Recommendation           | Due to the significant width of highway available along Queen Elizabeth Avenue, there is an opportunity to install an off-carriageway cycle track (1.8m width) and pedestrian footway (2m width) on both sides of QEA. This type of arrangement is the recommended solution within LTN 1/20 when designing cycling networks. | Scheme design started before LTN 1/20 was published. It was, however, reviewed before detailed design.<br>3.8m facility on either side of QEA would require removal of numerous trees. Shallow stats identified in northern grass verge next to carriageway made widening the facility towards carriageway financially unviable.<br>Reducing carriageway width to provide additional cycle facility width (losing the right turn ghost islands) was discussed with client but rejected. It would have also still potentially require removal of numerous trees on southern side.<br>In addition to the above, a segregated facility could not be provided anywhere else on the route so it was concluded that a relatively short section of it, sandwiched between shared facilities, would provide marginal benefits (relative to cost). | N/A   | Closed     | Closed        | Accepted        |  |
| 5                         | RAB with Queen Elizabeth Ave/Civic Way/Station Rd (Station Rd Approach Only) | 6.1.1          | Defect                   | Apparent reflective cracking from base course/subbase layers.  | Resurfacing undertaken. No deep reconstruction proposed as beyond the scope of this project and not considered necessary.   | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 5                         | RAB with Queen Elizabeth Ave/Civic Way/Station Rd (Station Rd Approach Only) | 6.1.2          | Defect                   | Unfinished kerb works in south side channel. Quadrant kerb used at end of kerb run. Safer option would be to install a transition kerb.  | The current situation is deemed adequate as it is an interim situation pending works to the Civic Way roundabout  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 5                         | RAB with Queen Elizabeth Ave/Civic Way/Station Rd (Station Rd Approach Only) | 6.2.1          | Compliance               | ADS requires raising. All sign within cycle route requires minimum mounting height of 2300mm. Ref LTN 1/20 5.3.1   | Signage on cycle route (where applicable) is specified in sign schedule to be mounted at 2.4m   | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |

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| 5                         | RAB with Queen Elizabeth Ave/Civic Way/Station Rd (Station Rd Approach Only) | 6.3.1          | Recommendation           | Install temporary transition kerb.  | See previous response  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 5                         | RAB with Queen Elizabeth Ave/Civic Way/Station Rd (Station Rd Approach Only) | 6.3.2          | Recommendation           | Raise ADS to 2300mm.  | See previous response  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 6                         | Station Road Junction with Station Road                                      | 7.1.1          | Defect                   | Detritus at bottom of ramp (SW Corner). Usually, a sign of ponding from surface water. Gully not located in low spot.   | Gully lowered prior to resurfacing to provide a fall. No water seen trapped on wet day.  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 6                         | Station Road Junction with Station Road                                      | 7.1.2          | Defect                   | 3no. signpost extends beyond signs with no apparent end caps.   | All sign caps to be installed as part of final works to signs. Post will be cut as part of these final works.  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 6                         | Station Road Junction with Station Road                                      | 7.1.3          | Defect                   | HRA carriageway surface plucking out at bottom of ramp.   | Ramps plucking has already been identified and has been addressed during surfacing works.  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 6                         | Station Road Junction with Station Road                                      | 7.1.4          | Defect                   | Possible low spot within footway outside no.65 & 67 (Detritus build up)   | Assumed to be caused by recent installation of utilities / heavy vehicle using cross-over. Not related to the scheme - to be passed on to area team.   | N/A   | Closed     | Closed        | Accepted        |  |
| 6                         | Station Road Junction with Station Road                                      | 7.2.1          | Compliance               | Blister Slabs require an extra row on both sides of junction. Min 1200mm to comply to guidance. Ref Guidance on the Use of Tactile Paving Surfaces 2.4.2.   | Design decision taken early on to use two rows as per TfL Streetscape guidance. Using three rows on corner radii (for which there are many instances on the scheme) would have resulted in larger, more unsightly, slabs of tactile paving. Raised and responded to in RSA2. | N/A   | Closed     | Closed        | Accepted        |  |
| 6                         | Station Road Junction with Station Road                                      | 7.2.2          | Compliance               | Pedestrian guard rail (PGR) in place, against current guidance. Ref MFS 10.2.9  | PGR left in place to discourage crossing movements away from the raised table, where there is insufficient SSD for drivers on Station Road (old) approach. Designer will review further and update drawings as required.   | Take additional action before RSA                           | Open       | Open          | Accepted        |  |
| 6                         | Station Road Junction with Station Road                                      | 7.2.3          | Compliance               | Road Hump warning sign (Diag. 557.1) Position of sign too close to ramp (hazard) 12m. Requires a minimum distance of 45m. Currently mounted at 1.96m to bottom edge of sign. Needs to be raised to a minimum of 2100mm. Must be accompanied by a plate. Ref: TSM 4 12.1 & Appendix A. | Designer will review and update drawings as required   | Take additional action before RSA                           | Open       | Open          | Accepted        |  |
| 6                         | Station Road Junction with Station Road                                      | 7.2.4          | Compliance               | End of Route sign and Shared footway/cycleway Diag. 956 mounted at 1.96mm to bottom edge of sign. Needs to be raised to a minimum of 2100mm.  | Signage on cycle route (where applicable) is specified in sign schedule to be mounted at 2.4m  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 6                         | Station Road Junction with Station Road                                      | 7.2.5          | Compliance               | Cycle Route Ahead sign (Diag. 950) and Road Hump sign mounted on light signpost. Incorrect mounting height doesn't need to be light and sub plate with arrow required. Ref: TSRGD.  | Existing 950 to remain. Road hump warning sign to be moved to above proposed 956 signs (S037 & S038) on light column.  | N/A   | Closed     | Closed        | Accepted        |  |
| 6                         | Station Road Junction with Station Road                                      | 7.3.1          | Recommendation           | Raise and reposition signs in accordance with current regulations.  | See previous response  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 6                         | Station Road Junction with Station Road                                      | 7.3.2          | Recommendation           | Wet weather visit required to determine low spots. Rectify if ponding occurs.   | See previous response  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 6                         | Station Road Junction with Station Road                                      | 7.3.3          | Recommendation           | Removing PGR to increase footway width, assisting in capacity.  | See previous response  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 6                         | Station Road Junction with Station Road                                      | 7.3.4          | Recommendation           | Monitor condition of carriageway surface course.  | See previous response  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |

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| 8                         | Station Road Junction with Queens Crescent | 9.1.1          | Defect                   | Outside 2A Queens Crescent, new asphalt surface course to layby has created a low spot when tying into existing levels in front of vehicle access. No gully present.   | Further works now carried out to remove ponding.  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 8                         | Station Road Junction with Queens Crescent | 9.2.1          | Compliance               | No Signage to Shared footway/cycleway (Diag. 956) or End of Route (965). Optional lining to Cycle Symbol (Diag. 1057).   | 956 proposed on new signs and bollards. Cycle ADS and End of Route signs also proposed.   | N/A   | Closed     | Closed        | Accepted        |  |
| 8                         | Station Road Junction with Queens Crescent | 9.2.2          | Compliance               | Blister slabs require an extra row on both sides of junction. Min 1200mm to comply to guidance.  | See response to 7.2.1   | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 8                         | Station Road Junction with Queens Crescent | 9.2.3          | Compliance               | Corduroy slabs missing from Shared Surface within Queens Crescent. Ref Guidance on the Use of Tactile Paving Surfaces 3.3.   | Route on east side of Queens Crescent understood to continue to train station as part of scheme developed by AECOM for Northern Arc development. The same applies to west side of Civic Way. Homes England works are within the Northern Arc planning obligations and are currently at preliminary design stage | Await RSA   | Open       | Open          | Accepted        |  |
| 8                         | Station Road Junction with Queens Crescent | 9.2.4          | Compliance               | Shared foot/cycleway width below the recommended 3m. Ref LTN1/20 6.5.7   | This is maximum cycle facility width possible due to highway boundary constraints and the need to maintain two-way carriageway suitable for buses.  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 8                         | Station Road Junction with Queens Crescent | 9.3.1          | Recommendation           | Install signage, lining and tactiles slabs in accordance with current guidance/regulations.  | See previous response   | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 8                         | Station Road Junction with Queens Crescent | 9.3.2          | Recommendation           | Rectify drainage defect outside 2A. Queens Crescent.   | See previous response   | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 8                         | Station Road Junction with Queens Crescent | 9.3.3          | Recommendation           | Noted that shared foot/cycleway width is below the recommended LTN 1/20 of 3m at 2.7m. But this is above the minimum stated within CD 143 of 2m (ref E/3.5). An extra 0.5m would be required due to the locality of garden walls. Sustrans guidance is a minimum 2.5m.                         | See previous response   | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 9                         | Parking outside shops Station Road         | 10.1.1         | Defect                   | Poor tie in repair to surface course (in front of kerbs) Northern footway.   | Temporary situation resolved by the resurfacing works   | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 9                         | Parking outside shops Station Road         | 10.1.2         | Defect                   | Concrete infills required around base of post.   | This will be carried out shortly as part of the planned works   | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 9                         | Parking outside shops Station Road         | 10.1.3         | Defect                   | Carriageway surface course within Layby in poor state of repair. Temporary surface?  | Temporary situation has been resolved through the planned resurfacing works   | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 9                         | Parking outside shops Station Road         | 10.1.4         | Defect                   | Areas of blocks require sanding between joints.  | All blockwork will be re-sanded and sealing with proprietary sealant once civil engineering works are complete  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 9                         | Parking outside shops Station Road         | 10.2.1         | Compliance               | No Signage to shared footway/cycleway (Diag. 956) or End of Route (965). Optional lining to Cycle Symbol (Diag. 1057).   | 956 signage proposed on bollards. Cycle route continues on Station Road so not sure why End of Route required.  | N/A   | Closed     | Closed        | Accepted        |  |
| 9                         | Parking outside shops Station Road         | 10.3.1         | Recommendation           | Install signage, lining and tactiles slabs in accordance with current guidance.  | See previous response   | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 9                         | Parking outside shops Station Road         | 10.3.2         | Recommendation           | Noted concrete blocks laid in stretcher course pattern. Most common pattern for concrete blocks within the highway is either 45° or 90° Herringbone pattern which provides greater load bearing capacity. Note WSCC Standard Construction Detail states 90° Herringbone pattern S278/38/05 Rec | The SDs referred to are specifically for S278/38 highway agreements (not relevant to this scheme). See WSCC-SD1-1100-048.   | N/A   | Closed     | Closed        | Accepted        |  |

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| 9                         | Parking outside shops Station Road                       | 10.3.3         | Recommendation           | Note Laybys are within guidelines. Ref Mfs 8.3.48   | N/A   | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 10                        | Signalised Junction - Station Road/Church Road/Mill Road | 11.1.1         | Defect                   | Cycle Stands require concrete infills around base of stands.  | This has been undertaken as part of the planned works   | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 10                        | Signalised Junction - Station Road/Church Road/Mill Road | 11.1.2         | Defect                   | Uneven blocks outside 23 & 25 Station Road  | There is a very minor difference in level caused by laying blocks in two passes so that people had access to the shops. Construction sequence dictated this approach. | N/A   | Closed     | Closed        | Accepted        |  |
| 10                        | Signalised Junction - Station Road/Church Road/Mill Road | 11.1.3         | Defect                   | Areas of Blocks require sanding between joints  | All blockwork will be re-sanded and sealing with proprietary sealant once civil engineering works are complete  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 10                        | Signalised Junction - Station Road/Church Road/Mill Road | 11.1.4         | Defect                   | Carriageway surface at crossing point outside no.24 uneven.   | Resurfacing undertaken as part of planned works   | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 10                        | Signalised Junction - Station Road/Church Road/Mill Road | 11.1.5         | Defect                   | Carriageway surface throughout junction in poor state of repair   | All this area (whole of Station Road) resurfaced as part of planned works, along with part of Queen Elizabeth Avenue  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 10                        | Signalised Junction - Station Road/Church Road/Mill Road | 11.1.6         | Defect                   | Lack of gullies at the junction of Church Road.   | Existing situation not changed by current works - maintenance work undertaken to optimise drainage  | N/A   | Closed     | Closed        | Accepted        |  |
| 10                        | Signalised Junction - Station Road/Church Road/Mill Road | 11.1.7         | Defect                   | Potential trip hazard due to level difference within footway adjacent to crossing point   | Resolved by resurfacing works   | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 10                        | Signalised Junction - Station Road/Church Road/Mill Road | 11.1.8         | Defect                   | Gully located within Ramp, Mill Road, should be relocated to bottom of ramp.  | Table/ramps reformed as part of resurfacing works. Gully position constrained by underground services.  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 10                        | Signalised Junction - Station Road/Church Road/Mill Road | 11.1.9         | Defect                   | Ramp located within Mill Road requires corrective works as it doesn't appear to have been constructed correctly   | See reply to 11.1.8 above.  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 10                        | Signalised Junction - Station Road/Church Road/Mill Road | 11.2.1         | Compliance               | Unfinished cycle crossing facility. Unable to establish how this connects into the network. How does cyclist return from Church Road into foot/cycleway?  | Church Road is one-way westbound so cyclists approaching junction from west will either have to use the parallel Station Road or Cyprus Road / Mill Road.             | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 10                        | Signalised Junction - Station Road/Church Road/Mill Road | 11.2.2         | Compliance               | Slotted drain used within foot/cycleway. Possibility of Cyclist catching wheel and losing control. Continuing to use ACO's in this area would have been the preferred option. Ref LTN 1/20 15.2.34. | Noted. Slotted drain used due to utility constraints.   | N/A   | Closed     | Closed        | Accepted        |  |
| 10                        | Signalised Junction - Station Road/Church Road/Mill Road | 11.2.3         | Compliance               | Lack of pedestrian connectivity across Church Road. No uncontrolled crossing point.   | Intervisibility of crossing pedestrians considered an issue.  | N/A   | Closed     | Closed        | Accepted        |  |

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| 10                        | Signalised Junction - Station Road/Church Road/Mill Road | 11.2.4         | Compliance               | No Signage to Shared footway/cycleway (Diag. 956) or End of Route (965). Optional lining to Cycle Symbol (Diag. 1057).  | 956 signage proposed on light columns and new cycle ADS sign proposed. Cycle route continues on Station Road so not sure why End of Route required.  | N/A   | Closed     | Closed        | Accepted        |  |
| 10                        | Signalised Junction - Station Road/Church Road/Mill Road | 11.3.1         | Recommendation           | Resurface entire signalised areas. The surface is uneven at crossing points which is a potential trip hazard to pedestrians. The carriageway approaches to the signals and crossings points required a high level of skid resistance to PSV of 68+. Ref CD236 Table 3.3a. 11.3.2. Revisit and correct areas of blocks identified within footway and foot/cycleway.  | See previous response  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 10                        | Signalised Junction - Station Road/Church Road/Mill Road | 11.3.10        | Recommendation           | There appears to be no Advance warning signs on the approaches to the signalised junction. It's felt that there is a benefit to the road user, especially as Mill Road is no entry.   | Visibility to signals only an issue on Station Road eastern approach and only when a bus is at stop adj to Wolstonbury Av. It then becomes circa 55m. This is 10m below the 65m threshold for when advance signal junction warning signs should be considered (should being the key word).   | N/A   | Closed     | Closed        | Accepted        |  |
| 10                        | Signalised Junction - Station Road/Church Road/Mill Road | 11.3.11        | Recommendation           | During peak periods it was noted on occasions that vehicles travelling east bound would stop across the junction, blocking vehicles turning right into Church Road. This appeared to be a result of traffic cueing from the Puffin crossing located near the station and at the roundabout on Keymer Road. A Yellow box would be beneficial to assist traffic flows to right turn lane.                                       | The new junction layout is currently in the 'bedding in period' following resurfacing / lining works - to be monitored and addressed if problem persists   | Await RSA   | Open       | Open          | Accepted        |  |
| 10                        | Signalised Junction - Station Road/Church Road/Mill Road | 11.3.2         | Recommendation           | Revisit and correct areas of blocks identified within footway and foot/cycleway.  | See previous response  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 10                        | Signalised Junction - Station Road/Church Road/Mill Road | 11.3.3         | Recommendation           | Reconstruct ramp and associated drainage to Mill Road.  | See previous response  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 10                        | Signalised Junction - Station Road/Church Road/Mill Road | 11.3.4         | Recommendation           | Replace slotted drain with ACO.   | See previous response  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 10                        | Signalised Junction - Station Road/Church Road/Mill Road | 11.3.5         | Recommendation           | Before further works commence to cycle crossing facility, Designer to ensure crossing is simple to understand, ensure there is 2-way connectivity and meets the current guidance set out within LTN 1 /20.  | See previous response  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 10                        | Signalised Junction - Station Road/Church Road/Mill Road | 11.3.6         | Recommendation           | Install signage and lining in accordance with current guidance.   | See previous response  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 10                        | Signalised Junction - Station Road/Church Road/Mill Road | 11.3.7         | Recommendation           | Designer to consider pedestrian connectivity across Church Road.  | See previous response  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 10                        | Signalised Junction - Station Road/Church Road/Mill Road | 11.3.8         | Recommendation           | Wet weather visit required to ensure adequate drainage within this area.  | See previous response  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 10                        | Signalised Junction - Station Road/Church Road/Mill Road | 11.3.9         | Recommendation           | It was noted on site during the pedestrian crossing phase that there was no audible sound to inform visually impaired persons of the green pedestrian signal. But Tactile signals are located on the underside of the push button units that have been installed, so compliant. This could be of benefit to all person using the crossing. Noise consideration would need to be given to residents living near the crossings. | The crossings being installed are consistent with guidance for crossing points within close proximity, to avoid confusion. There are two types of device that can be used at crossings controlled by traffic lights - either audible 'beeping' signals or tactile signals, such as rotating cones. These devices operate when the 'green pedestrian symbol' or 'it's safe to cross' phase of the lights is displayed. Audible signals make a continuous beeping sound when it is safe to cross. For the safety of pedestrians, these are only provided at crossings which are not within close proximity to other crossings, or at junctions where the traffic in all directions is stopped at the same time. As a result, using audible crossings at this junction is not possible as there are times when the pedestrian crossing on Mill Road is green when the other crossings are red. If audible signals were present, there would be potential for a visually impaired pedestrian waiting at Station Road to hear the beepers at Mill Road and then step out into a live traffic lane when the crossing is red.<br>The junction does have a time when all the crossings are at green but introducing the audible to be active only at this point, would introduce inconsistency and could lead to confusion with some users of the junction. Consequently, tactile signals or 'rotating cones' are found on the underside of the push button control boxes and rotate when the 'green pedestrian symbol' appears and it is safe to cross. | N/A   | Closed     | Closed        | Accepted        |  |

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| Drawing/Document No(s)    | 23-017  |                | Drawing/Document Name(s) | Survey & Compliance Report   |   |   |            |               |                 |  |
| Drawing/Document Revision | 00  |                | Log Issue Date           | 31/07/2023   |   |   |            |               |                 |  |
| Scheme Area               | Scheme Area Description                               | Report Section | Comment Category         | Comment  | WSP / Site Supervisor Response  | Response Category   | WSP Status | Client Status | Client Comments |  |
| 11                        | Station Road Junction with Grove Rd & Wolstonbury Way | 12.1.1         | Defect                   | Loose Blocks out no.12 Station Rd, Food & Wine Store, adjacent to concrete slab.   | All blockwork will be re-sanded and sealing with proprietary sealant once civil engineering works are complete.   | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 11                        | Station Road Junction with Grove Rd & Wolstonbury Way | 12.1.2         | Defect                   | Blister slabs require an extra row on both sides of junction. Min 1200mm to comply to guidance.  | To be covered by the responses in the Compliance Section  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 11                        | Station Road Junction with Grove Rd & Wolstonbury Way | 12.1.3         | Defect                   | Yellow lining requires refreshing junction Grove Road  | Lines replaced after resurfacing  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 11                        | Station Road Junction with Grove Rd & Wolstonbury Way | 12.1.4         | Defect                   | Road Surface in very poor state of repair in. Entire section of surface course missing   | Resurfacing proposed as part of planned works   | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 11                        | Station Road Junction with Grove Rd & Wolstonbury Way | 12.1.5         | Defect                   | Bus Stop cage road marking completely missing, where footway has been widened.   | Lines replaced after resurfacing  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 11                        | Station Road Junction with Grove Rd & Wolstonbury Way | 12.1.6         | Defect                   | Areas of blocks require sanding between joints.  | All blockwork will be re-sanded and sealing with proprietary sealant once civil engineering works are complete  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 11                        | Station Road Junction with Grove Rd & Wolstonbury Way | 12.2.1         | Compliance               | No Signage to Shared footway/cycleway (Diag. 956) or End of Route (965). Optional lining to Cycle Symbol (Diag. 1057).   | 956 and Cyclists Rejoin Carriageway signage proposed on light columns.  | N/A   | Closed     | Closed        | Accepted        |  |
| 11                        | Station Road Junction with Grove Rd & Wolstonbury Way | 12.2.2         | Compliance               | Blister slabs require an extra row on both sides of junction. Min 1200mm to comply to guidance.  | See response to 7.2.1   | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 11                        | Station Road Junction with Grove Rd & Wolstonbury Way | 12.2.3         | Compliance               | Bus Shelter within visibility envelope of Wolstonbury Way. Advertising Board worsens the issue. Cantilever Shelter may have been the better option.  | This was the case previous to the scheme. No realistic alternative location could be identified for bus stop / shelter. Removal of advertising not an option due to contractual arrangement with third party so cantilever would not resolve issue.   | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 11                        | Station Road Junction with Grove Rd & Wolstonbury Way | 12.3.1         | Recommendation           | Designer to check visibility at junction and ensure compliance with MfS. Ref MfS 7.7   | See previous response   | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 11                        | Station Road Junction with Grove Rd & Wolstonbury Way | 12.3.2         | Recommendation           | Install signage, lining and tactiles slabs in accordance with current guidance.  | See previous response   | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 11                        | Station Road Junction with Grove Rd & Wolstonbury Way | 12.3.3         | Recommendation           | Designer/Contractor to revisit ramp within Wolstonbury Way to ensure ramp has been constructed to specification and ensure best possible outcome taking into consideration the existing levels to the carriageway and footway. | This has been reviewed and considered fit for purpose.  | N/A   | Closed     | Closed        | Accepted        |  |
| 12                        | Outside Station, Station Road                         | 13.1.1         | Defect                   | Temporary asphalt ramps located within live carriageway. Potential to cause loss of control.   | These will be removed as part of planned works  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 12                        | Outside Station, Station Road                         | 13.1.2         | Defect                   | Down pipe adjacent to station entrance discharges directly on to new foot/cycleway surface. Hazardous to all users during wet weather and freezing temperatures.   | This was identified early on in the project and WSP approached the Station manager about re-routing the guttering to feed the downpipe further west (consultation ongoing). The downpipe further to west has had a fluted channel installed as part of the works to take the water out to the road. We would have installed a fluted channel at the eastern but the levels would not allow a fall the road. | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 12                        | Outside Station, Station Road                         | 13.1.3         | Defect                   | Lining required to drop off area   | Lining carried out after resurfacing  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |

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| Drawing/Document Revision | 00                                 |                | Log Issue Date           | 31/07/2023  |   |   |            |               |                 |  |
| Scheme Area               | Scheme Area Description            | Report Section | Comment Category         | Comment   | WSP / Site Supervisor Response  | Response Category   | WSP Status | Client Status | Client Comments |  |
| 12                        | Outside Station, Station Road      | 13.1.4         | Defect                   | Areas of Blocks require sanding between joints  | All blockwork will be re-sanded and sealed with proprietary sealant as part of planned works.   | To be addressed by planned scheme works / already           | Closed     | Closed        | Accepted        |  |
| 12                        | Outside Station, Station Road      | 13.2.1         | Compliance               | No Signage to Shared footway/cycleway (Diag. 956) or End of Route (965). Optional lining to Cycle Symbol (Diag. 1057).  | 956 signage proposed either side of area - space does not allow for new signs directly outside station.<br>Not sure why End of Route signs would be required.   | N/A   | Closed     | Closed        | Accepted        |  |
| 12                        | Outside Station, Station Road      | 13.2.2         | Compliance               | Corduroy Slabs to warn visually impaired persons on exit of Station when entering shared foot/cycleway.   | Provision will be investigated - currently liaising with Network Rail regarding addition of appropriate tactile treatment as item is located within NR's land ownership   | Take additional action before RSA                           | Open       | Open          | Accepted        |  |
| 12                        | Outside Station, Station Road      | 13.2.3         | Compliance               | Road marking layout to Taxi and drop off area suggest Taxi's driving against flow of traffic. Potential point of conflict when entering and exiting.  | Video survey footage showed this is how the taxi area operated previously, presumable to allow first taxi to be closest to station entrance/exit. A review of collision data did not suggest any reason to change it.   | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 12                        | Outside Station, Station Road      | 13.3.1         | Recommendation           | Remove temporary ramps from live carriageway asap.  | Noted.  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 12                        | Outside Station, Station Road      | 13.3.2         | Recommendation           | Provide drainage to foot/cycleway in and around the entrance to the station. Advise a wet weather visit to ensure design picks up all surface water in this area.   | See previous response   | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 12                        | Outside Station, Station Road      | 13.3.3         | Recommendation           | Designer to revisit road marking layout to Taxi and drop off area to provide a safer design.  | See previous response   | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 12                        | Outside Station, Station Road      | 13.3.4         | Recommendation           | If the shared foot/cycleway passes the station entrance, Corduroy slabs should be installed to advise visual impaired person to be cautious when entering this area.  | Refer back to previous Compliance response  | N/A   | Closed     | Closed        | Accepted        |  |
| 12                        | Outside Station, Station Road      | 13.3.5         | Recommendation           | It is felt the improvements could have incorporated the northern section of footway and on road parking as part of the scheme to improve pedestrian movements and parking in this area.   | Need to be more specific about what sort of improvements are desired.<br>Highway space, due to railway bridge and need to maintain pick-up/drop-off area, is extremely limited in this area.  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 12                        | Outside Station, Station Road      | 13.3.6         | Recommendation           | Install signage and lining in accordance with current guidance.   | See previous responses  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 13                        | Parking outside Shops, Keymer Road | 14.1.1         | Defect                   | Poor tie in repair to surface course (in front of kerbs) within layby   | Resurfacing works has addressed this.   | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 13                        | Parking outside Shops, Keymer Road | 14.1.2         | Defect                   | Areas of blocks require sand in between joints  | All blockwork will be re-sanded and sealed with proprietary sealant as part of planned works.   | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 13                        | Parking outside                    | 14.1.3         | Defect                   | No Signage to Shared footway/cycleway (Diag. 956) or End of Route (965). Optional lining to Cycle   | See Compliance response   | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 13                        | Parking outside Shops, Keymer Road | 14.1.4         | Defect                   | Steep gradient where footpath and foot/cycleway join (adjacent to no.1). Potential trip hazard for visually impaired and elderly persons.   | Levels here were an existing constraint and the current gradient is based on optimising what could be achieved.<br>This area will have HFS surface added as part of the HFS carriageway works.  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 13                        | Parking outside Shops, Keymer Road | 14.1.5         | Defect                   | End caps missing from top of signposts.   | All sign caps to be installed as part of final works to signs   | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 13                        | Parking outside Shops, Keymer Road | 14.2.1         | Compliance               | Although the widths of the carriageway and laybys in this location are within the guidelines, there is an issue with parking and HGV's passing in this location that was witnessed firsthand by Engineer. It is believed the horizontal alignment approaching this area exacerbates the situation. There is a bend to the road when entering Keymer Road from the roundabout. | Highway space, due to need to maintain northern footway and maximise southern footway width, is extremely limited in this area.<br>Parking bay width meets standards.<br>To be reviewed following carriageway resurfacing and subsequent re-application of highway road marking centre lines etc.<br>Await results of RSA3. | Await RSA   | Open       | Open          | Accepted        |  |
| 13                        | Parking outside Shops, Keymer Road | 14.2.2         | Compliance               | Shared foot/cycleway is below recommended 3m. Ref LTN 1/20 6.5.7. Although it is accepted that the footpath will be a more desirable route for pedestrians passed the shop fronts.  | Highway space, due to need to maintain northern footway, southern footway outside Keymer Parade, and retain 2m min. parking bay, is extremely limited in this area. Maximum width possible has been provided.   | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |

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| Scheme Area               | Scheme Area Description                   | Report Section | Comment Category         | Comment   | WSP / Site Supervisor Response  | Response Category   | WSP Status | Client Status | Client Comments |  |
| 13                        | Parking outside Shops, Keymer Road        | 14.2.3         | Compliance               | No Signage to Shared footway/cycleway (Diag. 956) or End of Route (965). Optional lining to Cycle Symbol (Diag. 1057).  | 956 signage proposed either side of area. Not sure why End of Route signs would be required.  | N/A   | Closed     | Closed        | Accepted        |  |
| 13                        | Parking outside Shops, Keymer Road        | 14.2.4         | Compliance               | Stop sign mounted at different heights. Both signs should be mounted at a minimum of 2300mm when located next to cycleway.  | Sign not in an area that will potentially be used by cyclists and sign face is parallel to the shared cycle facility so 2300mm not required.                              | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 13                        | Parking outside Shops, Keymer Road        | 14.2.5         | Compliance               | Stop lines to diag. 1002.1 and STOP line diag.1022 required when using Stop signs. Ref TSM 3 2.17.  | Lines to be applied after carriageway resurfacing and signing agreed with WSCC engineers  | N/A   | Open       | Closed        | Accepted        |  |
| 13                        | Parking outside Shops, Keymer Road        | 14.3.1         | Recommendation           | Designer to revisit site to find a suitable solution that avoids conflict with large HGV's and parked vehicles in this area. Recommend widening parking bay. Hardstand could be reduced to 500mm and still comply to LTN 1/20. Ref LTN 1/20 6.2.42.   | See previous response   | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 13                        | Parking outside Shops, Keymer Road        | 14.3.2         | Recommendation           | Designer and contractor to revisit site to find solution to reduce gradient where footpath joins foot/cycleway. Note cabinet could be relocated if required.  | See previous response   | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 13                        | Parking outside Shops, Keymer Road        | 14.3.3         | Recommendation           | Gully serving 198m <sup>2</sup> within footpath in front of shops. This seems a large area for one gully to serve and could potentially risk flooding to shops should the one gully become blocked or overwhelmed by a heavy downpour. Recommend Designer to revisit design to ensure that adequate drainage for this area has been provided. | This area was reviewed in detail and amendments made to channel water away from shop fronts. It has been noted that water from third-party land discharges into the area. | N/A   | Closed     | Closed        | Accepted        |  |
| 13                        | Parking outside Shops, Keymer Road        | 14.3.4         | Recommendation           | Relocate railings to top of wall (if possible). This would increase width to the foot/cycleway by 160mm. May also remove the temptation for Children to walk along wall. The wall is 1.37m (4 ½ foot) at its highest point.   | Not possible - they bolt down - top wall capping would not provide suitable foundation. Litter bin has been placed at eastern end to help discourage children.            | N/A   | Closed     | Closed        | Accepted        |  |
| 13                        | Parking outside Shops, Keymer Road        | 14.3.5         | Recommendation           | Install signage and lining in accordance with current guidance  | Lines to be applied after carriageway resurfacing.  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 14                        | RAB Keymer Rd/ Junction Rd/ Silverdale Rd | 15.1.1         | Defect                   | Poor repair to surface course surround for gully.   | Resurfacing undertaken as part of planned works   | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 14                        | RAB Keymer Rd/ Junction Rd/ Silverdale Rd | 15.1.2         | Defect                   | Apparent low spot within foot/cycleway on (Keymer Road southern arm)  | Minor defect to be monitored during the maintenance period  | N/A   | Closed     | Closed        | Accepted        |  |
| 14                        | RAB Keymer Rd/ Junction Rd/ Silverdale Rd | 15.1.3         | Defect                   | Yellow lining requires refreshing around junction of Silverdale Road and Junction   | The yellow lining has been replace after resurfacing  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 14                        | RAB Keymer Rd/ Junction Rd/ Silverdale Rd | 15.1.4         | Defect                   | Poor quality trench repair to light bollard on refuge island.   | Covered by resurfacing works  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 14                        | RAB Keymer Rd/ Junction Rd/ Silverdale Rd | 15.1.5         | Defect                   | Pothole within circulatory of roundabout.   | Resurfacing works undertaken as part of planned works   | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 14                        | RAB Keymer Rd/ Junction Rd/ Silverdale Rd | 15.2.1         | Compliance               | No Signage to Shared footway/cycleway (Diag. 956) or End of Route (965). Optional lining to Cycle Symbol (Diag. 1057).  | 956 signage proposed either side of area. Not sure why End of Route signs would be required.  | N/A   | Closed     | Closed        | Accepted        |  |
| 14                        | RAB Keymer Rd/ Junction Rd/ Silverdale Rd | 15.2.2         | Compliance               | Corduroys required for visually impaired persons crossing from the north side of Keymer Road to the south into the shared foot/cycleway. Ref Guidance on the Use of Tactile Paving Surfaces 3.3.  | Designer will review and update drawings as required  | Take additional action before RSA                           | Open       | Open          | Accepted        |  |
| 14                        | RAB Keymer Rd/ Junction Rd/ Silverdale Rd | 15.2.3         | Compliance               | Blister slabs required for uncontrolled crossing points at the Junction Road.   | Planned as part of current works  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 14                        | RAB Keymer Rd/ Junction Rd/ Silverdale Rd | 15.3.1         | Recommendation           | Noted works are incomplete.   | N/A   | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |



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| 14                        | RAB Keymer Rd/<br>Junction Rd/<br>Silverdale Rd | 15.3.2         | Recommendation           | Install signage, lining and tactile slabs in accordance with current guidance.  | See previous response  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 14                        | RAB Keymer Rd/<br>Junction Rd/<br>Silverdale Rd | 15.3.3         | Recommendation           | Carry out repair to carriageway surface course within circulatory.  | Resurfacing planned as part of works   | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 15                        | Puffin Crossing<br>Keymer Road                  | 16.1.1         | Defect                   | East side Signal head obscured by overhanging Tree, requires cutting back   | This is outside the scope of works and is a WSCC maintenance issue - passed on to area team  | N/A   | Closed     | Closed        | Accepted        |  |
| 15                        | Puffin Crossing<br>Keymer Road                  | 16.1.2         | Defect                   | Polished surface course on approaches to Crossing point.  | Each site is considered for HFS and is dependant on a number of factors including carriageway skid resistance, visibility and carriageway alignment. This crossing is outside of the works for this scheme. However, your finding will be passed to our structural maintenane team for their review/consideration. | N/A   | Closed     | Closed        | Accepted        |  |
| 15                        | Puffin Crossing<br>Keymer Road                  | 16.2.1         | Compliance               | No Signage to Shared footway/cycleway (Diag. 956) or End of Route (965). Optional lining to Cycle Symbol (Diag. 1057).  | 956 and Cyclists Rejoin Carriageway signage proposed on light columns.   | N/A   | Closed     | Closed        | Accepted        |  |
| 15                        | Puffin Crossing<br>Keymer Road                  | 16.2.2         | Compliance               | Existing studs should be a maximum of 3m from Stop Line at crossing point. Currently at 3.2m. Ref TSM 6 15.8.18.  | Outside scope of works - installed previously  | N/A   | Closed     | Closed        | Accepted        |  |
| 15                        | Puffin Crossing<br>Keymer Road                  | 16.2.3         | Compliance               | Corduroys required for visually impaired persons using Puffin crossing from the east side of Keymer Road to the west side into the shared foot/cycleway. Ref Guidance on the Use of Tactile Paving Surfaces 3.3.  | Designer will review and update drawings as required   | Take additional action before RSA                           | Open       | Open          | Accepted        |  |
| 15                        | Puffin Crossing<br>Keymer Road                  | 16.2.4         | Compliance               | Lack of cycle connectivity for cyclist wanting to join the carriageway heading south on Keymer Road. There is an opportunity to upgrade Puffin crossing to a Toucan crossing an install a short section of Shared use foot/cycleway on the eastern footway. This would allow cyclist to join Keymer Road on the correct side of the road. The width available is 2.8m, 200mm below current guidance. But it's believed that the benefit would outweigh the risk in this location. | There are no current plans to upgrade the crossing to a Toucan.  | N/A   | Open       | Open          | Accepted        |  |
| 15                        | Puffin Crossing<br>Keymer Road                  | 16.3.1         | Recommendation           | Install signage, lining and tactile slabs in accordance with current guidance.  | See previous response  | To be addressed by planned scheme works / already addressed | Closed     | Closed        | Accepted        |  |
| 15                        | Puffin Crossing<br>Keymer Road                  | 16.3.2         | Recommendation           | Cut back vegetation around signal head.   | See previous response  | N/A   | Closed     | Closed        | Accepted        |  |
| 15                        | Puffin Crossing<br>Keymer Road                  | 16.3.3         | Recommendation           | Designer to revisit site and establish possible upgrade of Puffin crossing and footway.   | See previous response  | N/A   | Closed     | Closed        | Accepted        |  |