

SUBMISSION TO WEST SUSSEX COUNTY COUNCIL FOR DEPARTURES FROM STANDARD

Project Name	AL/129/21/OUT – A29 Lidsey Road, Woodgate
Applicant Organisation	Highgate Transportation
Applicant Ref	2087/DfS/01
Highway Authority Ref	
Applicant Contact Details	Highgate Transportation Limited, First Floor, 43-45 Park Street, Bristol, BS1 5NL Contact Name: Brad Loxley Phone: 01779 349 121 Email: brad.loxley@highgatetransportation.co.uk
Date Submitted	20.12.21

1) PROJECT DETAILS

A	Description	Creation of a new ghost island site access with the A29 Lidsey Road to serve a new development of 95 dwellings.		
B	Location	A29 Lidsey Road, Woodgate		
C	Road Category	TA79/99 UAP2		
D	Road Type	S2		
E	Design Speed	50mph		
F	Speed Limit	50mph signed. Reducing to 30mph around 120 metres to the north of the middle of the junction.		
G	Traffic Flows	Existing peak hour flows		
			07:00-08:00	16:00-17:00
			Daily	
		A29 – Northbound	588	466
		A29 – Southbound	523	725
				6,707
				6,899
H	NMU Flows	Not surveyed but observed to be very light.		

2) DEPARTURE DETAILS

A	Discipline	Junction Selection
	Type	Proposed junction located within visibility splay of existing junction.
B	Relevant Standard(s)	DMRB CD123 – Geometric design of at-grade priority and signal-controlled junctions
	Clause	2.4
C	Difference Between Standard(s) and proposed design	The junction is located within the visibility splay of an existing private access to Woodgate House and an area of fields.
D	Reason for Departure (overview)	The proposed access location is considered the most appropriate on balance. The visibility to the south of the Woodgate House access will remain at approximately 2.4 x 100 metres with the development in place.
E	Associated Project Departures	2087/DfS/02
F	Other Options Considered	Relocating access further south along the site frontage.

3) JUSTIFICATION (POTENTIAL POSITIVE AND NEGATIVE IMPACTS)

A	Safety	Vehicles waiting to leave the proposed junction and existing private access could impact intervisibility of the other access. The existing private access has been observed to be very lightly trafficked (with no movements observed during site visits) and the modelled proposed junction has a mean maximum queue length of 0.1 vehicles at peak times and therefore this junction will also be very lightly trafficked and this would therefore be a very rare event. The provision of the metalled footway proposed as part of the development would help safeguard the visibility splay from seasonal growth. Relocating the access to the south out of the visibility splay of the private access would result in the access being located close (circa 20-25 metres) to an anticipated roundabout junction as part of the BEW A29 realignment proposals with associated safety implications.
B	Congestion/ Delay	No material impacts
C	Environmental / sustainability	Relocation of the access to the south could result in the loss of additional trees.
D	Capital and whole life cost/value	No material impacts
E	Accessibility	Proposed location does not impact the deliverability of the BEW development including the associated rerouting of the A29 from the existing alignment which is constrained by the level crossing in Woodgate.
F	Integration	No material impacts
G	Structural	No material impacts
H	Network resilience & Maintenance	Proposed location does not impact the deliverability of the BEW development including the associated rerouting of the A29 from the existing alignment which is constrained by the level crossing in Woodgate.

4) COMPENSATORY MEASURES

A	Included Measures	None
B	Rejected Options	Relocating the access to the south as it would significantly impact (likely prevent) the BEW roundabout being brought forward and put the deliverability of the A29 realignment.

5) DESIGN ORGANISATIONS CONCLUDING REMARKS

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6) ATTACHMENTS AND OTHER INFORMATION

A	List of Attachments	
B	Consultations	
C	Other Information	

7) DECISION – (HIGHWAY AUTHORITY USE ONLY)

NAME 1					
ROLE					
SIGNED			DATE		
NAME 2					
ROLE					
SIGNED			DATE		
MARK ONE BOX:	1- APPROVED	☐	2-APPROVED WITH COMMENTS	☐	3- REJECTED ☐
COMMENTS					