

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/02
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
H	NMU Flows	Not surveyed but observed to be very light.		

2) DEPARTURE DETAILS

A	Discipline	Geometric design of major road central treatments
	Type	Deceleration length
B	Relevant Standard(s)	DMRB CD123 – Geometric design of at-grade priority and signal-controlled junctions
	Clause	6.6
C	Difference Between Standard(s) and proposed design	Based on the speed restriction and gradient of the road (less than 4%) of the A29 past the proposed junction, a 15 metre direct taper and 55 metre deceleration length should be provided. A direct taper of 15 metres and deceleration length of 18 metres are to be provided.

D	Reason for Departure (overview)	The design speed of the major road as determined by the speed restriction is 80 kph. The gradient of the major road is in the 0-4% range. Therefore the minimum deceleration distance is 55 metres and a direct taper of 15 metres should be provided. A deceleration distance of 18 metres is to be provided. It should be noted that vehicles using this deceleration length will have left a 30mph zone approximately 100 metres earlier (where the central hatching starts) and as such will be travelling much slower than the 50 mph speed restriction. A direct taper length of 15 metres is to be provided.
E	Associated Project Departures	2087/DfS/01
F	Other Options Considered	Locating the access further south to provide a longer deceleration length. Extending the turning lane to provide a longer deceleration length

3) JUSTIFICATION (POTENTIAL POSITIVE AND NEGATIVE IMPACTS)

A	Safety	Potential increase in nose-tail collisions as vehicle may brake harder. However this is considered to be mitigated by the transition from 30mph speed restriction broadly where the central hatching starts.
B	Congestion/ Delay	Potential very minor delays as vehicles do not accelerate as harshly from 30mph to 50mph as they are planning to turn and choose not to accelerate and immediately decelerate.
C	Environmental / sustainability	Reduced land requirement due to shorter length of turning lane allowing central taper to start earlier.
D	Capital and whole life cost/value	Minor reduction in initial cost due to less surfacing required
E	Accessibility	No material impact.
F	Integration	No material impact.
G	Structural	No material impact.
H	Network resilience & Maintenance	No material impact.

4) COMPENSATORY MEASURES

A	Included Measures	None
B	Rejected Options	Locating the access further south to provide a longer deceleration length. Extending the turning lane to provide a longer deceleration length

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						