

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/B
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	18.02.22

1) PROJECT DETAILS

7) 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	6,707
		A29 – Southbound	523	725	6,899
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 deceleration length of 26 metres is to be provided. A 15 metre direct taper is 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. A deceleration distance of 26 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, especially if they are intending to turn. 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. Reduced emissions as drivers are less likely to accelerate and immediately decelerate (3b)
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	Temporary or permanent road signage will be provided (location and sign detail to be agreed with WSCC engineers at detailed design).
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						