

[REDACTED]

From: Michael Eastham

Sent: 27 July 2018 10:40

To: [REDACTED]

Cc: [REDACTED]

Subject: FW: AL/20/18/OUT - Land at Bridge Cottage & The Old Cottage, Lidsey Road

Hi Tim,

Please see the email below and the transport consultant's response to the Highway Authority's comments of 12th June 2018, attached to this email.

Kind regards,

Michael

From: [REDACTED]

Sent: 27 July 2018 10:33

To: Michael Eastham

Subject: AL/20/18/OUT - Land at Bridge Cottage & The Old Cottage, Lidsey Road

Hi Michael

Sorry for the delay but please find attached our transport consultant's response to the Highway Authority's comments of 12th June 2018.

Kind regards

Clare

Clare Bartlett MRTPI PIEMA

Partner



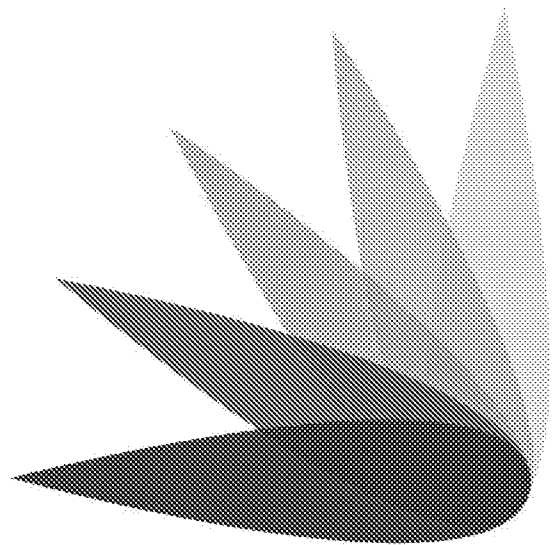
Batcheller Monkhouse | Chartered Surveyors

New Bartram House, 3-5 Swan Court, Station Road, Pulborough, RH20 1RL

Technical Note

The Old Cottage Lidsey

JULY 2018



Reeves Transport Planning

PRODUCED for CHRIS HARRIS

PRODUCED by REEVES TRANSPORT PLANNING LTD

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1.0 Introduction

1.1 Reeves Transport Planning has been commissioned to provide a Technical Note addressing the questions raised by West Sussex County Council (WSCC), acting in their capacity as the Local Highway Authority, in respect of planning application AL/20/18/OUT. The application concerns the erection of up to 27 dwellings with an upgraded access.

1.2 WSCC's detailed comments are attached, at Appendix 1, and can be summarised as:

- ◆ Access
 - Provide detailed plan of the access and dimensions of carriageway
 - Provide additional information relating to the speed survey
 - Provide additional information relating to visibility splays
- ◆ Road Safety
 - Submit updated plans for comment by the Audit team
 - Audit footpath leading towards the bus stop
 - Provide information on any additional mitigation
 - Provide updated collision data

1.3 These detailed observations are followed by general comments relating to traffic generation, sustainable access, internal layout, parking, street lighting, strategic location, and S106. The following sections of this Technical Note will use the detailed observations as headings and, under a general comment heading, address, where necessary, any questions/comments raised by WSCC.

2.0 Response to the Detailed Observations

2.1 *Provide detailed plan of the access and dimensions of carriageway*

2.1.1 Updated plan (OCL/SR/701 Rev. No. C) is attached, as Appendix 2. The drawing incorporates dimensions of the new access, carriageway widths, and forward visibility.

2.2 *Provide additional information relating to the speed survey*

2.2.1 Details of the survey radar equipment location is clearly shown in Appendix 5 of the original Transport Statement. The data was collected between 15th and 23rd of March 2016. It is unclear

why WSCC have requested information relating to the weather conditions over the data collection period. This has never been requested for AADT data.

2.2.2 Weather conditions are only relevant where a spot-speed survey has been undertaken in line with TA22/81. If a survey is over a short period of time, two to three hours, then wet weather conditions are pertinent as a correction factor is employed. For surveys over a longer period, such as a full week, weather conditions are not pertinent.

2.2.3 We have reviewed historic weather conditions for the survey period and published information for Bognor Regis, which is the nearest weather station data to the site that we are able to retrieve. If the weather conditions are considered relevant a data extract is attached at Appendix 3 and the raw weather data can be found [here](#) or at web address;

<https://www.timeanddate.com/weather/@2655262/historic?month=3&year=2016>

2.3 *Provide additional information relating to visibility splays*

2.3.1 Updated plan (OCL/SR/701 Rev. No. C) shows the visibility splays, vegetation that falls within the limits of the adopted highway that can be cleared to further enhance forward visibility, and roads markings. Any minor amendments to the access configuration can be addressed as necessary via the Stage 2 Road Safety Audit.

2.3.2 The basic principles of the design process were established with a smaller scheme, which occupies the land to the south of the new access. The larger scheme presented in this application facilitated improvements to the configuration of the access that involved closing two-access points so that the site is served by a single access. The basic principles of the access design were based on the principles set out in Manual for Streets 2 and Design Manual for Roads and Bridges.

2.3.3 The speed survey showed the average speed to be 37mph, which as WSCC confirmed would mean the MfS is the appropriate set of standards to use. The visibility splays afforded to vehicles emerging from, and waiting to turn into, the site is adequate to ensure that the new single access point will operate safely. During our numerous site visits, we observed that under current traffic conditions there is a relatively high volume of HGV traffic. The widening of the A29 alignment where it passes the new access has improved forward visibility for all road users and thus highway safety. It can now accommodate two large HGVs passing each other without

impediment, which would have possibly mitigated at least one of the recent collisions (1506012) noted in the data.

2.3.4 MfS2 recommends flexibility when applying design standards. For example, paragraph 3.2.1 states that *‘for some time there have been concerns expressed over designers slavishly adhering to guidance regardless of local context. Local Transport Note 1/08 specifically advises: Regulations and technical standards have a key role in the delivery of good design, but, if used as a starting point, they may serve to compromise the achievement of wider objectives. A standards-based template view of road design, for example, is inappropriate’*.

2.3.5 Paragraph 3.2.2 continues by stating that *‘in reality, highway and planning authorities may exercise considerable discretion in development and applying their own local policies and standards. Designers are expected to use their professional judgement when designing schemes and should not be over-reliant on guidance. Available guidance is just that, guidance, and cannot be expected to cover the precise conditions and circumstances applying at the site under examination’*.

2.3.6 Finally, paragraph 3.2.3 states that *‘the authors of guidance, however accomplished, will not be cognizant of the site and situation in question. It would be neither reasonable nor rational to presume that anyone could produce an optimal design in abstract. The informed judgement of trained professionals on-site, should logically take precedence over guidance’*.

2.3.7 It is clear, therefore, that guidance should be just that – guidance. The proposed access junction should be designed in such a way that takes account of specific local conditions. The evidence shows that the current proposal will not create a hazardous highway network. Consequently, the configuration is adequate to serve the current proposal without affecting highway safety to an extent that can be defined as severe. In fact, it can be concluded that the proposal will improve highway safety at the site entrance.

2.4 *Submit updated plans for comment by the Audit team*

2.4.1 Stage 1 Road Safety Audits are undertaken at the completion of preliminary design, and before planning consent is granted. The function of a Stage 1 Road Safety Audit is to ensure that the land requirements and basic design principles meet required design principles.

2.4.2 The submitted Stage 1 Audit demonstrated that the basic principle of the access can be achieved within land under the control of the applicant or on land that is adopted as public highway. A Stage 2 Audit can be secured by planning condition, which can address any minor changes that will be required prior to the implementation of the scheme.

2.5 *Audit footpath leading towards the bus stop*

2.5.1 The footway indicated on the plan cannot be delivered in any meaningful way, as the connection to the bus stop will be over third-party land. This connection has now been removed and amended block and site layout plans will be submitted.

2.6 *Provide information on any additional mitigation*

2.6.1 The enhanced width and alignment of the A29 is a significant safety enhancement and pedestrian/cycle access to the PROW network will offer suitable mitigation of any impacts that the development will create. To enhance that sustainability of the site, electric car charging facilities can also be provided as part of the proposal. These facilities will be included as part of the detailed design package.

2.7 *Provide updated collision data*

2.7.1 Updated collision data is attached at Appendix 4.

2.7.2 The data indicates that there has been no material variation in the frequency of collisions. The two collisions nearby the proposed access were included in the April 2016 analysis.

2.8 *General Comments*

2.8.1 Questions have been raised regarding the proposed new route of the A29, which is part of the BEW Strategic Allocation. Our investigations prove that the indicative junction, with the existing A29, will be at least 220metres to the south of this proposal's access point. This distance results in there being no impact on the new junction's design or the proposed route of the A29. An extract from the publicly available Lichfields Hearing Statement, September 2017 is attached at Appendix 5. It clearly demonstrates that the indicative route has no effect on this application site.

2.8.2 As discussed in the original submission, the National Planning Policy Framework notes that access to sustainable modes of transport, in rural situations, will be a less attractive option than

in urban locations. The site benefits from a footway connection to Barnham and the Highway Authority has offered a personal opinion on the attractiveness of this footway for all but leisure trips. However, this is not reflective of the views of potential property purchasers. Prospective owners will be aware of the accessibility options and such considerations will be factored into their choices. The Highway Officers have offered a negative opinion, nonetheless this cannot be described as creating a traffic impact that can be considered as severe. It is noted that the Appeal Decision for the 2002 proposal has not raised a comment with regard to the sites accessibility.

- 2.8.3 Future development of the BEW Strategic Allocation will further enhance accessibility to this site via connections to the north and east.

3.0 Summary and Conclusion

- 3.1 Reeves Transport Planning is commissioned to provide a Technical Note that addresses West Sussex County Council's concerns regarding planning application AL/20/18/OUT. The National Planning Policy Framework accepts that, in rural situations, access to sustainable modes of transport is a less attractive option than in urban locations. The details set out above and on the plan at appendix 2 that includes the parameters requested by West Sussex County Council show that the access can be designed to a suitable standard and proves that the impact of the development cannot be defined as severe. Any minor changes that may be deemed necessary can be controlled at the detailed design stage and as part of the Section 278 Agreement.
- 3.2 The site is not reliant of the infrastructure proposed as part of the BEW strategic allocation. The site provides limited sustainable transport options, as expected in a rural location. The provision of electric car charging facilities will promote the use of sustainable modes of transport and will reduce the overall volume of transport generated CO2 emissions. Being served via the strategic road network and on a site serving existing housing would mean that a significant number of vehicle trips, such as refuse collection, and deliveries, will be linked trips and therefore not new vehicle movements to the network.
- 3.3 As noted in the Transport Statement, taking all relevant information into consideration, it is evident that the proposed development will not have any adverse impact on highway safety, or capacity, that could be considered as severe.

APPENDIX: 1

West Sussex County Council Response (AL/20/18/OUT)

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Michael Eastham
FROM:	Highways, WSCC – Tim Townsend
DATE:	12 th June 2018
LOCATION:	Land at Bridge Cottage and The Old Cottage, Lidsey Road, Lidsey, PO22 9PH
SUBJECT:	AL/20/18/OUT Outline application with all matters reserved for the demolition of 2 No. dwellings & associated outbuildings & the erection of up to 27 No. dwellings, of which 30% will be affordable, with associated open space & access. This application is a Departure from the Development Plan.
DATE OF SITE VISIT:	30 th May and 4th June 2018
RECOMMENDATION:	☒ Advice ☒ Objection ☐ Modification ☐ No Objection ☒ More Information ☐ Refusal
S106 CONTRIBUTION TOTAL:	£TBA

This is the WSCC highways and transport response to the above outline planning application with all matters reserved for the demolition of 2 No. dwellings & associated outbuildings & the erection of up to 27 No. dwellings, of which 30% will be affordable, with associated open space & access.

Summary position of County Highway Authority (CHA).

Based on the information submitted, the CHA objects to the proposal on grounds of road safety, given the limited information (and associated lack of clarity of the details shown) not demonstrating suitable access design and lack of sustainable access (i.e. non-motorised access by those on foot, bicycle etc.) to local bus services, employment, schools and goods/services.

Site location.

The site is located adjacent to the A29 Lidsey Road north of Bognor Regis. The applicant seeks to demolish two properties and outbuildings, replacing them with up to 27 dwellings, internal access roads and parking. Access to the site is shown directly off the A29 Lidsey Road on the northern side (outside apex) of a bend in the road. Alongside the first section of the access road (on the southern side), a footway is shown for part of the road's length. To the south-east of the entrance point on Lidsey Road a footpath is shown emerging to the A29 to the south of the site with the applicant stating that this would provide access towards a south-bound bus stop.

Further comments about access and suitability thereof are made elsewhere in this report.

Access.

As mentioned above, vehicular access is shown directly off the A29 on the apex of a bend in the road. The access measures 4.8m wide with what appears to be 5.0-6.0m bellmouth radii (this should be clarified and marked-on a plan). Visibility splays are taken from a 2.4m 'x' distance with major road ('y'), with the applicant's Transport Consultant stating that splays of 106m in the leading traffic direction can be provided - looking west from the access - (98m scales on the plan) and 150m in the trailing direction - looking south - (79m scales on the plan). Forward visibility (i.e. that required for drivers of vehicles turning right and left into the site and corresponding visibility for drivers already on Lidsey Road coming-across them - from both north and south) is stated as being 81m (although approximately 60m scales from the drawing between a right turning vehicle and driver of a vehicle travelling southbound). No northbound forward visibility splay is shown for vehicles driving northwards coming across a vehicle turning right into the site.

Given the lack of clarity including lack of marked-on dimensions and visibility splays - it is not known what can actually be provided - both on and off-site. For the CHA to consider the matter further, the above matters should be attended to - a summary of which is provided below (other requirements are summarised elsewhere in this report under relevant sections):

- The dimensions of bellmouth radii of new junction
- The achievable visibility splays taken from 2.4m 'x' distance with dimensions marked-on
- The forward visibility both for vehicles travelling north AND south encountering a vehicle waiting to turn into the site with dimensions
- Dimensions of carriageway at and on the approach to the site entrance (and site entrance itself)

(All the above to be shown on a revised plan).

With regard to design documentation used to inform the road and access design, the applicant's Transport Consultant has used advice in Manual for Streets 2 (MfS2) to inform parameters (visibility, access widths etc.), whereas Design Manual for Roads and Bridges (DMRB) is generally used where the speed limit exceeds MfS2 criteria of 37mph. The A29 at this location is 50mph. However, in support of using MfS2, the applicant's Transport Consultant has provided speed and traffic count data recorded over the period 15th March - 26th March 2016. The data is just over 2 years old but with regard to solely the speed data, no material changes have taken place since this time to suggest speeds might have increased or decreased. What is not clear however, are the precise locations where the readings were taken. It is also not stated what weather conditions were during that time. Therefore, it is not known whether any wet weather adjustment would be appropriate nor whether one has been made.

For the CHA to consider this part of the proposal further, it would need the following:

- Plan showing precise locations of where the speed surveys were taken/recorded
- Details of weather conditions during entire extent of surveys

The data shows the following (85%tile speeds are quoted):

Northbound.

AM peak - 37mph

PM peak - 35mph

Southbound.

AM peak - 38mph

PM peak - 36mph

With regard to what design guidance and/or standard should be used, based on the speed survey data alone, this suggests that it is appropriate to use MfS2 given the closeness of the recorded speeds in relation to the criteria in that document. What is not clear, however, is the interpretation of the visibility splays and how they are plotted on the application site access drawing (as already mentioned above). Also, the position of the right-turning vehicle (car) could – in practice – vary. As such, the applicant should re-draw the splays, ensuring they are properly plotted with dimensions marked on them and also provide two plots of the right-turning vehicle - one where it is at present and the other with it slightly further forward. As already mentioned above, forward visibility and Stopping Sight Distance (SSD) splays should also be marked-on (for users of the access and for those encountering the turning vehicle from both directions) as should the dimensions and details of the proposed changes to the road and its markings in this location. Areas where vegetation is prevalent should also be marked on more clearly.

Although detailed surface water drainage (SWD) comments will be made separately by the SWD team, at any detailed design/S278 stage careful attention should be given by the applicant to SWD on the bend in the road adjacent to the access, particularly as water occasionally ponds at this location. As the applicant is proposing road widening here, the amount of hard area (i.e. road surface) will be increasing, thereby increasing surface water run-off. As such, any highway works here should include appropriate mitigation to address this.

Finally, the applicant should provide detail of the proposed road markings at the new access and on the road itself, documenting how these comply with the Traffic Signs Manual.

A design commentary should also be submitted alongside any plan.

For the CHA to consider this part of the proposal further, it would need the following:

- Visibility information and SSD to right turning vehicles as required as above
- Vegetation areas required for visibility purposes shown more clearly
- Road markings that are proposed at and on the approaches to the new access point and how these comply with the Traffic Signs Manual
- A Design Commentary setting-out how the design complies with guidance and/or design standards

If the above is provided on a revised plan and in an associated report, the CHA will consider the access proposals further. However, based on that provided so far, a highway objection is raised.

Road Safety.

A Stage 1 Road Safety Audit (RSA) has been provided within the Transport Statement (TS) that accompanies the application. A Designer's Response (DR) is also provided.

The audit team makes three recommendations based on correspondence from Reeves Transport Planning and specifically Drawing No. LID/SR/101 - all to do with the access position and visibility available to and from it. The designer accepts these although in the absence of revised plans showing specific visibility splays (see comments above), it is not possible to comment further at this stage. All that will be said is that the applicant should look at the highest 85th %tile speeds recorded and – subject to confirmation of weather conditions and as a consequence any wet-weather adjustment (if deemed appropriate) - and base visibility splays on those. Also, the RSA was based on a previous proposal for 6-7 units – not the 27 now proposed.

The footpath towards the bus stop should also be safety audited. Furthermore, if any additional highways mitigation is proposed, this too should be safety audited.

For the CHA to consider this part of the proposal further, it would need the following:

- Any revised plan/s (when produced) - including description of development as submitted under AL/20/18/OUT - to be submitted to the audit team for further comments. Following that, both the plan and any further comments from the Audit Team to be provided to the CHA to consider.
- The footpath leading towards the bus stop should be safety audited.
- Any additional highways mitigation - if proposed and/or identified to be safety audited.

Personal Injury Accident (PIA) reports have been provided for the period 01/03/2011 – 29/02/2016. Plan dated 08/04/2016 provided by the Sussex Safer Roads Partnership shows that during this time 6 PIAs were recorded. 4 of these resulted in slight injury; 1 in serious injury and 1 fatal. Of these, 1 slight and 1 serious were recorded close to the location of the proposed site access. However, further records up-to the current date (or as records permit) should be provided.

For the CHA to consider this part of the proposal further, it would need the following:

- Up-to-date PIA records for the most-recent 5 years. The records provided by the applicant's Transport Consultant only provide data up-to 2016. All the information will be reviewed by the CHA when that information is made available.

Traffic generation.

The site, as existing, has two residential properties on it (including outbuildings). The proposal seeks to demolish these and construct up to 27 homes. The TS includes TRICS data provided by the applicant's Transport Consultant suggesting that the site – in redeveloped guise - would generate the following trips, showing AM and PM* peak periods and daily traffic:

Table 5.1
TRICS Data and Development Trip Generation Analysis

Time Range	TRICS Data		Development Trip Generation	
	Arrivals	Departures	Arrivals	Departures
AM Peak Hr (08:00 to 09:00)	0.126	0.411	3.4	11.1
PM Peak Hr (08:00 to 09:00)	0.398	0.254	10.7	6.9
12Hour (07:00 to 19:00)	2.809	2.881	75.8	77.8

(*Note that the table erroneously mis-quotes the AM hours for the PM peak period – these should read 17:00-18:00).

Sustainable access.

Walking – The proposed indicative layout shows a combination of footways and shared-surface arrangements. A single footway emerges on the southern side of the vehicular access, terminating just beyond the cessation of the bellmouth and not linking to any other paths/footways close-by. The plan also shows a footpath link emerging from the south-eastern corner of the site intended to provide access to local bus stops. However, the plan doesn't fully show this with the path appearing to terminate at the southern boundary of the site and not at the bus stop itself. No other footways are close-by. There are Public Rights of

Way nearby, in the form of Public Footpath's No. 200_1 running E-W and utilising the course of the disused canal; 296_1 that runs N-S from 200_1 to Sack Lane (found south of the site); 151 found south of Sack Lane and 152 that can be found at the eastern end of Sack Lane. However, these paths are generally indirect and predominantly serve as leisure routes given their location, construction, width and lack of lighting, thereby giving only very limited potential for commuter/access to employment, shopping and school-based trips.

Cycling – No bespoke off-road routes are available for cyclists, requiring them to use the A29 providing access for those likely to be confident and/or experienced riders only.

Buses – The current bus service is documented in the TS. Bus stops are located within verges approximately at and opposite the entrance to Lidsey Caravan Park. However, there are currently no footways or footpaths providing access to them (nor hardstandings by them either) requiring users to either walk in the carriageway of the A29 or be dropped-off adjacent to them.

Train – The nearest railway stations are Bognor Regis and Barnham. Public Footpath 200_1 does provide an indirect link to the latter on-foot only. However, given the suitability of the route and distance of both stations from the site and lack of other walking and cycling routes, access to both would likely be by car.

Internal layout.

The internal layout is shown indicatively on drawing 1749-02B. As submitted, it would not be suitable for adoption under S38 given lack of suitable service margins. Also, it is not known what form of surface water drainage is proposed for the site which might itself dictate whether the layout can or can't be adopted.

With regard to access by refuse and fire appliances, the access drive shown to plots 22-27 might need widening as in places it looks slightly restrictive (particularly adjacent to plots 25-27). As such, this would have to be considered further at any RES/DOC stage.

As part of any permission, a suitable S106 Agreement would be required to secure any off-site highways works and additionally, must also include non-adoption and management plan clauses in the event the internal layout is not adopted.

Parking.

Parking should follow WSCC parking guidance. The TS does provide a copy of the WSCC Parking Calculator suggesting that 61 spaces are required for the 27 homes proposed. This and the layout of car parking (including visitor car parking) will be looked at in detail at any reserved matters/discharge of conditions stage. Parking space dimensions shall follow advice in MfS – so car parking spaces to be 2.4m wide x 4.8m long (3.0m wide if located alongside walls/barriers etc. and 6.0m long if located in front of garages). Garage dimensions (internal) to be 3.0m wide x 6.0m long.

Street lighting.

Street lighting should be considered for the layout. However, this is a matter to be considered at any discharge of condition (DOC) and/or reserved matters (RES) application stage. Careful consideration should also be given to the junction with the A29 given that the location is unlit. Also and depending on any off-site mitigation offered, this too should be considered for lighting.

Strategic Location (Emerging Arun Local Plan).

Reference is made within the TS about the Barnham-Eastergate-Westergate (BEW) Strategic Allocation site for housing found north and east of the application site. Based on the current indicative alignment of the proposed southern connection of the new A29, the site appears to be encompassed - at least in-part - within the BEW area. However, it is not clear from the plans provided whether this current planning application potentially prejudices the alignment

of the southern end of the proposed A29. This should be clarified prior to determination of the application. If it does prejudice it, the development should not be permitted. If it isn't found to prejudice it, in advance of appropriate highways infrastructure which might include that which the new road might bring, the submission of the site now for development might still be considered premature at this stage. While the subject of prematurity is a matter for the LPA to consider, the aforementioned lack of suitable vehicular access and sustainable access is still relevant at this stage given the shortcomings as documented above and does still contribute to the prematurity statement.

S106.

The county council is currently engaged in internal consultations and a detailed S106 consultation response will be provided in due course. However, WSCC can advise that discussions will need to be undertaken with County Council services in order to ensure any proposed development would be appropriately mitigated in terms of infrastructure provision and/or contributions. These services include highways, education (Early Years, Primary, Secondary, Sixth Form and Special Education Needs), libraries, waste and Fire Service and delivery solutions for these projects need to be agreed. In addition, the installation of and connection to mains water fire hydrants are required at the developer's expense - these will be conditioned as necessary.

Conclusion.

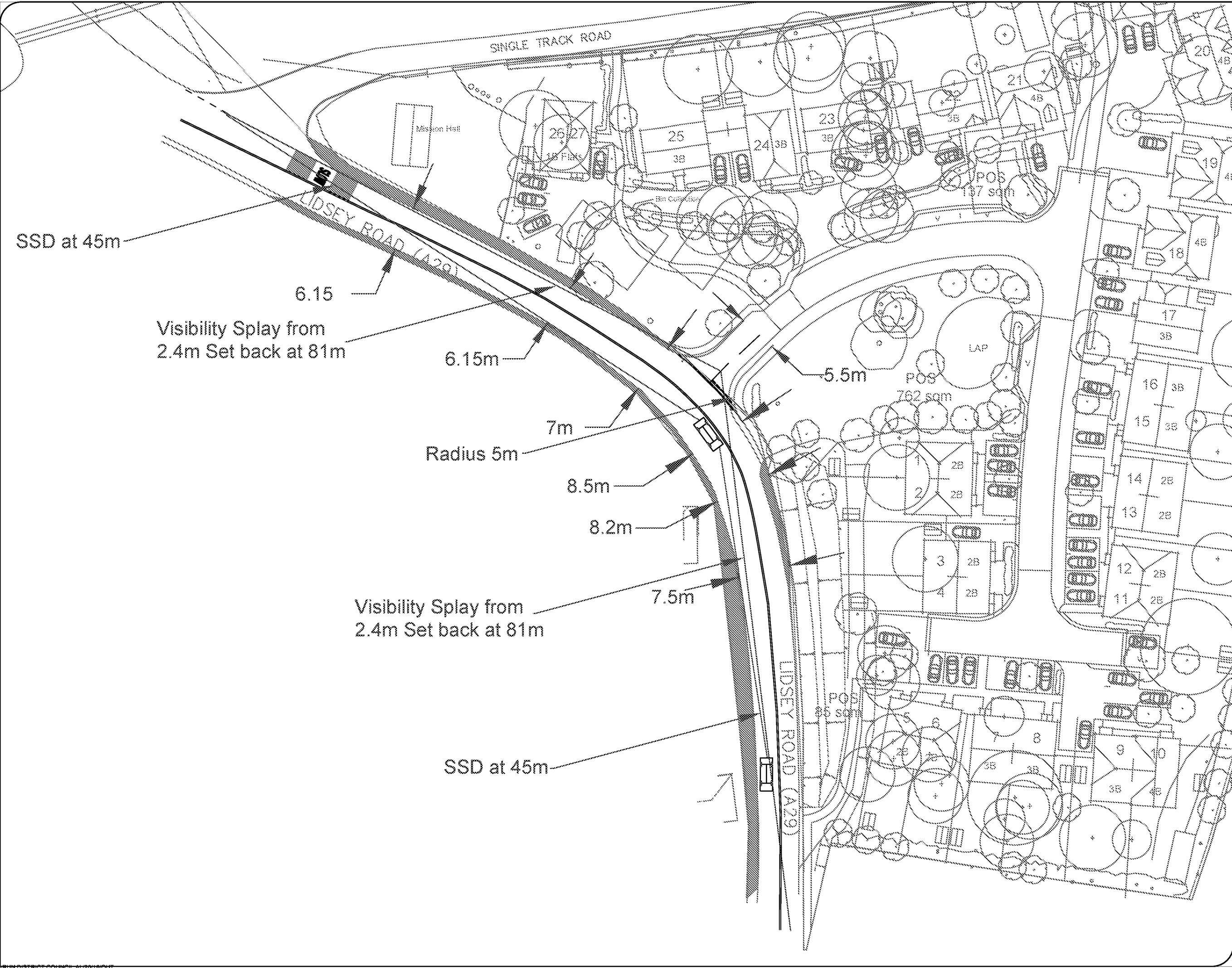
As submitted, both the design of the access and provision of access by non-car modes are not adequately demonstrated. As such, the CHA objects to the proposal on the following grounds:

1. Adequate information has not been submitted to satisfy the Highway Authority that the proposal is acceptable in terms of road/junction layout and visibility splays (including forward visibility splays) and would therefore give rise to increased hazards to highway users.
2. The proposal does not provide safe and convenient access to goods, services, schools and employment by a choice of means of travel nor does it encourage and enable an increase in environmentally sustainable means of travel such as walking, cycling and public transport.

Tim Townsend
West Sussex County Council – Planning Services

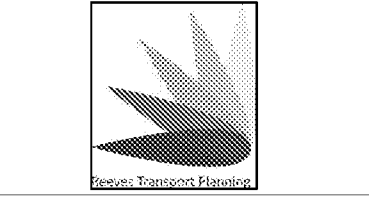
APPENDIX: 2

Updated Highway Design Plan (OCL/SR/701 Rev. No. C)



KEY:
—— Existing Carriageway
..... New Access design

Rev	Date	Details Of Issue
ORIGINAL BASE DRAWING PROVIDED BY OTHERS. BTM SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES		

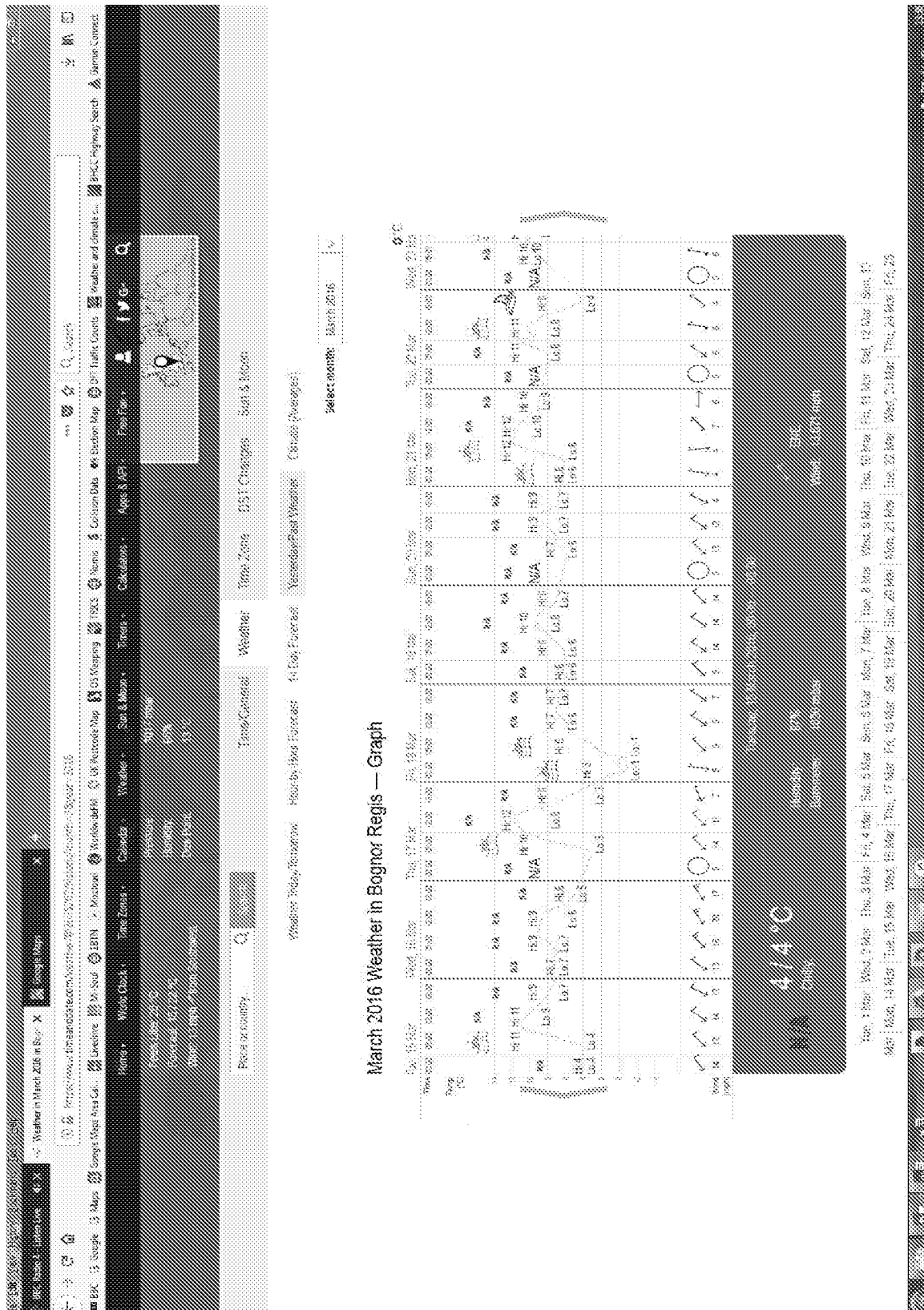


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Brighton Traffic Management Ltd

Project		
OLD COTTAGE LIDSEY		
New Access Design		
Drawn	Date	Scale (at A3)
TE	19/07/2018	1:500
Doc no.	Revision No.	
OCL/SR/701	C	

APPENDIX: 3

Weather Data Tuesday 15th March to Wednesday 23rd March 2016



APPENDIX 4:

Sussex Safer Roads Partnership Collision Data (01/06/13 to 31/05/18)

A29 Lidsey Road, Bognor Regis – West Sussex – Reeves

Collision report 01/06/2013 – 31/05/2018

Date produced
19 July 2018

The information included in this report is provided for analysis and is based on the data provided by Sussex Police. Some of the data included in this report is subjective and as such is not considered suitable for general release. In view of this it should not be transmitted to any other person in its original form, including in any report which may be available to the public. If you have any doubt regarding how this data may be used other than for analysis please contact SSRP for advice.



Safer Roads
Safer Communities
Sharing the Responsibility

Produced by Sussex Safer Roads Partnership on behalf of Sussex Police

Data regarding personal injury collisions is recorded by Sussex Police in accordance with the DfT Stats 19 requirements. The data is subsequently used by Sussex Safer Roads Partnership for monitoring and planning. While every effort is made to ensure that this data is accurate, it is subject to change should further information become available.

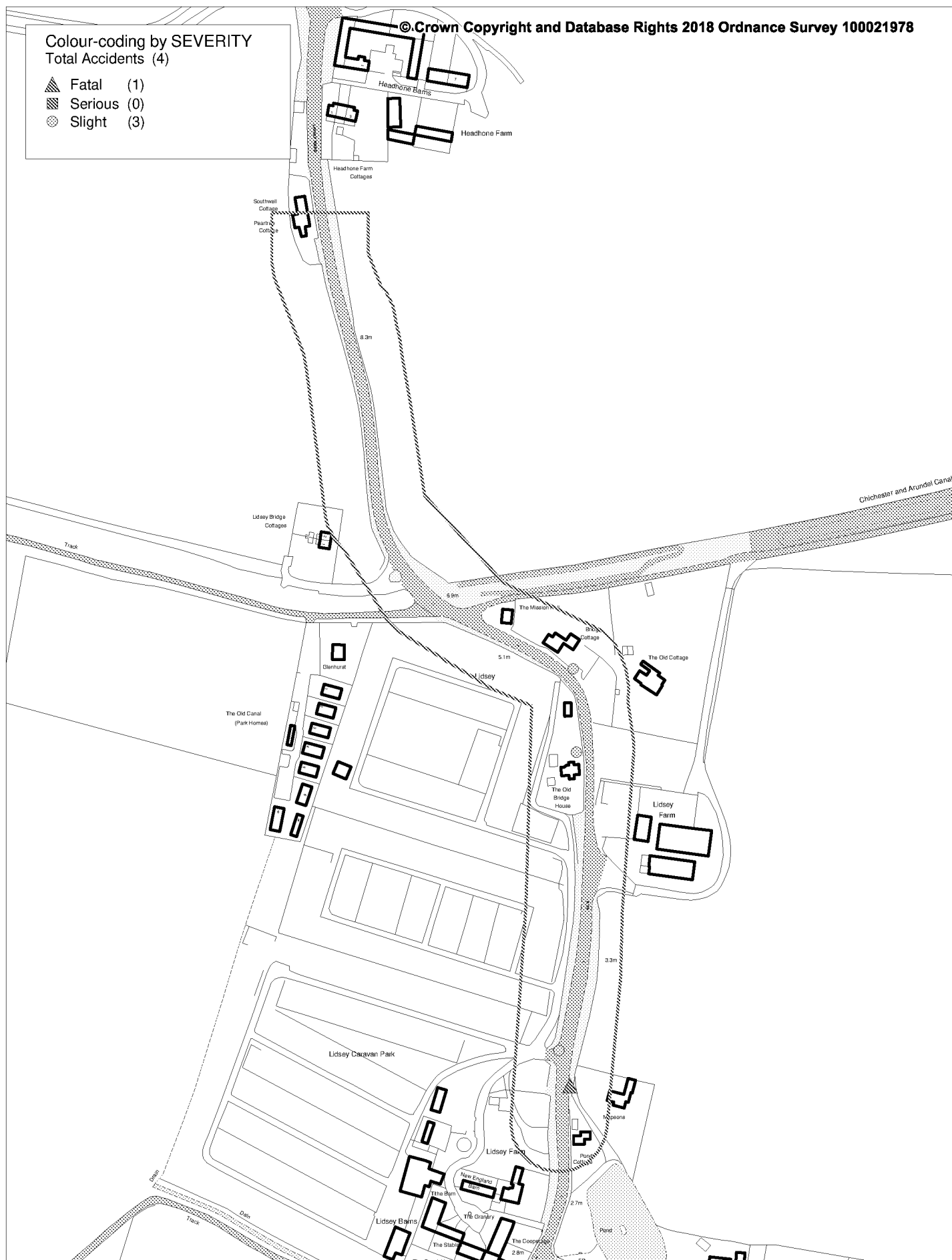
This data may not be fully validated and while every effort is made to ensure its accuracy any statistics provided may not match those published elsewhere.

Sussex Safer Roads Partnership does not hold collision data either where there are no recorded casualties or the incident has not been reported to Sussex Police.

For further information:

web: www.sussexsaferroads.gov.uk

email: data@sussexsaferroads.gov.uk



Details of Personal Injury Accidents for Period - 01/06/2013 to 31/05/2018 (60) months

Selection:

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dit	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1305176 Wednesday A29 BOGNOR REGIS 72M NORTH OF U SACK LANE OUTSIDE O/S LIDSEY CARAVAN PARK
02/10/2013 1845hrs
R1: A 29 Darkness: street lights present a
E 493,892 Dry
N 102,920 Fine without high winds
60 mph

Causation Factor:

Participant:

Confidence:

1st: Impaired by alcohol

Casualty 1

Possible

2nd: Passing too close to cyclist, horse rider or pedestrian

Vehicle 1

Possible

PEDESTRIAN WALKING NORTH ON NORTHBOUND CARRIAGEWAY AWAY FROM ONCOMING VEHICLES. WING MIRROR OF UNKNOWN VEHICLE 1 TRAVELLING SAME DIRECTION MAKES CONTACT WITH RIGHT ELBOW OF PEDESTRIAN CAUSING MINOR INJURY

1404905 Monday A29 SHRIPNEY ROAD BOGNOR REGIS 326M NORTH OF U SACK LANE OUTSIDE NEAR LIDSEY FARM
25/08/2014 0820hrs
R1: A 29 Daylight:street lights present
E 493,903 Wet/Damp
N 103,106 Fine without high winds
40 mph

Causation Factor:

Participant:

Confidence:

1st: Poor turn or manoeuvre

Vehicle 1

Very Likely

2nd: Failed to look properly

Vehicle 1

Very Likely

VEH (1) TRAVELLING SOUTH ON A29. VEH (2) TRAVELLING NORTH ON A29. VEH (1) HAS LOST CONTROL OF VEHICLE ON RIGHT HAND BEND: ENTERED NORTHBOUND LANE AND IMPACTED WITH VEH (2).

1406176 Tuesday A29 LIDSEY ROAD BOGNOR REGIS 30M NORTH OF U SACK LANE
21/10/2014 1255hrs
R1: A 29 Daylight:street lights present
E 493,899 Dry
N 102,898 Fine with high winds
50 mph

Causation Factor:

Participant:

Confidence:

1st: Careless/Reckless/In a hurry

Vehicle 1

Possible

2nd: Loss of control

Vehicle 1

Possible

VEH 1 HEADING NORTH AND VEHICLE 2 HEADING SOUTH ON SINGLE CARRIAGEWAY. VEH 1 CROSSED ONTO OPPOSITE CARRIAGWAY CRASHING HEAD ON INTO VEH 2.

Details of Personal Injury Accidents for Period - 01/06/2013 to 31/05/2018 (60) months

Selection:

Notes:

Police Ref.	Day Date	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dit	Class	Sex	Age	Sev
Road No.	Time									
2nd Road No.										
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

1506012 Wednesday A29 SHRIPNEY ROAD BOGNOR
14/10/2015 REGIS 200M NORTH OF U SACK
R1: A 29 0845hrs LANE
Daylight:street lights present
E 493,901 Dry
N 103,158 Fine without high winds
60 mph

Veh 1 Goods > 7.5t Going ahead LH bend S to NW
Veh 2 Car Wait go ahead held S to NW
Veh 3 Car Going ahead RH bend NWto S Dri M 37 Slight

Causation Factor:

Participant:

Confidence:

1st: Road layout (eg bend, hill etc.)

Vehicle 1

Possible

2nd: Sudden braking

Vehicle 1

Very Likely

VEH/1 HISTORIC LEFT HAND DRIVE HGV, TRAVELLING NORTH ON A29 NEGOTIATES SHARP LEFT HAND BEND, AND IS CONFRONTED BY STATIONARY TRAFFIC, UNABLE TO STOP IN TIME TO AVOID VEHICLE AHEAD, MAKES CONTACT WITH REAR OFFSIDE OF VEH/2, STEERS OFFSIDE TO AVOID BUT MAKES CONTACT WITH VEH/3 TRAVELLING SOUTH ON A29 CAUSING SUBSTANTIAL DAMAGE TO OFFSIDE OF VEH/3 AND INJURY TO DRIVER/3.

APPENDIX 5:

Proposed Route of Realigned A29

