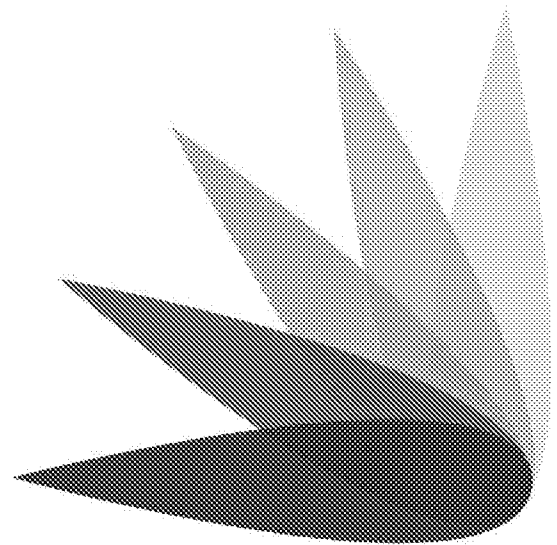


Transport Statement

Land at Bridge Cottage and The Old Cottage, A29 Lidsey Road, Lidsey

February 2018



Reeves Transport Planning

PRODUCED for DESIGN DIRECTIVE LIMITED

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1. Introduction

- 1.1 Reeves Transport Planning has been appointed to provide a Transport Statement in support of a proposed residential development on land at The Old Cottage, Lidsey. The proposal seeks to construct 27 new dwellings with an upgraded access. A location plan is attached, as Appendix 1. The principle of the development proposal was subject to pre-application advice from West Sussex County Council, and the details are attached at Appendix 2.
- 1.2 The site was subject to a planning application, in September 2002, which was refused by the Local Planning Authority and subsequently dismissed at Appeal. The Appeal Decision is attached, as Appendix 3. The two issues that generated this decision were character and appearance, and highway safety. This Transport Statement will address the highway safety reason for refusal.
- 1.3 The Appeal Decision notes that the proposed layout, utilising two access points as an entrance and exit, would be detrimental to highway safety and is unable to be controlled by condition. The basis of this concern is that the access points do not comply with the highest possible visibility splay standards that are set out in Design Bulletin 32. Also, that the narrowness of the access would lead to vehicles waiting on the A29 when turning into the site, whilst another vehicle is emerging.

2. Policy Background

- 2.1 This section of the Transport Statement sets out the relevant policies, at a national and local level, that this proposal will be judged against.
- 2.2 The *National Planning Policy Framework*, published in March 2012, explains the Government's planning policy and is a material consideration in planning decisions. Section 4 states the objectives with respect to promoting sustainable transport. Paragraph 29 notes that *'the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport*

solutions will vary from urban to rural areas'. Paragraph 32 states that 'development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe'.

2.3 Whilst the adopted *Arun District Local Plan* (2003) is now largely out of date, Policy GEN7 states that development will be permitted provided it:

- *"promotes sustainable development, including the effective use and conservation of energy and reducing the need to travel, particularly by private car;*
- *allows for the safe movement of pedestrians and vehicles, giving priority to pedestrians;*
- *provides for vehicle parking in accordance with Policy GEN12".*

2.4 Policy GEN12 continues that the *'Local Planning Authority will base its consideration of the need for on-site parking provision on its parking standards contained within this Plan. Provision of parking in excess of these standards will not be allowed'.*

2.5 Section 15 of the emerging *Arun District Local Plan* sets out the transport objectives of the council and it explains that the aims are to:

- *'Reduce the need to travel and promote sustainable forms of transport*
- *Plan for climate change and work in harmony with the environment to conserve natural resources and increase biodiversity*
- *Create vibrant, attractive, safe and accessible towns and villages that build upon their unique characters to provide a wide range of uses and which are a focus for quality shopping, entertainment, leisure, tourism and cultural activities, and*
- *Promote strong, well-integrated and cohesive communities, through the promotion of healthy lifestyles, provision of good quality accessible community facilities and a safe environment, which delivers an enhanced quality of life to all'.*

- 2.6 This Transport Statement will demonstrate that the transport implications of this proposal meet the relevant local, and national, policies and that it does not have any adverse impacts on highway safety, or capacity, that could be defined as severe.

3. Existing Conditions

Site and Environs

- 3.1 The site is located on the eastern side of the A29 Lidsey Road. It is 3.9km north of Bognor Regis and 1.3km south of Woodgate. The A29 is one of the primary links between the A27 (Trunk Road) to the north and Bognor Regis. The site is in a rural location although forms part of a proposed strategic allocation for 2300 homes. There is a footpath 1000 metres away to the north and 750 metres to the south.
- 3.2 It is close to several amenities with a convenience shop located 1.3km from the site. The nearest primary school is 1.5km, and secondary school is 2.7km from the site. The nearest bus stops are both to the south of the site, with northbound services 240metres and southbound 142metres. The local bus stops provide a connection to Bognor Regis and Barnham train station, via a food retail store on Shripney Road. Details of the times and frequencies of the local bus service is attached, as Appendix 4.
- 3.3 The site is served by two access points: one at the apex of the bend on the A29 and another approximately 55metres to the south. The northernmost access has a metalled surface and the southern access is unmade.
- 3.4 A traffic speed and volume survey was undertaken to evaluate whether a safe and suitable access can be designed to serve the development. The survey data is attached at Appendix 5. The data shows that the 85th percentile southbound and northbound speeds were 56.3km/h (35mph). The 24hour traffic volume, which passed the site southbound was 5740 and northbound it was 5703. There has been no major development in the area since the date of the original survey, which suggests that the traffic volumes using the A29 will not have changed.
- 3.5 Design Manual for Road and Bridges (46/97) 'Traffic Flow Ranges for Use in the Assessment of New Rural Roads' offers an indication on the likely traffic volume that a

range of roads can carry on a typical day. This design guidance suggests that a rural road can accommodate up to 13,000 vehicle movements per day. Manual for Streets (MfS) notes that *'for higher speed roads i.e. with 85th percentile speed over 60km/h, it may be appropriate to use longer SSDs (Sight Stopping Distances)'*, as set out in Design Manual for Road and Bridges. The speed and traffic volumes are well below these indicative thresholds, so it is reasonable to accept that using the guidance set out in Manual for Streets (MfS) and Manual for Streets 2 (MfS2) is more appropriate in this situation. At 35mph the Sight Stopping Distance should be 51metres.

4. Proposed Development

- 4.1 The proposed development seeks to construct 27 new dwellings, a total of 61 car parking spaces, and provide a new upgraded access. It is also proposed that the existing southernmost site access is permanently closed. Details of the proposed access layout, including the swept path of vehicle passing the new access is attached, as Appendix 6.
- 4.2 The West Sussex County Council Residential Car Parking Calculator data is attached at Appendix 7. Table 4.1 sets out the mix of housing and number of parking spaces provided, as part of this proposal.

Table 4.1 Proposed Housing Mix and Parking Allocation		
Units	Bedrooms/Dwelling Type	Parking Allocation
1 to 6 11 to 14	Two Bedrooms/Houses	Two Spaces
7 to 9 15 to 17 22 to 25	Three Bedrooms/Houses	Two Space
10, 18 to 21	Four Bedrooms/Houses	Two Spaces
26 & 27	One Bedroom/Flats	One Space
Nine allocated visitor spaces have been provided throughout the site		

- 4.3 It is proposed that the two-existing access points are closed, and that a new single access point will provide access to the development site. The A29 will be widened so

that the forward visibility afforded to vehicles, turning right into the site, is improved. The widening will also ensure that two HGV vehicles can safely pass each other around the bend in the A29. The visibility splays, at the proposed access, are around 106metres to the right, towards southbound traffic, and more than 150metres to the left, toward northbound traffic. These available distances far exceed the minimum standards recommended in both Manual for Streets and Design Manual for Roads and Bridges.

- 4.4 The original proposed access configuration was subject to a Stage 1 Road Safety Audit, which advised that the northmost access should be used. Since the original Audit the development plans have been expanded to facilitate the new access, as shown at Appendix 6. These design changes can be addressed during the detailed design stage, as part of a Stage 2 Audit and controlled by planning condition. The Stage 1 Road Safety Audit and the Designer's Response are attached, as Appendix 8.

5. Transport and Traffic Impact

- 5.1 To evaluate the likely traffic impact of the proposed development, the TRICS database has been interrogated, which is considered the national standard for trip generation analysis. The sites considered were filtered to only consider sites in the suburban and edge of town categories with a local population of less than 15,000 within one mile. This ensures that the survey sites' local facilities and services are like this site, whilst maintaining a good sample size. The sites included in the analysis are attached, as Appendix 9. Using sites with similar characteristics, it is considered that residential dwellings, in a relatively remote location, generate a daily trip rate of 5.69 movements per day. The TRICS data and development trip rates are set out in Table 5.1.

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

Data based on TRICS Data attached at Appendix 9

- 5.2 Design Manual for Road and Bridges (42/95) 'Geometric Design of Major/Minor Priority Junctions' notes that simple 'T' junctions can accommodate of up to 300 vehicle movements on the minor arm (site access) and 13,000 vehicle movements on the major arm (A29). The data derived from the Traffic Speed and Volume Survey and the daily maximum trip rate of this proposal are both well within these limits. Therefore, the new access will operate safely and well within the new junction's operational capacity.

6. Collision Statistics and Risk

- 6.1 Collision data for the five years to February 2016, has been supplied by Sussex Safer Roads Partnership. Details are attached at Appendix 10. These collisions, and their primary causal factors, are noted in Table 6.1.

Table 6.1
Sussex Safer Roads Partnership Collision Data

Reference	Date	Day	Time	Severity(Casualties)	Causal Factors
1506012	14.10.15	Wednesday	08:45	Slight	Road layout and sudden braking
1106830	30.10.15	Sunday	15:47	Slight/Serious	Sudden Braking and Loss of control
1404905	25.08.14	Monday	08:20	Slight	Poor manoeuvre and Failure to look

Data supplied by Sussex Safer Road Partnership

- 6.2 Collision 1506012 was caused by a 'historic left-hand drive HGV' heading northbound. As it rounded the bend, the HGV was confronted by stationary traffic and was unable to stop. The vehicle was left-hand drive, which means that the vehicle's driver seat was on the nearside, closest to the verge, thus limiting the forward visibility afforded to the driver. This type of collision will not be worsened by the new access, as collisions involving a 'historic left-hand drive HGV' can be said to be very rare on UK roads. However, it is proposed to widen the A29, as shown in Appendix 6, to mitigate the risk of similar collisions on the A29.
- 6.3 The other collisions were caused by vehicles heading southbound, losing control and colliding with northbound vehicles, as they navigated the bend in the road. There is no correlation with the day or time of these collisions. This suggests that the primary causal factor beyond inappropriate driving style is the limited forward visibility afforded to drivers when negotiating the bend. This is caused by overhanging and overgrown shrubs, which reduces the driver's time to adjust their driving behaviour adequately to reflect the increased risk associated with another vehicle approaching in the opposite direction. This issue will also be addressed as part of the proposed widening.

7. Summary and Conclusions

- 7.1 Reeves Transport Planning has been appointed to provide a Transport Statement in support of a planning application to develop the site at The Old Cottage, Lidsey Road to construct a mixed housing scheme consisting of 27 dwellings. The site is in a relatively remote location; however, a full range of services and amenities are within a short drive or bike ride.
- 7.2 The site was subject to a planning application that was refused because the site access configuration did not provide sufficient visibility splays, in accordance with the now superseded design standards of Design Bulletin 32, and inability to control the access/egress plan. The proposal incorporates a new wider access that enables safe two-way traffic flow. The existing accesses, at the apex of the bend in the road, and the unmade access to the south of the site will be closed off. The new access has been

subject to a Road Safety Audit that confirmed it will not affect highway safety, or capacity, to an extent that could be considered as severe.

- 7.3 The site's proposed access road includes a formal turning area that can accommodate large refuse vehicles and a fire appliance. This should be recognised as a highway capacity and safety improvement. The applicant has advised that refuse and delivery vehicles currently park on the main carriageway, which impedes the free flow of traffic.
- 7.4 In the five-year period to February 2016, there have been three collisions at the bend in the road next to the location of the proposed access. One was a very rare event involving a vintage left-hand drive HGV. The two others suggest that the drivers were not driving in a manner suitable to the prevailing road conditions. They collided with vehicles approaching from the opposite direction, at the bend in the road. All three were contributed to by limited forward visibility, as vehicles approach the bend in the road. Recommendation 1 of the Road Safety Audit recognises that *'shrubbery and undergrowth should be removed from the western verge to maximise visibility'*.
- 7.5 Currently, forward visibility afforded to drivers waiting to turn right into the site, and those approaching the bend, is in the region of 47metres. The widening of the A29 at the location of the new access, and maintenance of the hedgerow, will increase the visibility splay and forward visibility to at least 81metres.
- 7.6 This Statement has addressed the concerns raised in the original Refusal Notice, Appeal Decision, and Pre-Application Advise. 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. Accordingly, the application fully complies with the relevant local and national policies so should not be refused on transport related grounds. The applicant welcomes conditions to secure the access design and construction, car parking, cycle parking, and commuted payments to ensure adequate forward visibility on the A29.

APPENDIX 1: Site location plan



APPENDIX 2:

West Sussex County Council pre-application advice

TO: Reeves Transport Planning FAO Steve Reeves
FROM: Mrs Emma Waters – WSCC County Highways
SUBJECT: PRE-203-16

Access proposal serving maximum development of up to six 3/4 bedroom houses.

Old Cottage, Lidsey Road, Lidsey, West Sussex, PO22 9PQ

RECOMMENDATION:

Advice	☒	Modification	☐	More information	☐
Objection	☐	No objection	☐	Refusal	☐

The Local Highway Authority (LHA) has been consulted for free written pre-application advice in regard to the proposed residential development at land at Old Cottage, Lidsey Road, Lidsey. If further advice is required, a scheme of charging is in place. Please find further information on our charging procedure at the link below:

<http://www.westsussex.gov.uk/default.aspx?page=10056>

On inspection of the supplied Transport Statement (TS) the LHA would offer the following observations. Please note that these comments are based solely on the information stated in the TS. The LHA has not seen the appendices and supporting information that are referred to as yet.

Visibility

Lidsey Road is classified as the A29 with a speed limit of 50mph and traffic volumes quoted as 5740 vehicles southbound and 5703 vehicles northbound over a 24 hour period. This section of Lidsey Road between Shripney and Woodgate is rural in nature and outside of the built up areas. The A29 provides a key north-south route between the A259/Bognor Regis and the A27 trunk road, and forms part of the Advisory Lorry Route Network.

Manual for Streets (MfS) Stopping Sight Distance parameters have been applied based on the recorded 85th percentile speeds quoted in the TS of 35mph for southbound and northbound traffic. The TS is proposing that the access will therefore need to achieve 51m visibility splays in each direction from a 2.4m setback. The TS states that in reality the access can achieve higher splays than this (in the region of 106m to the north and 150m to the south) although these splays have not been demonstrated on a scaled plan. Photographs have been provided in the TS, which are not adequate for the LHA to give a thorough assessment.

Whilst the LHA acknowledge the principles of MfS, in this location given the context of the area, the function of the road, and the posted speed limit the LHA do not consider the use of MfS to be appropriate. Fundamentally, it is questionable whether applying MfS in isolation to an individual location within what is a DMRB road is appropriate; there is no change in route context for drivers approaching the site from the north or south to trigger a change to driver behaviour. The LHA consider that the Design Manual for Roads and Bridges should be the starting point for the design due to the posted speed limit and more importantly the nature of the route.

In addition to the above, the presence of the double white lines in the vicinity of the access indicates poor forward visibility. This is a potential concern to the LHA as there will be more vehicles waiting to turn right into the access, left standing on Lidsey Road. Forward visibility would need to be demonstrated on a scaled plan to DMRB requirements.

In the event that DMRB standards cannot be achieved, departures can be considered by the LHA through the adopted departure from standard process. It would be appropriate to identify these departures at an early stage to discuss the potential acceptability.

Vehicle Access

There are two existing vehicular accesses onto Lidsey Road serving Old cottage, both accesses currently only serve the existing dwelling. The TS proposes to close the unmade southernmost access and upgrade the northernmost access. The closure of the southernmost access would be seen as an improvement; one access designed to standards would confer a highway safety benefit in this location.

An access width of 4.8 - 5.0m would be required to allow two vehicles to pass. The access road would need to continue into the site for at least the first 10m with a width of 4.8 – 5.0m to allow two opposing vehicles to enter and exit the site at the same time.

Any works within the adopted highway should be undertaken by way of a Minor Highways Works License.

Trip Generation

The TS mentions a TRCIS assessment of similar sites to that of the proposed. The LHA have not seen this report to check the report parameters.

Internal site layout and Parking

The LHA have not seen a site layout plan to offer comments.

Parking provision should meet with the WSCC Parking Standards with each space measuring 2.4 x 4.8m. Where possible parking should be unallocated to allow for greater use of the spaces by all including visitors. Where parking bays are to be used, it would be recommended that a 6m buffer is allowed for vehicles to enter and exit these spaces easily.

If garages are to be provided, the LHA would advise that each single garage measure 3 x 6m.

Details of cycle parking/storage need to be provided and meet with WSCC cycle parking standards.

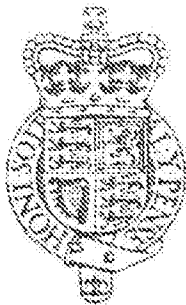
Accessibility/Sustainability

There are no footways in the location of the site access to link the development to local facilities. There are also no off road cycle paths, as such cyclists would have to make use of the heavily trafficked A29. This is unlikely to be an option for experienced cyclists. There is a bus stop to the south of the site although there is no linking footway. The site could realistically only be accessed via the private motor vehicle.

**Emma Waters – Assistant Planner
County Highways**

APPENDIX 3:

Refused Scheme Appeal Decision



Appeal Decision

Site visit made on 11 April 2003

by **D M Scott** BSc(Econ) MSc MRTPI

an Inspector appointed by the First Secretary of State

The Planning Inspectorate
4/00 Kite Wing
Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6DY

16 MAY 2003

Appeal Ref: APP/C3810/A/02/1106010

Land adjacent to the Old Cottage, Lidsey, West Sussex

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is made by Mr C Howard-Harris against the decision of Arun District Council.
- The application Ref: AL/89/02, dated 16 September 2002, was refused by notice dated 15 November 2002.
- The development proposed is an outline application for the construction of a new residential unit. Two storey with pitched roof.

Summary of Decision: The appeal is dismissed.

Procedural Matters

1. The application was originally made in outline with siting, design, external appearance, landscaping and means of access all reserved for subsequent determination. The means of access became a matter for determination during the consideration of the application and I have, therefore, approached this appeal on that basis.

Main Issues

2. I consider that the issues in this case are the effect of the proposed development on:
 - a) the character and appearance of the surrounding area; and
 - b) highway safety and the free flow of traffic on the A29.

Planning Policy

3. The development plan includes the West Sussex Structure Plan 1993 (SP) and the Arun District Local Plan (LP). The SP policies most relevant to my consideration of this appeal are C1 and T14. Policy C1 expresses a general objective of protecting the countryside for its own sake and states a presumption against development outside built up areas unless it is for quiet informal recreation or related to essential needs of agriculture, forestry, mineral extraction or waste disposal. It also expresses a presumption against the extension of isolated groups of buildings or the consolidation of linear or sporadic developments. LP Policies EVT2 and EVT6 have similar objectives. SP Policy T14 sets out criteria for vehicular access to sites and LP Policy EVT7 requires development, amongst other things, to avoid adverse effects due to traffic.
4. I have been referred to the West Sussex SP 2001-2016 Deposit Draft (the draft SP) that has been placed on deposit. However, having regard to the advice set out in paragraphs 47-49 of Planning Policy Guidance Note 1 *General Policy and Principles* (PPG1), the weight that can be given to the draft SP is limited because it has not been adopted.

Policy LOC2 in the draft SP expresses, in general terms, the same presumption against development in the countryside as Policy C1 in the SP.

5. I have also been referred to the Arun District Local Plan Second Review Revised Deposit Draft (the draft local plan). The draft local plan is at an advanced stage, having been the subject of a Local Plan Inquiry and subsequent modifications having been published for public consultation. Given the advice in PPG1, I have given the relevant policies in the draft local plan substantial weight. The relevant draft local plan policies are GEN2, GEN3 and GEN7. Policies GEN2 and GEN3 carry forward the policies in the LP with regard to the countryside and Policy GEN7 takes forward the general development control criteria of the LP.

Reasons

Issue One: Character and Appearance

6. The appeal site is currently part of the curtilage of an existing dwelling and has features normally associated with a garden, such as areas of lawn and formal clipped hedging. There are some mature trees along the boundaries. A Leylandii hedge along the eastern boundary of the existing curtilage screens the appeal site from the agricultural landscape to the east. In my view, the appeal site has very little in common, in terms of character and appearance, with the predominantly agricultural landscape of the nearby open countryside. There is a man made bank along the frontage to the A29 that, despite being planted with immature shrubs, generally screens views into and out of the appeal site. In the vicinity of the appeal site, Lidsey is characterised buildings, arranged informally and spread out along the A29. Most of the properties are houses but there are some farm buildings immediately to the south of the appeal site.
7. The general thrust of the development plan policy, in line with the guidance in PPG7, is to protect the countryside for its own sake by strictly controlling development. I was not presented with evidence that the dwelling is required for agriculture or other uses requiring a countryside location. Notwithstanding this, PPG7 acknowledges that minor extensions to groups of houses may be acceptable, though "much would depend on the character of the surroundings".
8. The appeal site is, in my view, large enough to accommodate a dwelling without detracting from the character and appearance of the area. The proposed development would not erode the open character of the settlement or disturb its informality. It would not extend the built up area into the surrounding agricultural landscape or because of its relationship to open countryside detract from its character or appearance. In forming this view, I had taken into account that the appeal site is previously developed land as defined in Annex C to PPG3. PPG3 makes it clear that the fact that land may have been previously developed does not, on its own, justify development. Nevertheless, the fact that the appeal site can be regarded as previously developed land gives additional support to my conclusion on the first issue. I conclude that the proposed development would not detract from the character and appearance of the area. As such, it would comply with the guidance on residential development contained in PPG7 and PPG3.
9. In coming to this conclusion, I have had regard to the previous appeal decision referred to by the Council on the site of the former Mission Hall, which I visited. However, I consider that the site in that case has very different characteristics. It is in a much more

prominent position in relation to the A29 and has a closer relationship to the open countryside compared to the appeal site. Therefore, I consider that the previous appeal decision should be given little weight.

Issue Two: Highway Safety

10. It is proposed to separate vehicular movements between two existing entrance points described as A and B on the plans. Entrance A would be used by both properties for access only when coming from the south. Entrance B would be used by occupiers of the proposed development together with the existing property for access to both properties from the north and as an exit for journeys north and south. Entrance A is situated where the road is straight and level in both directions. I noted that Entrance B is on the outside of a bend and that the carriageway is level towards the south with a slight incline away from the appeal site towards another bend to the north. There are also directional chevron signs erected close to Entrance B and a double white line in the centre of the carriageway. The speed limit in this part of the A29 is 50mph, but there are signs advising drivers to slow to 25mph on the approaches to the bends from both directions.
11. I noted that whilst traffic coming from the south tends to slow as it approaches Entrance B on the bend, speeds are still relatively high at the point where Entrance A is located. I observed that the speed of traffic coming from the north towards the appeal site is reduced because it approaches Entrance B having already negotiated a quite tight bend. I noted a tendency for speed to increase as vehicles moved away from the bend into the straighter part of the carriageway in the direction of Entrance A.
12. Given the above, I believe that additional turning movements into Entrance A would be detrimental to highway safety. Vehicles would be turning across oncoming traffic coming from the north that would be accelerating having negotiated the double bend. Both parties referred to the guidelines for sight lines set out in Design Bulletin 32. I consider that the highway authority is right to insist on a high standard of sight lines. Manoeuvres in both directions from Entrance B would require breaking into traffic flows along the A29 that, from my observations, can be relatively high. For this reason, together with the configuration of the bend and the position of Entrance B in relation to it, I believe it would be dangerous to accept sight lines at the lower end of the guidelines given in Design Bulletin 32 as suggested on behalf of the appellant. I also consider that the narrowness of the drive at Entrance B could lead to situations when a vehicle coming from the north making a left turn into the site could not do so if another vehicle was waiting to exit. In my view, a vehicle waiting in the carriageway to turn left into Entrance B would create a dangerous situation for drivers negotiating the double bend from the north.
13. I also have strong reservations as to whether the occupiers of the proposed dwelling would use the entrances in the way proposed. I have considered the possibility of a condition to ensure compliance but I believe such a condition would be very difficult to enforce. I therefore conclude that the proposed development would be detrimental to highway safety and the free flow of traffic. As such, it would be contrary to SP Policy T14 and LP Policy EVT7.
14. For the appellant it is argued that no highway objection was raised in relation to the previous appeal on the former Mission Hall site despite that proposal being served by

inferior access arrangements. That site is in a different position on the A29 and, in my view, the behaviour of drivers in that location is different.

Conclusions

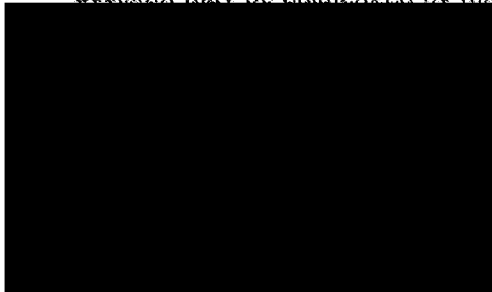
15. Notwithstanding my conclusion on the effect of the proposed development on the character and appearance of the area, I consider that it would have a seriously detrimental impact on highway safety and the free flow of traffic. For the reasons given above and having regard to all other matters raised, I conclude that the appeal should be dismissed.

Formal Decision

16. In exercise of the powers transferred to me, I dismiss the appeal.

Information

17. A separate note is attached setting out the circumstances in which the validity of this decision may be challenged by making an application to the High Court.



INSPECTOR

APPENDIX 4: Bus Service Timetable

66

Bognor Regis - Barnham - Yapton - Walberton - Bognor Regis

67

Bognor Regis - N Felpham - Glenwood Estate - Bognor Regis



66 BOGNOR REGIS - BARNHAM - YAPTON - WALBERTON - BOGNOR REGIS

Mondays to Saturdays

NS Sat

Bognor Regis, High Street	0705	0715	0815	1015	1215	1435A	1615	1735
Bognor Regis Station, Longford Rd	0708	0718	0818	1018	1218	1438A	1618	1738
Tesco, Shripney Road	0712	0721	0821	1021	1221	1441A	1621	1741
Shripney, Robin Hood	0715	0724	0824	1024	1224	1444A	1624	1744
Westergate, Barnett Close	0721	0730	0831	1031	1231	1456B	1631	1751
Barnham, Station	0726	0735	0836	1036	1236	1501	1636	1756
Yapton, Canal Road	0731	0740	0841	1041	1241	1506	1641	1801
Yapton, Sparks Comer	0734	0742	0844	1043	1243	1508	1643	1803
Walberton, Old Vicarage	0743	0748	0852	1049	1249	1514	1649	1809W
Barnham, Station	0749	0753	0857	1054	1254	1519	1654	....
Westergate, Westergate Mews	0754	0758	0902C	1059	1259	1524	1659	....
Shripney, Robin Hood	0800	0804	0910C	1106	1306	1531	1706	....
Tesco, Shripney Road	0803	0807	0913C	1109	1309	1534	1709	....
Bognor Regis Station, Longford Rd	0806	0810	0917C	1112	1312	1537	1712	....
Bognor Regis, High Street	0809D	0813D	0920C	1115	1315	1540	1715D	....

67: BOGNOR REGIS - N FELPHAM - GLENWOOD ESTATE - BOGNOR REGIS

Mondays to Saturdays

Bognor Regis, High Street	....	....	0950	1150	1350	1550	....	....
North Felpham, Wroxham Way	....	....	0956	1156	1356	1556	....	....
Glenwood Estate Shops	....	....	1004	1204	1404	1604	....	....
Bognor Regis, High Street	....	....	1010	1210	1410	1610	....	....

A - operates 5 minutes later on Saturdays and in School Holidays
B - on Schooldays operates via Ormiston Six Villages Academy departing 1451
C - WSCC Concessionary card accepted from these points
D - returns to High St via Richmond Rd, Lyon St W, Sudley Rd - not via Canada Grove, Queensway.
W - continues to Walberton, The Green
NS - does not operate on Saturdays
Sat - operates Saturdays only

Timetable Effective from 1st September 2015

APPENDIX 5: Traffic Speed and Volume Data

Site Number: 00005169

A29, Lidsey Road, Bognor, W.Sussex The Old Cottage

Details

Site Reference: 00005169

Grid Reference: 493914,103114

Site Configuration:

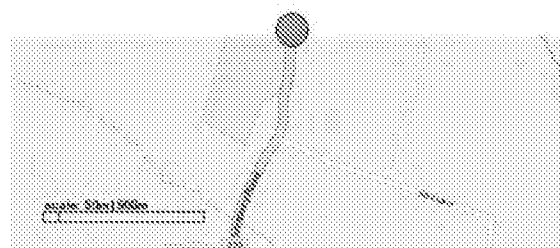
Interval: 60

Telemetry: No

Channels

Channel 1: Southbound (South)

Channel 2: Northbound (North)



Location



A5169 SB.JPG



A5169 NB.JPG

A29, Lidsey Road, Bognor, W.Sussex The Old Cottage

Site Number: 00005169

From 15/03/2016 To 23/03/2016

Site Reference: 00005169

Speed Summary(All Days) Report

No Filters Applied

Southbound

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6MPH	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 =>61
00:00	28	36	33	4	0	0	0	0	0	7	15	4	1	0	0	0	0
01:00	16	38	33	4	0	0	0	0	0	5	7	3	0	0	0	0	0
02:00	11	36	32	5	0	0	0	0	0	4	4	2	0	0	0	0	0
03:00	12	36	33	4	0	0	0	0	0	2	7	2	1	0	0	0	0
04:00	12	35	33	4	0	0	0	0	1	2	8	2	0	0	0	0	0
05:00	31	38	33	4	0	0	0	0	1	6	17	6	1	0	0	0	0
06:00	90	38	33	4	0	0	0	0	2	16	51	19	2	0	0	0	0
07:00	251	36	32	5	0	0	5	7	5	57	145	31	1	0	0	0	0
08:00	395	35	32	4	0	0	0	2	20	123	217	30	2	0	0	0	0
09:00	390	35	31	4	0	0	2	4	15	147	199	21	2	0	0	0	0
10:00	399	35	31	4	0	0	1	4	19	161	192	21	1	0	0	0	0
11:00	404	35	31	3	0	0	0	2	16	165	202	19	1	0	0	0	0
12:00	426	35	31	4	0	0	1	3	16	156	226	24	1	0	0	0	0
13:00	410	35	31	4	0	0	1	3	15	157	211	21	1	0	0	0	0
14:00	435	35	31	3	0	0	0	2	16	171	224	20	1	0	0	0	0
15:00	446	35	32	4	0	0	2	1	16	160	238	28	2	0	0	0	0
16:00	508	35	32	4	0	0	1	7	22	155	282	38	2	0	0	0	0
17:00	503	35	32	4	0	0	1	3	14	135	307	40	2	0	0	0	0
18:00	399	35	32	3	0	0	0	2	12	150	211	23	1	1	0	0	0
19:00	241	35	31	4	0	0	1	2	10	101	111	15	1	0	0	0	0
20:00	145	36	32	4	0	0	0	0	5	50	75	14	2	0	0	0	0
21:00	98	36	32	4	0	0	0	0	3	32	51	12	1	0	0	0	0
22:00	73	36	32	4	0	0	0	1	2	23	36	9	2	0	0	0	0
23:00	54	36	33	4	0	0	0	0	1	16	29	8	1	0	0	0	0
Total																	
12H(7-19)	4967	35	32	4	0	1	15	40	186	1737	2652	317	16	2	1	0	0
16H(6-22)	5541	35	32	4	0	1	15	42	206	1935	2940	377	21	2	1	0	0
18H(6-24)	5668	35	32	4	0	1	16	43	208	1974	3005	394	24	3	1	0	0
24H(0-24)	5780	35	32	4	0	1	16	44	211	2001	3063	413	27	3	1	0	0
AM Peak	11:00 404	05:00 38	06:00 33	07:00 5	11:00 0	10:00 0	07:00 5	07:00 7	08:00 20	11:00 165	08:00 217	07:00 31	09:00 2	11:00 0	11:00 0	11:00 0	11:00 0
PM Peak	16:00 508	23:00 36	23:00 33	22:00 4	23:00 0	16:00 0	15:00 2	16:00 7	16:00 22	14:00 171	17:00 307	17:00 40	17:00 2	18:00 1	15:00 0	23:00 0	23:00 0

Local Events Included & Global Events Included

A29, Lidsey Road, Bognor, W.Sussex The Old Cottage

Site Number: 00005169

From 15/03/2016 To 23/03/2016

Site Reference: 00005169

Speed Summary(All Days) Report

No Filters Applied

Northbound

	Total Volume	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <6MPH	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 =>61
00:00	17	35	32	5	0	0	0	0	1	8	7	1	0	0	0	0	0
01:00	7		30	5	0	0	0	0	1	3	2	1	0	0	0	0	0
02:00	8		32	4	0	0	0	0	0	2	4	1	0	0	0	0	0
03:00	14	35	32	4	0	0	0	0	0	4	6	2	0	0	0	0	0
04:00	36	36	32	4	0	0	0	0	2	11	17	5	1	0	0	0	0
05:00	116	37	33	4	0	0	1	0	3	28	61	20	2	0	0	0	0
06:00	316	36	32	4	0	0	1	2	13	86	164	45	4	1	0	0	0
07:00	494	35	31	4	0	0	4	7	34	187	227	32	2	0	0	0	0
08:00	464	35	30	4	0	0	4	9	47	217	167	19	1	0	0	0	0
09:00	369	34	30	4	0	0	1	10	49	175	117	16	1	0	0	0	0
10:00	381	34	29	4	0	0	2	12	48	192	114	11	1	0	0	0	0
11:00	411	34	29	4	0	0	3	6	48	224	121	9	0	0	0	0	0
12:00	413	34	29	4	0	0	2	6	49	219	126	11	1	0	0	0	0
13:00	408	34	30	4	0	0	2	7	45	202	138	13	0	0	0	0	0
14:00	418	34	30	4	0	0	3	7	45	202	145	15	1	0	0	0	0
15:00	391	34	30	4	0	0	1	4	39	194	136	16	0	0	0	0	0
16:00	378	35	30	4	0	0	3	5	35	177	137	19	1	0	0	0	0
17:00	367	35	31	4	0	0	1	5	26	167	145	22	1	0	0	0	0
18:00	275	34	30	4	0	0	1	3	32	140	88	8	1	0	0	0	0
19:00	203	34	30	4	0	0	0	2	23	106	60	10	1	0	0	0	0
20:00	114	35	30	4	0	0	0	1	13	56	37	7	1	0	0	0	0
21:00	93	35	30	4	0	0	0	0	9	43	35	5	0	0	0	0	0
22:00	63	35	31	4	0	0	0	0	5	25	27	6	0	0	0	0	0
23:00	37	35	31	4	0	0	0	0	2	15	15	4	1	0	0	0	0
Total																	
12H(7-19)	4770	34	30	4	0	1	27	83	499	2295	1663	191	11	1	0	0	0
16H(6-22)	5495	35	30	4	0	1	28	88	556	2587	1959	258	17	2	0	0	0
18H(6-24)	5596	35	30	4	0	1	29	88	563	2627	2001	267	18	2	0	0	0
24H(0-24)	5794	35	30	4	0	1	30	89	570	2683	2099	298	21	2	0	0	0
AM Peak	07:00	05:00	05:00	01:00	11:00	08:00	07:00	10:00	09:00	11:00	07:00	06:00	06:00	06:00	10:00	11:00	11:00
	494	37	33	5	0	0	4	12	49	224	227	45	4	1	0	0	0
PM Peak	14:00	23:00	23:00	23:00	23:00	14:00	16:00	13:00	12:00	12:00	14:00	17:00	16:00	16:00	16:00	23:00	23:00
	418	35	31	4	0	0	3	7	49	219	145	22	1	0	0	0	0

Local Events Included & Global Events Included

APPENDIX 6:

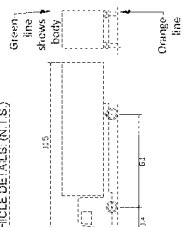
Proposed Site Access (Including swept path of HGV passing the access)



KEY:

- | | |
|-------|------------------------|
| ----- | Visibility splay lines |
| ----- | Existing Carriageway |
| ----- | New Access design |

VEHICLE DETAILS: (N.T.S.)

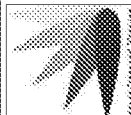


IS RIGID VEHICLE

Overall Length	115in
Overall Width	25in
Overall Body Height	37in
Track Width	35in
Lock to Lock The	400in
Kerb to Kerb Turning Radius	11m

Design speed 5kph for all Forward movements
Design speed 2.5kph for all Reverse movements

Day	Order	Details Of Issue
ORIGINAL BASE DRAWING PROVIDED BY OTHERS. BVM SHALL NOT TAKE RESPONSIBILITY FOR ANY MISMATCHES OR DISCREPANCIES		



only 10% of respondents reported that they were not involved in the decision-making process. The majority of respondents (80%) reported that they were involved in the decision-making process. The majority of respondents (80%) reported that they were involved in the decision-making process.

Direct

OLD COTTAGE LIDSEY

OPTION TWO NEW ACCESS
WITH SPA FOR LARGE RIGID

DATE	TIME	SCALE (if A3)
TE	04/12/17	1:1000
JOB NO.		REVISION NO.
OCL/SR/502		B

APPENDIX 7: WSCC Residential Car Parking Calculator



Ward Finder	Postcode
-------------	----------

No special provision need be made for visitors where at least half of the total parking provision is with a curfewment is unallotated. In other circumstances, it may be appropriate to allow for an additional demand for visitor parking of up to 0.2 spaces per dwelling.

in areas of parking constraint, levels of provision below predicted demand may be applicable.

The final is expressed as number of Rooms (Per Unit), if data is not available in this format and in bedrooms is used this will need to be converted. A general guide for conversion is as follows but

Houses	Flats
1 bed = 3 rooms	Studio = 1 room
2 bed = 4 rooms	1 bed = 2 rooms
3 bed = 5 rooms	2 bed = 3 rooms
4 bed = 6 rooms	3 bed = 4 rooms
5 bed = 7 rooms	4 bed = 5 rooms

Garages will count as 1 space when allocating spaces.

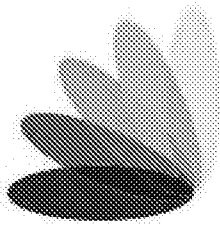
[illegible]

Ward 1	Barnham
District	Aspin
Ward 2	
District	
Ward 3	
District	
District Teapora	1.952435
Ward 2009-2026	
District Teapora	1.667644
Ward 2009-2026	

DEVELOPMENT MIX					PARKING DEMAND				
Ref.	Unit Type	Unit Tenure	Habitable Rooms (Per Unit)	No. of Units (Total)	Allocated No.	Unallocated for Residents per unit	Total	Unallocated for Visitors per unit	Total
A	Flats	Private	2	2	2	0	0	0	0
B	Houses	Private	4	10	20	0	1	0	2
C	Houses	Private	5	10	20	0	1	0	2
D	Houses	Private	6	5	10	0	1	0	1
E									
F									
G									
H									
I									
J									
K									
L									
M									
N									
O									
P									
Q									
R									
S									
Total				27	52		1.90		5.40
									61

APPENDIX 8:

Stage 1 Road Safety Audit & Designer's Response



Reeves Transport Planning

Reeves Transport Planning

**Bognor Regis
West Sussex**

Land off A29, Lidsey



Stage 1 Road Safety Audit

January Consulting

Bognor Regis West Sussex

Land off A29, Lidsey

REVISION RECORD Report Ref: 6218-01-RSA1					
Rev	Description	Date	Originator	Checked	Approved
	Final Issue	17 April 2016	JFH	IM	JFH

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BN2 9SU

Prepared by :
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Herne Farm House
2 Park Drive
Rustington
West Sussex
BN16 3DZ

SECTION 1	INTRODUCTION Background Outline of the Scheme Local Highway Network, Traffic Flow and Collision History Audit Brief and Team Membership Conduct of the Audit Structure of the Report
SECTION 2	ITEMS RAISED AT THIS STAGE 1 AUDIT General Problems and Recommendations
SECTION 3	AUDITORS STATEMENT
APPENDIX A	Documentation Provided

1 INTRODUCTION

Background

- 1.1** This report results from a Stage 1 Road Safety Audit carried out on the preliminary design of the access to a proposed residential development of land to the east of the A29, London to Bognor Regis road in Lidsey, a hamlet situated some four kilometres to the north of Bognor Regis in West Sussex. The Audit has been carried out at the request of the scheme transport consultant, Reeves Transport Planning, on behalf of their client.

Outline of the Scheme

Land Use and Planning

- 1.2** The site, attached to The Old Cottage and understood to be still in agricultural use, lies off the eastern side of the A29 in the northern part of the hamlet. The land is generally flat and at a similar level to the road and lies just to the south of the former Portsmouth to Arundel canal. Extending to around a quarter of a hectare, the site is being promoted for allocation for residential development. The site would be expected to accommodate no more than 5 houses with road layout and car and cycle parking spaces in accordance with highway authority standards.

Access to the Highway

- 1.3** The development will be accessed from the public highway by a simple priority controlled T – junction situated just to the south of the pair of bends which carry the road over the former canal. The existing property has a crossover type entrance directly off the highway on the crown of the southern of the two bends with a secondary access some 50 metres to the south. The former is to be closed and the latter is intended to become the access to both The Old Cottage and the proposed residential development.
- 1.4** The highway layout and geometrical design of the access road and its junction with the A29 will be consistent with West Sussex County Council's Local Design Guide for Residential Development.

Local Highway Network, Traffic Flows and Collision History

Local Highway Network

- 1.5** The road past the site access, the A29 London to Bognor Regis road, is a significant inter – urban road within the county and the principal access to Bognor from the north and the A27 trunk road at Fontwell. To the south the A29 continues through the village of Shripney and thence to Bognor Regis across the newly opened northern bypass of the town which provides a shorter and more direct route for the A259 south coast road from Worthing and Littlehampton to Chichester.

- 1.6** In the vicinity of the site the A29 crosses the former canal and meanders through the hamlet of Lidsey around a pair of sharp bends with signs advising drivers to adopt maximum speeds of 30 mph for the northern and then 25 mph for the southern bend. Around the southern bend both The Old Cottage and another house have access directly onto the road whilst there are also two houses to the west of the road which have separate accesses further to the south.
- 1.7** Over this section the carriageway varies in width between some 5 – 5½ metres to the south of the bend and some 5½ – 6 metres to the north but the grass verges between the edge of the carriageway and the property boundaries are very narrow. There are no cycle lanes around the bends and there are no footways along either side of the road at this point. It is clear that the road has in the past been recognised as a safety problem because a comprehensive remedial scheme has been installed including pairs of chevron boards for each direction of traffic, numerous edge marking cylinders on the eastern verge, central double white lines and single white lines along both edges of the carriageway as well as skid resistant surfacing and 'SLOW' markings reinforced by red surfacing.
- 1.8** The physical characteristics of the highway as well as the remedial measures appear to be effective in constraining vehicle speeds as no unduly high speeds were observed during the site visit despite traffic levels being significant. In the northbound direction articulated goods vehicles were observed overrunning the centrelines - in itself a safety risk – in order to avoid the extensive tree branches overhanging the highway boundary and the shrubbery and undergrowth extending to the very edge of the carriageway.
- 1.9** Over the approaches to this section of road the A29 is subject to a 50 mph speed limit but there is no illumination through the bends. Around the crown of the southern bend the road has a crossfall to a short section of low wall but the drainage is either inadequate or malfunctioning because significant water pooling was observed along the western edge. Otherwise however the surface of the carriageway appeared in reasonable condition.

Traffic Flows

- 1.10** Traffic counts have shown that peak hour flows along this section of the A29 are of the order of 870 vehicles (two way) ie almost fifteen vehicles a minute, and this level of flow continued throughout the working day. Over the twenty four hour day the total two way flow was over 11,500 vehicles. The great majority of this traffic was private cars but there were small percentages of light vans and heavy goods vehicles. Around the bend itself the 85th percentile speed of this traffic was recorded as 35 mph in each direction throughout the day - a little higher than the advisory maximum.

Collision History

- 1.11** Statistics of the personal injury accidents recorded over the five year period up to the end of December 2014 show that one serious and two slight accidents, all involving several vehicles and causing seven casualties in total, had occurred at the southern bend. These modest numbers suggest the remedial works would

have been carried out before 2010 and thus on the basis of only three accidents over five years there cannot be said to be any significant safety problem at this section of the A29.

Audit Brief and Team Membership

Audit Brief

- 1.12** The terms of reference of the audit are as described in the Design Manual for Roads and Bridges: Standard HD19/15. The Audit Team has examined and reported on the road safety implications of the proposed design which will be the subject of Section 278 Agreements as presented and which are illustrated and described in the documentation, reports and drawings provided (see Appendix A) and has not examined or verified the compliance of the design to any other criteria. Thus the Audit Team makes no comment on the justification of the scheme or the appropriateness of the measures proposed and accepts no responsibility for its design.
- 1.13** The problems identified in this report reflect those features of the design proposals which may have an adverse effect on the safety of highway users. The recommendations provide an alternative and generally improved aspect of the design but may not be the best, or only, solution and do not relieve the Designer of his responsibilities for the design of the proposed scheme.
- 1.14** No designs were supplied to the Audit Team for construction details, drainage, signing and road marking or lighting along this section of the A29 and therefore consideration of these aspects has not been included in this audit. The Audit Team understands that at this stage no relaxations of design standard have been allowed by the local highway authority in relation to these proposals.

Team Membership

- 1.15** The Audit Team membership for this audit is shown below:

John Harbidge MSc, CEng, MICE, MCIHT, MSoRSA, Dip TE
(Team Leader) – Director of January Consulting

Ian Medd MCIHT, FSoRSA
(Team Member) – Consultant to January Consulting

- 1.16** The leader of the Audit Team holds a Certificate of Competence in Road Safety Audit issued in accordance with Directive 2008/96/EC of the European Parliament.

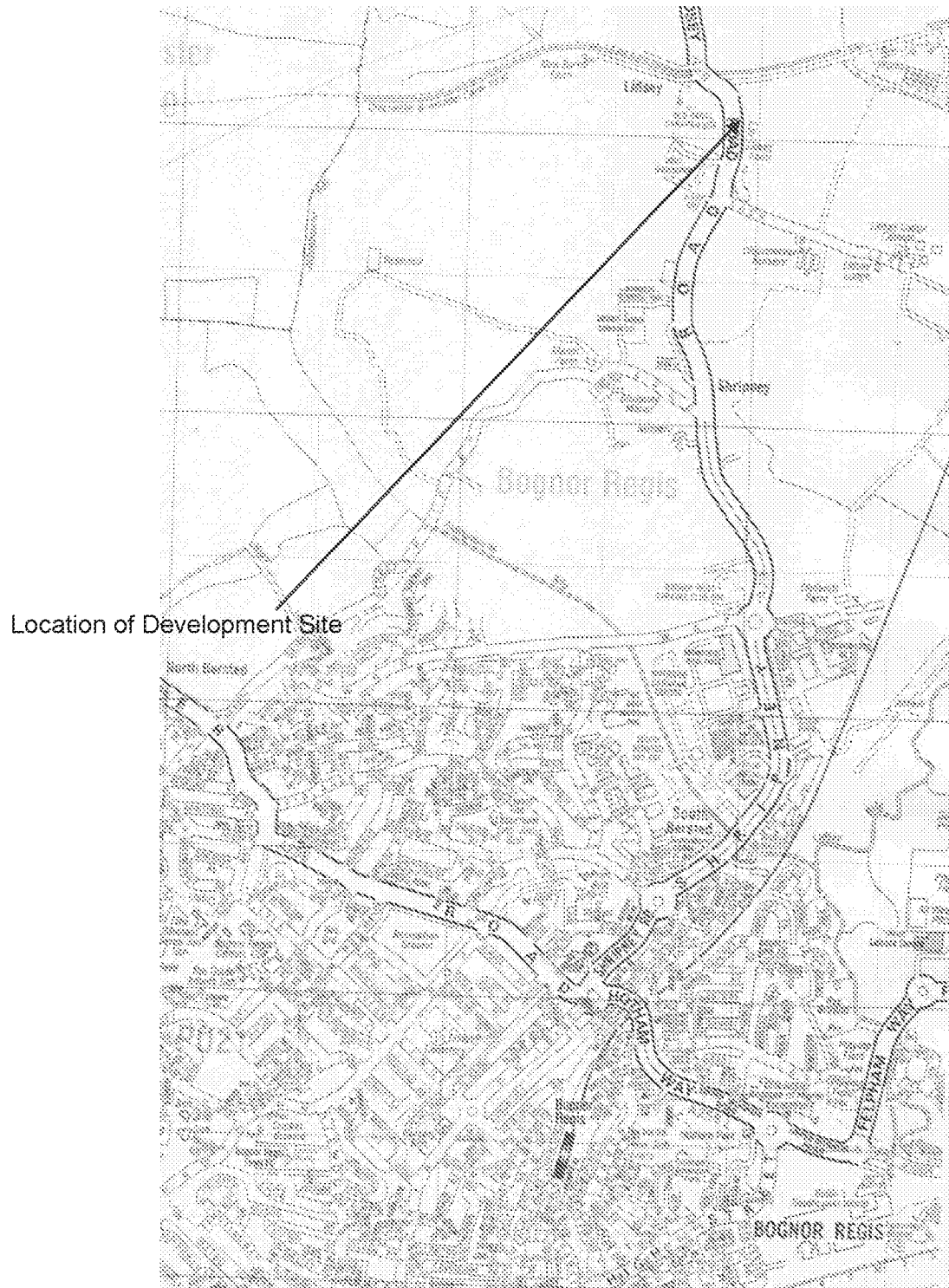
Conduct of the Audit

- 1.17** The audit was carried out during the middle of April 2016 and comprised a site visit and an examination of the documents provided by the Design Team, which are listed in Appendix A.

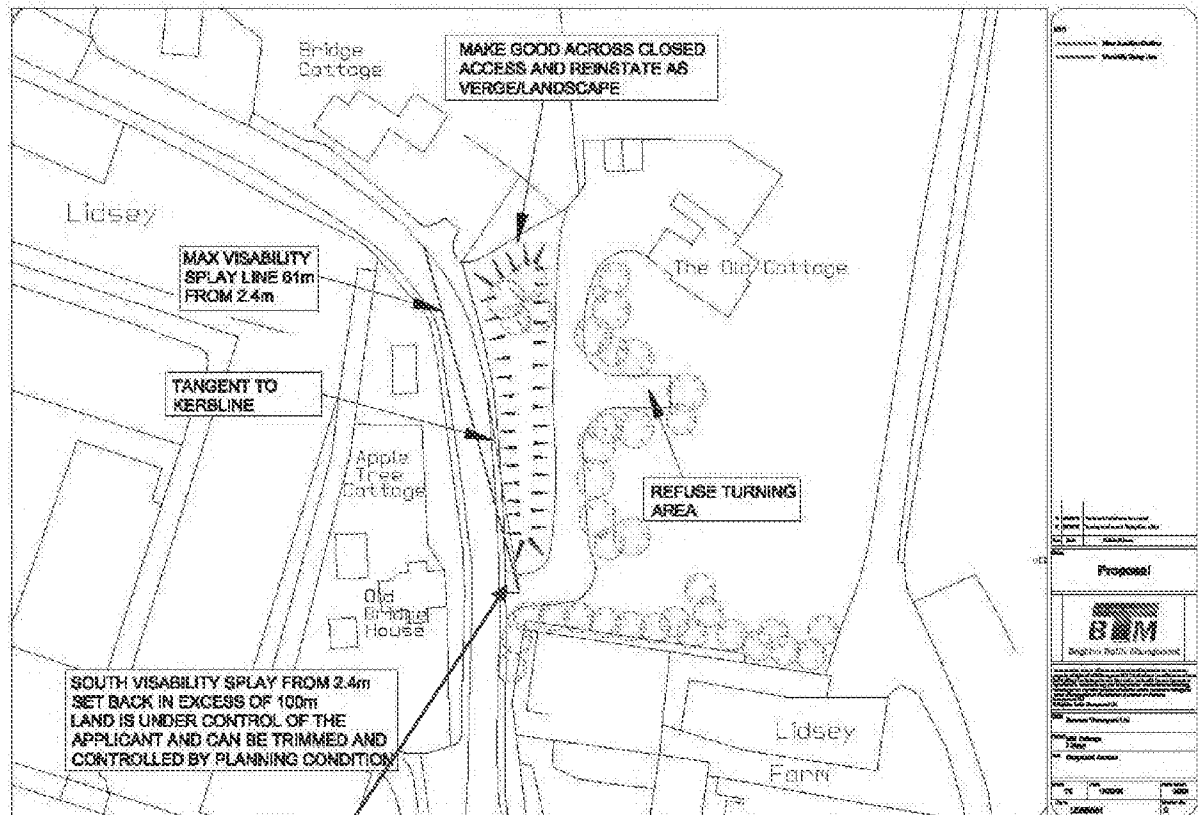
- 1.18** The Audit Team visited the site during the late morning of Friday 15 April 2016. The weather at the time of the visit was mild but there was persistent rain and the road surface was wet.

Structure of the Report

- 1.19** Following this introduction, Section 2 of this report describes each problem that has been identified and in each case provides a recommendation. Section 3 comprises the auditors' statement and Appendix A lists the documentation provided by the designer which forms the Audit Brief.
- 1.20** The location of the development is shown in Figure 1.1 and the detailed proposals subject to this audit are shown in Figure 1.2. The locations of the problems identified are shown in Figure 2.1.



Location of Development Site
Figure 1.1



Site Access Road

Site Access Proposals
Figure 1.2

2 General

- 2.1 Broadly the sequence in which the problems are identified begins with the southern approach to the access, continues with the visibility from the access itself and concludes with the northern approach to the access. This arrangement has been adopted for simplicity and has no other significance.
- 2.2 The numbering of each problem is essentially random and is not a reflection of the gravity of the problem. No indication has been given of the gravity of any of the problems raised. It is anticipated that the Designer would make this assessment but guidance can be provided by the Audit Team if required.
- 2.3 In some cases the identification of a particular problem necessarily implies another problem. In such cases each problem is highlighted separately along with their respective recommendations.

Problems and Recommendations

PROBLEM 1

Location: A29 Lidsey Road – site access

Summary: Traffic waiting to turn right into the site will have inadequate visibility of southbound traffic approaching around the bend in the road and this traffic will have too little distance within which to avoid colliding with vehicles turning into the site.

- 2.4 Partly as a result of the tree branches overhanging the highway boundary and the shrubbery and undergrowth within the western verge drivers from the south waiting to turn right into the site will have inadequate visibility of southbound traffic approaching around the bend in the road. The southbound traffic will have barely 50 metres stopping sight distance within which to avoid colliding with traffic turning right into the site. Given the observed speed of southbound traffic this is unlikely to be sufficient even under the least demanding standard and is likely to increase the risk of side swipe collisions or southbound drivers losing control of their vehicles under heavy braking whatever the prevailing condition of the road surface.

RECOMMENDATION 1

- 2.5 *Relocate the proposed access to the position of the existing access on the crown of the bend. The overhanging branches and the shrubbery and undergrowth should be removed from the western verge to maximise visibility in both directions.*

PROBLEM 2

Location: A29 Lidsey Road - site access

Summary: Traffic waiting to turn left out of the site will have inadequate visibility of southbound traffic approaching around the bend in the

road and this traffic will have too little distance within which to avoid colliding with vehicles emerging from the site.

- 2.6 Partly as a result of the tree branches overhanging the highway boundary and the shrubbery and undergrowth within the western verge drivers waiting to turn left out of the site will have inadequate visibility of southbound traffic approaching round the bend in the road. The southbound traffic will have barely 50 metres stopping sight distance within which to avoid colliding with traffic turning left out of the site. Given the observed speed of southbound traffic this is unlikely to be sufficient even under the least demanding standard and is likely to increase the risk of shunt collisions or southbound drivers losing control of their vehicles under heavy braking whatever the prevailing condition of the road surface.

RECOMMENDATION 2

- 2.7 *Relocate the proposed access to the position of the existing access on the crown of the bend where visibility in both directions will be maximised.*

PROBLEM 3

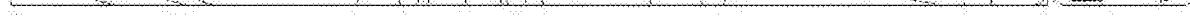
Location: A29 Lidsey road – site access

Summary: Traffic waiting to turn right out of the site will have inadequate visibility of southbound traffic approaching around the bend in the road and this traffic will have too little distance within which to avoid colliding with vehicles emerging from the site.

- 2.8 Partly as a result of the tree branches overhanging the highway boundary and the shrubbery and undergrowth within the western verge drivers waiting to turn right out of the site will have inadequate visibility of southbound traffic approaching round the bend in the road. The southbound traffic will have barely 50 metres stopping sight distance within which to avoid colliding with traffic turning right out of the site. Given the observed speed of southbound traffic this is unlikely to be sufficient even under the least demanding standard and is likely to increase the risk of side swipe collisions or southbound drivers losing control of their vehicles under heavy braking whatever the prevailing condition of the road surface.

RECOMMENDATION 3

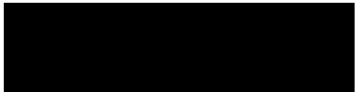
- 2.9 *Relocate the proposed access to the position of the existing access on the crown of the bend where visibility in both directions will be maximised.*



- 3.1 We certify that this audit has been carried out in accordance with HD 19/15 Road Safety Audit (part of DMRB Volume 5, Section 2, Part 2) and its requirements as well as their application by the highway authority, West Sussex County Council.
- 3.2 Neither member of the Audit Team has been involved with the engineering development of the infrastructure of the scheme and both are independent of the highway junction design process.

AUDIT TEAM LEADER

J F Harbidge

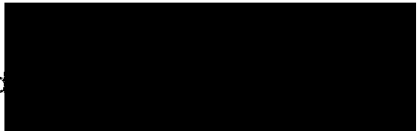
Signed: 

January Consulting

Dated: 17 April 2016

AUDIT TEAM MEMBER

I Medd

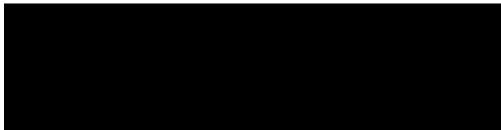
Signed: 

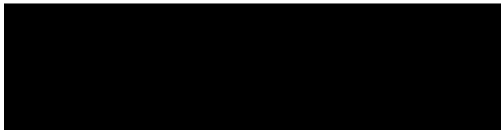
January Consulting

Dated: 17 April 2016

- 3.3 In the event of any queries over the contents of this report the Audit Team Leader may be contacted as follows:

Postal Address: Herne Farm House, 2 Park Drive, Rustington,
West Sussex BN16 3DZ

Telephone: 

Email: 

Website: www.januaryconsulting.co.uk

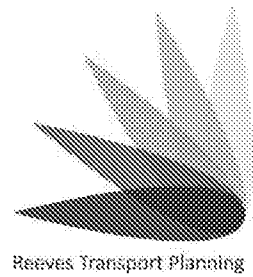
APPENDIX A

The following documents were provided by the client, Reeves Transport Planning:

Traffic Speed Survey Data – Transport Monitoring Team, ESCC..... Mar 2016

Email Correspondence Mar - Apr 2016

Drawing No.	Title	Rev
LID/SR/101	Proposed Access, The Old Cottage, Lidsey	D



LAND AT OLD COTTAGE, LIDSEY, PO22 9PQ

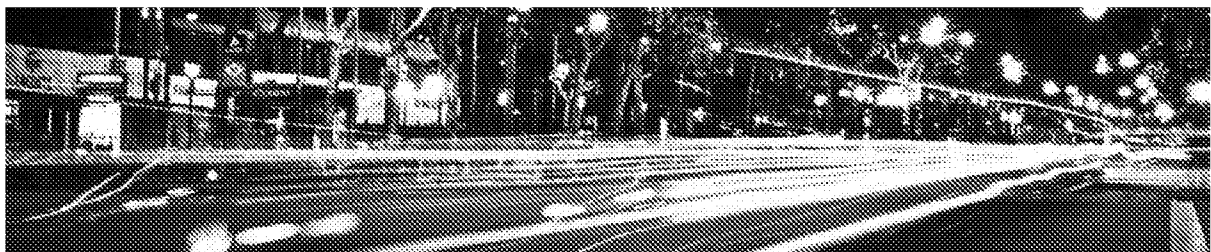
DESIGNER'S RESPONSE TO STAGE 1 ROAD SAFETY AUDIT

Drafted

May 2016

Prepared for:
Design Directive Limited

Prepared by:
REEVES TRANSPORT PLANNING LTD
6 Beaufort Terrace
Brighton
BN2 9SU



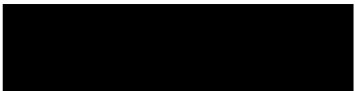
AUTHORISATION SHEET

Project: Land at Old Cottage, Lidsey, PO22 9PQ
Report Title: Stage 1 Road Safety Audit Designer's Response Report

PREPARED BY:

Name: Steve Reeves
Position: Design Leader
Signed: 
Organisation: Reeves Transport Planning
Date: 6th May 2016

APPROVED BY:

Name: Steve Reeves
Position: Project Sponsor
Signed: 
Organisation: Reeves Transport Planning
Date: 6th May 2016
Route Name: Land at Old Cottage, Lidsey, PO22 9PQ
Scheme: New Access Road to development proposal
Road Safety Audit: Stage 1

1 Introduction

1.1 A Stage 1 Road Safety Audit was carried out in April 2016 by an independent team. Details are shown on the report of the Safety Audit.

1.2 The proposal is to seek planning permission to develop land on the eastern side of the A29 Lidsey Road. Currently the land forms a garden to the property known as Old Cottage.

1.3 This Designer's response to the Stage 1 Road Safety Audit details the response of the Design Team to the problems raised by the Audit Team in the Safety Audit. For ease of reference the Safety Audit comments are repeated in italics, with the Designer's Response in bold.

1.4 For reference plan DESIGN_SGR_110216_V5 is attached to this Designer's Response as appendix 1.

2 Issues Raised at the Stage 1 Audit and the Designer's Response

2.1 PROBLEM 1

Location: A29 Lidsey Road – site access

Summary: Traffic waiting to turn right into the site will have inadequate visibility of southbound traffic approaching around the bend in the road and this traffic will have too little distance within which to avoid colliding with vehicles turning into the site.

Partly as a result of the tree branches overhanging the highway boundary and the shrubbery and undergrowth within the western verge drivers from the south waiting to turn right into the site will have inadequate visibility of southbound traffic approaching around the bend in the road. The southbound traffic will have barely 50 metres stopping sight distance within which to avoid colliding with traffic turning right into the site. Given the observed speed of southbound traffic this is unlikely to be sufficient even under the least demanding standard and is likely to increase the risk of side swipe collisions or southbound drivers losing control of their vehicles under heavy braking whatever the prevailing condition of the road surface.

RECOMMENDATION 1

Relocate the proposed access to the position of the existing access on the crown of the bend. The overhanging branches and the shrubbery and undergrowth should be removed from the western verge to maximise visibility in both directions.

DESIGNER'S RESPONSE

Access to development site moved as described

Audit Team Comment

No further comment needed with respect to the design. However the highway authority must be prevailed upon to remove the overhanging branches, shrubbery and undergrowth and to establish a maintenance regime that will ensure such growth does not recur.

2.2 PROBLEM 2

Location: A29 Lidsey Road - site access

Summary: Traffic waiting to turn left out of the site will have inadequate visibility of southbound traffic approaching around the bend in the road and this traffic will have too little distance within which to avoid colliding with vehicles emerging from the site.

Partly as a result of the tree branches overhanging the highway boundary and the shrubbery and undergrowth within the western verge drivers waiting to turn left out of the site will have inadequate visibility of southbound traffic approaching round the bend in the road. The southbound traffic will have barely 50 metres stopping sight distance within which to avoid colliding with traffic turning left out of the site. Given the observed speed of southbound traffic this is unlikely to be sufficient even under the least demanding standard and is likely to increase the risk of shunt collisions or southbound drivers losing control of their vehicles under heavy braking whatever the prevailing condition of the road surface.

RECOMMENDATION 2

Relocate the proposed access to the position of the existing access on the crown of the bend where visibility in both directions will be maximised.

DESIGNER'S RESPONSE

Access to development site moved as described

Audit Team Comment

No further comment needed.

2.3 PROBLEM 3

Location: A29 Lidsey road – site access

Summary: Traffic waiting to turn right out of the site will have inadequate visibility of southbound traffic approaching around the bend in the road and this traffic will have too little distance within which to avoid colliding with vehicles emerging from the site.

Partly as a result of the tree branches overhanging the highway boundary and the shrubbery and undergrowth within the western verge drivers waiting to turn right out of the site will have inadequate visibility of southbound traffic approaching round the bend in the road. The southbound traffic will have barely 50 metres stopping sight distance within which to avoid colliding with traffic turning right out of the site. Given the observed speed of southbound traffic this is unlikely to be sufficient even under the least demanding standard and is likely to increase the risk of side swipe collisions or southbound drivers losing control of their vehicles under heavy braking whatever the prevailing condition of the road surface.

RECOMMENDATION 3

2.9 Relocate the proposed access to the position of the existing access on the crown of the bend where visibility in both directions will be maximised.

DESIGNER'S RESPONSE

Access to development site moved as described

Audit Team Comment

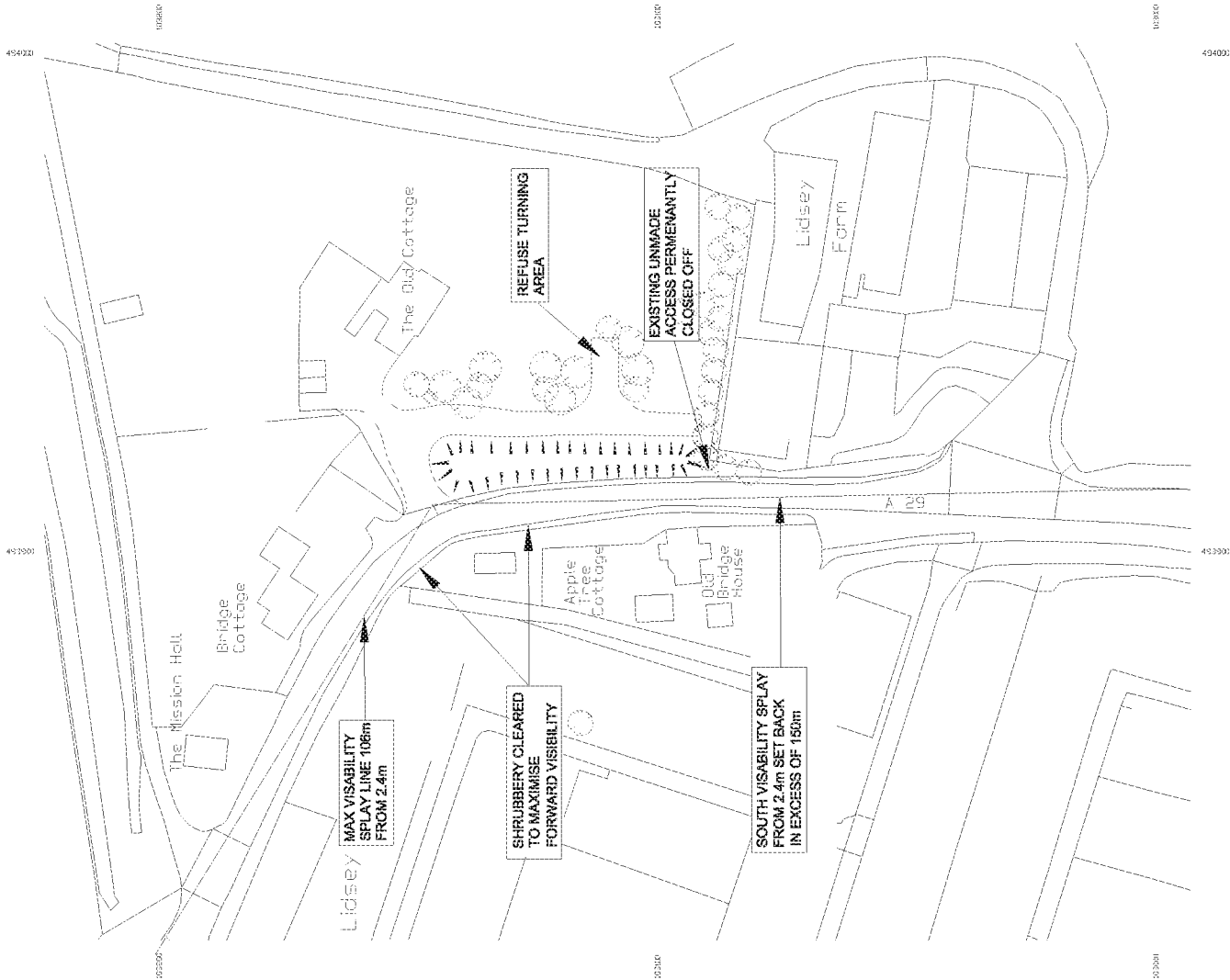
No further comment needed.

APPENDIX 1:

SITE ACCESS LAYOUT PLAN – DESIGN_SGR_110216_V5

Scale: 1:1000
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client and is not to be used for any other purpose without the written permission of the client.

KEY:
New Junction Outline
Visibility Splay Line



APPENDIX 9: TRICS Data Set

Calculation Reference: AUDIT-753101-160405-0404

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED

VEHICLESSelected regions and areas:

03	SOUTH WEST	
	DV DEVON	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	4 days
10	WALES	
	CM CARMARTHENSHIRE	1 days
	PS POWYS	1 days
12	CONNAUGHT	
	LT LEITRIM	1 days
	MA MAYO	1 days
	RO ROSCOMMON	4 days
14	LEINSTER	
	KD KILDARE	1 days
16	ULSTER (REPUBLIC OF IRELAND)	
	CV CAVAN	1 days
	DN DONEGAL	4 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
 Actual Range: 7 to 146 (units:)
 Range Selected by User: 4 to 4334 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/08 to 12/11/15

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	3 days
Tuesday	3 days
Wednesday	2 days
Thursday	4 days
Friday	6 days
Saturday	1 days
Sunday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	20 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	10
Edge of Town	10

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

C3

20 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000

10 days

5,001 to 10,000

3 days

10,001 to 15,000

7 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,000 or Less

4 days

5,001 to 25,000

16 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0

2 days

1.1 to 1.5

18 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No

20 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1	CM-03-A-01	DETAT./BG'LOWS	CARMARTHENSHIRE
	TREVAUGHAN ROAD		
	TREVAUGHAN		
	CARMARTHEN		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	17	
	Survey date: SATURDAY	13/09/08	Survey Type: MANUAL
2	CV-03-A-01	DETACHED	CAVAN
	DUBLIN ROAD		
	CAVAN		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	37	
	Survey date: TUESDAY	18/12/12	Survey Type: MANUAL
3	DN-03-A-02	DETACHED	DONEGAL
	GLENFIN ROAD		
	BALLYBOFEY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	7	
	Survey date: THURSDAY	05/09/13	Survey Type: MANUAL
4	DN-03-A-03	DETACHED/SEMI-DETACHED	DONEGAL
	THE GRANGE		
	GLENCAR IRISH		
	LETTERKENNY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	50	
	Survey date: MONDAY	01/09/14	Survey Type: MANUAL
5	DN-03-A-04	SEMI-DETACHED	DONEGAL
	GORTLEE ROAD		
	GORTLEE		
	LETTERKENNY		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	83	
	Survey date: FRIDAY	26/09/14	Survey Type: MANUAL
6	DN-03-A-05	DETACHED/SEMI-DETACHED	DONEGAL
	GORTLEE ROAD		
	GORTLEE		
	LETTERKENNY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	146	
	Survey date: WEDNESDAY	03/09/14	Survey Type: MANUAL
7	DV-03-A-02	HOUSES & BUNGALOWS	DEVON
	MILLHEAD ROAD		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	116	
	Survey date: FRIDAY	25/09/15	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	DV-03-A-03	TERRACED & SEMI DETACHED	DEVON
	LOWER BRAND LANE		
	HONITON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	70	
	Survey date: MONDAY	28/09/15	Survey Type: MANUAL
9	KD-03-A-02	TERRACED/SEMI-D.	KILDARE
	CEDARWOOD PARK		
	MORRISTOWN ROAD		
	NEWBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	71	
	Survey date: TUESDAY	12/05/09	Survey Type: MANUAL
10	LT-03-A-01	SEMI-DETACHED & DETACHED	LEITRIM
	ARD NA SI		
	ATTIRORY		
	CARRICK-ON-SHANNON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	90	
	Survey date: FRIDAY	24/04/15	Survey Type: MANUAL
11	MA-03-A-01	SEMI-DET. & TERRACED	MAYO
	N26 STATION ROAD		
	BALLINA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	74	
	Survey date: FRIDAY	15/07/11	Survey Type: MANUAL
12	NY-03-A-02	DETACHED	NORTH YORKSHIRE
	CLOTHERHOLME ROAD		
	RIPON		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	22	
	Survey date: SUNDAY	21/09/08	Survey Type: MANUAL
13	NY-03-A-06	BUNGALOWS & SEMI DET.	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	115	
	Survey date: FRIDAY	14/10/11	Survey Type: MANUAL
14	NY-03-A-07	DETACHED & SEMI DET.	NORTH YORKSHIRE
	CRAVEN WAY		
	BOROUGHBRIDGE		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	23	
	Survey date: TUESDAY	18/10/11	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

15	NY-03-A-11	PRIVATE HOUSING	NORTH YORKSHIRE
	HORSEFAIR		
	BOROUGHBRIDGE		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	23	
	Survey date: WEDNESDAY	18/09/13	Survey Type: MANUAL
16	PS-03-A-02	DETACHED/SEMI-DETACHED	POWYS
	GUNROG ROAD		
	WELSHPOOL		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	28	
	Survey date: MONDAY	11/05/15	Survey Type: MANUAL
17	RO-03-A-01	MIXED HOUSES	ROSCOMMON
	GALWAY ROAD		
	ROSCOMMON		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	80	
	Survey date: THURSDAY	07/05/09	Survey Type: MANUAL
18	RO-03-A-02	SEMI DET. & BUNGALOWS	ROSCOMMON
	SLIGO ROAD		
	BALLAGHADERREEN		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	31	
	Survey date: THURSDAY	14/07/11	Survey Type: MANUAL
19	RO-03-A-03	DETACHED HOUSES	ROSCOMMON
	N61		
	GREATMEADOW		
	BOYLE		
	Edge of Town		
	No Sub Category		
	Total Number of dwellings:	23	
	Survey date: THURSDAY	25/09/14	Survey Type: MANUAL
20	RO-03-A-04	SEMI DET. & BUNGALOWS	ROSCOMMON
	EAGLE COURT		
	ARDNANAGH		
	ROSCOMMON		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of dwellings:	39	
	Survey date: FRIDAY	26/09/14	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	57	0.045	20	57	0.183	20	57	0.228
08:00 - 09:00	20	57	0.126	20	57	0.411	20	57	0.537
09:00 - 10:00	20	57	0.215	20	57	0.270	20	57	0.485
10:00 - 11:00	20	57	0.165	20	57	0.197	20	57	0.362
11:00 - 12:00	20	57	0.160	20	57	0.167	20	57	0.327
12:00 - 13:00	20	57	0.224	20	57	0.230	20	57	0.454
13:00 - 14:00	20	57	0.252	20	57	0.244	20	57	0.496
14:00 - 15:00	20	57	0.237	20	57	0.252	20	57	0.489
15:00 - 16:00	20	57	0.295	20	57	0.208	20	57	0.503
16:00 - 17:00	20	57	0.332	20	57	0.220	20	57	0.552
17:00 - 18:00	20	57	0.398	20	57	0.254	20	57	0.652
18:00 - 19:00	20	57	0.360	20	57	0.245	20	57	0.605
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.809			2.881			5.690

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected: 7 - 146 (units:)
 Survey date range: 01/01/08 - 12/11/15
 Number of weekdays (Monday-Friday): 18
 Number of Saturdays: 1
 Number of Sundays: 1
 Surveys manually removed from selection: 2

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix 10

Collision Data

A29 – West Sussex – Reeves

Collision report 01/03/2011 – 29/02/2016

Date produced
08 April 2016

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.

Sussex Safer Roads
P A R T N E R S H I P

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.

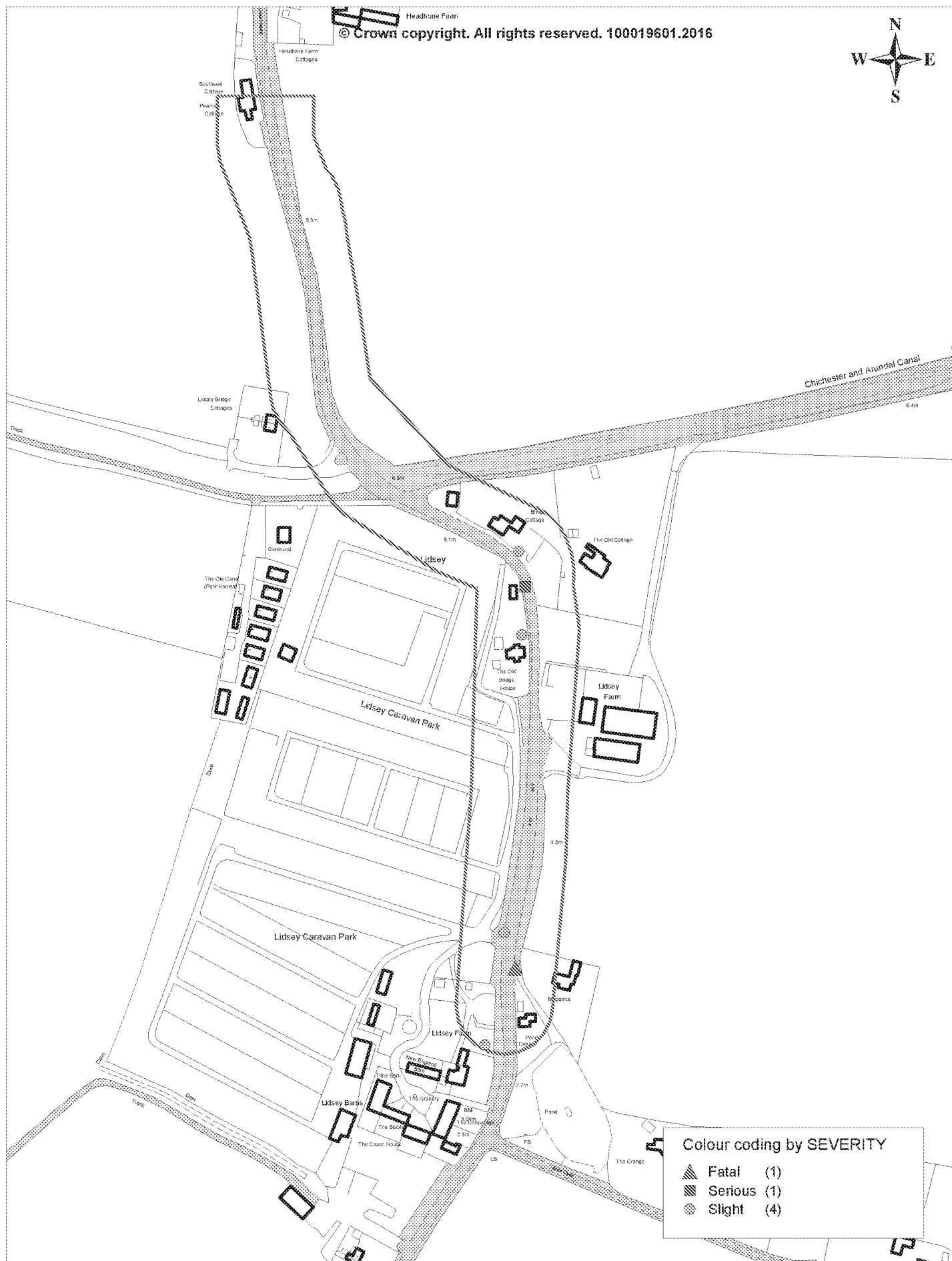
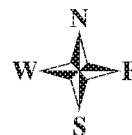
Sussex Safer Roads Partnership does not hold collision data either where there are no recorded casualties or the incident has not been reported to Sussex Police.

For further information:

web: www.sussexsaferroads.gov.uk



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Colour coding by SEVERITY

- ▲ Fatal (1)
- Serious (1)
- Slight (4)

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Sussex Safer Roads
PARTNERSHIP

Collision data
A29 - West Sussex - Reeves
01/03/2011 - 29/02/2016

SCALE	1 : 3150
DATE	08/04/2016
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - 01/03/2011 to 29/02/2016 (60) months

Selection:

Notes:

Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles							Casualties		
			Veh No.	Type	Age	Mam	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:												

1105637 Saturday A29 LIDSEY ROAD 56m North of U
10/09/2011 SACK LANE Veh 2 Car Parked 0 to 0
R1: A 29 2225 hrs Veh 1 Car 38 Go/ahead LH bend S to NW Dri M 38 Slight
Darkness: no street lighting
E 493,880 Dry
N 102,850 Fine without high winds
50 mph

Causation Factor:

Participant:

Confidence:

1st: Impaired by alcohol

Vehicle 001

Very Likely

V1 TRAVELLING NORTH ALONG THIS ROAD WHEN HE NEGOTIATED THE RIGHT BEND HE LOST CONTROL OF HIS CAR CAUSING IT TO LEAVE THE ROAD AT HIS NEAR SIDE COLLIDING WITH PARKED UNATTENDED V2 ON THE WEST SIDE OF THE ROAD THIS THEN PUSHED V2 EAST ACROSS THE CARRIAGEWAY COMING TO REST ON THE SOUTHBOUND LANE AT A NE ANGLE. AS A RESULT BOTH VEHICLES WERE BADLY DAMAGED.

1106830 Sunday A29 SHRIPNEY ROAD 358m North of U
30/10/2011 SACK LANE LIDSEY FARM Veh 2 Car 37 Go/ahead LH bend S to NW Dri M 37 Serious
R1: A 29 1547 hrs Veh 2 Car 37 Go/ahead LH bend S to NW RSP F 39 Slight
Veh 2 Car 37 Go/ahead LH bend S to NW FSP M 15 Slight
E 493,905 Wet/Damp Veh 2 Car 37 Go/ahead LH bend S to NW RSP F 40 Serious
N 103,136 Fine without high winds Veh 3 Car 30 Go/ahead RH bend NW to S
50 mph Veh 1 Car 45 Go/ahead RH bend NW to S Dri F 45 Serious

Causation Factor:

Participant:

Confidence:

1st: Sudden braking

Vehicle 001

Very Likely

2nd: Loss of control

Vehicle 001

Very Likely

V1 TRAVELLING SOUTH LOST CONTROL ON RIGHT HAND BEND COLLIDING WITH V2 TRAVELLING NORTH. V3 GENTLY COLLIDED WITH THE REAR OF V2. V1 TRAVELLING AT A SPEED NOT APPROPRIATE FOR THE CONDITIONS BRAKED AND LOST CONTROL.

1305176 Wednesday A29 BOGNOR REGIS 72M NORTH OF
02/10/2013 U SACK LANE OUTSIDE O/S LIDSEY Veh 1 Car Go/head S to N Ped M 42 Slight
R1: A 29 1845 hrs CARAVAN PARK
Darkness: street lights present
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

Details of Personal Injury Accidents for Period - 01/03/2011 to 29/02/2016 (60) months

Selection:

Notes:

Selected using Manual Selection

Police Ref.	Day	Location Description	Vehicles						Casualties		
			Veh No.	Type	Age	Mam	Dri	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:											

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

Causation Factor:

1st: Poor turn or manoeuvre
2nd: Failed to look properly

Participant:

Vehicle 1 Very Likely
Vehicle 1 Very Likely

Confidence:

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

Causation Factor:

1st: Careless/Reckless/In a hurry
2nd: Loss of control

Participant:

Vehicle 1 Possible
Vehicle 1 Possible

Confidence:

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

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

Causation Factor:

1st: Road layout (eg bend, hill etc.)
2nd: Sudden braking

Participant:

Vehicle 1 Possible
Vehicle 1 Very Likely

Confidence:

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 VEHICLE/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.