

Highgate*Transportation*

Woodgate Nurseries and Adjacent Lane

Proposal for up to 150 residential dwellings

Technical Note in Response to WSCC Highways Comments
(2401/TN/04)

October 2024

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1.0 Introduction

- 1.1 This report (2401/TN/04) has been prepared by Highgate Transportation Limited (HTp) in response to comments received by WSCC Highways to the planning application (ref: AL/89/24/OUT) for 130 residential dwellings on land at Woodgate Nurseries and Adjacent Land, to the west of Lidsey Road.
- 1.2 The application was supported by a Transport Assessment (ref: HTp/2401/TA/01) and Residential Travel Plan (ref: HTp/2401/RTP/01)
- 1.3 Comments were provided by WSCC Highways on 19th September 2024 with a recommendation of more information required. The highway officer comments are contained in **Appendix 1** and the requests for additional information are summarised as follows:
 - i. Provide Personal Injury Accident data for January 2023 to the most recent date available
 - ii. Provide the highway officer with the Stage 1 Road Safety Audit Decision log
 - iii. A plan demonstrating the design details of the foot, cycle and emergency connection to the A29, with the plan including how the proposed works interface with the proposed works as part of the Woodgate Centre off-site foot and cycle works
 - iv. The Travel Plan is to be updated to include for penalty measures
- 1.4 The above comments are addressed in this Technical Note.
- 1.5 A further two comments were provided by WSCC Highways with regard to updating the capacity modelling to take into account an additional 689 dwellings associated with BEW Consortium and the Meadow Way development recently allowed at appeal (LPA ref: AL/178/22/OUT, PINS ref: APP/C3810/W/23/3323858), as well as a review of the A29 level crossing barrier timings. These comments will be addressed separately.

2.0 Response to Highway Officer Comments

2.1 As set out in **Section 1.0** of this Technical Note, the highway officer requested additional information regarding the following:

- i. Personal Injury Accident data
- ii. Road Safety Audit
- iii. Pedestrian/cycle/emergency vehicle access and how it ties into the local highway network
- iv. Travel Plan

2.2 The four comments are addressed in turn.

Personal Injury Accident Data

2.3 The Transport Assessment provided Personal Injury Accident (PIA) data for the period January 2018 to December 2022.

2.4 The highway officer has requested that data is obtained for January 2023 to the most recent date available.

2.5 Data has been obtained from Sussex Police for the period of 1st January 2023 to 30th June 2024. The data and map are contained in **Appendix 2**.

2.6 The PIA data confirms that there have been 16 PIA recorded on the highway network in the study area between 1st January 2023 and 30th June 2024, of which 11 were recorded as 'slight', four recorded as 'serious' and one as 'fatal'.

2.7 The 'fatal' PIA occurred in June 2024 on Shripney Road around 350 metres north of the junction with Shripney Lane and involved two cars.

2.8 The PIA recorded as 'serious' are summarised as follows:

- i. One PIA was recorded on Westergate Street near the junction with Nyton Road in March 2023 and involved one car going ahead on a left bend.
- ii. One PIA was recorded on Westergate Street at the junction with Olivers Meadow in May 2023 and involved a car turning right and a motorcycle going ahead.
- iii. One PIA was recorded on Shripney Road around 45 metres from the junction with Shripney Road providing access to residential dwellings in June 2023. The PIA involved a car and light goods van.
- iv. One PIA was recorded at Eastergate Square at the roundabout with Fontwell Avenue in June 2023 and involved a car and pedal cycle.

2.9 From a review of the data, and consideration of the proposed site access, it is concluded that there is no pattern in PIA in the vicinity of the site, and therefore there are no underlying road safety issues on the local highway network that would be exacerbated by the proposed development.

Road Safety Audit

- 2.10 A Stage 1 Road Safety Audit was carried out in June 2024 and was included within the Transport Assessment.
- 2.11 The audit Decision Log has been provided to WSCC Highways.
- 2.12 WSCC Highways have provided their response in the Decision Log, contained at **Appendix 3** and it is confirmed that all problems raised in the Stage 1 Road Safety Audit have been addressed and WSCC Highways have signed the Road Safety Audit.
- 2.13 Therefore, this comment has been addressed.

Pedestrian/Cycle/Emergency Vehicle Access and how it ties into the Local Highway Network

- 2.14 WSCC Highways have requested that a plan is provided which shows the design details of the pedestrian, cycle and emergency vehicle access which connects to the A29 Woodgate Road, with the plan showing how the proposed works interface with the works proposed as part of the nearby Woodgate Centre off-site pedestrian and cycle works.
- 2.15 Drawing HTP/2401/04/C, contained in **Appendix 4** demonstrates how our proposals will tie into the 3.0 metre wide shared footway/cycleway provided as part of the Woodgate Centre proposals, including a crossing.
- 2.16 This plan has been provided to the highway officer under separate cover and it has been confirmed by WSCC Highways that there are no further comments on the proposals, and that signage and road markings will be considered in detail at the detailed design stage. Email correspondence is contained in **Appendix 5**.
- 2.17 Therefore, this comment has been addressed.

Travel Plan

- 2.18 The highway officer confirmed that the Travel Plan provided as part of the planning application (ref: HTP/2401/RTP/01, dated July 2024) is largely acceptable.
- 2.19 It has been requested that the Travel Plan includes a list of 'penalty measures' to be implemented in the event that the five-year trip reduction target is not met. The measures could include the provision of a second round of travel vouchers for each household for redemption towards bus season tickets, bus 'taster' tickets, bicycle purchase, active travel personal planning measures or additional on-site bicycle parking.
- 2.20 The Travel Plan has been updated (ref: HTP/2401/RTP/01/A, dated September 2024) to include the penalty measures. The Travel Plan has been re-submitted for consultation by WSCC Highways.
- 2.21 Therefore, it is considered that the highway officer's comment has been addressed.

3.0 Summary

- 3.1 This Technical Note has provided further information as requested with regard to the following:
- i. Personal Injury Accident data
 - ii. The Road Safety Audit
 - iii. How the proposed pedestrian/cycle/emergency vehicle access will tie into the A29 Woodgate Road and the works proposed by Woodgate Centre
 - iv. The updated Travel Plan
- 3.2 Therefore, it is considered that the highway officer has sufficient information to make an informed decision on the above elements of the application.

Appendix 1

West Sussex County Council Highways Comments

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Leanne Richardson
FROM:	WSCC – Highway Authority
DATE:	19 September 2024
LOCATION:	Land at Woodgate Nurseries Lidsey Road Woodgate
SUBJECT:	AL/89/24/OUT Outline planning with all matters reserved (except access) for the demolition of existing redundant nursery buildings and other structures and erection of a residential development of with up to 130 No dwellings, informal and formal public open space, landscaping, drainage, and other associated works. This application may be a Departure from the Development Plan.
DATE OF SITE VISIT:	12 September 2024
RECOMMENDATION:	More Information Required

This is the WSCC Highways response to an outline planning with all matters reserved (except access) for the demolition of existing redundant nursery buildings and other structures and erection of a residential development of with up to 130 No dwellings, informal and formal public open space, landscaping, drainage, and other associated works.

Site location and proposed means of access.

Vehicular access to the site will be via an internal spine road provided as part of a planning consent approved under Arun District Planning reference AL/70/23/OUT. The access to the A29 Lidsey Road incorporated a bellmouth junction with ghosted island right turn lane with the A29 Lidsey Road that was also approved as part of the earlier AL/129/21/OUT consent. An additional access for pedestrians and cyclists is also proposed, taken directly from the A29 to the northeast of the site. Further comments about this will be made elsewhere in this response.

Access on foot, bicycle and public transport.

Walking and cycling - The access arrangement granted planning permission as part of AL/129/21/OUT includes a footway connection to the existing footway along the western side of the A29 Lidsey Road to connect with the existing shared footway/cycle path to the north. This shared path continues north towards Woodgate. The approved access arrangement was also included in the planning application AL/70/23/OUT.

To the north of the vehicular access, the existing footway along the western side of the A29 Lidsey Road has been widened to 2.0 metres. This was provided as part of the 'Wings Nursery' development for up to 71 new units (ref: AL/20/21/PL and continued under s73 application ref: AL/34/22/PL). Along the site frontage of the Wings Nursery development, part of the footway was also widened to 2.0 metres.

Additionally, the development at 'The Woodgate Centre' for up to 180 residential dwellings to the east of Lidsey Road (ref: AL/107/21/PL) also includes improvements to

the existing footway and cycleway network, and improved connectivity for pedestrians and cyclists across the wider area.

Figure 2.2, found in the Transport Assessment (TA), shows the consented/approved pedestrian and cycle improvements in the locality.

The TA also explains that the strategic Barnham-Eastergate-Westergate (BEW) site (located on the eastern side of the A29 and including 'The Woodgate Centre') will also provide new walking and cycling routes for the wider area, including direct routes to and from Barnham railway station and other local facilities including schools and shops.

The BEW development also includes the diversion of the A29 via a new route. This new route includes segregated and shared-use footways and cycleways and will also reduce the volume of traffic on Lidsey Road within the vicinity of the application site, therefore improving the attractiveness of Lidsey Road for walking and cycling journeys.

Public transport (buses) - The nearest bus stops are located on the A29 Lidsey Road, approximately 90m south of the proposed pedestrian/cycle access.

The bus stops have been upgraded as part of the Wings Nursery application (ref: AL/20/21/PL) to include new shelters, hardstanding and seating.

These bus stops are served by the 66A and 66C bus services which operate between Bognor Regis, Yapton, and Walberton. 66A provides an anti-clockwise service via Yapton and Walberton and 66C provides a clockwise service via Walberton and Yapton; together there are six services which run in each direction on weekdays, with one fewer service towards Bognor on Saturdays and no services on a Sunday.

Railway - Barnham railway station is located approximately 4km (approximately a 12-minute cycle ride) to the east of the site. The station can also be reached via the 66A and 66C buses, taking approximately nine minutes. Cycle parking is available at the station (62 spaces) as is car parking (130 spaces).

Barnham railway station is located on the West Coastway Line between Brighton and Southampton, at the junction of the branch line leading to Bognor Regis. The station also regularly serves London Victoria via Gatwick Airport, Brighton, Southampton, Portsmouth and Littlehampton.

Bognor Regis railway station is located approximately 5.0km to the south of the site which equates to a 16-minute cycle ride using the A29 and other local roads.

Both stations also provide additional infrequent direct services to Bristol Temple Meads, Salisbury and Great Malvern.

Local services and access thereto - Various local facilities are to be found in Woodgate and these are also accessible on foot or by bicycle along the A29 Lidsey Road. Further services can be found in both Westergate and Eastergate to the north and are accessible via footways for the entire route. A selection of these local facilities (including distance thereto) are listed in Table 2.2 found in the TA.

Road safety.

Personal Injury Accidents (PIAs) - Personal Injury Accident (PIA) data for the period January 2018 to December 2022 has been obtained from the Crashmap Pro database for the vicinity of the proposed site, as shown in Figure 2.3 found in the TA. The area examined extends from the War Memorial Roundabout in the north to the Saltbox roundabout in the south, as agreed with WSCC Highways as part of pre-application stage discussions. The PIA output is contained in Appendix 3, also in the TA.

The PIA data shows that there have been 42 PIAs recorded on the highway network in the study area between 2018 and 2022, of which 32 were recorded as 'slight', and ten as 'serious'.

However, as the data provided finishes at 2022, the applicant is requested to try to obtain data post 2022 and if anything later is available, to provide this to the Highway Authority.

Road Safety Audit – WORD-version of Decision Log required so Highway Authority can add its comments. Applicant to provide.

Traffic impact of development on local highway network.

The baseline traffic survey data that supported the consented AL/129/21/OUT and AL/70/23/OUT applications consisted of a 7-day Automatic Traffic Counter survey (ATC) which was carried out on the A29 Lidsey Road. This ATC was carried out from the 21st March 2019 to the 27th March 2019 and was used to assess the capacity of the ghost island right turn lane which forms part of the access proposals for the AL/129/21/OUT planning application.

The applicants have also carried out an updated ATC traffic survey from the 22nd February 2023 to the 28th February 2023. The TA states that the survey parameters, including the location of the ATC are consistent with the previous assessment carried out in 2019, with the results showing comparable levels of traffic to the previous survey.

The results of the survey are summarised in Table 2.3, and the full results are provided as Appendix 4, both in the TA.

The TA explains that the extant use of the site is for a garden nursery and two residential dwellings, taking access from a private access road with Lidsey Road with a dropped kerb crossover junction, approximately 95m south of the nearby railway level crossing. The private access road is approximately 140m in length and measures between 2.7-3.0m wide.

Planning permission (ref: AL/90/13) for a caravan and touring park was granted in February 2014. The proposals included 11 static caravans/lodges and 20 touring/camping pitches, with access taken via the existing access road which was proposed to be widened to 4.1-4.5 metres, with a 6.1 metre wide bellmouth junction with Lidsey Road, including removal of an existing oak tree to the south of the junction.

The Transport Assessment which supported the application set out that the proposed development of 29 holiday lodges and the existing residential dwelling would have resulted in 38 arrivals and 34 departures daily, with up to three vehicle movements in the AM peak hour and seven vehicle movements in the PM peak hour. The TA did not include any capacity modelling of the site access or local highway network. This was because as the application was for a holiday park, the Highway Authority considered that the impact on the local highway network would not be significant due to holiday traffic normally occurring outside of traditional peak hours. No highway objection was raised by the Highway Authority to the proposal.

The Transport Assessment supporting the application for the caravan and touring park set out that the previous nursery and residential uses would have been expected to have attracted 73 arrivals and 92 departures daily, of which circa 126 movement were associated with transit vehicles, LGVs and HGVs with up to 13 vehicle movements in the AM peak hour and 23 vehicle movements in the PM peak hour.

The proposed development, the subject of this current planning application, will result in the access road being closed to vehicular access, instead providing a connection from

the site for pedestrians and cyclists and emergency purposes. However, further detail of this, including its connection with the existing A29 and how such works interface with off-site foot and cycle highway improvements proposed as part of the nearby Woodgate Centre scheme, should be provided.

Subject to approval of details, the provision of the route (other than for emergency purposes) would result in no vehicular movements along the private access road, or at the existing junction with Lidsey Road. Furthermore, the proposed development will not generate any significant number of HGV movements (other than during construction), and far fewer than the extant nursery use, should that have still been in use.

Proposed Use -

The TA states that the TRICS database has been used to calculate the multi-modal trip generation associated with the proposed development, which is proposed to be for up to 130 dwellings. It also confirms that the trip rates have been accepted by WSCC Highways as part of pre-application discussions. The full parameters used and the resultant TRICS output files can be found in Appendix 14 in the TA.

The trip rates and resultant multi-modal trips associated with up to 130 dwellings for the surveyed network AM and PM peak hours 0800-0900 and 1600-1700 are set out in Table 7.1 and Table 7.2, respectively. These (taken directly from the TA) are as follows:

	Trip Rates (per dwelling)				
	AM Peak Hour		PM Peak Hour		Daily
	Arrival	Departure	Arrival	Departure	
Total Vehicle	0.141	0.362	0.262	0.15	4.426
Cyclist	0.009	0.029	0.021	0.01	0.21
Pedestrian	0.054	0.148	0.076	0.04	1.184
Public Transport	0.002	0.043	0.019	0.004	0.254
Total People	0.223	0.812	0.518	0.256	7.744

Table 7.1 – Trip rate

	Trip Generation (130 Dwellings)				
	AM Peak Hour		PM Peak Hour		Daily
	Arrival	Departure	Arrival	Departure	
Total Vehicle	18	47	34	20	575
Cyclist	1	4	3	1	27
Pedestrian	7	19	10	5	154
Public Transport	0	6	2	1	33
Total People	29	106	67	33	1,007

Table 7.2 - Multi-Modal Development Trips

Table 7.2 shows that 130 dwellings would result in 65 vehicle movements during the AM peak hour and 54 movements during the PM peak hour with fewer at other times. Daily flows would be 575.

Trip distribution –

The proposed development traffic would be distributed onto the local highway network based on the observed peak hour flows identified in the base traffic data (summarised in Section 2.0 found in the TA). This was agreed as part of the pre-application discussions

with WSCC Highways and was also the agreed approach taken for AL/129/21/OUT and AL/70/23/OUT.

The traffic distribution is demonstrated in the TA as Figure 7.1 and Figure 7.2 for the AM and PM peak hours and are contained in Appendix 13.

Background Traffic Growth -

It has been agreed with WSCC Highways that capacity assessments of the local highway network will include the following assessment years:

- a)** 2024 - Year of application without proposed development
- b)** 2028 - Interim year without proposed development, without mitigation proposed as part of Phase 1 A29 Scheme
- c)** 2028 - Interim year without proposed development, with mitigation proposed as part of Phase 1 A29 Scheme (War Memorial Roundabout only)
- d)** 2028 - Interim year (with development, i.e. opening year) without mitigation proposed as part of Phase 1 A29 Scheme
- e)** 2028 - Interim year (with development, i.e. opening year), with mitigation proposed as part of Phase 1 A29 Scheme (War Memorial Roundabout only)
- f)** 2031 - End of Arun Local Plan Period without proposed development (including mitigation proposed as part of Phase 1 A29 scheme)
- g)** 2031 - End of Arun Local Plan Period with proposed development (including mitigation proposed as part of Phase 1 A29 scheme)

The TA also includes a sensitivity test for 2031 with an additional 700 dwellings. This is provided as a Technical Note (HTp/2401/TN/03) within Appendix 15. While this work is acknowledged, the Highway Authority now also require a modelling test to show the impact of the development in all scenarios without Phase 1 A29 in-place, to include 689 homes from BEW (actually 600 from BEW plus 89 off Meadow Way recently approved at Planning Appeal) with the proposed traffic from this development added to that, essentially to demonstrate what the impact of that quantum of development would have on the junctions modelled sans Phase 1 A29.

The base traffic data, as set out in Section 2.0 of the TA, has been growthed using NTEM TEMPro v8.1.

Junction Assessments -

As agreed with WSCC Highways during pre-applications discussions, the following junctions would be examined and tested in the capacity assessments:

- a)** A29/Barnham Road/Fontwell Avenue (War memorial roundabout)
- b)** A29 Woodgate railway crossing
- c)** Site access junction
- d)** A29/A259 Saltbox roundabout

Site Access Junction -

The proposed site access junction has been assessed using PICADY analysis.

The outputs of the PICADY assessments are set out in the following tables with the full output at Appendix 17 in the TA:

Table 8.1:

- I. 2024 Base + Committed Development
- II. 2024 Base + Proposed Development
- III. 2024 Base + Proposed Development+ Committed Development

Table 8.2:

- IV. 2028 Base + Committed Development
- V. 2028 Base + Proposed Development
- v1. 2028 Base + Proposed Development+ Committed Development

Table 8.3:

- vII1. 2031 Base + Committed Development
- vII1. 2031 Base + Proposed Development
- Ix. 2031 Base + Proposed Development+ Committed Development

The TA states that given that the site access will be in operation once the development associated with AL/129/21/OUT and AL/70/23/OUT is under construction, a comparison has been provided between the base year + committed development scenario and the base year + proposed development + committed development scenario to demonstrate what the impact of the proposed development will be on the junction.

From Table 8.1 – Site access/A29 Lidsey Road capacity analysis 2024 - found in the TA, it can be seen that during the AM peak hour, with the vehicle movements associated with the proposed development using the site access junction with Lidsey Road, on the site access arm, there is an increase in RFC of 0.10 with queuing of up to one vehicle and during the PM peak hour there is an increase in RFC of 0.06, with queuing of up to one vehicle when compared to with only committed development using the site access.

With the proposed development traffic using the site access junction, during the AM peak hour, the A29 Lidsey Road has an increase in RFC of 0.01 with no vehicles recorded queuing, and during the PM peak hour, there is an increase in RFC of 0.04, with queuing of up to one vehicle when compared to with only committed development using the site access.

Based on the figures provided, the increase in RFC and queuing at the junction is negligible and would be unlikely to have a noticeable impact in terms of capacity or safety on the junction.

From Table 8.2 - Site access/A29 Lidsey Road capacity analysis 2028 - (also found in the TA), during the AM peak hour, with the vehicle movements associated with the proposed development using the site access junction with Lidsey Road, on the site access arm, there is an increase in RFC of 0.10 with queuing of up to one vehicle and during the PM peak hour there is an increase in RFC of 0.06, with queuing of up to one vehicle when compared to with only committed development using the site access.

With the proposed development traffic using the site access junction, during the AM peak hour, the A29 Lidsey Road has an increase in RFC of 0.01 with no vehicles recorded queuing, and during the PM peak hour, there is an increase in RFC of 0.04, with queuing of up to one vehicle when compared to with only committed development using the site access.

Based on the figures provided, the increase in RFC and queuing at the junction is negligible and would be unlikely to have a noticeable impact in terms of capacity or safety on the junction.

From Table 8.3 in the TA - Site access/A29 Lidsey Road capacity analysis 2031 - it can be seen that during the AM peak hour, with the vehicle movements associated with the proposed development using the site access junction with Lidsey Road, on the site access arm, there is an increase in RFC of 0.10 with queuing of up to one vehicle and during the PM peak hour there is an increase in RFC of 0.06, with queuing of up to one vehicle when compared to with only committed development using the site access.

With the proposed development traffic using the site access junction, during the AM peak hour, the A29 Lidsey Road has an increase in RFC of 0.01 with no vehicles recorded queuing, and during the PM peak hour, there is an increase in RFC of 0.04, with queuing of up to one vehicle when compared to with only committed development using the site access.

Based on the figures provided, the increase in RFC and queuing at the junction is negligible and would be unlikely to have a noticeable impact in terms of capacity or safety on the junction.

Based on the flows input into the modelling, the TA shows that the site access junction would operate well within capacity, with queuing of up to only one vehicle waiting to turn into the site from Lidsey Road in 2031, which can be accommodated in the right turn lane of the proposed junction. Therefore, the applicants consider that the access junction approved under application AL/129/21/OUT is still acceptable for use for the traffic added by this planning application.

Woodgate Level Crossing -

A standalone LinSig model of Woodgate level crossing has been provided in the TA using a mixture of site observations, flows calculated within the TA and traffic surveys.

The current barrier down-time is based on a survey undertaken in June 2023, as set out in Section 2.0 found in the TA. Applicant to check to see if timings have changed more recently or are forecast to change and if so, to reflect these in updated modelling assessments.

The Degree of Saturation (DoS) and Mean Maximum Queue Length (MMQL) results are provided at Appendix 17 in the TA and are summarised in the following tables (also found in the TA):

Table 8.4 –

- I. 2024 Base
- II. 2024 Base + Committed Development
- III. 2024 Base + Proposed Development

Iv. 2024 Base + Proposed Development+ Committed Development

Table 8.5 –

v. 2028 Base

v1. 2028 Base+ Committed Development vI1. 2028 Base + Proposed Development

vII1. 2028 Base+ Proposed Development + Committed Development

Table 8.6 –

Ix. 2031 Base

x. 2031 Base+ Committed Development x1. 2031 Base + Proposed Development

xI1. 2031 Base+ Proposed Development + Committed Development

A comparison has been carried out for each of the scenarios against the base year flows.

From Table 8.4 - *Level crossing analysis 2024* - in the TA, compared to 2024 base, with the proposed development applied to the local highway network, during the AM peak hour, the TA shows that there would be an increase of up to one vehicle queuing southbound (i.e. an increase in queue length from 139 metres to 143 metres) and up to two vehicles queuing northbound (i.e. an increase in queue length from 158 metres to 166 metres). This is compared to up to four additional vehicles queuing southbound with committed development applied to the local highway network (i.e. an increase in queue length from 139 metres to 160 metres), and up to 10 vehicles queuing northbound (i.e. an increase in queue length from 158 metres to 213 metres).

During the PM peak hour, with the proposed development applied to the local highway network, the TA shows that there could be up to an additional three vehicles queuing southbound (i.e. an increase in queue length from 300 metres to 315 metres) and up to one additional vehicle queuing northbound (i.e. an increase in queue length from 129 metres to 131 metres). This is compared to up to 18 vehicles queuing southbound with committed development applied to the local highway network (i.e. an increase in queue length from 300 metres to 399 metres), and up to five vehicles queuing northbound i.e. an increase in queue length from 129 metres to 153 metres).

In scenario 2024 base + proposed development + committed development, the TA shows that both AM and PM Peak hours the northbound queue would not reach the vehicular site access with a queue length of 223 metres and 156 metres long respectively. The southbound queue would reach 163 metres in the AM peak hour and 417 metres PM peak hour. During the AM peak hour, the southbound queue would not reach the primary school. While it would pass the school access in the PM peak, this queuing occurs outside of school hours.

The TA concludes that the proposed development would result in negligible additional queuing at the level crossing in 2024 which would not have a noticeable impact in terms of capacity or safety on the junction.

From Table 8.5 - *Level crossing analysis 2028* – in the TA, compared to 2028 base, with the proposed development applied to the local highway network, during the AM peak hour, the TA shows that there would be an increase of up to one vehicle queuing southbound (i.e. an increase in queue length from 145 metres to 149 metres) and up to two vehicles queuing northbound (i.e. an increase in queue length from 164 metres to 173 metres). This is compared to up to four additional vehicles queuing southbound

with committed development applied to the local highway network (i.e. an increase in queue length from 145 metres to 166 metres), and up to 10 vehicles queuing northbound (i.e. an increase in queue length from 164 metres to 220 metres).

During the PM peak hour, with the proposed development applied to the local highway network, there could be up to an additional three vehicles queuing southbound (i.e. an increase in queue length from 317 metres to 334 metres) and up to one additional vehicle queuing northbound (i.e. an increase in queue length from 135 metres to 137 metres). This is compared to up to 19 vehicles queuing southbound with committed development applied to the local highway network (i.e. an increase in queue length from 317 metres to 421 metres), and up to five vehicles queuing northbound (i.e. an increase in queue length from 135 metres to 159 metres).

In scenario 2028 base + proposed development + committed development the northbound queue would not reach the vehicular site access in either of the AM and PM peak hours with queue lengths of 233 metres and 162 metres respectively. The southbound queue length would reach 170 metres in the AM peak hour and 440 metres PM peak hour. In this scenario, again, during the AM peak hour, the southbound queue would not reach the primary school. While it would pass the school access in the PM peak, this queueing occurs outside of school hours.

The TA concludes that the proposed development would result in negligible additional queuing at the level crossing in 2028 which would not have a noticeable impact in terms of capacity or safety on the junction.

From Table 8.6 - *Level crossing analysis 2028* - compared to 2031 base, with the proposed development applied to the local highway network, during the AM peak hour, the TA shows that there would be an increase of up to one vehicle queuing southbound (i.e. an increase in queue length from 151 metres to 155 metres) and up to two vehicles queuing northbound (i.e. an increase in queue length from 171 metres to 180 metres). This is compared to up to four additional vehicles queuing southbound with committed development applied to the local highway network (i.e. an increase in queue length from 151 metres to 173 metres), and up to 10 vehicles queuing northbound (i.e. an increase in queue length from 171 metres to 228 metres).

During the PM peak hour, with the proposed development applied to the local highway network, the TA shows that there could be up to an additional three vehicles queuing southbound (i.e. an increase in queue length from 334 metres to 349 metres) and up to one additional vehicle queuing northbound (i.e. an increase in queue length from 139 metres to 142 metres). This is compared to up to 20 vehicles queuing southbound with committed development applied to the local highway network (i.e. an increase in queue length from 334 metres to 443 metres), and up to five vehicles queuing northbound (i.e. an increase in queue length from 139 metres to 165 metres).

During the PM peak hour, the northbound queue is equivalent to circa 175 metres, which does not reach the proposed site access.

In scenario 2031 base+ proposed development+ committed development, in both AM and PM peak hours, the northbound queue would not reach the vehicular site access with the queue lengths recorded as 240 metres and 168 metres respectively. The southbound queue would extent in this scenario to 176 metres in the AM peak hour and 463 metres PM peak hour. As with other scenarios, the southbound queue would not reach the primary school in the AM peak but would pass it in the PM peak.

The TA concludes that the proposed development would result in negligible in queuing at the level crossing in 2031 and would not, as such, have a noticeable impact in terms of capacity or safety on the junction.

Additionally, when the A29 realignment comes forward in-full, traffic queues at the level crossing will decrease as the new road will allow vehicles to bypass the level crossing. Therefore, any increases in queueing brought about by this development, the subject of this planning application, would only be for the short term.

War Memorial Roundabout –

As set out in Section 2.0 in the TA, the base flows at the War Memorial roundabout are taken from the Chichester Area Transport Model (CATM), to be consistent with the BEW Parcel SC1 and Cala planning applications.

The War Memorial roundabout has been assessed using ARCADY.

The outputs of the ARCADY assessments are set out in the following tables with the full output at Appendix 17, found in the TA:

Table 8.7 –

1. 2024 Base
11. 2024 Base+ Committed Development
111. 2024 Base + Proposed Development
- Iv. 2024 Base+ Proposed Development+ Committed Development

Table 8.8 –

- v. 2028 Base
- v1. 2028 Base+ Committed Development
- vI1. 2028 Base + Proposed Development
- vII1. 2028 Base+ Proposed Development+ Committed Development
- Ix. 2028 Base+ Committed Development+ Phase 1 A29 Scheme
- x. 2028 Base+ Proposed Development+ Committed Development + Phase 1 A29 Scheme

Table 8.9 –

- x1. 2031 Base
- xI1. 2031 Base+ Committed Development
- xII1. 2031 Base+ Proposed Development
- xiv. 2031 Base+ Proposed Development+ Committed Development
- xv. 2031 Base+ Committed Development+ Phase 1 A29 Scheme
- xvi. 2031 Base+ Proposed Development+ Committed Development+ Phase 1 A29 Scheme

The TA states that a comparison has been carried out of each scenario against the base year.

Additionally, in assessment years 2028 and 2031, a comparison has been carried out of the scenario with and without the Phase 1 A29 realignment scheme.

From Table 8.7 – *War Memorial roundabout assessment 2024* – found in the TA, in 2024, with no proposed development or committed development on the local highway network, all arms of the junction appear to be working within capacity during both the AM and PM peak hours.

With the committed development applied to the local highway network, during the AM peak hour, the TA concludes that all arms of the junction are working within capacity. During the PM peak hour, the A29 Fontwell Avenue is reaching theoretical capacity with an RFC of 0.92, i.e. an increase in RFC of 0.10 compared to the 2024 base scenario.

With the proposed development applied to the local highway network, all arms at the junction are working within capacity in both the AM and PM peak hours.

With both the proposed development and committed development applied to the local highway network, during the AM peak hour, all arms of the junction appear to continue to work well within capacity. During the PM peak hour, the A29 Fontwell Avenue has an RFC of 0.93, which is reaching theoretical capacity. However, given that the proposed development is only a small proportion of the increase in RFC, i.e. 0.01, the TA concludes that the impact of the application proposals is acceptable, as it would not contribute to a 'severe' residual cumulative impact on the local highway network.

In Table 8.8, found in the TA - *War Memorial roundabout assessment 2028* - it says that in 2028, with no additional traffic applied to the local highway network, during the AM peak hour, all arms of the junction appear to be working within capacity. During the PM peak hour, the A29 Fontwell Avenue is starting to reach theoretical capacity with an RFC of 0.86.

With the committed development applied to the local highway network, during the AM peak hour, all arms of the junction appear to be working within capacity. During the PM peak hour, the A29 Fontwell Avenue is starting to reach theoretical capacity with an RFC of 0.95, i.e. an increase in RFC of 0.09 compared to the 2028 base scenario.

With the proposed development applied to the local highway network, all arms at the junction appear to be working within capacity in the AM peak hour. During the PM peak hour, the A29 Fontwell Avenue has an RFC of 0.87, however, this is an increase of only 0.01 compared to the 2028 base scenario.

With both the proposed development and committed development applied to the local highway network, during the AM peak hour, all arms of the junction continue to work well within capacity. During the PM peak hour, the A29 Fontwell Avenue has an RFC of 0.97, which is reaching theoretical capacity. However, given that the proposed development is only a small proportion of the increase in RFC, i.e. 0.01, the TA concludes that it is not considered that the impact of the application site results in a severe residual cumulative impact on the local highway network.

With Phase 1 of the A29 scheme applied, all arms appear to be working within theoretical capacity in both the AM and PM peak hours with both the proposed development and committed development applied to the local highway network. Table 8.8 shows that there is a significant decrease in queuing, delay and RFC on all arms across the AM and PM peak hours.

The TA concludes that given that the Phase 1 A29 scheme has been granted permission, with construction of the road planned to start in Spring/Summer 2025 and anticipated to be completed by Spring 2027, it is considered that appropriate mitigation is in place, and therefore no additional mitigation is required.

From Table 8.9 - War Memorial roundabout assessment 2031 – the TA says that in 2031, with no additional traffic applied to the local highway network, during the AM peak hour, all arms of the junction are working within capacity. During the PM peak hour, the A29 Fontwell Avenue is starting to reach theoretical capacity with an RFC of 0.89.

With the committed development applied to the local highway network, during the AM peak hour, all arms of the junction are working within capacity. During the PM peak hour, the A29 Fontwell Avenue is starting to reach theoretical capacity with an RFC of 0.98, i.e. an increase in RFC of 0.09 compared to the 2031 base scenario.

With the proposed development applied to the local highway network, all arms at the junction appear to be working well within capacity in the AM peak hour. During the PM peak hour, the A29 Fontwell Avenue has an RFC of 0.90, however, this is an increase of only 0.01 compared to the 2031 base scenario.

With both the proposed development and committed development applied to the local highway network, during the AM peak hour, all arms of the junction appear to continue to work well within capacity. During the PM peak hour, the A29 Fontwell Avenue has an RFC of 1.0, which means the junction will reach theoretical capacity. However, given that the proposed development is only a small proportion of the increase in RFC, i.e. 0.01, the TA concludes that the impact of the vehicle movements associated with the application site would not have a discernible impact on the local highway network.

With Phase 1 of the A29 scheme constructed and open to traffic, all arms are working within theoretical capacity in both the AM and PM peak hours with both the proposed development and committed development applied to the local highway network. Table 8.9 shows that there is a significant decrease in queuing, delay and RFC on all arms across the AM and PM peak hours.

The TA concludes that given that the Phase 1 A29 scheme has been granted permission, with construction of the road planned to start in Spring/Summer 2025 and anticipated to be completed by Spring 2027, it is considered that appropriate mitigation is in place, and therefore no additional mitigation is required. Additionally, the TA concludes that the proposed development will not compromise the delivery of the BEW Local Plan Strategic Allocation.

Saltbox Roundabout -

The Saltbox roundabout has also been assessed using ARCADY, with the full outputs found in Appendix 17 in the TA. Two capacity assessment scenarios have been carried out, as follows:

1. Without any mitigation on the roundabout, i.e. geometry based on the existing roundabout:

Table 8.10 –

- a. 2024 Base
- b. 2024 Base + Proposed Development
- c. 2024 Base+ Committed Development
- d. 2024 Base+ Proposed Development+ Committed Development

Table 8.11 –

- e. 2028 Base
- f. 2028 Base + Proposed Development
- g. 2028 Base+ Committed Development
- h. 2028 Base+ Proposed Development+ Committed Development

Table 8.12 –

- 1. 2031 Base
 - J. 2031 Base + Proposed Development
 - k. 2031 Base+ Committed Development
 - I. 2031 Base+ Proposed Development+ Committed Development
2. Scenarios 1. a-I with mitigation proposed in ADC's Local Plan (Tables 8.13-8.15 found in the TA), which includes:
- a. Widening on the A259 to provide three entry lanes
 - b. Widening on A29 (southern arm) to provide three entry lanes
 - c. Widening on A29 (northern arm) to provide three entry lanes

A comparison has been carried out of each scenario against the base year.

Table 8.10 found in the TA - Saltbox roundabout capacity analysis (no mitigation) 2024 – shows that on all arms of the Saltbox roundabout, traffic associated with the proposed development will have a significantly lesser impact on the junction than the approved committed development when compared to the 2024 base traffic.

During the AM peak hour of the 2024 base scenario, the A259 shows that it is starting to reach theoretical capacity, with an RFC of 0.85. However, with the proposed development included on the highway network, the RFC only increases by 0.01, which is a very small increase. The RFC increases to 0.03 with the committed development included on the highway network.

With both committed development and proposed development on the local highway network, the A259 has an RFC of 0.89, i.e. an increase of 0.04 RFC. Queue length is up to eight vehicles with a delay of up to 26 seconds, which is not significant. All other arms appear to be within capacity. The TA concludes that the impact of the application site on this junction would not be significant.

During the PM peak hour, all arms are shown as being within capacity with both committed development and proposed development on the local highway network.

Therefore, given the small increases in traffic including resultant delay, the applicant considers that it has been demonstrated that the proposed development would not give rise to a severe residual cumulative impact on the operation of the Saltbox roundabout.

From Table 8.11 in the TA - Saltbox roundabout capacity analysis (no mitigation) 2028 - this shows that on all arms of the Saltbox roundabout, traffic associated with the proposed development would have a significantly lesser impact on the than the approved committed development when compared to the 2028 base traffic.

In the AM peak hour of this base scenario, the A259 is shown to be starting to reach theoretical capacity, with an RFC of 0.89. However, with the proposed development included on the highway network, the RFC only increases by 0.01, which is not a significant increase. There is an RFC increase of 0.03 with the committed development included on the highway network.

With both committed development and proposed development on the local highway network, the A259 has an RFC of 0.93, which is an increase in RFC of 0.04. Queue length is up to 11 vehicles with a delay of up to 37 seconds, which the TA does not consider to be severe. All other arms appear to be within capacity. The TA concludes by saying that given that the proposed development is only a small proportion of the increase in RFC, that the impact of the application site should not be considered significant.

During the PM peak hour, with both committed development and proposed development on the local highway network, the A259 and A29 (southern arm) are shown to have an RFC of 0.86 and 0.85 respectively. However, the queue lengths are only six vehicles on each arm, with a delay of up to 20 seconds on the A259 and up to 12 seconds on the A29 (southern arm) which the TA says is not a significant delay. All other arms appear to be within capacity.

The TA concludes this section by saying that it has demonstrated that the impact of the development traffic on the Saltbox roundabout would not result in a severe residual cumulative impact on the local highway network, and that the queues are such that they would not have a noticeable impact in terms of capacity or safety on the junction.

In Table 8.12 in the TA - *Saltbox roundabout capacity analysis (no mitigation) 2031* – this shows that on all arms of the Saltbox roundabout, traffic associated with the proposed development would have a significantly lesser impact on the than the approved committed development when compared to the 2031 base traffic.

In the AM peak hour of the 2031 base scenario, the A259 shows that it is starting to reach theoretical capacity, with an RFC of 0.92. However, with the proposed development included on the highway network, the RFC only increases by 0.01 which is not a significant increase. There is an RFC increase of 0.04 with the committed development included on the highway network.

With both committed development and proposed development on the local highway network, during the AM peak hour, the A259 has an RFC of 0.97, resulting in an increase in RFC of 0.05, with a queue length of up to 18 vehicles and delay of up to 53 seconds. All other arms are within capacity. The TA considers that these increases should not be considered significant.

During the PM peak hour in this scenario, the A259 shows that it is starting to reach theoretical capacity, with an RFC of 0.86. However, with the proposed development included on the highway network, the RFC only increases by 0.01 which the TA considers not to be a significant increase, whereas there is an RFC increase of only 0.03 with the committed development included on the highway network.

With both committed development and proposed development on the local highway network, during the PM peak hour, the A259 and A29 (southern arm) are shown to have an RFC of 0.89 and 0.88 respectively. Queue lengths are eight vehicles on each arm, with a delay of up to 26 seconds on the A259 and up to 15 seconds on the A29 (southern arm) which the TA considers not to be a significant delay. All other arms are within capacity.

The TA concludes that it has demonstrated that the proposed development would not have a 'severe' residual cumulative impact on the Saltbox roundabout and that the resultant queues would be too low to have a noticeable impact in terms of capacity or safety on the junction.

Impact at Saltbox roundabout with proposed Local Plan highways mitigation –

To demonstrate how the roundabout would operate with the proposed Local Plan mitigation in place, a capacity analysis of the Saltbox roundabout with the proposed mitigation geometry has been carried out, and is set out in Table 8.13 in the TA, with the full results contained in Appendix 17 (also in the TA).

Table 8.13 in the TA – *Saltbox roundabout capacity analysis (with mitigation) 2024* – demonstrates that on all arms of the Saltbox roundabout with the planned mitigation proposed in ADC's Local Plan in place, traffic associated with the proposed development will have a significantly lesser impact on the roundabout than the approved committed development when compared to the 2024 base traffic.

It is also demonstrated that that all arms of the roundabout appear to be operating within theoretical capacity in all scenarios.

Table 8.14 - *Saltbox roundabout capacity analysis (with mitigation) 2028* – demonstrates that on all arms of the Saltbox roundabout with the proposed mitigation in place, traffic associated with the proposed development will have a significantly lesser impact on the roundabout than the approved committed development when compared to the 2028 base traffic.

It is also demonstrated that all arms of the roundabout are operating within theoretical capacity in all scenarios.

Table 8.15 - *Saltbox roundabout capacity analysis (with mitigation) 2031* – shows that on all arms of the Saltbox roundabout with the planned mitigation proposed in ADC's Local Plan in place, traffic associated with the proposed development would have a significantly lesser impact on the roundabout than the approved committed development when compared to the 2031 base traffic.

It can also be seen that all arms of the roundabout are operating within theoretical capacity in all scenarios.

The TA concludes that it does not consider that any further mitigation is required at the roundabout as a result of the proposed development as it considers that the impact would not be significant on residual capacity or delay, when compared to the roundabout with committed development included.

Rowan Way -

The impact of development traffic at the A259 Rowan Way/A29 Shripney Road/Steving Way has also been considered in the TA.

The distribution of traffic at the roundabout has been based on the results on an Manual Classified Count (MCC) survey carried out in September 2023.

The distribution of development traffic for the the AM and PM peak hour periods at the Rowan Way roundabout is shown in Figure 8.2 and Figure 8.3, respectively, found in the TA.

Figure's 8.2 and 8.3 show that the amount of development traffic arising from the application site at the Rowan Way roundabout is too low to have a significant cumulative impact on safety or capacity and would fall within the variation of flow that occurs at the junction on a daily basis. Therefore, the TA concludes that no further capacity assessments of the junction are required.

Strategic Road Network (SRN) A27 -

The impact of development traffic at the following junctions with the A27(T) have been considered:

1. The Fontwell East roundabout to the north connecting to the A27(T)
11. The Fontwell West roundabout to the north connecting to the A27(T)
111. The Bognor Road junction to the west connecting to the A27(T)

The TA states that the distribution to the three junctions has been based on the results of an MCC survey carried out in June 2016 and that the results of this MCC survey were submitted in support of the BEW consortium development proposals, and have been used to demonstrate the impact of the development on the SRN as part of the AL/129/21/OUT and AL/70/23/OUT applications, which was agreed by National Highways.

The distribution of development traffic for the the AM and PM peak hour periods is shown in Figure 8.4 and Figure 8.5, respectively (both found in the TA).

The TA concludes that from the data shown in Figure's 8.4 and 8.5, it is shown that the amount of development traffic arising from the application site is too low to have a significant cumulative impact on safety or capacity of the SRN and, like that for the Rowan Way junction mentioned previously, would fall within the variation of flow that occurs on a daily basis. Therefore, the TA does not consider that any further capacity assessments of the junction or mitigation is required.

As the SRN is one that is within the remit of National Highways, the case officer should consult that Highway Authority for their comments.

Internal layout design.

The planning application is submitted in outline form, save for access to the public highway. As such, should planning permission be forthcoming for this application, final details of the internal layout would need to be submitted for approval as part of reserved matters and/or discharge of conditions.

From scrutiny of the internal road layout, all roads – particularly the 'spine' access road linking the approved developments to the south to the site because of its relatively straight and uninterrupted alignment – will require speed controls to be implemented to manage vehicle speeds. All roads should be provided with street lighting, as should any foot and cycle paths proposed. Likewise, the foot, cycle and emergency access linking directly to the A29 should also be lit and a suitable bollard (or bollards) provided to prevent access by other vehicles. Such bollards should meet the requirements of the Fire and Rescue Service in that they should be ones that can be opened/removed in the event that the route is needed for emergency purposes. This list should not be considered exhaustive.

Parking.

Arun District Council has its own Supplementary Planning Guidance (SPG) covering parking at developments. The applicant will need to demonstrate that parking provision for cars, cycles and electric vehicles (EV) all comply with that guidance.

Travel Plan.

The supplied Travel Plan is largely acceptable to the Highway Authority. However, it requires a list of penalty measures to be implemented in the event the five-year trip reduction target is not met. Measures should include (but not necessarily be limited to), the provision of a second round of travel vouchers for each household for redemption

towards bus season tickets, bus 'taster' tickets, bicycle purchase, active travel personal planning measures, additional on-site bicycle parking etc. Applicant to amend.

Conclusion.

The following additional information is required to enable the Highway Authority to consider the proposal further. Full details of each can be found in the main body of this response but is summarised below:

1. Applicant to see if any later PIA records are available and if so, provide these.
2. Road Safety Audit Decision Log to be made available in Microsoft WORD format for the Highway Authority to add its comments.
3. Plan to be provided showing the design details of the foot, cycle (and emergency vehicle?) connection to A29 Woodgate Road. Plan should show how the proposed works interface with those works proposed as part of the nearby Woodgate Centre off-site foot and cycle works.
4. Additional modelling assessments should be provided to show the impact of the development in all scenarios without Phase 1 A29 in-place - to include 689 homes from BEW (actually 600 from BEW plus 89 off Meadow Way recently approved at Planning Appeal) with the proposed traffic from this development added to that.
5. For the Woodgate railway crossing modelling, applicant to look to see if crossing times have altered since their modelling was undertaken (and whether any other changes are forecast for any future changes to crossing 'down-time') and if so, to reflect these in updated modelling assessments.
6. Travel Plan – penalty measures to be added.

Please re-consult when the above information is available, at which time the Highway Authority will consider the proposal further.

Thank you.

Tim Townsend
West Sussex County Council – Planning Services

Appendix 2

Sussex Police PIA Data

A29 – Woodgate – Highgate Transportation

Collision report 01/01/2023 – 30/06/2024

Date produced
23 September 2024

This report is marked as **Official – Sensitive**

- The information included in this report is provided for analysis purposes and is for the exclusive use of the applicant, the information must only be used for the purposes for which it has been obtained.
- The data has been provided by Sussex Police and should not be transmitted to any other person without their consent, including reports for the general public.
- Be aware that any improper disclosure, copying, distribution or use of the contents of this information is prohibited and criminal proceedings may follow.

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.

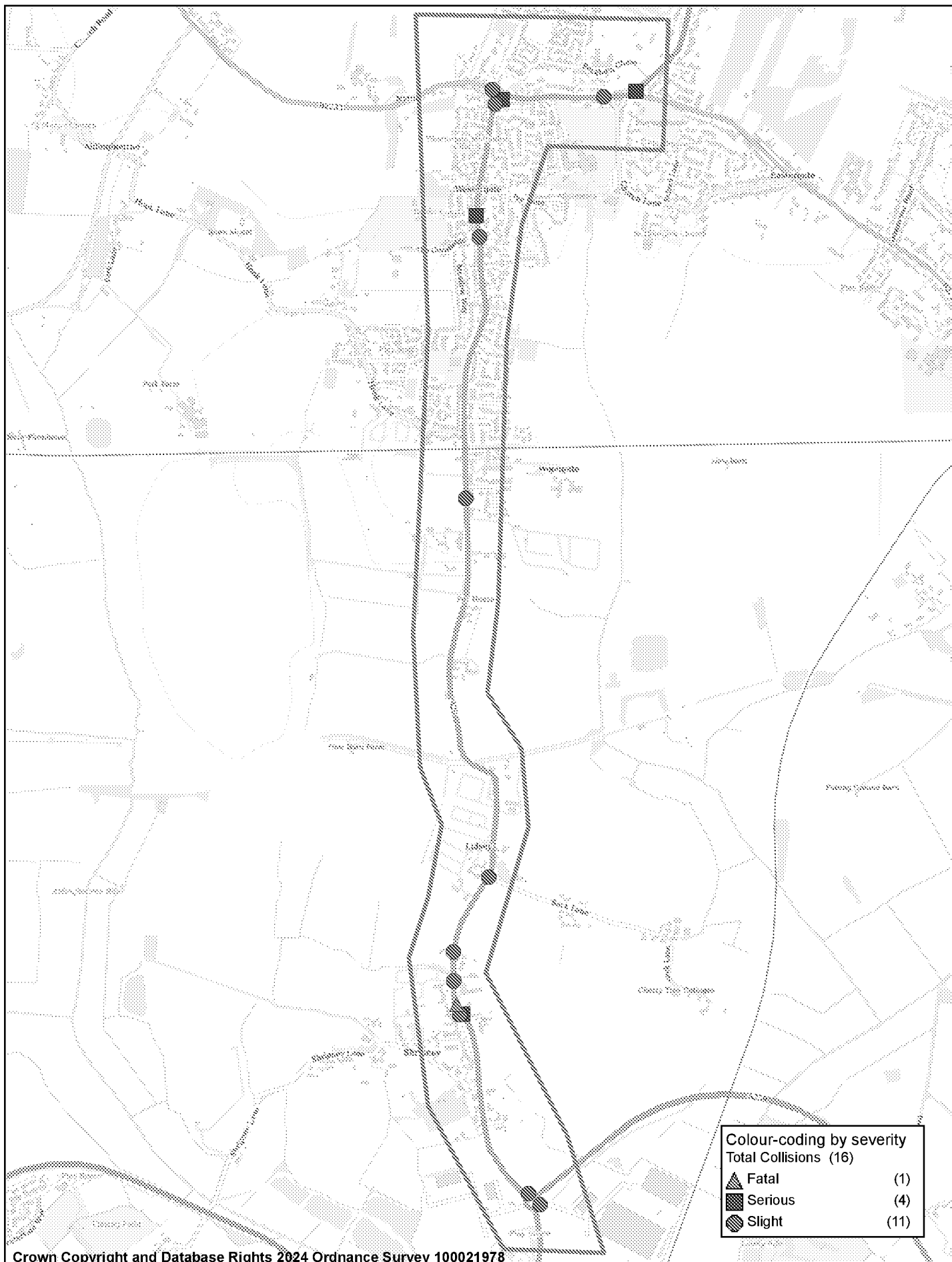
This data may not be fully validated and while every effort is made to ensure its accuracy any statistics provided may not match those published elsewhere.

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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Sussex Safer Roads
PARTNERSHIP

A29 nr Woodgate **Collision Dates 01/01/2023 - 30/06/2024** **Highgate Transportation**

SCALE	1 : 18000
DATE	23/09/2024
DRAWING No.	
DRAWN BY	

Details of Personal Injury Accidents for Period - 01/01/2023 to 30/06/2024 (18) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons - susse 2024 all requests ("A29 Nr
Woodgate (Highgate)")

Police Ref.	Day	Location Description	Vehicles				Casualties		
			Veh No	Type	Manv	Dir	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:

Selected Polygon:A29 Nr Woodgate (Highgate)

231258906	Tuesday	LIDSEY ROAD (A29) AT JUNCTION	Veh 1	Goods < 3.5t	Turning right	SE to NE			
	03/01/2023	WITH SACK LANE, LIDSEY, WEST	Veh 2	Car	Going ahead	NE to SW Dri	M	39	Slight
R1: A 29	0735hrs	SUSSEX							
R2: U		Darkness: no street lighting							
E 493,881		Wet/Damp							
N 102,790		Fine without high winds							
		50 mph							

Causation Factor:

1st:	Failed to judge other persons path or speed	Participant:	Vehicle 1	Confidence:	Possible
2nd:	Failed to judge other persons path or speed	Participant:	Vehicle 2	Confidence:	Possible
V1 COMING FROM SACK LANE AND TURNING RIGHT. V1 STARTS TO PULL OUT AND IS HIT BY V2 COMING FROM NORTH DIRECTION.					

231279031	Friday	LIDSEY ROAD (A29) - 42 METRES	Veh 1	Car	Turning right	S to E			
	17/02/2023	FROM JUNCTION WITH WOODGATE	Veh 2	Goods < 3.5t	Going ahead	S to N	M	32	Slight
R1: A 29	1045hrs	ROAD, WOODGATE, WEST SUSSEX	Veh 2	Goods < 3.5t	Going ahead	S to N Dri	M	29	Slight
		Daylight:street lights present	Veh 3	Goods < 3.5t	Parked	0 to 0			
E 493,798		Dry							
N 104,144		Fine without high winds							
		30 mph							

Causation Factor:

1st:	Careless/Reckless/In a hurry	Participant:	Vehicle 1	Confidence:	Possible
2nd:	Careless/Reckless/In a hurry	Participant:	Vehicle 2	Confidence:	Possible
3rd:	Failed to judge other persons path or speed	Participant:	Vehicle 1	Confidence:	Possible
4th:	Travelling too fast for conditions	Participant:	Vehicle 2	Confidence:	Possible
5th:	Failed to look properly	Participant:	Vehicle 1	Confidence:	Possible
6th:	Failed to look properly	Participant:	Vehicle 2	Confidence:	Possible
V1 AND V2 WERE IN A QUEUE OF TRAFFIC. V3 WAS PARKED BETWEEN THE PAVEMENT AND PARKING SPACE. V1 MANOEUVRED SO THEY COULD MOVE ACROSS INTO OVER CARRIAGEWAY, VEHICLE 2 WAS MOVING FASTER THAN HE EXPECTED, V2 NEEDED TO SWERVE TO AVOID V1. DURING THIS, VEHICLE 2 HIT THE CURB, WHICH POPPED THE BACK OFFSIDE TYRE. VEHICLE 2 THEN SKIDDED ALONG THE PAVEMENT AND COLLIDED WITH VEHICLE 3.					

Details of Personal Injury Accidents for Period - 01/01/2023 to 30/06/2024 (18) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons - susse 2024 all requests ("A29 Nr
Woodgate (Highgate)")

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

Causation Factor:

231285534 Tuesday SHRIPNEY ROAD (A29) - 111 Veh 1 Car Going ahead N to S
28/02/2023 METRES FROM JUNCTION WITH Veh 2 Car Going ahead S to N Dri F 52 Slight
R1: A 29 1942hrs MARIGOLDS, SHRIPNEY, WEST
Darkness: no street lighting
E 493,753 Wet/Damp
N 102,524 Raining without high winds
40 mph

Causation Factor:

1st: Loss of control Participant: Vehicle 1 Confidence: Very Likely
V2 NORTHBOUND V1 SOUTHBOUND V1 AND V2 IMPACT ON SLIGHT BEND CAUSING LOSS OF CONTROL TO V2. V2 LEAVES THE ROAD TO THE OFFSIDE BEFORE FLIPPING OVER TO FINAL RESTING POSITION ON OFFSIDE.

231288207 Friday WESTERGATE STREET (A29) NEAR Veh 1 Car Going ahead LH bend E to SW RSP M 67 Serious
17/03/2023 JUNCTION WITH NYTON ROAD Veh 1 Car Going ahead LH bend E to SW FSP F 64 Slight
R1: A 29 1246hrs (B2233), WESTERGATE, WEST
R2: B 2233 Daylight: street lights present
E 493,928 Wet/Damp
N 105,571 Fine without high winds
30 mph

Causation Factor:

1st: Illness or disability, mental or physical Participant: Vehicle 1 Confidence: Very Likely
V1 TRAVELLING WESTBOUND ON NYTON ROAD HAS GONE STRAIGHT ON INSTEAD OF TURNING LEFTWARDS ON THE BEND. THIS IS DUE TO A MEDICAL EPISODE BY THE DRIVER

231303942 Tuesday WESTERGATE STREET (A29) AT Veh 1 Goods < 3.5t Going ahead N to S
02/05/2023 JUNCTION WITH THE CORNFIELDS, Veh 2 Car Turning right N to W RSP F 54 Slight
R1: A 29 1755hrs WESTERGATE, WEST SUSSEX Veh 2 Car Turning right N to W Dri M 61 Slight
R2: U Daylight: street lights present
E 493,847 Dry
N 105,079 Fine without high winds
30 mph

V2 WAS TRAVELLING SOUTH ON THE A29 WESTERGATE STREET. C1 INDICATED TO TURN RIGHT INTO THE CORNFIELDS, THEY HAD TO WAIT A FEW SECONDS AS A CAR WAS TURNING OUT OF THE CORNFIELDS HEADING NORTH ONTO WESTERGATE STREET. WHILST STATIONARY V1 FAILED TO STOP IN TIME AND HIT V2 IN THE BACK.

Details of Personal Injury Accidents for Period - 01/01/2023 to 30/06/2024 (18) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons - Sussex 2024 all requests ("A29 Nr
Woodgate (Highgate)")

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties		
			Veh No	Type	Manv	Dir	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:

231304782 Saturday SHRIPNEY ROAD (A29) NEAR VEH 1 Car Going ahead RH bend SE to N Dri M 22 Slight
06/05/2023 JUNCTION, BERSTED, WEST SUSSEX VEH 2 Car Going ahead RH bend SE to N
R1: A 29 2302hrs
R2: U Darkness: street lights present a
E 493,755 Wet/Damp
N 102,419 Fine without high winds
40 mph

Causation Factor:

Participant:

Confidence:

1st: Aggressive driving

Vehicle 1

Very Likely

2nd: Travelling too fast for conditions

Vehicle 1

Very Likely

V1 HAS FTS FOR POLICE ON 3 OCCASIONS DURING THE EVENING OF 06/05/23 AND MADE OFF FROM WICK TOWARDS BOGNOR ON THE A259. V1 HAS BEEN SIGHTED AT LIDLE, BOGNOR REGIS AND MADE OFF ALONG THE A29, SHRIPNEY ROAD AT APPROXIMATLEY 40-50MPH. DUE TO HEAVY RAIN DURING THE DAY THE ROAD SURFACE WAS SLIPPERY. V1 HAS BRAKED INTO A RIGHT HAND BEND AND LOST CONTROL, ROTATING THROUGH 180 DEGREES AND GOING BACKWARDS INTO A SOFT HEDGE BEFORE COMING TO REST AND BEING BLOCKED IN TO PREVENT ANY FURTHER PURSUITS.

231309018 Thursday WESTERGATE STREET (A29) AT VEH 1 Car Turning right N to W
18/05/2023 JUNCTION WITH OLIVERS MEADOW, VEH 2 M/C > 125 cc Going ahead S to N Dri M 71 Serious
R1: A 29 1825hrs WESTERGATE, ALDINGBOURNE,
R2: U Daylight: street lights present
E 493,835 Dry
N 105,156 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Careless/Reckless/In a hurry

Vehicle 1

Very Likely

V1 TRAVELLING SOUTH HAS TURNED RIGHT INTO OLIVERS MEADOW INTO THE PATH OF A PASSING V2 MOTORBIKE CAUSING IT TO CRASH INTO IT.

231314555 Saturday SHRIPNEY ROAD (A29) - 43 METRES VEH 1 Car Going ahead NW to SE Dri M 43 Slight
03/06/2023 FROM JUNCTION WITH SHRIPNEY VEH 2 Goods < 3.5t Going ahead SE to NW F 75 Serious
R1: A 29 1400hrs ROAD, BERSTED, WEST SUSSEX
R2: U Daylight: street lights present
E 493,787 Dry
N 102,300 Fine without high winds
40 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Very Likely

V1 WAS TRAVELLING SOUTHBOUND ON THE A29 WITH V2 TRAVELLING NORTHBOUND. V1 HAS BEEN DRIVING ON THE WRONG SIDE OF THE ROAD AND COLLIDED WITH V2. THIS CAUSED THE FRONT SEAT PASSENGER OF V2 TO SUSTAIN SERIOUS NON LIFE CHANGING/THREATENING INJURIES.

Details of Personal Injury Accidents for Period - 01/01/2023 to 30/06/2024 (18) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons - susse 2024 all requests ("A29 Nr
Woodgate (Highgate)")

Police Ref.	Day	Location Description	Vehicles				Casualties		
			Veh No	Type	Manv	Dir	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:									

231315684TuesdayEASTERGATE SQUARE (A29) AT JUNCTION WITH FONTWELL AVENUE (A29), EASTERGATE, WEST

R1: A 291455hrsDaylight: street lights present

E 494,406Dry

N 105,599Fine without high winds30 mph

Veh 1CarGoing aheadNE to SW DriF 37 Slight

Veh 2Pedal cycleGoing aheadW to SE DriM 67 Serious

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Possible
2nd:	Dazzling sun	Vehicle 1	Possible
V1 WAS TRAVELLING SOUTH ON FONTWELL AVENUE, EASTERGATE. V1 ENTERED ROUNDABOUT INTO NYTON ROAD AT THE JUNCTION WITH BARNHAM ROAD. PEDAL CYCLIST CASUALTY 1 WAS TRAVELLING IN A GROUP OF CYCLIST'S EAST ON NYTON ROAD, EASTERGATE. PEDAL CYCLIST ENTERED ROUNDABOUT TO CONTINUE TRAVELLING EAST INTO BARNHAM ROAD. V1 FAILED TO SEE PEDAL CYCLIST AND COLLIDED WITH THE PEDAL CYCLIST.			

231327279ThursdayNYTON ROAD (A29) - 24 METRES FROM JUNCTION WITH CHURCH LANE, WESTERGATE, WEST SUSSEX

R1: A 291806hrsDaylight: street lights present

E 494,291Dry

N 105,579Fine without high winds30 mph

Veh 1CarGoing aheadW to E

Veh 2CarWait go ahead heldW to E FSP F 54 Slight

Veh 2CarWait go ahead heldW to E RSP F 13 Slight

Veh 2CarWait go ahead heldW to E RSP F 12 Slight

Veh 2CarWait go ahead heldW to E Dri F 53 Slight

V2 TRAVELLING IN AN EASTERLY DIRECTION ON NYTON ROAD, WESTERGATE AND WAS HELD UP IN QUEUING TRAFFIC WHEN V1 HAS COLLIDED WITH THE REAR OF V2 CAUSING DAMAGE TO V2 AND MINOR INJURIES TO DRIVER AND PASSENGERS IN V2.

241398277SaturdaySHRIPNEY ROAD - 40 METRES FROM JUNCTION WITH SHRIPNEY ROAD (A29), BERS TED, WEST SUSSEX

R1: U2200hrsDarkness: street lights present a

E 493,777Flood

N 102,299Raining without high winds40 mph

Veh 1CarGoing ahead LH bend S to NW DriF 45 Slight

Causation Factor:		Participant:	Confidence:
1st:	Illegal turn or direction of travel	Vehicle 1	Very Likely
2nd:	Poor turn or manoeuvre	Vehicle 1	Very Likely
3rd:	Poor or defective road surface	Vehicle 1	
V1 DROVE ALONG CLOSED ROAD AND INTO FLOODWATER. V1 LEFT THE EDGE OF THE CARRIAGEWAY TO THE NEARSIDE			

Details of Personal Injury Accidents for Period - 01/01/2023 to 30/06/2024 (18) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons - susse 2024 all requests ("A29 Nr
Woodgate (Highgate)")

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

Causation Factor:

241412531

Wednesday 21/02/2024 09:58hrs

WESTERGATE STREET (A29) NEAR JUNCTION WITH NYTON ROAD (B2233), WESTERGATE, WEST

Veh 1 Car
Veh 2 Car

Turning right
Going ahead RH bend

NWto S
S to NE

Dri
Dri

F 37
F 28

Slight
Slight

R1: A 29
R2: B 2233
E 493,903
N 105,553

Daylight: street lights present
Wet/Damp
Raining without high winds
30 mph

Causation Factor:		Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:	Failed to signal/Misleading signal	Vehicle 2	
V1 WAS STATIONARY AT THE JUNCTION OF NYTON ROAD AND THE A29 WESTERGATE STREET. THIS JUNCTION IS UNCONTROLLED, AND DRIVERS ARE REQUIRED TO GIVE WAY TO FLOWING TRAFFIC IN FRONT OF THEM, LEFT AND RIGHT. V2 WAS TRAVELLING NB ON THE A29 PREPARING TO BE ND TO THE OFFSIDE IN LINE WITH THE CURVATURE OF THE ROAD. THE SPEED IN WHICH THEY WERE GOING IS NOT KNOWN BUT THE LIMIT IS RESTRICTED TO 30 MPH. V1 HAS ALLEGED THAT THE DRIVER OF V2 WAS INDICATING TO THEIR NEARSIDE TO GO PAST THEM NB TOWARDS NYT N ROAD. THE DRIVER OF V1 HAS DENIED THIS. MISPERCEIVING THE SIGNAL, V1 HAS ACCELERATED FROM STATIONARY AND COLLIDED WITH V2. THE FRONT OF V1 HAS COLLIDED WITH THE FRONT NEARSIDE OF V2.			

241433640

Tuesday 16/04/2024 17:20hrs

SHRIPNEY ROAD (A29) AT JUNCTION WITH SHRIPNEY ROAD (A29), BERSTED, WEST SUSSEX

Veh 1 Pedal cycle
Veh 2 Car

Starting
Starting

NWto S
NWto NE

Dri
Dri

M 46

Slight

R1: A 29
R2: A 29
E 494,023
N 101,659

Daylight: street lights present
Dry
Fine without high winds
50 mph

VEHICLE 1 WAS STOPPED AND WAITING TO PROCEED AT THE ROUNABOUT OF A29 AND A259. AS V1 STARTED TO PROCEED VEHICLE 2 CUT IN FRONT OF V1 AND KNOCKED OFF V1 RIDER. V2 THEN TURNED LEFT ONTO THE A259 AND LEFT THE SCENE WITHOUT EXCHANGING DETAILS. V1 RIDER SUSTAINED INJURIES.

Details of Personal Injury Accidents for Period - 01/01/2023 to 30/06/2024 (18) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons - susse 2024 all requests ("A29 Nr
Woodgate (Highgate)")

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	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:										

241457718 Sunday NYTON ROAD (B2233) - 85 METRES Veh 1 M/C > 500 cc Starting S to N Dri M 60 Slight
09/06/2024 FROM JUNCTION WITH Veh 2 Car Starting S to N
R1: B 2233 1000hrs NORTHFIELDS LANE,
Daylight: street lights present
E 493,893 Dry
N 105,605 Fine without high winds
30 mph

V1 (MOTORCYCLE) AND V2 WERE TRAVELLING NORTH ON THE SHORT LINK ROAD FROM THE A29. V1 STOPPED AT THE JUNCTION WITH THE B2233 NYTON ROAD, INDICATING TO TURN LEFT. V1 PULLED OUT AND TURNED LEFT ONTO THE B2233. V2 COLLIDED INTO THE BACK OF V1, CAUSING DAMAGE. V1 WAS SHUNTED FORWARD AND RIDER FELL OFF. DETAILS WERE EXCHANGED AT THE SCENE.

241458675 Saturday NEWLANDS ROAD NEAR JUNCTION Veh 1 Car Going ahead E to W
22/06/2024 WITH SHRIPNEY ROAD (A29) Veh 2 Car Stopping E to W Dri F 44 Slight
R1: U 1010hrs
R2: A 29 Daylight: street lights present
E 494,064 Dry
N 101,620 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:

1st: Following too close Vehicle 1 Possible
2nd: Failed to look properly Vehicle 1 Very Likely

V2 TRAVELLING WEST-BOUND ALONG NEWLANDS ROAD IN BOGNOR REGIS. V2 APPROACHING THE ROUNDABOUT WITH SHRIPNEY ROAD IN BOGNOR REGIS, BEING FOLLOWED BY V1. V2 CONDUCTED AN EMERGENCY STOP, DUE TO FAST TRAVELLING VEHICLE ON THE ROUNDABOUT. AS THE RESULT OF V2 COMING TO A STOP, V1 HAS DRIVEN INTO THE BACK OF V2.

Details of Personal Injury Accidents for Period - 01/01/2023 to 30/06/2024 (18) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons - susse 2024 all requests ("A29 Nr
Woodgate (Highgate)")

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

241460673	Wednesday	SHRIPNEY ROAD (A29), BOGNOR	Veh 1	Car	Going ahead	S	to	N	Dri	M	23	Serious
	26/06/2024	REGIS, WEST SUSSEX	Veh 2	Car	Going ahead	N	to	S	Dri	M	46	Fatal
R1: A 29	2040hrs		Veh 2	Car	Going ahead	N	to	S	FSP	F	30	Serious
	Daylight:	street lights present										
E 493,766	Dry											
N 102,335	Fine without high winds											
	40 mph											

Causation Factor:		Participant:	Confidence:
1st:	Aggressive driving	Vehicle 1	Very Likely
2nd:	Exceeding speed limit	Vehicle 1	Very Likely
3rd:	Impaired by alcohol	Vehicle 1	Possible
4th:	Impaired by drugs (illicit or medicinal)	Vehicle 1	Possible
5th:	Loss of control	Vehicle 1	Very Likely

V1 WAS TRAVELLING NORTH ON THE A29 SHRIPNEY ROAD, BOGNOR REGIS. V2 WAS TRAVELLING SOUTH ON A29 SHRIPNEY ROAD, BOGNOR REGIS. V1 ENTERED THE OPPOSITE CARRIAGEWAY AND COLLIDED HEAD ON WITH V2, CAUSING DAMAGE. V1 HAS ENDED UP BACK ON THE CORRECT SIDE OF THE CARRIAGEWAY. V2 LEFT THE CARRIAGEWAY TO THE NEAR SIDE.

Accidents between dates 01/01/2023 and 30/06/2024 (18) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2024 all requests ("A29 Nr Woodgate (Highgate)")

Selected Polygon:A29 Nr Woodgate (Highgate)

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
03/01/2023	0735	Fine without high winds	231258906	1	Give way or Uncontrolled	T & Stag Jct

Location: LIDSEY ROAD (A29) AT JUNCTION WITH SACK LANE, LIDSEY, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Turning right	Offside	Mid Junction - on roundabout or main road
Car	Going ahead other	Front	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2023 and 30/06/2024 (18) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2024 all requests ("A29 Nr Woodgate (Highgate)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
17/02/2023	1045	Fine without high winds	231279031	2	Not applicable	Not within 20M

Location: LIDSEY ROAD (A29) - 42 METRES FROM JUNCTION WITH WOODGATE ROAD, WOODGATE, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Did not impact	Not at, or within 20M of Jct
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Back	Not at, or within 20M of Jct
Van / Goods 3.5 tonnes mgw and under	Parked	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight

Accidents between dates 01/01/2023 and 30/06/2024 (18) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2024 all requests ("A29 Nr Woodgate (Highgate)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
28/02/2023	1942	Raining without high winds	231285534	1	Not applicable	Not within 20M

Location: SHRIPNEY ROAD (A29) - 111 METRES FROM JUNCTION WITH MARIGOLDS, SHRIPNEY, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Offside	Not at, or within 20M of Jct
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2023 and 30/06/2024 (18) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2024 all requests ("A29 Nr Woodgate (Highgate)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
17/03/2023	1246	Fine without high winds	231288207	2	Give way or Uncontrolled	Junction - more than 4 arms (not a roundabout)
Location:	WESTERGATE STREET (A29) NEAR JUNCTION WITH NYTON ROAD (B2233), WESTERGATE, WEST SUSSEX					

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead left bend	Front	Cleared junction or waiting/parked at junction exit

Casualties:

Class	Severity
Vehicle Passenger	Slight
Vehicle Passenger	Serious

Accidents between dates 01/01/2023 and 30/06/2024 (18) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2024 all requests ("A29 Nr Woodgate (Highgate)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
02/05/2023	1755	Fine without high winds	231303942	2	Give way or Uncontrolled	Pri Drive
Location: WESTERGATE STREET (A29) AT JUNCTION WITH THE CORNFIELDS, WESTERGATE, WEST SUSSEX						

Vehicles:

Type	Manvres	Impact	Junct_loc
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Front	Jct Approach
Car	Turning right	Back	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle	Slight
Passenger	

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
06/05/2023	2302	Fine without high winds	231304782	1	Give way or Uncontrolled	T & Stag Jct
Location: SHRIPNEY ROAD (A29) NEAR JUNCTION, BERTSTED, WEST SUSSEX						

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead right bend	Back	Mid Junction - on roundabout or main road
Car	Going ahead right bend	Front	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2023 and 30/06/2024 (18) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2024 all requests ("A29 Nr Woodgate (Highgate)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
18/05/2023	1825	Fine without high winds	231309018	1	Give way or Uncontrolled	T & Stag Jct
Location:	WESTERGATE STREET (A29) AT JUNCTION WITH OLIVERS MEADOW, WESTERGATE, ALDINGBOURNE, WEST SUSSEX					

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Nearside	Jct Approach
Motor Cycle over 125 cc and up to 500cc	Going ahead other	Front	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Serious

Accidents between dates 01/01/2023 and 30/06/2024 (18) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2024 all requests ("A29 Nr Woodgate (Highgate)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
03/06/2023	1400	Fine without high winds	231314555	2	Not applicable	Not within 20M

Location: SHRIPNEY ROAD (A29) - 43 METRES FROM JUNCTION WITH SHRIPNEY ROAD, BERSTED, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Van / Goods 3.5 tonnes mgw and under	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Serious

Accidents between dates 01/01/2023 and 30/06/2024 (18) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2024 all requests ("A29 Nr Woodgate (Highgate)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
06/06/2023	1455	Fine without high winds	231315684	2	Give way or Uncontrolled	Mini roundabout
Location:	EASTERGATE SQUARE (A29) AT JUNCTION WITH FONTWELL AVENUE (A29), EASTERGATE, WEST SUSSEX					

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Mid Junction - on roundabout or main road
Pedal Cycle	Going ahead other	Nearside	Mid Junction - on roundabout or main road

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Serious

Accidents between dates 01/01/2023 and 30/06/2024 (18) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2024 all requests ("A29 Nr Woodgate (Highgate)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
06/07/2023	1806	Fine without high winds	231327279	4	Not applicable	Not within 20M

Location: NYTON ROAD (A29) - 24 METRES FROM JUNCTION WITH CHURCH LANE, WESTERGATE, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Going ahead but held up	Back	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight
Vehicle Passenger	Slight
Vehicle Passenger	Slight
Vehicle Passenger	Slight

Accidents between dates 01/01/2023 and 30/06/2024 (18) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -susse 2024 all requests ("A29 Nr Woodgate (Highgate)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
06/01/2024	2200	Raining without high winds	241398277	1	Not applicable	Not within 20M

Location: SHRIPNEY ROAD - 40 METRES FROM JUNCTION WITH SHRIPNEY ROAD (A29), BERTSTED, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead left bend	Did not impact	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
21/02/2024	0958	Raining without high winds	241412531	2	Give way or Uncontrolled	Junction - more than 4 arms (not a roundabout)

Location: WESTERGATE STREET (A29) NEAR JUNCTION WITH NYTON ROAD (B2233), WESTERGATE, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Turning right	Front	Entering main road
Car	Going ahead right bend	Nearside	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight
Driver / Rider	Slight

Accidents between dates 01/01/2023 and 30/06/2024 (18) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2024 all requests ("A29 Nr Woodgate (Highgate)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
16/04/2024	1720	Fine without high winds	241433640	1	Give way or Uncontrolled	Roundabout
Location: SHRIPNEY ROAD (A29) AT JUNCTION WITH SHRIPNEY ROAD (A29), BERTSTED, WEST SUSSEX						

Vehicles:

Type	Manvres	Impact	Junct_loc
Pedal Cycle	Starting	Offside	Entering roundabout
Car	Starting	Nearside	Entering roundabout

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
09/06/2024	1000	Fine without high winds	241457718	1	Not applicable	Not within 20M
Location: NYTON ROAD (B2233) - 85 METRES FROM JUNCTION WITH NORTHFIELDS LANE, ALDINGBOURNE, WEST SUSSEX						

Vehicles:

Type	Manvres	Impact	Junct_loc
Motorcycle over 500cc	Starting	Back	Not at, or within 20M of Jct
Car	Starting	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Slight

Accidents between dates 01/01/2023 and 30/06/2024 (18) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -susse 2024 all requests ("A29 Nr Woodgate (Highgate)")

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
22/06/2024	1010	Fine without high winds	241458675	1	Give way or Uncontrolled	Roundabout

Location: NEWLANDS ROAD NEAR JUNCTION WITH SHRIPNEY ROAD (A29)

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Jct Approach
Car	Stopping	Back	Jct Approach

Casualties:

Class	Severity
Driver / Rider	Slight

Date	Time	Weather	Police_ref	Casualties	Junct_ctrl	Junct_det
26/06/2024	2040	Fine without high winds	241460673	3	Not applicable	Not within 20M

Location: SHRIPNEY ROAD (A29), BOGNOR REGIS, WEST SUSSEX

Vehicles:

Type	Manvres	Impact	Junct_loc
Car	Going ahead other	Front	Not at, or within 20M of Jct
Car	Going ahead other	Front	Not at, or within 20M of Jct

Casualties:

Class	Severity
Driver / Rider	Serious
Driver / Rider	Fatal
Vehicle Passenger	Serious

Accidents between dates 01/01/2023 and 30/06/2024 (18) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -sussex 2024 all requests ("A29 Nr Woodgate (Highgate)")

Number of records in selection: 16

Appendix 3

Stage 1 Road Safety Audit Decision Log

WEST SUSSEX COUNTY COUNCIL

Union Place Application A/154/24

Road Safety Audit Log cover sheet

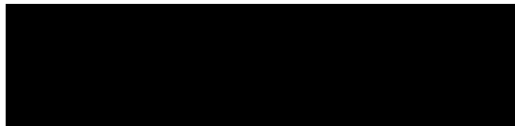
This report should be read in conjunction with the Stage 1 Safety Audit ref 240602.

Having reviewed the recommendations of the Safety Audit and considered the comments of the Client Project Manager and Design Team, I accept the conclusions of the Road Safety Audit log on behalf of the Highway Authority.

Produced : Tim Townsend

Date : 21/10/2024

Signed

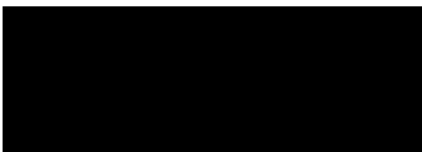


Tim Townsend (Principal Transport Planner – County Highways Team)

Reviewed : Steven Shaw

Date : 21/10/2024

Signed :



Steven Shaw (Team Manager – County Highways Team)

Project Details

Table F.1 Project details

Report title:	Designer's response to Stage 1 Road Safety Audit, Land at Woodgate Nurseries, Lidsey Road, Woodgate
Date:	24 th June 2024
Document reference and revision:	2401/RSA/DR/01
Prepared by:	Highgate Transportation Ltd
On behalf of:	Hanbury Properties

Table F.2 Authorisation sheet

Report title	Designers Response
Prepared by:	
Name:	Joseph Tucker
Position	Transport Planner
Signed:	
Organisation:	Highgate Transportation Ltd
Date	24/06/2024
Approved by:	
Name:	Fiona Bennett
Position	Director
Signed:	
Organisation:	Highgate Transportation Ltd
Date:	24/06/2024

Introduction

An Independent Stage 1 Road Safety Audit (ref: 240602) was undertaken by Avon Traffic & Safety Servies Ltd on 13th June 2024 with regard to the proposals to create a new pedestrian and cycle access from the A29 to serve up to 130 residential dwellings. The Road Safety Audit also reviews amendments to an approved bellmouth junction and new junction with a ghost island right turn lane on the A29 Lidsey Road which will also serve the 130 proposed dwellings.

The Road Safety Audit response has been prepared by Joseph Tucker, Highgate Transportation Ltd.

Key personnel

Table F.3 Key personnel

Overseeing Organisation:	West Sussex County Council Highways
RSA team:	Avon Traffic & Safety Servies Ltd
Design organisation:	Highgate Transportation Ltd

Road safety audit decision log

Table F.4 Road safety audit decision log

RSA problem	RSA recommendation	Design organisation response	Overseeing Organisation response	Agreed RSA action
2.1 Location – Proposed footway/cycleway link, north-western side of Lidsey Road Summary – Risk of cyclist collisions with pedestrians due to inappropriate visibility	It is recommended that the vegetation is cut back and maintained such that it does not impact on the visibility requirements.	Agreed – the vegetation obstructing visibility is located within land controlled by the applicant and land within the public highway. The vegetation will be cut back and maintained to below 0.6 metres in height.	Accept Audit recommendation and Design Organisation response to it.	That the vegetation is cut back and maintained to below 0.6m in height such that it does not impact on the visibility requirements.
2.2 Location – Proposed cycle crossing on western side of Lidsey Road Summary – Risk of pedestrian trips and cyclist collisions due to existing kerb upstand	It is recommended that dropped kerbs with a maximum upstand of between 4-6mm are provided where appropriate (seek confirmation with the LHA on applicable local standards).	Agreed – Dropped kerbs will be provided that conform with the specification required by the local highway authority as shown on drawing HTP/2401/04/C	Accept Audit recommendation and Design Organisation response to it.	That dropped kerbs with a maximum upstand of between 4-6mm (or to LHA recommended standard) are provided where appropriate.

2.3 Location – Proposed shared footway/cycleway and cycle crossing, western side of Lidsey Road Summary – Risk of pedestrian slips/trips and cyclist collisions due to existing gully gratings and surface water	It is recommended to replace the two existing gully gratings with new pedestrian friendly types. Also to investigate and remedy the ponding surface water.	Agreed – New gully gratings will be provided which minimise the risk of pedestrian slips and cycle accidents. This detail will be provided at the detailed design stage. The cause of ponding and surface water will be investigated. It is expected that rodding will solve this issue.	Accept recommendation and Organisation response to it. Audit Design	That new gully gratings will be provided which minimise the risk of pedestrian slips and cycle accidents (detail to be provided at the detailed design stage). And that the cause of ponding and surface water to be investigated and resolved by the Designer Organisation.
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2.4 Location – Proposed footway/cycleway link, western footway Summary – Risk of cyclist collisions with pedestrians due to inadequate warning	It is recommended that sufficient warning is provided to highlight the change of use via appropriate corduroy paving and signing.	Agreed – Corduroy paving will be provided to show the transition between the footway along A29, and the shared used footway cycleway entering the site. The corduroy paving is shown on drawing HTp/2401/04/C. Further detail will be provided at the detailed design stage.	Accept recommendation and Organisation response to it. Audit Design	That corduroy paving will be provided to show the transition between the footway along A29, and the shared used footway cycleway entering the site. The corduroy paving is shown on drawing HTp/2401/04/C. Further detail to be provided at the detailed design stage.
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2.5 Location – Proposed cycle crossing on eastern side of Lidsey Road	It is recommended to ensure the proposed shared footway/cycleway provision and cycle crossing is designed appropriately and can operate freely. It would be advantageous to explore	Disagree – In the event that a significantly larger bike is waiting to cross and blocks the path, this is not a safety issue, as a pedestrian/cyclist will have good visibility on the approach to the crossing, and will be	Accept recommendation and Organisation response to it. Audit Design	That the shared foot/cycleway and cycle crossing is appropriately designed with adequate
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Summary – Risk of cyclist collisions with pedestrians and other cyclists due to geometry	siting the shared footway/cycleway provision further back within the available highway to create a buffer strip and larger landing/waiting area for crossing cyclists.	able to wait until the path is clear to continue. In an event where a large cycle (i.e. cargo bike) is waiting to cross Lidsey Road, there will be sufficient room for most users to manoeuvre around the waiting cycle. This is shown in drawing 2401/TR/04 Therefore, this comment has been addressed.		intervisibility between users and areas for cycles to wait.
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2.6 Location – Immediate vicinity of proposed cycle crossing, north-eastern side of Lidsey Road Summary – Risk of pedestrian slips/trips and cyclist collisions due to existing street lighting column	It is recommended that the street lighting column is relocated out of the footway/cycleway.	Disagree – the issue of the street lighting column will be resolved as part of the s278 design for the Woodgate Centre application (AL/107/21/PL)	Accept Audit recommendation but not Design Organisation response to it.	That the issue of the position of the street lighting column will be resolved as part of the s278 design for the Woodgate Centre application (AL/107/21/PL) – or and moved from the foot/cycleway as part of this
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				application proposal, if it comes forward ahead of the Woodgate Centre S278 works.
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Design organisation and Overseeing Organisation statements

Table F.5 Design organisation statement

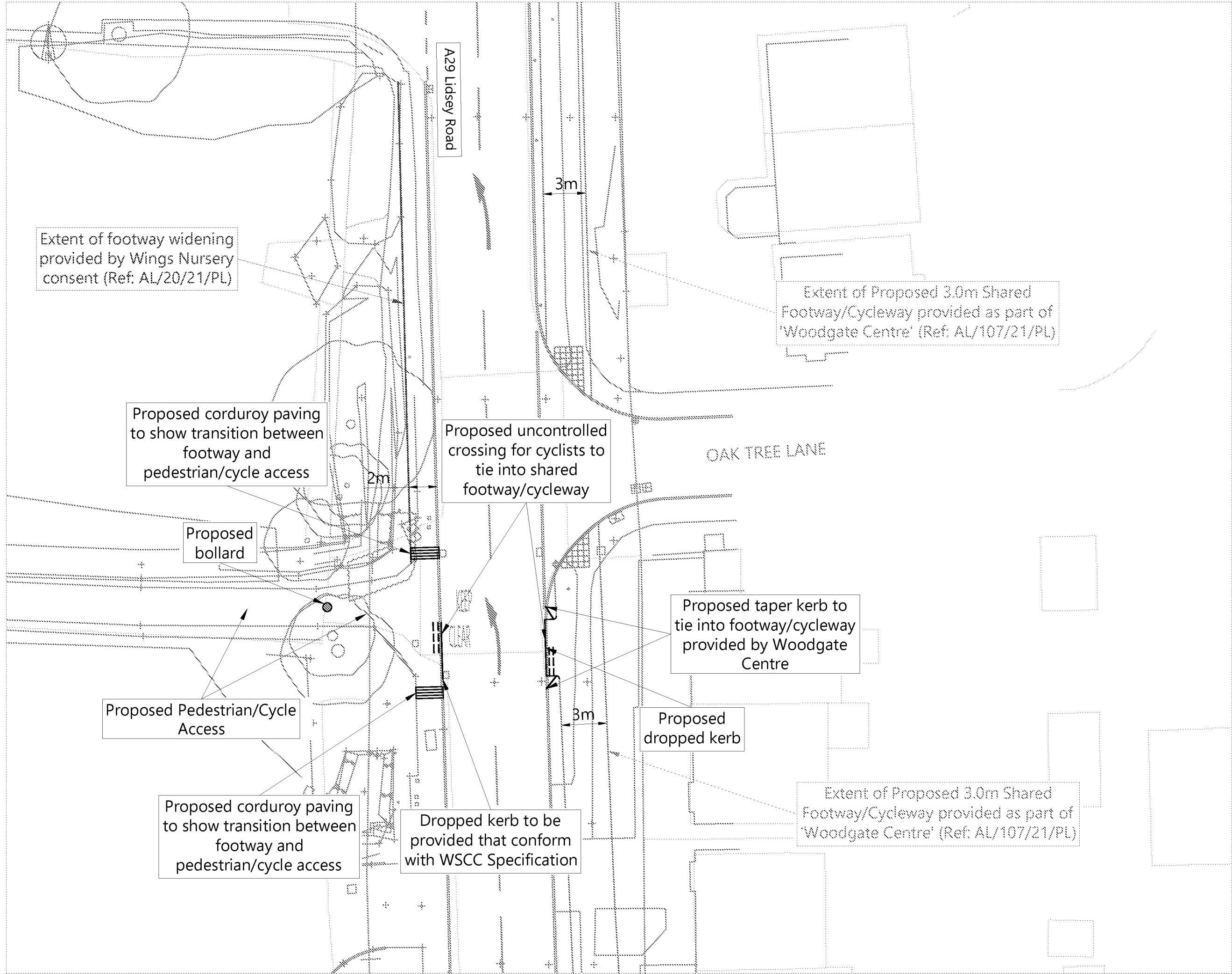
On behalf of the design organisation I certify that:	
1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation	
Name:	Joseph Tucker
Signed:	
Position:	Transport Planner
Organisation:	Highgate Transportation Ltd
Date:	24/06/2024

Table F.6 Overseeing Organisation statement

On behalf of the Overseeing Organisation I certify that:	
1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and	
2) The agreed RSA actions will be progressed.	
Name:	Timothy Stephen Townsend
Signed:	
Position:	Principal Planner
Organisation:	WSCC (Local Highway Authority)
Date:	21 October 2024

Appendix 4

Drawing HTp/2401/04/C



NOTES

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Drawing based on Topographical Survey (Ref: 17581120, v5) produced by Offington Land Surveys Ltd and dated 09/03/2024

KEY

- Proposed widening to 3.0m under AL/107/21/PL Application
- Proposed widening to 2.9m under AL/20/21/PL Application
- Highway Boundary

C	Updated following Stage 1 RGA	AH	24/06/24
B	Updated annotation	AH	02/06/24
A	Updated topographical survey	AH	16/05/24
DSM	DEVELOPMENT IN VISION	BT	DATE

PROJECT:

LAND WEST OF LIDSEY ROAD, WOODGATE

CLIENT:

HANBURY

PROJECT REF	DRAWING NUMBER	SCALE (H: V):
2401	04	1:250

SHEET NUMBER

SHEET NUMBER 1 OF 1

SCALE BAR:

0m 5m 10m

HighgateTransportation

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Bristol BS1 5NL
01179 346 121

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TITLE:

PROPOSED PEDESTRIAN AND CYCLE ACCESS

DATE:	DESIGNED BY:	CHECKED BY:
23.02.2024	JT	AH

Appendix 5

WSCC Highways Email Correspondence

Alice Howse

From: Tim Townsend
Sent: 21 October 2024 09:28
To: Alice Howse
Cc: Fiona Bennett
Subject: RE: (2401) RE: AL/89/24/OUT - Land at Woodgate Nurseries - RSA Decision Log and Proposed Pedestrian & Cycle Crossing

Dear Alice,

Thank you again for your email of 9 October, found below.

Road Safety Audit Decision Log.

With regard to the Road Safety Audit Decision Log, I have just submitted this for (hopeful) sign-off. I will send you a completed copy for your records and those of the LPA when available.

Foot, cycle and emergency access details.

Having run this past my design engineer, he has not highlighted anything that raises any immediate concerns but has said that signage and road markings will be considered in detail at the detailed design stage.

I trust the above is helpful.

Regards,

Tim

Tim Townsend, MCIHT

Principal Transport Planner, County Highways Team – Highways, Transport and Planning
West Sussex County Council, Ground Floor Northleigh, County Hall, Chichester PO19 1RQ

Certified Carbon Literate

