

SUBMISSION TO WEST SUSSEX COUNTY COUNCIL FOR DEPARTURES FROM STANDARD

Project Name	Land South of the A259, Angmering
Applicant Organisation	i-Transport
Applicant Ref	ITB16357
Highway Authority Ref	
Applicant Contact Details	Dominic Smith i-Transport LLP Grove House Lutyens Close Basingstoke RG24 8AG [REDACTED]
Date Submitted	11/10/21

1) PROJECT DETAILS

A	Description	Development of circa 80 new homes
B	Location	Land South of the A259, Angmering
C	Road Category	TA 46/97 Rural Road
D	Road Type	D2AP
E	Design Speed	85B kph (determined by TD 9/93 Rural Road Design Speed Calculation)
F	Speed Limit	50mph
G	Traffic Flows	A259 EB - 2687 (2026 AM Peak) & 2843 (2026 PM Peak)
H	NMU Flows	Infrequent

2) DEPARTURE DETAILS

A	Discipline	Other: Bus Stop Provision
	Type	Bus Stop Location
B	Relevant Standard(s)	CD123 - Visibility CD169 - Bus Laybys
	Clause	
C	Difference Between Standard(s) and proposed design	Partial obstruction of 160m visibility splay
D	Reason for Departure (overview)	Creation of a site access with diverge lane to provide access to a development of circa 80 residential units resulting in partial obstruction of a 4.5m x 160m visibility splay.
E	Associated Project Departures	Reduction in lane width. Removal of hard strip.
F	Other Options Considered	Relocation of bus stop. Removal of bus stop.

3) JUSTIFICATION (POTENTIAL POSITIVE AND NEGATIVE IMPACTS)

A	Safety	The retention of the bus stop would result in temporary, partial obstruction of the visibility splay from the access when a bus is stationary within the bus cage. When stationary, the bus occupies the nearside lane of the carriageway. Westbound vehicles are required to move out into the outside lane in order to manoeuvre past a vehicle. Vehicles emerging from the access will do so into the nearside lane, with clear intervisibility between an oncoming and emerging vehicle. The presence of a bus at the stop does not obscure full visibility to the outside lane. Due to the curvature of the road, the 'shadow' created by a stationary bus creates only a small pocket of obstructed visibility, immediately to the rear of the stationary vehicle, at which time a vehicle travelling at a speed commensurate for a stopping sight distance of 160m (i.e. 50mph) will have moved into the outside lane to undertake a passing manoeuvre, and therefore be visible at all times to a vehicle emerging from the access.
B	Congestion/ Delay	None
C	Environmental / sustainability	A vehicle can be removed from the visibility splay by creating a full or half lay-by utilising the verge to the south of the carriageway. However, this could result in difficulty for a bus reentering the mainline traffic flow.
D	Capital and whole life cost/value	No cost to the County Council.
E	Accessibility	N/A
F	Integration	N/A
G	Structural	N/A
H	Network resilience & Maintenance	N/A

4) COMPENSATORY MEASURES

A	Included Measures	None
B	Rejected Options	Relocation of bus stop - given the presence of bus stop provision at Asda (to the east) and a new stop south of Haskins associated with A259 improvements, there is a small window of opportunity for any relocation to maintain appropriate stop spacing. This would result in relocation of the stop immediately to the east of the existing farm/commercial access which does not benefit from a merge taper, and would result in significant obstruction of the visibility splay from this access. Removal of bus stop - while not a significantly well utilised bus stop given the limited patronage catchment, retention of the stop will continue to provide public transport connectivity for the farm/commercial operation and for the proposed development (in combination with facilities south of Haskins).

5) DESIGN ORGANISATIONS CONCLUDING REMARKS

The stop is not extensively utilised given it serves a limited catchment, thus any limited and partial obstruction to visibility identified above will be infrequent.

It is understood that the preference of WSCC is to remove the bus stop. This DfS has been submitted for consideration in the event that the bus stop cannot be removed. The drawing attached to this DfS has been superseded by Drawing ITB16357-GA-003 Rev E which shows the bus stop being removed.

6) ATTACHMENTS AND OTHER INFORMATION

A	List of Attachments	ITB16357-GA-003 Rev D
B	Consultations	Application A/168/21
C	Other Information	None.

7) DECISION – (HIGHWAY AUTHORITY USE ONLY)

NAME 1						
ROLE						
SIGNED		DATE				
NAME 2						
ROLE						
SIGNED		DATE				
MARK ONE BOX:	1- APPROVED	☐	2-APPROVED WITH COMMENTS	☐	3- REJECTED	☐
COMMENTS						