

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 The Square Basing Views Basingstoke RG21 4EB [REDACTED]
Date Submitted	01/10/2021

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	Road Geometry
	Type	Hard Strips
B	Relevant Standard(s)	CD127
	Clause	2.4
C	Difference Between Standard(s) and proposed design	Standard requires the provision of a 1m hard strip, the design proposes the removal of the hard strip over a distance of 150m.
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 the removal of the 1m hard strip over a distance of circa 150m overcoming the need to retain hard strip by utilising central reservation that would result in the loss of established vegetation.
E	Associated Project Departures	Reduction in lane width Retention of bus stop on approach to access (in the event it is not possible to removed the bus stop).
	Other Options Considered	Retention of hard strip through use of central reservation. The associated widening would result in the relocation and set back of the central restraint barrier, causing the loss of established vegetation within the central reservation to the east of the site access.

3) JUSTIFICATION (POTENTIAL POSITIVE AND NEGATIVE IMPACTS)

A	Safety	The arrangements would result in the removal of hard strips over a distance of circa 150m. This arrangement is replicated on the eastbound carriageway, where the edge of carriageway marking directly abuts the central reservation at a number of locations, as well as further locations on the A259 to the east of the site. A review of PIA data indicates no occurrences where lack of hard strip provision is a contributing factor to accidents at these locations. The northern side of the westbound carriageway does not provide for pedestrian infrastructure, and the central reservation is formed of a kerbed arrangement, protecting edge of carriageway stability. Drainage is to be reviewed as part of the S278 Detailed Design to ensure appropriate measures are provided to prevent the accumulation of water.
B	Congestion/ Delay	None
C	Environmental / sustainability	Use of the standard would result in the loss of established vegetation within the central reservation as a result of the repositioning of the central restraint barrier..
D	Capital and whole life cost/value	No cost to the County Council; works are to be delivered by the Developer through S278 Agreement.
E	Accessibility	N/A
F	Integration	N/A
G	Structural	N/A
H	Network resilience & Maintenance	Maintenance of the road would require a single lane closure and this would not be impacted by the removal of the hard strip. In accordance with TSM Chapter 8 p.154, lane width can be reduced to 3.0m and be accompanied by a reduced speed limit to protect operative safety.

4) COMPENSATORY MEASURES

A	Included Measures	None
B	Rejected Options	Retention of hard strip through use of central reservation. The associated widening would result in the relocation and set back of the central restraint barrier, causing the loss of established vegetation within the central reservation to the east of the site access.

5) DESIGN ORGANISATIONS CONCLUDING REMARKS

The Departure for Standard has been submitted pursuant to Design Audit ITB16367-010 and planning application A/168/21.

An equivalent "urban all road" would not require the provision of hard strips.

6) ATTACHMENTS AND OTHER INFORMATION

A	List of Attachments	ITB16357-GA-003 Rev E.
B	Consultations	A/168/21

C	Other Information	None.
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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			