

## Rebecca Payne

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**From:** Dominic Smith [REDACTED]  
**Sent:** 16 April 2014 16:11  
**To:** Mark Smith  
**Cc:** Cian Cronin; Peter Cleveland  
**Subject:** RE: Angmering - Comments from Cllrs

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Thanks Mark.

**Cian/Peter** – is this sufficient to answer APC? Basically, the evidence demonstrates that extending the queuing won't work.

Kind regards,

Dominic

Dominic Smith | Planner, Strategic Planning, West Sussex County Council | Location: 2nd Floor, Northleigh, County Hall, Chichester, PO19 1RH  
[REDACTED]

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**From:** Mark Smith [REDACTED]  
**Sent:** 16 April 2014 14:53  
**To:** Dominic Smith  
[REDACTED]

**Subject:** RE: Angmering - Comments from Cllrs

Hi Dominic,

Thanks for your email.

Apologies for the slight delay in coming back to you on your Water Lane/Weavers Hill query, which we have been looking at. We have as requested looked at how much extra traffic would need to enter the junction from Weavers Hill during the busiest period (2023 AM Peak + Development scenario) to push the junction to an RFC of 0.85. I attach the modelling run accordingly, which highlights that you would need an extra 70 right turn movements during this period (over and above the 212 right turners under the 2023 AM Peak + Development scenario) to hit this RFC value. I highlight that this would still only lead to a max queue length of 5 vehicles however.

Therefore, even if the masterplan development were to lead to a slightly greater proportion of development traffic taking this route than the agreed distributions assessment indicated, it is very unlikely that this would be anywhere close to the extra over 70 movements required to hit this capacity point.

With respect to the Water Lane/A280 junction, we were limited in terms of junction improvements without being able to breach the existing boundary to the east and spread into the national park, which we had been advised would not be accepted. Clearly a radical overhaul of the junction would not be the first step in assessing options, and the more logical design options considered in the first instance. One such consideration was adding various extra lengths to the right turn lane to see if this improved the junction operation, but the problem was not so much related to the stacking space in the right turn lane but rather that there was not sufficient breaks in the northbound traffic to cut across into Water Lane. We looked at very substantial increases to the right turn lane length, but this

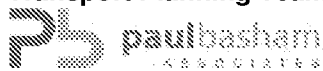
did not make any difference to RFCs being over capacity. Whilst I doubt it could be delivered in practice, I enclose a modelling run whereby the RTL capacity is increased from 14 cars to 34 cars (an extra 120m RTL length!), but the RFC is still 1.078 and queues of 43 cars during the 2023 PM peak + development scenario (compared to 1.078 RFC and 59 car queue using the existing RTL). All the additional RTL space does is provide extra waiting room, it doesn't improve junction capacity.

I am surprised that there are concerns coming from the parish with the introduction of traffic lights at this location. From attending the parish meeting at the Rugby Club and feedback from our James at the public consultation event was that residents felt it "tricky" to turn left out of Water Lane onto the A280 because of the northbound traffic. The introduction of lights to stop the northbound traffic and allow right turn movements into Water Lane would only improve the situation and provide a break in traffic flow to allow easier movement onto the A280. The traffic light arrangement could of course be set up so as not to stop southbound traffic flows on the A280 at any time, given right turn movements out of the A280 are not permitted.

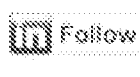
I trust this appropriately responds to the queries raised, but please let me know if you wish to discuss any of the above in greater detail.

Kind regards

Mark Smith  
**Associate**  
**Transport Planning Team**



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**From:** Dominic Smith [REDACTED]  
**Sent:** 16 April 2014 13:25  
**To:** Mark Smith [REDACTED]  
**Cc:** Cian Cronin ([Cian.Cronin@arun.gov.uk](mailto:Cian.Cronin@arun.gov.uk)); Peter Cleveland ([Peter.Cleveland@arun.gov.uk](mailto:Peter.Cleveland@arun.gov.uk))  
**Subject:** FW: Angmering - Comments from Cllrs

Good afternoon Mark,

Following our consultation response Arun have had a meeting with Angmering PC earlier this week regarding the development proposals. A number of issues were raised, as per the email below, and I have offered comment on the final 3 points. However, to adequately address the first point some further information is required.

It would appear that they have a preference in extending the right hand turn lane on the southbound to accommodate the additional queuing as opposed to introducing signals. My gut feel is that this will not satisfactorily address the issue and would lead to an unacceptable delay to vehicles turning right, with a lack of controlled arrangement to minimise the likelihood of the southbound carriageway becoming blocked thus increasing the possibility of rear shunt collisions.

I imagine that there were a number of junction arrangements considered; would it be possible to provide some commentary on the options and reasons for discounting supported by any relevant evidence, ie PICADY assessment etc. The other outstanding point relates to a query I raised previously regarding the number of additional traffic movements that could be put onto the Weavers Hill junction without compromising the capacity.

Kind regards,

Dominic

Dominic Smith | Planner, Strategic Planning, West Sussex County Council | Location: 2nd Floor, Northleigh, County Hall, Chichester, PO19 1RH

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**From:** Peter Cleveland [<mailto:Peter.Cleveland@arun.gov.uk>]

**Sent:** 11 April 2014 16:49

**To:** Dominic Smith

**Cc:** Cian Cronin

**Subject:** Angmering - Comments from Cllrs

Hi Dom

Following the meeting we had earlier this week with the Angmering Cllrs, there were a couple of points I would like to request clarification on. The points raised are:

- Parish do not support the signalisation of the A280/Water Lane junction. They want the northbound slipway for right turners increased rather than signals put in.
- Have you seen any plans identifying works at the entrance to Angmering station, if so could you let us know whether or not they are deliverable and if these works should part of the mitigation?
- Confirmation as to whether improvements to Honey Lane can be made by the developer as it is privately owned. It is our view that a contribution would be better so the works can be delivered by WSCC as I don't think the developers wouldn't be able to do the works on a private road.
- Weavers Hill/Water lane junction – improved crossing facilities sought as this is currently poor, are any works proposed?

Sorry I am on leave next week but hopefully these are points you could pick up on with Cian.

Many thanks,  
Peter

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Peter Cleveland MSc | Senior Planner, Planning Department, Arun District Council | Location: 1st Floor, Arun Civic Centre, Maltravers Road, Littlehampton, BN17 5LF

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**From:** Dominic Smith  
**Sent:** 15 April 2014 14:46  
**To:** Peter Cleveland  
**Cc:** Cian Cronin  
**Subject:** RE: Angmering - Comments from Cllrs

Hello Peter/Cian – comments in red, below.

Dominic Smith | Planner, Strategic Planning, West Sussex County Council | Location: 2nd Floor, Northleigh, County Hall, Chichester, PO19 1RH

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**From:** Peter Cleveland [mailto:Peter.Cleveland@arun.gov.uk]  
**Sent:** 11 April 2014 16:49  
**To:** Dominic Smith  
**Cc:** Cian Cronin  
**Subject:** Angmering - Comments from Cllrs

Hi Dom

Following the meeting we had earlier this week with the Angmering Cllrs, there were a couple of points I would like to request clarification on. The points raised are:

- Parish do not support the signalisation of the A280/Water Lane junction. They want the northbound slipway for right turners increased rather than signals put in. O'k – so there is agreement that works are required at the junction but the actual form that they will take is undecided. If time is available we can go back to PBA and ask them to look at alternative solutions, or model an extended right hand turn lane and assess the results.
- Have you seen any plans identifying works at the entrance to Angmering station, if so could you let us know whether or not they are deliverable and if these works should part of the mitigation? I have – it's another scheme identified through the Community Led Highway Improvement Projects. The cost of the works is anticipated to be £15k. It would include enhancement to the pedestrian environment; in terms of being required to make the development acceptable in planning terms it's probably a little tenuous. However, we're not going to need £250k to improve Cow Lane so perhaps transfer some of the funding from there.
- Confirmation as to whether improvements to Honey Lane can be made by the developer as it is privately owned. It is our view that a contribution would be better so the works can be delivered by WSCC as I don't think the developers wouldn't be able to do the works on a private road. After our discussion over Cow Lane I was thinking along similar lines. PROW have the rights to undertake the work and I've spoken to them about bringing it up to a farmacked surface. Looking at about 75k to do this
- Weavers Hill/Water lane junction – improved crossing facilities sought as this is currently poor, are any works proposed? No – following on from the response, Weavers Hill was not considered to be on a pedestrian desire line from the development. Notwithstanding that, the traffic calming proposed includes a table at the junction and it would be expected that intervention at the junction would be incorporated along with these works.

Sorry I am on leave next week but hopefully these are points you could pick up on with Cian.

Many thanks,  
Peter

Peter Cleveland MSc | Senior Planner, Planning Department, Arun District Council | Location: 1st Floor, Arun Civic Centre, Maltravers Road, Littlehampton, BN17 5LF

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