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From:

Sent:

To: Planning.Responses <Planning.Responses@arun.gov.uk>

Cc: Simon Davis <Simon.Davis@arun.gov.uk>

Subject: Response To Application Number BE/109/19/OUT at Land east of Shripney Road & south of Haddan House
Shripney Road Bersted PO22 9NW

Please could the attached response be distributed to the relevant case officer.

Regards

Katie Kurek

If you wish to reply to this email, please contact the officer directly.

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WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Simon Davis
FROM:	WSCC - Highways Authority
DATE:	18 February 2020
LOCATION:	Land east of Shripney Road & south of <u>Haddan House</u> , Shripney Road, <u>Bersted</u> , <u>PO22 9NW</u>
SUBJECT:	BE/109/19/OUT Outline application with some matters reserved for up to 46 No dwellings together with access. This application is a Departure from the Development Plan. More information received.
RECOMMENDATION:	More Information

Summary

West Sussex County Council, in its capacity as the Local Highway Authority (LHA), have been re-consulted on proposals for outline permission for up to 46 x dwellings with access and associated works. In comments dated 23 December 2019, the LHA requested further information in the form of a Design Audit for the proposed highway modifications, Designers Response to the Road Safety Audit (RSA), clarification of location of speed counter and full consideration of the location of the proposed pedestrian crossing.

The access design and pedestrian crossing point have been altered with modifications to existing Shripney Lane pedestrian crossing also. The transport consultant has also provided an updated RSA with accompanying Designers Response, Design Audit and associated Departure from Standards (DfS). The LHA have reviewed the additional information and require further content within the Design Audit and DfS, in order to fully cover the proposed highway modification works. This is set out in detail in the following report.

Proposed Access Arrangements & Highway Modifications

As per previous comments, the ghost right hand turn lane will provide opportunity for traffic to filter off the main carriageway before entering the site. A new bellmouth access with kerbed radii is proposed to access the development site. The kerb radii have been increased to 10 metres on northern side and 12 metres on southern side. Swept path tracking plans have been provided and demonstrate that a refuse collection vehicle can enter and exit the site without crossing opposing carriageway. It has also been demonstrated that such a vehicle can enter and exit the existing Shripney Lane junction without impacting on the new proposed pedestrian refuge island.

The new pedestrian crossing to the north of the site access has been omitted and a new splitter island proposed within the new central hatching. The new pedestrian crossing shown across the dual carriageway has been relocated to the north, with a new central pedestrian refuge island within hatching prior to existing Shripney Lane ghost right hand turn lane. An extension off the new internal private footway leads westward toward this new dropped kerb tactile paving crossing point. As per previous arrangements, the internal private footway will also lead southwards within the site to link with existing footway on eastern side of Shripney Road.

As part of discussions for pedestrian infrastructure improvements, the existing pedestrian crossing of Shripney Lane will be upgraded and slightly relocated forward toward the give

way line. These works will also include provision of new tactile paving within the central refuge.

RSA

An updated RSA has been carried out to audit the proposed changes to the scheme, as outlined above. A Designers Response (DR) has also been provided, which has been reviewed by the Safety Audit Lead Professional. A signed copy of the DR including decision log as per GG119 requirements is included with this response. Each point of the updated RSA has been reviewed and commented on as follows:

2.1 - Proposed pedestrian crossing point on south side of Shripney Lane

The existing pedestrian crossing will be realigned and tactile paving included. The auditor raises that boundary wall and fence of adjacent property inhibits visibility to the proposed crossing and that considering vehicle speeds and position of boundary treatment, this could lead to vehicles not observing pedestrians crossing in time and pedestrian/vehicle conflict could occur. The auditor recommends a build out of existing kerb line to increase visibility to and from crossing stating that the increased deflection and reduced vehicle entry speeds will minimise risk of conflict with those crossing. The DR states that WSCC requested this proposed crossing arrangement instead of a build out and that whilst a build out could be provided to both sides the proposed arrangement is considered an improvement over the existing.

The designer previously proposed build out on northern corner of the existing Shripney Lane junction, not the southern side. This would have reduced the kerb radii below DMRB (Design Manual for Roads & Bridges) standards. Whilst no build out to the southern side has previously been explored, it is considered that the scenario described whereby possible conflict could occur is an existing situation. Furthermore, the realignment of the pedestrian crossing will bring this closer to junction and thus further forward from existing block to visibility (neighbouring boundary wall/fence). There is also no road traffic collision data to evidence that the existing crossing causes a highway safety concern. It is therefore considered that the proposals improve the existing situation and thus the LHA disagree with auditor and consider no further action is required on this point.

2.2 - Proposed pedestrian crossing point on north side of Shripney Lane

The auditor raises that existing boundary fence and wall inhibits visibility of pedestrian crossing point, increasing risk of pedestrian/vehicle conflict. It was also noted that drivers turning left to Shripney Road mount the kerb as evidenced by photo 2.2. The auditor recommends that visibility is increased by building out the kerb and realigning both sides and states that along with omission of refuge island, visibility could be improved on both sides of junction.

The DR is as per comments to 2.1 above and LHA agree that crossing will be improved over the existing scenario. Bringing the crossing forward and thus improving visibility of pedestrians is considered proportionate as a mitigation measure, to the scale of the scheme. No further action is required on this point.

2.3 - Proposed pedestrian crossing point of A29 Shripney Road (west side)

The auditor raises that existing road layout, vehicle speeds and provision of new central refuge island could mean vehicles approaching from south will squeeze past this point whilst pedestrians are waiting to cross and could result in vehicle/pedestrian conflict. The auditor notes that vehicle wheel tracking was observed close to the existing kerbline. The auditor recommends that measures are installed along northbound approach to alter driver behaviour (e.g. reducing dual carriageway to a single lane of traffic sooner by use of hatching, local build out of central reservation, enhancing existing signage or reducing speed limit). It was also noted that existing edge of carriageway markings could be reinstated.

The DR states that the running lane is proposed to be slightly widened in this location and that this point should be considered further at RSA 2 & 3. The LHA note that with proposed realignment, the lane will remain at 3.5m width, with insufficient room for vehicles to overtake. The LHA disagree with auditor and consider that at this point vehicles will be in the running lane due to the road layout. Nevertheless, the designer has stated that edge of carriageway lining will be refreshed to ensure suitable vehicle tracking.

2.4 - Proposed pedestrian central island on A29

The auditor raises that northbound vehicles approaching at speed could leave it too late to merge back to nearside lane, when overtaking, and collide with proposed central island. As per point 2.3, the auditor recommends that measures are introduced to influence driver behaviour such as hatching, local build out of central reservation, enhancing existing signage or reducing speed limit.

The DR states that considering alignment of ghost right hand turn lane an approaching northbound vehicle should be within running lane at this point. The LHA agree with the designer, the road is single carriageway with no opportunity to overtake due to road layout. No further action is required at this stage. If this is observed to be an issue following RSA Stage 3 then developer will fund hatching in the offside northbound lane of the dual carriageway to guide drivers to merge into the nearside land sooner.

2.5 - Proposed pedestrian crossing point of A29 Shripney Road (west side)

The auditor raises that new pedestrian crossing point is an area of existing foliage and that sight lines may not be maintained and pedestrians may not be observed crossing. The auditor recommends that the vegetation is removed and methods to permanently maintain sight lines are established.

The DR agrees that vegetation will be removed as part of access highway works. The LHA agree with this approach. As per previously carried out RSA, encroachment of vegetation to public highway could result in LHA serving notice on properties where vegetation overhangs highway.

Design Audit

The applicant was advised to carry out a design audit on all elements of the proposed scheme where modifications to the existing highway are proposed. The design audit has been reviewed by the Principal Engineer. The LHA require further detail within the design audit and associated DfS' before further review of the design can be carried out.

General comments

1. It is the responsibility of designers to ensure that all departures from standard are identified and reported to WSCC for consideration.
2. The design audit report does not demonstrate that all elements of the design comply with relevant standards. For example, the ghost island has not been included in the design audit report. Junction visibility from a point 15m on the minor road is also not demonstrated to be achievable. The examples are not exhaustible and it should be ensured that each element of the proposed design is set against the relevant standard that it meets (including clause number, not just DMRB chapter). The LHA would also expect that the length of right hand turn lane is demonstrated to meet standards including that hatching is correctly positioned. Currently the indicative right hand turn arrow appears to encourage drivers to turn too early.
3. The centreline of the existing road has been changed. It should be demonstrated that it still meets the curvature requirements of CD 109 table 2.10.

4. Item number 1 refers to a splay of 2.4m by 124.2m to the north – this should read south?

DfS

1. DfS 01 relates to provision of vehicular visibility splays. A new seven day speed survey was carried out (week commencing 13/01/2020). The ATC speed counters were placed at the extent of achievable visibility splays. The LHA consider this location suitable as providing speeds representative of where a car would be spotted in either direction, upon a car exiting the site access. The resultant 85th percentile speeds were 38.3mph southbound (measured at the northern site) and 44.8mph northbound (measured at the southern site). This would result in a stopping sight distance (SSD) requirement of 96m to the north and 124m to the south.
A splay of 120m was previously demonstrated to the north, achievable within publicly maintained highway and applicant land. To the south the splay of 124.2m has been taken to a 0.5m offset from the kerb line. CD 123 clause 3.4 requires the y distance to be measured to the nearside edge of the southbound carriageway (as there is a central reservation island). On drawing number 1845/09B this measures to be 120m. Based on the 85th %ile speeds provided by the designer, the y distance should be 124.2m. The 124.2m y distance is achievable at the distance of 0.5m from the edge of the southbound carriageway. At that offset, both the motorbikes and vehicles can see the site access and be seen by motorists exiting the site. However, the standard requires that the y distance be measured to the edge of the carriageway and thus the need for a departure from standard application.
The DfS requires some expansion as set out in the red text with the accompanying DfS forms.
2. DfS 02 refers to stagger distance for a left-to-right priority junction with no central reservation is 50m (CD 123 clause 2.24). As the stagger distance is approximately 65m, the LHA questions why a DfS has been submitted? Nevertheless, engineer comments have been provided on the attached form for reference and designer should re-assess whether this is a DfS. This may impact the DfS number sequence of associated departures. Nevertheless, if a full Design Audit is provided with all elements of design and standards met, then any other departures can be identified and referenced.
3. DfS 03 refers to corner radii of the new bellmouth access. Please refer to attached DfS forms for advice on how the DfS should be expanded upon and further justification given.

Summary

In conclusion, the RSA has been fully reviewed and accepted by the LHA. However, the Design Audit and associated DfS' require further expansion as outlined above and in the attached engineer comments.

Katie Kurek
West Sussex County Council – Planning Services