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Church Commissioners for England

**Land West of New Barn Lane,
North Bersted – Proposed Site
Access Arrangements**

Transport Statement

Final Report

A13403/VAA
22 March 2018

REVISION RECORD					
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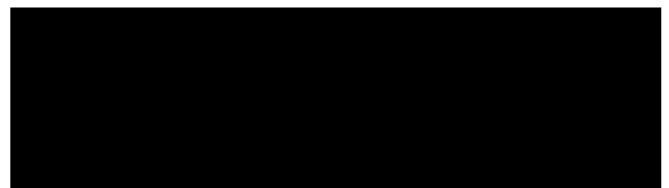
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Appendix B	Vehicle Swept Path Analysis
Appendix C	Stage 1 Road Safety Audit

1 Introduction

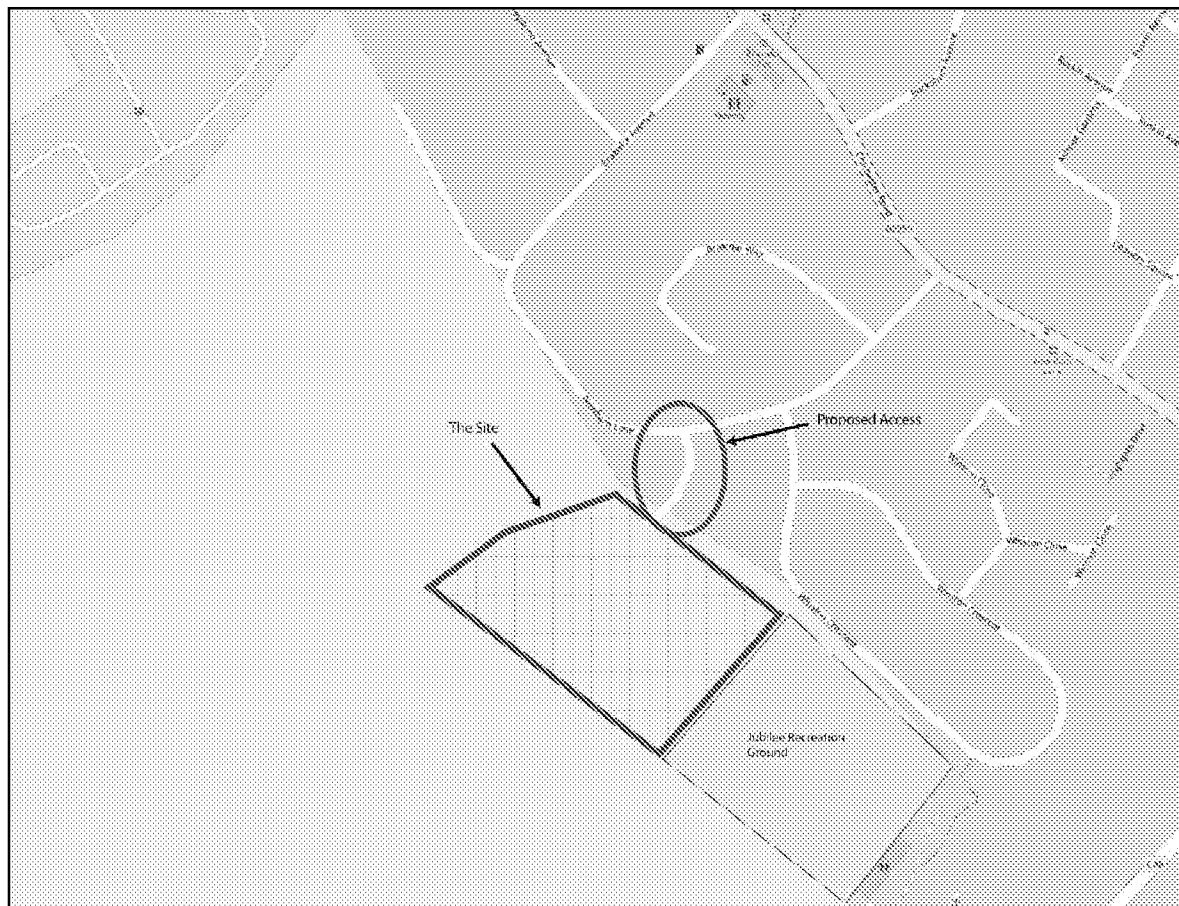
Overview

- 1.1 Pell Frischmann is commissioned by the Church Commissioners for England (the 'Commissioners' and the 'Applicant') to prepare a Transport Statement (TS) in support of a detailed planning application for proposed vehicular access arrangements to serve a 50-unit residential development, that has been granted planning consent, at land to the west of New Barn Lane, North Bersted, Bognor Regis (hereafter referred to as the 'Commissioners' site').

Background

- 1.2 A separate TS was prepared by WYG in support of an outline planning application for the 50-unit residential development at the Commissioners' site in May 2016 (Local Planning Authority reference no. BE/77/16/OUT), however the site access arrangements were designated as a reserved matter. This TS therefore considers the design of the proposed vehicular access arrangements.
- 1.3 The consented development site and the site of the proposed access arrangements are both within the administrative boundary of Arun District Council (ADC), the Local Planning Authority. The Local Highways Authority is West Sussex County Council (WSCC).
- 1.4 The location of the proposed site access junction for which planning permission is sought is identified by a red circle in **Figure 1.1**. This is to the south-west of New Barn Lane, which is in-turn approximately 180m to the west of New Barn Lane's junction with the B2259 Chichester Road, within the North Bersted area of Bognor Regis.

Figure 1.1 Site Location Plan¹



Scheme Proposals

- 1.5 The scheme proposals are for the construction of a priority T-junction, connecting the Commissioners' site to New Barn Lane, with footways provided on both sides of the carriageway and with five existing perpendicular car parking spaces re-provided along the site access road a distance away from the junction.
- 1.6 The proposed junction will serve the consented 50-unit residential development at the Commissioners' site at land west of New Barn Lane.

Report Structure

- 1.7 Following this introductory chapter, the remainder of this TS is structured as follows:
 - **Chapter 2: Existing Transport Conditions and Planning History;**
 - **Chapter 3: Scheme Proposals;**
 - **Chapter 4: Trip Generation and Traffic Distribution;** and
 - **Chapter 5: Summary and Conclusions.**
- 1.8 Technical appendices (A to C) are included at the end of this TS for information.

¹ Source: © OpenStreetMap contributors (<http://www.openstreetmap.org/copyright>); with Pell Frischmann annotations, February 2018.

2 Existing Transport Conditions and Planning History

Introduction

- 2.1 This chapter of the TS confirms the existing transport conditions associated with the site of the scheme proposals. It also provides a summary of the site's planning history.

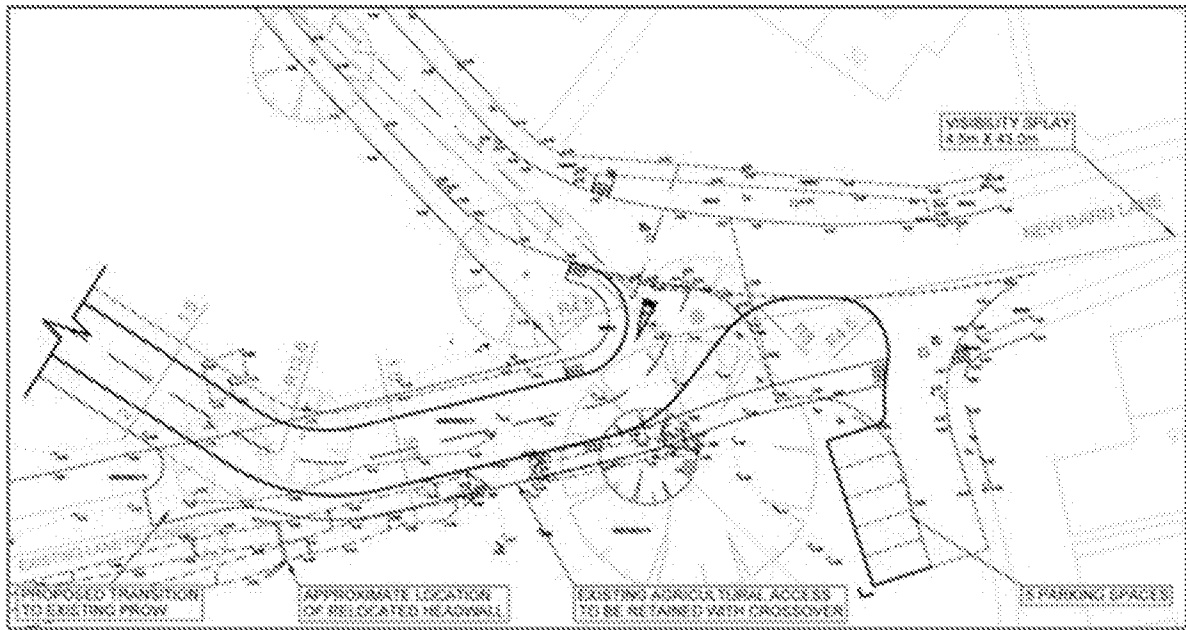
Existing Transport Conditions

- 2.2 The May 2016 WYG TS for the now consented 50-unit residential development sets out in detail the existing transport conditions within the development site's surrounding area. The existing transport conditions have remained unchanged.
- 2.3 As noted within the introductory chapter of this TS, the proposed junction will serve the consented 50-unit residential development at the Commissioners' site at land west of New Barn Lane. The Commissioners' site is bounded to the north by another site, that has planning consent for a separate 90-unit residential development; the planning permission was granted to Landform Estates Ltd and therefore, for ease of reference, this adjacent site is referred to as the 'Landform site'.
- 2.4 The Commissioners' site is otherwise bounded to the east by existing residential dwellings, to the south by Jubilee Recreation Ground and to the west by open agricultural land.
- 2.5 New Barn Lane is a narrow two-way single carriageway unclassified residential road with a 6m wide carriageway. It is subject to a standard speed limit for built-up areas of 30mph. There are footways on both sides of the road on the approach to the site from Chichester Road and on the east side of the road only along the north-south section connecting to Brazwick Avenue.
- 2.6 A previous July 2015 Transport Assessment (TA), prepared by PSP Consulting on behalf of Landform Estates, sets out the results of a seven-day Automatic Traffic Count (ATC) survey on New Barn Lane; this recorded an average weekday traffic flow of 19 vehicles in the morning (AM) peak hour and 15 vehicles in the afternoon (PM) peak hour. The ATC recorded seven-day average 85th percentile speeds of 25.9mph. The Department for Transport (DfT) / Department for Communities and Local Government (DCLG) *Manual for Streets* (MfS) (2007) states that, for a road of this speed, 35m sideways visibility splays, measured 2.4m back from the 'give way' line, would be required.

Committed Development

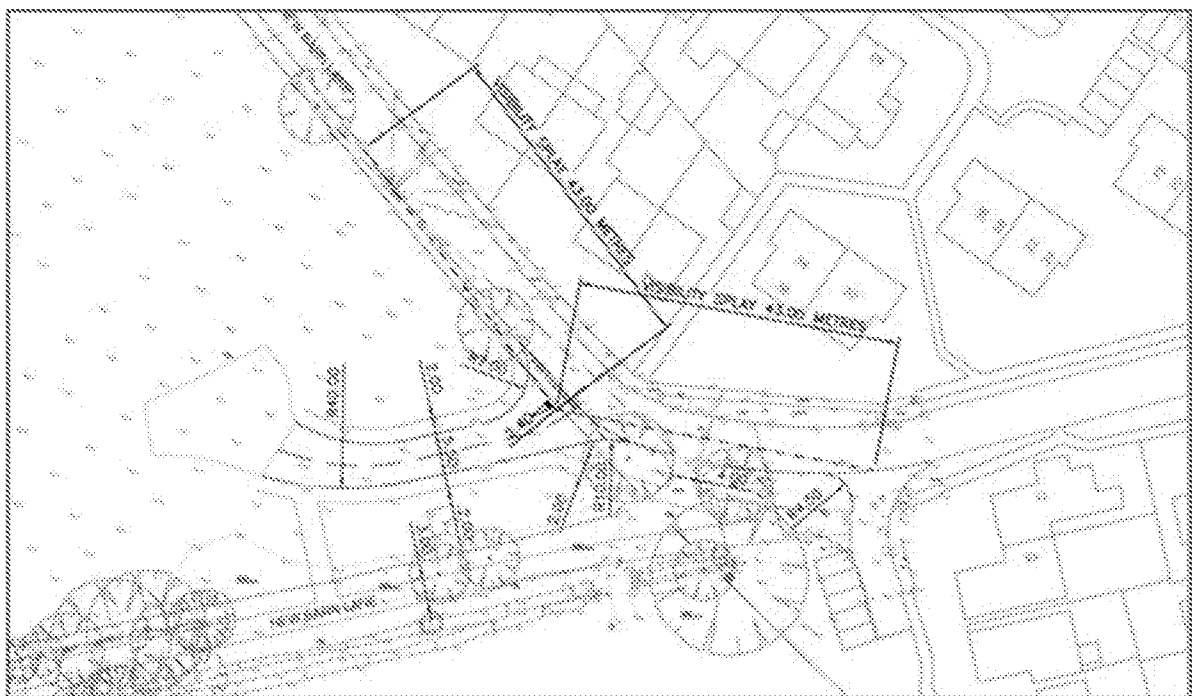
- 2.7 As noted above, a 90-unit residential development was recently approved for the Landform site directly to the north of the Commissioners' site (Local Planning Authority reference no. BE/142/15/OL). This planning application was submitted by Landform Estates Ltd to ADC in September 2015 and was supported by a TA that set out a design for an access off New Barn Lane to the Landform site. The approved access, that sits approximately 40m to the west of the Commissioners' site proposed site access, is presented in **Figure 2.1**.

Figure 2.1 Landform Site – Original Approved Access Design (BE/142/15/OL)²



- 2.8 Subsequent to the granting of planning consent for the 90-unit residential scheme at the Landform site, in May 2016 a *Transport Assessment (TA) Review for a Revised Access Proposal* was produced by PSP Consulting. This PSP Review included a revised access design for the 90-unit Landform site. This revised access design is presented in **Figure 2.2**.

Figure 2.2 Landform Site – Revised Access Design (BE/18/17/PL)³



- 2.9 Planning permission for the 90-unit residential scheme together with the revised site access arrangement was approved on 5 May 2017 (Local Planning Authority reference no. BE/18/17/PL).

² Source: PSP Consulting Transport Assessment (TA), July 2015, drawing no. P401/101A.

³ Source: PSP Consulting Transport Assessment (TA) Review, May 2016, drawing no. 507-021A.

This site has subsequently been acquired by Linden Homes who have subsequently submitted a Reserved Matters (RM) application, which would utilise this consented access point.

3 Scheme Proposals

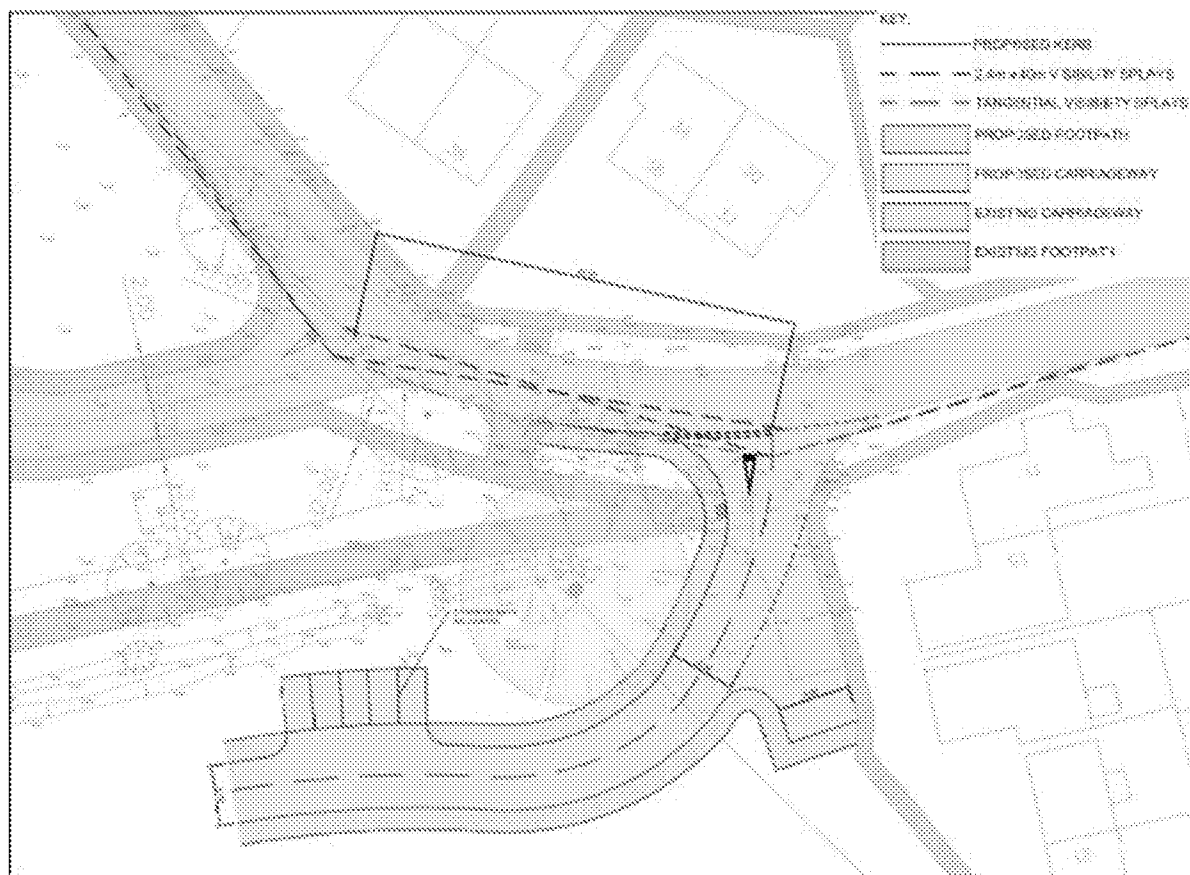
Introduction

- 3.1 This chapter of the TS sets out the site access proposals and how these tie in with the proposals for the approved 90-unit Landform Estates scheme, north of the proposed access.

Proposed Site Access Layout

- 3.2 As noted within the introductory chapter of this TS, the scheme proposals are for the construction of a priority T-junction, connecting the Commissioners' site to New Barn Lane, with footways provided on both sides of the carriageway and with five existing perpendicular car parking spaces re-provided along the site access road a distance away from the junction.
- 3.3 The proposed junction will serve the consented 50-unit residential development at the Commissioners' site at land west of New Barn Lane.
- 3.4 The proposed access arrangements will be able to achieve the required 2.4m x 40m visibility splays in accordance with the DfT/DCLG *Manual for Streets* for a 30mph road. The proposed access arrangements are presented in **Figure 3.1** and a full-sized drawing (Pell Frischmann drawing no. A13395-T-001) is included at **Appendix A**.
- 3.5 It should be noted that, whilst in **Figure 3.1**, the tree crown appears to slightly overlap with the access road, the root protection area will be avoided. This is confirmed in the accompanying arboricultural report for the scheme proposals.

Figure 3.1 Proposed Site Access Junction Design⁴



- 3.6 The drawing shows the proposed site access junction is located approximately 40m east of the consented 90-unit Landform site access junction. The Chartered Institution of Highways & Transportation (CIHT) *Manual for Streets 2* (MfS2) states that the Stopping Sight Distance (SSD) for a 30mph road is 40m. The spacing of the two junctions is therefore in line with the SSD of the junctions, which is in accordance with MfS2⁵:

“In the past, guidance on minimum junction spacing has often been based on recommended stopping sight distances (SSD) for 85th percentile speeds. The reduction in SSD compared to previous practice means that junction spacing criteria determined on this basis should be reduced. However, in any event there appears to be little evidence that spacing criteria based on SSD are justified on safety or other grounds.”

- 3.7 It is to be noted that the 85th percentile speed on New Barn Lane as recorded in the 2015 ATC is 25.9mph and that therefore the achieved SSDs are considered to be robust.

Swept Path Analysis

- 3.8 To test the design of the junction, swept path analysis has been undertaken for a large car and 9.6m refuse vehicle using industry standard AutoTrack software. The approved Landform site access application (BE/18/17/PL) showed swept path analysis for a 9.2m refuse vehicle, used by WSCC. It is therefore considered that the tracking of a 9.6m refuse vehicle constitutes a worst-case scenario at the proposed site access junction.

⁴ Source: Pell Frischmann drawing no. A13395-T001 'Proposed Access to New Barn Lane', February 2018.

⁵ Source: CIHT *Manual for Streets 2*, Paragraph 9.2.1.

- 3.9 Pell Frischmann drawing no. A13395-T-002, included at **Appendix B**, shows how a large car and a 9.6m refuse vehicle would be able to use the site access simultaneously. Both vehicles are shown accessing and egressing the site from/to the east and west. It is therefore concluded that the site access design is suitable for the types of vehicles likely to use the access regularly.
- 3.10 Pell Frischmann drawing no. A13395-T-003, also included at **Appendix B**, shows how a large car would access the relocated car parking spaces which will be access through the proposed site access junction.

Stage 1 Road Safety Audit (RSA)

- 3.11 An independent Stage 1 Road Safety Audit (RSA) was carried out on three access designs including the proposed accessed (referred to in the RSA Report as Option C).
- 3.12 The Stage 1 RSA concluded that there were no issues with the proposed design, although it did note that the revised location of a telegraph pole should be provided at the detailed design stage. This comment was accepted.
- 3.13 A copy of the Stage 1 RSA report is included at **Appendix C**.

4 Trip Generation and Traffic Distribution

Introduction

- 4.1 This chapter of the TS identifies the trip generation assumptions for the proposed 50-unit development at the Commissioners' site, as well as the traffic distribution assumptions.

Trip Generation

- 4.2 Trip generation for the proposed 50-unit development is detailed in the May 2016 WYG TS. **Table 4.1** summarises the estimated number of vehicle trips arriving and departing the site via the proposed site access.

Table 4.1 50-Unit Residential Development Vehicle Trip Generation⁶

Time	Vehicular Trip Rates (per unit)			Vehicle Trips		
	Arrivals	Departures	Totals	Arrivals	Departures	Totals
08:00-09:00	0.119	0.429	0.548	6	21	27
17:00-18:00	0.361	0.198	0.559	18	10	28
Daily	3.261	3.283	6.544	163	164	327

- 4.3 **Table 4.1** demonstrates that the consented 50-unit residential development at the Commissioners site, that will be served by the proposed access, is expected to generate less than one vehicle movement per every two minutes in the weekday AM and PM peak hours. It is considered that the proposed site access design will be suitable for this level of traffic.

Traffic Distribution

- 4.4 The May 2016 TS sets out the distribution for the 50-unit development. It states the following:

“Traffic distribution assessment from the site is limited solely to north or south of the New Barn Lane/ A259 junction, as once on the wider highway network the proposed development traffic will be negligible.

Results from this exercise show that 82% of the trips are associated with destinations north of New Barn Lane, and 18% of trips are associated with destinations to the south.”

Traffic Modelling

- 4.5 The capacity modelling of the A259 Chichester Road / New Barn Lane junction included in the 2016 WYG TA is not affected by the revised access arrangements.

⁶ Source: WYG Transport Statement (TS), May 2016.

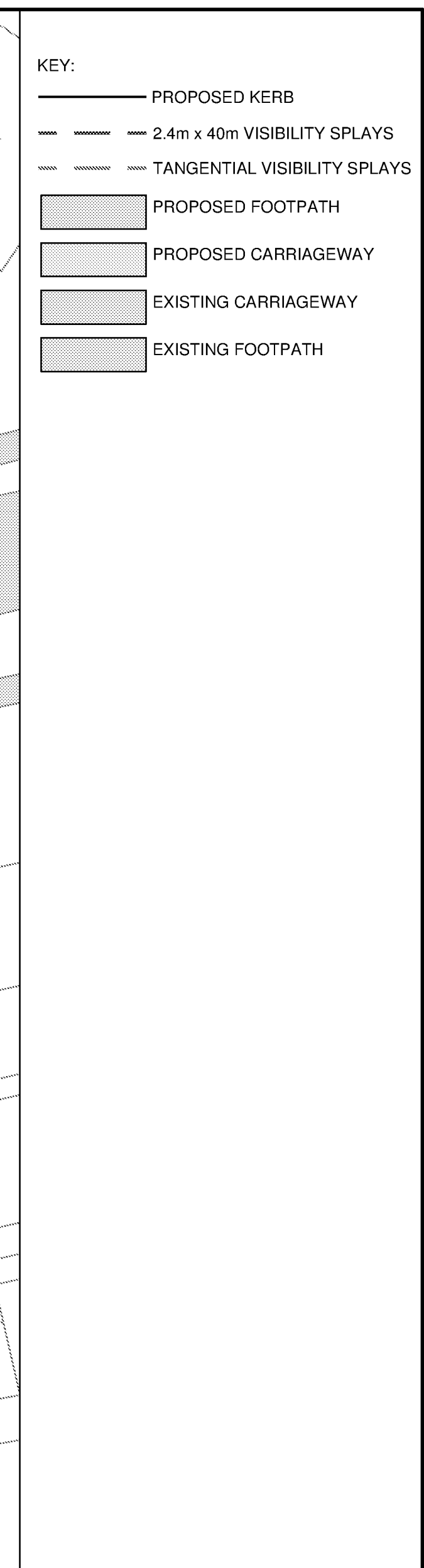
5 Summary and Conclusions

Key Points

- 5.1 Pell Frischmann is commissioned by the Church Commissioners for England (the ‘Commissioners’ and the ‘Applicant’) to prepare a TS in support of a detailed planning application for proposed vehicular access arrangements to serve a 50-unit residential development, that has been granted planning consent, at land to the west of New Barn Lane, North Bersted, Bognor Regis (the ‘Commissioners’ site’).
- 5.2 A separate TS was prepared by WYG in support of an outline planning application for the 50-unit residential development at the Commissioners’ site in May 2016 (Local Planning Authority reference no. BE/77/16/OUT), however the site access arrangements were designated as a reserved matter. This TS therefore considers the design of the proposed vehicular access arrangements.
- 5.3 The location of the proposed site access junction is to the south-west of New Barn Lane, which is in-turn approximately 180m to the west of New Barn Lane’s junction with the B2259 Chichester Road, within the North Bersted area of Bognor Regis.
- 5.4 The scheme proposals are for the construction of a priority T-junction, connecting the Commissioners’ site to New Barn Lane, with footways provided on both sides of the carriageway and with five existing perpendicular car parking spaces re-provided along the site access road a distance away from the junction.
- 5.5 The proposed junction will serve the consented 50-unit residential development at the Commissioners’ site at land west of New Barn Lane.
- 5.6 The proposed site access arrangements have been tested in terms of swept path analysis. They have also been subjected to a Stage 1 Road Safety Audit (RSA). The Stage 1 RSA concluded that there were no issues with the proposed design, although it did note that the revised location of a telegraph pole should be provided at the detailed design stage. This comment was accepted.
- 5.7 It has been demonstrated in this TS that the proposed junction will provide adequate visibility splays in accordance with the DfT/DCLG *Manual for Streets*. In addition, the proposed junction will be adequately spaced from the consented junction approximately 40m to the west that will provide access to the 90-unit Landform site; this is in accordance with the CIHT *Manual for Streets 2*.
- 5.8 It is concluded that the proposed access junction to the site will not have a detrimental impact on operation of New Barn Lane or the surrounding highway network and should therefore be granted planning consent.

Appendix A

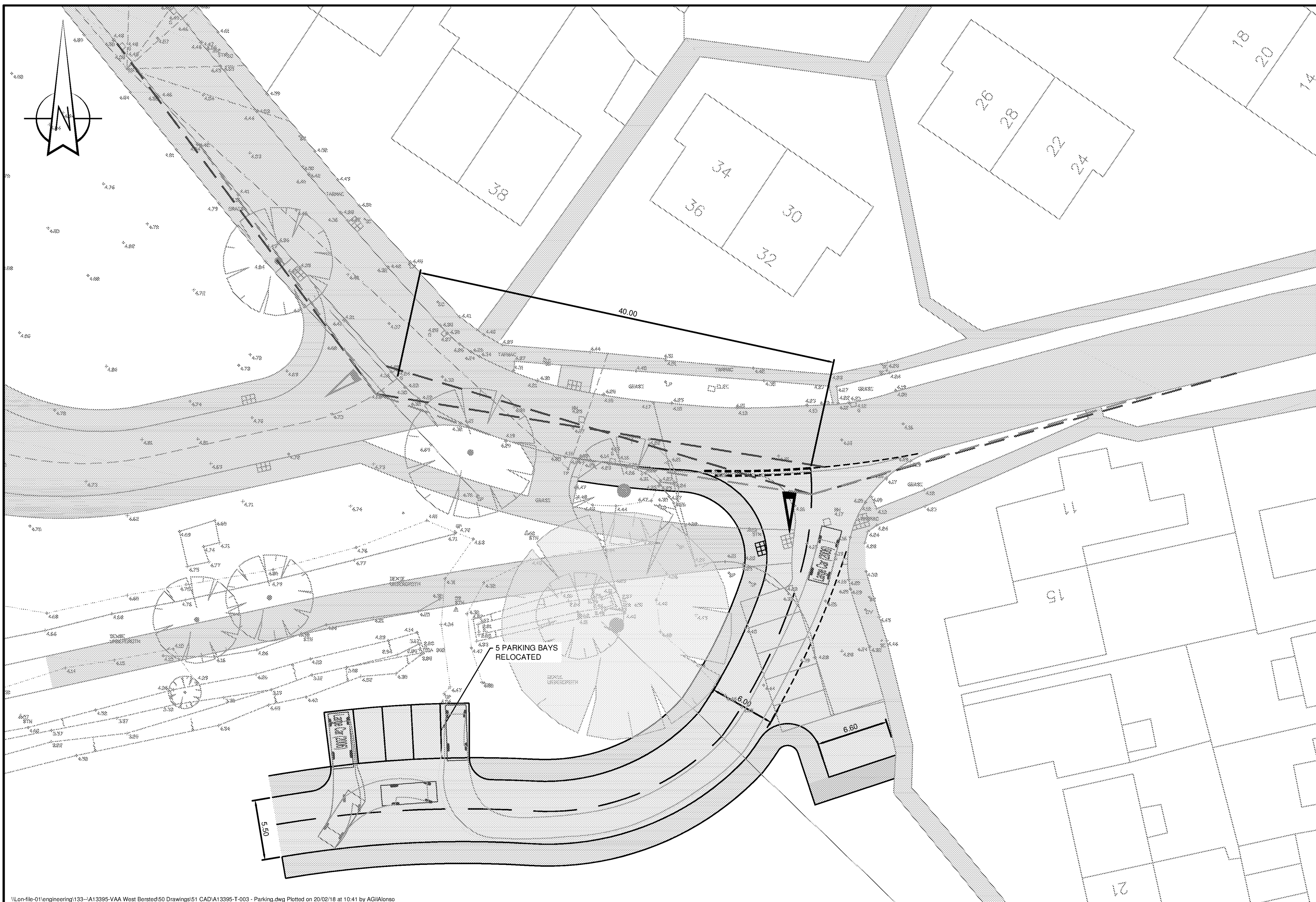
Proposed Site Access Arrangements



REVISIONS						NOTES: 1. DO NOT SCALE FROM THIS DRAWING. 2. THIS DRAWING IS FOR ILLUSTRATIVE PURPOSES ONLY AND NOT FOR CONSTRUCTION. 3. THIS DRAWING IS TO BE READ AND PRINTED IN COLOUR 4. ALL DIMENSIONS ARE SHOWN IN METRES, UNLESS SPECIFIED OTHERWISE.	Architect/Client/Contractor		Pell Frischmann 5 MANCHESTER SQUARE LONDON W1U 3PD Telephone +44 (0)20 7486 3661 Email: pflondon@pellfrischmann.com www.pellfrischmann.com			Name	Date
REV	DESCRIPTION	DRN	CHK	APP	DATE		Drawn	PDS			15/02/18		
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							Drawing Title	Drawing No.	Revision				
							Land West of New Barn Lane	A13395-T-001					
						Proposed Access to New Barn Lane							

Appendix B

Vehicle Swept Path Analysis



KEY:

PROPOSED KERB

2.4m x 40m VISIBILITY SPLAYS

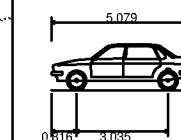
TANGENTIAL VISIBILITY SPLAYS

 PROPOSED FOOTPATH

PROPOSED CARRIAGEWAY

 EXISTING CARRIAGEWAY

 EXISTING FOOTPATH



Large Car (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to Lock Time
Kerb to Kerb Turning Radius

5.079m
1.872m
1.525m
0.310m
1.831m
4.00s
5.900m

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	Project
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Land West of New Barn Lane

Drawing Title

Parking Access - Swept Path

Name	Date
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Drawn	AGA	20/02/1
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Designed	AGA	20/02/1
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Checked	DW	20/02/1
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Checked	DW	20/02/1
Approved	PDS	20/02/1

Approved
Drawing Status

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	Scale
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A13395-T-003

Revision

Appendix C

Stage 1 Road Safety Audit

**NEW BARN LANE
NORTH BERSTED
BOGNOR REGIS
WEST SUSSEX**

**PROPOSED ACCESSSES FOR
RESIDENTIAL DEVELOPMENT
AND HIGHWAY ARRANGEMENTS**

STAGE 1 ROAD SAFETY AUDIT

August 2017

Client WYG Transport

NEW BARN LANE NORTH BERSTED BOGNOR REGIS WEST SUSSEX

PROPOSED ACCESSES FOR RESIDENTIAL DEVELOPMENT AND HIGHWAY ARRANGEMENTS

Stage 1 Road Safety Audit

August 2017

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4. Road Safety Audit Team Statement	10

Appendix A – Drawings & Document supplied by WYG Transport Ltd for This Stage 1 Road Safety Audit

Appendix B – Annotated Drawing showing location of the problem highlighted in This Stage 1 Road Safety Audit

DISTRIBUTION RECORD

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DRAFT		
Master/File Copy – Author	1	1
WYG Transport – Mr Stephen Evans	2	1
WYG Transport – Mr Stephen Evans	3	1

1. Introduction

1.1 This report has been produced as a result of a Stage 1 Road Safety Audit (RSA) carried out at the request of WYG Transport, based at 100 St John Street, London, EC1M 4EH.

The RSA considered the measures associated with the proposed three new accesses for a 50 residential unit development and highway arrangements on New Barn Lane, North Bersted, Bognor Regis in West Sussex. In summary, the proposals considered as part of this Stage 1 RSA are:

OPTION A - Drawing No A094107 – 016 – Rev B WYG Transport

- ✧ The re-alignment and provision of a new junction and 5.5m wide road on the southern side of New Barn Lane and opposite No.32;
- ✧ The provision of a new 5.5m wide road forming a 'T' junction on the southern side of the new road off New Barn Lane;
- ✧ The re-alignment of the existing entrance of the cul-de-sac to the south of New Barn Lane leading to properties 11 and 15 New Barn Lane;
- ✧ The provision of an uncontrolled pedestrian crossing with dropped kerbs and tactile paving across the entrance to the cul-de-sac to the south of New Barn Lane;
- ✧ The provision of an uncontrolled pedestrian crossing with dropped kerbs and tactile paving on the new road leading from New Barn Lane;
- ✧ The provision of new footways on both sides of the new road off New Barn Lane continuing into the new road to the south;
- ✧ The provision of an uncontrolled pedestrian crossing with dropped kerbs and tactile paving on the western side of the new access on New Barn Lane;
- ✧ The provision of an uncontrolled pedestrian crossing with dropped kerbs and tactile paving at the eastern end of the new road leading from New Barn Lane;
- ✧ The provision of an uncontrolled pedestrian crossing with dropped kerbs and tactile paving on the new road to the south of the new road leading from New Barn Lane;
- ✧ The provision of 5 relocated parking bays on the northern side of the cul-de-sac, and
- ✧ Associated new road markings.

OPTION B – Drawing No 507 – 020 Rev - PSP Consulting

- ✧ The re-alignment and provision of a new junction and 5.5m wide road on the southern side of New Barn Lane and opposite the walkway between No's 38 and 36 New Barn Lane;
- ✧ The provision of a new 5.5m wide road forming a 'T' junction on the southern side of the new road off New Barn Lane;
- ✧ The re-alignment of the existing entrance of the cul-de-sac to the south of New Barn Lane leading to properties 11 and 15 New Barn Lane;
- ✧ The provision of an uncontrolled pedestrian crossing with dropped kerbs and tactile paving across the entrance to the cul-de-sac to the south of New Barn Lane;
- ✧ The provision of an uncontrolled pedestrian crossing with dropped kerbs and tactile paving on the new road leading from New Barn Lane;
- ✧ The provision of new footways on both sides of the new road off New Barn Lane continuing into the new road to the south;

- ✧ The provision of an uncontrolled pedestrian crossing with dropped kerbs and tactile paving on the western side of the new access on New Barn Lane;
- ✧ The provision of an uncontrolled pedestrian crossing with dropped kerbs and tactile paving at the eastern end of the new road leading from New Barn Lane;
- ✧ The provision of 5 relocated parking bays on the northern side of the cul-de-sac, and
- ✧ Associated new road markings.

OPTION C Drawing Number A094107 _ 028 Rev B – WYG Transport

- ✧ The re-alignment and provision of a new junction and 6.0m wide road on the southern side of New Barn Lane and opposite No.32;
- ✧ The provision of an uncontrolled pedestrian crossing with dropped kerbs and tactile paving at the new access on New Barn Lane;
- ✧ The provision of an uncontrolled pedestrian crossing with dropped kerbs and tactile paving to the west of the new access on New Barn Lane;
- ✧ The provision of 5 relocated parking bays on the northern side of the new road;
- ✧ The provision of new footways on the east and west side of the new access road off New Barn Lane, and
- ✧ Associated new road markings.

The report has been prepared for submission directly to Stephen Evans at the offices of WYG Transport in London.

The Audit Team membership was as follows:

John Bowman	MCIHT MSoRSA JB Road Safety Consultancy Ltd
-------------	--

Ted Smith	Certificate of Competency (IAN 152/11) Road Safety Consultant
-----------	--

The Stage 1 Audit took place at the Chelmsford Office of JB Road Safety Consultancy Ltd during July 2017 and August 2017. The audit comprised an examination of the drawings and documents provided by the Design Organisation, and listed in Appendix A to this report. Members of the Audit Team act fully independent from the Design Team and have no other connection with the scheme.

- ✧ **Drawing Number A094107 _ 016 Rev B – Land at Bersted – Proposed junction off Existing New Barn Lane (Option A)**
- ✧ **Drawing Number A094107 _ 028 Rev B – Bersted, Land at New Barn Lane – Proposed alternative (Direct) Access to New Barn Lane (Option C)**
- ✧ **Drawing Number A094107 _ 037 Rev- – Bersted, Land at New Barn Lane – Proposed alternative (Direct) Access to New Barn Lane & Swept Path Analysis (Option C)**
- ✧ **Drawing Number A094107 _ 038 Rev- – Bersted, Land at New Barn Lane – Revised Car Parking Swept Path Analysis (Option C)**

- » **Drawing Number A094107 _ 039 Rev- – Bersted, Land at New Barn Lane – Proposed alternative (Direct) Access to New Barn Lane & Swept Path Analysis – Fire Appliance (Option C)**
- » **Drawing Number 507 – 020 Rev - – New Barn Lane, North Bersted, Bognor Regis – Access to South Side – PSP Consulting (Option B)**
- » **Illustrated Master Plan**

Other Documents

- » **Transport Statement - WYG Transport - May 2016**

- 1.2 At the time of the site visit the weather was cloudy and overcast, the road surface was damp, there were no traffic movements on New Barn Lane during the site visit. No pedestrians or pedal cyclists were seen.
- 1.3 Collision data for the 5-year period ending 1st January 2016 has been obtained from Sussex Safer Roads by the Design Organisation and provided to the Audit Team. No collisions have been recorded in the vicinity of the proposed access. Full details of collisions in the wider area are provided within the Transport statement Section 3.32 et al.
- 1.4 No details of any Departures from Standard have been provided by the Design Organisation.

2. Items Raised During This Stage 1 Road Safety Audit

As a result of an examination of the drawings and documents supplied by WYG Transport, and the site inspection undertaken by both Audit Team members together, during the afternoon of Wednesday 19th July 2017, the problems highlighted in Section 2 were identified. The recommended course of action that should be taken in respect of the problem is also indicated.

For identification purposes within this report each of the 3 Options has been dealt with as an individual site and shown below accordingly.

Option A Section 2.1 – 2.5; Option B Section 2.6 – 2.10 and Option C Section 2.11 – 2.15.

OPTION A - Drawing Number A094107 _ 016 Rev B – Land at Bersted

Proposed junction off Existing New Barn Lane (Option A)

2.1 GENERAL

The drawing provided makes no reference of the following:

A - Telegraph Pole – re-location of existing that falls within the new carriageway;

B – Lighting - provision of new lighting columns;

C – Drainage –provision of new drainage;

D – Swept paths – for all classes of road user, especially a fire tender and refuse vehicle for the new junctions, and

E – Visibility splays – from the new 'T' Junction to the west of the new road

RECOMMENDATION

It is recommended that all information should be provided at the detailed design for the Stage 2 Road Safety Audit.

2.2 LOCAL ALIGNMENT

No road safety related items are identified in this category at this Stage 1.

2.3 JUNCTIONS

No road safety related items are identified in this category at this Stage 1.

2.4 NON – MOTORISED USER PROVISION

No road safety related items are identified in this category at this Stage 1.

2.5 SIGNS, ROAD MARKINGS AND STREET LIGHTING

PROBLEM

LOCATION A : New road off New Barn Lane north-western fork

SUMMARY : Potential for side on side impacts

The drawing provided shows a carriageway width of 5.0m on the north western fork of the new road off New Barn Lane. On rural roads below 5.5m in width, over-running of the carriageway edge can occur if centre line markings are provided. Drivers also expect a road marked with a centre line to be wide enough for opposing lanes of traffic to pass. Whilst this road is kerbed the Audit Team consider that there is insufficient room for two vehicles to safely pass one another increasing the risk of one or more vehicles mounting the footway or being involved in an offside to offside collision.

RECOMMENDATION

It is recommended that the carriageway centre line road markings should be removed. All information should be provided at the detailed design for the Stage 2 Road Safety Audit.

OPTION B - Drawing Number 507 – 020 Rev - – New Barn Lane, North Bersted, Bognor Regis – Access to South Side – PSP Consulting (Option B)

2.6 GENERAL

The drawing provided makes no reference of the following:

A - Telegraph Pole – re-location of existing that falls within the cul – de – sac;

B – Lighting - provision of new lighting columns;

C – Drainage –provision of new drainage;

D – Swept paths – for all classes of road user, especially a fire tender and refuse vehicle for the new junctions, and

E – Visibility splays – from the new road or the 'T' Junction to the west of the new road leading south.

RECOMMENDATION

It is recommended that all information should be provided at the detailed design for the Stage 2 Road Safety Audit.

2.7 LOCAL ALIGNMENT

No road safety related items are identified in this category at this Stage 1.

2.8 JUNCTIONS

PROBLEM

LOCATION A : Agricultural Access off New Barn Lane

SUMMARY : No access details

The drawing provided shows the provision of a 4.0m wide agricultural access on the southern side of New Barn Lane and to the east of the new road. This access is shown as crossing the proposed verge, footway and the public right of way. No details have been provided as to its construction, warning signage to NMU's, visibility splays or swept paths to and from New Barn Lane.

RECOMMENDATION

It is recommended that all information should be provided at the detailed design for the Stage 2 Road Safety Audit.

2.9 NON – MOTORISED USER PROVISION

PROBLEM

LOCATION B : New roads off New Barn Lane north-western fork

SUMMARY : Footway details

The drawing provided shows a number of footways as being provided but no details as to widths or construction have been provided, including the public right of way or how the public right of way is to tie-in with the footway and agricultural access route. Narrow footways increase the risk of opposing pedestrians having to potentially enter the carriageway especially if they have prams.

RECOMMENDATION

It is recommended that the carriageway centre line road markings should be removed. All information should be provided at the detailed design for the Stage 2 Road Safety Audit.

2.10 SIGNS, ROAD MARKINGS AND STREET LIGHTING

PROBLEM

LOCATION C : New 'T' Junction off the new road from New Barn Lane

SUMMARY : No carriageway junction road markings

The drawing provided shows a new 'T' junction off to the south of the new road to the west of New Barn Lane. No details have been provided as to the type of junction control that will be implemented. Incorrect road markings and junction controls can increase the risk of conflict and collision between differing road users.

RECOMMENDATION

It is recommended that all information should be provided at the detailed design for the Stage 2 Road Safety Audit.

OPTION C

Drawing Number A094107 _ 028 Rev B – Bersted, Land at New Barn Lane – Proposed alternative (Direct) Access to New Barn Lane (Option C)

2.11 GENERAL

The drawings provided make no reference of the following:

A - Telegraph Pole – re-location of existing that falls within the new carriageway

RECOMMENDATION

It is recommended that the Telegraph pole's new location should be provided at the detailed design for the Stage 2 Road Safety Audit.

2.12 LOCAL ALIGNMENT

No road safety related items are identified in this category at this Stage 1.

2.13 JUNCTIONS

No road safety related items are identified in this category at this Stage 1.

2.14 NON – MOTORISED USER PROVISION

No road safety related items are identified in this category at this Stage 1.

2.15 SIGNS, ROAD MARKINGS AND STREET LIGHTING

No road safety related items are identified in this category at this Stage 1.

3. Non-Safety Items Raised During This Stage 1 Road Safety Audit

- 3.1 The Audit Team note that the public right of way to the west of the development, which is to be retained and runs along the New Barn Track is heavily overgrown. It would be beneficial if the vegetation along the route was cut back. This applies to all 3 options.

4. Road Safety Audit Team Statement

We certify that this audit has been carried out in accordance with HD 19/15.

AUDIT TEAM LEADER:

Name: John Bowman MCIHT MSoRSA

Position: Director

Organisation: JB Road Safety Consultancy Ltd

Address: 12 Dorset Avenue, Gt Baddow, Chelmsford, Essex, CM2 9TZ

Signed:

Date: 7th August 2017

AUDIT TEAM MEMBER:

Name: Ted Smith Certificate of Competency (IAN 152/11)

Position: Road Safety Consultant

Organisation: JB Road Safety Consultancy Ltd

Address: 12 Dorset Avenue, Gt Baddow, Chelmsford, Essex, CM2 9TZ

Signed

Date: 7th August 2017

Audit Team Leader's Contact Details:

Mobile Telephone:

Email address:

Appendix A

(List of Drawings and Documents supplied by the Client
For This Stage 1 Road Safety Audit)

Drawing Number A094107 _ 016 Rev B – Land at Bersted – Proposed junction off Existing New Barn Lane (Option A)

Drawing Number A094107 _ 028 Rev B – Bersted, Land at New Barn Lane – Proposed alternative (Direct) Access to New Barn Lane (Option C)

Drawing Number A094107 _ 037 Rev- – Bersted, Land at New Barn Lane – Proposed alternative (Direct) Access to New Barn Lane & Swept Path Analysis (Option C)

Drawing Number A094107 _ 038 Rev- – Bersted, Land at New Barn Lane – Revised Car Parking Swept Path Analysis (Option C)

Drawing Number A094107 _ 039 Rev- – Bersted, Land at New Barn Lane – Proposed alternative (Direct) Access to New Barn Lane & Swept Path Analysis – Fire Appliance. (Option C)

Drawing Number 507 – 020 Rev - – New Barn Lane, North Bersted, Bognor Regis – Access to South Side – PSP Consulting (Option B)

Illustrated Master Plan

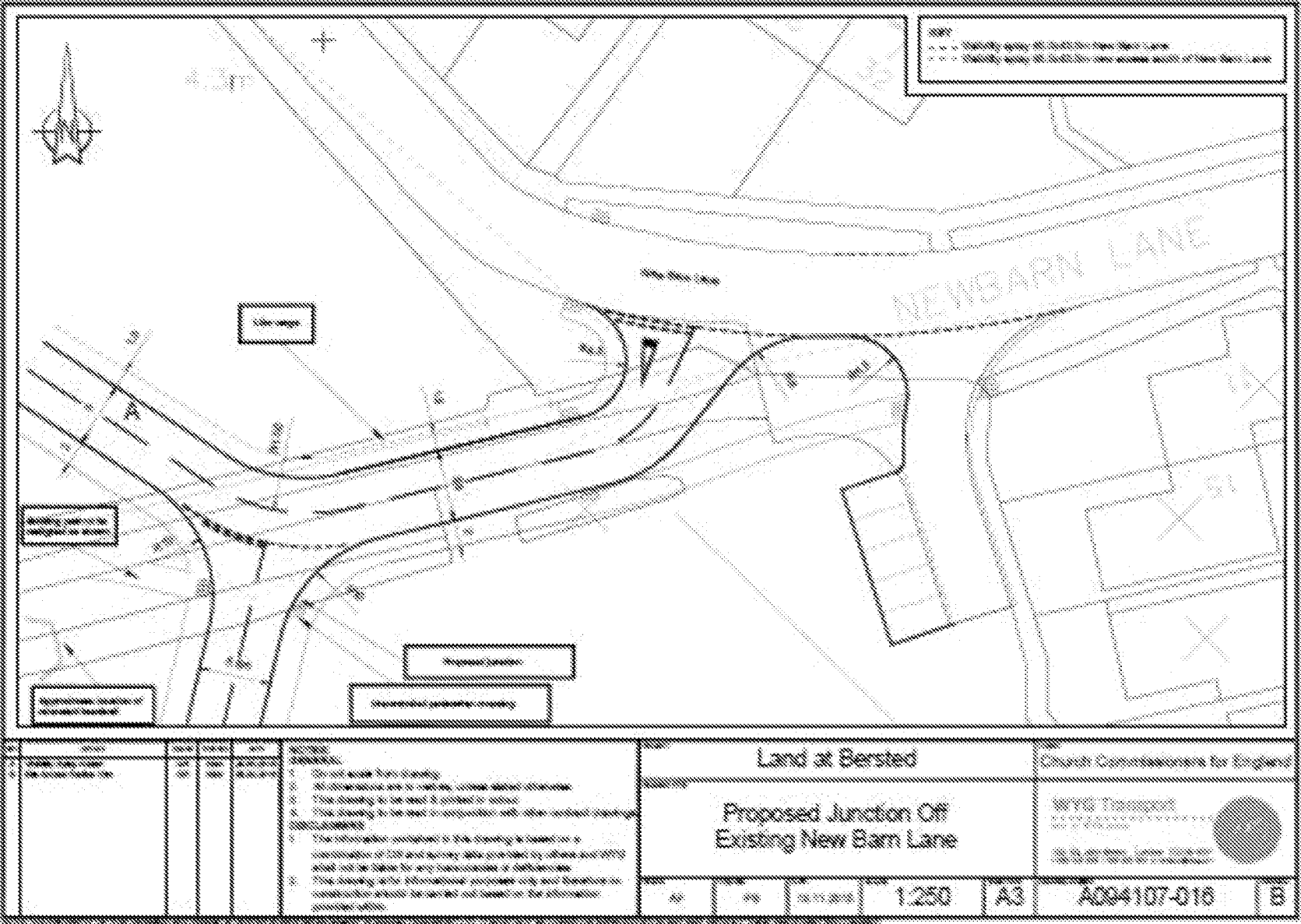
Other Documents

Transport Statement - WYG Transport - May 2016

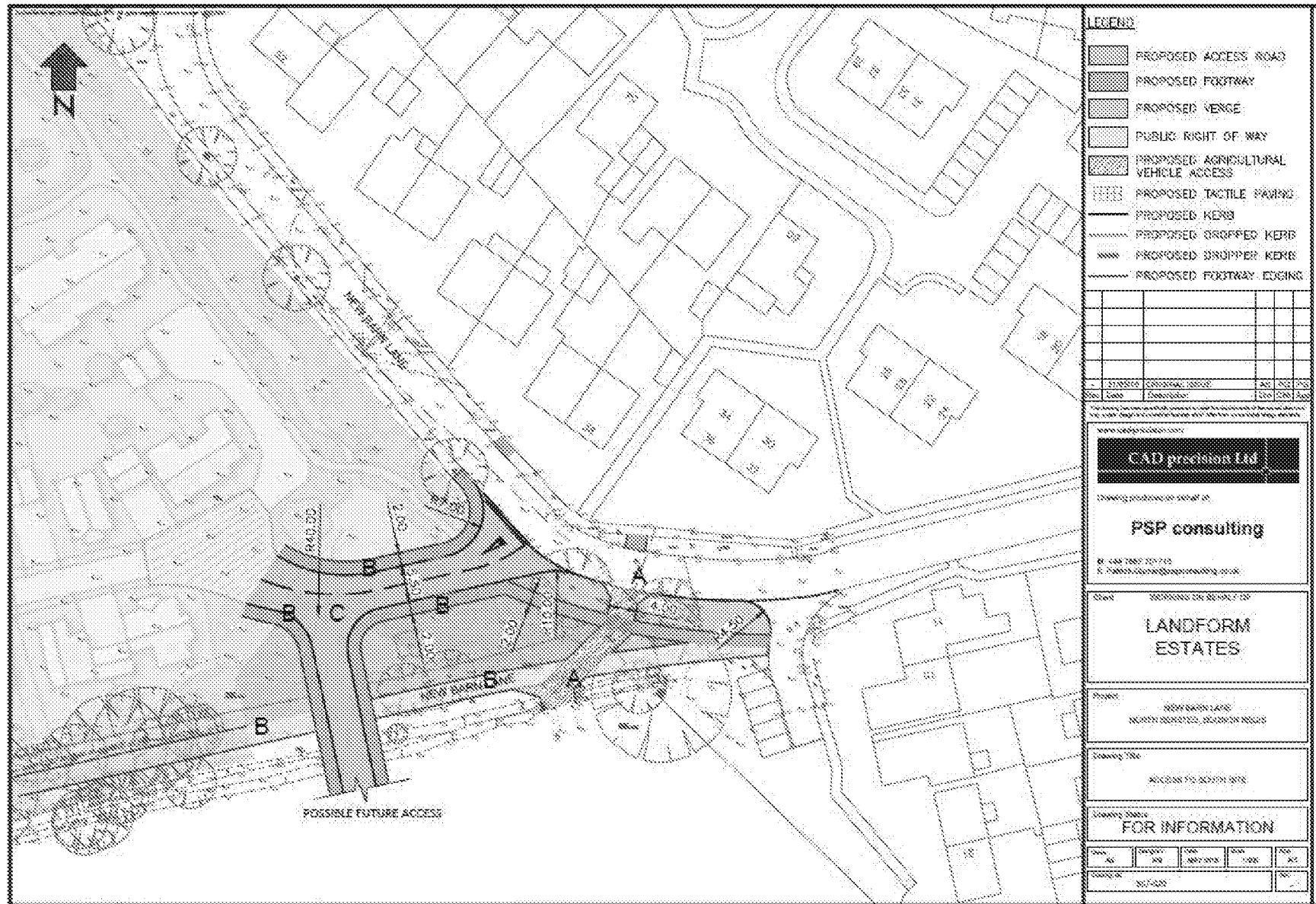
Appendix B

(Drawings showing locations of the problems
Highlighted in this Stage 1 Road Safety Audit)

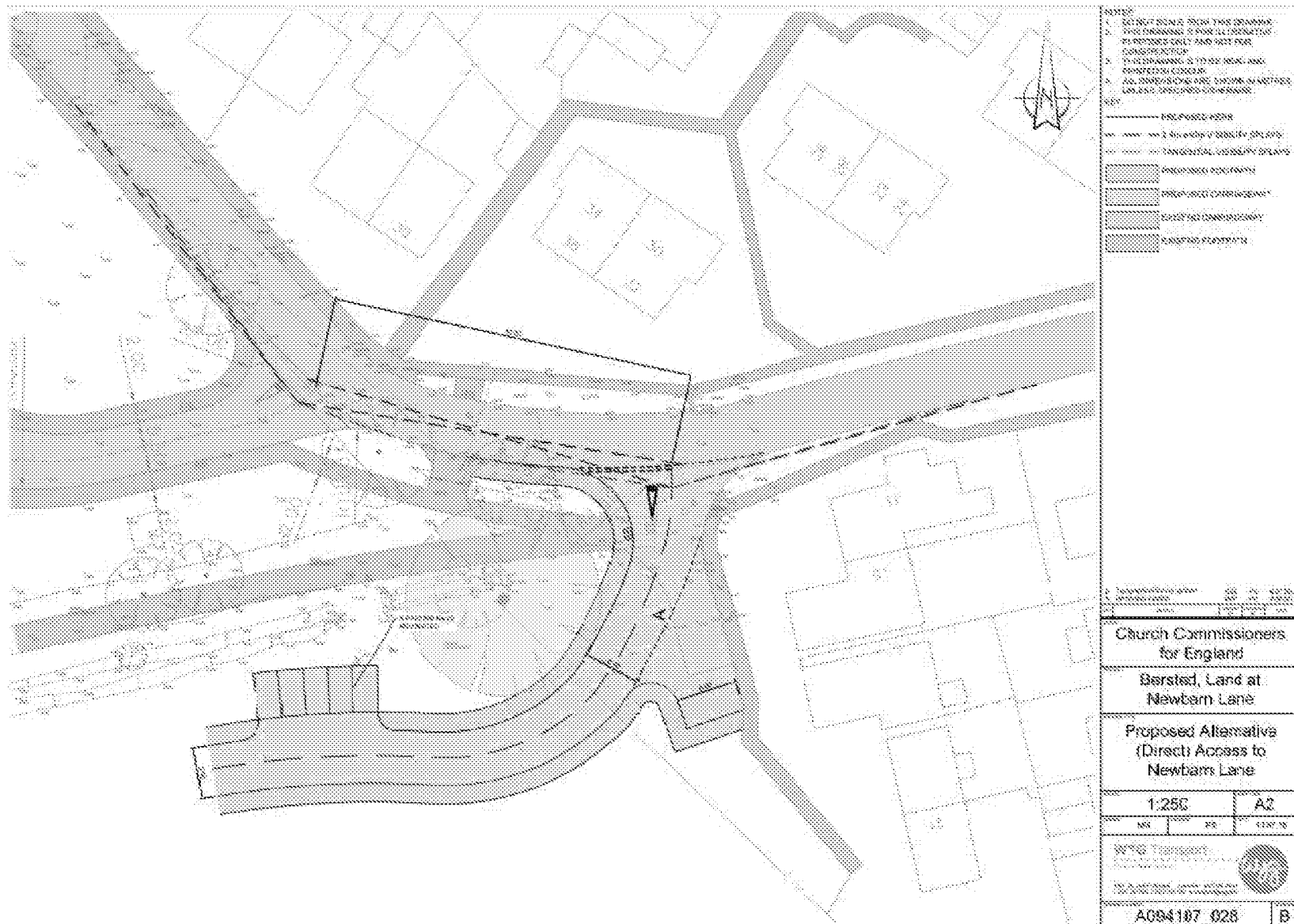
OPTION A



OPTION B



OPTION B



John Bowman

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