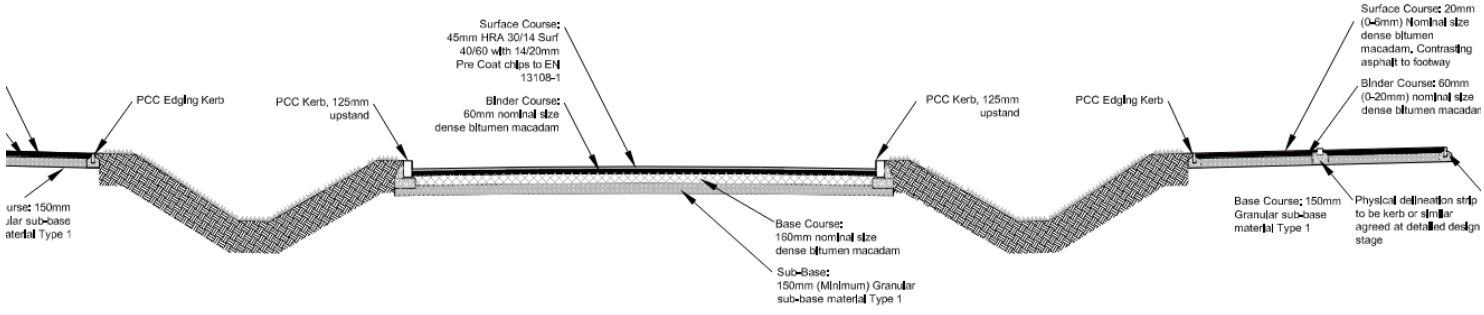


Topic	PF Response																											
WSCC commence dated 10 th May 2022																												
Cycle track width to be widened to provide for two-way flows on both sides of the new road	Our design currently has a 2m cycleway either side alongside the footway which in accordance with LTN 1/20 allows for a maximum of flow of cycles at 200 per peak hour, see extract below: Table 5-2: Cycle lane and track widths <table><tr><th>Cycle Route Type</th><th>Direction</th><th>Peak hour cycle flow (either one way or two-way depending on cycle route type)</th><th>Desirable minimum width* (m)</th><th>Absolute minimum at constraints (m)</th></tr><tr><td rowspan="3">Protected space for cycling (including light segregation, stepped cycle track, kerbed cycle track)</td><td rowspan="3">1 way</td><td><200</td><td>2.0</td><td>1.5</td></tr><tr><td>200-800</td><td>2.2</td><td>2.0</td></tr><tr><td>>800</td><td>2.5</td><td>2.0</td></tr><tr><td rowspan="3"></td><td rowspan="3">2 way</td><td><300</td><td>3.0</td><td>2.0</td></tr><tr><td>>300-1000</td><td>3.0</td><td>2.5</td></tr><tr><td>>1000</td><td>4.0</td><td>3.0</td></tr></table>	Cycle Route Type	Direction	Peak hour cycle flow (either one way or two-way depending on cycle route type)	Desirable minimum width* (m)	Absolute minimum at constraints (m)	Protected space for cycling (including light segregation, stepped cycle track, kerbed cycle track)	1 way	<200	2.0	1.5	200-800	2.2	2.0	>800	2.5	2.0		2 way	<300	3.0	2.0	>300-1000	3.0	2.5	>1000	4.0	3.0
Cycle Route Type	Direction	Peak hour cycle flow (either one way or two-way depending on cycle route type)	Desirable minimum width* (m)	Absolute minimum at constraints (m)																								
Protected space for cycling (including light segregation, stepped cycle track, kerbed cycle track)	1 way	<200	2.0	1.5																								
		200-800	2.2	2.0																								
		>800	2.5	2.0																								
	2 way	<300	3.0	2.0																								
		>300-1000	3.0	2.5																								
		>1000	4.0	3.0																								
A ‘step’ shown to differentiate foot and cycle components of the paths referred to in point 1 above should be shown.	PF drawing A13394-PF-ZZ-XX-DR-CD-00001 P05 shows a physical delineation strip between footway and cycleway. A step can be incorporated but not specifically required and will complicate the drainage provisions along the footway/cycleway. If this is a WSCC design requirement it can be included as part of the Detailed Design without changing the principals of the design.																											
No continuation of cycle routes is shown into the side roads.	On the main routes (at the roundabout intersections) we have shown a 3m wide combined footway/cycleway. For the minor connections cycle routes will be developed alongside the plot design if required. This information will be submitted as part of the relevant reserved matters applications for the plots.																											

Central islands preventing right hand turns. These appear to be very narrow and may lead to signs being hit by vehicles on either-end and may, in practice, lead to higher traffic speeds past them. And, no rationale is provided as to why they are proposed. Applicant to look to provide right hand turning lanes instead for the locations where the central 'barriers' are shown.	The central island physical widths are 1.5m and therefore a sign can be centrally located (for example a left turn only sign) with a 0.45m offset from the kerb edge. Additionally, the proposed 1040 hatch markings which add another 1m either side provide additional protection. During initial discussions with Arun District Council and West Sussex County Council the team were advised to minimise full access junctions to maintain throughput of traffic. Therefore, under the direction of WSCC we provided central roundabouts linking through traffic and limiting side road traffic to left-in/left-out.
The access to the industrial/commercial facility north of roundabout (Lidsey Farm) is not clearly shown, nor does it appear to have been considered in the Road Safety Audit, nor tracked for the size and type of vehicles that use it. As the kerb line is being altered and given its proximity to the new roundabout on Lidsey Road, this information must be provided, please.	The existing access to Lidsey Farm is to be maintained and is reflected on the submitted highways plans. A visibility splay of 41m can currently be achieved in land which is either public highway or land owned/ the existing access /controlled by The Southern Consortium. Please see attached drawing A13394-SK034.
No detail is shown of the transition of the roundabout on existing A29 and the existing right hand turning lane, also on existing A29 (the latter serving the waste site). This point has also been picked up in the submitted Road Safety Audit.	Please find attached a revised version of drawing A13394-PF-ZZ-XX-DR-CD-00107 incorporating the existing Ghost Island junction on south of the proposed Hanbury Link Roundabout serving the waste site.
Roundabout referred to in point 7 above should be tracked for a selection of vehicles including HGVs.	Please see attached drawing A13394-PF-ZZ-TR-DR-CD-00002 which shows tracking of HGV's on the existing A29 and Refuse vehicle tracking accessing Hanbury Link
Crossing points – There are a large number of crossing points shown – some controlled and some uncontrolled. Applicant to explain rationale behind them including type of crossing proposed, locations chosen and whether any informal ones are included?	As indicated in our previous response: Crossing point, both key and desirable have been considered and discussed at length with Officers to ensure connectivity across the site is included in the design. As shown on the drawings and in the DAS the site does contain some critical links and desire lines East/West which have been reflected in the layouts. Types of crossing point and their interaction with the proposed junction have been considered alongside the design standards. As part of the Design Statement Pell Frischmann provided Technical Note on the type of crossing and how this aligns with traffic volumes and design speed. Key links across the proposed A29 (away from junctions) have been primarily shown as Signal Control crossing points to ensure clear and controlled links across the site.

Applicant to explain the same (i.e. that set-out in point 9 above) for the proposed crossing points around the roundabouts.	In line with LTN 1/20 we have proposed Parallel ‘controlled’ crossing points around the main roundabout junction as primary links across the site. On the main A29 we have shown a refuse to protect users on the side roads the length of crossing is reduced. Providing a parallel crossing aligns with the segregated nature of the main routes and allows for continued use of the links on both sides of the proposed A29.
Speed limit reduction on approaches to new road and associated links (on existing A29) – what evidence of data collection and information consultation has been carried out?	No, we do not currently have any speed surveys. It is appreciated that the road is currently shown as a 50mph speed limit but because of the nature of the road, surrounding elements and Lidsey Bends to the north actual speeds are closer to 30mph. Aligned with the true speed of the road and our proposed junction arrangements we suggest that 30mph be implemented in this location.
Applicant to explain rationale for ‘no kerbed’ new A29, road width of the same and what effect these might have on traffic speeds.	Not sure where this has come from as the proposed A29 is kerbed, please see below section from PF drawing A13394-PF-ZZ-XX-DR-CD-00001 P05  The diagram shows a cross-section of a road with a central carriageway and two footways. The central carriageway is flanked by PCC Kerbs, 125mm upstand. The footways are flanked by PCC Edging Kerbs. The pavement layers are as follows: - Surface Course: 45mm HRA 30/14 Surf 40/60 with 14/20mm Pre Coat chips to EN 13108-1 - Blinder Course: 60mm nominal size dense bitumen macadam - Base Course: 160mm nominal size dense bitumen macadam - Sub-Base: 150mm (Minimum) Granular sub-base material Type 1 - Surface Course: 20mm (0-6mm) Nominal size dense bitumen macadam, Contrasting asphalt to footway - Blinder Course: 60mm (0-20mm) nominal size dense bitumen macadam - Base Course: 150mm Granular sub-base material Type 1 - Physical delineation strip to be kerb or similar agreed at detailed design stage