

SUBMISSION TO WEST SUSSEX COUNTY COUNCIL FOR DEPARTURES FROM STANDARD

Project Name	Land West of Fontwell Avenue, Fontwell
Applicant Organisation	Paul Basham Associates
Applicant Ref	N/A
Highway Authority Ref	BN/50/20/PL
Applicant Contact Details	Shaan Novitzki [REDACTED]
Date Submitted	August 2020

1) PROJECT DETAILS

A	Description	The application proposes the demolition of existing structures onsite & erection of 42 No. dwellings with access onto Fontwell Avenue.
B	Location	Fontwell Avenue, Fontwell PO20 3RX
C	Road Category	TA 79/99 UAP1
D	Road Type	S2
E	Design Speed	70B kph (determined by TA 22/81 85%ile wet weather speeds - mixture of wet/dry weather)
F	Speed Limit	40mph
G	Traffic Flows	5,055 northbound and 5,728 southbound over a day
H	NMU Flows	N/A

2) DEPARTURE DETAILS

A	Discipline	Road Geometry
	Type	Taper Length
B	Relevant Standard(s)	DMRB CD 123 Revision 1
	Clause	6.1.1
C	Difference Between Standard(s) and proposed design	The standards state that a taper length of 1:20 should be provided and the proposed junction would provide a taper length of 1:11.
D	Reason for Departure (overview)	The access is located in between two existing junctions, Wandley's Lane to the south and Level Mere Lane to the North. If a taper length of 1:20 is provided this would extend across the two existing junctions. The tapers have therefore been shortened to stop at the existing junctions to the north and south of the access.
E	Associated Project Departures	A departure has also been submitted for the right/left stagger distance, however the remaining design accords with the standards set out in CD 109 and CD 123.
F	Other Options Considered	Providing a taper length of 1:20 (in accordance with standards) would continue across the existing junctions to the north and south, creating a confusing arrangement, particularly for right turn manoeuvres at these two junctions.

3) JUSTIFICATION (POTENTIAL POSITIVE AND NEGATIVE IMPACTS)

A	Safety	The access design has been subject to a Stage 1 Road Safety Audit, in which no concerns were raised by the Auditor with regard to the length of the taper. This audit has also been signed off by WSCC and therefore the proposed design is considered safe. The proposed layout ensures that a clear arrangement is provided that would not affect the safety conditions on Fontwell Avenue, with vegetation clearance on the existing boundary improving conditions for drivers on Fontwell Avenue. Providing a taper length of 1:20 would extend hatching across the two existing junctions creating a confusing road layout for drivers which in turn could affect the safety conditions at this junction. Extending hatching across the two junctions could also create confusion around right turn manoeuvres for vehicles travelling along Fontwell Avenue and could again create a safety issue. Furthermore, Personal Injury Accident data obtained from the Sussex Safer Partnership does not indicate an accident trend that would be exacerbated by the proposed access. There are already a number of existing junctions along Fontwell Avenue and therefore the proposed access would not be changing the characteristics of the road, with road users already aware that vehicles would be turning left/right at several locations along this route.
B	Congestion/ Delay	N/A
C	Environmental / sustainability	N/A
D	Capital and whole life cost/value	N/A
E	Accessibility	N/A
F	Integration	The proposed design ensures that the access integrates with the existing road layout and ensures that a confusing layout for right turners at the junctions either side of the access is prevented.
G	Structural	N/A
H	Network resilience & Maintenance	N/A

4) COMPENSATORY MEASURES

A	Included Measures	The taper has been extended to each existing junction. Visibility is achievable in both directions to the Sight Stopping Distances required for 85th percentile speeds of 41mph, with good inter-visibility also achievable for vehicles travelling on Fontwell Avenue. A Road Safety Audit (which has been signed off by WSCC) has been undertaken which confirms that the design would not affect road safety. The ATC surveys confirm 85th percentile speeds of 41mph (66kph) on Fontwell Avenue. The surveys were undertaken in a week of mixed weather conditions. CA 158 paragraph 3.1.1 suggests that 4kph should be added to speed measurements (single carriageways) that have been taken in either partially or entirely in wet weather conditions. The proposed access design has a design speed of 70kph and therefore provides a robust design given that the weeklong survey had a combination of dry and wet weather. As part of the scheme a pedestrian crossing point with refuge island would be provided, improving crossing conditions for non-motorised users. The site would also provide a connection onto Level Mere Lane for pedestrians which would significantly improve the existing on-road route. The clearance of vegetation to provide the access also
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		ensures that visibility for vehicles travelling north and south on Fontwell Avenue is improved.
B	Rejected Options	Providing the taper to 1:20 would extend across the two existing junctions which would create a confusing road layout for motorists and potentially affect the operation/safety of these junctions. Given the constraints an access in this location would not be viable and would also require the significant removal of vegetation (including trees) along the site frontage. Access into the site could not be provided in any other location. High friction surfacing could be provided to better identify the junction however this would present a costly maintenance obligation for WSCC and it is not considered necessary to make the scheme acceptable given that no concerns were raised within the Road Safety Audit (signed off by WSCC). Consideration has also been given to providing signage to further identify the junction to road users. However, there is no opportunity for additional signage to be provided in a suitable location. Furthermore, there is no opportunity to reduce the speed on Fontwell Avenue or indeed relocate the existing change in speed on Fontwell Avenue. This was identified in the Road Safety Audit, however, as agreed by WSCC the access has been designed to 85th percentile speeds on Fontwell Avenue and is therefore acceptable.

5) DESIGN ORGANISATIONS CONCLUDING REMARKS

The proposed arrangement ensures that a clear road layout is provided that does not impact on the operation of the two existing junctions. Visibility at the junctions can be provided in accordance with 85th percentile speeds of 41mph, with the access designed to 70kph. The scheme would improve intervisibility between vehicles travelling on Fontwell Avenue following the clearance of the land within the visibility splays and boundary vegetation. The access would also improve conditions for pedestrians through the provision of an off road route to Level Mere Lane and a formalised pedestrian crossing on Fontwell Avenue. Furthermore more the access has been subject to a Stage 1 Road Safety Audit which confirms that the access is safe, with this audit also signed off by WSCC.

6) ATTACHMENTS AND OTHER INFORMATION

A	List of Attachments	020.0360.001 020.0360.012 Road Safety Audit Report
B	Consultations	N/A
C	Other Information	N/a

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			