

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 th ile wet weather speeds Design speed based on 85 th percentile speeds- mixture of wet/dryweather)
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	Distance between Right/Left Stagger
B	Relevant Standard(s)	DMRB CD 123 Revision 1
	Clause	2.23
C	Difference Between Standard(s) and proposed design	The standards states that a distance of 50m should be provided between junctions for right/left staggers, however a distance of 41m, 9m short of the standard, is proposed.
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. To accommodate the deceleration length and direct taper lengths required, the location of the right turn lane falls 9m closer to the Wandleys Lane junction.
E	Associated Project Departures	A departure has also been submitted for the taper lengths, however the remaining design accords with the standards set out in CD 109 and CD 123.
F	Other Options Considered	Relocating the access to the south of the Wandley's Lane junction was considered, however sufficient space is not provided to support the provision of a right turn lane and the associated road widening works. This option would also create a left/right stagger which is not preferred (as per CD 123 2.22.1).

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 regarding the separation of the junctions. This audit has also been signed off by WSCC and therefore the proposed design is considered safe. The distance between the proposed junction and the existing Wandley's Lane junction is marginally short (9m) of the standard and is it not considered that this would impact on highway safety, especially considering there would be little desire for movements between the two side roads. Providing the right turn lane in another location to the south of the Wandley's Lane junction would create a left/right stagger which is not preferred as identified in CD 123 2.221. 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 access location ensures that the proposed access integrates with the existing road layout, with clear distance provided between the existing junctions on Fontwell Avenue.
G	Structural	N/A
H	Network resilience & Maintenance	

4) COMPENSATORY MEASURES

A	Included Measures	The distance between the two junctions has been provided to the maximum available to ensure that the layout of the junction is provided to a safe distance as well as being designed to safely accommodate vehicle entering, exiting and waiting within the ghost island. 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 an access south of the Wandley's Lane junction is restricted due to the length of the deceleration lane and direct taper length required, as well as the widening works required to accommodate the right turn lane. 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 with regard to the stagger between the two junctions. Providing the right turn lane in another location to the south of the Wandley's Lane junction would create a left/right stagger which is not preferred as identified in CD 123 2.221. 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 access location ensures that the maximum distance is available between the site access and Wandley's Lane. 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 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	020.0360.001 020.0360.003 020.0360.012 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			