

From: Anita Gardner

Sent: 29 November 2019 11:22

To: 'Euan Clark - Folkes Architects' [REDACTED]

Subject: RE: 10053: Toddington Lane Littlehampton, Arun District, BN17 7PN APP/C3810/W/18/3197149 (LU/162/17/PL) Condition 14

Dear Euan,

Than you for your e-mail I agree to wait until the end of next week 06-12-2019 for receipt of the information

Regards

Anita

Anita Gardner | Principal Planner, Directorate of Place, [Arun District Council](#) | Location: First Floor, Arun Civic Centre, Maltravers Road, Littlehampton, BN17 5LF

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Save the environment - think before you print.

From: Euan Clark - Folkes Architects [REDACTED]

Sent: 25 November 2019 16:48

To: Anita Gardner <Anita.Gardner@arun.gov.uk>

Subject: FW: 10053: Toddington Lane Littlehampton, Arun District, BN17 7PN APP/C3810/W/18/3197149 (LU/162/17/PL) Condition 14

Good afternoon Anita,

Apologises for the delay in addressing Condition 14 – the projects civil engineer has been in touch with WSCC highways, as per the email below, but it turns out that Tim Townsend, who raised the original comments is on annual leave and WSCC have not yet confirmed, who if anyone, is looking at it on his behalf.

Please can I ask for another week or so to get this resolved – as you can see, things are moving, but we are at the mercy of WSCC.

Kind Regards

Euan

From: Andrew Tanner [REDACTED]
Sent: Tuesday, November 19, 2019 12:46 PM
To: [REDACTED]
Cc: Euan Clark - Folkes Architects [REDACTED]
Subject: 10053: Toddington Lane Littlehampton, Arun District, BN17 7PN APP/C3810/W/18/3197149 (LU/162/17/PL) Condition 14

Hi Tim,

I am contacting you in regards to the development at Toddington Lane (LU/162/17/PL) and condition 14. In your comments on 15th October 2019 you asked for A visibility splay of 2.0m * 66m in both directions at the western end of the proposed footway. This was to ensure any pedestrians crossing in this location have sufficient visibility to see any oncoming cars. The 66m visibility splay is achievable looking west but not looking east.

We have had a speed survey completed on Toddington Lane to assess if the 30mph speed limit you based the visibility splay on was accurate to the actual speeds. Please see the ATC data attached. The ATC indicates that the mean speed for westbound traffic is 24mph and the 85thile speed is 28mph (7 day mean). It should be noted that the position of the ATC was further to the west than the position of the proposed crossing and is likely in a location where vehicles are accelerating out of the corner. The vehicles speeds at the proposed crossing point are actually likely to be lower than 28mph.

I note that section 4 of WSCC design guide states that lightly trafficked residential roads have 85thile speeds below 37mph, can have MfS1 standards applied. As this is the case for Toddington Lane, the 66m visibility splay is likely in excess of the stopping sight distance for westbound vehicles will need to see pedestrians. Using MfS1 standards and the recorded 28mph 85thile speed there is a stopping sight distance requirement of 39m.

I also note that the visibility splay asked for is from 2.0m, the proposed footway is 2m in width and it is unlikely a pedestrian would be stood on the back edge of the footway, would a visibility splay from 1.0m be acceptable as this is likely to be more reflective of a pedestrians position on the footway.

With the above in mind I would suggest a 1.0m * 39m visibility splay should be acceptable and allow for the crossing point to function safely. Please see update site layout with the visibility splays, I have shown 66m looking westwards as this is achievable and 39m is achievable looking east. Please note I have shown the 39m visibility splay to 600mm off of the kerb to represent the likely position of a car.

Would the proposed visibility splay be suitable?

Happy to discuss by email or call me on the number below.

Regards,

Andrew

Andrew Tanner BSc, MCIHT

Transport Planner



Consulting Engineers



Civil Engineering - Transport Planning - Flood Risk

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