

Land North of Toddington Lane

Response to WSCC Consultation Response

Planning Application LU/417/21/OUT

Introduction

1. This Note is prepared in response to the County Highway Authority, WSCC consultation response dated 16/2/22. The WSCC document is included at **Appendix A** for ease of reference. The content below also follows a conversation with the relevant highway officer within which the extent of additional information pre-determination was agreed. The information set out below generally follows the order in which it is raised in the WSCC response.

Access (Pedestrians/Cyclists)

2. The vehicular site access junctions have already been constructed feeding off a new Spur Road in turn leading from a recently constructed roundabout on the Lyminster Bypass. The Spur Road includes 3m shared footway/cycleways which link to the vehicular accesses. The access junctions and Spur Road sit outside the application red line. The application is in outline, with the internal arrangement shown on an Indicative Site Layout. The site already benefits from a Commercial outline consent, also supported by an Indicative Site Layout. The Commercial Indicative Site Layout showed footway/cycleway connections to each parcel from the 3m footway/cycleway in the vicinity of the newly constructed roundabout.
3. For the outline residential application, WSCC seek more detail and enhancement of pedestrian and cyclist links into the development parcels. An amended layout plan for the residential proposal is attached at **Appendix B** with indicative pedestrian/cyclist links connecting into both parcels (A and B); and a tree relocated behind a visibility splay on the southern parcel. Internal infrastructure as to how the pedestrian/cyclist links could be delivered are shown. This detailing will be subject to detailed design at the Reserved Matters stage, but the applicant is happy to commit to linkages being formed in the vicinity of the roundabout taken directly from the 3m shared footway/cycleway facility.
4. At the vehicular accesses themselves, a scheme showing additional lining and signing to provide safe linkage for those cyclists who route through the site on carriageway but wish to use the off-site footway/cycleway was produced. The lining comprises a

short section of segregated pedestrian and cyclist space before general use of the shared facility. These are shown on **DTA Drawing 23104-02a** which was submitted to the road safety auditor.

5. Finally, those cyclists who enter and leave the site on carriageway can do so safely within the layout without the need of further lining/signing.
6. WSCC requested that the accesses be subject to independent Stage 1 Road Safety Audit. The vehicular accesses and associated pedestrian/cyclist detailing have duly been the subject of an independent RSA 1 audit. The auditor was provided with the revised site layout to appropriately consider the context of the outline proposal. The RSA1 is included at **Appendix C**.
7. The audit made a number of recommendations, and these are the subject of a Designers Response included at **Appendix D**. The auditor has then provided an Audit Response (provided at **Appendix E**) acknowledging and accepting the content of the Designers Response. Some of the recommendations relate to the Spur Road already built by others. This is an unusual situation, whereby highway design delivered and approved by others, is now subject to separate audit and recommendation for amendment, which the applicant can implement. Indeed, each of the audit recommendations can be accommodated. A tree has been relocated behind a visibility splay and the fine detail of road markings and signing will be agreed at detailed design, in tandem with the internal site layout detail.

Indicative Site Layout

8. WSCC refer to an internal path on the northern parcel linking through to the Lyminster Bypass, requesting its removal. This is a point of clarification in that the path does not link through to the bypass, and merely provides internal site access to the dwellings which sit parallel to the bypass. There is no connection to the bypass shown on the Indicative Site Plan and there is no intention to provide such.

Bus Contribution

9. WSCC consider it appropriate for the site to contribute additional funds towards bus services on top of that already secured as part of the existing scheme. The concept is

acceptable to the applicant, subject to agreement on the quantum. The applicant's team have reviewed the s106 for the outline consent on the site and have not discovered a precedent to draw on to establish a suitable contribution figure. Clarification is therefore required from WSCC on the sum being sought, with associated explanation.

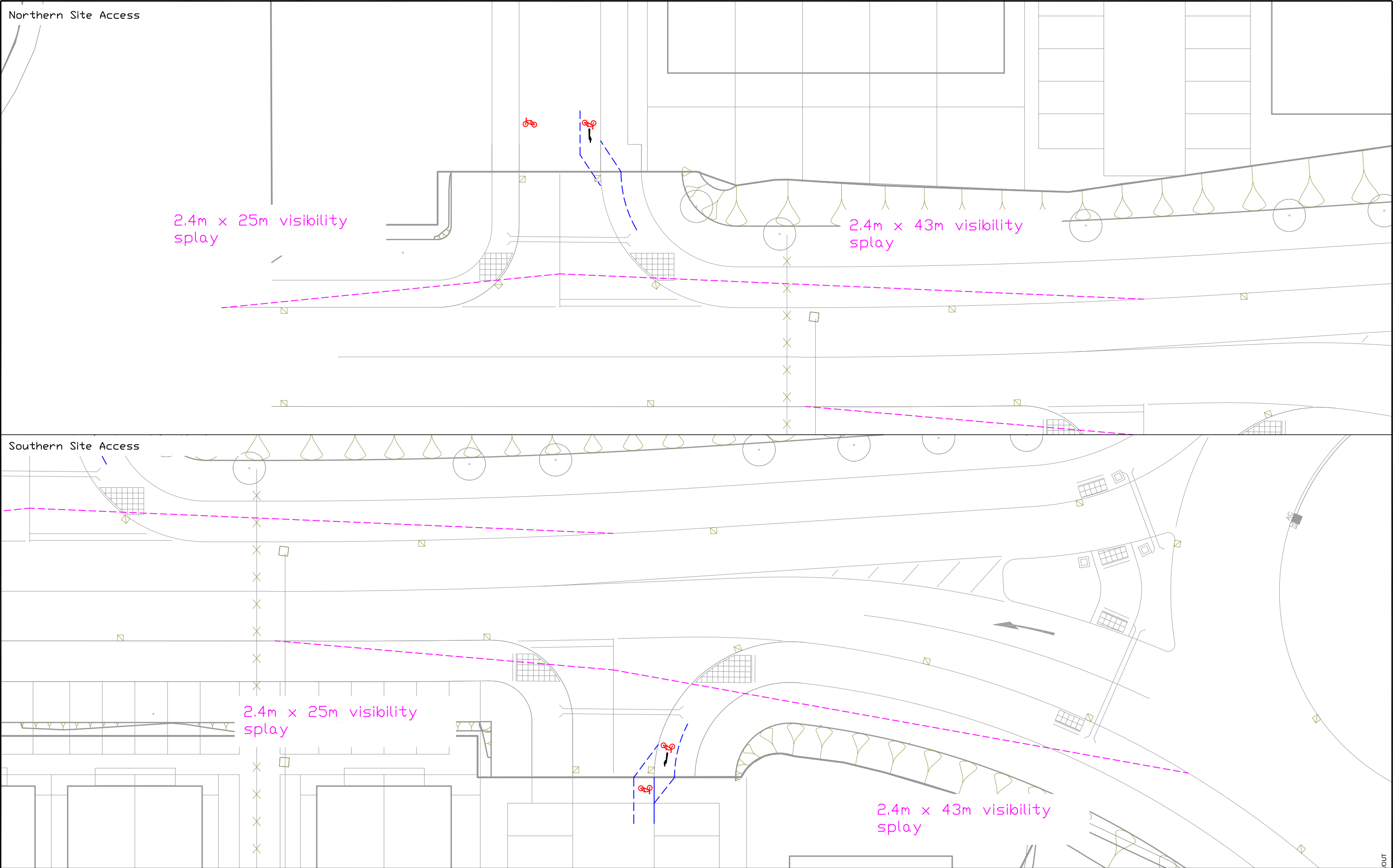
Matters for Planning Conditions

10. A series of comments on the application Framework Travel Plan have been provided by WSCC. Included within these were a requirement for travel vouchers worth at least £150/household. This is agreed.
11. It was further agreed with the WSCC officer that the content Travel Plan can be subject to a suitably worded planning condition and that no further detail was required prior to application determination.
12. Similarly, as an outline application, it was agreed that the design of parking spaces; the provision of cycle parking; and the provision of EV charging can each be subject to a suitably worded planning conditions, and that no further detail was required prior to application determination.

Conclusion

13. Unless otherwise stated above, all other points within the WSCC consultation response are acknowledged and agreed.
14. Based on the supplementary information provided, it is concluded that the proposals are acceptable.

Drawings



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REV	DESCRIPTION	DRAWN	INITIALS	DATE

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JOB TITLE		CLIENT	
Toddington Lane, Littlehampton		T & L Crawley No.2 LLP	
DRAWING TITLE			
Site Access Visibility Splays			
SCALE	DRAWN BY	DATE	DRAWING No
1:250@A3	BP	Oct21	23104-02
REVISION			
			A

ARUN DISTRICT COUNCIL LV41712/OUT

Appendix A

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Arun District Council FAO: Michael Eastham
FROM:	WSCC - Highway Authority
DATE:	16 February 2022
LOCATION:	Land north of Toddington Lane (adjacent to Lyminster Bypass) Hampton Park Littlehampton BN17 7PP
SUBJECT:	LU/417/21/OUT Outline application with some matters reserved (except access) for the erection of up to 71 No dwellings.
DATE OF SITE VISIT:	n/a (desktop study)
RECOMMENDATION:	More Information Required
S106 CONTRIBUTION TOTAL:	TBA

This is the WSCC County Highways (CHA) response to the above outline planning application with some matters reserved (except access) for the erection of up to 71 dwellings.

Site location.

The site is located on land in the north-western quarter of the former Greencore Nurseries site and to the west of the new Southern By-Pass road constructed as part of the ongoing development proposals for the adjacent Hampton Park, currently being constructed by Persimmon Homes.

The development site is split across two land parcels with both being accessed of a spur road running between them which, in-turn, connects to the western side of the new roundabout found at the northern end of the aforementioned Southern By-Pass.

Access.

As mentioned above, vehicular access is shown taken off a spur road running E-W from the new roundabout found at the northernmost part of the developer-led section of the new Lyminster By-Pass. Both access points are shown constructed as formal junctions with bellmouth radii and associated kerbing. For pedestrian and cycle access, this is shown in-part to the site off the formal access points. However, the CHA considers that further attention needs to be paid to this for both sites.

Turning to the vehicular access points, both show insufficient detail of how pedestrians and cyclists would enter and leave the sites. As seen from the submitted drawings, the spur road does provide for off-road shared foot and cycle access to the boundary of each site but what is not shown is how this would be continued into both land parcels. As such, the applicant should provide amended drawings showing how this would be achieved. Furthermore (and in addition to any alterations to the vehicular access points), the applicant should also consider the provision of foot and cycle linkages to and from the site closer to the roundabout junction as this could have the effect of providing more direct routes for non-motorised users.

For the accesses and the changes requested (including those concerning other foot and cycle links to-from the site), the CHA require that all should be safety audited to Stage 1

at this planning stage. A road safety decision log (designer's response) should also accompany the Stage 1 road safety audit.

Traffic impact.

Traffic impact of the development is set-out in the accompanying Transport Assessment (TA). Table 5.1 from that document shows the following:

	Trip Rate			Trip Generation (71 dwellings)		
	Arrival	Departures	Total	Arrival	Departures	Total
08:00-09:00	0.128	0.373	0.501	9	26	35
17:00-18:00	0.333	0.156	0.489	24	11	35
Daily (07:00-19:00)	2.185	2.246	4.431	155	159	315

The trip rates have been taken from interrogation of TRICS and appear to be a realistic forecast of the likely vehicle trips to and from the site, both in peak periods and daily.

Road Safety.

As mentioned earlier in this response, a Stage 1 road safety audit and road safety audit log (designer's response) is required for the access points and other associated alterations as also mentioned above.

Access by sustainable modes.

Walking and cycling - Walking and cycling infrastructure is found adjacent to the site. However and as documented above, it is not shown how pedestrians and cyclists would be able to enter and leave the development parcels. As such, the applicant should improve this and provide amended drawings showing how this would be achieved.

With regard to access to goods, services, public transport etc., on the eastern side of the adjacent roundabout is a site earmarked for some commercial development in the form of shops and possibly businesses. Another shop (convenience store) can be found on Lyminster Road, approximately 600m south-west of the site. A primary school is also located close to that. The nearest secondary school is The Littlehampton Academy which is approximately 1.3kms south of the site. A new primary school is proposed within Hampton Park itself which would be approximately 600m south-east of the site. Additional to this are existing businesses found within Hampton Park (approximately 500m from the site). For larger 'offer' of facilities, Littlehampton town centre (approximately 1.8kms south of the site) provides this.

Finally, a path is shown running around the top part of the northern plot and emerging to the proposed Lyminster By-Pass. As there is no path proposed on the western side of the By-Pass for this path to connect to, the CHA ask that this be removed from the scheme as it would require users to emerge to the road at a point where no walking or cycling infrastructure is proposed. Instead, users should be directed through the development to where the infrastructure is proposed.

Public transport – (buses) The nearest bus route (No. 700) is found on the A284 Lyminster Road, approximately 500m from the site. This is longer than the recommended CIHT distance of 400m. Service No. 9 is found approximately 900m from the site. With regard to future bus services to/from and within the Hampton Park Estate, no new service provision has been forthcoming yet although a contribution was secured from the development. Given that this development adds further dwellings to the overall number of dwellings within the estate and, in turn, further demand for access by bus (and that current services are some distance away), it would seem appropriate for the site to contribute additional funds towards that already secured as part of the existing scheme.

(Trains) – The nearest railway station is Littlehampton – approximately 2.0kms south of the site.

Travel Plan.

A Framework Travel Plan (TP) has also been submitted alongside the planning application. In accordance with WSCC policy, the TP must be secured by S106 Agreement.

Following review of the TP, the CHA has the following comments which the applicant is requested to respond to:

In its consideration of the measures included in the TP, the CHA is of the view that further measures are required, including penalty measures should targets for trip-rate reduction are not met. Some additional measures that should be included are as follows:

Targets.

The headline target for the Travel Plan should be to achieve a 12-hour weekday vehicle trip rate that is 10% lower than that predicted for the site in the Transport Assessment assuming a Travel Plan were not implemented. This trip rate should be achieved within 5 years and sustained for the 5-year monitoring period. The Travel Plan should clearly state the number of trips expected between 7am and 7pm on a typical weekday (as should appear in the TA) and also the target number of trips (i.e. TA – 10%).

Monitoring and Auditing.

The Travel Plan should be monitored in accordance with the TRICS UK Standard Assessment Methodology (aka TRICS SAM). This involves 3 multi-modal surveys over a 5-year period whereupon the 10% trip rate reduction target should be achieved, or further TP measures implemented.

The developer/Travel Plan Coordinator should commission these directly with the TRICS organisation and should be secured through a Section 106 agreement.

Consideration will need to be given as to when the first of the TRICS SAM surveys should be conducted. The final survey should be conducted following final occupation. Therefore 50% occupation may prove to be a reasonable trigger point for the initial survey.

We require the developer to pay an auditing fee of £500 per survey. If the results show the TP is on track then a meeting to discuss remedial actions will not be required, and hence we will be able to offer a 25% discount on the fee.

Travel Plan Co-ordinator.

A Travel Plan Coordinator (TPC) should be appointed to deliver the Travel Plan.

The TPC should ensure that regular surveys are conducted in order to monitor progress towards targets.

The TPC should also provide a basic personal journey planning service to residents.

The TPC should be appointed prior to occupation of the first dwelling (ideally before the first unit goes on sale) and should be in place at least until the results of the final surveys are known.

Contact details for the TPC should be provided to this office on appointment. If possible, a planning condition should be applied that prevents occupation of the first dwelling until contact details for the TPC have been provided to the County Council.

Travel Information and Resident's Travel Packs.

Resident's welcome packs should include the following:

- A map of the local area highlighting local schools, shops, any areas of major employment, hospitals, doctor's surgeries, dentists, bus and rail stations, bus stops, and leisure facilities etc.
- Information about how to access the above by bus, including approximate journey times, route numbers etc and a cost comparison with car travel + parking
- Information about how to access the above on foot or by bicycle, including approximate journey times, route information etc, and a cost comparison with car travel + parking
- Information about areas served by any local rail station, including approximate journey times and a cost comparison with car travel + parking
- Details about grocery home delivery services operated by local shops and supermarkets, including the benefits such services offer compared to private car travel, such as reduced CO2 and greater convenience.
- Information about local bike shops offering discounts to residents living on developments where a Travel Plan is operating.

The CHA also requires to see some sort of travel voucher offering to the initial occupants of the residential units. Vouchers should be worth at least £150 per dwelling and could be exchanged the following:

- a. a season ticket for the local bus service
- b. a rail season ticket or network card
- c. a contribution towards the purchase of a new bicycle and/or equipment
- d. Cycle training up to 4 members of the household (further details and course costs are available at www.westsussex.gov.uk/cycletraining)
- e. 12 months free membership to any local Car Club (including joining fee)

Developments served by Metrobus: For larger developments Metrobus may be able to supply welcome packs for people moving in, with bespoke travel info and a free trial smartcard. If the developer is able to make a financial contribution then Metrobus may also be able to offer significant discounts for residents over a longer period. For further details contact [REDACTED]

Developments served by Stagecoach South: Stagecoach may be able to supply free 'taster' tickets for each resident and discounted Megarider tickets. Contact [REDACTED] for details.

For sites in Adur & Worthing, Chichester, Crawley, and Mid Sussex (East Grinstead & Haywards Heath): The easitNETWORK is a business-led network which provides sustainable travel solutions to local employers. Member employers can access a number of incentives including 15% on Southern rail services, discounted bus travel, and a car sharing scheme. Information about any local easitNETWORK should be included in welcome packs.

The County Council has commissioned Pindar Creative's Travel Plan Mapping Solution. The service enables developers, employers, and other organisations to purchase site-specific multi-modal travel maps, notice boards, and interactive PDFs. The applicant may wish to consider using this service to produce the local travel information for the resident's welcome packs. Further details can be found on our website: http://www.westsussex.gov.uk/leisure/getting_around_west_sussex/travelwise/supporting_material.aspx

The County Council has produced a leaflet about our car sharing scheme, which is available on our web site and can be downloaded for inclusion in resident welcome packs

and on any community web site that might be established. A video which explains how the scheme works is also available. The url is: www.westsussex.gov.uk/carsharing

The West Sussex Cycle Journey planner should be promoted in welcome packs and across the site, as should Traveline South East and National Rail Enquiries etc. The link to our cycle journey planner is <http://cyclejourneyplanner.westsussex.gov.uk/> and can also be accessed via the WSCC website: <https://www.westsussex.gov.uk/leisure-recreation-and-community/walking-horse-riding-and-cycling-routes/cycle-journey-planner/>

EV charging points.

Although not referenced in the TA or TP, the site will need to supply electric vehicle charging points. Existing charge points in West Sussex are part of the Energise Network and any points installed at this site may well benefit from being part of the same scheme. Further information is available on our web site:

http://www.westsussex.gov.uk/leisure/getting_around_west_sussex/travelwise/electric_vehicle_charging_netw.aspx

It is also acknowledged that the LPA has it's own criteria for EV parking requirements and this should also be included in any consideration of such parking arrangements.

Promotion and Publicity.

National awareness events, such as those listed below, should be promoted by the TPC:

[Walk to School Week](#)
[National Bike Week](#)
[Cycle to Work Day](#)
[European Mobility Week / Travelwise Week](#)
[Cycle September](#)
[National Liftshare Week](#)
[International Walk to School Month](#)
[Road Safety Week](#)

The County Council has developed a suite of posters, which can be used to promote sustainable and active modes of travel. The artwork may be used free of charge and can be downloaded from our web site:

http://www.westsussex.gov.uk/leisure/getting_around_west_sussex/travelwise/supporting_material.aspx

Enforcement.

The Travel Plan should include provision for enforcement action that would be taken in the event that the 5-year target is not met. One option might be for a second round of travel vouchers to be offered to each dwelling should the 10% trip rate reduction target not be achieved by year 5.

Parking.

Car parking - Section 4 (paragraph 4.3) refers to the site providing parking in accordance with the Arun District Council adopted parking SPD. From a design point of view, all spaces should measure at least 2.4m x 4.8m. For any in garages or under-cover, these should measure 3.0m x 6.0m. For the parallel parking shown alongside the green space in the southern land parcel, a 1.0m wide section of hardstanding should be provided alongside (on the green space side) to assist occupants of the vehicles when stepping in and out of those vehicles.

Electric vehicle (EV) parking – None appears to be shown on the submitted drawings, nor is it referred to in the TA or TP. In-line with emerging guidance, from April 2022 all new homes constructed will need to be provided with EV charging points. As a number of the parking spaces are shown located away/remote and/or positioned in such a way that

might prevent easy installation of EV equipment (e.g. resulting in trailing cables across footpaths etc. or blocking actual parking spaces or reducing their size), careful design and planning will be required at any detailed design stage to ensure that facilities are both easy to use and safe in operation and avoid trip hazards, the need for trailing cables across communal areas and paths etc. From scrutiny of the submitted plans, the location and design of a number of the parking areas looks like it would be difficult to provide suitable locations for charging points adjacent to them, particularly the first row of houses found in the northern land parcel and for the southern parcel, the majority of the layout, again because of the design and/or location of the parking spaces and/or areas being away/remote from the properties they are supposed to serve or such that they might require cables to be laid across paths (communal or otherwise).

Cycle parking – This is referred to in the TA but is not shown on the submitted drawings. This will need to be attended to at the detailed design stage. Additionally, visitor provision will also need to be provided in suitable locations.

Other matters.

Compulsory purchased land for WSCC section of Lyminster By-Pass - T&L Crawley No. 2 LLP (the applicant's for this site) are the landowners of Plots 10a and 10b which are subject to land which WSCC is acquiring temporarily for the construction of the Lyminster Bypass (North) CPO Scheme. Planning Permission for the CPO under reference 'WSCC/049/18/LY' was granted on 9th May 2019.

For the purposes of the WSCC Scheme, Plot 10a is described in the CPO as:

'1081 square metres of commercial development land to the south-east of A284 Lyminster Road from the field boundary in the north, extending south over the North Littlehampton Development land, for temporary use, to provide working space for construction'

Also for purposes of the WSCC Scheme, Plot 10b is described in the CPO as:

'2716 square metres of commercial development land to the south-east of A284 Lyminster Road from the field boundary in the north, extending south over the North Littlehampton Development land, for temporary use, for creation of compound area during construction of new carriageway and working space for the construction of an embankment'

The CPO was confirmed by the Secretary of State for Transport on 16th September 2021 and following the service of Notices to Treat and Enter, WSCC and/or its appointed operatives, are able to gain entry onto the site to begin construction of the Bypass on 22nd February 2022.

The Planning Permission and the confirmed CPO allows WSCC and/or its appointed operatives, unfettered access to the land (plots 10a and 10b) to construct the By-Pass and for additional compound storage until the By-Pass is open for public use. T&L Crawley will not be able to interfere with the construction or have control of the land until the land is returned to them after the By-Pass is open for public use and is adopted highway maintained at the public's expense.

WSCC ask that Arun District Council are mindful of this when they are considering the landowner's recent application to change the existing planning permission from commercial development to residential development.

The CPO Scheme is contained within the 'red line' boundary as attached to the Committee Report (pages 35, 37 and 39) that accompanies that application. However, the areas outside the red line boundary may also be affected by the construction of the By-Pass and WSCC ask that Arun District Council also consider this when reviewing LU/417/21.

Conclusion.

Additional information is required by the CHA in order to be able to consider the proposal further. The details of this can be found in the main text of this response but are summarised below:

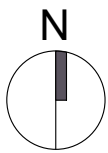
1. Provision of plans showing improved pedestrian and cycle access design at the vehicular access points
2. Provision of a plan showing additional foot and cycle connections to and from the adjacent walking and cycle paths
3. A Stage 1 road safety audit of all that referred to in points 1 and 2 above (including road safety audit log listing the designer's responses to any recommendations made)
4. Plan showing removal of the informal path running across the northern part of the northern plot and out to the WSCC section of the Lyminster By-Pass
5. Provision of a suitable financial contribution to public transport (bus) access to the site
6. Provision of an updated Travel Plan
7. Comments in response to design of parking provision
8. Comments in response to comments made about EV installation

Please re-consult when this information is available.

Thank you.

Tim Townsend
West Sussex County Council – Planning Services

Appendix B



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Rev	Amendments	By	Chkd	Date
P01	Indicative cycle/pedestrian links added.	GP	DS	01.04.22
P02	Adjusted wildlife pond position	GP	DS	25.04.22
P03	Revised to match Landscape Architect's drawing	GP	DS	26.04.22



Drawing is based on the following information:
- OS Plan, received 13/09/19.
- Survey undertaken by Encompass Surveys dated 18 June 2021.
- SLB1 Rev. E - Landscape Proposals (Sheet 1 of 2) dated 06/03/18 from application LU/278/17/RES



Scale Bar 1:500@A1

Project
Land North of Toddington Lane
Littlehampton

Drawn by	Checked by	HNW Project No.	Date Created
GP	DS	21023	09/04/21

Scale	
A1-	

Drawing Title
Indicative Site layout

Drawing status	Revision
Planning	P03

Drawing Name
21023-HNW-ZZ-00-DR-A-2001

61 North Street, Chichester, West Sussex, PO19 1NB



Appendix C

LAND NORTH OF TODDINGTON LANE,
LITTLEHAMPTON

Proposed Access Arrangements

Stage 1 Road Safety Audit
Requested by DTA

March 2022



Road Safety Engineering

Project: Land North of Toddington Lane, Littlehampton
Proposed Access Arrangements

Client: DTA

Project Sponsor: West Sussex County Council

Document: Stage 1 Road Safety Audit

Gateway TSP ref: WP/SG/2203042 RSA1 v1.0

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Appendices

Appendix A: Location Plan

1 INTRODUCTION

- 1.1** This report describes a Stage 1 Road Safety Audit (RSA) of proposed access arrangements for residential development of up to 71 dwellings on land north of Toddington Lane, Littlehampton in West Sussex.
- 1.2** The highway works considered by this Audit comprise two new 6m wide accesses onto ‘Spur Road’ west of the recently constructed roundabout forming part of Lyminster Bypass.
- 1.3** Lyminster Bypass will run north/south, located between the existing Hinchcliff Drive and Richardson Way developments. A new roundabout forming the junction with ‘Spur Road’ and Anderson Way has been constructed. Fencing is in place around the site and across Richardson Way however the audit team were able to view Anderson Way from the northern end of Richardson Way and noted that works in this area appear to be complete, although not open to the public.
- 1.4** Toddington Lane, Richardson Way and Hinchcliff Drive are two-way single carriageways with a 30mph speed limit. There is street lighting, vehicle crossovers and shared pedestrian/ cycle facilities throughout. Development is ongoing across the area. It is understood that the speed limit will be 30mph through the roundabout and on ‘Spur Road’ and Anderson Way.
- 1.5** This Road Safety Audit was carried out by Wendy Palmer and Steve Giles and consisted of a desktop study and a site visit, which was carried out on Monday 21st March 2022, between the hours of 14.00 and 15.00hrs, when the weather was fine and the road surface dry. Very few vehicles, pedestrians or cyclists were observed in the area during the site visit.
- 1.6** It was noted that the proposed lighting columns shown on drawing 2104082-01 F have been installed; columns numbered 90C3 and 90C9 on the opposite side to that proposed. The lighting column which would be numbered 90C12 at Watts Lane end has not been installed.

- 1.7** The terms of reference for this RSA are as described in the Design Manual for Roads and Bridges (DMRB) document GG119. The Audit Team is independent of the project design team and has not been involved in the design process in any other capacity. The audit considers only the potential road safety implications of the scheme and has not verified compliance of the design with any other criteria.
- 1.8** The Audit Team has not been made aware of any Departures from Standard. Whilst reference may be made to design standards, this report is not intended to provide a design check.
- 1.9** Recommendations are aimed at addressing the identified potential road safety problems. However, there may be other acceptable ways to overcome a problem, considering wider constraints and opportunities; the Auditors would be pleased to discuss such alternative solutions as appropriate. The recommendations contained herein do not absolve the Designer of his/her responsibilities.

2 ITEMS CONSIDERED BY THIS ROAD SAFETY AUDIT

Document ref.	Rev.	Originator	Title
21023-HNW-ZZ-00-DR-A-2001	P01	HNW Architects	Indicative Site layout
23104-02	A	DTA	Site Access Visibility Splays

Additional/background information provided to the Audit Team

- Transport Statement (DTA, ref SKP/BP/23104-01, 2nd December 2021)
- WSCC Consultation, 16th February 2022

3 PREVIOUS ROAD SAFETY AUDIT

- 3.1 The audit team is unaware of any previous road safety audits on these proposals.

4 PROBLEMS IDENTIFIED BY THIS ROAD SAFETY AUDIT

General Matters

- 4.1 The Audit Team raises no concerns at this Stage 1 RSA in respect of general matters.

Local Alignment

4.2 Problem

Merging traffic passing on the offside may collide with a vehicle exiting the southern access

Location: 'Spur Road', westbound merge from roundabout

It is proposed to provide a two lane exit from the roundabout, merging just east of the new southern access. A large vehicle wishing to turn left into the southern access may stop or slow to allow a vehicle exiting the access to pull out first to make their left turn in easier. The audit team is concerned that a merging driver, especially a powered two-wheeler, may overtake and collide with the exiting vehicle.

Recommendation

The central hatching should be adjusted between the splitter island and the southern access to deter overtaking at this location.

Junctions

4.3 Problem

Carriageway parking may lead to nose to tail or T-bone collisions

Location: 'Spur Road' and accesses

'Spur Road' and the new accesses do not have any parking restrictions indicated around the junctions. It is also noted that the roundabout design does not provide parking restrictions. This may lead to parking around the junctions and on 'Spur Road', restricting visibility from the accesses and leading to nose to tail or T-bone collisions.

Recommendation

Parking restrictions should be implemented on 'Spur Road'.

4.4 Problem

Restricted visibility may lead to nose to tail and T-bone collisions

Location: 'Spur Road', east of southern access

Trees or vegetation are indicated within the visibility splay on 'Spur Road' to the east of the new southern access. This may obstruct visibility towards the roundabout for drivers exiting the southern access, leading to nose to tail and T-bone collisions.

Recommendation

The visibility splays should be kept clear of trees and vegetation, or a low level variety should be used.

Walking, Cycling and Horse Riding

4.5 Problem

Gullies at shared facility tie-ins may lead to cyclists losing control

Location: 'Spur Road' shared facility, tie-in with new accesses

The tie-in for cyclists between the shared surfaces on 'Spur Road' and the development internal roads is proposed to take the form of advisory cycle lane markings, both of which cross the kerbline at a gully location. Cyclists wheels crossing a gully may become trapped in the grating and lose control.

Recommendation

The dropped kerb for cyclists to access the 'Spur Road' shared facility should avoid the gullies. If this is not possible, cycle friendly gratings should be installed.

4.6 Problem

Gullies at shared facility tie-ins may lead to cyclists losing control

Location: 'Spur Road' shared facility, tie-in with new accesses

The tie-in for cyclists between the shared surfaces on 'Spur Road' and the development internal roads is proposed to take the form of advisory cycle lane markings. Should two opposing cyclists arrive at the dropped kerb at the same time, this may lead to confusion and cyclists losing control.

Recommendation

Signs and markings for cyclists travelling in both directions should be provided at the tie-in with the shared facility, indicating priority for cyclists joining the shared facility.

Traffic Signs, Carriageway Markings and Lighting

- 4.7** The Audit Team raises no concerns at this Stage 1 RSA in respect of traffic signs, carriageway markings and lighting.

5 AUDIT TEAM STATEMENT

We certify that this Road Safety Audit has been carried out in accordance with DMRB document GG119.

Audit Team Leader

Wendy Palmer
MCIHT, MSoRSA, FIHE, HE Cert Comp
Road Safety Engineer

Signed:



Date: 23rd March 2022

Audit Team Member(s)

Steve Giles
BEng (Hons), IEng, FIHE, MCIHT, MICE, CMILT, MSoRSA, HE Cert Comp
Director & Senior Road Safety Consultant

Signed:



Date: 23rd March 2022

APPENDIX A Location Plan



Appendix D

1.0 INTRODUCTION

1.1 This document sets out the design office response to a Road Safety Audit (RSA) Stage 1 undertaken by Gateway TSP Road Safety Engineering (Ref 2203042 v1.0) in relation to access arrangements to two parcels of land for residential development on land to the north of Toddington Lane, Littlehampton.

1.2 The commissioned Stage 1 Audit was slightly unconventional since the highway works themselves comprise two recently constructed access junctions onto a “Spur Road” built as part of the associated infrastructure for a recently constructed roundabout forming part of the Lyminster Bypass.

2.0 ITEMS RAISED AT THIS STAGE 1 AUDIT

2.1 Problem 4.2

Merging traffic passing on the offside may collide with a vehicle exiting the southern access.

Location: ‘Spur Road’, westbound merge from roundabout

It is proposed to provide a two-lane exit from the roundabout, merging just east of the new southern access. A large vehicle wishing to turn left into the southern access may stop or slow to allow a vehicle exiting the access to pull out first to make their left turn in easier. The audit team is concerned that a merging driver, especially a powered two-wheeler, may overtake and collide with the exiting vehicle.

Recommendation

The central hatching should be adjusted between the splitter island and the southern access to deter overtaking at this location.

Designers Response

This element of the scheme has been designed and constructed by others. The recommendation is accepted.

2.2 Problem 4.3

Carriageway parking may lead to nose to tail or T-bone collisions.

Location: 'Spur Road' and accesses

'Spur Road' and the new accesses do not have any parking restrictions indicated around the junctions. It is also noted that the roundabout design does not provide parking restrictions. This may lead to parking around the junctions and on 'Spur Road', restricting visibility from the accesses and leading to nose to tail or T-bone collisions.

Recommendation

Parking restrictions should be implemented on 'Spur Road'.

Designers Response

The recommendation to implement parking restrictions at the junctions onto the Spur Road is accepted.

2.3 Problem 4.4

Restricted visibility may lead to nose to tail and T-bone collisions.

Location: 'Spur Road', east of southern access

Trees or vegetation are indicated within the visibility splay on 'Spur Road' to the east of the new southern access. This may obstruct visibility towards the roundabout for drivers exiting the southern access, leading to nose to tail and T-bone collisions.

Recommendation

The visibility splays should be kept clear of trees and vegetation, or a low-level variety should be used.

Designers Response

The recommendation is accepted.

2.4 Problem 4.5

Gullies at shared facility tie-ins may lead to cyclists losing control.

Location: 'Spur Road' shared facility, tie-in with new accesses

The tie-in for cyclists between the shared surfaces on 'Spur Road' and the development internal roads is proposed to take the form of advisory cycle lane markings, both of which cross the kerblines at a gully location. Cyclists' wheels crossing a gully may become trapped in the grating and lose control.

Recommendation

The dropped kerb for cyclists to access the 'Spur Road' shared facility should avoid the gullies. If this is not possible, cycle friendly gratings should be installed.

Designers Response

The recommendation is accepted. The detail will be established at the detailed design stage.

2.5 Problem 4.6

Gullies at shared facility tie-ins may lead to cyclists losing control.

Location: 'Spur Road' shared facility, tie-in with new accesses

The tie-in for cyclists between the shared surfaces on 'Spur Road' and the development internal roads is proposed to take the form of advisory cycle lane markings. Should two opposing cyclists arrive at the dropped kerb at the same time, this may lead to confusion and cyclists losing control.

Recommendation

Signs and markings for cyclists travelling in both directions should be provided at the tie-in with the shared facility, indicating priority for cyclists joining the shared facility.

Designers Response

The recommendation is accepted. The detail will be established at the detail design stage.

Appendix E



Road Safety Engineering

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Simon Parfitt
DTA Transport Planning Consultants

By email

Our Ref: L-200422wp
Your Ref:

20 April 2022

Dear Mr Parfitt

STAGE 1 ROAD SAFETY AUDIT - LAND NORTH OF TODDINGTON LANE, LITTLEHAMPTON

Thank you for your email with the Designers Response for the above project; report ref SKP/23104-04a, dated 8th April 2022.

I can confirm that your responses are accepted by the Audit Team and we have no further comments.

Yours sincerely

A handwritten signature in dark ink, appearing to read "Wendy Palmer", with a stylized flourish at the end.

Wendy Palmer
Road Safety Engineer
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