

[REDACTED]

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From: David Innes
Sent: 22 March 2017 09:44
To: Planning.Responses
Subject: FW: Pagham South P/140/16/OUT

Please upload.

thanks

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From: [REDACTED]
Sent: 21 March 2017 12:25
To: David Innes
Subject: FW: Pagham South P/140/16/OUT

[REDACTED]

From: Ian Gledhill
Sent: 21 March 2017 10:16
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Pagham South P/140/16/OUT

Hello Fiona, thanks for the additional information. I'd ask that this is forwarded to the Local Planning Authority so this can be placed on the public planning file. For ease of reference for my response here, I've stuck to those outstanding points from my formal consultation response.

Access

Various matters were raised relating to the principle of the access arrangements as well as the detailed design. The Local Highway Authority still consider that the provision of right turning lanes conflict with the design principles within Manual for Streets 2. However, the LHA also recognise that local carriageway widening is necessary in order to accommodate pedestrian refuges. The right turning lanes are not provided for capacity or safety reasons. The LHA have therefore viewed the access designs on the basis of providing carriageway widening for the pedestrian refuges rather than for the specific purpose of accommodating formal Design Manual for Roads and Bridges compliant right turning lanes.

In terms of more detailed matters, the pedestrian refuges have been widened to 2 metres. Kerb to kerb carriageway widths alongside these refuges exceed the required WSCC minimum widths of 3.5 metres. Where necessary at the northern access, build outs are included to ensure that pedestrians do not cross between parked cars. A further pedestrian crossing point is provided on the southern side of the access to the Parish Council's car park along with a build out on the opposite side of the carriageway. The build out lies immediately adjacent to a residential access. Although the tracking drawings (which is based on OS data rather than a topographical survey) indicates that a standard vehicle could turn into the residential access, in practice given the close vicinity of the build out to the access, it would be more desirable to extend the footway on the northern side of the carriageway and relocate the crossing further north (for example to the immediate east of the Parish Council car park access).

The access arrangements have been the subject of a Stage One Road Safety Audit. The majority of problems have been positively resolved. There are several problems that require further comment.

2.1.1 – The bus stop lay-by is understood to be the same dimensions as that already present. Providing it is demonstrated that a bus can stop entirely within this, the dimensions are accepted.

2.2.1 – Requires the provision of a central island to prevent overtaking within the hatched area at the bus stop. A traffic island has been provided. I have previously advised that the LHA have experienced issues with vehicles overtaking on the wrong side of traffic islands in order to pass a stopped bus. Having looked at this again, it is suggested that the traffic island is upgraded to a pedestrian refuge (this will then fulfil problem 2.3.1), and the matter of the vehicles overtaking buses considered as part of any Stage 3 Safety Audit once the works are in place. If issues do occur, a solution would be to relocate the bus stop rather than remove a crossing off a desire line.

Details for the other problems can be checked through the detailed design.

Highway Capacity

Matters here related more to discounting trip rates for the local centre, convenience store, and schools to ensure a more reflective rate was used. The LHA have previously acknowledged that the trip rate applied within the initially submitted TA is reflective of a worst case. The updated distribution has been discussed and agreed previously.

The only other matter that warrants further comment at this stage is the LinSig model used for the Gossamer Lane/Nyetimber Lane/Grosvenor Gardens junction. This still doesn't appear to include the pedestrian phases that are present on all arms.

The need for highway capacity mitigation to enable all three Pagham developments will be viewed holistically once the cumulative TA is available.

Sustainable Access

I have chased up colleagues in the Rights of Way team regarding the cost of improving the existing PROW between Pagham and Sidlesham. I will chase again.

The additional travel plan measures are noted and accepted. For the other uses on the site, the expectation is that the respective operators will prepare travel plans. The trigger points in the conditions will be reflective of this.

I hope this assists.

Kind regards

Ian Gledhill

From: [REDACTED]
Sent: 16 March 2017 12:50
To: Ian Gledhill
Cc: [REDACTED]
Subject: Pagham South P/140/16/OUT

Dear Ian,

Further to our recent correspondence, please see below a Dropbox link to our revised TA/01 to support the Pagham South scheme:

<https://www.dropbox.com/sh/wedq93tuxrjtpuj/AADqYITAsWj0egfrwRVEGaXba?dl=0>

Please note that this includes the following:

- i. Our formal response to your highways consultation response of 27th January (Appendix 1)
- ii. A Design Audit (Appendix 16)
- iii. A revised RTP (Appendix 26).

You will no doubt note the issue of the cycle link to the north. You will recall that in support of our application we are providing land that is within the clients control but outside the application site. Your previous comments related to the possibility of additional funding, and maybe this is something to be considered as part of the cumulative assessment work.

Please do not hesitate to contact me to discuss.

Kind regards,
Fiona

Fiona Bennett

HighgateTransportation



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