

Bronte Welham

From: Amanda Scholes on behalf of Planning.Responses
Sent: 28 November 2017 08:57
To: Planning Scanning
Subject: FW: Pagham Sites - Gossamer Lane jw Aldwick St
Attachments: 1616 TN04 Review of Gossamer Ln Aldwick St.pdf

From: David Innes
Sent: 27 November 2017 18:50
To: Planning.Responses
Subject: FW: Pagham Sites - Gossamer Lane jw Aldwick St

Please upload attachment to P/140/16/OUT

thanks

David Innes | Planning Consultant , Strategic Development, Arun District Council | Location: First Floor, Arun Civic Centre, Maltravers Road, Littlehampton, BN17 5LF DX 57406 Littlehampton

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Save the environment - think before you print.

[REDACTED]
Sent: 27 November 2017 17:51
To: David Innes
Subject: FW: Pagham Sites - Gossamer Lane jw Aldwick St

David,

Please see attached TN/04 and below email as per our earlier correspondence.

Happy to discuss.

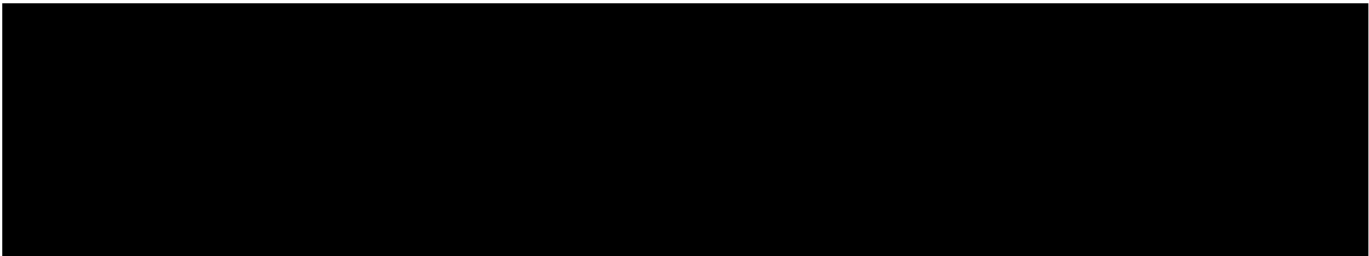
Kind regards,
Fiona

Fiona Bennett

HighgateTransportation

www.highgatetransportation.co.uk

*Highgate Transportation Ltd
First Floor, 43-45 Park Street
BRISTOL BS1 5NL
Company Registration Number: 07500534*



Dear Ian and Robin,

Further to our recent discussions and the Dougall Baillie review, please find attached a Technical Note (TN/04) on a review of the accident history at the Aldwick Street/ Gossamer Lane roundabout junction.

Its contents are self-explanatory.

Happy to discuss.

Kind regards,
Fiona

Fiona Bennett

HighgateTransportation



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**Proposed Development
Pagham Sites**

**Technical Note on Review of Accident History at
Gossamer Lane Roundabout Junction with Aldwick Street**

October 2017

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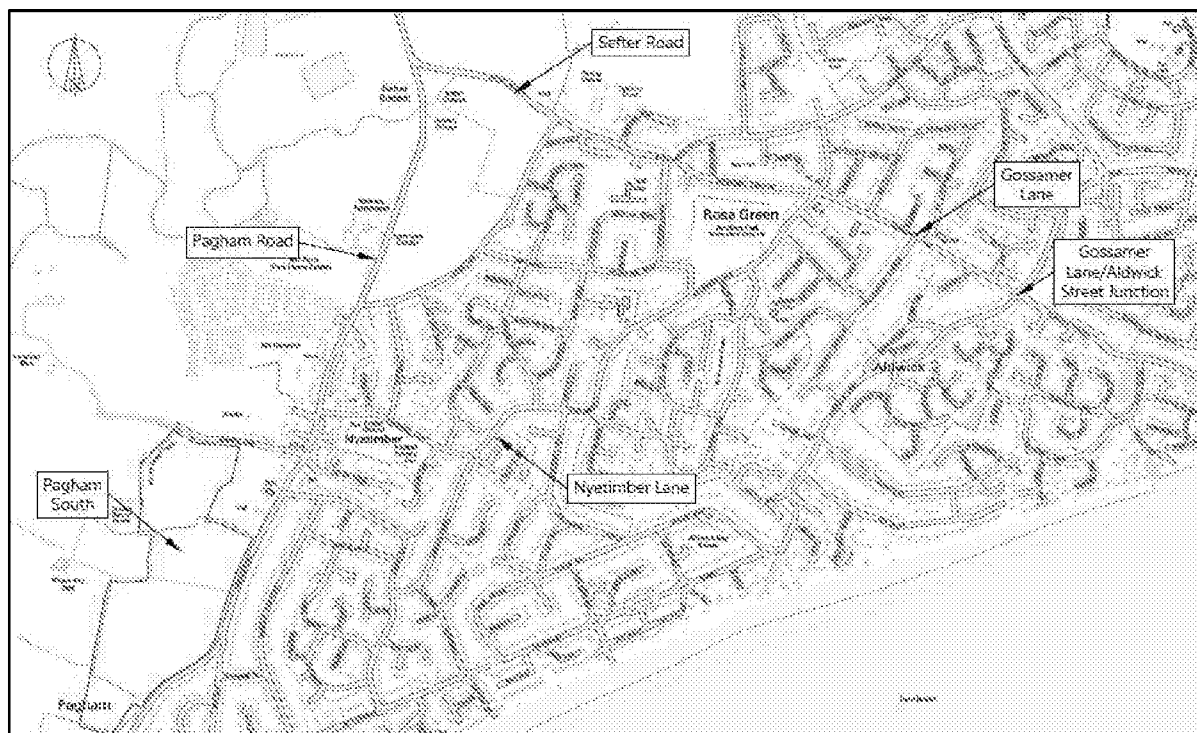
Appendices

Appendix 1	Accident Data
Appendix 2	Plan Showing the Existing Situation
Appendix 3	Highway Ownership Boundary
Appendix 4	Plan Showing the Potential Mitigation Measures

1.0 Introduction

- 1.1 Highgate Transportation Limited have prepared this Technical Note to provide a review of the most recent accident records for the Gossamer Lane roundabout junction with Aldwick Street.
- 1.2 This review has been provided further to comments received by transport planning consultants Dougall Bailie, who have undertaken a review on behalf of Arun District Council of the individual transport assessments submitted in support of three emerging sites in Pagham; Pagham South, Land North of Hook Lane, Land North of Sefter Road.
- 1.3 The junction is location to the eastern extents of the study area, circa 3.0 kilometres from the Pagham South site as illustrated in **Figure 1.1** below.

Figure 1.1 – Site location



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- 1.4 The roundabout junction is circa 24.0 metres diameter with an 8.0 metre island and there is a 30mph speed limit and a system of street lighting is present. The pedestrian facilities are poor; with no tactile paving and the dropped kerbs are not aligned on all arms. The junction is shown on the northbound and eastbound approaches in the images below.

Image 1 – View northbound through the junction from Aldwick Street

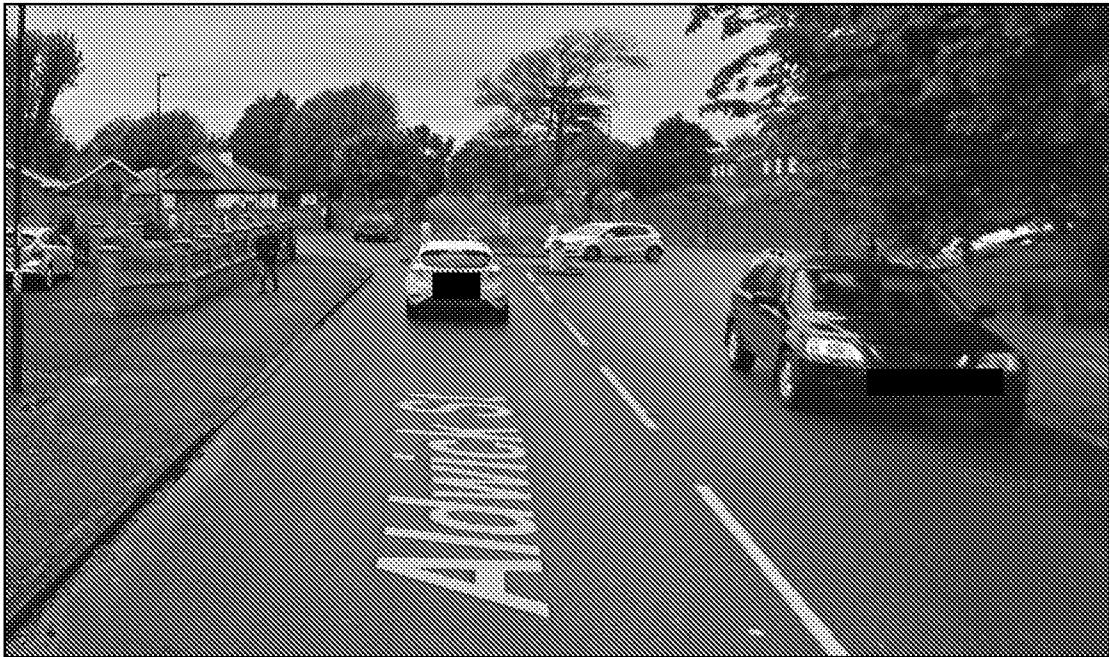


Image 2 – View eastbound through the junction from Barrack Lane



- 1.5 From the images above, it can be seen that the junction lacks conspicuity and that the approach entries and the exits are wide and that the circulatory is wide with no white lining present. Therefore vehicular speeds through the junction are generally higher than appropriate, resulting in drivers having less time to see and react to an approaching cyclist on the circulatory. The junction give way markings are also very worn.
- 1.6 This report will set out the accident history of the site and propose an appropriate preliminary package of mitigation measures for consideration by Arun District Council and West Sussex County Council.

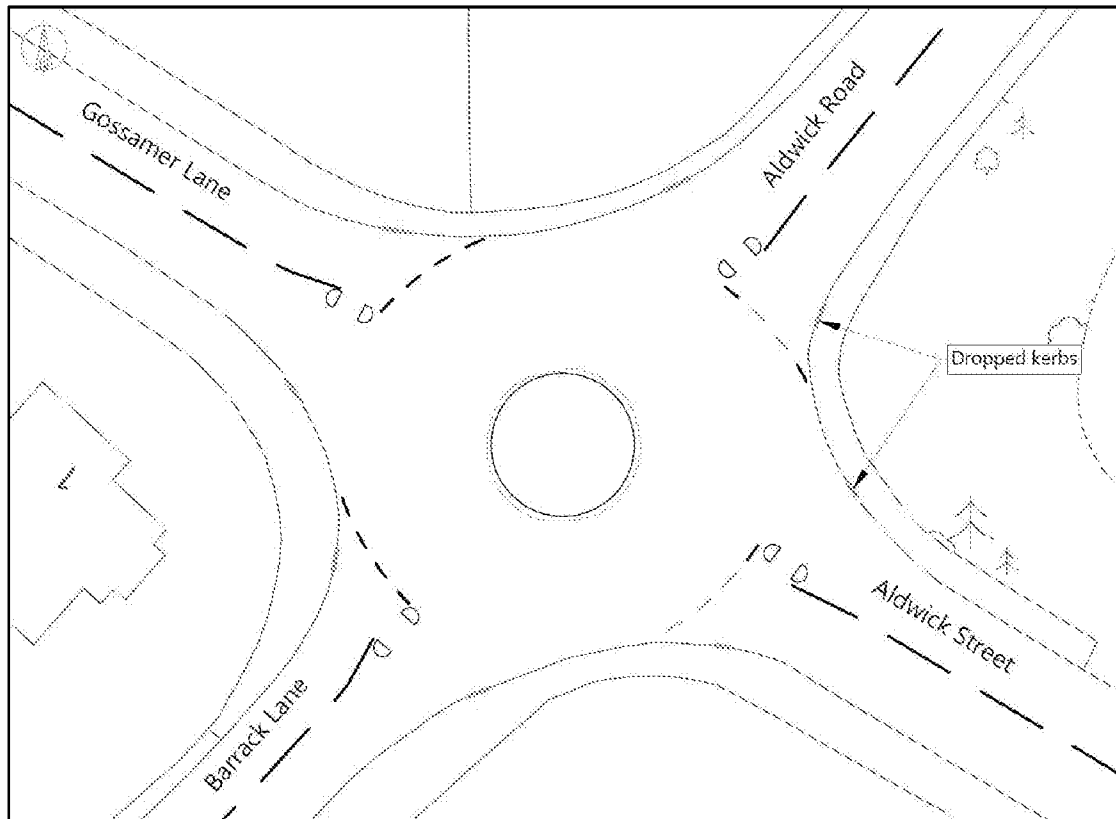
2.0 Accident Review

- 2.1 Personal injury accident data was obtained from the Sussex Safer Roads Partnership as part of the transport assessment work last summer, for the most recent five-year period up to 30th June 2016. This data was updated in August 2017 for the 13-month period of 1st July 2016 to 31st July 2017. A summary of the accident data is contained in **Appendix 1** for reference.
- 2.2 There have been 11 recorded Personal Injury Accidents (PIAs) in the time period surveyed; four serious injury and seven slight injury accidents. Nine of these PIAs involved pedal cyclists (82%).
- 2.3 Eight of the pedal cycle accidents occurred on the roundabout (89%); with vehicles failing to give way to (and/or drivers failing to see) the pedal cyclist.
- 2.4 Two of the pedal cycle accidents were recorded in 2012, two in 2014, two in 2015 and three in 2016.
- 2.5 Five of the PIAs occurred during the hours of darkness (46%). Generally, further to **paragraph 2.4**, there was one pedal cycle PIA recorded as occurring during the hours of daylight and one pedal cycle PIA recorded as occurring during the hours of darkness in each year; with two recorded during the hours of darkness in 2016.
- 2.6 One of the PIAs involved a motorcycle (serious injury), where the driver of the other vehicle involved failed to give way/failed to see the motorcyclists. This occurred during the hours of darkness and is the same pattern as was recorded with the PIAs involving pedal cyclists.
- 2.7 It is concluded that there is a high ratio of accidents involving pedal cycles at this junction, with around 50% occurring during the hours of daylight and around 50% during the hours of darkness.
- 2.8 It is therefore considered that vehicle speeds should be reduced and driver awareness increased on the approaches to the roundabout in order to provide drivers with more time and opportunity to see and take note of a pedal cyclist and take appropriate action.
- 2.9 It is also considered that the roundabout is observed during the hours of darkness to assess if the street lighting is appropriate.

3.0 Potential Measures

- 3.1 The existing junction arrangement is illustrated on the plan contained at **Appendix 2**, and an extract of which is provided on **Figure 3.1** below.

Figure 3.1 – Existing situation



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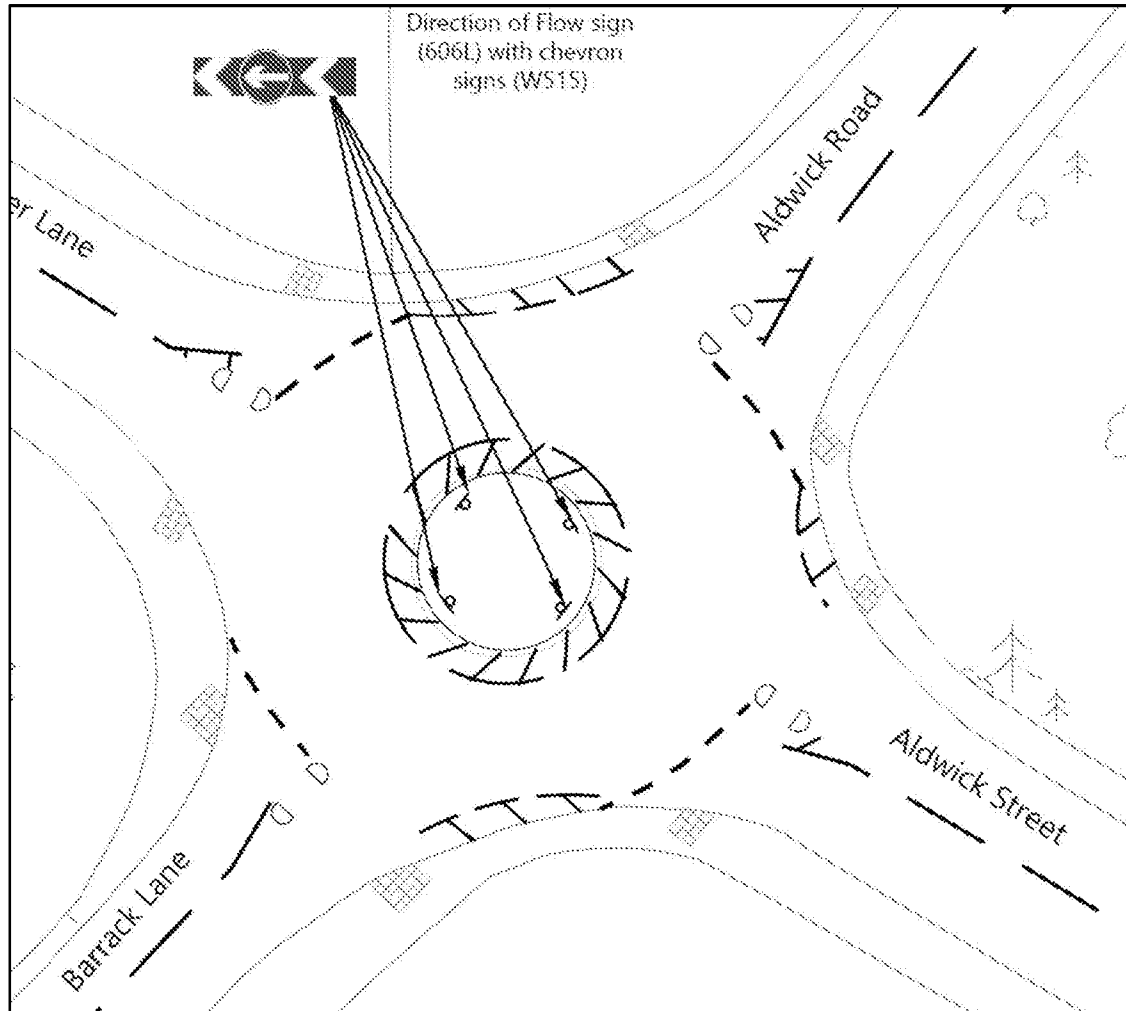
- 3.2 From this it can be seen that the pedestrian facilities at this junction are limited, that the approaches and exits are wide and that the traffic splitter islands are small.
- 3.3 The highway boundary information is contained at **Appendix 3** for reference.
- 3.4 It is considered that vehicle speeds may be inappropriate through the junction as the approach lane entries and exits are very wide and the junction is generally inconspicuous on the approaches.

Preliminary Mitigation Proposals

- 3.5 To reduce vehicle speeds through the junction, white lining could be used to visually tighten the roundabout entries and exits. This is shown illustratively on the preliminary proposals plan contained at **Appendix 4**, and an extract of which is provided on **Figure 3.2** below.
- 3.6 In terms of pedestrian safety at this junction, it is considered that the dropped kerb crossing points should all align and tactile paving should be provided on all arms. This is shown in **Figure 3.2** below.

- 3.7 Junction conspicuity could be improved by additional chevron signs to the island. This is also shown in **Figure 3.2** below.

Figure 3.2 – Potential mitigation measures



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- 3.8 It is further considered that a topographical survey of this junction be carried out for detailed design to assess if 2.0 by 2.0 metres pedestrian refuges can be incorporated. Currently with the OS layout the swept path analysis is slightly too tight.

Summary

- 3.9 It is considered that the proposed measures are a benefit to the existing community and that these measures could be provided by contributions from future emerging developments in Pagham on a pro-rata basis.
- 3.10 It is recommended that Arun District Council and West Sussex County Council review these proposals.

4.0 Conclusions

- 4.1 This Technical Note on access has been prepared to provide a review of the most recent accident records for the Gossamer Lane roundabout junction with Aldwick Street.
- 4.2 The junction lacks conspicuity, the approach entries and the exits are wide and the circulatory is wide with no white lining present. Therefore vehicular speeds through the junction are generally higher than appropriate, resulting in drivers having less time to see and react to an approaching cyclist on the circulatory.
- 4.3 It is concluded that there is a high ratio of accidents involving pedal cycles at this junction, with around 50% occurring during the hours of daylight and around 50% during the hours of darkness.
- 4.4 It is recommended that the measures contained in this report are considered further by Arun District Council and West Sussex County Council, such as:
 - i. Providing hatching on the entries and exits to reduce vehicle speeds into and through the junction.
 - ii. Improving the provision of dropped kerbs for pedestrians across all arms of the junction and providing tactile paving to assist the visually impaired.
 - iii. Improving the conspicuity of the junction by providing chevron signing on the island.
- 4.5 The junction should also be observed during the hours of darkness to understand and assess if the existing street lighting is appropriate.
- 4.6 It is concluded that the proposed measures are a benefit to the existing community and that these measures could be provided by contributions from future emerging developments in Pagham on a pro-rata basis.

Appendix 1

Accident Data

Colour coding by SEVERITY

- ▲ Fatal (0)
- Serious (9)
- Slight (29)



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Sussex Safer Roads
PARTNERSHIP

A27 Chichister to Pagham
Collision data: 01/07/2016 - 31/07/2017

SCALE	1 : 30000
DATE	22/08/2017
DRAWING No.	
DRAWN BY	



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100023447

Accident Severity		County Severity		County Class	
Highway 143	Highway 143	Highway 143	Highway 143	Other 127	Other 127
Other 28	Other 28	Other 28	Other 28	P. Riders 27	P. Riders 27
Other 1	Other 1	Other 1	Other 1	P. Pass. 26	P. Pass. 26
				P. Ped. 13	P. Ped. 13

Rev	Date	Amendment	Name



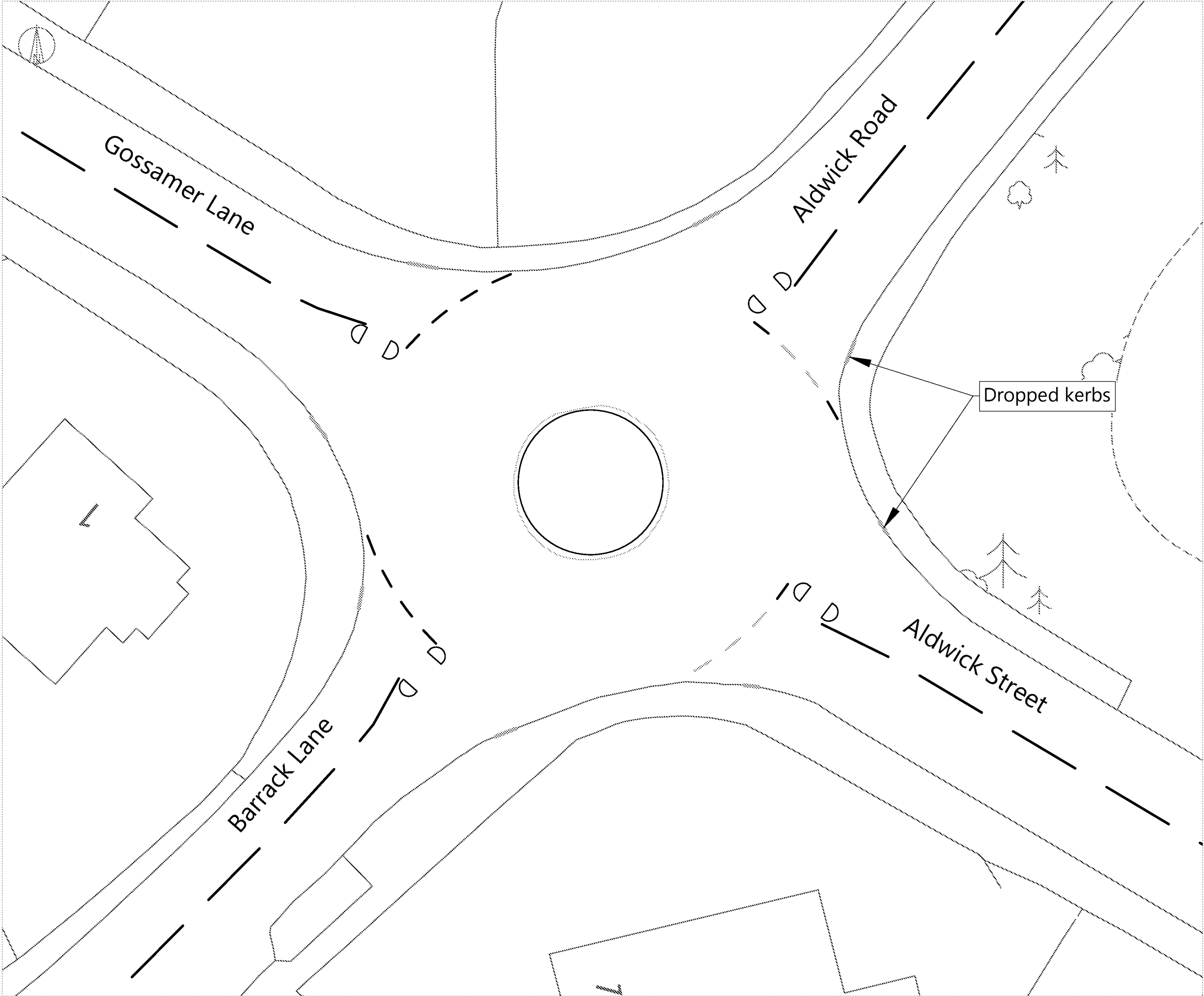
West
Sussex
County
Council

PIA Search Ref 16106
Chichester to Pagham
5yrs to 30 Jun 2016

AREA		DRG No.	
ROUTE No.		SCALE	Not Std
FILE No.	16106	Matt Davery Director of Highways and Transport County Hall, West Street Chichester, West Sussex, PO19 1RH	
DRAWN	DN		
CHECKED			
DATE	3/8/16		

Appendix 2

Plan Showing the Existing Situation



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PRELIMINARY

ISSUE	REASON FOR REVISION	DATE

PROJECT: PAGHAM SOUTH, PAGHAM		
CLIENT: HANBURY PM Ltd		
PROJECT REFERENCE: 1616	DRAWING NUMBER: 21	SCALE: 1:200 @ A3

Highgate <i>Transportation</i> www.highgatetransportation.co.uk First Floor, 43-45 Park Street Bristol BS8 1ES [Redacted] © Highgate Transportation Limited		
TITLE: GOSSAMER LANE/ALDWICK STREET - EXISTING LAYOUT		
DATE: 17/10/17	DRAWN BY: FB	CHECKED: DT

Appendix 3

Highway Ownership Boundary



ARUN DISTRICT COUNCIL P/140/18/01

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Local Development
for Customers and Communities

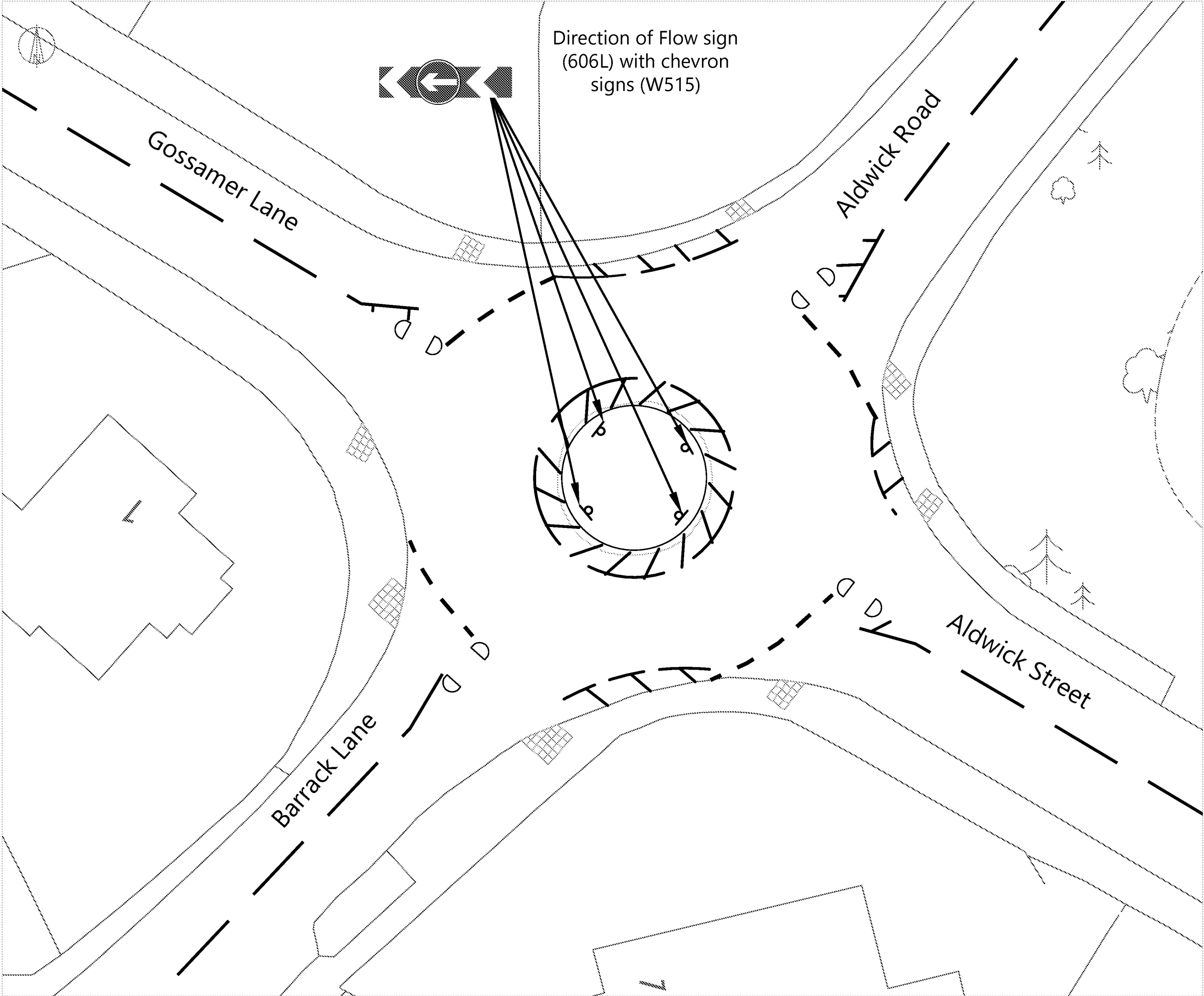
04/10/2016
Information about the status of a highway, and in some circumstances the extent of the highway, may be taken from a number of sources held by the County Council. Unless taken from a legal agreement the information should be regarded as guidance only.

Scale: 1:2,500

n

Appendix 4

Plan Showing the Potential Mitigation Measures



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PRELIMINARY

ISSUE	REASON FOR REVISION	DATE

PROJECT: PAGHAM SOUTH, PAGHAM		
CLIENT: HANBURY PM Ltd		
PROJECT REFERENCE: 1616	DRAWING NUMBER: 22	SCALE: 1:200 @ A3

HighgateTransportation www.highgatetransportation.co.uk First Floor, 43-45 Park Street, Bristol BS8 1ES © Highgate Transportation Limited		
TITLE: GOSSAMER LANE/ALDWICK STREET - POSSIBLE MEASURES		
DATE: 17/10/17	DRAWN BY: BL	CHECKED: FB