

Response to WSCC - Summer Lane, Pagham

Introduction

1. This note has been prepared by Vectos in response to WSCC's comments on the Transport Statement (TS) in support of the erection of 90 dwellings with associated access and open space at Summer Lane, Pagham (Planning ref: P/58/15/OUT).
2. This note presents WSCC's comments in their entirety before providing a response.

Trip Generation and Highway Capacity

"The TS includes an estimate of potential vehicle movements. This has been based upon the use of TRICS data. TRICS is a database of traffic surveys of other similar located and nature completed developments. The database can be refined to select sites comparable to that proposed. Comments were made by the LHA at the pre app stage in respects of the selection criteria applied. The LHA at that time advised that the selection parameters (namely the population within 1 and 5 miles of the site) should be revisited and revised to better suit the location of the development. It would appear that the TRICS parameters have not been revised. Further comments are made below in respects of the trip rates and the overall capacity impact of this development.

Notwithstanding the above, the development is forecast to generate 45 two way vehicle movements (12 arrivals, 33 departures) in the AM peak period (0800-0900) and 50 two way movements (31 arrivals, 18 departures) in the PM peak (1700-1800).

To determine where off junction-site capacity assessments are required in accordance with the WSCC Transport Assessment Guidance, the development traffic has been distributed across the highway network using Census 2011 Travel to Work data. It is recognised that not all vehicle trips will be for employment purposes. However the employment centres will also contain other services and amenities, these will therefore be expected to attract vehicle movements. The use of Census 2011 data for trip distribution purposes is considered appropriate.

Based on this data, 98% (44 movements in the AM peak and 49 in the PM peak) will head northwards once exiting Summer Lane. Of this, 56% of vehicle movements (amounting to 25 vehicle movements (7 arrivals, 18 departures) in the AM peak and 27 (17 arrivals, 10 departures) in the PM peak) will arrive or depart northwards on the B2166 towards Chichester. The remaining 44% will travel eastwards. This amounts to 19 northbound (5 arrivals, 14 departures) in the AM peak and 22 eastbound (13 arrivals, 8 departures) movements in the PM peak.

Eastbound movements have a choice of routes, either along Nyetimber Lane, Hook Lane or Sefter Road. The end choice will depend upon destination. Based on route availability, eastbound vehicle movements would dissipate quickly.

In light of route choices and the number of vehicle movements, a capacity assessment has only been undertaken at the Summer Lane/Pagham Road junction. In all scenarios modelled, this junction is forecast to work well within capacity.

As noted above, it is appreciated that the TRICS trip rate applied has not been refined so as to be wholly representative of the proposed development location. The LHA has independently checked the vehicle trip rates. If more representative parameters were applied, higher trip rates would result with 52 (14 arrivals, 38 departures) in the AM peak and 56 (38 arrivals, 17 departures) in the PM peak. Even with these, the impact upon the local highway network would not be significant given the distribution of traffic. In this instance, there would be limited merit in undertaking further capacity assessments using more representative vehicle trip rates.

The National Planning Policy Framework states that development should only be prevented or refused on highway grounds when the residual cumulative impacts are severe. It's not considered that this proposal would result in any severe highway capacity impacts."

3. Although the trip rates were not updated to reflect WSCC's requests, it is agreed that there is no benefit of doing this now as the amended trip rates reach the same conclusions as the trip rates used in the TS. These conclusions are that the impact on the local highway network will not be significant. Therefore the trip rates and distribution displayed in the TS have been agreed by both Vectos and WSCC.

Access

"The development is to take vehicular access at two points from Summer Lane. Only part of Summer Lane forms part of the adopted highway network; this being the section from Pagham Road to the western boundary of no. 7 Summer Lane. Westwards beyond this, the road is not maintained by WSCC as public highway. As such the eastern access is proposed directly onto the public highway, whilst the western access is onto the unadopted road. It is noted that the legal line of footpath no. 100 follows the route of Summer Lane.

Both accesses are shown as priority junctions. The principle of this form is accepted in light of the nature of Summer Lane and the development proposed. Both access points appear to be shown with 6 metre kerb radii, which are again considered suitable. The access road widths leading into the development differ between the east and west access points; the east access appears shown as 4.2 metres whilst the western access is nearly 6 metres. It is recommended that a consistent width of at least 4.8 metres is achieved at both access points. Visibility splays are also only shown at the western access looking east; visibility splays would need to be shown at both junctions in both directions."

4. WSCC have agreed to the development's access points in principle. WSCC have requested that visibility splays are shown at both access points. Vectos have provided a drawing that shows this. The drawing can be found in drawing 120843/A/11 Rev C at the end of this note.

This shows that required visibility (2.4m x 25m for a 20mph design speed) is achievable at both accesses. The most easterly access has also been widened to 4.8m.

“Plans are submitted showing Summer Lane being widened within the existing highway constraints and/or involving land under the control of the applicant. The works within the unadopted highway can achieve a consistent 4.8 metre carriageway and 1.8 metre footway. There are however quite a number of constraints within the adopted section.

In order to achieve a consistent 1.8 metre wide footway, the carriageway width is shown reduced below 4.8 metres over distance of approximately 40 metres. The width would vary over this but at the narrowest the carriageway would be 4.1 metres. Manual for Streets suggests that this width is adequate to enable two cars to pass at slow speed. However this is still particularly tight. The narrowest location is also in the immediate vicinity of the eastern access.

The arrangement shown would also involve relocating the existing narrow footway from the southern side of Summer Lane to the north. In principle, there would be benefit to this given the widening of the footway that would result. Removing the footway from the southern side of the carriageway may have consequences for visibility from the accesses for those existing dwellings. It would appear that visibility may be substandard based on the existing arrangements, the proposed works would potentially worsen matters. Again, this matter should be appropriately considered with it determined how much of an impact would result from relocating the footway.”

5. A comparison of visibility splays has been carried out to assess the impact of relocating the footway. For the effected dwellings, existing visibility splays and proposed visibility splays are shown in drawing 120843/SK/13 Rev A. As mentioned above the removal of the southern footpath does reduce visibility for residents. The worst reduction in visibility is 7.98m from 12.33m to 4.35m. Visibility splays have been produced to show a worst case scenario by adhering to property boundaries. However in reality visibility will be unobstructed due to low level vegetation on property boundaries and will therefore effective visibility will be similar to existing levels.
6. Following initial comments from WSCC, a short stretch of Summer Lane the carriageway has been narrowed to 4.5m and the footway has been narrowed to 1.5m. This improves visibility for properties along Summer Lane once the footway has been moved to the northern side of the road. It is worth noting that while visibility for properties along the southern side of Summer Lane may be reduced, visibility for properties along the north side of Summer Lane will be increased. Drawing 120843/SK/14 Rev A shows the increase in visibility for the properties along the northern side of the road. The biggest increase in visibility is from Shelig, where visibility has increased from 4.64m to beyond 25m.
7. An independent Safety Auditor has given their views on the visibility issues described above. The Safety Auditor concluded that whilst the properties on the southern side will have sub-standard visibility, given the constrained carriageway width, low vehicle speeds and flows, historic safe operation and neutral impact of the proposals, it is not believed that the proposals will give rise to any material road safety concerns. The note from the Safety Auditor can be found in **Appendix A**.

“No swept paths have been provided at the access points. This is especially pertinent given the narrow carriageway width in the vicinity of the eastern access. The applicant was advised at the pre application stage to consider narrowing the proposed footway to enable localised carriageway widening. Swept paths would need to be provided and the carriageway width revisited accordingly.”

8. Swept paths of a refuse vehicle passing a car at the eastern and western Summer Lane junctions are shown in drawing 120843/AT/A01 Rev A at the end of this report. The drawing shows that there will be no issues with an outbound car passing an inbound refuse vehicle at the eastern access or an inbound car passing an outbound refuse vehicle at the western access. However there are issues with the reverse arrangements at both junctions. These issues are common in urban areas, requiring one vehicle to give-way to the other. They will also only occur once per week. This is not considered to be a significant issue.

“No waiting restrictions are shown in the immediate vicinity of the eastern access. Waiting restrictions will be the subject of a further statutory consultation process. As such the outcome cannot be guaranteed. The proposal would need to be shown as deliverable in the event that the traffic regulation order process failed.”

9. The TRO is largely consistent with the Highway Code and therefore will not fail. Notwithstanding this, parking opposite in the proposed TRO area is unlikely to occur as it is generally known that this is not an acceptable position to park a vehicle - not only because it is within 10m of a junction but also because it is adjacent to a substation. Furthermore there should not be a need for local residents to park their cars in the proposed TRO area as nearby properties have private driveways to park on.
10. In order to present a scenario where the TRO had failed, swept paths have been provided in 120843/AT/A02 Rev A showing vehicles passing parked cars. Vehicles will be required to use a minimal part of the opposing lane, which is a common occurrence.

“There is also a potential issue relating to the build-ability of the footway arrangement as shown. There is quite a notable gradient on the driveways of the two properties, Moonrakers and Shelig. The gradient on both falls towards Summer Lane with the cross fall of Summer Lane appearing to fall towards these properties. The construction of a footway on the north side of Summer Lane would involve the building up of the carriageway to create a segregated arrangement. Due to the gradients on the driveways it’s unclear how the driveways would then tie into the footway without resulting in a significant step from the private driveways onto the footway. Alternately, works would be required to the driveways of both properties that lie outside of the control of the applicant and the LHA. It’s suggested that a cross section is provided showing the ability to provide the footway in light of the existing driveway gradients.”

11. As suggested, a cross section showing how the Moonrakers and Shelig driveways tie in is shown in drawing 120843/A/A05 Rev B. The plan has been informed by OS base mapping and chain lien/centre of road/back of highway boundary spot levels where available. This shows that the proposed works will tie in with existing levels to the rear of the highway boundary.

“Works are also proposed to the Summer Lane/Pagham Road junction. This involves the slight realignment of the junction and the building out of the kerbline to the immediate north and south of Summer Lane to increase visibility for emerging vehicles. Whilst this narrows Pagham Road, a residual kerb to kerb width of 7.3 metres is retained. This is still adequate to enable two opposing buses or large vehicles to pass.

All of the proposed highway works have been the subject of a Stage One Road Safety Audit. This raises quite a number of problems, the majority but not of all of which have been positively addressed by the designer. There are two problems that the LHA consider need further investigation.

The first relates to clearance to boundary features on the southern side of Summer Lane with the proposed scheme including no margin to existing features. It is normal practice to provide clearance of 450mm (300mm absolute minimum) to features alongside the carriageway to ensure these are not struck. Such clearance would appear achievable in certain locations where the carriageway widens to over 5 metres. The designer is recommended to revisit the design to determine if a margin can be provided along the southern side of Summer Lane. Depending on the outcome of this, the LHA may need to consider an exception report.”

12. Drawing 120843/A/11 Rev C shows the updated design of Summer Lane in order to provide a minimum clearance of 300mm. The drawing shows that the requested clearance is achievable along Summer Lane. As mentioned above, in accordance with comments from WSCC comments the carriageway and footway have been narrowed. Opposite the substation, the northern footway has been reduced by 0.3m to 1.5m for a short distance so that clearance can be achieved. This width in line MfS guidance, which states the minimum acceptable width for a footway is 1.5m.

“The second problem is in regards of visibility for northbound pedestrians on Pagham Road at the Summer Lane junction. The realignment of the junction does however reduce intervisibility between pedestrians and those vehicles exiting Summer Lane. It is acknowledged that options are limited given the visibility is primarily restricted by the fence of the adjacent property. In addressing the above problem (clearance to features), there may be the possibility of provide a narrow margin. This in turn may assist in the positioning of pedestrians crossing and visibility to oncoming vehicles. An exception report may need to be prepared by the LHA in respects of this matter if this cannot be addressed.”

13. In order to address the pedestrian intervisibility concerns raised by WSCC above, drawing 120843/SK/15 Rev A has been produced. The footway has been realigned to allow the required visibility.

“To allow the LHA to process the potential exception reports, a signed and dated designer’s response would be needed. Copies of all plans referred to within the Stage One RSA should also be provided.

The LHA acknowledge the merits of the highway works shown. However there are a number of matters that could influence the build-ability.”

14. A signed and dated designer’s response is provided at the back of this report in **Appendix B**.

Internal Arrangements and Parking

“The current application seeks outline permission with only access to be approved at this stage. The on-site arrangements are therefore taken to be indicative. The layout shown comprises of a segregated carriageway/footway arrangement, with several areas of shared surface. No widths are indicated and these would need to be demonstrated as adequate as part of any reserved matters submission. Road widths would need to take account of the intended parking provision within the development (and thus the possibility of on-street parking taking place) and the swept path of a refuse vehicle. The more easterly of the two proposed access roads is shown as continuing northwards, presumably to serve further development referred to within the TA. It’s unclear when exactly this may come forward. As such, the access road should be shown terminating to a standard geometry turning head.”

15. As noted above, internal road widths will be determined as part of a reserved matters application. As requested the most easterly access has been amended to show a standard turning head.

Accessibility

“The TA considers the accessibility of the site by sustainable modes. There are various services and amenities within the maximum 2km walking distance applied. Footways are lit and continuous alongside carriageways. Further improvements are proposed along Summer Lane to widen the existing footway. Arrangements are considered conducive towards enabling trips on foot.

For cyclists, whilst there are limited specific facilities available, the local topography and road conditions (traffic flows and vehicle speeds) are not such to be prohibitive. This is especially so for eastbound movements. Northwards the nature of the Pagham Road and B2166 does change and is subject to a higher speed limit. It is acknowledged that traffic conditions heading northwards may deter less experienced cyclists.

The nearest bus stops to the site are to the immediate north and south of the Summer Lane/Pagham Road junction. A Monday to Saturday bus frequency of 15 minutes is provided towards both Chichester and Bognor Regis. The frequency of the service available and the destinations served would make the bus a realistic alternative for some trip purposes.

“Paragraph 32 of the NPPF states that plans and decisions should take account of whether the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, and for safe and suitable access to be achieved for all people. In light of the routes available for walking and cycling, as well as the bus service available it is considered that residents would have a realistic mode choice and would not be reliant upon the use of the private car for all trips.”

16. As described above, it is agreed that the site is accessible by walking, cycling and bus.

Other Matters

“Suitable mitigation would need to be implemented during construction. Such matters can be covered via condition. The applicant should note that a Section 59 Agreement under the 1980 Highways Act would be required for that length of Summer Lane that forms part of the adopted highway. A s59 Agreement would enable the LHA to recover from the developer the cost of repairing any damage that occurs as a result of the increase of extraordinary traffic during construction.”

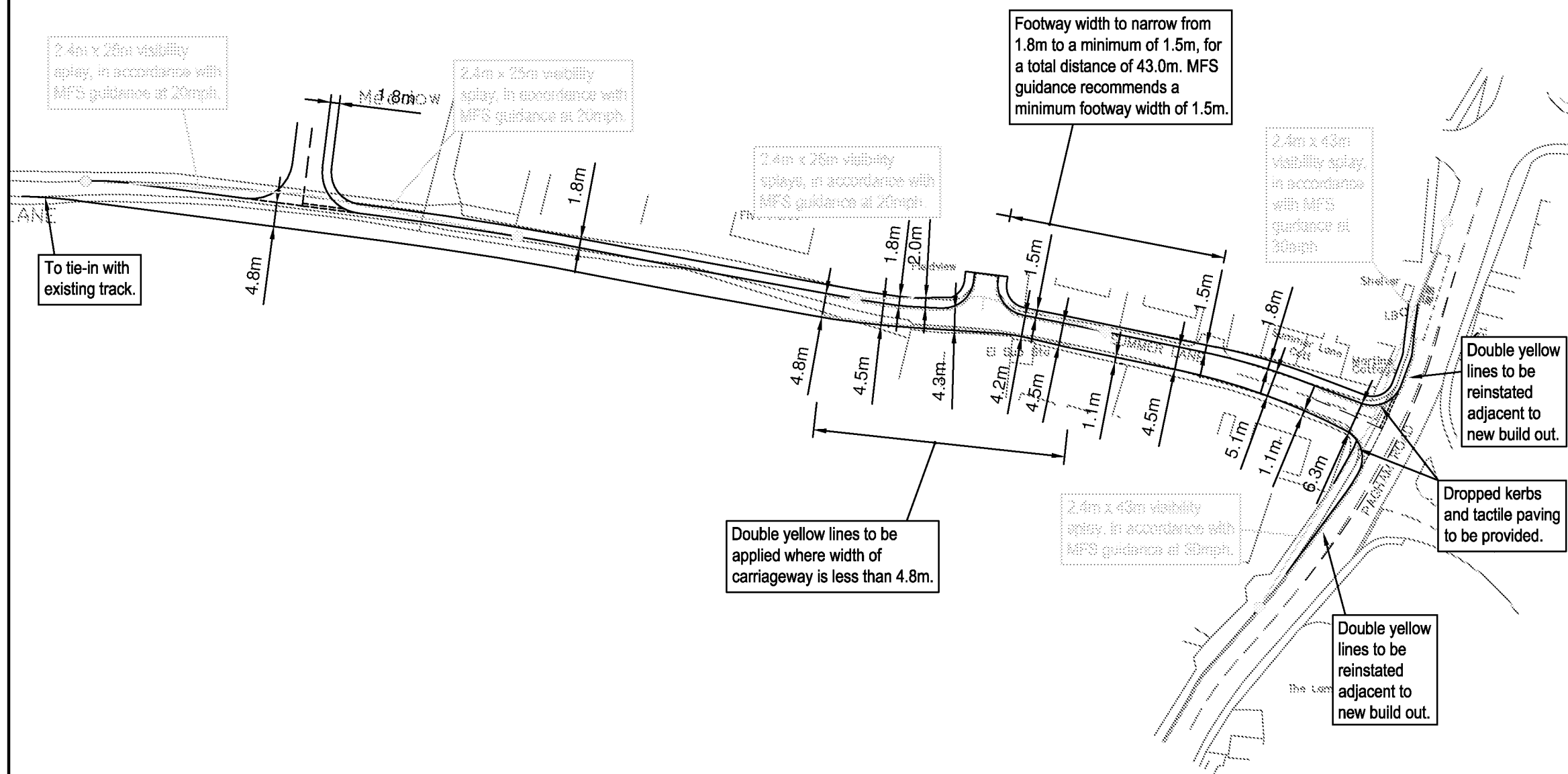
17. Agreed. A Section 59 Agreement can be arranged.

Conclusion

“Whilst the broad principle of the development is accepted, there are a number of matters that would need to be addressed relating to the access works and the problems raised by the Stage One Road Safety Audit.”

18. Vectos believe that they have satisfied WSCC’s queries, as outlined in this note. This has been done through a number of design amendments which are provided at the end of this note. It is considered that there are no further transport issues regarding this development and therefore there is no reason why planning permission should not be granted.

DRAWINGS



- Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
 2. White lining is indicative only.

REV.	DETAILS	DRAWN	CHECKED	DATE
C	Updated to suit WSCC comments.	TF	ID	27.08.2015
B	Updated to suit WSCC comments.	TF	PW	04.08.2015
A	Notes updated.	TF	ID	14.04.2015

CLIENT:

Hanbury Properties Ltd

PROJECT:

Summer Lane, Pagham

DRAWING TITLE:

Site Access

SCALES:

1:1000 at A3

DRAWN:	TF	CHECKED:	ID	DATE:	13.04.2015
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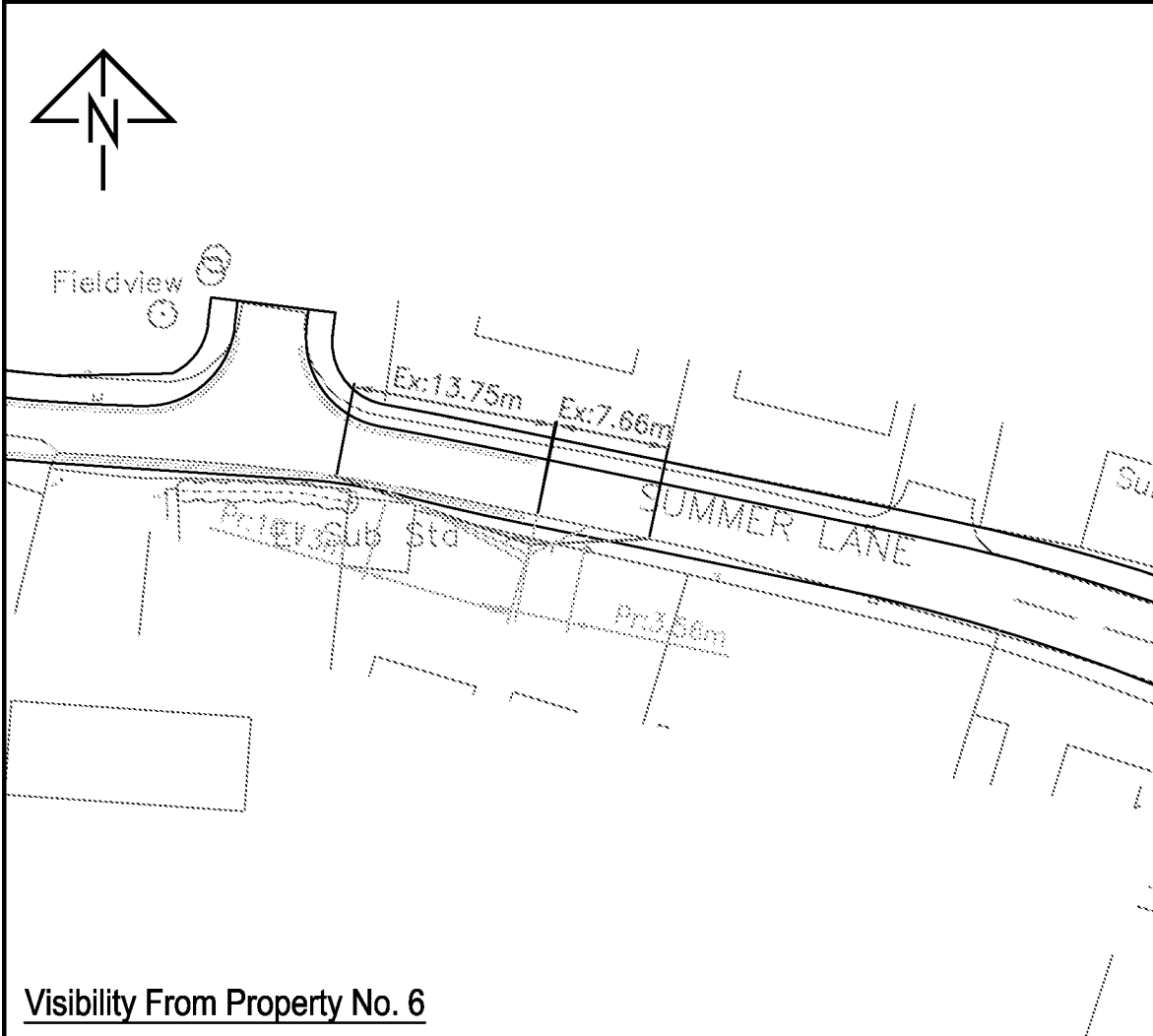
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DRAWING NUMBER:

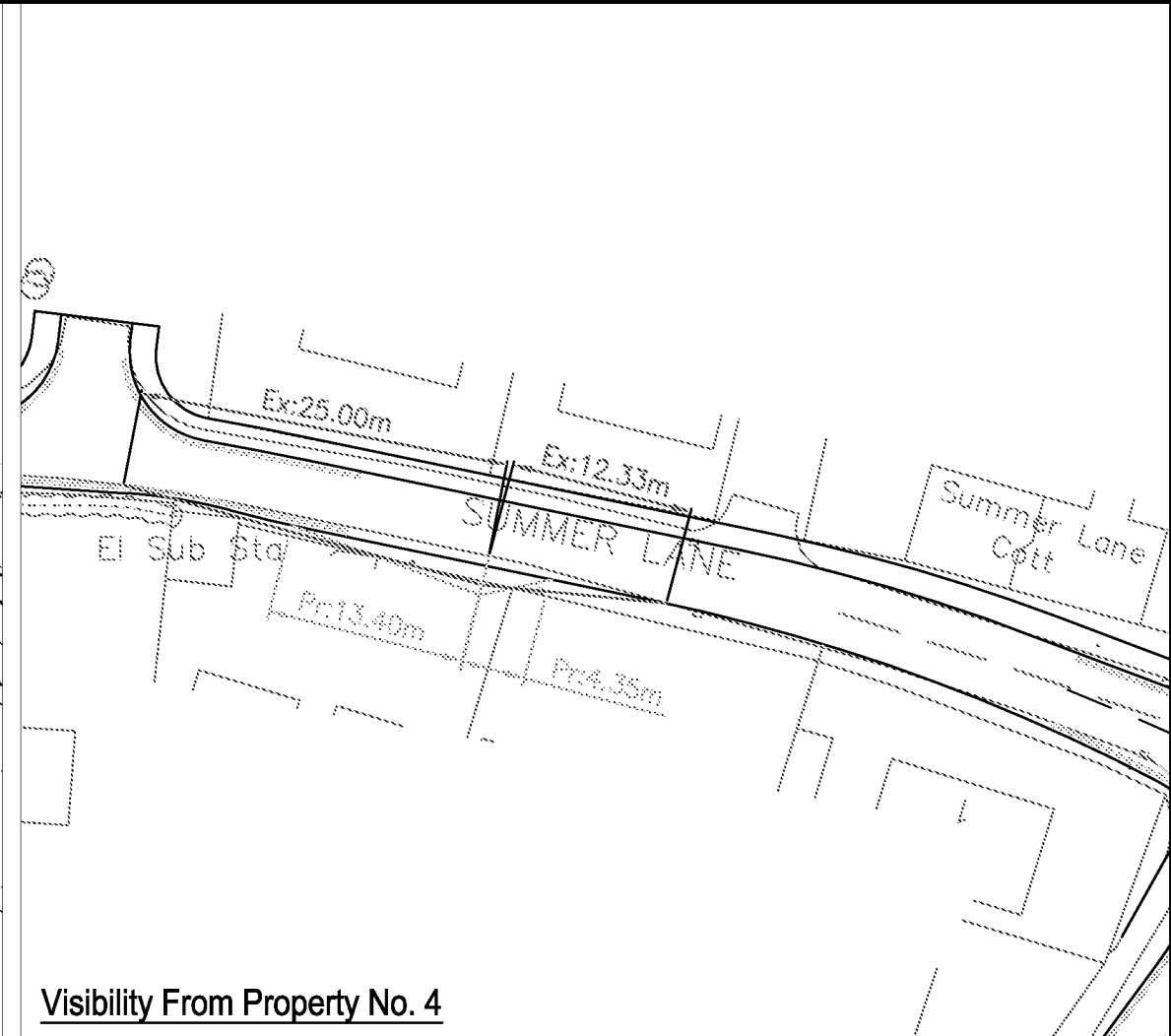
120843/A/11

REVISION:

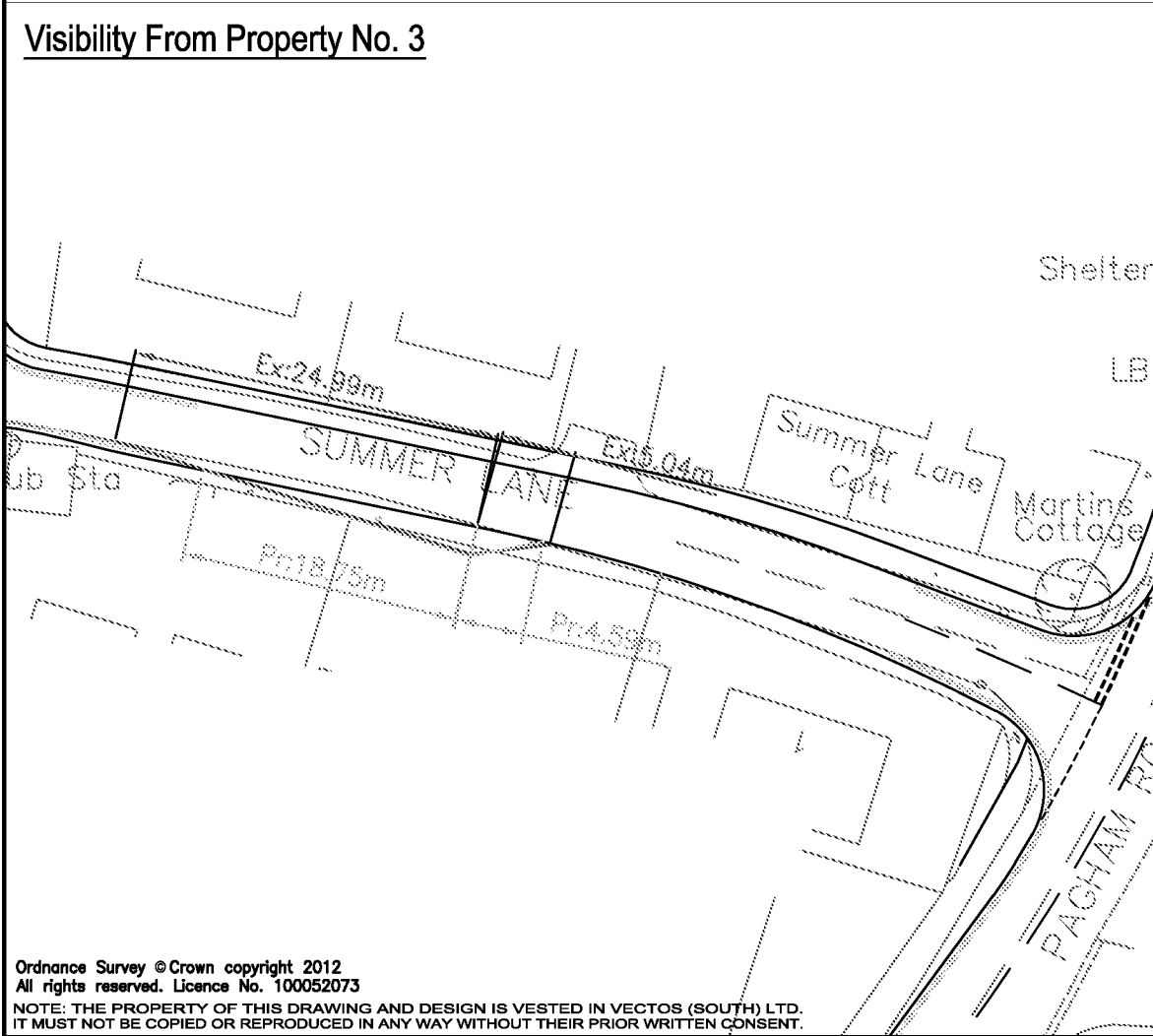
C



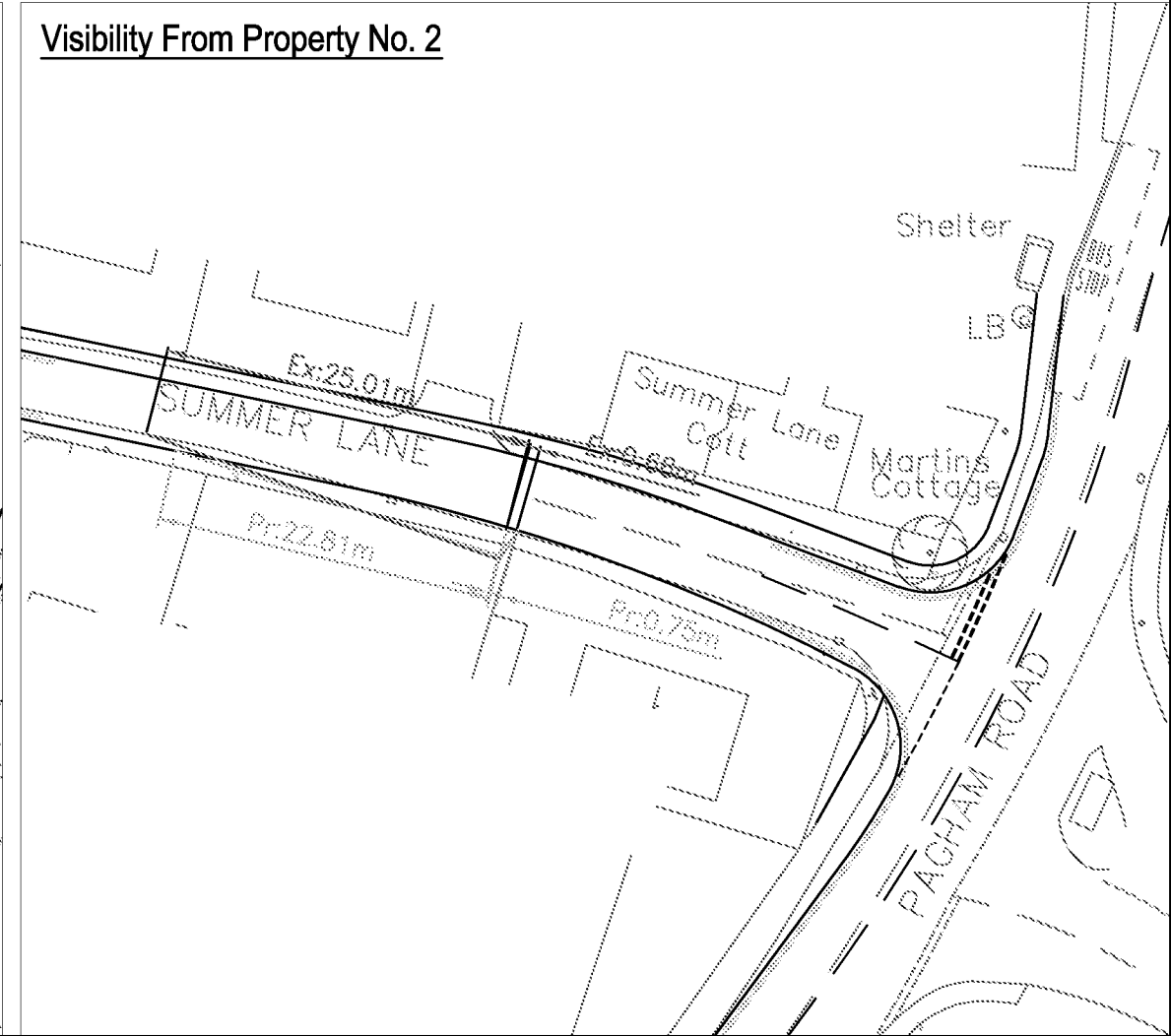
Visibility From Property No. 6



Visibility From Property No. 4



Visibility From Property No. 3



Visibility From Property No. 2

Notes:
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2. White lining is indicative only.

Key:
Ex:16.71m Existing Visibility
Pr:16.71m Proposed Visibility

Please note - visibility measurements taken from 2m behind the carriageway edge.

REV.	A	Updated to reflect latest alignment	TF	ID	27.08.2015
		DETAILS	DRAWN	CHECKED	DATE

CLIENT:
Hanbury Properties Ltd

PROJECT:
Summer Lane, Pagham

DRAWING TITLE:
**Visibility Study
Properties to Southern Side of
Summer Lane**

SCALES:
1:500 at A3

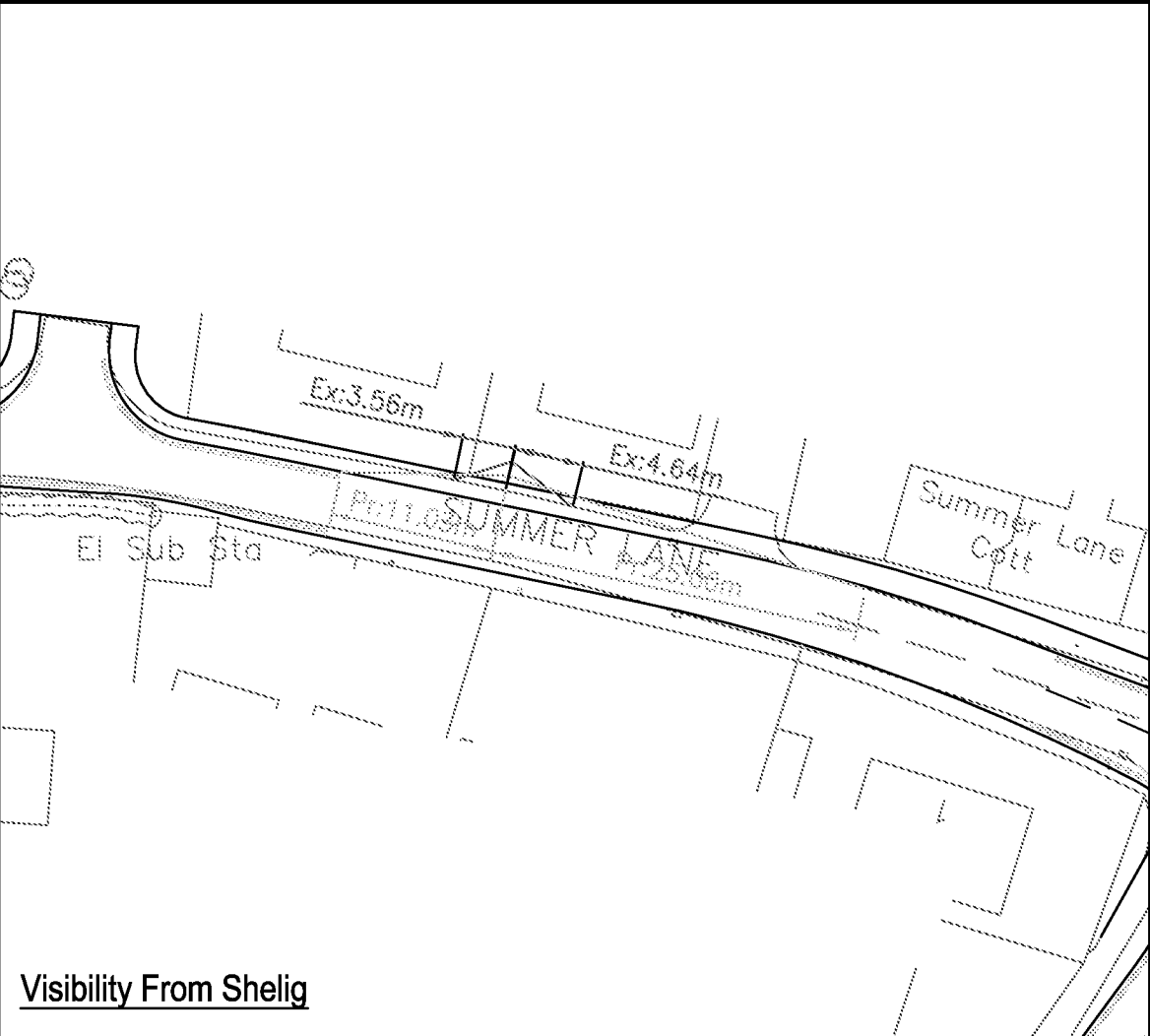
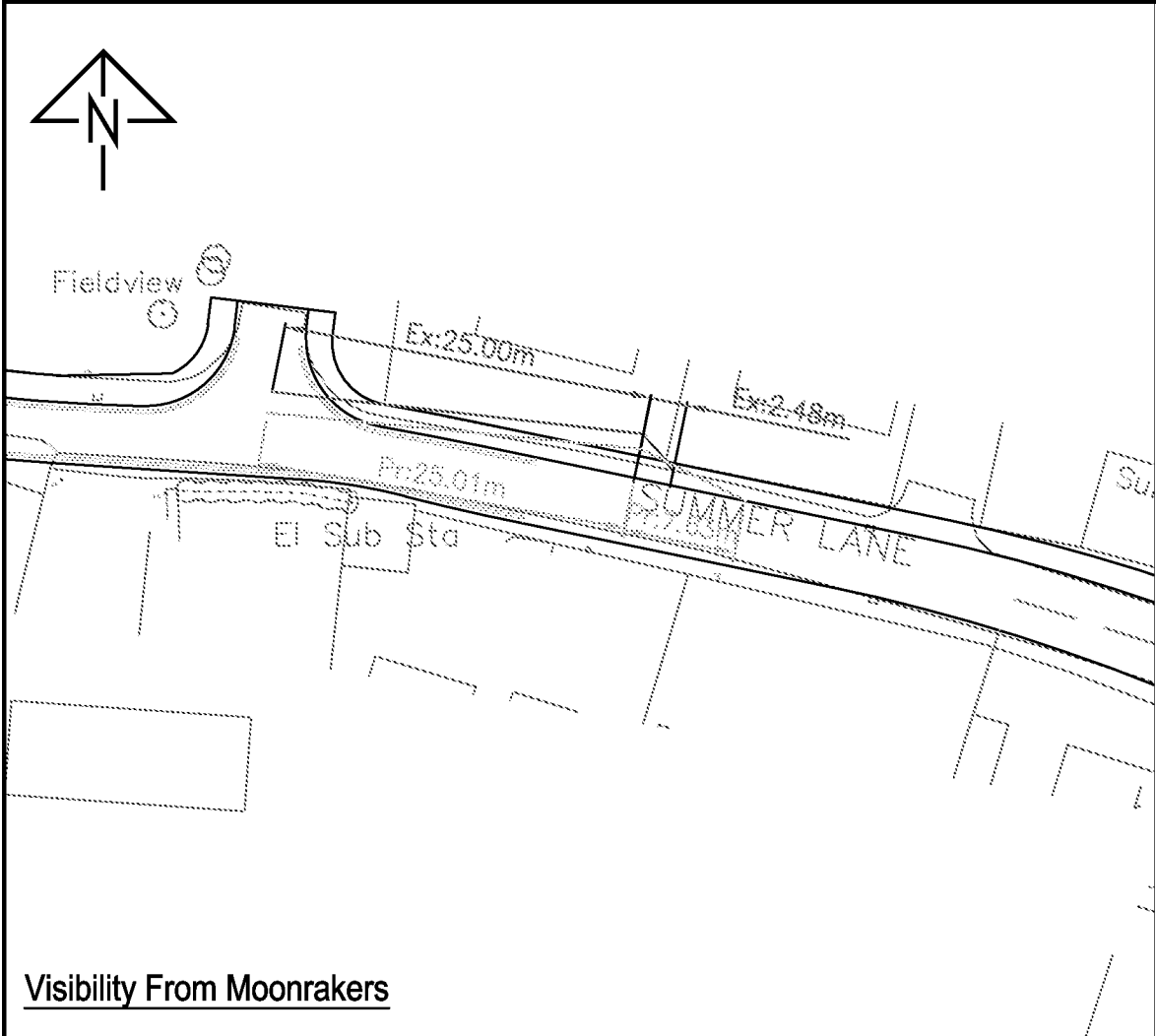
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CHECKED: PW
DATE: 05.08.2015



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DRAWING NUMBER:
120843/SK/13

REVISION:
A



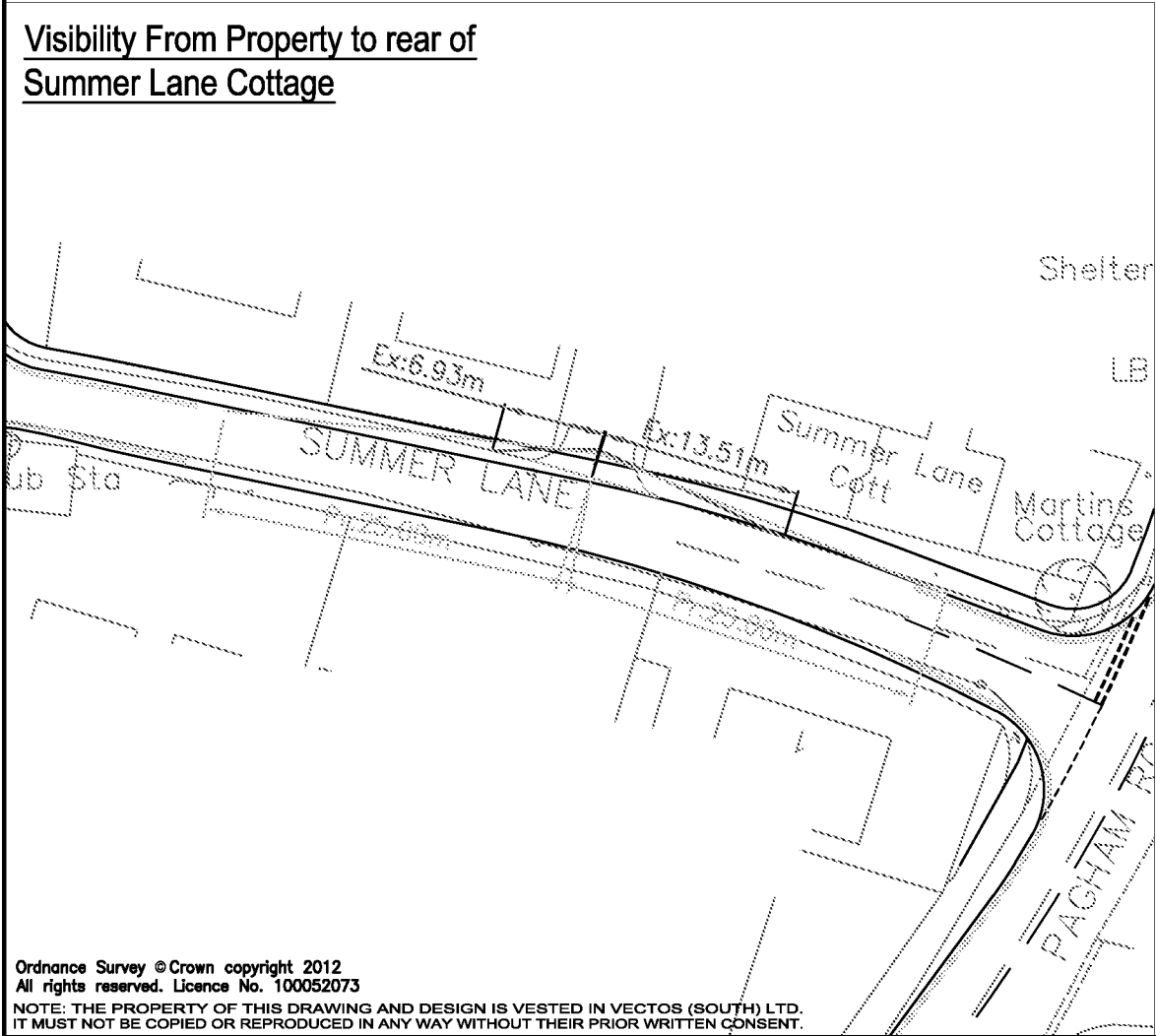
Notes:
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Key:

Ex:16.71m Existing Visibility
Pc:16.71m Proposed Visibility

Please note - visibility measurements taken from 2m behind the carriageway edge.

A Updated to reflect latest alignment		TF	ID	27.08.2015
REV.	DETAILS	DRAWN	CHECKED	DATE



CLIENT:
Hanbury Properties Ltd

PROJECT:
Summer Lane, Pagham

DRAWING TITLE:
**Visibility Study
Properties to Northern Side of
Summer Lane**

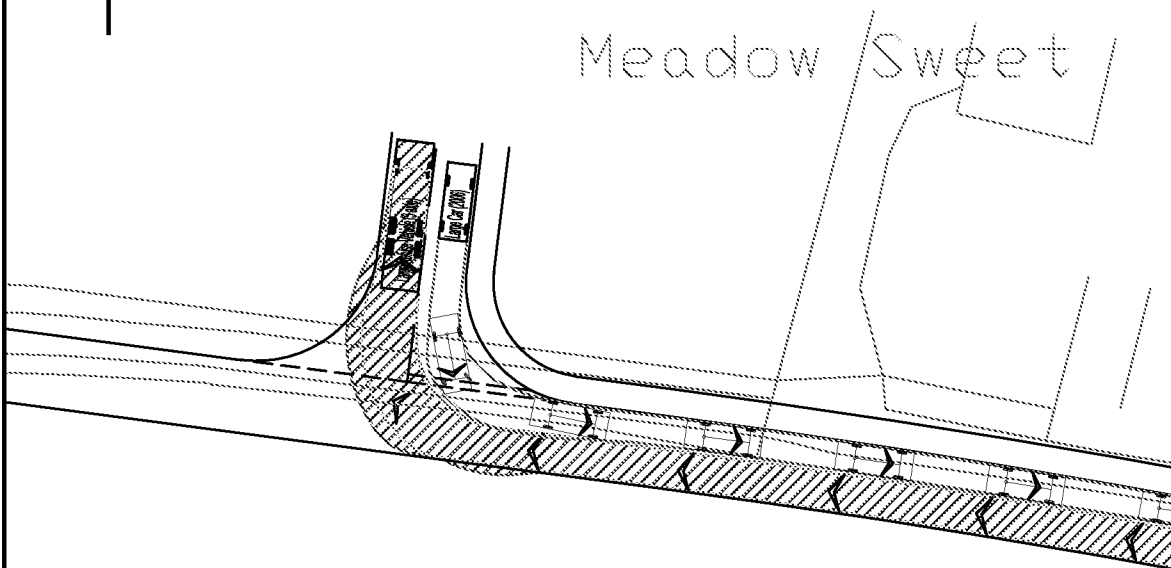
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DRAWN: TF CHECKED: PW DATE: 05.08.2015

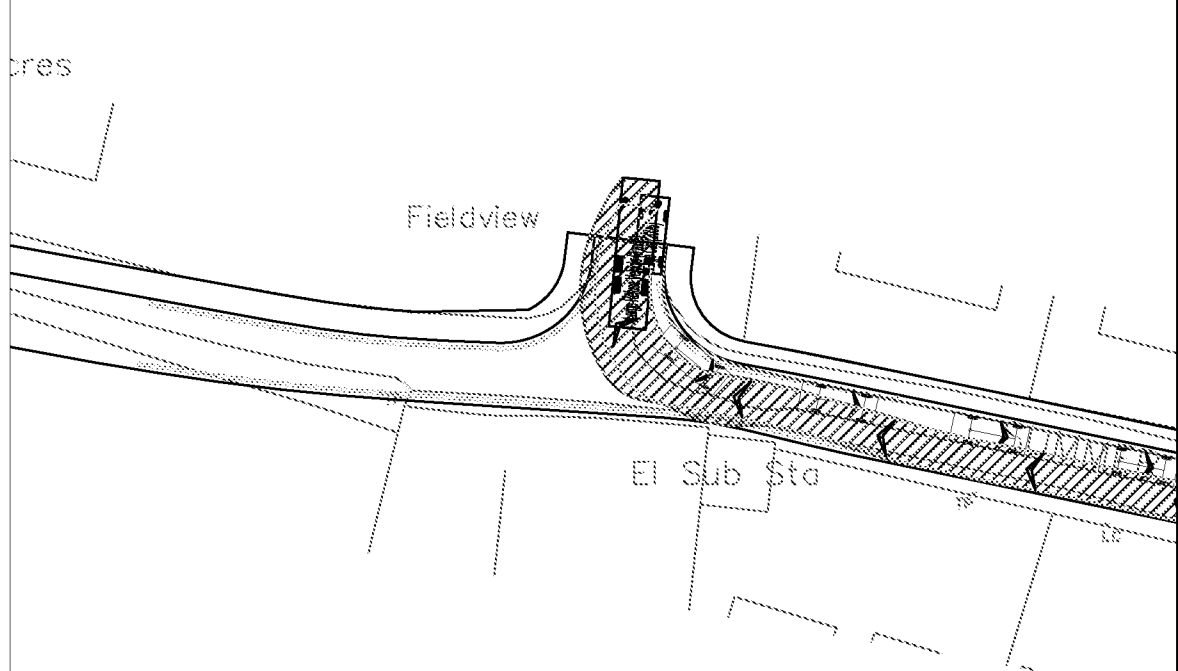


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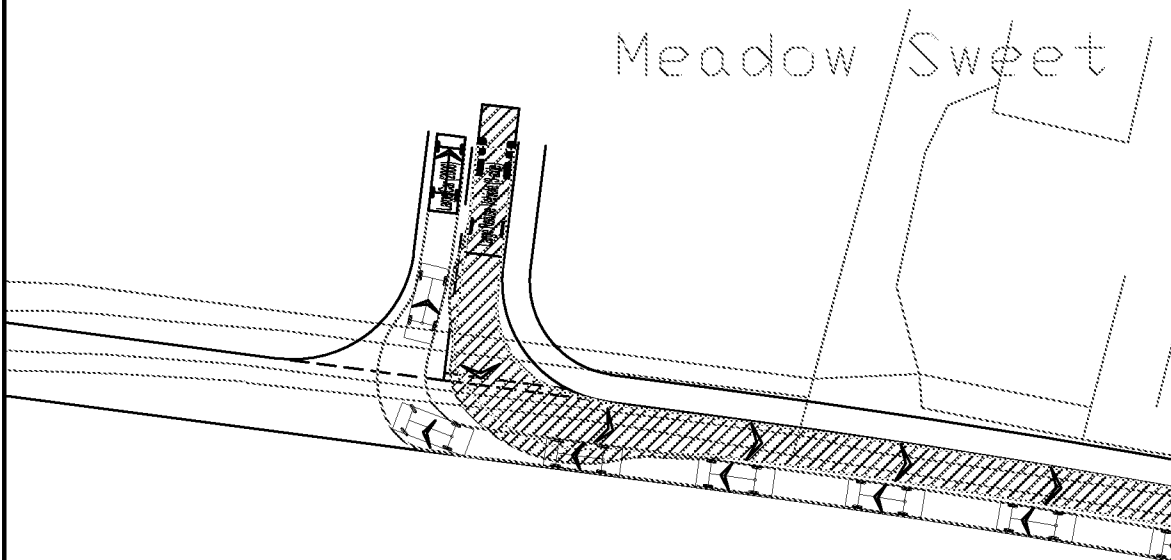
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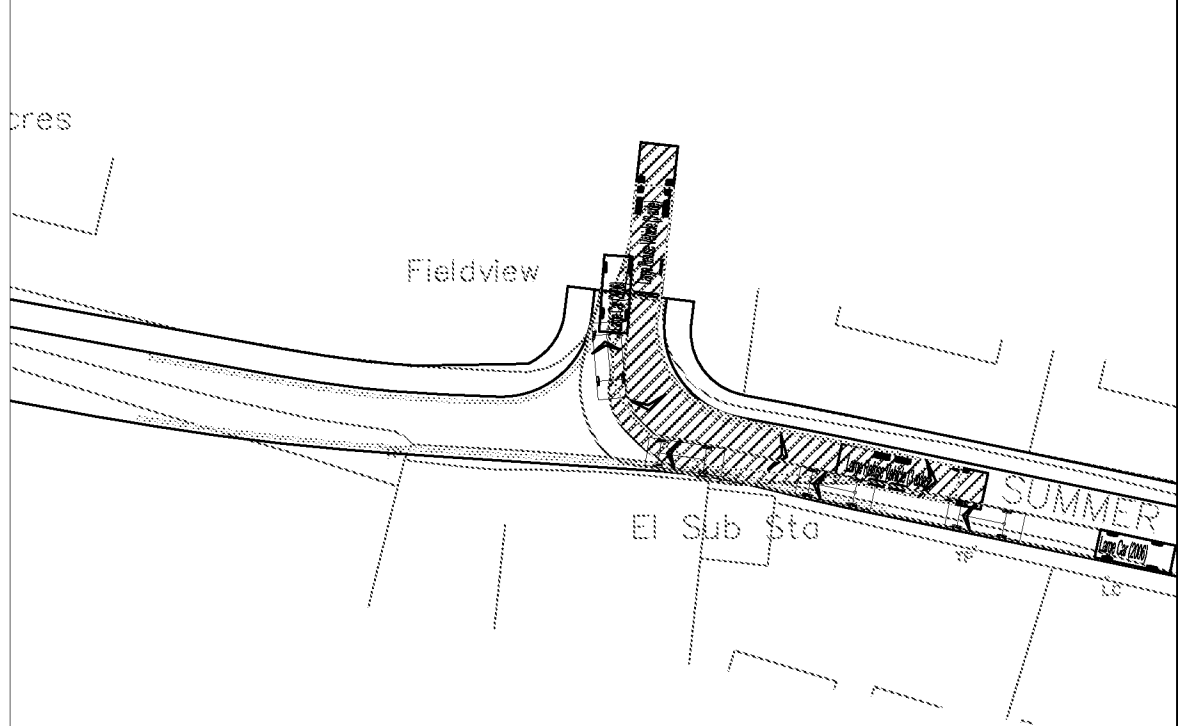
Eastern Access - Car (outbound) & Refuse Vehicle (inbound)



Western Access - Car (outbound) & Refuse Vehicle (inbound)



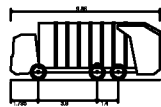
Eastern Access - Car (inbound) & Refuse Vehicle (outbound)



Western Access - Car (inbound) & Refuse Vehicle (outbound)

Notes:

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Large Refuse Vehicle (3 axle)
Overall Length 9.860m
Overall Width 2.450m
Overall Body Height 3.814m
Min Body Ground Clearance 0.366m
Track Width 2.450m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 9.500m



Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 5.900m

A	Updated to reflect latest alignment	TF	ID	27.08.2015
REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

Hanbury Properties Ltd

PROJECT:

Summer Lane, Pagham

DRAWING TITLE:

Swept Path Analysis
Refuse Collection Vehicle &
Large Car
Eastern and Western Accesses

SCALES:

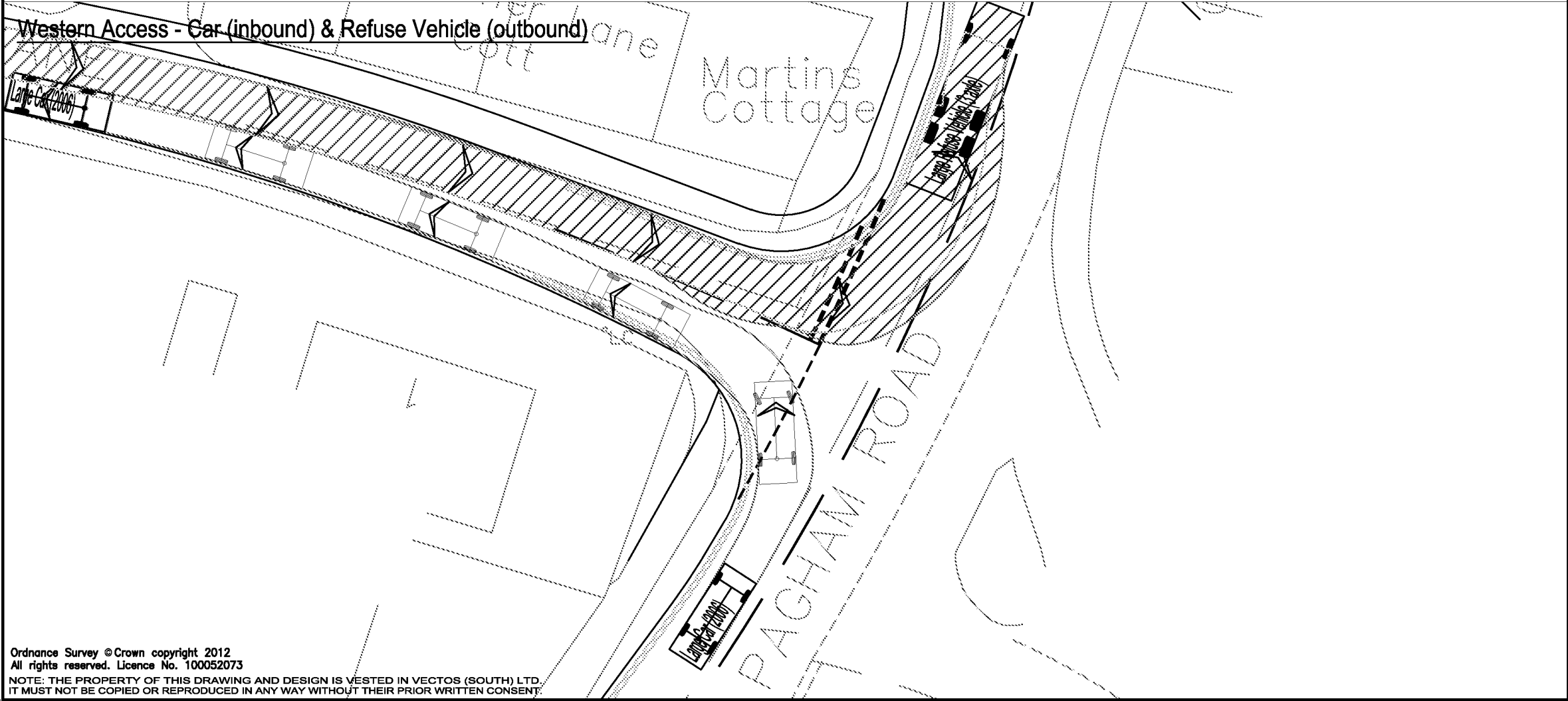
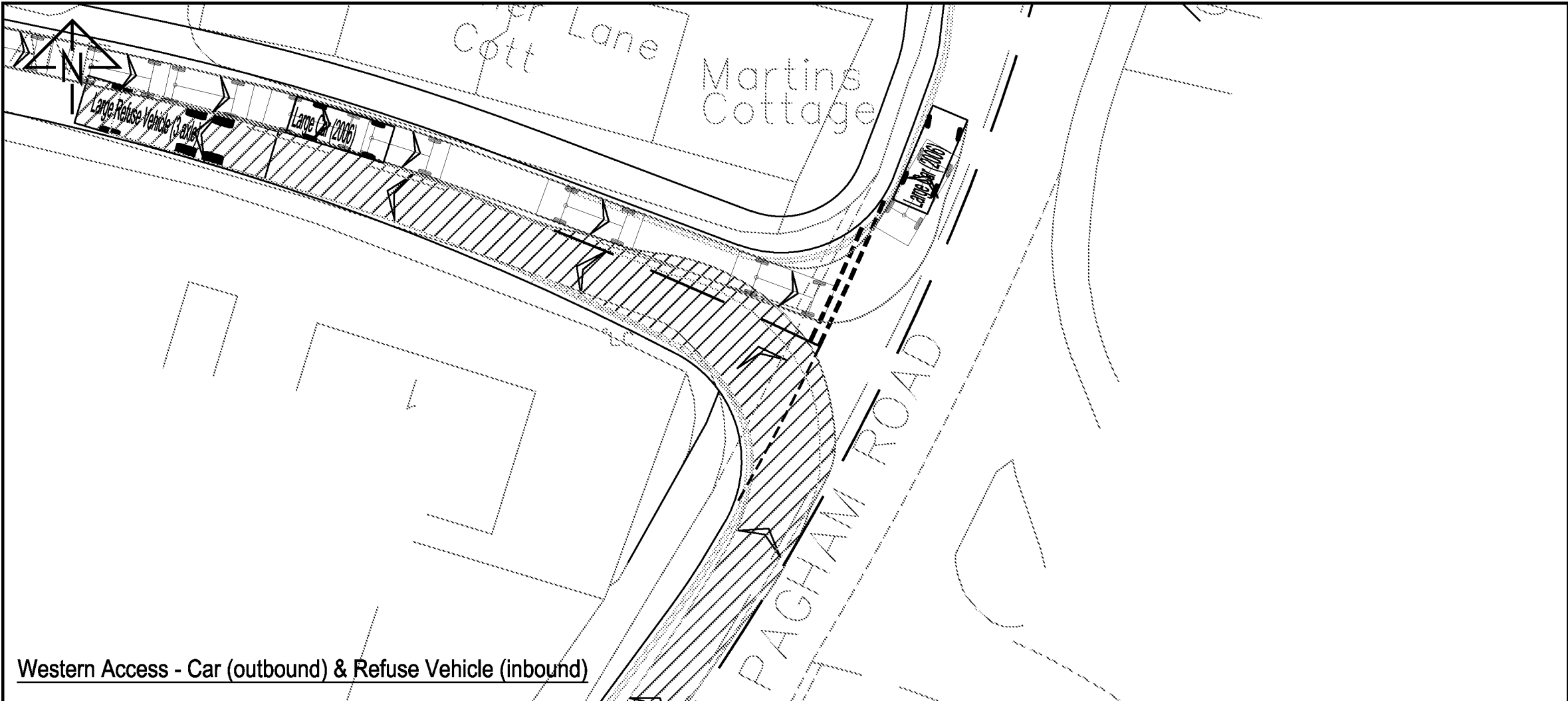
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DRAWN:	TF	CHECKED:	PW	DATE:	04.08.2015
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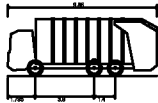


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DRAWING NUMBER:	120843/AT/A01	REVISION:	A
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A	Updated to reflect latest alignment	TF	ID	27.08.2015
REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
Hanbury Properties Ltd

PROJECT:
Summer Lane, Pagham

DRAWING TITLE:
**Swept Path Analysis
Refuse Collection Vehicle &
Large Car
Summer Lane Junction**

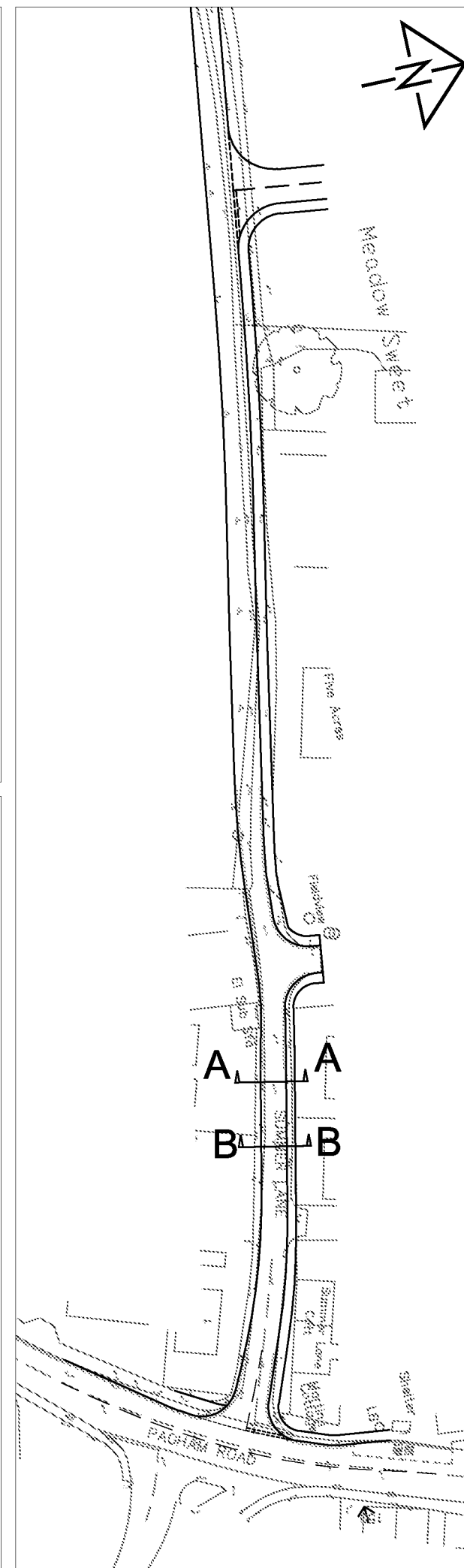
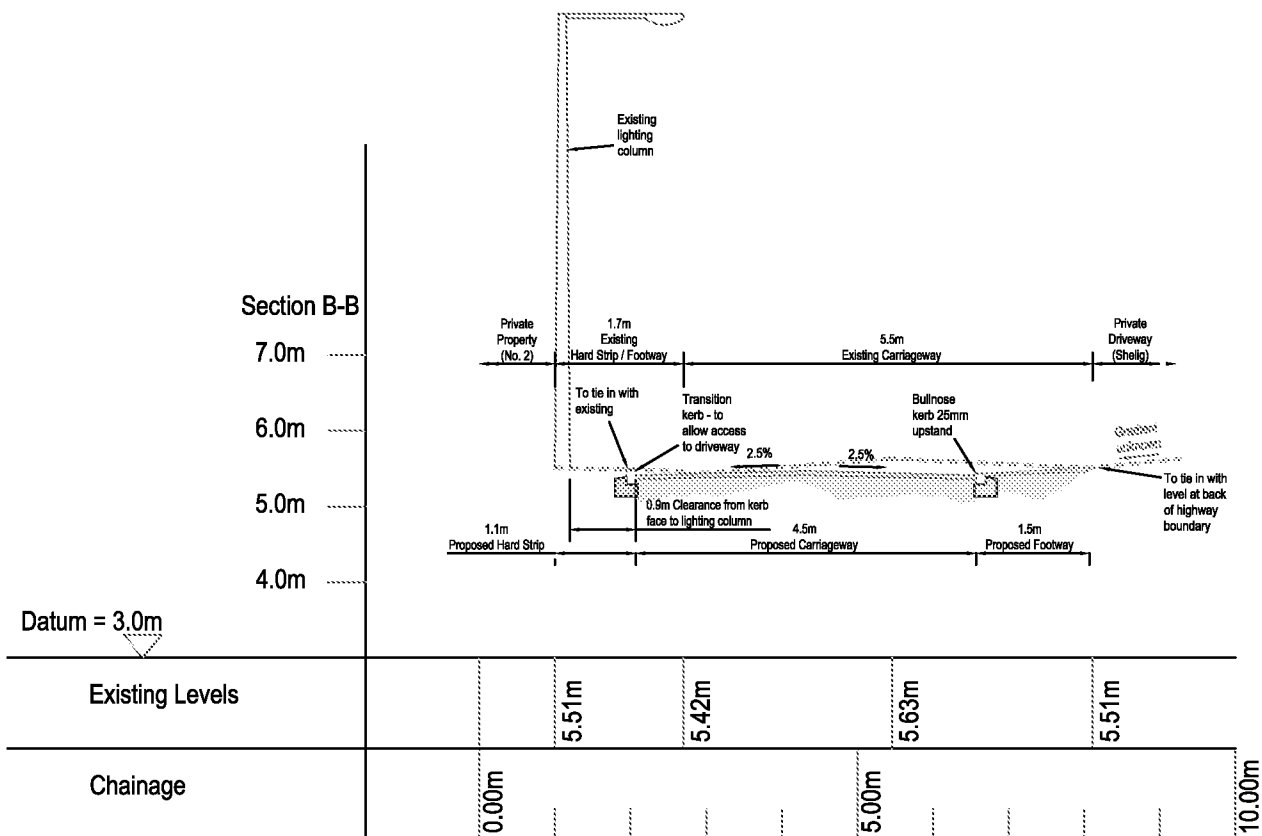
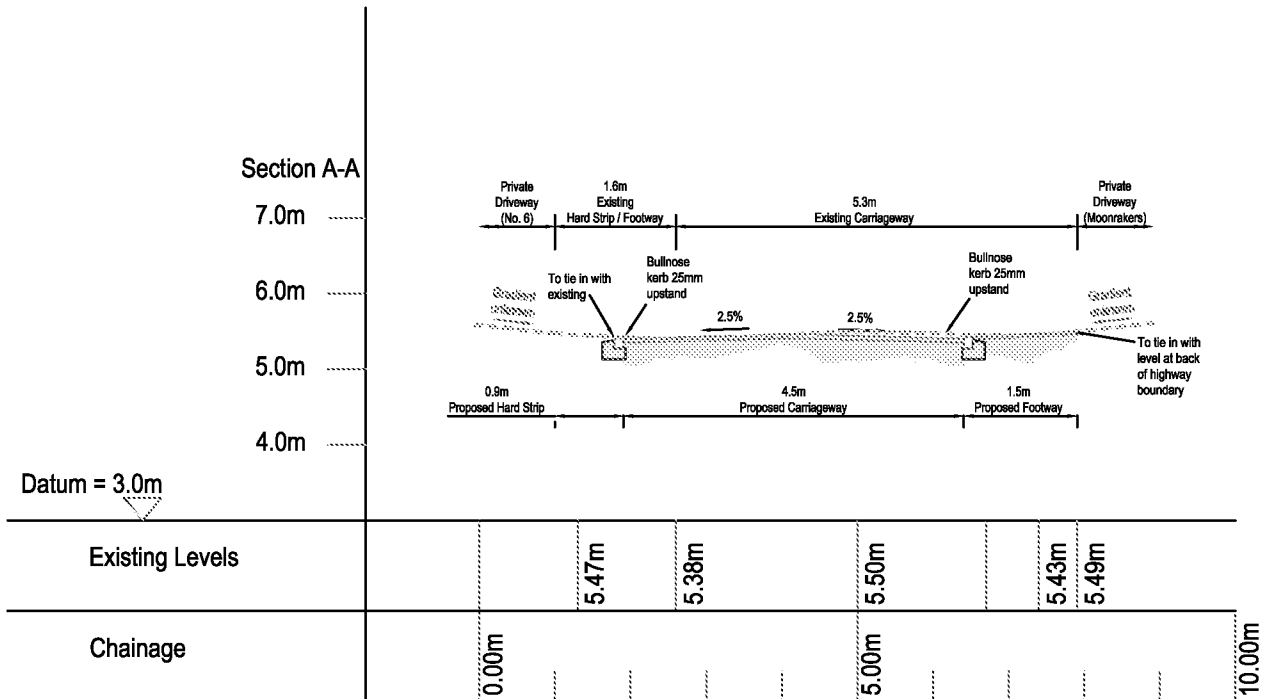
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1:250 at A3

DRAWN: TF CHECKED: PW DATE: 04.08.2015



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DRAWING NUMBER: **120843/AT/A02** REVISION: **A**



- Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
 2. White lining is indicative only.
 3. Based on OS base mapping, with spot levels taken at channel line, centre of carriageway and back of highway boundary, where available.

Key:

Existing ground profile

B	Sections updated to reflect latest alignment	TF	ID	27.08.2015
A	Sections updated to reflect latest alignment	TF	PW	05.08.2015
REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

Hanbury Properties Ltd

PROJECT:

Summer Lane, Pagham

DRAWING TITLE:

Indicative Cross Sections Through Summer Lane

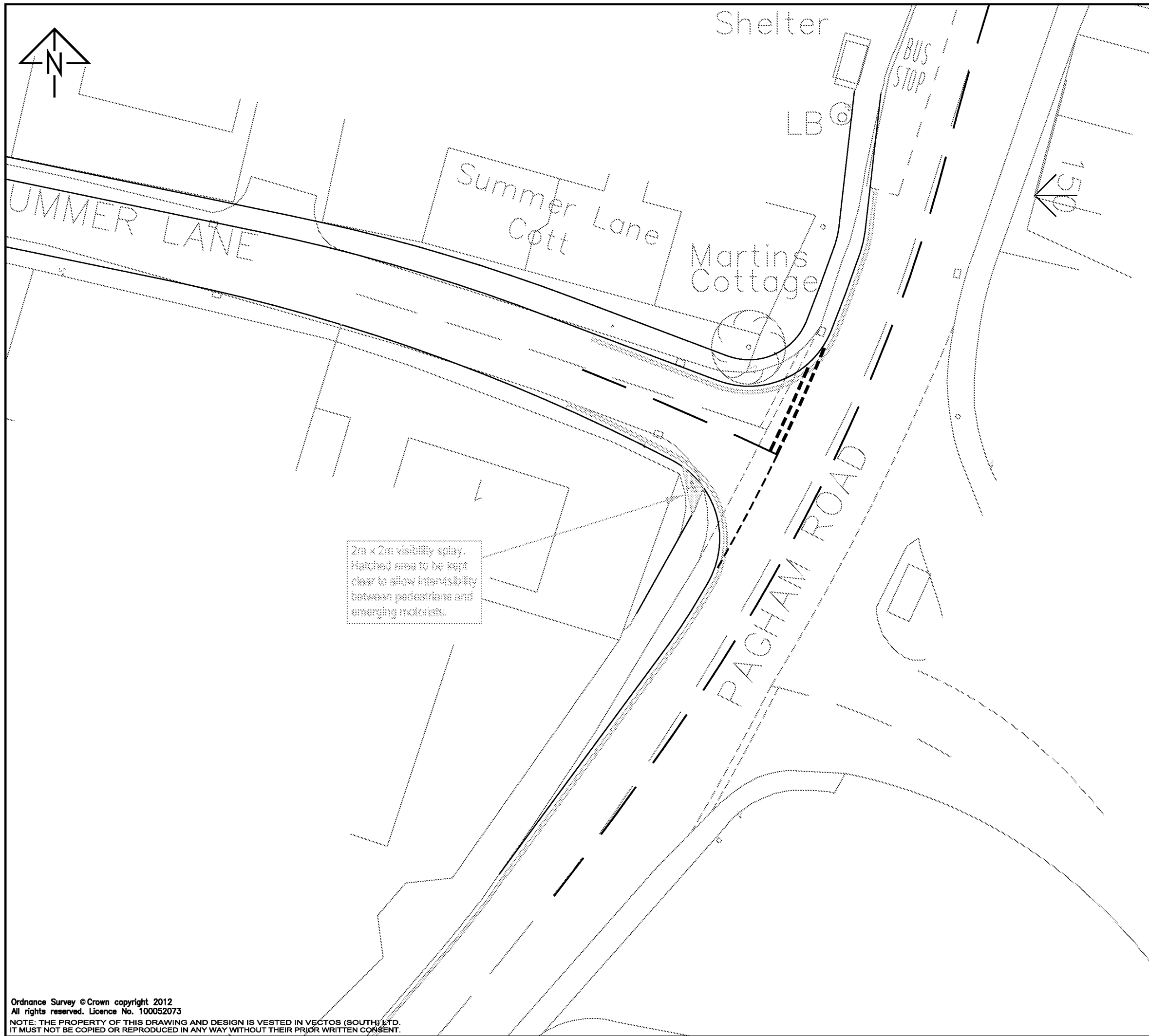
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1:100 / 1:1000 at A3

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DRAWING NUMBER: 120843/A/05 REVISION: B



Notes:

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A	Updated to reflect latest alignment	TF	ID	27.08.2015
REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

Hanbury Properties Ltd

PROJECT:

Summer Lane, Pagham

DRAWING TITLE:

Pedestrian Visibility

SCALES:

1:250 at A3

DRAWN:	TF	CHECKED:	PW	DATE:	05.08.2015
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DRAWING NUMBER:	120843/SK/15	REVISION:	A
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APPENDIX A

Designers Response

Stage 1 Road Safety Audit, Summer Lane, Pagham

June 2014

Introduction

1. This designer's response has been prepared in order to address any comments raised within a Stage 1 Road Safety Audit (RSA) prepared by M B Projects Ltd relating to a proposed development site accessed via Summer Lane in Pagham. The RSA has been prepared following a site visit by M B Projects Ltd on Friday 30th May 2014.
2. The proposals include amendments to the existing alignment of Summer Lane as well as improvements to the junction of Summer Lane and Pagham Road to improve visibility for drivers.

Response to Items Raised

3. The RSA sets out a number of issues that are addressed within the following paragraphs, firstly setting out the comments within the safety audit and then a response where necessary.

Location A – No Clearance to Boundary Walls

4. The RSA states that:
"The proposed road widening along Summer Lane shows a footway along the northside and the south kerbline in places being setback to the highway boundary. Part of this boundary consists of boundary walls and fencing to the adjacent houses such that the current clearance to them from passing vehicles will be removed.
There is also one driveway where due to bushes visibility to the right from the drive will be made much worse due to the shift in kerbline such that a car could exit the drive and conflict with a westbound vehicle."
5. The RSA recommends providing a 450mm clearance to hard objects in order to reduce the risk of vehicle impact. Summer Lane is however constrained in width, and it is not possible to provide this level of clearance alongside sufficient carriageway width and a footway for pedestrians.
6. At its narrowest, it is proposed to reduce the carriageway width to 4.1 metres which allows two cars to pass each other in accordance with guidance contained in Manual for Streets. In addition a footway of 1.8 metres in width is proposed on the northern side of Summer Lane, an improvement over the existing provision that is less than 1 metre in width in places.
7. It is commonplace in rural areas for vehicles to need to exit a private drive onto a road where

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there is no footway and visibility is restricted. Furthermore, the presence of private driveways and the general nature of Summer Lane aids in reducing vehicle speeds.

Location B – Risk of Fall into Ditch

8. The RSA stated that:

“There is an existing ditch that runs alongside the western part of Summer Lane. It is not clear from the road widening what future ditch provision is planned. A steep bank at the rear of the proposed footway could be hazardous for pedestrians.”

9. The RSA recommends determining any measures required to protect pedestrians, as necessary. This is agreed, with the ditch to be relocated to ensure that it does not conflict with the footway provision. Details relating to the protection of pedestrians using the footway will be determined as part of detailed design.

Location C – Risk of Head-on Conflict

10. The RSA stated that:

“On-street parking was observed outside the cottages on the east side of Pagham Road, to the north of the Summer Lane/Pagham Road junction. A southbound vehicle overtaking these parked cars will now have to swerve back to their own side quicker due to the proposed realignment of the centre line which will place a northbound vehicle much closer to the southbound vehicle such that head-on conflict could result.”

11. The RSA recommends providing a length of parking restriction around the northeast radius of the junction up to the first house on the east side of the road in order ease separation of opposing flows.
12. Double yellow lines operate on both sides of Summer Lane for a length of 14 metres from the junction with Pagham Road at present, which it is proposed to reinstate as part of the proposals. These restrictions extend past the first house on the east side of the road. These amendments are illustrated on Drawing **120843-A-03 Revision D**.
13. Furthermore, the realignment of the carriageway will increase the width of the road at its junction with Pagham Road from the current maximum of 5.5 metres to 6.3 metres, providing additional width for vehicles to realign should they be passing a parked vehicle.

Location D – Assisting Pedestrians on Desire Line

14. The RSA stated that:

“There is currently no pedestrian dropped crossing point from Summer Lane across to the east side of Pagham Road. Residents of the proposed site may wish to access the southbound bus stop for example and will need a safe crossing point.”

15. The RSA recommends investigating if there is a suitable location for a crossing point across Pagham Road.
16. The location of the southbound bus stop in-between the minor arm of Barton Close and a second access road leading into Barton Close means that there is limited scope to provide a dropped kerb in the immediate vicinity of the junction or on the new kerb build-out. The

location of the northbound bus stop to the immediate north of Summer Lane further restricts the potential to provide an informal crossing point at this location.

17. The provision of a crossing point further away from the junction would unlikely be used by pedestrians as it would involve a detour from the desire line to the southbound bus stop. Should West Sussex County Council deem it as necessary then the provision of a crossing further south of the Summer Lane junction could be considered.

Location E – Risk of Vehicle/Pedestrian Conflict

18. The RSA stated that:

“For a pedestrian standing on the south side of the crossing point at the east end of Summer Lane, their view to the left of an approaching eastbound vehicle is made worse by the realignment of Summer Lane back to the highway boundary, in this case the fencing to the adjacent property. This could cause a pedestrian to step out into the path of the vehicle.”

19. The RSA recommends reviewing the alignment of the southern kerbline in order to provide some inter-visibility.
20. With the realignment of Summer Lane the width of the carriageway will be increased, whilst the presence of double yellow lines and centre road markings will ensure that eastbound vehicles are not straying onto the southern side of the road. In addition pedestrians approaching from the south will benefit from dropped kerbs and tactile paving.
21. Whilst visibility along Summer Lane for pedestrians on the southern side of the junction will reduce by moving the footway to the northern side of the road, a pedestrian inter-visibility splay of 2 metres by 2 metres can still be achieved. This is illustrated on revised drawing **120843-A-03 Revision D**.

Summary and Conclusions

22. This note provides a response where necessary to comments raised within a stage 1 RSA prepared by M B Projects Ltd in relation to a proposed development site accessed via Summer Lane in Pagham.
23. The note addresses each item in turn providing a potential mitigation where necessary. In summary this would involve:
- The inclusion of double yellow lines on both sides of Summer Lane for a length of 14 metres from the junction with Pagham Road;
 - Dropped kerbs and tactile paving at the junction of Summer Lane with Pagham Road; and
 - The provision of a pedestrian inter-visibility splay of 2 metres by 2 metres for pedestrians crossing Summer Lane from the south.
24. As such, this response note is shown to address the issues raised within the stage 1 RSA by providing appropriate mitigation measures where necessary.



23/6/16

APPENDIX B

Review of Summer Lane Properties Access

August 2015

Introduction

1. My name is Asa John Plant. I am an experienced Road Safety Auditor who regularly acts as a Team Leader on Road Safety Audits. I am a member of the Society of Road Safety Auditors and also hold the Highways Agency Certificate of Competency for Road Safety Audit. My CV is enclosed with this note.
2. I have been asked to review the proposed amendments to the carriageway alignment on Summer Road, proposed as part of the wider access proposals. A Stage 1 Road Safety Audit has been undertaken by MB Projects Ltd on the wider access design in June 2014. This note solely focusses on the potential impact of the carriageway realignment and relocation of the footway from the south to the north side of Summer Lane, in terms of visibility from 7 existing properties at the western end of Summer Road.
3. I understand that a review has been requested by West Sussex County Council and I can confirm that I have had no prior involvement with this scheme and my comments are therefore independent of the design team.
4. The works which are the subject of this review are outlined in the following drawings:
 - 120843/SK/13 Rev. A
 - 120843/SK/14 Rev. A

Comments

5. Summer Lane provides no through access and serves a limited level of residential development. Even with the addition of the proposed residential development, Summer Lane will be a low traffic environment. It is also considered that vehicle speeds will be relatively low within the vicinity of the property access points, given the relatively narrow carriageway and proximity to the Pagham Road junction.
6. Accident data has been provided, which does not illustrate a history of accidents on Summer Lane. It would therefore appear that the existing arrangement operates safely.
7. The proposed realignment of the carriageway and relocation of the footway from the north to the south, results in 4 properties on the southern side of Summer Lane having a reduction in visibility, with the 3 properties on the northern side benefitting from an increase. It is therefore considered that the net impact / benefit of the proposals is broadly neutral.

8. Whist the properties on the southern side will have sub-standard visibility, given the constrained carriageway width, low vehicle speeds and flows, historic safe operation and neutral impact of the proposals, I do not believe that the proposals give rise to any material road safety concerns.

FROM: Ian Gledhill TO: Arun District Council
FAO: Simon Davis

SUBJECT: P/58/15/OUT - Outline application with some matters reserved for the erection of 90 No. dwellings with associated access & open space. This is a Departure from the Development Plan.

Land at, Summer Lane, Pagham, PO21 4NG

RECOMMENDATION:

Advice	☐	Modification	☐	More Information	☐
Objection	☐	No Objection	X	Refusal	☐

The Local Highway Authority has previously provided comments on this application. A number of matters were raised, primarily relating to vehicular access, which required the applicant's further action. The applicant has now submitted additional information. For ease of reference, this report is structured to address these previously identified matters.

Development Access Width and Visibility Splays

The applicant has confirmed that the eastern development access from Summer Lane will be widened to 4.8 metres. Visibility splays of 2.4 by 25 metres are shown at both junctions. The 25 metre element of the splays is based upon a design speed of 20mph. Given the constrained nature of the local highway network, this design speed and consequently the splays are considered appropriate.

Works to Summer Lane

A number of points were raised relating to Summer Lane. The proposed works have been revised. The revised scheme slightly widens the carriageway width (to 4.5 metres from the 4.1 metres previously shown) in the vicinity of the eastern access. This widening is at the expense of the proposed footway width, although this still retains a width of 1.5 metres. Even with the additional development, Summer Lane will be lightly trafficked and low speed. The proposed carriageway and footway widths at this location reflect only a pinch point where a consistent 4.8 metre carriageway and 1.8 metre footway are provided. In light of the constraints in this location, the widths are considered appropriate.

Again at the eastern development access, swept paths have been provided for a refuse vehicle entering and exiting. These show that a refuse vehicle would occupy Summer Lane when turning in or out. This situation is not uncommon at many existing junctions due to the onerous swept path of a refuse vehicle. However the swept paths clearly show that no waiting at any-time restrictions will need to be installed to prevent obstructive parking from taking place. To ensure the restrictions are enforceable these will require a Traffic Regulation Order. The LHA within their initial comments highlighted that due to the requirement for public consultation no guarantee can be offered that the TRO will be made. There is consequently an element of risk.

Given that the eastern access is dependent upon the TRO, this process would need to be completed prior to development commencing. In the event that the TRO failed, alternate measures may then need to be considered.

The implications on visibility from existing driveways on the south side of Summer Lane as a result of relocating and widening of the footway to the northern side has been considered in greater detail. The results of this indicate that visibility will be worsened although at most of the accesses visibility is already substandard. The visibility splays for each of the properties has also been drawn within the extent of the public highway and the curtilage of the respective dwelling. All of the dwellings in question presently have open frontages, permitting visibility over the adjoining land. Whilst occupiers of these dwellings may erect fencing or seek to enclose their front gardens, in practice this is perhaps unlikely given that it would then severely constrain visibility from their own respective access.

The views of an independent road safety auditor have been sought in respects of the matter of reduced visibility. They have confirmed that on balance they consider the overall road safety impact to be neutral given the benefits of other works proposed. It is also noteworthy that the Stage One Road Safety Audit provided with the application raised no problems or concerns regarding reduced visibility at the existing southern accesses caused by the proposed highway works.

The potential reduced visibility from the existing southern access points is acknowledged. Conversely though, visibility at the accesses on the northern side of Summer Lane will be improved. Taking the evidence available and the overall benefit from the highway improvements, on balance these are considered to be acceptable.

With regards to the proposed northern footway, the potential ability to tie in with existing driveway and carriageway levels has been checked. Whilst such matters will be considered in greater detail as part of any s278 agreement, in principle there appear to be no fundamental matters with the ability to construct the footway.

Stage One Road Safety Audit

An additional response was sought from the applicant towards two problems raised within the Stage One RSA. These problems related to the lack of a margin between the southern carriageway edge and third party boundary treatments. The scheme has been revised so as to include a minimum 300mm margin along the southern carriageway edge following the relocation of the footway.

The other problem was in respects of pedestrian visibility at the realigned Summer Lane/Pagham Road junction. A 2 by 2 metre pedestrian visibility splay has been demonstrated on the submitted drawings, although visibility for crossing pedestrians will in practice be greater and not significantly different to that which is available at present. This matter is considered to be addressed.

Conclusion

The National Planning Policy Framework states that development should only be prevented or refused on transport grounds where the residual cumulative impacts are severe. Taking account of the mitigation proposed as part of the development, the LHA are satisfied that no severe impact would result from this proposal. No highway objection would be raised.

If minded to permit this application, the following conditions and informatives are recommended.

Access

No part of the development shall be first occupied until such time as the vehicular accesses onto Summer Lane have been constructed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of road safety

Visibility

No part of the development shall be first occupied until visibility splays of 2.4 metres by 25 metres have been provided at the proposed site vehicular accesses onto Summer Lane in accordance with the approved planning drawings. Once provided the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety.

Off-site Highway Works

No part of the development shall be first occupied until a footway has been constructed along the north side of Summer Lane, the Summer Lane/Pagham Road junction has been realigned, and the other works as indicatively shown on drawing number 120843/A11 Revision C have been provided in accordance with plans and details submitted to and approved in writing by the Local Planning Authority, in consultation with the Local Highway Authority.

Reason: In the interests of highway safety.

Access Road

No part of the development shall be first occupied until the road(s), footways, and casual parking areas serving the development have been constructed, surfaced, and drained in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: To secure satisfactory standards of access for the proposed development.

Car parking space

No dwelling shall be first occupied until the car parking space associated with the dwelling have been constructed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. These spaces shall thereafter be retained at all times for their designated use.

Reason: To provide car-parking space for the use.

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

Travel Plan

Upon the first occupation/commencement of use, the Applicant shall implement the measures incorporated within the approved travel plan. The Applicant shall thereafter monitor, report and subsequently revise the travel plan as specified within the approved document.

Reason: To encourage and promote sustainable transport.

Traffic Regulation Order

No development shall be undertaken until a Traffic Regulation Order (or revisions to existing orders) to provide no waiting restrictions in the vicinity of the proposed eastern access onto Summer Lane required to enable the development to be implemented, have been approved by the County Council and written confirmation of this approval is made available to the Local Planning Authority.

Reason: In the interests of amenity and road safety

INFORMATIVES

Section 59 of the 1980 Highways Act - Extra-ordinary Traffic

The applicant is advised to enter into a Section 59 Agreement under the 1980 Highways Act, to cover the increase in extraordinary traffic that would result from construction vehicles and to enable the recovery of costs of any potential damage that may result to the public highway as a direct consequence of the construction traffic. The Applicant is advised to contact the Highway Officer (01243 642105) in order to commence this process.

Section 278 Agreement of the 1980 Highways Act - Works within the Highway

The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

Ian Gledhill
Strategic Planning