

Technical Note

Project: Land to the East of Fontwell Avenue, West Sussex

Subject: Phase I Construction Non-Motorised User Audit

Client:	Dandara Ltd	Version:	C
Project No:	03545	Author:	LS
Date:	23/11/2020	Approved:	MF

I Introduction

1.1.1 PJA has been commissioned by Dandara Ltd to prepare this Construction Non-Motorised User Audit (NMUA) in relation to Land to the East of Fontwell Avenue, West Sussex. This NMUA is required to satisfy condition 26, which requires that:

"Prior to the commencement of development a Non-Motorised Users Audit shall be undertaken for the construction stage of the development, and its findings shall be reflected in the Construction Management Plan required under condition 19. Prior to the commencement of each phase of the development Non-Motorised Users Audits shall be undertaken and their findings taken into account."

1.1.2 The scope of this NMUA was discussed with Stephen Gee at West Sussex County Council by telephone on 24th April 2019 and it was agreed that rather than a full audit, a simple statement assessing the impact of the construction works on the existing pedestrian provision in the vicinity of the site would be sufficient.

2 Proposed Construction Access

2.1.1 The Phase 1 development is to comprise:

- 29 no. 1 bed flats
- 51 no. 2 bed flats
- 28 no. 2 bed houses
- 37 no. 3 bed houses
- 4 no. 4 bed houses

2.1.2 These dwellings will take access from a single point on Fontwell Avenue. The access will take the form of a ghost island priority junction with the site access as the minor arm.

2.1.3 The initial construction access into the site will be from Arundel Road, utilising an existing vehicular access point. This will provide a temporary haul road into the site that will allow for the main site access on to the A29 Fontwell Avenue to be constructed partially off-line and on the development site, minimising the impact on users of the A29.

2.1.4 Once the access onto the A29 Fontwell Avenue has been completed the use of the temporary construction access onto Arundel Road will cease. Construction traffic for subsequent development phases will therefore utilise the main site access onto the A29 Fontwell Avenue.

3 Existing NMU Provision

Arundel Road

3.1.1 On Arundel Road there is an existing pedestrian footway along the southern side of the carriageway. To the west of the existing access this footway is demarcated by a kerb, however to the east of the site access the footway is separated from the carriageway by a white line. Immediately to the east of the site access is a bus stop with sheltered waiting area. The existing conditions in the vicinity of the site access are illustrated in Figure 1 below.

Figure 1: Existing Pedestrian Provision on Arundel Road at Construction Access



Source: Google

3.1.2 Within the existing residential area of Fontwell there is also a footway adjacent to the northern carriageway of Arundel Road and there is a bridleway that is routed north from Arundel Road along London Road which connects to an underpass under the A27. This route provides a connection from the site into the South Downs National Park.

A29 Fontwell Avenue

3.1.1.3 On Fontwell Avenue there is an existing footway along the eastern side of the A29 for the whole length of the road where it abuts the proposed development site. There is also a footway on the western side of the carriageway between the entrance to the racecourse and the roundabout with the A27 which then continues to the west adjacent to the southern carriageway of the A27. This footpath will be used by residents wishing to access the Old Stables Public House or other destinations including the existing employment on Denmans Lane to the west of the racecourse.

3.1.4 The existing footway provision on the A29 Fontwell Avenue is illustrated in Figure 2 below.

Figure 2: Existing Pedestrian Provision on A29 Fontwell Avenue



Source: Google

4 Impact of Construction Access Arrangements

Arundel Road

4.1.1 The proposed construction access onto Arundel Road will utilise an existing vehicular access point that has previously accommodated large vehicles therefore any pedestrians are likely to already be aware of the potential for vehicle movements in this area. However, to mitigate the impact of construction traffic in this area the following measures should be included within the Construction Management Plan:

- Provision of appropriate signage to warn pedestrians of potential vehicle movements;
- Provision of adequate space within the development to allow vehicles to enter and exit in a forward gear to avoid the need for reversing on the highway;
- Control of vehicle routing to be to and from the west only to avoid any conflicts through the centre of the existing village or the bridleway north on London Road;
- Control timing of deliveries to avoid conflict with school bus services at the adjacent bus stop when patronage will be highest;
- Provision of sufficient on-site parking for contractors to reduce potential for additional on-street parking in surrounding roads affecting pedestrian routes; and
- Provision of wheel washing facilities to ensure that no mud is deposited on the public highway.

A29 Fontwell Avenue

4.1.2 The consented access arrangement for Fontwell Avenue involves the removal of a section of the existing footway along the A29 to allow for the widening of the carriageway for the provision of the ghost island junction. To replace the section of footway that will be removed, a new 2m wide pedestrian route will be provided parallel to the A29 within the site. The site layout plan illustrates the route of the replacement footpath.

4.1.3 As the initial construction access is proposed from Arundel Road it will be possible to construct this alternative pedestrian route within the site prior to commencing works on Fontwell Avenue that would require the removal of the existing footway. There will therefore be minimal impacts on pedestrians in this location during the construction works as a suitable route will be available at all times.