

Y/71/21/OUT – Land At Little Meadow And East Of Bilsham Road
Yapton - Local Highway Authority (LHA) Comments on Transport
Issues, as addressed by Transport Addendum from Nick Culhane
Highway Consultant

Demonstrate required visibility splays to 85th percentile speeds, ensuring these do not pass through third party land (ensure bank and trees do not impact splays). Also provide detailed location of speed counter.

The LHA previously reviewed the ATC speed survey data and surmised that 85th percentile speeds over the 11-day survey were 40.3mph southbound and 39.9mph northbound, requiring visibility splays of 2.4m x 105m north and 103m south, calculated using MfS2 parameters for SSD for vehicle speeds above 60kph. Location of speed counters have been verified north and south of Grevatts Lane West (GLW) and are considered suitable and representative of anticipated vehicle speeds.

The LPA should be aware that trees and vegetation within these splays may need removing to maintain the visibility in perpetuity.

Demonstrate clearer access and site plan, show proposed localised footway widening, footway tie in to site and existing and dropped kerb tactile paving pedestrian crossing point of the new junction and of Bilsham Road to the west side bus stop.

This has been shown in greater detail on drawing NJC-002 'Footway Improvements' and includes localised widening of footway, tie-in and dropped kerb tactile paved crossing point of the new junction. Dropped kerb and tactile paving is also shown on the southern side of GLW and on Bilsham Road opposite the bus shelter. Opposing crossing points have not been shown because the opposite sides of carriageway are verged with no hardstanding footway. The dropped kerb across GLW should not feature tactile paving to avoid confusion for visually impaired. Bus stop improvements should include hardstanding and kerb with corresponding dropped kerb and paved tactile to improve safe crossing and waiting for pedestrians. Furthermore, the Local Planning Authority (LPA) should take a view on the isolated location of site. The nearest amenities are in Yapton to the north yet there is no continuous linking pedestrian infrastructure on this route.

Explore option of closing off/stopping up GLW junction and demonstrate turning area for the existing dwellings is workable from the new access road direction.

GLW junction with Bilsham Road will not be stopped up so that access to existing dwellings can be maintained. No additional dwellings or use will be served. To ensure no through traffic to the new access road, bollards or similar treatment should be provided. Traffic Regulation Order would be required for prohibiting through traffic from GLW to the new access road and this would be secured through s106 agreement. A turning area is shown on the existing GLW serving the existing dwellings but tracking for servicing vehicles has not been demonstrated.

Clarify Little Meadow access arrangements, whether the industrial estate/ new development can be accessed this way – if so, demonstrate suitable visibility at the existing access point to Bilsham Road.

The Addendum mentions that access through GLW to Bilsham Road for the industrial units is not possible however this does not clarify whether the existing Little Meadow access from Bilsham Road, to the north, will therefore be used. Visibility for this junction has not been demonstrated and appears restricted by the road layout in this location. Ideally the access routes to and from the increased industrial use should be provided with swept path tracking and demonstration of suitable visibility on to the public highway, which could be supported by a speed survey at extent of achievable splays from Little Meadow access. If the industrial development is to be accessed from the new access road route only then this should be demonstrated through tracking and arrangements for closing existing route to Little Meadow provided.

Explore potential pedestrian/cycle link across proposed stopped up section of GLW, to link the site to crematorium and onward to A259.

The Addendum states that third party land would be required because GLW is gated east of their ownership. However, GLW is adopted public highway for its entire length, and it is understood that this gate at the western end has been removed. As part of Y/103/18 crematorium application, a feature to prevent right turn from the crematorium site westwards was secured. Such a feature could also prevent traffic from this development travelling eastwards to A259. The red edge site plan shows south eastern tip of the site boundary does abut the public highway so a link could be provided from within the site to GLW and provide onward connectivity to A259 cycle route.

Para. 4.3 of the original Transport Statement stated that GLW east of Bilsham Cottage would be stopped up and LHA provided advice regards the stopping up process. However, it appears that what was proposed was stopping vehicular traffic through this route but not stopping up the public highway east of what was the gated section of GLW. The applicant may wish to clarify this point. A Traffic Regulation Order would be required for prohibiting through traffic from GLW to the new access road and this would be secured through s106 agreement.



Confirmation of trip generation, provide raw TRICs data for residential development and include allotment trips and provide full junction modelling of site access, A259/Bilsham Road and Bilsham Road/Burndell Road junction.

TRICs assessment has been revisited and whilst the total additional trips from the extra industrial units, new dwellings and allotments is slightly less than the LHA's previous review, they are still over the threshold of 30 vehicle movements in any hour that would require junction modelling. Furthermore, due to the existing traffic pressures at peak periods at junction with A259 to the south and B2233 to the north, the LHA advice remains that both site access and these junctions should be modelled for capacity. The Addendum argues that 2011 census data shows split of traffic 50/50, evenly distributed north, east, south, and west. Clearer evidence for this has not been provided. Trip assignment at a local level should be specifically outlined with demonstration of number of movements through which junctions, using complete census data.

Also advised that accurate trip generation figures and updated plans, once provided, are supplied to the auditor for amended comments and Designers Response should consequently be amended.

This point has not been addressed. It is advised that the updated plans and solutions to previous Road Safety Audit points are provided to the auditor for review and Designers Response updated accordingly.

Clear plan showing extent of shared surface and pedestrian/cycle links within site.

The Addendum states that this will be provided at reserved matters stage as it comprises internal layout matters. Nevertheless, as pedestrian and cycle access provides part of principle of application from access point of view, LHA advise that cycle link to GLW comments as above are taken in to consideration.