

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	West Sussex County Council FAO: Andrew Sierakowski
FROM:	WSCC - Highway Authority: Tim Townsend
DATE:	18 November 2020
LOCATION:	Land to the north of Eastergate and north-west of Barnham, PO22 0DF
SUBJECT:	WSCC/052/20 The construction of a 1.3km single carriageway with a 3m wide shared cycleway/footway, 2.5m wide central island, one uncontrolled pedestrian crossing with a central island to enable users of the PRow to cross the carriageway, three roundabouts, provision of hard and soft landscaping, road markings, traffic signals, bus stops, and signalised pedestrian crossings, construction of a substation building; installation of a noise barrier, and associated works.
DATE OF SITE VISIT:	16 November 2020
RECOMMENDATION:	More Information Required
S106 CONTRIBUTION TOTAL:	n/a

This is the WSCC County Highways (CHA) response to the above planning application for the construction of a 1.3km single carriageway with a 3m wide shared cycleway/footway, 2.5m wide central island, one uncontrolled pedestrian crossing with a central island to enable users of the PRow to cross the carriageway, three roundabouts, provision of hard and soft landscaping, road markings, traffic signals, bus stops, and signalised pedestrian crossings, construction of a substation building; installation of a noise barrier, and associated works.

Proposed scheme.

The A29 is a north-south link providing access between Barnham, Eastergate, Westergate villages with Bognor Regis and Chichester. It forms one of the main arterial links from the south coast onwards through to the County of Surrey. The overall re-alignment scheme forms a key vision for both WSCC and Arun District Council to reduce congestion in the area, improve journey times and provide a high quality link to and from the key areas mentioned.

Taking the A29 re-alignment as a whole, the scheme will deliver a 4.35km road to the east of Eastergate, Westergate and Woodgate villages. The road will support the delivery of new development in the locality as set out in the Arun Local Plan including new commercial development.

The A29 re-alignment will be delivered in two phases as shown in Figure 1 found on page 2 of the Transport Assessment that accompanies the planning application. The proposal referenced in this response is Phase 1 which is a 1.25km road running north-south between the existing A29 Fontwell Avenue through to the B2233 Barnham Road. Phase 2 also runs north-south and starts at Barnham Road and continues southward re-joining the existing A29 south of the Lidsey bends.

Highway Authority response.

The following additional information is required in order that the CHA can consider the proposal further:

1. Transport modelling - It is not clear from the TA how many dwellings have been factored into the transport modelling for the Barnham-Eastergate-Westergate (BEW) development. Applicant to confirm.
2. Design of road - A Design Check for the proposal is required. This should set-out design standards used for each component of the scheme including any identified Departures from Standard.
3. Cycling infrastructure - For all cycle facilities, the applicant should show how these have been considered alongside LTN 1/20.
4. Street lighting - From consideration of the plans, a street lighting scheme is shown for the entire road. However, with regard to the lighting for the cycle path, it is not clear whether the lighting here is suitable solely for the path or whether it is suitable for the road as well (or combination of both). Applicant to confirm.
5. Access to properties/businesses at western-end of road - Reference is made to swept path diagrams demonstrating access to properties and businesses at the western-end of the new road. However, these cannot be located in the TA. Please provide these for all vehicles likely to use the proposed re-configured access arrangements. Diagrams should extend to access to buildings in the south-eastern side of the roundabout too.
6. Access to Halo industrial site - One of the submitted drawings shows access to the Halo commercial buildings taken from the southern-end of the new road. If access to Halo is proposed to change, this will need to be considered as part of the Stage 1 Road Safety Audit. Furthermore, visibility splays and details of this access should also be submitted (i.e. geometry, visibility splays etc.). The above-mentioned Design Check should also include consideration of this. Applicant to provide, please.
7. Construction compounds south of Barnham Road - These will necessitate movement of plant and materials across Barnham Road. Please provide further detail of method of operation during the construction phase. Also, are any compounds proposed north of Barnham Road?
8. Speed limit - Please provide information to demonstrate how the road would be suitable for the proposed 30mph speed limit.

Conclusion.

Additional information – as set out above – is required. When this is available, please re-consult the CHA, at which time the proposal will be considered further.

Thank you.

Tim Townsend
County Highways Team – Highways, Transport and Planning