

## WEST SUSSEX COUNTY COUNCIL CONSULTATION

<b>TO:</b>	West Sussex County Council FAO: James Neave
<b>FROM:</b>	WSCC - Highway Authority – Tim Townsend
<b>DATE:</b>	8th June 2021
<b>LOCATION:</b>	Land to the north of Eastergate and north-west of Barnham, PO22 0DF
<b>SUBJECT:</b>	WSCC/052/20 Construction of a single carriageway with shared cycleway/footway, roundabouts, road markings, traffic signals, bus stops, provision of hard and soft landscaping, construction of a substation building, installation of a noise barrier, and other associated works.  <b>FURTHER INFORMATION SUBMITTED</b>
<b>DATE OF SITE VISIT:</b>	16 November 2020
<b>RECOMMENDATION:</b>	No Objection
<b>S106 CONTRIBUTION TOTAL:</b>	n/a

This is the second 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.

### **Summary position of WSCC as Highway Authority.**

No highway objection is raised to the proposal subject to appropriate conditions being attached to any grant of planning permission.

### **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.

In it's previous response dated 18 November 2020, the CHA requested that the following additional information be submitted in order to be able to consider the proposal further (comments alongside and/or underneath in *red italic* text are latest CHA responses to the revised information now submitted):

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. *The modelling confirms that 4180 dwellings have been modelled for there Barnham- Eastergate-Westergate (BEW) area. The modelling also includes other committed developments within the modelled area with the appropriate TEMPRO ratios applied for future growth.*

*The scheme assessment has been undertaken using the strategic 2017 Chichester Area Transport Model (CATM) with operational junction assessment undertaken using LinSig and Junctions 9. The CATM model was updated for the modelling of the A29 realignment as it contains greater network and zone structure detail for the study area comparable to the East Regional Transport Model (SERTM) model. The CATM 2017 was developed with a base year of 2017 and represents the AM and PM peak hours for a typical weekday.*

*The AM peak hour in the modelling is represented between the hours 08:00-09:00 and the PM peak hour is 17:00-18:00. The methodology used to develop the model is described in more detail in the - Local Model Validation Report (5th October 2018). The CATM forecast models represent the forecast years of 2023 and 2038. The forecast models contain committed development and infrastructure schemes within the modelled area including Chichester District, Arun District and South Downs National Park.*

*The housing trajectory included within the strategic model for the BEW development comprise 4180 dwellings for the final forecast year of 2038, beyond the end of the current Arun local plan period. In addition to the inclusion of committed developments within the modelled area, growth factors have been used to calculate background growth within the modelled area that have been derived from TEMPRO, with the committed developments allocated to identified zones and the remaining background growth distributed across the study area. Local TEMPRO factors have been used to derive growth rates for all car user classes, which take into account local demographic change, socio-economic variation and changes in modes as well as other factors that affect the growth of traffic within the locality.*

*The origin and destination growth rates have been calculated using the TEMPRO software (v7.2) for the AM, Inter-peak and PM periods for the relevant authorities within the study area and from regions within the external area for*

*each modelled time period. Importantly, the assessment scope is based on the TA methodology agreed with WSCC.*

*The CATM forecasts for the TA consist of the following:*

- Without Scheme and With Scheme Opening Year Scenarios (2023)*
- Without Scheme and With Scheme Design Year (+15 year) Scenarios (2038)*

*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. Appendix 3.7 of the revised Environmental Statement (ES) – Design Standards and Departures (produced by WSP Transport Consultants) - has been submitted and this states that The Design Manual for Roads and Bridges (DMRB) has been used to design the scheme. Alongside this, a Stage 1 Road Safety Audit has been undertaken. Any approved scheme should ensure that all design standards and Road Safety Audit recommendations – including further stages of Road Safety Audit - are suitably applied to the scheme.*

*3. Cycling infrastructure - For all cycle facilities, the applicant should show how these have been considered alongside LTN 1/20. The designer has responded as follows (table and paragraph references from LTN 1/20 or as otherwise specified):*

- The A29 realignment scheme is considered an inter-urban route and will be designed for a 30mph speed limit.*
- The scheme will have <300users/per hour, even with full development (Phase 2) the designer considers that there will be low flow of pedestrian and cyclists.*
- The shared-use footway could be reasonably considered as a cycle track. At 2m width, most bikes can pass each other including tricycles and trailers which are 0.8m wide. Highways England guidance (CD143 Para E/3.5) is also referred to which also states:*
- Widths of unsegregated shared use routes shall be a minimum of:  
1) 3.0 metres where there are 200 users an hour or more; or  
2) 2.0metres where there are less than 200 users per hour.*
- There is no horizontal separation proposed along the route due to space limitations and land available from the developer.*
- Relevant sections from the LTN 1/20 guidance (Section 5.5.3) - Where a route is also used by pedestrians, separate facilities should be provided for pedestrian and cycle movements. However, away from the highway, and alongside busy inter-urban roads with few pedestrians or building*

*frontages, shared use might be adequate. Such facilities should be designed to meet the needs of cycle traffic, however – including its width, alignment and treatment at side roads and other junctions.*

- *(Table 5-2) - Cycle lane and track widths two-way and less than 300 users per hour flow desirable 3m width.*
- *(Section 6.5.6) - Shared use may be appropriate in some situations, if well-designed and implemented and where there are unlikely to be many pedestrians;*
- *(Table 6-3) - Recommended minimum widths for shared use routes carrying up to 300 pedestrians per hour Cycle flows Minimum width Up to 300 cyclists per hour 3.0m. Where there is derogation from recommendations, the guidance recommends engagement with local interested parties. This has taken place during the design stage.*

*(WSCC comment) Therefore, the scheme has been shown having a shared 3m pedestrian/cycle way based on the recommended guidance which the designer considers is appropriate for the modelled circumstances.*

1. 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. *The response from the designer states that street lighting suitable for the road is provided at the junctions and approaches thereto only. Lighting shown along the length of the road (so between the junctions) is stated to relate to the paths only.*
2. 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. *Swept-path diagrams for vehicles entering and leaving SPR Animal Feeds and other accesses by-passed by the new roundabout on Fontwell Avenue have been provided. Furthermore, similar diagrams have also been provided showing how large vehicles would enter and leave the old road south of the proposed Fontwell Avenue roundabout have also been provided.*
3. 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. *The designer has stated that the introduction of the Halo access was considered post-preliminary stage, hence no reference to it in the Stage 1 Road Safety Audit (RSA). As such, the designer has said that it will be considered as part of the Stage 2 RSA. This has been raised with the WSCC Lead Safety Auditor and the approach accepted. Its design, visibility splays and geometry of the access have now been provided and it is*

*demonstrated that access by a choice of transport modes is achievable to the site. Any final design and associated safety requirements should be documented by the designer and agreed with the scheme project manager and then incorporated in the constructed scheme as necessary.*

4. 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? *The construction compounds are shown within Appendix 3.5 of the revised Environmental Statement. Two are located south of Barnham Road in close proximity to the proposed roundabout with another smaller one shown located to the SW side of the proposed roundabout on Fontwell Avenue. An area for spoil is also shown off the new road alignment but the majority of the plant and materials will be sored south of the Barnham Road. It is confirmed that the outline Construction Environmental Management Plan (CEMP) will be updated as the build progresses. With regard to traffic, the CEMP proposes to minimise traffic impact in Barnham village, instead directing vehicles to and from the site via Barnham Road from the west. If planning permisison is granted for the road, a condition to secure a final CEMP should be atatched to any consent granted.*
5. Speed limit – Please provide information to demonstrate how the road would be suitable for the proposed 30mph speed limit. *This matter was considered by the A29 Project Board at the early conception stages of the proposal with the instruction that the road be designed to provide a 30mph speed limit. As a consequence, various design features have been applied to the road design such as revised alignment, traffic islands, road markings and street lighting.*

#### **Other considerations.**

1. Personal Injury Accident (PIA) Analysis – *Personal Injury Accident information for the study area has been obtained for a 5-year period between January 2013 to December 2017. Damage-only incidents have not been included as they are not consistently reported to the Police.*

*In the study area which covers the proposed FULL alignment of the new A29, part of the A27 and junctions with the A259 north of Bognor Regis, a total of 138 PIAs were recorded during the 5-year period, four were fatal, 22 were serious and 112 were slight.*

*Analysis of the collisions during the study period highlights that there have been numerous collisions on the main study links surrounding the proposed scheme. The A29 Westergate Road/B2233 Nyton Road junction noted the most vulnerable users being impacted by collisions.*

*Full details of the analysis can be found in the TA.*

2. Walking and Cycling Assessment – *West Sussex County Council Public Rights of Way (PRoW) map is displayed below to show the PRoWs within 5km of the proposed scheme:*

The following Public Footpath would be crossed by the proposed scheme:

- FP 318 (north to south from Eastergate Lane to the B2233 Barnham Road)

Other PRoW are to found close-by with several within the BEW Strategic Development area found south of the Barnham Road. And as documented above, a 3.0m-wide shared foot and cycle path runs along the south-side of the proposed new road between Barnham Road to the southern and Fontwell Avenue to the north.

3. **Public Transport Considerations – (buses)** - The north-south public transport movements are presently served by the A29 Westergate Street/ Lidsey Road. The nearest northbound and southbound bus stops to the Proposed Scheme are located on the A29 Westergate street, noted in Table 3-3. At three of the stops, namely opposite Belle Meade Close, adjacent Barnet Close and School (Opposite Esso service station the facilities provided include a shelter, seating and a provisional timetable. The remaining bus stops do not have seating or shelters but do provide a timetable.

The BEW area is served by bus operators Compass Travel and Stagecoach buses, these routes are illustrated in Figure 3-2. Compass travel operates a circular 66A/C route from Bognor Regis to Yapton, with six services daily.

The 85-bus route also serves the A29 Fontwell Avenue, connecting the BEW villages with Arundel and Chichester. The frequency of these services are collated in Table 3-3 below, with a total of six services daily.

(Rail) - The closest railway station to the Proposed Scheme is Barnham Railway Station, that forms part of the commuting route linking other surrounding towns and villages. Access to Barnham railway is obtained using the B2233, connecting the B2132 and the villages to the east and the A29 with villages to the west.

Facilities at Barnham Railway station include the provision of uncovered bike storage (62 spaces) monitored by CCTV, carpark (190 spaces) and refreshment facilities. There is also a taxi rank and bus stops with connections towards Arundel, Chichester, Bognor Regis and Yapton.

All services to the station are operated by Southern Rail (London to Portsmouth) and GWR (Brighton to Southampton). The regular pattern is four trains an hour between Bognor Regis and London Victoria, with services taking approximately 95 minutes. During the weekday there is are two peak- only services from Barnham to London Bridge departing at 07:07 and 07:17 with the return services from London Bridge at 17:02 (2 trains) and 18:03 (2 trains). Otherwise, during off-peak hours and at weekends a change of train is required, usually at Three Bridges.

There are regular services travelling from Barnham west towards Portsmouth/

*Southampton, east towards Brighton and south terminating at Bognor Regis.*

*For the new road, on-carriageway waiting is shown provided to the east of the 'central' roundabout.*

### **Conclusion.**

After consideration of all the information provided relating to highways matters, the Highway Authority considers that the proposed scheme is consistent with design, safety and road capacity considerations and as such, aligns with local, regional and national objectives to support sustainable development and economic growth through improved transport provision. The scheme would provide part of a new Primary Route which would overcome issues relating to the alignment of parts of the existing route network and local road junctions, such as the War Memorial Roundabout and when completed in its entirety, would also reduce the effects of a significant constraint at the Woodgate Level Crossing.

As such, the Highway Authority raises no objection to this proposal.

### **Recommendations.**

Should the determining Planning Authority (DPA) decide to approve the scheme, it is recommended that the following highway-related condition be attached to any consent given:

#### **1. Construction Environmental Management Plan (CEMP)**

No development shall take place, including any works of demolition, until a Construction Environmental Management Plan (CEMP) 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 on-site facilities, offices etc.,
- 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, temporary traffic management, commitment to repair any parts of the highway deemed damaged by contractors vehicles as a consequence of the construction process and street-cleaning facilities),
- details of public engagement both prior to and during construction works.

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

## **Informatives:**

### *Temporary Works Required During Construction.*

The applicant is advised of the requirement to enter into early discussions with and obtain the necessary licenses from the Highway Authority to cover any temporary construction related works that will obstruct or affect the normal operation of the public highway prior to any works commencing. These temporary works may include, the placing of skips or other materials within the highway, the temporary closure of on-street parking bays, the imposition of temporary parking restrictions requiring a Temporary Traffic Regulation Order, the erection of hoarding or scaffolding within the limits of the highway, the provision of cranes over-sailing the highway.

### *Road Safety Audits.*

The design has been the subject of a Safety Audit to identify any highway safety risks, with recommendations considered and integrated into the scheme where necessary. If approved, any final detailed design would be subject to further Safety Auditing – both prior and after construction - to ensure it is fit for purpose.

### *Temporary Developer Signage.*

The applicant is advised that the erection of temporary directional signage should be agreed with the Local Traffic Engineer prior to any signage being installed. The applicant should be aware that a charge will be applied for this service.

### *Traffic Regulation Order.*

The applicant is advised to contact the WSCC Traffic Regulation Order team (01243 642105) to obtain the necessary paperwork and commence the process associated with TROs forming part of the scheme. The applicant would be responsible for meeting all costs associated with this process. The applicant should note that the outcome of this process cannot be guaranteed.

Thank you.

**Tim Townsend**  
**West Sussex County Council – Planning Services**