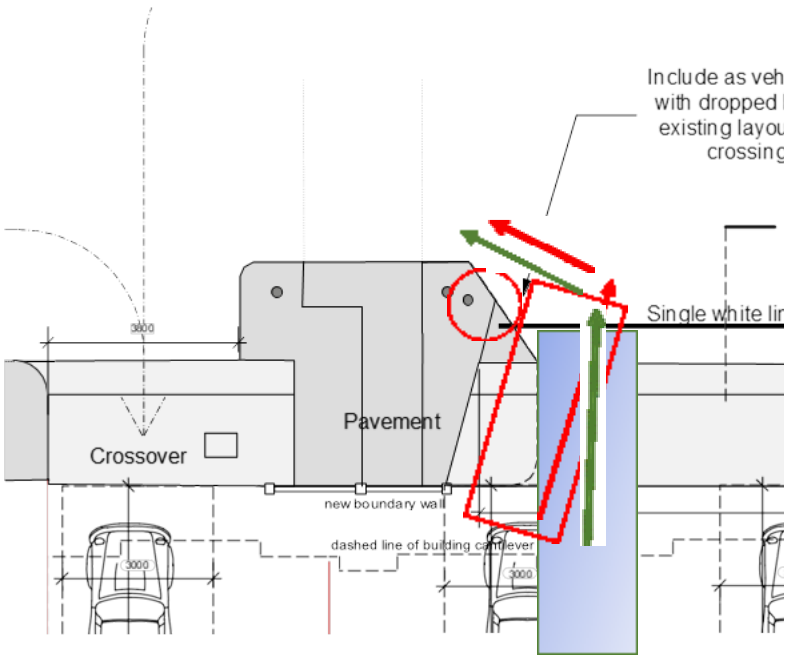
From: Emma Avis <Emma.Avis@westsussex.gov.uk> on behalf of Emma Avis
Sent: 10 May 2021 17:06
To: marie.o'keeffe@adur-worthing.gov.uk
Cc: Daniel Harding
Subject: AWDM/1541/20 - 106 Brighton Road, Lancing - Highways Response - Follow up to further information

Afternoon Marie,

The LHA have reviewed the additional information provided and would provide the following comments.

Access for Plot 2

Drawing no: L-2oo D shows the dropped kerb/cross over being extended to the west towards the signalised pedestrian crossing point, to provide access. This introduces a new access at an angle to the highway, with vehicles entering and leaving plot 2 having to manoeuvre round the pedestrian crossing infrastructure, instead of accessing the highway straight on as is the case with the existing access between 104-106 Brighton Road. It will make exiting to the west more difficult when leaving in forward gear. For ease we have highlighted the existing (green) and proposed (red) access strategy on the drawing below. Basically the proposed layout will make entry and exit more difficult as entry/exit will be at an angle and not straight on to the carriageway as is the existing setup. It has potential to introduce more risk to and from this plot and potential for damage to the pedestrian crossing infrastructure. Having spoken with the signals team at WSCC and our Road Safety team WSCC's preference would be for no alterations to be made to this end of the crossing point and for the access as existing to remain at the same distance away from the crossing and its infrastructure.



Tracking Diagrams

In terms of reversing movements the tracking diagrams supplied are noted, but do not show all situations. The strategy of diverting drivers to the caravan site access to perform manoeuvrers to turn as detailed in appendix E is not ideal and we don't wish to be seen to encourage this or U turning on a busy A road. Or a vehicle reversing out of plot 1 and facing the opposite direction of moving traffic.

Access for plot 1

A new crossover is proposed directly adjacent to the pedestrian crossing point to the west. Currently the dropped kerb for the neighbouring property (102) starts around 3.8m from the crossing, allowing more manoeuvring space away from the crossing for access. The introduction of the access for plot 1 is not ideal, but allows a vehicle to pull in when traveling east on the opposite side of the carriageway or to reverse in when traveling west. Again dependant on how future residents wish to access and from which direction this adds new manoeuvres directly adjacent to the crossing that are not currently happening in this exact location.

Signalised Crossing

Having discussed the proposal with the Signals Team at WSCC there is no count data for the use of this crossing like our more recently installed crossings. But clarification was given on the justification for this being installed, which was mainly to do with the caravan site. At the time the data collected and road speeds recorded concluded this was needed. The signals team would not wish to see this removed. It was also placed at the most suitable location for design purposes to coincide with the existing access points onto Brighton Road at the time. The comments about it's use are noted, but there is no count data to suggest its not used or used rarely. The LHA are considering it from the perspective of the current accesses on either side and now those proposed directly adjacent on either side, how these interact with it.

RSA

At planning stage we generally only see stage 1 RSA's, with stage 2 following during s278 agreement works, then implementation build stage and any related follow up checks once constructed.

The LHA would need an editable version of the RSA Response Report emailed across. WSCC are the Over Seeing Organisation, so this document and the Over Seeing Organisation sections need to be filled out and signed off by WSCC under the new GG119 procedures.

Conclusion

It's difficult as the proposals for plots 1 & 2 are not ideal when compared to the current setup. However; that said the speed limit is 30mph and Brighton Road is wide in this location. The accesses will be serving one dwelling each and the associated low level of daily vehicle movements, the likelihood of conflict is unknown, but given the design and location there is potential for more conflict or confusion over vehicle movements with the proposed design. On the basis of the current setup and what they are planned to serve, as well as there being no recorded accidents in this location related to access movements, the LHA are not in a position to resists the proposal in line with the NPPF under paragraph 109, but we do need to highlight the issues as we have above, in particular with regards to access for plot 2 and the proposed highway alterations.

Kind Regards,
Emma

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