

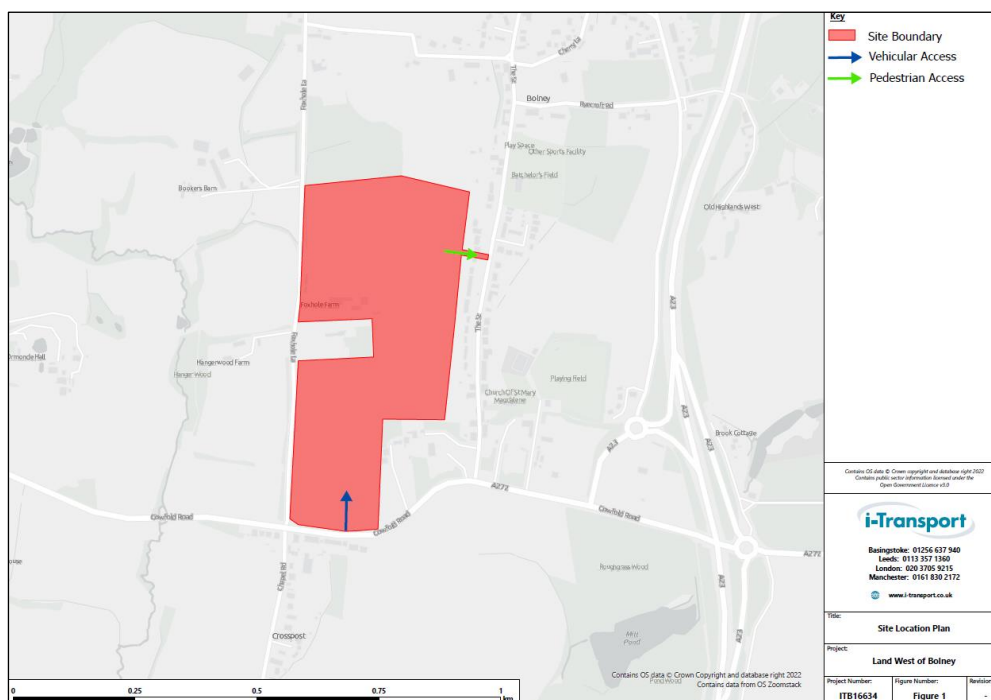
# Foxhole Lane, Bolney: Further Transport Information

Project No: ITB16634-005  
 Project Title: Foxhole Lane, Bolney  
 Title: Further Transport Information  
 Ref: JCB/DS/ML/ITB16634-005  
 Date: 15 November 2022

## SECTION 1 Introduction

- 1.1 This Technical Note provides a 'transport update' for Site DPH18, Land at Foxhole Farm, Bolney. The vehicular access arrangements into the site have evolved to take account of recent discussions with West Sussex County Council (WSSC) as the highway authority.
- 1.2 The proposals include a single point of vehicular traffic from A272 Cowfold Lane in the form of a priority T-junction with a ghost island right turn lane. A potential pedestrian access could also be delivered onto the street.
- 1.3 This note provides technical detail for the access arrangements which are now agreed in principle with WSSC. The site and access locations are shown in **Image 1.1**.

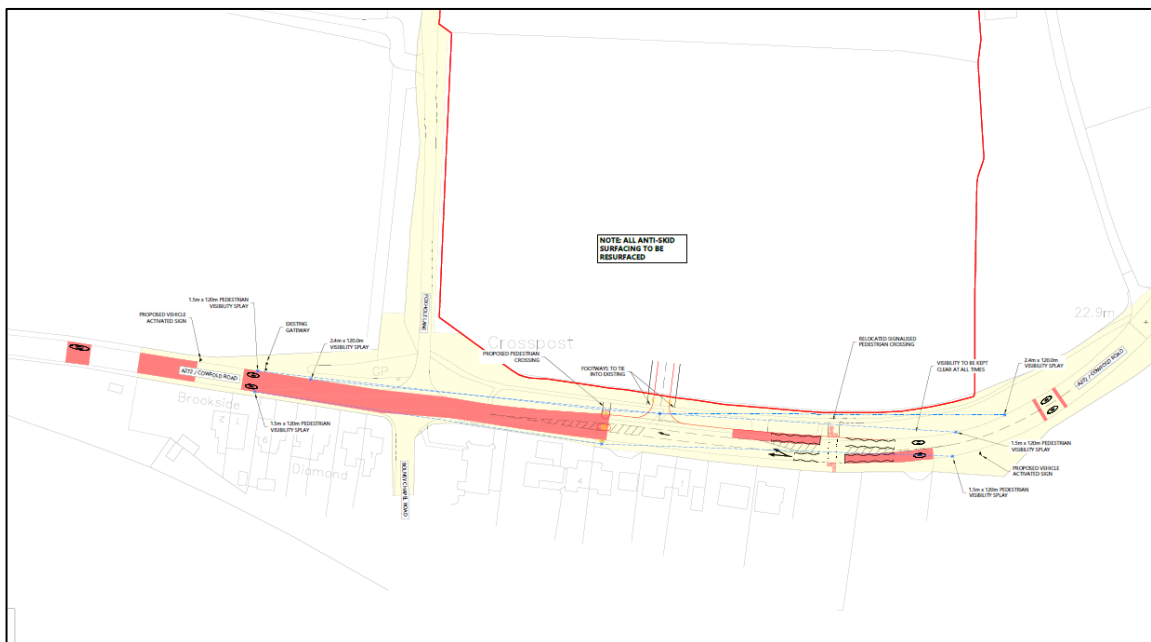
**Figure 1: Site Location**



## SECTION 2      Access Arrangements

- 2.1      A Transport Assessment Scoping Note was issued to West Sussex County Council (WSSC) in April 2021 setting out the proposed scope for a future Transport Assessment (TA) including details on access, accessibility by sustainable modes, trip generation and traffic impact.
- 2.2      A meeting was then held with WSSC to discuss the scope of the Transport Assessment and access arrangements from A272 Cowfold.
- 2.3      Following this meeting and subsequent discussions with WSSC it was agreed that the principle of the access design shown on ITB16634-GA-005B could serve up to 250 dwellings subject to a few minor amendments and a Stage 1 Road Safety Audit. The geometric parameters of the design are as follows:
- Carriageway width of 5.5m with 6m corner radii;
  - 2m wide footways on both sides;
  - 2.4m x 120m visibility splays can be achieved in accordance with DMRB;
  - Mainline widening to facilitate the introduction of a ghost island right turn lane;
  - The existing pedestrian crossing has been relocated by to the west to facilitate the introduction of the ghost-island right turn lane;
  - Coloured anti-skid markings introduced to the west of the access and on the approaches to the pedestrian crossing as shown on the image below; and
  - An uncontrolled pedestrian crossing with a refuge island is proposed immediately to the west of the site access.
- 2.4      In addition to the residential use, policy DPH18 requires that the site provides for a community facility and that opportunities to enhance education provision in the village that meets local need. To ensure that these policy requirements can be fulfilled as the development progresses, capacity testing has been undertaken to ensure that the access arrangements provide sufficient residual capacity to accommodate any traffic demands that may be attributed to these policy requirements.

Image 2.1: Proposed Access Arrangements



### WSCC's View

2.4.1 The access proposals have been reviewed by WSCC Highways who consulted WSCC Signals team regarding the relocation of the signal crossing. In its response dated 5<sup>th</sup> March 2022, WSCC confirmed that:

***"There were no fundamental issues with the design or the relocation of the crossing."***

2.4.2 A number of minor tweaks and points of clarification, as set out below. It has been agreed that these minor amendments will be incorporated into a revised iteration of the drawing which will subsequently be issued for a Stage 1: Road Safety Audit.

### WSCC Highways

- ***'Introduction of a new pedestrian crossing (uncontrolled) with a refuge island at the western end of the RTL design. I'm not sure on the exact width of the refuge island, but it looks a little narrow for the context of the road. Desired minimum would be 2.0m, absolute min 1.5m. It also looks very close to the petrol station entrance (eastern side), this is likely to come up in the RSA. It provides a 'in theory' safer crossing with the island than the existing crossing next to Foxhole Lane, but I think it will come up in the RSA given its location.***
- ***The drop kerbs and tactiles for the crossing next to Foxhole Lane have been removed from this design. I'm assuming due to the introduction of the crossing with the island provided. Perhaps it should be annotated that the existing crossings from the northern side of the A272 will be removed to discourage crossing in locations where there is no provision/ old provision. We are limited here due to constraints and being able to provide crossings on what I'd say were more desirable walking routes, although further low level planting on the northern side of the A272 to discourage crossing where there is no/ old provision may help this and guide users to use the new/re-located provisions. I've circled in red the old routes below.'***

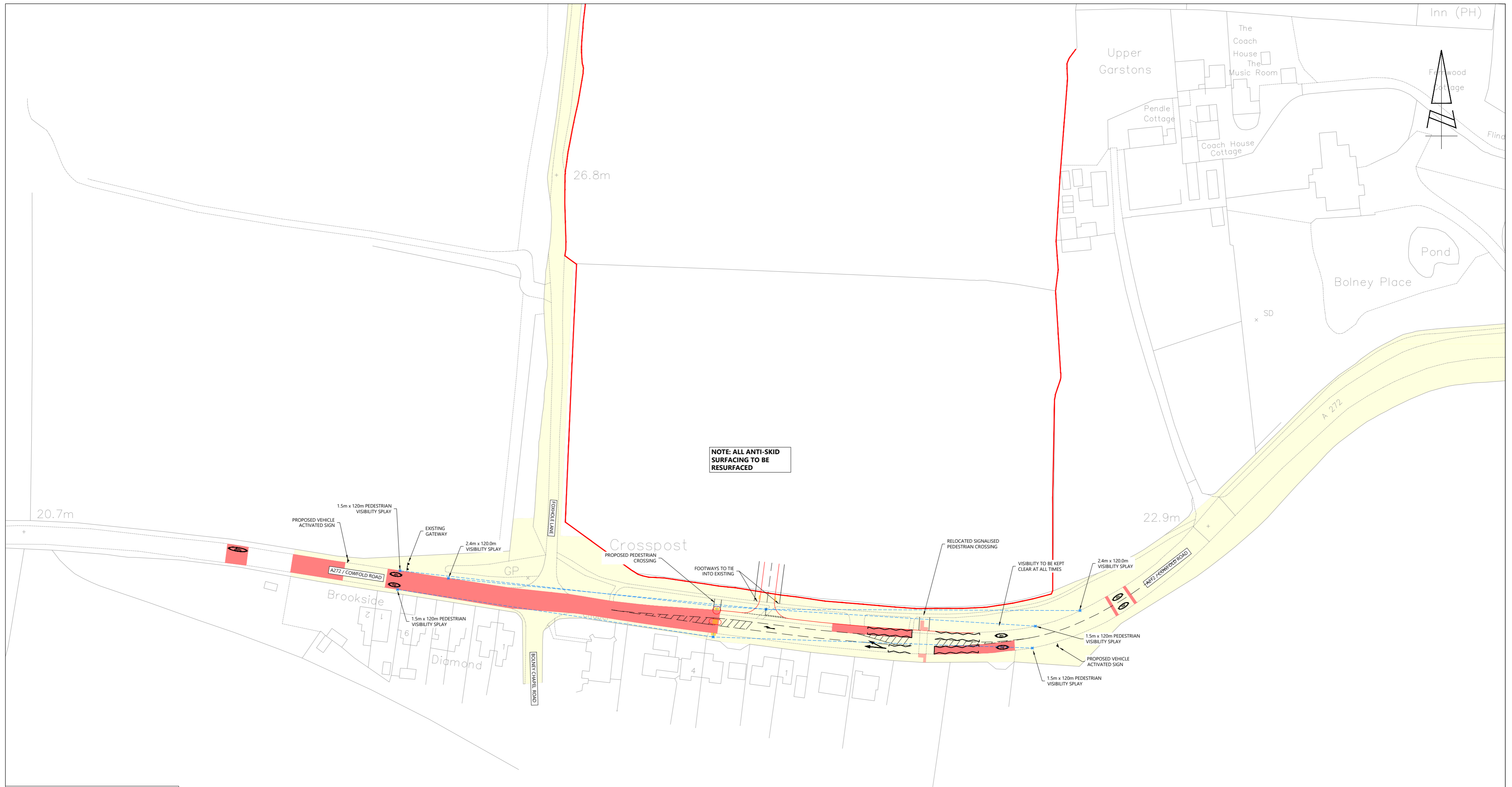
### WSCC Signals

- *'This looks like a more positive solution; my first concern is the westbound visibility given the speed of the road. The current guidance (TSM Chapter 6) provides visibility minimums up to an 85th percentile of 40mph, yet when the speed survey was carried out prior to the crossing being installed (the survey was undertaken in 2011), westbound speeds were just above 45mph. Consulting LTN 2/95 identifies an absolute minimum visibility of 95m, with a desirable of 125m for this speed. Would you be able to request these are added and any vegetation removal that's identified annotated? I've had a look on Street View, which suggests the absolute minimum could be achieved, however having this accurately marked will help in assessing if this is feasible.*
- *Secondly, it appears as if the crossing will be very close to the entrance to "Moorings" yet isn't indicated on the drawing. Having the poles located too close to a driveway, may increase the risk of the resident hitting them and reduce their visibility when trying to exit, on what is a high-speed road.*
- *On another positive, it does appear that the southern footway will be wide enough; again some very crude measurements within Google suggests it's around 3m wide at the proposed location. If this could be annotated it would be helpful and will make the detailed design stage much easier.'*

## SECTION 3 Summary

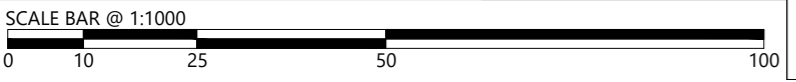
- 3.1 It is proposed to serve the development of Foxhole Lane, Bolney via a single priority-controlled T-junction with a ghost-island right turn lane. The site is allocated for 200 new homes in the emerging Local Plan review.
- 3.2 Extensive discussions in the form of meetings, telephone conversations and exchanged emails have taken place between i-Transport and WSCC Highways to discuss the most appropriate design to serve up to 250 dwellings from this location.
- 3.3 In summary, it is agreed that a priority T-junction with a ghost-island is a suitable means of access into the site, the arrangements shown on ITB16634-GA-005B have been reviewed by both WSCC Highways and WSCC Traffic Signals Team and, subject to minor modifications and a Stage 1 RSA, are accepted.

## **DRAWINGS**



NOTE: ALL ANTI-SKID SURFACING TO BE RESURFACED

**KEY:**  
— SITE BOUNDARY  
 HIGHWAY BOUNDARY



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REV	DATE	BY	DESCRIPTION	CHK	APP
B	28.02.22	JB	UPDATED HIGHWAY BOUNDARY	ML	JCB
A	17.02.22	JB	RELOCATED SIGNAL CROSSING	ML	JCB

STATUS: **FOR INFORMATION**

TITLE:	<b>INITIAL SITE ACCESS ARRANGEMENT</b>	
PROJECT:	LAND WEST OF BOLNEY	WATES DEVELOPMENTS
CLIENT:		

DRAWN:	JB	CHECKED:	ML	APPROVED:	JCB
PROJECT No:	ITB16634	SCALE @ A2:	1:1000	DATE:	07.02.22
DRAWING No:	ITB16634-GA-005			REV:	B

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