Comments on the Proposed Access to serve the Development at Foxhole Farm

John Bailey

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The following observations are based on the information and the proposed design drawing detailed in the document below :

Submitted on behalf of the Developers by
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Foxhole Lane, Bolney: Further Transport Information
Project No:ITB16634-005
Project Title: Foxhole Lane, Bolney
Ref: JCB/DS/ML/ITB16634-005
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I appreciate that the proposed design has been submitted for feasibility and planning purposes . Therefore my observations will relate to the feasibility of the design

item 1 the documented speed of the road in 2011 .

All items below in bold and italics relate to the response from West Sussex CC to the proposed design

WSCC Signals

*"**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."***

Up to date percentile speed readings for both West and East bound carriageways would be helpful in ascertaining whether the average speed has increased which will have an effect on the provision of minimum visibility levels. As the documented readings show, only the absolute minimum can be achieved with additional work.

Item 2 The proposed Junction Design/Layout

"Mainline widening to facilitate the introduction of a ghost island right turn lane;"

Has any modelling been carried out with up to date traffic flows, to validate that the proposed design will not cause significant additional congestion ?

The right turn lane is not of sufficient length to stack a sufficient number of PCU's (passenger car units) before the west bound lane of the A272 becomes blocked .

Additionally if this design was implemented and the development was to proceed , how many HGV deliveries to site would this right turn lane hold ?

Is there classification information available relating to the current number of HGV's using the road ?

Item 3 Street Lighting

When the existing signal controlled pedestrian crossing scheme was designed and passed road safety audit, it was deemed necessary to provide Street Lighting to increase visibility and the safety of all road users . There is nothing mentioned in the design or notes to state if this is being retained or preferably extended westbound to aid night time visibility .

Item 4 Road Safety

Road Traffic Collisions

Is there up to date data on the number, severity and location of RTC's on this stretch of the A272 ? I have personal experience of a considerable number of non injury RTC's occurring at this location, as my company recently occupied an industrial unit directly behind the garage . A client of ours from TFL was struck as he left the garage forecourt turning right onto the A272. There was a minimum of one rear end collision a month with eastbound vehicles turning right into the petrol station being struck from behind .

Am I correct that the only RTC's held on record are those concerning fatalities or life changing injuries ?

The crosspost intersection has a considerable amount of traffic turning movements in a short carriageway length, entry and exit to Foxhole Lane, Bolney Chapel Road , The Petrol Station and the HGV delivery and client access to the Industrial Estate behind . So the proposal to add another uncontrolled traffic movement within this heavily trafficked area is a cause for concern .

I note that the existing signal controlled pedestrian crossing is to be removed and replaced with ***"an uncontrolled pedestrian crossing with a refuge island is proposed immediately to the west of the site access."***

I would presume that before this crossing and its associated implementation costs was introduced, it was determined that there was a valid need for it ? So why is it now necessary to remove it (other than to facilitate the introduction of the new access)

This is hardly a positive move for increasing road safety. Never mind the complete waste of taxpayers money .

"The drop kerbs and tactiles for the crossing next to Foxhole Lane have been removed from this design."

Why ? They are installed at the existing crossing to aid the blind and partially sighted so what criteria has been used to determine that they are no longer required.

Item 5 The adjacent strategic road network junctions

The proposed design can't be judged as a standalone traffic scheme without analysing the effect of its implementation on the existing road network.

Nowhere in their initial submission do we see any reference to the adjacent A23 / A272 interchange, and the potential impact of this proposed scheme on their operation and capacity . There exists an extensive Mid Sussex Transport Study dated 06/10/2022 "District Plan Review Scenario 4 Report". In brief, this models the potential impact of the various planned developments schemes and their potential impact on the surrounding road network.

In summary they model the effect of development activity (Northern Arc Burgess Hill etc and numerous other planned sites) in 4 differing scenarios.,

In every one of the 4 Scenarios REF C10 A23 / A272 Junction the impact is highlighted as severe

"A 'severe' impact is defined as a junction with any approach arm experiencing both of the following:

A junction with an increase in ratio of flow to capacity (RFC) of 3% or more to an

RFC of 95% or more in any peak, in any Scenario; and an increase in average delay of 30 seconds or more to an average delay of two minutes or more in any peak hour, in any Scenario. "

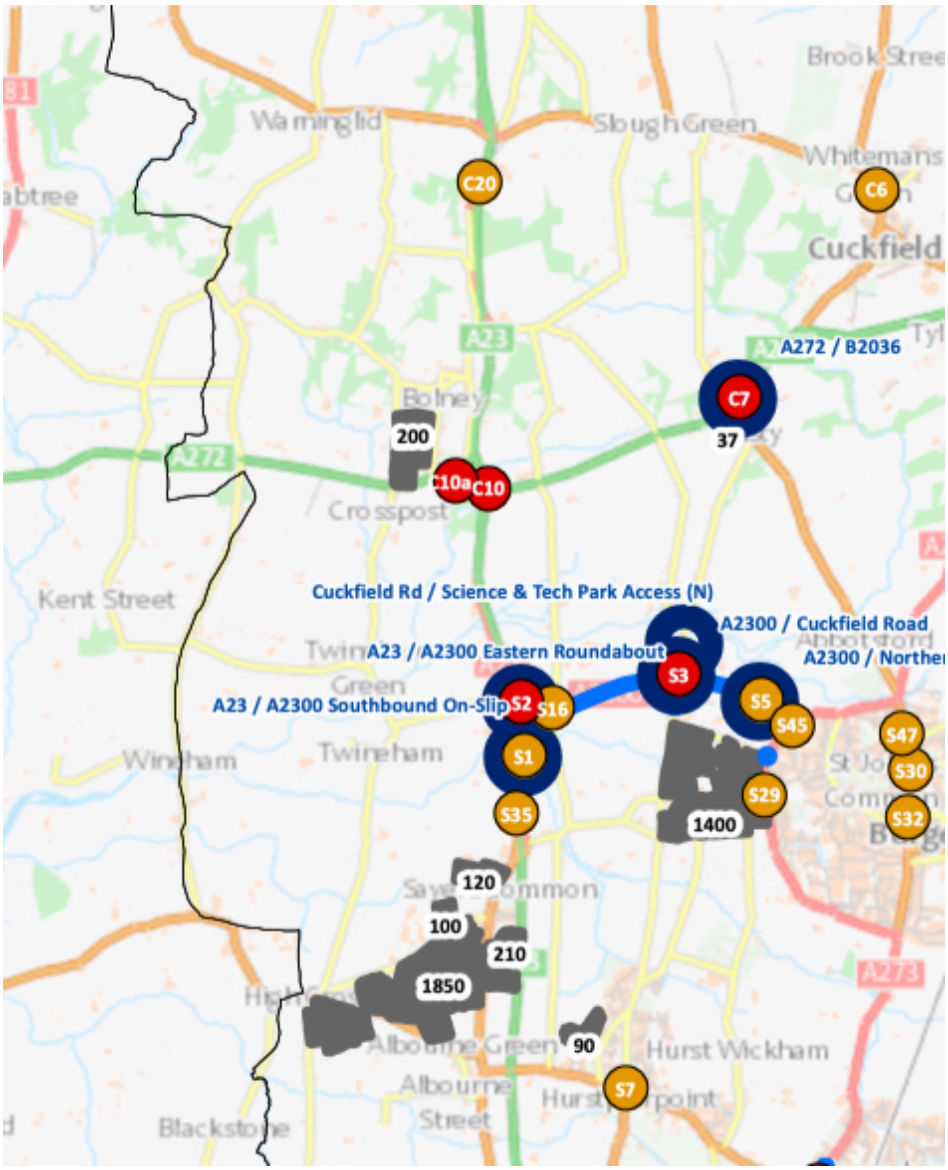
In layman's terms this means a road has a design capacity of a certain number of vehicles per hour. When the flow reaches 100% of the design capacity, significant congestion occurs

The projected flows detailed in the report state that the RFC exceeds the 100% mark on several approaches during AM and PM periods. Again in terms we can all understand , RFC above 100% is traffic saturation .

This could cause potential congestion on the northbound off slip of the A23 as traffic is stacking unable to gain access to the A272. A worse case safety scenario is queuing traffic on Lane 1 of the Northbound A23 , with the potential for rear end collisions .

In **Scenario 4** there are 'severe' impacts at **14** junctions and 'significant' impacts at **38** junctions. The junctions with 'severe' impacts are:

N1	Copthorne	A264 / A2220 Copthorne
N7	Crawley Down	B2028 Turners Hill Road / Wallage Lane
N8	Turners Hill	B2110 / B2028 Turners Hill
N16	Crawley	B2036 Balcombe Rd / B2037 Antlands Ln (CRAWLEY)
C7	Ansty	A272 / B2036
C10	Bolney	A23 / A272 Bolney Road
C10a	Bolney	London Road / A272 Cowfold Road
C12	Haywards Heath	A273 / Isaac's Lane / Traustein Way
S2	Burgess Hill	A23 / A2300 Eastern Roundabout (planned scheme)
S3	Burgess Hill	A2300 / Cuckfield Road (planned scheme)
S6	Burgess Hill	Junction Road / B2113, Burgess Hill
S8	Hassocks	A273 / B2116 Hassocks (Stonepound)
S21	Burgess Hill	B2112 / Green Road (LEWES DISTRICT)
S22	Burgess Hill	Valebridge Road / Junction Road / Leylands Road



Item 6 The local Road Network

Another significant effect of the projected congestion is the effect on the local road network in and around Bolney. This occurs during peak periods where southbound A23 traffic exits at the Broxmead Lane off slip in an effort to avoid standing traffic at the A272 / A23 Junction, with traffic taking a detour through the village in an attempt to join the westbound A272 at the southern end of Bolney Street, on arrival there finding that the volume of traffic on the A272 impedes their availability to turn right.

These are narrow lanes and were never envisaged to carry any significant volume of 2 way traffic . This is a significant problem at the southern end of the Street because of the on street parking. The resultant effect of this turns this stretch of road into single carriage way

working , Vehicles attempting to progress northbound are faced with a static length of southbound traffic , carriageway blocked with resultant Gridlock.

Item 7 Factors to be considered in Mitigating Car use

An efficient , regular and inexpensive public transport system.

This does not currently exist .

The availability of local Infrastructure and amenities (supermarkets. Doctor's surgeries etc)

None currently exist in the immediate locality .

Item 8 The effect of recent developments in the locality

I am reliably Informed that at Churchfield View housing development

on London Road ,Bolney , a stipulation of the purchase, is that absolutely no vehicle parking is to be permitted on the roads within the confines of the development. There is very limited visitor parking provided and when asked about where should visitors park . The response was the London Road .

It has been observed that during the construction that contractors have been parking on the road. The resulting effect has reduced the available carriage way width for 2 opposing lanes of traffic and impaired visibility on the bend .

Conclusions

I believe that the submitted design will substantially increase congestion in the area. More work has to be done to ensure the Level of Road Safety is Implemented to an acceptable standard . It is very unusual that a development of this size has only a single vehicular access, which will considerably add to peak period congestion on the A272 and subsequent knock on effect on the A23 / A272 and The London Road .