

Technical Note

Hogs Croft London Rod (B2118) Albourne

AUGUST 2024



Reeves Transport Planning

PRODUCED for MR GRAHAM ELSEY

PRODUCED by REEVES TRANSPORT PLANNING LTD

TN/SGR/LRA/270724-V1

1. INTRODUCTION

- 1.1 Reeves Transport Planning is appointed to provide a Technical Note in support of a pre-application submission to assess the principle of a new access serving a large, detached dwelling, known as Hogs Croft, on to London Road (B2118) Albourne.
- 1.2 Our client is a prospective purchaser of the dwelling and wishes to seek the advice from West Sussex County Council, acting in their capacity as the Local Highway Authority, in respect of securing permission to open a new private crossover.
- 1.3 The site's location is indicated at Appendix 1.

2. EXISTING CONDITIONS

- 2.1 The dwelling currently shares an access to the north with four other dwellings and a plant nursery. This section of London Road (B2118) is subject to a 40mph speed limit. There are numerous large dwellings and commercial uses on the eastern side of London Road. On the western side there is a new retirement community that is currently under construction.
- 2.2 No formal traffic speed survey has been undertaken at this stage, due to the school summer holidays. Weekly use of London Road by the Author of this Note offers an indication of the likely traffic speeds. These have been supported by undertaking a spot speed survey using a pocket radar, details of which are attached at Appendix 2.
- 2.3 The day time traffic speeds are estimated as being 72.4km/h (45mph). The local gradient of London Road is circa 5.22%. Using these parameters and the standard Stopping Sight Distance formula noted in Manual for Streets 2 suggests that the visibility splay requirements should be 162 metres to the north and 121 metres to the south.

3. PROPOSED ACCESS

- 3.1 The new entrance will be provided in a suitable position to ensure that the visibility splays accord with the required standards, which if deemed necessary can be based on a formal traffic speed survey undertaken in a neutral month. The crossover will be constructed under licence to meet the prevailing design standards of the Local Highway Authority.

- 3.2 The plan attached at Appendix 3 indicates the boundary of the public highway and the maximum visibility splays that are achievable within the limit of the highway. These are circa 200 metres to the north and 180 metres to the south. It should be observed that these distances are achievable well within the boundary of the public highway as such they will have limited effect on the mature planting that forms the verge behind the footway.
- 3.3 These distances would suffice for vehicle speeds of circa 52mph southbound and 58mph northbound.
- 3.4 Examples of the visibility splay from the indicative location of the crossover, 2.4 metres set back and at the edge of London Road are shown below. These indicate the splays that would be achievable if the verge planting was trimmed back.

	
Photo 1: Current to south at road edge	Photo 3: Current to north at road edge
	
Photo 2: Current to south at 2.4m set back	Photo 4: Current to north at 2.4m set back

5. SUMMARY AND CONCLUSION

- 5.1 Reeves Transport Planning is appointed to provide a Technical Note to support a request for pre-application advice from West Sussex County Council, acting in their capacity as the Local Highway Authority.
- 5.2 Our client is considering purchasing a large, detached family dwelling known as Hogs Croft, which is located on the eastern side of London Road (B2118) Albourne. Our client would prefer a separate dedicated access point serving the dwelling rather than the current access configuration where it is shared with other dwellings.
- 5.3 While no formal traffic speed survey has been undertaken it would appear that, based on the Author's extensive experience of using London Road, the visibility splays at the proposed access would comfortably be achievable, ensuring its safe use.
- 5.4 In light of the above it would appear that the proposed new private access will not create an **unacceptable** impact on highway safety, or a **severe** impact on the free flow of traffic using London Road.

APPENDIX 1.

APPLICATION SITE LOCATION



APPENDIX 2

POCKET RADAR SPECIFICATION

POCKET RADAR™ SPECIFICATIONS:

K-Band Handheld Doppler Speed Radar

Operating Frequency: 24.125 GHz

Measures from: 7 MPH to 375 MPH (11 KPH to 600 KPH)

Accuracy: +/- 1 MPH (+/- 2 KPH)

Range: (Under good radar conditions, results may vary)

Baseball from 120 feet

Car from 1/2 mile

Size: Max Height 4.7 inches

Max Width 2.3 inches

Max Depth 0.8 inches

Max Volume < 7.9 cubic inches

Weight: < 3.7 ounces without batteries

4.5 ounces with Alkaline batteries

Battery Life: >10,000 readings on 2 "AAA" Alkaline Batteries

Operating Temperature Range: 20° to 140° F (-6° to 60° C)

Storage Temperature Range: -40° to 185° F (-40° to 85° C)

Polarization: Vertical

Instant-On: From completely off and in your pocket
to a speed measurement in < 1 second.

Patent Pending Low-Noise Zero IF Receiver Circuitry

High Stability Dielectric Resonator Oscillator

High Speed DSP Technology

Dual Microprocessors

High-Gain Microwave Planar Antenna Array

Memory Recall Function Ten Readings Deep

MPH or KPH Display Modes

Automatic Power Shutdown

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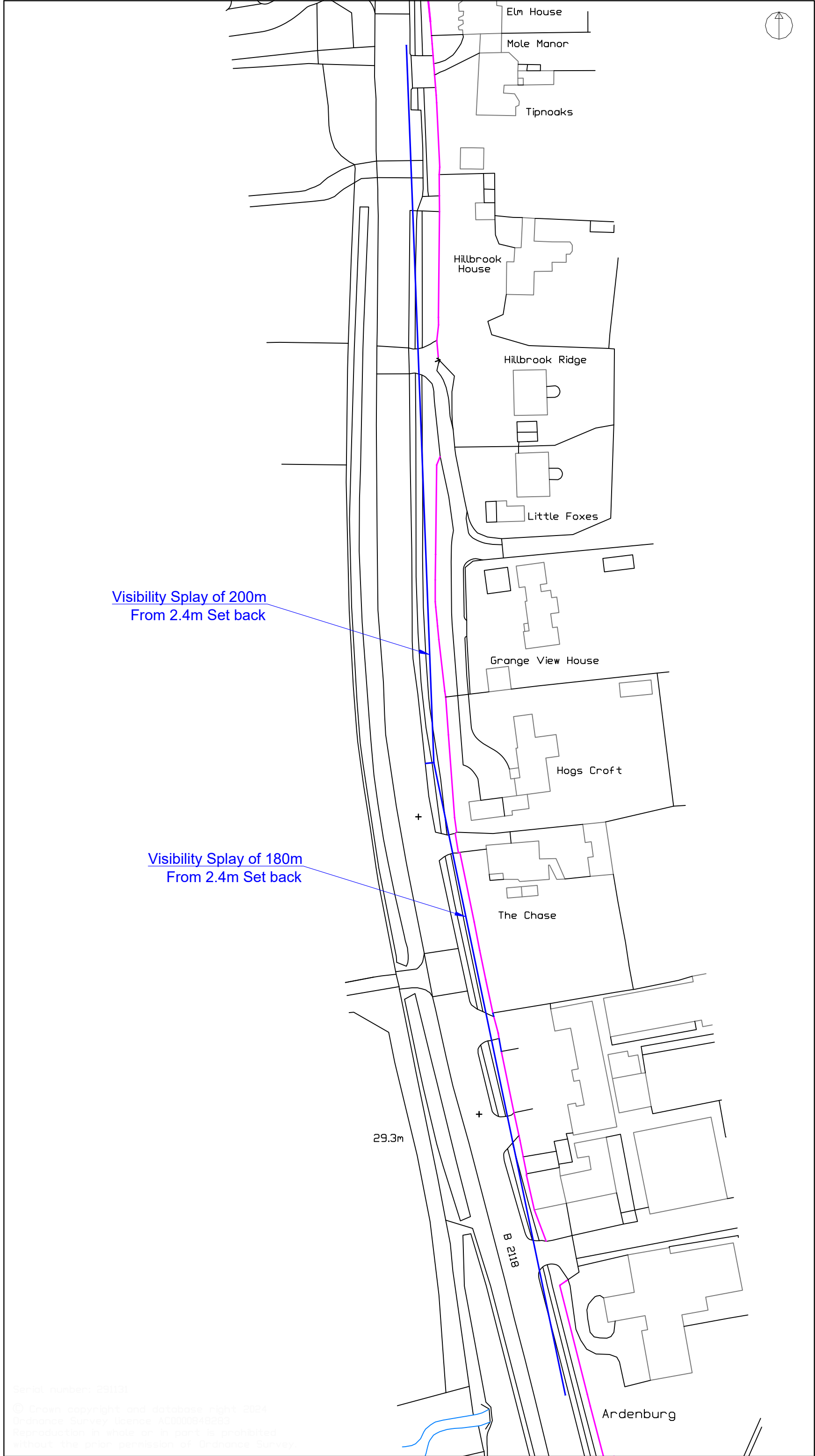


Actual Size Shown

APPENDIX 3

INDICATIVE VISIBILITY SPLAY PLAN

HCLR/SR/6001 Re A



KEY:

Visibility Splay

Highway Boundary

Rev	Date	Details Of Issue
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Project		
Hogs Croft London Road Albourne		
Title		
Visibility Splay and Proposed Access		
Drawn	Date:	Scale (at A3)
BTM1	29/07/2024	1:1000
Dwg no.	Revision No.	
HCLR/SR/6001	A	

