

ITB16357 Land South of A259, Angmering

Site Access Junction on A259 / Littlehampton Road, Angmering

Preliminary Design Check General;

1. All proposals based on topographical survey data prepared 2016 supplemented by 2016 Ordnance Survey data
2. Principal Documents referenced in this Design: DMRB CD123;109 & 127; Departures from Standards Procedures for Local Highway Authorities Oct 2011 (UK Roads Liaison Group)

Preliminary Design Check – A259 Littlehampton Road / Site Access Priority Junction Left-in / Left-out (Drawing No ITB16357-GA-004 Rev F)

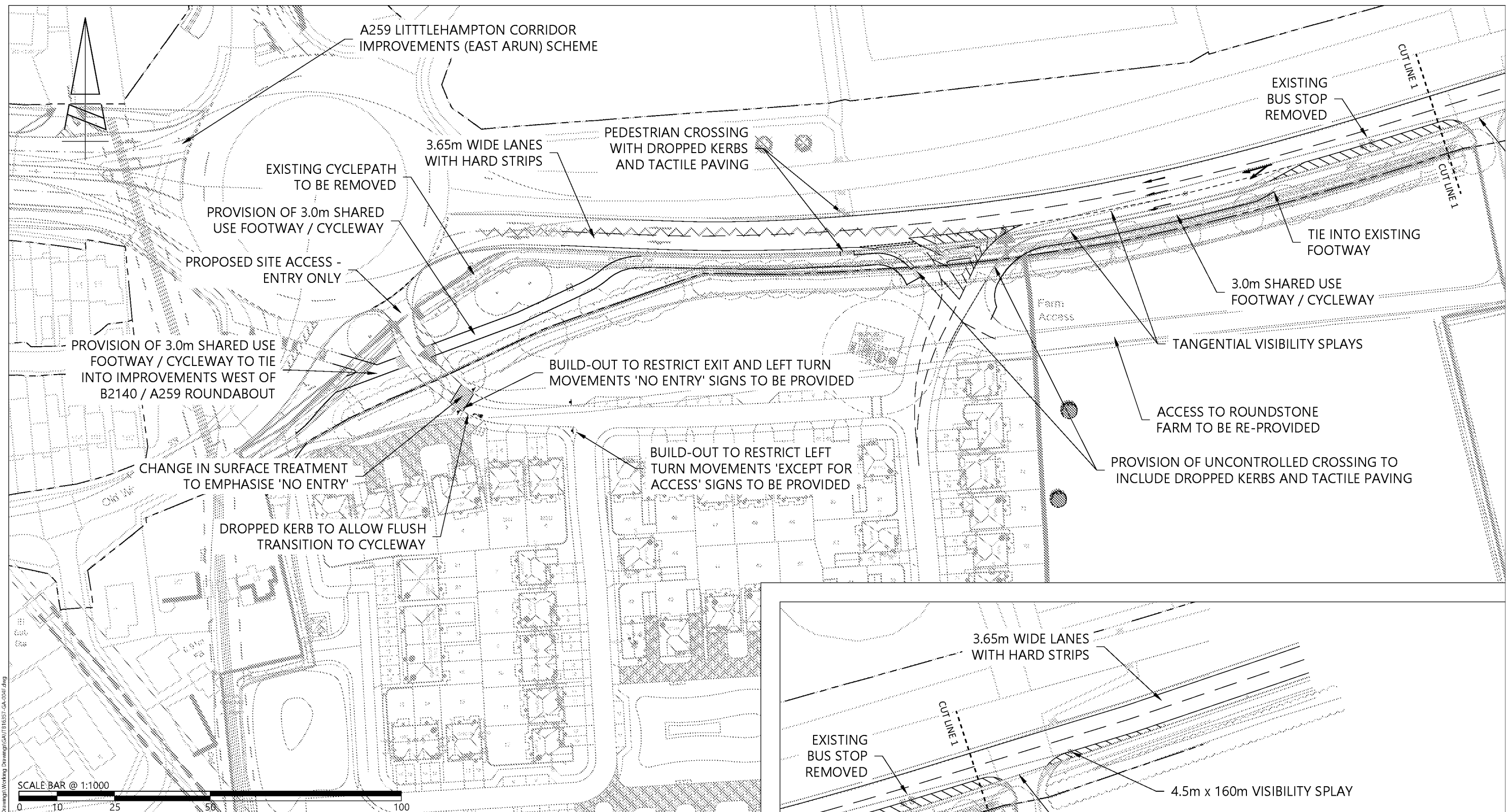
Outline of proposed scheme: A priority junction left-in / left out is proposed off the A259 Littlehampton Road in Angmering to provide access and egress to residential development of approximately 76 dwellings. New junction to be lit to Local Highway Authority standards as part of detailed design process. Non-motorised user (NMU) provision to be provided by means of 3.0m shared use footway / cycleway with central island restricting the right turn manoeuvre from the access. This is to tie into the existing cyclepath that runs along the site frontage, with provision of dropped kerb uncontrolled crossing to the north.

Existing Conditions: The A259 Littlehampton Road is a dual carriageway located to the north of the site routing east through Hangleton before merging with the A2032 Littlehampton Road at the Swallows Return Pub. The westbound carriageway measures approximately 7.3m in width with the eastbound carriageway measuring approximately 6.6m. The dual carriageway is subject to a 50mph speed limit.

Junction: Northern Access (Left-in Left-out)	Proposed	Comment	Action
Geometric Design Parameter			
Carriageway Width Site access	5.0m	Where a physical traffic island is provided on a minor road, the width of the minor road exit lane adjacent to the island at its furthest point from the major road. Provision compliant with CD 123 para 5.9	
Carriageway Width A259	9.3m	Provision compliant with para 6.16 CD123 – comprise 2 x 3.65m lanes + 2 x 1m hard strips.	
Corner Radii	Access - 18m Egress - 12m	Provision compliant with para 5.6.1 of CD123 for rural junctions	Widened to 20m to satisfy RSA requirements.

Traffic Islands	Central Island	Physical traffic island provided on minor arm to prohibit right turn or deter such movements. Provision compliant with CD123 para 5.14	
Deceleration length / Direct taper	80m total deceleration length 15m direct taper	80m deceleration length compliant with CD123 table 5.22 15m direct taper complaint with CD123 table 5.22	
Spacing of Junctions	120m	The proposed site access is 120m from the existing roundabout to the west. This is compliant with table 2.25 in CD123 showing that for 50mph design speed on a dual carriageway a spacing / stagger of 75m is acceptable.	
Horizontal Alignment	The proposed priority junction is sited on a straight section on the A259 with a gradient of 2%	In accordance with paragraph 2.1.2 CD123	
Vertical Alignment	Gradient on approach to site access and then on to existing roundabout is 2%	In accordance with table 5.1 in CD109 3.6 of where the preferred maximum is 4%	
Visibility			
Minor Arm	4.5m x 160m to the right	Visibility in accordance with the guidance set out in CD123 para 3.8 3) 4.5m set back for all other priority junctions. 160m shown in relation to the 50mph speed limit as set out in CD109 to the right enable vehicles emerging from the site access to see oncoming traffic on the A259 in sufficient time to permit them to make their manoeuvres safely. Unobstructed visibility is achievable from a 4.5m set back distance, which represents a reasonable maximum distance between the front of a vehicle and the driver's eye without	Bus stop present on A259 has been removed from design at request of WSCC.

		the vehicle protruding into the carriageway.	
Major arm	≥160m stopping sight distance	Drivers approaching the junction along the A259 approaches are able to see major road traffic turning left into the minor road from a distance corresponding to required Stopping Sight Distance (SSD) for the prevailing vehicle speeds in accordance with the visibility guidance provided in CD109, as well as allowing drivers to be aware of traffic entering from the minor road in time for them to be able to slow down and stop safely if necessary.	
Non-Motorised User Provision			
Pedestrian/Cycling Facilities	Dropped kerbs and tactile paving will be provided on the proposed site access central island to enable pedestrians travelling on the A259 to cross the minor arm safely.	A 3.0m wide shared footway / cycleway will be provided on both sides of the minor arm in accordance with LTN 1/20	
General Layout Design Parameter			
Swept Paths and general vehicle movements		Proposals designed to allow for the appropriate design vehicle, i.e. a large refuse vehicle.	



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