

Project Name:	Land at Northfields Cottages, Fontwell Avenue, Fontwell
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1.1 Reference Document: The Design Manual for Roads and Bridges (DMRB), CD 123 and CD 109

1.2 Associated reports:

- Transport Statement (reference: 020.0360/TS/3)
- Road Safety Audit Stage 1 and Designer's Response (reference: PBA/20/0360/006/1/MM)
- Travel Plan (reference 020.0360/TP/3).

1.3 Drawings:

- 020.0360.001 – Access Design
- 020.0360.003 – Access Tracking
- 020.0360.006 Rev B – Level Mere Lane/Fontwell Avenue Junction Visibility Splays
- 020.0360.002 – Pedestrian Visibility Splays
- 020.0360.012 – Fontwell Avenue Tracking

Section	Design Guide Reference	Summary	Provision	Commentary
CD 123 Section 2	2.3.2	Figure 2.3.1 illustrates approximate levels of provision for varying traffic flows.	A ghost island right turn lane has been provided at the proposed access.	Considering the anticipated increases on Fontwell Road, following the completion of the BEW allocation and A29 realignment, guidance indicates that a ghost island right turn lane would be the appropriate form of access.
	2.23	2.23 states that a right/left stagger distance of 50m should be provided for right/left staggers.	Given the location of the access between the two junctions (one north and one south), a 41m distance is provided between the site access and the existing junction between Fontwell Avenue/Wandley's Lane.	A departure from standard from has been completed, given that the distance between the junctions is c.9m under the standard.

CD 123 Section 5	Table 5.22	Table 5.22 confirms the minimum length of a nearside diverging taper based on the design speed (kph).	As indicated on drawing 020.0360.001 declaration length of 40m and a direct taper length of 15m has been provide in accordance with the design speed of 70 kph.	Accords with guidance.
CD 123 Section 6	Table 6.1.1	Table 6.1.1 indicates the taper length for ghost island right turn lanes based on the design speed (kph).	Due to the proximity of neighbouring junctions to the north and south of the site this cannot be provided without affecting the operation of the two neighbouring junctions. Given the constraints taper at the junction is 1:11.	A departure from standard form has been complete in this respect, given that the taper length is 1:11 rather than 1:20.
	6.4	The turning length shall be a minimum of 10 metres.	A 10m turning length has been provided as per drawing 020.0360.001.	Accords with guidance.
	6.6	For right turning lanes, the direct taper length and the minimum deceleration length shall be provided in accordance with Table 5.22.	As per above the deceleration lane and direct taper length have been provided in accordance with Table 5.22	Accords with guidance.
	6.8	At ghost island junctions on roads other than WS2+1 roads, the through lane widths in each direction shall be a minimum of 3.0 metres and a maximum of 3.65 metres wide, exclusive of hard strips.	The through lanes would measure 3.5m in width, maintaining the existing lane widths on Fontwell Avenue (see drawing 020.0360.001)	Accords with guidance.
	6.10	The width of the right turning lanes for new junctions, excluding WS2+1, shall be a minimum of 3.0 metres.	The right turn lane would have a width of 3m as per drawing 020.0360.001.	Accords with guidance.
CD 109 Section 3	3.4	3.4 states that objects such as tress and lamp columns less than 550mm in width/length would not provide a significant obstruction to visibility.	The diameter of trees T9, T10 and T11 is less than 1m and it is therefore not considered that retaining these trees would have a significant impact on highway safety.	Accords with guidance.