

Persimmon Homes Thames Valley

North Littlehampton, Fitzalan Link S278 Works

Stage 1 RSA – Road Safety Audit Addendum Response Report



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1.1 This report results from receipt of a Stage 1 RSA Addendum Report, undertaken dated August 2017.

1.2 The Designer's Response to the 'Problems' highlighted are indicated in the table below:

Item	Problem	Recommendation	Designer's Response
2.2	Location: General Summary: Proposed Signage It will be important that the new highway network is clearly signed throughout	I. Provide map-type signing on each approach to the new roundabout junction. II. Ensure adequate forward visibility to signs, and ensure adequate clearance between sign face and carriageway. III. Where appropriate ensure adequate clearance for pedestrians and cyclists beneath sign face.	Accepted. General arrangement drawing has been updated to show indicative signing positions, exact sign destinations, locations and sizes will be agreed with WSCC at detailed design.
2.3	Location: Proposed Roundabout Junction Summary: Junction 'see through' Details of chevron signing on the roundabout central island have not been submitted at this stage. It will be important that a "see through" effect is not created which could result in drivers overshooting the circulatory carriageway and central island.	Ensure "see through" is prevented by suitable provision and location of chevron signs and / or other features.	Accepted. The general arrangement drawing indicates chevron and proceed left signage on each approach to the roundabout as recommended. In addition it is proposed to suitably soft landscape the central island where visibility permits.

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2.4	Location: Southbound approach to proposed roundabout Summary: Approach speeds – Pedestrian & vehicle collisions Details of anti-skid surfacing treatment have not been provided, providing anti-skid surface treatment would help prevent loss of control, side on or rear end collisions or collisions with pedestrians / cyclists using the toucan crossing who may enter the carriageway in front of a moving vehicle. For southbound drivers, the roundabout junction is located at the end of a straight section of road that is subject to a 40-mph speed limit. Whilst the change in speed restriction is located some distance from the roundabout, there is concern that drivers will not identify the junction early enough and approach too fast to permit controlled braking, resulting in the risk of junction overshoots or tail-end collisions.	Provide anti-skid surface treatment in accordance with design standards on the southbound approach to the roundabout and both approaches to the toucan crossing.	Accepted. Appropriate surfacing to a suitable PSV will be agreed and provided as recommended.
2.5	Location: Fitzalan Link Road (please refer to reference point 2.5 in Appendix B) Summary: Incorrect roundels provided on traffic island The traffic bollards to be provided on the proposed traffic island will have plain face roundels, indicating that vehicles can pass either side of the island. This could result in vehicles passing the island on the offside resulting in a head on type collision with an oncoming vehicle.	Ensure 'keep left' roundels are provided on the proposed traffic bollards.	Partially accepted. The bollard on the southern side of the pedestrian island has been replaced with a keep left bollard as recommended. However, due to the right turn lane to the north of the traffic island the north bollard needs to remain plain faced.

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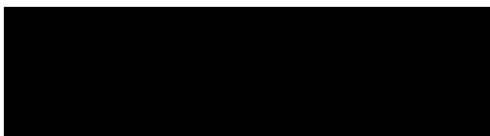
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Prepared By:

Name: Oliver Nevett

Signed:



Organisation: Mayer Brown Limited

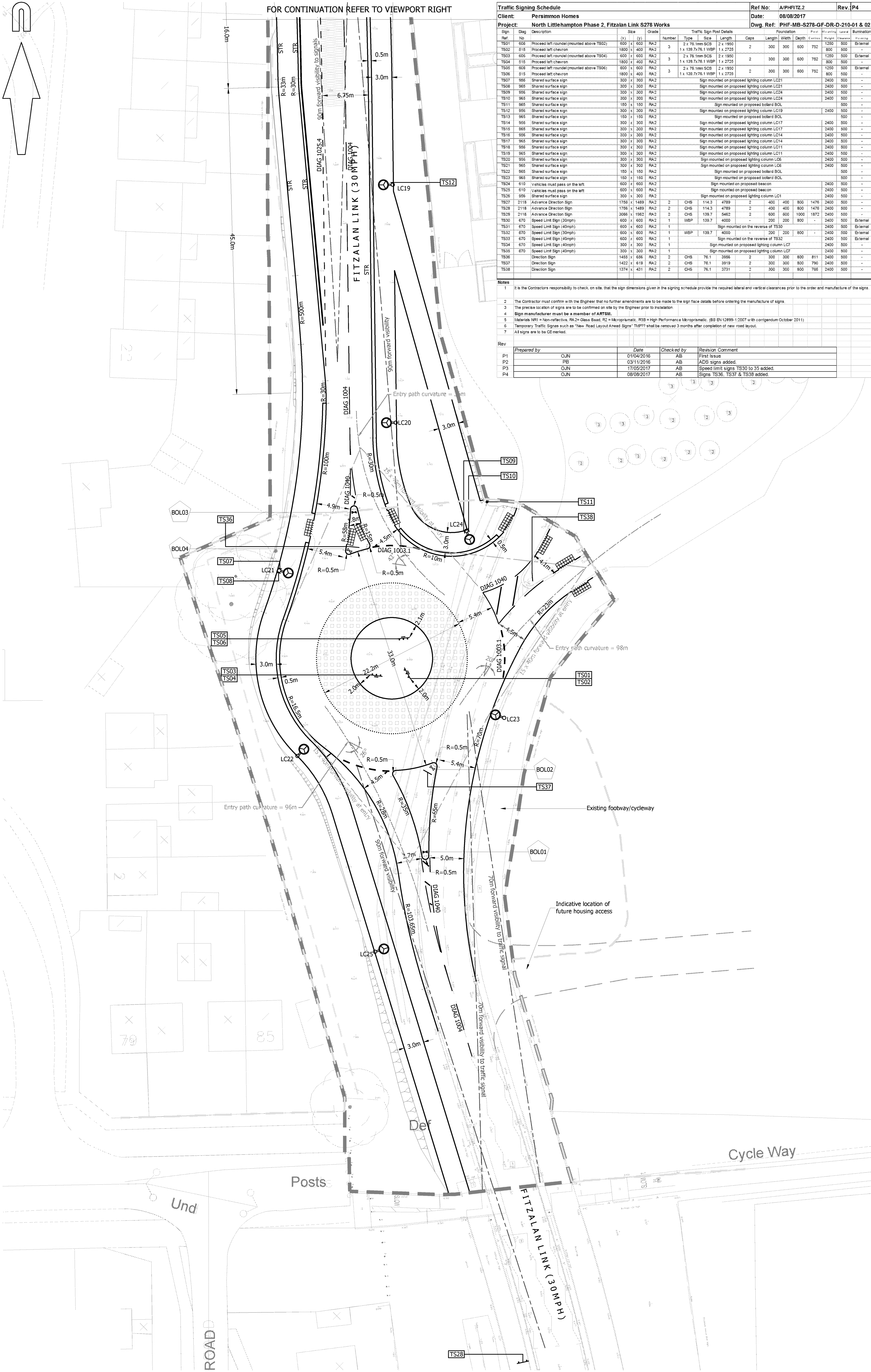
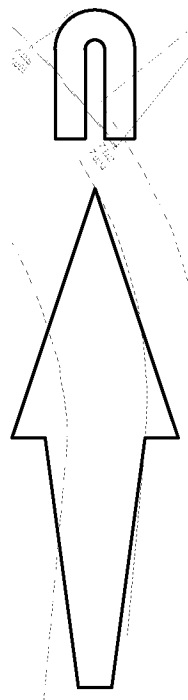
Date: 08/08/2017

Attachments:

Updated drawings

- A/PHLYM.1/210-1 Rev P8
- A/PHLYM.1/210-2 Rev P8





FOR CONTINUATION REFER TO DRAWING PHF-MB-S278-GF-DR-D-210-02



ROAD MARKINGS SCHEDULE					DESCRIPTION
DIAG NO.	LENGTH (mm)	GAP (mm)	WIDTH (mm)		
1001	Varies	-	200		Traffic signal Stop Line
1001.3	2000	150	100		Zip-tag markings
1003.1	1000	1000	200		Give way at rbt
1004	4000	2000	100		Lanes
1008	2000	4000	100		Lanes
1025.4	1000	1000	100		Bus stop
1040	4000	2000	100		Boundary lines
	-	3000	150		Diagonal lines

FOR APPROVAL
NOT FOR CONSTRUCTION

P8	Direction signs TS36, 37 & 38 added to the roundabout and High Friction Surfacing added to the approaches to the proposed Toucan Crossing following Stage 2 TSDA Addendum Report received 07/08/2017. (CJN)	AB	08/08/2017
P7	Western footway and link to Public Right of Way updated and earthworks amended following comments from WSCC dated 05/07/2017. (CJN)	AB	27/07/2017
P6	Carriageway reduced to 6.75m wide, northbound bus layby added, uncontrolled crossing amended to a signalised toucan crossing, speed limit limit signs added. (CJN)	AB	17/05/2017
P5	Footpath radii amended. (CJN)	AB	30/11/2016
P4	Footways amended following comments from WSCC dated 21/11/2016. (CJN)	AB	25/11/2016
P3	Scheme amended following WSCC reserve matters comments dated 21/11/16. (P8)	AB	03/12/2016
P2	Noise barrier height and location updated. (CJN)	AB	22/07/2016

rev.	amendment	checked	date

m3
mayer brown

client
PERSIMMON HOMES

project
NORTH LITTLEHAMPTON PHASE 2
FITZALAN LINK S278 WORKS

scale
1:250 @ A0

date
MARCH 2016

title
PROPOSED S278 HIGHWAY WORKS
GENERAL ARRANGEMENT DRAWING (1 OF 2)

drawing number
PHF-MB-S278-GF-DR-D-210-01

rev.
P8

- NOTES
- School site layout has been taken from WSCC drawing 507344_101 received November 2010.
 - Tree information has been taken from WYG drawing A089072-LEI-N-TCP-01-16 Rev A (Tree Constraints Plan) received 26/06/15.
 - Topo survey has been taken from MB drawing IR_PH.LITTLE.2.21 Rev A received 23/01/15.

m3
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