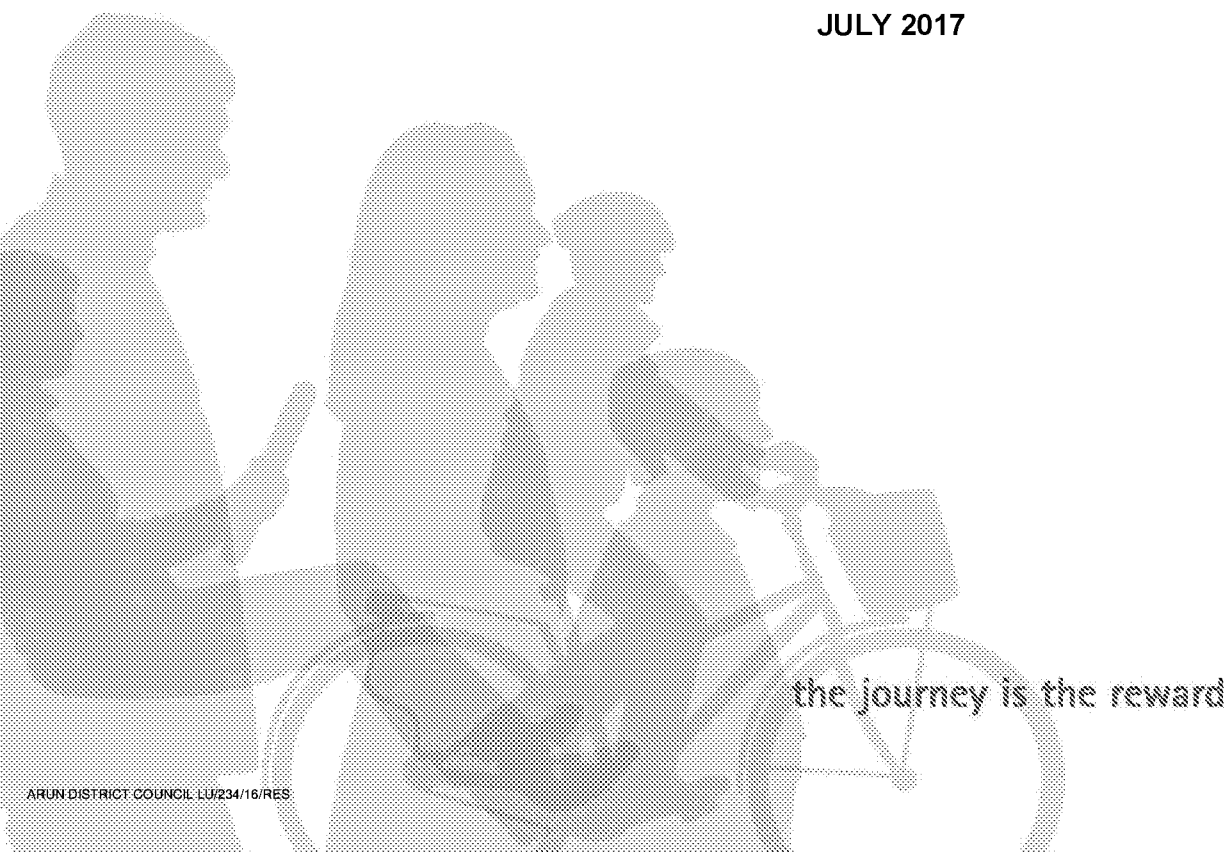




PERSIMMON HOMES THAMES VALLEY
NORTH LITTLEHAMPTON
FITZALAN LINK S278 WORKS
LITTLEHAMPTON, WEST SUSSEX

STAGE 1 ROAD SAFETY AUDIT
ADDENDUM BRIEF

JULY 2017



**PERSIMMON HOMES THAMES VALLEY
NORTH LITTLEHAMPTON
FITZALAN LINK S278 WORKS
LITTLEHAMPTON, WEST SUSSEX**

**STAGE 1 ROAD SAFETY AUDIT
ADDENDUM BRIEF**

JULY 2017

Project Code:	A/PHFITZ.1
Prepared by:	OJN
Approved by:	AB
Issue Date:	July 2017
Status:	Final

**Persimmon Homes Thames Valley
North Littlehampton
Fitzalan Link S278 Works
Littlehampton, West Sussex
Stage 1 Road Safety Audit Addendum Brief**

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APPENDIX A: Drawings

APPENDIX B: Previous Road Safety Audit Designer's Responses

Authorisation Sheet

Project: North Littlehampton, Fitzalan Link S278 Works

Report Title: Stage 1 Road Safety Audit Addendum Brief

Prepared By:

Name: Oliver Nevett

Signed:



Organisation: Mayer Brown Ltd

Date: 07/07/2017

Introduction

1.0.1 Mayer Brown Limited has been appointed by Persimmon Homes Thames Valley in respect of the design of the Southern Bypass works associated with Planning Application Ref LU/63/11.

1.0.2 Application LU/63/11 includes the following:

Outline Application for the construction of the 'Fitzalan Link Road' between the A259 Worthing Road & the East Street/Fitzalan Road Roundabout.

1.0.3 Figure 1.1 below shows the site in relation to the local network

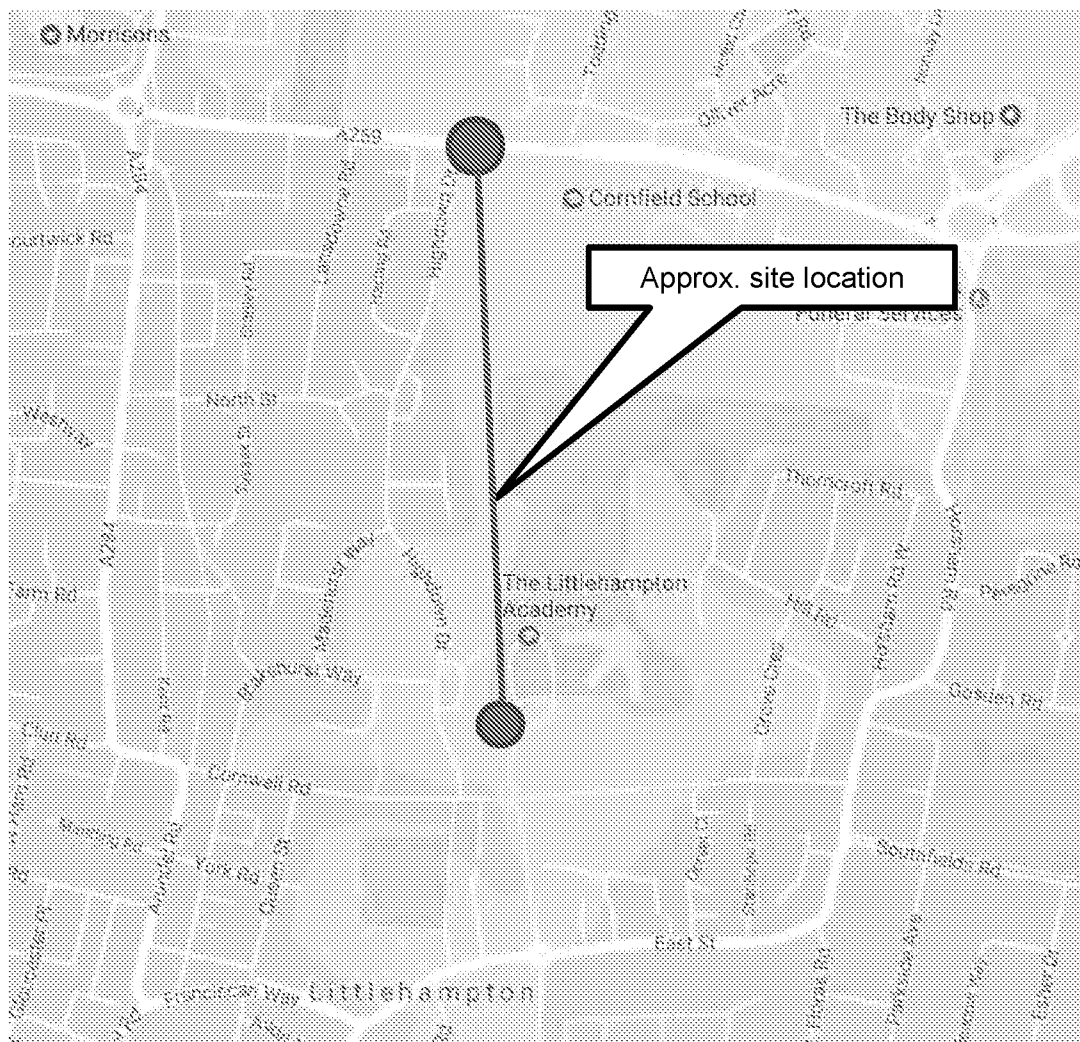


Figure 1.1: Site Location Plan

1.0.4 This Report follows a Stage 1 Road Safety Audit undertaken dated September 2011 undertaken on the overall development highway improvements. The Designer's Response to the Road Safety Audit is included at **Appendix B**.

1.0.5 This Stage 1 Road Safety Audit Addendum brief relates specifically to the below listed alterations to the original Road Safety Audited Scheme and associated Designer's Responses (Oct 2011 and Nov 2016).

1.0.6 The following amendments to the scheme have been agreed in principle with WSCC:

Fitzalan Link

- ✦ Speed limit increased over the northern section of Fitzalan Link from 30mph to 40mph between the northern limit of the scheme and a point 120m north of a new signalised Toucan Crossing;
- ✦ Link Road narrowed from 7.3m to 6.75m in width to encourage slower speeds;
- ✦ General Roundabout geometry amendments to tie-in with as-constructed Littlehampton Academy access arrangements;
- ✦ Bus stop added on the northbound carriageway north of Littlehampton Academy Roundabout;
- ✦ Signalised Toucan Crossing added north of Academy Roundabout;
- ✦ Infiltration basin and noise barrier shown;
- ✦ Uncontrolled pedestrian crossing point between Toucan crossing and Highdown Drive junction removed.

1.0.7 As described above, the general layout of the road network has been subjected to a Stage 1 Road Safety Audit. This Road Safety Audit history is further elaborated in Section 6 of this report.

1.0.8 **Figure 1.2** provides an overview of the scheme proposals.

1.0.9 The Stage 1 Road Safety Audit Addendum Report shall be undertaken in accordance with HD19/15 and provided direct to **Adrian Barnley** at **Mayer Brown Limited**.

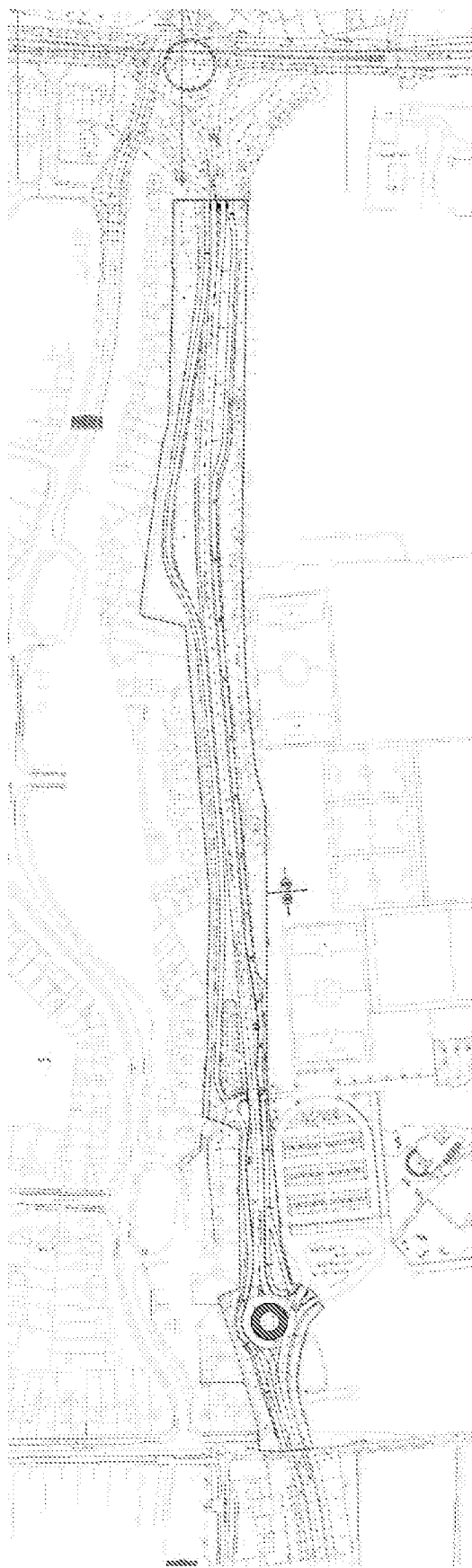


Figure 1.2: Fitzalan Link Scheme Proposals

1 General Details

1.1 Highway Improvement Scheme Name and Road Number

Fitzalan Link

1.2 Type of Scheme

New road and junction scheme

1.3 Road Safety Audit Stage (tick as appropriate)

1	2	1&2	3	Interim	4 (12 months)	4 (36 months)
✓						

1.4 Highway Authority

West Sussex County Council
 Ground Floor Northleigh
 County Hall
 Chichester
 PO19 1RH
 T: 0330 222 5726
 E:
tim.townsend@westsussex.gov.uk

1.5 Design Organisation Details

Mayer Brown Ltd
 Lion House
 Oriental Road
 Woking
 Surrey
 GU22 8AR
 T: 01483 750508
 E: abarnley@mayerbrown.co.uk

1.6 Police Contact Details (Required for Stage 3 only)

N/A

1.7 Maintaining Agent (where applicable)

N/A

1.8 Road Safety Audit Team will comprise a minimum of two of the following auditors

Ken Fry

Qualifications ---

- I Eng FIHE, RegRSA (IHE),
- Highways England Certificate of Competency

Company Name ---

Mayer Brown Road Safety Team

John Reid

Qualifications -

- Fellow of the Society of Road Safety Auditors
- Member of the Institute of Traffic Accident Investigators
- Highways England Certificate of Competency

Company Name --

Mayer Brown Road Safety Team

Martyn Parr

Qualifications --

- MCIHT Member of the Chartered Institution of Highways and Transportation
- MSoRSA Member of the Society of Road Safety Auditors
- RoSPA Road Safety Engineering Accreditation
- HECOC Highways England Certificate of Competence
- RegRSA (IHE) Registered Road Safety Auditor

1.8.1 The Audit Team are requested to invite the following to the Audit:

N/A

1.8.2 Any changes in the Audit Team personnel shall be referred to the Designer for approval in advance of undertaking the Audit.

1.9 Terms of Reference

1.9.1 This Safety Audit is to be undertaken fully in accordance with the DMRB Standard HD 19/15, as well as the contents of this Road Safety Audit Addendum Brief and provided direct to the Designer. Contact details as follows:

Adrian Barnley

Director

Mayer Brown Limited

Lion House

Oriental Road

Woking

Surrey

GU22 8AR

Tel: 01483 750508

E: abarnley@mayerbrown.co.uk

2 Scheme Description/Objective

2.1 *General*

- 2.1.1 The works are required to accommodate North Littlehampton Residential Development. The works are shown on the drawings included at **Appendix A**.

2.2 *Design Standards Applied to the Scheme Design*

- 2.2.1 The North Littlehampton Phase 2 Section 38/278 proposals have been designed with reference to the Design Manual for Roads and Bridges (DMRB), and any relevant Overseeing Organisation Interim Advice Notes (IAN) and Manual for Streets.

2.3 *Design Speeds*

- 2.3.1 The Design Speeds for this scheme are 60kph (30mph) and 70kph (40mph).

2.4 *Speed Limit*

- 2.4.1 A speed limit of 40mph is proposed between the northern limit of the scheme and a point 120m north of a new signalised Toucan Crossing. South of this speed limit change the speed limit is 30mph to match the southern section of the existing link road previously constructed.

2.5 *Existing Traffic Flows/Queues*

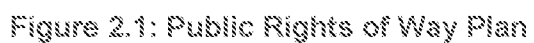
- 2.5.1 The Fitzalan Link will be a new road.

2.6 *Forecast Traffic Flows*

- 2.6.1 Forecast traffic flows taken from WSCC's 2032 flows (do something core scenario, option with level crossing closed) provided in July 2015 are indicated Table 2.1.

2.7 *Non-Motorised User (NMU) Desire Lines*

- 2.7.1 A shared footway / cycleway will be provided on both sides of Fitzalan Link connecting to the existing shared footway / cycleway to the south, to the existing Public Rights of Way through Highdown drive and to the proposed A259 Worthing Road Roundabout.
- 2.7.2 The proposals affect two existing Public Rights of Way 3101 and 3654 which will need to be amended as part of the proposals. Figure 2.1 indicates the routes.





Fitzalan Link Road

2032 DS Option1		AM		PM		AADT 24 hr	
		Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
User Class							
UC1	Car commute	139.4	217.2	114.1	194.5	782.4	1095.1
UC2	Car business	17.3	13.1	42.5	55.9	337.7	297.8
UC3	Car other	103.2	158.1	216.7	353.1	2415.2	2769.3
UC4	LGV	24.1	37.0	49.3	30.5	303.6	362.4
UC5	OGV1	0.8	5.5	0.1	0.3	23.7	22.5
UC6	OGV2	0.0	0.4	0.0	0.0	2.2	5.2
Fixed Flow	PSV	0.0	0.0	0.0	0.0	0.0	0.0
Car flows	UC1,2,3	259.9	388.4	373.2	603.5	3535.3	4162.1
Total Flows		284.8	431.2	422.7	634.3	3864.8	4552.2

Table 2.1 - Forecast traffic flows taken from WSCC's 2031 flows (do something core scenario, option with level crossing closed)

3 Description of Locality

3.1 General Description

- 3.1.1 The Fitzalan Link is required to link the North Littlehampton Development to Littlehampton Town Centre and the Littlehampton Academy.

3.2 Relevant Factors which may Affect Road Safety

- 3.2.1 The proposed speed limit of Fitzalan link has been increased from 30mph to 40mph, at the request of WSCC

3.3 Adjacent Land Uses

- 3.3.1 Below is a list of the sites neighbouring land uses:

<i>Address/Location</i>	<i>Land Use</i>
Southern Side	Continuation of the Fitzalan Link
Western Side	Existing Residential
Northern Side	Proposed A259 Roundabout Junction
East Side	Existing Littlehampton Academy

4 Personal Injury Collision Analysis

- 4.1 Accident data has been reviewed on Crashmap.co.uk which indicates that 3 slight accidents have been recorded within the vicinity of the Highdown Drive / A259 Junction within the last 3 recorded years indicted (2013, to 2016).
- 4.2 Accident data in the form of a Crashmap.co.uk screen print is provided below.

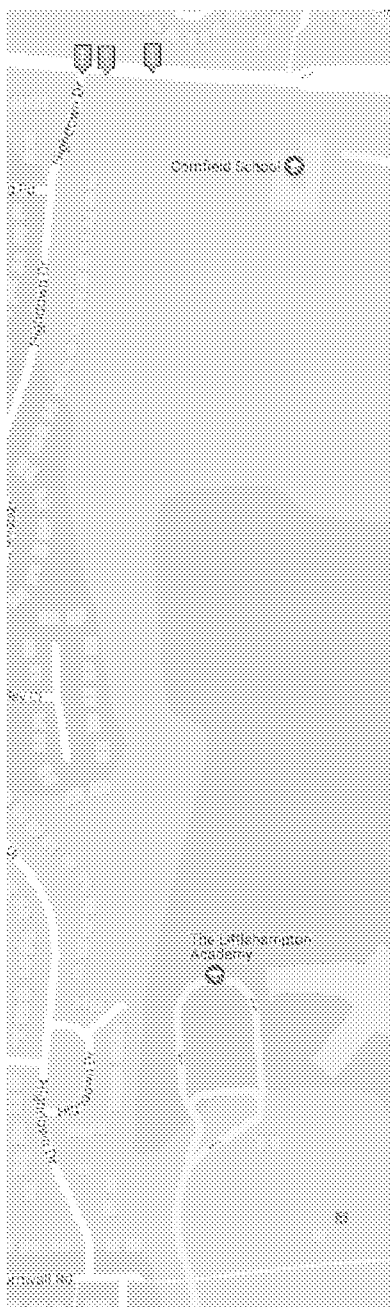


Figure 4.1: Crashmap Accident Data

5 Departures and Relaxations from Standards

- 5.1 The Littlehampton Academy Roundabout Junction has been checked against the DMRB Standard **TD 9/93 and TD 16/07 Geometric Design of Roundabouts** and has not highlighted any Departures or Relaxations from Standards.

6 Previous Road Safety Audit Reports, Designer's Responses and Exception Reports

- 6.1 This report follows a Stage 1 Road Safety Audit undertaken dated September 2011 related to the overall development highway improvements.
- 6.2 Two Designer's Responses were prepared dated Oct 2011 and Nov 2016 to the Road Safety Audit and are included at **Appendix B**.

7 Strategic Decisions – Items Outside the Scope of this Road Safety Audit

7.1 General

- 7.1.1 The principle of the roundabout design and alignment / geometry of Fitzalan link has been developed since granting of outline planning permission over many months liaison with WSCC

8 List of Included Documents and Drawings

8.1 Drawings (Provided at Appendix A)

<u>Drawing Number</u>	<u>Title</u>
PHF-MB-S278-GF-DR-D-208-02 Rev P2	Topographical Survey Drawing (1 of 2)
PHF-MB-S278-GF-DR-D-208-02 Rev P2	Topographical Survey Drawing (2 of 2)
PHF-MB-S278-GF-DR-D-209-01 Rev P3	Site Clearance Drawing (1 of 2)
PHF-MB-S278-GF-DR-D-209-02 Rev P3	Site Clearance Drawing (2 of 2)
PHF-MB-S278-GF-DR-D-210-01 Rev P7	General Arrangement Drawing (1 of 2)
PHF-MB-S278-GF-DR-D-210-02 Rev P7	General Arrangement Drawing (2 of 2)
PHF-MB-S278-GF-DR-D-211-01 Rev P4	Construction Treatments Drawing (1 of 2)
PHF-MB-S278-GF-DR-D-211-02 Rev P4	Construction Treatments Drawing (2 of 2)
PHF-MB-S278-GF-DR-D-212-01 Rev P4	Drainage Drawing (1 of 2)
PHF-MB-S278-GF-DR-D-212-02 Rev P4	Drainage Drawing (2 of 2)

8.2 Documents (Provided at Appendix B)

<u>Reference</u>	<u>Title</u>	<u>Date</u>
-	Stage 1 RSA Designers Response to RSA 1 dated Sept 2011	Oct 2011
	A Stage 1 Designer's Response Clarification	Nov 2016

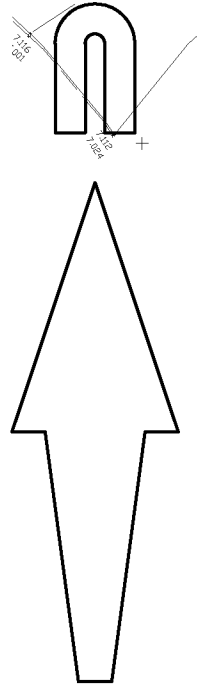
9 Checklist

9.1 Documents

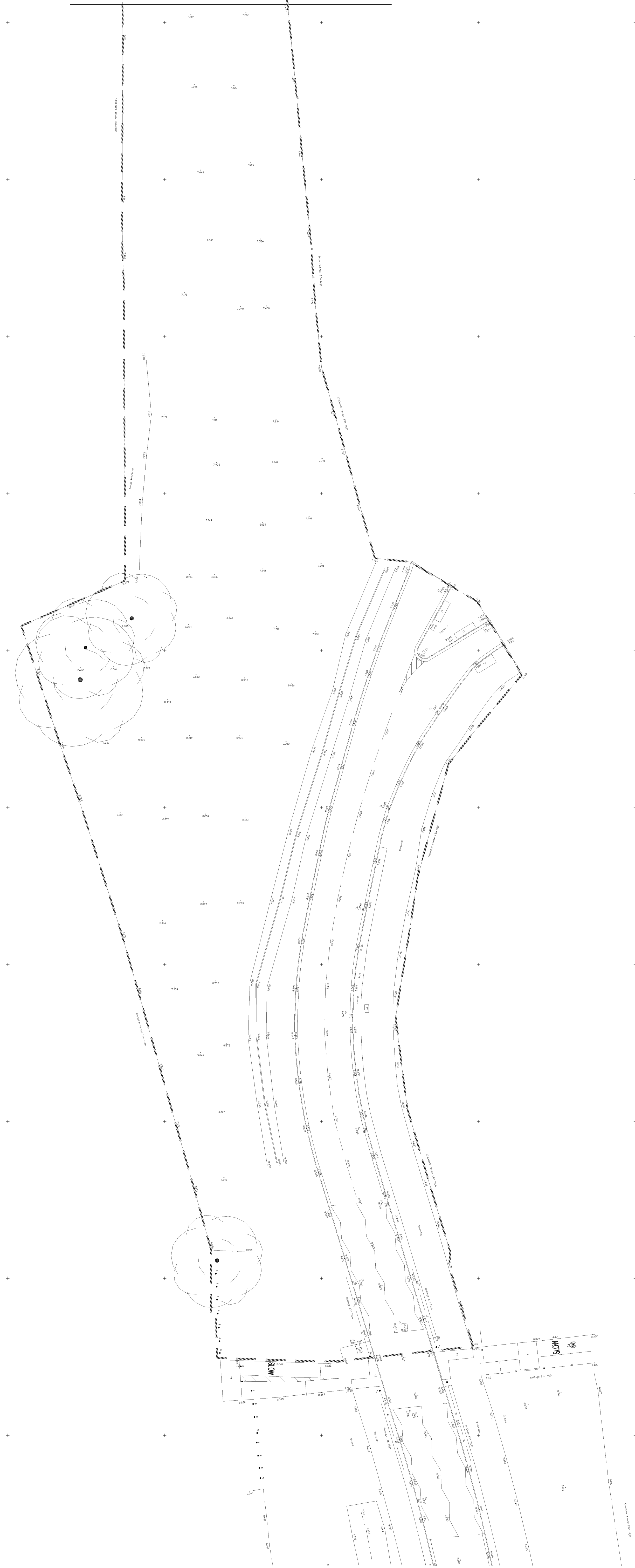
RSA Brief	✓	Site Location Plan	✓
Scale Layout Plans	✓	Construction/Typical Details	N/A
Previous RSA Reports	✓	Previous RSA Designer's Response Reports	✓
Road Safety Audit Exception Reports	✓	Departures and Relaxations from Standards	✓
Traffic Signal Staging Refer to drawing ??	N/A	Personal Injury Collision Data	✓
Personal Injury Collision Drawing	✓	Traffic Counts	N/A
Speed Surveys	N/A	NMU Desire Lines and Volumes	✓
NMU Context and Audit Report	✓	Items Outside the Scope of the RSA/Strategic Decisions	✓
Other Factors that may Impact on Road Safety	✓	Design Speeds/Speed Limits	✓
Design Standards Used	✓	Adjacent Land Uses	✓

Grey = Not Mandatory for Stage 1 RSA

APPENDIX A: Drawings

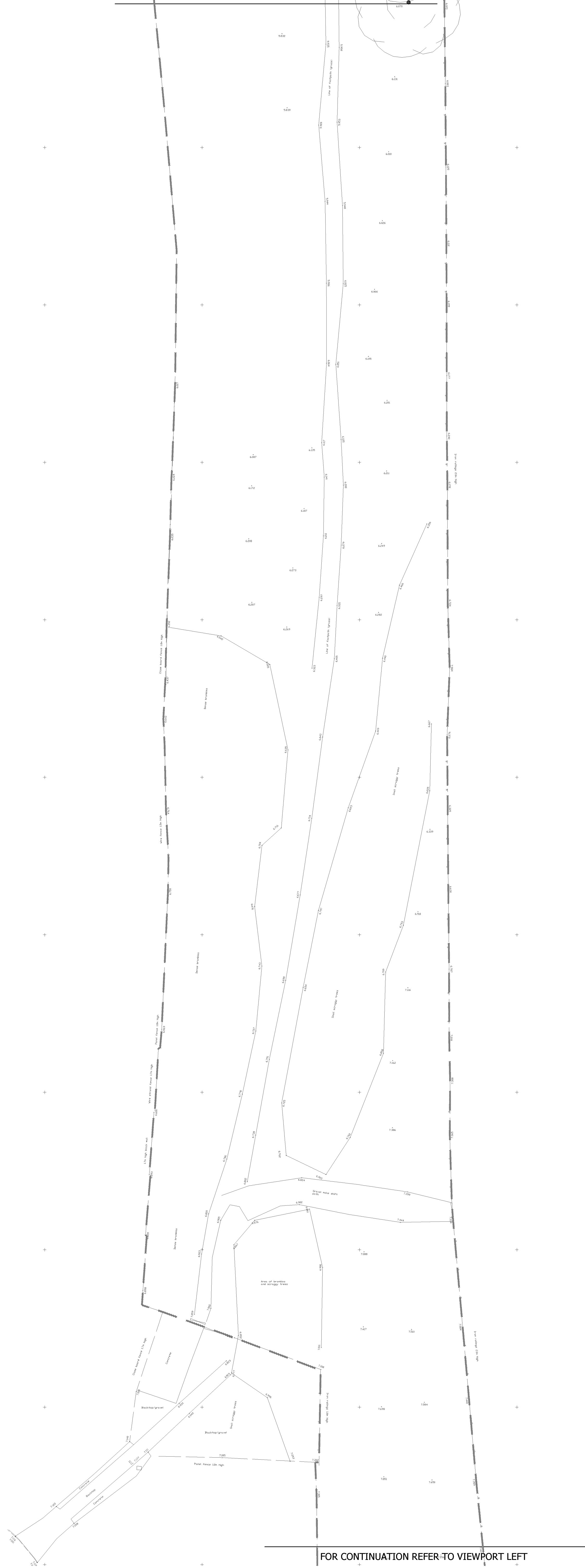


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NOTES

1. Topo survey has been taken from MB drawing IR.PH.LITTLE.2.21 Rev A received 23/01/15.

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P2 Scheme amended following WSCC reserve matters comments dated 21/10/16. (P9)

rev.	amendment	checked	date
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mayer brown
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m3@mb.com

Client
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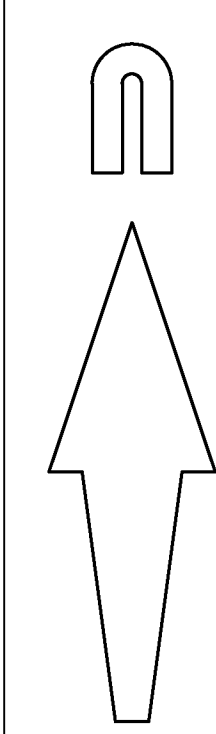
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NORTH LITTLEHAMPTON PHASE 2
FITZALAN LINK S278 WORKS

Scale 1:250 @ A0 drawn by PB checked by AB

Date MARCH 2016 cad file 208-01 P2 & 02 P2.DWG

Title
PROPOSED S278 HIGHWAY WORKS
TOPOGRAPHICAL SURVEY DRAWING (1 OF 2)

drawing number	rev.
PHF-MB-S278-GF-DR-D-208-01	P2



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LIMIT OF WORKS CONTINUATION SUBJECT TO FUTURE SUBMISSION



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NOTES

- Topo survey has been taken from MB drawing IR-PH.LITTLE.2.21 Rev A received 23/01/15.

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P2 Scheme amended following WSCC reserve matters comments dated 21/10/16. (199)

rev	amendment	checked	date
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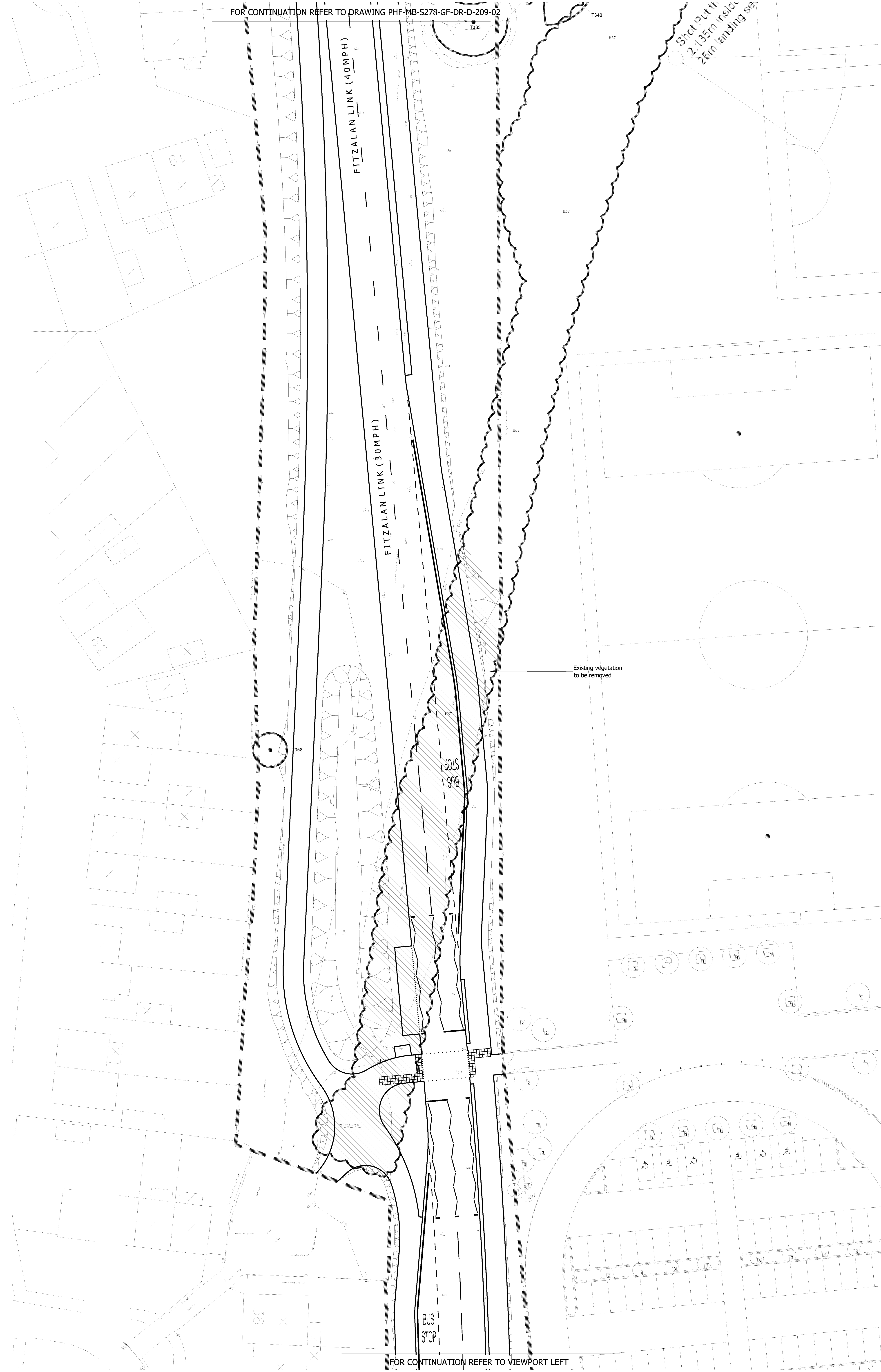
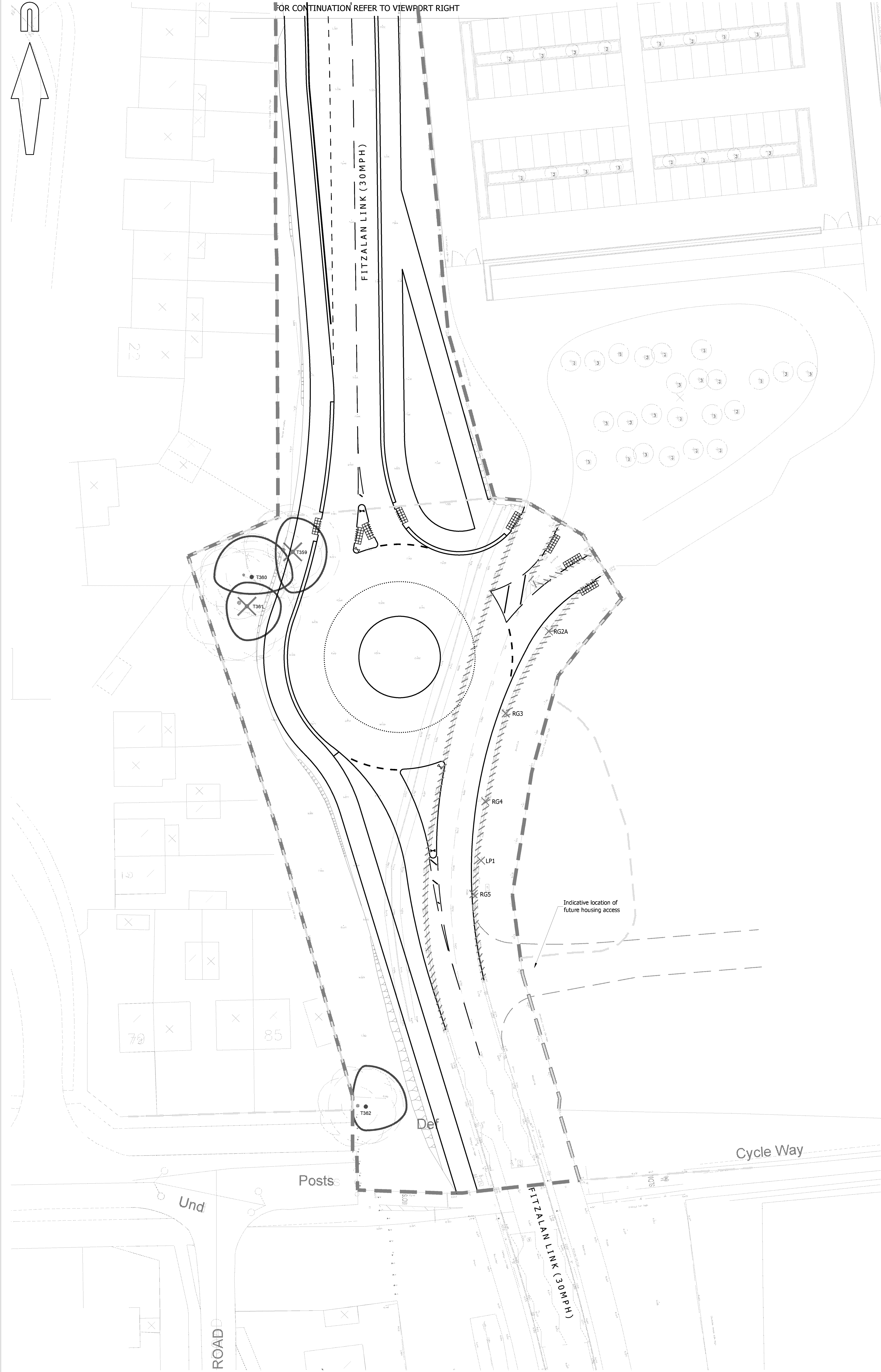
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FITZALAN LINK S278 WORKS

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Title
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TOPOGRAPHICAL SURVEY DRAWING (2 OF 2)

drawing number	rev
PHF-MB-S278-GF-DR-D-208-02	P2



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- EXISTING KERB TO BE REMOVED
- EXISTING LIGHTING COLUMN TO BE REMOVED
- EXISTING GULLY TO BE REMOVED
- CATEGORY A TREES AND SHRUBS (HIGH QUALITY AND VALUE)
- CATEGORY B TREES AND SHRUBS (MODERATE QUALITY AND VALUE)
- CATEGORY C TREES AND SHRUBS (LOW QUALITY AND VALUE)
- CATEGORY U TREES AND SHRUBS (REQUIRE FELLING DUE TO CONDITION)
- GROUPS OF TREES AND SHRUBS (QUALITY AND VALUE CATEGORY AS COLOUR, ROOT PROTECTION AREA AS CANOPY SPREAD)
- ROOT PROTECTION AREA (CATEGORIES A-C ONLY)
- TREE LABELS

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.

FOR APPROVAL
NOT FOR CONSTRUCTION

P3	Carriageway reduced to 6.75m wide, northbound bus layby added, uncontrolled crossing amended to a signalled busan crossing, speed limit limit signs added, (C3N)	AB	27/07/2017
P2	Scheme amended following WSCC relative matters comments dated 21/10/16, (P9)	AB	09/11/2016

rev.	amendment	checked	date

m3
mayer brown

Mayer Brown Limited
Line House, Oriental Road, Woking, Surrey GU22 8AR
Telephone 01483 750 508 Fax 01483 750 437
wokingoffice@mayerbrown.co.uk www.mayerbrown.co.uk

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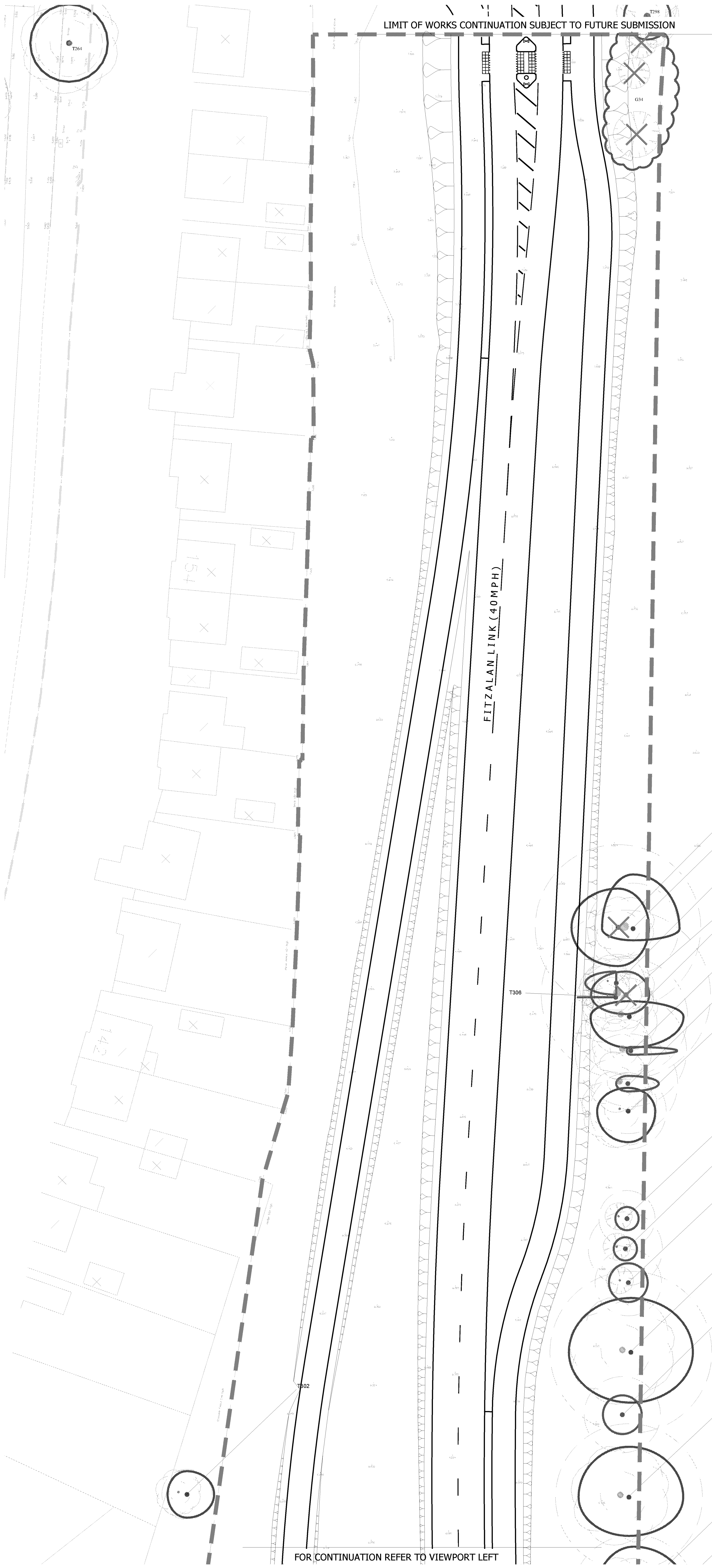
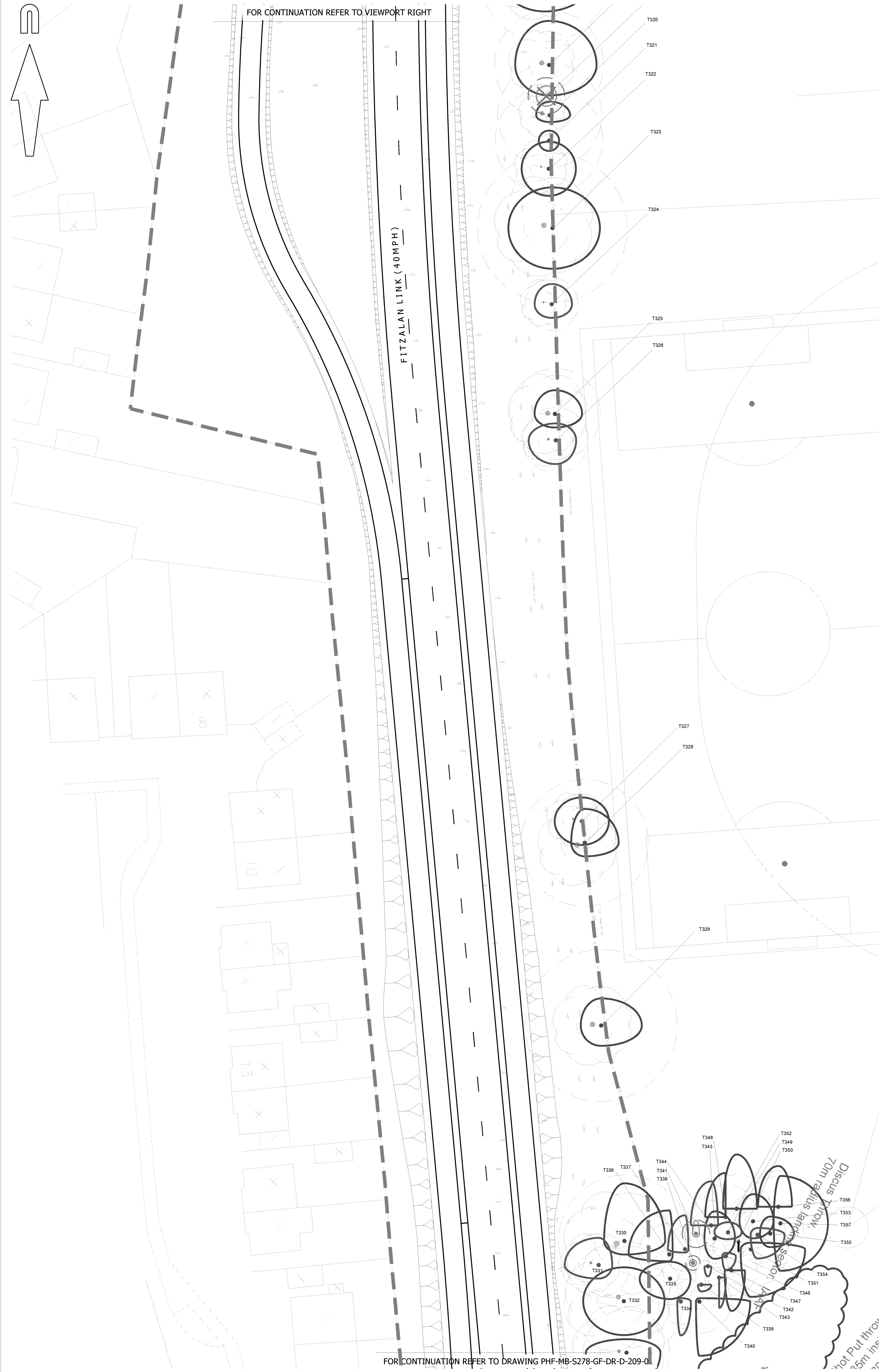
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FITZALAN LINK S278 WORKS

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date	MARCH 2016	cad file	MASTER - FITZ.DWG
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title
PROPOSED S278 HIGHWAY WORKS
SITE CLEARANCE DRAWING (1 OF 2)

drawing number	rev.
PHF-MB-S278-GF-DR-D-209-01	P3



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- EXISTING TREE TO BE REMOVED
- EXISTING LIGHTING COLUMN TO BE REMOVED
- EXISTING GULLY TO BE REMOVED
- CATEGORY A TREES AND SHRUBS (HIGH QUALITY AND VALUE)
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- TREE LABELS

- 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.

FOR APPROVAL
NOT FOR CONSTRUCTION

P3	Carriageway reduced to 6.75m wide, northbound bus layby added, uncontrolled crossing amended to a signalised bus crossing, speed limit limit signs added, (C3N)	AB	27/07/2017
P2	Scheme amended following WSCC relative matters comments dated 21/10/16. (P9)	AB	03/11/2016

rev.	amendment	checked	date
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volkinghoff@mayerbrown.co.uk www.mayerbrown.co.uk

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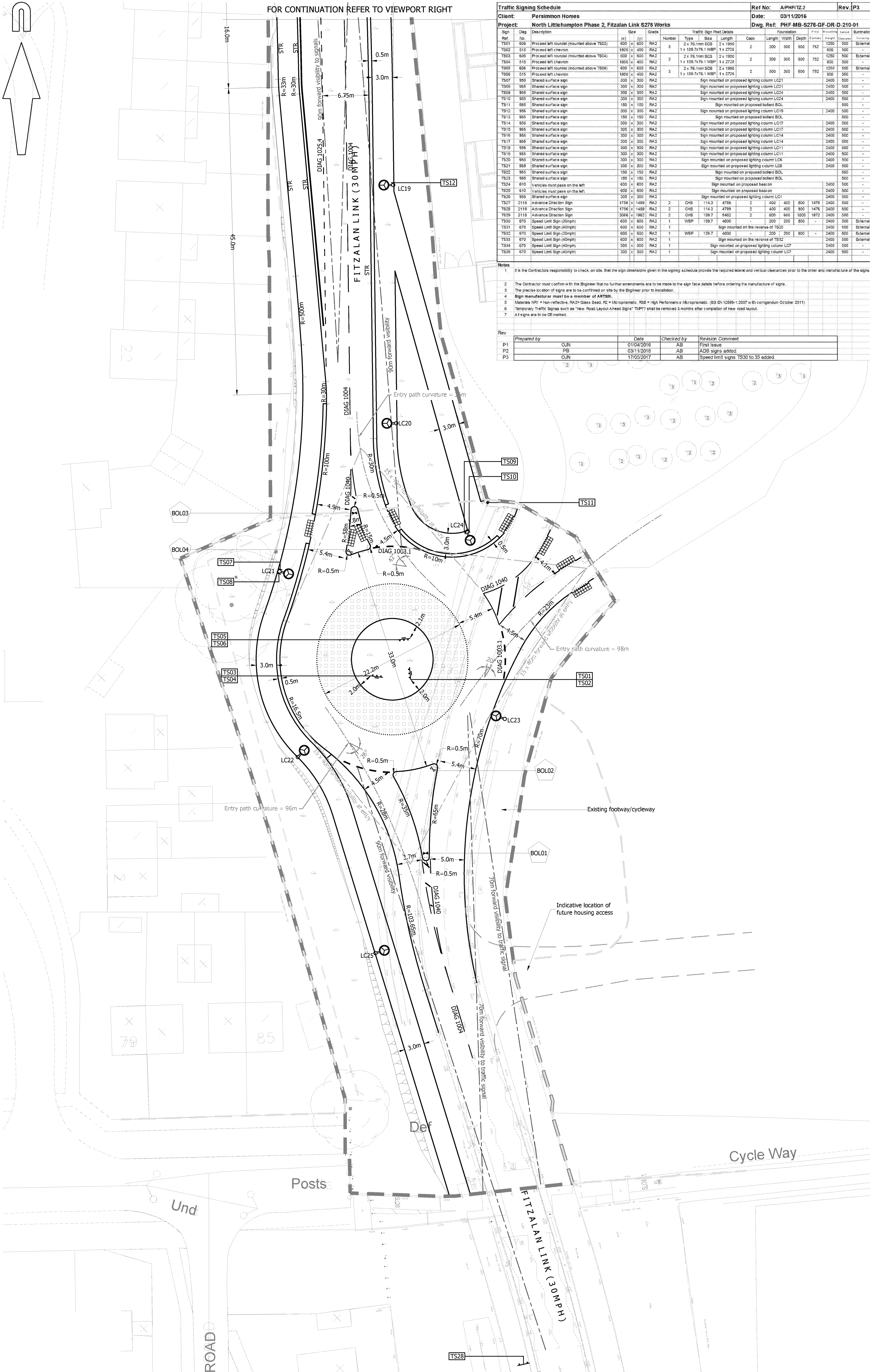
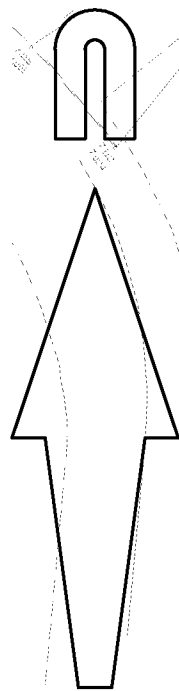
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FITZALAN LINK S278 WORKS**

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date
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**PROPOSED S278 HIGHWAY WORKS
SITE CLEARANCE DRAWING (2 OF 2)**

drawing number
PHF-MB-S278-GF-DR-D-209-02 rev. **P3**



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



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DIAG NO.	LENGTH (mm)	GAP (mm)	WIDTH (mm)	DESCRIPTION
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1001.3	2000	150	100	Zig-zag 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

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- PROPOSED DROPPED KERB
- PROPOSED ROAD MARKING
- PROPOSED BUFF COLOURED TACTILE PAVING
- TMP SOLALITE KEEP LEFT REFLECTIVE BOLLARD (REFER TO DETAIL 558022-000002001)
- TMP SOLALITE PLAIN FACED REFLECTIVE BOLLARD (REFER TO DETAIL 558022-00001001)
- PROPOSED BOLLARD REFERENCE
- PROPOSED WSCC S278/38/17 - TYPE 2 BOLLARD
- PROPOSED EARTHWORKS
- PROPOSED SIGN
- PROPOSED SIGN REFERENCE
- LIGHTING COLUMN AND REFERENCE - REFER TO SSE DRAWINGS SSE-976262-SL-DR-001-A AND 002-A FOR DETAILS
- PROPOSED 3.5m HIGH NOISE BARRIER (EXACT ALIGNMENT TO BE DETERMINED)
- PROPOSED KNEE HIGH TIMBER FENCE
- PROPOSED VISIBILITY SPLAY
- PROPOSED RUNOVER AREA
- PROPOSED LIMIT OF WORKS
- ASSUMED LIMIT OF HIGHWAY TAKEN FROM WSCC RECORD PLANS

- NOTES
- School site layout has been taken from WSCC drawing 507344_101 received November 2010.
 - Tree information has been taken from VYG 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.

FOR APPROVAL
NOT FOR CONSTRUCTION

P7	Western footway and link to Public Right of Way updated and earthworks amended following comments from WSCC dated 05/07/2017. (CIN)	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 signs added. (CIN)	AB	17/05/2017
P5	Footpath radii amended. (CIN)	AB	30/11/2016
P4	Footways amended following comments from WSCC dated 21/11/2016. (CIN)	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. (CIN)	AB	22/07/2016

rev.	amendment	checked	date
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mB
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client
PERSIMMON HOMES

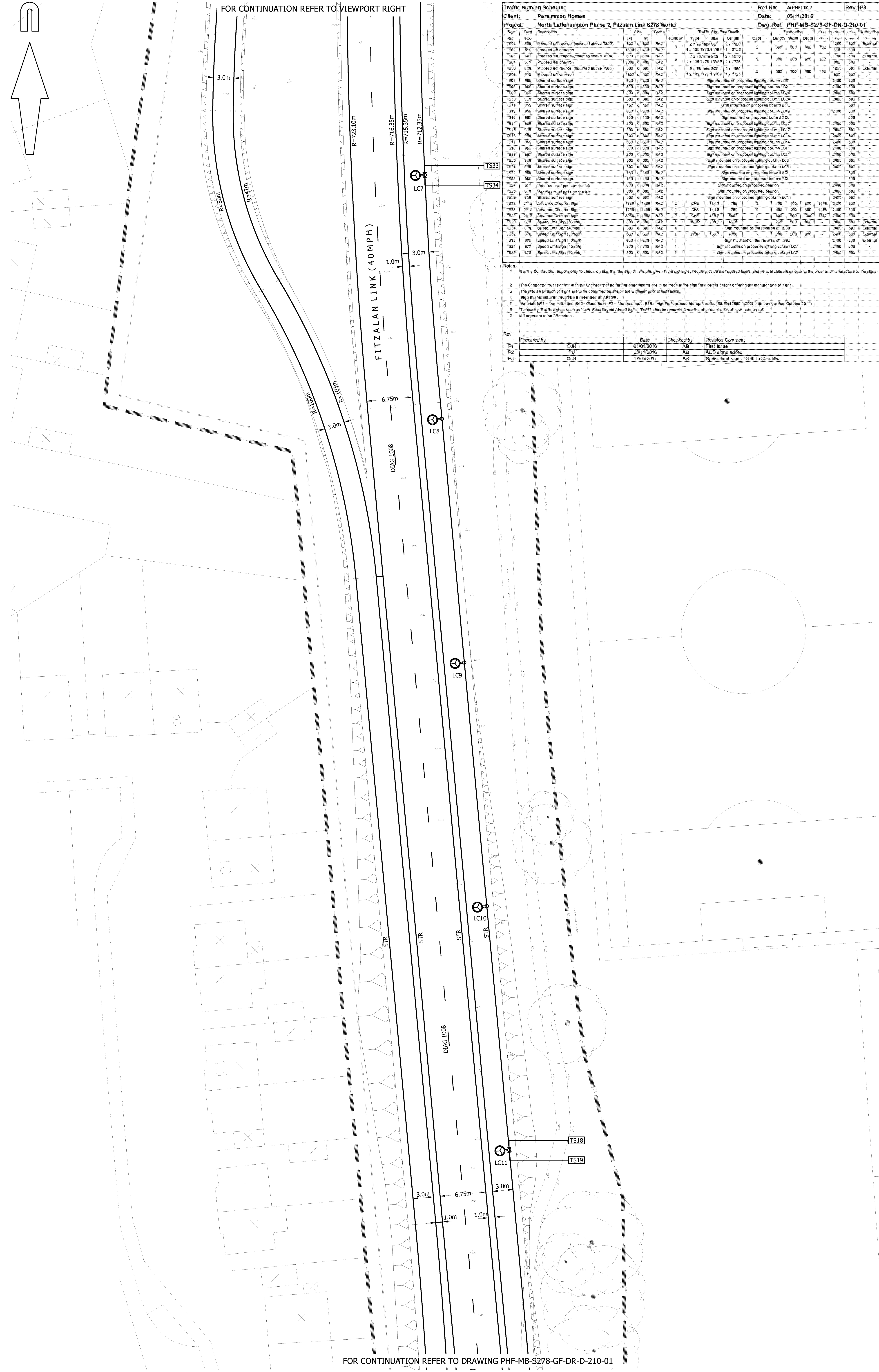
project
**NORTH LITTLEHAMPTON PHASE 2
FITZALAN LINK S278 WORKS**

scale
1:250 @ A0 drawn by PB checked by AB

date
MARCH 2016 cad file MASTER - FITZ.DWG

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

drawing number
PHF-MB-S278-GF-DR-D-210-01 rev. P7



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KEY

EXISTING KERB LINE

PROPOSED KERB/EDGING LINE

PROPOSED DROPPED KERB

PROPOSED ROAD MARKING

PROPOSED BUFF COLOURED TACTILE PAVING

TMP SOLALITE KEEP LEFT REFLECTIVE BOLLARD (REFER TO DETAIL 558022-000002001)

TMP SOLALITE PLAIN FACED REFLECTIVE BOLLARD (REFER TO DETAIL 558022-000010001)

PROPOSED BOLLARD REFERENCE

PROPOSED WSSC S278/38/17 - TYPE 2 BOLLARD

PROPOSED EARTHWORKS

PROPOSED SIGN

PROPOSED SIGN REFERENCE

LIGHTING COLUMN AND REFERENCE - REFER TO SSE DRAWINGS SSE-976262-SL-DR-001-A AND 002-A FOR DETAILS

PROPOSED 3.5m HIGH NOISE BARRIER (EXACT ALIGNMENT TO BE DETERMINED)

PROPOSED VISIBILITY SPLAY

PROPOSED LIMIT OF WORKS

ASSUMED LIMIT OF HIGHWAY TAKEN FROM WSSC RECORD PLANS

NOTES

1. School site layout has been taken from WSSC drawing 507344_101 received November 2010.

2. Tree information has been taken from WYG drawing A089072-LEI-N-TCP-01-16 Rev A (Tree Constraints Plan) received 26/06/15.

3. Topo survey has been taken from MB drawing IR.PH.LITTLE.2.21 Rev A received 23/01/15.

FOR APPROVAL

NOT FOR CONSTRUCTION

P7

Earthworks amended following comments from WSSC 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 town crossing, speed limit limit signs added. (CJN)

AB

17/05/2017

P5

Footway and pedestrian stand amended following comments from WSSC dated 21/11/2016. (CJN)

AB

25/11/2016

P4

Earthworks updated after raising levels at the northern end of Fitzalan Link. (CJN)

AB

09/11/2016

P3

Scheme amended following WSSC reserve matters comments dated 21/10/16. (PB)

AB

03/11/2016

P2

Noise barrier height and location updated. (CJN)

AB

22/07/2016

rev.

amendment

checked

date

m3

mayer brown

Mayer Brown Limited

Line House, Oriental Road, Woking, Surrey GU24 0AR

Telephone 01483 750 558 Fax 01483 750 437

wokingoffice@mayerbrown.co.uk www.mayerbrown.co.uk

client

PERSIMMON HOMES

project

NORTH LITTLEHAMPTON PHASE 2
FITZALAN LINK S278 WORKS

scale

1:250 @ A0

drawn by

PB

checked by

AB

date

MARCH 2016

cad file

MASTER - FITZ.DWG

title

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

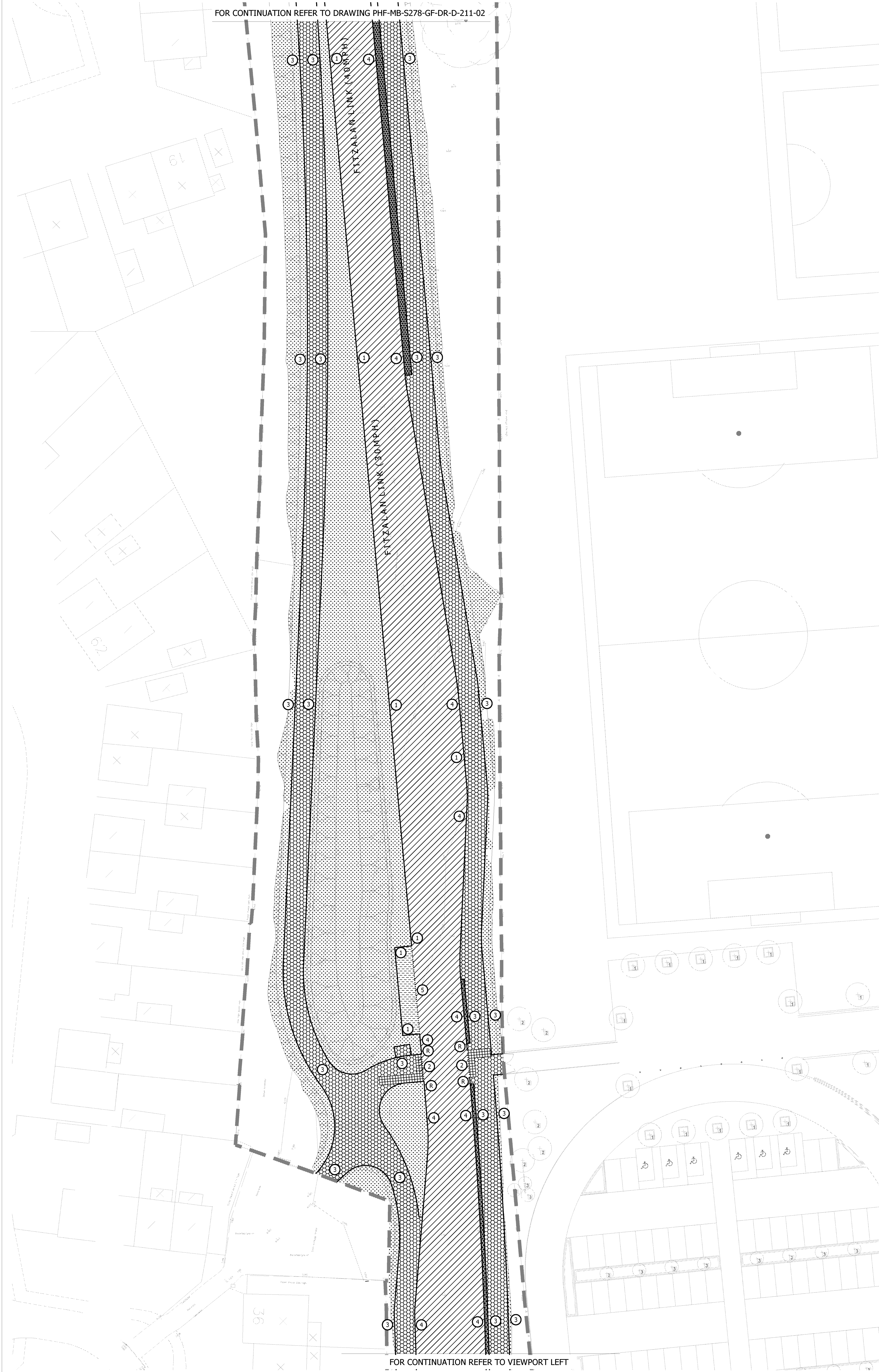
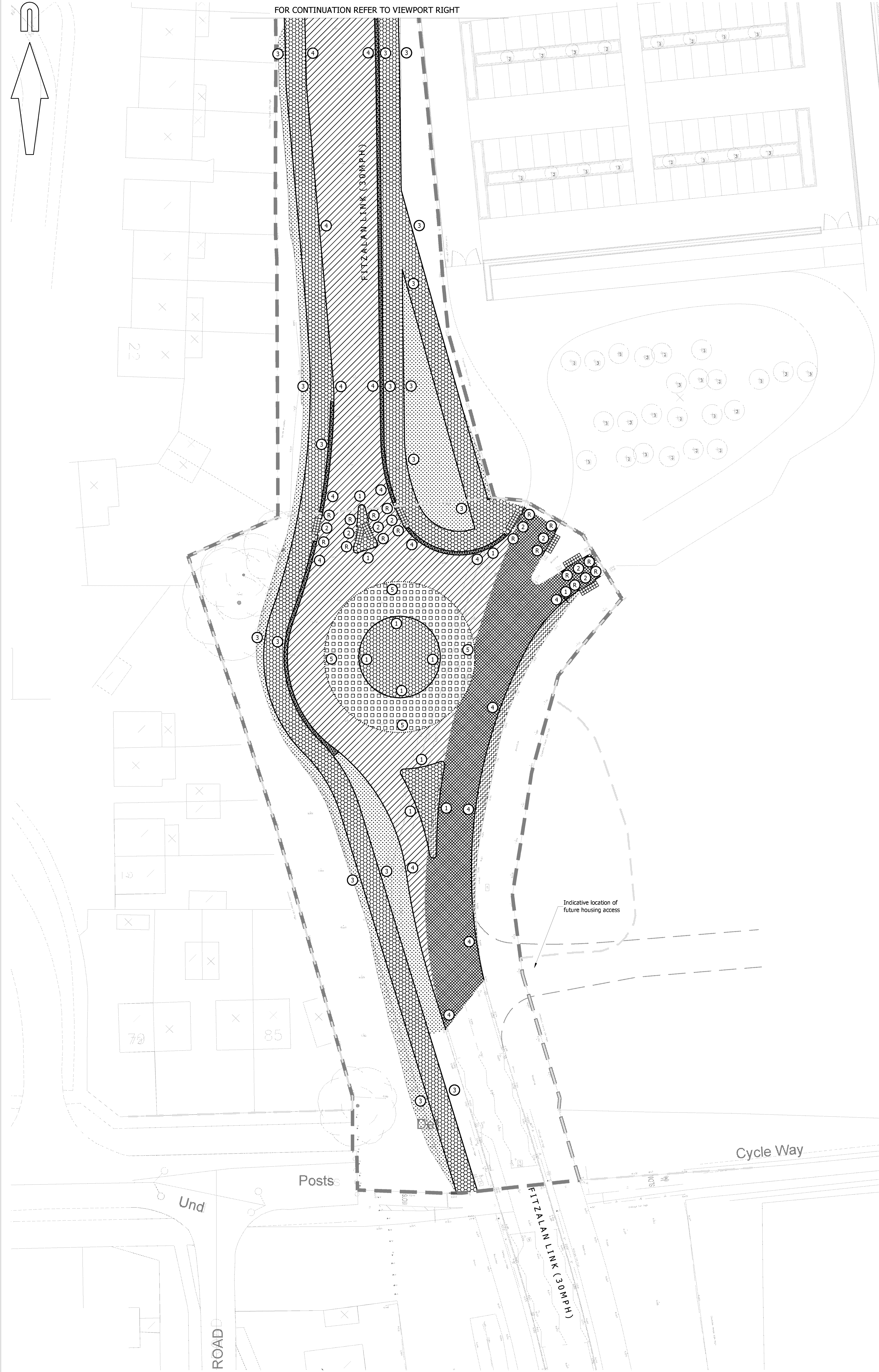
drawing number

PHF-MB-S278-GF-DR-D-210-02

rev.

P7

Traffic Signing Schedule									
Client: Persimmon Homes									
Project: North Littlehampton Phase 2, Fitzalan Link S278 Works									
Ref No: APHF122.2									
Date: 03/11/2016									
Dwg Ref: PHF-MB-S278-GF-DR-D-210-01									
Sign	Dwg	Description	Size	Shade	Number	Type	Size	Length	Class
TS201	606	Proposed left roundabout (mounted above T502)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS202	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS203	606	Proposed left roundabout (mounted above T503)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS204	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS205	606	Proposed left roundabout (mounted above T505)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS206	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS207	606	Proposed left roundabout (mounted above T507)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS208	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS209	606	Proposed left roundabout (mounted above T509)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS210	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS211	606	Proposed left roundabout (mounted above T511)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS212	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS213	606	Proposed left roundabout (mounted above T513)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS214	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS215	606	Proposed left roundabout (mounted above T515)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS216	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS217	606	Proposed left roundabout (mounted above T517)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS218	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS219	606	Proposed left roundabout (mounted above T519)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS220	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS221	606	Proposed left roundabout (mounted above T521)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS222	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS223	606	Proposed left roundabout (mounted above T523)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS224	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS225	606	Proposed left roundabout (mounted above T525)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS226	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS227	606	Proposed left roundabout (mounted above T527)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS228	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS229	606	Proposed left roundabout (mounted above T529)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS230	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS231	606	Proposed left roundabout (mounted above T531)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS232	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS233	606	Proposed left roundabout (mounted above T533)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS234	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS235	606	Proposed left roundabout (mounted above T535)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS236	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS237	606	Proposed left roundabout (mounted above T537)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS238	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS239	606	Proposed left roundabout (mounted above T539)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS240	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS241	606	Proposed left roundabout (mounted above T541)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS242	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS243	606	Proposed left roundabout (mounted above T543)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS244	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS245	606	Proposed left roundabout (mounted above T545)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS246	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS247	606	Proposed left roundabout (mounted above T547)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS248	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS249	606	Proposed left roundabout (mounted above T549)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS250	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS251	606	Proposed left roundabout (mounted above T551)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS252	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS253	606	Proposed left roundabout (mounted above T553)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS254	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS255	606	Proposed left roundabout (mounted above T555)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS256	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS257	606	Proposed left roundabout (mounted above T557)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS258	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS259	606	Proposed left roundabout (mounted above T559)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS260	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS261	606	Proposed left roundabout (mounted above T561)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS262	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS263	606	Proposed left roundabout (mounted above T563)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS264	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS265	606	Proposed left roundabout (mounted above T565)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS266	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS267	606	Proposed left roundabout (mounted above T567)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS268	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS269	606	Proposed left roundabout (mounted above T569)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS270	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS271	606	Proposed left roundabout (mounted above T571)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS272	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS273	606	Proposed left roundabout (mounted above T573)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS274	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS275	606	Proposed left roundabout (mounted above T575)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS276	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS277	606	Proposed left roundabout (mounted above T577)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS278	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS279	606	Proposed left roundabout (mounted above T579)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS280	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS281	606	Proposed left roundabout (mounted above T581)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS282	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS283	606	Proposed left roundabout (mounted above T583)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS284	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS285	606	Proposed left roundabout (mounted above T585)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS286	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS287	606	Proposed left roundabout (mounted above T587)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS288	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS289	606	Proposed left roundabout (mounted above T589)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS290	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS291	606	Proposed left roundabout (mounted above T591)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS292	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS293	606	Proposed left roundabout (mounted above T593)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS294	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS295	606	Proposed left roundabout (mounted above T595)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS296	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500	2	300
TS297	606	Proposed left roundabout (mounted above T597)	600 x 400	RA2	9	2 x 150 mm R05	2 x 1500	2	300
TS298	616	Proposed left chicanes	1800 x 400	RA2	2	2 x 150 mm R05	1 x 1500		



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KEY

- EXISTING KERB LINE
- PROPOSED KERB/EDGING LINE
- PROPOSED DROPPED KERB
- PROPOSED BUFF COLOURED TACTILE PAVING IN ACCORDANCE WITH WSCC DETAIL S278/38/18
- EXISTING CARRIAGEWAY TO BE PLANNED, REGULATED AS NECESSARY AND RESURFACED TO SUIT NEW LEVELS IN ACCORDANCE WITH APPENDIX 11/1 AND WSCC DETAIL S278/38/20
- PROPOSED FULL DEPTH LOCAL DISTRIBUTOR CARRIAGEWAY CONSTRUCTION IN ACCORDANCE WITH APPENDIX 11/1 AND WSCC DETAIL S278/38/21
- PROPOSED FULL DEPTH SERVICE MARGIN IN ACCORDANCE WITH WSCC DETAIL S278/38/09
- PROPOSED FULL DEPTH FOOTWAY CONSTRUCTION TYPE 1 IN ACCORDANCE WITH APPENDIX 11/1 AND WSCC DETAIL S278/38/04
- PROPOSED ISLAND/FOOTWAY CONSTRUCTION OVER EXISTING CARRIAGEWAY IN ACCORDANCE WITH APPENDIX 11/1 AND MB/C/01
- PROPOSED VERGE TO BE TOP SOILED AND SEEDED IN ACCORDANCE WITH APPENDIX 30/5
- PROPOSED RUNOVER CONSTRUCTION IN ACCORDANCE WITH APPENDIX 11/1
- PROPOSED GRASSCRETE MAINTENANCE BAY CONSTRUCTION
- PROPOSED LIMIT OF WORKS
- ASSUMED LIMIT OF HIGHWAY TAKEN FROM WSCC RECORD PLANS

KERB TYPES

- 1** KERB TYPE 1 - 125x255mm type H82 precast concrete kerb to BS EN 1340:2003 Figure NA.1(c) laid with 125mm upstand with ST1 concrete bed and backing.
- 2** KERB TYPE 2 - 125x150mm type BN precast concrete kerb laid flush (0 to 6mm) to Figure NA.1(a) of BS EN 1340:2003 with mix ST1 concrete bed and backing.
- 3** KERB TYPE 3 - 50x150mm type EF precast concrete flat top edging to Figure NA.3(b) of BS EN 1340:2003 with mix ST1 concrete bed and backing.
- 4** KERB TYPE 4 - Linear Kerb Drainage System refer to drawings PHF-MB-S278-GF-DR-D-212-01 & 02.
- 5** KERB TYPE 5 - 125x150mm type BN precast concrete kerb laid with 25mm upstand to Figure NA.1(a) of BS EN 1340:2003 with mix ST1 concrete bed and backing.
- R** KERB TYPE R - Proposed raker kerb.

NOTES

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

FOR APPROVAL
NOT FOR CONSTRUCTION

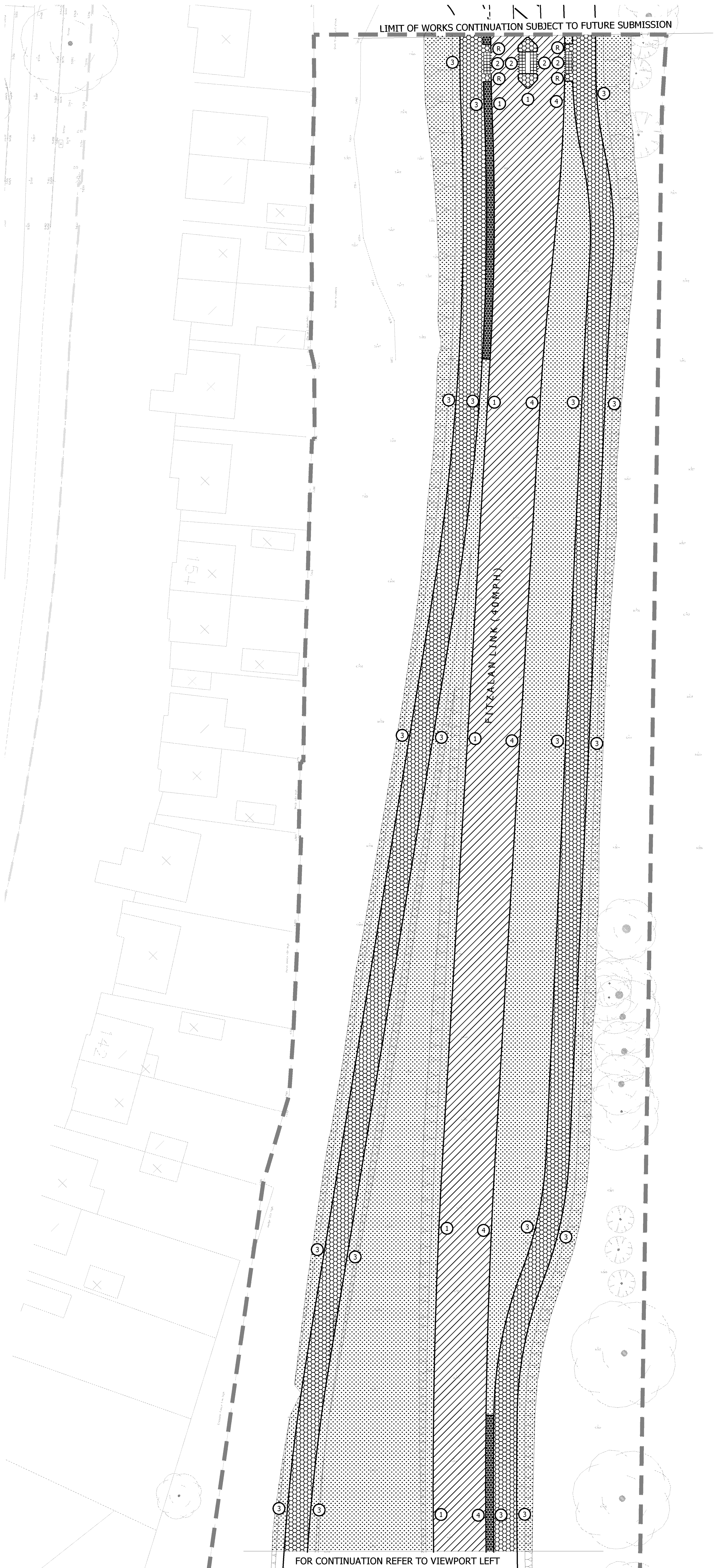
P4	Carrageway reduced to 6.75m wide, northbound bus only added, uncontrolled crossing amended to a signalised town crossing, speed limit limit signs added. (C3N)	AB	07/07/2017
P3	Scheme amended following WSCC reserve matters comments dated 21/10/16. (PB)	AB	03/11/2016
P2	Noise barrier location updated. (C3N)	AB	22/07/2016

rev.	amendment	checked	date

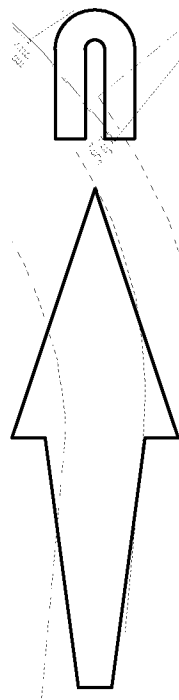
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Mayer Brown Limited
One House, Oriental Road, Woking, Surrey GU24 0AR
Telephone 01483 750 558 Fax 01483 750 437
wokingoffice@mayerbrown.co.uk www.mayerbrown.co.uk

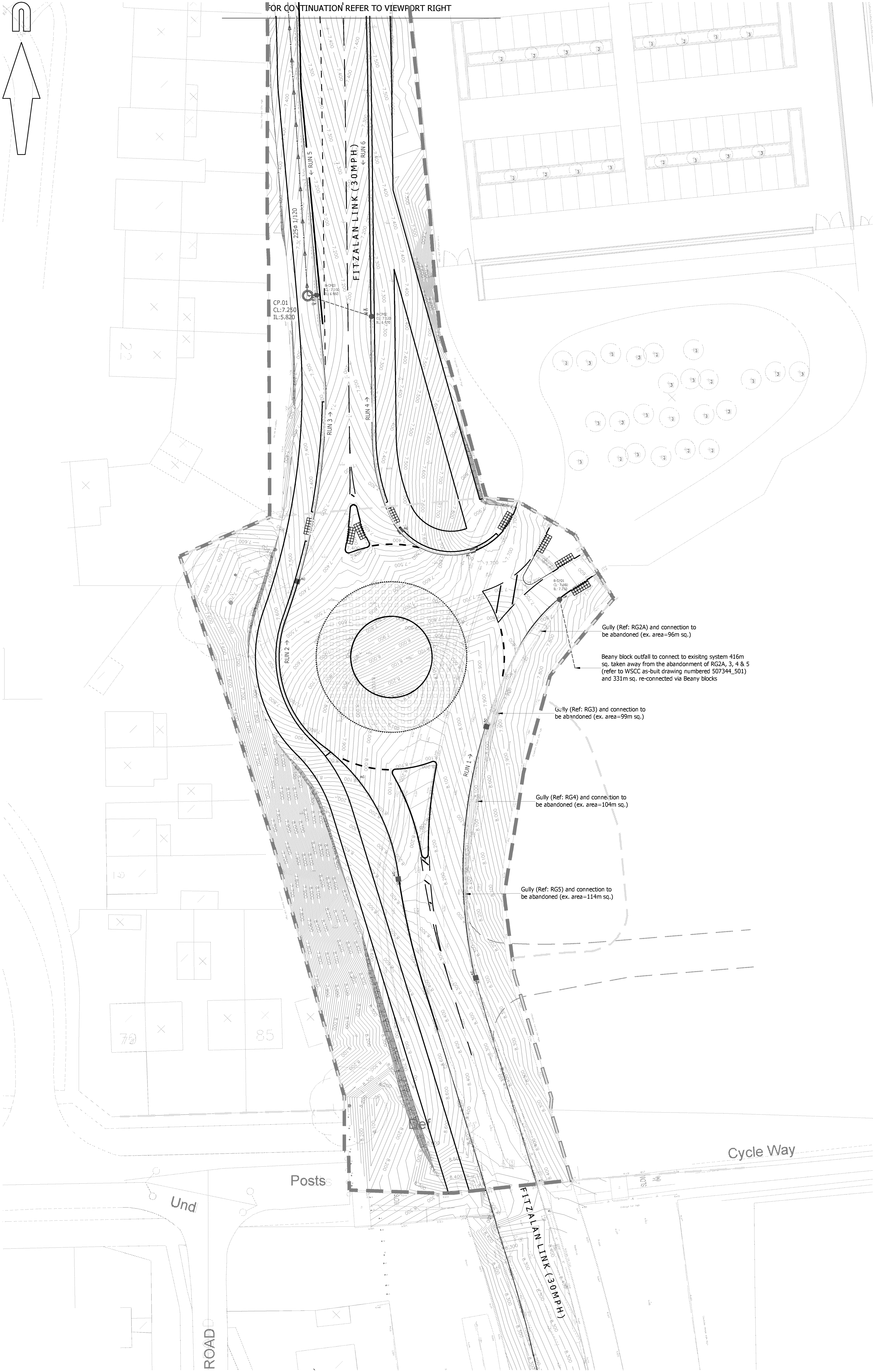
client	PERSIMMON HOMES				
project	NORTH LITTLEHAMPTON PHASE 2 FITZALAN LINK S278 WORKS				
scale	1:250 @ A0	drawn by	PB	checked by	AB
date	MARCH 2016	cad file	MASTER - FITZ.DWG		
title	PROPOSED S278 HIGHWAY WORKS CONSTRUCTION TREATMENTS DRAWING (1 OF 2)				
drawing number	PHF-MB-S278-GF-DR-D-211-01				
rev.	P4				



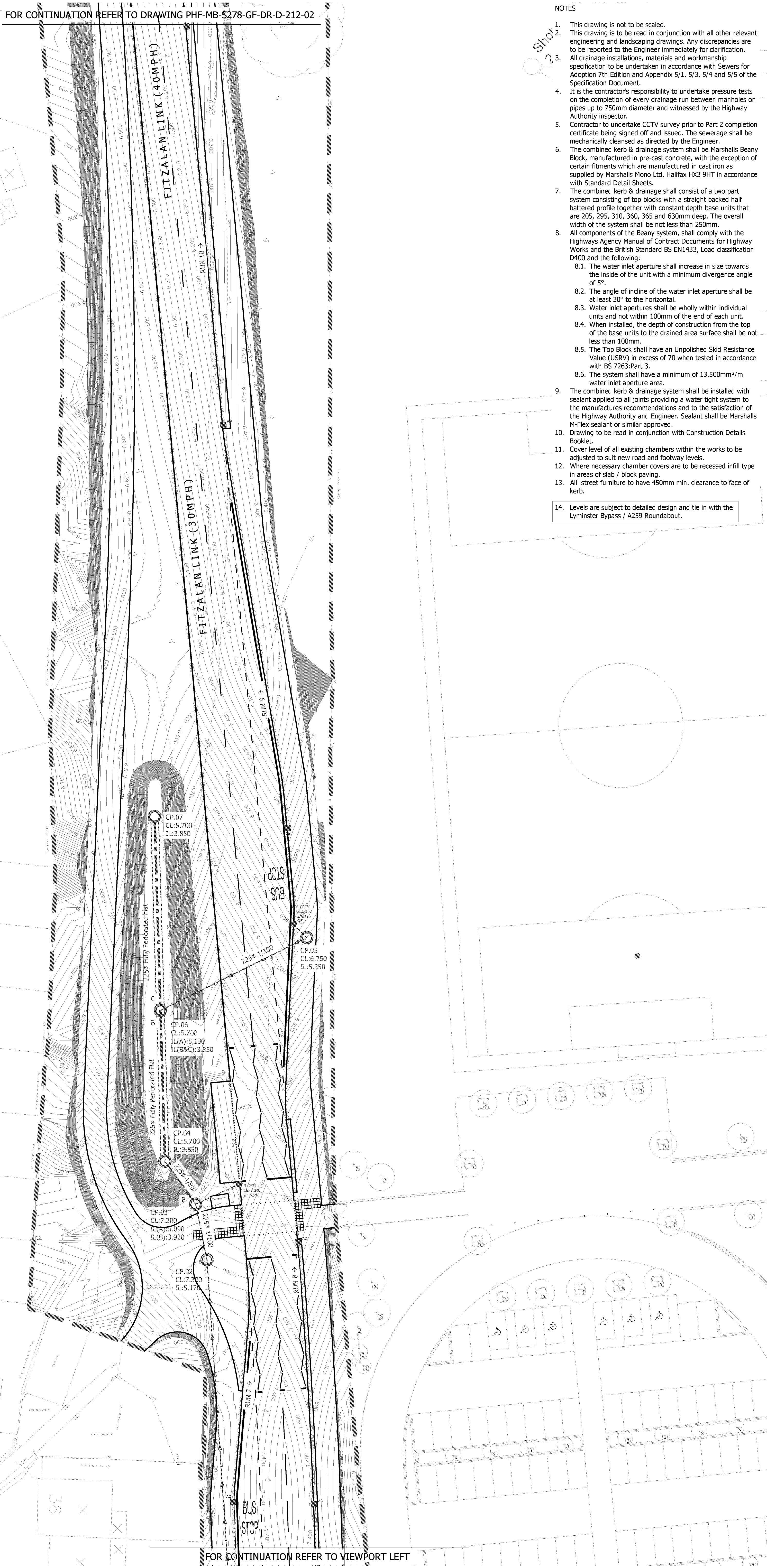
drawing number	rev.
PHF-MB-S278-GF-DR-D-211-02	P4



FOR CONTINUATION REFER TO VIEWPORT RIGHT



FOR CONTINUATION REFER TO DRAWING PHF-MB-S278-GF-DR-D-212-02



NOTES

- This drawing is not to be scaled.
- This drawing is to be read in conjunction with all other relevant engineering and landscaping drawings. Any discrepancies are to be reported to the Engineer immediately for clarification.
- All drainage installations, materials and workmanship specification to be undertaken in accordance with Sewers for Adoption 7th Edition and Appendix 5/1, 5/3, 5/4 and 5/5 of the Specification Document.
- It is the contractor's responsibility to undertake pressure tests on the completion of every drainage run between manholes on pipes up to 750mm diameter and witnessed by the Highway Authority Inspector.
- Contractor to undertake CCTV survey prior to Part 2 completion certificate being signed off and issued. The sewerage shall be mechanically cleaned as directed by the Engineer.
- The combined kerb & drainage system shall be Marshalls Beany Block, manufactured in pre-cast concrete, with the exception of certain finments which are manufactured in cast iron as supplied by Marshalls Mono Ltd, Halifax HX5 9HT in accordance with Standard Detail Sheets.
- The combined kerb & drainage shall consist of a two part system consisting of top blocks with a straight backed half battered profile together with constant depth base units that are 205, 295, 310, 360, 365 and 630mm deep. The overall width of the system shall be not less than 225mm.
- All components of the Beany system, shall comply with the Highways Agency Manual of Contract Documents for Highway Works and the British Standard BS EN1433, Load classification D400 and the following:
 - The water inlet aperture shall increase in size towards the inside of the unit with a minimum divergence angle of 5°.
 - The angle of incline of the water inlet aperture shall be at least 30° to the horizontal.
 - Water inlet apertures shall be wholly within individual units and not within 100mm of the end of each unit.
 - When installed, the depth of construction from the top of the base units to the drained area surface shall be not less than 100mm.
 - The Top Block shall have an Unpolished Skid Resistance Value (USRV) in excess of 70 when tested in accordance with BS 7263-Part 3.
 - The system shall have a minimum of 13,500mm²/m water inlet aperture area.
- The combined kerb & drainage system shall be installed with sealant applied to all joints providing a water tight system to the manufactures recommendations and to the satisfaction of the Highway Authority and Engineer. Sealant shall be Marshalls M-Flex sealant or similar approved.
- Drawing to be read in conjunction with Construction Details Booklet.
- Cover level of all existing chambers within the works to be adjusted to suit new road and footway levels.
- Where necessary chamber covers are to be recessed infill type in areas of slab / block paving.
- All street furniture to have 450mm min. clearance to face of kerb.
- Levels are subject to detailed design and tie in with the Lymminster Bypass / A259 Roundabout.

A0 ORIGINAL	
KEY	
	EXISTING KERB LINE
	PROPOSED KERB/EDGING LINE
	PROPOSED DROPPED KERB
	PROPOSED ROAD MARKING
	PROPOSED EARTHWORK EMBANKMENT
	PROPOSED GULLY CONNECTION
	PROPOSED HIGHWAY DRAIN
	PROPOSED TRENCH SOAKAWAY - REFER TO BE DETAIL MB/F/01
	PROPOSED GULLY - REFER TO WSCC DETAIL S278/38/11
	PROPOSED HIGHWAY DRAINAGE CATCHPIT - REFER TO WSCC DETAIL S278/38/13
	PROPOSED HIGHWAY DRAINAGE VORTEX FLOW CONTROL CHAMBER - REFER TO WSCC DETAIL S278/38/14
	PROPOSED MARSHALLS MINI BEANY 310 BASE UNIT AND H82 TOP BLOCK LINEAR KERB DRAIN, OR SIMILAR APPROVED
	PROPOSED MARSHALLS BEANY 205 BASE UNIT AND H82 TOP BLOCK LINEAR KERB DRAIN, OR SIMILAR APPROVED - REFER TO MB DETAIL MB/F/03
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	PROPOSED MARSHALLS BEANY DROPPED CROSSING UNIT AND B8 TOP BLOCK, OR SIMILAR APPROVED - REFER TO MB DETAIL MB/F/03
	PROPOSED MARSHALLS BEANY CAST IRON ACCESS COVER, OR SIMILAR APPROVED - REFER TO MB DETAIL MB/F/03
	PROPOSED MARSHALLS BEANY CAST IRON ACCESS COVER WITH END CAP, OR SIMILAR APPROVED - REFER TO MB DETAIL MB/F/03
	PROPOSED MARSHALLS BEANY CATCHPIT OUTFALL, OR SIMILAR APPROVED - REFER TO MB DETAIL MB/F/03
	PROPOSED MARSHALLS SILT TRAP AND BEANY CAST IRON ACCESS COVER, OR SIMILAR APPROVED
	PROPOSED SITE BUILT OUTFALL WITH ACCESS COVER
	PROPOSED ATTENUATION TANK - REFER TO MB DETAIL MB/F/02

FOR APPROVAL
NOT FOR CONSTRUCTION

P4	Western footway and link to Public Right of Way updated and earthworks amended following comments from WSCC dated 05/07/2017 (200)	AB	27/07/2017
P3	Pipe run amended to accommodate noise barrier (PB)	AB	21/07/2016
P2	Updated in accordance with Marshalls comments. (S)	AB	26/05/2016

rev.	amendment	checked	date
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Mayer Brown a Limited
Lion House, Oriental Road, Woking, Surrey GU24 0AR
Telephone 01483 750 508 Fax 01483 750 437
wokingoffice@mayerbrown.co.uk www.mayerbrown.co.uk

client
PERSIMMON HOMES

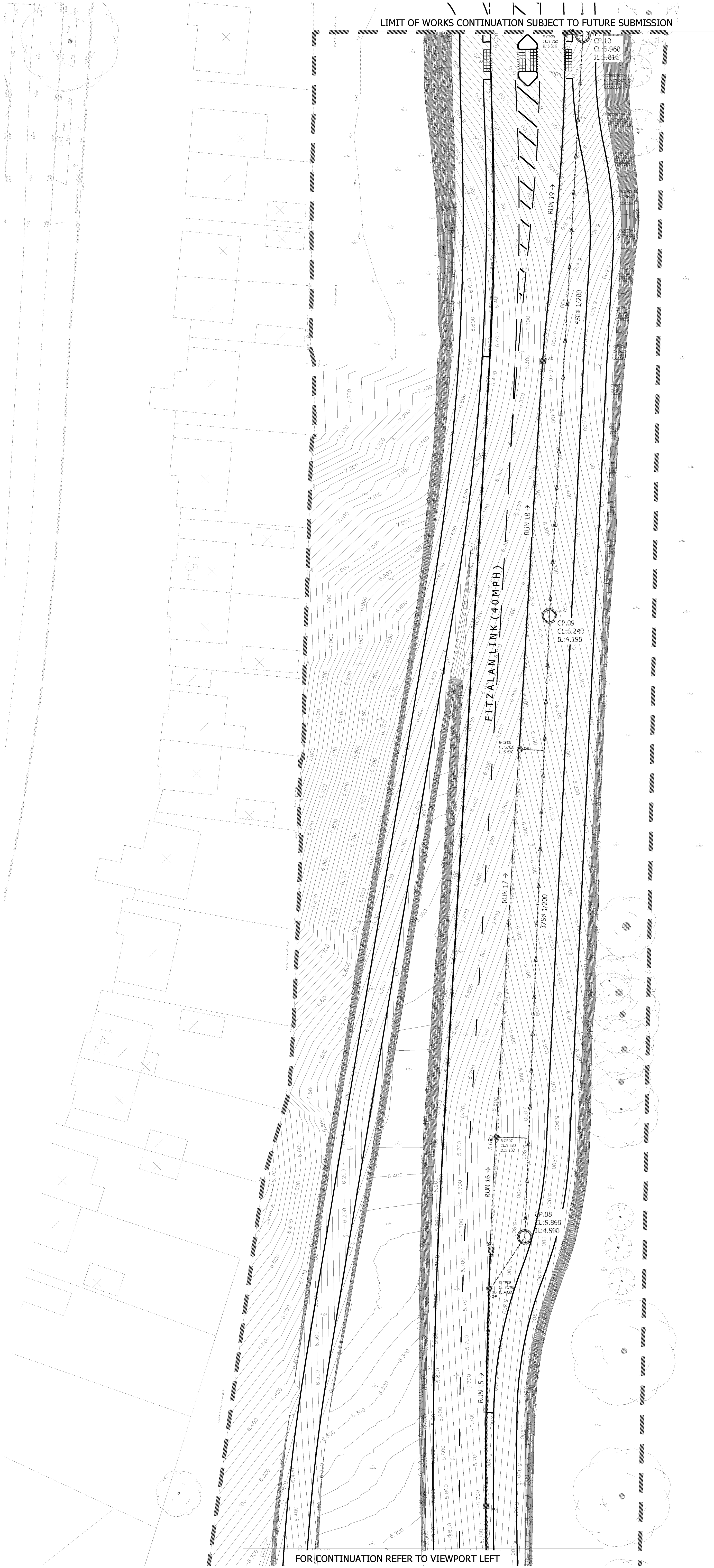
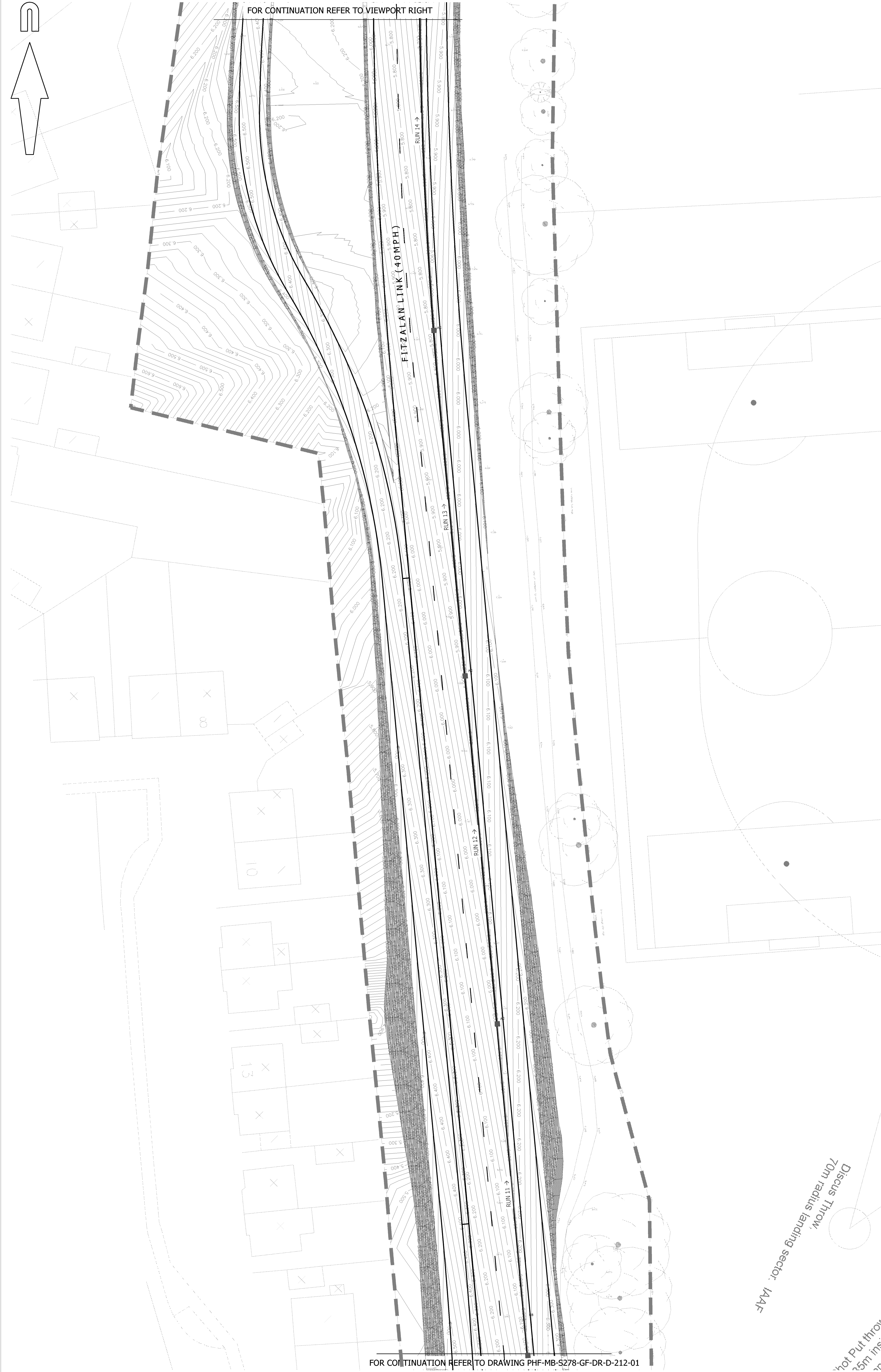
project
NORTH LITTLEHAMPTON PHASE 2
FITZALAN LINK S278 WORKS

scale
1:250 @ A0
drawn by
PB
checked by
AB

date
MARCH 2016
cad file
212-01 P4 & 02 P4.DWG

title
PROPOSED S278 HIGHWAY WORKS
DRAINAGE DRAWING (1 OF 3)

drawing number
PHF-MB-S278-GF-DR-D-212-01
rev.
P4



NOTES

- This drawing is not to be scaled.
- This drawing is to be read in conjunction with all other relevant engineering and landscaping drawings. Any discrepancies are to be reported to the Engineer immediately for clarification.
- All drainage installations, materials and workmanship specification to be undertaken in accordance with Sewers for Adoption 7th Edition and Appendix 5/1, 5/3, 5/4 and 5/5 of the Specification Document.
- It is the contractor's responsibility to undertake pressure tests on the completion of every drainage run between manholes on pipes up to 750mm diameter and witnessed by the Highway Authority Inspector.
- Contractor to undertake CCTV survey prior to Part 2 completion certificate being signed off and issued. The sewerage shall be mechanically cleaned as directed by the Engineer.
- The combined kerb & drainage system shall be Marshalls Beany Block, manufactured in pre-cast concrete, with the exception of certain elements which are manufactured in cast iron as supplied by Marshalls Mono Ltd, Halifax HX3 9HT in accordance with Standard Detail Sheets.
- The combined kerb & drainage shall consist of a two part system consisting of top blocks with a straight backed half battered profile together with constant depth base units that are 205, 295, 310, 360, 365 and 630mm deep. The overall width of the system shall be not less than 1200mm.
- All components of the Beany system, shall comply with the Highways Agency Manual of Contract Documents for Highway Works and the British Standard BS EN1433, Load classification D400 and the following:
 - The water inlet aperture shall increase in size towards the inside of the unit with a minimum divergence angle of 5°.
 - The angle of incline of the water inlet aperture shall be at least 30° to the horizontal.
 - Water inlet apertures shall be wholly within individual units and not within 100mm of the end of each unit.
 - When installed, the depth of construction from the top of the base units to the drained area surface shall be not less than 100mm.
 - The Top Block shall have an Unpolished Skid Resistance Value (USRV) in excess of 70 when tested in accordance with BS 7263-Part 3.
 - The system shall have a minimum of 13,500mm²/m water inlet aperture area.
- The combined kerb & drainage system shall be installed with sealant applied to all joints providing a water tight system to the manufactures recommendations and to the satisfaction of the Highway Authority and Engineer. Sealant shall be Marshalls N-Flex sealant or similar approved.
- Drawing to be read in conjunction with Construction Details Booklet.
- Cover level of all existing chambers within the works to be adjusted to suit new road and footway levels.
- Where necessary chamber covers are to be recessed infill type in areas of slab / block paving.
- All street furniture to have 450mm min. clearance to face of kerb.
- Levels are subject to detailed design and tie in with the Lymminster Bypass / A259 Roundabout.

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A0 ORIGINAL

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KEY

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- PROPOSED KERB/EDGING LINE
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- PROPOSED ROAD MARKING
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- PROPOSED TRENCH SOAKAWAY - REFER TO BE DETAIL MB/F/01
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- PROPOSED SITE BUILT OUTFALL WITH ACCESS COVER
- PROPOSED ATTENUATION TANK - REFER TO MB DETAIL MB/F/02

FOR APPROVAL

P4	Earthworks amended following comments from WSSC dated 05/07/2017. (02N)	AB	27/07/2017
P3	Contours updated. (02N)	AB	22/07/2016
P2	Updated in accordance with Marshalls comments. (S)	AB	26/05/2016

rev.	amendment	checked	date
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mb mayer brown

Mayer Brown is a limited liability company. Registered office: 10th Floor, 100 Old Broad Street, London EC2N 1JH. Telephone: 01483 750 500 Fax: 01483 750 437. info@mbmayerbrown.co.uk www.mayerbrown.co.uk

client
PERSIMMON HOMES

project
NORTH LITTLEHAMPTON PHASE 2
FITZALAN LINK S278 WORKS

scale
1:250 @ A0

drawn by
PB

checked by
AB

date
MARCH 2016

cad file
212-01 P4 & 02 P4.DWG

title
PROPOSED S278 HIGHWAY WORKS
DRAINAGE DRAWING (2 OF 3)

drawing number
PHF-MB-S278-GF-DR-D-212-02

rev.
P4

APPENDIX B: Previous Road Safety Audit Designer's Responses

**LITTLEHAMPTON NORTH DEVELOPMENT
AREA**

ACCESS ARRANGEMENTS

**STAGE 1 ROAD SAFETY AUDIT
DESIGNER'S RESPONSE**

October 2011

**LITTLEHAMPTON NORTH DEVELOPMENT
AREA**

ACCESS ARRANGEMENTS

**STAGE 1 ROAD SAFETY AUDIT
DESIGNER'S RESPONSE**

October 2011

Project Code:	WYGLITTLEHAMPTON.6A
Prepared by:	BEN SMITH-LAING
Position:	Principal Consultant
Approved by:	PS
Issue Date:	6 th October 2011
Status:	FINAL

**Littlehampton North Development Area
Access Arrangements
Stage 1 Road Safety Audit
Designer's Response**

Contents

1.0	Introduction
2.0	Response to Stage 1 Road Safety Audit

**Littlehampton North Development Area
Access Arrangements
Stage 1 Road Safety Audit
Designer's Response**

List of Appendices

Appendix A Revised Scheme Drawings

1.0 INTRODUCTION

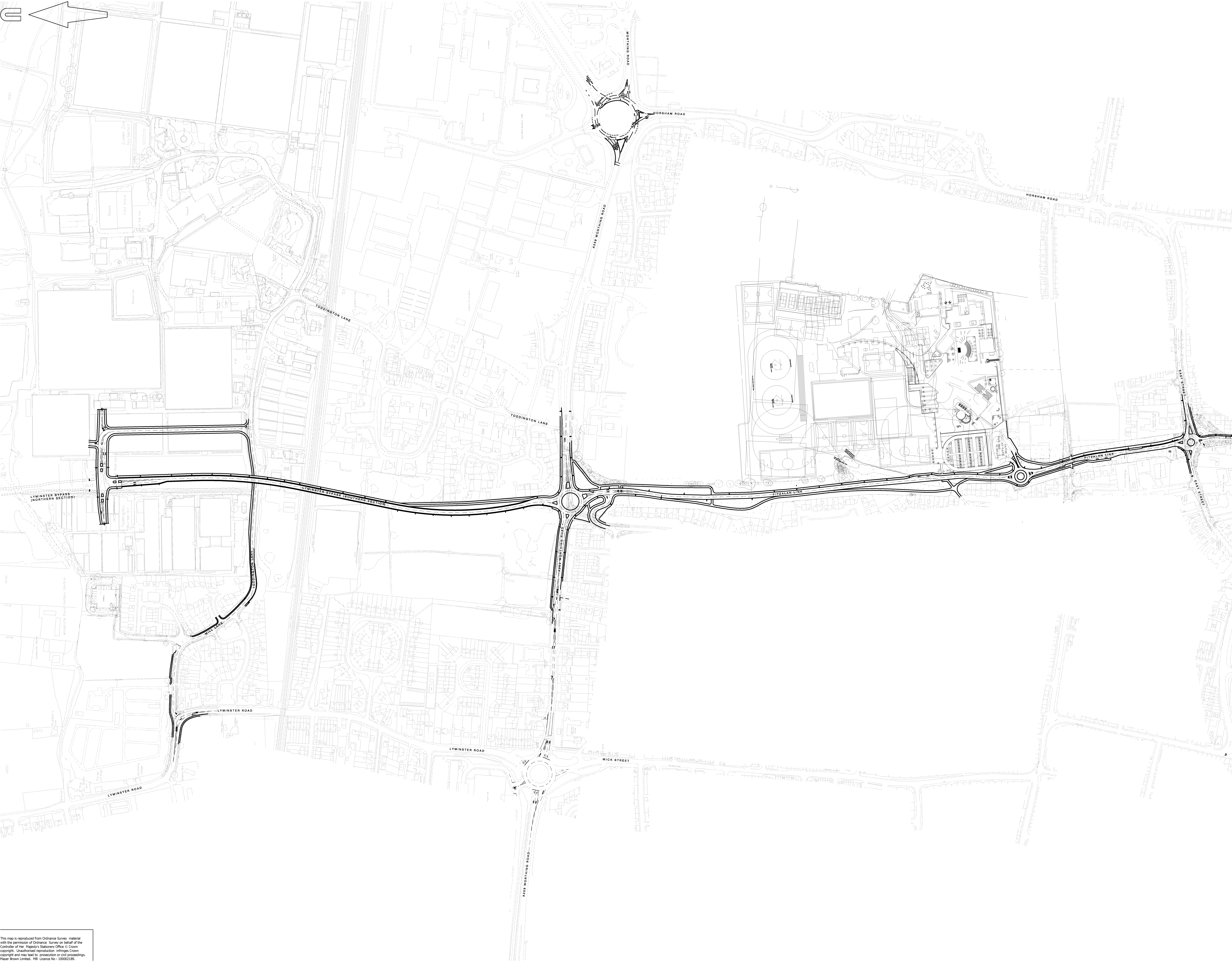
- 1.1** This Designer's Response results from a Stage 1 Road Safety Audit of the highway works associated with the North Littlehampton development carried out on the 28th September 2011.
- 1.2** The Designer's Responses to the issues raised are presented with reference to the numbering used within the Safety Audit report.
- 1.3** Where recommendations have been adopted, they are shown in the relevant drawings provided as Appendix A.

2.0 RESPONSE TO STAGE 1 ROAD SAFETY AUDIT

- 2.1** [Item 3.2] Signage: Noted – full signage proposals to be provided at detailed design stage.
- 2.2** [Item 3.3] Dropped kerbs and tactile paving: Noted – full crossing details to be provided at detailed design stage.
- 2.3** [Item 3.4] Vehicle and pedestrian restraint over bridge: Noted – full restraint details to be provided at detailed design stage.
- 2.4** [Item 3.5] Bollard provision: Noted – full details of bollards and illumination to be provided at detailed design stage.
- 2.5** [Item 3.6] East Street roundabout vehicular access: This area was designed by West Sussex County Council (WSCC) and is currently under construction. It is assumed that it was the subject of a separate Safety Audit / Designer's Response process. No changes are proposed to the WSCC design.
- 2.6** [Item 3.7] East Street roundabout deflection: This area was designed WSCC and is currently under construction. It is assumed that it was the subject of a separate Safety Audit / Designer's Response process. No changes are proposed to the WSCC design.
- 2.7** [Item 3.8] Highdown Drive screening / bunding: Noted – full details of screening / bunding to be provided at detailed design stage.
- 2.8** [Item 3.9] Fitzalan Link crossings: Drawing WYGLITTLEHAMPTON.1/15M shows that a toucan crossing is proposed at the Paterson Wilson Road crossing. An informal crossing will be provided at the footpath adjacent to number 36 Highdown Drive.
- 2.9** [Item 3.10] Pedestrian access to Academy: The proposed roundabout provides continuity of access to the school site. From here it ties into the school proposals. These are currently under construction and it is assumed that they were subject to a separate Safety Audit / Designer's Response process.
- 2.10** [Item 3.11] Two lane approaches to A259 / Fitzalan Link roundabout: It is considered that the addition of designation markings may prove confusing and cluttered. Lane markings have therefore been added to the circulatory carriageway instead, as these will act to improve lane discipline and reduce the risk of conflict.

- 2.11** [Item 3.12] Fitzalan Link crossing to rear of 138 Highdown Drive: Whilst it is accepted that there is not obvious pedestrian desire line in this location, the footway / cycleway on the eastern side of the road does deviate away from being adjacent to the road at this point. It is likely that people heading northbound up the Fitzalan Link, who wish then to turn west along the A259 would regard this as inconvenient and will wish to cross to the western side of the road at this point. The crossing will therefore be maintained. There is excellent intervisibility at this point, so Auditors' consideration that this would lead to a medium-high accident risk is considered to be unwarranted.
- 2.12** [Item 3.13] Fitzalan Link kerb buildout: This area was designed by WSCC and is currently under construction. It is assumed that it was the subject of a separate Safety Audit / Designer's Response process. No changes are proposed to the WSCC design.
- 2.13** [Item 3.14] Lyminster bypass northern signal junction proximity to priority junctions: This area has been the subject of extensive modelling, including microsimulation. The modelling indicates that the area functions well, with no excessive queuing. As set out in the design check report, all visibilities meet trunk road standards. The area has been designs so that it can revert to a more "conventional" street pattern as and when the full Lyminster bypass connection to the north is implemented.
- 2.14** [Item 3.15] Lyminster bypass northern signal junction "see through": Accepted – details of screening or landscaping to be provided at detailed design stage.
- 2.15** [Item 3.16] Mill Lane / Toddington Lane junction visibilities: On-site observations indicate that the existing visibilities to these junctions are reasonable, but could in places be improved by maintenance work to existing vegetation. Local accident records are good, indicating that there are no specific highway design issues. Whilst the intensity of use of the major arms or all of the junctions will increase, any increased accident risk is more than offset by the highways improvements proposed. Where relevant vegetation will be trimmed during construction. In terms of capacity, the existing side roads all serve relatively limited number of dwellings, so no capacity issues are anticipated. It should be noted that the roads will be subject to a 30mph speed limit.
- 2.16** [Item 3.17] Bodyshop roundabout westbound merge on A259: As set out in the design check report, the merge has a taper of 1:15, which is within the recommendations of the Design Manual for Roads and Bridges. It is therefore anticipated to be adequate to allow safe merging.

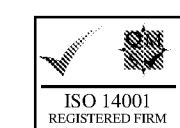
APPENDIX A
Revised Scheme Drawings



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N	Fitzalan Link crossing & A259 roundabout lane markings added	MP	06/10/11
M	Bodyslop Roundabout, Worthing Road westbound approach, MKGS amended.	MP	26/09/11
L	South side layby on Mill Lane removed.	MP	11/09/11
K	Mill Lane & Bodyslop Roundabout improvements. Fitzalan Link bus stop/overrun included.	MP	21/07/11
J	Site priority amended/RTL removed	MP	11/02/11
I	Mill Lane Link removed. Replaced with "Toddington Lane Link"	MP	10/10/10
H	Additional road names, footway amended on Fitzalan Link/dog identification borders added & site access jct amended.	MP	04/12/09
G	Wick & Bodyslop roundabout changes added. Footway amendments on the Fitzalan Link.	MP	01/12/09
F	Access to allotments off of Mill Lane Link added. Industrial access on Toddington Lane moved westwards.	MP	18/11/09
E	Run over strip added to Mill Lane Roundabout. Fitzalan Link realigned on approach to East Street.	MP	10/11/09
D	Roundabout added to Mill Lane Link. Scheme adjusted to suit Topo data.	MP	06/11/09
C	Mill Lane Link amended following WSCC preliminary design assessment.	MP	19/10/09
B	Fitzalan Link Road realigned to increase gap to residential areas.	MP	21/09/09
A	Amendments following meeting with WSCC.	MP	24/03/09

rev	amendment	checked	date
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mayer brown
Mayer Brown Limited, 10th Floor
Central Road, Worthing, Sussex, GU12 8AR
Telephone 01483 750 508 Fax 01483 750 437
worthingoffice@mayerbrown.co.uk www.mayerbrown.co.uk

Client
WHITE YOUNG GREEN

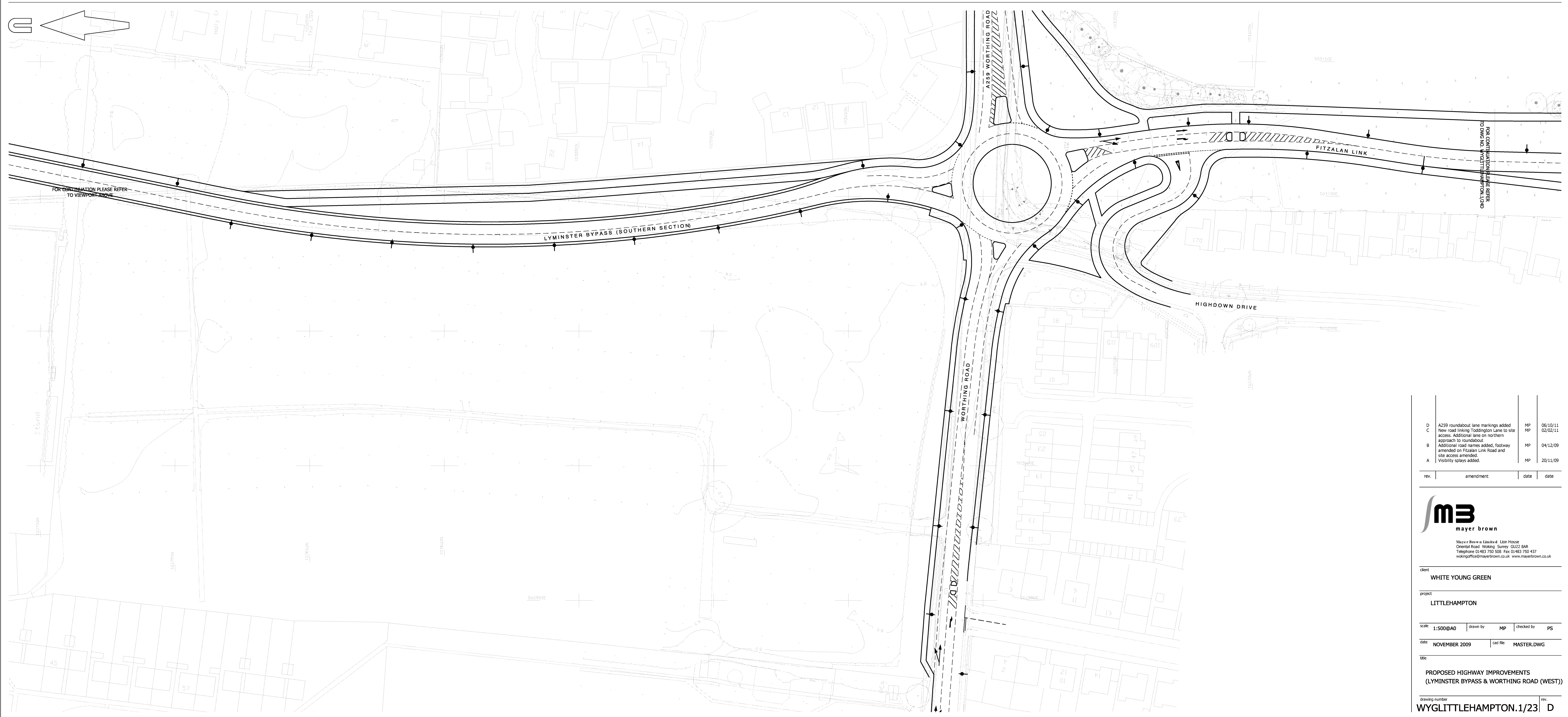
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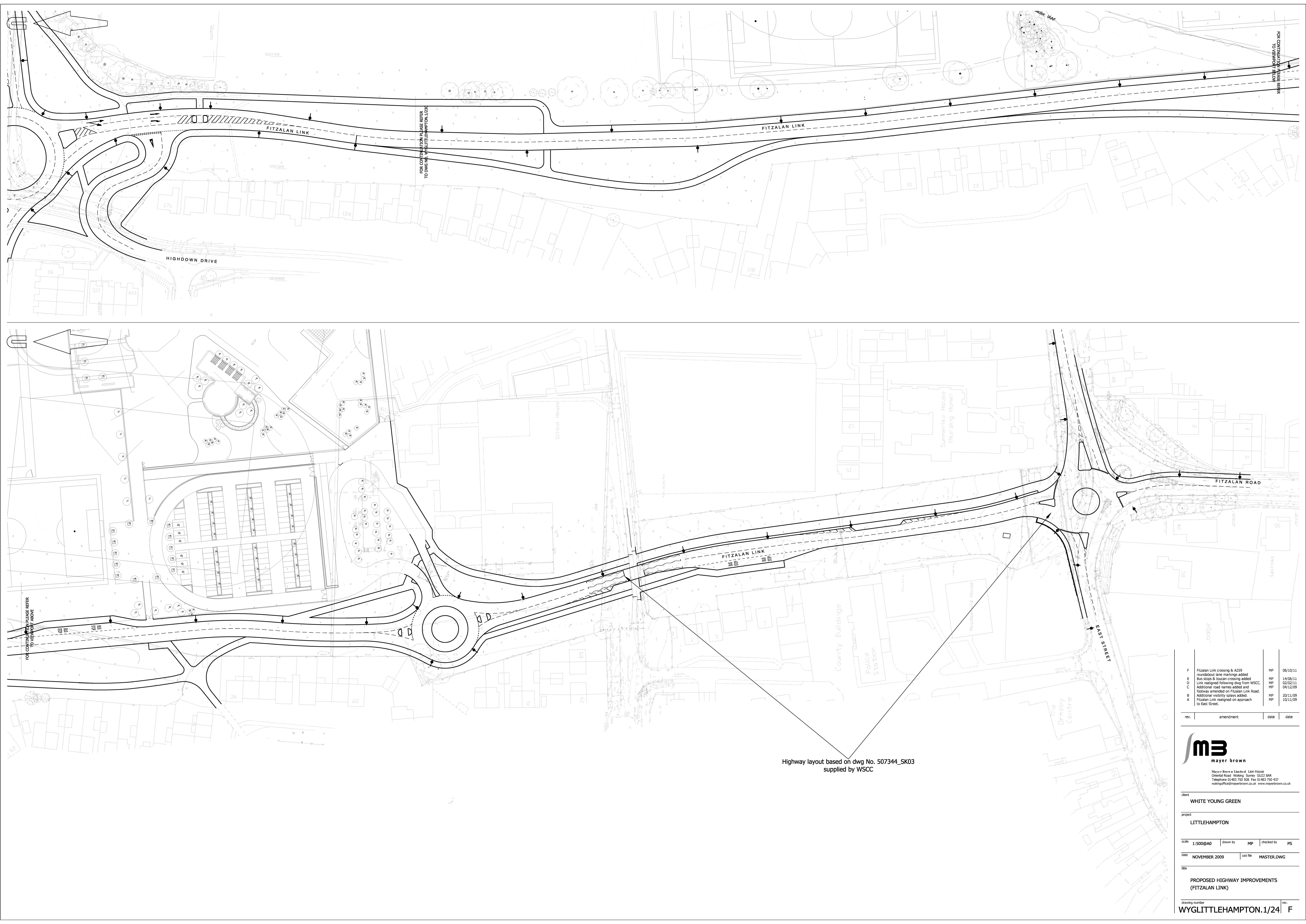
Date
FEBRUARY 2009 CAD file: **MASTER.DWG**

Title
PROPOSED HIGHWAY IMPROVEMENTS (FULL EXTENTS)

Drawing number
WYGLITTLEHAMPTON.1/15 rev. **N**



			
mayer brown			
Mayer Brown Limited, Ltd House Oriental Road, Woking, Surrey GU24 0AR Telephone 01483 750 508 Fax 01483 750 437 webinfo@fbm@mayerbrown.co.uk			
client _____			
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scale	1:500@A0	drawn by	mp
		checked by	ps
date	NOVEMBER 2009	cad file	MASTER.DWG
title _____			
PROPOSED HIGHWAY IMPROVEMENTS (LYMPHINER BYPASS & WORTHING ROAD (WEST))			
drawing number			rev.
WYG/LITTLEHAMPTON.1/23			D



FOR CONTINUATION PLEASE REFER
TO DWG NO. WYLITTLEHAMPTON.1/23E

FOR CONTINUATION PLEASE REFER
TO DWG NO. WYLITTLEHAMPTON.1/23E

FOR CONTINUATION PLEASE REFER
TO DWG NO. WYLITTLEHAMPTON.1/23E

Highway layout based on dwg No. 507344_SK03
supplied by WSCC

F	Fitzalan Link crossing & A259 roundabout lane markings added	MP	06/10/11
E	Bus stops & toucan crossing added	MP	14/06/11
D	Link realigned following dwg from WSCC	MP	02/02/11
C	Additional road names added and footway amended on Fitzalan Link Road. Additional visibility signs added.	MP	04/12/09
B	Fitzalan Link realigned on approach to East Street.	MP	20/11/09
A		MP	10/11/09

rev	amendment	date	date
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m3
mayer brown

Mayr & Brown Limited, Lion House
Central Road, Woking, Surrey GU24 8AR
Telephone 01483 750 508 Fax 01483 750 437
wokingoffice@mayerbrown.co.uk www.mayerbrown.co.uk

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WHITE YOUNG GREEN

project
LITTLEHAMPTON

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date	NOVEMBER 2009	cad file	MASTER.DWG
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title
**PROPOSED HIGHWAY IMPROVEMENTS
(FITZALAN LINK)**

drawing number	WYGLITTLEHAMPTON.1/24	rev.	F
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Stage 1 RSA - Road Safety Audit Designer's Response Report

1.1 This report results from a request from WSCC to clarify the position in relation to the Stage 1 RSA Designer's Response associated with the Fitzalan Link Road scheme proposals in respect to the Stage 1 RSA undertaken dated September 2011.

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

Item	Problem	Recommendation	Designer's Response
3.2	Location: General. Summary: It will be important that the new highway network is clearly signed throughout. Risk: Low – subject to recommendation.	i) Provide signing on each approach to new and modified junctions. ii) Map-type signs will be required at roundabout junctions. iii) Ensure adequate forward visibility to signs, and ensure adequate clearance between sign face and carriageway. iv) Where appropriate ensure adequate clearance for pedestrians and cyclists beneath sign face.	i) Accepted. Signing shall be provided on each junction approach as recommended and as indicated on the general arrangement drawings (exact destination text to be agreed with WSCC) ii) Accepted. Signing shall be provided on each junction approach as recommended and as indicated on the general arrangement drawings (exact destination text to be agreed with WSCC) iii) Accepted. Adequate clearance and visibility to signs shall be provided as recommended and as indicated on the general arrangement drawings. iv) Accepted. All traffic signs mounted over footways and cycleways shall have 2.4m clearance as recommended and as indicated on the general arrangement drawings.
3.3	Location: General. Summary: This problem may be addressed at the detail design stage. It will be necessary to provide dropped kerbs and tactile paving in relation to all pedestrian and off-road cycle routes. Risk: Low Subject to recommendation.	Provide dropped kerbs and tactile paving as required throughout.	Accepted. Dropped kerbs and tactile paving included as recommended as indicated on the general arrangement drawings.

Item	Problem	Recommendation	Designer's Response
3.5	Location: General. Summary: Numerous solid refuge islands throughout the proposals will require the provision of reflective or internally illuminated bollards. Direction signing may also be required. Risk: Low Subject to recommendation.	Ensure that islands are of sufficient size to accommodate such signing as may be required at a specific location.	Accepted. Traffic signing accommodated within traffic islands with adequate clearance as recommended and as indicated on the general arrangement drawings.
3.9	Location: Fitzalan Link (North of Roundabout access to school site) Summary: The Fitzalan Link will sever two footpath links. In addition it will run between schools and recreation / sports facilities on the east of the Fitzalan Link and an existing residential area to the west of the Link. In particular the pedestrian and pedal cycle link from Paterson Wilson Road was noted to be well used at the time of our inspection. Risk: Medium – high	Provide formal crossing facility on the desire line of this existing facility. Depending on the anticipated use, a formal crossing facility may be required in association with the footpath adjacent to number 36 Highdown Drive.	Accepted. Uncontrolled crossing point provided as recommended.
3.10	Location: Fitzalan Link (Roundabout access to school site) Summary: It is acknowledged that this may relate to part of the overall works which will not be the subject of future adoption. However it is not clear how vehicular or pedestrian access is to be provided from the roundabout into the school site Risk: Medium - high	Ensure continuity of route from public highway into school site.	Accepted. Vehicular access to the school is via the main access arm. A footway/ cycleway link exists on the eastern side of the access arm. A further footway link is proposed to the north of the roundabout via a crossing adjacent to No. 36 Highdown Drive.

Item	Problem	Recommendation	Designer's Response
3.12	Location: Fitzalan Link (To rear of 138 Highdown Drive) Summary: Links from the footway / cycleways on either side of the Link Road lead to the Link Road carriageway at this point, apparently intended as a crossing point location for pedestrians and cyclists. There is no apparent pedestrian / cycle desire line which would require users to cross the Link Road at this point. It is unlikely that drivers on the Link Road would generally anticipate pedestrian crossing movements at this location. Risk: Medium - high	Do not provide a pedestrian / pedal cycle crossing facility, or links to the carriageway at this location.	Rejected. Whilst it is accepted that there is not obvious pedestrian desire line in this location, the footway / cycleway on the eastern side of the road does deviate away from being adjacent to the road at this point. It is likely that people heading northbound up the Fitzalan Link, who wish then to turn west along the A259 may regard this as inconvenient and will wish to cross to the western side of the road at this point. There is good intervisibility at this point, so Auditors' consideration that this would lead to a medium-high accident risk is considered to be unwarranted. It is proposed to retain this crossing point.

