

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: PHLYM - A284 Lyminster - Tie in to Southern Bypass
Date: 16 June 2017 15:00:31

Hi Adrian,

Thank you for your revised alignment. I confirm that this has been reviewed by WSCC and is acceptable. On this basis, I will forward the plans attached to your original email to Jacksons / Capita. As discussed at our recent meeting, I would be grateful if you would advise if any element changes as your design progresses and we will do the same.

Kind Regards,

Sara McKnight
Project Manager - Major Projects
Economy, Infrastructure and Environment
Highways and Transport
West Sussex County Council

Location: 1st Floor, Northleigh, County Hall, Chichester, West Sussex, PO19 1RH

[REDACTED]

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From: Adrian Barnley [REDACTED]
Sent: 09 June 2017 16:17
To: Sara McKnight
Cc: Graham, Laura; Johnson, Kamila; Neil Oliver; Oliver Nevett
Subject: FW: PHLYM
Importance: High

Sarah

Littlehampton – Lyminster Bypass Southern Section - northern roundabout

I write further to our meeting on Wednesday 7 June 2017. As requested, please find attached an updated GA (Dwg **A/PHLYM.1/GA-1 Rev P7**) for the northern roundabout which has been amended to accommodate an improved northern arm tie-in alignment to Capita's scheme (assuming a 9.3m wide carriageway – 7.3m with 1m hardstrips) and a suggested location for the speed limit change points.

It is noted from the meeting that WSP will be commissioned by WSCC to undertake the 'strategic signing strategy' and this will be advised in due course and that an ADS for the northern arm approach to the roundabout will need to be accommodated within Capita's scheme proposals.

Please also see attached sketch **MBSK170504-1 Rev P1** that indicates the indicative Roundabout crown line levels based on the previous layout, for information purposes. However, please note that these will be subject to change resulting from design development, road safety audit and detailed design so should be used as a guide only at this stage.

I trust that you can discuss this internally as agreed and advise ASAP whether the amended tie-in arrangement and suggested speed limit change point is acceptable.

Regards

Adrian.

Adrian Barnley, BEng(Hons) CEng MCIHT FIHE
Director
Mayer Brown Limited
Lion House
Oriental Road
Woking
Surrey
GU22 8AR

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