

Stage 1 RSA 2nd Addendum - Response Report

1.1 This report results from receipt of a Stage 1 RSA Addendum 2 Report, undertaken dated February 2018.

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

Item	Problem	Recommendation	Designer's Response
3.3	Location: General. Summary: Proposed signage This matter can be dealt with at the detailed design stage. It will be important that the new highway network is clearly signed throughout. - There appears to be insufficient signage provided on the bypass on each approach to the proposed roundabout junctions. - Whilst map-type signs are generally detailed on approaches to the roundabout junctions, there are no map-type signs detailed on the new bypass. - Visibility to proposed road signs (bypass) has not been shown at this stage. - Whilst details of sign types, dimensions and locations have been generally detailed. Sign posts should not be located where they will cause an obstruction/hazard to pedestrians/cyclists. For example, one of the two posts supporting the map-type sign on the eastbound approach to the A259 Worthing Road roundabout junction is located in the centre of the footway.	- Provide signing on each approach to new and modified junctions. - Map-type signs will be required at roundabout junctions. - Ensure adequate forward visibility to signs and ensure adequate clearance between sign face and carriageway. - Where appropriate ensure adequate clearance for pedestrians and cyclists beneath sign face. ~~Provide maximum speed limit signs at all changes of speed restriction.~~ This no longer remains relevant as maximum speed limit signs are provided at all changes of speed restriction	Accepted. - Appropriate signing shall be provided at detailed design stage through agreement with the Highway Authority. - Map type advance direction signs shall be provided on each approach to the junctions as recommended. The initial traffic signing locations indicated on the drawings are provided to show the intention to provide advance and direction signing. - Adequate visibility to traffic signs shall be provided. Adequate clearance between the sign face and carriageway shall be provided as recommended. - A clearance of 2.40m shall be provided beneath sign faces for pedestrians and cyclists. <i>An initial signing strategy has been developed for review by WSCC and includes ADS signs on the Bypass approaches to the roundabouts (MB drawing numbered A/PHLYM.1/TS01 Rev P1). It is intended that this will be discussed further and agreed at detailed design stage.</i>

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Item	Problem	Recommendation	Designer's Response
3.4	A259 Worthing Roundabout Location: Fitzalan Link / Worthing Road Roundabout. Summary: Confusion / conflict on the circulatory carriageway There are three-lane approaches on the eastern and western arms of the roundabout, with only two-lanes (or exit width sufficient for two lanes of vehicular traffic) being provided on the four exit arms, this could therefore lead to potential conflict within the circulatory carriageway, potentially resulting in sharp braking or side swipe collisions.	Provide lane destination guidance on all approaches <u>and</u> provide appropriate demarcation and merge arrows on all exit arms.	Accepted. Lane destination guidance on approaches, suitable demarcation and merge arrows provided on all exit arms as recommended.
3.5	Northern Roundabout Location: Exit arms Summary: Confusion / conflict on the circulatory carriageway and/or exit arms There are two-lane approaches on all entry arms (apart from the east approach which consists of one lane) and one-lane on all exit arms of this roundabout. Whilst the Auditors acknowledge that the proposed width of the exit arms is sufficient to accommodate two cars, without appropriate lane demarcation indicating a two-lane exit it could result in conflict within the circulatory carriageway, late braking and/or side swipe collisions.	Provide appropriate demarcation and merge arrows on all exit arms.	Accepted. Demarcation and merge arrows added to all exits as recommended.
3.6	Bypass Location: Elevated bypass Summary: Restraint barriers - embankment The proposals as shown include a bridge over an existing road and railway.	i) Provide vehicle restraint barriers and pedestrian fencing as required. ii) Ensure that adequate embankment width is provided as required for the provision of barriers or fencing.	Accepted The proposed vehicle restraint systems drawing (35944/2001/010 A) details the type of barriers required either side of the proposed road, along with ensuring adequate verge width is present for the desired working widths.

Persimmon Homes Thames Valley
North Littlehampton, Lyminster Bypass (Southern Section)
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Prepared By:

Name: Oliver Nevett

Signed:



Organisation: Mayer Brown Limited

Date: 9 February 2018

Attachments:

Updated drawings

- A/PHLYM.1/GA-1 Rev P15
- A/PHLYM.1/GA-2 Rev P14
- A/PHLYM.1/ST-1 Rev P9
- A/PHLYM.1/ST-2 Rev P10
- A/PHLYM.1/VIS-1 Rev P9
- A/PHLYM.1/VIS-2 Rev P10
- A/PHLYM.1/TR-1 Rev P7
- A/PHLYM.1/TR-2 Rev P7
- A/PHLYM.1/TK-1 Rev P8
- A/PHLYM.1/TS01 Rev P1
- PBA Dwg 35944/2001/010 A