

REPORT N° 0854-01

BOGNOR NORTH RELIEF ROAD SPORTS PITCH ACCESS SPORTS PITCH ACCESS

DESIGNERS RESPONSE TO WSCC COMMENTS

CONFIDENTIAL

AUGUST 2015

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BDW

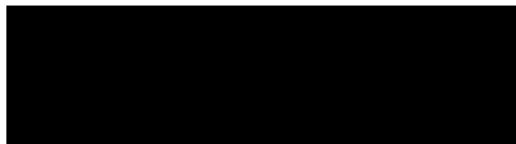
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QUALITY MANAGEMENT

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REPORT BACKGROUND

This report is a response to comments provided by Ian Geldhill, West Sussex County Council (WSCC) on 22nd July 2015 regarding a proposed sports pitch access design on the Bognor North Relief Road. Feedback has also been provided during meetings with WSCC, and Stage 1 and 2 Road Safety Audits have been performed with designer responses provided.

The junction design is an improvement to a previously approved design, providing access to a sports pitch as part of a new residential development. The previous design (Dalton Crawley Partnership, Drawing D42/5250/CFB/SL-01, Rev F) was approved as part of the 2004 outline permission for the site. The site is located off Bognor North relief road, at PO22 6BB.

The proposed design is a major / minor priority junction, with a right turning lane, on the southern arm of a roundabout on the Bognor North Relief Road.

This junction may also provide access to a primary school in the future, but the suitability of the design would require reviewing when this moves forward.

This report incorporates review of drawings with by Ian Geldhill, West Sussex County Council (WSCC) on 13th August 2015.

WSCC DESIGN COMMENTS

The following design comments were made by Ian Geldhill in a WSCC advice note dated 22nd July 2015. The changes suggested have been made and descriptions of these changes are provided below.

EXTEND THE RIGHT TURNING LANE LENGTH NORTHWARDS

The direct taper of the right turning lane has been moved northwards to extend the right turning lane. The width of the right turning lane is now 2.5m at the end of the direct taper, following the absolute minimum acceptable width given in DMRB TD 42/95 paragraph 7.36.

REMOVE HATCHING WITHIN THE ACCESS

The hatched area on the minor arm of the junction has been removed. The 1004 centreline road marking has been extended to the give way line, along the previous centre of the hatching.

BUSES WILL NOT REALISTICALLY BE FREQUENT VISITORS TO SITE

The bus has been removed from swept path analysis drawings and replaced with the car model already in use in the design. The fundamental access design geometry has not changed so buses can still use the access when required.

NO RIGHT TURNER EGRESS FROM PLAYING FIELD ACCESS

The no right turner is proposed to support the basis of providing a right turn ghost island. The provision of this no right turner is an addition to the approved scheme access proposal without a right turn ghost island previous design (Dalton Crawley Partnership, Drawing D42/5250/CFB/SL-01, Rev F). .

OTHER DESIGN CHANGES

The kerblines of the westbound lane south of the junction previously kinked outwards. The kerblines have been improved by removing this kink and straightening. The right turning lane taper has been updated to reflect this change, improving its gradient from 1 in 4.6 at its worst point to 1 in 11.1.