Highway Proposals in support of Extension to Seaside Primary School, Lancing.

Road Safety Audit Response Report

October 2013

Report prepared by:

Roger Harper
Creative Roads Ltd

www.creative-roads.co.uk

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Response Report Prepared and Signed on behalf of Client by:



.....
Roger Harper BSc(Eng) FIHE IEng
Creative Roads Ltd

1.0 Introduction

1.1 Sunninghill Construction is working with West Sussex County Council to design and build an extension for Seaside Primary School, located in Freshbrook Road, Lancing. The extension is to enable the increase in school size to support WSCC statutory obligations in the provision of school places. This expansion was approved by West Sussex County Council (WSCC) in 2012.

1.2 Highway proposals to mitigate the impact of the extension have been developed by Creative Roads in conjunction with Sunninghill Construction, WSCC and Seaside Primary School. The highway proposals were developed in conjunction with a Transport Statement prepared in June 2013. West Sussex County Council as strategic planning authority has requested that these proposals be the subject of a road safety audit together with a response report.

1.3 This report has been prepared on behalf of WSCC and Sunninghill Construction as a response to a Stage 1 Road Safety Audit on the highway proposals for the extension to Seaside Primary School as recommended by Road Safety Audit Guidance (IHT 2008).

2.0 Background

2.2 The Road Safety Audit was carried out and completed on the 15th October 2013 and has been copied in Appendix 1. The extract of the issues raised by the Audit and recommendations are copied in Table 1.

Table 1: Issues Raised as part of Road Safety Audit.

Issues Raised	**Recommendation:**
Problem 2.1: It is proposed that a new pedestrian and cycle access is to be created from Seaside Avenue into the playing field close to the boundary with No. 23 Seaside Avenue with a dropped kerb to allow cyclists to enter the carriageway. The new access will attract more traffic to what is currently a quiet road and the audit team are concerned that primary school aged children may cycle or run straight into the road which may lead to cycle/vehicle or pedestrian/vehicle collisions.	It is recommended that the dropped kerb is not installed and that a short length of guardrail is installed within the school grounds across the new access to discourage pedestrians from running or cycling into the road.
Problem 2.2: It is proposed that a new pedestrian and cycle access referred to in Paragraph 2.1 is very close to the walled boundary with No. 23 Seaside Avenue which has a dropped kerb to provide a vehicular access situated adjacent to the boundary. Young pedestrians leaving the new access to the school may walk straight on to the vehicular access when a vehicle leaves No. 23 Seaside Avenue which may result in pedestrian/vehicle collisions.	It is recommended that the new access is resited further to the east.
Problem 2.3: It is proposed that a new temporary vehicular access is to be created on the inside of the bend of Old Salts Farm Road which will become a permanent pedestrian access. The location of the access on the inside off a bend may make it difficult for drivers leaving the temporary access too see other vehicles on the carriageway which is made more difficult by thee embankment to the south and the removal of the existing traffic management to the south of the proposed temporary access may result in increased traffic speeds. Fromm the photograph (on the following page) it can be seen that forward visibility for drivers using Old Salts Farm Road is poor. These factors may increase the likelihood of vehicle/vehicle collisions.	It is recommended that adequate sight lines are provided to ensure that drivers using the temporary access can see and be seen by vehicles on Old Salts Farm Road.

3.0 Response to Stage 1 Road Safety Audit.

3.1 The Client/ Design response to the issues and recommendations raised by the Audit are set out in Table 2.

Table 2: Response to Issues Raised by Audit.

Response to issues Raised	**Response to recommendation.**
Problem 2.1: Location: Adjacent to No. 23 Seaside Avenue Summary: Provision of dropped kerb may result in accidents The issue of pedestrians is acknowledged but have concerns about removal of dropped kerb. Please see response.	The provision of the dropped kerb is to provide cycle access into the school (Section 8.9 LTN–2-08 DfT 2008) which is vital for the School Travel Plan to work. In addition the dropped kerb is to deter cycling on the footway which is currently unlawful. A revised arrangement is put forward which includes pedestrian guardrail to overcome the issue. Changes are shown on the amended drawing set out in Appendix 3.
Problem 2.2: Location: Adjacent to No. 23 Seaside Avenue Summary: Proposed location of access may lead to accidents Issue acknowledged	Entrance re-sited further east as shown on revised plan set out in Appendix 3.
Problem 2.3: Location: Old Salts Farm Road north of the proposed layby Summary: Temporary vehicular access may lead too accidents Issue acknowledged	Proposed layby has now been dropped from scheme and temporary entrance relocated north. Visibility has been checked. WSCC Speed survey (June 2009 – summarized in Appendix 2) records 85th percentile speeds in Freshbrook Road as 30mph. Manual for Streets (DfT, 2007) advises visibility splay as 2.4metres x 40metres (at 1.05m) and now shown on revised drawing set out in Appendix 3. The existing fenceline impacts on the visibility for southbound traffic and it is recommended that the fenceline be temporarily repositioned away from the road to maintain this splay. (See photograph 1.)

Photograph 1: Existing fence impacts on visibility at new temporary access.



4.0 Other observations by Road Safety Auditors.

4.1 The Auditors have also raised some additional observations concerning the proposals. The comments together with a designer's response have been summarised in Table 3. The observation in section 3.1 and 3.2 of the Audit report will be raised with WSCC Highways Dept.

Table 3: Other observations raised by Auditors.

Item	Observations.
Sections 3.1 & 3.2	*During the site visit the audit team noted that the existing traffic management priority measures have 'give way' carriageway markings on both sides of the buildout at both the Old Salts Farm Road location and at the No. 119 Freshbrook Road location. Although the Old Salts Farm Road buildout is to be removed the Freshbrook Road is to be retained and the audit team are concerned that the carriageway markings and the signage do not match and that drivers may become confused as to who has priority when 2 drivers meet at the buildout which could result in collisions.* *It has been noted that the 'give way' markings have been in place for some time and that no accidents have been reported in the last 5 years, however, if the changes to the area are carried out it is recommended that the opportunity to correct the carriageway markings should be taken.*
Designer Response	The scheme was installed by WSCC Highways Dept and whilst the road markings are incorrect there is no record they have caused an accident resulting in personal injury. Whilst agree the arrangement is unusual it has not proved to be dangerous. This is an existing situation and will be brought to the attention of WSCC Highways Dept.
Section 3.3	*It is understood that the school zig-zag markings are to be removed and that waiting and loading restrictions are to replace them but the audit team are concerned that unless regular enforcement of the restrictions is carried out more parking may occur during school times. The school zig-zags can be covered by suitable traffic regulation order prohibiting stopping while the waiting and loading restrictions permits short time parking to allow putting down or picking up. It is recommended that the changes to the parking restrictions are re-examined.*
Designer Response	The restrictions are not a relaxation but a change to maintain access based on parking surveys carried out in June 2013 summarised in the Transport Statement. Enforcement patrols are carried out but none of the existing restrictions or markings currently deals effectively with parents parking their cars near the school entrances and the majority are only advisory. The proposed restrictions will be enforceable and support enforcement agencies to maintain access. The 'KEEP CLEAR' marking to diagram 1027.1 (Traffic Signs Manual Chapter 5 figure 22-5) is prescribed for use outside schools. The length of marking needs to be restricted to one which drivers will respect (section 22.21). The overall length of the marking (using the word "SCHOOL") must not be less than 25.56m nor more than 43.56m (section 20.20) and should not normally be placed on both sides of the road, but only on the side on which the entrance is situated (section 22.23). The areas and geometry of the locations mean that the use of 'School Keep Clear's are inappropriate based on this guidance. The proposed restriction includes a loading ban which provides the same restriction as the 'SKC' except for 'alighting or boarding' a car. This is already taking place with the existing markings and is to balance demand of some parents coming by car and maintain access for residents. Further changes are not recommended at this time but can be reviewed following the stage 2/3 road safety audit.

5.0 Conclusion.

5.1 The road safety audit has highlighted a number of issues. These have been discussed in sections 3 & 4 and resulted in a number of changes to the outline design. In addition concerns have been raised about the visibility splay at the temporary vehicle access. The visibility splay has been rechecked and the existing fenceline impacts on the inter-visibility for southbound traffic and traffic coming from the temporary entrance. It is recommended that the fenceline be temporarily relocated to maintain adequate visibility at the temporary access.

5.2 The Auditor has accepted the Client/Designers response to the Audits' recommendations. A 'stage 2 road safety audit' is recommended on completion of the detailed design and a stage 3 road safety audit on opening of the works.

5.3 The revised proposals are shown in the drawing in Appendix 3.

References:

Creative Roads Ltd, 2013, *Seaside Primary School, Lancing Transport Statement in support of Proposed Extension.*

Department for Transport DfT (2003), *Traffic Signs Manual Chapter 5: Road Markings*, [On line] Available: <https://www.gov.uk/government/publications/traffic-signs-manual > [Accessed 15 October 2013]

Department for Transport (DfT) (2007), *Manual for Streets*, [On line] Available: <https://www.gov.uk/government/publications/manual-for-streets >, [Accessed 15 October 2013]

Department for Transport DfT (2008)*, Local Transport Note 2/08 Cycle Infrastructure Design*, [On line] Available: <https://www.gov.uk/government/publications/local-transport-notes > [Accessed 15 October 2013]

The Institution of Highways & Transportation IHT (2008), *Road Safety Audit,* London, IHT.

Appendix 1: Stage 1 Road Safety Audit
(Carried out by Laurence Shaw Associates)

Laurence Shaw
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CREATIVE ROADS LTD

SEASIDE PRIMARY SCHOOL, LANCING

ROAD SAFETY AUDIT STAGE 1
OCTOBER 2013

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Appendix

A.	Schedule of Documents Examined
B.	Annotated Drawings

1.0 INTRODUCTION

1.1 This report presents the findings of a Stage 1 Road Safety Audit (preliminary design) into proposals for road safety measures associated with the extension of Seaside Primary School. The proposed road improvements are in Freshbrook Road, Old Salts Farm Road, Seaside Road and Seaside Avenue, Lancing, West Sussex.

1.2 This Audit was carried out at the request of Mr R. Harper of Creative Roads Ltd and the Audit Team has acted independently of the Design Team and has had no prior involvement in the project.

1.3 This Audit comprised a site visit and an examination of the documents listed in Appendix A. The site visit was carried out on Friday 11th October 2013 in daylight. The visit occurred between the hours of 10:00 – 11:00 and during the visit the weather was dry and sunny. During the site visit there was good visibility, and record photographs were taken during the inspection.

1.4 The Audit Team membership was as follows:

Laurence Shaw	Laurence Shaw Associates, Traffic Engineering Consultants Team Leader
Dave Hubbard	Highway and Traffic Engineer Team Member

1.5 The terms of reference of this Audit are described in the Design Manual for Roads and Bridges Volume 5, Section 2, Part 2 HD 19/03. The audit team has only reported on the road safety implications of the existing and proposed facilities and has not examined or verified the compliance of the design or any other criteria.

1.6 Seaside Primary School is situated on the south side of Freshbrook Road, where the access to the staff car park and the pedestrian access is situated, and west

side of Old Salts Farm Road and also has an access to the playing field from Seaside Avenue. At the time of the site inspection all the roads were subject to a 30mph speed limit and had street lighting.

1.7 The proposals are for modifications to waiting and loading restrictions in Freshbrook Road, relocating school signs, a new pedestrian access and a new layby in Old Salts Farm Road and a new pedestrian and cycle access from Seaside Avenue.

1.8 All comments and recommendations are referenced to the design drawings and the locations have been indicated on the plans supplied with the Audit Brief, annotated copies of which are attached to this report.

1.9 No departures from standard have been advised to the Auditor by the design team.

1.10 This is a Stage 1 Road Safety Audit and it has been noted that details of drainage, landscaping, street lighting, bollards and signing, etc. are not included in the information provided to the Audit Team and that any such information will be provided to the Audit Team at Stage 2 RSA unless a problem is noted as a result of the site inspection.

1.11 This road safety audit has been prepared in accordance with the instructions, and for the specific use, of Creative Roads Ltd and their clients. The authors shall not be liable for the information contained in this report if used for any purpose other than that for which it was provided in connection with their appointment as road safety auditors.

2.0 STAGE 1 ROAD SAFETY AUDIT

2.1 Problem

Location: Adjacent to No. 23 Seaside Avenue

Summary: provision of dropped kerb may result in accidents

It is proposed that a new pedestrian and cycle access is to be created from Seaside Avenue into the playing field close to the boundary with No. 23 Seaside Avenue with a dropped kerb to allow cyclists to enter the carriageway. The new access will attract more traffic to what is currently a quiet road and the audit team are concerned that primary school aged children may cycle or run straight into the road which may lead to cycle/vehicle or pedestrian/vehicle collisions.

Recommendation

It is recommended that the dropped kerb is not installed and that a short length of guardrail is installed within the school grounds across the new access to discourage pedestrians from running or cycling into the road.

2.2 Problem

Location: Adjacent to No. 23 Seaside Avenue

Summary: proposed location of access may lead to accidents

It is proposed that a new pedestrian and cycle access referred to in Paragraph 2.1 is very close to the walled boundary with No. 23 Seaside Avenue which has a dropped kerb to provide a vehicular access situated adjacent to the boundary. Young pedestrians leaving the new access to the school may walk straight on to the vehicular access when a vehicle leaves No. 23 Seaside Avenue which may result in pedestrian/vehicle collisions.



Recommendation

It is recommended that the new access is resited further to the east.

2.3 Problem

Location: Old Salts Farm Road north of the proposed layby

Summary: temporary vehicular access may lead to accidents

It is proposed that a new temporary vehicular access is to be created on the inside of the bend of Old Salts Farm Road which will become a permanent pedestrian access. The location of the access on the inside of a bend may make it difficult for drivers leaving the temporary access to see other vehicles on the carriageway which is made more difficult by the embankment to the south and the removal of the existing traffic management to the south of the proposed temporary access may result in increased traffic speeds. From the photograph (on the following page) it can be seen that forward visibility for drivers using Old Salts Farm Road is poor. These factors may increase the likelihood of vehicle/vehicle collisions.



Recommendation

It is recommended that adequate sight lines are provided to ensure that drivers using the temporary access can see and be seen by vehicles on Old Salts Farm Road.

3.0 Other observations

3.1 During the site visit the audit team noted that the existing traffic management priority measures have 'give way' carriageway markings on both sides of the buildout at both the Old Salts Farm Road location and at the No. 119 Freshbrook Road location. Although the Old Salts Farm Road buildout is to be removed the Freshbrook Road is to be retained and the audit team are concerned that the carriageway markings and the signage do not match and that drivers may become confused as to who has priority when 2 drivers meet at the buildout which could result in collisions.

3.2 It has been noted that the 'give way' markings have been in place for some time and that no accidents have been reported in the last 5 years, however, if the changes to the area are carried out it is recommended that the opportunity to correct the carriageway markings should be taken.

3.3 It is understood that the school zig-zag markings are to be removed and that waiting and loading restrictions are to replace them but the audit team are concerned that unless regular enforcement of the restrictions is carried out more parking may occur during school times. The school zig-zags can be covered by suitable traffic regulation order prohibiting stopping while the waiting and loading restrictions permits short time parking to allow putting down or picking up. It is recommended that the changes to the parking restrictions are re-examined.

Audit Team Statement

ROAD SAFETY AUDIT STAGE 1

I certify that this audit has been carried out in accordance with HD 19/03.

Audit Team Leader

L. E. Shaw MIHT
Senior Associate
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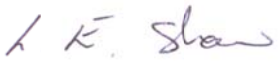
Signed 

Date 15th October 2013

APPENDIX A

Schedule of documents examined

Drawing No.	Rev.	Project	Drawing Title	Scale
UDR-119-05	-	Seaside Primary School Extension	Proposed Improvements	As Shown @ A1

Transport Statement in support of Proposed Extension, Seaside Primary School, Lancing

APPENDIX B

SCHEME DRAWINGS

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EXISTING SCHOOL SIGN AND SLOW ROAD MARKING

COWLEY DRIVE

FRESHBROOK ROAD

LARKFIELD CLOSE

EXTRA PARKING GAINED

EXISTING CYCLE STANDS TO BE RELOCATED (PRECISE LOCATION YET TO BE DETERMINED)

PROPOSED EXTENSION TO EXISTING STAFF CAR PARK

RAMP

SEASIDE PRIMARY SCHOOL

External Yard

M.U.G.A.

EXISTING 'SCHOOL KEEP CLEAR' ROAD MARKINGS TO BE REMOVED

STAIRS

OUTLINE OF PROPOSED EXTENSION

RELOCATE EXISTING SCHOOL SIGN AND SLOW ROAD MARKING

STABLE VIEW

OLD SALTS FARM ROAD

Pumping Station

El Sub Sta

SEASIDE ROAD

EXISTING SCHOOL SIGN AND SLOW ROAD MARKING

TIE INTO PAVILION PATH

Pavilion Building

SEASIDE CLOSE

PROPOSED NEW SHARED CYCLE/PEDESTRIAN LINK PATH (PRECISE ALIGNMENT TO BE DETERMINED)

TEMPORARY PEDESTRIAN PATHWAY

PROPOSED TEMPORARY VEHICLE ACCESS FOR CONSTRUCTION TRAFFIC/PERMANENT PEDESTRIAN ACCESS

SEE INSET BOX FOR FURTHER DETAILS

Playing Field

MODIFY FENCE AND PROVIDE NEW GATE FOR CYCLISTS/PEDESTRIANS

SEASIDE AVENUE

REVISED LOCATION OF EXISTING SCHOOL SIGN AND ROAD MARKING

REVISED LOCATION OF EXISTING SCHOOL SIGN AND ROAD MARKING

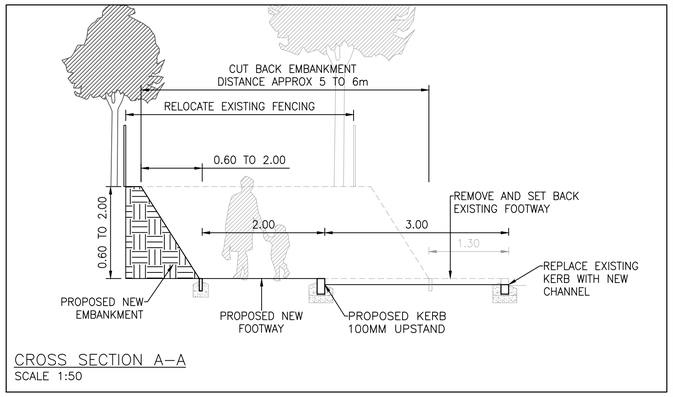
2.1

2.2

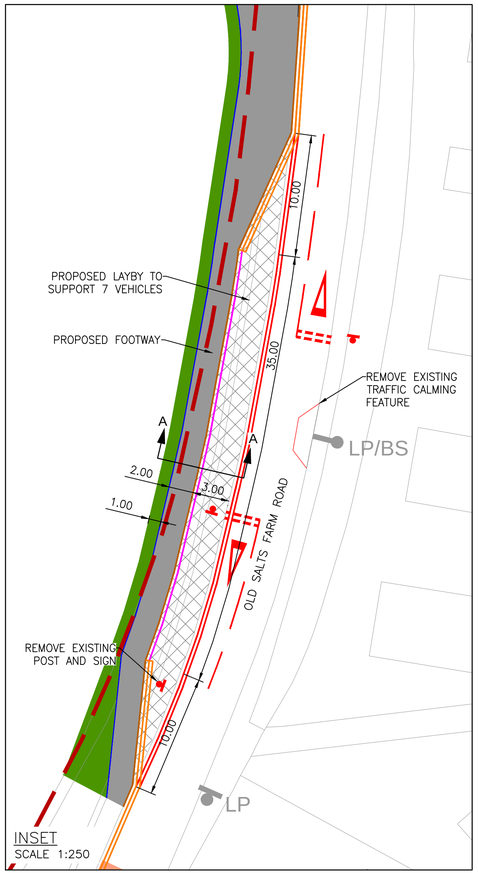
2.3

N

CROSS SECTION A–A
SCALE 1:50



INSET
SCALE 1:250



LEGEND

- SCHOOL SITE BOUNDARY
- PROPOSED KERB
- PROPOSED KERB EDGING
- PROPOSED DROPPED KERB
- PROPOSED KERB DROPPER
- PROPOSED SIGN AND POST
- AREA TO BE REINSTATED AS CARRIAGEWAY
- AREA OF APPROXIMATE PARKING GAINED
- PROPOSED SLOW MARKING WITH RED BANDING
- EXISTING 'NO WAITING AT ANY TIME' (DOUBLE YELLOW LINES)
- CONVERT EXISTING 'NO WAITING AT ANY TIME 1ST APRIL TO 30 SEPT' TO 'NO WAITING AT ANY TIME' (DOUBLE YELLOW LINES)
- PROPOSED 'NO WAITING AT ANY TIME NO LOADING 8.30–9.30 2.45–3.45 MON–FRI 2ND JAN–25TH JULY 1ST SEPT–20TH DEC EXCLUDING BANK HOLIDAYS (DOUBLE YELLOW LINES AND KERB MARKINGS)
- EXISTING NO WAITING AT ANY TIME/PROPOSED NO LOADING 8.30–9.30 2.45–3.45 MON–FRI 2ND JAN–25TH JULY 1ST SEPT–20TH DEC EXCLUDING BANK HOLIDAYS (DOUBLE YELLOW LINE AND KERB MARKINGS)
- CONVERT EXISTING 'NO WAITING AT ANY TIME 1ST APRIL TO 30 SEPT' TO 'NO WAITING AT ANY TIME 8–10AM MON–FRI EXCLUDING BANK HOLIDAYS' (SINGLE YELLOW LINE)
- EXISTING SIGN AND POST
- LP/BS EXISTING LAMP COLUMN AND BUS STOP FLAG
- LP EXISTING LAMP COLUMN
- B EXISTING BOLLARD
- TP EXISTING TELEGRAPH POLE
- EXISTING PEDESTRIAN GUARDRAIL
- EXISTING SLOW MARKING WITH RED BANDING
- EXISTING ITEM TO BE REMOVED

Rev	Date	Description	Drn	Chk	App
-	17/06/13	ORIGINAL ISSUE	AS	RH	RH

This drawing has been specifically prepared to meet the requirements of the named client and may contain design and innovative features which differ from conventional design standards.

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Client: WORKING ON BEHALF OF
SUNNINGHILL
West Sussex County Council

Project: SEASIDE PRIMARY SCHOOL EXTENSION

Drawing Title: PROPOSED IMPROVEMENTS

Drawing Status: FOR PLANNING

Drawn	Designed	Date	Scale	Size
AS	RH	JUNE 2013	1:500	A1

Drawing No.: UDP-119-05
Rev: -

Appendix 2: Traffic Speed/ Flow Data Supplied by WSCC.

LANCING, FRESHBROOK RD W. OF SCHOOL ENT. - Eastbound & Westbound
Speed Summary (Mon To Fri) From Mon 01 Jun 2009 To Tue 09 Jun 2009
Local Events Removed, Global Events - Level 1 Removed

Time Begin	Total Vol	85th % ile	Mean Ave	Std Dev	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 =>61
Range									Totals								
12H,7-19	1523	29.8	23.3	6.8	13	37	160	281	502	396	111	18	3	0	0	0	2
16H,6-22	1750	30.0	23.5	6.8	14	39	179	308	568	472	139	25	5	0	0	0	2
18H,6-24	1789	30.0	23.6	6.8	14	40	181	312	582	483	144	27	5	0	0	0	2
24H,0-24	1818	30.1	23.6	6.8	14	41	184	314	587	491	150	28	5	0	0	0	2
Peak Flow AM/PM									Peaks								
Am	8:00		0:00		8:00	8:00	8:00	8:00	8:00	9:00	10:00	9:00	11:00	8:00			10:00
Peak	197		28.4		3	13	36	50	54	36	10	2	0	0			0
Pm	17:00	23:00	23:00	22:00	15:00	15:00	15:00	15:00	17:00	17:00	17:00	20:00	19:00				16:00
Peak	155	32.4	27.1	7.5	2	6	31	41	52	44	16	4	1				1
Time									Detail								
0:00	7		29.4	4.0	0	0	0	0	1	3	2	0	0	0	0	0	0
1:00	2		28.8	3.7	0	0	0	0	1	1	0	0	0	0	0	0	0
2:00	1		28.5		0	0	0	0	0	1	0	0	0	0	0	0	0
3:00	2		24.1		0	0	0	0	1	0	0	0	0	0	0	0	0
4:00	8		23.8	9.4	0	1	2	1	1	2	1	0	0	0	0	0	0
5:00	7		23.6	9.3	0	1	1	1	1	2	2	0	0	0	0	0	0
6:00	28	32.3	26.6	6.6	0	1	1	2	7	11	5	1	0	0	0	0	0
7:00	91	30.2	24.9	6.1	1	1	6	12	27	36	7	1	0	0	0	0	0
8:00	197	27.8	20.5	6.8	3	13	36	50	54	31	9	0	0	0	0	0	0
9:00	125	30.0	24.2	6.2	1	1	11	19	45	36	10	2	0	0	0	0	0
10:00	109	30.3	24.4	5.9	0	1	8	16	43	27	10	2	0	0	0	0	0
11:00	107	29.5	23.6	6.3	1	4	7	17	44	27	7	1	0	0	0	0	0
12:00	100	30.7	24.7	6.7	1	2	6	16	35	28	11	2	1	0	0	0	0
13:00	89	30.3	24.9	6.0	1	1	4	14	30	31	8	1	0	0	0	0	0
14:00	117	29.3	23.1	6.0	1	2	11	21	43	31	7	0	0	0	0	0	0
15:00	149	27.3	20.4	6.4	2	6	31	41	39	24	4	0	0	0	0	0	0
16:00	148	29.8	23.8	7.0	1	2	14	29	48	42	10	2	0	0	0	0	1
17:00	155	30.4	24.3	6.2	1	2	11	26	52	44	16	2	0	0	0	0	0
18:00	135	30.5	24.3	6.7	0	2	15	20	41	39	13	3	1	0	0	0	0
19:00	92	30.5	24.6	6.4	0	1	8	14	28	29	10	1	1	0	0	0	0
20:00	62	32.2	25.4	6.8	0	0	6	7	18	18	8	4	0	0	0	0	0
21:00	46	30.6	26.0	6.0	0	0	3	4	13	17	5	2	0	0	0	0	0
22:00	24	30.3	24.7	7.5	0	1	2	4	8	6	2	2	0	0	0	0	0
23:00	15	32.4	27.1	4.9	0	0	0	1	5	5	4	0	0	0	0	0	0

Appendix 3: Proposed Highway Drawings

Drawing No.	Rev	Title
UKP-119-5	A	Proposed Improvements

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EXISTING SCHOOL SIGN AND SLOW ROAD MARKING

COWLEY DRIVE

FRESHBROOK ROAD

EXTRA PARKING GAINED

LARKFIELD CLOSE

EXISTING CYCLE STANDS TO BE RELOCATED (PRECISE LOCATION YET TO BE DETERMINED)

PROPOSED EXTENSION TO EXISTING STAFF CAR PARK

RAMP

SEASIDE PRIMARY SCHOOL

External Yard

M.U.G.A.

EXISTING 'SCHOOL KEEP CLEAR' ROAD MARKINGS TO BE REMOVED

STAIRS

RELOCATE EXISTING SCHOOL SIGN AND SLOW ROAD MARKING

STABLE VIEW

OLD SALTS FARM ROAD

OUTLINE OF PROPOSED EXTENSION

VISIBILITY SPLAY 2.4x40m [MANUAL FOR STREETS] BASED ON 85th PERCENTILE SPEEDS MEASURED JUNE 2009 WSCC

VISIBILITY SPLAY 40.00 METRES

2.40

SEASIDE ROAD

EXISTING SCHOOL SIGN AND SLOW ROAD MARKING

TIE INTO PAVILION PATH

Pavilion Buildings

SEASIDE CLOSE

PROPOSED NEW SHARED CYCLE/PEDESTRIAN LINK PATH (PRECISE ALIGNMENT TO BE DETERMINED)

PROPOSED TEMPORARY ACCESS FOR CONSTRUCTION TRAFFIC/PERMANENT PEDESTRIANS ACCESS

Playing Field

PROVIDE NEW GATE FOR CYCLISTS/PEDESTRIANS

REMOVE SECTION OF EXISTING FENCE AND INSTALL NEW FENCE TO NEW ALIGNMENT

SEASIDE AVENUE

PROPOSED DROPPED KERB

PROPOSED PEDESTRIAN GUARDRAIL [2x PANELS]

REVISED LOCATION OF EXISTING SCHOOL SIGN AND ROAD MARKING

REVISED LOCATION OF EXISTING SCHOOL SIGN AND ROAD MARKING

OLD SALTS FARM ROAD

Stable View

Pumping Station

El Sub Sta

Sub Sta

Brook House

Meadow Sweet

N

LEGEND

- SCHOOL SITE BOUNDARY
- PROPOSED KERB
- PROPOSED KERB EDGING
- PROPOSED DROPPED KERB
- PROPOSED KERB DROPPER
- PROPOSED SIGN AND POST
- AREA TO BE REINSTATED AS CARRIAGEWAY
- AREA OF APPROXIMATE PARKING GAINED
- PROPOSED SLOW MARKING WITH RED BANDING
- EXISTING 'NO WAITING AT ANY TIME' (DOUBLE YELLOW LINES)
- CONVERT EXISTING 'NO WAITING AT ANY TIME 1ST APRIL TO 30 SEPT' TO 'NO WAITING AT ANY TIME' (DOUBLE YELLOW LINES)
- PROPOSED 'NO WAITING AT ANY TIME NO LOADING 8.30–9.30 2.45–3.45 MON–FRI 2ND JAN–25TH JULY 1ST SEPT–20TH DEC EXCLUDING BANK HOLIDAYS (DOUBLE YELLOW LINES AND KERB MARKINGS)
- EXISTING NO WAITING AT ANY TIME/PROPOSED NO LOADING 8.30–9.30 2.45–3.45 MON–FRI 2ND JAN–25TH JULY 1ST SEPT–20TH DEC EXCLUDING BANK HOLIDAYS (DOUBLE YELLOW LINE AND KERB MARKINGS)
- CONVERT EXISTING 'NO WAITING AT ANY TIME 1ST APRIL TO 30 SEPT' TO 'NO WAITING AT ANY TIME 8–10AM MON–FRI EXCLUDING BANK HOLIDAYS' (SINGLE YELLOW LINE)
- EXISTING SIGN AND POST
- LP/BS EXISTING LAMP COLUMN AND BUS STOP FLAG
- LP EXISTING LAMP COLUMN
- B EXISTING BOLLARD
- TP EXISTING TELEGRAPH POLE
- EXISTING PEDESTRIAN GUARDRAIL
- EXISTING SLOW MARKING WITH RED BANDING
- EXISTING ITEM TO BE REMOVED

Rev	Date	Description	Drn	Chk	App
A	15/10/13	AMENDMENTS LAYBY REMOVED AND INCLUDED NEW PED ACCESS	AS	RH	RH
-	17/06/13	ORIGINAL ISSUE	AS	RH	RH

This drawing has been specifically prepared to meet the requirements of the named client and may contain design and innovative features which differ from conventional design standards.

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Client: WORKING ON BEHALF OF

SUNNINGHILL

West Sussex County Council

Project: SEASIDE PRIMARY SCHOOL EXTENSION

Drawing Title: PROPOSED IMPROVEMENTS

Drawing Status: FOR PLANNING

Drawn	Designed	Date	Scale	Size
AS	RH	JUNE 2013	1:500	A1

Drawing No. UKP-119-05 Rev A

PLOT DATE: 15 October 2013 19:37:40

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