

**Heron Land Developments  
Taylor Wimpey  
Persimmon Homes**

**West Durrington,  
Titnore Lane,  
Speed Management and  
Hazard Awareness Scheme**

**Designers' Response to Stage 1  
Safety Audit dated March 2007**

**Project Ref: 5696/105**

**January 2008**

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## DOCUMENT CONTROL SHEET

**Project Name:** West Durrington, Titnore Lane, Speed Management and Hazard Awareness Scheme

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**Report Title:** Designers' Response to Stage 1 Safety Audit dated March 2007

**Date:** January 2008

	Name	Position	Signature	Date
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*Issue	Revision	Description	Date	Signed

\*Delete as appropriate

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## Designers' Response to Items Raised in the Stage 1 Safety Audit

This report refers to the West Durrington, A2700 Titnore Lane, Speed Management and Hazard Awareness Scheme – Stage 1 Safety Audit – project Ref: 5969/NTN/MP/PE – March 2007.

N.B. Problem numbers from Safety Audit report shown in brackets

- (2.1)** These issues were noted and examined by the design team in drawing up the proposals and have been discussed with the road safety engineers at West Sussex CC.

Comments regarding the balance of risk/benefit of additional chevron signs are noted. It may also be difficult to locate these signs effectively without giving misleading information to Northbound traffic approaching from Titnore Lane. High friction surfacing will be provided on the exit radius and included in the Stage 2 proposals.

- (2.2)** “Move over” arrows will be provided in advance of the island.

- (2.3)** Responding to issues raised above as follows:

- *“...the narrow verges are thought to contribute to the existing accident problem on the road.”* The narrowing of verges is proposed only on the modern length of alignment where the horizontal and vertical alignment, width and verges conform with modern standards and therefore should not inherit the problems associated with the old/substandard Titnore Lane. That said, the extent of existing visibility etc will be assessed during detail design to ensure that they are not compromised by the proposals.
- *“...the hedge will reduce intervisibility between drivers approaching the bend and brow of the hill.”* The proposed hedge/screening will be positioned such that it will not restrict intervisibility more than exists in the current situation, (due to the substandard horizontal and vertical alignment and existing trees etc). Visibility to existing signs etc will also be maintained.
- *“...the proposed hedge would restrict visibility to the north from the gateway.”* It is assumed at this stage, the existing restricted visibility north from this junction is such that the proposed hedge/screening will not make this situation worse. However, this will be assessed during detail design and proposals will be determined as necessary to not compromise the existing visibility further.

- (2.4)** We are aware of the existing poor carriageway surfacing, edge/verge strength and drainage details. The current proposals include references to the following:

- Localised road edge/verge strengthening.
- Improvements to surface water drainage, existing network of ditches and associated culverts.
- Improvements to road surface condition.

West Sussex CC have requested these issues to be addressed and further details will be included in the Stage 2 Design.

- (2.5)** Passively safe sign posts will be considered during the detail design. However, the inherent tree-lined nature of the highway corridor may, on balance, significantly reduce the potential benefits of this type of sign post in some locations.