DO NOT SCALE

ITEM 9

Problem A4.12
Lack of pedestrian crossing facilities may lead to attempts to cross Windsor road splitter island despite lack of facilities, increasing risk of conflict.

Proposal:
Uncontrolled crossings.

Problem A3.1
Drivers may fail to give way when entering the roundabout due to the alignment of the adjoining jet lane (which is not required to give way).

Proposal:
Give way and signs

Problem A4.9
Restricted footway width (reduced by signal equipment) puts pedestrians/cyclists and signal equipment at risk of conflict.

Proposal:
Widen footway to fence. Cranked pole, if width still too narrow.

Problem A4.2
No tactile paving at two controlled crossings, presenting risk for visually impaired pedestrians.

Proposal:
Blister paving to be included during detailed design.

Opportunity:
Reduce land take based on AutoTrack.

Problem A2.4
Due to radius of the internal loop, drivers are likely to lane change early, resulting in merging conflicts near the nose of the proposed island.

Proposal:
Nosing to be extended to 20metres to provide taper, supplemented by vegetation removal to increase visibility.

Problem found by WSP following AutoTrack with FTA 1998 design article.

Proposal:
Widen to new radius.

Problem A2.8 & A3.2
The parapet walls of the M25/A30 overbridge restrict forward visibility of the signal heads and queuing vehicles, risking shunt-type and/or hard/late braking conflicts.

Proposal:
The position of the nearside primary signal has been amended through a modified approach alignment, improving visibility. This will need a departure from standard. HFS to be considered during detailed design.

Problem A6.2
The position of the proposed box junction is unlikely to deter queuing traffic opposite the offside approach lane, and frustrated drivers may attempt to circulate the roundabout via the nearside lane to go towards Staines.

Proposal:
Box to be extended during detailed design.

Problem A4.13
Failure to stop vehicles without the front overhanging the controlled crossing may put pedestrians/cyclists at risk of conflict, due to distance of proposed stop line from stud line.

Proposal:
Move line back to 3.0m

Problem A4.10
Proposed crossing distance of almost 20 metres exposes potential for conflict, especially due to time taken to cross the carriageway.

Proposal:
Revised alignment to reduce the crossing width by 17% (3.60m).

Problem A5.2
Drivers unfamiliar with the area may attempt to turn right at the give way lines, rather than circulate the roundabout, resulting in head-on conflict.

Proposal:
Right turn arrows to be replaced with straight on during detailed design.

Problem A4.11
Lack of crossing facility puts pedestrians/cyclists at risk of conflict when crossing the carriageway at the adjacent roundabout.

Proposal:
Uncontrolled crossing to be added during detailed design.

Problem A2.1
Restricted visibility of signal heads.

Proposal:
Provide high-level signal heads to increase the conspicuity of the proposed signal installation.

Problem A2.1
The map-style direction sign restricts visibility

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REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: DRAFT

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CLIENT: SURREY COUNTY COUNCIL

PROJECT: RUNNYMEDE ROUNDABOUT

TITLE: RUNNYMEDE ROUNDABOUT. GENERAL ARRANGEMENTS RSA1 COMMENTS & SOLUTIONS

SCALE @ A1: 1:500m	CHECKED: RTW/AH	APPROVED: AP
CAD FILE: 2210-RUN-0000-001OR RSA COMMENT_RECOVER.DWG	DESIGN DRAWN: BJ	DATE: 12/07/2013
PROJECT No: 10202210	DRAWING No: 2210-RUNN-0000-01	REV: OR

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File name: T:\RDS RUNNYMEDE\DRAWINGS\2210-RUN-0000-001OR RSA COMMENT_RECOVER.DWG, plotted on 12 July 2013 15:55:51, by Jay, Bob

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