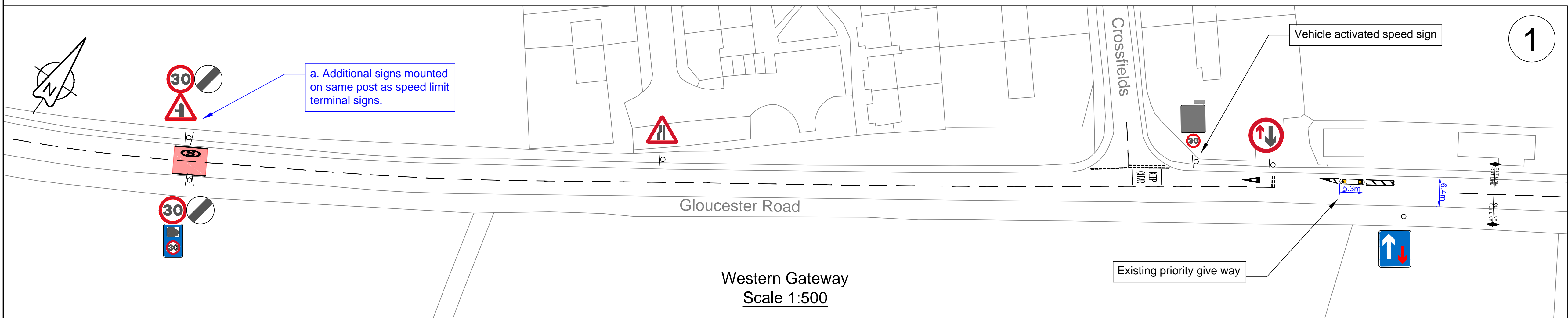


DRAWING KEY	
	Approximate measurement (See Note 1)
	Existing Sign post
	Existing Illuminated bollard
	Existing road marking
	Existing red high friction surfacing

**Target Zero**  
Let's make it happen *together*  
Close Call Reporting Hotline:  
**0800 521 660**

**RESIDUAL DESIGN HAZARDS**  
(The following information has been collected from Preconstruction Information and the Amey CDM Hazard Management Process. )  
1. Hazard analysis not yet undertaken.

**GENERAL NOTES**  
1. Measurements taken January 2018 using a measuring wheel. To be used as a guide only.  
2. Road traffic signs and road markings not shown to scale.  
3. Road markings and traffic signs shown is not a complete representation of what is currently existing. Some signing or lining may have been omitted at this stage.

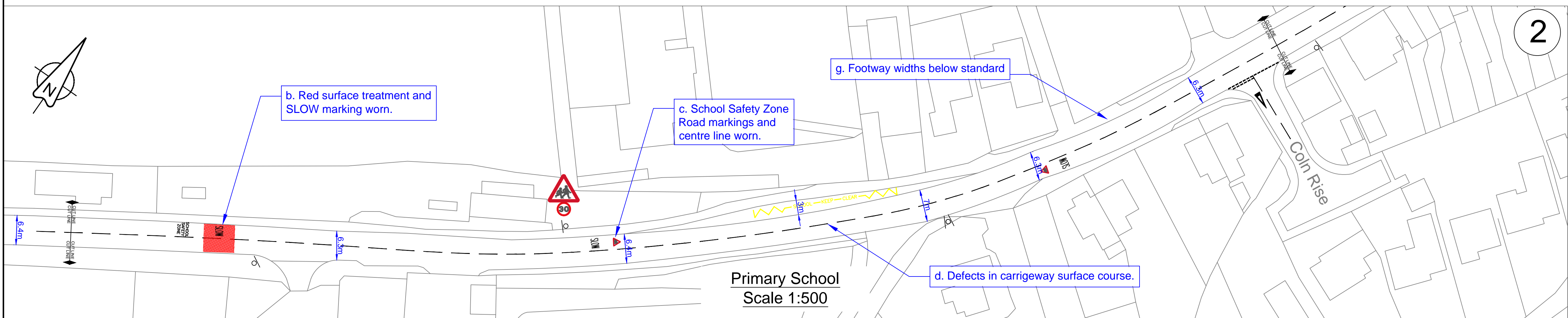


- ### OBSERVED ISSUES
- Additional signs mounted on same post as speed limit terminal sign: TSM Chapter 3 CL14.60 states signs should not be co-located on same post as terminal signs. General review of signs recommended to reduce clutter and build emphasis on the most important information to portray to drivers.
  - Red surface treatment and SLOW marking worn: General refreshing of road markings required. Drivers may fall into the mind-set that if the marking is not worth maintaining then it is possibly not worth observing.
  - School safety zone markings and centre line worn: General refreshing of road markings required. Drivers need to know they are in a 'School Safety Zone'.
  - Defect in carriageway surfacing: Patching required to repair damage to surface course. This should be carried out before any new road markings or features which are applied to the carriageway surface (e.g. speed cushions) are installed.
  - Road traffic signs faded: Signs are more likely to go unnoticed if they do not stand out clearly in their surroundings.
  - Speed limit sign damaged: Signs are more likely to go unnoticed if they do not stand out clearly in their surroundings. Investigate if sign is set back a suitable distance from carriageway.
  - Footway widths below standard: Narrow footways keep pedestrians close to passing vehicles. Especially not ideal on routes near schools.
  - No formal crossing points provided: Some dropped kerbs pedestrians can use to cross but not all have a dropped kerb nearby on the opposite side. No tactile paving provided. Limitations to forward visibility increases risk of crossing in some locations.

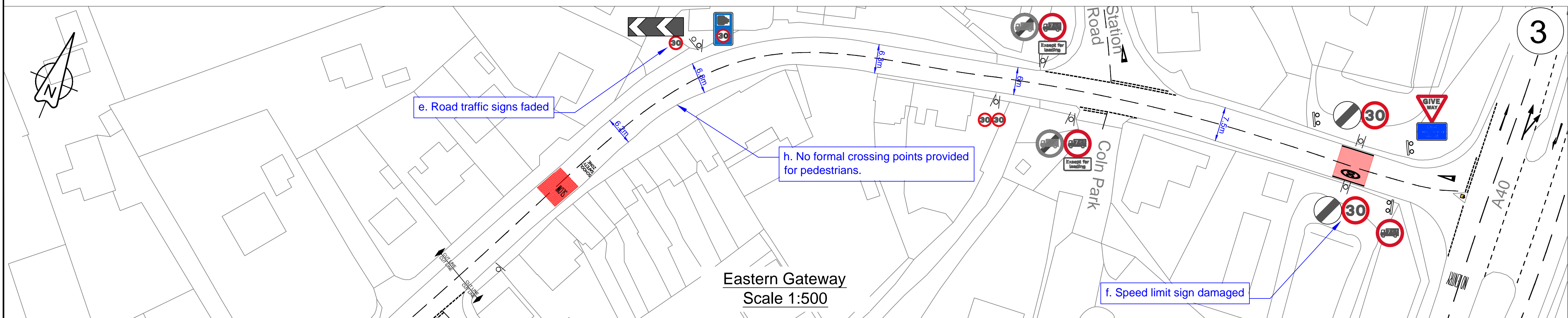
P01.1	First draft	SA			Jan 2018
Rev	Revision details	Drwn	Chkd	Appd	Date
Designed:	SA	Date:	Jan 2018		
Drawn:	SA	Date:	Jan 2018		
Checked:	AH	Date:	Jan 2018		
Approved:		Date:			

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Client



Project Name <b>Andoversford Road Safety Improvements (Feasibility)</b>	
Drawing Title <b>Existing Highway Layout and Features</b>	
Original Drawing Size : A1	Scale : As Shown @ A1
Dimensions : metres	
Drawing Status <b>WORK IN PROGRESS</b>	Suitability S0
Drawing No <b>R17/352/01</b>	Rev P01.1