A1

Proposed level crossing location

215m SSD to level crossing wig-wag signals (100A design speed) [CD109]

215m SSD maintained (100A design speed) [CD109]

Back of queue located 506m from level crossing stop line

215m SSD to level crossing wig-wag signals (100A design speed) [CD109]

Path (um)

Drain

A21 Northbound Approach

N

120m SSD to level crossing wig-wag signals (70A design speed) [CD109]

120m SSD to roundabout entry (70A design speed) [CD109]

Proposed level crossing location

No works are proposed to the highway geometry of Robertsbridge Roundabout. The existing exit visibility is compliant with CD116 providing 40m for the existing 45m ICD). Once a vehicle has crossed the ICD at the exit from the roundabout, the SSD reverts to 120m as per CD109. The distance between the ICD and the stop line for the level crossing is 118.5m however there is visibility whilst within the roundabout providing the necessary 120m clear line of sight

Location of existing controlled pedestrian crossing. Current scenario experiences queuing southbound from this feature

Preceding carriageway is 7.3m wide therefore SSD measured to the position of an object at the give way line (3.65m from the edge of the traffic island) as per CD116 3.39.

120m SSD maintained (70A design speed) [CD109]

Back of queue located 525m from level crossing stop line

Existing southbound layby

120m SSD to back of queue (70A design speed) [CD109]

Existing northbound rest area

0 5 10 20 50 Metres

Scale 1:1000

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A21 Southbound Approach

Notes

1. Visibility splays undertaken outside of the extents of topographical survey have used Ordnance Survey mapping as a means of estimating the existing highway alignment.
2. Visibility splays have been formed in accordance with DMRB guidance, principally CD109 Highway Link Design and CD116 Geometric Design of Roundabouts.
3. Visibility within the existing roundabout circulatory itself has not been assessed.
4. For road marking and traffic sign diagram numbers refer to drawings 239025-ARP-XX-XX-DR-CH-0002 and 239025-ARP-XX-XX-DR-CH-0003.
5. All vegetation within visibility splays to be cleared

Legend

- Highway Boundary
- Stopping Sight Distance (SSD)
- 215m forward visibility envelope from back of queue
- 120m forward visibility envelope from back of queue

Rev	Date	By	Chkd	Appd
P1	24/06/21	ER	EK	JP
	Issued for information			

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Client
Rother Valley Railway Limited

Project Title
Rother Valley Railway
Level Crossing Highway Design

Drawing Title
A21(T) Robertsbridge Bypass
SSD Assessment

Scale at A1 1:1000

Role Civils - Highways

Suitability S2 - Suitable for Information

Arup Job No 239025

Rev P1

Name
239025-ARP-XX-XX-SK-CH-0001

Do not scale

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