

WEST SUSSEX COUNTY COUNCIL

Land East of Tye Lane, Walberton.

Road Safety Audit Log cover sheet

This report should be read in conjunction with the Stage 1 Safety Audit ref 183248-08

Having reviewed the recommendations of the Safety Audit and considered the comments of the Client Project Manager and Design Team, I accept the conclusions of the Road Safety Audit log on behalf of the Highway Authority.

Produced :.....Stephen Gee.....

Date :...22/6/21.....

Signed :.....Stephen Gee.....
(Project Engineer)

Reviewed Simon Strevens.....

Date 23/6/21

Signed :...Simon Strevens.
(Lead Professional Safety Audit)

Overseeing Organisation (Project Manager if accepting ALL rsa recommendations else Manager Highway Projects)

Signed: ...



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Date: ...28/06/2021....

Para No.	Problem (as identified by Safety Auditor)	Recommendations (Made by Safety Auditor)	Designer's Response	Proposals
3.2.2	Insufficient carriageway space could lead to side swipe collisions. No swept path information has been provided for assessment, where the junction mouth is being narrowed due to the proposed footway provision. Insufficient turning space may lead to larger vehicles entering the opposing carriageway. This could lead to possible side swipe collisions or head on collisions; however, in CD123 'Geometric design of at-grade priority and signal controlled junctions' under paragraph 5.2 it is stated that: <i>Allowance shall be made for the swept turning paths of the worst-case design vehicle, which is expected to use the priority junction, unless:</i> <i>1. the design vehicle is expected to form only a very small percentage of the total number of vehicles that will use the junction; and</i> <i>2. any swept path conflicts as a result of the design vehicle encroaching into other lanes will not occur on bends..</i>	It is recommended that the junction should be eased to allow access and egress by large vehicles without incursion into opposing lanes by the more frequent usage vehicles; unless in line with CD123, these movements form only a small percentage of vehicle movements.	Vehicle tracking has been provided and shows a refuse vehicle would over run the centre line of the junction of Tye Lane and The Street, given the low speed environment and low level of existing trips circa 900 per day (2018 count) on Tye Lane which would be making the movement of which only a small % would be heavy vehicles then no further concern is raised.	Item resolved no further action required.