

LAND EAST OF TYE LANE,

WALBERTON

DESIGNERS RESPONSE – STAGE 1 ROAD
SAFETY AUDIT

REPORT REF NO. 183248-08

PROJECT NO. 183248

JUNE 2021

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[REDACTED]

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A. Stage 1 Road Safety Audit

Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Draft for WSCC Approval	MRH	DH	JC	08/06/2021
-	Draft for WSCC signing	MRH	DH	KM	22/06/2021
-	Final for WSCC approval	MRH	DH	KM	22/06/2021

Distribution

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1.0 INTRODUCTION

- 1.1 Ardent Consulting Engineers (ACE) has been appointed by Vistry Group PLC to advise on the transport aspects of the proposed development of land to the east of Tye Lane, Walberton. The proposals comprise 175 dwellings (C3 use).
- 1.2 This report addresses matters originally raised in the Stage 1 Road Safety Audit (RSA) undertaken by M & S Traffic (M&S), dated 7th June 2021.
- 1.3 The Audit was undertaken on the site access design to serve residential development and comprises a simple priority junction with footway widening works. Offsite, the junction of Tye Lane and The Street will see the introduction of a widened footway and formalisation of the pedestrian crossing.
- 1.4 The following drawings have been prepared to incorporate the findings of the RSA1:
- **ACE Drawing 2005090-183248-002G** – Proposed Site Access Arrangements.

2.0 DESIGNERS RESPONSE TO STAGE 1 ROAD SAFETY AUDIT

Table 2.1 Project Details

Report title:	Stage 1 Designers Response
Date:	June 2021
Document reference and revision:	183248-08
Prepared by:	Ardent Consulting Engineers
On behalf of:	Vistry Group PLC

Table 2.2 Authorisation Sheet

Project:	Tye Lane, Walberton
Report title:	Designers Response to Stage 1 Road Safety Audit
Prepared by	
Name:	David Howson
Position:	Principal Engineer
Signed:	
Organisation:	Ardent Consulting Engineers
Date:	22.06.2021
Approved by	
Name:	Kevin Markey
Position:	Associate Director
Signed:	
Organisation:	Ardent Consulting Engineers
Date:	22.06.2021

Table 2.3 Key Personnel

Overseeing Organisation:	Mr S. Gee
RSA team:	Mr B. Shawyer & Mr M Morris
Design organisation:	Mr D. Howson & Mr K. Markey

Table 2.4 Road Safety Audit Decision Log

RSA problem	RSA recommendation	Design organisation response	Overseeing Organisation response	Agreed RSA action
Lack of vertical profile information could lead to overshoot collisions	It is recommended that the vertical alignment details of the access should be provided for assessment at Safety Audit Stage 2.	Details will be provided for Stage 2 Audit. However, in accordance with DMRB CD123, the gradient on the access road approach to Tye Lane will not exceed 4% over a distance of 15 metres (measured from the edge of Tye Lane).	Details of vertical alignment to be provided at detailed design/ for stage 2 RSA.	Vertical alignment to be provided for Stage 2 RSA.
Restricted visibility could lead to side impact collisions or rear end shunts.	It is recommended that there should be no physical obstruction of the visibility splays and additionally, that the splays should be periodically maintained to retain visibility.	Agreed and necessary visibility splays will be maintained as appropriate. The assessed ACE Drawing 183248-002E shows that the area of vegetation within the splay will be removed in order to maintain visibility. On-going vegetation maintenance will be the responsibility of West Sussex Highways.	Visibility splays to be removed of vegetation and maintained.	Visibility splays are to be maintained to ensure they are clear of vegetation as required.

Insufficient carriageway space could lead to side swipe collisions	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.	It is noted that the Overseeing Organisation did not previously raise any concerns with the swept path of larger vehicles, noting that such an occurrence would be infrequent. Nevertheless, swept path analysis has been incorporated into ACE Drawing 183248-002G demonstrating the manoeuvres of a large refuse vehicle. This will be a very infrequent occurrence given only a weekly collection service is typically carried out for residential properties and as such does not represent a significant safety risk in our opinion.	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.
Presence of a ditch may compromise pedestrian safety	It is recommended that details of how the ditch is to be accommodated or barriered off should be provided for assessment at Safety Audit Stage 2.	Details will be provided for Stage 2 Audit.	Details to be provided at detailed design/for stage 2 RSA	Details will be provided for Stage 2 Audit.
Insufficient intervisibility could lead to lead to vehicle to pedestrian collisions.	It is recommended that the intervisibility splay should not be obstructed and that the hedge line should be cut back.	We agree with the Auditor recommendation. Hedge line will be cut back as part of junction improvement works.	Vegetation to be cut back to the edge of the highway.	Vegetation will be cut back to the edge of the highway.

Table 2.6 Design Organisation Statement

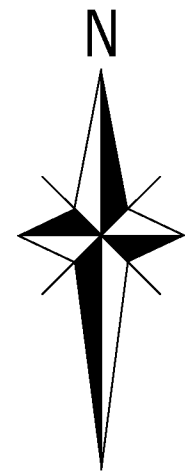
On behalf of the design organisation I certify that:	
1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	David Howson
Signed	
Position:	Principal Engineer
Organisation:	Ardent Consulting Engineers
Date:	22.06.2021

Table 2.6 Overseeing Organisation Statement

On behalf of the Overseeing Organisation I certify that:	
1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and	
2) the agreed RSA actions will be progressed.	
Name:	Stephen Gee
Signed:	
Position:	Principal Planner County Highways
Organisation:	West Sussex County Council
Date:	22/06/2021

Designers Response

Drawings



VIEWPORT 1 - PROPOSED RESIDENTIAL ACCESS AT TYE LANE & VISIBILITY SPLAYS

VIEWPORT 2 - REFUSE VEHICLE ENTERING SITE

VIEWPORT 4 - PROPOSED EMERGENCY ACCESS AT AVISFORD PARK ROAD & SWEEP PATHS

VIEWPORT 3 - REFUSE VEHICLE EXITING SITE

VIEWPORT 5 - FIRE TENDER LEFT TURN INTO EMERGENCY ACCESS

VIEWPORT 6 - FIRE TENDER LEFT TURN OUT OF EMERGENCY ACCESS

VIEWPORT 7 - REFUSE VEHICLE LEFT TURN FROM TYE LANE TO THE STREET

VIEWPORT 8 - REFUSE VEHICLE RIGHT TURN FROM TYE LANE TO THE STREET

VIEWPORT 9 - REFUSE VEHICLE RIGHT TURN TO TYE LANE FROM THE STREET

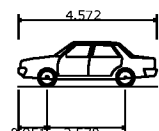
VIEWPORT 10 - REFUSE VEHICLE LEFT TURN TO TYE LANE FROM THE STREET

- KEY:
- SITE BOUNDARY
 - VISIBILITY SPLAYS FOR MEASURED SPEEDS (SEE NOTE 1)
 - VISIBILITY SPLAYS FOR 30mph SPEED LIMIT ON TYE LANE
 - VEGETATION TO BE REMOVED FROM VISIBILITY
 - PROPOSED FOOTWAY
 - INDICATIVE HIGHWAY BOUNDARY
 - TACTILE PAVING

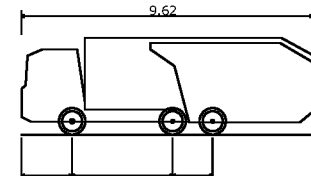
NOTES:

- JUNCTION VISIBILITY SPLAYS BASED ON SPEED SURVEYS UNDERTAKEN ON 08/01/19 RECORDING 85TH PERCENTILE SPEEDS OF 36.4MPH NORTHBOUND AND 38.9MPH SOUTHBOUND AND MIS1 PARAMETERS (1.5secs DRIVER REACTION TIME, 0.45g DECELERATION RATE, SINCE PROPORTION OF HGV/BUSES <5%)
- BASED ON TOPOGRAPHICAL SURVEY PREPARED BY K.A.RYLANCE LIMITED FOR VISTRY HOMES LIMITED, NOVEMBER 2020.
- HIGHWAY BOUNDARY INFORMATION BASED UPON 2020 ORDNANCE SURVEY MAPPING RECEIVED FROM WSSC ON 24/11/2020.

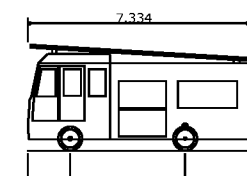
VEHICLES USED:



Car
Overall Length 4.572m
Overall Width 1.768m
Overall Body Height 1.485m
Min Body Ground Clearance 0.245m
Max Track Width 1.713m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.100m



Phoenix 2-18W (with Elite 2 6x2RS chassis)
Overall Length 9.620m
Overall Width 2.530m
Overall Body Height 3.211m
Min Body Ground Clearance 0.416m
Track Width 2.530m
Lock to lock time 5.00s
Kerb to Kerb Turning Radius 5.800m



Fire Tender
Overall Length 7.234m
Overall Width 2.530m
Overall Body Height 3.495m
Min Body Ground Clearance 0.380m
Track Width 2.286m
Lock to lock time 5.00s
Kerb to Kerb Turning Radius 8.000m

FOR INFORMATION ONLY

G	ACCESS & TRACKING AMENDED	KI	KI	KM	18.06.21
F	TRACKING OF THE STREET/ TYE LANE JUNCTION ADDED	MRH	MRH	DH	08.06.21
E	OS MAPPING ADDED	KI	KI	KM	01.06.21
D	ACCESS UPDATED	KI	KI	KM	27.05.21
C	EDGE OF CARRIAGEWAY MARKING ADDED	DV	DV	KM	15.03.21
B	ACCESS UPDATED	DV	DV	KM	26.01.21
A	EMERGENCY ACCESS TRACKS ADDED / FOOTWAY WIDENED TO A MIN. 1.2m / CARRIAGEWAY NARROWED FOLLOWING WSSC COMMENTS	DV	DV	KM	07.01.21
Rev	Description	Dn	Chk	App	Date

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E-mail: enquiries@ardent-ce.co.uk



Client			
VISTRY SOUTH EAST			
Project Title:			
LAND EAST OF TYE LANE, WALBERTON			
Drawing Title:			
PROPOSED ACCESS IMPROVEMENTS - TYE LANE/AVISFORD PARK ROAD			
A1 Scale		Date	Designed by
1:500		20.11.2020	KI
Drawn by	Checked by		Approved by
KI	KI		KM
Drawing Number			Rev C
183248-002			

Designers Response Appendix A
Stage 1 Road Safety Audit



Road Safety Audit Stage 1

Proposed Access Arrangements

Tye Lane

Walberton

West Sussex

Date: 7th June 2021

Report produced for: Ardent Consulting Engineers

Report produced by: M & S Traffic

Registered Office: 32 Hamelin Road, Gillingham, Kent ME7 3EX Registered in Cardiff No:06730905

DOCUMENT CONTROL SHEET

M&S Traffic has prepared this report in accordance with the instructions from Ardent Consulting Engineers. M&S Traffic shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

Report Title:	Land East of Tye Lane, Walberton Road Safety Audit Stage 1
Date:	7 th June 2021
Document reference and revision:	ARD/21/183248/1/BS
Prepared by:	M & S Traffic
On behalf of:	West Sussex County Council

Distribution

Organisation	Contact	Copies
Ardent Consulting Engineers	Kevin Markey	-
Ardent Consulting Engineers	David Howson	-

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Appendix B..... Comment location drawing

1 INTRODUCTION

- 1.1 This report describes a Stage 1 Road Safety Audit carried out on proposed access arrangements for a development at land east of Tye Lane, Walberton, as detailed below:

- A new priority junction from the site onto Tye Lane, and footway improvements to the eastern side of Tye Lane from the proposed access to the junction with The Street.
- A new pedestrian crossing facility at the junction mouth Tye Lane junction with The Street.
- An emergency access on Avisford Park Road.

The Audit was requested by the design organisation, Ardent Consulting Engineers, Third Floor, The Hallmark Building, 52-56 Leadenhall Street, London EC3M 5JE, on behalf of West Sussex County Council as the Overseeing Organisation.

- 1.2 The Road Safety Audit Team membership approved by Stephen Gee; the Overseeing Organisation Project Sponsor was as follows:

Bryan Shawyer BEng (Hons), MSc, MCIHT, MSoRSA – Audit Team Leader
Highways England Approved RSA Certificate of Competency

Martin Morris, PGD, MCIHT, MSoRSA – Audit Team Member
Highways England Approved RSA Certificate of Competency

- 1.3 The audit was undertaken following the principles of GG119, The Design Manual for Roads and Bridges. The documents available at the time of the report are detailed in Appendix A.

- 1.4 The Audit took place at the Gillingham offices of M&S Traffic in June 2021. The Road Safety Audit was undertaken in accordance with the Road Safety Audit Brief provided by David Howson, of Ardent Consulting Engineers, Third Floor, The Hallmark Building, 52-56 Leadenhall Street, London EC3M 5JE as approved by the Project Sponsor West Sussex County Council. The Road Safety Audit comprised an examination of the documents provided, and these are listed in Appendix A. The documents consisted of a set of the design drawings, Crashmap data records and Stage 1 Road Safety Audit Brief.

The Audit Team visited the site together on the afternoon of 7th June 2020 between 12.15 and 12.45. During the site visit the weather was overcast and the road surfaces were dry. Traffic flows on Tye Lane were low and free flow speeds were low. Traffic flows on The Street were low and free flow speeds were low. Traffic flows on Avisford Park Road were very low and free flow speeds were very low. There were low pedestrian flows and no cyclist movements observed during the audit; however, the audit was undertaken during the covid-19 restriction.

- 1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any "Technical Check function on these proposals. It is assumed that the Project Sponsor is satisfied that such a Technical Check" has been successfully completed prior to requesting this safety audit.

- 1.6 The auditors have not been informed of any Departures from Standards in this scheme construction. The Road Safety Audit Brief states that the trips associated with the proposed development are minimal, and not forecast to have a perceivable impact on the operation or safety of Tye Lane or the junction of Tye Lane with The Street. An extract of collision data from the Crashmap website was provided below for a 5-year period. It outlines a total of 0 accidents took place on Tye Lane and at the Tye Lane junction with Tye Street.
- 1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 ITEMS RAISED BY PREVIOUS AUDITS

- 2.1 The safety aspects of this scheme were subject to comment in December 2020 in a Stage 1 Road Safety Audit that was undertaken by Laurence Shaw Associates. The Stage 1 report was supplied as part of the audit, where there are no outstanding items.

3 ITEMS RAISED AT THE STAGE 1 AUDIT

3.1 General

3.1.1 No comment.

3.2 Local Alignment

3.2.1 PROBLEM

Location: Proposed junction with Tye Lane.

Summary: Lack of vertical profile information could lead to overshoot collisions.

There is an existing vertical level difference between the site and Tye Lane, where no vertical alignment details were provided at the time of the audit. There is concern that inappropriate vertical profiles could lead to overshoot collisions at the junction.

RECOMMENDATION

It is recommended that the vertical alignment details of the access should be provided for assessment at Safety Audit Stage 2.

3.3 Junctions

3.3.1 PROBLEM

Location. Proposed access with Tye Lane.

Summary: Restricted visibility could lead to side impact collisions or rear end shunts.

The visibility splays are obstructed by vegetation and trees, see figures 1 and 2 overleaf. Restricted visibility could lead to side impact collisions or rear end shunts.



Figure 1: Visibility to the north.



Figure 2: Visibility to the south.

RECOMMENDATION

It is recommended that there should be no physical obstruction of the visibility splays and additionally, that the splays should be periodically maintained to retain visibility.

3.3.2 PROBLEM

Location: Tye Lane junction with The Street.

Summary: 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:

Allowance shall be made for the swept turning paths of the worst-case design vehicle, which is expected to use the priority junction, unless:

- 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*
- 2. any swept path conflicts as a result of the design vehicle encroaching into other lanes will not occur on bends.*

RECOMMENDATION

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.

3.4 **Non-Motorised User (NMU) Provision**

3.4.1 **PROBLEM**

Location: Tye Lane, proposed footway.

Summary: Presence of a ditch may compromise pedestrian safety.

The proposed footway places pedestrians closer to the edge of a drainage ditch, where there are no proposals to fence off the ditch, which could lead to pedestrians falls, particularly during the hours of darkness. A lack of luminance could lead to pedestrians being unaware of the edge of the ditch and could lead to pedestrians falling into the ditch.

RECOMMENDATION

It is recommended that details of how the ditch is to be accommodated or barriered off should be provided for assessment at Safety Audit Stage 2.

3.4.2 **PROBLEM**

Location: Tye Lane junction with The Street.at the eastern radius

Summary: Insufficient intervisibility could lead to lead to vehicle to pedestrian collisions.

A footway is proposed, which will involve junction realignment and will likely improve the pedestrian / traffic intervisibility at the proposed pedestrian crossing point on the eastern side of the carriageway at the junction. However, there is concern that the hedgerow to the north will still restrict intervisibility for pedestrians crossing, see figure 3 below, where restricted visibility could lead vehicle to pedestrian collisions.



Figure 3: Hedge line restricts intervisibility.

RECOMMENDATION

It is recommended that the intervisibility splay should not be obstructed and that the hedge line should be cut back.

3.5 Road Signs, Carriageway Markings and Lighting

3.5.1 No comment.

4 AUDITOR TEAM STATEMENT

4.1 We certify that this audit has been carried out in accordance with GG 119.

Audit Team Leader

Bryan Shawyer
BEng (Hons), MSc, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed:

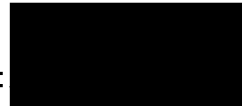


Date: 07/06/2021

Audit Team Member

Martin Morris
PGD, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed:



Date: 07/06/2021

APPENDIX A

List of Drawings and other information submitted for auditing:

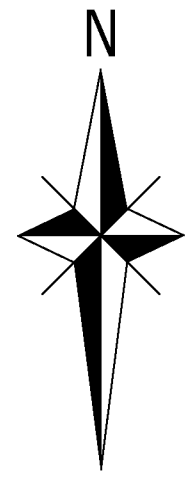
Drawing Number	Title
183248-002 E	Proposed Access Improvements - Tye Lane/Avisford Park Road

Supporting documentation:

- Road Safety Audit Brief (ref 183248-06 Tye Lane), Ardent Consulting Engineers, May 2021.
- Automatic Traffic Count Surveys, January 2019.
- Stage 1 Road Safety Audit, Laurence Shaw Associates, December 2020.
- Designers Response to Stage 1 Road Safety Audit, Ardent Consulting Engineers, March 2021.

APPENDIX B

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).



VIEWPORT 1 - PROPOSED RESIDENTIAL ACCESS AT TYE LANE & VISIBILITY SPLAYS

VIEWPORT 2 - REFUSE VEHICLE ENTERING SITE

VIEWPORT 4 - PROPOSED EMERGENCY ACCESS AT AVISFOD PARK ROAD & SWEEP PATHS

VIEWPORT 3 - REFUSE VEHICLE EXITING SITE

VIEWPORT 5 - FIRE TENDER LEFT TURN INTO EMERGENCY ACCESS

VIEWPORT 6 - FIRE TENDER LEFT TURN OUT OF EMERGENCY ACCESS

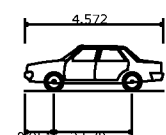
KEY:

- SITE BOUNDARY
- VISIBILITY SPLAYS FOR MEASURED SPEEDS (SEE NOTE 1)
- VISIBILITY SPLAYS FOR 30mph SPEED LIMIT ON TYE LANE
- VEGETATION TO BE REMOVED FROM VISIBILITY
- PROPOSED FOOTWAY
- INDICATIVE HIGHWAY BOUNDARY
- TACTILE PAVING

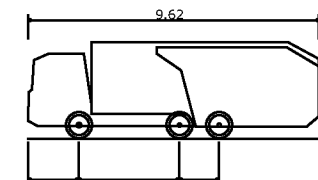
NOTES:

- JUNCTION VISIBILITY SPLAYS BASED ON SPEED SURVEYS UNDERTAKEN ON 08/01/19 RECORDING 85TH PERCENTILE SPEEDS OF 36.4MPH NORTHBOUND AND 38.9MPH SOUTHBOUND AND MIS1 PARAMETERS (1.5secs DRIVER REACTION TIME, 0.45g DECELERATION RATE, SINCE PROPORTION OF HGV/BUSES <5%)
- BASED ON TOPOGRAPHICAL SURVEY PREPARED BY K.A.RYLAND LIMITED FOR VISTRY HOMES LIMITED, NOVEMBER 2020.
- HIGHWAY BOUNDARY INFORMATION BASED UPON 2020 ORDNANCE SURVEY MAPPING RECEIVED FROM WSSC ON 24/11/2020.

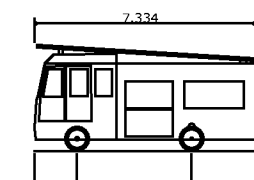
VEHICLES USED:



Car
Overall Length 4.52m
Overall Width 1.76m
Overall Body Height 1.48m
Min Body Ground Clearance 0.24m
Max Track Width 2.73m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.100m



Phoenix 2-18W (with Elite 2 6x2RS chassis)
Overall Length 9.62m
Overall Width 2.53m
Overall Body Height 3.21m
Min Body Ground Clearance 0.41m
Track Width 2.53m
Lock to lock time 5.00s
Kerb to Kerb Turning Radius 5.800m



Fire Tender
Overall Length 7.34m
Overall Width 2.34m
Overall Body Height 3.49m
Min Body Ground Clearance 0.38m
Track Width 2.28m
Lock to lock time 5.00s
Kerb to Kerb Turning Radius 8.000m

FOR INFORMATION ONLY

E	OS MAPPING ADDED	KI	KI	KM	01.06.21
D	ACCESS UPDATED	KI	KI	KM	27.05.21
C	EDGE OF CARRIAGEWAY MARKING ADDED	DV	DV	KM	15.03.21
B	ACCESS UPDATED	DV	DV	KM	26.01.21
A	EMERGENCY ACCESS TRACKS ADDED / FOOTWAY WIDENED TO A MIN. 1.2m / CARRIAGEWAY NARROWED FOLLOWING WSSC COMMENTS	DV	DV	KM	07.01.21
Rev	Description	Dn	Chk	App	Date

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Client	VISTRY SOUTH EAST				
Project Title:	LAND EAST OF TYE LANE, WALBERTON				
Drawing Title:	PROPOSED ACCESS IMPROVEMENTS - TYE LANE/AVISFOD PARK ROAD				
A1 Scale	1:500	Date	20.11.2020	Designed by	KI
Drawn by	KI	Checked by	KI	Approved by	KM
Drawing Number	183248-002				Rev E

