

	Road Safety Audit - Feedback Form	Reference: VFOR-NT-008
		Version: 0.2
	Document Owner: Casualty Reduction Manager, Safer Highways	Issue Date: 24-09-2018
		Review Date: 24-09-2019

Please complete Feedback Sheet and return:

	TO: SAFER HIGHWAYS (Trent Bridge House, Floor 9) email: simon.taylor@viaem.co.uk	
---	--	---

Road Safety Audit - Feedback Form
<i>Feedback is requested in order to protect our clients by demonstrating that the findings of Road Safety Audit have been properly considered</i>

SAFER HIGHWAYS USE ONLY	
SA 2288B	
STAGE 1	JD
Return Logged <input type="checkbox"/>	

LOCATION **Warren Hill Junction**

WORKS **Changes to existing road layout**

Tick appropriate box

All recommendations from the Road Safety Audit Report are to be implemented

One or more of the Road Safety Audit Report recommendations are not to be implemented

Please give Recommendation Ref No. and reasons for non-implementation:

<p>3.1- Comprehensive traffic data investigated vehicle demand for the right turn movement and found that it was very low. As the demand is low, the vehicles impacted by banning this right turn should be minimal. The overall new design could be seen as safer as it normalises the merge movement for vehicles travelling on the A6097 and merging with the A614. Removing the right turn movement has allowed for this new proposed merge movement which balances the risk of banning the right turn with the benefits of improving the merge movements. To support this the existing signing has been reviewed to ensure that alternative routes are signed in advance of the banned right turn. Finally a TRO will be put in place with appropriate regulatory signing to further reduce any risk of confusion</p> <p>3.2 - The changes to the merge are to make this manoeuvre more familiar to drivers as it is similar to other merges scenarios like this seen on motorways. At this stage materials havent been agreed but analysis will be undertaken at detailed design stage to ensure the specification considers future maintenance within the decision process. There is a balance to be achieved between adequate forward visibility and too much visibility, the latter of which could result in higher vehicle speeds for those negotiating the junction thus increasing risk of collisions associated with inappropriate speed. The desired visibility splays will be</p>
--

Please continue on a separate sheet if necessary

Signed: DDeakin

Date: 27.01.2022

Once downloaded this document is UNCONTROLLED. Please consult I:\HIGHWAYS\ISO Management System for current versions of all controlled documents.

Continuation sheet (if necessary)

appropriate vegetation maintenance which can be agreed on site with input from relevant specialists including the Safer Highways Team.

3.3 - Recommendation accepted.

3.4 - Recommendation accepted.

3.5 - Recommendation accepted.