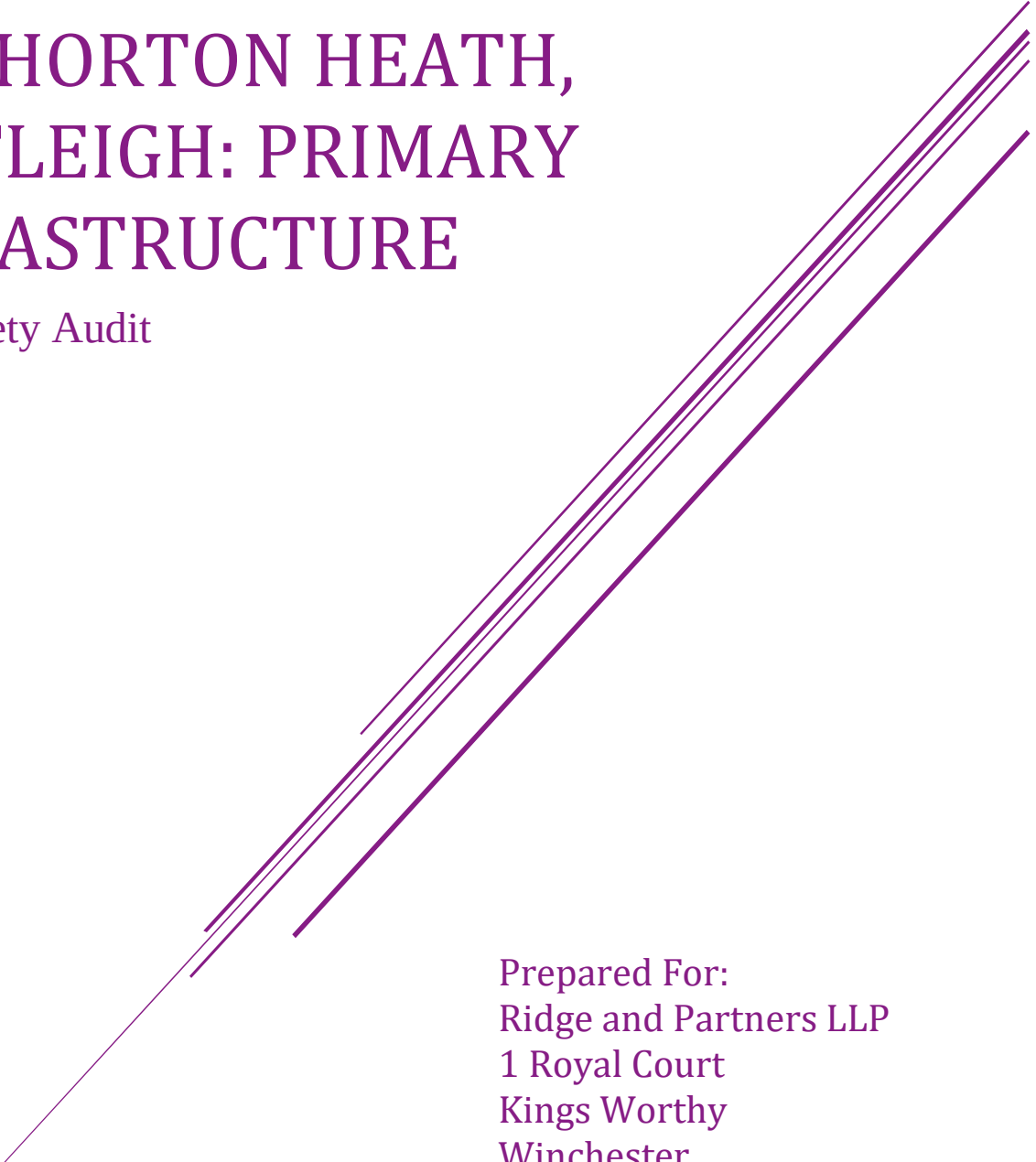


Report Number: Ridge/1640
Date: 10th October 2024
Prepared by: Julian Bartlett



ONE HORTON HEATH, EASTLEIGH: PRIMARY INFRASTRUCTURE

Road Safety Audit
Stage 2

A decorative graphic consisting of several parallel lines of varying lengths and colors (dark blue, medium blue, and light blue) that run diagonally from the bottom left towards the top right of the page.

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Client: Ridge and Partners LLP

Highway Authority Hampshire County Council

Project: One Horton Heath, Eastleigh: Primary Infrastructure

Document Title: Stage 1 Road Safety Audit

Date: 10th October 2024

Issue	Purpose/Status	Prepared by	Checked	Approved	Date
D1	Issued	Julian Bartlett	Lyn Jones	Julian Bartlett	November 2024

J Bartlett Consulting Ltd has prepared this report in accordance with the instructions of the above named Client for their sole and specific use. Any other persons who may use the information contained herein do so at their own risk.

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1 INTRODUCTION

- 1.1 This report results from a Stage 2 Road Safety Audit undertaken by J Bartlett Consulting Limited following a request from Chris Levitt of Ridge and Partners LLP. The audit was undertaken in September and October 2024
- 1.2 This Safety Audit considers the introduction of new primary infrastructure spine road for the development and associated Tier 3 access roads. Initial designs include proposed bus stop locations, junction types and a footway cycleway link. Primary spine road is identified at a width of 6.5m, Tier 3 roads at 4.8m width, Footways at 2m and it is assumed that the proposed footway / cycleway is at 3m width.
- 1.3 The audit team comprised the following individuals:
- | | |
|--------------------------------------|-------------------------------|
| Julian Bartlett
BEng FCIHT FSoRSA | Road Safety Audit Team Leader |
| Lyn Jones
HNC MCIHT MSoRSA | Road Safety Audit Team Member |
- Both Julian Bartlett and Lyn Jones hold a National Highways Certificate of Competency in Road Safety Audit gained through the education route.
- 1.4 The following documents and drawings were made available to the Audit Team for this safety audit:

Drawings

Drawing Number	Rev	Title
5018551-RDG-Z02-S T-DR-C-0011	P01	Cyclist/Pedestrian Visibility Splay Sheet 1
5018551-RDG-Z02-S T-DR-C-0012	P01	Cyclist/Pedestrian Visibility Splay Sheet 2
5018551-RDG-Z02-S T-DR-C-0013	P01	Cyclist/Pedestrian Visibility Splay Sheet 3
5018551-RDG-Z02-S T-DR-C-0014	P01	Cyclist/Pedestrian Visibility Splay Sheet 4
5018551-RDG-Z02-S T-DR-C-0015	P01	Cyclist/Pedestrian Visibility Splay Sheet 5
5018551-RDG-Z02-S T-DR-C-0016	P01	Cyclist/Pedestrian Visibility Splay Sheet 6

5018551-RDG-Z02-S T-DR-C-0017	P01	Cyclist/Pedestrian Visibility Splay Sheet 7
5018551-RDG-Z02-S T-DR-C-0018	P01	Cyclist/Pedestrian Visibility Splay Sheet 8
5018551-RDG-Z02-S T-DR-C-0019	P01	Cyclist/Pedestrian Visibility Splay Sheet 9
5018551-RDG-Z02-S T-DR-C-0020	P01	Cyclist/Pedestrian Visibility Splay Sheet 10
5018551-RDG-Z02-S T-DR-C-0021	P01	Cyclist/Pedestrian Visibility Splay Sheet 11
5018551-RDG-Z02-S T-DR-C-0022	P01	Cyclist/Pedestrian Visibility Splay Sheet 12
5018551-RDG-Z02-S T-DR-C-0701	P02	Proposed Kerbing & Surfacing Layout Sheet 1
5018551-RDG-Z02-S T-DR-C-0702	P02	Proposed Kerbing & Surfacing Layout Sheet 2
5018551-RDG-Z02-S T-DR-C-0703	P02	Proposed Kerbing & Surfacing Layout Sheet 3
5018551-RDG-Z02-S T-DR-C-0704	P02	Proposed Kerbing & Surfacing Layout Sheet 4
5018551-RDG-Z02-S T-DR-C-0705	P02	Proposed Kerbing & Surfacing Layout Sheet 5
5018551-RDG-Z02-S T-DR-C-0706	P02	Proposed Kerbing & Surfacing Layout Sheet 6
5018551-RDG-Z02-S T-DR-C-0707	P02	Proposed Kerbing & Surfacing Layout Sheet 7
5018551-RDG-Z02-S T-DR-C-0708	P02	Proposed Kerbing & Surfacing Layout Sheet 8
5018551-RDG-Z02-S T-DR-C-0709	P02	Proposed Kerbing & Surfacing Layout Sheet 9
5018551-RDG-Z02-S T-DR-C-0710	P02	Proposed Kerbing & Surfacing Layout Sheet 10
5018551-RDG-Z02-S T-DR-C-0711	P02	Proposed Kerbing & Surfacing Layout Sheet 11
5018551-RDG-Z02-S T-DR-C-0712	P02	Proposed Kerbing & Surfacing Layout Sheet 12
5018551-RDG-Z02-S T-DR-C-1101	P01	Proposed Levels Layout Sheet 1

5018551-RDG-Z02-S T-DR-C-1102	P01	Proposed Levels Layout Sheet 2
5018551-RDG-Z02-S T-DR-C-1103	P01	Proposed Levels Layout Sheet 3
5018551-RDG-Z02-S T-DR-C-1104	P01	Proposed Levels Layout Sheet 4
5018551-RDG-Z02-S T-DR-C-1105	P01	Proposed Levels Layout Sheet 5
5018551-RDG-Z02-S T-DR-C-1106	P01	Proposed Levels Layout Sheet 6
5018551-RDG-Z02-S T-DR-C-1107	P01	Proposed Levels Layout Sheet 7
5018551-RDG-Z02-S T-DR-C-1108	P01	Proposed Levels Layout Sheet 8
5018551-RDG-Z02-S T-DR-C-1109	P01	Proposed Levels Layout Sheet 9
5018551-RDG-Z02-S T-DR-C-1110	P01	Proposed Levels Layout Sheet 10
5018551-RDG-Z02-S T-DR-C-1111	P01	Proposed Levels Layout Sheet 11
5018551-RDG-Z02-S T-DR-C-1112	P01	Proposed Levels Layout Sheet 12
5018551-RDG-Z02-S T-DR-C-2201	P01	Vehicle Tracking Standard Rigidbus Sheet 1
5018551-RDG-Z02-S T-DR-C-2202	P01	Vehicle Tracking Standard Rigidbus Sheet 2
5018551-RDG-Z02-S T-DR-C-2203	P01	Vehicle Tracking Standard Rigidbus Sheet 3
5018551-RDG-Z02-S T-DR-C-2204	P01	Vehicle Tracking Standard Rigidbus Sheet 4
5018551-RDG-Z02-S T-DR-C-2205	P01	Vehicle Tracking Standard Rigidbus Sheet 5
5018551-RDG-Z02-S T-DR-C-2206	P01	Vehicle Tracking Standard Rigidbus Sheet 6
5018551-RDG-Z02-S T-DR-C-2207	P01	Vehicle Tracking Standard Rigidbus Sheet 7
5018551-RDG-Z02-S T-DR-C-2208	P01	Vehicle Tracking Standard Rigidbus Sheet 8

5018551-RDG-Z02-S T-DR-C-2209	P01	Vehicle Tracking Standard Rigidbus Sheet 9
5018551-RDG-Z02-S T-DR-C-2210	P01	Vehicle Tracking Standard Rigidbus Sheet 10
5018551-RDG-Z02-S T-DR-C-2211	P01	Vehicle Tracking Standard Rigidbus Sheet 11
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5018551-RDG-Z02-S T-DR-C-2213	P01	Vehicle Tracking Refuse Vehicle Sheet 1
5018551-RDG-Z02-S T-DR-C-2214	P01	Vehicle Tracking Refuse Vehicle Sheet 2
5018551-RDG-Z02-S T-DR-C-2215	P01	Vehicle Tracking Refuse Vehicle Sheet 3
5018551-RDG-Z02-S T-DR-C-2216	P01	Vehicle Tracking Refuse Vehicle Sheet 4
5018551-RDG-Z02-S T-DR-C-2217	P01	Vehicle Tracking Refuse Vehicle Sheet 5
5018551-RDG-Z02-S T-DR-C-2218	P01	Vehicle Tracking Refuse Vehicle Sheet 6
5018551-RDG-Z02-S T-DR-C-2219	P01	Vehicle Tracking Refuse Vehicle Sheet 7
5018551-RDG-Z02-S T-DR-C-2220	P01	Vehicle Tracking Refuse Vehicle Sheet 8
5018551-RDG-Z02-S T-DR-C-2221	P01	Vehicle Tracking Refuse Vehicle Sheet 9
5018551-RDG-Z02-S T-DR-C-2222	P01	Vehicle Tracking Refuse Vehicle Sheet 10
5018551-RDG-Z02-S T-DR-C-2223	P01	Vehicle Tracking Refuse Vehicle Sheet 11
5018551-RDG-Z02-S T-DR-C-2224	P01	Vehicle Tracking Refuse Vehicle Sheet 12

Documents

None Provided

Departures

None Notified

- 1.5 The Audit Team undertook a site visit on 12th October 2024 during the afternoon, between 11:30 and 12:00 outside of peak traffic flow times. It was fine at the time of the site visit and the road surface was dry. The direct area associated with the location of the proposed spine road was closed for access as significant works were underway, presumably for the construction of the wider area.
- 1.6 The scheme has been examined and this report compiled only regarding the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.
- 1.7 The terms of reference for the audit are as described in the latest versions of National Highways Design Manual for Roads and Bridges (DMRB), Volume 5, Section 2, GG119 'Road Safety Audit'. The audit has also been undertaken in light of the philosophy outlined in the latest version of the CIHT 'Road Safety Guidelines'.
- 1.8 The Audit Team have referred to appropriate design documentation as required while undertaking this audit. Reference texts include but are not limited to the latest versions of
- Design Manual For Roads And Bridges (DMRB);
 - Manual For Streets;
 - Manual For Streets 2;
 - Highway Construction Details;
 - Specification For Highway Works;
 - Traffic Signs Manual Chapter 6; and
 - Traffic Signs Regulations and General Directions (TSRDG)
 - Local Authority Design Requirements and Standards as Identified
 - Hampshire County Council Technical Guidance Note TG0 through TG25 inclusive.
- 1.9 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG 119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired

elimination or mitigation and these should be considered when responding to this report.

- 1.10 If issues were identified that are strictly outside the scope of this Road Safety Audit, or could not be classified as likely to increase the risk of crashes occurring, these have been included as Section 3 for completeness. It is also recommended that these are brought to the attention of the highway authority for their consideration if deemed appropriate.
- 1.11 A Stage 1 Road Safety Audit was undertaken on the proposals during June 2023. A copy of the audit report has been reviewed and it was confirmed that no Problems were raised.

2 ISSUES RAISED BY THIS STAGE 2 ROAD SAFETY AUDIT

- 2.1 Problems in this Audit will be identified linearly and by drawing number as an approved alternative to the layout indicated in GG119. All drawing numbers will be listed and commented upon as necessary.

Cyclist / Pedestrian Visibility General

2.2 Problem 1

Location: Extent of the link road

Summary|: Visibility envelop include area that appear to be outside of the control of the highway authority

Several of the identified visibility envelopes for the scheme cross land that is identified as being outside the boundary of the scheme. There is the potential for these area to contain buildings, fence lines, planting etc that will block user visibility of approaching vehicles or other users. This in turn is likely to lead to inappropriate decision making increasing the potential for side impact or rear shunt type collisions

Recommendation

The areas identified as a requirement for the visibility envelop should be included within the land that is dedicated to the highway authority and maintained to ensure user visibility is always maintained.

Drawing 5018551-RDG-Z02-S T-DR-C-0011 Rev P01

- 2.3 After due and careful consideration, the Audit Team have been unable to identify any areas of concern regarding the road safety of users of the highway network resulting from the information provided for this stage of audit

Drawing 5018551-RDG-Z02-S T-DR-C-0012 Rev P01

- 2.4 After due and careful consideration, the Audit Team have been unable to identify any areas of concern regarding the road safety of users of the highway network resulting from the information provided for this stage of audit

Drawing 5018551-RDG-Z02-S T-DR-C-0013 Rev P01

- 2.5 After due and careful consideration, the Audit Team have been unable to identify any areas of concern regarding the road safety of users of the highway network resulting from the information provided for this stage of audit.

Drawing 5018551-RDG-Z02-S T-DR-C-0014 Rev P01

- 2.6 After due and careful consideration, the Audit Team have been unable to identify any areas of concern regarding the road safety of users of the highway network resulting from the information provided for this stage of audit.

Drawing 5018551-RDG-Z02-S T-DR-C-0015 Rev P01

- 2.1 After due and careful consideration, the Audit Team have been unable to identify any areas of concern regarding the road safety of users of the highway network resulting from the information provided for this stage of audit.

Drawing 5018551-RDG-Z02-S T-DR-C-0016 Rev P01

- 2.1 The drawing shows swept path movements for vehicles expected to use the network. All movements can be accommodated within the available carriageway all be it in some situation's vehicle movements cross into the opposite bound carriageway during the turn from the side road. This is not unusual for networks of this type and as such does not give rise to concern.

Drawing 5018551-RDG-Z02-S T-DR-C-0017 Rev P01

- 2.1 The drawing shows swept path movements for vehicles expected to use the network. All movements can be accommodated within the available carriageway all be it in some situation's vehicle movements cross into the opposite bound

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Drawing 5018551-RDG-Z02-S T-DR-C-0018 Rev P01

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Drawing 5018551-RDG-Z02-S T-DR-C-0019 Rev P01

- 2.2 After due and careful consideration, the Audit Team have been unable to identify any areas of concern regarding the road safety of users of the highway network resulting from the information provided for this stage of audit

Drawing 5018551-RDG-Z02-S T-DR-C-0020 Rev P01

- 2.3 After due and careful consideration, the Audit Team have been unable to identify any areas of concern regarding the road safety of users of the highway network resulting from the information provided for this stage of audit

Drawing 5018551-RDG-Z02-S T-DR-C-0021 Rev P01

- 2.4 After due and careful consideration, the Audit Team have been unable to identify any areas of concern regarding the road safety of users of the highway network resulting from the information provided for this stage of audit.

Drawing 5018551-RDG-Z02-S T-DR-C-0022 Rev P01

- 2.5 After due and careful consideration, the Audit Team have been unable to identify any areas of concern regarding the road safety of users of the highway network resulting from the information provided for this stage of audit.

Proposed Kerbing & Surfacing Layout.

Drawing 5018551-RDG-Z02-S T-DR-C-0701 Rev P01

- 2.6 After due and careful consideration, the Audit Team have been unable to identify any areas of concern regarding the road safety of users of the highway network resulting from the information provided for this stage of audit.

Drawing 5018551-RDG-Z02-S T-DR-C-0702 Rev P01

- 2.7 The drawing shows swept path movements for vehicles expected to use the network. All movements can be accommodated within the available carriageway all be it in some situation's vehicle movements cross into the opposite bound

carriageway during the turn from the side road. This is not unusual for networks of this type and as such does not give rise to concern.

Drawing 5018551-RDG-Z02-S T-DR-C-0703 Rev P01

- 2.8 After due and careful consideration, the Audit Team have been unable to identify any areas of concern regarding the road safety of users of the highway network resulting from the information provided for this stage of audit.

Drawing 5018551-RDG-Z02-S T-DR-C-0704 Rev P01

- 2.9 After due and careful consideration, the Audit Team have been unable to identify any areas of concern regarding the road safety of users of the highway network resulting from the information provided for this stage of audit

Drawing 5018551-RDG-Z02-S T-DR-C-0705 Rev P01

- 2.10 After due and careful consideration, the Audit Team have been unable to identify any areas of concern regarding the road safety of users of the highway network resulting from the information provided for this stage of audit

Drawing 5018551-RDG-Z02-S T-DR-C-0706 Rev P01

- 2.11 After due and careful consideration, the Audit Team have been unable to identify any areas of concern regarding the road safety of users of the highway network resulting from the information provided for this stage of audit.

Drawing 5018551-RDG-Z02-S T-DR-C-0707 Rev P01

- 2.12 After due and careful consideration, the Audit Team have been unable to identify any areas of concern regarding the road safety of users of the highway network resulting from the information provided for this stage of audit.

Drawing 5018551-RDG-Z02-S T-DR-C-0708 Rev P01

- 2.13 After due and careful consideration, the Audit Team have been unable to identify any areas of concern regarding the road safety of users of the highway network resulting from the information provided for this stage of audit.

Drawing 5018551-RDG-Z02-S T-DR-C-0709 Rev P01

- 2.14 After due and careful consideration, the Audit Team have been unable to identify any areas of concern regarding the road safety of users of the highway network resulting from the information provided for this stage of audit.

Drawing 5018551-RDG-Z02-S T-DR-C-0710 Rev P01

- 2.15 After due and careful consideration, the Audit Team have been unable to identify any areas of concern regarding the road safety of users of the highway network resulting from the information provided for this stage of audit.

Drawing 5018551-RDG-Z02-S T-DR-C-0711 Rev P01

- 2.16 After due and careful consideration, the Audit Team have been unable to identify any areas of concern regarding the road safety of users of the highway network resulting from the information provided for this stage of audit

Drawing 5018551-RDG-Z02-S T-DR-C-0712 Rev P01

- 2.17 After due and careful consideration, the Audit Team have been unable to identify any areas of concern regarding the road safety of users of the highway network resulting from the information provided for this stage of audit

Proposed Levels Layout

Drawing 5018551-RDG-Z02-S T-DR-C-1101 Rev P01

- 2.18 After due and careful consideration, the Audit Team have been unable to identify any areas of concern regarding the road safety of users of the highway network resulting from the information provided for this stage of audit.

Drawing 5018551-RDG-Z02-S T-DR-C-1102 Rev P01

- 2.19 After due and careful consideration, the Audit Team have been unable to identify any areas of concern regarding the road safety of users of the highway network resulting from the information provided for this stage of audit.

Drawing 5018551-RDG-Z02-S T-DR-C-1103 Rev P01

- 2.20 After due and careful consideration, the Audit Team have been unable to identify any areas of concern regarding the road safety of users of the highway network resulting from the information provided for this stage of audit.

Drawing 5018551-RDG-Z02-S T-DR-C-1104 Rev P01

- 2.21 The drawing shows swept path movements for vehicles expected to use the network. All movements can be accommodated within the available carriageway all be it in some situation's vehicle movements cross into the opposite bound

carriageway during the turn from the side road. This is not unusual for networks of this type and as such does not give rise to concern.

Drawing 5018551-RDG-Z02-S T-DR-C-1105 Rev P01

- 2.22 After due and careful consideration, the Audit Team have been unable to identify any areas of concern regarding the road safety of users of the highway network resulting from the information provided for this stage of audit.

Drawing 5018551-RDG-Z02-S T-DR-C-1106 Rev P01

- 2.23 After due and careful consideration, the Audit Team have been unable to identify any areas of concern regarding the road safety of users of the highway network resulting from the information provided for this stage of audit

Drawing 5018551-RDG-Z02-S T-DR-C-1107 Rev P01

- 2.24 After due and careful consideration, the Audit Team have been unable to identify any areas of concern regarding the road safety of users of the highway network resulting from the information provided for this stage of audit

Drawing 5018551-RDG-Z02-S T-DR-C-1108 Rev P01

- 2.25 After due and careful consideration, the Audit Team have been unable to identify any areas of concern regarding the road safety of users of the highway network resulting from the information provided for this stage of audit.

Drawing 5018551-RDG-Z02-S T-DR-C-1109 Rev P01

- 2.26 After due and careful consideration, the Audit Team have been unable to identify any areas of concern regarding the road safety of users of the highway network resulting from the information provided for this stage of audit.

Drawing 5018551-RDG-Z02-S T-DR-C-1110 Rev P01

- 2.27 After due and careful consideration, the Audit Team have been unable to identify any areas of concern regarding the road safety of users of the highway network resulting from the information provided for this stage of audit.

Drawing 5018551-RDG-Z02-S T-DR-C-1111 Rev P01

- 2.28 After due and careful consideration, the Audit Team have been unable to identify any areas of concern regarding the road safety of users of the highway network resulting from the information provided for this stage of audit.

Drawing 5018551-RDG-Z02-S T-DR-C-1112 Rev P01

- 2.29 After due and careful consideration, the Audit Team have been unable to identify any areas of concern regarding the road safety of users of the highway network resulting from the information provided for this stage of audit.

Vehicle Tracking

Drawing 5018551-RDG-Z02-S T-DR-C-2201 Rev P01

- 2.30 The drawing shows swept path movements for vehicles expected to use the network. All movements can be accommodated within the available carriageway all be it in some situation's vehicle movements cross into the opposite bound carriageway during the turn from the side road. This is not unusual for networks of this type and as such does not give rise to concern.

Drawing 5018551-RDG-Z02-S T-DR-C-2202 Rev P01

- 2.31 The drawing shows swept path movements for vehicles expected to use the network. All movements can be accommodated within the available carriageway all be it in some situation's vehicle movements cross into the opposite bound carriageway during the turn from the side road. This is not unusual for networks of this type and as such does not give rise to concern.

Drawing 5018551-RDG-Z02-S T-DR-C-2203 Rev P01

- 2.32 The drawing shows swept path movements for vehicles expected to use the network. All movements can be accommodated within the available carriageway all be it in some situation's vehicle movements cross into the opposite bound carriageway during the turn from the side road. This is not unusual for networks of this type and as such does not give rise to concern.

Drawing 5018551-RDG-Z02-S T-DR-C-2204 Rev P01

- 2.33 The drawing shows swept path movements for vehicles expected to use the network. All movements can be accommodated within the available carriageway all be it in some situation's vehicle movements cross into the opposite bound carriageway during the turn from the side road. This is not unusual for networks of this type and as such does not give rise to concern.

Drawing 5018551-RDG-Z02-S T-DR-C-2205 Rev P01

- 2.34 The drawing shows swept path movements for vehicles expected to use the network. All movements can be accommodated within the available carriageway all be it in some situation's vehicle movements cross into the opposite bound

carriageway during the turn from the side road. This is not unusual for networks of this type and as such does not give rise to concern.

Drawing 5018551-RDG-Z02-S T-DR-C-2206 Rev P01

2.35 The drawing shows swept path movements for vehicles expected to use the network. All movements can be accommodated within the available carriageway all be it in some situation's vehicle movements cross into the opposite bound carriageway during the turn from the side road. This is not unusual for networks of this type and as such does not give rise to concern.

Drawing 5018551-RDG-Z02-S T-DR-C-2207 Rev P01

2.36 The drawing shows swept path movements for vehicles expected to use the network. All movements can be accommodated within the available carriageway all be it in some situation's vehicle movements cross into the opposite bound carriageway during the turn from the side road. This is not unusual for networks of this type and as such does not give rise to concern

Drawing 5018551-RDG-Z02-S T-DR-C-2208 Rev P01

2.37 The drawing shows swept path movements for vehicles expected to use the network. All movements can be accommodated within the available carriageway all be it in some situation's vehicle movements cross into the opposite bound carriageway during the turn from the side road. This is not unusual for networks of this type and as such does not give rise to concern.

Drawing 5018551-RDG-Z02-S T-DR-C-2209 Rev P01

2.38 After due and careful consideration, the Audit Team have been unable to identify The drawing shows swept path movements for vehicles expected to use the network. All movements can be accommodated within the available carriageway all be it in some situation's vehicle movements cross into the opposite bound carriageway during the turn from the side road. This is not unusual for networks of this type and as such does not give rise to concern.

Drawing 5018551-RDG-Z02-S T-DR-C-2210 Rev P01

2.39 The drawing shows swept path movements for vehicles expected to use the network. All movements can be accommodated within the available carriageway all be it in some situation's vehicle movements cross into the opposite bound

carriageway during the turn from the side road. This is not unusual for networks of this type and as such does not give rise to concern.

Drawing 5018551-RDG-Z02-S T-DR-C-2211Rev P01

- 2.40 After due and careful consideration, the Audit Team have been unable to identify any areas of concern regarding the road safety of users of the highway network resulting from the information provided for this stage of audit.

Drawing 5018551-RDG-Z02-S T-DR-C-2212 Rev P01

- 2.41 The drawing shows swept path movements for vehicles expected to use the network. All movements can be accommodated within the available carriageway all be it in some situation's vehicle movements cross into the opposite bound carriageway during the turn from the side road. This is not unusual for networks of this type and as such does not give rise to concern.

Drawing 5018551-RDG-Z02-S T-DR-C-2213 Rev P01

- 2.42 The drawing shows swept path movements for vehicles expected to use the network. All movements can be accommodated within the available carriageway all be it in some situation's vehicle movements cross into the opposite bound carriageway during the turn from the side road. This is not unusual for networks of this type and as such does not give rise to concern.

Drawing 5018551-RDG-Z02-S T-DR-C-2214 Rev P01

- 2.43 The drawing shows swept path movements for vehicles expected to use the network. All movements can be accommodated within the available carriageway all be it in some situation's vehicle movements cross into the opposite bound carriageway during the turn from the side road. This is not unusual for networks of this type and as such does not give rise to concern.

Drawing 5018551-RDG-Z02-S T-DR-C-2215 Rev P01

- 2.44 The drawing shows swept path movements for vehicles expected to use the network. All movements can be accommodated within the available carriageway all be it in some situation's vehicle movements cross into the opposite bound carriageway during the turn from the side road. This is not unusual for networks of this type and as such does not give rise to concern.

Drawing 5018551-RDG-Z02-S T-DR-C-2216 Rev P01

- 2.45 The drawing shows swept path movements for vehicles expected to use the network. All movements can be accommodated within the available carriageway all be it in some situation's vehicle movements cross into the opposite bound

carriageway during the turn from the side road. This is not unusual for networks of this type and as such does not give rise to concern.

Drawing 5018551-RDG-Z02-S T-DR-C-2217 Rev P01

2.46 The drawing shows swept path movements for vehicles expected to use the network. All movements can be accommodated within the available carriageway all be it in some situation's vehicle movements cross into the opposite bound carriageway during the turn from the side road. This is not unusual for networks of this type and as such does not give rise to concern.

Drawing 5018551-RDG-Z02-S T-DR-C-2218 Rev P01

2.47 The drawing shows swept path movements for vehicles expected to use the network. All movements can be accommodated within the available carriageway all be it in some situation's vehicle movements cross into the opposite bound carriageway during the turn from the side road. This is not unusual for networks of this type and as such does not give rise to concern.

Drawing 5018551-RDG-Z02-S T-DR-C-2219 Rev P01

2.48 The drawing shows swept path movements for vehicles expected to use the network. All movements can be accommodated within the available carriageway all be it in some situation's vehicle movements cross into the opposite bound carriageway during the turn from the side road. This is not unusual for networks of this type and as such does not give rise to concern.

Drawing 5018551-RDG-Z02-S T-DR-C-2220 Rev P01

2.49 The drawing shows swept path movements for vehicles expected to use the network. All movements can be accommodated within the available carriageway all be it in some situation's vehicle movements cross into the opposite bound carriageway during the turn from the side road. This is not unusual for networks of this type and as such does not give rise to concern.

Drawing 5018551-RDG-Z02-S T-DR-C-2221 Rev P01

2.50 The drawing shows swept path movements for vehicles expected to use the network. All movements can be accommodated within the available carriageway all be it in some situation's vehicle movements cross into the opposite bound carriageway during the turn from the side road. This is not unusual for networks of this type and as such does not give rise to concern.

Drawing 5018551-RDG-Z02-S T-DR-C-2222 Rev P01

2.51 The drawing shows swept path movements for vehicles expected to use the network. All movements can be accommodated within the available carriageway

all be it in some situation's vehicle movements cross into the opposite bound carriageway during the turn from the side road. This is not unusual for networks of this type and as such does not give rise to concern

Drawing 5018551-RDG-Z02-S T-DR-C-2223 Rev P01

2.52 The drawing shows swept path movements for vehicles expected to use the network. All movements can be accommodated within the available carriageway all be it in some situation's vehicle movements cross into the opposite bound carriageway during the turn from the side road. This is not unusual for networks of this type and as such does not give rise to concern.

Drawing 5018551-RDG-Z02-S T-DR-C-2224 Rev P01

2.53 The drawing shows swept path movements for vehicles expected to use the network. All movements can be accommodated within the available carriageway all be it in some situation's vehicle movements cross into the opposite bound carriageway during the turn from the side road. This is not unusual for networks of this type and as such does not give rise to concern.

3 ISSUES OUTSIDE THE SCOPE OF PREVIOUS STAGE 1 ROAD SAFETY AUDIT

- 3.1 It would appear that a number of street trees are proposed or existing across the proposed network. While the audit team accept that the landscaping design has not been undertaken at this time, it is important that junction visibility is maintained and protected and in particular canopy height is considered as part of that design phase.
- 3.2 Many of the Tier 3 roads and footway / cycleway proposals terminate in the middle of plots. It is accepted that the design of the downstream infrastructure has not been undertaken at this time, but it is recommended that downstream design is subject to an appropriate road safety audit.
- 3.3 Both surface and foul water chamber covers are likely to be located within the carriageway space. While on most occasions these are located outside of the wheel path for vehicles in certain situations this may not be the case. There is some evidence to suggest that where chamber covers are located within the vehicle wheel track there is the potential for single vehicle loss of control due to differential frictional properties between the chamber cover and surrounding carriageway. This is of particular concern for power two-wheel vehicles especially under braking / heavy braking. In this instance however speeds are likely to be low and the potential for personal injury unlikely, it would be beneficial to provide chamber covers with similar frictional properties to the abutting carriageway.
- 3.4 With the wider acceptance of the safer systems approach to highway design it may be beneficial to engage with the local highway authority and seek their views on implementing a 20mph speed limit / zone across the development

4 ISSUES RAISED OUTSIDE THE SCOPE OF THIS STAGE 2 ROAD SAFETY AUDIT

4.1 No information has been provided to the audit team for

- Standard highway construction details
- Drainage
- Street lighting
- Landscaping and planting

It has been assumed that these details will be agreed with the highway authority as part of the implementation of the scheme. Landscaping provided within visibility envelopes should of a type that does not impact on user visibility and have long term low maintenance requirements.

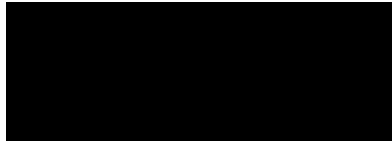
5 AUDIT TEAM STATEMENT

We certify that this Audit has been carried out adopting the principles contained in the Highways Agency standard GG119 'Road Safety Audits' and in line with the philosophy outlined in the CIHT 'Road Safety Guidelines'.

Road Safety Audit Team Leader

Name: Julian Bartlett

Signed:



Position: Director

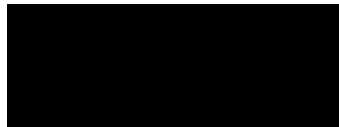
Organisation J Bartlett Consulting Ltd

Date: 12th November 2024

Road Safety Audit Team Member

Name: Lyn Jones

Signed:



Position: Associate

Organisation J Bartlett Consulting Ltd

Date: 12th November 2024

Contact Details as per record sheet

6 AUDIT LOCATION PLAN

The problem identified is scheme wide and as such the use of a location plan is unnecessary in this case.