

# Appendix D

## ROAD SAFETY AUDIT

**THE SPINNEY  
HIGH ROAD  
ESSENDON**

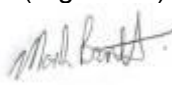
**SITE ACCESS ARRANGEMENT**

**STAGE 1 ROAD SAFETY AUDIT**

**FEBRUARY 2016**

**GM  
TRAFFIC  
CONSULTANTS**

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Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Original	Mark Barrett	Vimal Patel		24 February 2016
Designer's Response				
Authority's Response				
Audit Response				

**Client:  
JMP**

**Engineer:  
GM  
Traffic Consultants Ltd**  
2 Brook Close  
North Baddesley  
SO52 9FJ

Date: 24 February 2016

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## TABLE OF CONTENTS

1.0	INTRODUCTION .....	3
2.0	ITEMS CONSIDERED .....	5
3.0	MATTERS ARISING FROM THIS STAGE 1 RSA .....	6
4.0	AUDITOR STATEMENT .....	7

<b>APPENDIX A</b>	Location Plan
<b>APPENDIX B</b>	Designers Response
<b>APPENDIX C</b>	Local Highway Authority Response

## **1.0 INTRODUCTION**

### **1.1 General**

- 1.1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on the site access arrangement associated with a new dwelling on the B158 High Road, Essendon.
- 1.1.2 The access will take the form of a vehicle crossover on the eastern side of the B158. Visibility splays have been provided based on the results of a seven day Automatic Traffic Counter (ATC) deployment undertaken in September 2015.
- 1.1.3 The RSA was carried out at the request of JMP.
- 1.1.4 GM Traffic Consultants Ltd carried out the Audit between 19<sup>th</sup> February and 24<sup>th</sup> February 2016. The Auditors were:  
Mark Barrett  
V Patel, BEng(Hons), FIHE, HE CoC
- 1.1.5 The Audit Team are independent of the project design team and has had no other involvement with the project.
- 1.1.6 The report has been prepared in accordance with the Design Manual for Roads and Bridges (DMRB) Highways Directive (HD) 19/15.
- 1.1.7 Whilst reference is made to certain design standards, where safety may be compromised by a reduction in standard, this report is not intended to provide a design check. The Auditors have only reported on matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or construction of the scheme.
- 1.1.8 The Audit consisted of a desktop study and a site visit, which was carried out on Tuesday 23<sup>rd</sup> February 2016 at 11:15. Traffic flows were light and the weather dry.
- 1.1.9 The recommendations in this report are aimed at addressing the road safety problems; however there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.

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- 1.1.10 The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit, and would encourage the Designer to consult them on this matter.
- 1.1.11 The LHA response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the *As Built* design pack to be provided and retained by the LHA on final completion.

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## 2.0 ITEMS CONSIDERED

2.1 The Road Safety Audit was undertaken on the scheme detailed in the following documentation.

Drawing No.	Rev	Title
1511-A-21C	-	Site Plan Proposed Showing Root Protection
ST16284-002	-	Visibility Splay at Revised Access

2.2 The Audit Team have been informed of a departure from standards relating to the visibility splay from the proposed access based on the derestricted speed limit.

2.3 **The visibility splays for a derestricted road cannot be achieved to the south of the access. The results from the ATC undertaken in September 2015 identifies an 85th% speed of 41mph for northbound traffic and 41.8mph for southbound traffic. Based on the 85th% speeds and observations during the site inspection, the Audit Team raise no issues with the proposed visibility splays.**

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## **3.0 MATTERS ARISING FROM THIS STAGE 1 RSA**

- 3.1 No road safety issues have been identified following the review of the documents provided and the site inspection.



**4.0 AUDITOR STATEMENT**

4.1 I certify that this audit has been carried out in compliance with HD 19/15.

**AUDIT TEAM LEADER**

Mark Barrett

**GM Traffic Consultants Ltd**



**Signed:** .....

TEL: 07787 158 834

**AUDIT TEAM MEMBER**

Vimal Patel



**Signed:** .....

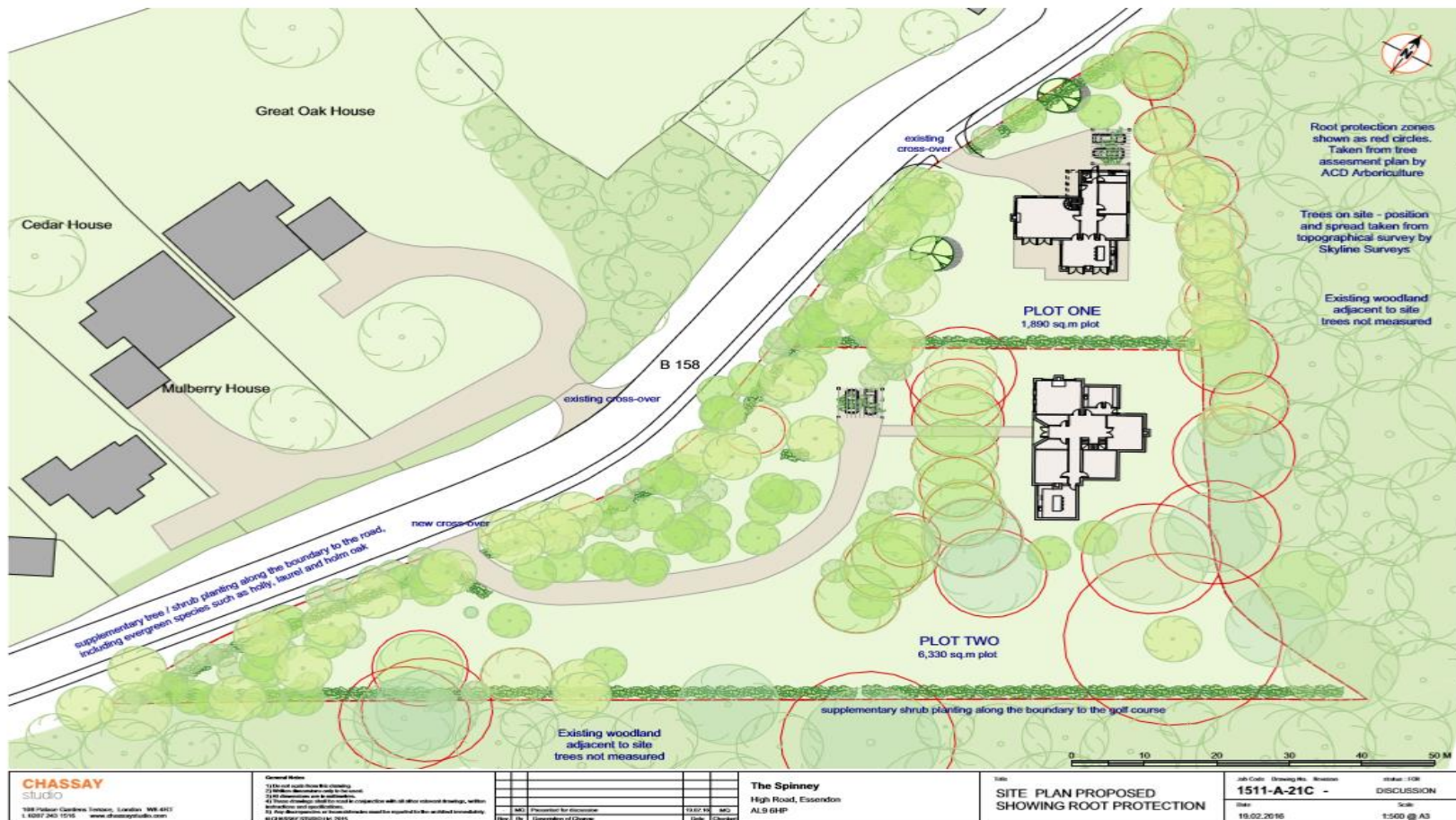
**Date: 24 February 2016**



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**APPENDIX A: LOCATION PLANS**

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Road Safe  
The Spinney, High Road, Essendon  
Site Access Arrangement

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**APPENDIX B: DESIGNERS RESPONSE**

Auditors: Mark Barrett (Team Leader) and Vimal Patel (Team Member).

Scheme: The Spinney, High Road, Essendon - Site Access Arrangement

Date Audit Completed: 24 February 2016

This response is to a Stage 1 Road Safety Audit to the design standard detailed within HD19/15 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

<b>Problem no. in safety audit report</b>	<b>Problem accepted (yes/no)</b>	<b>Recommended measure accepted (yes/no)</b>	<b>Alternative measure (detail description)</b>
<b>NO ISSUES HAVE BEEN RAISED</b>			

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**APPENDIX C: LOCAL HIGHWAY AUTHORITY RESPONSE**

**Principal Engineer's Statement:**

**Road Safety Audit for The Spinney, High Road, Essendon - Site Access Arrangement**

I certify that I have considered the items that have arisen in the Stage 1 Road Safety Audit Report and I am content to accept all of its recommendations except for the ones listed above. I have stated my reasons for not accepting them and I seek the Chief Engineer's endorsement of my proposals.

..... Date.....

Principal Engineer

**Chief Engineer's Decision:**

I accept these proposals by the Principal Engineer.



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..... Date.....

Chief Engineer