

FITZALAN ROAD
ARUNDEL

ACCESS ARRANGEMENTS

STAGE 1 ROAD SAFETY AUDIT

AUGUST 2018

GM
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GM
TRAFFIC CONSULTANTS

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Original	Mark Barrett	Ian Medd		7 August 2018
Designer's Response				
Authority's Response				
Audit Response				

Client:
Paul Basham
Associates

Engineer:
GM
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Romsey
SO51 8HN

Date: 7 August 2018

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1.0 INTRODUCTION

1.1 General

- 1.1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on the access arrangements for a retirement development of 46 units on Fitzalan Road in Arundel. The development site itself currently comprises a light industrial unit and a single residential dwelling to the west. The traffic flows on Fitzalan Road are light and the results of a traffic survey undertaken in 2018 identified 85% speeds to the west of the site as 26.7mph for eastbound traffic and 24.7mph for west bound traffic. Recorded speeds to the east of the site were 23.5 for eastbound traffic and 22.8mph for westbound traffic.
- 1.1.2 The proposed access, which has been designed to standards providing appropriate visibility splays for the speeds, will be located on the southern side of Fitzalan Road with the existing accesses to the industrial unit and residential property being stopped up. The internal layout has been designed to allow vehicles to turn around within the site allowing vehicles to exit in a forward manoeuvre. A new 1.5m footway will be provided along the site frontage with an uncontrolled pedestrian crossing provided to the west of the development pedestrian access to aid crossing movements. This will be an improvement to the existing footway widths which are less than the recommended 1.5m for new facilities and will provide a route to the town centre. Visibility splays of 0.8m x 43m will be provided at the crossing points to ensure appropriate inter-visibility between approaching traffic and pedestrians waiting to cross.
- 1.1.3 The RSA was carried out at the request of Paul Basham Associates.
- 1.1.4 GM Traffic Consultants Ltd carried out the Audit on 7th August 2018. The Auditors were:
Mark Barrett Highways England Cert. of Comp
Ian Medd MCIHT FSoRSA
- 1.1.5 The Audit Team are independent of the project design team and have had no other involvement with the design of 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 desk top study and a site visit, which was carried out on Tuesday 7th August 2018 at 15:00. 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.
- 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 Local Highway Authority (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 completion.

2.0 ITEMS CONSIDERED

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

Drawing No.	Rev	Title
107.0001/RTS/1	-	Revised Transport Statement
107.0001.002	A	Car Park Tracking
107.0001.003	-	Delivery Vehicle Tracking
107.0001.004		Visibility Splay From Proposed Pedestrian Crossing

- 2.2 The Audit Team have not been informed of any Departure from Standards.
- 2.3 The Personal Injury collision data assessment included in the revised Transport Statement indicates that there were no reported collisions on Fitzalan Road in the last 5 years.

3.0 MATTERS ARISING FROM THIS STAGE 1 RSA

- 3.1 No issues have been raised at this RSA 1 following the desk top study and site visit.

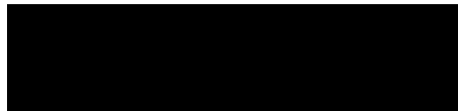
4.0 AUDITOR STATEMENT

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

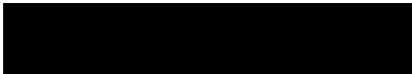
AUDIT TEAM LEADER

Mark Barrett

GM Traffic Consultants Ltd

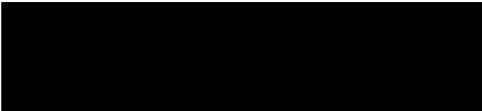


Signed:



AUDIT TEAM MEMBER

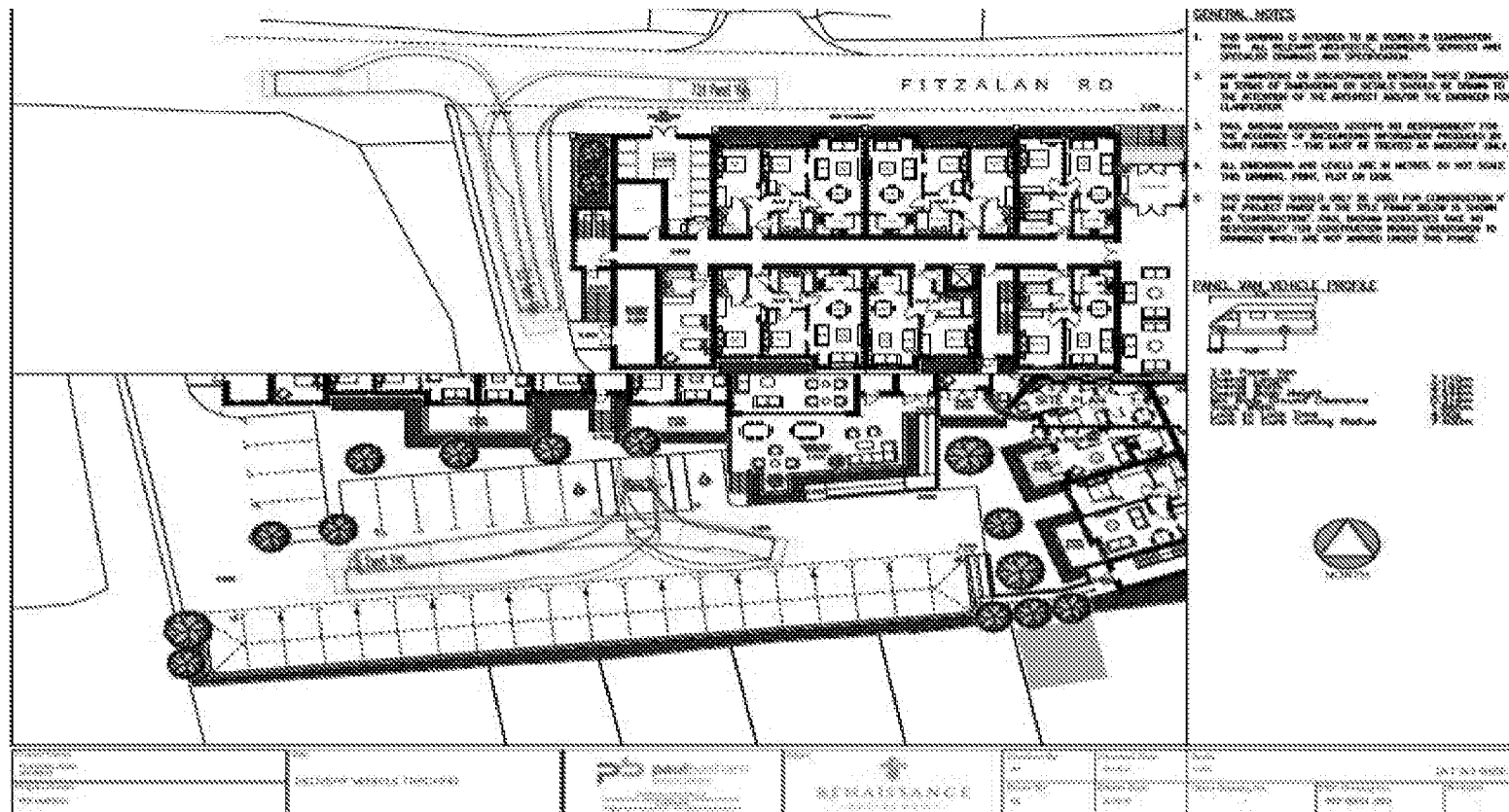
Ian Medd



Signed: .

Date: 7 August 2018

APPENDIX A: LOCATION PLANS



Road Safety Audit – Stage 1
Fitzalan Road, Arundel
Access Arrangements



Road Safety Audit – Stage 1

Fitzalan Road, Arundel

Access Arrangements

APPENDIX B: DESIGNERS RESPONSE

Auditors: Mark Barrett (Team Leader) and Ian Medd (Team Member)

Scheme: Fitzalan Road, Arundel - Access Arrangements

Date Audit Completed: 7 August 2018

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.

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

APPENDIX C: LOCAL HIGHWAY AUTHORITY RESPONSE

Principal Engineer's Statement:

Road Safety Audit for Fitzalan Road, Arundel - Access Arrangements

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.

..... Date.....

Chief Engineer