COMBINED STAGE 1 AND 2 ROAD SAFETY AUDIT

PROPOSED PUBLIC REALM SCHEME

SALISBURY ROAD

UNIVERSITY OF SOUTHAMPTON

FINAL

February 2016

Project Title: COMBINED STAGE 1 AND 2 ROAD SAFETY AUDIT SALISBURY ROAD, UNIVERSITY OF SOUTHAMPTON

Client: RAMBOLL

This document has been issued and amended as follows:

Rev	Issue	Prepared by	Reviewed by	Approved by	Date
1.0	Draft	I Medd	M Chamberlain	T Jakeman	12/02/16
1.0	Final	I Medd	M Chamberlain	T Jakeman	12/02/16

64-68 London Road,
Redhill,
Surrey, RH1 1LG
United Kingdom

CONTENTS

1 INTRODUCTION

1.1 Scheme Description

This report results from a Combined Stage 1 and 2 Road Safety Audit carried out on a proposed public realm scheme on Salisbury Road, University of Southampton The scheme is proposed as part of a proposed new teaching and learning centre and includes surfacing improvements, landscaping and traffic calming features as well alterations to vehicle accesses

This Audit has been carried out on the instruction of Ramboll.

The Audit Team membership was as follows: -

- Team Leader: Matt Chamberlain BSc (Hons) MCIHT MSoRSA HA RSA CERT COMP
- Team Member: Ian Medd MCHIT FSoRSA

This report is presented based upon the checklist contained in ***Annex A*** and ***B*** of ***DMRB HD19/15***.

The team has examined and reported only on the road safety implications of the detailed design and has not examined or verified the compliance of the layout to any other criteria, in accordance with HD 19/15.

The Audit was conducted at the office of IMC Worldwide and a visit to the site was made on Thursday 11th November 2015 between 10.30 and 11.30 hours when the weather was fine and the road surface was dry.

Traffic conditions were moderate at the time of the site visit with considerable pedestrian movements.

No collision or speed/traffic data has been provided to the Audit Team.

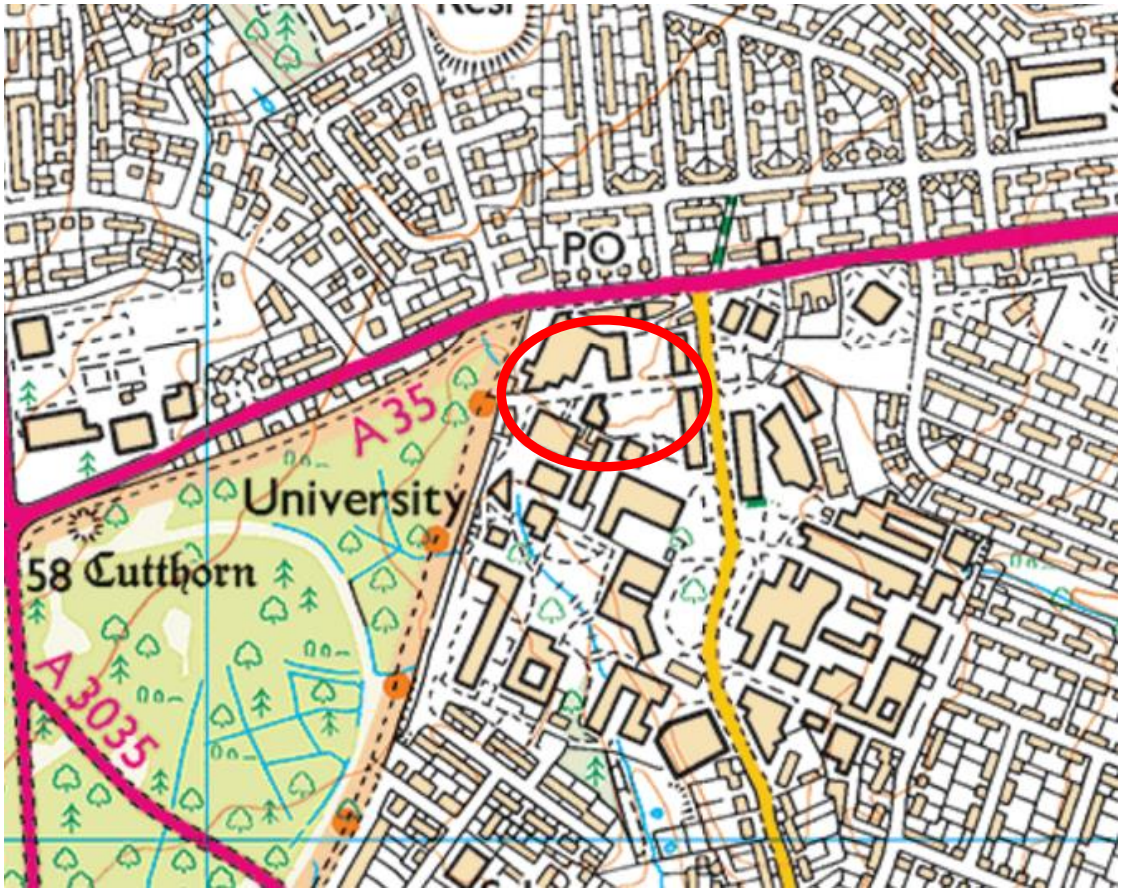
No Departures from Standard have been submitted to the Audit Team.

1.2 Approach

The following drawings were submitted to the Audit Team for review:

- LD-PLN-001 – G – Illustrative Landscape Masterplan

1.3 Scheme Location



2 PROBLEMS RAISED AT PREVIOUS ROAD SAFETY AUDITS

The Audit Team are not aware of any previous Road Safety Audits carried out on these proposals.

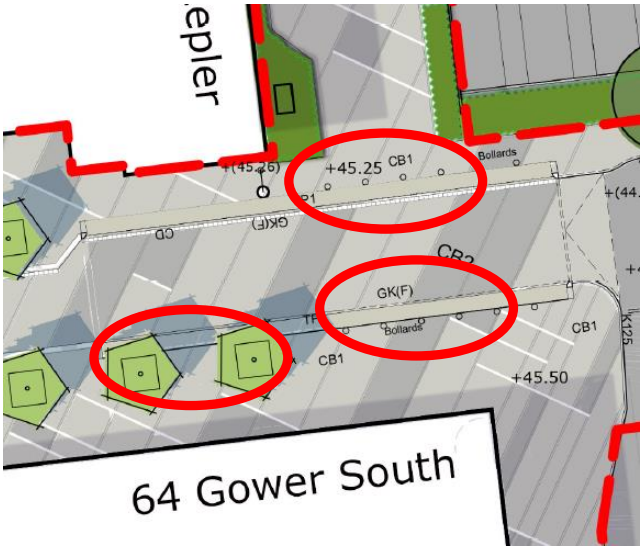
3 PROBLEMS RAISED AT THIS COMBINED STAGE 1 AND 2 ROAD SAFETY AUDIT

3.1 PROBLEM

Location: Proposed flush pedestrian crossing on Salisbury Road

Summary: Bollards and street trees could be hazardous to the visually impaired

Bollards are proposed along the north and south side of the crossing point with the likely intention of deterring vehicles obstructing the footway. These bollards could be hazardous to visually impaired pedestrians using the crossing as they may not be aware of their presence. The street trees at the western end, although not on the main desire line, may also form a hazard.



Recommendation: Rationalise the number of the number of bollards to ensure the main desire line remains clear of obstructions. Shorten the length of tactile paving so that it extends as far as the first street tree on the south side of the crossing. A short depth of corduroy warning paving could be provided on the kerb line of the remainder of the flush section on the north and south side to warn the visually impaired of the presence of the carriageway.

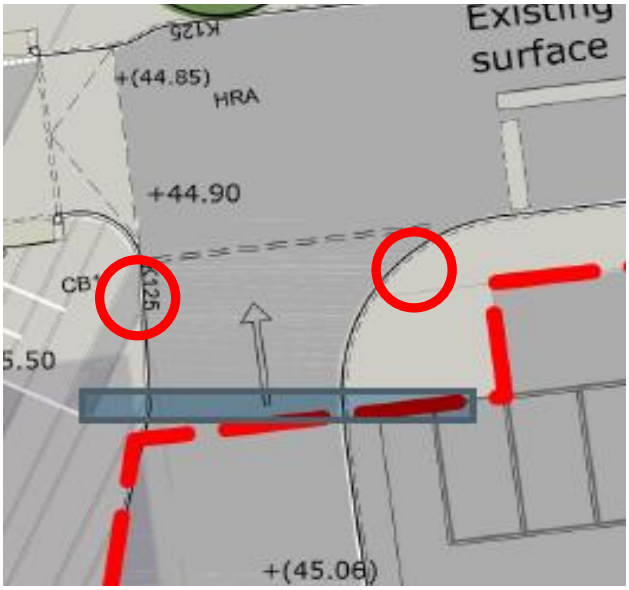
Any tactile paving used should where possible, have a colour contrast with the surrounding materials.

3.2 PROBLEM

Location: Access just east of 64 Gower South

Summary: Lack of tactile paving could cause confusion for the visually impaired

An existing egress is the just to the west of the proposed Gower South Building. This access currently has tactile paving across the bell mouth. The proposed drawings show no tactile paving on the west side of the access. The visually impaired may have difficulty negotiating this access and could be guided into the carriageway were conflict with vehicles is more likely.



Recommendation: Provide appropriate tactile paving across this access. Any tactile paving used should where possible, have a colour contrast with the surrounding materials.

4 AUDIT TEAM STATEMENT

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

Audit Team Leader

Name: Matt Chamberlain Signed: 

Dated: 12/02/2016

Audit Team Member

Name: Ian Medd Signed: 

Appendix A: Audit Key Plan


Burgess Road
60 Gower North
1223 The Stile
University Road
3.1
3.2
Mountbatten Courtyard
Existing surface treatment retained
53 Mountbatten
Salisbury Road
Existing highways surface
64 Gower South
67 Nightingale
58 Murray
Building 2
2a Annex Theatre
Cycle Store
Bus

Appendix B: Designer's Response

Auditors: Matt Chamberlain (Team Leader) and Ian Medd (Team Member). Date Audit Completed: 12th February 2016

Scheme: COMBINED STAGE 1 AND 2 RSA SALISBURY ROAD UNIVERSITY OF SOUTHAMPTON

This response is to a Stage 2 Road Safety Audit carried out to DMRB HD19/15.

Problem No.	Problem Accepted (Yes/No)	Recommended Measure Accepted (Yes/No)	Alternative Measure Description
3.1			
3.2			

Engineer's Statement:

COMBINED STAGE 1 AND 2 RSA SALISBURY ROAD UNIVERSITY OF SOUTHAMPTON

I certify that I have considered the item raised in this Combined Stage 1 and 2 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.

Engineer Signed..... Date.....

Chief Engineer Signed.....Date.....

IMC Worldwide Ltd
64-68 London Road
Redhill, Surrey,
RH1 1LG
United Kingdom
Tel: +44 (0) 1737 231400

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