

COMBINED STAGE 1 AND 2 ROAD SAFETY AUDIT DESIGNERS' RESPONSE

Auditors: Matt Chamberlain (Team Leader) and Ian Medd (Team Member) on behalf of IMC Worldwide.

Scheme: Salisbury Road, University of Southampton

Problem No.	Problem Accepted (Yes/No)	Recommended Measure Accepted (Yes/No)	Description of Proposed Alternative Measures
3.1 Proposed Bollards at Pedestrian Crossing on Salisbury Road	Yes	Yes	<p>It is considered necessary to include bollards in the scheme to restrict access and parking of vehicles in pedestrian only areas. Bollards are currently proposed to be installed at 2000mm centres which will deter, but not prevent vehicle access (based on an average car width of 1800mm). 2000mm is considered the maximum width acceptable for the spacing of bollards on this basis, and the prevention of risk, posed by vehicles accessing pedestrian zones, is the principal consideration.</p> <p>The length of the tactile paving will be reduced to an approximate length of 15m to align with the desire line of pedestrians crossing. Beyond this extent a 50mm upstand kerb will be used to delineate the edge of the shared zone.</p> <p>Tactile pavers will be specified in a colour that contrasts with the surrounding materials.</p>
3.2 Access East of Building 64 Gower South	Yes	Yes	<p>Tactile paving will be provided, as existing, at crossing point across bus exit route to assist visually impaired pedestrians.</p>

Engineer's Statement

I certify that I have considered the items raised on this combined Stage 1 and 2 Road Safety Audit 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 Engineers' endorsement of my proposals.

Engineer

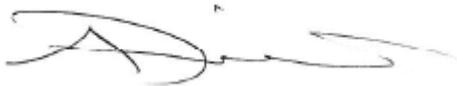
Signed:

Date: 17.02.16

Handwritten signature of G. Hodson in black ink.**Chief Engineer**

Signed:

Date: 17.02.16

Handwritten signature in black ink, appearing to be 'D. ...'.