

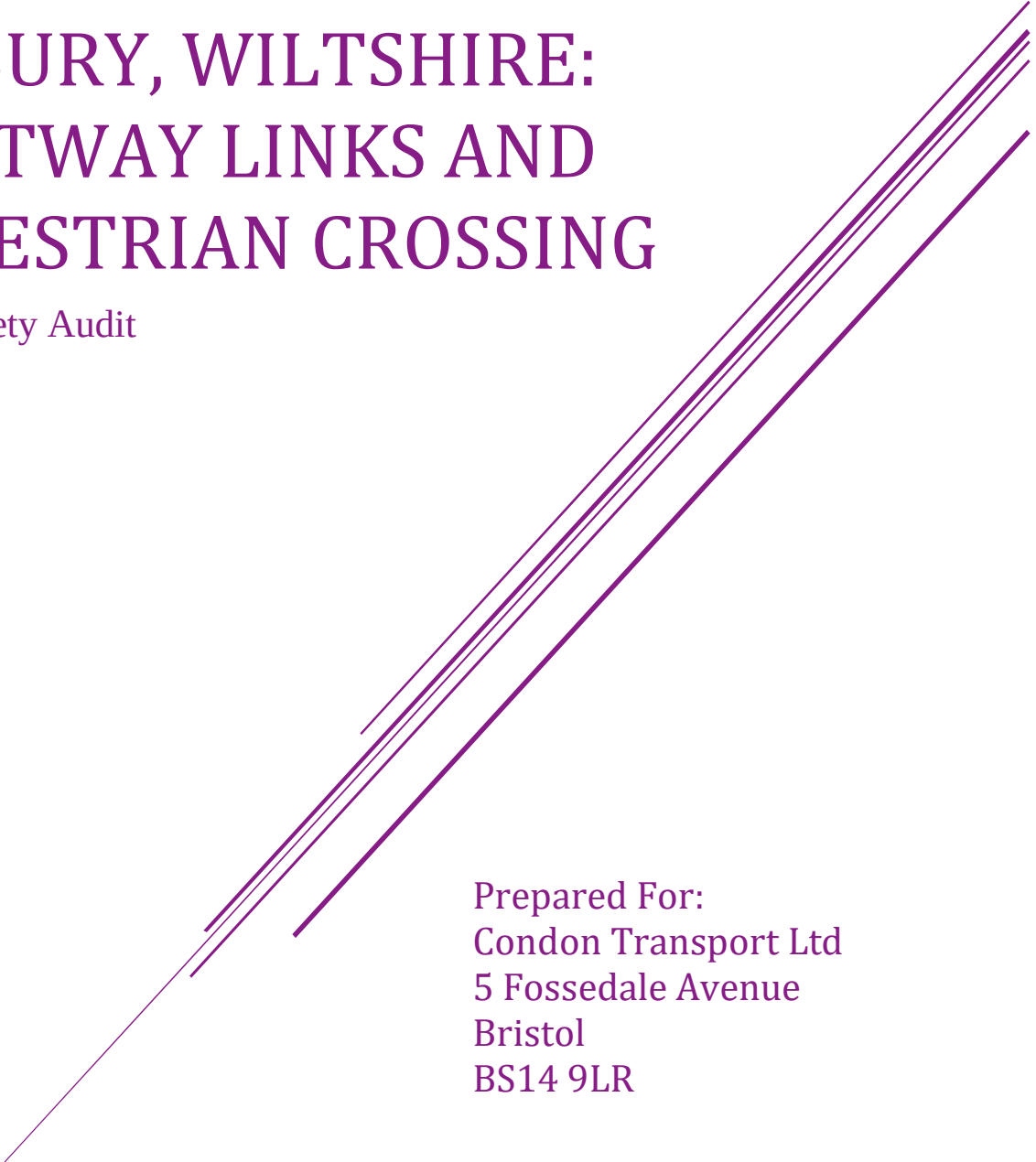
Report Number: CTL/1555
Date: 3rd February 2024
Prepared by: Julian Bartlett



TISBURY, WILTSHIRE: FOOTWAY LINKS AND PEDESTRIAN CROSSING

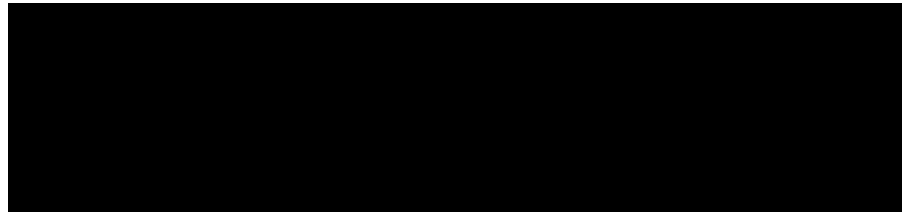
Road Safety Audit

Stage 1

A decorative graphic consisting of several parallel lines in shades of blue and green, running diagonally from the bottom left towards the top right of the page.

Prepared For:
Condon Transport Ltd
5 Fossedale Avenue
Bristol
BS14 9LR

Prepared By: J Bartlett Consulting Ltd
Ysgubor Y Ferch
Penllan Farm
Machen
Caerphilly
CF83 8QE



Job Number: 1555

Client: Condon Transport Limited

Highway Authority: Wiltshire County Council

Project: Tisbury, Wiltshire: Footway Links And Pedestrian Crossing

Report Title: Stage 1 Road Safety Audit

Date: 3rd February 2024

Issue	Purpose / Status	Prepared By	Checked	Approved	Date
D1	Draft	Julian Bartlett	Lyn Jones	Julian Bartlett	February 2024
1 st	Final	Julian Bartlett	Lyn Jones	Julian Bartlett	February 2024

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1 INTRODUCTION

- 1.1 This report results from a Stage 1 Road Safety Audit undertaken by J Bartlett Consulting Limited following a request from Brian Condon of Condon Transport Limited. The Audit was carried out during February 2024.
- 1.2 This Safety Audit considers the introduction of a footway link from Court Street to Chilmark Road to partially replace the permissive footpath that is to be stopped up as part of the proposals. The scheme also includes coloured surfacing as well as warning signing for pedestrians in carriageway to both vehicle approaches.
- 1.3 The audit team comprised the following individuals:
- | | |
|--------------------------------------|--|
| Julian Bartlett
BEng FCIHT FSoRSA | Road Safety Audit Team Leader
J Bartlett Consulting |
| Lyn Jones
HNC MCIHT MSoRSA | Road Safety Audit Team Observer
J Bartlett Consulting |
- Both Julian Bartlett and Lyn Jones hold a Highways England 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
1863-005	-	Proposed Pedestrian Crossing, Virtual Footway and Non-Hard Surface Footpath Arrangement

Documents

Traffic Flow Data
85% ile Speed Data

Departures,

Visibility envelopes are provided in line with measured 85% ile speed of 25mph as the Manual for Streets design criteria.

- 1.5 A visit to the site was undertaken 6th February 2024 during the afternoon between 15:30 and 16:15. It was overcast and the road surface drying after rain. Vehicle movements were as expected through the area with limited free-flowing two-way traffic. Observed vehicle speeds appeared in line with those identified in the data

provided as did the traffic movements. No vehicles were seen turning to Chilmark Road. No pedal cycles, pedestrians or motorcycles were observed.

- 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, 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 most recent version of Highways England 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 most recent version of CIHT 'Road Safety Guidelines'.
- 1.8 The Audit Team have referred to appropriate latest versions of design documentation as required while undertaking this audit. Reference texts include but are not limited to
- 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;
 - Traffic Signs Regulations and General Directions (TSRGD); and
 - Local Highway Authority Design and Other Specified Documentation as provided.
- 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 (2020), 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 As far as the audit team are aware no previous stages of road safety audit have been undertaken on the proposals presented for this audit.

2 ISSUES RAISED BY THIS STAGE 1 ROAD SAFETY AUDIT

2.1 Problems in this Audit will be identified linearly and by drawing number

Drg: 1863-005 Rev -.

2.2 After due and careful consideration, the audit team have been unable to identify any areas of concern in terms of highway road safety associated with the information presented on this drawing for this stage of road safety audit.

3 ISSUES OUTSIDE THE SCOPE OF THIS ROAD SAFETY AUDIT

- 3.1 The existing carriageway is showing signs of deterioration, and the carriageway markings are worn but still visible to drivers. This should be brought to the attention of the highway authority for inclusion in the maintenance programme.
- 3.2 The audit team note that the proposed footway provision is 1.2m wide. This is the identified minimum suitable for pedestrian movements and it would be beneficial, if possible, to widen the provision should carriageway space be available.
- 3.3 As part of the detailed design, it may be beneficial to remove the centre line through the area such that drivers being encouraged to drive with care and at lower speeds as lane widths are not defined.

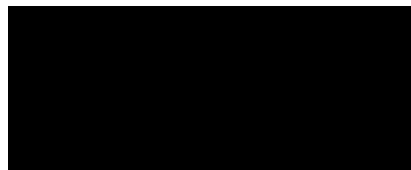
4 AUDIT TEAM STATEMENT

We certify that this Audit has been carried out adopting the principles contained in the Highways England standard GG 119 '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

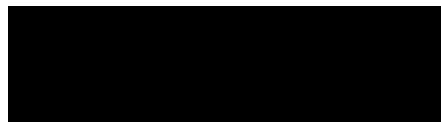
Organisation J Bartlett Consulting Ltd

Date: 12th February 2024

Road Safety Audit Team Member

Name: Lyn Jones

Signed:



Position: Associate

Organisation J Bartlett Consulting

Date: 12th February 2024

Contact Details as per record sheet

5 AUDIT LOCATION PLAN

Not required as no issues identified