

SPITFIRE ENTERPRISES LTD
LAND AT HIGH POST, NEAR SALISBURY
TECHNICAL NOTE 1 – RESPONSE TO LHA COMMENTS
20TH JULY 2026

1.0 Introduction

- 1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed by Spitfire Enterprises Ltd. in relation to a proposed light industrial development at High Post, near Salisbury, Wiltshire.
- 1.2 The planning application was submitted to Wiltshire Council (WC) in March 2026 and was registered under reference number PL/2026/01867.
- 1.3 The planning submission included a Transport Assessment (TA) produced by Connect Consultants, dated March 2026.
- 1.4 Consultation comments from Wiltshire Council's Highways Development Management team, reference 2026/01867 dated 19th May 2026, have been issued to the applicant.
- 1.5 The comments include a summary of seven key points under the heading "*Requirement for further submissions / revised plans*":
- 1.6 This Technical Note responds to each of the seven points in turn.

2.0 WC's requirements for further submissions / revised plans

"1. The TA does not include a Table setting out the essential total number of forecast motor vehicle traffic movements at the new roundabout access (Callen Lenz, Chemring re-routed, committed and traffic growth). While these movements can be interpreted from the distribution diagrams, there must be a Table for clarity and to assist councillor and public understanding."

- 2.1 The table below sets out the number of vehicle movements on each arm of the proposed new roundabout, showing the numbers of movements associated with each of the requested elements:

Proposed Site Access Roundabout on A345	Peak Hour	Vehicle Movements (Two-Way)		
		A345 North of junction	Site Access	A345 South of junction
2025 Survey	0715-0815	1365	0	1365
	1615-1715	1366	0	1366
2031 Base (growth)	0715-0815	1444	0	1444
	1615-1715	1446	0	1446
Committed Development traffic	0715-0815	28	0	28
	1615-1715	28	0	28
Callen Lenz additional traffic	0715-0815	22	44	22
	1615-1715	41	71	30
Chemring Countermeasures rerouted traffic	0715-0815	0	98	-1
	1615-1715	0	86	5

"2. The existing access to Chemring is shown as gated. This will not be accepted as long term enforcement of its continued closure will be difficult and unrealistic. A significant reason for accepting this proposal in highway terms is the reduction of movements along the poor C292. The existing vehicular access points must be closed entirely to motor vehicles and the verge reinstated. This needs to be noted on a revised plan. There are 5 vehicular access points all of which need to be agreed and noted to be closed."

- 2.2 Chemring Countermeasures is a pyrotechnics company that has to ensure safety of its 400 staff across the 30ha+ campus, and the business cannot reduce the number of accesses available to staff and emergency services during an emergency.
- 2.3 With reference to the satellite image below, accesses 1 and 2 are already gated emergency accesses. Following planning approval, the gate at access 3 will be kept locked except for emergency access, a new gate will be installed at access 4 for emergency access only, and access 5 will be permanently closed and the verge reinstated.



Image source: Google

"3. Full planning permission is sought for the roundabout, but there is no detailed dimension plan showing all parameters required by CD116 Geometric Design of Roundabouts. This is essential."

- 2.4 A drawing showing the design parameters and dimensions of the proposed roundabout junction is provided at Appendix 1 of this Technical Note.

"4. TA section 3.3.1 states that the design of the roundabout will be subject to a Stage 1 Road Safety Audit. This must be supplied for consideration now (prior to my final recommendation), and as full planning permission is sought for the roundabout there is no reason not to also supply a Stage 2 audit. These 2 audits are essential to be supplied before final highway recommendations."

- 2.5 A Stage 2 RSA would require the full package of detailed drawings that are required for the Section 278 technical approval process. It is not usual practice to produce a full package of detailed design drawings before planning permission is granted; therefore, a Stage 1 Road Safety Audit has been commissioned. The Stage 1 Road Safety Audit Report is provided at Appendix 2 of this Technical Note, along with a Designer's Response.

"5. I have not yet carried out a detailed consideration of car parking. There are now new draft parking standards which the agents should contact me to obtain a copy of. As cabinet member approval of these standards is expected very shortly the application will be required to meet these optimum standards, and the car parking section of the TA should be revised by a brief Transport Note addressing this."

- 2.6 A draft copy of the emerging Wiltshire Council Car Parking Standards has been obtained from the Council.
- 2.7 While the planning use-classes have been updated in the new document, the number of parking spaces for offices, general industry, and warehousing are unchanged from the previous standards which are cited in the TA.
- 2.8 The new standards set the space dimensions as 2.5m x 5.0m, which is consistent with the dimensions shown on the proposed development plans.

"6. The access plan details a shared pedestrian / cycle route along the new access road, between the roundabout and Chemring. This route must be designed in accordance with LTN1/20 and be segregated with the cycle part at 2.5 metres and the pedestrian footway at 2 metres in width."

- 2.9 The request for the shared pedestrian / cycle route to accord with LTN1/20 is noted.
- 2.10 It has been established that there will be very few cyclists travelling to or through the site via the A345; rather, cyclists will more likely travel via the National Cycle Route through the Woodford Valley.
- 2.11 Cyclists travelling to Chemring Countermeasures will not use the shared pedestrian / cycle route along the site access road, because when coming from the west they will reach the Chemring Countermeasures site first. Therefore, the number of cyclists who would use the shared pedestrian / cycle route will be limited to those associated with Callen Lenz. In reality, the number of cyclists using the shared pedestrian / cycle route will be relatively small, and given that the site access road will be lightly trafficked they will likely opt to cycle on the road.
- 2.12 Providing a route designed to LTN1/20 dimensions would effectively double the width of the corridor through the site, and would not be proportionate to the number of users.
- 2.13 Therefore, the proposal for a 3m wide shared pedestrian / cycle route is considered to be appropriate in this case.

"7. The indicated 2m footway on the east side of the A345 past the proposed roundabout must be separated from the carriageway by at least a 1metre grassed verge and be continued to a point opposite the southern end of the roundabout splitter island. This may mean that the roundabout position has to be slightly adjusted."

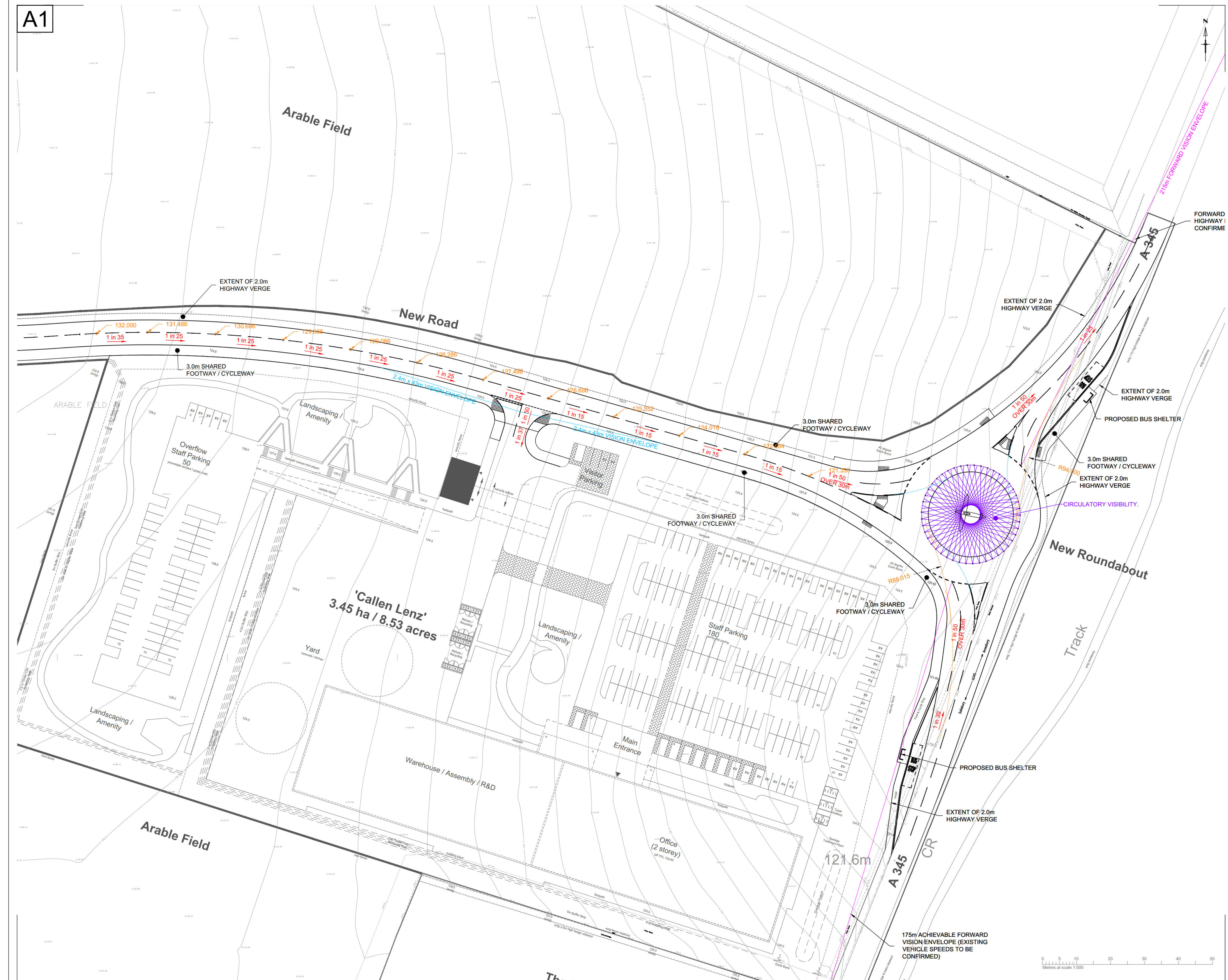
- 2.14 This comment appears to be a misinterpretation of the drawing – there is no footway proposed along the eastern side of the A345 past the proposed roundabout, the feature on the submitted drawing is a verge / maintenance strip.

"Transport Planning colleagues request a £468,000 transport contribution to achieve improved cycling facilities towards Amesbury. Queries regarding this must be addressed directly with my colleague Fiona Steven."

- 2.15 The applicant's agent has been in dialogue with Fiona Steven who has confirmed that the requested contribution would be ringfenced for improvements to cycle routes along several Public Rights of Way (PRoW) between High Post and Amesbury, a route which has already been identified by the Council for active travel improvements.
- 2.16 The corridor identified by the Council includes bridleway WINT27 which provides a route parallel to the A345 north of High Post. It measures 1.3km in length between the High Post crossroad and Down Barn Road, and it is understood that the Council has based the request upon an approximate construction cost of £360 per metre.
- 2.17 The fact that the Council has already identified this route for active travel improvements indicates that it is considered to be necessary even without the proposed development. In other words, it has not been requested because it is considered necessary to make the proposed development acceptable, it has been requested to help fund a scheme that the Council has previously identified.
- 2.18 Further, the requested contribution would deliver almost half of the Amesbury – High Post route identified by the Council for upgrade. The applicant's view is that this does not meet the NPPF test of being fairly and reasonably related in scale and kind to the development (NPPF paragraph 58).
- 2.19 Notwithstanding, the WINT27 route extends between Down Barn Road and High Post Road, connecting to High Post Road approximately 15m east of the High Post crossroad junction. Cyclists travelling along it with their destination at the proposed development would cross to the opposite side (westbound side) of High Post Road, navigate the signal-controlled crossroad junction and would likely take the shortest route to Callen Lens by turning north on to the A345, and cycle approximately 350m within the A345 carriageway. The Council has previously stated that it considers the A345 to be an unsuitable route for cyclists.
- 2.20 Therefore the suggested contribution to upgrade the PRoW does not provide a direct connection to the proposed development and does not satisfy the NPPF tests of being necessary to make the development acceptable in planning terms and being directly related to the development.

Appendix 1 – Roundabout Design Parameters

A1



NOTES:

- 1.) DO NOT SCALE FROM THIS DRAWING.
- 2.) WORK TO GIVEN DIMENSIONS.
- 3.) ALL DIMENSIONS IN METRES UNLESS OTHERWISE INDICATED.

y.	amendment	by	date
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NATIONWIDE ENGINEERING

PROPOSED DEVELOPMENT
LISBURY, HIGHPOST
PROJECT SPITFIRE

ORTH FIELD SITE ACCESS PROPOSED ROUNDABOUT DESIGN PARAMETERS

scale	drawn by	checked by
500	T.A.S	T.B

status
PLANNING

drawing number rev.
 1106 - SK20260616.1

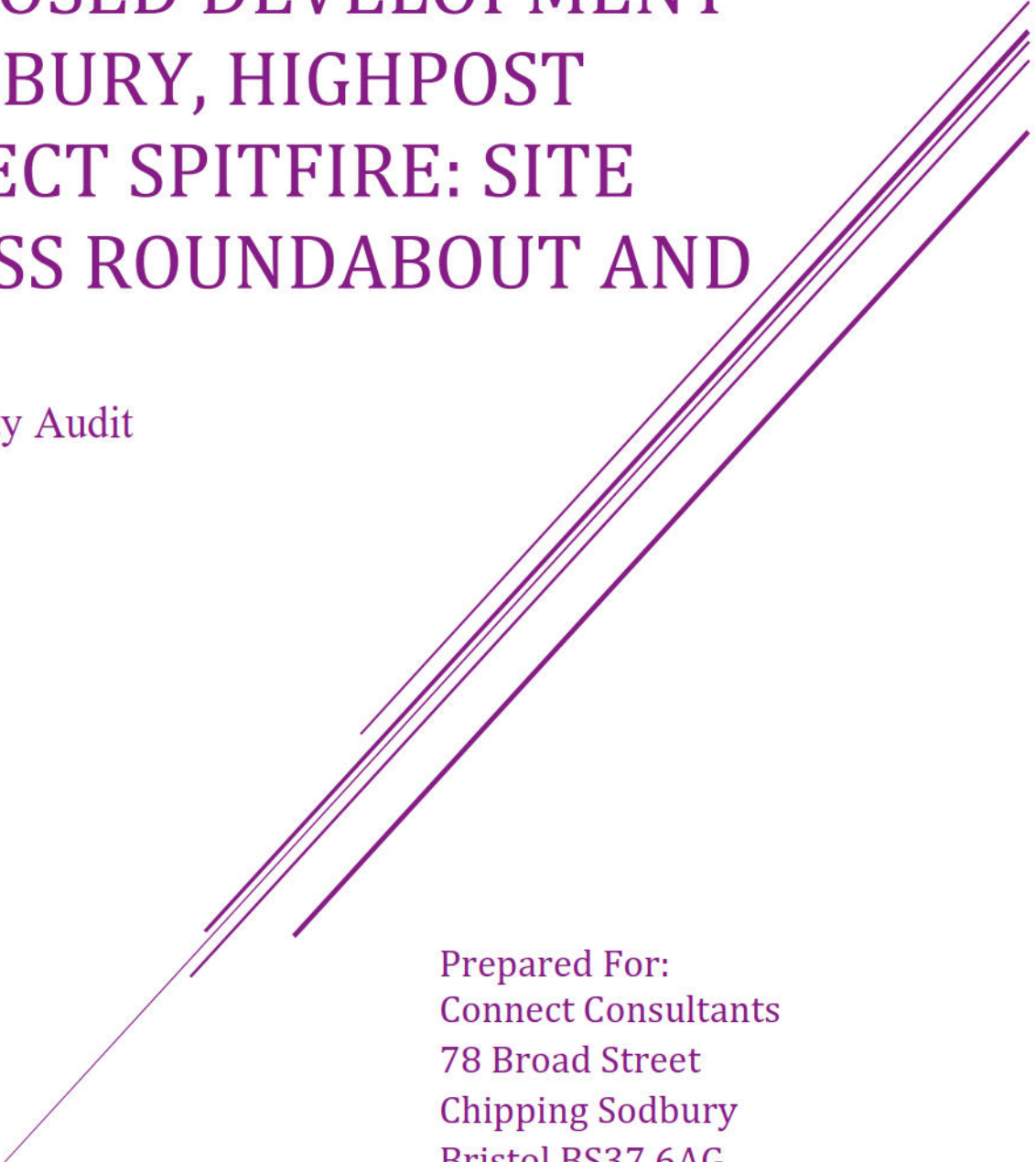
Appendix 2 – Stage 1 Road Safety Audit Report and Designer's Response

Report Number: Connect/1884
Date: 16th July 2026
Prepared by: Julian Bartlett



PROPOSED DEVELOPMENT SALISBURY, HIGHPOST PROJECT SPITFIRE: SITE ACCESS ROUNDABOUT AND LINK

Road Safety Audit
Stage 1

A decorative graphic consisting of three parallel diagonal lines in shades of blue and green, extending from the bottom left towards the top right of the page.

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Job Number: 1853

Client: Connect Consultants

Highway Authority: Wiltshire Council

Project: Proposed Development Salisbury, Highpost Project Spitfire: Site
Access Roundabout And Link::

Report Title: Stage 1 Road Safety Audit

Date: 16th July 2026

Issue	Purpose / Status	Prepared By	Checked	Approved	Date
D1	DRAFT	Julian Bartlett	Lyn Jones	Julian Bartlett	July 2026

J Bartlett Consulting Ltd has prepared this report in accordance with the instructions of the above named Client for their sole and specific use. Any other persons who may use the information contained herein do so at their own risk.

CONTENTS

1	Introduction.....	2
2	Issues Raised By This Stage 1 Road Safety Audit	6
3	Issues Outside The Scope Of This Road Safety Audit.....	7
4	Audit Team Statement.....	8
5	Audit Location Plan	9

1 INTRODUCTION

- 1.1 This report results from a Stage 1 Road Safety Audit undertaken by J Bartlett Consulting Limited following a request from Tim Britton of Connect Consultants. The Audit was carried out during July 2026.

- 1.2 This Safety Audit considers

'The proposal is for the "Erection of a building amounting to 6,968 sqm GIA (Use Classes E(g), B2 and B8) with associated facilities, access with security, parking, hard and soft landscaping, drainage and associated works; A new roundabout from the A345 with footways and bus stops; A new access to Chemring Countermeasures UK including turning and security; Solar Fields; and associated works."

A brief description of the proposed access arrangements is set out below:• The Site will be accessed via a proposed new access road connecting to the A345 via a proposed roundabout junction, incorporating a shared-use pedestrian/cycle route and new bus stops on the A345.

- The proposed new building will be accessed via a simple T-Junction located on the south side of the access road approximately 110m west of the proposed A345 roundabout.*
- The new access road will extend west into the Chemring Countermeasures site via a proposed replacement entrance with security gates and parking/waiting facilities.*
- The existing Chemring Countermeasures site access on the C292 road will be closed.*
- All staff and service vehicles will access the Site via the proposed access.*
- There will be a direct pedestrian and cycle route between the Site and the C292 road as well as the A345.'* *Extract from road safety audit brief*

- 1.3 The audit team comprised the following individuals:

Julian Bartlett
BEng MCIHT FSoRSA

Road Safety Audit Team Leader

Lyn Jones
HNC MCIHT MSoRSA

Road Safety Audit Team Member

Both Julian Bartlett and Lyn Jones hold a National Highways 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:

Specialists in Road Safety, Traffic and Transportation Engineering;
Quality, Environment Health & Safety Management Systems

Drawings

Drawing Number	Rev	Title
3553 005	G	Proposed Masterplan Overview
21106 - SK20260616.1		North Field Site Access Proposed Roundabout Design Parameters
21106 - TR020	A	Swept Path Analysis Fta Design Articulated Vehicle

Documents

Road Safety Audit Brief Stage 1 RSA: Land at High Post, Salisbury, Wiltshire
Ref: 210109-RSA dated 19/06/26.

Proposed Light Industrial Development High Post, near Salisbury, Wiltshire:
Transport Assessment dated March 2026

Departures,

The forward vision envelope on the northbound approach to the proposed roundabout is achievable to 175m which is a departure from standard for the 100kph design speed.

Specific Requirements

None identified

Identified Documentation

Wiltshire Council Series of Web Based Design Guides including Wiltshire Design Guide.

- 1.5 A site visit was undertaken by the Audit Team on 10th July 2026 between 14:0 and 14:45. It was fine and the road surface dry during the site visit. Vehicle movements were in line with what the audit team would expect with a mix of vehicle types approaching the existing signals from all approaches, with no significant queue development noted. Vehicles accessed the existing petrol filling station and hotel, but these movements were relatively low. No pedestrians, cyclists or motorcyclists were seen during the site visit with a single bus travelling across the frontage of the proposed development from the direction of the signals.
- 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.

Specialists in Road Safety, Traffic and Transportation Engineering;
Quality, Environment Health & Safety Management Systems

- 1.7 The terms of reference for the audit are as described in the latest version of National Highways Design Manual for Roads and Bridges (DMRB), Volume 5, Section 2, GG119 (2020) 'Road Safety Audit'. The audit has also been undertaken in light of the philosophy outlined in the latest version of the CIHT 'Road Safety Guidelines' 2020 Edition.
- 1.8 The Audit Team have referred to appropriate design documentation as required while undertaking this audit. Reference texts include but are not limited to the latest versions of
 - 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 (TSRDG); and
 - Local Authority design guides, requirements as provided / notified (See above).
- 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 The audit brief indicates the following.

Collision data analysis:

The official records of collisions on the roads local to the development site have been purchased from Wiltshire Council, covering the five years between 1st December 2020 and 3rd December 2025. The details of the types, severity, and circumstances of the recorded incidents within the study area are provided in Appendix 2 of the Transport Assessment (attached).

The records show that there has been a total of twelve collisions in the vicinity of High Post in the most recent five years; eleven were recorded as 'slight' injuries and one was recorded as a 'serious' injury. The details of these collisions are summarised below.

The 'serious' collision (reference 55023/22) occurred at High Post crossroads in dry daylight conditions, and involved a westbound car colliding with a northbound car which contravened a red light.

Only two of the collisions (02888/24 and C3598/22) occurred in wet conditions, both in the daylight. Reference 02888/24 involved rear-shunts between three vehicles heading northbound along the A345. Collision reference C3598/22 involved a vehicle travelling northbound taking evasive action to avoid rear shunting and in turn colliding with the front of a vehicle heading southbound. One collision occurred in the dark (03546/21), in wet conditions, which involved three vehicles travelling southbound in the process of slowing down for traffic with vehicle one colliding into the rear of vehicle two causing vehicle two to be rear shunted into vehicle three. Collision reference F3700/24 occurred in dark, dry conditions with a vehicle heading westbound colliding with an eastbound vehicle.

The remaining seven 'slight' collisions occurred in dry, daylight conditions. One was attributed to cars proceeding through red lights at the crossroad (82227/21), two were attributed to a rear-shunt at traffic signals (A2637/21 and 64743/25), one involved a southbound car turning west into the path of a northbound car (251631233). Collision reference (67009/24) occurred due to a motorcycle losing control during an overtake manoeuvre, A3727/22 involved a vehicle turning left from C292 colliding with a northbound vehicle, and 39444/24 occurred as a vehicle heading southbound hit a pothole.). *Extract from road safety audit brief*

- 1.11 As far as the audit team are aware no previous stages of road safety audit have been undertaken on the proposals as 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. See also Comments under section 3 of this report

Drg: 3553 005 Rev G

- 2.2 The drawing shows the overall architectural layout of the proposed development and as such has little direct impact on the findings of this audit.

Drg: 21106 - SK20260616.1 Rev -

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

Drg: 21106 - TR020 Rev A

- 2.4 The drawing shows the swept path movements for an FTA design articulated vehicle using the roundabout from all directions. The movements are contained within the available space and as such the modelled movements do not give rise to concern in terms of road safety.

3 ISSUES OUTSIDE THE SCOPE OF THIS ROAD SAFETY AUDIT

- 3.1 The audit team note that the existing crossroads while signalised is subject to the national speed limit. This is somewhat unusual and as far as the audit team are aware goes against all design standard requirements. It would be advantageous to reduce the speed limit to reflect the actual recorded speeds through the junction of mid to low 40mph and the audit team would recommend that the highway authority consider a 40mph speed limit for the signalised junction and its approaches to encompass the philosophy of safe system design. The audit team also note that the reduction in approach speeds to the signalised junction may have a beneficial effect on the existing collision history for all approaches allowing more time for driver decision making
- 3.2 During the site visit the audit team noted an existing used desire line from Highpost business park to the existing garage forecourt shop. It is likely that the proposed development will also generate footfall to the shop and it practical a safe walking route should be provided to facilitate this.

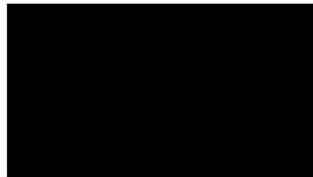
4 AUDIT TEAM STATEMENT

We certify that this Audit has been carried out adopting the principles contained in the National Highways 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

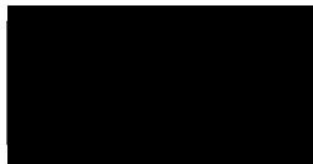
Organisation J Bartlett Consulting Ltd

Date: 9th July 2026

Road Safety Audit Team Member

Name: Lyn Jones

Signed:



Position: Associate

Organisation J Bartlett Consulting Ltd

Date: 9th July 2026

Contact Details as per record sheet

5 AUDIT LOCATION PLAN

Not required

Road Safety Audit Response Report

F1 - Project details

Table F.1 Project details

Report title:	PROPOSED DEVELOPMENT SALISBURY, HIGHPOST PROJECT SPITFIRE: SITE ACCESS ROUNDABOUT AND LINK Road Safety Audit Stage 1
Date:	16 th July 2026
Document reference and revision:	Connect/1884
Prepared by:	Julian Bartlett
On behalf of:	J Bartlett Consulting Ltd

Table F.2 Authorisation sheet

Project:	21106 – Land at High Post, Salisbury, Wiltshire
Report title:	Land at High Post, Salisbury, Wiltshire: Highway Improvements – RSA1 Designer's Response
Prepared by:	
Name:	Tim Britton
Position:	Director
Signed:	
Organisation:	Connect Consultants Ltd
Date:	20 th July 2026

Approved by:	
Name:	Tim Britton
Position:	Director
Signed:	
Organisation:	Connect Consultants Ltd
Date:	20 th July 2026

F2 - Introduction

This response report is relating to the proposed development "Erection of a building amounting to 6,968 sqm GIA (Use Classes E(g), B2 and B8) with associated facilities, access with security, parking, hard and soft landscaping, drainage and associated works; A new roundabout from the A345 with footways and bus stops; A new access to Chemring Countermeasures UK including turning and security; Solar Fields; and associated works.". This report is in response to the RSA Stage 1, completed by J Bartlett Consulting Ltd on 16th July 2026. The J Bartlett Consulting report reference number is Connect/1884.

This RSA response report was written by Tim Britton of Connect Consultants Ltd.

F3 - Key personnel

Table F.3 Key personnel

Overseeing Organisation:	Wiltshire Council
RSA team:	Julian Bartlett BEng MCIHT FSoRSA, Audit Team Leader, J Bartlett Consulting Ltd Lyn Jones HNC MCIHT MSoRSA, Audit Team Member, J Bartlett Consulting Ltd
Design organisation:	Tim Britton, Director, Connect Consultants Ltd

F4 - Road safety audit decision log

Table F.4 Road safety audit decision log

RSA problem	RSA recommendation	Design organisation response	Overseeing Organisation response	Agreed RSA action
2.2 Proposed masterplan overview 3553 005 Rev G. The drawing shows the overall architectural layout of the proposed development and as such has little direct impact on the findings of this audit.	N/A	Noted		None required
2.3 North Field Site Access Proposed Roundabout Design Parameters 21106 - SK20260616.1. After due and careful consideration the audit team have been unable to identify any areas of concern in terms of road safety associated with the information provided on this drawing for this stage of audit.	N/A	Noted		None required

RSA problem	RSA recommendation	Design organisation response	Overseeing Organisation response	Agreed RSA action
2.4 Swept Path Analysis FTA Design Articulated Vehicle 21106 - TR020 Rev A. The drawing shows the swept path movements for an FTA design articulated vehicle using the roundabout from all directions. The movements are contained within the available space and as such the modelled movements do not give rise to concern in terms of road safety.	N/A	Noted		None required
ISSUES OUTSIDE THE SCOPE OF THIS ROAD SAFETY AUDIT	3.1 The audit team note that the existing crossroads while signalised is subject to the national speed limit. This is somewhat unusual and as far as the audit team are aware goes against all design standard requirements. It would be advantageous to reduce the speed limit to reflect the actual recorded speeds through the junction of mid to low 40mph and the audit team would recommend that the highway authority consider a 40mph speed limit	The recommendation to reduce the speed limit is noted. A reduction of the speed limit is not considered necessary to make the proposed development acceptable in planning terms, however, the applicant is willing to make a financial contribution to Wiltshire Council towards the cost of the TRO process, if the Council feels this is required.		

RSA problem	RSA recommendation	Design organisation response	Overseeing Organisation response	Agreed RSA action
	for the signalised junction and its approaches to encompass the philosophy of safe system design. The audit team also note that the reduction in approach speeds to the signalised junction may have a beneficial effect on the existing collision history for all approaches allowing more time for driver decision making.	However, the implementation and delivery of the development should not in any way be reliant upon the outcome of the TRO process.		
	3.2 During the site visit the audit team noted an existing used desire line from Highpost Business Park to the existing garage forecourt shop. It is likely that the proposed development will also generate footfall to the shop and if practical a safe walking route should be provided to facilitate this.	The ability of pedestrians to access the filling station shop was considered during the design of the proposed development. The most direct route would be along the A345, however land constraints between the development site and the filling station shop would result in a footway of substandard width with no separation from the carriageway. An alternative route would be via the C292, albeit significantly longer than via the A345. While there is a highway		

RSA problem	RSA recommendation	Design organisation response	Overseeing Organisation response	Agreed RSA action
		verge along the C292 within which a footway could be constructed, there is no street lighting, and the cost of constructing a safe pedestrian route along the c.550m section of road would not be proportionate to the likely number of pedestrians that would benefit from it.		

F5 - Design organisation and Overseeing Organisation statements

Table F.5 Overseeing Organisation Statement

On behalf of the Overseeing Organisation, I certify that: 1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation, and 2) the agreed RSA actions will be progressed.	
Name:	
Signed:	
Position:	
Organisation:	
Date:	

Table F.6 Design Organisation Statement

On behalf of the Design Organisation, I certify that the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	
Signed:	
Position:	
Organisation:	
Date:	

