

Appendix J



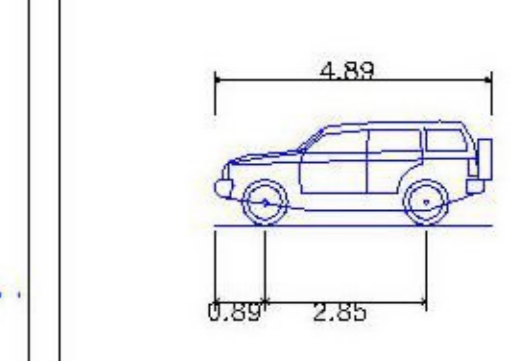
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GENERAL NOTES

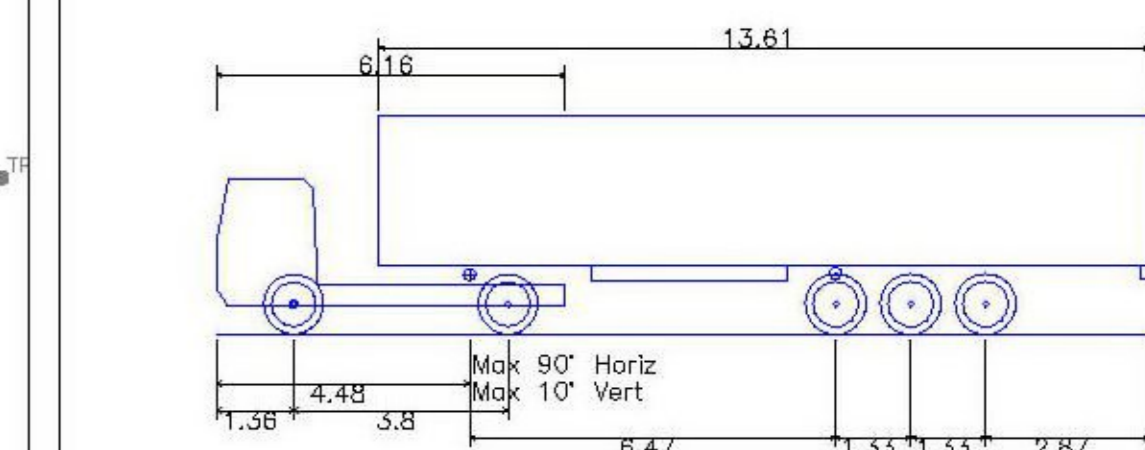
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6. ALL TRACKING HAS BEEN COMPLETED WITH A 20MPH DESIGN SPEED, APART FROM THE RIGHT TURN MANOUVRE INTO THE SITE WHICH HAS BEEN DEMONSTRATED AT 15MPH WHICH IS NOT UNREASONABLE IF THE VEHICLE IS WAITING FOR A GAP IN THE TRAFFIC.

LEGEND

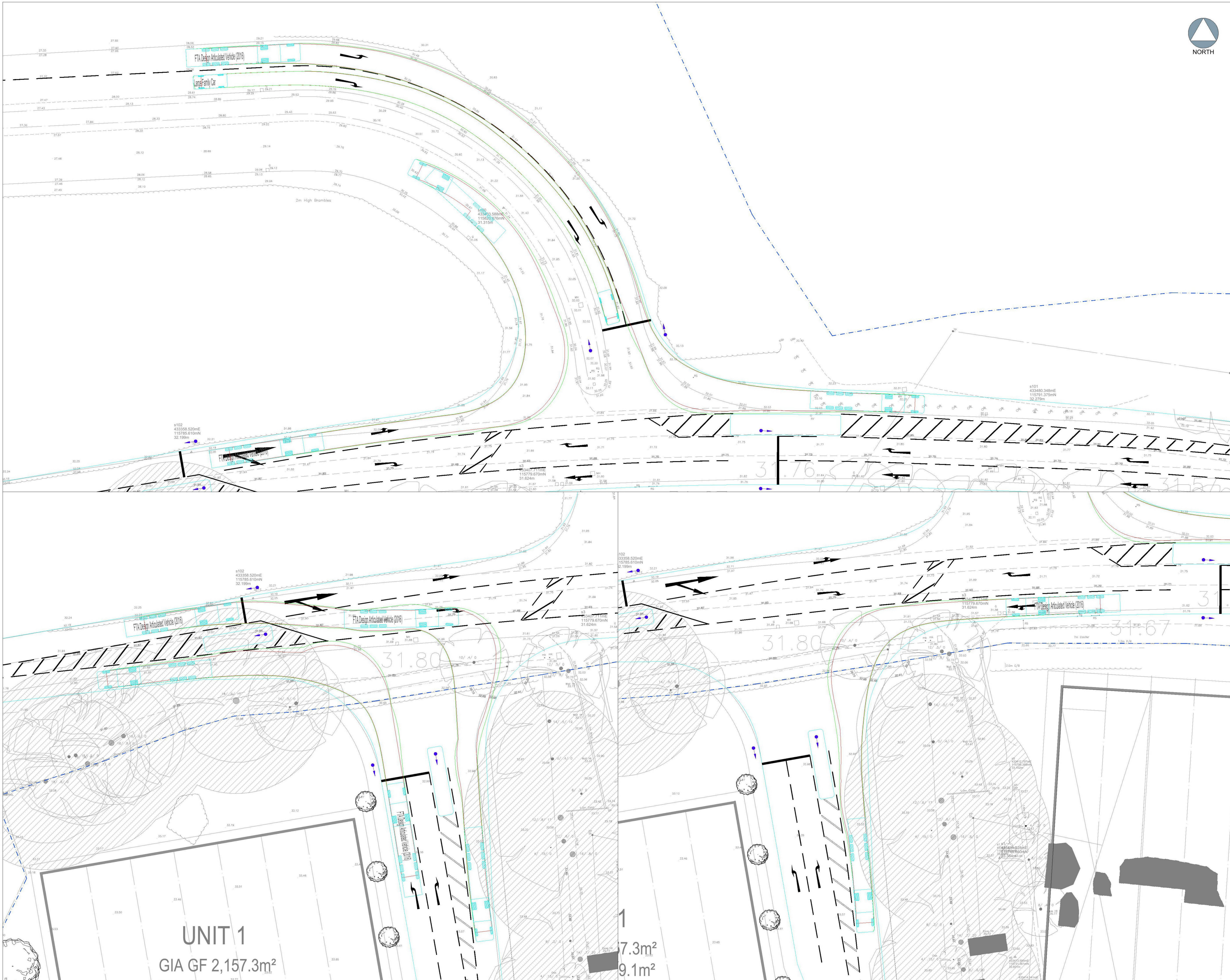
--- INDICATIVE HIGHWAY BOUNDARY -
BASED ON HCC MAPPING RECORDS



Large Family Car
Overall Length 4.890m
Overall Width 1.940m
Overall Body Height 1.850m
Min Body Ground Clearance 0.258m
Track Width 1.940m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m



FTA Design Articulated Vehicle (2016)
Overall Length 16.490m
Overall Width 3.270m
Overall Body Height 3.000m
Min Body Ground Clearance 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 6.600m



D	CLIENT COMMENTS	27.02.24	SKB	MDS
C	TIE IN TO SITE LAYOUT	23.11.23	EK	SKB
B	AMENDED LAYOUT	11.10.23	EK	SKB
A	RIGHT TURN INTO SITE UPDATED TO 15mph	29.11.22	SB	C.J.L.
Rev	Description	Date	By	Chkd

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Client
MCCARTHY INVESTMENT LIMITED

Project Name
LAND SOUTH OF SALISBURY ROAD, TOTTON

Title
SIGNAL JUNCTION TRACKING

Project Phase
PRELIMINARY

Checked By	Checked Date	Drawn By	Drawn Date
MS	30.06.22	SB	30.06.22
Client Drawing No.		Scale	
		1:250	(AT A1 SIZE)
PBA Drawing No.		Revision	
135.0041.0002		D	

Appendix K



Road Safety Audit Stage 1

Land South of Salisbury Road

Salisbury Road

Totton

Hampshire

Date: December 2023

Report produced for: Paul Basham Associates

Report produced by: M & S Traffic

DOCUMENT CONTROL SHEET


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Project Title Land South of Salisbury Road, Totton

Report Title Road Safety Audit Stage 1

Status Final

Record of Issue

Document Ref PBA/23/135-0041/1/BS	Prepared by: (Name)	Checked by: (Name)	Approved by (Signature)	Date Approved
Revision	Bryan Shawyer	Martin Morris		7 th December 2023
Designers Response	Shannon Betteridge	Mark Smith	M. Smith	11 th December 2023
Authority Response				

Distribution

Organisation	Contact	Copies
Paul Basham Associates	Shannon Betteridge	-

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1 INTRODUCTION

1.1 This report describes a Stage 1 Road Safety Audit carried out on a proposed signalised junction associated with a development known as 'Land South of Salisbury Road', a hybrid application for up to circa 22,000sqm of commercial floorspace, with a full application for the access and internal spine road, at the A36 Salisbury Road grade separated junction with the A326, Totton, as below:

- A four-armed signalised junction
- A 3.0m shared use footway / cycleway on the southern side of the carriageway that will link to the proposed roundabout infrastructure to the east of the development.

The Audit was requested by the design organisation, Paul Basham Associates, The Bothy, Cams Hall Estate, Fareham, PO16 8UT on behalf of Hampshire County Council, as the Overseeing Organisation.

1.2 The Audit Team membership was as follows:

Bryan Shawyer B.Eng. (Hons), MSc, MCIHT, MSoRSA – Audit Team Leader
Highways England Approved RSA Certificate of Competency

Martin Morris, PGD, MCIHT, MSoRSA – Audit Team Member
Highways England Approved RSA Certificate of Competency

1.3 The audit was undertaken following the principles of GG 119, The Design Manual for Roads and Bridges. The documents available at the time the report was compiled are detailed in Appendix A.

1.4 The Audit took place at the Gillingham offices of M&S Traffic in November 2023 and comprised an examination of the documents provided as listed in Appendix A. A joint visit to the site was undertaken to the proposed scheme on the 30th November 2023 between 13:30 and 14:00. Weather conditions at the time were overcast with precipitation and the road surfaces were damp. Traffic flows and free flow speeds were moderate. There were no pedestrian or cycle movements observed during the site visit.

1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any "Technical Check" function on these proposals. It is assumed that the Project Sponsor is satisfied that such a "Technical Check" has been successfully completed prior to requesting this safety audit.

1.6 The auditors have not been informed of any Departures from Standards in this scheme proposal.

1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

2.1 No previous safety audits were submitted for assessment.

3 ITEMS RAISED AT THE STAGE 1 AUDIT

3.1 General

3.1.1 PROBLEM

Location: Approaches to the proposed signalised junction.

Summary: Inappropriate surfacing could lead to fail to stop collisions or rear end shunts.

The proposals do not include the introduction of anti-skid surfacing or a surface with a high polished stone value (PSV) on the approaches to the signalised junction. Surfacing with an inadequate PSV could lead to vehicles not being able to stop, leading to possible rear end shunt or fail to stop collisions.

RECOMMENDATION

It is recommended that antiskid surfacing or surfacing with a high PSV should be used on the approaches to the junction.

3.1.2 PROBLEM

Location: Proposed signalised junction.

Summary: Excessive speed on approaches to junction could lead to side impact collisions or rear end shunts.

No traffic survey information was provided for assessment, where a national speed limit applies to this section of Salisbury Road. Excessive speeds on the approaches to the junction, particularly outside peak periods, may affect the safe operation of the junction and could lead to vehicles not being able to stop, leading to possible side impact collisions or rear end shunts.

RECOMMENDATION

It is recommended that the 85th percentile speeds should be checked to see if speed discrimination equipment is required.

3.1.3 PROBLEM

Location: Salisbury Road.

Summary: Inappropriate speed limit and increased vehicle movements could lead to side impact collisions or rear end shunts.

A national speed limit currently applies to this section of Salisbury Road, where it is likely that the development will see increased movements at the junction, effectively changing the nature of

Salisbury Road. As such, a national speed limit may give rise to vehicles approaching the junction at inappropriate speeds, which could lead to side impact collisions or rear end shunts.

RECOMMENDATION

It is recommended that a lower speed limit should be applied to this section of Salisbury Road.

3.1.4 PROBLEM

Location: Proposed scheme.

Summary: Insufficient construction details could lead to loss of control collisions.

Carriageway widening is proposed, where no construction details were provided for assessment, in particular, details of tie-ins and carriageway construction. Inappropriate construction or significant changes in Polished Stone Values could lead to differential braking and loss of control collisions, particularly under severe braking conditions.

RECOMMENDATION

It is recommended that construction details and carriageway profiles should be supplied at Stage 2 Road Safety Audit.

3.1.5 PROBLEM

Location: Proposed scheme.

Summary: Ponding of surface water could lead to loss of control collisions.

Carriageway widening is proposed and kerblines are being amended / introduced as part of these proposals, where no details of carriageway drainage have been provided for assessment. Ponding on the carriageway or water moving across the carriageway at junctions or bends could lead to loss of control collisions, particularly in wet / icy conditions.

RECOMMENDATION

It is recommended that drainage details should be provided at Stage 2 Road Safety Audit.

3.1.6 PROBLEM

Location: Salisbury Road approaches to proposed signalised junction.

Summary: Obscured signal heads could lead to fail to stop collisions or rear end shunts.

On the Salisbury Road approaches to the proposed signalised junction, existing foliage on Salisbury Road may interfere with the visibility of the signal heads. This may result in overshoots of the signal stop line, with resultant fail to stop collisions, or rear end shunts.

RECOMMENDATION

It is recommended that the foliage should be trimmed and that a regular maintenance programme to trim the foliage should be employed.

3.1.7 PROBLEM

Location: Proposed signalised junction.

Summary: Lack of maintenance provision could lead to side swipe collisions, rear end shunt or vehicle to pedestrian collisions.

No vehicle maintenance bay has been shown on the plan provided, where a lack of provision may result in operatives parking in unsafe locations, resulting in sideswipe or rear end shunts, or result in conflicts with pedestrians if the vehicles mount the footway.

RECOMMENDATION

It is recommended that a vehicle maintenance bay should be provided at a location, which does not interfere with the visibility splays.

3.1.8 PROBLEM

Location: Proposed shared use footway / cycleway link.

Summary: Insufficient construction details could lead to overshoot at junctions or cyclist loss of control collisions.

No construction details for the proposed footway / cycleway link were provided. Surfacing with an insufficient Polished Stone Value (PSV) could lead to overshoot at junctions or cyclist loss of control collisions in the event of sudden braking manoeuvres.

RECOMMENDATION

It is recommended that the PSV of the footway / cycleway link surface material should be a minimum of 50PSV.

3.2 Local Alignment

3.2.1 PROBLEM

Location: Southbound approach to proposed signalised junction.

Summary: Adverse camber could lead to loss of control collisions, load shifting and vehicle overturning and be particularly problematic for powered two-wheel users.

During the site visit it was noted that there is an existing adverse camber on the southbound approach to Salisbury Road from the A326, where this section of carriageway is proposed to be widened to accommodate two lanes. An adverse camber could lead to possible loss of control collisions, load shifting and vehicle overturning and be particularly problematic for powered two-wheel users.

RECOMMENDATION

It is recommended that the carriageway should be reprofiled to remove the adverse camber.

3.2.2 PROBLEM

Location: Southbound approach to proposed signalised junction.

Summary: Lack of forward visibility could lead to rear end shunts.

A storage length of 120m is proposed on the southbound approach to the signalised junction. However, no forward visibility splay has been provided for assessment to the end of the predicted queue. There is concern that the splay could pass over non-highway land, where vegetation or landscaping features in this splay could restrict visibility, where insufficient visibility could lead to rear end shunts.

RECOMMENDATION

It is recommended that the forwards visibility splay should be supplied for assessment and that the splay should be within the adoptable highway, or that a suitable covenant should be arranged to ensure that the splay is not affected by planting or landscaping features.

3.2.3 PROBLEM

Location. Eastbound approach to proposed signalised junction.

Summary: Insufficient forward visibility could lead to rear end shunts or side impact collisions.

This section of Salisbury Road has a national speed limit, further there is a vertical crest on the eastbound approach to the junction. A forward visibility splay of 53m to the primary signal is proposed, where on the westbound approach there is corresponding 133m forward visibility splay. There is concern that an insufficient forward visibility splay could lead to rear end shunts or side impact collisions.

RECOMMENDATION

It is recommended that forward visibility to the primary signal should be commensurate with expected 85th percentile speeds.

3.3 Junctions

3.3.1 **PROBLEM**

Location: Proposed signalised junction.

Summary: Lack of or inappropriate signal heads could lead to rear end shunts or side impact collisions.

This section of Salisbury Road has a national speed limit, further there is a vertical crest on the western arm and a right bend on the northern arm, where a forward visibility of 49m is proposed. There is concern that the signal heads may not be sufficiently visible, where a lack of visibility of signal heads could lead to failure to stop at signals, rear end shunts or side impact collisions.

RECOMMENDATION

It is recommended that double headed signal aspects should be installed on the north, east and western arms of the junction.

3.3.2 **PROBLEM**

Location: Proposed signalised junction, south and eastbound movements.

Summary: Insufficient opportunity for right turn movements could lead to side impact collisions or rear end shunt collisions.

The staging diagrams for the west and eastbound movements share a combined signal phase. There is concern that traffic will turn in gaps in the opposing flow but if this is not possible then is likely that they will turn in the intergreen period. However, should there be insufficient gaps in traffic flows or an insufficient intergreen period, traffic may turn right in inappropriate traffic gaps. This could lead to side impact collisions or rear end shunts.

RECOMMENDATION

It is recommended that separate phases for west and eastbound movements should be introduced, though it is recognised that this will impact upon capacity.

3.4 Non-Motorised User Provision

3.4.1 No Problems identified in this category at this Stage 1 Road Safety Audit.

3.5 **Road Signs, Carriageway Markings and Lighting**

3.5.1 **PROBLEM**

Location: Proposed signalised junction.

Summary: Inappropriate specification of signal posts may increase severity of a loss of control collision.

A national speed limit currently applies to this section of Salisbury Road, where at this early stage no details have been provided of the type of signal posts to be installed, specifically relating to the passive safety rating and class use for locations. Poor design of posts may increase the injury severity in the event of collision by an errant vehicle.

RECOMMENDATION

It is recommended that posts and columns are provided that are passively safe with the appropriate class use for their location.

4 ISSUES IDENTIFIED DURING THE AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

4.1 Any issues that the Audit Team wish to bring to the attention of the Client Organisation, which are not covered by the road safety implications of this audit have been included in the following section. These issues could include maintenance items, operational issues, or poor existing provision. It should be understood however, that in raising these issues, the Audit Team do not warrant that a full review of the existing highway environment has been undertaken beyond the scope of the audit.


4.2 The Audit Team had no issues to raise within this section.

5 AUDITOR TEAM STATEMENT

5.1 We certify that this audit has been carried out following the principles of GG 119.


Audit Team Leader

Bryan Shawyer
BEng (Hons), MSc, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency

Signed:  Date: 07/12/2023

Audit Team Member

Martin Morris
PGD, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency

Signed:  Date: 07/12/2023

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APPENDIX A

List of drawings and documentation submitted for auditing:

Drawing Number	Title
135.0041.0002 C	SIGNAL JUNCTION TRACKING
135.0041.0004	SIGNAL JUNCTION TIE-IN

Supporting Documentation:

- Access Model, Paul Basham Associates, November 2023.
- Covering emails, Paul Basham Associates.

APPENDIX B

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

APPENDIX C: Road Safety Audit Decision Log.

Auditors: Bryan Shawyer (Team Leader) and Martin Morris (Team Member).

Scheme: Land South of Salisbury Road, Totton

Date Audit Completed: 7th December 2023

This response is to a Stage 1 Road Safety Audit to the design standard detailed within GG 119 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

RSA Problem	RSA Recommendation	Design Organisation response)	Overseeing Organisation response	Agreed RSA action
<p>3.1.1 Location: Approaches to the proposed signalised junction.</p> <p>Summary: Inappropriate surfacing could lead to fail to stop collisions or rear end shunts.</p> <p>The proposals do not include the introduction of anti-skid surfacing or a surface with a high polished stone value (PSV) on the approaches to the signalised junction. Surfacing with an inadequate PSV could lead to vehicles not being able to stop, leading to possible rear end shunt or fail to stop collisions.</p>	<p>It is recommended that antiskid surfacing or surfacing with a high PSV should be used on the approaches to the junction.</p>	<p>Noted – Suitable surfacing would be provided at the junction and will be considered as part of the detailed design stage.</p>		

<p>3.1.2 Location: Proposed signalised junction.</p> <p>Summary: Excessive speed on approaches to junction could lead to side impact collisions or rear end shunts.</p> <p>No traffic survey information was provided for assessment, where a national speed limit applies to this section of Salisbury Road. Excessive speeds on the approaches to the junction, particularly outside peak periods, may affect the safe operation of the junction and could lead to vehicles not being able to stop, leading to possible side impact collisions or rear end shunts.</p>	<p>It is recommended that the 85th percentile speeds should be checked to see if speed discrimination equipment is required.</p>	<p>Speed Surveys have been undertaken for the A326 off-slip and the A36 east and westbound arms and confirm the recorded vehicle speeds are considerably less than those posted. This is summarised within the Transport Assessment and visibility splays on the general arrangement drawing reflective of such.</p>		
<p>3.1.3 Location: Salisbury Road.</p> <p>Summary: Inappropriate speed limit and increased vehicle movements could lead to side impact collisions or rear end shunts.</p> <p>A national speed limit currently applies to this section of Salisbury Road, where it is likely that the development will see</p>	<p>It is recommended that a lower speed limit should be applied to this section of Salisbury Road.</p>	<p>Through the wider SS1 allocation, consideration is being given to reduce the vehicle speeds along the A36 Salisbury Road, and the actual recorded speeds are considerably less than the posted speeds in any instance.</p> <p>The nature of the area for a large mixed-use development, and with the addition of the Bloor Homes application to the east of the proposed site (including introduction of a new four arm roundabout), the characteristics of the locale will be</p>		

<p>increased movements at the junction, effectively changing the nature of Salisbury Road. As such, a national speed limit may give rise to vehicles approaching the junction at inappropriate speeds, which could lead to side impact collisions or rear end shunts.</p>		<p>changing even prior to the proposed development coming forwards. It is also understood that a speed limit change is expected to 40mph in association with the S278 works for the Bloor application.</p>		
<p>3.1.4 Location: Proposed scheme. Summary: Insufficient construction details could lead to loss of control collisions. Carriageway widening is proposed, where no construction details were provided for assessment, in particular, details of tie-ins and carriageway construction. Inappropriate construction or significant changes in Polished Stone Values could lead to differential braking and loss of control collisions, particularly under severe braking conditions.</p>	<p>It is recommended that construction details and carriageway profiles should be supplied at Stage 2 Road Safety Audit.</p>	<p>Noted – details will be provided at the detailed design stage for consideration through the Stage 2 safety audit.</p>		

<p>3.1.5 Location: Proposed scheme.</p> <p>Summary: Ponding of surface water could lead to loss of control collisions.</p> <p>Carriageway widening is proposed and kerblines are being amended / introduced as part of these proposals, where no details of carriageway drainage have been provided for assessment. Ponding on the carriageway or water moving across the carriageway at junctions or bends could lead to loss of control collisions, particularly in wet / icy conditions.</p>	<p>It is recommended that drainage details should be provided at Stage 2 Road Safety Audit.</p>	<p>Noted – details will be provided at the detailed design stage for consideration through the Stage 2 safety audit.</p>		
<p>3.1.6 Location: Salisbury Road approaches to proposed signalised junction.</p> <p>Summary: Obscured signal heads could lead to fail to stop collisions or rear end shunts.</p> <p>On the Salisbury Road approaches to the proposed signalised junction, existing foliage on Salisbury Road may interfere with the visibility</p>	<p>It is recommended that the foliage should be trimmed and that a regular maintenance programme to trim the foliage should be employed.</p>	<p>Noted – Where vegetation is provided within the visibility splays, this will be maintained to below 600mm or canopies above 2m.</p>		

<p>of the signal heads. This may result in overshoots of the signal stop line, with resultant fail to stop collisions, or rear end shunts.</p>				
<p>3.1.7 Location: Proposed signalised junction. Summary: Lack of maintenance provision could lead to side swipe collisions, rear end shunt or vehicle to pedestrian collisions. No vehicle maintenance bay has been shown on the plan provided, where a lack of provision may result in operatives parking in unsafe locations, resulting in sideswipe or rear end shunts, or result in conflicts with pedestrians if the vehicles mount the footway.</p>	<p>It is recommended that a vehicle maintenance bay should be provided at a location, which does not interfere with the visibility splays.</p>	<p>Noted – An existing layby is located in the vicinity of the junction which could be utilised by maintenance vehicles. Alternatively if not considered appropriate by HCC, a bay could be provided on the internal access road to the site.</p>		
<p>3.1.8 Location: Proposed shared use footway / cycleway link. Summary: Insufficient construction details could lead to overshoot at junctions or cyclist loss of control collisions.</p>	<p>It is recommended that the PSV of the footway / cycleway link surface material should be a minimum of 50PSV.</p>	<p>Noted – this would be considered at the detailed design stage.</p>		

<p>No construction details for the proposed footway / cycleway link were provided. Surfacing with an insufficient Polished Stone Value (PSV) could lead to overshoot at junctions or cyclist loss of control collisions in the event of sudden braking manoeuvres.</p>				
<p>3.2.1 Location: Southbound approach to proposed signalised junction. Summary: Adverse camber could lead to loss of control collisions, load shifting and vehicle overturning and be particularly problematic for powered two-wheel users.</p> <p>During the site visit it was noted that there is an existing adverse camber on the southbound approach to Salisbury Road from the A326, where this section of carriageway is proposed to be widened to accommodate two lanes. An adverse camber could lead to possible loss of control collisions, load shifting and vehicle overturning and be</p>	<p>It is recommended that the carriageway should be reprofiled to remove the adverse camber.</p>	<p>The existing off-slip is already a two-lane approach at the junction with Salisbury Road. The proposed improvements will create a larger radius and taper to help facilitate the movement of larger vehicles in this location. Level details will be considered as part of any detailed design / Stage 2 Road Safety Audit.</p>		

<p>particularly problematic for powered two-wheel users.</p>				
<p>3.2.2 Location: Southbound approach to proposed signalised junction. Summary: Lack of forward visibility could lead to rear end shunts. A storage length of 120m is proposed on the southbound approach to the signalised junction. However, no forward visibility splay has been provided for assessment to the end of the predicted queue. There is concern that the splay could pass over non-highway land, where vegetation or landscaping features in this splay could restrict visibility, where insufficient visibility could lead to rear end shunts.</p>	<p>It is recommended that the forwards visibility splay should be supplied for assessment and that the splay should be within the adoptable highway, or that a suitable covenant should be arranged to ensure that the splay is not affected by planting or landscaping features.</p>	<p>Advisory signage of a change in layout would be provided to encourage vehicles to slow as they come off the carriageway. A forward visibility splay would be prepared at the detailed design stage once the initial junction design and associated modelling have been reviewed by the local authority.</p>		
<p>3.2.3 Location: Eastbound approach to proposed signalised junction. Summary: Insufficient forward visibility could lead to rear end shunts or side impact collisions.</p>	<p>It is recommended that forward visibility to the primary signal should be commensurate with expected 85th percentile speeds.</p>	<p>The visibility splays have been prepared to accord with the recorded vehicle speeds from the ATC surveys undertaken in August 2023. The results of the ATC surveys identified vehicle speeds of 31.8mph eastbound, 48.1mph westbound and 31.5mph southbound on the A326 off-slip.</p>		

<p>This section of Salisbury Road has a national speed limit, further there is a vertical crest on the eastbound approach to the junction. A forward visibility splay of 53m to the primary signal is proposed, where on the westbound approach there is corresponding 133m forward visibility splay. There is concern that an insufficient forward visibility splay could lead to rear end shunts or side impact collisions.</p>		<p>The vertical crest does not restrict drivers from seeing the primary signal heads.</p>		
<p>3.3.1 Location: Proposed signalised junction. Summary: Lack of or inappropriate signal heads could lead to rear end shunts or side impact collisions. This section of Salisbury Road has a national speed limit, further there is a vertical crest on the western arm and a right bend on the northern arm, where a forward visibility of 49m is proposed. There is concern that the signal heads may not be sufficiently visible, where a lack of visibility of signal heads could lead to failure</p>	<p>It is recommended that double headed signal aspects should be installed on the north, east and western arms of the junction.</p>	<p>Noted – the detail of the signal head locations, quantum and signage would be provided at the detailed design stage and subsequently provided for comment for a Stage 2 audit.</p>		

<p>to stop at signals, rear end shunts or side impact collisions.</p>				
<p>3.3.2 Location: Proposed signalised junction, south and eastbound movements. Summary: Insufficient opportunity for right turn movements could lead to side impact collisions or rear end shunt collisions.</p> <p>The staging diagrams for the west and eastbound movements share a combined signal phase. There is concern that traffic will turn in gaps in the opposing flow but if this is not possible then is likely that they will turn in the intergreen period. However, should there be insufficient gaps in traffic flows or an insufficient intergreen period, traffic may turn right in inappropriate traffic gaps. This could lead to side impact collisions or rear end shunts.</p>	<p>It is recommended that separate phases for west and eastbound movements should be introduced, though it is recognised that this will impact upon capacity.</p>	<p>Noted and agreed – the staging diagram also shows that whilst in Stage 1 both the west and eastbound movements can go at the same time, there is then a stage whereby the westbound movements stop to enable the eastbound movements (and specifically the right turn movement into the proposed site) to continue (Stage 2). Stage 3 then enables the right turn vehicles from the A36 eastern arm to go with the left turners from the A326.</p>		
<p>3.5.1 Location: Proposed signalised junction.</p>	<p>It is recommended that posts and columns are provided that are passively safe with the</p>	<p>Noted – the type of signal posts and signage etc will be provided and considered through the detailed design stage.</p>		

<p>Summary: Inappropriate specification of signal posts may increase severity of a loss of control collision.</p> <p>A national speed limit currently applies to this section of Salisbury Road, where at this early stage no details have been provided of the type of signal posts to be installed, specifically relating to the passive safety rating and class use for locations.</p> <p>Poor design of posts may increase the injury severity in the event of collision by an errant vehicle.</p>	<p>appropriate class use for their location.</p>			
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APPENDIX D: DESIGN ORGANISATION STATEMENT

PROJECT NAME: Stage 1 Land South of Salisbury Road, Totton	
On behalf of the Design Organisation I certify that:	
1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Overseeing Organisation	
Name	Shannon Betteridge
Signed	S. Betteridge
Position	Senior Transport Planner
Organisation	Paul Basham Associates Ltd
Date	11.12.2023

APPENDIX E: OVERSEEING ORGANISATION STATEMENT

PROJECT NAME: Stage 1 Land South of Salisbury Road, Totton	
On behalf of the Overseeing Organisation I certify that:	
1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Design Organisation; and	
2) The agreed RSA actions will be progressed.	
Name	
Signed	
Position	
Organisation	
Date	

Appendix L

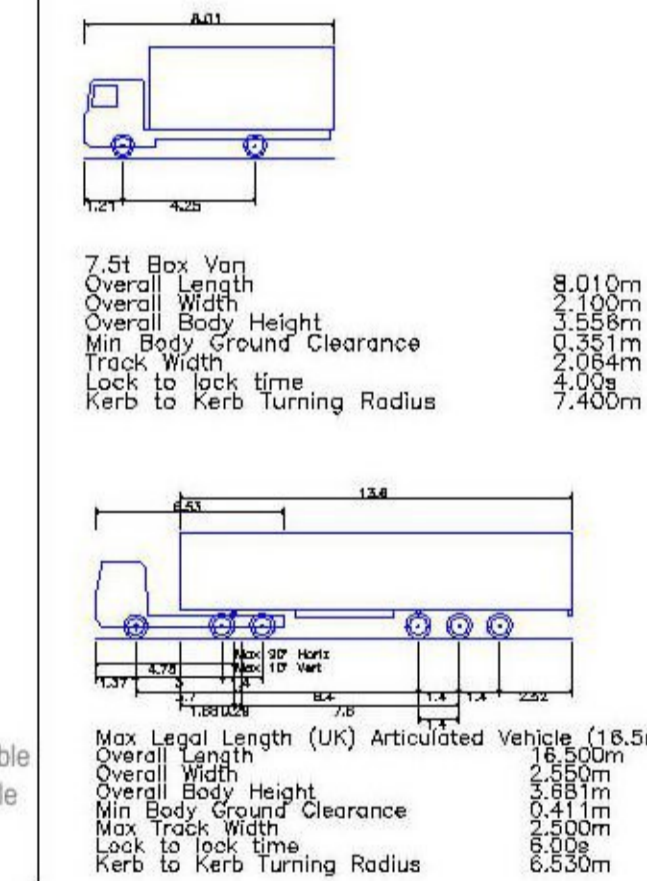
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6. VEHICLE TRACKING HAS BEEN UNDERTAKEN TO A 10MPH DESIGN SPEED.

KEY

 1.5M X 25M FORWARD VISIBILITY SPLAY



P02	CLIENT COMMENTS	27.02.24	SKB	MDS
P01	FIRST ISSUE	29.11.23	SKB	MDS
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
29.11.23	SKB	MDS	-	
PBA Project Number	Scale	(AT A3)		
135.0041	1:1000			
PBA Drawing No:			Revision	
135.0041-0006			P02	

Project Name
LAND SOUTH OF SALISBURY ROAD
TOTTON

Project Phase
PRELIMINARY

Title
FORWARD VISIBILITY
SPLAYS AND TRACKING OF
INTERNAL BEND



Client
MCCARTHY INVESTMENT
LIMITED

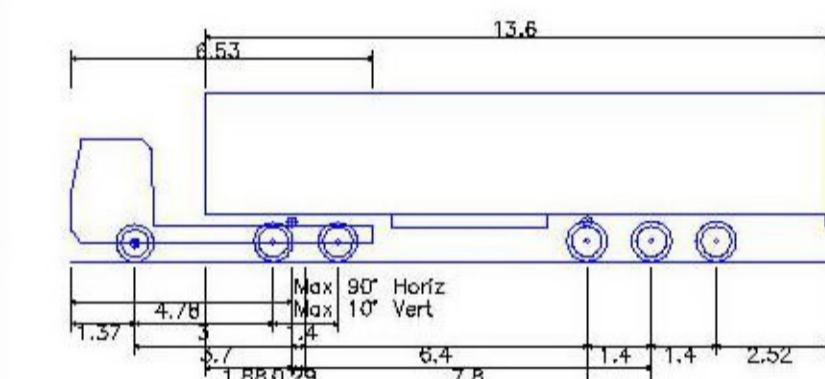
Appendix M

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6. VEHICLE TRACKING HAS BEEN UNDERTAKEN TO A 10MPH DESIGN SPEED.

VEHICLE PROFILE



Max Legal Length (UK) Articulated Vehicle (16.5m)
 Overall Length 16.500m
 Overall Width 2.550m
 Overall Body Height 3.561m
 Min Body Ground Clearance 0.411m
 Max Track Width 2.500m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 6.530m



UNIT 1 TRACKING



UNIT 2 TRACKING



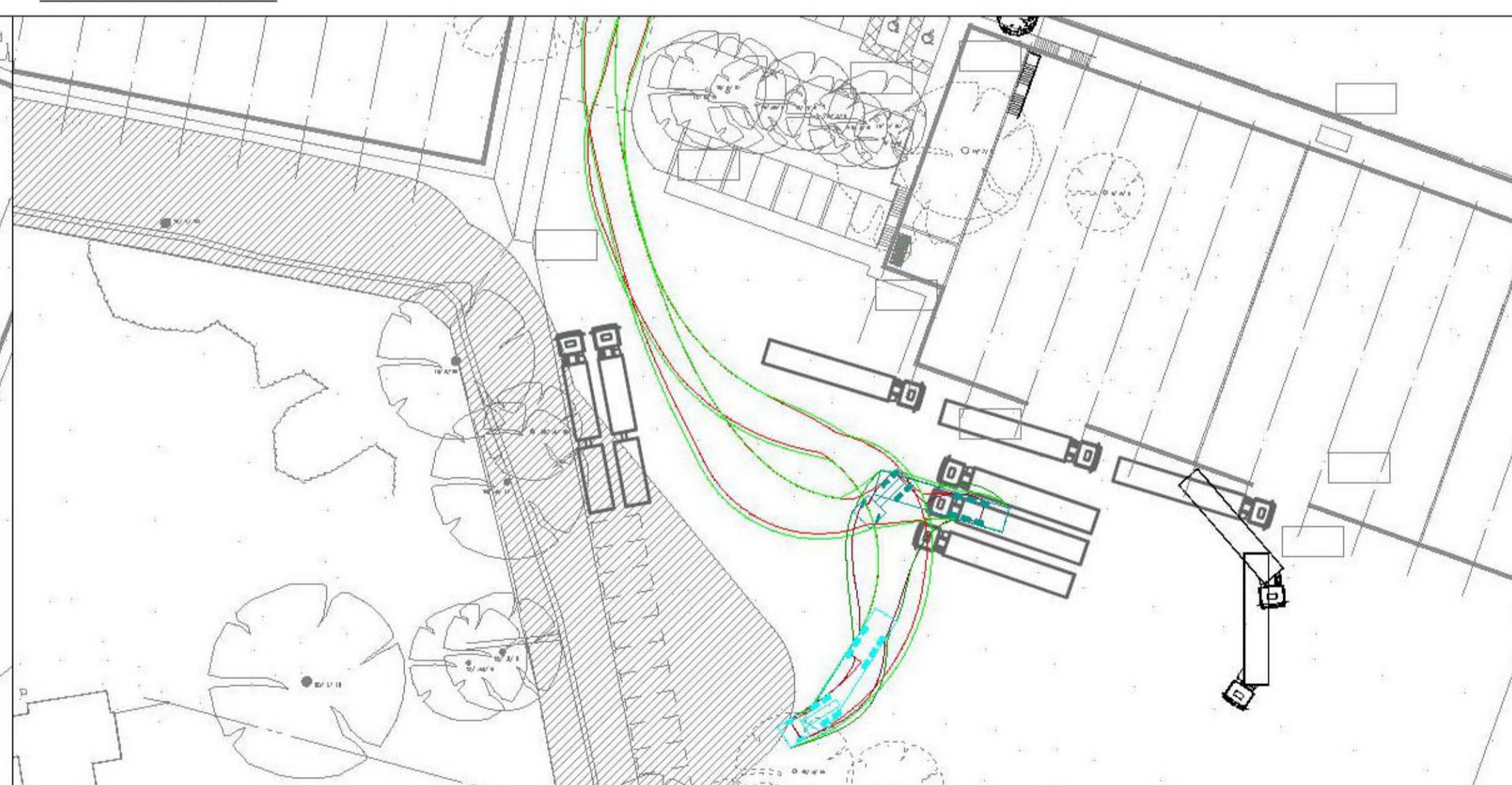
UNIT 3 TRACKING



UNIT 4 TRACKING



UNIT 5 TRACKING



UNIT 6 TRACKING

P02	CLIENT COMMENTS	27.02.24	SKB	MDS
P01	FIRST ISSUE	29.11.23	SKB	MDS

Rev	Description	Date	By	App'd
	Date Created	29.11.23	SKB	
	Drawn By		SKB	
	Approved By		MDS	
	Suitability Code			-
	PBA Project Number	135.0041		
	Scale	1:1000		(AT A3)

PBA Drawing No:	135.0041-0007	Revision	P02
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Project Name
 LAND SOUTH OF SALISBURY ROAD
 TOTTON

Project Phase
 PRELIMINARY

Title
 INDIVIDUAL UNIT HGV
 TRACKING

Paul Basham Associates Ltd
 The Bothy, Cams Hall Estate, Fareham, PO16 8UT
 01329 711 000
 info@paulbashamassociates.com www.paulbashamassociates.com

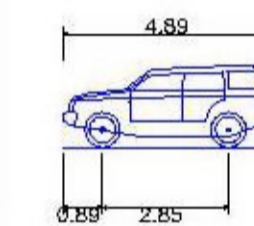
Client
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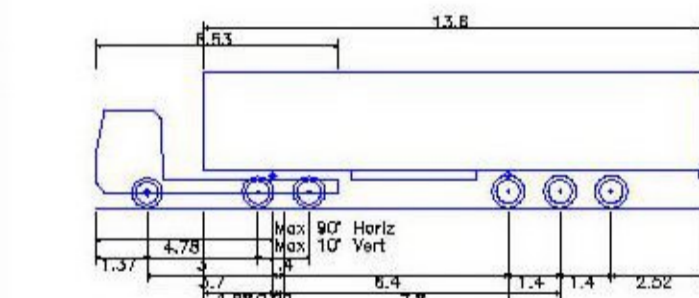
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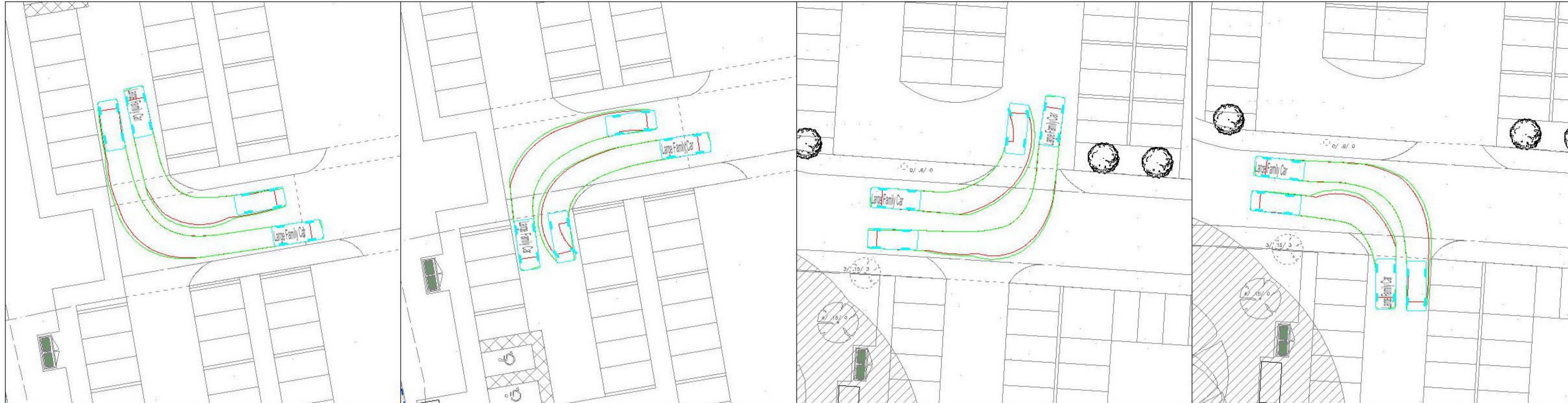
KEY



Large Family Car
 Overall Length 4.890m
 Overall Width 1.940m
 Overall Body Height 1.850m
 Min Body Ground Clearance 0.250m
 Track Width 1.940m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.900m



Max Legal Length (UK) Articulated Vehicle (16.5m)
 Overall Length 16.500m
 Overall Width 2.500m
 Overall Body Height 3.681m
 Min Body Ground Clearance 0.411m
 Max Track Width 2.500m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 6.530m



UNIT 1 TRACKING

UNIT 2 TRACKING

UNIT 3 TRACKING

UNIT 4 TRACKING



SPACES BETWEEN UNITS 3 & 5 TRACKING

UNIT 5 TRACKING

UNIT 6 TRACKING



ACCESS ROAD TRACKING (SCALE 1:1000)

ACCESS ROAD TRACKING (SCALE 1:1000)

P02	CLIENT COMMENTS	27.02.24	SKB	MDS
P01	FIRST ISSUE	30.11.23	SKB	MDS

Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
30.11.23	SKB	MDS	-	
PBA Project Number	Scale	(AT A3)		
135.0041	1:500			

PBA Drawing No:	Revision
135.0041-0008	P02

Project Name
 LAND SOUTH OF SALISBURY ROAD
 TOTTON

Project Phase
 PRELIMINARY

Title
 INDIVIDUAL UNIT CAR
 TRACKING AND ACCESS
 ROAD TRACKING



Client
 MCCARTHY INVESTMENT
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Appendix N

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KEY

- 2.4M X 25M VISIBILITY SPLAY
- 1.5M X 25M VISIBILITY SPLAY

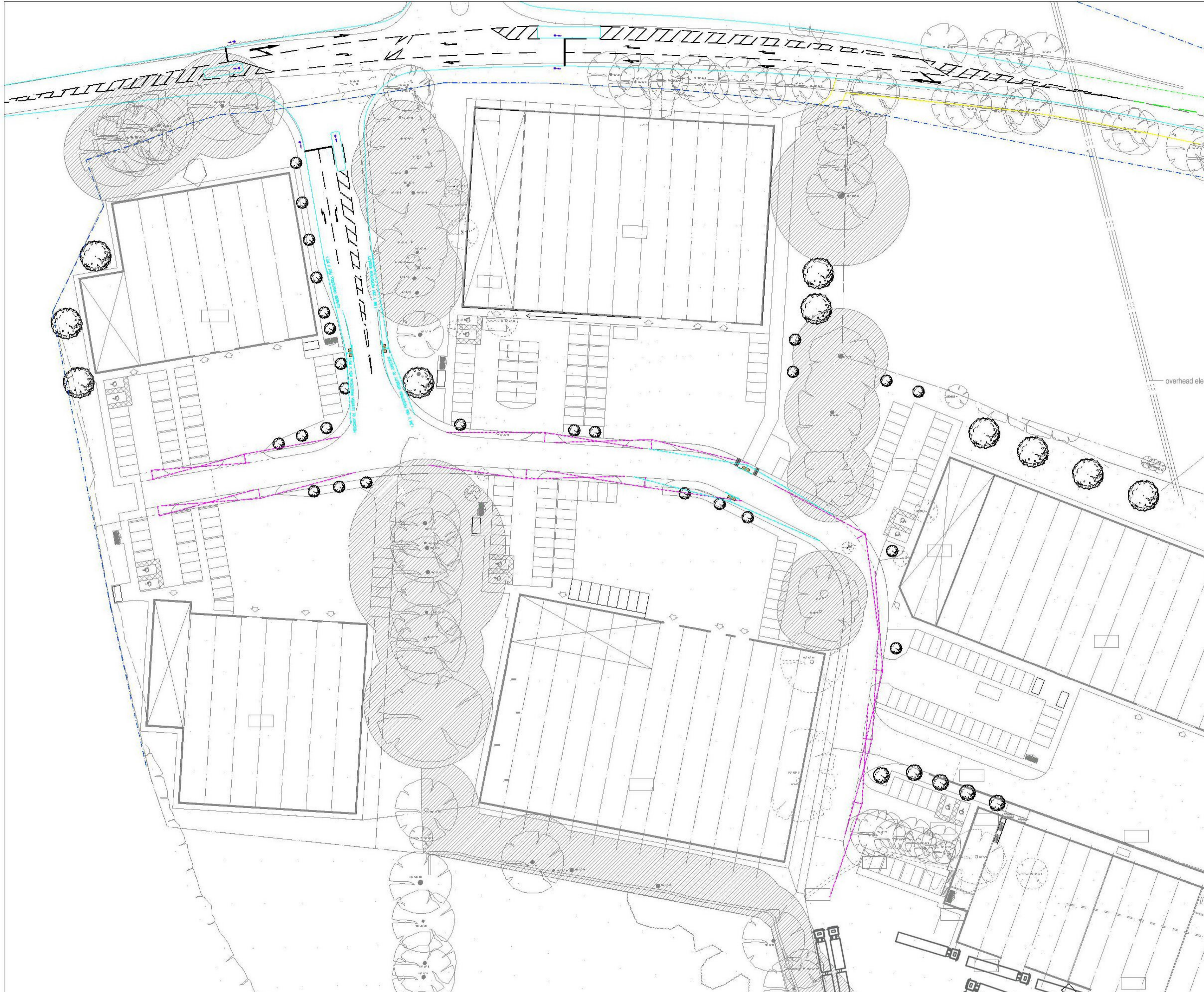


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Rev	Description	Date	By	App'd
	Date Created	29.11.23	SKB	MDS
	Drawn By		SKB	
	Approved By		MDS	
	Suitability Code			-

PBA Project Number	Scale	(AT A3)
135.0041	1:1000	

PBA Drawing No:	Revision
135.0041-0005	P02



Project Name
LAND SOUTH OF SALISBURY ROAD
TOTTON

Project Phase
PRELIMINARY

Title
INTERNAL VISIBILITY SPLAYS

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