

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
 Actual Range: 115 to 186 (units:)
 Range Selected by User: 100 to 195 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/04 to 14/10/11

Selected survey days:

Monday	1 days
Thursday	1 days
Friday	2 days

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

Selected Locations:

Suburban Area (PP56 Out of Centre)	4
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Selected Location Sub Categories:

Residential Zone	4
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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

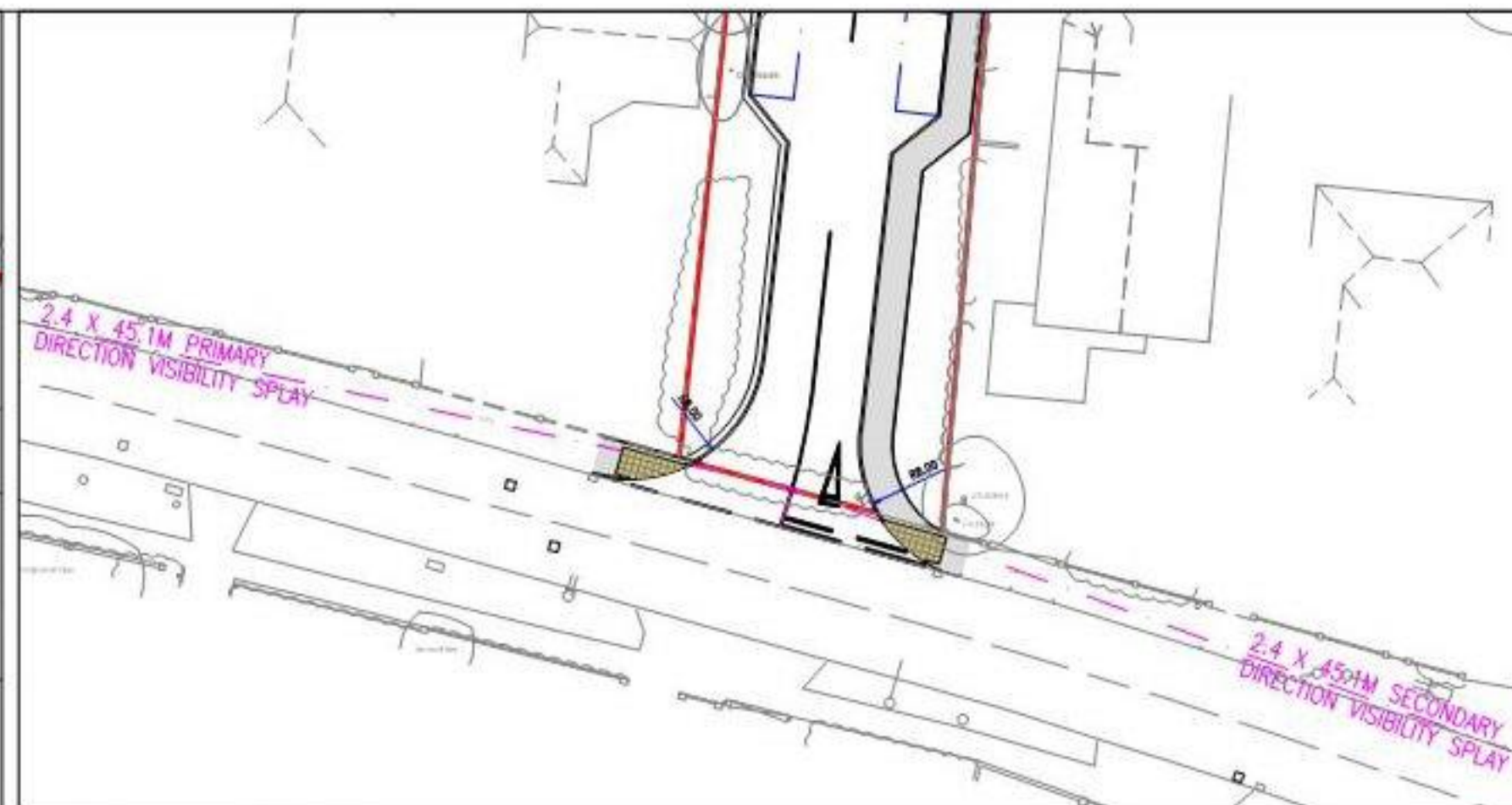
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	0	0	0.000	0	0	0.000	0	0	0.000
07:00 - 08:00	4	143	0.088	4	143	0.267	4	143	0.355
08:00 - 09:00	4	143	0.161	4	143	0.447	4	143	0.608
09:00 - 10:00	4	143	0.195	4	143	0.253	4	143	0.448
10:00 - 11:00	4	143	0.181	4	143	0.184	4	143	0.365
11:00 - 12:00	4	143	0.186	4	143	0.189	4	143	0.375
12:00 - 13:00	4	143	0.240	4	143	0.235	4	143	0.475
13:00 - 14:00	4	143	0.235	4	143	0.207	4	143	0.442
14:00 - 15:00	4	143	0.237	4	143	0.240	4	143	0.477
15:00 - 16:00	4	143	0.296	4	143	0.209	4	143	0.505
16:00 - 17:00	4	143	0.377	4	143	0.218	4	143	0.595
17:00 - 18:00	4	143	0.437	4	143	0.270	4	143	0.707
18:00 - 19:00	4	143	0.307	4	143	0.282	4	143	0.589
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			2.940			3.001			5.941

Parameter summary

Trip rate parameter range selected: 115 - 186 (units:)
Survey date date range: 01/01/04 - 14/10/11
Number of weekdays (Monday-Friday): 4
Number of Saturdays: 0
Number of Sundays: 0
Surveys manually removed from selection: 0



VISIBILITY SPLAY (SCALE 1:500)



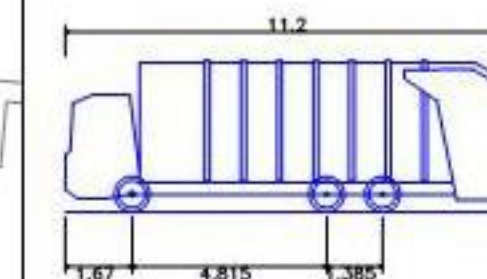
GENERAL NOTES

- THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
- ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
- PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES - THIS MUST BE TREATED AS INDICATIVE ONLY.
- ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
- THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

VISIBILITY SPLAYS

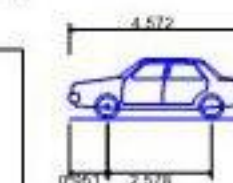
VISIBILITY SPLAYS ARE BASED ON THE HIGHEST RECORDED 85%ILE SPEED OF 31.1MPH WHICH HAS BEEN APPLIED IN BOTH DIRECTIONS.

VEHICLE PROFILES



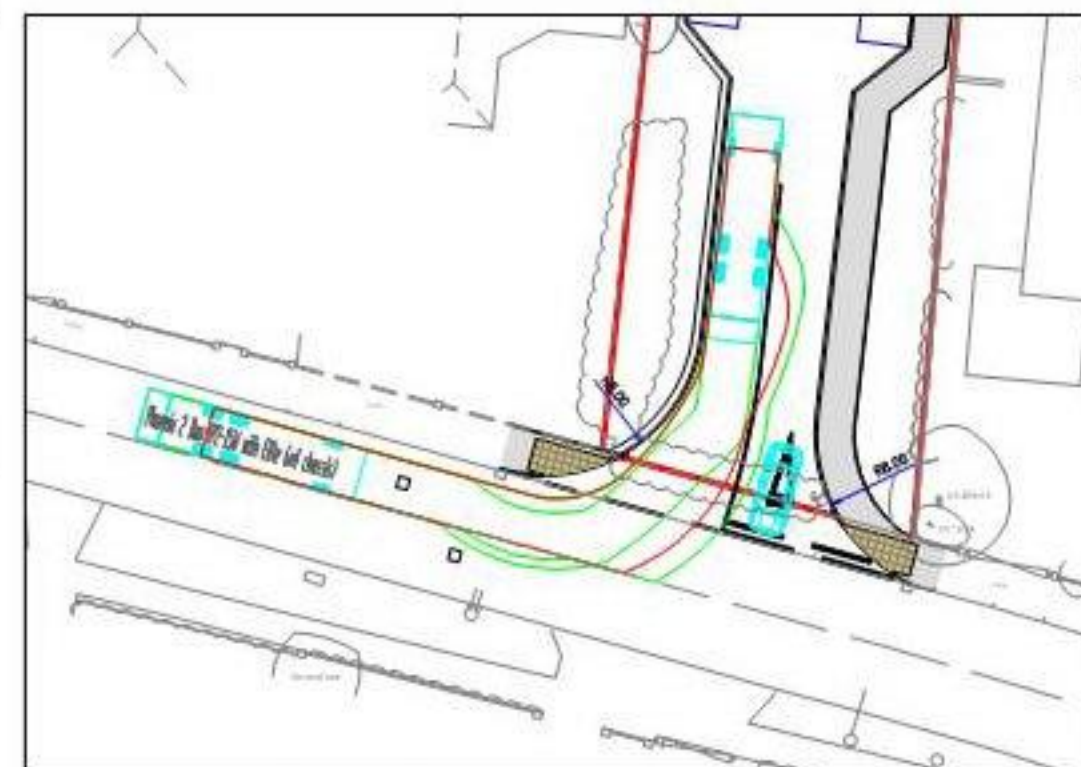
Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.550m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	9.500m

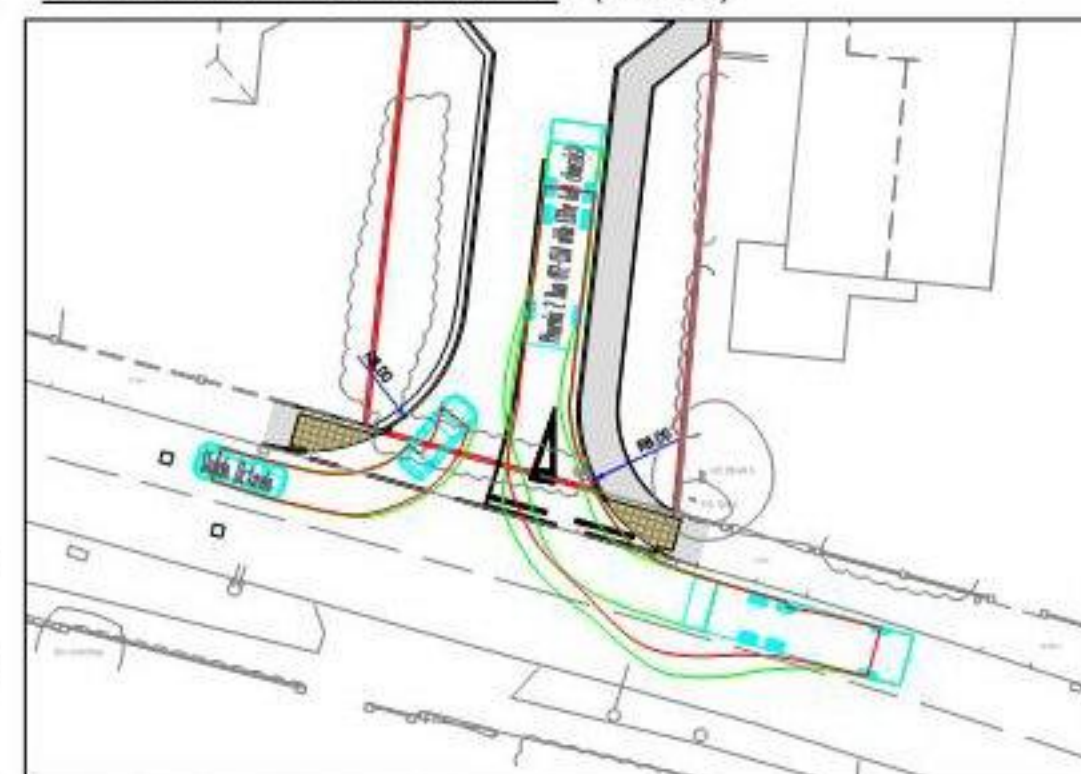


Skoda Octavia

Overall Length	4.572m
Overall Width	1.769m
Overall Body Height	1.488m
Min Body Ground Clearance	0.249m
Max Track Width	1.713m
Lock to Lock Time	4.00s
Curb to Curb Turning Radius	5.100m



REFUSE VEHICLE TURNING LEFT IN (SCALE 1:250)



REFUSE VEHICLE TURNING LEFT OUT (SCALE 1:250)

SITE ACCESS (SCALE 1:250)

Project Name SINAH LANE HAYLING ISLAND	Title SITE ACCESS GENERAL ARRANGEMENT	 paul basham associates Paul Basham Associates Ltd Lancaster Court, 8 Barnes Wallis Road, Fareham, PO15 6TU 01480 903102 info@paulbashamassociates.com www.paulbashamassociates.com	Client  BARRATT HOMES	Checked By JL	Checked Date 05.05.17	Scale AS SHOWN	(AT A3 SIZE)		
Project Phase PRELIMINARY				Drawn By EK	Drawn Date 05.05.17	Client Drawing No. -	PBA Drawing No. 041.0031.003	Revision E	

SINAH LANE
HAYLING ISLAND

S278 WORKS

STAGE 1/ 2 ROAD SAFETY AUDIT

JANUARY 2018

GM

TRAFFIC CONSULTANTS

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Original	Mark Barrett	Ian Medd		22 January 2018
Designer's Response				
Authority's Response				
Audit Response				

Client:
PBA

Engineer:
GM
Traffic Consultants Ltd
33 Riverside Gardens
Romsey
SO51 8HN

Date: 22 January 2018

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APPENDIX B	Designers Response
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1.0 INTRODUCTION

1.1 General

- 1.1.1 This report results from a Stage 1/ 2 Road Safety Audit (RSA) carried out on the Section 278 works for a residential development on Sinah Lane in Hayling Island.
- 1.1.2 The S278 works comprise of a new simple priority junction on the north side of Sinah Lane to serve the development. Visibility splays of 2.4m x 45.1m in in both directions will be provided.
- 1.1.3 The RSA was carried out at the request of PBA.
- 1.1.4 GM Traffic Consultants Ltd carried out the Audit between 19th January and 22nd January 2018. The Auditors were:

Mark Barrett Highways England Cert. of Comp
Ian Medd MCIHT FSoRSA
- 1.1.5 The Audit Team are independent of the project design team has had no other involvement with the design of the project.
- 1.1.6 The report has been prepared in accordance with the Design Manual for Roads and Bridges (DMRB) Highways Directive (HD) 19/15.
- 1.1.7 Whilst reference is made to certain design standards, where safety may be compromised by a reduction in standard, this report is not intended to provide a design check. The Auditors have only reported on matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or construction of the scheme.
- 1.1.8 The Audit consisted of a desktop study and a site visit, which was carried out on Saturday 20th January 2018 at 11:30. It was raining and traffic flows were light.
- 1.1.9 The recommendations in this report are aimed at addressing the road safety problems; however there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.
- 1.1.10 The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit, and would encourage the Designer to consult them on this matter.
- 1.1.11 The LHA response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the *As Built* design pack to be provided and retained by the LHA on final completion.

2.0 ITEMS CONSIDERED

- 2.1 The Road Safety Audit was undertaken on the scheme detailed in the following documentation.

Drawing No.	Rev	Title
041.5031.100	-	Engineering Layout

- 2.2 The Audit Team have not been informed of any Departure from Standards.

3.0 MATTERS ARISING FROM THIS STAGE 1 / 2 RSA

3.1 No issues have been raised.

4.0 AUDITOR STATEMENT

4.1 We certify that this audit has been carried out in compliance with HD 19/15.

AUDIT TEAM LEADER

Mark Barrett

GM Traffic Consultants Ltd

Signed: ...



TEL: 07787 158 834

AUDIT TEAM MEMBER

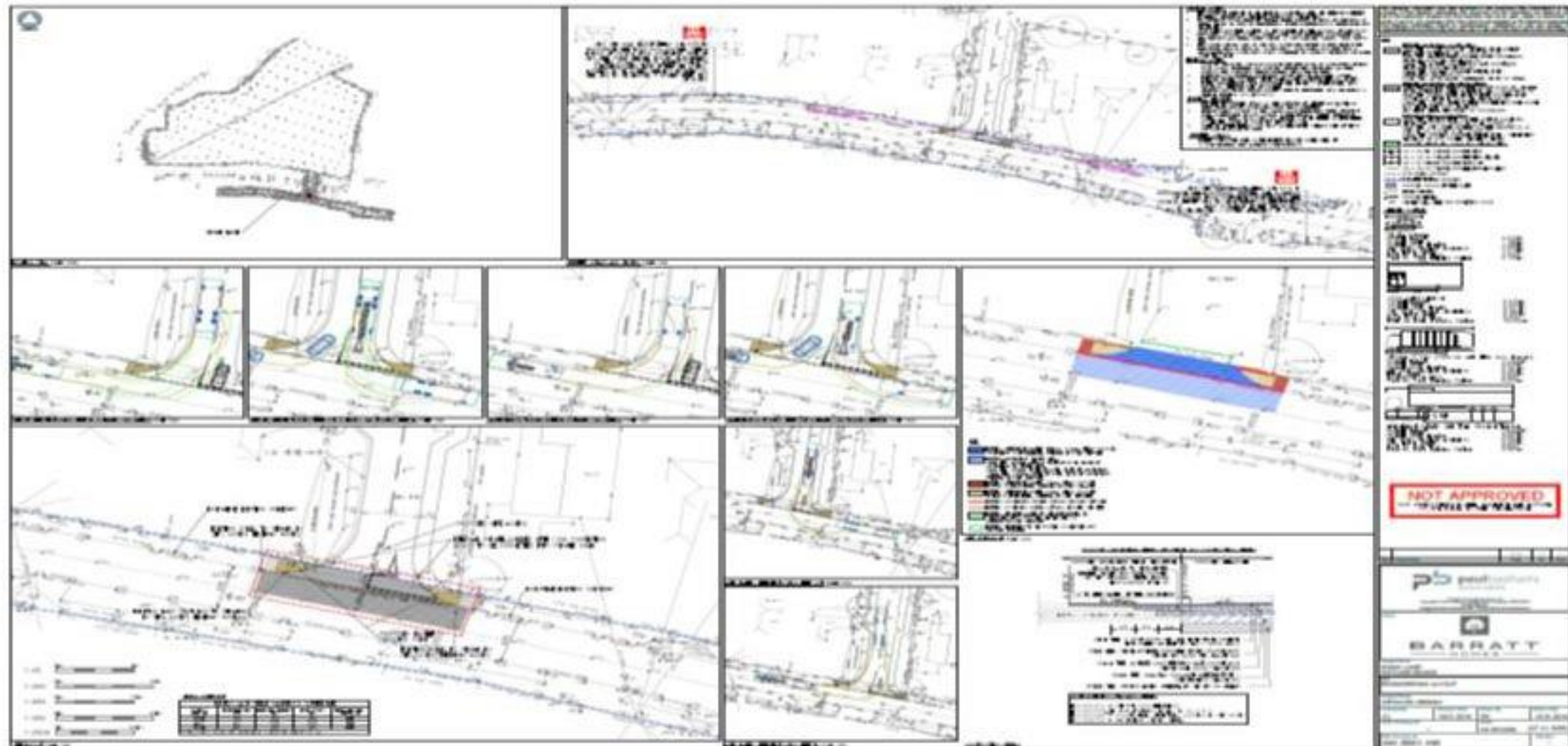
Ian Medd

Signed:



Signed: 22 January 2018

APPENDIX A: LOCATION PLAN



APPENDIX B: DESIGNERS RESPONSE

Auditors: Mark Barrett (Team Leader) and Ian Medd (Team Member)

Scheme: Sinah Lane, Hayling Island – S278 Works

Date Audit Completed: 22 January 2018

This response is to a Stage 1/ 2 Road Safety Audit to the design standard detailed within HD19/15 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

Problem no. in safety audit report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measure (detail description)
NO ISSUES HAVE BEEN RAISED			

APPENDIX C: LOCAL HIGHWAY AUTHORITY RESPONSE

Principal Engineer's Statement:

Road Safety Audit for Sinah Lane, Hayling Island – S278 Works

I certify that I have considered the items that have arisen in the Stage 1/ 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.

..... Date.....

Principal Engineer

Chief Engineer's Decision:

I accept these proposals by the Principal Engineer.

..... Date.....

Chief Engineer