

APPENDIX E

STAGE 1 ROAD SAFETY AUDIT



RIDGE

**STAGE 1 ROAD SAFETY
AUDIT BRIEF**

**LAND WEST OF GATESMEAD,
HAYWARDS HEATH
SITE ACCESS**

March 2026

Version Control

Project Name: Land West of Gatesmead – Site Access
Project Ref: 5029426
Prepared by: Ridge & Partners LLP
On Behalf of: Crest Nicholson
Report Title: Stage 1 Road Safety Audit Brief – Land West of Gatesmead, Haywards Heath
Date: 27th March 2026
Document Ref: 5029426 – Land West of Gatesmead - S1RSA BRIEF

VERSION	DATE	DESCRIPTION	CREATED BY	REVIEWED BY
P01	27/03/26	FOR ISSUE TO RSA AUDITOR	RC	SM
P01.1	30/03/26	UPDATED SCHEME DRAWINGS	RC	SM

PROJECT SUMMARY

PROJECT SUMMARY	
Date	27/03/26
Document Reference	5029426_S1RSA_Audit Brief
Document Revision	P01
Prepared by	Ridge & Partners LLP
On Behalf of	Crest Nicholson
AUTHORISATION SHEET	
Project	Land West of Gatesmead, Haywards Heath
Report Title	Stage 1 Road Safety Audit Brief – Land West of Gatesmead, Haywards Heath
PREPARED BY	
Name	Ryan Cox (Senior Transport Planner)
Signed	
Organisation	Ridge and Partners LLP
Date	27/03/26
I APPROVE THIS A BRIEF AND INSTRUCT THE RSA TO TAKE PLACE ON BEHALF OF THE OVERSEEING ORGANISATION	
Name	
Signed	Section 32 of the WSCC Road Safety Audit policy it states that, for developer led schemes, WSCC does not need to agree the RSA Brief prior to the RSA being undertaken.
Organisation	West Sussex County Council (WSCC)
Date	

GENERAL DETAILS

GENERAL DETAILS				
Highway scheme name and road number	Land West of Gatesmead – Site Access			
Type of scheme	This scheme proposes an extension to the existing Gatesmead (residential street) in Haywards Heath to provide site access to a proposed residential development comprising 49 dwellings. The design includes traffic-calming measures and an informal pedestrian crossings.			
RSA stage tick as appropriate	1	2	3	4
	✓			
Overseeing Organisation details	West Sussex County Council Ground Floor Northleigh Building Chichester PO19 1RH			
Design Organisation details	Ridge & Partners LLP The Cowyards Blenheim Park Oxford Road Woodstock OX20 1QR			
Police contact details	N/A for Stage 1 RSA			
Maintaining Agent contact details	N/A for Stage 1 RSA			
RSA Team Membership	Traffic Management Consultants Ltd Peter Ronald 07771557382 trafficmanagementconsultants@hotmail.co.uk			
Terms of reference	Manual for Streets			

SCHEME DETAILS

General description	This Stage 1 Road Safety Audit encompasses the access arrangement at Gatesmead (residential street) in Haywards Heath to a proposed residential development comprising 49 dwellings. Please refer to drawing 5029426-RDG-XX-XX-SK-H-PL001-P02 in Appendix B. The scheme is summarised as follows: - The extension to Gatesmead consists of a 5.5m carriageway, consistent with the existing width of Gatesmead. Traffic calming is proposed through a build-out that narrows the carriageway to 3.75m for approximately 28m in length, introducing shuttle-working for vehicular traffic. A similar existing arrangement is located approximately 250m to the east along Gatesmead. - A raised section is proposed, inclusive of the build-out length, extending for approximately 50m - Two informal pedestrian crossings are proposed, each consisting of tactile paving and dropped kerbs: - The eastern crossing provides continuation of the existing footway on Gatesmead Road into the site. - The western crossing provides continuation of Public Right of Way (PROW) 47bCU, which runs along the eastern boundary of the site. Both crossings are located on the raised section, and 25m visibility has been demonstrated from the rear of the tactile paving in accordance with the 20mph stopping sight distance requirements set out in Manual for Streets. - Proposed footways are 1.8m wide. - Forward visibility of 25m has been demonstrated in accordance with the 20mph stopping sight distance requirements of Manual for Streets.
Design standards applied	Manual for Streets
Design speeds	20mph
Speed limits	Signed 20mph
Existing traffic flow flows/queues	Traffic surveys were undertaken in June 2025 at the surrounding highway to the site to understand existing traffic flows and to inform the highway

impact. Traffic surveys were undertaken week commencing the 24th of June 2025 at the locations:

Automatic Traffic Count (ATC) – 7-day surveys recording vehicle volumes and speeds

- ATC 1: Gatesmead
- ATC 2: Birchen Lane
- ATC 3: Gatesmead
- ATC 4: Portsmouth Lane

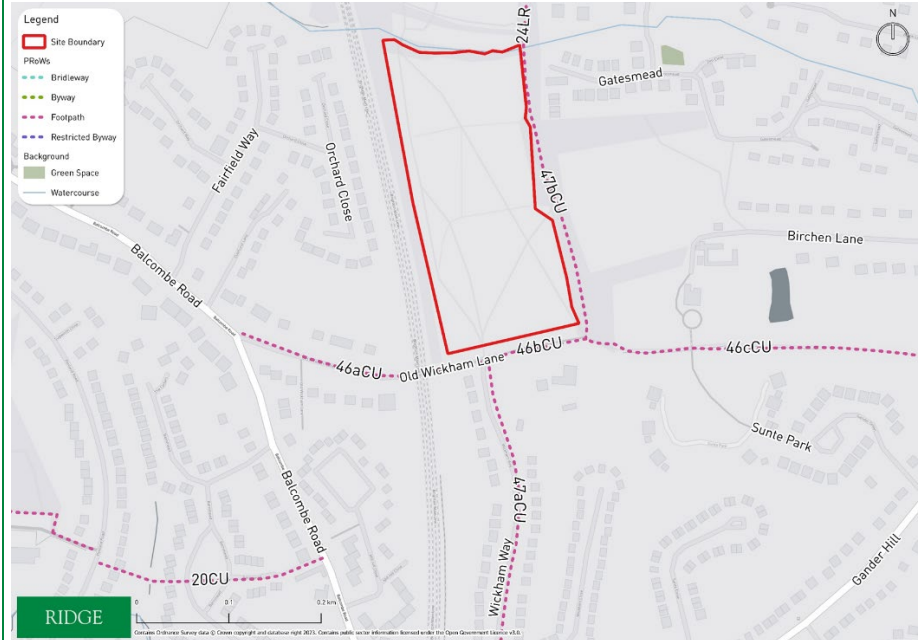
A summary of 5-day average traffic flows and 85th percentile speeds during peak periods are shown in the figure below:

ATC Traffic Counts and Speed Data

LOCATION	NO. OF VEHICLES		85% PERCENTILE SPEED (MPH)	
	AM (08:00-09:00)	PM (17:00-18:00)	AM (08:00-09:00)	PM (17:00-18:00)
1. Gatesmead (northbound)	11.8	20.4	20.9	21.1
1. Gatesmead (southbound)	33.0	18.4	21.2	21.8
2. Birchen Lane (eastbound)	28.0	23.7	20.1	21.5
2. Birchen Lane (westbound)	27.0	29.0	22	22.5
3. Gatesmead (eastbound)	24.2	11.2	16.6	14.3
3. Gatesmead (westbound)	7.2	12.4	12.2	17.1
4. Portsmouth Lane (northbound)	347.8	339.6	30.5	31.8
4. Portsmouth Lane (southbound)	371.0	324.8	27.5	29.1

ATC Locations

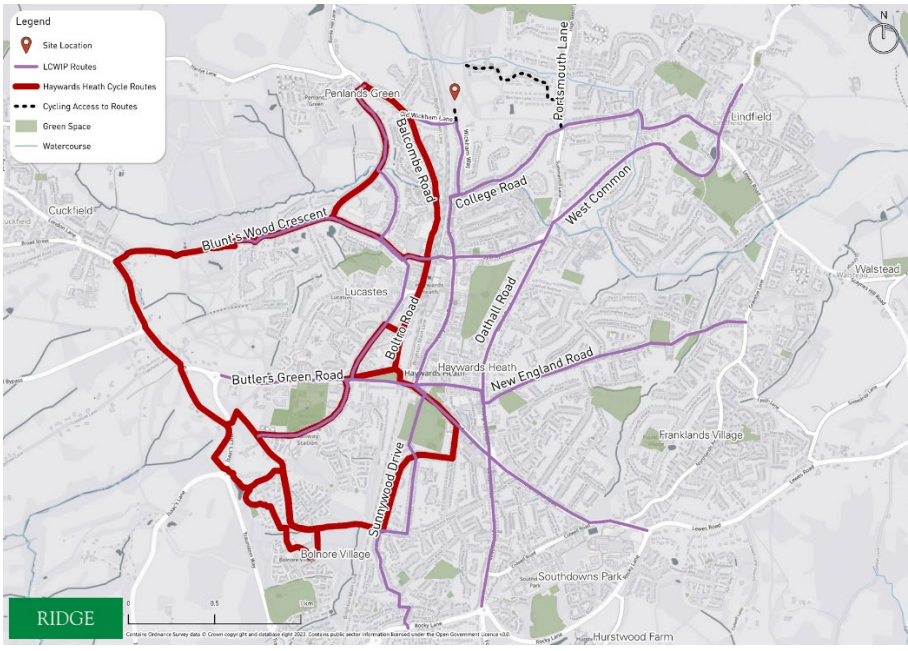
	 • ATC 1: 460 two-way flow (7-day average daily) • ATC 2: 654 two-way flow (7-day average daily) • ATC 3: 278 two-way flow (7-day average daily)																												
Forecast traffic flows	The total number of estimated car trips generated by the development in both the BaU and D&P scenario, and the equivalent vehicle trip rate per dwelling, is summarised in the figure below: <i>Estimated Site Trip Generation</i> <table><tr><th>TIME PERIOD</th><th>ARRIVALS</th><th>DEPARTURES</th><th>TWO-WAY</th></tr><tr><td colspan="4">Total Vehicle Trip Generation (60 dwellings) – BaU Scenario</td></tr><tr><td>AM Peak (08:00 – 09:00)</td><td>7</td><td>27</td><td>34</td></tr><tr><td>PM Peak (17:00 – 18:00)</td><td>18</td><td>9</td><td>27</td></tr><tr><td colspan="4">Total Vehicle Trip Generation (60 dwellings) – D&P Scenario</td></tr><tr><td>AM Peak (08:00 – 09:00)</td><td>7</td><td>17</td><td>24</td></tr><tr><td>PM Peak (17:00 – 18:00)</td><td>11</td><td>4</td><td>15</td></tr></table>	TIME PERIOD	ARRIVALS	DEPARTURES	TWO-WAY	Total Vehicle Trip Generation (60 dwellings) – BaU Scenario				AM Peak (08:00 – 09:00)	7	27	34	PM Peak (17:00 – 18:00)	18	9	27	Total Vehicle Trip Generation (60 dwellings) – D&P Scenario				AM Peak (08:00 – 09:00)	7	17	24	PM Peak (17:00 – 18:00)	11	4	15
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PM Peak (17:00 – 18:00)	11	4	15																										
Pedestrian, cyclists and equestrian design lines	The site is bounded by Public Rights of Way (PROW) to the east and 46bCU to the south. Several access points are proposed to provide active travel connections between the site and the surrounding network, including the proposed access into the development, which is relevant to this Road Safety Audit. <i>Local Public Right of Way Network:</i>																												



Proposed Pedestrian and cycle access points to the site:



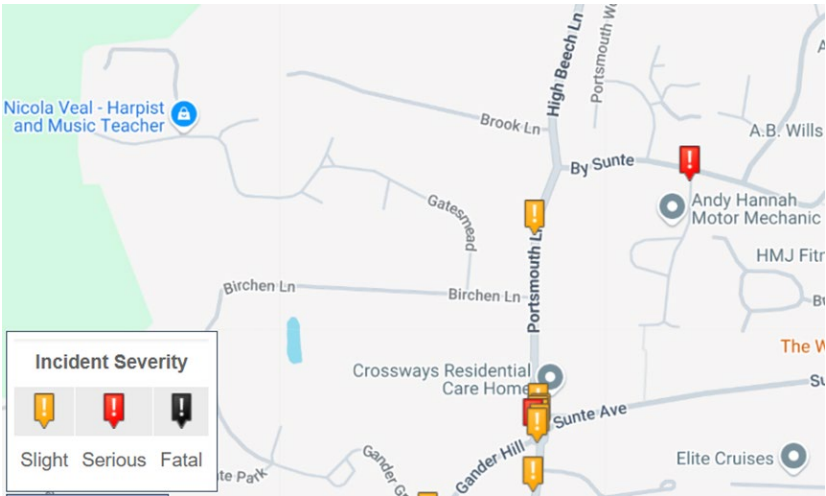
Wider active travel connections:

	
Environmental constraints	The proposals involve extending the existing Gatesmead (residential street) through an area containing multiple trees and established vegetation. The design has been developed in consultation with an Arboriculturist to minimise impacts on the surrounding trees.

LOCALITY

Description of locality	The proposals are located at the western end of the existing Gatesmead (residential street), within a residential area in the northern part of Haywards Heath, approximately 1.1 km north of the town centre.
General description	The proposals are situated at the western end of Gatesmead, a residential two-way cul-de-sac in the northern part of Haywards Heath. Gatesmead extends for approximately 600 m and is subject to a signed 20 mph speed limit and serves a number of residential dwellings. Footways are provided on both sides of the carriageway for the majority of its length.
Relevant factors which may affect road safety	The proposed formation level of the road is at a higher level than that of the existing PROW, 47bCU. The levels drawing (7627-MJA-SW-XX-DR-C-002 P3) and longitudinal sections (7627-MJA-SW-XX-DR-C-102 P2) can be found in Appendix B.

ANALYSIS

Collision data analysis	Personal Injury Collision (PIC) data has been obtained from CrashMap.co.uk for the most recent 5-year period available (2020– 2024). The PIC records indicate that there have not been any collisions along Gatesmead, Birchen Lane, or Portsmouth Lane (by the junction with Birchen Lane) within the most recent 5-year period of data available. <i>Figure A: Collision Data for Gatesmead source: CrashMap.co.uk</i>  The results show that seven collisions were recorded on Portsmouth Lane roundabout of which 6 classified 'sight' severity and one classified 'serious'. A collision was also recorded on Portsmouth Lane, approximately with 100m north of the junction with Birchen Lane classified as 'slight'.
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Departures from standards	No departures from standards are proposed.
Previous road safety audit stage reports, road safety audit response report and evidence of agreed actions	No previous Road Safety Audits have been undertaken to the knowledge of the Design Organisation.
Strategic decisions	N/A for the proposals.
List of included documents	Technical Drawings Auditor CV's (Traffic Management Consultant Ltd)
List of included drawings	CONCEPT DESIGN: • 5029426-RDG-XX-XX-SK-H-PL001-P02 • 7627-MJA-SW-XX-DR-C-002 P3 - Engineering Layout Option2 • 7627-MJA-SW-XX-DR-C-102 P2 - Longitudinal and Cross Sections Option2

CHECKLIST

ITEM	✓ or ✗	NOTES
Site location plan	✓	<i>Provided in Appendix A</i>
Scale layout plans	✓	<i>Provided in Appendix B</i>
Departures and relaxations from standards	✗	<i>No departures from standards proposed</i>
Construction / typical details	✗	<i>Concept design only. No construction / typical details provided for Stage 1 RSA</i>
Previous RSA reports	✗	<i>None Undertaken</i>
Previous RSA response reports and evidence of agreed actions	✗	<i>No Previous RSAs Undertaken</i>
Collision data and collision data analysis	✓	<i>Provided in RSA brief</i>
Road traffic collision plot	✓	<i>Provided in RSA brief</i>
Traffic signal staging	✗	<i>N/A for proposals</i>
Traffic counts	✓	<i>Provided in RSA brief</i>
Speed surveys	✓	<i>Provided in RSA brief</i>
Pedestrian, cyclists and horse riding desire lines and volumes	✓	<i>Provided in RSA brief</i>
Walking, cycling and horse riding assessment and reviews	✗	<i>N/A for proposals</i>
Items outside of the scope of the RSA / strategic decisions	✗	<i>N/A for proposals</i>
Other factors that may impact road safety	✓	<i>Provided in RSA brief</i>
Design speeds / speed limits	✓	<i>Provided in RSA brief</i>
Design standards used	✓	<i>Provided in RSA brief</i>
Adjacent land uses	✓	<i>N/A for proposals</i>

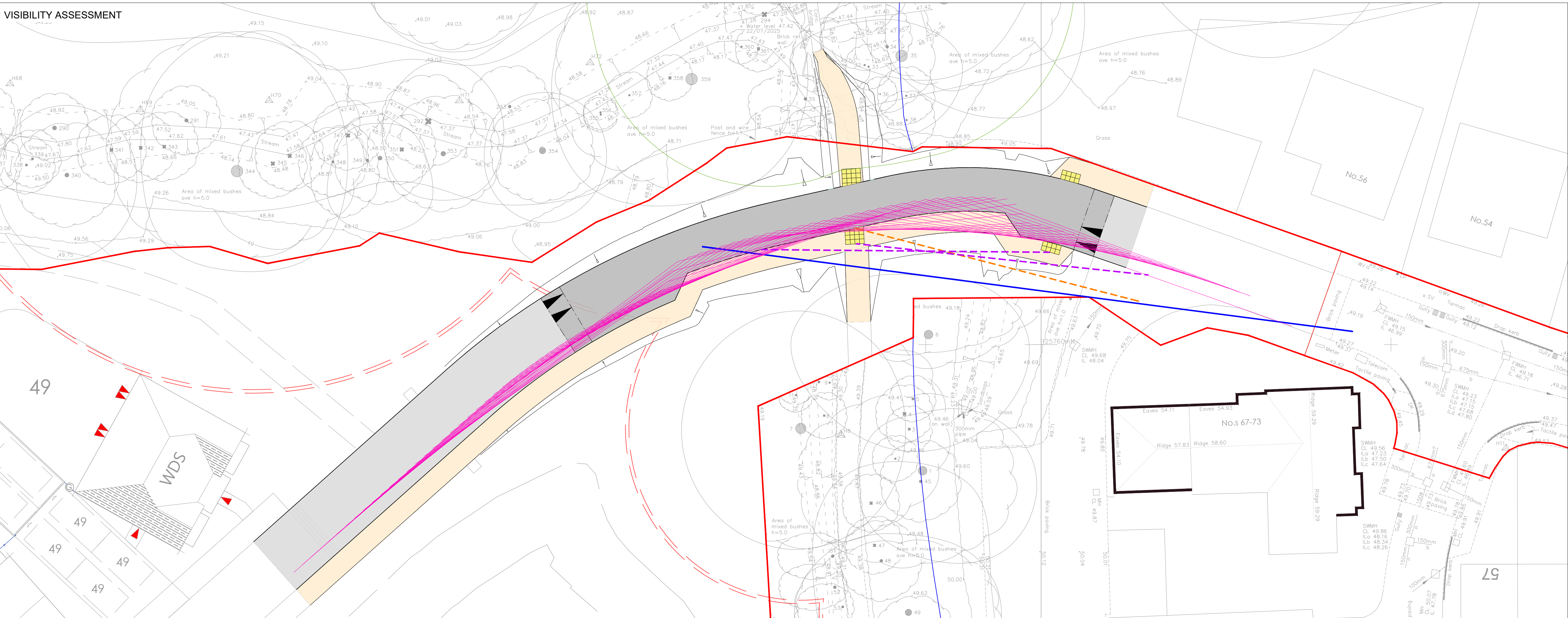
APPENDIX A: SITE LOCATION PLAN



APPENDIX B: RIDGE AND MJA CONSULTING DRAWINGS

- 5029426-RDG-XX-XX-SK-H-PL001-P02
- 7627-MJA-SW-XX-DR-C-002 P3 - Engineering Layout Option2
- 7627-MJA-SW-XX-DR-C-102 P2 - Longitudinal and Cross Sections Option2

VISIBILITY ASSESSMENT



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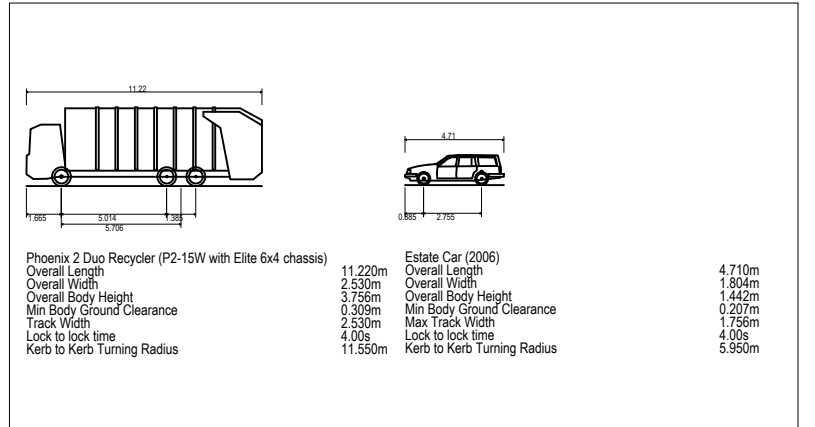
- KEY
- SITE BOUNDARY
 - PROPOSED TACTILE PAVING
 - 25m PEDESTRIAN VISIBILITY SPY, MANUAL FOR STREETS 20mph
 - 25m FORWARD VISIBILITY
 - 2.4m x 25m JUNCTION VISIBILITY
 - VISIBILITY TO SEE VEHICLE ON NARROWING 25m IN ADVANCE OF STOPPING POSITION.

NOTES:

ACCESS SCHEME SHOWN TAKEN FROM MJA CONSULTING DRAWING 7627-MJA-SW-XX-DR-C-002-P01.

THE ANCIENT WOODLAND BUFFER, FLOOD PLAN, AND CREST RETAINED LAND HAVE BEEN PROVIDED BY OTHER CONSULTANTS AND BEEN ESTIMATED. THIS SHOULD BE CHECKED BY THESE CONSULTANTS AND/OR LEGAL ADVISORS.

ALL OPTIONS ARE SUBJECT TO AGREEMENT WITH THE HIGHWAYS AUTHORITY.



P02	Update Layout	30/03/2026	RC	SM
P01	First Issue	25/03/2026	RC	SM
REV	DESCRIPTION	DATE	BY	CHKD
ORIGINATOR	www.ridge.co.uk			

RIDGE

PROJECT NUMBER: 5029426

CLIENT:
CREST NICHOLSON

IN ASSOCIATION WITH:

PROJECT:
LAND WEST OF GATESMEAD
HAYWARDS HEATH

TITLE:
PROPOSED ACCESS ARRANGEMENT
VISIBILITY AND SWEEP PATH
ASSESSMENT

DRAWN BY: RC CHECKED BY: SM APPROVED BY: SM

SCALE @ A1: 1:200 DATE OF REVIEW: 25/03/2026

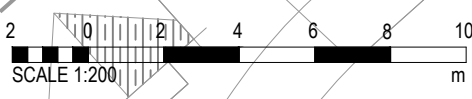
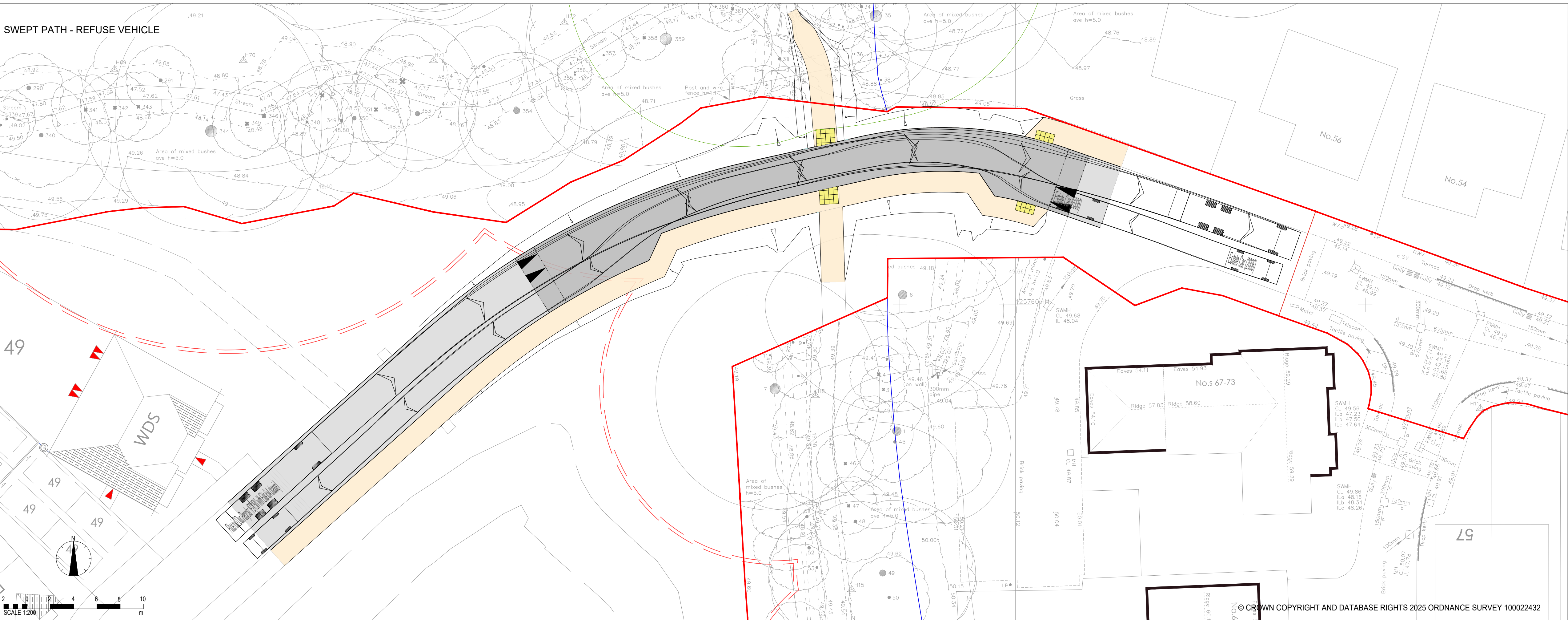
ISO 19650 STATUS:

S2 - Suitable for Information

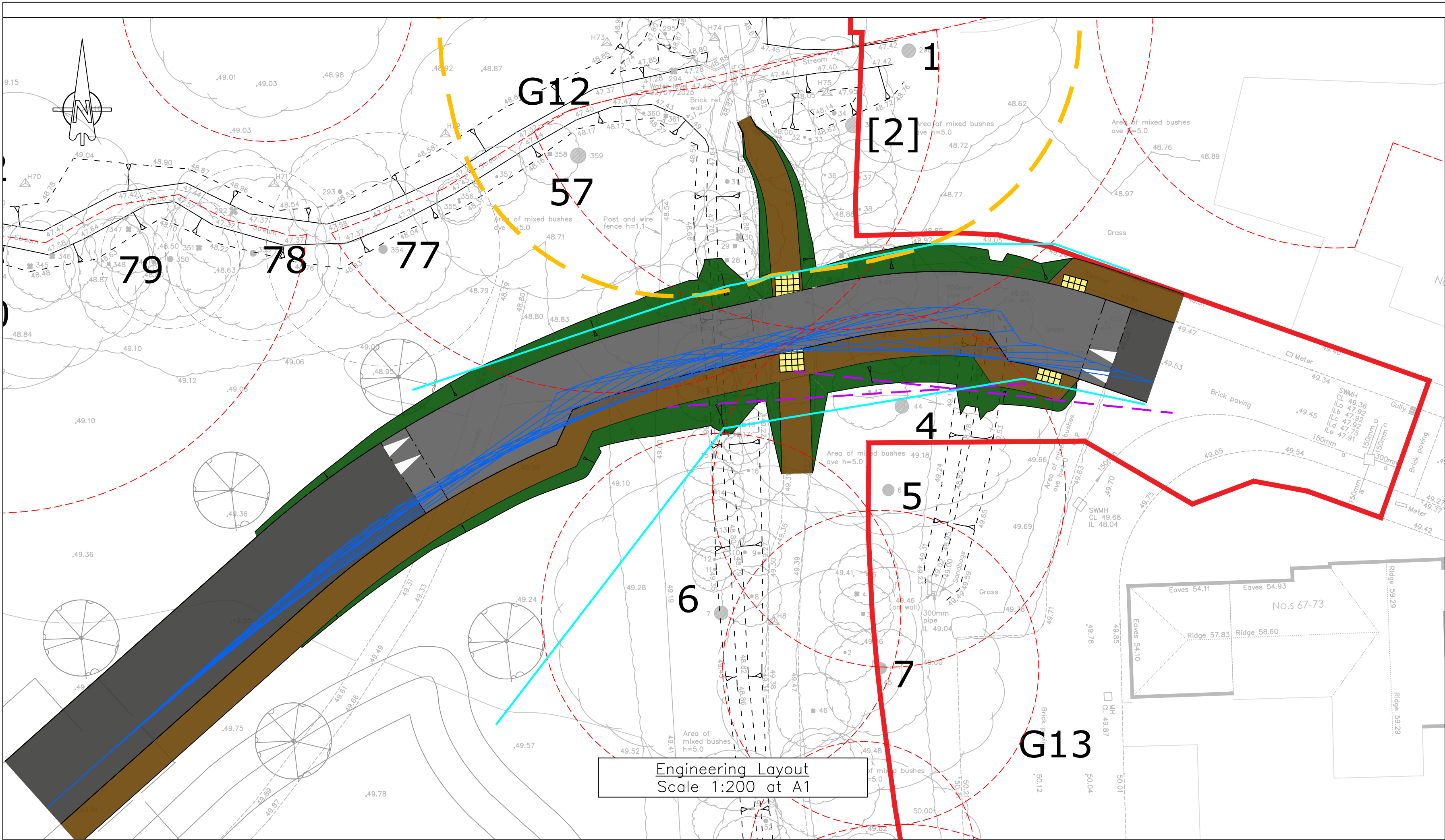
DRAWING No: 5029426-RDG-XX-XX-DR-H-PL001-P02.dwg

PROJECT:	ORG:	FUNCTION:	SPATIAL:	FORM:	DISCIPLINE:	NUMBER:	REV:
5029426	RDG	XX	XX	DR	H	PL001	P02

SWEPT PATH - REFUSE VEHICLE



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Key:

- Site Boundary
- Ancient Woodland Buffer
- Root Protection Area
- Carriageway
- Raised Table
- Footway
- 25m Pedestrian Visibility (MFS 20mph)
- 25m Forward Visibility (MFS 20mph)
- Tactile Paving
- Embankment (1:3 gradient)
- Surface Water Culvert with Headwall (Althon or similar)
- Road / Path Contours

Drawing Notes:

- This drawing to be read in conjunction with all other relevant documents and specifications, including architectural layouts and developer house type information. Any discrepancies should be reported to MJA Consulting.
- Do not scale from this drawing.
- All levels relate to Ordnance Datum; all dimensions in metres unless otherwise specified. Site survey grid & co-ordinates to be checked on site prior to commencement of any works.
- The level & location of all existing services shall be verified and marked on site by the Contractor prior to commencing any construction works.
- All highway works should be carried out in accordance with the MCHW Specification for Highway Works and the requirements of the Local Highway Authority.
- Topographic Survey provided in Ridge Access Arrangement Layout 4, as received from Client in .dwg format on 03/02/2026.
- RPAs and AWB based on SJA drawing number SJA TCP 25245-011, as received in .dwg format on 04/02/2026.
- Contractor must comply with all current legislation relating to CDM, Health and Safety, and COSHH.
- ALL WORKS WITHIN ROOT PROTECTION AREAS OR ANCIENT WOODLAND BUFFER ZONE SUBJECT TO APPROVAL AND SUPERVISION FROM ARBORICULTURALIST.

Option 2					
Tree no	RPA incursion		incursion into EUG*		
	Incursion extent	%	EUG RPA	Incursion extent	%
1	121.4m ²	20.80%	524.1m ²	73.2sqm	14.00%
5	91.5m ²	21.60%	356m ²	70.2sqm	18.40%
6	3.8m ²	0.80%	396.2m ²	0.7sqm	0.20%
57	155.4m ²	26.90%	531.7m ²	111.8sqm	21.00%

Above RPA incursion review has been undertaken by SJA and provided via email on 20.02.2026

NHBC Standards

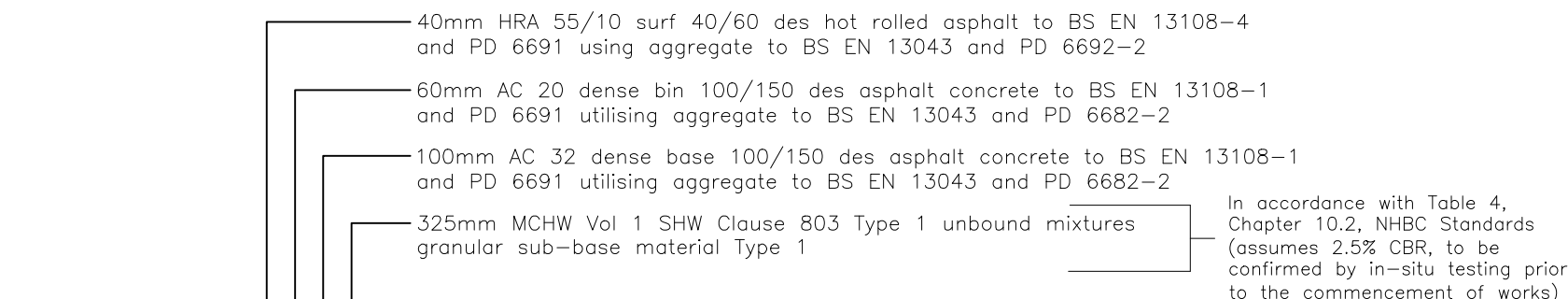
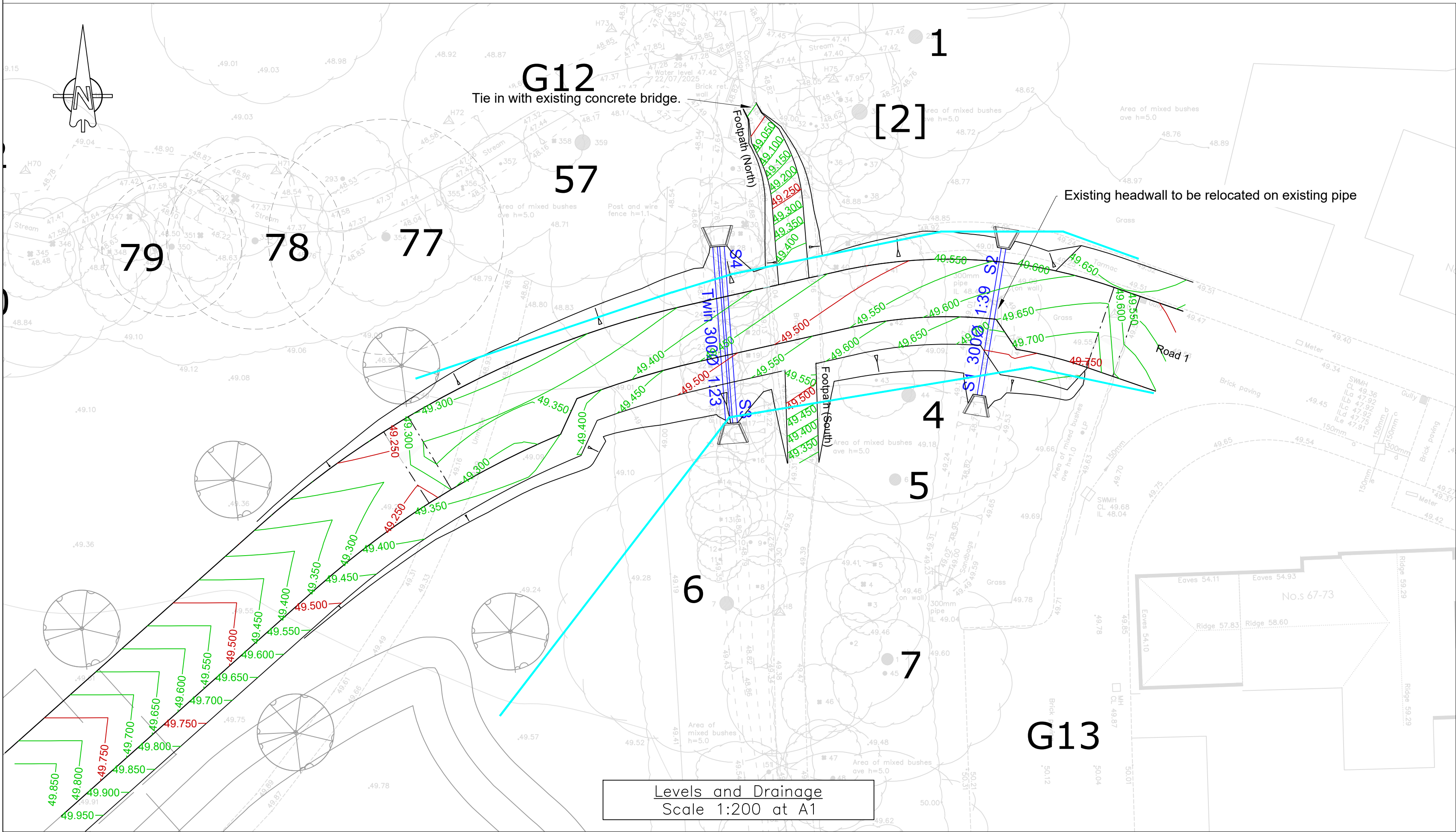
Table 4, Chapter 10.2

California Bearing ratio (CBR) Values	Minimum thickness (mm) of Sub-Base (Consolidated in accordance with MCHW Volume 1 clause 801, table 6/1)
Less Than 2%	Subgrade requires improvement
2% to 3%	325
3% to 5%	250
5% to 7%	150
7% to 20%	100

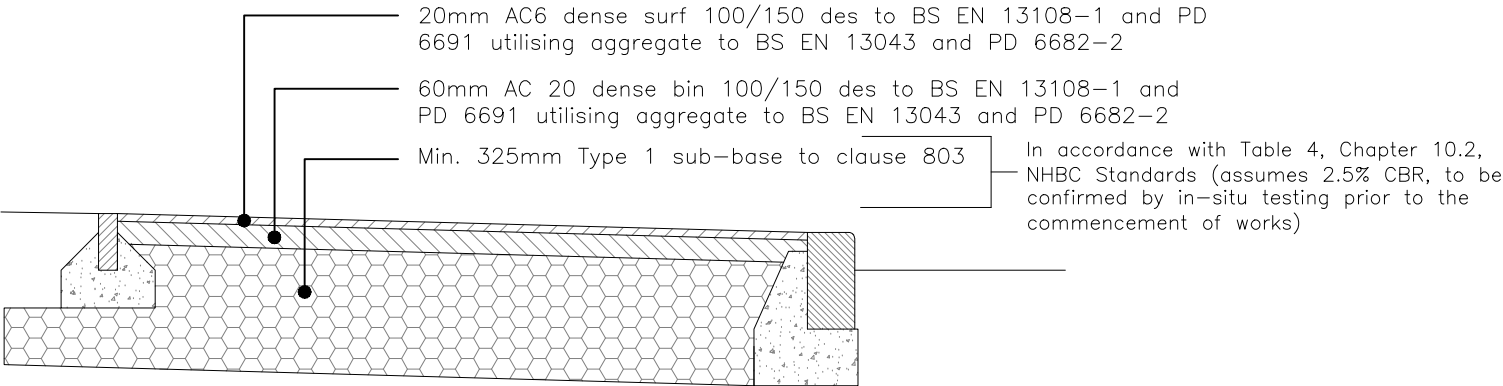
* 250mm sub-base used to provide overall thickness of 450mm. Assumed CBR values of >3%, subject to receipt of in situ testing.

CBR Notes:

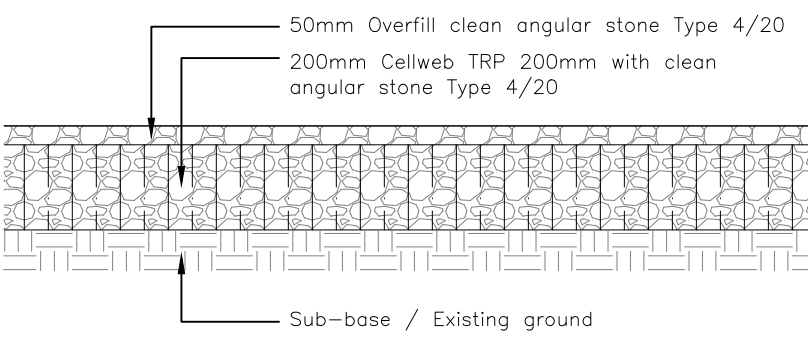
- The contractor shall carryout in-situ CBR testing on the formation and submit the results to the Engineer for approval prior to construction.
- Subgrade improvement will be necessary if in-situ CBR values are less than 2%.



BITMAC CARRIAGEWAY DETAIL (NHBC STANDARDS 2026 CH. 10.2 TABLE 3a) Not to Scale



BITMAC FOOTWAY DETAIL Not to Scale



CELLWEB TRP PATH DETAIL (In accordance with WSCC bridleway detail) Not to Scale

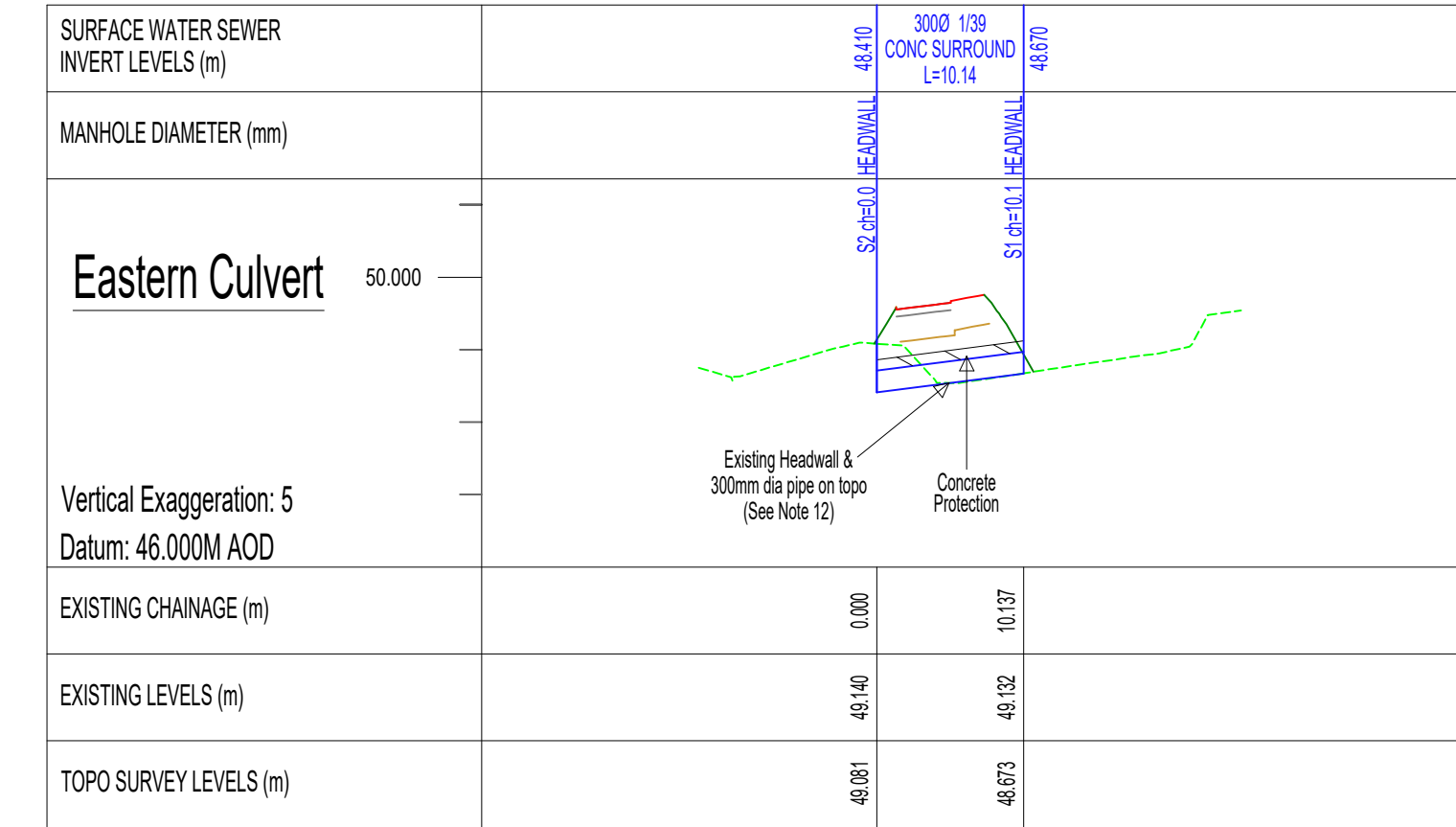
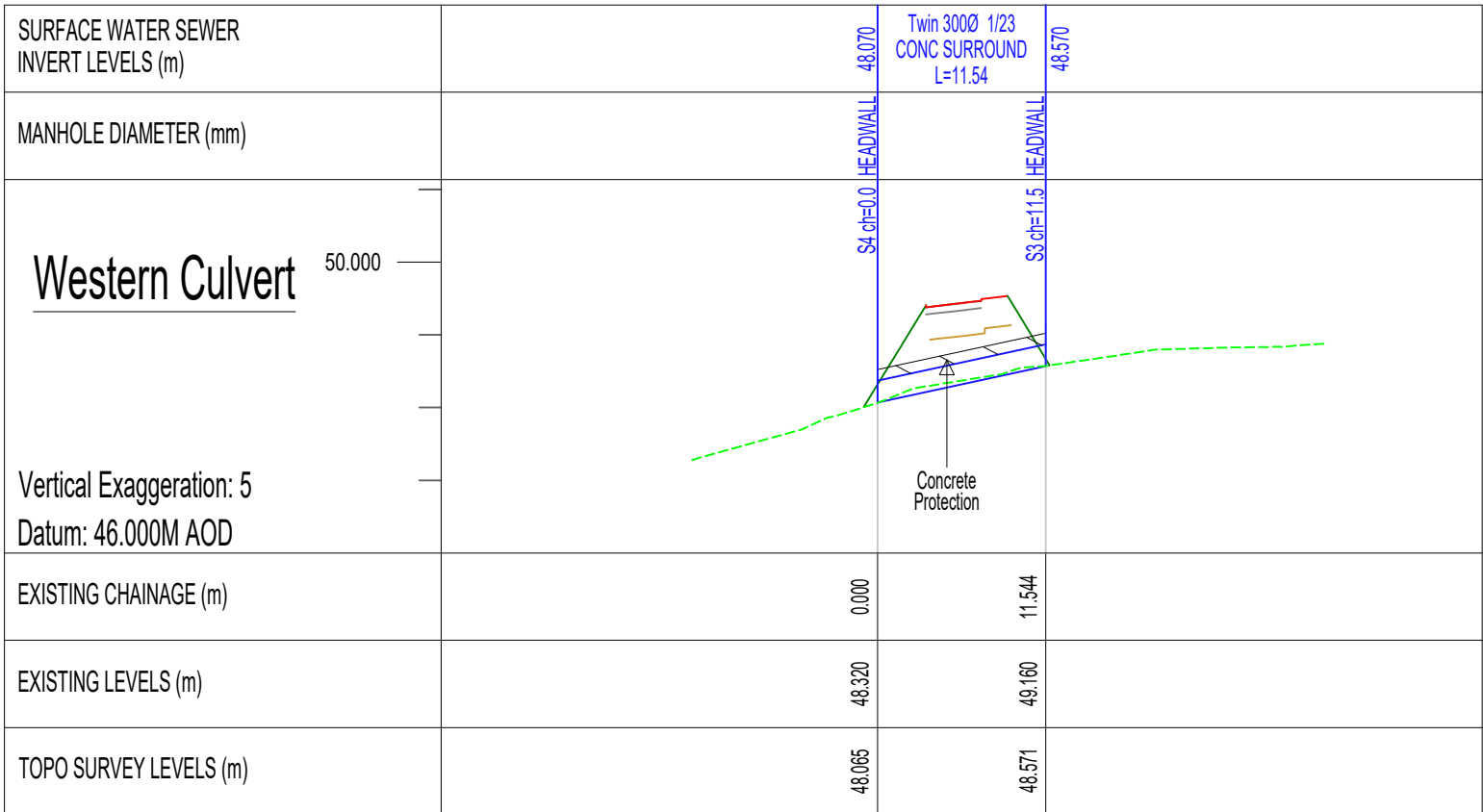
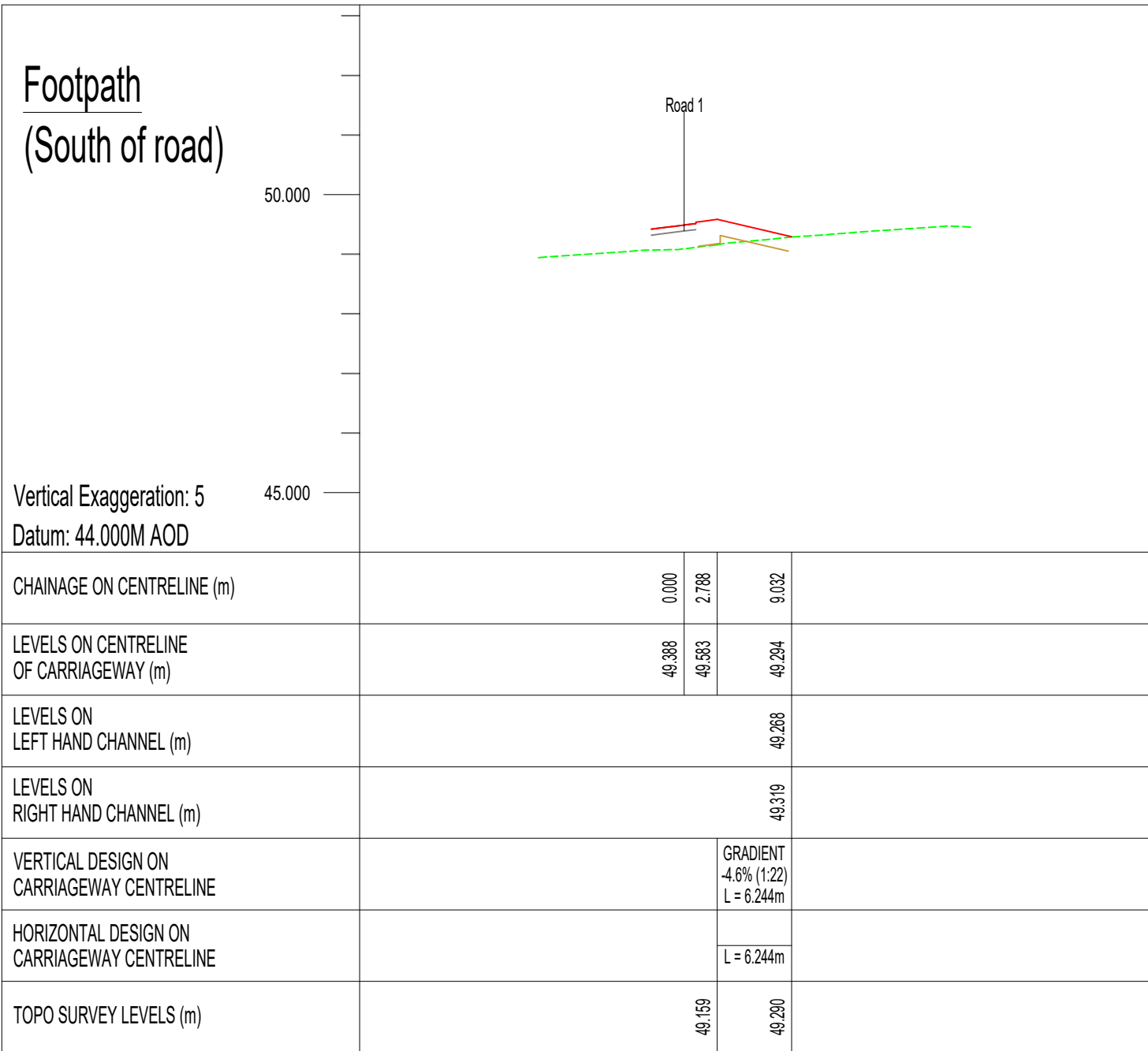
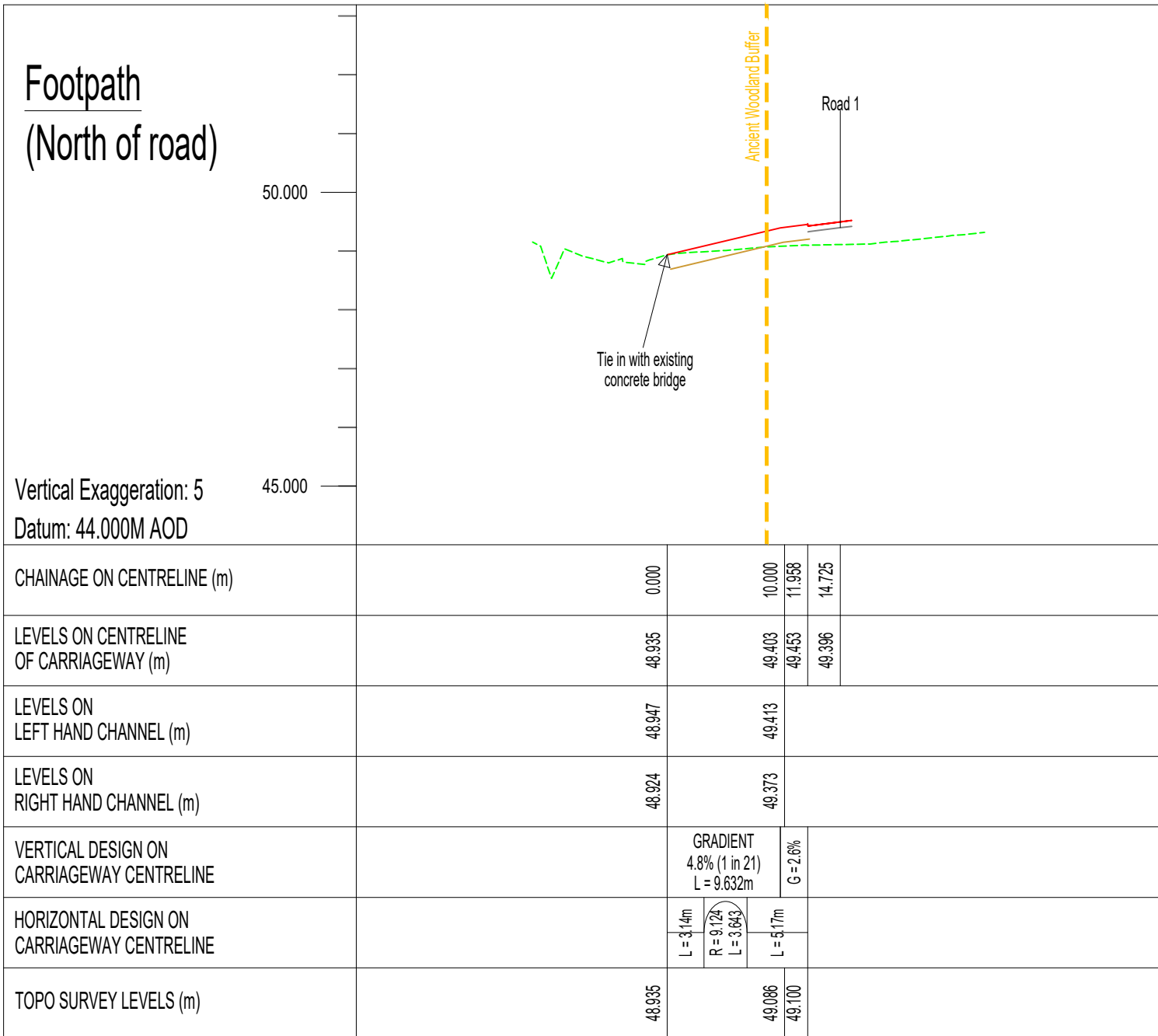
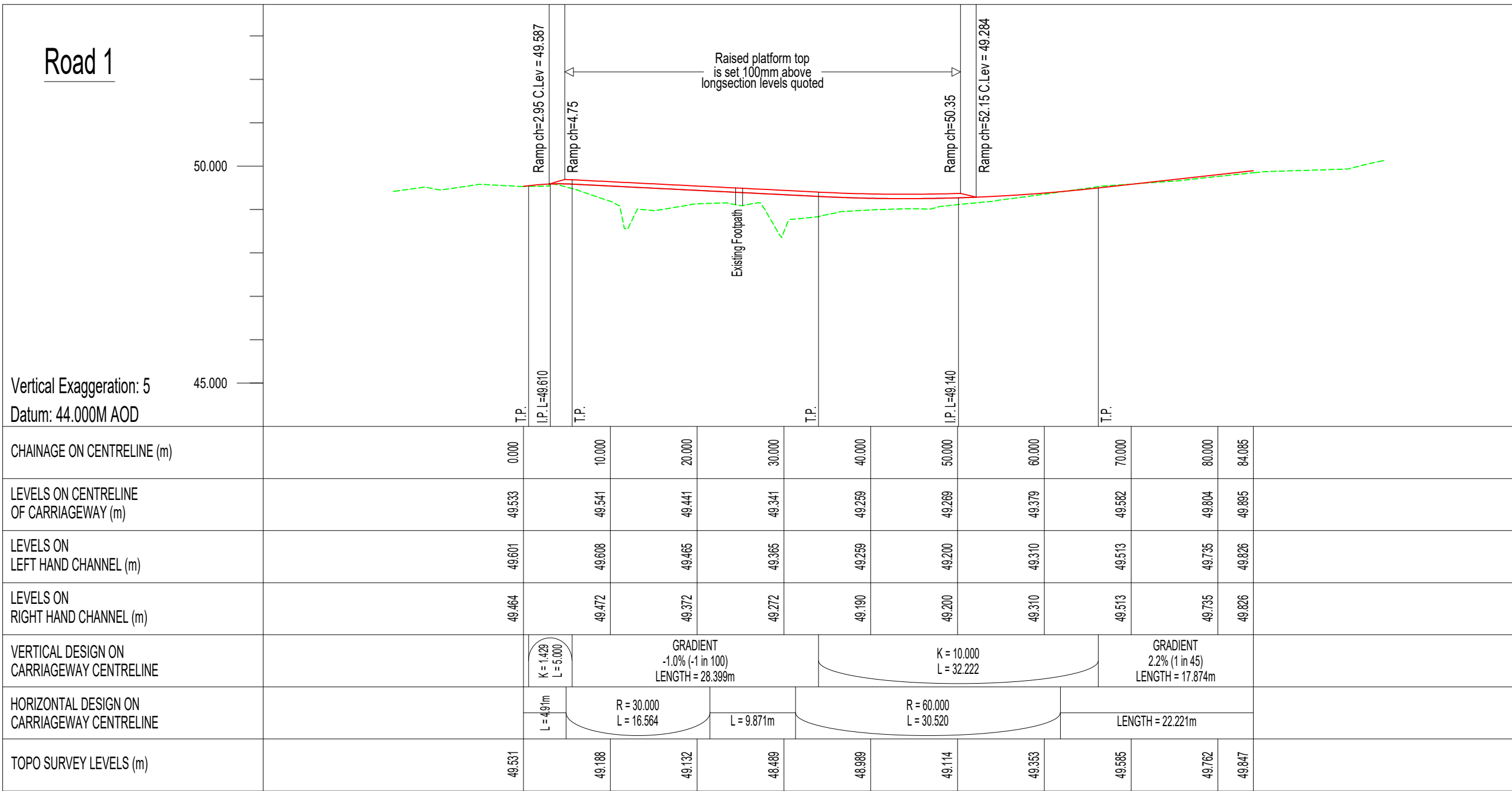
P3	26.03.26	Northern footpath width reduced to 2.0m.	NW	TSH
P2	23.02.26	Updated to suit Client comments. Arboriculturalist's RPA incursion summary table and tree numbering added	TH	TSH
P1	20.02.26	First Issue	NW	TSH
REV. No.	DATE	DESCRIPTION	DRAWN	CHECKED
Client				
Crest Nicholson				
Project				
Old Wickham Lane Haywards Heath				
Title				
Engineering Layout Option 2 with One-way Road				
Scale: As shown at A1				
Status: PRELIMINARY				
Drawn: [Project Engineer] MJA Project No: 7627				
Date: 20/02/2026				
Drawing Number: 7627-MJA-SW-XX-DR-C-002				
Rev: P3				

Drawing Notes:

1. This drawing to be read in conjunction with all other relevant documents and specifications, including architectural layouts and developer house type information. Any discrepancies should be reported to MJA Consulting.
2. Do not scale from this drawing.
3. All levels relate to Ordnance Datum; all dimensions in metres unless otherwise specified. Site survey grid & co-ordinates to be checked on site prior to commencement of any works.
4. The level & location of all existing services shall be verified and marked on site by the Contractor prior to commencing any construction works.
5. All highway works should be carried out in accordance with the MCHW Specification for Highway Works and the requirements of the Local Highway Authority.
6. Topographic Survey provided in Ridge Access Arrangement Layout 4, as received from Client in .dwg format on 03/02/2026.
7. RPAs and AWB based on SJA drawing number SJA TCP 25245-011, as received in .dwg format on 04/02/2026.
8. Contractor must comply with all current legislation relating to CDM, Health and Safety, and COSHH.
9. This drawing is to be read in conjunction with all other relevant drawings including; engineering layouts along with water or highway authority specifications. The contractor is to satisfy themselves that there are no discrepancies within the design information. If in doubt ask.
10. All manholes, pipework and associated works shall be constructed in accordance with the current form of Sewers for Adoption latest 'Design & Construction (DCG)'.
11. For sewer construction and manhole specification, refer to SSG standard construction details.
12. CONNECTION TO EXISTING HEADWALL AND 300mm DIA CULVERT SUBJECT TO RECEIPT OF FURTHER INVESTIGATION AND ADDITIONAL SURVEY MAPPING THE ROUTE OF EXISTING PIPEWORK.

Key:

- - - - - Existing Level (Per topo survey)
- Proposed Surface Level
- Proposed Formation Level
(Based on NHBC detail on drawing 7627-MJA-SW-XX-DR-C-001)
- Proposed 1:3 Embankment
- Proposed Surface Water Culvert
- Proposed 150mm Concrete Surround



P2	26.03.26	Northern footpath width reduced to 2.0m.		NW	TSH
P1	20.02.26	First Issue		NW	TSH
REV. No.	DATE	DESCRIPTION		DRAWN	CHECKED
Client		MJA CONSULTING CIVIL & STRUCTURAL ENGINEERS Ipsum Court, 24 The Quadrant, Abingdon Science Park, Abingdon Oxon, OX14 3YS Tel: 01235 555173 Email: mail@mjaconsulting.co.uk 			
Crest Nicholson					
Project	Old Wickham Lane Haywards Heath				
Title	Longitudinal and Cross Sections Option 2 with One-way Road		Scale: 1:500H 1:100V at A1	Status:	PRELIMINARY
			Drawn: NW	Project Engineer TSH	MJA Project No: 7627
			Date:	20/02/2026	
			Drawing Number: 7627-MJA-SW-XX-DR-C-102	Rev:	P2

APPENDIX C: ROAD SAFETY AUDITORS CV'S

- PETER RONALD CV
- PAUL SALMON CV

Curriculum Vitae

Peter Ronald

Position : Director . Traffic Management Consultants Ltd
Profession: Traffic Engineer
Year of birth: 1958
Nationality: British
Year joined firm : 1993

Position on team: Manager of Traffic and Road Safety Engineering Functions

Education/professional achievements:

1976	HNC Civil Engineering
1982	National Examination Board of Supervisory Staff
1983	IEng.AMICE
1984	MIHT
1986	MCIT
1988	ROSPA Accident Investigation Course (10 days)
1990	ACAD 4351 2 dimensional
1999	ROSPA Advanced Road Safety Engineering Course (5 days)
2005	Institute of Line Management Part 3 (Oxford Trinity)
2007	CSCS Site Visitor
2009	Member Society of Road Safety Auditors
2012	RSA Cert of Comp HA Approved

Recent Training for compliance with HE Standard GG119 Road Safety Audit

Attended Sorsa Webinar Discover the casualty severity adjustment in STATS19 Jan 2025 (2 hours)
Attended CIHT Webinar Highway Emergency and Response -Recovery March 2025 (2 hours)
Attended CIHT Webinar 20mph speed limits in Wales March 2025 (2 hours)
Attended CIHT Webinar Access all areas April 2025 (2 hours)
Attended Traffex Coventry May 2025 CPD (7hours)
Attended Parkex Coventry May 2025 CPD (7 Hours)
Attended SORSA Road Safety Audit Workshop Sept 2025 (7 hours)
Attended CIHT Webinar Do parking changes drive success Oct 2025 (2 hours)
Attended CIHT Webinar Exploring Travel Plans Oct 2025 (2 hours)
Attended CIHT Webinar Pedestrian Friendly Side Road Junctions Nov 2025 (2 Hours)
Attended CIHT Webinar Road Safety Audits Unravalled Nov 2025 (2 Hours)
Attended CIHT Webinar Mobility for sustainable places Nov 2025 (2 hours)
Attended Roads Expo Glasgow Nov 2025 (7 hours)
Attended CIHT National Conference London March 2025 (7 Hours)
Attending Traffex Coventry 20 May 2026 (7hours)

RSA's recently undertaken as Team Leader for compliance with HE Standard GG119

Have carried out in excess of 400 RSA's in last year for both local authority clients and individual consultants

Stage 3 Actress Solar Farm, Gloucester S278 Oct 2024
Stage 3 Didcot Road Harwell S38 Oct 2024
Stage3 Chippenham Station S278 Sept 2025
Stage 3 Barton Road, Welford on Avon S278 Sept 2025
Stage 3 Newchurch Road Tadley S278 & 38 Sept 2025
Stage 2 Great Western Road Didcot Zebra Crossing Sept 2025
Stage 3 Stanbury House Wokingham S278 & 38 Sept 2025
Stage 3 Forest Road Bracknell, S278 Sept 2025
Stage 2 Telegraph Lane , Alton S278 Sept 2025
Stage ½ Tolvaddon Business Park Redruth S278 Sept 2025
Stage 3 Bardon Industrial Estate Ellistown S278 Sept 2025
Stage ½ Milton Hill Didcot S278 Sept 2025
Stage ½ Jasmine Fields Valley Park S38 Sept 2025
Stage ½ Lavander Walk Valley Park S38 Sept 2025
Stage ½ Pinehurst Kent S278 Nov 2025
Stage 2 Valley Park Didcot S38 Nov 2025
Stage 2 A27 / Dankton Lane , West Sussex S278 (National Highways) Jan 2026

High speed road audits carried out.
2024/25

A4119 Pontyclun Stage 2 Dual carriageway staggered signalised junction improvement
A36 Salisbury Road Stage 2 Totton Junction improvements
A4 Western Avenue , Newbury .Stage 2 Proposed new signalised crossings and cycle lanes
2023
A339 Vodaphone Roundabout, Newbury . Stage 3 New access onto dual carriageway roundabout
A40 Brize Norton Stage 2 Signalised junction
A30 Winchester Road ,Basingstoke. Dual Carriageway Stage 3 side road access to new development
A30 Winchester Road Basingstoke Stage 2 and 3 audits on new roundabout

Recent Accident Investigation / Road Safety Experience undertaken in last 4 years

2018 Ongoing

Oxfordshire County Council. Member of Fatal accident investigation team Ongoing investigation following fatal collisions on road network on day to day basis as required and provide day to day technical support for the development control team in relation to road safety matters
Client West Berkshire Council. Ongoing Road safety advice/design accident investigation on a day to day basis as required, together with provision of RSA's as required on Road Safety Schemes

Employee of Oxfordshire County Council upto 2018

Traffic and Road Safety Manager. Engaged in day to day traffic management duties including management of two traffic teams , design of AIP /Developer led schemes, and design check for section 278 highway schemes. Accident investigation on day to day matters following complaints received . Also member of Fatality road investigation team scheme attending sites for follow up investigation following road fatality

2024 ongoing examples

Client Oxfordshire County Council Investigate 5 year collision history at signalised cross road junction Stage 4 RSA
Client Oxfordshire County Council . Investigate Fatal Collision Rotherfield Greys Henley

Client Swindon BC Accident investigation on 5 leg roundabout and production of Stage 4 RSA
Client West Berkshire Council . Local Safety Scheme Design of cycle lane improvements along A4
primary route including accident investigation.

Client West Berkshire Council. Ongoing Road safety advice/design accident investigation on a day
to day call

Client Portsmouth City Council Local Safety Scheme design at junction of Station Road / Grove
Road following history of collisions in involving vehicles not giving way on side road 2/24

Relevant experience/key qualifications

Wide experience in working within local authority traffic management/ road safety fields over a period
of 40 years. Working for both local authorities and private sector service providers including HE .

Extensive experience of leading on traffic management schemes and accident investigation
presenting reports to committees and being lead person in meetings representing to local authorities.

Experience of financial management profiling and delivering a budget on time and within set financial
control +/- 0.5%.

Responsible for investigation, design and implementation of Urban Regeneration Programme works,
traffic calming, safety audits, controlled parking zones, bus priority measures, major road marking and
signing schemes, accident investigation and works associated with new development, including urban
design to cater for Ped/cycle usage . Maintenance of traffic management measures .

Member of Traffic Sign /Regulation Policy Review National Working Group. Chaired by DFT and
includes representatives from BPA and several consultants /council managers. The remit of this group
is to consider improvements to the current TRO process/signing requirements with a view to relaxing
regulatory requirements in future legislation.

Experience record

1993- ongoing . Traffic Management Consultants Ltd

Principal Engineer/Director

Providing detailed support/technical advice to Traffic staff working on local authority contracts , HA
maintenance contract Area 10 , and member of Oxfordshire C.C. Fatality road safety investigation
team, and involved in day to day accident/collision investigation following complaints from members
of public / Cllrs/MPs

Responsible for the design and implementation of a range of urban traffic management projects as
part of Urban Regeneration packages (including London Boroughs), traffic calming schemes,
environment enhancement schemes, town centre parking studies, traffic regulation orders, road signs
and markings and safety audit, together with investigations including carrying out area-wide studies
and associated public consultation and presentation at joint County and District Council Committees.
Other aspects of work include the checking of proposed new developments on traffic/road safety
grounds associated with 278 Agreements being pursued and negotiating with developers/consultants
on proposed works, then supervision of the construction works associated with new developments.
Have been Team Leader for approx. 2500+ Road safety Audits

1984-1993 Liverpool City Council

Principal Engineer

Responsible for a small team of Technicians/Graduates implementing a full range of traffic
management measures from early design/consultation to actual implementation on site within set
budget/timescale restraints with particular reference to the Urban Regeneration Programme works,
City Centre controlled parking zones.

1974-1984 Merseyside County Council

Senior Engineer

Engaged on the full range of traffic management parking associated with a larger metropolitan County
Council including Traffic Regulation Orders, pedestrian crossings, traffic calming works including
preparing reports for council committees and dealing with complaints received from MP's, Councillors
and members of the public.

Curriculum Vitae – Compliance with GG119 Road Safety Audit

Name: Paul Salmon

Current Position: Traffic Design and Road Safety Consultant

Professional education / achievements:

1992	BTec ONC, Civil Engineering Studies
1994	BTec HNC Civil Engineering Studies
1996	Entry into Confined spaces Schedule 'D'
1998	Personal Track Safety Competence certification to Railtrack Standards
2015	MCIHT
2016	10 Day RoSPA Road Safety Engineering Course
2017	MSoRSA
2021	CSCS Recertified (next expires: August 2026)

Accident Investigation or Road Safety Engineering / Road Design Experience (Minimum 2 years):

Undertaken various road safety / traffic calming schemes further to discussion with developers, parish councils and local authorities to mitigate existing problems or remove / minimise potential for issues on proposed schemes. Works include site visits, accident investigation, liaison with all involved stake holders and production of plans detailing proposals and/or options (where possible). Recent schemes include:

- Upgrading an existing access to include rationalisation of various access points for a residential access at the entry point to the village of Thames Farm in Oxfordshire for a private client in association with Oxfordshire County Council.
- On-site safety improvements for a private residential college. This college has a number of public rights of way running through it as well as vehicular access to a third-party golf course. The college also rented out sports facilities to the public. Unfortunately, it lacked any consistency in pedestrian facilities throughout the campus. We were asked by the college management to observe, suggest and design a series of measures to remove and / or reduce possible areas of conflict. This resulted in relocation of parking areas, traffic management measures, engineering measures and improved pedestrian facilities. (Ongoing, latest scheme element in March 2025)

Recent Training for compliance with HE Standard GG119 Road Safety Audit:

- CIHT Webinar - Masterclass Designing Inclusive Highways and Transportation Infrastructure – March 2025 – (1 hour)
- IRF Webinar: Risk-Based Clear-Zone Guidelines – March 2025 – (1.5 hours)
- CIHT Webinar - 20mph speed limits in Wales – March 2025 – (1 hour)
- CIHT Webinar - Access all areas: using experiential learning to improve accessibility – April 2025 (1 hour)
- In House staff update – RoSPA 10 Day Road Safety Engineering course feedback – April 2025 – (1 hour)
- CIHT Webinar - Active Travel Dutch Model – May 2025 – (1 hour)
- IHE Webinar - Road Safety for Designers – August 2025 – (1 hour)
- IRF Global webinar: Understanding Distracted Driving: Global Insights – August 2025 – (1.5 hours)
- CIHT Webinar - Reducing the impact of highway works on road users – September 2025 (1.5 hours)
- IRF Global webinar - From Insights to Impact: How Data Is Shaping Safer Roads & Fleets – October 2025 (1.5 hours)

Curriculum Vitae – Compliance with GG119 Road Safety Audit

- CIHT Webinar - How to create pedestrian-friendly side-road junctions – November 2025 – (1 hour)
- Webinar: Designing and positioning bus stops for more efficient operation – November 2025 – (1 hour)
- Road Safety GB Webinar – Updated Assessment of Walked Routes to School Guideline – March 2026 – (1 hour)
- Portsmouth's Roadside Renaissance: How Collaboration is Reimagining the Bus Stop Webinar – March 2026 – (1 hour)

Total – 16.0 Hours in last 12 months

Recent CPD totals (including non-road safety related):

28.0 Hours / 5.5 Days in 2024
28.5 Hours / 5.5 Days in 2025
5.0 Hours / 1 Day in 2026 to March

Road Safety Audits in the past 24 months (Minimum 5 RSAs):

2024 – 175
2025 – 101 to End of October

Sample of recent Road Safety Audits recently undertaken as Team Leader:

- Barkby & Barkby Thorpe, Leicestershire, Stage 1 May 2025
The project relates to a proposed scheme of traffic calming measures throughout the adjacent villages of Barkby and Barkby Thorpe. The proposals include installation of road humps, priority build-outs, additional signage and extension of existing lower speed limits.
- Park and Bus, Comeytrowe, Taunton, Somerset, Stage 3 June 2025
The project relates to the installation of a Park and Bus scheme implemented at the south of Comeytrowe in Taunton. The Park and Bus scheme was provided as part of an adjacent residential development. The scheme lies a few miles from junction 26 of the M5 motorway.
- Octagon Layby, Birmingham, West Midlands, Stage 3 June 2025
The project relates to a layby constructed to service the Octagon residential development at 12 Great Charles Street, Queensway, Birmingham, B3 1ES. The works considered solely to the delivery layby on Great Charles Street, to the immediate north of the Octagon residential development. The residential development was still under construction during the RSA3 site visits. The layby works included signage and protective bollards; the bollards were installed at the request of West Midlands Police.
- Spine Road, Old Vicarage Lane, Swindon, Wiltshire, Stage 2 August 2025
The project relates to the proposed spine road through a residential development to be constructed to the north-east off Swindon. The spine road includes adjacent footways, combined footway / cycleways and segregated footway / cycleways. A number of side roads are included from the proposed spine road. Two controlled crossings form part of the scheme.
- Proposed Roundabout, A10 Ely Road, Waterbeach, Cambridge, Stage 1 October 2025
The project relates to the implementation of a proposed roundabout access to serve the Waterbeach development, specifically through the phase known as

Key Phase 2, along with the future Park and Ride scheme to the west of the A10. The scheme proposes modifications to the existing highway to facilitate the construction of a new roundabout access. The roundabout design incorporates future-proofing measures to accommodate a potential signalised layout, should this be required upon the full implementation of the Park and Ride scheme.

Employment history:

1999 – Present - Cole Easdon Consultants Ltd

Design of highway schemes, traffic calming schemes, access & off-site junctions / junction improvements. Design of highway signage schemes. Accident investigation. Preparation of Stage 1, 2, 3 & 4 Road Safety Audits as both a Team Member and Team Leader. Junction modelling and analysis.
Responsible for management of corporate IT and telecommunications network;
Responsible for In-House Risk Assessment, equipment maintenance and induction training;
Training undertaken in Health & Safety, CDM Regulations and Risk Assessment

1989-1999 - Sir William Halcrow & Partners Ltd – Technician / Trainee Technician

1994-1999 – Gloucester Office – Term consultancy work for Gloucestershire County Council

Production of general arrangement and reinforced concrete drawings for various bridge strengthening projects.
Bridge inspections of county bridges, setting out for bridge inspections and trial pits/investigatory works.
Clerk-of-works / supervision of contractor's staff on site.
Monitoring of the post-tensioned bridges spanning the M5 motorway within Gloucestershire and associated reporting of results.
Solid Modelling on AutoCAD.
Project names / locations include:
M5 Junction 11 strengthening, M5 Junctions 9, 12 & 13 upgrading, Railtrack over-bridges including Highnam Bridge & Lansdown Road

1989-1994 – Swindon Office

Production of drawings; using AutoCAD as well as hand drawn. Type of schemes include: highway layout, traffic calming schemes, traffic management, drainage, fencing and road markings.
Reinforced concrete detailing and standard details also produced.
Calculation of quantities.
Supervision of technicians with regards to allocation of drafting work and the actual drafting.
Production of artwork for the public exhibition and display boards for seminar.
Three-dimensional modelling of certain structures for client approval.

Project names / locations include:

Second Severn Crossing, M40 Widening Junctions 1A - 4, M40 Widening-Junctions 4-5, A303, Bristol Spine Road, Pickford Mitcham Warehouse,

East London River Crossing, West London Assessment Study, MIRFA
Desalination Plant

