



TUTUM CONSULTING
CHANGING TIMES, UNCHANGING PRINCIPLES

PROJECT: FRITWELL ROAD, SOMERTON, OXFORDSHIRE

SCHEME: AMENDMENTS TO EXISTING ACCESS AND FOOTWAY CONNECTION

PROPOSAL: STAGE 1 ROAD SAFETY AUDIT

CLIENT: STOMOR CIVIL ENGINEERING CONSULTANTS
REPORT REF: 2026/058/0647-02

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CHANGING TIMES, UNCHANGING PRINCIPLES

STAGE 1 ROAD SAFETY AUDIT

SCHEME: PROPOSED RESIDENTIAL DEVELOPMENT
AMENDMENTS TO AN EXISTING ACCESS AND FOOTWAY CONNECTION

LOCATION: FRITWELL ROAD, SOMERTON, OXFORDSHIRE

CLIENTS:



DOCUMENT CONTROL – REPORT REFERENCE: 2026/058/0647-02

DOCUMENT PREPARED BY	DOCUMENT CHECKED BY	REVISION	DATE
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- 1.9 The Audit Team has examined and reported solely on the scheme as presented and has not examined or verified the designs adherence or compliance to any alternate criteria or standards.
- 1.10 A site visit during the hours of daylight was carried out by the Audit Team together on the 21st January 2026 between the hours of 13:00 and 14:15. Weather conditions during the site visit were rainy and the road surface was judged to be wet.
- 1.11 Traffic flows during the site visit were observed as being low, with no pedestrian movements and no cycle movements observed.
- 1.12 The Audit Team has been selected owing to their independence from the Design Team/Organisation, and whose knowledge, competency and experience are relevant and appropriate for the scheme proposals subject to this audit report.
- 1.13 Unless general to the scheme, each problem has been identified with reference to key features as well as being marked on the problem identification plan presented in **Appendix C**.
- 1.14 All recommendations are made and balanced in context with the information provided and observations made from the site visit. They should not be regarded as a direct instruction to include, remove, or amend any scheme element. Responsibility for designing the scheme rests with the Design Organisation and as such the Audit Team accepts no design responsibility for any changes made to a scheme following the completion of this audit report.
- 1.15 The Overseeing Organisation should satisfy themselves that their procedures and policies have been followed, in addition to maintaining a formal record of the Audit process.

2.0 SUMMARY OF COLLISION DATA

- 2.1 The proceeding section briefly highlights collisions that have occurred in the last 5 years at or near the proposed works/scheme subject to this audit report. Each collision has been reviewed to help inform a balanced view to any problems raised in later paragraphs of this report.

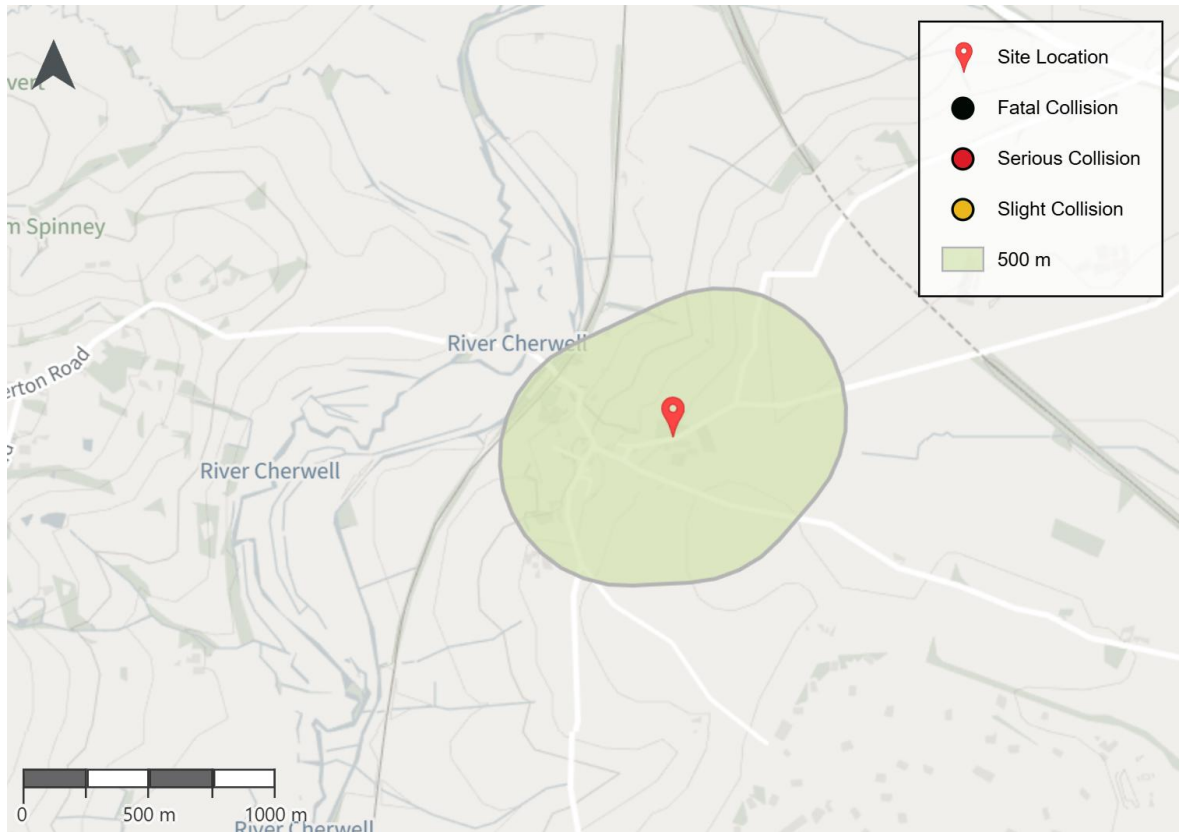


Figure 1: Collision Map
 [Source: DfT]

Table 1: Collisions by Year and Severity

Year of Collision (2020 to 2024)	Severity of Injury			Total Collisions
	Slight	Serious	Fatal	
Totals	0	0	0	0

2.2 There have been no collisions in the last five years (2020 to 2024). On this basis, it is considered that the proposed development and associated off-site improvement works would not result in any detrimental impact on the existing road safety conditions in the vicinity of the site.

3.0 DEPARTURES FROM STANDARDS

3.1 The Audit Team have not been made aware of any departures from standards.

3.2 This Road Safety Audit has been prepared in general accordance with GG119 'Road Safety Audit'. An Audit Brief has been provided.

4.0 ITEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS

- 4.1 It is understood that the proposals subject to this report have not been subject to any previous Road Safety Audit and/or Assessment.

5.0 ITEMS RAISED IN THIS ROAD SAFETY AUDIT

- 5.1 A single problem has been raised in connection with the scheme subject to this report and is discussed below:

PROBLEM 1

Location: Proposed footpath connection from the development site to Fritwell Road at its junction with Ardley Road

Summary: Potential risk to pedestrian safety due to steps and proximity to carriageway.

The proposed 1.8m permissive footpath is intended to facilitate pedestrian connectivity between the development site and the wider village, extending from the northwestern corner of the site to Fritwell Road. At the western end of the footpath, a series of steps are proposed to address the existing level difference between Fritwell Road carriageway and the adjacent field. The introduction of steps may present significant accessibility challenges for mobility-impaired users, wheelchair users, and those with pushchairs that could result in trips and injuries sustained consistent with a fall.

Recommendation:

It is recommended that the design be reviewed to provide an alternative to a stepped access, such as a ramped access. If site constraints prevent such, then awareness of the steps should be provided and a design consistent with Inclusivity mobility guidance adhered to.

“End of Safety Comments”

6.0 AUDIT TEAM STATEMENT

6.1 We, the undersigned, certify that the terms of reference of the audit are as described in GG 119 and that no member of the Audit Team was directly linked to the scheme design.

Audit Team Leader: Simon Prescott
MIHE, National Highways Certificate of Competence
Director – Tutum Consulting Limited



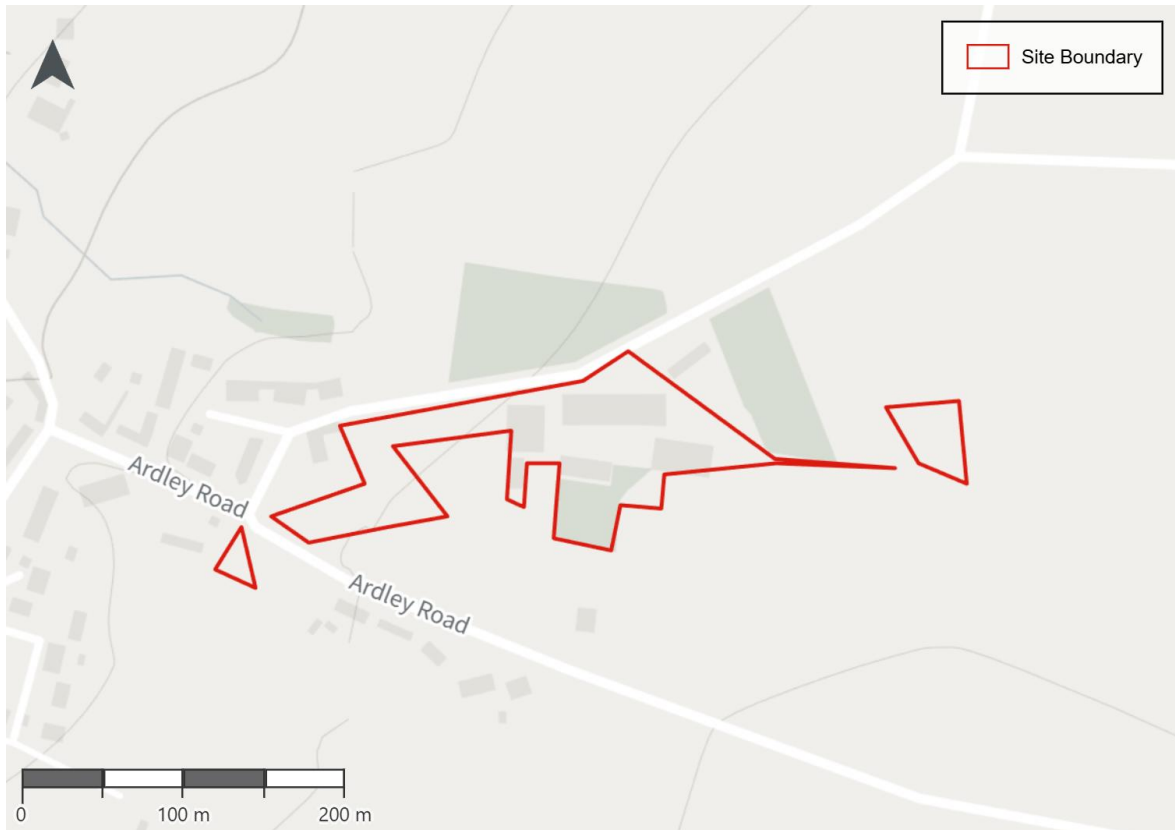
..... Dated: 22nd January 2026

Audit Team Member: Priya Thompson
Affiliate Institute of Highways Engineers
Associate Transport Planner



..... Dated: 22nd January 2026

Appendix B – Location Plan



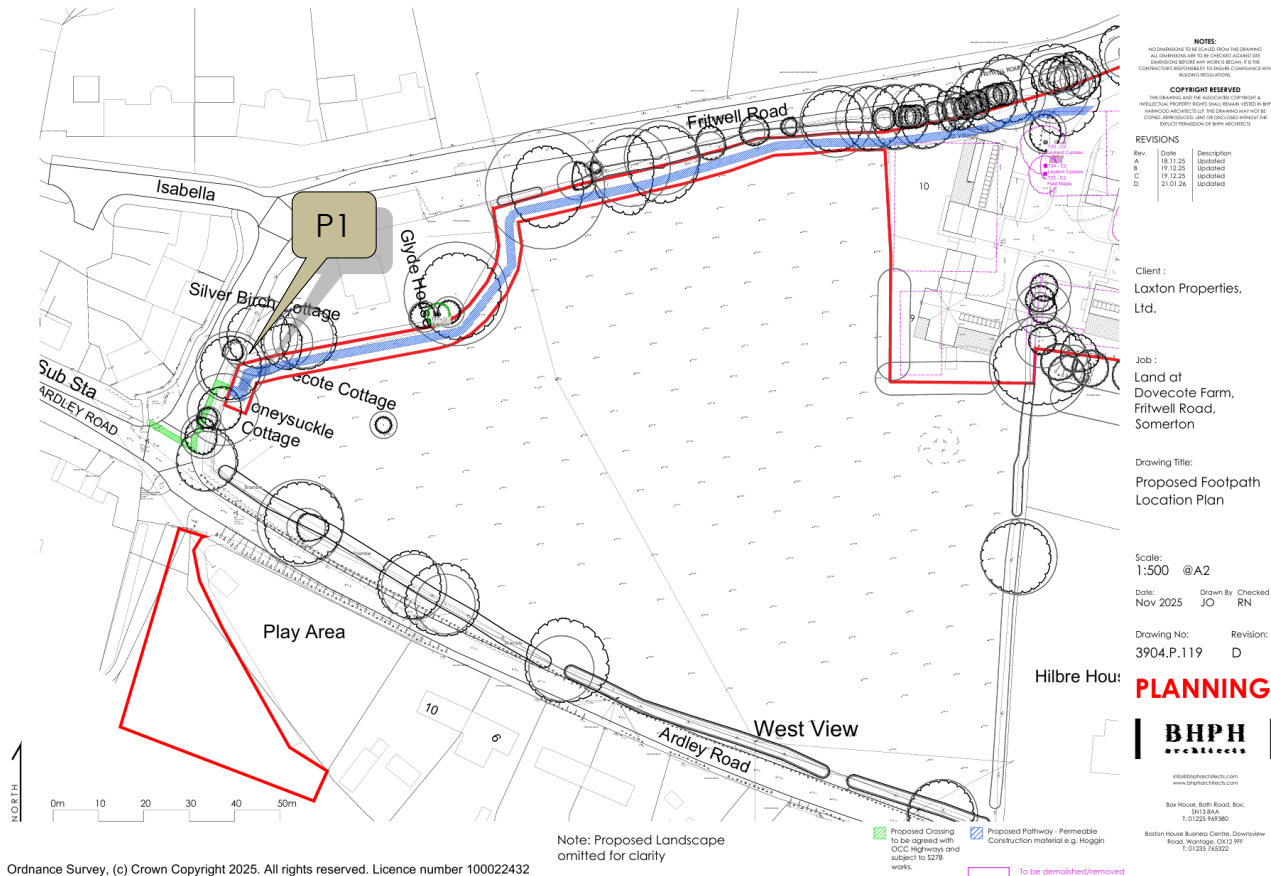
[Source: Ordnance Survey]



[Source: Ordnance Survey]

Appendix C – Problem Identification Plan

General Arrangements – Sheet 1



TRANSPORT PLANNING | TRAVEL PLANNING | ROAD SAFETY | HIGHWAYS DESIGN

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