



Stage 1 Road Safety Audit Report (Feasibility)

**Helmsley House, Bartons Road,
Havant**

**Proposed new residential care home
development.**

(Internal access road)

(Designer and Auditor Response)

**Produced for:
Infrastruct CS Ltd.**

Date: 14th December 2023



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DOCUMENT REGISTER

Project Name: Helmsley House, Bartons Road, Havant (Internal Access Road)

Report Title: Stage 1 (Feasibility) Road Safety Audit

Date: 14th December 2023

Client: Infrastruct CS Ltd.

Audit Team	Name	Position	Date
Audit Team Leader:	Peter Ronald	Director	14/12/2023
Audit Team Member:	Paul Salmon	Road Safety Auditor	14/12/2023
Approved By:	Peter Ronald	Director	14/12/2023

Revision History					
Revision	Date	Description	Audit Team Leader	Audit Team Member	Approved
-	14/12/2023	Draft	PR	PS	PR
A	14/12/2023	Final	PR	PS	PR
B	04/01/2023	Designer and Auditor Response	PR		

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1. Executive Summary

- 1.1 This scheme is promoted by Infrastruct CS Ltd. This Road Safety Audit is supplied under the provisions of the Safety Audit request dated 28th November 2023.

2. Introduction

- 2.1 This report results from a Stage 1 (Feasibility) Road Safety Audit request, for a new residential care development on land at Helmsley House, Havant. This audit is only of private access road that forms part of the residential care. The overseeing authority is Hampshire County Council.

2.2 Audit Team Membership

The Audit Team comprised the following individuals:

Peter Ronald I.Eng, AMICE, MCIHT, MSoRSA, (HE - RSA Cert of Comp)
(Audit Team Leader)

Paul Salmon MCIHT MSoRSA
(Audit Team Member)

2.3 Audit Site Visit

A site visit was made to the site on Saturday 9th December 2023 at 11.00am by the team. The weather conditions were cloudy and dry.

The Audit also comprised an examination of the drawings provided by Infrastruct CS Ltd. and any additional support documents completed by the Audit Team as listed in the Appendices. All safety issues are with reference to the scheme as proposed.

2.4 Strategic Decisions

The Audit Team has not been advised of any Strategic Decisions made by the local Highway Authority or by the local Planning Authority.

2.5 Audit Brief

The Audit Team were not provided with an Audit Brief

2.6 Terms of Reference

The terms of reference of the audit are based on "Guidelines for the Safety Audit of Highway Schemes" published by the Institution of Highways and Transportation, other guidance references are the Traffic Signs Regulations and General Directions 2016, and GG 119 Design Manual for Roads and Bridges.

The Audit Team has examined and reported only on the road safety implications of the scheme and has not verified the compliance of the designs to any other 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 or other guidance documents.

2.7 **Audit Recommendations**

Recommendations included within this report should not be regarded as being prescriptive design solutions to the problems identified. They are only to indicate a proportionate and viable means of eliminating or mitigating the identified road safety audit matters, and in no way imply that a formal design process has been undertaken.

There may be alternative measures of addressing a problem which would be equally acceptable or superior in achieving the desired degree of mitigation and these should be considered by the designer when responding to this report.

2.8 **Scope of Road Safety Audits**

Road Safety Audit shall only be concerned with Road Safety Matters, i.e. *an element of the existing road environment or proposed road environment that could potentially contribute to a road traffic collision or features that could present a risk of injuries to road users.*

Road Safety Audit is not a technical check that the design conforms to standards and/or best practice guidance.

Road Safety Audit is not a check that the scheme has been constructed in accordance with the design.

Road Safety Audit does not consider structural safety.

Road Safety Audit does not cover health and safety issues concerning road workers during the construction phase but may cover the future maintenance and operation of the road.

Road safety matters resulting from the operation of facilities for highway maintenance that affect road users shall be included in the scope of Road Safety Audit.

The needs of all road users shall be assessed when undertaking Road Safety Audits.

3. Risk Assessment

3.1 Each of the Auditors' responses is classified as either a 'Problem' or a 'Nil Response/Comment'. Items classified as a 'Problem' denote matters likely to result in significant road safety hazards. Items marked as 'Nil Response/Comment' are less serious but worthy of consideration by the Designer and/or by the Overseeing Organisation.

3.2 Although all of the problems identified are considered to be of sufficient importance to require action, the table below shows their relative urgency based on the risk perceived by the Safety Auditors. The level of risk assigned to each problem is largely subjective and is only intended as a guide to assist the client in determining the priority of the road safety matters raised.

Severity / Risk Level	Probability				
	Frequent	Probable	Occasional	Remote	Improbable
Catastrophic	****Problem**** (Urgent)				
Critical		***Problem*** (High Risk)			
Major			**Problem** (Medium Risk)		
Minor				*Problem* (Low Risk)	
Negligible					Comment

4. Historical Summary

4.1 Unknown.

5. Existing Environment

5.1 The site is currently a green field site

6. Collision Data

6.1 The Audit Team have not been provided with any recorded injury collision data as part of this road safety audit as it is a green field site.

7. Survey Information

7.1 None provided.

8. Audit Assessment

8.1 The table below summarises the findings from this audit which are described in detail within the following pages.

8.2

Identified locations of Road Safety Audit Matters are indicated on drawings within **Appendix A** to the rear of this report.

	Item	Comments	Notes
A1	General		
A1.1	Departures from Standards		None reported
A1.2	Cross-sections		
A1.3	Cross-sectional Variation		
A1.4	Drainage		Not detailed
A1.5	Landscaping	Problem	(8.1) Trees detailed within visibility splays
A1.6	Public Utilities/ Services Apparatus		
A1.7	Lay-bys		
A1.8	Access		
A1.9	Emergency Vehicles		
A1.10	Future Widening		
A1.11	Adjacent Development		
A1.12	Basic Design Principles		
A2	Local Alignment		
A2.1	Visibility		
A2.2	New/Existing Road Interface		
A2.3	Vertical Alignment		
A3	Junctions		
A3.1	Layout		
A3.2	Visibility	Problem	(8.2) Reduced visibility at junctions. No visibility splays detailed
A4	Non-Motorised User Provision		
A4.1	Adjacent land		
A4.2	Pedestrian/cycle routes provided	Problem	(8.3) No visibility splays detailed at pedestrian crossing points
A4.3	Facilities adequate		
A4.4	Separation from carriageway		
A4.5	Special requirements elderly/young infirm		
A4.6	Tactile paving/guardrails		(8.4) No corduroy paving at entry to shared space / car park

			(8.5) No corduroy, handrails or lighting at steps (8.6) Incorrectly aligned tactile paving
A4.7	Junctions		
A4.8	Routes clear of obstruction		
A4.9	Equestrians		
A5	Road Signs, Carriageway Markings and Lighting		
A5.1	Signs		
A5.2	Lighting		
A5.3	Poles and Columns		
A5.4	Road Markings		

8.1 *Problem* (Item A1.5)	
Location:	Pedestrian crossing across junction with Normandy Way
Summary:	Vegetation located within pedestrian visibility splays obstructing visibility
 There currently is vegetation located along the western side of Normandy Way where the proposed access junction for the residential car development will be located. This vegetation will obstruct pedestrian visibility for pedestrians crossing the access road, reducing their visibility of oncoming vehicles. Remove vegetation from within visibility splays.	
TYPE OF CONFLICT/COLLISION	
Risk of pedestrian injury due to obstructed visibility caused by vegetation.	
RECOMMENDATION	
Remove vegetation from within required visibility splays.	

8.2 *Problem* (Item A3.2)	
Location:	Internal junction
Summary:	Visibility splays not detailed
There is an internal junction detailed with no visibility splays shown. Collisions may occur if insufficient visibility is available to oncoming traffic. Ensure suitable visibility splays are detailed.	
TYPE OF CONFLICT/COLLISION	
Risk of collision due to restricted visibility,	
RECOMMENDATION	
Ensure suitable visibility splays are detailed.	

8.3 *Problem* (Item A4.2)	
Location:	All internal pedestrian crossing points
Summary:	Visibility splays not detailed or incorrectly detailed
There are a number of pedestrian crossing points detailed on the drawing. All bar one do not have visibility splays detailed. The one crossing that does have visibility splays detailed are shown incorrectly. Pedestrians may be struck by vehicles if there is insufficient visibility at the crossing points to oncoming vehicles. Ensure suitable / correct visibility splays are detailed.	
TYPE OF CONFLICT/COLLISION	
Pedestrians may be struck by vehicles if there is insufficient visibility at the crossing points to oncoming vehicles.	
RECOMMENDATION	
Ensure suitable / correct visibility splays are detailed.	

8.4 *Problem* (Item A4.6)	
Location:	Various pedestrian entry points to car park
Summary:	Pedestrians not warned they are entering a shared space
There are dropped kerb entry points to the car park detailed on the drawings. The key on the drawing states 'drop kerb with tactile paving' for the symbols used at these entry points. There are no opposing landing areas at these dropped kerbs, only a shared car park area. Corduroy paving has not been detailed to warn visually impaired pedestrians that they are entering a shared space environment. Visually impaired pedestrians may not take extra care and walk into the path of vehicles. Provide corduroy warning paving at all pedestrian entry points to the car park.	
TYPE OF CONFLICT/COLLISION	
Visually impaired pedestrians may not take extra care and walk into the path of vehicles.	
RECOMMENDATION	
Detail corduroy warning paving instead of tactile paving at all pedestrian entry points to the car park.	

8.5 *Problem* (Item A4.6)	
Location:	Steps in footway
Summary:	Trip / fall hazard
There is a set of steps detailed in the footway adjacent to the delivery bay. No handrail warning corduroy paving or street lighting has been detailed at these steps. Visually impaired pedestrians may not be aware of the steps and may trip up or fall down them. Mobility impaired pedestrians may have difficulty climbing the stairs without a handrail and may fall. Provide handrails, warning corduroy paving, and lighting at these steps.	
TYPE OF CONFLICT/COLLISION	
Risk of pedestrian trip or fall from a lack of warning or aid.	
RECOMMENDATION	
Provide handrails, warning corduroy paving, and lighting at these steps.	

8.6 *Problem* (Item A4.6)	
Location:	Pedestrian crossing point across internal junction
Summary:	Tactile paving detailed guiding pedestrian incorrectly
There is a pedestrian crossing point shown across the internal junction. The alignment of the tactile paving detailed on the drawing would incorrectly guide pedestrians into the New Access Road and not across side road. Visually impaired pedestrians that rely on this type of paving may be guided into oncoming traffic or have difficulty negotiating over full-height kerbs at the northern verge. Align the tactile paving across the crossing point correctly.	
TYPE OF CONFLICT/COLLISION	
Risk of pedestrian injury from collision of negotiating full-height kerbing.	
RECOMMENDATION	
Align the tactile paving across the crossing point correctly.	

9. Nil Response/Comments

9.1 None.

10. Non-Motorised User Report (NMU's)

10.1 This report has identified road safety matters affecting NMU's that should be resolved.

11. Audit Team Statement

I certify that we have examined the drawings listed within **Appendix A** and that the site has been inspected. The examination has been carried out with the sole purpose of identifying road safety matters that can be addressed in order to improve the safety of the scheme.

The problems identified have been noted in the report together with associated safety improvement suggestions that we recommend should be studied for implementation.

I can confirm that we have not been involved with the scheme design.



Peter Ronald
(Audit Team Leader)

14th December 2023



Paul Salmon
(Audit Team Member)

14th December 2023

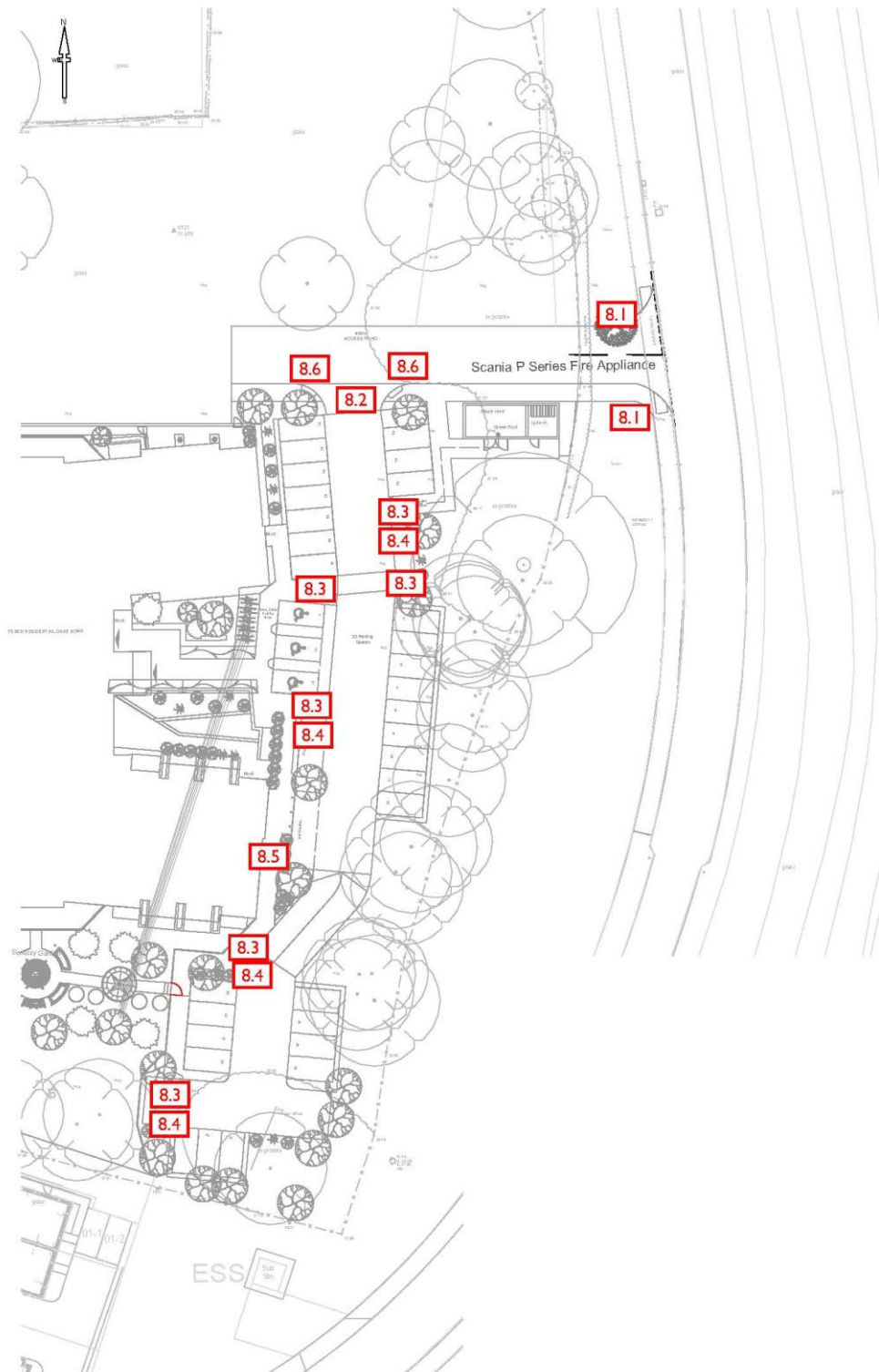
12. Appendix A – List of Documents

Drawings

Title	Drg. No.	Revision
Proposed Site Plan	M9437 APL003	K
Swept Path Analysis	5244-BART-ICS-01-XX-DR-C-0511-S4	P02
Swept Path Analysis On-site Turning Manoeuvre	5244-BART-ICS-01-XX-DR-C-0512-S4	P02
Swept Path Analysis Fire Tender Manoeuvres	5244-BART-ICS-01-XX-DR-C-0513-S4	P02
Swept Path Analysis Ambulance Manoeuvres	5244-BART-ICS-01-XX-DR-C-0514-S4	P01
Swept Path Analysis Delivery Vehicle Manoeuvres	5244-BART-ICS-01-XX-DR-C-0515-S4	P01

Other Documents

13. Identified Road Safety Audit Matters location plan



14. Designer's Response, Overseeing Authority and Auditor response to Stage 1 Road Safety Audit

Stage 1 (Feasibility) Road Safety Audit			
DESIGNER'S ROAD SAFETY AUDIT RESPONSE			
Scheme Name: Helmsley House P6 & CC5 S38 Highway Works			
The issues categorised in this road safety audit as 'Problem' matters are those causing serious concern and are summarised below. The purpose of this form is for the scheme Designer or Overseeing Organisation to respond to the 'Problem' matters. Responses should be returned to Traffic Management Consultants. 'Comments' in this report are made for the benefit of the Designer and are not referred to below.			
RSA Matter	Summary of RSA Problem	Designer's Response	Overseeing Authority Response
8.1	Vegetation located within pedestrian visibility splays obstructing visibility	Vegetation will be cleared prior to commencing works so not an issue	
8.2	No junction visibility splay detailed at internal junction	Visibility splay shown	
8.3	No or incorrect pedestrian visibility splays detailed at internal pedestrian crossing points	Pedestrian visibility splays added and amended	
8.4	Incorrect paving type detailed at entry to shared space / car park	Paving type and orientation amended	
8.5	No warning corduroy paving, hand rails, or lighting detailed at steps	Corduroy paving shown. Handrails will be provided and the steps will have sufficient lighting but to be covered as part of detailed design phase	
8.6	Incorrectly aligned tactile paving	Noted and now corrected	

AUDIT TEAM RESPONSE to designer's comments

8.1 Agreed

8.2 Agreed

8.3 Noted. Local authority to agree

8.4 Agreed

8.5 Agreed

8.6 Agreed

Design Organisation Response

The Design Organisation Response has been prepared by:

Name: Tim Trotman

Position / Organisation: Infrastruct CS Ltd – Senior Engineer

Date : 19/12/23

Overseeing Authority Response

The Overseeing Authority Response has been prepared by:

Name:

Position / Organisation:

Date :