



Road Safety Audit Stage 1

Proposed Access Arrangements

Former Dairy Crest Site Dunsbury Way

Havant

Hampshire

Date: 2nd March 2023

Report produced for: Paul Basham Associates

Report produced by: M & S Traffic

DOCUMENT CONTROL SHEET

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Project Title Former Dairy Crest depot, Dunsbury Way Havant

Report Title Road Safety Audit Stage 1

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Revision	Bryan Shawyer	Martin Morris		2 nd March 2023
Designers Response				
Authority Response				

Distribution

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1 INTRODUCTION

- 1.1 This report describes a Stage 1 Road Safety Audit carried out on a proposed access arrangements associated with a 74 dwelling development, on the former Diary Crest Site Dunsbury Way, Havant, including:

- A priority junction access off Fulflood Road.

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

- 1.2 The Audit Team membership was as follows:

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

Bryan Shawyer B.Eng. (Hons), MSc, MCIHT, MSoRSA – Audit Team Leader
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 March 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 1st March 2023 between 13:00 and 13:30. Weather conditions at the time were fine and the road surface was dry. Traffic flows were low and free flow speeds were low. There were no pedestrian or cycle movements observed during the site visit, and Utility works were in progress outside the site.
- 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 construction.
- 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 No comment.

3.2 Local Alignment

3.2.1 No comment.

3.3 Junctions

3.3.1 PROBLEM

Location: Proposed access.

Summary: Insufficient carriageway space could lead to collisions with parked vehicles or vehicle to pedestrian collisions.

The swept path for a 7.5t van entering and egressing the junction have been provided for assessment. However, the swept paths allow no margin for error, where drivers unfamiliar with the area may not start the turning movements at such ideal points. This could lead to collisions with parked vehicles or footway overrun and potential vehicle to pedestrian collisions.

RECOMMENDATION

It is recommended that the junction radii should be increased to allow for a margin of error.

3.4 Non-Motorised User Provision

3.4.1 No comment.

3.5 Road Signs, Carriageway Markings and Lighting

3.5.1 No comment.

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

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

Signed:  Date: 2/03/2023

Audit Team Member

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

Signed:  Date: 2/03/2023

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APPENDIX A

List of drawings and documentation submitted for auditing:

Drawing Number	Title
056.0049-0001-P02	VISIBILITY SPLAYS AND ACCESS DESIGN
056.0049-0002-P02	REMOVALS VAN AND 7.5T VAN SWEPT PATH ANALYSIS
056.0049-0003-P02	FIRE TENDER AND CAR SWEPT PATH ANALYSIS

Supporting Documentation:

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

Scheme: Former Diary Crest Site Dunsbury Way, Havant.

Date Audit Completed: 2nd March 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
3.3.1 PROBLEM Location: Proposed access. Summary: Insufficient carriageway space could lead to collisions with parked vehicles or vehicle to pedestrian collisions. The swept path for a 7.5t van entering and egressing the junction have been provided for assessment. However, the swept paths allow no margin for error, where drivers unfamiliar with the area may not start the turning movements at such ideal points. This could lead to collisions with parked vehicles or footway overrun and potential	It is recommended that the junction radii should be increased to allow for a margin of error.	The 7.5t van is able to enter/exit the site without overhang, however, it is the removals van which when utilising the site access to turn, leaves no room for error. It is acknowledged that one solution could be that the radii of the site access should be increased to ensure that a removals van has sufficient space to reverse into/turn around within the site access and reduce the potential for collisions with parked cars and pedestrians. However, vehicular movements involving a removals van to access the site are very limited and therefore, should the access radii not be increased, a removals van could either utilise a banksman to assist (a very common occurrence with removals vans) or utilise Dunsbury Way, rather than access the site.		

vehicle to pedestrian collisions.				
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APPENDIX D: DESIGN ORGANISATION STATEMENT

PROJECT NAME: Stage 1 Former Diary Crest Site Dunsbury Way, Havant	
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	Caroline Duff
Signed	C.I.Duff
Position	Transport Planner
Organisation	Paul Basham Associates Ltd
Date	03/03/2023

APPENDIX E: OVERSEEING ORGANISATION STATEMENT

PROJECT NAME: Stage 1 Former Diary Crest Site Dunsbury Way, Havant	
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	