

LANGSTONE PARK, HAVANT

Industrial/Office Redevelopment

Stage 1 Road Safety Audit

July 2022



Road Safety Engineering

Project:	Langstone Park, Havant Industrial/Office Redevelopment
Document:	Stage 1 Road Safety Audit
Design Organisation:	Motion
Overseeing Organisation:	Hampshire County Council
Gateway TSP ref:	SG/WP/2207-10 RSA1 v1.0
Issue date:	08/07/2022
Status:	Issued as Version 1.0
Authorised by:	SG

© Copyright Gateway RSE 2022



Road Safety Engineering

*Riverbridge House
Fetcham Grove
Guildford Road
Leatherhead
KT22 9AD
01483 679350
admin@gateway-rse.co.uk
www.gateway-rse.co.uk*

CONTENTS

1	Introduction	1
2	Problems Identified by this Road Safety Audit	3
3	Audit Team Statement	4

Appendices

- Appendix A: Items Considered by this RSA
Appendix B: Location Plan(s)

1 INTRODUCTION

- 1.1** This report describes a Stage 1 Road Safety Audit (RSA) of proposals for an industrial and office redevelopment at Langstone Park, Havant, within the Borough of Havant and the County of Hampshire. The Audit Brief, dated 13th May 2022, notes that no off-site highway works are proposed, but the audit should consider the proposed internal arrangement and any effects on the public highway.
- 1.2** The site takes access from a roundabout on Brookside Road to the west and a priority-controlled junction on the A3023 Langstone Road to the east. The eastern access road is shared with the Langbrook Farm public house and a Premier Inn. Construction/demolition work was underway on site at the time of the site visit.
- 1.3** Brookside Road is a 2-lane single carriageway road running broadly west to east. It is lit, with a footway on each side and is subject to a 30mph speed limit. The 3-arm roundabout serving access to the development is of conventional form (i.e. with a solid central island), with an inscribed circle diameter (ICD) of approximately 27 metres. The two development arms are barrier controlled, albeit remotely from the junction.
- 1.4** Langstone Road is a 5/6 lane dual carriageway north of the site access road to the grade-separated, signal controlled A27 junction. A right turn pocket is provided for vehicles entering the site from the north, whilst the access road has left and right turn lanes at the give way line. The footway on the west side is a shared use path. West of the Langstone Road junction, a right turn pocket is provided for the public house and hotel, whilst further west is another right turn pocket for the easternmost car park within the development site. A temporary chicane was in place at the site boundary during the audit site visit, possibly to deter construction traffic from entering or leaving the site at this location.
- 1.5** This Road Safety Audit was carried out by Steve Giles and Wendy Palmer and consisted of a desktop study and a site visit, which was carried out between 18:00 and 19:00 on 7th July 2022, when the weather was overcast and the road surface dry. No significant traffic congestion was observed, whilst some pedestrian and cyclist movements occurred.

- 1.6** The terms of reference for this RSA are as described in the Design Manual for Roads and Bridges (DMRB) document GG119. The Audit Team is independent of the project design team and has not been involved in the design process in any other capacity. The audit considers only the potential road safety implications of the scheme and has not verified compliance of the design with any other criteria.
- 1.7** The Audit Team has not been made aware of any Departures from Standard. Whilst reference may be made to design standards, this report is not intended to provide a design check.
- 1.8** Recommendations are aimed at addressing the identified potential road safety problems. However, there may be other acceptable ways to overcome a problem, considering wider constraints and opportunities; the Auditors would be pleased to discuss such alternative solutions as appropriate. The recommendations contained herein do not absolve the Designer of his/her responsibilities.

Collision Data

- 1.9** Personal Injury Collision (PIC) information was obtained from the Crashmap database (www.crashmap.co.uk). This indicates that, during the latest available five-year period, no PICs occurred at the western site access (Brookside Road) but one collision occurred at the eastern site access on Langstone Road.
- 1.10** The collision on Langstone Road was in 2017 and appears to have been the result of a car turning right into the access across the path of a small motorcycle proceeding north. Conditions were fine/dry/light, and the motorcyclist sustained slight injuries.

Previous Road Safety Audit

- 1.11** The Audit Team is not aware of any previous RSA having been undertaken of these proposals.

2 PROBLEMS IDENTIFIED BY THIS ROAD SAFETY AUDIT

General Matters

- 2.1 The Audit Team raises no concerns in respect of general matters.

Local Alignment

- 2.2 The Audit Team raises no concerns in respect of local alignment.

Junctions

- 2.3 The Audit Team raises no concerns in respect of junctions.

Walking, Cycling and Horse Riding

2.4 Problem

Absence of pedestrian facilities may lead to trips or falls

Location: Internal junctions throughout

No dropped kerbs or tactile paving are shown at the proposed internal access junctions. This could cause mobility or vision impaired pedestrians to trip or fall within the carriageway.

Recommendation

Provide dropped kerbs and tactile paving at each internal access junction.

Road Signs, Carriageway Markings and Lighting

- 2.5 The Audit Team raises no concerns in respect of road signs, carriageway markings and lighting.

3 AUDIT TEAM STATEMENT

3.1 We certify that this Road Safety Audit has been carried out in accordance with DMRB document GG119.

Audit Team Leader

Steve Giles
BEng (Hons), IEng, FIHE, MCIHT, MICE, CMILT, MSoRSA, HE Cert Comp
Senior Road Safety Engineer

Signed:



Date: 8th July 2022

Audit Team Member(s)

Wendy Palmer
MCIHT, MSoRSA, FIHE, HE Cert Comp
Senior Road Safety Engineer

Signed:



Date: 8th July 2022

APPENDIX A

Items Considered by this RSA

Items Considered by this Road Safety Audit

Document ref.	Rev.	Originator	Title
2010053-TK06	A	Motion	Swept Path Analysis - Articulated Vehicle
2010053-TK07	-	Motion	Swept Path Analysis - Articulated Vehicle
2010053-TK08	-	Motion	Swept Path Analysis - Articulated Vehicle
2010053-TK09	-	Motion	Swept Path Analysis - Articulated Vehicle
2010053-TK010	-	Motion	Swept Path Analysis - Articulated Vehicle
2010053-TK11	-	Motion	Swept Path Analysis - Articulated Vehicle
2010053-TK12	-	Motion	Swept Path Analysis - Articulated Vehicle
2010053-06	A	Motion	Swept Path Analysis - Articulated Vehicle

Additional/background information provided to the Audit Team

- Transport Assessment Final Rev. B dated 16/02/2022 (Motion)

APPENDIX B

Location Plan(s)

