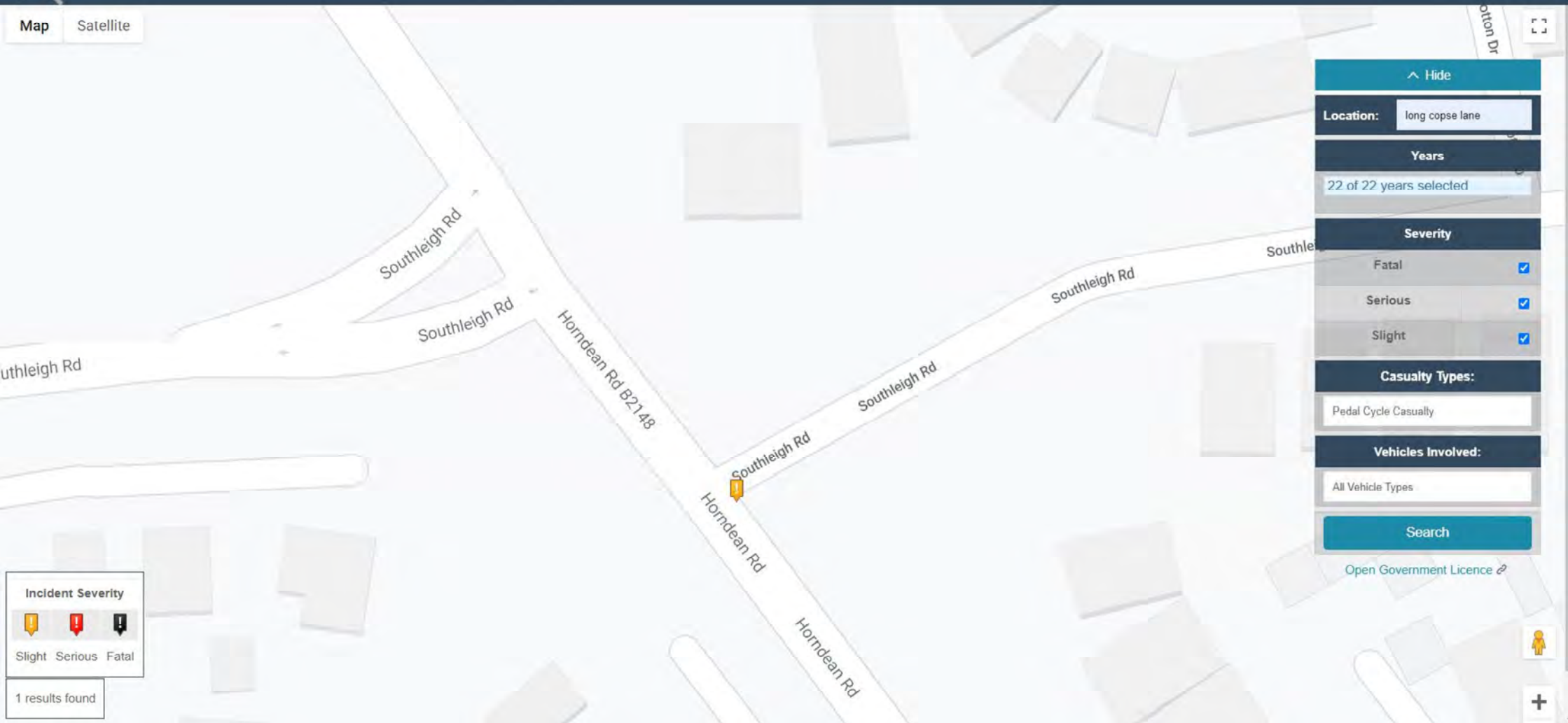


APPENDIX C. 22-Year accident data

Map

Satellite



Hide

Location: long copse lane

Years

22 of 22 years selected

Severity

Fatal ☒

Serious ☒

Slight ☒

Casualty Types:

Pedal Cycle Casualty

Vehicles Involved:

All Vehicle Types

Search

[Open Government Licence](#)

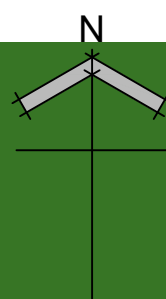
Incident Severity



Slight Serious Fatal

1 results found

APPENDIX D.Updated Masterplan



Drawn by: _____ Checked by: _____

Date: _____

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Revisions

Rev	Date	Drawn	Checked
-----	------	-------	---------

Project:
LAND NORTH OF LONG COPSE LANE
EMS WORTH

Drawing Title:
SKETCH MASTERPLAN



carlton
design partnership
Selwyn House, 32a Castle Way, Southampton, SO14 2AW
023 8011 8864 www.carltondesignpartnership.com

Scale: 1:1000 © A1

Dwg No: 170116/SU/SK1 Rev: S

1:1000 0 10 20 40 70 100 M

APPENDIX E. Stage 1 Road Safety Audit – Redlands Lane



Stage 1 Road Safety Audit

Incorporating Design Organisation Response to items raised

Redlands Lane, Emsworth

Proposed Walking and Cycling Improvements to Redlands Lane

On behalf of: **i-Transport**

Report Ref: 21025-3

Date: 16 December 2021

Courzons Ltd
23 Oaktree Drive
Hook
Hampshire
RG27 9RA

Email: office@courzons.co.uk

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SECTION 1 DOCUMENT CONTROL

Report Title:	Stage 1 Road Safety Audit
Date:	December 21
Document reference and revision:	21025-3
Prepared by:	Courzons Limited
On behalf of the Overseeing Organisation:	Hampshire County Council
Design Organisation:	i-Transport
Project Sponsor:	Land and Partners

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Draft for Audit Team Review	ZB			7 th December 2021
1	Report finalised and issued to the Design Organisation	ZB	JJF	ZB	9 th December 2021
2	Report format amended to incorporate Design Organisation Response	ZB			9 th December 2021
3	Design Organisation Response Incorporated	Steve Jenkins on behalf of i-Transport			15 th December 2021



SECTION 2 INTRODUCTION

2.1 Background

2.1.1 This report has been prepared by Courzons Limited and describes a Stage 1 Road Safety Audit carried out on works proposed along an existing route to provide a pedestrian and cycle connection to Redlands Lane from Long Copse Lane along Redlands Lane in Emsworth, Hampshire.

2.1.2 The works that form part of this Stage 1 Road Safety Audit include:

- Provision of an all-year surface along the unmade section of Redlands Lane; and
- Provision of an off-road shared footway / cycleway on the eastern side of Redlands Lane to connect to a residential development of 210 homes, referred to as “Hampshire Farm”.

2.1.3 Further works associated with the residential development are proposed along Long Copse Lane, including at its junction with Redlands Lane. This Stage 1 Road Safety Audit does not include any works proposed on Long Copse Lane. As set out in Section 3, these further works have been subject to a separate Road Safety Audit undertaken by others.

2.1.4 The Road Safety Audit has been undertaken by an Audit Team whose qualifications and experience accord with the requirements of GG119 and have been approved to undertake Road Safety Audit in Hampshire. The Audit Team comprised:

Audit Team Leader

Zane Beswick – MCIHT, MSoRSA Road Safety / Highway Engineer – Courzons Limited

Audit Team Member

Jamie Fenning - BSc(Hons), MIHE, MCIHT, MSoRSA, Highways England RSA Certificate of Competency, Road Safety / Highway Engineer – Courzons Limited

2.1.5 The audit was carried out in accordance with GG 119 of The Design Manual for Roads and Bridges (DMRB).



-
- 2.1.6 The Audit took place during November and December 2021 and comprised an examination of the drawings and other information provided, as is listed in **Appendix A**.
- 2.1.7 A site visit and inspection was undertaken by the Audit Team Leader and Audit Team Member during the morning on the Tuesday 7th December 2021 between 11:15am and 11:45am hours. The weather during the site visit was overcast with rain, the road surface was wet and visibility was good. Vehicular traffic to include cars and light goods vehicles were observed during the site visit. No pedestrians or cyclists were also observed during the site visit.
- 2.1.8 The audit team have not been informed of any Departures from Standard (DfS) in the scheme subject to this Stage 1 Road Safety Audit.
- 2.1.9 A scheme drawing illustrating where the locations of specific problems are referenced is included in **Appendix B**.
- 2.1.10 This Road Safety Audit has been compiled, only with regards to the safety implications for road users of the proposals presented in the supplied documentation. 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.



2.2 Design Organisation Response

2.2.1 In accordance with national standards, this Road Safety Audit was finalised and issued to the Design Organisation as per the Road Safety Audit Report Template within Appendix D of GG119, which can be provided upon request from either the Audit Team or Design Organisation. The format of the Audit Report was subsequently revised to incorporate these paragraphs under the sub-heading as well as sufficient space beneath the items and recommendation, within Section 4, for the inclusion of a Design Organisation Response. This is generally contained within a separate Design Organisation Response Report but is included within this document in order to maintain a single record of all problems, recommendations and responses for the benefit of a concise Road Safety Audit trail to be held on file for Quality Assurance purposes.

2.2.2 The Design Organisation Response has been prepared by:

Name: Steve Jenkins

Position / Organisation: Partner, i-Transport

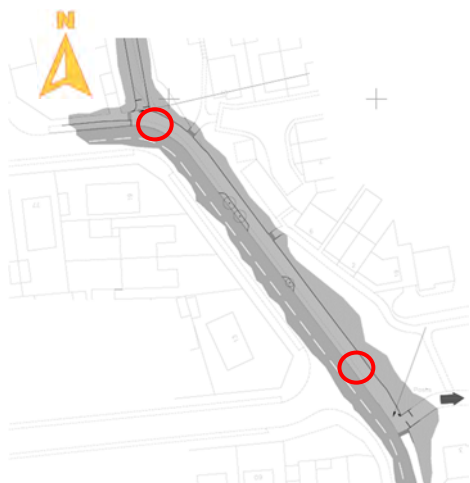
2.2.3 If applicable, any drawings or documents associated with the Design Organisation Response are listed at **Appendix C**.



SECTION 3 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

- 3.1** Courzons Limited have not been made aware of any previous road safety audits associated with the proposals that form part of this audit. However, a Stage 1 Road Safety Audit was undertaken of the proposals along Long Copse Lane, to include its junction with Redlands Lane, in April 2018 by others (reference RSA-17-135).

SECTION 4 ITEMS RAISED AT THIS STAGE 1 AUDIT

4.1	LOCAL ALIGNMENT
	No road safety concerns raised at this stage.
4.2	GENERAL
4.2.1	Problem
Location:	Redlands Lane junctions with Birch Tree Drive
Summary:	Existing lighting columns and road name plates are situated within the proposed shared footway / cycleway
The scheme includes the provision of a minimum 3 metre wide shared footway / cycleway on the eastern side of Redlands Lane, between its junctions with Birch Tree Drive. In order to accommodate the widening associated with the proposed shared footway / cycleway, the existing verge is to be utilised, where existing lighting columns and road name plates are present. In order to negotiate along the shared footway / cycleway in these locations, wheelchair / pushchair users may be required to enter into the carriageway where full height kerbs are present, to negotiate around the lighting column and/or road name plates, potentially resulting in vehicle to pedestrian collisions or fall.	
Recommendation:	
It is recommended that the existing lighting columns and road name plates are relocated accordingly.	
Location Plan:	
  	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 15th December 2021 following formal issue of this Stage 1 Road Safety Audit on the 9th December 2021.	

Accepted – At the detailed design stage existing lighting columns and road name plates will be relocated accordingly.

4.2.2 Problem

Location: Redlands Lane

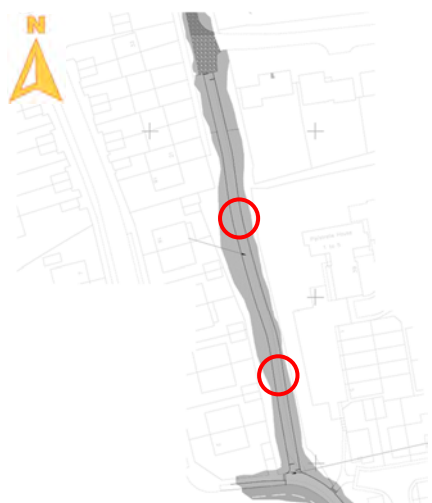
Summary: Existing unmade track accommodates utility covers

Various utility covers are present within the existing unmade track along Redlands Lane, along the route where it is proposed to provide the traffic free section of the 3 metre wide shared footway / cycleway. The utility covers appear to be set at a level above the top of the existing track. The Audit Team have concerns that the covers will protrude above the level of the proposed footway / cycleway, which will be a trip hazard leading to personal injuries.

Recommendation:

It is recommended that all cover levels are adjusted appropriately.

Location Plan:

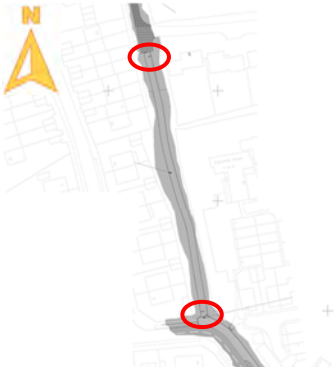
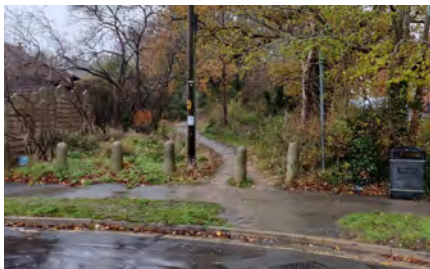


DESIGN ORGANISATION RESPONSE provided by i-Transport on the 15th December 2021 following formal issue of this Stage 1 Road Safety Audit on the 9th December 2021.

Accepted - At the detailed design stage all cover levels will be adjusted appropriately.

4.3 JUNCTIONS

No road safety concerns raised at this stage.

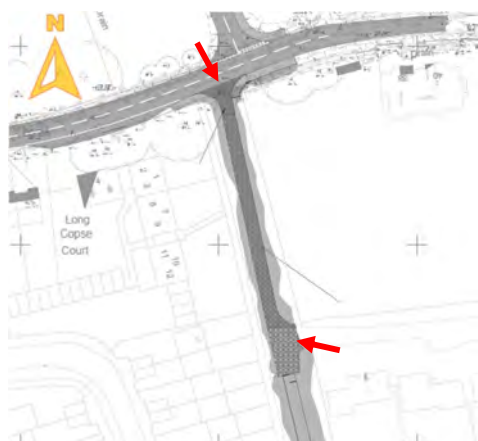
4.4	NON-MOTORISED USER PROVISION
4.4.1	Problem
Location:	Redlands Lane - proposed staggered barriers
Summary:	Cyclists could bypass staggered barriers
The scheme includes the provision of staggered barriers at the northern and southern section of the traffic free section of the proposed shared footway / cycleway. The vegetation adjacent to the proposed staggered barriers appears sparse and/or grassed, resulting in gaps. There is a risk a cyclist could bypass the staggered barriers, fail to stop in time and enter into the carriageway, into the path of an approaching vehicle, which could lead to vehicle to cyclist collisions or heavy vehicle braking and loss of control type collisions.	
Recommendation:	
It is recommended that suitable measures are implemented either side of the proposed staggered barriers in order to prevent cyclists from by-passing the staggered barriers.	
Location Plan:   	
DESIGN ORGANISATION RESPONSE provided by i-Transport on the 15 th December 2021 following formal issue of this Stage 1 Road Safety Audit on the 9 th December 2021.	
Accepted – At the detailed design stage suitable measures will be implemented either side of the proposed staggered barriers in order to prevent cyclists from by-passing the staggered barriers. A note has been added to drawing ITB13525-GA-103 Rev C.	
4.4.2	Problem
Location:	Redlands Lane
Summary:	Lack of advance warning of the potential for pedestrians to be present in the carriageway
The scheme drawing provided with the Audit Brief indicates that the northern section of Redlands Lane is to continue to operate as a shared carriageway between vehicles and pedestrians / cyclists. At this stage, the Audit Brief does not include details of the	

proposed signage. A lack of advance warning for vehicles approaching the shared surface could result in drivers not being made aware pedestrians could be present in the carriageway. This could lead to heavy braking and rear impact collisions, loss of control type collisions or vehicle to pedestrian collisions.

Recommendation:

It is recommended that advance warning is provided on the approaches to the shared surface to inform drivers of the potential for pedestrians to be present in the carriageway.

Location Plan:



DESIGN ORGANISATION RESPONSE provided by i-Transport on the 15th December 2021 following formal issue of this Stage 1 Road Safety Audit on the 9th December 2021.

Accepted - At the detailed design stage advanced warning signs will be provided on approach to the shared surface section in order inform drivers of the potential for pedestrians. A note has been added to drawing ITB13525-GA-103 Rev C.

4.4.3

Problem

Location:

Redlands Lane junction with Long Copse Lane

Summary:

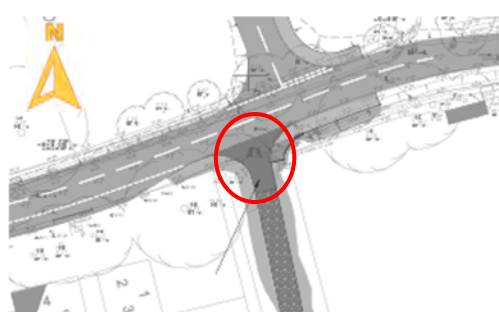
Lack of on-carriageway measures to inform drivers of the change in carriageway to a shared surface

The scheme drawing provided with the Audit Brief indicates that the northern section of Redlands Lane is to continue to operate as a shared carriageway between vehicles and pedestrians / cyclists, however, it is unclear if any on-carriageway change in surface materials are to be provided at the junction to inform drivers of the change in carriageway to a shared surface. A lack of a suitable on-carriageway warning for drivers entering the shared surface could result in drivers being unaware that pedestrians may be present in the carriageway ahead. This could lead to inappropriate vehicular speeds and vehicle to pedestrian collisions.

Recommendation:

It is recommended suitable measures are provided to highlight the change in nature of the carriageway to a shared surface.

Location Plan:



DESIGN ORGANISATION RESPONSE provided by i-Transport on the 15th December 2021 following formal issue of this Stage 1 Road Safety Audit on the 9th December 2021.

Accepted - At the detailed design stage suitable measures will be provided to highlight the change in nature of the carriageway to a shared surface. A note has been added to drawing ITB13525-GA-103 Rev C which is supplemented by a surface change provided at the point Redlands Lane meets Long Copse Lane – this shown on the updated drawing.

4.4.4

Problem

Location:

Redlands Lane junction with Long Copse Lane

Summary:

Lack of suitable transition to shared carriageway from footway

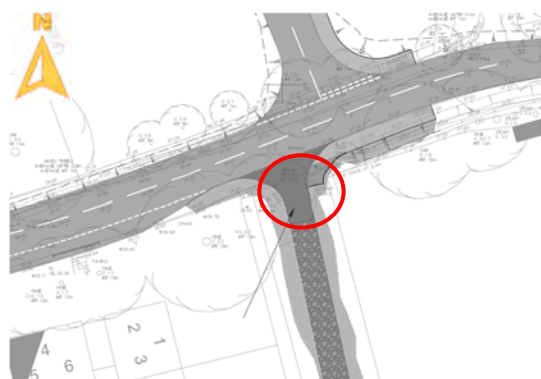
The scheme drawing provided with the Audit Brief indicates that the northern section of Redlands Lane is to continue to operate as a shared carriageway, with pedestrians and vehicles sharing the carriageway on an equitable basis. The proposed footway is shown to wrap around the corner radius and terminate on Redlands Lane. No level access between the proposed footway and shared surface carriageway is illustrated on the scheme drawing. Full height kerbs will be an obstruction for pedestrians and could lead to trips, falls and personal injury. Furthermore, it is unclear if suitable measures will be provided to ensure users will be informed of the change in route characteristics. Insufficient advance warning could lead to users, including the visually impaired, stepping into the carriageway and into the path of vehicles, resulting in vehicle to pedestrian / cycle collisions.

Recommendation:

It is recommended that the edge of carriageway where users transition from the footway to the carriageway is not formed with kerbs in excess of 6mm and that suitable measures

are provided on approach to the shared carriageway to ensure that footway users are made aware of the change in route characteristics.

Location Plan:



DESIGN ORGANISATION RESPONSE provided by i-Transport on the 15th December 2021 following formal issue of this Stage 1 Road Safety Audit on the 9th December 2021.

Accepted – A dropped kerb has been shown on drawing ITB13525-GA-103 Rev C and at the detailed design stage it will be ensured that the transition from the footway to the carriageway is not formed with kerbs in excess of 6mm. In addition, advanced warning signs will be provided on approach to the shared surface section in order to ensure that footway users are made aware of the change in route characteristics.

4.4.5

Problem

Location:

Redlands Lane

Summary:

Lack of suitable transition to shared carriageway from proposed shared footway / cycleway

The scheme drawing provided with the Audit Brief indicates that the northern section of Redlands Lane is to continue to operate as a shared carriageway, with pedestrians and vehicles sharing the carriageway on an equitable basis, however, it is unclear if suitable measures will be provided at the point where the shared footway / cycleway transitions to the shared carriageway. Insufficient advance warning could lead to users, including the visually impaired, stepping into the carriageway and into the path of vehicles, resulting in vehicle to pedestrian / cycle collisions.

Recommendation:

It is recommended that suitable measures are provided on approach to the shared carriageway to ensure that users are made aware of the change in route characteristics.

Location Plan:



DESIGN ORGANISATION RESPONSE provided by i-Transport on the 15th December 2021 following formal issue of this Stage 1 Road Safety Audit on the 9th December 2021.

Accepted - At the detailed design stage advanced warning signs will be provided on approach to the shared surface section in order inform users of the change in route characteristics. A note has been added to drawing ITB13525-GA-103 Rev C.

4.4.6

Problem

Location:

Proposed shared footway / cycleway onto Redlands Lane

Summary:

Cyclists could enter the carriageway without stopping / looking properly

The scheme includes the provision of a minimum 3 metre wide shared footway / cycleway on the eastern side of Redlands Lane, between its junctions with Birch Tree Drive. At its southern point, a dropped kerb is proposed to enable cyclists to transition from the shared footway / cycleway to the live carriageway on Redlands Lane. There is a risk cyclists travelling south along the shared footway / cycleway looking to enter onto Redlands Lane could do so without giving due care and consideration to vehicles travelling on Redlands Lane. Cyclists entering into the carriageway without giving way could result in vehicle to cyclist collisions.

Recommendation:

It is recommended that cyclist giveaway markings are provided prior to the point where cyclists transition from the shared footway / cycleway onto the live carriageway on Redlands Lane.

Location Plan:



DESIGN ORGANISATION RESPONSE provided by i-Transport on the 15th December 2021 following formal issue of this Stage 1 Road Safety Audit on the 9th December 2021.

Accepted – Drawing ITB13525-GA-103 Rev C has been updated to include cyclist give way markings prior to the point where cyclists transition from the shared footway / cycleway onto the live carriageway on Redlands Lane.

4.4.7	Problem
Location:	Redlands Lane
Summary:	Uneven surface could result in trips and falls
The scheme includes the widening and resurfacing of the existing unmade track on Redlands Lane. The scheme drawings provided with the audit brief indicate the existing surface on the northern section of Redlands Lane, which provides vehicular access to the recently constructed 1-4 Paddocks Copse residential development, is to remain as per existing. The existing surface along the northern section of Redlands Lane appears to be made of gravel and sand. At the time of the site visit, large sections of the existing gravel and sand surface appeared to be loose and unstable under foot. There is a risk users, particularly perambulators and wheelchair users, will be unable to safely negotiate the existing gravel surface, resulting in becoming stuck or trips and falls leading to personal injury.	
Recommendation:	
It is recommended it is ensured an appropriate surface is provided.	
Location Plan:	



DESIGN ORGANISATION RESPONSE provided by i-Transport on the 15th December 2021 following formal issue of this Stage 1 Road Safety Audit on the 9th December 2021.

Accepted – At the detailed design stage it will be ensured that an appropriate surface is provided. A note has been added to drawing ITB13525-GA-103 Rev C.

4.4.8

Problem

Location:

Redlands Lane

Summary:

Broken / uneven surface could result in trips and falls

The scheme includes the provision of a minimum 3 metre wide shared footway / cycleway on the eastern side of Redlands Lane, between its junctions with Birch Tree Drive. Along the southern section, an area of the footway appears uneven. The resultant uneven surface could give rise to trips and falls, particularly involving the visually impaired and infirm.

Recommendation:

It is recommended that the proposed shared footway / cycleway allows for a smooth even surface.

Location Plan:



DESIGN ORGANISATION RESPONSE provided by i-Transport on the 15th December 2021 following formal issue of this Stage 1 Road Safety Audit on the 9th December 2021.

Accepted - At the detailed design stage it will be ensured that an appropriate surface is provided. A note has been added to drawing ITB13525-GA-103 Rev C.

4.5 ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING

4.5.1 Problem

Location: Redlands Lane

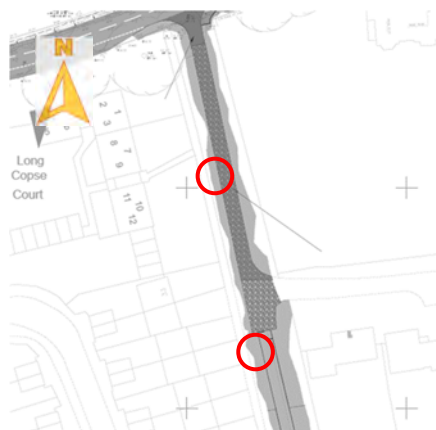
Summary: Pedestrians may not be seen during the hours of darkness

A number of lighting columns are present along the northern section of Redlands Lane. Existing vegetation was observed to obscure the illumination levels of the existing lighting columns. Whilst vehicles are driven during the hours of darkness with head lights illuminated, drivers may not become aware of the presence of pedestrians at a safe distance, which could give rise to vehicle to pedestrian / cyclist collisions. Furthermore, tree canopies and overgrown vegetation are present along Redlands Lane which would generate shadows, restricting clear visibility of pedestrians negotiating along Redlands Lane.

Recommendation:

It is recommended that a suitable level of street lighting is provided and that vegetation is maintained clear of any lighting.

Location Plan:



DESIGN ORGANISATION RESPONSE provided by i-Transport on the 15th December 2021 following formal issue of this Stage 1 Road Safety Audit on the 9th December 2021.

Accepted - At the detailed design stage a lighting strategy and design will be provided. A note has been added to drawing ITB13525-GA-103 Rev C.

SECTION 5 AUDIT TEAM STATEMENT

- 5.1 We certify that this Road Safety Audit has been carried out in accordance with GG119.

Audit Team Leader

Zane Beswick – MCIHT, MSoRSA

Signed:



Position: Road Safety / Highway Engineer

Organisation: Courzons Limited

Date: 16th December 2021

Audit Team Member

Jamie Fenning - BSc(Hons), MIHE, MCIHT, MSoRSA, Highways England RSA
Certificate of Competency

Signed:



Position: Road Safety / Highway Engineer

Organisation: Courzons Limited

Date: 16th December 2021



APPENDIX A LIST OF DRAWINGS AND DOCUMENTS SUBMITTED FOR AUDITING

List of items examined as part of this Stage 1 Road Safety Audit

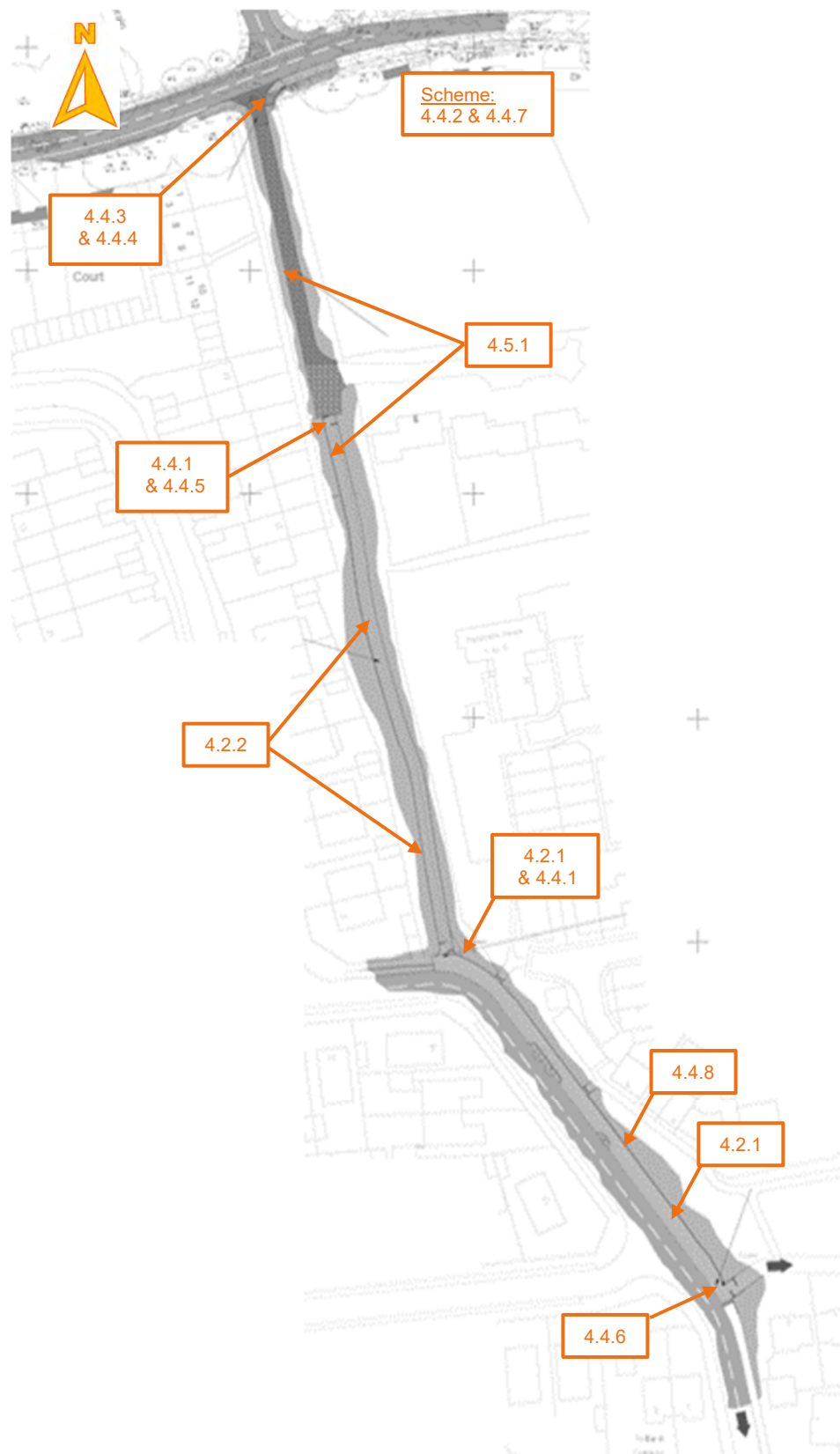
Drawings

Drawing Reference	Drawing Title
ITB13525-GA-103B	Proposed Footway / Cycleway Improvements along Redlands Lane

Documents

Document Reference	Document Title
ITB13525-010	Road Safety Audit Brief (Redlands Lane)

APPENDIX B ITEM LOCATION PLAN





APPENDIX C DRAWINGS ASSOCIATED WITH THE DESIGN ORGANISATION RESPONSE

Drawings

Drawing Reference	Drawing Title
ITB13525-GA-103 Rev C	Proposed Footway / Cycleway Improvements along Redlands Lane

APPENDIX F. Traffic Models

	HCC Calcs			
	Peds per hour (P)	Vehicles per hour (V)	PV2 x10^8	PV2
Busiest Hour 2021 8-9 Flows	47	854	3427785200000000	0.34
2026 + CD + Dev (18 Base) (PM Flow)	47	1172	6455844800000000	0.65

Potential Ped Demand

210 dwellings
0.21 Secondary pupil yield per dwelling
50% X% walk to school

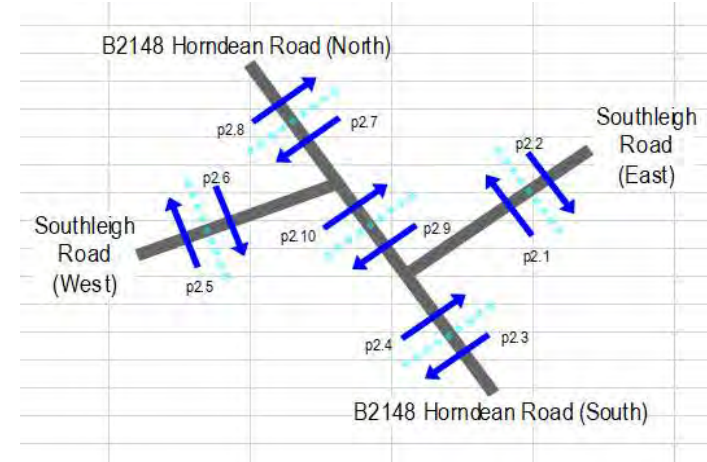
22 Additional Pupil Demand

Survey Results Pedestrians

	P2.10 (eastbound)	P2.9 (westbound)	Two-Way
0700-0800	2	3	5
0800-0900	1	5	6
1400-1500	7	2	9
1500-1600	8	0	8

Survey Results Cycles

	P2.10 (eastbound)	P2.9 (westbound)	Two-Way
0700-0800	2	4	6
0800-0900	5	11	16
1400-1500	6	3	9
1500-1600	11	1	12



APPENDIX G. WSCC Response

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Havant Borough Council FAO: Adrian Ellis
FROM:	Stephen Gee WSCC - Highways Authority
DATE:	13 October 2021
LOCATION:	Land north of Long Copse Lane, Emsworth, PO10 7UN
SUBJECT:	APP/21/00893 Outline planning application for demolition of the existing buildings and the erection of a new residential scheme (C3 use of approximately 210 dwellings to include affordable housing) and associated landscaping, access and supporting infrastructure, all other matters reserved.
DATE OF SITE VISIT:	
RECOMMENDATION:	No Objection
S106 CONTRIBUTION TOTAL:	n/a

The application is for the construction of 210 dwellings at Land North of Long Copse Lane, Emsworth, Hampshire. This response only deals with the impacts of the development on the West Sussex road network.

Pre application discussion took place with the applicant's transport consultants in August 2018 and April 2021

Personal Injury Accidents

No PIA have been recorded along the WSCC section of Long Copse Lane in the previous 5 year period.

Trip Generation / Distribution / Assignment

The trip generation developed utilising TRICS and distribution via census journey to work and a gravity model is accepted. All trips to Chichester district including Westbourne (and other locations in West Sussex) are routed along Long Copse Lane to the east of the site and as such the assignment is acceptable.

The development is anticipated to result in an additional 22 AM peak and 26 PM peak two way movements at the Long Copse Lane / North Street junction and as such no modelling of the junction is required.

Long Copse Lane

The air quality management plan calculates the daily traffic east of the access along Long Copse Lane as 791 daily movements (an increase of 190 over a no development scenario) and as such the effective single carriageway with passing places arrangements would remain acceptable.

Due to the width of Long Copse Lane the applicant has provided information on the inter visibility of passing places along the Lane. Drawing ref ITB13525-GA-019 details that suitable visibility splays are provided in line with Manual for Streets guidance for a 30mph road, with a minimum visibility of 33m in proximity to the junction of North Street where speeds would be lower.

It is recognised that the increase in vehicles may have a negative effect on the perception of safety for Non Motorised users of the lane however this would not result in an objection.

Construction Management Plan

It is expected that a CMP would be secured should permission be granted, and it is expected that HGV vehicles would be expected to access the site via the HCC highway network.

Conclusion

No objection is raised to the application subject to the following condition.

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

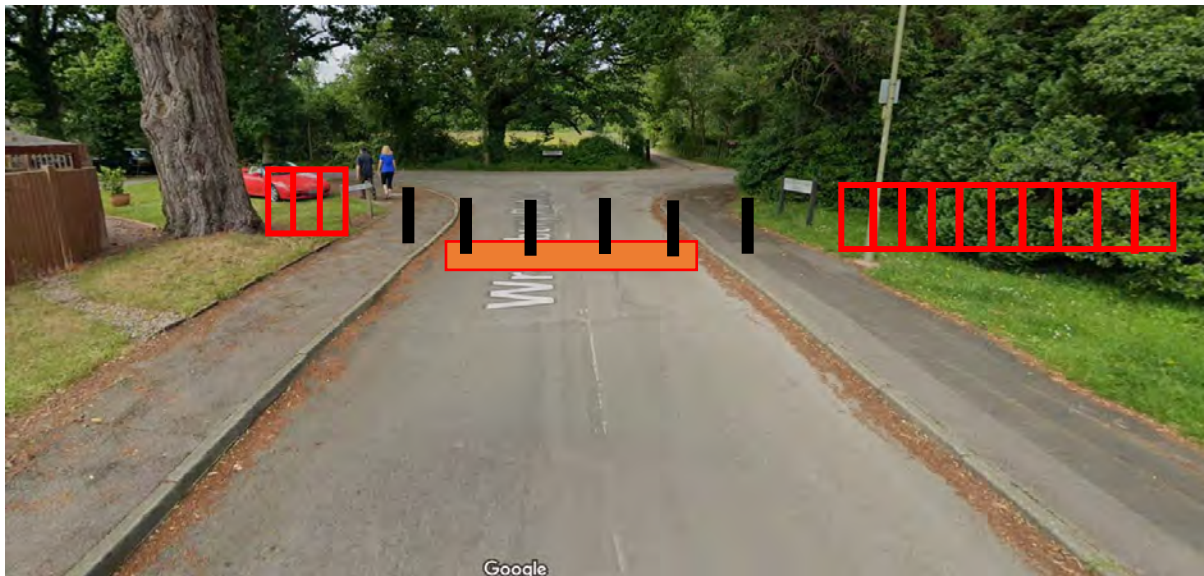
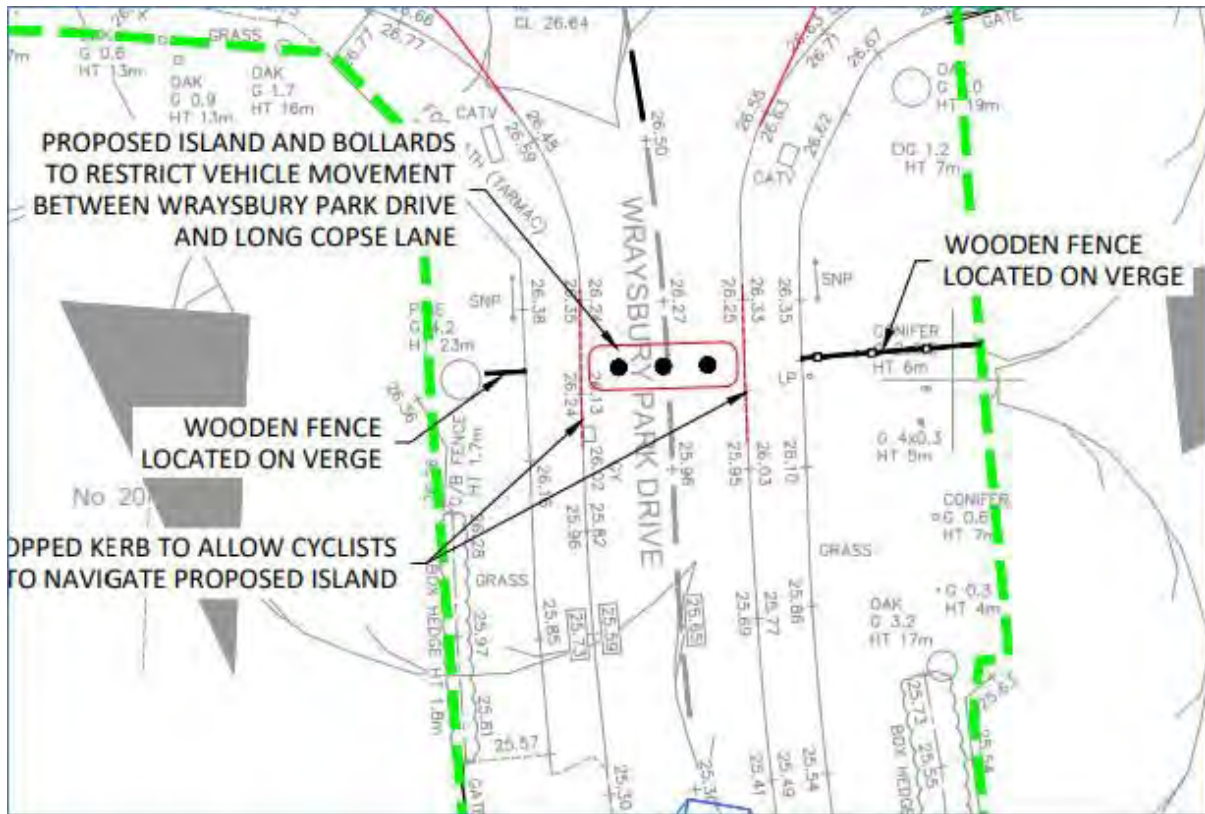
- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

Stephen Gee
West Sussex County Council – Planning Services

APPENDIX H. Wraysbury Park Drive Closure costs

Cost estimate of works at northern end of Wraysbury Park Drive as shown below:



Kerbed island within road = £10,000

Bollards to prevent vehicle access 6 x £350 = £2,100 (6 No required to have gap 1.8m)

Fencing across verges = 2m + 6m = 8m @ £150 per metre = £1,200.

Two sections of dropped kerbs = £1000 per side = £2,000.

Total cost of works = £15,300.