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NEW BRIGHTON ROAD, TRAFFIC SIGNALS, EMSWORTH

Stage 1/2 Road Safety Audit
telent

14/07/2016



Quality Management

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New Brighton Road, Traffic Signals, Emsworth

Stage 1/2 Road Safety Audit

14/07/2016

Client

telent

Consultant

Road Safety Initiatives LLP

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Table of Contents

1 Introduction 5

2 Items Raised At This Stage 1/2 Road Safety Audit..... 7

3 Audit Team Statement 10

Appendices, Figures and Tables 11

Appendix A: Scheme Documents Issued for Road Safety Audit 12

Appendix B: Key Plans 13

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1 Introduction

- 1.1.1 This report results from a Stage 1/2 Road Safety Audit carried out on a new traffic signal development access road junction in New Brighton Road, Emsworth at the request of Dave Richards of telent Technology Services Ltd, the Project Sponsor.
- 1.1.2 The Road Safety Audit was carried out by experienced Road Safety Engineers, employed by Road Safety Initiatives LLP, who have not been involved with the design process.
- 1.1.3 The terms of reference of the Road Safety Audit are described in HD 19/15. The Road Safety Audit Team has only reported on road safety implications in the context of the chosen scheme design. No attempt has been made to comment on the justification of the scheme or to carry out a technical/design standards check. Consequently, the Auditors accept no responsibility for the design or construction of the scheme.
- 1.1.4 It is confirmed that this is a “Stage 1/2” Road Safety Audit, i.e. one carried out on completion of the detailed design, prior to construction. As far as the Road Safety Audit Team is aware, no previous Road Safety Audits have been carried out on this scheme.
- 1.1.5 The Road Safety Audit Team membership, approved by the Overseeing Organisation Project Sponsor, consisted of:
- M Morley**, BSc (Hons), MCIHT, MSoRSA
(Certificate of Competency in Road Safety Audit gained in February 2013)
Road Safety Audit Team Leader (Partner, Road Safety Initiatives LLP)
- R Turner**, BSc (Hons), MSc, PGCE, FIHE, MCIHT, CMILT, MSoRSA, AMRSGB, SIIRSM
(Certificate of Competency in RSA gained in January 2013)
Road Safety Audit Team Member (Consultant, Road Safety Initiatives LLP)
- 1.1.6 The Road Safety Audit was undertaken in accordance with the information supplied by Dave Richards of telent Technology Services Ltd. The Road Safety Audit comprised an examination of the documents provided and listed in Appendix A.
- 1.1.7 The Road Safety Audit Team requested but was not provided with drawings showing standard details, site clearance, kerbs, footways, paved areas, sign details and pedestrian guardrail details. Therefore the Road Safety Audit Team was unable to provide road safety comments relating to these details.
- 1.1.8 The Road Safety Audit Team visited the site together on Tuesday 14 June 2016 between 19:05 and 19:45 hours. It was sunny and the road surfaces were dry. Traffic was relatively quiet, a few pedestrians and a cyclist were observed.
- 1.1.9 Matters which the Terms of Reference exclude from this report, but which the Road Safety Audit Team wishes to draw to the attention of the Project Sponsor, will be supplied in separate correspondence to this Road Safety Audit Report.
- 1.1.10 If road safety problems are identified, these will be referenced to in the design drawing and the location indicated on the plan in Appendix B.

1.2 Scheme Description

- 1.2.1 The Road Safety Audit reviews the road safety aspects of the proposed development access T-junction on B2148 New Brighton Road, Emsworth. The new junction will be controlled by traffic

signals with toucan facilities. It will provide access to a development of small industrial units and a Veterinary Surgery, which will be located on the East side of the B2148.

1.3 Site Description

- 1.3.1 B2148 New Brighton Road is an urban single carriageway with footways both sides and road lighting. It has 'no waiting at any time' restrictions to a point north of the A27 Emsworth Bypass overbridge. Heading south towards the location of the proposed junction, the B2148 has a winding horizontal and vertical alignment, 'dipping' below the A27 overbridge (3.5m clearance).
- 1.3.2 Continuing south, the B2148 becomes North Street as it passes beneath a low railway bridge (3.5m clearance) and the carriageway is noticeably narrower. B2148 North Street has narrow footways both sides, south of its junction with Sultan Road. North of the Sultan Road junction, there is a narrow footway on the east side only.
- 1.3.3 A noteworthy feature is the temporary closure (since March 2015) of the eastern footway of North Street under the railway bridge (due to an unsafe retaining wall). As there is no footway for part of the western side of North Street (between a pedestrian ramp leading to the north side of Emsworth Station to the junction with Sultan Road) there is currently no suitable walking route along the B2148 under the railway bridge.
- 1.3.4 When Emsworth Station is open, the pedestrian subway within the station appears to be a reasonable alternative pedestrian route (albeit the subway is narrow and has a low ceiling). Otherwise pedestrians face a lengthy detour or, alternatively, people may choose to walk in the (narrow) carriageway of the B2148.
- 1.3.5 The following bus services pass along this section of B2148:
- 27 Rowlands Castle - Havant – Emsworth (five buses per day) (First)
 - 28 Southbourne/Emsworth - Denvilles – Havant (hourly) (Emsworth and District)
 - 36 Southbourne - Havant - Littlepark – ASDA (two or three services only per weekday) (Emsworth and District)
 - 300 Denmead - Waterlooville – Chichester (one bus on a Wednesday only (Emsworth and District).

1.4 Traffic Data

- 1.4.1 No traffic flow or speed data was supplied to the Road Safety Audit Team.

1.5 Collision Data

- 1.5.1 Personal Injury Collision (PIC) data was derived from CRASHMAP for the ten-year period ending December 2014. During this time, there were five reported injury collisions in the vicinity of the scheme, two of which were at the Sultan Road junction.

1.6 Departures from Standard

- 1.6.1 No Departures from Standard were submitted to the Road Safety Audit Team.

2 Items Raised At This Stage 1/2 Road Safety Audit

2.1 JUNCTIONS

2.1.1 Problem

LOCATION: B2148 North Street both sides on the approach to the traffic signal junction.

SUMMARY: Overgrowing vegetation may contribute to overshoots or shunt incidents.

Vegetation is overgrowing on both sides of North Street. As there is no footway (or only narrow footway), driver visibility is restricted. If drivers do not have a clear view of the road ahead, this may lead to late braking and possible shunt incidents.

RECOMMENDATION

It is recommended that the overgrowing vegetation is removed.



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2.2 NON-MOTORISED USERS

2.2.1 Problem

LOCATION: B2148 signalised crossing.

SUMMARY: Potential for conflicts between cyclists and pedestrians on narrow footways.

Toucan facilities are proposed across the B2148 at the new junction. The proposed cycle crossing does not appear to tie-in to any shared footway / cycleways however. In any case, the footway widths appear relatively narrow for shared use. There is the potential for conflicts between pedestrians and cyclists.

RECOMMENDATION

It is recommended that the signalised crossing should be for pedestrians only.

2.2.2 Problem

LOCATION: Pedestrian crossing points on the eastern footway of New Brighton Road and southern footway of the access road.

SUMMARY: Potential for pedestrian / vehicle conflicts due to restricted visibility at the crossing points.

The visibility southwards for pedestrians using the crossing points seems to be restricted by a wing wall, bridge abutment and 'solid' guardrail infills along the (closed) eastern footway of North Street. This may contribute to pedestrian / vehicle conflicts.

RECOMMENDATION

It is recommended that the existing guardrail should be replaced with high-visibility type guardrails.



2.3 ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING

2.3.1 Problem

LOCATION: Development access road.

SUMMARY: Potential for darkness collisions.

It is not clear from the drawings supplied whether the new road will be adequately lit during darkness. This may contribute to collisions involving pedestrians or cyclists.

RECOMMENDATION

It is recommended that the development access road has appropriate lighting.

2.3.2 Problem

LOCATION: B2148 at and near the proposed traffic signals.

SUMMARY: Possible conflicts associated with inappropriately-located or confusing warning signs.

At present, for southbound traffic on New Brighton Road there are warning signs: 'other hazard ahead' with sub-plate 'pedestrians crossing' and 'pedestrians in carriageway' with sub-plate 'no footway for 140 yds'. Similarly for northbound traffic, there is a 'side road ahead' warning sign. Following the introduction of a traffic signal junction, these signs may obscure the traffic signals or confuse a proportion of drivers. This may contribute to late manoeuvres or heavy braking and possible collisions.

RECOMMENDATION

It is recommended that the existing signing on the B2148 should be reviewed and that specific signs should be moved or relocated as appropriate.

2.3.3 Problem

LOCATION: Development access road and New Brighton Road.

SUMMARY: Conflicts associated with inappropriately parked vehicles could occur.

It is not clear from the drawings supplied whether double yellow lines will be reinstated and / or extended. Bearing in mind the proximity to Emsworth Station, the development access road (and car park) may become an unofficial parking area and pick-up and drop off point. In addition, on-road parking in New Brighton Road, north of the scheme could impact the safety and operation of the new traffic signals. There may be head-on or shunt conflicts associated with inappropriately parked vehicles

RECOMMENDATION

It is recommended that the yellow road markings are reinstated and the parking controls extended to prevent rail commuters and others parking inconsiderately.

3 Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with HD 19/15.

ROAD SAFETY AUDIT TEAM LEADER

M Morley

Partner

Road Safety Initiatives LLP

.....*Martin Morley*.....Signed

14 July 2016

.....Date

ROAD SAFETY AUDIT TEAM MEMBER

R Turner

Consultant

Road Safety Initiatives LLP

.....*R P Turner*.....Signed

14 July 2016

.....Date

Appendices, Figures and Tables

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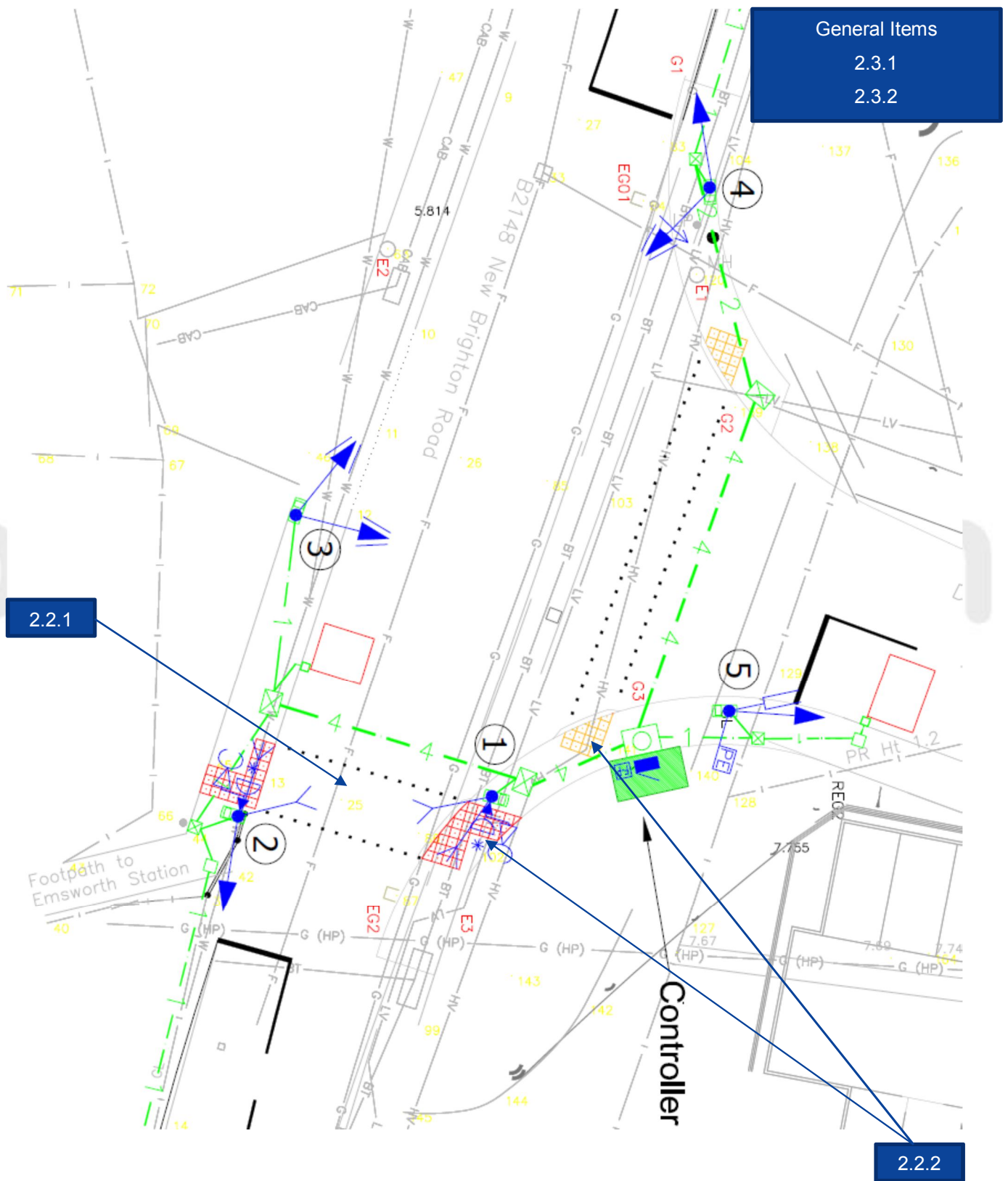
Appendix A: Scheme Documents Issued for Road Safety Audit

Drawing Number	Rev	Title
216248-TS	00	New Brighton Road / Development Access Emsworth, Hampshire Proposed Traffic Signal Design

Additional drawings supplied on 11 July 2016

Drawing Number	Rev	Title
RPF/120/002	A	Combined Services and Drainage Layout
RPF/120/007	A	Cross Sections and SSD Layout
RPF/120/010	A	Cross Sections

Appendix B: Key Plans



General Items

- 2.3.1
- 2.3.2

General Items

2.3.1

2.3.2

General Items

- 2.3.1
- 2.3.2

2.3.3

2.1.1



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