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FORMER PURBROOK PARK SCHOOL PLAYING FIELD, SECTION 278 WORKS

Stage 2 Road Safety Audit
Mode transport planning

27/02/2016



Quality Management

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Stage 2 Road Safety Audit

27/02/2016

Client

Mode transport planning

Consultant

Road Safety Initiatives LLP

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Table of Contents

1 Introduction 5

2 Items Raised At This Stage 2 Road Safety Audit 8

3 Audit Team Statement 9

Appendices, Figures and Tables 10

APPENDIX A - Scheme Documents Issued for Road Safety Audit

APPENDIX B – Key Plan

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1 Introduction

- 1.1.1 This report results from a Stage 2 Road Safety Audit carried out on the Section 278 Agreement Layout, associated with the proposed residential development at the former Purbrook Park School playing field, at the request of Michael Deadman, mode transport planning.
- 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 Road Safety Auditors accept no responsibility for the design or construction of the scheme.
- 1.1.4 It is confirmed that this is a “Stage 2” Road Safety Audit, i.e. undertaken at completion of detailed design. As far as the Road Safety Audit Team is aware, no Road Safety Audits have been undertaken on this scheme beforehand.
- 1.1.5 The Road Safety Audit Team membership consisted of:
M Morley, BSc (Hons), MCIHT, MSoRSA
(Certificate of Competency in Road Safety Audit gained in February 2013)
Road Safety Audit Team Member (Partner, Road Safety Initiatives LLP)
W Tootil, BA (Hons), MCIHT, CMILT, MSoRSA,
(Certificate of Competency in Road Safety Audit gained in February 2013)
Road Safety Audit Team Member (Partner, Road Safety Initiatives LLP)
- 1.1.6 The Road Safety Audit was undertaken in accordance with the Road Safety Audit Brief provided by Michael Deadman (mode transport planning). The Road Safety Audit comprised an examination of the documents provided and listed in Appendix A.
- 1.1.7 The Road Safety Audit Team was not provided with any cross-sections, long-sections, drainage details or standard details and therefore was unable to provide road safety comments relating to these items.
- 1.1.8 The Road Safety Audit Team visited the site together on Wednesday 24 February 2016 between 12:00 and 12:45 hours. It was sunny and the road surfaces were dry at the time of the site visit. Traffic flows were moderate, pedestrian flows were low and cyclist flows were very low at the scheme location.
- 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 All Road Safety problems are referenced to the detailed design drawings and the locations have been indicated on the plans supplied with the Road Safety Audit Brief in Appendix B.

1.2 Scheme Description

- 1.2.1 It is proposed to construct a priority T-junction on the north side of Stakes Road, Purbrook (opposite no. 110 Stakes Road). This would be the vehicle access to a proposed residential development of 25 units. The access junction has been designed in accordance with *Manual for Streets* with a visibility splay of (or in excess of) 2.4m x 43m for a 30mph speed limit. (The Road Safety Audit Team was not provided with any measured speeds however.)
- 1.2.2 As part of the Section 278 works, the existing gated access to the vacant land will be closed and a new section of northern footway provided. This existing gated access is approximately opposite the junction with Claremont Avenue, which is on the south side of Stakes Road.

1.3 Site Description

- 1.3.1 Stakes Road is a single carriageway road with a 30mph speed limit passing east-west through a residential area in Purbrook. At the proposed location of the new access, the northern footway is separated from the Stakes Road carriageway by a verge. Within the verge and west of the proposed junction are two mature trees, a mobile phone mast and an associated equipment cabinet. There are houses opposite the development site, on the southern side of Stakes Road.



- 1.3.2 Further the east of the proposed junction there is an existing, similar junction (Vancouver Avenue) to a relatively-new residential development.
- 1.3.3 Bus service 39 (Havant - Leigh Park - Crookhorn - Stakes Hill - Waterloo - Wecock Farm) runs along Stakes Road every 10 minutes during the working day.

1.4 Traffic and Speed Survey Information

- 1.4.1 The Road Safety Audit Team was not provided with any existing or predicted traffic or speed survey information or junction modelling.

1.5 Collision Data

- 1.5.1 The Road Safety Audit Team was provided with reported injury collision data covering a wide area (including the extents of the scheme) for the three year period from 1 January 2013 to 31 December 2015. In the section of Stakes Road between the crossroads with Westbrook Road and the roundabout at Stakes Hill Road, there were four reported injury collisions of which three resulted in serious injury (a Killed/Seriously Injured ratio of 75%). From west to east the reported collision dates, times and summary descriptions were as follows:

- On 4 July 2013 at 12:11 an eastbound motorcyclist (distracted) collided with a parked car (serious injury collision);
- On 29 January 2013 at 18:20, a westbound van collided with the rear of a westbound car turning right into the driveway of 101 Stakes Road (serious injury collision);
- On 15 March 2015 at 17:45, a car pulled out of the entrance of 139 Stakes Road (Latham Lodge Nursing Home) into the path of a pedestrian running along the northern footway (serious injury collision); and
- On 28 January 2015 at 08:10, a westbound car collided with the rear of a westbound car turning right into Vancouver Avenue (slight injury collision).

1.6 Departures from Standard

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

2 Items Raised At This Stage 2 Road Safety Audit

- 2.1.1 Following careful consideration of the information provided, together with a site visit, the Stage 2 Road Safety Audit Team was unable to identify any items of concern pertaining to road safety.

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

27 February 2016

.....Date

ROAD SAFETY AUDIT TEAM MEMBER

W Tootill

Partner
Road Safety Initiatives LLP

W Tootill.....Signed

27 February 2016

.....Date

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Appendices, Figures and Tables

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Appendix A: Scheme Documents Issued for Road Safety Audit

Drawing No.	Rev	Title
471-E-200	/	Section 278 Agreement Layout

The Road Safety Audit Team was also provided with two location plans.

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