

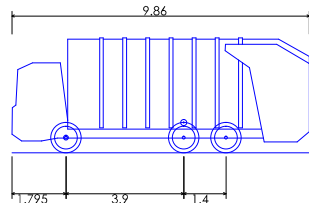
Appendix F



NOTES

- 1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
- 2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER IN WRITING FOR CLARIFICATION.
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VEHICLE PROFILE

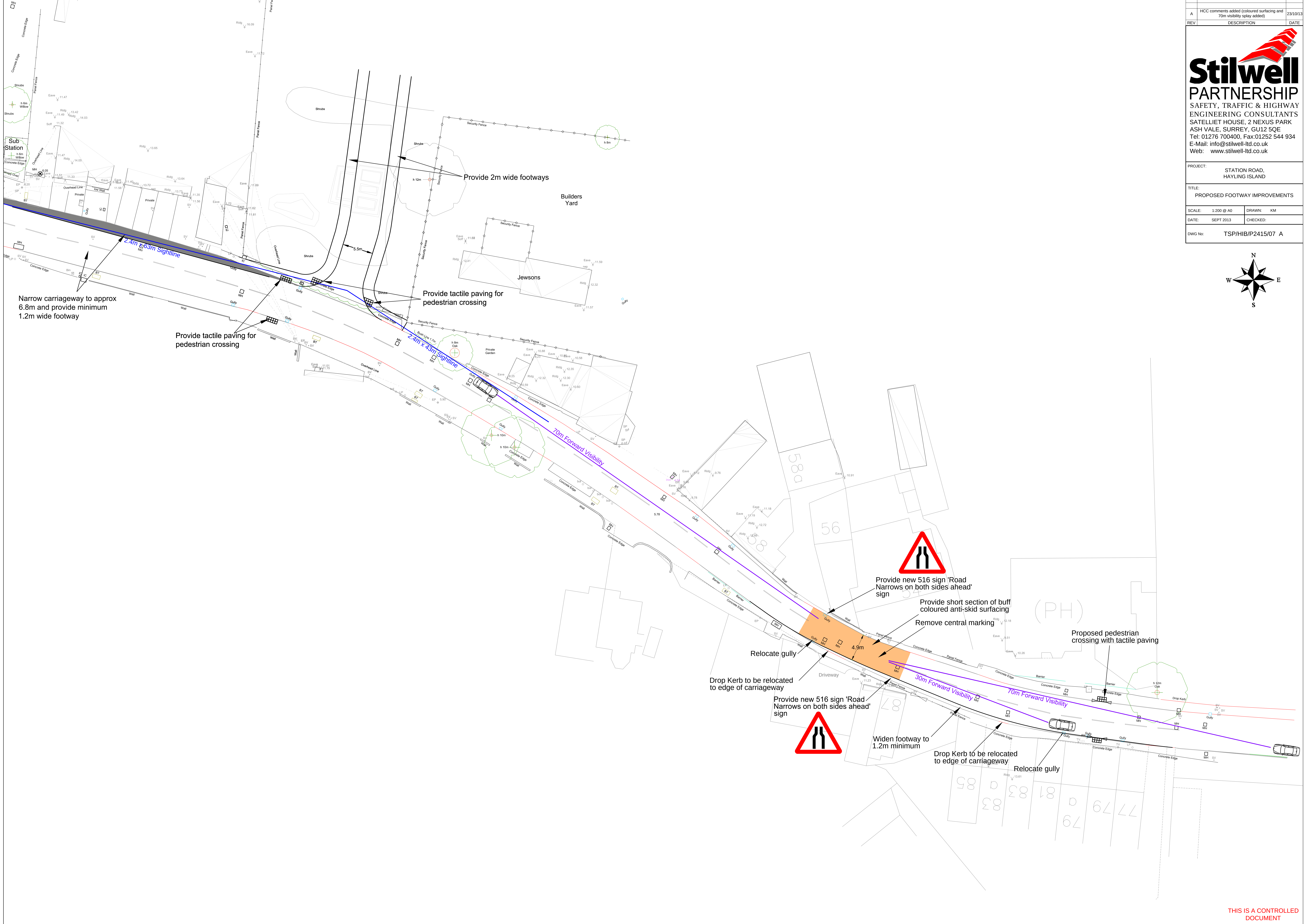


Large Refuse Vehicle (3 axle)
Overall Length 9.860m
Overall Width 2.450m
Overall Body Height 3.814m
Min Body Ground Clearance 0.366m
Track Width 2.450m
Lock to Lock Time 4.00s
Kerb to Kerb Turning Radius 9.500m



Project Name STATION ROAD, WEST TOWN, HAYLING ISLAND	Title REFUSE VEHICLE TRACKING	 Paul Basham Associates Ltd Lancaster Court 8 Barnes Wallis Road Fareham Hampshire PO15 5TU T +44 (0) 1489 668134 E info@paulbashamassociates.com W www.paulbashamassociates.com	Checked By MS	Checked Date 05.08.15	Scale 1:500 (AT A3 SIZE)				
Project Phase PRELIMINARY			Drawn By CL	Drawn Date 05.08.15	Client Drawing No. -	PBA Drawing No. 041.0019.001	Revision P2		

Appendix G



Stilwell

PARTNERSHIP

SAFETY, TRAFFIC & HIGHWAY
ENGINEERING CONSULTANTS
SATELLIET HOUSE, 2 NEXUS PARK
ASH VALE, SURREY, GU12 5QE
Tel: 01276 700400, Fax:01252 544 934
E-Mail: info@stilwell-ltd.co.uk
Web: www.stilwell-ltd.co.uk

PROJECT:

STATION ROAD,
HAYLING ISLAND

TITLE:

PROPOSED FOOTWAY IMPROVEMENTS

SCALE:

1:200 @ A0

DRAWN:

KM

DATE:

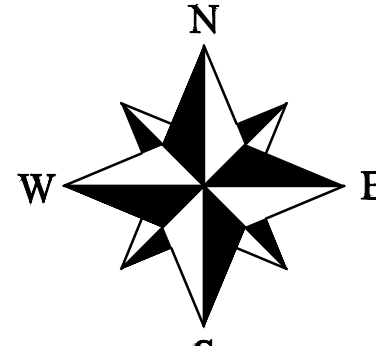
SEPT 2013

CHECKED:

DWG No:

TSP/HIB/P2415/07 A

REV	DESCRIPTION	DATE
A	HCC comments added (coloured surfacing and 70m visibility splay added)	23/10/13



THE STILWELL PARTNERSHIP

STATION ROAD TRAFFIC CALMING
HAYLING ISLAND

ROAD SAFETY AUDIT STAGE 1
OCTOBER 2013

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Appendix

- A. Schedule of Documents Examined
- B. Annotated Drawings

1.0 INTRODUCTION

- 1.1 This report presents the findings of a Stage 1 Road Safety Audit into traffic calming proposals to the existing footway and carriageway at Station Road, Hayling Island.
- 1.2 This Audit was carried out at the request of Ms Kirsty Milam of The Stilwell Partnership and the Audit Team has acted independently of the Design Team and has had no prior involvement in the project.
- 1.3 This Audit comprised a site visit and an examination of the documents listed in Appendix A. The site visit was carried out on Saturday 19th October 2013 in daylight. The visit occurred between the hours of 13:45 – 14:45 and during the visit the weather was dry with clear visibility, and record photographs were taken during the inspection.

- 1.4 The Audit Team membership was as follows:

Laurence Shaw	Laurence Shaw Associates, Traffic Engineering Consultants Team Leader
Harold Cryer BSc	Highway and traffic engineer Team Member

- 1.5 The terms of reference of this Audit are described in the Design Manual for Roads and Bridges Volume 5, Section 2, Part 2 HD 19/03. The audit team has only reported on the road safety implications of the existing and proposed facilities and has not examined or verified the compliance of the design or any other criteria.
- 1.6 The site is in the West Town area of Hayling Island, Hampshire, and is situated to the west of the A3023. Station Road is a urban shopping street with street lighting and a 30mph speed limit. It should be noted that a night visit was not carried out at this time.

- 1.7 The works to be audited include a new junction on the north side of Station Road, narrowing of Station Road on the north side between the new junction and Furniss Way and the road narrowing of Station Road to provide improvements to the footway in the vicinity of No. 89 Station Road.
- 1.8 It should be noted that there were 3 No. options for the footway improvements near No. 89 Station Road but Option 2 is the only option to be audited at this time.
- 1.9 All comments and recommendations are referenced to the design drawings and the locations have been indicated on the plans supplied with the Audit Brief, annotated copies of which are attached to this report.
- 1.10 No departures from standard have been advised to the Auditor by the design team.
- 1.11 This is a Stage 1 Road Safety Audit and it has been noted that details of drainage, landscaping, street lighting, bollards and signing, etc. are not included in the information provided to the Audit Team and that any such information will be provided to the Audit Team at Stage 2 RSA unless a problem is noted as a result of the site inspection.
- 1.12 This road safety audit has been prepared in accordance with the instructions, and for the specific use, of The Stilwell Partnership and their clients. The authors shall not be liable for the information contained in this report if used for any purpose other than that for which it was provided in connection with their appointment as road safety auditors.
- 1.13 The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit, and would encourage the Designer to consult them on this matter.

STAGE 1 ROAD SAFETY AUDIT

2.1 Problem

Location: at the new junction

Summary: lack of dropped kerbs and tactile paving may lead to accidents

It is proposed that new tactile paving on both sides of Station Road is provided immediately west of the new junction but none is proposed across the new junction itself and no dropped kerbs are provided at either location. The lack of tactile paving and dropped kerbs may result in visually impaired pedestrians having slip/fall accidents and being at risk of conflict with vehicular traffic when trying to cross the junction.

Recommendation

It is recommended that tactile paving to current DfT Mobility Unit standards are installed on both sides of the new junction and that dropped kerbs are provided at both the new junction and at the Station Road crossing point.

2.2 Problem

Location: at the road narrowing near No. 89 Station Road

Summary: narrowing without suitable signage may lead to accidents

At the proposed road narrowing vehicles are to give way to allow opposing vehicles to proceed, however no indication is provided as to which flow should give way and vehicles travelling in both directions may try to proceed resulting in head-on collisions.

Recommendation

It is recommended that either a 'give way' carriageway marking is provided for one direction of flow at the road narrowing or signs to Diagram 615 and 811 are provided to control the direction which must give way at the road narrowing.

3.0 Observations

- 3.1** Drawing numbered TSP/HIB/P2415/05 B shows a reduction of the carriageway width of Station Road to allow an improved arrangement for the footway with a minimum width of 1.0m on the north side of the road to the east of Furniss Way. The audit team noted that the changes would provide more footway width but the footway would remain a continuous dropped kerb for access to the frontages of the residential and commercial properties and that the proposals would only marginally improve safety for pedestrians.

Audit Team Statement

ROAD SAFETY AUDIT STAGE 1

I certify that this audit has been carried out in accordance with HD 19/03.

Audit Team Leader

L. E. Shaw MIHT
Senior Associate
Laurence Shaw Associates
1 Dyke Close
Poynings
West Sussex
BN45 7BB

Signed 

Date 22nd October 2013

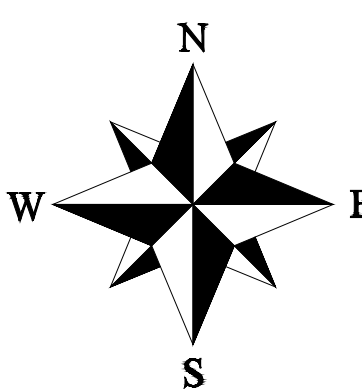
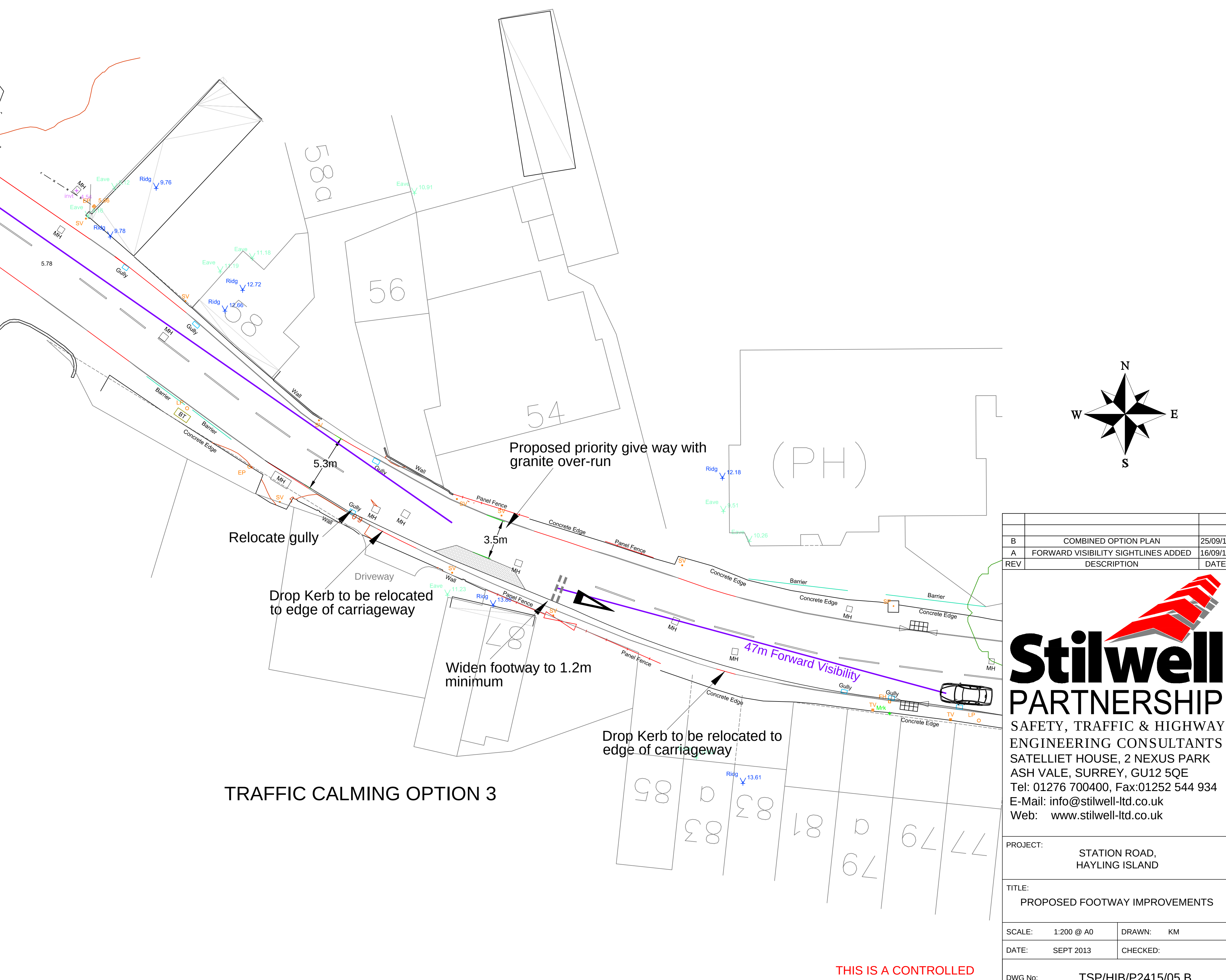
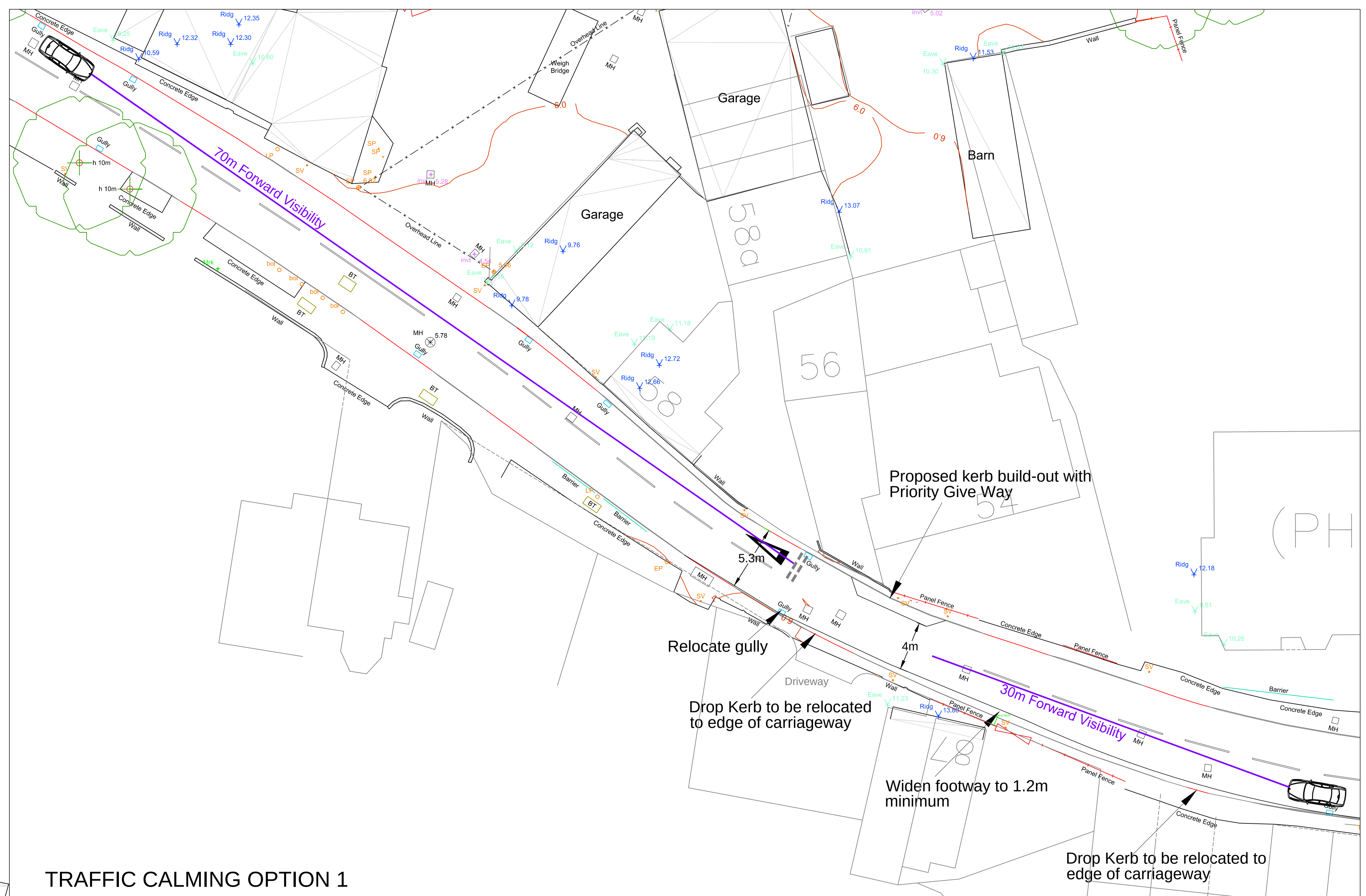
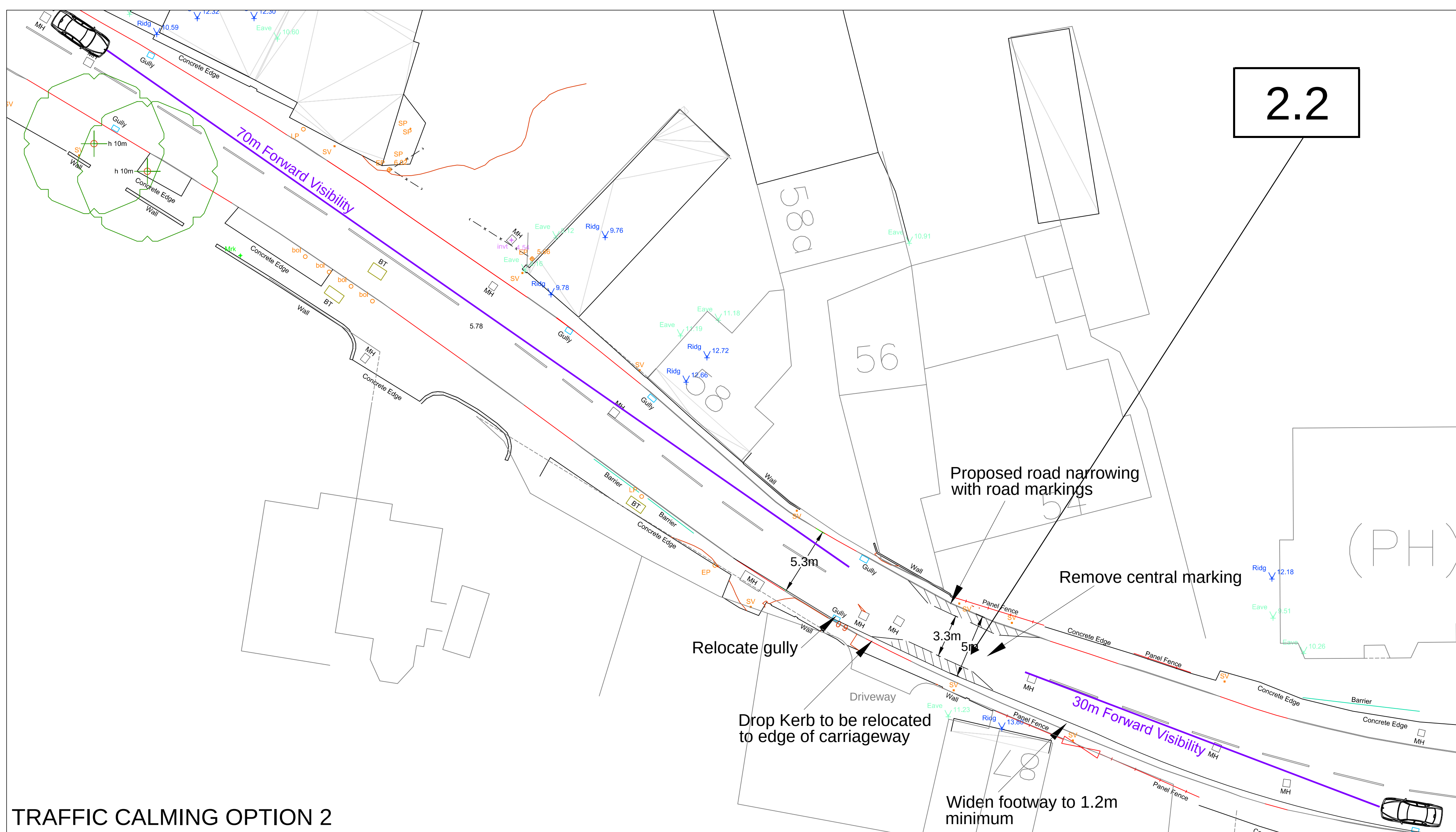
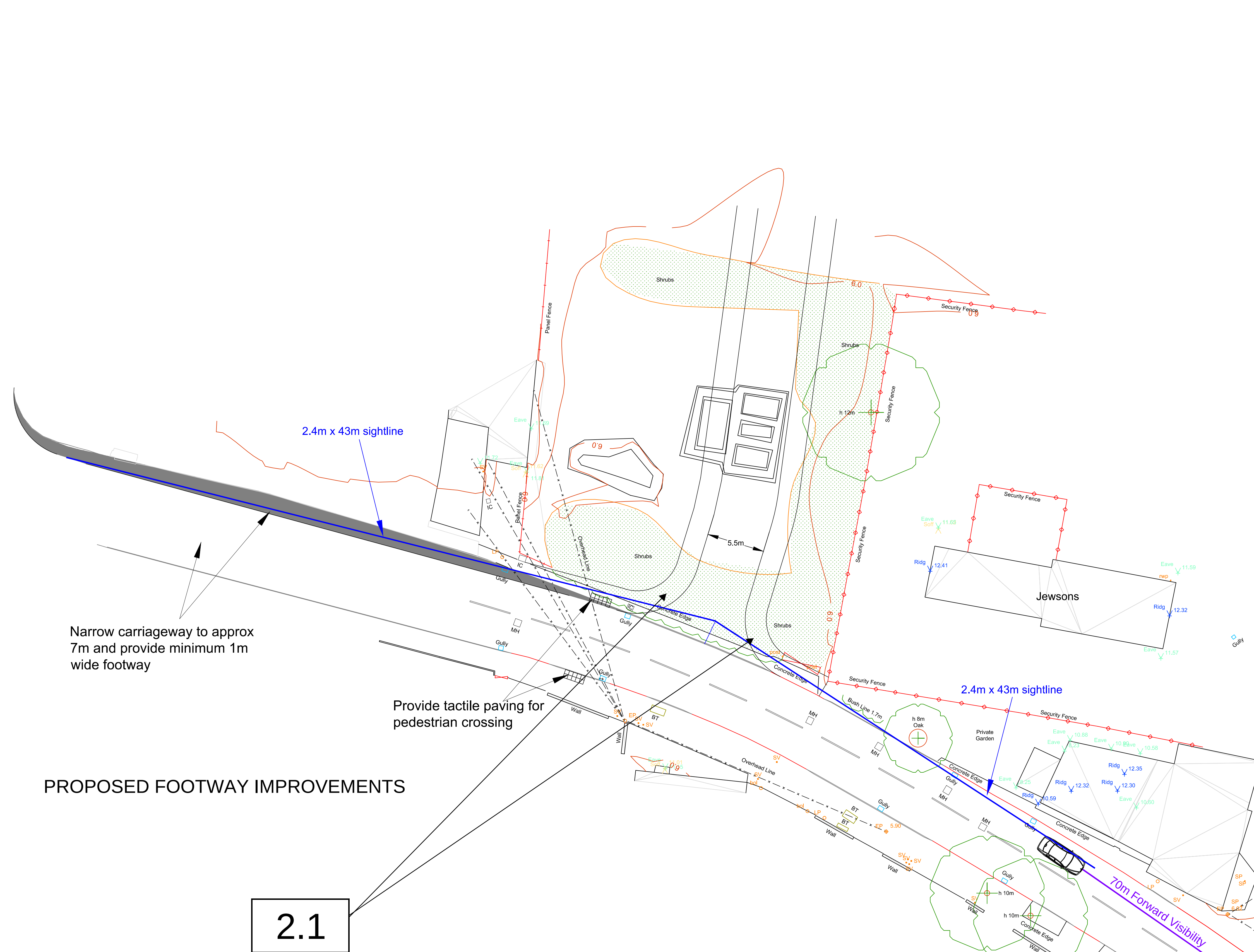
APPENDIX A

Schedule of documents examined

Drawing No.	Title	Description	Scale
TSP/HIB/P2415/05 B	Station Road, Hayling Island	Proposed Footway Improvements	1:200 @ AO
Relevant emails received from Kristy Milam			

APPENDIX B

SCHEME DRAWINGS



COMBINED OPTION PLAN			25/09/13
B	FORWARD VISIBILITY SIGHTLINES ADDED		16/09/13
REV	DESCRIPTION		DATE
 Stilwell PARTNERSHIP SAFETY, TRAFFIC & HIGHWAY ENGINEERING CONSULTANTS SATELLIET HOUSE, 2 NEXUS PARK ASH VALE, SURREY, GU12 5QE Tel: 01276 700400, Fax: 01252 544 934 E-Mail: info@stilwell-ltd.co.uk Web: www.stilwell-ltd.co.uk			
PROJECT:		STATION ROAD, HAYLING ISLAND	
TITLE:		PROPOSED FOOTWAY IMPROVEMENTS	
SCALE:		1:200 @ A0	DRAWN: KM
DATE:		SEPT 2013	CHECKED:
DWG No:		TSP/HIB/P2415/05 B	

THIS IS A CONTROLLED DOCUMENT