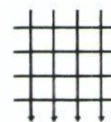


Development at New Lane with road widening
Havant, Hampshire

Engineers response to the Stage 2 Safety Audit

On behalf of Bloor Homes, November 2012



BANNERS GATE
HIGHWAYS AND TRANSPORTATION

Engineer's response to Stage 2 Safety Audit

This statement provides a response to the Stage 2 Audit prepared by MB Projects (November 2012)

Ref	Subject & description	Engineer's response
B1.2	<u>Comment</u> The development would not exacerbate existing accident patterns	<u>Agreed</u> It is the view of the designer that there are overall benefits in promoting the road widening and yellow box junction.
B3.1	<u>Problem</u> A Stage 3 Audit (after construction) is recommended to observe any problems in the operation of the junction	<u>Agreed</u> Road widening on New Lane would provide benefits to the free flow of traffic at all times. In addition, it is apparent that many drivers U turn on New Lane when waiting at the level crossing and thereby put pedestrians at risk. It is the designer's view that many drivers would U turn within the new junction which is a safer place within which to complete this manoeuvre. Therefore, queuing would reduce as a result of development. Therefore, the perceived risks in a junction at this location are negligible. It is the designer's view that the proposed highway works would provide an overall benefit to the operation of the road network at this location.
B4.1	<u>Observation</u> The railway gates should be relocated to avoid a conflict with pedestrians	<u>Agreed</u> The gates would be relocated as suggested.
B5.1	<u>Problem</u> 'Road narrows' sign should be provided	<u>Agreed</u> 'Road narrows' sign would be provided as suggested.
B5.2	<u>Comment</u> Temporary signing should be provided	<u>Agreed</u> Temporary signing would be provided as suggested.

Written by **Nigel Vening** BSc (Hons) CEng MICE MCIHT

Director of Banners Gate Transportation Ltd / 26 November 2012

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CLIENT:- HAMPSHIRE COUNTY COUNCIL

HIGHWAY ACCESS TO RESIDENTIAL DEVELOPMENT

NEW LANE, HAVANT

HAMPSHIRE

**ROAD SAFETY AUDIT (UPDATED)
STAGE 2 REPORT**

November 2012

M B Projects Ltd.

Job No. 112.209

Issue: FINAL

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1. INTRODUCTION

- 1.1 This report results from a Stage 2 Road Safety Audit carried out on the detailed design of the highway access works associated with residential development to the east side of New Lane in Havant, Hampshire, at the request of the Design Organisation, Bannersgate, Cavendish House, 10-11 Birmingham Street, Halesowen B63 3HN.
- 1.2 This proposal comprises introducing a simple T-junction in New Lane just south of the existing railway level crossing to provide vehicular and pedestrian access to the site which will comprise 78 residential units. New Lane south of the site access is proposed to be widened to 5.5m to ease traffic movements.
- 1.3 The Audit Team membership was as follows:
- | | |
|-----------------|---|
| Martin Brownsey | BSc DipEM MCIHT
Director, M.B.Projects Ltd |
| Ted Smith | Traffic Safety Consultant |
- 1.4 This updated audit took place at the Oxted Office of M.B.Projects Ltd during November 2012. The audit comprised an examination of the drawings and documents provided by the Design Organisation, and listed in Appendix A to this report.
- 1.5 The site was visited during the afternoon of 6 March 2006 for the original Stage 2 Audit when weather conditions were dry and fine. Traffic conditions were light and no pedestrians or cyclists were observed.
- 1.6 The terms of reference of this audit are as described in the Department for Transport document HD19/03 Road Safety Audit. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.
- 1.7 Each problem identified has been given a location reference and these are shown on the A3 location plan in Appendix B.
- 1.8 Problems raised in the original Stage 2 Road Safety Audit that have been adequately addressed in the updated design are not raised again in this updated Stage 2 Audit Report.

2. ITEMS RESULTING FROM THIS STAGE 2 AUDIT

B1 GENERAL

B1.1 No Departures from Standards have been provided by the Design Organisation.

B1.2 Comment

Injury accident data for the 5 year period to December 2010 has been supplied. This shows just one recorded accident in the vicinity of the proposed site access, resulting in 3 slight injuries, due to a vehicle losing control while trying to negotiate the closing barriers.

The proposals would not therefore appear to exacerbate any existing accident related problems.

B2 LOCAL ALIGNMENT

B2.1 No problems identified in this category at this stage.

B3 JUNCTIONS

B3.1 Problem **Location A** (see location plan in Appendix B).
Summary: **Traffic problems exacerbated by development**

The 2006 traffic survey described several existing traffic problems arising from the closing of the level crossing. Particularly in the morning peak long queues extend southwards past the Waterloo Road junction, causing congestion. Gate closures of up to 10 minutes have been recorded. The proposed development will generate additional movements and could cause additional problems:

- A vehicle coming from the south, wishing to turn right into the site, might overtake queuing traffic and meet a left turning vehicle or cyclist exiting the site.
- A vehicle coming from the south, wishing to turn left into Waterloo Road, has been seen to overtake queuing traffic and could now meet a southbound vehicle or cyclist that has exited the site.
- A northbound motorcycle passing on the offside of queuing vehicles could meet a southbound vehicle that has exited the site.

The likelihood of actual conflicts resulting from such traffic movements is probably low but nevertheless now a possibility. Local traffic may adjust their driving based on the knowledge of the presence of the new site access.

Recommendation The Stage 3 Audit should visit the site during peak hours in order to observe any such problems and to determine if any mitigating measures might be necessary.

B4 NON-MOTOR VEHICLE PROVISION

B4.1 Observation Location B (see location plan in Appendix B).

The half barriers (railway gates) at the end of the cycleway route on the east side of New Lane will need to be set back about a metre so that they are behind the line of the new footway so that pedestrians do not walk into the end of them.

B5 SIGNS AND LIGHTING

B5.1 Problem Location C (see location plan in Appendix B).

Summary: Risk of conflict with opposing traffic flow

The proposed widening of New Lane to 5.5m from the site access southwards terminates north of Waterloo Road as the road width narrows back to 4.2m, which is narrow for a road of the status of New Lane. Southbound vehicles aren't warned of this narrowing and could therefore enter the narrowing at risk of conflict with an opposing vehicle.

Recommendation A 'road narrows ahead' warning sign to diagram no. 516 should be introduced, perhaps fixed on the rear of the existing railway crossing sign.

B5.2 Comment

Temporary signage to diagram no. 7014 should be erected for New Lane drivers to inform them of the presence of the new junction and road layout ahead.

Highway Authority Planning Response - Warblington School, New Lane Access

Highway Network

The application was supported by a Transport Assessment (TA) that quantifies the amount and modes of all journeys, that the proposed development will generate, and investigates the impact of the increased traffic flow on the surrounding road network and junctions.

The Transport assessment has been reviewed by the Highway Authority and given the guidance in the National Planning and Policy Framework (NPPF) the proposed application can not be prevented or refused on transport grounds as the effect on the residual cumulative impacts of the development on the surrounding highway network can not be defined as severe.

Although there are offsite highway improvements needed to limit the impacts of the development on the transport network, a Hampshire County Highway contribution will be required from the developer for improvements to be undertaken within the transport network to encourage the alternative modes of travel defined in the TA

Modes of Travel

A Draft Travel Plan was submitted with the application which includes initiatives and targets to encourage modal shift away from the private motor vehicles to other means of travel. If the application is successful the subsequently agreed Travel Plan will form part of a 106 Agreement

Layout of Estate.

The layout of the estate meets the recommendations contained within Manual for Street Design (MfS) guide. The detailed drawings within planning application submission demonstrate that the proposed layout will provide satisfactory servicing arrangements for emergency vehicles, delivery vehicles, fire appliances and refuse vehicles. The layout also provides adequate parking for both vehicles and cycles on its completion and during the construction period when temporary parking for building operatives will be imperative.

The road and footway network will be built to an adoptable standard and will be maintained and managed by a company set up or selected by the developer. This maintenance agreement will be secured by means of a 106 Agreement.

A 106 legal agreement will be required to insure that general public have the right to pass and re-pass over the public area, road and footways to insure integration of the proposed development into the surrounding existing settlement.

It will be imperative that parking is controlled on the proposed residential roads to insure that they are not used for the long term parking of users of the rail station and town centre or for the short term parent parking for Fairfield School.

Parking

The Transport Assessment has justified the amount of parking provided (including cycle long term and short term storage) for each type of residential units proposed within the estate and meets the standards contained with the Havant Borough Council Parking Standards.

Site Access

The Head of Engineering Consultancy at HCC and the HCC S278 engineers have concluded that the access proposal is adequate and acceptable for the purposes of the planning application.

An updated Stage 2 Road Safety Audit (RSA) was required as part of the review to address the amendments to the access layout submitted as part of the planning application. This RSA has raised no problems or recommendations which have not been agreed or dealt with by the developer. Consequently the access has been subject to a satisfactory, independent Road Safety Audit and has been reviewed by HCC Engineering Consultancy Unit with reference to comments within previous audit information and Exceptions Report. The Highway Authority is satisfied that the access is achievable, adequate and suitable for progressing through a future Section 278 Agreement with HCC should the LPA resolve to grant planning permission..