



**GRAINGER PLC
BLUE STAR LAND, RESIDENTIAL
DEVELOPMENT
BEREWOOD, WATERLOOVILLE,
HAMPSHIRE**

**STAGE 1 - ROAD SAFETY AUDIT AND
DESIGNER'S COMMENTS**

JULY 2025



the journey is the reward

Report title:	Grainger Plc Blue Star Land, Residential Development Berewood, Waterlooville, Hampshire Stage 1 - Road Safety Audit and Designer's Comments
Issue date:	19th August 2025
Document reference and revision:	GTWVILLE_BSL/RSA1/04
Audit Prepared by:	Martyn Parr - Mayer Brown Ltd
Designer's Comments Prepared by:	Rob Akerman - Mayer Brown Ltd
On behalf of:	Grainger Plc
Status:	Final

Grainger Plc
Blue Star Land, Residential Development
Berewood, Waterlooville, Hampshire
Stage 1 - Road Safety Audit

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1 Introduction

- 1.1 This report results from a Stage 1 Road Safety Audit carried out following instructions from Mayer Brown Ltd (Ilminster Office), following a request from Grainger Plc.
- 1.2 The highway works subject to this Road Safety Audit comprise of a proposed residential development on a parcel of land within the Berewood development, currently referred to as 'Blue Star Land'.
- 1.3 The Road Safety Audit took place during July 2025.
- 1.4 The Road Safety Audit comprised an examination of the Audit Brief and highway arrangement drawings provided by Mr Rob Akerman at Mayer Brown Ltd (Design Team), given as **Appendix C** of this report.
- 1.5 The Road Safety Audit Team membership was as follows:

Audit Team Leader

Martyn Parr MSoRSA, MCIHT, NHCoc
Road Safety Manager – Mayer Brown Limited

Audit Team Member

John Reid MSc, DipHTE, NHCoc
Technical Director (Safety) – Mayer Brown Limited

- 1.6 A site visit was undertaken on Wednesday 2nd July 2025 from 12:00hrs onwards, during which the weather was overcast, and the existing road surface was damp. No traffic, pedestrians or pedal cycles were observed.
- 1.7 The terms of reference of the Road Safety Audit are as described in GG 119.
- 1.8 This Audit is concerned only with the proposed works that are intended for adoption by Hampshire County Council and excludes highway areas outside of the development boundary.
- 1.9 The Audit Team are not advised of any Departures from Standard.
- 1.10 For reference, a reduced-scale copy drawing 'GTWVILLE_BSL_SK_02G' is given as **Appendix B** of this report.
- 1.11 Designer's Comments have been provided in blue italics at the end of each problem in Section 2.

2 Items Raised at Previous Road Safety Audits

- 2.1 The Audit team are not aware of any previous Road Safety Audits having been carried out on the scheme proposals.

3 Items Raised at the Stage 1 Road Safety Audit

Non-Motorised Users (NMUs)

3.1 Problem

Location: Laxton Leaze (please refer to reference point 3.1 in **Appendix B**).

Summary: Inappropriate provision of a segregated two-way cycle lane.

The proposed 2.5m wide segregated two-way cycle lane does not meet the desirable minimum width of 3m recommended in LTN 1/20. Additionally, the existing provision within the Berewood development is predominantly shared-use pedestrian/cycle facilities. As such, the Auditors are concerned that pedestrians may stray into the cycle lane, with consequent risk of being struck by a faster moving cyclist.

Recommendation

It is recommended that:

- i. A shared-use pedestrian/cycle facility is provided to maintain consistency with existing infrastructure and help moderate cycle speeds.
- ii. Provide appropriate destination arrows and cycle logos on the carriageway and the shared-use facility to ensure cyclists are directed onto and off of the cycle route.
- iii. Back-to-back 'shared use' and 'end of route' signs are installed at the interface between the footway and the shared-use facility, to clarify the change in provision for all users.

Designer's Comment

Table 5.2 of LTN 1/20 (extract below) details the width requirements based on the peak hour cycle flow.

Based on Table 5.2, the desired minimum would be 3m but the absolute minimum (normally used where constraints are present) would be either 2m or 2.5m depending on the peak hour cycle flow. The number of cycle movements in this location is not likely to exceed 300 in any peak hour, therefore 2.0m would be considered a minimum where pinch-points exist. We are providing 2.5m cycleway and a 2m footway, which is less than the desirable width but greater than the absolute minimum width.

Based on the information provided in Table 4.1 below, for the likely speed of 20mph on the access road into BSL and a low daily traffic flow, no form of cycleway is required to ensure the wellbeing of cyclists. This assumes that it is a safe environment for cycling on the carriageway due to the low traffic flows and low vehicle speeds.

Therefore, the level of provision being provided with the width of 2.5m is considered to be a significant enhancement for cyclists, that would not necessarily be required based on the LTN 1/20 guidance, given the low traffic volumes and the likely level of cycle movements.

Dwg. GTWVILLE_BSL/SK/02 has been updated to reflect the current redline boundary and to ensure the uncontrolled crossing sits within the boundary. A copy is included in Appendix D

Cycle Route Type	Direction	Peak hour cycle flow (either one way or two-way depending on cycle route type)	Desirable minimum width* (m)	Absolute minimum at constraints (m)
Protected space for cycling (including light segregation, stepped cycle track, kerbed cycle track)	1 way	<200	2.0	1.5
		200-800	2.2	2.0
		>800	2.5	2.0
	2 way	<300	3.0	2.0
		>300-1000	3.0	2.5
		>1000	4.0	3.0
Cycle lane	1 way	All – cyclists able to use carriageway to overtake	2.0	1.5

*based on a saturation flow of 1 cyclist per second per metre of space. For user comfort a lower density is generally desirable.

Figure 4.1: Appropriate protection from motor traffic on highways

Speed Limit ¹	Motor Traffic Flow (pcu/24 hour) ²	Protected Space for Cycling			Cycle Lane (mandatory/ advisory)	Mixed Traffic
		Fully Kerbed Cycle Track	Stepped Cycle Track	Light Segregation		
20 mph ³	0					
	2000					
	4000					
	6000+					
30 mph	0					
	2000					
	4000					
	6000+					
40 mph	Any					
50+ mph	Any					

Provision suitable for most people
 Provision not suitable for all people and will exclude some potential users and/or have safety concerns
 Provision suitable for few people and will exclude most potential users and/or have safety concerns

Notes:
 1. If the 85th percentile speed is more than 10% above the speed limit the next highest speed limit should be applied
 2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow
 3. In rural areas achieving speeds of 20mph may be difficult, and so shared routes with speeds of up to 30mph will be generally acceptable with motor vehicle flows of up to 1,000 pcu per day

3.2 Problem

Location: General to the scheme.

Summary: Insufficient details could compromise road safety.

Details for road markings, footways (adjacent to the proposed dwellings) and swept path analysis (excluding the site accesses) have not been provided for assessment, therefore the Audit Team is unable to comment on their suitability. There is a concern that these items could result in road safety issues.

Recommendation

It is recommended that these details are made available for assessment at the Stage 2 Road Safety Audit

Designer's Comment

Agreed. Detailed information to be provided for Road Safety Audit Stage 2.

4 Audit Team Statement

Audit Team Statement

4.0 We certify that this Road Safety Audit has been carried out as described in GG119.

Road Safety Audit Team Leader

Martyn Parr – MSoRSA, MCIHT, NHCoC
Road Safety Manager
Mayer Brown Limited
Lion House
Oriental Road
Woking
Surrey
GU22 8AR

Signed



Date 04/07/25

Road Safety Audit Team Member

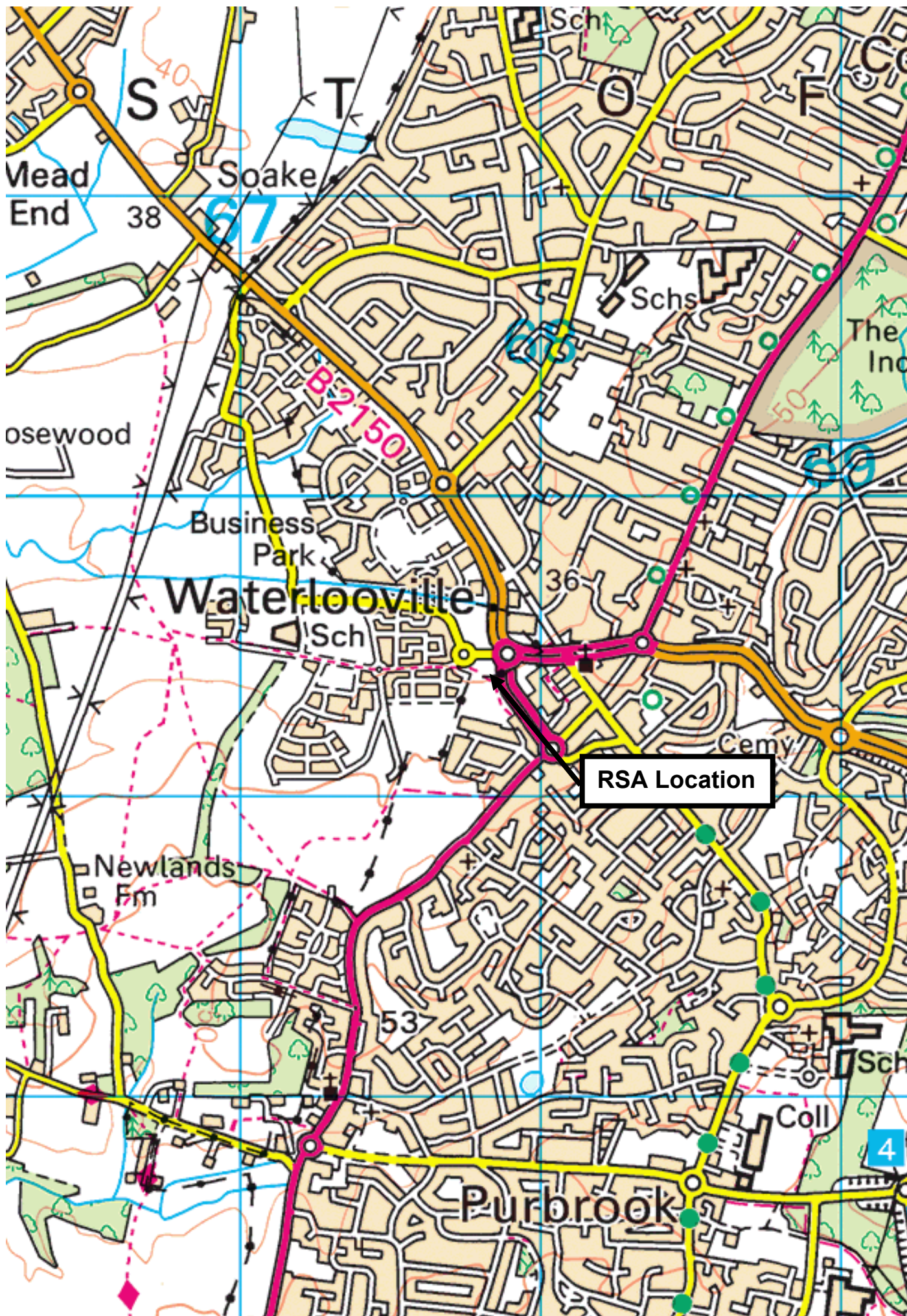
John Reid - MSc, DipHTE, NHCoC
Technical Director (Safety)
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Signed



Date 04/07/25

APPENDIX A: Site Location Plan

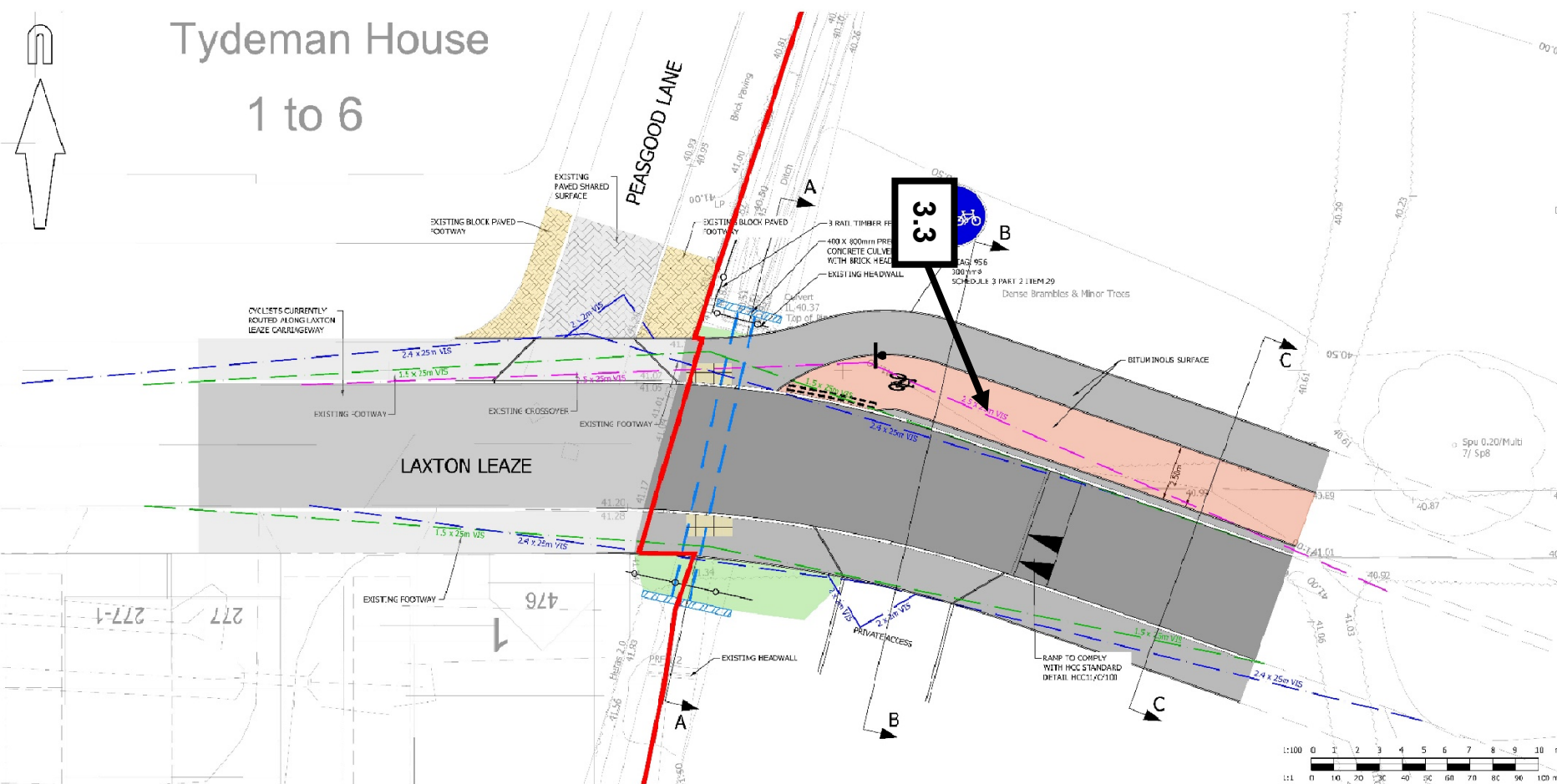


APPENDIX B: Reference Plan



Tydeman House

1 to 6



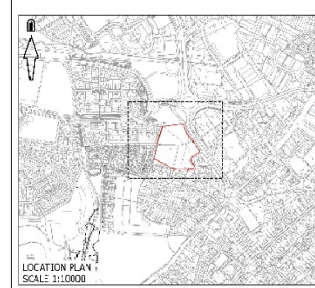
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A1 ORIGINAL

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KEY:

- DEVELOPMENT BOUNDARY
- 2.4 x 75m VIS VEHICULAR VISIBILITY SPLAY
- 2.5 x 75m VIS CYCLIST VISIBILITY SPLAY
- 1.5 x 75m VIS PEDESTRIAN VISIBILITY SPLAY



FOR APPROVAL
14 02 27 2023 08 03 08 27 00 03 27 00 01

G	Client revised	RHA	28/02/2023
F	Site access details revised to suit architect's scheme	RHA	01/02/2023
E	Calculation giving removed, segregated footway/cycleway sign removed, school removed	RHA	24/01/2023
D	Feasibility study revisions. Sections added	RHA	06/12/2021
C	Layout, new estimates and key updated	RHA	02/12/2021
B	Visibility added. Notes added. Dimensions added	RHA	21/07/2020
A	Further details added	RHA	26/05/2023

rev.	description	checked	date
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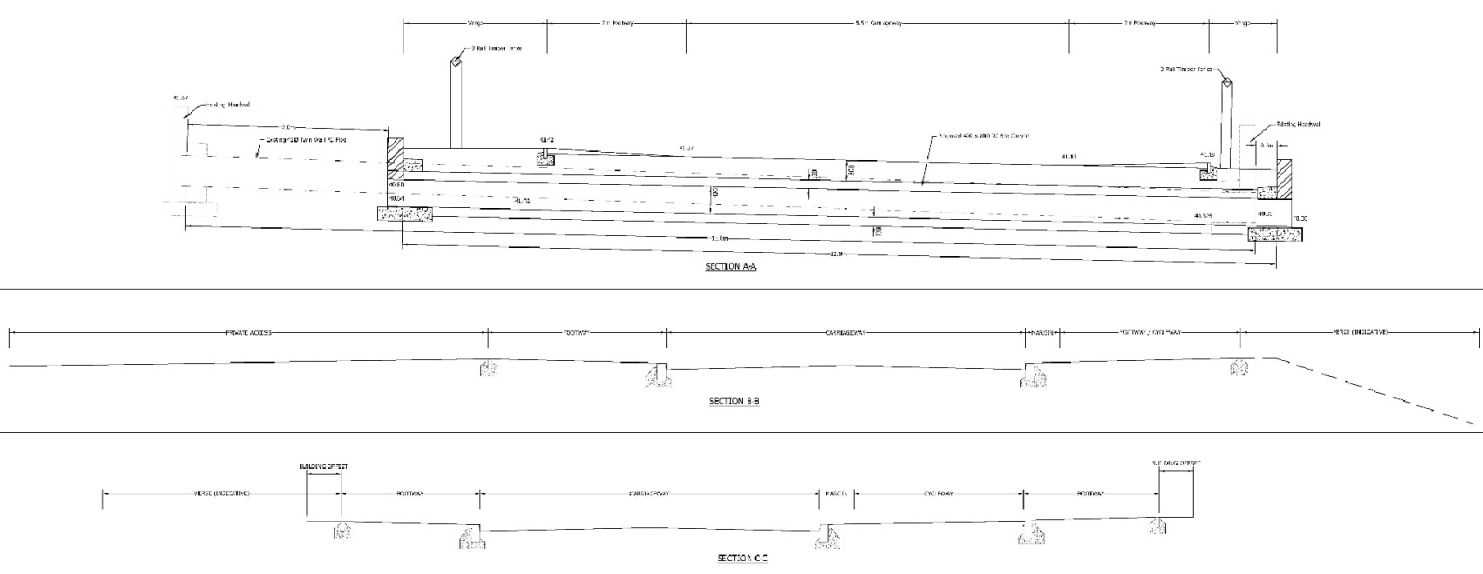
BLUE STAR LAND
WATERLOOVILLE

SCALE	AS SHOWN	drawn by	KD	checked by	RHA
DATE	MARCH 4 2023	and P/E	SK	02.DWG	

PROPOSED VEHICULAR ACCESS

drawing number
GTWVILLE_BSL/SK/02

rev.
G



APPENDIX C: Stage 1 Audit Brief and Supplemental Plans Provided for Audit



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Rev	Description
P1	Preliminary Issue
P2	Revised in accordance with SKL-01 P2
P3	SuDS position updated based on latest engineering drawing
P4	Red Line Updated
P5	Revised Layout
P6	Revised Layout
P7	Revised layout
P8	Revised PROW
P9	Updated Attenuation Feature
P10	Revised Layout
P11	Revised Layout

Date	Au	Ch
17.03.23	GR/CI	HT
30.03.23	GR/HM	
03.04.23	GR/SWD	
05.04.23	GR/SWD	
23.05.23	GR/CI	
04.09.23	GR/ER	HT
05.03.24	GR/HT	
23.07.24	GR/AC	GR
25.07.24	GR/AC	GR
06.02.25	GR/MG	
07.02.25	GR/MG	

Project Bluestar Land, Berewood
Drawing Illustrative Masterplan - 01

Client	GRAINGER PLC			Date	17.03.23
Job no.	GRAI230212			Rev.	P11
Dwg no.	IMP-01			Scale	1:500@A1
Author	GR/CI	Checked	HT	Office	Romsey
Status	PRELIMINARY				
Client ref.	-				



Road Safety Audit Brief

Heading Main

Table C.1 Project Summary

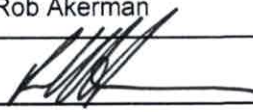
Date:	27/6/25
Document reference:	GTWILLE_BSL
Prepared by:	Mayer Brown Limited
On behalf of:	Grainger plc
AUTHORISATION SHEET	
Project:	Blue Star Land Residential Development
Report title:	RSA Stage 1
PREPARED BY:	
Name:	Rob Akerman
Signed:	
Organisation:	Mayer Brown Ltd
Date:	27/6/25

Table C.2 General Details

General details				
Highway scheme name and road number: N/A				
Type of scheme:	S38 Highway Network to support Residential Development of **Units. Network includes: • New highway access off existing Laxton Lease • Residential road network and alteration to existing footway/cycleway network. Refer to Dwgs. GTWVILLE_BSL/SK/02 and SK/03 and GRAI230128 IMP-01 P11 for further details.			
RSA stage tick as appropriate.	1	2	3	4
	Interim			
Overseeing Organisation details		Design organisation details		
Grainger plc Citygate St James' Boulevard Newcastle upon Tyne NE1 4JE		Mayer Brown Ltd		
Police contact details		Maintaining agent contact details		
N/A		Hampshire County Council		
RSA team membership				
Martyn Parr and				
Terms of reference				
HCC Technical Guidance Notes Manual for Streets and Manual for Streets 2				

Table C.3 Scheme Details

Scheme description/objective
General
The location of the site is shown on Dwg. GTWVILLE_BSL/GA/01 The extents of the residential development are shown on Dwg. GRAI230128 IMP-01 P11 The RSA study area includes the road and pedestrian networks within the development and the primary and secondary accesses of Laxton Leaze and Peasgood Lane respectively. The accesses will be new and therefore study area should extent into Laxton Leaze and Peasgood Lane as required. The scheme is currently being submitted for outline planning and therefore most of the detail is preliminary. However the junctions have been looked at in more detail as they are critical to the feasibility of the scheme. An outline planning application was issued in May 2023. The request for a safety audit was requested by HCC on 13/11/24. The site is bordered by residential on the west and south, by London Rd on the east and by a vacant (open space) site to the north. The site to the north is being considered for residential but is currently allocated for commercial in the Berewood outline planning application.
Design standards applied to the scheme design
HCC Technical Guidance Notes TG/1 to TG/10, MfS and MfS2
Design speeds
20mph will be used for vehicles 30kph will be used for cycle traffic.
Speed limits
30mph
Existing traffic flows/queues
N/A
Forecast traffic flows
N/A
Pedestrian, cyclist and equestrian desire lines
The site currently has a footway/cycle network which connects the Forest End and Laxton Leaze residential areas to a controlled pedestrian crossing on London Rd. The crossing enables access to Waterlooville Town Centre. Dwg. GTWVILLE_SW/SK/10 shows the existing cycle network serving the Berewood Area.
Environmental constraints
There are no statutory designated environmental constraints apart from TPO's. All constraints affecting the site are shown on GTWVILLE_BSL/GA/03

Doc No:	IMS-F-03.10
Revision:	01
Date:	30.01.2023
Page:	Page 3 of 6

Table C.4 Locality

Description of locality
Include all environmental constraints within the scheme extents, for example sites of special scientific interest (SSSI), conservation areas, listed properties etc.
General description
All connecting roads are classed as secondary or tertiary residential streets.
Relevant factors which may affect road safety
Existing cycle routes are considered local strategic routes connecting Berewood and Forest End estates to Waterloo ville town centre.

Table C.5 Analysis

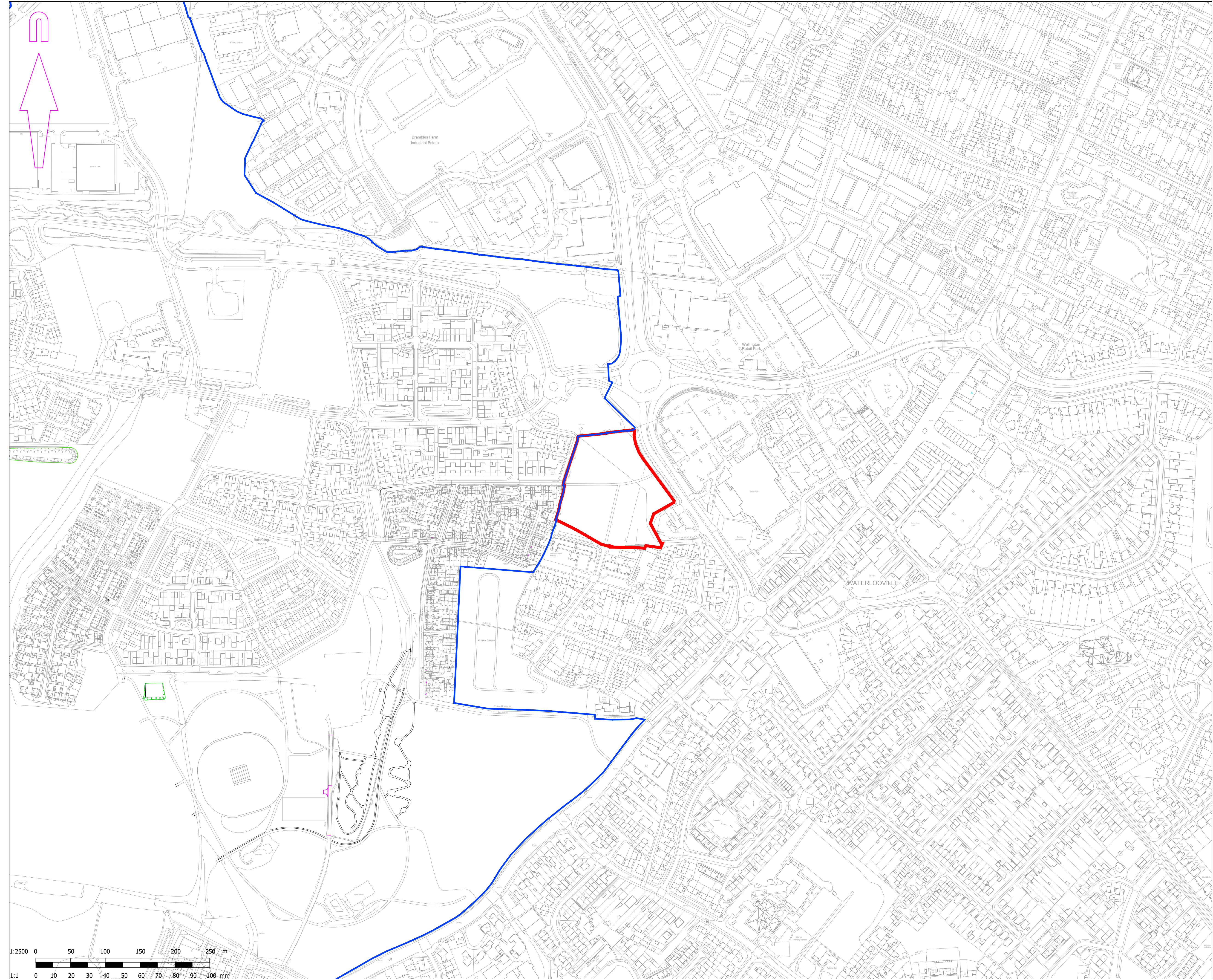
Collision data analysis
All connecting roads are due to be adopted (have S38 draft agreements in place) but are currently still private so no accident data exists.
Departures from standards
No departures are intended.
Previous road safety audit stage reports, road safety audit response reports and evidence of agreed actions
None to date.
Strategic decisions
The existing connecting roads have S38 technical approval so won't be changing, although the planners are considering a modal filter is installed north of the junction of Peasgood Lane and Laxton Leaze.
List of included documents and drawings
Documents
TN – GTWILLE_BSL/DOC/01 – Cyclist Provision WCHAR REPORT Traffic assessment
Drawings
GTWILLE_BSL/GA/01 LOCATION PLAN GTWILLE_BSL/SK/02 – PROPOSED ACCESS GTWILLE_BSL/SK/03 – PROPOSED EMERGENCY ACCESS GRAI230128 IMP-01 P11 – ILLUSTRATIVE MASTERPLAN GTWILLE_SW_SK_101_C – BEREWOOD CYCLE NETWORK GTWILLE_BSL/GA/03 – CONSTRAINTS PLAN

Table C.6 Checklist

Tick all that are included and provide reasons for those that are not included			
Site location plan	✓	Scale layout plans	✓
Departures and relaxations from standards	n/a	Construction/ typical details	✓
Previous RSA reports	n/a	Previous RSA response reports and evidence of agreed actions	n/a
Collision data and collision data analysis	n/a	Road traffic collision plot	n/a
Traffic signal staging	n/a	Traffic counts	✓
Speed surveys	n/a	Pedestrian, cyclist and horse riding desire lines and volumes	✓
Walking, cycling and horse riding assessment and reviews	✓	Items outside the scope of the RSA/ strategic decisions	n/a
Other factors that may impact on road safety	n/a	Design speeds/ speed limits	✓
Design standards used	✓	Adjacent land uses	✓

Author: Rob Akerman

Date: 27th June 2025



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NOTES:

1. ALL AREAS OF BUILT HIGHWAYS, SUDS AND LANDSCAPE INFRASTRUCTURE (OUTSIDE THE SALE BOUNDARY) WILL BE ADOPTABLE BUT WILL NOT FORM PART OF THE SALE.

KEY

- EXTENT OF BLUE STAR LAND SALE BOUNDARY
- BEREWOOD DEVELOPMENT BOUNDARY

FOR INFORMATION
NOT FOR CONSTRUCTION

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rev.	amendment	checked	date
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client



grainger plc

project

BLUE STAR LAND, WATERLOOVILLE

scale

1:2500

drawn by

KD

checked by

WD

date

JANUARY 2023

cad file

GA_01.DWG

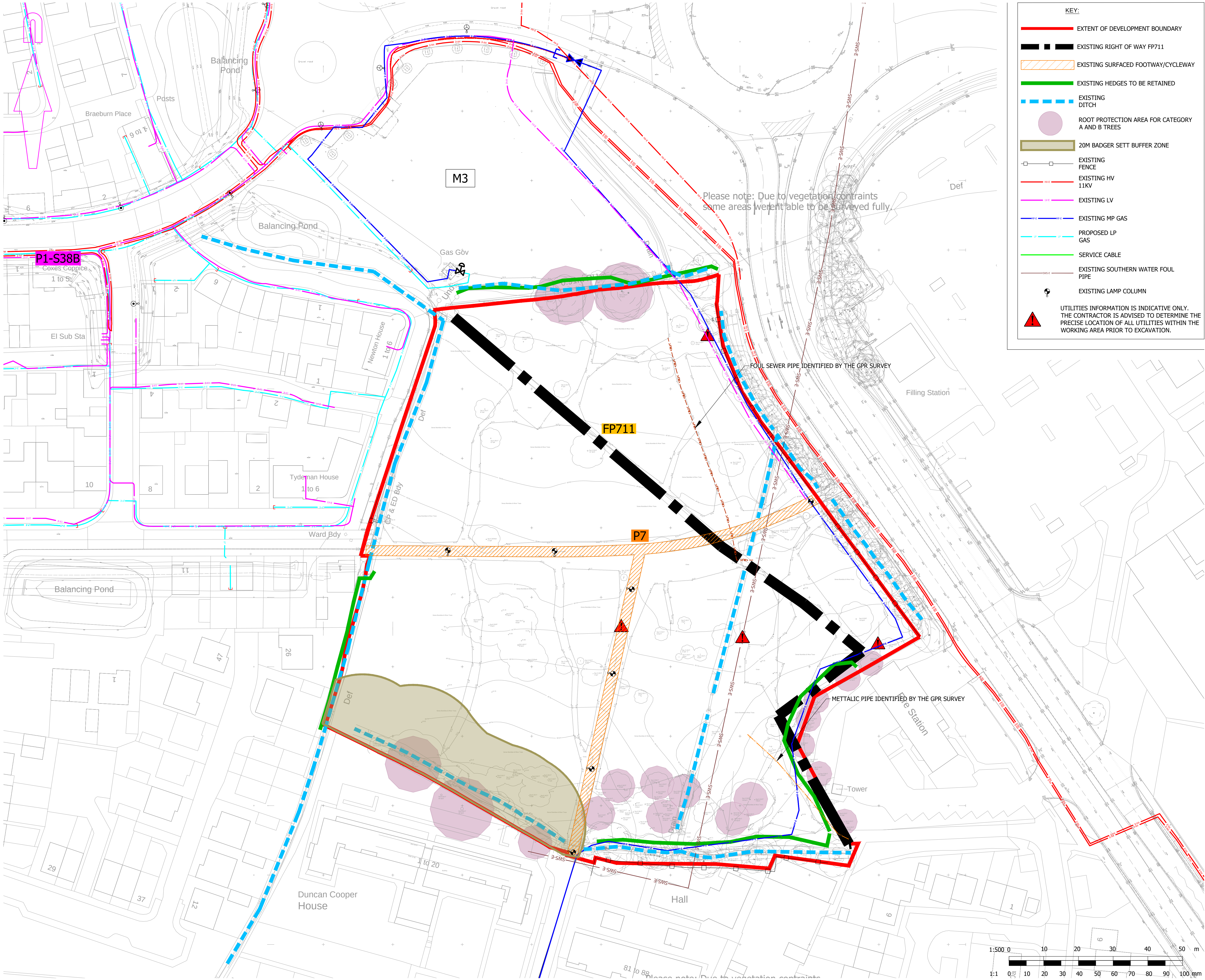
title

LOCATION PLAN

drawing number

GTWVILLE_BSL/GA/01

rev.



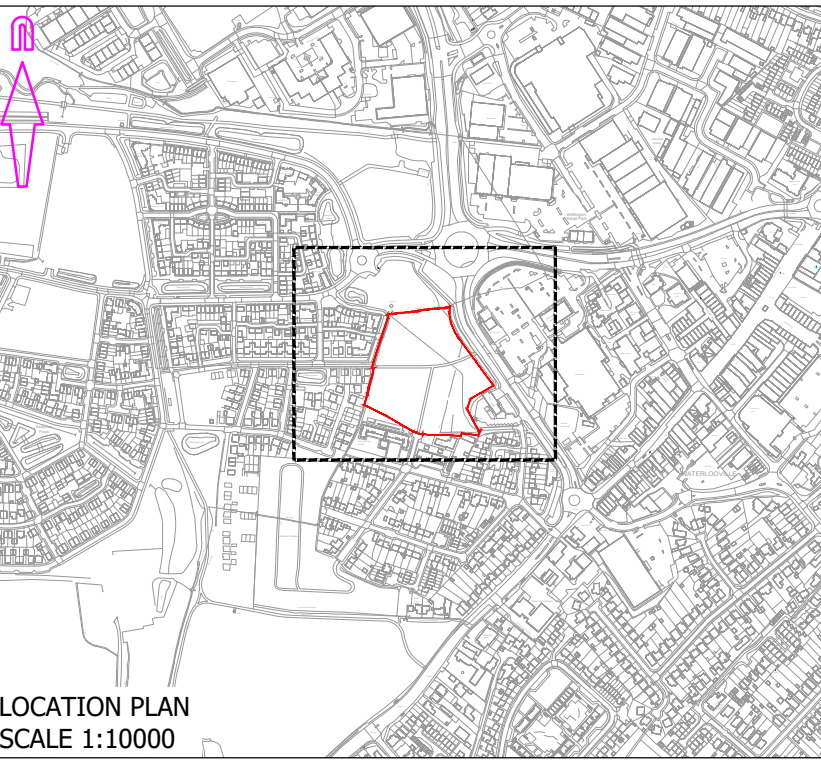
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NOTES:

- REFER TO JAMES FULLER TREE SURVEY REPORT REF: JFA9514_2023-03-20 FOR TREE SURVEY REPORT.
- GPR SURVEY WAS CARRIED OUT BY ENCOMPASS SURVEYS LTD MARCH 2023.
- THE BADGER SETT BUFFER ZONE IS TO BE PHYSICALLY MARKED OUT ON SITE AND APPROVED BY THE OVERSEEING ORGANISATION PRIOR TO COMMENCING ANY REMOVAL OF VEGETATION.
- REFER TO SOUTHERN WATER RETURNS FOR FURTHER INFORMATION OF FOUL SEWER AND SURFACE WATER ASSETS.
- EXISTING FOUL SEWER TO BE DIVERTED AND INCORPORATED INTO DEVELOPMENT DRAINAGE NETWORK AS NECESSARY AND AS PART OF S104 AGREEMENT BETWEEN SOUTHERN WATER AND THE DEVELOPER.



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rev.	amendment	checked	date

m3
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client **grainger plc**

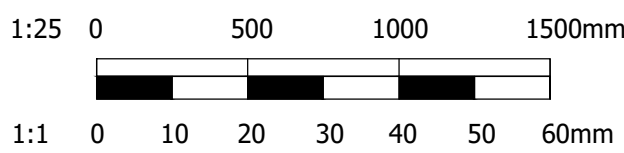
project BLUE STAR LAND, WATERLOOVILLE

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date	DECEMBER 2024	cad file	GA_03.DWG
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title
EXISTING CONSTRAINTS PLAN

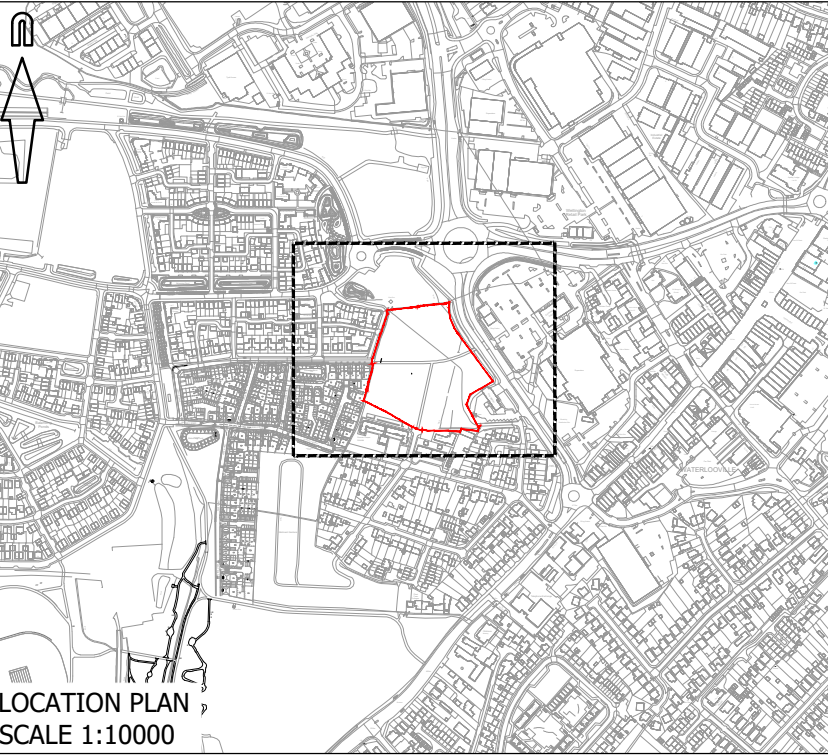
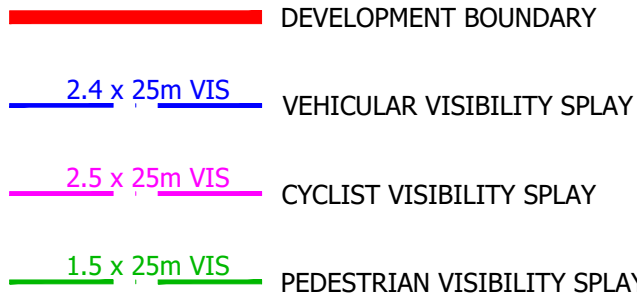
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KEY:



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NOT FOR CONSTRUCTION

G	Culvert revised	RHA	28/02/2025
F	Site access details revised to suit architects layout.	RHA	07/02/2025
E	Cordunoy paving removed, segregated footways/cycleway sign revised, bollard removed.	RHA	24/01/2025
D	Feasibility study revisions. Sections added	RHA	06/12/2024
C	Layout revised notes and key updated.	RHA	02/12/2024
B	Visibility added. Notes added. Dimensions added.	RHA	23/07/2024
A	Further details added.	RHA	26/05/2023

rev.	amendment	checked	date
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client **Investing in homes since 1912**

Investing in homes since 1912
grainger plc

project

BLUE STAR LAND
WATERLOOVILLE

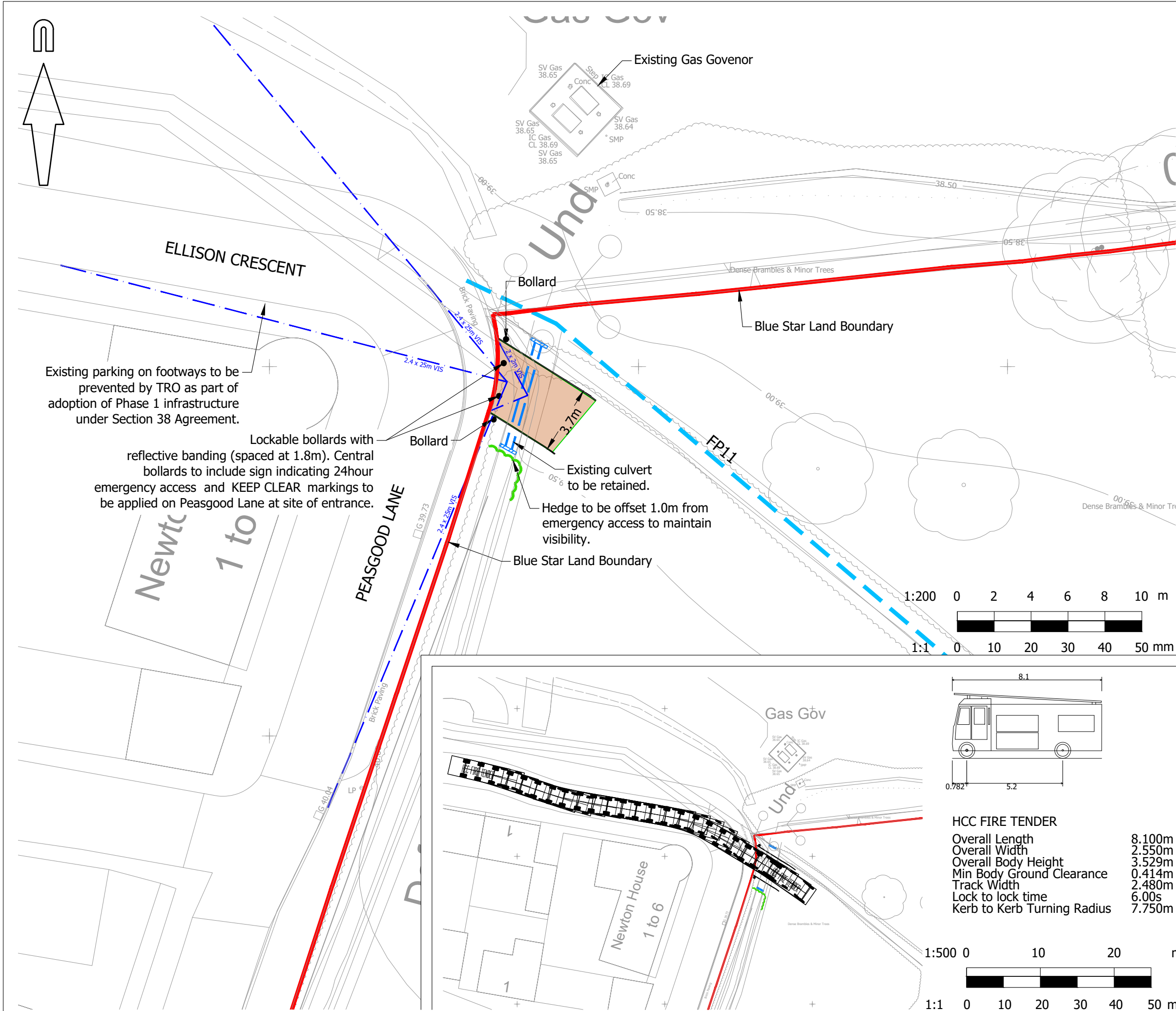
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date	MARCH 2023	cad file	SK_02.DWG
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title

PROPOSED VEHICULAR ACCESS

drawing number	rev.
GTWVILLE_BSL/SK/02	G



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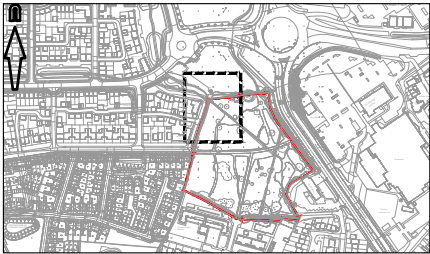
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NOTES

- Refer to Dwg. GTWVILLE_BSL/VT/01 for further vehicle tracking information.

KEY:

- Development Boundary
- Existing Right of Way



FOR APPROVAL
NOT FOR CONSTRUCTION

D	Views adjusted to show visibility.	RHA	26/04/2025
C	Revised post HA comments 14/11/24	RHA	27/01/2025
B	Visibility added.	RHA	23/07/2024
A	Further details added.	RHA	26/05/2023

rev.	amendment	checked	date
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client **grainger plc** Investing in homes since 1912

project
**BLUE STAR LAND
WATERLOOVILLE**

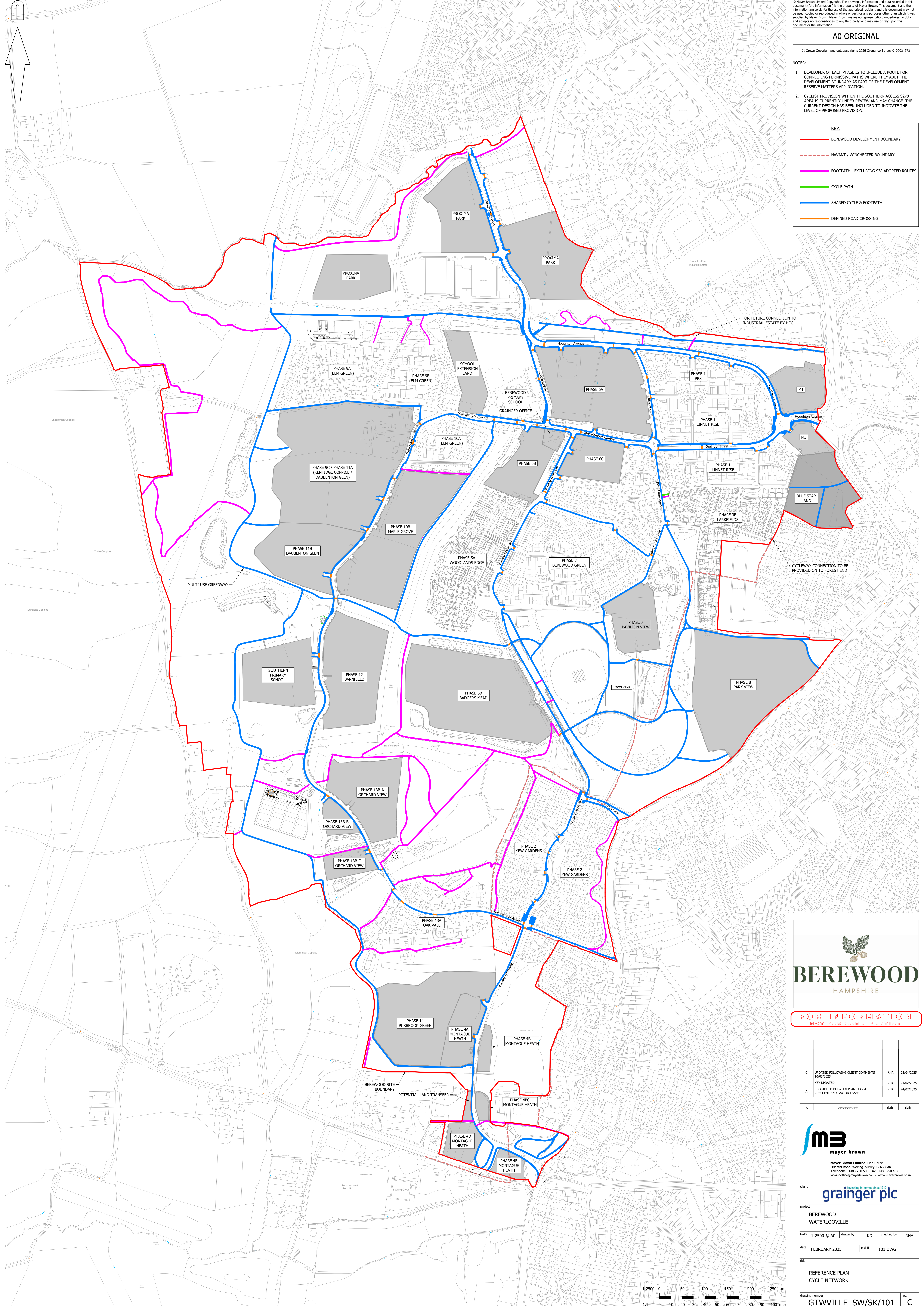
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date	MARCH 2023	cad file	SK_03.dwg
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title

PROPOSED EMERGENCY & PEDESTRIAN ACCESS

drawing number	GTWVILLE_BSL/SK/03	rev.	D
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NOTES:

1. DEVELOPER OF EACH PHASE IS TO INCLUDE A ROUTE FOR CONNECTING PERMISSIVE PATHS WHERE THEY ABUT THE DEVELOPMENT BOUNDARY AS PART OF THE DEVELOPMENT RESERVE MATTERS APPLICATION.
2. CYCLIST PROVISION WITHIN THE SOUTHERN ACCESS S278 AREA IS CURRENTLY UNDER REVIEW AND MAY CHANGE. THE CURRENT DESIGN HAS BEEN INCLUDED TO INDICATE THE LEVEL OF PROPOSED PROVISION.

KEY:

BEREWOOD DEVELOPMENT BOUNDARY

HAVANT / WINCHESTER BOUNDARY

FOOTPATH - EXCLUDING S38 ADOPTED ROUTES

CYCLE PATH

SHARED CYCLE & FOOTPATH

DEFINED ROAD CROSSING

BEREWOOD

HAMPSHIRE

FOR INFORMATION
NOT FOR CONSTRUCTION

C	UPDATED FOLLOWING CLIENT COMMENTS 10/03/2025	RHA	22/04/2025
B	KEY UPDATED.	RHA	24/02/2025
A	LINK ADDED BETWEEN PLANT FARM CRESCENT AND LAXTON LAZE.	RHA	24/02/2025
rev.	amendment	date	date

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Client

project

BEREWOOD
WATERLOOVILLE

scale

1:2500 @ A0

drawn by

KD

checked by

RHA

date

FEBRUARY 2025

cad file

101.DWG

title

REFERENCE PLAN
CYCLE NETWORK

drawing number

GTWVILLE_SW/SK/101

rev.

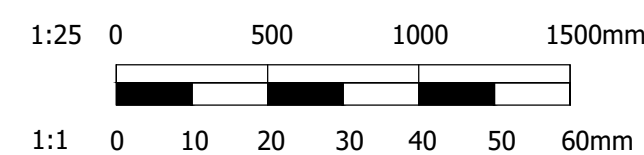
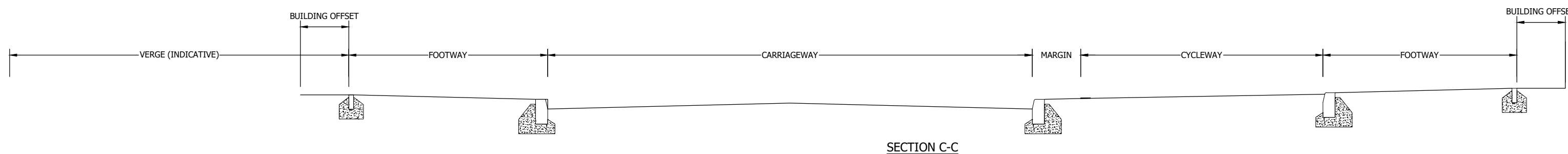
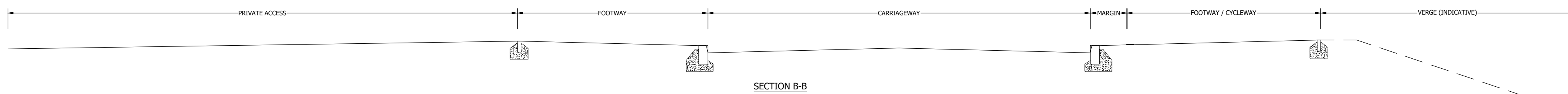
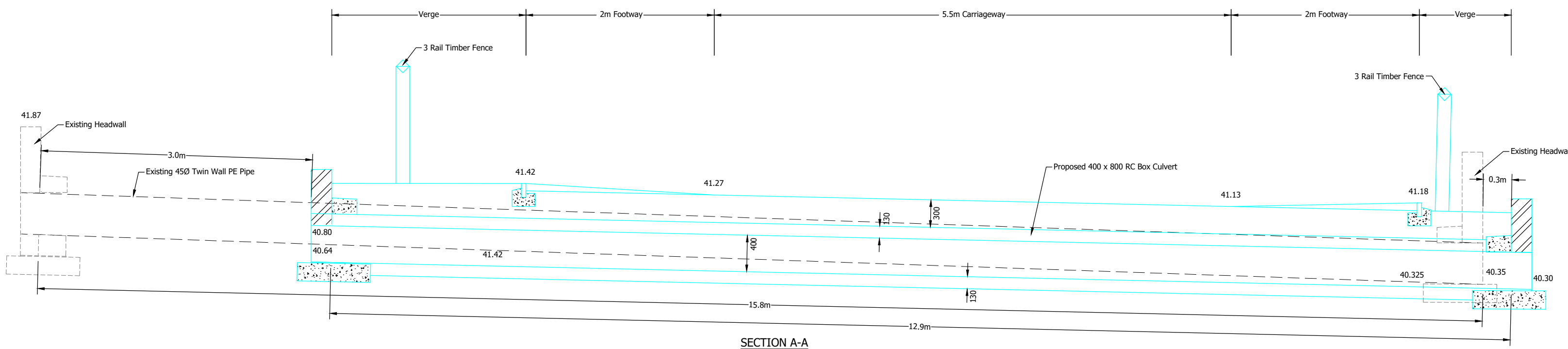
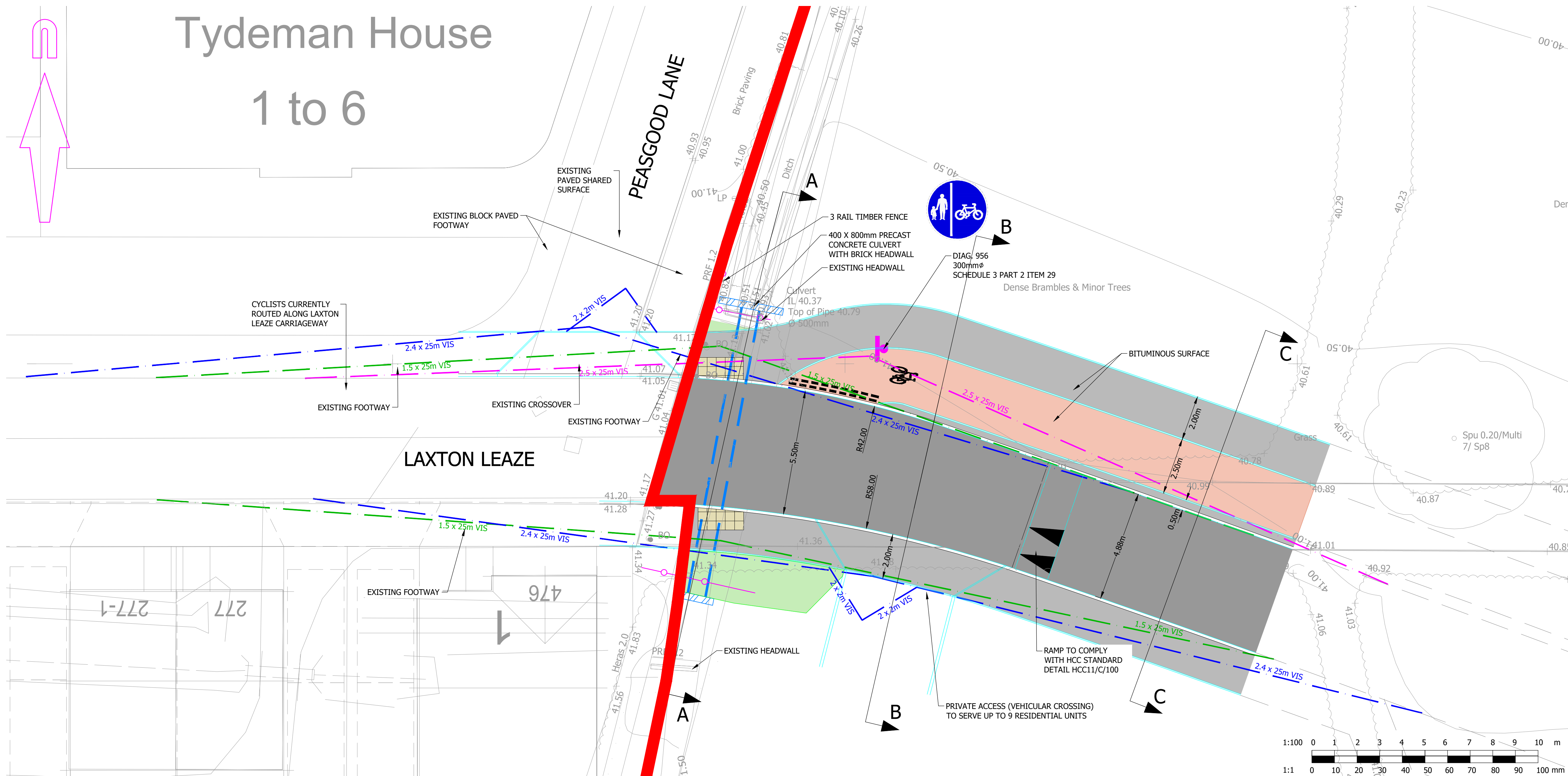
C



APPENDIX D: Revised Dwg. GTWVILLE_BSL/SK/02

Tydeman House

1 to 6



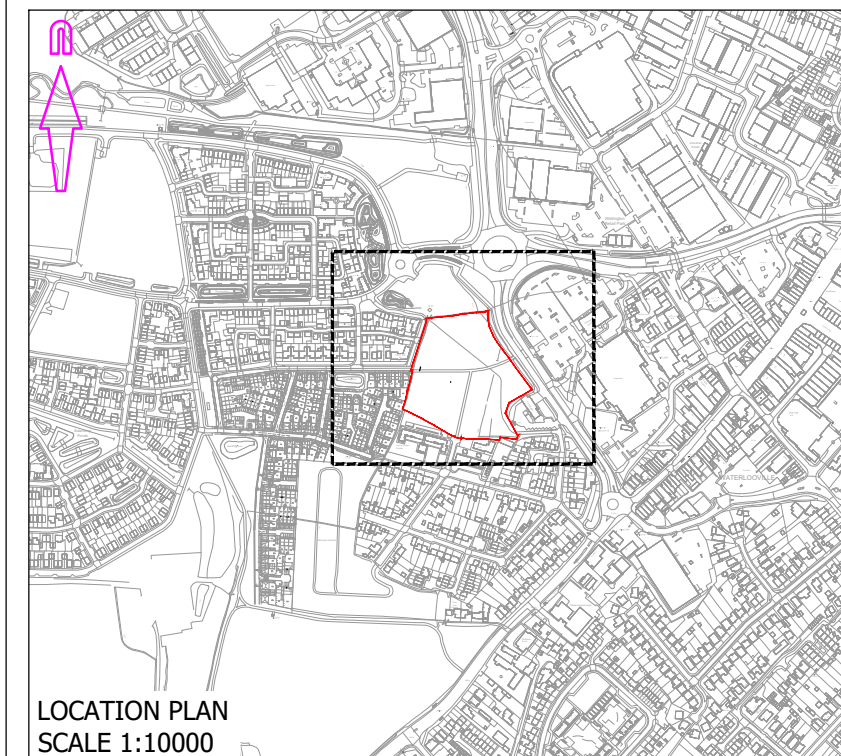
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A1 ORIGINAL

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KEY:

- DEVELOPMENT BOUNDARY
- 2.4 x 25m VIS VEHICULAR VISIBILITY SPLAY
- 2.5 x 25m VIS CYCLIST VISIBILITY SPLAY
- 1.5 x 25m VIS PEDESTRIAN VISIBILITY SPLAY



FOR APPROVAL
NOT FOR CONSTRUCTION

N	Extent of Works Clarified	RHA	19/08/2025
M	Development Boundary revised.	RHA	18/08/2025
L	Development Boundary revised.	RHA	31/07/2025
K	Development Boundary revised.	RHA	29/07/2025
J	Development Boundary added. Tactile paving adjusted	RHA	28/05/2025
I	RLB amended following client comments 15/07/2025.	RHA	17/07/2025
H	Dimensions Clarified	RHA	08/07/2025
G	Culvert revised	RHA	28/02/2025
F	Site access details revised to suit architects layout.	RHA	07/02/2025
E	Corduroy paving removed, segregated footway/cycleway sign revised, bollard removed.	RHA	24/01/2025
D	Feasibility study revisions. Sections added	RHA	06/12/2024
C	Layout revised notes and key updated.	RHA	02/12/2024
B	Visibility added. Notes added. Dimensions added.	RHA	23/07/2024
A	Further details added.	RHA	26/05/2023

rev.	amendment	checked	date
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client **grainger plc**

project **BLUE STAR LAND
WATERLOOVILLE**

scale **AS SHOWN** | drawn by **KD** | checked by **RHA**

date **MARCH 2023** | cad file **SK_02.DWG**

title **PROPOSED VEHICULAR ACCESS**

drawing number **GTWVILLE_BSL/SK/02**

rev. **N**

