



Hampshire
County Council

Engineering Services

Road Safety Audit Stage 1

S38 & S278 Havant and South Downs College

on behalf of Places for People Developments Ltd

October 2024

Document reference: 13/255

Client reference: M-SW0006/000028

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1 Introduction

- 1.1 This report results from a Stage 1 Road Safety Audit carried out on the proposed highway works associated with a housing development at the southern end of the Havant and South Downs College site on College Road in Havant. The audit has been carried out on behalf of Places for People Developments Ltd.
- 1.2 The Road Safety Audit Team membership was as follows: -
- | | |
|--------------------|---|
| Audit Team Leader: | Steve Willoughby MCIHT MSoRSA
Hampshire Engineering Services |
| Audit Team Member: | Ross Rawlings MCIHT MSoRSA
Hampshire Engineering Services |
- 1.3 The Road Safety Audit comprised an examination of the documents provided, as listed in the attached Road Safety Audit Brief. The Audit Team visited the site together, on 18 September 2024 at 1:00pm. During the visit the weather was fine, and the existing road surface was dry. Traffic conditions were light with medium levels of pedestrian and cycle activity observed during the site visit.
- 1.4 The audit has been carried out in accordance with the requirements specified in Hampshire County Council's Technical Guidance Note 18. The Road Safety Audit 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 design to any other criteria.
- 1.5 All problems described in this report are considered by the Audit Team to require action in order to improve the safety of the scheme.
- 1.6 All references to diagram numbers refer to the Traffic Signs Regulations and General Directions 2016 (TSRGD).

2 Departures from Standards

- 2.1 All Departures from Standard are listed in the attached Road Safety Audit Brief.

3 Items raised at previous stage audits

- 3.1 The Audit Team has not been made aware of any previous road safety audits on this scheme.

4 Items raised at this Stage 1 Audit

4.1 Problem

Location: The access to the parking bays for plots 1-12.

Summary: A lack of visibility from the access will increase the risk of side impact collisions.

The visibility to the right from the access is insufficient for drivers to judge a suitable gap in the traffic to pull out onto Road 1. This is because the speed of traffic turning left from College Road into the development is likely to be travelling at speeds higher than 15mph. As a result, vehicles may pull out into the path of an approaching vehicle, leading to a side impact collision.

Recommendation: Tighten up the junction of College Road with Road 1 to reduce the speed of vehicles entering the development. This would also help to reduce the length of the crossing on road 1 at the junction.

4.2 Problem

Location: The sharp bends on the northeast and southwest corners of the site.

Summary: The risk of collisions between vehicles and pedestrians.

The tracking drawings show that a car and an opposing panel van are unable to pass each other around the bends without being in conflict. This may result in vehicles overrunning the footway to pass an oncoming vehicle and this could lead to a collision with pedestrians.

Recommendation: Ensure that a car and a panel van can pass each other on these corners without having to overrun the footway.

4.3 Problem

Location: The sharp bends on the northeast and southwest corners of the site.

Summary: The risk of collisions between a refuse vehicle and pedestrians.

The tracking drawings show that a refuse vehicle is unable to negotiate the bends without overhanging the footway. This will increase the risk of collisions with pedestrians.

Recommendation: Ensure that a refuse vehicle can negotiate the bends without overhanging the footway.

4.4 Problem

Location: The pedestrian access to plots 82-91.

Summary: A lack of provision for pedestrians may lead to collisions between vehicles and pedestrians and will cause an obstruction for mobility impaired pedestrians.

There is, what appears to be, a narrow footway along the front of plots 82-91, but this looks too narrow to accommodate wheelchairs or mobility scooters. There are also no crossing facilities for pedestrians to cross from the footway on the opposite side of the road. Therefore, pedestrians may cross at inappropriate locations, which will increase the risk of collisions between pedestrians and vehicles. The lack of pedestrian provision will also cause an obstruction and restrict accessibility for mobility impaired pedestrians.

Recommendation: Provide a footway of adequate width and designated crossing points to connect the footway on the west/south side of Road 2 with property numbers 82-91.

4.5 Problem

Location: The footway and shared use path through the centre of the development.

Summary: A lack of tactile crossings will increase the risk of collisions between vehicles and visually impaired pedestrians.

At the north & south ends of the footpath and the north end of the shared use path, there are no tactile crossings to guide visually impaired pedestrians to the appropriate crossing locations. As a result, they may cross at inappropriate locations, and this will increase the risk of collisions with vehicles.

Recommendation: Provide flush tactile crossings to allow visually impaired pedestrians to navigate around the development.

4.6 Problem

Location: The east side of the proposed uncontrolled crossing on Atlantis Avenue.

Summary: The risk of collisions between vehicles and pedestrians/cyclists.

The intervisibility between pedestrians/cyclists on the east side of the crossing and vehicles turning left into Atlantis Avenue is restricted by vegetation. This will increase the risk of collisions between pedestrian/cyclists and vehicles.

Recommendation: Cut back/remove the vegetation as appropriate to achieve and maintain adequate visibility.

4.7 **Problem**

Location: The west side of the proposed uncontrolled crossing on Atlantis Avenue.

Summary: The risk of pedestrian slip or trips.

The proposed path between the west side of the uncontrolled crossing and the existing footway passes over a raised area of verge between two trees. If the path follows the profile of the existing verge, its gradient is likely to be steep, and this will increase the risk of pedestrian slips or trips. It may also cause a hazard for wheelchair users.

Recommendation: Ensure that the gradient of the path is a maximum of 1 in 12, but preferably 1 in 20.

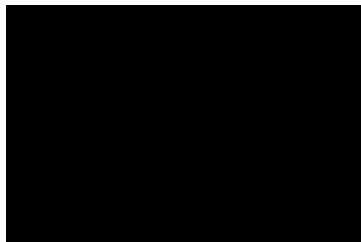
5 Audit team statement

We certify that the terms of reference of the audit are as described in Hampshire County Council's Technical Guidance Note 18.

Audit Team Leader

Steve Willoughby MCIHT, MSoRSA, HE RSA Cert. Comp.
Group Engineer,
Road User Audit Team
Hampshire County Council

Signed:

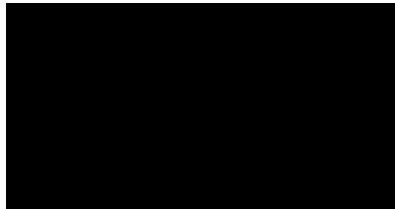


Date: 03/10/2024

Audit Team Member

Ross Rawlings MCIHT, MSoRSA, HE RSA Cert. Comp.
Principal Engineer,
Road User Audit Team
Hampshire County Council

Signed:



Date: 03/10/2024

Road Safety Audit Brief

Scheme Name:	Havant & South Downs College				
Job Number:	SW3014				
Road Safety Audit Stage: <i>(X as appropriate)</i>	Feasibility (F)	Preliminary (1) X	Detailed (2)	Combined (1/2)	As Built (3)

Site & Scheme Description

Redevelopment of southern section of site to provide 91 dwellings comprising 42 No. 2, 3 & 4 bed houses and 49 No. 1 & 2 bed flats with associated parking, landscaping, waste and cycle storage. New access from College Road and other associated works

There is a table top before the S278 to slow traffic in and out of the development.

There is a college next to the site, with two bus stops to the west of the site near the entrance (one on either side of the road)

Collision Data

None within the scheme extents, 1 serious crash outside.

Departures & Relaxations

No departures

List of included documents and drawings

[1017-ATR-105](#) -
SWEPT PATH ANALYSIS - INTERNAL INTERVISIBILITY
[1017-ATR-106](#)
SWEPT PATH ANALYSIS - FIRE TENDER TRACKING
[1017-ATR-107](#)
SWEPT PATH ANALYSIS - LARGE CAR
[1017-ATR-109](#)
SWEPT PATH ANALYSIS - SITE ACCESS - REFUSE PASSING LARGE CAR
[1017-ATR-110](#)
SWEPT PATH ANALYSIS - PANEL VAN AND LARGE CAR
[1017-PHL-1001](#)
PRELIMINARY SITE LEVELS PLAN
[1017-PHL-1002-C](#)
PRELIMINARY ROAD PROFILES PLAN
[1017-PHL-1003](#)
INTERNAL FORWARD VISIBILITY PLAN
[1017-PHL-1005](#)
PRELIMINARY SURFACING PLAN
[1017-PHL-202](#)
PRELIMINARY SITE ACCESS ARRANGEMENTS - STAGGERED CROSSROADS OPTION

For Information (not to be audited)

[1017-PHL-203](#)
PRELIMINARY SITE ACCESS ARRANGEMENTS - CYCLE IMPROVEMENT SCHEME OVERLAY

Scheme Specific Health & Safety Checklist and Risk Assessment

Attach a link or electronic copy to the Scheme Specific Health & Safety Checklist and Risk Assessment document.

[CJxxxxxx-Originator-HSCDM-Scheme Specific Checklist and Risk Assessment.docx](#)
(sharepoint.com)

Prepared By:

Name:	Huniya Akbar
Signed:	Huniya Akbar
Organisation:	Places for People
Date:	9 th September 2024

