

Job no:	1017
Scheme Name:	South Downs College
Location:	Purbrook, Waterloooville
Title:	Response to Hampshire County Council (M-SW0006/000028)
Revision:	A
Date:	06.05.2025

RSA Problem	Design Organisation response	Overseeing Organisations Response	Agreed RSA Action
Problem 4.1 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.	Junction arrangement shown with bell mouth suitable to achieve refuse vehicle access as per HCC guidance. The introduction of the raised table and ramp will reduce speeds of vehicles entering the site we therefore suggest the current arrangement is appropriate from an access and road speed perspective whilst providing suitable facility for pedestrian movement.		

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Problem 4.2 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 van 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.	Tracking plan ATR-110 proves that a large car and panel van can pass at these locations, without the need for the footway to be mounted. Plots have been set back from the carriageway such that forward visibility is achieved in these areas such that in the occasion of a large vehicle (refuse vehicle) can see oncoming cars can stop at an appropriate point to pass, as this is a infrequent vehicle movement this is considered acceptable. The southwest and northeast turns act as speed reducing features lowering vehicle speeds within the development widening the carriageway further would promote higher road speeds in a residential development, which we want to avoid. As the proposed layout looks to balance vehicle movement and reducing road speeds in the residential area the proposed arrangement is considered acceptable when balancing vehicle movement and road speed and the anticipated vehicle movements anticipated.		
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Problem 4.3 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.	Please see plan ATR-105 showing refuse vehicles do not overhang the footway as requested. We therefore trust that this is acceptable.		
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Problem 4.4 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 as 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.	Noted, link between plot access and informal crossing added from plot 85 to opposite side of the carriageway via an informal crossing to provide pedestrian access from these plots to the proposed footway. This will allow for an accessible path route between the highway and these plots not requiring pedestrians to use the carriageway from the west south and north of these plots.		
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Problem 4.5 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.	Noted informal tactile crossing between pedestrian link and northern footway added to direct pedestrians through the development as required.		
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Problem 4.6 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.	Noted vegetation to be cut back to achieve required visibility, this is to be confirmed through the S278 design process for the works on Atlantis Avenue.		
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Problem 4.7 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	Noted, Atlantis Avenue crossing to match existing highway levels which are less than 1:20. Further detail on this to be confirmed through the S278 detailed design works.		
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