

LANGSTONE PARK, HAVANT

Pedestrian and Cycle Improvements

Stage 1 Road Safety Audit
Prepared on behalf of XLB Property

September 2022



Road Safety Engineering

Project:	Langstone Park, Havant Pedestrian and Cycle Improvements
Document:	Stage 1 Road Safety Audit
Design Organisation:	Motion
Overseeing Organisation:	Hampshire County Council
Client:	XLB Property
Gateway RSE ref:	SG/WP/2209-09 RSA1 v1.0
Issue date:	22/09/2022
Status:	Issued as v1.0
Authorised by:	SG

© Copyright Gateway RSE 2022



Road Safety Engineering

*Cheyenne House
West Street
Farnham
GU9 7EQ
01483 679350
admin@gateway-rse.co.uk
www.gateway-rse.co.uk*

CONTENTS

1	Introduction	1
2	Problems Identified by this Road Safety Audit	3
3	Audit Team Statement	5

Appendices

Appendix A:	Items Considered by this RSA
Appendix B:	Location Plan(s)

1 INTRODUCTION

- 1.1 This report describes a Stage 1 Road Safety Audit (RSA) of proposed improvements at Langstone Park, within the Borough of Havant and the County of Hampshire. The audit brief, dated 14th September 2022, describes the scheme as cycle improvements along the Langstone Park access road.
- 1.2 Langstone Park access road is a single carriageway road, with two eastbound lanes to its priority-controlled junction with Langstone Road (A3023), central hatching and a right turn pocket serving a Premier Inn and the Langbrook Farm public house. It runs west to east and has a footway on the north side. The road is largely unlit although illuminated bollards and the adjacent car park may provide some lighting (a night-time inspection was not conducted). There is no posted speed limit, but the access road appears to operate as a 30mph road. A temporary chicane was in place at the western end of the scheme boundary during the audit site visit, possibly to deter construction traffic from entering or leaving Langstone Park at this location.
- 1.3 Langstone Road is a dual carriageway between Langstone Park and the A27 Havant Bypass grade-separated junction, 125 metres to the north. To the south, it is single carriageway with a ghost island and multiple right turn pockets. It is lit and subject to a 40mph speed limit, with a footway on each side, the western one being shared (pedestrian/cycle) use.
- 1.4 This Road Safety Audit was carried out by Steve Giles and Wendy Palmer and consisted of a desktop study and a site visit, which was carried out between 11:30 and 12:15 on Wednesday 21st September 2022, when the weather was fine and the road surface dry. No significant traffic congestion was observed, whilst some pedestrian but no cyclist movements occurred along the access road. No vehicles were parked on the access road during the site visit.
- 1.5 The terms of reference for this RSA are as described in the Design Manual for Roads and Bridges (DMRB) document GG119. The Audit Team is independent of the project design team and has not been involved in the design process in any other capacity. The audit considers only the potential road safety implications of the scheme and has not verified compliance of the design with any other criteria.

- 1.6 The Audit Team has not been made aware of any Departures from Standard. Whilst reference may be made to design standards, this report is not intended to provide a design check.
- 1.7 Recommendations are aimed at addressing the identified potential road safety problems. However, there may be other acceptable ways to overcome a problem, considering wider constraints and opportunities; the Auditors would be pleased to discuss such alternative solutions as appropriate. The recommendations contained herein do not absolve the Designer of his/her responsibilities.

Collision Data

- 1.8 Personal Injury Collision (PIC) information was obtained from the Crashmap database (www.crashmap.co.uk). This indicates that two similar PICs occurred at or close to the Langstone Road/Langstone Park junction during the latest five-year period, both in November 2017.
- 1.9 The first collision appears to have been caused by a car turning right across the path of a small motorcycle. Conditions were fine, dry and light, and the collision resulted in slight injuries to the motorcyclist. The second, three days later, was also between a car and a small motorcycle; in this case the car was again in the process of turning right but it is not clear how the collision occurred. The motorcycle rider sustained slight injuries.

Previous Road Safety Audit

- 1.10 The Audit Team is not aware of any previous RSA having been undertaken of this scheme. However, in July 2022 this Audit Team carried out a Stage 1 RSA of proposed internal road arrangements for the redevelopment of Langstone Park.

2 PROBLEMS IDENTIFIED BY THIS ROAD SAFETY AUDIT

General Matters

- 2.1 The Audit Team raises no concerns in respect of general matters.

Local Alignment

- 2.2 The Audit Team raises no concerns in respect of local alignment.

Junctions

- 2.3 The Audit Team raises no concerns in respect of junctions.

Walking, Cycling and Horse Riding

2.4 Problem

Alignment of tactile paving may lead to trips/falls

Location: Pedestrian crossing at FP 51

The alignment of the tactile paving will direct pedestrians crossing south-north to the top of a small flight of steps dropping down the bank behind the bridge parapet. This would lead to partially sighted pedestrians falling down the steps. It is further noted that the tactile paving on the south side, as presently shown on the drawings, coincides with a BT service cover.

Recommendation

Realign the tactile paving at FP 51 to guide partially sighted pedestrians along the footpath and away from the steps. A straighter/shorter crossing is preferable.

2.5 Problem

Absence of corduroy paving may lead to collisions between cyclists and pedestrians

Location: Transitions from footway to shared use sections

The interfaces between footway and shared use areas are not delineated by corduroy paving, which may lead to confusion and hence collisions between cyclists and pedestrians, particularly those with vision or mobility impairments.

Recommendation

Install corduroy paving at the interfaces between footway and shared use areas.

2.6

Problem

Absence of shared use signage may lead to collisions between cyclists and pedestrians

Location: Throughout

No shared use signage is shown on the drawings. This could lead to collisions between cyclists and pedestrians along the new shared use path, and where pedestrians emerge from 'Langbrook Farm'.

Recommendation

Provide shared use signage at entries and along new sections of pedestrian/cycleway.

Road Signs, Carriageway Markings and Lighting

2.7

The Audit Team raises no concerns in respect of road signs, carriageway markings and lighting.

3 AUDIT TEAM STATEMENT

- 3.1 We certify that this Road Safety Audit has been carried out in accordance with DMRB document GG119.

Audit Team Leader

Steve Giles
BEng (Hons), IEng, FIHE, MCIHT, MICE, CMILT, MSoRSA, HE Cert Comp
Senior Road Safety Engineer

Signed:



Date: 22nd September 2022

Audit Team Member(s)

Wendy Palmer
MCIHT, MSoRSA, FIHE, HE Cert Comp
Senior Road Safety Engineer

Signed:



Date: 22nd September 2022

APPENDIX A

Items Considered by this RSA

Items Considered by this Road Safety Audit

Document ref.	Rev.	Originator	Title
2010053-10	B	Motion	Pedestrian and Cycle Improvements, Footpath 51 Widening and Signage
2010053-11	A	Motion	Pedestrian and Cycle Improvements, Footpath 51 Widening and Signage

Additional/background information provided to the Audit Team

- Audit Brief dated 14th September 2022 (Motion)

APPENDIX B

Location Plan(s)

