

LANGSTONE PARK, HAVANT

Section 278 Highway Works

Stage 2 Road Safety Audit

Overseeing Organisation: Hampshire County Council

March 2025



Road Safety Engineering

Project: Langstone Park, Havant
Section 278 Highway Works

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Overseeing Organisation: Hampshire County Council

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1 INTRODUCTION

1.1 This report describes a Stage 2 Road Safety Audit (RSA) of proposed highway works at Langstone Park, Havant, within the Borough of Havant and the County of Hampshire. The audit brief dated 24th March 2025 describes the scheme as follows:

- Amendments to kerbs, pedestrian crossing and refuge island, achieving improved pedestrian visibility
- Corduroy tactile paving indicating shared footway/cycleway
- Carriageway markings reducing width of Langstone Park access to a single traffic lane
- New sign to provide directions for pedestrians and cyclists

1.2 Langstone Park access road is a private 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). A 20mph roundel has been applied to the westbound traffic lane and a road hump straddles the full carriageway width. A temporary chicane was in place on the river bridge, west of the Premier Inn access.

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. To the north of the Langstone Park access road, the western footway is shared (pedestrian/cycle) use.

1.4 This Road Safety Audit Team comprised Steve Giles and Wendy Palmer and consisted of a desktop study and a site visit, which was carried out between 11:00 and 11:45 on Wednesday 18th September 2024, when the weather was fine, and the road/footpath surfaces dry. Traffic flows on Langstone Park access road were light and no congestion was observed, whilst some pedestrian but no cyclist movements occurred. Traffic flows along Langstone Road were steady.

- 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 Whilst reference may be made to design standards, this report is not intended to provide a design check.
- 1.7 Nevertheless, the Audit Team acknowledges that drawing 2305047-S278-9001 rev. B illustrates an existing shortfall in pedestrian visibility splays at the dropped kerbs/tactile paving on either side of the Langstone Park access road. The proposed design will secure substantive improvements to pedestrian visibility at the crossing, both from the north side along the Langstone Park access road, and from the south side along Langstone Road. The former satisfies Manual for Streets in respect of the 20mph speed limit on the private road, but the latter remains below the 120 metres desirable minimum SSD (stopping sight distance), and the 90 metres ‘one step below...’ indicated by the Design Manual for Roads and Bridges for a 40mph design speed. However, MfS suggests a 59 metre SSD for speeds of up to 60 km/h (40mph), which is achieved.
- 1.8 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 Designers of their responsibilities.

Collision Data

- 1.9 Personal Injury Collision (PIC) information was obtained from the Crashmap database (www.crashmap.co.uk) for the latest available five-year period (2019 to 2023). It indicates that no PICs occurred at or close to the proposed works. Two collisions leading to slight injuries occurred at the Langstone Road/Woodbury Avenue junction in 2023.

Previous Road Safety Audit(s)

- 1.10 A Stage 1 Road Safety Audit of a wider scheme including works on the private access road was undertaken by this Audit Team in September 2022. The audit raised three problems, one of which is beyond the scope of this audit because it relates to the private road. The other two problems are partially resolved by the revised detailed design drawings. A related minor issue has been raised in this report.
- 1.11 The same Audit Team carried out a Stage 2 RSA on similar proposals in February 2024. One problem was raised, which is partially resolved by the revised detailed design drawings. As above, a related minor issue has been raised in this report.

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

Collisions between cyclists and pedestrians.

Location: Shared footway on north side of Langstone Park access road

The new corduroy paving north of the access road indicates the end of the shared use footway, but the onward route for northbound cyclists is unclear. Cyclists may continue along the Langstone Road footway, which becomes narrow, leading to collisions between cyclists and pedestrians.

Recommendation

Ensure that direction signage for cyclists is clear and does not indicate an onward route for northbound cyclists along the Langstone Road footway, north of Langstone Park access road.

Road Signs, Carriageway Markings and Lighting

- 2.5 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

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Senior Road Safety Engineer

Signed:



Date: 28/3/2025

Audit Team Member(s)

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Signed:



Date: 28/3/2025

APPENDIX A

Items Considered by this RSA

Items Considered by this Road Safety Audit

Document ref.	Rev.	Originator	Title
2305047-S278-0100	E	Motion	Section 278 Highway Works - General Arrangement
2305047-S278-9001	B	Motion	Section 278 Highway Works - Pedestrian Visibility
2305047-S278-TK-01	D	Motion	Swept Path Analysis - Articulated Lorry

Additional/background information provided to the Audit Team

- Audit Brief dated 24/3/2025 (Motion)
- Walking, Cycling and Horse Riding Assessment Report (WCHAR) dated 28/06/2022 (Gateway TSP)

APPENDIX B

Location Plan(s)

