



Road Safety Audit Stage 1

St Georges Avenue

Warblington

Hampshire

Date: 20th February 2023

Report produced for: Paul Basham Associates

Report produced by: M & S Traffic

DOCUMENT CONTROL SHEET

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Prepared by:	M & S Traffic
On behalf of:	Hampshire County Council

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1 INTRODUCTION

- 1.1 This report describes a Stage 1 Road Safety Audit carried out on the adoptable internal section 38 road layout of an 184-unit residential estate, on land off St Georges Avenue in Warblington.

The Audit was requested by the design organisation, Paul Basham Associates, The Bothy, Cams Hall Estate, Fareham, PO16 8UT, on behalf of Hampshire County Council, as the Highway Authority.

- 1.2 The Audit Team membership were as follows:

Martin Morris, PGD, MCIHT, MSoRSA, Audit Team Leader
Highways England Approved RSA Certificate of Competency

Bryan Shawyer BEng (Hons), MSc, MCIHT, MSoRSA, Audit Team Member
Highways England Approved RSA Certificate of Competency

- 1.3 The audit was undertaken following the principles of GG119, The Design Manual for Roads and Bridges.

The documents available at the time the report was compiled are detailed in Appendix A.

- 1.3 The Audit took place at the Gillingham offices of M&S Traffic in February 2023 and comprised an examination of the documents provided as listed in Appendix A, plus a joint visit to the site of the scheme on the afternoon of the 14th February 2023 between 13.00 and 14.00. Weather conditions at the time were fine and the road surface was dry, no access to site was available.
- 1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any "Technical Check" function on these proposals. It is assumed that the Project Sponsor is satisfied that such a "Technical Check" has been successfully completed prior to requesting this safety audit.
- 1.6 The auditors have not been informed of any Departures from Standards in this scheme construction.
- 1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 ITEMS RAISED BY PREVIOUS AUDITS

2.1 No previous Audits were supplied for assessment.

3 ITEMS RAISED AT THE STAGE 1 ROAD SAFETY AUDIT

3.1 General

3.1.1 PROBLEM

Location: Proposed development.

Summary: Insufficient construction details. could lead to overshoot, rear end shunt or vehicle to pedestrian collisions.

No construction details were provided for assessment in particular details of the Polished Stone Values (PSV) of the surfacing and Polished Paviour Value (PPV) of any block paving surfacing have been provided for assessment of the internal roads. In addition, there may be manhole covers on the bends. Inappropriate carriageway construction with low PSV/PPV values or covers with a low PSV could lead to overshoot, rear end shunt or vehicle to pedestrian collisions, and provide a hazard for powered two-wheel users.

RECOMMENDATION

It is recommended that construction details should be provided for assessment; carriageway surfacing should be a minimum of 55 PSV, further that non-slip covers be used on bends and at junction mouths.

3.1.2 PROBLEM

Location: Verges.

Summary: Landscaping may increase the risk of collisions as a result of poor visibility.

The drawings indicate verge areas that may be landscaped and trees proposed. Poor choices on landscaping provision, may lead to species being planted that are inappropriate for use adjacent to a carriageway, obscuring visibility across bends for vehicles entering and egressing junctions. This may increase the risk of collisions as a result of poor visibility, including side impact collisions, vehicle to pedestrian / cyclist collisions or rear end shunts.

RECOMMENDATION

It is recommended that any planting provided is such that visibility at junctions, crossings and other areas of risk is not compromised and that in these areas planting is no higher than 600mm and the underside of tree canopies no lower than 2000mm. Further, care should be taken when planting, as tree trunks may line up to provide a solid visibility block.

3.1.3 PROBLEM

Location: Various.

Summary: Dimensions of table could lead to loss of control collisions.

It appears that ramps maybe present in the development. No details of the ramp profiles or height of humps have been provided for assessment. There is concern that if the height is outside normal ranges this could lead to loss of control collisions.

RECOMMENDATION

It is recommended that ramp profiles should be within normal accepted ranges.

3.2 Local Alignment

3.2.1 PROBLEM

Location: Along the entire length of the estate roads

Summary: Vehicles entering the opposing carriageway at bends may lead to head on collisions or vehicle to pedestrian collisions.

Swept path information has been provided for assessment, where insufficient carriageway space could cause conflict with vehicles travelling in the opposing direction leading to head on collisions, or footway overrun.

RECOMMENDATION

It is recommended that the radii and carriageway widths should be sufficient to ensure that all frequent expected two-way movements can be safely accommodated.

3.2.2 PROBLEM

Location: As shown on Appendix B.

Summary: Lack of turning heads could lead to excessive reversing and vehicle to pedestrian collisions.

There are no turn heads proposed at the locations shown, in addition these are shared surfaces, and this could lead to excessive reversing movements with pedestrians on the shared surface. This could lead to vehicle to pedestrian collisions.

RECOMMENDATION

It is recommended that turn-heads should be provided.

3.2.3 PROBLEM

Location: Various locations shown on Appendix B.

Summary: Lack of forward visibility could lead to rear end shunt collisions or side impact collisions.

Forward visibility splays were provided for assessment, where there is concern that the visibility splays pass over non-highway land, and in some cases are obstructed by buildings or parking. Boundary fencing and unmaintained vegetation could restrict forward visibility and lead to side impact collisions or rear end shunts.

RECOMMENDATION

It is recommended that the visibility splays should be unobstructed and within highway ownership or that a suitable covenant should be in place. It is also recommended that a regular maintenance programme should be employed.

3.2.4 PROBLEM

Location: As shown on Appendix B.

Summary: Lack of available carriageway space could lead to side impact collisions.

The pumping station servicing vehicle appears to shunt before being able to make the turn, on a bend. This could lead to vehicles entering the bend faced with a vehicle across the bend. This could lead to side impact collisions.

RECOMMENDATION

It is recommended that sufficient carriageway space or access width should be available to make the turn.

3.3 Junctions

3.3.1 PROBLEM

Location. See Appendix B

Summary: Restricted visibility could lead to side impact collisions or rear end shunts.

Visibility splays as shown could pass over parking areas and could be obstructed. Reduced visibility for road users exiting the junctions could lead to side impact collisions or rear end shunts.

RECOMMENDATION

It is recommended that splays should be unobstructed and that the parking bay should be reduced in length.

3.4 Non-Motorised User (NMU) Provision

3.4.1 PROBLEM

Location: Various locations throughout the scheme B.

Summary: A lack of suitable pedestrian facilities could lead difficulty for visually impaired or mobility impaired pedestrians leading to possible vehicle to pedestrian collisions.

No pedestrian crossing points have been shown at junctions throughout the scheme where a lack of suitable facilities could lead to difficulty for visually and mobility impaired pedestrians and lead to crossing at less safe locations leading to vehicle to pedestrian collisions. Further, there are proposed parking bays close to where crossing places may be introduced. where there is concern that a high sided vehicles may restrict pedestrian / traffic intervisibility, which could lead to vehicle to pedestrian collisions.

RECOMMENDATION

It is recommended that crossing points to DfT standards should be included in the development, that pedestrian / traffic intervisibility splays should be unobstructed and to relevant standards, and that the parking bays within the splays should be removed.

3.4.2 PROBLEM

Location: Various locations throughout the scheme C. .

Summary: Restricted pedestrian / traffic intervisibility splays could lead to vehicle to pedestrian collisions.

Pedestrian visibility splays could pass over non highway land and could be obstructed, further, there are proposed parking bays near crossing points, where there is concern that a high sided vehicle may restrict pedestrian / traffic intervisibility, which could lead to vehicle to pedestrian collisions.

RECOMMENDATION

It is recommended that pedestrian / traffic intervisibility splays should be unobstructed and that the parking bays within the splays should be removed.

3.5 Road Signs, Carriageway Markings and Lighting

3.5.1 PROBLEM

Location: Proposed development.

Summary: No signage or road markings could compromise road safety.

At this early stage no details relating to signage or road markings have been provided for assessment. Whilst it is not possible for the Audit Team to ascertain if any safety issues will arise, there is concern that a lack of junction markings and signage particularly at the junctions on the loop roads could lead to overshoot accidents.

RECOMMENDATION

It is recommended that junctions should have appropriate markings.

4 ISSUES IDENTIFIED DURING THE ROAD SAFETY AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

4.1 Any issues that the Audit Team wish to bring to the attention of the Client Officer which are not covered by the road safety implications of this audit have been included in the following section. These issues could include maintenance items, operational issues or poor existing provision. It should be understood however, that in raising these issues, the Audit Team do not warrant that a full review of the existing highway environment has been undertaken beyond the scope of the audit.

4.2 The Audit Team has no issues to raise.

5 AUDITOR TEAM STATEMENT

5.1 We certify that this audit has been carried out following the principles of GG 119.

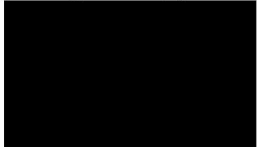
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Highways England Approved RSA Certificate of Competency

Signed:  Date: 20/02/2023

Audit Team Member

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Signed:  Date: 20/02/2023

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APPENDIX A

List of drawings and documentation submitted for auditing:

Drawing Number	Title
041.0039.001 E	Refuse Vehicle Tracking
041.0039.002 E	Internal Visibility Splays
041.0039.003 E	Forward Visibility Splays
041.0039.005 C	Site Dimensions
041.0039.006 B	Pedestrian Visibility Splays
041.0039.010	Vehicle Tracking for Servicing Vehicle
PLN-1-1101_	Planning Layouts Site Layout

Supporting documentation:

None

APPENDIX B

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

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- ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN THE EVENT OF DISCREPANCIES OR CONTRADICTIONS SHOULD BE REFERRED TO THE ARCHITECT FOR CLARIFICATION.
- PAUL BARRATT ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE CONSTRUCTION OF THE PROJECT OR FOR THE PERFORMANCE OF THE PROJECT. THE PROJECT IS THE PROPERTY OF THE CLIENT AND THE PROJECT IS NOT TO BE USED FOR ANY OTHER PURPOSE WITHOUT THE WRITTEN PERMISSION OF THE CLIENT.
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1.5M x 25M PEDESTRIAN VISIBILITY SPRAY

1.5M x 17M PEDESTRIAN VISIBILITY SPRAY

REVISED LAYOUT

DATE: 10.03.23

BY: JH

NO: 1

paulbarratt
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BARRATT HOMES

ST GEORGE'S AVENUE
WIMBORNE

PEDESTRIAN VISIBILITY SPRAYS

PRELIMINARY

Client: Barratt Homes

Project: St George's Avenue

Scale: 1:1000

Date: 09.03.22

Drawn By: MS

Checked By: SC

Project Manager: JH

As Shown: 13.03.23

Revision: A

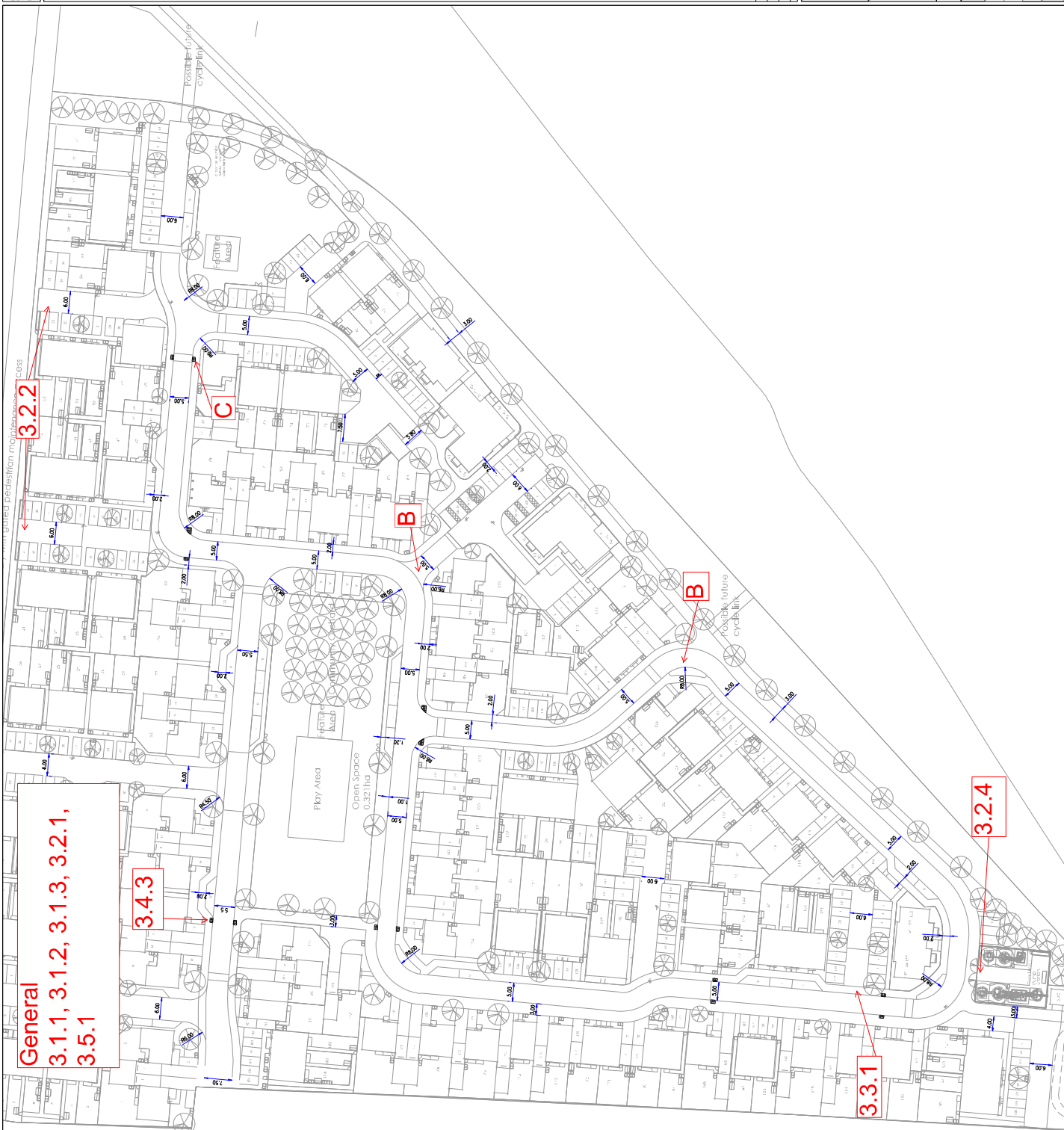
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2	ISSUED FOR LAYOUT	01.03.22	MS	002
3	ISSUED FOR LAYOUT	01.03.22	MS	003

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3514, 3516, 3518, 3520, 3522, 3524, 3526, 3528, 3530, 3532, 3534, 3536, 3538, 3540, 3542, 3544, 3546, 3548, 3550, 3552, 3554, 3556, 3558, 3560, 3562, 3564, 3566, 3568, 3570, 3572, 3574, 3576, 3578, 3580, 3582, 3584, 3586, 3588, 3590, 3592, 3594, 3596, 3598, 3600, 3602, 3604, 3606, 3608, 3610, 3612, 3614, 3616, 3618, 3620, 3622, 3624, 3626, 3628, 3630, 3632, 3634, 3636, 3638, 3640, 3642, 3644, 3646, 3648, 3650, 3652, 3654, 3656, 3658, 3660, 3662, 3664, 3666, 3668, 3670, 3672, 3674, 3676, 3678, 3680, 3682, 3684, 3686, 3688, 3690, 3692, 3694, 3696, 3698, 3700, 3702, 3704, 3706, 3708, 3710, 3712, 3714, 3716, 3718, 3720, 3722, 3724, 3726, 3728, 3730, 3732, 3734, 3736, 3738, 3740, 3742, 3744, 3746, 3748, 3750, 3752, 3754, 3756, 3758, 3760, 3762, 3764, 3766, 3768, 3770, 3772, 3774, 3776, 3778, 3780, 3782, 3784, 3786, 3788, 3790, 3792, 3794, 3796, 3798, 3800, 3802, 3804, 3806, 3808, 3810, 3812, 3814, 3816, 3818, 3820, 3822, 3824, 3826, 3828, 3830, 3832, 3834, 3836, 3838, 3840, 3842, 3844, 3846, 3848, 3850, 3852, 3854, 3856, 3858, 3860, 3862, 3864, 3866, 3868, 3870, 3872, 3874, 3876, 3878, 3880, 3882, 3884, 3886, 3888, 3890, 3892, 3894, 3896, 3898, 3900, 3902, 3904, 3906, 3908, 3910, 3912, 3914, 3916, 3918, 3920, 3922, 3924, 3926, 3928, 3930, 3932, 3934, 3936, 3938, 3940, 3942, 3944, 3946, 3948, 3950, 3952, 3954, 3956, 3958, 3960, 3962, 3964, 3966, 3968, 3970, 3972, 3974, 3976, 3978, 3980, 3982, 3984, 3986, 3988, 3990, 3992, 3994, 3996, 3998, 4000, 4002, 4004, 4006, 4008, 4010, 4012, 4014, 4016, 4018, 4020, 4022, 4024, 4026, 4028, 4030, 4

APPENDIX C: Road Safety Audit Decision Log.

Auditors: Martin Morris (Team Leader) and Bryan Shawyer (Team Member).

Scheme: Stage 1 St Georges Avenue, Warblington.

Date Audit Completed 20th February 2023.

This response is to a Stage 1 Road Safety Audit to the design standard detailed within GG 119 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

RSA Problem	RSA Recommendation	Design Organisation response)	Overseeing Organisation response	Agreed RSA action
3.1.1 PROBLEM Location: Proposed development. Summary: Insufficient construction details. could lead to overshoot, rear end shunt or vehicle to pedestrian collisions. No construction details were provided for assessment in particular details of the Polished Stone Values (PSV) of the surfacing and Polished Paviour Value (PPV) of any block paving surfacing have been provided for assessment of the internal	It is recommended that construction details should be provided for assessment; carriageway surfacing should be a minimum of 55 PSV, further that non-slip covers be used on bends and at junction mouths.	Agree – construction details will be provided through a Section 38 submission and will be designed and built in accordance with Hampshire County Council's Technical Guidance Notes and adoptable standards.		

roads. In addition, there may be manhole covers on the bends. Inappropriate carriageway construction with low PSV/PPV values or covers with a low PSV could lead to overshoot, rear end shunt or vehicle to pedestrian collisions, and provide a hazard for powered two-wheel users.				
3.1.2 PROBLEM Location: Verges. Summary: Landscaping may increase the risk of collisions as a result of poor visibility. The drawings indicate verge areas that may be landscaped and trees proposed. Poor choices on landscaping provision, may lead to species being planted that are inappropriate for use adjacent to a carriageway, obscuring visibility across bends for vehicles entering and egressing junctions. This may increase the risk of collisions as a result of poor visibility, including side impact collisions, vehicle to pedestrian / cyclist collisions or rear end shunts.	It is recommended that any planting provided is such that visibility at junctions, crossings and other areas of risk is not compromised and that in these areas planting is no higher than 600mm and the underside of tree canopies no lower than 2000mm. Further, care should be taken when planting, as tree trunks may line up to provide a solid visibility block.	Agree – Visibility splays at junctions, crossing or other areas of risk will be continually maintained and will be suitably conditioned to ensure that sight lines are kept free of vegetation. All trees are set back from the visibility sight lines as per drawing 041.0039.002 Rev E.		

3.1.3 PROBLEM Location: Various. Summary: Dimensions of table could lead to loss of control collisions. It appears that ramps maybe present in the development. No details of the ramp profiles or height of humps have been provided for assessment. There is concern that if the height is outside normal ranges this could lead to loss of control collisions.	It is recommended that ramp profiles should be within normal accepted ranges.	Agree – all ramps on the internal site layout will be designed and built in accordance with Hampshire County Council's Standard Details and will be considered in further detail at the appropriate Section 38 stage.		
3.2.1 PROBLEM Location: Along the entire length of the estate roads Summary: Vehicles entering the opposing carriageway at bends may lead to head on collisions or vehicle to pedestrian collisions. Swept path information has been provided for assessment, where insufficient carriageway space could cause conflict with vehicles travelling in the opposing direction leading to head on collisions, or footway	It is recommended that the radii and carriageway widths should be sufficient to ensure that all frequent expected two-way movements can be safely accommodated.	Carriageway widths of 5.5m and 5m have been provided on the primary and secondary roads respectively and allows two cars to pass. It is not recommended that this is increased as this will result in higher vehicle speeds across the site. For larger vehicles, such as a refuse vehicle and fire tender, there are bends within the site where two vehicles cannot pass one another, but this is not uncommon across Hampshire. This movement will be rare, once a week and there are alternative routes around the development to avoid passing larger vehicles if necessary. In addition, forward visibility splays are clear so vehicles will always have sight of oncoming traffic and can stop and wait accordingly.		

overrun.				
3.2.2 PROBLEM Location: As shown on Appendix B. Summary: Lack of turning heads could lead to excessive reversing and vehicle to pedestrian collisions. There are no turn heads proposed at the locations shown, in addition these are shared surfaces, and this could lead to excessive reversing movements with pedestrians on the shared surface. This could lead to vehicle to pedestrian collisions.	It is recommended that turn-heads should be provided.	Swept path analysis in drawing 041.0039.001 Rev E has shown that refuse vehicles can access and egress in a forward gear without excessive manoeuvres. The aisle widths are 6m within the car park area which is industry standard as set out in MfS for parking spaces. Where this problem is identified is in a small car parking area where all spaces are allocated. Therefore only vehicles trying to access their allocated spaces would traverse this section and as such should not need to turn around, aside from in their own parking space. This is a common layout design for small parking courts in residential developments and as such turning heads are not considered necessary.		
3.2.3 PROBLEM Location: Various locations shown on Appendix B. Summary: Lack of forward visibility could lead to rear end shunt collisions or side impact collisions. Forward visibility splays were provided for assessment, where there is concern that the visibility splays pass over non-	It is recommended that the visibility splays should be unobstructed and within highway ownership or that a suitable covenant should be in place. It is also recommended that a regular maintenance programme should be employed.	Agree – All visibility splays and forward visibility splays will be within highway ownership or a suitable covenant to ensure that visibility splays are not obstructed.		

highway land, and in some cases are obstructed by buildings or parking. Boundary fencing and unmaintained vegetation could restrict forward visibility and lead to side impact collisions or rear end shunts.				
3.2.4 PROBLEM Location: As shown on Appendix B. Summary: Lack of available carriageway space could lead to side impact collisions. The pumping station servicing vehicle appears to shunt before being able to make the turn, on a bend. This could lead to vehicles entering the bend faced with a vehicle across the bend. This could lead to side impact collisions.	It is recommended that sufficient carriageway space or access width should be available to make the turn.	This service vehicle will be very infrequent and it is not considered that the road layout should be designed to accommodate this rare movement. The swept path shows that a vehicle can use the carriageway to access and egress the pumping station, albeit with a few turns. The traffic flow in this section of the site is also considered to be low and there will be minimal vehicles driving all the way round the southern section of the site and therefore a low chance of conflict.		
3.3.1 PROBLEM Location. See Appendix B Summary: Restricted visibility could lead to side impact collisions or rear end shunts. Visibility splays as shown could pass over parking	It is recommended that splays should be unobstructed and that the parking bay should be reduced in length.	All pedestrian and vehicular splays are clear of permanent physical obstructions. Whilst some encroach into nearby visitor parking bays, MfS states that where speeds are low, some encroachment may be acceptable. The internal layout is designed to 20mph speeds, with the majority of the alignment being conducive to even lower speeds. It is therefore concluded that the slight		

areas and could be obstructed. Reduced visibility for road users exiting the junctions could lead to side impact collisions or rear end shunts.		encroachment will not result in a problem where these are not permanent parking spaces.		
3.4.1 PROBLEM Location: Various locations throughout the scheme B. Summary: A lack of suitable pedestrian facilities could lead difficulty for visually impaired or mobility impaired pedestrians leading to possible vehicle to pedestrian collisions. No pedestrian crossing points have been shown at junctions throughout the scheme where a lack of suitable facilities could lead to difficulty for visually and mobility impaired pedestrians and lead to crossing at less safe locations leading to vehicle to pedestrian collisions. Further, there are proposed parking bays close to where crossing places may be introduced. where there is concern that a high sided vehicles may restrict pedestrian / traffic	It is recommended that crossing points to DfT standards should be included in the development, that pedestrian / traffic intervisibility splays should be unobstructed and to relevant standards, and that the parking bays within the splays should be removed.	Crossing points have been located on desire lines for pedestrians across the development site to access the development to the north west onto St Georges Avenue, to the future cycle link to the east and to the potential ped/cycle connection to the south. However, further crossing points could be included through the Section 38 design stage should Hampshire County Council deem it necessary.		

intervisibility, which could lead to vehicle to pedestrian collisions.				
3.4.2 PROBLEM Location: Various locations throughout the scheme C. . Summary: Restricted pedestrian / traffic intervisibility splays could lead to vehicle to pedestrian collisions. Pedestrian visibility splays could pass over non highway land and could be obstructed, further, there are proposed parking bays near crossing points, where there is concern that a high sided vehicle may restrict pedestrian / traffic intervisibility, which could lead to vehicle to pedestrian collisions.	It is recommended that pedestrian / traffic intervisibility splays should be unobstructed and that the parking bays within the splays should be removed.	All pedestrian and vehicular splays are clear of permanent physical obstructions. Whilst some encroach into nearby visitor parking bays, MfS states that where speeds are low, some encroachment may be acceptable. The internal layout is designed to 20mph speeds, with the majority of the alignment being conducive to even lower speeds. It is therefore concluded that the slight encroachment will not result in a problem.		
3.5.1 PROBLEM Location: Proposed development. Summary: No signage or road markings could compromise road safety. At this early stage no details relating to signage or road markings have	It is recommended that junctions should have appropriate markings.	Agree – Whilst road markings are not a requirement and other new developments in the area do not have road markings, this can be discussed through the Section 38 design audit and any necessary road marking be designed and built in accordance with Hampshire County Council's requirements. It is not envisaged that many junctions would require such marking as this could over-urbanise the development.		

been provided for assessment. Whilst it is not possible for the Audit Team to ascertain if any safety issues will arise, there is concern that a lack of junction markings and signage particularly at the junctions on the loop roads could lead to overshoot accidents.				
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APPENDIX D: DESIGN ORGANISATION STATEMENT

PROJECT NAME: Stage 1 St Georges Avenue, Warblington.	
On behalf of the Design Organisation I certify that: 1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Overseeing Organisation	
Name	Tom Fisher
Signed	
Position	Senior Transport Planner
Organisation	Paul Basham Associates Ltd
Date	22 nd February 2023

APPENDIX E: OVERSEEING ORGANISATION STATEMENT

PROJECT NAME: Stage 1 St Georges Avenue, Warblington.	
On behalf of the Overseeing Organisation I certify that: 1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Design Organisation; and 2) The agreed RSA actions will be progressed.	
Name	
Signed	
Position	
Organisation	
Date	