

STAGE 1 ROAD SAFETY AUDIT

Harts Farm Way, Havant

Stage 1 Road Safety Audit

June 2021

Clowes Developments (UK) Ltd

Stage 1 Road Safety Audit

Report control

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Appendices

Appendix A – Site Location Plan
Appendix B – Documents Submitted for Audit
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1 Introduction

- 1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on Tuesday 15th June 2021. The Audit was carried out on behalf of Clowes Developments (UK) Ltd. The Overseeing Organisation for this Stage 1 RSA is Hampshire County Council.
- 1.2 The Audit Brief was prepared by Hannah Alsop of Vectos South Ltd on the 4th June 2021 and was formally accepted by the Audit Team on the 5th June 2021.
- 1.3 This Road Safety Audit team was as follows:
- ALASTAIR PIKE, MICE, MCIHT, MSoRSA, HE Approved Cert. Comp.
Audit Team Leader
Head of Road Safety
Vectos South Limited
- IAN MEDD, MCIHT, FSoRSA
Audit Team Member
Independent Road Safety Auditor
- 1.4 A site visit was undertaken by the Audit Team on Thursday 10th June 2021. between the hours of 12:30am and 13:30pm. The weather at the time of the visit was fine and bright, the road surface was dry. Low levels of traffic were observed on the surrounding road network.
- 1.5 The existing carriageway surface of Harts Farm Way in proximity to the A27 was observed to be in a poor state of repair with quite pronounced undulations affecting vehicle movements into and out of Harts Farm Way.
- 1.6 A site location plan can be found at **Appendix A** of this report.
- 1.7 The terms of reference of the Road Safety Audit are as described in the Design Manual for Roads and Bridges (DMRB) Standard, GG119 Road Safety Audit.
- 1.8 The 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 designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a design standard without touching on technical audit.
- 1.9 Proposals subject to this Stage 1 RSA comprise two access junctions onto Harts Farm Way for a proposed B2 and B8 class site. The access designs will incorporate ancillary offices, car parking, service yards, drainage works and landscaping. The access junctions are proposed as priority controlled 'T' junction arrangements with the primary access comprising shared use footway cycleway provision leading to a shared use crossing facility complete with refuge island.
- 1.10 A list of the documents and drawings submitted for this Stage 1 RSA can be found at **Appendix B**.
- 1.11 Submitted design drawings have been annotated to show the locations of any problems identified during this Stage 1 RSA. These plans can be found at **Appendix C**.

- 1.12 Whilst recommendations have been made within this report, there may be equally satisfactory alternatives. The Audit Team will be pleased to consider alternatives if required.

Departures from Standards

- 1.13 The Audit Team were not informed of any Departure from Standards (DfS) associated with the design proposals.

2 Matters arising from this Stage 1 RSA.

Drawing No. 205465/PD06-Rev A – Potential Secondary Access

2.1 Problem.

Location A: Proposed secondary access - private vehicles.

Summary: Short length of the access link may lead to queuing of vehicles causing shunt type collisions on Harts Farm Way.

Designs show a short access road leading into the site from Harts Farm Way with priority-controlled road markings at each end of the link. This short length of carriageway may lead to vehicles accessing the site, queuing back onto Harts Farm Way during peak access / egress times. The arrangement may potentially cause shunt type collisions for following vehicles.

Recommendation

It is recommended that the priority of the internal access junction be amended to allow for unopposed movements into the development site.

2.2 Problem.

Location B: Proposed secondary access priority controlled 'T' junction.

Summary: Small radius of the junction may lead to slow access movements and potentially cause shunt type collisions on Harts Farm Way.

Designs show that the proposed secondary access junction is to be created with 3m radii geometry at the junction bell mouth. These reduced radii may lead to excessive braking and slow access movements for vehicles entering the site. This arrangement may in turn lead to shunt type collisions at the site access

Recommendation

It is recommended that the bell mouth radii at the secondary site access junction are increased.

2.3 Problem.

Location C: Proposed secondary access priority controlled 'T' junction, visibility splay.

Summary: Existing vegetation within the proposed splay will obstruct visibility and may lead to side swipe type collisions between vehicles.

Designs show a visibility splay to the west of the secondary access point. This splay is shown to cut beyond the edge of carriageway. At present this area is filled with high growing vegetation that will obstruct visibility from the proposed junction. This arrangement may lead to injudicious egress movements and in turn cause side swipe type collisions on Harts Farm Way.

Recommendation

It is recommended that the existing vegetation is to be removed to ensure the clear provision of the appropriate visibility splays.

Drawing No. 205465/PD07-Rev A – Proposed Crossing with Central Refuge Island

2.4 Problem.

Location D: Primary site access junction, non-motorised user provision.

Summary: No facility for pedestrians to cross from the eastern side of the site access and enter the shared use facility may lead to collisions between vehicles and pedestrians attempting to cross the access road.

Designs show a proposed shared use facility to the west of the proposed primary access junction and also a footway facility on the eastern side. There are no proposals shown to allow pedestrians to cross to the shared use route and continue their onward journeys utilising the new shared use crossing facility. This arrangement may lead to pedestrian crossing where it is unsafe to do so and may potentially lead to collisions between vehicles and pedestrians on site access road.

Recommendation

It is recommended that the appropriate crossing facilities are provided for non-motorised users wishing to cross from the pedestrian footway to the east of the access to the shared use route to the west.

2.5 Problem.

Location E: Primary site access junction, swept path analysis.

Summary: Conflict between HGV vehicles movements at the site access may lead to head on type collisions between large vehicles.

Designs show swept path analysis for large articulated vehicles entering and exiting the primary site access junction simultaneously. These swept paths cross one another on Harts Farm Way indicating that the junction cannot accommodate the two-way movement of large vehicles. This arrangement will lead to head on / side swipe type collisions between vehicles at the primary site access junction.

Recommendation

It is recommended that amendments are made to ensure the safe two-way operation of large vehicles.

2.6 Problem.

Location F: Proposed shared use crossing facility.

Summary: Swept path analysis of HGV's are in close proximity to the edge of carriageway and shared use crossing which may lead to collisions between large vehicles and non-motorised users waiting at the crossing.

Designs show a proposed shared use crossing from the primary site access junction leading non-motorised users to the existing shared use facility on the southern side of Harts Farm Way. Swept path analysis of large articulated vehicles does not show the vehicle wing mirrors. It is likely that the wing mirrors of large vehicles will over sail the edge of carriageway in this location potentially leading to collisions between these vehicles and non-motorised users utilising the new crossing point.

Recommendation

It is recommended that vehicle wing mirrors are shown on swept path analysis plans and that the appropriate clearance is provided between large articulated vehicles and the shared use crossing facility.

Audit Team Statement

2.7 We certify that this Audit has been carried out in accordance with the requirements of GG119.

Road Safety Audit Team Leader

Name: Alastair Pike, MICE, MCIHT, MSoRSA, HE Approved Cert. Comp

Signed:



Position: Head of Road Safety

Organisation: Vectos South Ltd

Date: 15th June 2021

Road Safety Audit Team Member

Name: Ian Medd, MCIHT, FSoRSA

Signed:

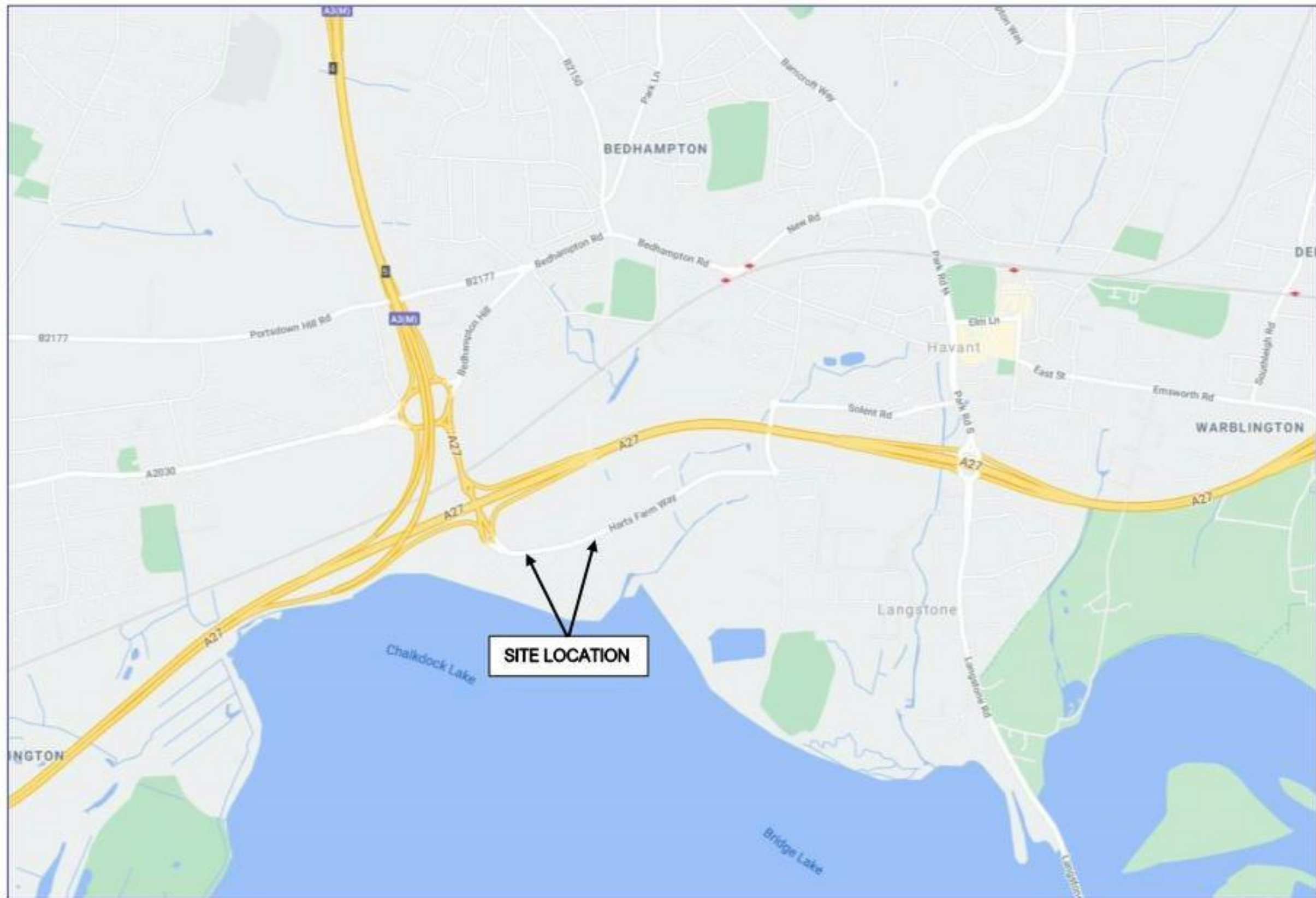


Position: Consultant

Organisation: Independent Road Safety Consultant

Date: 15th June 2021

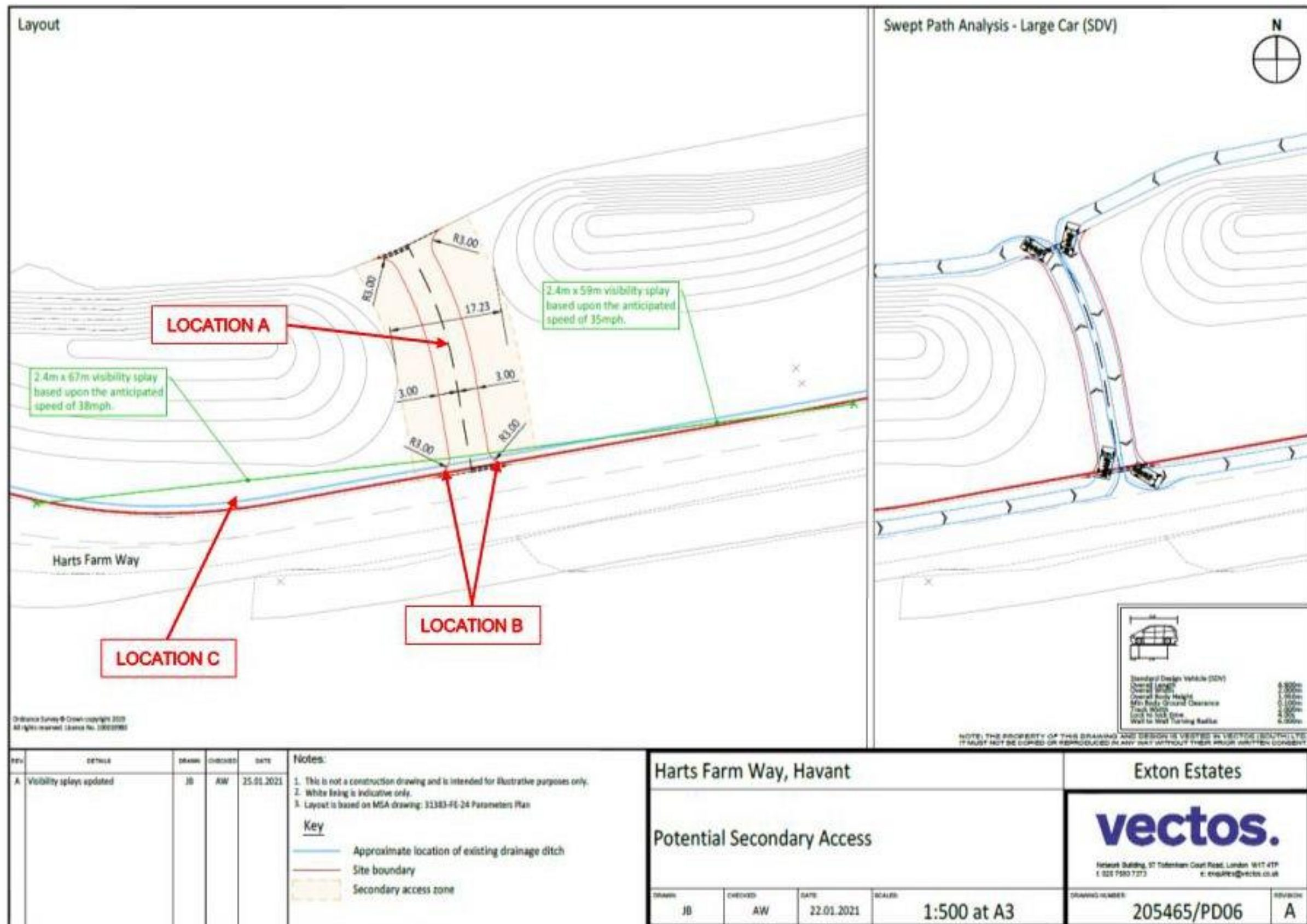
Appendix A

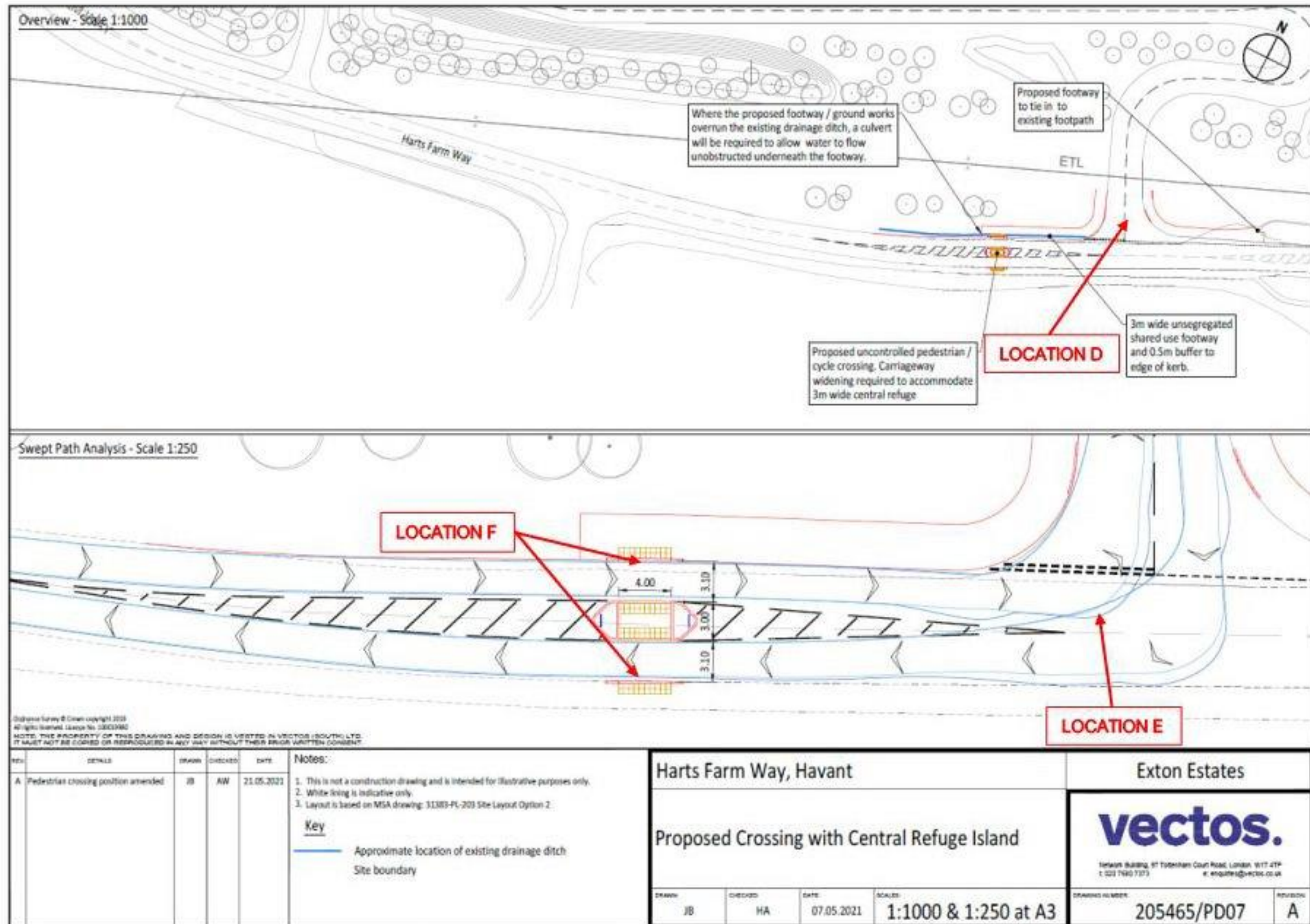


Appendix B

<i>DOCUMENT</i>	<i>DOCUMENT TITLE</i>
Audit Brief	Road Safety Audit Brief - Former Landfill Site, Brockhampton West, Harts Farm Way Havant V4 Final
Documents	Appendix A – Traffic Survey Data Appendix B - Traffic Flow Diagrams Appendix C – Accident Data Appendix D – Site Location Plan
Design Drawing	205465/PD01 Rev B 205465/PD06 Rev A 205465/PD07 Rev A 205465/AT/A08 Rev C

Appendix C





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