

CLIENT:- Mr S WILSON

ACCESS TO STOKE FRUIT FARM SHOP

A3023 HAVANT ROAD

HAYLING ISLAND, HAMPSHIRE

**ROAD SAFETY AUDIT
STAGE 1 REPORT**

April 2020

M B Projects Ltd.

Job No. 120.009

Issue: FINAL

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1. INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit carried out on the preliminary design of the proposed new access to Stoke Fruit Farm Shop off A3023 Havant Road, Hayling Island, Hampshire, at the request of the Design Organisation, RPF Associates, 11 Avon Close, Bognor Regis, West Sussex PO22 6BX.

1.2 The Road Safety Audit Team membership was as follows:

Martin Brownsey	BSc DipEM MCIHT CoC Director, M.B.Projects Ltd
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Ted Smith	CoC Traffic Safety Consultant
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1.3 The Road Safety Audit took place at the Oxted office of M.B.Projects Ltd during March/April 2020. The Audit was undertaken in accordance with the audit brief in RPF email dated 23rd March 2020. The Audit comprised an examination of the drawings and documents provided and these are listed in Appendix A.

1.4 The site was visited by the Audit Team Leader on the afternoon of 31st March 2020 when weather conditions were dry and sunny. The Team Member was unable to attend due to Coronavirus restrictions but has knowledge of the road and was sent photographs of the site access location. Traffic conditions on Havant Road were light/moderate and a couple of pedestrians and no cyclists observed in the vicinity.

1.5 The terms of reference for this Road Safety Audit are as described in DMRB document GG119 Road Safety Audit. 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.

1.6 Each problem identified has been given a location reference and these are indicated on the A3 location plan in Appendix B.

1.7 The proposed works includes a new northern access into the farm shop site featuring a footway crossover on Havant Road.

1.8 No details of any Departures from Standard have been provided by the Design Organisation.

2. ITEMS RESULTING FROM THIS STAGE 1 AUDIT

2.1 GENERAL

2.1.1 PROBLEM

Location: General

Summary: Risk of exacerbating an existing accident related problem

Reference to the 'Crashmap' injury accident database for the 5 year period 2014 to 2018 shows 6 recorded accidents within the general scheme area. Three were located on the bend to the west of the proposed access location (all involving a car/car collision resulting in slight casualties), while three were located on the bend to the east of the proposed access location (one involved a goods vehicle/cycle collision at the entrance to the farm shop, one a single car incident and one involving 3 cars, all resulting in slight casualties). With respect to the proposed access there is a concern that rear shunt incidents into queuing vehicles could be a factor on the bends.

RECOMMENDATION It is recommended that the detailed collision data is acquired and analysed, in order to establish causal factors and whether any mitigating measures would be required in this scheme.

2.2 LOCAL ALIGNMENT

2.2.1 No problems identified in this category at this Stage 1.

2.3 JUNCTIONS

2.3.1 PROBLEM

Location: A (drawing RPF/192/107) – Havant Road

Summary: Risk of rear shunts

A forward visibility splay of 52.6m dropping down to 31.44m is indicated to the rear of a queue of vehicles building up behind a delivery vehicle waiting to turn right into the site, assuming a 1.5m wide clear verge width. However, the forward visibility splay around the west bend will be reduced in practice by hedge growth, resulting in shorter distances to those shown. There could be a risk of rear shunts if forward visibility around the west bend to the rear vehicle in the queue is insufficient. Note that in the Design Manual for Road and Bridges TD9/93 Table 3 gives a 'One Step below Desirable Minimum' of 50m Stopping

Sight Distance for 50 KPH design speed. Heavy braking by a southbound vehicle on the bend in wet conditions could result in loss of control incidents and risk of colliding with an opposing vehicle.

Vehicles could also slow behind a delivery vehicle about to turn left into the proposed site access with risk of insufficient forward visibility to the back of the queue around the southern bend. The drawing shows a worst case stopping sight distance 35.2m on this approach, but in mitigation the delivery vehicle is likely to be able to turn left into the proposed access without coming to a halt such that a stationary queue is less likely.

RECOMMENDATION It is recommended that the acceptability of just a 31m forward visibility splay on the A3023 in conjunction with a frequent hedge cutting programme is discussed with the Highway Authority. A close board fence installed along the critical length, for example, could ensure no lateral hedge growth in attempt to attain the 31m distance. Anti-skid surfacing could be applied as a mitigation measure.

2.4 WALKING, CYCLING AND HORSE RIDING

2.4.1 No problems identified in this category at this Stage 1.

2.5 TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING

2.5.1 No problems identified in this category at this Stage 1.

3. AUDIT TEAM STATEMENT

We certify that this audit has been carried out in accordance with the principles of GG119.

AUDIT TEAM LEADER:

Name: MARTIN G BROWNSEY BSc DipEM MCIHT CoC

Position: Director

Organisation: MB Projects Ltd

Address: Farthings, Grants Lane, Oxted, Surrey, RH8 0RH

Signed:



Date: 20th April 2020

AUDIT TEAM MEMBER:

Name: TED SMITH CoC

Position: Traffic Safety Consultant

Address: 1A The Parade, East Wittering, West Sussex

Signed:



Date: 20th April 2020

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APPENDIX A

LIST OF DRAWINGS AND DOCUMENTS EXAMINED IN THIS AUDIT

Drawing No.	Scale	Description
<u>RPF Associates</u>		
RPF/192/104	1:200	Existing Access Large Artic Vehicle
RPF/192/105	1:200	Revised Layout and SSD to Turning Vehicle
RPF/192/106	1:200	Proposed Vehicular Access
RPF/192/107	1:200	Additional Vehicles and SSD to Turning Vehicle

Documents:

Havant Road Speed Counts Dec 2019