

Road Safety Audit Report

**Incorporating
Stage 1 Completion of Preliminary Design;
Design Organisation Response to items raised; and
Auditors View of Design Organisation Response.**



Proposed priority access to land adjacent to No.54 Long Copse Lane Emsworth

Client:
The Horne and Barry Families

Client reference:
1882

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Report Status 4

Job no	RSA-20-135	Issue no	4	Date	December 2020
Prepared by	JJF	Verified by	FB	Approved by	JJF
Filename and Path	Fenley/Road Safety Audits/RSA-20/RSA-20-135-4				

1.0 PROJECT DETAILS

Report Title:	Stage 1 Road Safety Audit
Date:	December 2020
Document reference and revision:	RSA-20-135-4
Prepared by:	Fenley Road Safety Limited
On behalf of the Overseeing Organisation:	Hampshire County Council
Design Organisation:	Nick Culhane
Project Sponsor:	The Horne and Barry Families

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Audit drafted for Audit Team discussions	FB			30 th November 2020
1	Stage 1 Road Safety Audit finalised and issued to the Design Organisation	JJF	FB	JJF	15 th December 2020
2	Stage 1 Road Safety Audit Report format amended to incorporate a row for inclusion of a Design Organisation Response in order to maintain a concise record of items raised	JJF			15 th December 2020
3	Design Organisation Response incorporated	Nick Culhane Highway Consultant on behalf of Nova Planning			17 th December 2020
4	Auditor's View of Design Organisation Response	JJF			17 th December 2020

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	A2	Item Location Plan
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2.0 INTRODUCTION

- 2.1 This report has been prepared by Fenley Road Safety Limited and results from a Stage 1 Road Safety Audit of a proposed priority access off Long Copse Lane in Emsworth. The proposals are to facilitate access to a shared driveway serving a development of 8 dwellings on land adjacent to No.54 Long Copse Lane, to the south side of the carriageway. The Audit Team have undertaken a Stage 1 Road Safety Audit of an unrelated scheme along Long Copse lane to the west and although it is not known if the scheme received approval, are aware of highway works that could be provided along the local highway network.
- 2.2 The Audit Brief identifies that the proposals do not include any Departures from Standard, whether related to strategic decisions or otherwise.
- 2.3 The Road Safety Audit was undertaken during November and December 2020 in accordance with the Road Safety Audit Brief provided, on the 24th November 2020 by the Design Organisation, Nick Culhane Highway Consultant, on behalf of the Project Sponsor, The Horne and Barry Families. The Road Safety Audit comprised of a site visit as well as an examination of the documents provided which are identified in **Appendix A1**. The Audit Team were satisfied that the Audit Brief was sufficient for the purpose of the Audit instructed.
- 2.4 The Road Safety Audit has been undertaken by an Audit Team whose qualifications and experience accord with the requirements of GG119 and have been approved to undertake this Road Safety Audits in Hampshire. The Audit Team consists of the following members:

Audit Team Leader

Jamie Fenning *BSc(Hons), MIHE, MCIHT, MSoRSA, Highways England RSA Certificate of Competency*
Road Safety / Highway Engineer

Audit Team Member

Farouk Bhatti *MCIHT*
Road Safety Auditor

- 2.5 The site visit associated with this Road Safety Audit was undertaken by the Audit Team Leader and Audit Team Member, during the afternoon of Thursday 10th December 2020 between 1:50pm and 2:10pm. The site visit involved walking and driving around the local highway network for a 20-minute period whilst observing local infrastructure and current off-peak traffic conditions. The weather during the site visit was overcast with sunny spells, the road surface was damp and visibility was good. A number of pedestrians and cyclists were observed during the site visit. Vehicular traffic to include cars and a pick-up were observed.
- 2.6 The terms of reference of this Road Safety Audit are as described in GG119. The scheme has been examined and this report compiled, only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order 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 for information only. All comments and recommendations are referenced to the design drawings supplied with the Audit Brief and the location of road safety concerns raised have been illustrated beneath the items along with relevant photographs for clarity, where appropriate, as well as on the Location Plan attached at **Appendix A2**.

Design Organisation Response

- 2.7 In accordance with national standards, this Road Safety Audit was finalised and issued to the Design Organisation as per the Road Safety Audit Report Template within Appendix D of GG119, which can be provided upon request from either the Audit Team or Design Organisation. The format of the Audit Report was subsequently revised to incorporate these paragraphs under the sub-heading as well as sufficient space beneath the items and recommendation, within Section 4, for the inclusion of a Design Organisation Response. This is generally contained within a separate Design Organisation Response Report but is included within this document in order to maintain a single record of all problems, recommendations and responses for the benefit of a concise Road Safety Audit trail to be held on file for Quality Assurance purposes.
- 2.8 The Design Organisation Response has been prepared by:
Name: Nick Culhane
Position / Organisation: Proprietor, Nick Culhane Highway Consultant
- 2.9 Any drawings or documents associated with the Design Organisation Response are listed at **Appendix A3**, if applicable.
- 2.10 Upon the request of the Design Organisation and following receipt of the Design Organisation Response with any associated drawings, the Road Safety Audit Team Leader has provided a further comment on the item raised. The "Auditor's View on the Design Organisation Response" is included within a row beneath each item, for clarity.
- 3.0 TEMS RAISED IN ANY PREVIOUS ROAD SAFETY AUDITS**
- 3.1 Fenley Road Safety Limited are not aware of any road safety audits previously undertaken of the proposals but are aware of proposed highway works along Long Copse Lane further to the west that have been subject to a Stage 1 Road Safety Audit and do not have an impact on the scheme reviewed as part of this Stage 1 Road Safety Audit.

4.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

A.1	LOCAL ALIGNMENT
	<i>No Road Safety Concerns regarding LOCAL ALIGNMENT have been raised at this stage</i>
A.2	GENERAL
	<i>No Road Safety Concerns in GENERAL have been raised at this stage</i>
A.3	JUNCTIONS
A.3.1	PROBLEM
Location:	Site Access
Summary:	Vegetation along the frontage could restrict visibility
Acc Type:	Side and rear impact collisions
The Long Copse Lane frontage of the application site currently consists of a hedgerow/vegetation that encroaches the grass verge that is present beyond full height kerbs alongside the carriageway. The proposals are to provide a priority access that is to serve a shared driveway accommodating 8 dwellings. The scheme drawing provided with the Audit Brief, identifies that a visibility splay of 2.4x49 metres is achievable to the right (east) and 2.4x47 metres is achievable to the left (west) which accord with the stopping sight distance of approaching vehicles as detailed. No details of the proposed boundary treatment have been provided at this stage, however, vegetation extending into visibility splays could give rise to vehicle attempting to exit a priority access when it is not safe to do so and side or rear impact collisions.	
RECOMMENDATION:	
It is recommended that an appropriate boundary treatment is provided to ensure that the splays illustrated, do not become obstructed.	
Location Plan: 	
DESIGN ORGANISATION RESPONSE provided by Nick Culhane on the 17 th December 2020 following formal issue of this Stage 1 Road Safety Audit on the 15 th December 2020 The existing vegetation will be cut back or removed to a distance to at least 0.5m behind the proposed visibility splay and therefore maintained in perpetuity to allow for adequate visibility splays to be provided.	

AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 17th December 2020	
Confirmation that the splays will be maintained clear at all times, addresses the road safety concern raised at this stage.	
A.4	WALKING, CYCLING AND HORSE RIDING
A.4.1	PROBLEM
Location:	Vehicular crossover
Summary:	Kerbing will be an obstruction to pedestrians
Acc Type:	Trip and fall
Long Copse Lane is a narrow rural road that does not accommodate footways and as such acts as a shared surface carriageway. The proposals provide as priority access off the southern side of Long Copse Lane. The Audit Brief does not provide details of kerbing and as such, the Audit Team are unaware of the transition between the existing carriageway and proposed shared driveway. Kerbing with an upstand in excess of 6mm, will be a trip hazard for pedestrians and troublesome for users of wheeled devices such as wheelchairs, buggies and scooters which could result in a fall.	
RECOMMENDATION:	
It is recommended that the transition between the existing carriageway and proposed shared driveway, is smooth	
Location Plan:	
 	
DESIGN ORGANISATION RESPONSE provided by Nick Culhane on the 17th December 2020 following formal issue of this Stage 1 Road Safety Audit on the 15th December 2020	
It is not proposed to provide a kerb delineation between the existing carriageway and the proposed site access. The existing macadam surface will cut and a level transition of new macadam roadway will be installed at the same level of the existing carriageway.	
AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 17th December 2020	
Confirmation that no kerbing is to be provided which will ensure a level transition and addresses the road safety concern raised at this stage.	
A.5	ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING
	No Road Safety Concerns regarding ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING have been raised at this stage

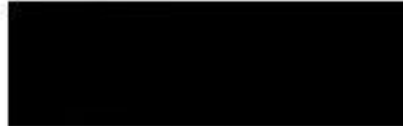
5.0 STAGE 1 ROAD SAFETY AUDIT TEAM STATEMENT

5.1 We certify that this Road Safety Audit has been carried out in accordance with GG119.

Audit Team Leader

Name: **Jamie Fenning** *BSc (Hons), MIHE, MCIHT, MSoRSA, HE RSA Certificate of Competency*

Signed:



Position: Road Safety / Highway Engineer

Organisation: Fenley Road Safety Limited

Date: 17th December 2020

Audit Team Member

Name: **Farouk Bhatti** *MCIHT*

Signed:



Position: Road Safety Engineer

Organisation: Fenley Road Safety Limited

Date: 15th December 2020

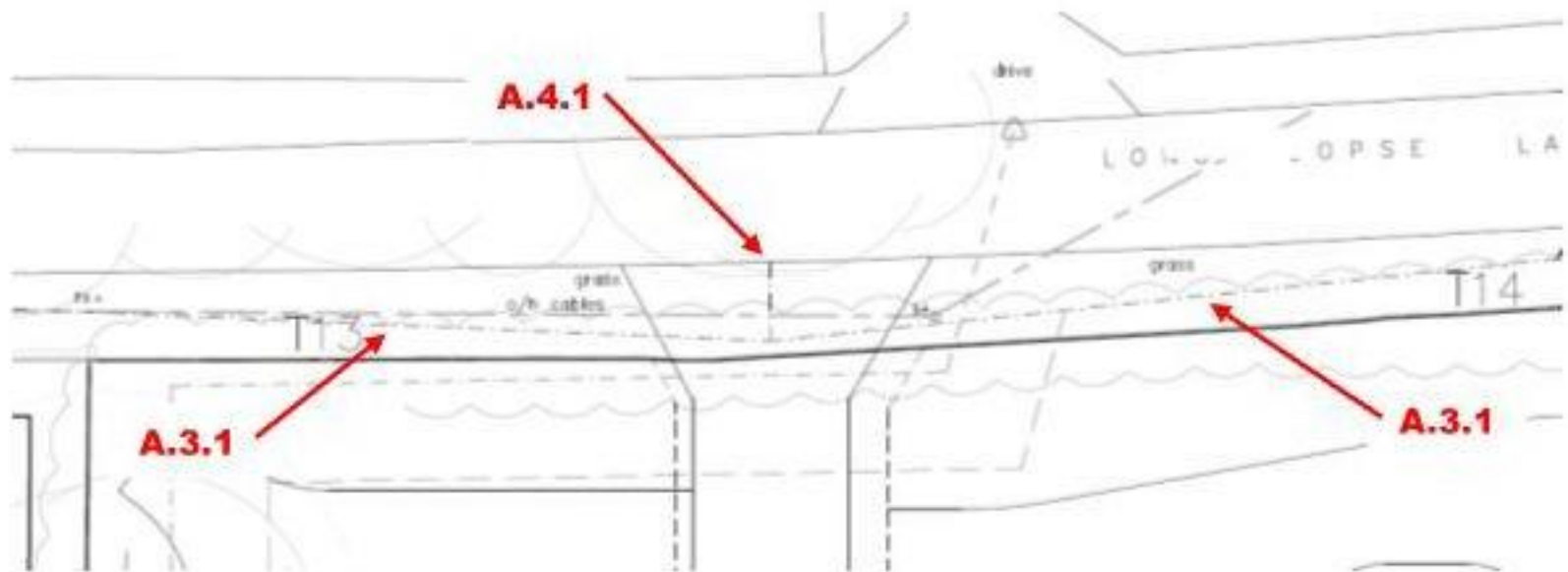
Appendix A1

Documents and Drawings provided for this Stage 1 Road Safety Audit

Audit Stage	Doc. No.	Rev	Title
Stage 1	Email 18 th November '20		Stage 1 Road Safety Audit Brief
	-	2	Long Copse Lane Transport Statement
	1711 15		ATC Traffic Survey Data
	<u>Dwg No.</u>	<u>Rev</u>	<u>Title</u>
	1882-01	P7	Site layout – Visibility Splays
	NJC-001	-	Swept Path Analysis using 11.2m Refuse Freighter Vehicle
	NJC-002	-	Swept Path Analysis using 4.8m Car
	NJC-003	-	Swept Path Analysis using 4.8m Car

Appendix A2

Item Location Plan



Appendix A3

Drawings associated with the Design Organisation Response

<u>Audit Stage</u>	<u>Drawing No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1			

fenley