

**Swanmore Road
Havant
PO9**

**PROPOSED SITE ACCESS, INFORMAL CROSSINGS & INTERNAL
LAYOUT**

STAGE 1 ROAD SAFETY AUDIT

Report No. EC/2022/04/GTA2

April 2022



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Project: Propsoed Site Access, Informal Crossings & Internal Layout

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PO9

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1. INTRODUCTION

1.1 General

1.1.1 EC Road Safety Limited has been commissioned by GTA Civils & Transport Limited to undertake a Stage 1 Road Safety Audit on the proposed vehicular access onto Swanmore Road, which also includes two pedestrian crossings, together with new shared use path provisions on the north side of Swanmore Road to tie in with existing provisions. The scheme also includes new shared footway/cycle access provision along Swanmore Road (west of the Pennerly Court bus stops). The outline planning permission is for up to 150 new residential dwellings on the site, together with the new priority junction on Swanmore Road in the south-east corner of the site.

1.1.2 Furthermore, the scheme also proposes informal crossing points across the new junction and the sightlines to be achieved are indicated on the plan. This audit therefore seeks to assess the proposed access arrangements associated with the new development in terms of road safety and the likely impact on the public highway network. Additional plans have also been submitted to the Audit Team that includes the internal arrangement within the site.

1.1.3 The development site is located on Swanmore Road, Havant, a town in the south-east corner of Hampshire, between Portsmouth and Chichester. The site fronts a large residential housing estate. There is currently a footway to the south side, with bus stops located on each side of Swanmore Road. On the side of the road where the proposed access will be serving the new development, there are no footways. Street lighting is present along the route.

1.1.4 The Road Safety Audit Team (approved by Rachel Stevenson - GTA Civils & Transport Limited) consisted of:

Paul Nevard
MSc, BA (Hons) CMILT, MCIHT, MSoRSA
RSA, Cert. Comp

Director – EC Road Safety Ltd
Principal Traffic Engineer
Road Safety Audit Team Leader

Vinny Rey
BEng (Hons) MCIHT, MSoRSA
RSA, Cert. Comp

Traffic Engineer
Road Safety Audit Team Member

1.1.5 The Road Safety Audit Brief issued by Rachel Stevenson (GTA Civils & Transport Ltd) to the Audit Team and subsequently accepted in June 2021 by the Audit Team consisted of the following plan:

10731_101_P2_Access Plan

Additional plans were submitted to the Audit Team and accepted on the 31st March 2022 and included:

28079-PD180D Highways Access Plan
10731_2200_P3_Refuse Vehicle Tracking
10731_2250_Site Visibility
28079-PD181B Adoptable Highways Plan

1.1.6 The Audit Team examined the original Audit Brief and plan on Tuesday 13th July 2021 and the site was subsequently examined by Paul Nevard and Vinny Rey together on

Wednesday 14th July 2021 between 12.00 and 12.30 hours. The weather during the daytime site visit was dry and bright. The carriageway surface was dry at the time of audit. Traffic flows were low to moderate and vehicle speeds were observed as being low. Cycle flows and pedestrian use was low at the time of the audit.

- 1.1.7 Additional plans were submitted to the Audit Team on 31st March 2022, that included the proposed internal layout within the site, the visibility splays, and the tracking movements for larger vehicles. A return site visit was not deemed necessary to assess the proposed internal arrangements and new plans provided.
- 1.1.8 No details of drainage, personal injury collisions, or strategic signage have been provided. These issues are not, therefore, considered further in this report except where it is considered that the absence of them could contribute to a road safety concern or if it is felt necessary for careful consideration with any subsequent Stage 2 Road Safety Audit.
- 1.1.9 The Road Safety Audit also comprised of an examination of the documents forming the Audit Brief supplied to the Road Safety Audit Team and are referenced in Appendix A of this report. The location of any problems raised can be found within the report, photographed for reference, or referenced in Appendix B of this report. If no problems are identified, only a location plan will be provided for reference in Appendix B.
- 1.1.10 The terms of reference of the Road Safety Audit are as described in the Highways England General Principles and Scheme Governance General information GG 119 Road Safety Audit. The Road Safety 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. This Road Safety Audit has not considered structural safety or checked for compliance to standards. 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.
- 1.1.11 This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Accident Investigation, Road Safety Engineering and Road Safety Audits. No member of the Road Safety Audit Team has had any previous input to the design of the scheme. The audit has been carried out with the sole purpose of identifying any features of the design that could be removed or modified to improve the safety of the scheme. The problems identified have been noted in this report together with suggestions for safety improvements, which we recommend should be studied for implementation.

1.2 Purpose of Scheme

The purpose of the scheme is a proposed new development with a new access onto Swanmore Road. Additional changes are also proposed including a new footway, shared use cycle path and informal crossing points.

2. PROBLEMS IDENTIFIED IN PREVIOUS ROAD SAFETY AUDITS

No previous audits have been supplied to the Audit Team and the Audit Team believe that none have been produced.

3. PROBLEMS IDENTIFIED AT THIS STAGE 1 ROAD SAFETY AUDIT

3.1 General

3.1.1 PROBLEM

Location: Swanmore Road (northern side)

Summary: Risk of cycle and pedestrian injury due to footway obstructions.

Detail: There are currently various items of street furniture in place where the new proposed footway will be provided. This includes lamp columns, signposts, overhanging vegetation, and trees. The shared use path would require a level surface and one without pinch points and obstructions. If these are not relocated to suitable positions, they would be a road safety concern resulting in injury to cyclists or pedestrians.



RECOMMENDATION

Footway obstructions to be removed and street furniture to be relocated where appropriate.

3.1.2 PROBLEM

Location: Shared cycle path / footway and existing carriageway

Summary: Lack of continuity for cyclists could result in driver and cyclist conflict and subsequent collisions.

Detail: The plans do not indicate where the existing cycle path (located on the carriageway) will be provided and how cyclists will join the new shared footway. There was concern during the site investigation regarding where cyclists will adjoin the shared

cycleway / footway from the existing carriageway. The existing cycle lane appears confusing in various parts and unclear on the expectation for a cyclist using the route. As a result of overall disjointed cycle facilities and confusing continuity, this could give rise to cyclist and driver conflict.

RECOMMENDATION

Provide sufficient dropped kerbs from the carriageway to the footway to allow cyclists to adjoin the cycle path. Review and extend the designated areas for cyclists to ensure that there is a clear strategy along the entire route.

3.2 Local Alignment

No problems identified in this category at this stage.

3.3 Junctions

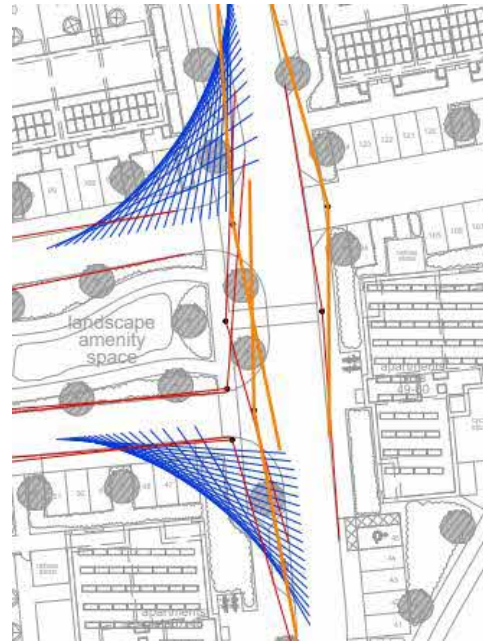
3.3.1 PROBLEM

Location: Various junctions within the proposed development

Summary: Risk of failure to give way type collisions and side swipe collisions.

Detail:

A visibility splay plan has been provided to the Audit Team that shows the forward visibility and general sightlines at each junction. Whilst it would be expected vehicle speeds would be low within the development, drivers will be required to give way on the approach to each junction with the 'main' through road or 'spine' road running through the development. However, the plan indicates new trees and planting close to the junctions. It is unclear at this stage the size of the proposed trees and the type. Many of the sightlines appear to be obstructed by such trees and as such could result in drivers failing to give way to oncoming vehicles. This could risk side swipe collisions occurring.



RECOMMENDATION

Trees removed from sightlines to always ensure good and unobstructed visibility.

3.4 Non-Motorised User Provision

No problems identified in this category at this stage.

3.5 Road Signs, Carriageway Markings & Street Lighting

No problems identified in this category at this stage.

End of list of Problems identified and Recommendations offered in this Stage 1 Audit

4. AUDIT TEAM STATEMENT

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

AUDIT TEAM LEADER

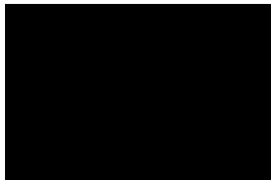
Paul Nevard

Signed: 

Date: 09/04/2022

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APPENDIX A

List of documents and plans considered during this Stage 1 Road Safety Audit:

10731_101_P2_Access Plan

28079-PD180D Highways Access Plan

10731_2200_P3_Refuse Vehicle Tracking

10731_2250_ Site Visibility

28079-PD181B Adoptable Highways Plan

APPENDIX B

Location of problems identified during this Stage 1 Road Safety Audit:

