

Report: Road Safety Audit Stage 1**RESPONSE REPORT****Report Title: Access to Stoke Fruit Farm Shop, Havant Road, Hayling Island, Hampshire****RSA Team: M.B.Projects Ltd****Date: April 2020**

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.1.1 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	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	The attached pdf is a breakdown of the crashmap data from 2015, 2017 and 2019. The data from 2015 was prior to the change in speed limit from 40 to 30mph. Should the Local Highway Authority be of a mind to accept the access, the applicant would be willing to outlay more fees for the detailed analysis. At present more information and subsequent monies are being spent with no indication of a resolution.		

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2.3.1 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.	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	The southbound forward visibility envelope is as the current situation. A maintenance regime to ensure the hedgerow is trimmed back should be undertaken regardless of the proposed access. A close boarded fence for the critical length would negate the Local Highway Authority from having to establish a maintenance regime but who would own/maintain the fence in the future? The applicant already cuts many roadside hedgerows on the island and cutting/maintaining the hedgerow referred to in this RSA would not be an issue and could ensure maximum forward visibility is maintained. Anti-skid surfacing is not widely promoted within HCC as the ongoing maintenance costs add a drain on the limited funds available to the Highway Authority.		
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On behalf of the Design Organisation I certify that the RSA actions identified in response to the RSA problems have been discussed and agreed with the Overseeing Organisation	On behalf of the Overseeing Organisation I certify that: 1. The RSA actions identified in response to the RSA problems have been discussed and agreed with the Design Organisation 2. The agreed RSA actions will be progressed
Name: James Rennie	Name:
Signed: 	Signed:
Position: Director	Position:
Organisation: RPF Associates Ltd	Organisation: Hampshire County Council
Date: 25.04.2020	Date: