

TECHNICAL NOTE 1

LAND AT ROOK FARM, ST MARY'S ROAD
HAYLING ISLAND, HAMPSHIRE

Client: Gladman



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	Name	Position
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APPENDICES

Appendix 1	Speed Survey Results
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1 INTRODUCTION

1.1 Background

- 1.1.1 This Technical Note 1 (TN1) has been prepared following submission of an outline application by Gladman for the:

'...development of up to 300 dwellings (including affordable housing). The proposal includes provision for structural planting and landscaping; informal public open space; children's play areas; sustainable drainage system (SuDS); a new vehicular access from St Mary's Road; and associated ancillary works. All matters reserved except for means of vehicular access.'

- 1.1.2 The application was validated in January 2021 by Havant Borough Council (HBC) and assigned the application reference number APP/21/01434. A Transport Assessment (TA), Travel Plan (TP) and Environmental Statement (ES) Transport chapter were prepared by Prime Transport Planning (Prime) and formed part of the detailed package of supporting documents.

1.2 Purpose of Report

- 1.2.1 Hampshire County Council (HCC) was consulted on the application by HBC in its role as local highway authority (LHA). HCC provided a formal consultation response dated 27th April 2022. This TN1 has been prepared in response to the designed based elements of HCC's consultation response. A separate response will be provided on matters related to traffic impact.
- 1.2.2 A Walking, Cycling and Horse-riding Assessment and Review (WCHAR) has been prepared alongside this TN1 and submitted to HCC for comment.
- 1.2.3 The follow section will address the comments raised by HCC on the proposed access arrangement and off-site pedestrian improvements offered as part of the application, with Section 3 detailing and updated Road Safety Audit and providing a designers' response.

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2 RESPONSE TO HCC'S DESIGN BASED COMMENTS

2.1 Preamble

- 2.1.1 Several of the comments from HCC related to access while others related to off-site improvements for pedestrians. These will be addressed in turn below.

2.2 Access Comments

Speed Survey

- 2.2.1 HCC acknowledged the use of speed surveys undertaken in August 2021 to derive site specific visibility splays. The authority has however taken the view that August is not a neutral month.
- 2.2.2 In our experience, speed surveys undertaken during what are considered to be non-neutral months are generally accepted; it is traffic flow data recorded in non-neutral months that is commonly not accepted due to seasonal variation. Traffic speeds are less influenced than traffic flows by seasonal variation. HCC recommended a summertime speed survey be undertaken during a preapplication meeting in 2019.
- 2.2.3 We did however undertake an automatic traffic count (ATC) based speed survey from 15:00 on Thursday 3rd October 2019 which recorded data up to 16:00 on Tuesday 8th October 2019 before this was unfortunately vandalised. Given the duration of the survey, it was undertaken in line with CA 185 of the *Design Manual for Roads and Bridges* (DMRB). The results of the survey are summarised in Table 2.1 with the raw data included in Appendix 1.

Table 2.1: Speed Survey Results October 2019

Direction	Speed (mph)	
	Average	85th %ile
North-eastbound	22.0	28.5
South-westbound	20.0	24.9

- 2.2.4 The recorded speeds were slower than the signed speed limit and comparable to the previously used speeds, which were chosen given that they were more recent. The access drawing has however been updated based on these speeds and is provided as Drawing P21033-001G in Appendix 2. The visibility splays can be achieved without any third-party land.

PRoW Access

- 2.2.5 Two accesses are proposed to Footpath 94 (HCC online right of way map reference 108/94/1). HCC state that details of these connections have not been provided. Such detail will be provided as part of a future reserved matters application; it is only the main vehicular access that is a detailed matter as

part of this outline application. It is however anticipated that the access will be a minimum width of 2.0m to be suitable for pedestrians.

Refuse/Servicing

- 2.2.6 HCC has requested that refuse collection swept paths should be undertaken using a 11.2m long 'super large' refuse collection vehicle (RCV). It was also stated that the slightly shorter RCV was shown to overhang the centreline on St Mary's Road on approach to the site and within the bell-mouth.
- 2.2.7 Whilst such manoeuvres and extents of overhang are commonplace across the UK, we have increased some of the proposed site access geometry to better reduce the level of overhang. Drawing P21033-001G in Appendix 2 illustrates these changes with tapers added to both corners and the access slightly repositioned. Drawing P21033-003D in Appendix 2 presents the RCV swept paths using an 11.2m long vehicle. It shows that the amendments to the access reduce the level of overhang. The RCV still crosses the centreline on approach from the west but this is no different to the existing arrangement. The qualified RCV drivers will simply wait until oncoming traffic is clear, as they currently do and is common practice.
- 2.2.8 The swept path analysis for the tipper truck, articulated lorry and pantechinon has been updated to reflect the changes to the access drawing and changes to the proposed arrangement at the Church Road/Elm Grove/St Mary's Road/Tournerbury Lane junction. This is shown in Drawings P21033-004D, P21033-005D and P21033-006D in Appendix 2.
- 2.2.9 HCC stated that the construction vehicle swept path analysis did not show such vehicles turning left into St Mary's Road. We do not envisage any construction traffic needing to access the site from this direction given that there are no ports or material suppliers to the south. It is likely that the vast majority, if not all, of construction traffic will access the site from and exit in the opposite direction, and the swept path analysis shows that this can be achieved. The routing could be confirmed and controlled by a condition requiring the submission of a Construction Traffic Management Plan (CTMP) to be presented at the reserved matters stage. Pantechinons will be able to access the site by turning left (or right) in to St Mary's Road.

Emergency Access

- 2.2.10 HCC has questioned whether Rook Farm Way can be used for emergency access as originally proposed as part of the application. Gladman have double-checked the legal rights and provided the following information to HBC via email on 5th July 2022:

'We've (Gladman) now had an opportunity to double check this point with our solicitor and they've confirmed that our application site benefits from a retained "right of way with or without vehicles for all purposes over and along the Access", with 'the Access' for this purpose being what is Rook Farm Way. The right was granted by the Transfer that

accompanied the sale of the land previously occupied by Rook Farm (yard and buildings) to Hillreed Homes, dated 1st July 2004. The land that benefits from the right in the Transfer is consistent with Land Registry Title SH47285, which is our promotion land.

We believe this is sufficient to confirm a right to utilise Rook Farm Way in connection with our application proposals, but we would be happy to share the relevant Land Registry Titles and the Transfer document with you, so that you can review further as needed.'

- 2.2.11 It is highly unlikely that emergency vehicles will every require access to the site via Rook Farm Way, but having this route in place should provide appropriate assurance to all parties including the emergency services.
- 2.2.12 Rook Farm Way is not proposed to be used for general pedestrian or cyclist access in order to minimise any disruption to the residents of the road. Furthermore, such a connection would offer limited benefit given that pedestrians and cyclists will be able to use the main vehicular access onto St Mary's Road and the PRoW connection at the south-west corner of the site which also leads to St Mary's Road.

2.3 Off-site Improvements

No-dig Footway Construction

- 2.3.1 HCC has requested evidence that the proposed 'no-dig' footway in the highway verge on St Mary's Road outside the Limewood retirement home can be delivered. We have consulted Geosynthetics, the manufacturers of Cellweb, a 'root-friendly' method of surfacing and construction, and FPCR, the applicant's arboricultural consultant.
- 2.3.2 We have received the technical specification of Cellweb from Geosynthetics, and it would appear that installation of Cellweb and achieving a suitable crossfall gradient for the footway would require a significant amount of excavation of material around the tree. FPCR has advised that this would likely harm the tree roots and that it would be desirable to retain the tree in question.
- 2.3.3 Given that the footpath is not essential to providing safe access between the site and local amenities, the footway provision is no longer proposed. Instead, an uncontrolled crossing consisting of dropped kerbs and tactile paving is proposed across St Mary's Road from the existing footway on the northern side to the footway on the southern side immediately east of the public car park access. This is shown on Drawing P21033-001G.
- 2.3.4 Aside from pedestrians being able to use this route, they will also be able to use the site's dedicated pedestrian accesses to connect to local services.

St Mary's Road Car Park

- 2.3.5 Given that the existing pedestrian footpath that leads from the car park to Elm Grove may be a convenient pedestrian route for future residents of the site, it was proposed to provide a white lined virtual footway, also known as a safety zone, through the car park to link the St Mary's Road footway with the cut-through. Whilst HCC welcomed the principle of providing a safe walking area, the LHA had concerns regarding conflict between pedestrians and cars. It is important to note that pedestrians already travel via this route, and according to the five-years of accidents data presented in the TA, there have been no reported accidents in the car park between pedestrians and motor vehicles. The arrangement is no different to that at many car parks across the county, including far busier foodstore car parks, some of which include virtual footways, and some, such as the Lidl store off Manor Road, do not. Any driver in any car park should be aware that pedestrians will be navigating their way past parked cars, to the front, rear or side of the vehicles.
- 2.3.6 The applicant instructed a topographical survey so Prime could investigate whether a further betterment could be made, particularly whether a footway, kerbed or virtual, could be provided to the north-east of the north-eastern row of parking spaces, with this row then moved 1m-2m south. However the topographical survey shows that many of the parking spaces are smaller than the traditional 2.4m x 4.8m standard, with spaces in the north-eastern row generally being around 4.5m long and those in the central row ranging from 4.2m to 4.7m in length. In addition to this, the north-eastern aisle measures 6.3m wide and the south-eastern one measures 6.2m wide which is only slightly greater than the 6.0m minimum that car park standards require for manoeuvrability. Therefore if the car park was to be relined to facilitate such a footway, this could result in a loss of car parking spaces. From our observations the car park is popular at school drop-off times and a reduction in the number of parking spaces would lead to greater levels of on-street parking.
- 2.3.7 Given HCC's concerns, the white lined footway has been removed from the proposals.

Church Road/Elm Grove Pedestrian Crossings

- 2.3.8 HCC has raised concerns related to the bus stop swept path analysis and the lane and island widths at the proposed pedestrian crossings on Church Road and Elm Grove, particularly in relation to *LTN 1/20 Cycle Infrastructure Design* guidance.
- 2.3.9 Amendments have been made to bring the proposals in line with LTN 1/20 as shown in Drawing P21033-002D in Appendix 2. The carriageway each side of the two proposed pedestrian refuge islands has been reduced to 3.1m, the northern island increased to 2.5m and the southern island increased to 1.6m. Aside from being in line with the guidance and therefore safer for cyclists, the narrowing of the carriageway adjacent to the islands will have added traffic calming benefits.

- 2.3.10 The bus swept path analysis has been updated as shown in Drawing P21033-007D in Appendix 2. The bus wheels do not touch the kerbs and we have used reasonable tracking speeds of 30mph along Elm Grove/Church Road and 15mph when pulling into/out of the layby.

WCHAR

- 2.3.11 At the request of HCC, a WCHAR has been prepared. It exists as a separate document using HCC's template. It considers the quality of walking and cycling routes, noting that equine use is limited locally. The WCHAR identifies constraints and opportunities to improve facilities for pedestrian and cyclists.

Buses

- 2.3.12 HCC requested the applicant investigate the scope to improve the southbound bus stop on Church Road (Elm Grove) to include a bus shelter and improved waiting facilities, with the stop currently consisting of a flag pole only. Whilst the applicant is willing to provide such an improvement, potentially using a cantilever style shelter to maximise the available footway width, it should be remembered that this location is close to the terminal point of the 31 service which calls at nearby South Hayling, Mengham and finally Eastoke, with the northbound stop providing access to the 30 service towards Havant. The number of users of the 31 towards Eastoke is likely to be limited, and mainly used for alighting, so the existing infrastructure is perhaps appropriate.

Rail

- 2.3.13 HCC makes the point that rail use is likely to require a heavy reliance on the private car to reach Havant train station, but also acknowledges that it can be accessed via bus or bicycle. Even if people do choose to drive to the station, this is a more sustainable journey than travelling by private car to a longer distance final destination.

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3 ROAD SAFETY AUDIT

3.1 Introduction

- 3.1.1 At HCC's request, the Stage 1 Road Safety Audit (RSA) included in the TA has been updated to reflect changes to the proposed access arrangement and off-site footway improvements. The same independent safety auditor who carried out the original audit, six:TEN Highways & traffic Ltd, was instructed to update the RSA in line with *GG119 – Road Safety Audit*.
- 3.1.2 The audit was undertaken on earlier revisions of the aforementioned drawings which had previously been updated to address HCC's points detailed in Section 2. A further minor change was made to the tactile paving at the proposed site access following initial feedback from the auditors. The current versions of the drawings provided in Appendix 2 remain current. A copy of the RSA is included in Appendix 3 which includes extracts of the previous drawing revisions.
- 3.1.3 The updated RSA raised only one relatively minor point which is detailed and addressed below.
- 3.1.4 No issues have been raised regarding the principle of the access arrangement such as the location or form of junction.

3.2 Designers' Response

RSA Comment 2.4.1

Location: Within the car park

Problem

Summary: Proposed "virtual footway" within the car park may increase the risk of pedestrian/vehicular collisions

The drawings provided for audit show a proposed "virtual footway" within the car park. The proposal shows pedestrians having to walk behind the parking bays. The location of the "virtual footway" may result in an increased risk of collisions between vehicles manoeuvring into/out of the parking bays and pedestrians using the "virtual footway".

Recommendation

It is recommended that the "virtual footway" is replaced with a standard footway within the car park. It is noted that the car park layout will have to be amended in order to provide a standard footway for pedestrians.

Designers' Response to Comment 2.4.2

- 3.2.1 Given the auditor's and HCC's concerns, the white lined virtual footway has been removed from the proposals. The virtual footway is not essential to the development proposals.

3.3 Summary

- 3.3.1 The updated RSA has raised only one minor issue which is not essential to the delivery of the scheme and we are happy to discuss this matter with HCC and HBC. No significant road safety issues have been raised by the qualified independent auditors.
- 3.3.2 It can be concluded that the proposed access arrangement is safe for all road users.

APPENDIX 1

SPEED SURVEY RESULTS

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Hayling Island ATC, St Mary's Road

Channel 1 - Northbound

Average Speed

Week 1

Hr Ending	03/10/2019 Thursday	04/10/2019 Friday	05/10/2019 Saturday	06/10/2019 Sunday	07/10/2019 Monday	08/10/2019 Tuesday	09/10/2019 Wednesday
1	-	28.0	21.0	26.3	23.0	28.0	-
2	-	-	15.5	26.8	28.0	23.8	-
3	-	15.5	23.0	-	23.0	23.0	-
4	-	-	15.5	23.0	-	-	-
5	-	-	-	5.0	23.0	23.0	-
6	-	21.9	20.3	25.5	24.8	23.2	-
7	-	23.9	23.6	28.0	24.1	24.8	-
8	-	23.3	18.2	22.9	22.0	22.8	-
9	-	21.1	17.2	23.9	19.7	20.9	-
10	-	21.0	19.5	22.1	19.8	21.8	-
11	-	21.9	22.8	22.5	21.6	21.8	-
12	-	22.4	22.5	22.0	21.6	22.2	-
13	-	18.0	21.2	22.7	22.8	20.4	-
14	-	17.1	22.0	22.7	22.5	22.4	-
15	22.6	21.8	22.5	22.1	21.3	22.9	-
16	22.2	22.0	19.9	24.7	21.8	23.0	-
17	22.1	22.8	22.1	25.5	19.4	-	-
18	21.4	24.9	23.1	22.9	22.6	-	-
19	23.5	24.3	21.8	23.7	22.2	-	-
20	21.9	23.5	22.5	23.7	22.7	-	-
21	23.8	23.2	23.8	21.8	21.9	-	-
22	26.6	24.3	18.6	22.2	24.8	-	-
23	22.0	23.4	23.7	20.4	21.1	-	-
24	28.0	24.6	19.0	19.6	24.7	-	-
10-12	-	22.1	22.6	22.2	21.6	22.0	-
14-16	22.3	21.9	21.0	23.3	21.5	23.0	-
0-24	22.5	21.9	21.3	22.9	21.5	22.1	-

Average 22.0

Channel 1 - Northbound

85th Percentile

Hr Ending	03/10/2019 Thursday	04/10/2019 Friday	05/10/2019 Saturday	06/10/2019 Sunday	07/10/2019 Monday	08/10/2019 Tuesday	09/10/2019 Wednesday
1	-	-	28.7	28.7	23.7	-	-
2	-	-	-	28.3	-	33.8	-
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-
6	-	28.4	28.1	28.2	33.4	33.0	-
7	-	29.0	29.0	28.6	28.4	28.2	-
8	-	28.9	23.7	28.1	28.3	28.1	-
9	-	28.1	23.0	28.5	23.1	28.1	-
10	-	28.9	28.6	28.9	23.2	28.3	-
11	-	28.4	28.1	28.3	29.0	28.1	-
12	-	28.5	28.1	28.8	28.1	28.0	-
13	-	23.8	28.8	28.4	28.4	23.5	-
14	-	23.1	28.3	28.3	28.4	28.7	-
15	28.7	28.6	28.0	28.9	28.5	28.5	-
16	28.5	28.5	28.3	28.6	28.2	28.8	-
17	28.6	28.3	28.4	28.6	28.5	-	-
18	28.3	28.6	28.3	28.4	28.3	-	-
19	28.3	28.6	28.9	28.1	28.6	-	-
20	28.8	28.3	29.0	28.6	28.5	-	-
21	28.0	28.3	28.4	28.7	28.2	-	-
22	33.8	33.8	23.3	28.9	28.9	-	-
23	28.8	28.8	28.2	28.8	28.7	-	-
24	33.7	28.6	23.2	28.0	28.5	-	-
10-12	-	29.0	28.6	28.5	28.4	28.1	-
14-16	28.0	28.9	28.4	28.9	28.1	28.2	-
0-24	28.4	28.2	28.4	28.4	28.8	28.7	-

85th %ile 28.5

Hayling Island ATC, St Mary's Road

Channel 2 - Southbound

Average Speed

Week 1

Hr Ending	03/10/2019 Thursday	04/10/2019 Friday	05/10/2019 Saturday	06/10/2019 Sunday	07/10/2019 Monday	08/10/2019 Tuesday	09/10/2019 Wednesday
1	-	28.0	23.6	20.4	15.5	17.0	-
2	-	-	28.0	23.0	-	28.0	-
3	-	-	23.0	5.0	-	-	-
4	-	-	19.2	15.5	-	-	-
5	-	-	-	-	23.0	-	-
6	-	23.0	17.2	15.5	21.8	25.5	-
7	-	20.2	21.5	25.5	24.8	23.2	-
8	-	21.9	20.1	19.2	20.2	19.9	-
9	-	20.1	18.9	22.8	19.6	19.6	-
10	-	20.9	18.4	20.1	20.1	19.1	-
11	-	20.6	19.8	19.9	19.8	20.1	-
12	-	19.0	19.4	19.6	18.9	20.1	-
13	-	17.2	19.2	20.5	19.9	19.7	-
14	-	18.0	18.6	21.3	19.7	19.0	-
15	17.2	18.1	19.2	18.4	17.8	18.7	-
16	18.7	19.4	19.3	21.1	18.4	20.0	-
17	20.5	19.9	19.4	22.2	20.8	-	-
18	18.8	20.8	21.9	20.9	21.1	-	-
19	21.9	21.8	20.1	22.0	21.6	-	-
20	24.2	20.9	18.2	20.6	22.3	-	-
21	21.7	22.6	22.7	23.6	21.6	-	-
22	24.7	19.4	17.0	16.1	23.2	-	-
23	17.9	24.1	21.6	20.4	19.2	-	-
24	23.0	22.2	16.7	20.5	23.0	-	-

10-12	-	19.7	19.6	19.7	19.4	20.1	-
14-16	18.0	18.8	19.3	19.8	18.1	19.3	-
0-24	20.3	19.8	19.6	20.6	19.9	19.6	-

Average	20.0
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Channel 2 - Southbound

85th Percentile

Hr Ending	03/10/2019 Thursday	04/10/2019 Friday	05/10/2019 Saturday	06/10/2019 Sunday	07/10/2019 Monday	08/10/2019 Tuesday	09/10/2019 Wednesday
1	-	-	28.5	28.4	-	23.7	-
2	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-
4	-	-	23.6	16.2	-	-	-
5	-	-	-	-	-	-	-
6	-	-	33.8	-	28.6	28.6	-
7	-	23.6	23.9	29.0	28.4	28.2	-
8	-	23.2	23.3	23.3	23.9	23.5	-
9	-	23.9	23.5	28.5	23.5	23.7	-
10	-	23.1	23.1	23.4	23.2	23.8	-
11	-	23.4	23.6	23.7	23.7	23.4	-
12	-	23.3	23.4	23.2	23.7	23.9	-
13	-	23.9	24.0	23.4	23.6	23.7	-
14	-	23.8	23.1	28.5	23.8	23.1	-
15	23.5	23.3	23.9	23.8	23.2	23.6	-
16	23.4	23.7	23.6	28.5	23.8	23.7	-
17	23.1	23.3	23.3	28.4	28.2	-	-
18	23.7	23.1	28.1	28.5	24.0	-	-
19	28.9	28.0	23.5	28.2	28.1	-	-
20	28.5	28.3	23.2	23.6	28.1	-	-
21	28.1	28.8	29.0	28.5	28.8	-	-
22	28.8	28.3	23.1	23.7	28.4	-	-
23	28.4	28.2	28.0	28.9	28.5	-	-
24	28.5	28.5	23.3	23.4	23.1	-	-

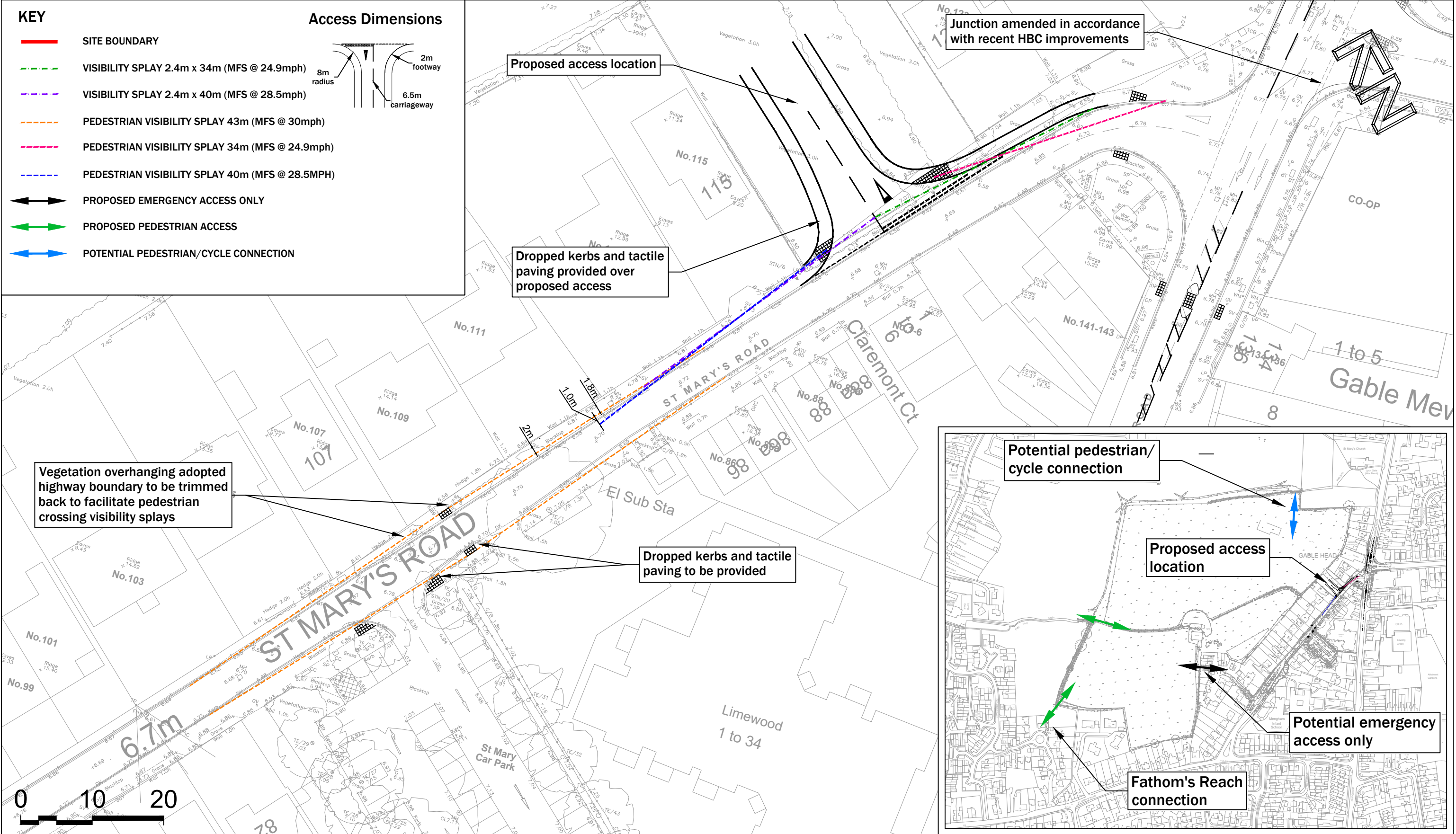
10-12	-	23.3	23.5	23.3	23.1	23.0	-
14-16	23.5	23.3	23.9	23.3	23.2	23.4	-
0-24	28.2	23.0	23.5	28.2	23.0	23.4	-

85th %ile	24.9
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APPENDIX 2

TECHNICAL DRAWINGS

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9 Hurricane Court
Liverpool International Business Park | Estuary Boulevard | Liverpool | L24 8RL
www.primetp.co.uk | 0151 728 1860

G	15.12.22	VB	UPDATES FOLLOWING ARB ADVICE
F	21.11.22	VB	UPDATES FOLLOWING RSA COMMENTS
E	10.08.22	VB	CHANGES FOLLOWING HAMPSHIRE COMMENTS
D	23.11.21	VB	MINOR AMENDMENTS
C	09.11.21	VB	UPDATED MAPPING/ EMERGENCY ACCESS
B	31.08.21	VB	MINOR AMENDMENTS TO VISIBILITY
A	02.07.21	VB	CHANGES FOLLOWING RSA COMMENTS

Rev	Date	By	Revision notes
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Status

INFORMATION

Project

ST MARY'S ROAD, HAYLING ISLAND

Title

PROPOSED ACCESS ARRANGEMENT

Drawn by
VB

Issue date
17 JUN 2021

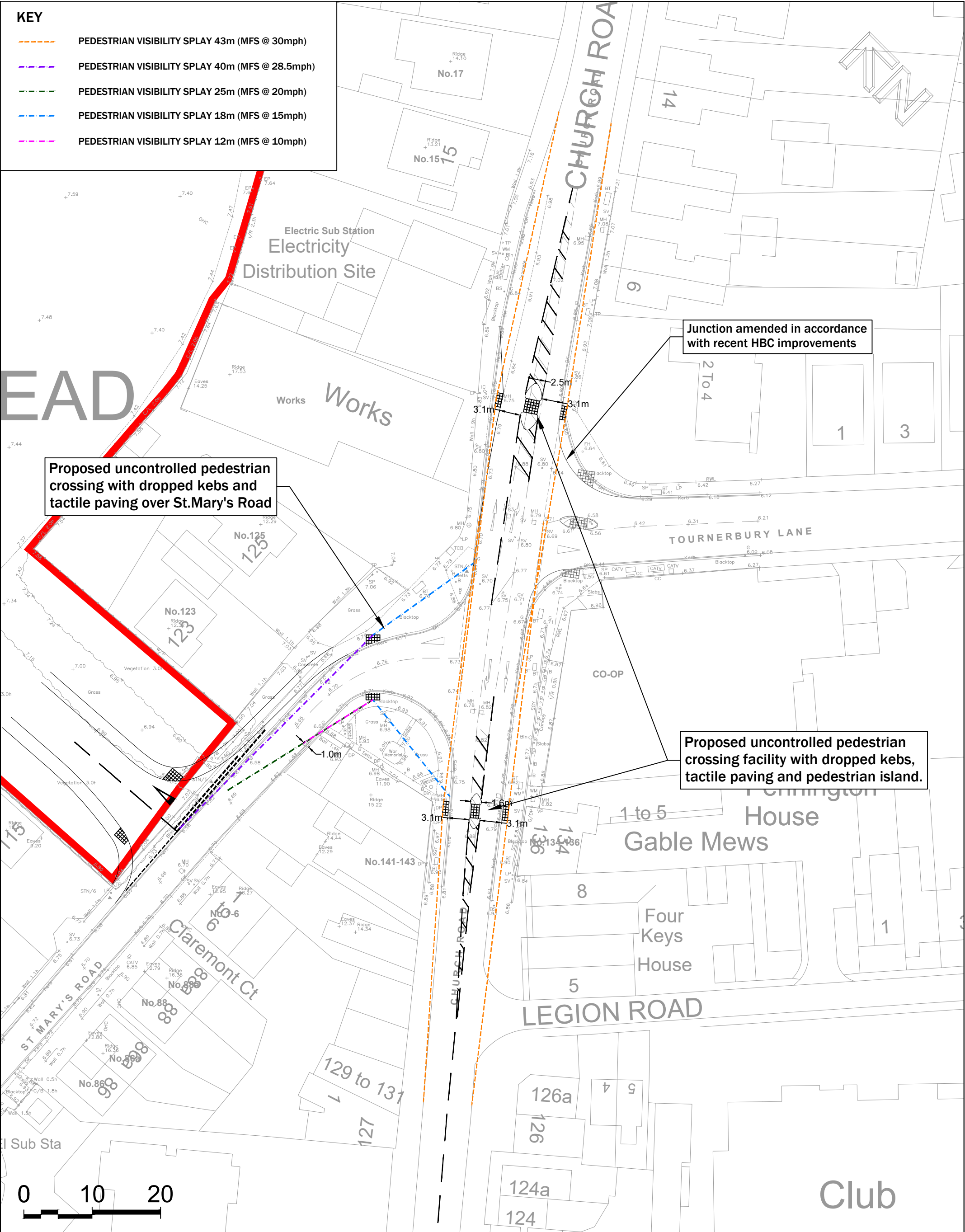
Scale(s)

1:500 @ A3

Drawing No

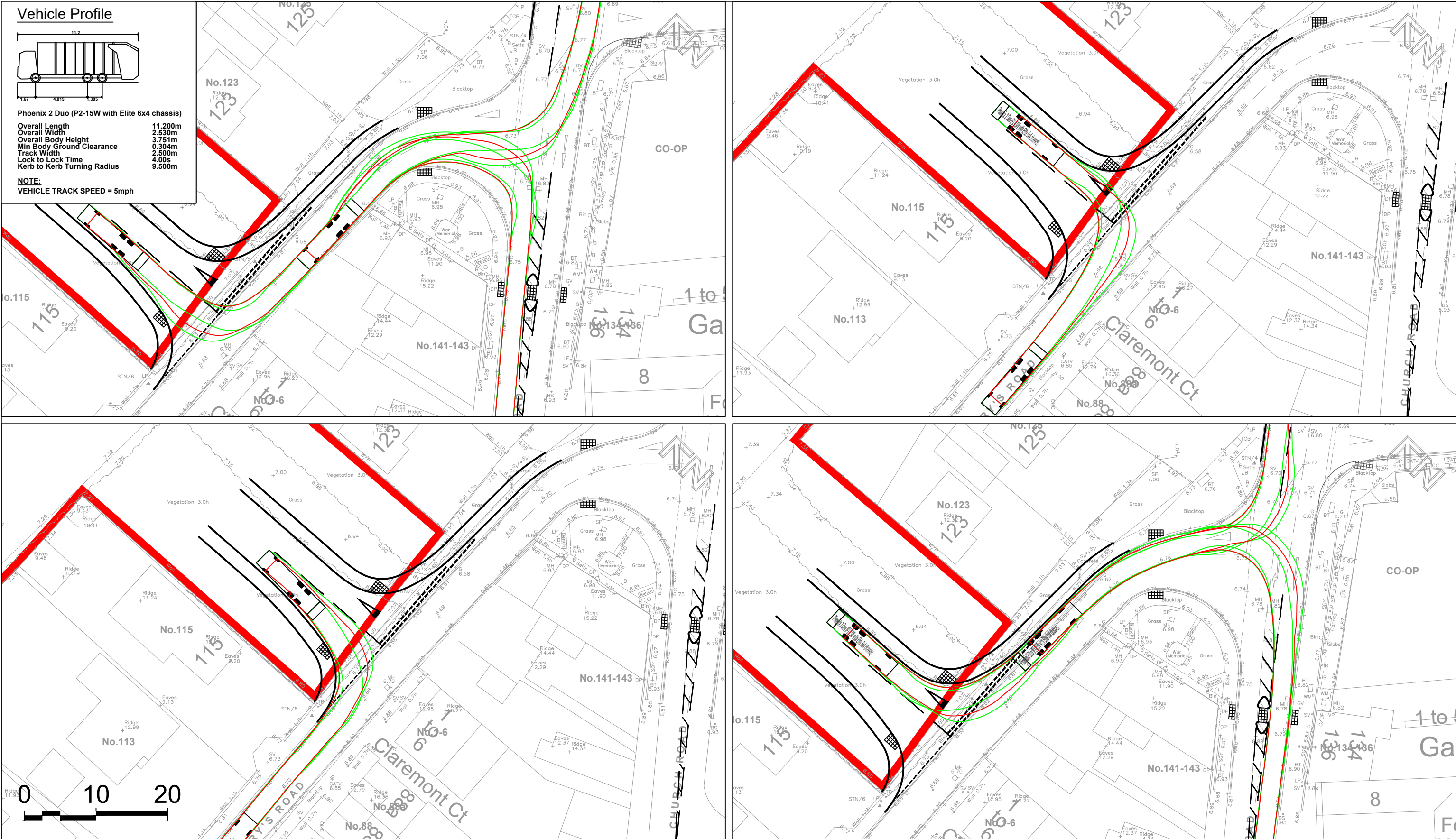
P21033-001G

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 9 Hurricane Court Liverpool International Business Park Estuary Boulevard Liverpool L24 8RL www.primetp.co.uk 0151 728 1860	D	21.11.22	VB	UPDATES FOLLOWING RSA COMMENTS & ARB ADVICE	Project	ST MARY'S ROAD, HAYLING ISLAND	Drawn by	Issue date
	C	23.08.22	VB	CHANGES FOLLOWING HAMPSHIRE COMMENTS			VB	17 JUN 2021
	B	18.11.21	VB	SCALE ADDED TO DRAWING			Scale(s)	1:500 @A3
	A	02.07.21	VB	CHANGES FOLLOWING RSA COMMENTS				
	Rev	Date	By	Revision notes	Title	PROPOSED PEDESTRIAN CROSSINGS	Drawing No	P21033-002D
Status								
FINAL								

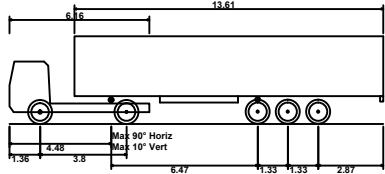
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 9 Hurricane Court Liverpool International Business Park Estuary Boulevard Liverpool L24 8RL www.primetp.co.uk 0151 728 1860	D	15.12.22	VB	UPDATES FOLLOWING RSA COMMENTS & ARB ADVICE	Project	ST MARY'S ROAD, HAYLING ISLAND	Drawn by	Issue date
	C	23.08.22	VB	CHANGES FOLLOWING HAMPSHIRE COMMENTS			VB	17 JUN 2021
	B	18.11.21	VB	SCALE ADDED TO DRAWING				
	A	02.07.21	VB	CHANGES FOLLOWING RSA COMMENTS				
	Rev	Date	By	Revision notes			Scale(s)	
	Status					Title	1:500 @ A3	
	INFORMATION						Drawing No	
						SWEPT PATH ANALYSIS (REFUSE COLLECTION VEHICLE)	P21033-003D	

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Vehicle Profile

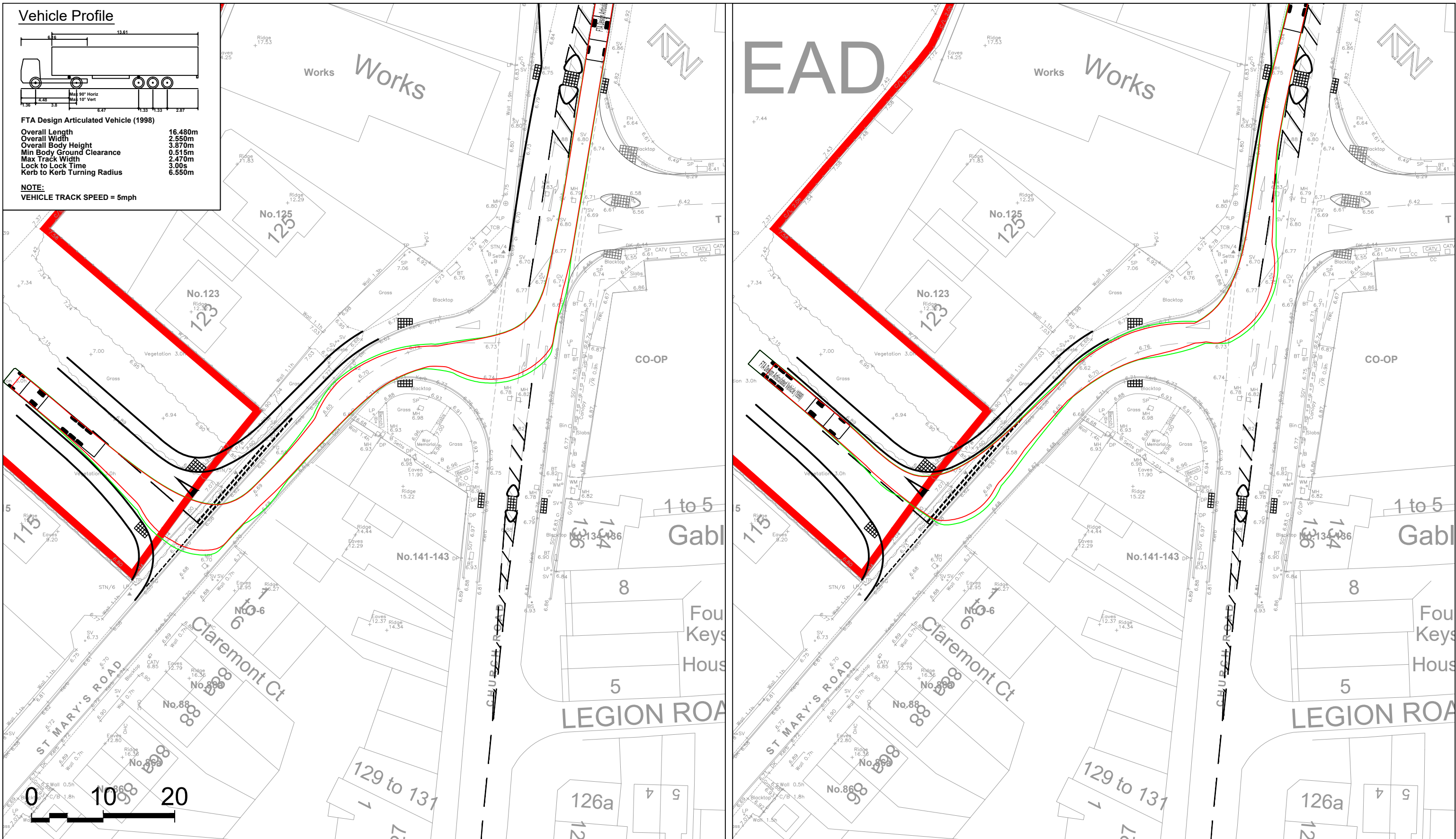


FTA Design Articulated Vehicle (1998)

- Overall Length 16.480m
- Overall Width 2.550m
- Overall Body Height 3.870m
- Min Body Ground Clearance 0.515m
- Max Track Width 2.470m
- Lock to Lock Time 3.00s
- Kerb to Kerb Turning Radius 6.550m

NOTE:

VEHICLE TRACK SPEED = 5mph



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C	23.08.22	VB	CHANGES FOLLOWING HAMPSHIRE COMMENTS
B	18.11.21	VB	SCALE ADDED TO DRAWING
A	02.07.21	VB	CHANGES FOLLOWING RSA COMMENTS

Rev	Date	By	Revision notes
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Status

INFORMATION

Project

ST MARY'S ROAD, HAYLING ISLAND

Title

SWEPT PATH ANALYSIS
(16.48m ARTICULATED VEHICLE)

Drawn by
VB

Issue date
17 JUN 2021

Scale(s)

1:500 @ A3

Drawing No

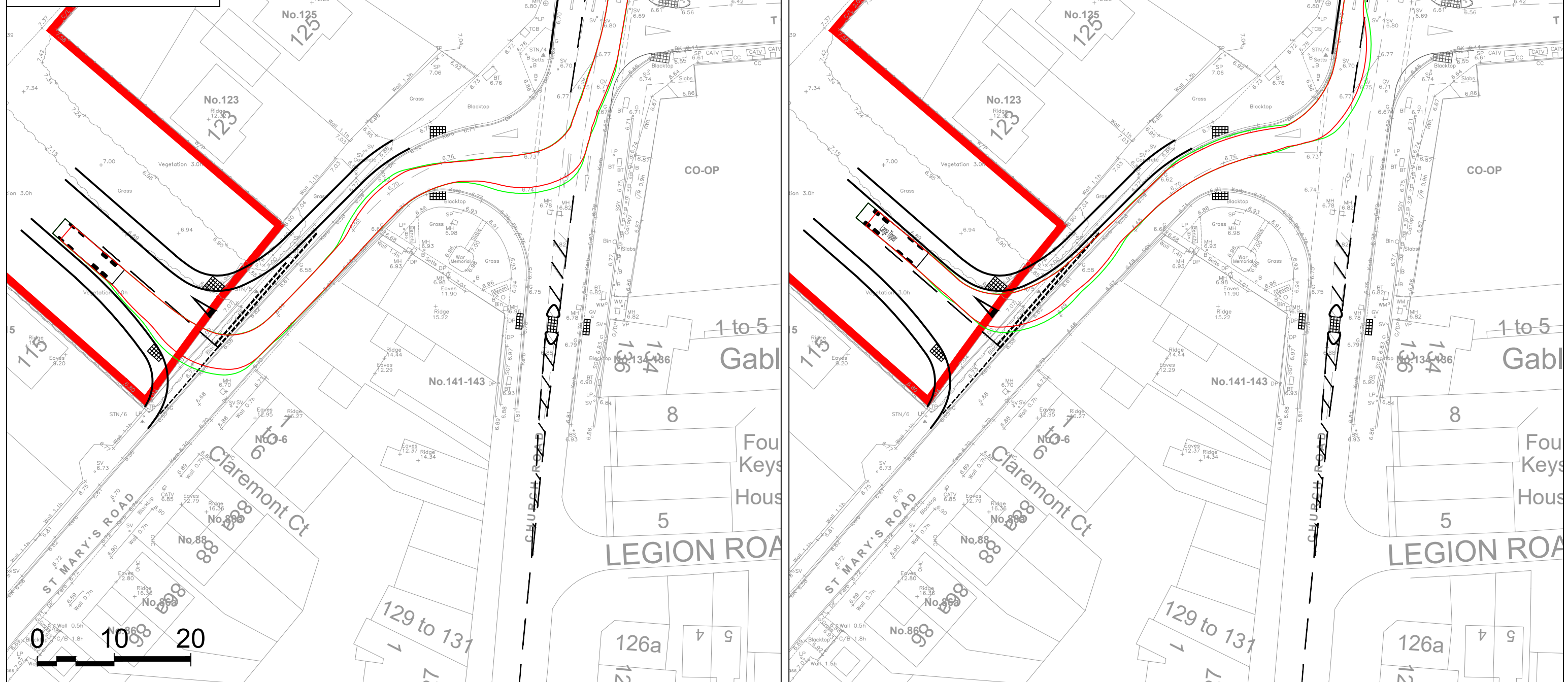
P21033-004D

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Diagram of a truck with dimensions:

- Total length: 10.201
- Wheelbase: 4.128
- Front overhang: 2.98
- Rear overhang: 1.524
- Distance between front and rear axles: 1.61

Overall Length	10.201m
Overall Width	2.500m
Overall Body Height	2.893m
Min Body Ground Clearance	0.343m
Max Track Width	2.500m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	11.550m



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D	15.12.22	VB	UPDATES FOLLOWING RSA COMMENTS & ARB ADVICE
C	23.08.22	VB	CHANGES FOLLOWING HAMPSHIRE COMMENTS
B	18.11.21	VB	SCALE ADDED TO DRAWING
A	02.07.21	VB	CHANGES FOLLOWING RSA COMMENTS
Rev	Date	By	Revision notes
Status			

INFORMATION

ST MARY'S ROAD, HAYLING ISLAND

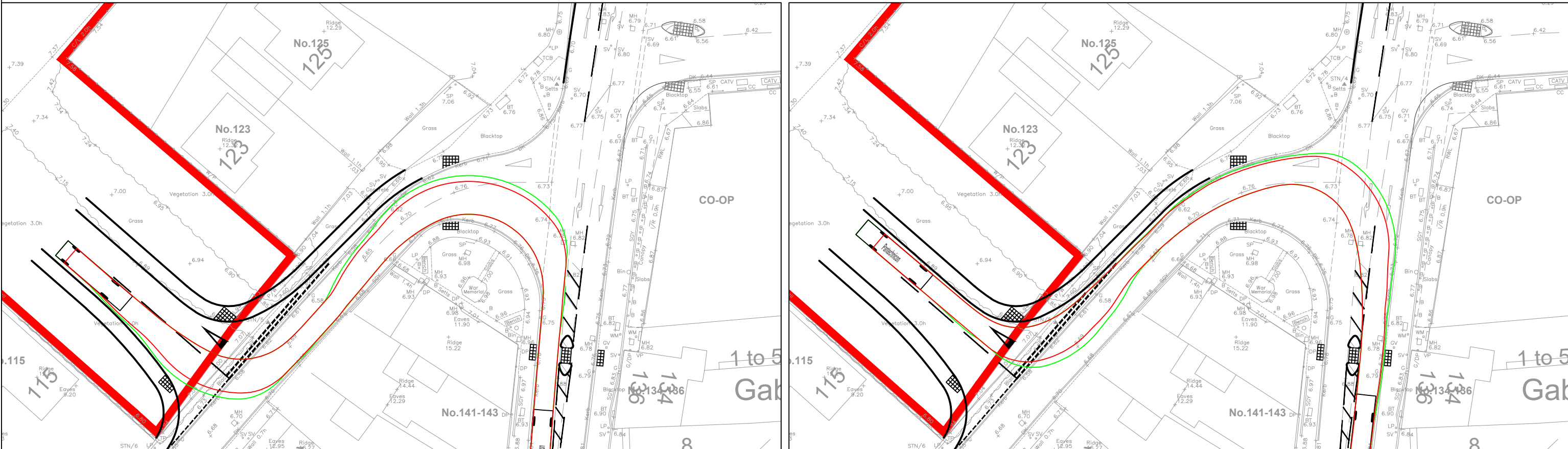
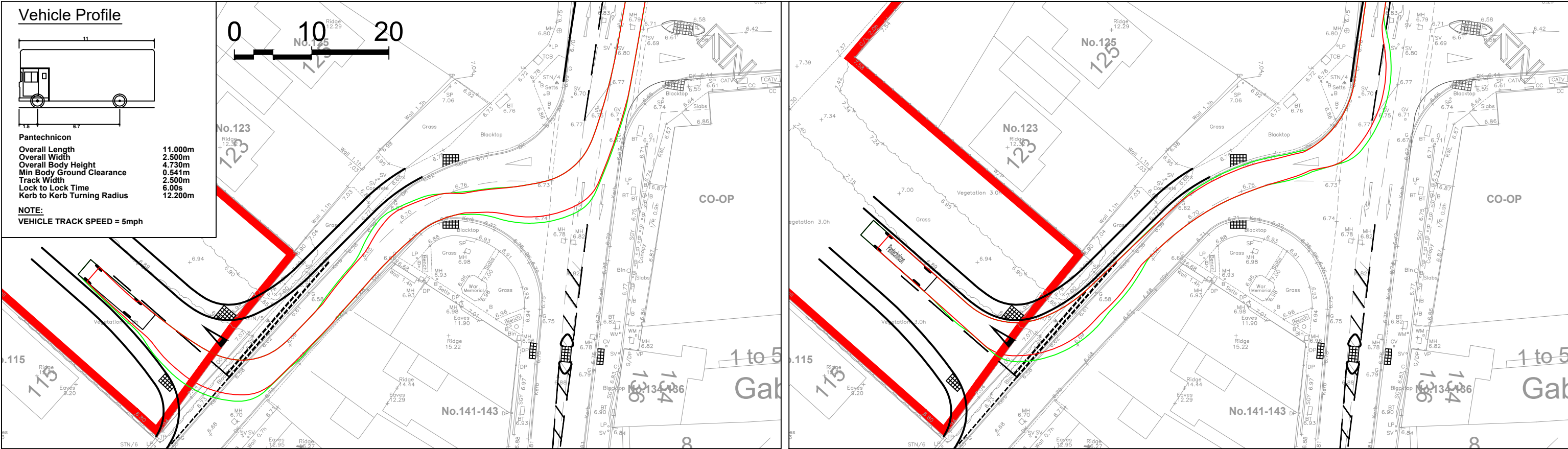
SWEPT PATH ANALYSIS (LARGE TIPPER TRUCK)

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 9 Hurricane Court Liverpool International Business Park Estuary Boulevard Liverpool L24 8RL www.primetp.co.uk 0151 728 1860	D	15.12.22	VB	UPDATES FOLLOWING RSA COMMENTS & ARB ADVICE	Project	ST MARY'S ROAD, HAYLING ISLAND	Drawn by	Issue date
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Rev	Date	By	Revision notes				Scale(s)	
Status					Title	SWEPT PATH ANALYSIS (PANTECHNICON)	1:500 @ A3	
INFORMATION							Drawing No	
							P21033-006D	

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APPENDIX 3

UPDATED ROAD SAFETY AUDIT

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ST MARY'S ROAD, HAYLING ISLAND PROPOSED ACCESS ARRANGEMENT (REVISED DESIGN)

STAGE 1 ROAD SAFETY AUDIT

610/2023/101/01 Rev 1

2 February 2023

six:TEN Highways & Traffic Ltd
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Rev:	Issue Status:	Prepared by/Date:	Checked by/Date:	Approved by/Date:
0	DRAFT	Jon Preston 1 February 2023	Tristan Brooks 1 February 2023	
1	FINAL	Jon Preston 2 February 2023	Tristan Brooks 2 February 2023	Jon Preston 2 February 2023

Report Title:	ST Mary's Road, Hayling Island Proposed Access Arrangement (Revised Design) Stage 1 Road Safety Audit
Date:	2 February 2023
Document Reference & Revision:	610/2023/101/01 Rev 1
Prepared by:	Six Ten Highways & Traffic Ltd
On behalf of:	Prime

Disclaimer note

The client has confirmed that it is entering into the agreement under which this report is being prepared on its own behalf and not on behalf of, or for the benefit of any other party and has agreed that in any event of any claim arising out of or in connection with that agreement and/or the report itself it shall be entitled to recover from six:TEN Highways & Traffic Limited only the losses, if any, it has itself suffered.

This report therefore is for the private and confidential use of the client for whom it was prepared solely for the purposes requested by the client. It should not be reproduced in whole or in part or relied upon by any third party for any use whatsoever without the express written authority of six:TEN Highways & Traffic Limited.

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1.0 INTRODUCTION

- 1.1 This report results from a preliminary design Stage 1 Road Safety Audit (RSA) carried out on the proposed revised access arrangement at St Mary's Road, Hayling Island, at the request of Prime who provided the audit information and although there was no formal 'audit brief' the RSA team has accepted that sufficient information has been provided to undertake the Stage 1 RSA. The audit team has been approved by the Overseeing Organisation Hampshire County Council to carry out Road Safety Audits on their highway network.
- 1.2 The Road Safety Audit Team was as follows:
- Jon Preston MCIHT MSoRSA
Audit Team Leader
- Tristan Brooks* Bsc (Hons), MBA, CMILT, MCIHT, MSoRSA, HE RSA Cert of Comp
Audit Team Member
- 1.3 Audit Team members marked with an asterisk above hold a National Highways approved Certificate of Competency (CoC) in Road Safety Audit, in accordance with Article (1–3) of EC Directive 2008/96/EC.
- 1.4 The audit took place at the St Helens office of six:TEN Highways and Traffic between 16 January 2023 and 2 February 2023. The Road Safety Audit was undertaken in accordance with the Road Safety Audit information provided. The audit comprised an examination of the documents provided as detailed in Appendix One.
- 1.5 The Audit Team visited the site together during the afternoon of the 16th June 2021 between 15:45hrs and 16:30hrs. During the site visit the weather was sunny and the carriageway surface was dry. At the time of the site visit traffic movements in the vicinity of the proposed works were moderate with some pedestrian and cyclist movements observed.
- 1.6 The audit team have been advised that no changes to the highway network have occurred in the vicinity of the proposed works since the site visit was carried out.
- 1.7 All roads in the vicinity of the proposed highway works are subject to a 30mph speed limit and are street lit.
- 1.8 The terms of reference of the audit are as described in GG 119 Rev.2. The 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 been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Collision Investigation, Road Safety Engineering and Road Safety Audits.

- 1.9 The proposed highway works are associated with the construction of a new residential development which in summary includes:
- Provision of a major/minor priority-controlled T-junction on the north-western side of St Mary's Road;
 - Provision of uncontrolled pedestrian crossings with dropped kerbs and buff tactile paving at the following locations:
 - At the proposed access;
 - St Mary's Road near the junction with Elm Grove;
 - Outside No. 109 St Mary's Road; and
 - Car park access.
 - Provision of pedestrian refuge island with uncontrolled pedestrian dropped crossings with dropped kerbs and buff tactile paving at the following locations:
 - Church Road north of the junction with Tournurbury Lane; and
 - Outside 134/136 Elm Grove.
 - Provision of a "virtual footway" link through the car park;
 - Widening of the St Mary's Road carriageway northeast of the proposed access; and
 - Narrowing of the Church Road northbound carriageway north of the junction with Tournurbury Lane.
- 1.10 The Audit Team have not been informed of any Departures from Standard for the proposed scheme.
- 1.11 Previous Stage 1 RSAs were carried out in June 2021 and December 2022 based on the previous design proposals for the scheme.
- 1.12 It is noted that the proposals set out in the latest drawings have resolved one issue relating to the tactile paving at the new access.
- 1.13 Personal injury collision data has been obtained from the online crashmap.co.uk database which shows there has been five personal injury collisions in the vicinity of the proposed highway works during the five-year period 2017 – 2021:
- All five collisions occurred on Church Road/Elm Grove.
 - Two collisions were classed as serious in severity and the remaining three collisions were classed as slight in severity.
 - The five collisions resulted in two seriously injured casualties and three slightly injured casualties.
 - One seriously injured casualty was a pedestrian, one seriously injured casualty was a motorcyclist and one slightly injured casualty was a pedal cyclist.
- 1.14 The scheme has been examined and this report compiled only regarding 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, 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. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

- 1.14 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG 119 Rev 2, and in no way, imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

2.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

2.1 General

2.1.1 No road safety issues identified at this stage.

2.2 Local Alignment

2.2.1 No road safety issues identified at this stage.

2.3 Junctions

2.3.1 No road safety issues identified at this stage.

2.4 Walking, Cycling and Horse Riding

2.4.1 Location: Within the car park

Problem

Summary: Proposed “virtual footway” within the car park may increase the risk of pedestrian/vehicular collisions

The drawings provided for audit show a proposed “virtual footway” within the car park. The proposal shows pedestrians having to walk behind the parking bays. The location of the “virtual footway” may result in an increased risk of collisions between vehicles manoeuvring into/out of the parking bays and pedestrians using the “virtual footway”.

Recommendation

It is recommended that the “virtual footway” is replaced with a standard footway within the car park. It is noted that the car park layout will have to be amended in order to provide a standard footway for pedestrians.

2.5 Traffic Signs, Carriageway Markings and Lighting

2.5.1 No road safety issues identified at this stage.

3.0 ROAD SAFETY AUDIT TEAM STATEMENT

We certify that the audit has been carried out in accordance with DMRB GG119 Rev 2.

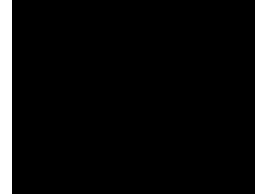
AUDIT TEAM LEADER

Jon Preston MCIHT MSoRSA

Director

six:TEN Highways & Traffic Ltd

Signed:



Date: 2 February 2023

AUDIT TEAM MEMBER

Tristan Brooks Bsc (Hons), MBA, CMILT, MCIHT, MSoRSA, HE RSA Cert of Comp

Traffic & Road Safety Engineer

six:TEN Highways & Traffic Ltd

Signed:



Date: 2 February 2023

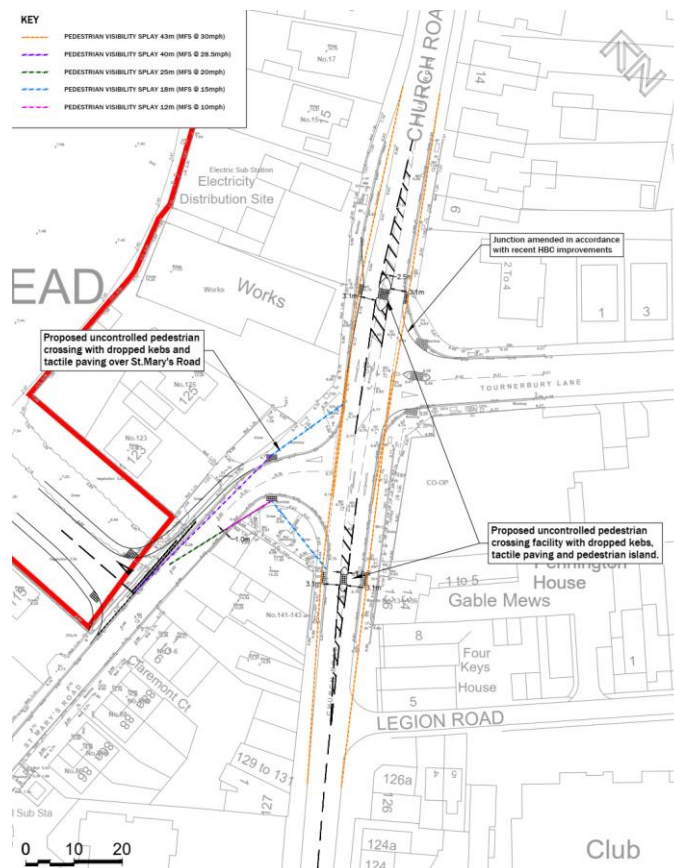
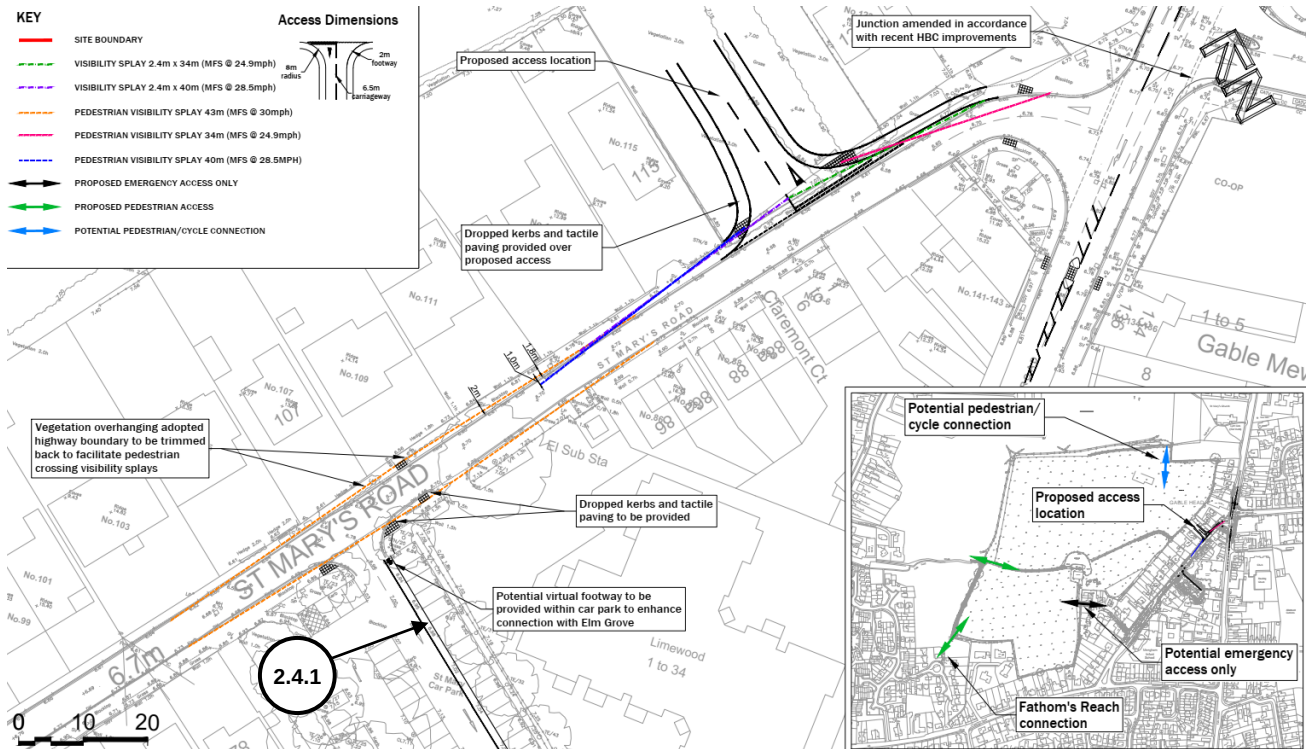
APPENDIX ONE

4.0 LIST OF DRAWINGS AND DOCUMENTS SUPPLIED BY THE DESIGN ORGANISATION

- P21033-001G Proposed Access Arrangement
- P21033-002D Proposed Pedestrian Crossings
- P21033-003D Swept Path Analysis (Refuse Collection Vehicle)
- P21033-004D Swept Path Analysis (Articulated Vehicle)
- P21033-005D Swept Path Analysis (Large Tipper Truck)
- P21033-006D Swept Path Analysis (Pantechicon)
- P21033-007D Swept Path Analysis (11.2m Bus)
- 5 year (2017 – 2021) Personal Collision Data from crashmap.co.uk

APPENDIX TWO

5.0 PROBLEM LOCATION PLAN



APPENDIX THREE

6.0 PHOTOGRAPHS



6.1 Looking southwest towards proposed access on St Mary's Road



6.2 Looking northeast towards proposed access on St Mary's Road

APPENDIX FOUR

7.0 PERSONAL INJURY COLLISION LOCATION PLAN

