



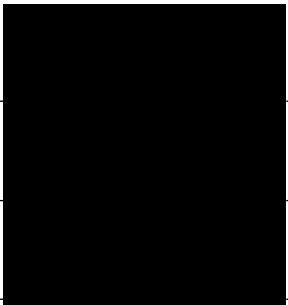
Road Safety Audit Stage 1

**Bartons Road Access, S278 and S38
Works, Havant**

Client: Stonebond Properties (Guildford) Ltd

Road Safety Answers reference no: RSA1123

Control Sheet

	Name	Date	Signature
Author	Paul Martin	16/01/2026	
Checker	Paul Nevard	21/01/2026	
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Report Version

RSA Report Ref.	Version	Date of Issue
RSA1123	Final	21/01/2026

1. Introduction

1.1 This report describes a Stage 1 Road Safety Audit carried out on the preliminary design for an access onto Bartons Road, Section 278 works and Section 38, for Stonebond Properties (Guildford) Ltd, at the request of the Overseeing Organisation, Hampshire County Council. The audit was carried out in the office of Road Safety Answers Ltd during January 2026.

1.2 The audit team members were as follows:

Team Leader

Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
HE Approved RSA Certificate of Competency (2013)
Director, Road Safety Answers Ltd

Team Member

Paul Nevard – MSc, BA (Hons) CMILT, MCIHT, MSoRSA
HE Approved RSA Certificate of Competency
Independent Road Safety Consultant

1.3 The audit comprised an examination of the documents listed in **Appendix A**, and included the drawings supplied by Dipendra Awasthi of Charles and Associates. The site was visited by the Audit Team, together, on Thursday 16th January, 2025, between 11.35 and 11.20 hours. The weather was fine and the road surface was wet following earlier rain. Traffic flows were light to moderate on Bartons Road and Petersfield Road. Pedestrian and cycle flows were light.

1.4 The terms of reference of the audit are as described in the UK's national standard for road safety audit, GG 119 (revision 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 design to any other criteria.

1.5 All the problems described in this report are considered by the audit team to require action to improve the safety of the scheme and minimise accident occurrence. Plans showing the scheme and the locations of any problems found during the audit are shown in **Appendix B**.

1.6 The purpose of the scheme is to provide access to a residential development of 58 houses and 32 apartments.

1.7 The scheme consists of the following elements:

On Bartons Road (S278 Works):

- A right turn lane priority junction on the southern side of Bartons Road, approximately 40m east of the junction with Knightwood Avenue, requiring Barton Road to be widened along its southern side for approximately 130m to achieve 3m wide through-lanes and a 3m wide right turn lane;
- The western end of the right turn lane to serve vehicles turning into Knightwood Avenue;
- A yellow box junction marking on the westbound lane across the mouth of the development access junction;
- Widening of the southern footway along Bartons Road for approximately 365 from Petersfield Road to provide a 3m wide shared cycle/footway;
- Tactile and corduroy paving and appropriate shared facility, pole-mounted signage at locations where the proposed shared facility crosses accesses and the signalised crossing just west of Martin Road;
- Tactile paving at the existing uncontrolled pedestrian crossings of Barton Road to the west of Witchampton Close and Forestside Avenue;
- An uncontrolled pedestrian crossing of Barton Road, to the east of the development access, with a central pedestrian refuge within the central hatched markings, with dropped kerbs and tactile paving;
- The priority junction to serve an access road with a carriageway width of 5.5m and 6m shoulder radius kerbs;
- The access road to have visibility splays onto Bartons Road of 2.4m x 43m in each direction onto Bartons Road;
- An uncontrolled pedestrian crossing at the mouth of the access road, with dropped kerbs and tactile paving;
- A 2m wide footway along each side of the access road;
- The existing access to the Havant and Waterloo Football Club to be relocated onto the proposed access road, approximately 30m from Bartons Road, with an uncontrolled pedestrian crossing at the mouth of the access into the football club, with dropped kerbs and tactile paving;
- Updating of the layout of the tactile paving on the Bartons Road's arm of the Petersfield Road traffic signalised junction;
- A kerb build-out and uncontrolled pedestrian crossing on Knightwood Avenue at the southern end of the parking lay-by on the west side of the road.

Within the Development (S38 Works):

- A 400m length of adoptable estate road with a standard carriageway width of 5.5m;
- A further 125m of estate road with a carriageway width of 4.8m;

- A 50m length of raised carriageway along the main part of the access road at its junction into the remainder of the development
- Approximately 290m of the estate roads to have a footway on one or both sides, the remainder to be shared space, mainly within parking areas;
- The design of the S38 works compatible with a 20mph design speed.

1.8 No details of street lighting, surface water drainage, advanced signing, traffic signals equipment, traffic signal staging/timings, queue lengths approaching the Petersfield Road junction or kerb heights within the development have been provided. These issues are not, therefore, considered further in this report unless the existing facilities, or a lack of them, is likely to result in a safety problem within the proposed scheme.

2. Items resulting Previous Road Safety Audits

- 2.1** A previous Stage 1 Road Safety Audit was carried out by Road Safety Answers Ltd during July 2025 on the S278 works for a similar scheme for access to this development. It found five safety-related problems, three of which are no longer relevant as they have been superceded by, or are outside of the geographic scope of, the current design. Two of the problems, relating to the proximity of the mature trees to the proposed shared cycle/footway, west of the development access, have not had the risks associated the problems mitigated. These problems are, therefore, included again in section 3 of this report (problems 3.1 and 3.2).

3. Items resulting from this Stage 1 Audit

3.1 PROBLEM

Location: A – Southern side of Bartons Road, approaching the Toucan Crossing (Dwg. 24-097/016 Rev. A).

Summary: Risk of trees falling onto the highway.

The widened shared facility is shown passing very close to the mature trees (photo 1), the construction of which may damage the roots of the two mature trees, compromising their stability and increasing the risk of them falling onto passers-by and vehicles during periods of high wind.



Photo 1: Looking west along Barton Road towards Petersfield Road

RECOMMENDATION

The tree roots should not be damaged during the construction of the widened, shared cycle/footway.

3.2 PROBLEM

Location: B – Southern side of Bartons Road, approaching the Toucan Crossing (Dwg. 24-097/016 Rev. A).

Summary: Risk of injury to cyclists using the shared cycle path due to overhanging vegetation.

Low-hanging branches and overhanging vegetation along the southern side of Bartons Road are encroaching onto the proposed cycle path and shared-use facility (photo 2). This creates a potential hazard for cyclists, particularly those travelling at speed, who may not have sufficient time or space to react and avoid contact. The obstruction could result in collisions with the vegetation, leading to loss of control, injury, or deviation into pedestrians also using the path.



Photo 2: Looking west along Barton Road towards Petersfield Road junction

RECOMMENDATION

It is recommended that the overhanging branches and vegetation be cut back to provide clear and unobstructed headroom along the full length of the proposed facility. A regular maintenance regime should also be implemented to ensure vegetation does not re-encroach into the path in the future.

3.3 PROBLEM

Location: C – Right turn lane into Knightwood Avenue and Petersfield Road (Dwg. 24-097/016 Rev. A).

Summary: Risk of side swipe collisions.

The single, angled road marking separating the two right turn pockets does not give sufficient guidance to vehicles using each of the pockets. The likelihood is that the queue for the right turn into Petersfield Road will extend into the right turn pocket for Knightwood Avenue. A driver heading to turn right into Petersfield Road may sit behind the left turn queue if they have not reached the angled line that shows the start of the right turn lane. However, a following vehicle may decide to queue for the right turn into Petersfield Road in the Knightwood Avenue right turn pocket. If the first driver changes their mind and decides to swap into the Knightwood Avenue pocket whilst the second vehicle is arriving the risk of a side swipe impact increases.

RECOMMENDATION

Hatched markings, similar to those proposed between the Knightwood Avenue and development right turn lanes, should be used at the western end of the Knightwood Avenue pocket, where the Petersfield Road right turn lane commences.

3.4 PROBLEM

Location: D – Bartons Road/Petersfield Road junction - the southern end of the Cycle crossing (Dwg. 24-097/016 Rev. A).

Summary: Risk of cycle/vehicle collisions as the junction intervisibility zone is compromised by the development site boundary fence.

The corner of the site boundary fence interjects into the junction intervisibility zone, the zone safeguarding late users of a stage when the following stage of the signal cycle is commencing. The cycle crossing will, no doubt, require its own stage within the signal cycle but if the Barton Road stage follows the cycle crossing stage, a late northbound cyclist, thinking that they still have still in the intergreen to cross Barton Road, may be struck by a Barton Road left turning vehicle jumping the opening amber/green signal because they can see no traffic or pedestrians moving at the junction.

RECOMMENDATION

The fence at the north-west corner of the development site should be relocated so that a full standard junction intervisibility zone can be provided that includes the cycle facility across the mouth of Barton Road.

3.5 PROBLEM

Location: E – Bartons Road/Petersfield Road junction - the pedestrian crossing (Dwg. 24-097/016 Rev. A).

Summary: Risk of pedestrian collisions with turning traffic.

Pedestrians do not currently have a controlled crossing facility but, as flows increase due to the development and the annual increase in flows, the risks to pedestrians of collisions with turning traffic increase as pedestrians have to pick gaps in traffic movements. With the implementation of the controlled cycle crossing of Barton Road, with its own stage within the signal cycle, a controlled pedestrian phase could be introduced in the same stage of the signal cycle, reducing the guesswork for pedestrians as to when they can cross Barton Road.

RECOMMENDATION

The current uncontrolled pedestrian crossing of Bartons Road should be signalised.

3.6 PROBLEM

Location: F – The development junction (Dwg. 24-097/016 Rev. A).

Summary: The relatively narrow width of the development access road, combined with the relatively small shoulder radii, means that large vehicles will have to encroach into the right turn lane when turning left from the development road. Large vehicles turning into the development will also have to cross onto the opposing lane. In both cases the risk of head-on collisions increases, as does the risk of rear shunt collisions as vehicles brake hard to avoid a head-on collision.

RECOMMENDATION

A swept path analysis for large vehicles should be carried out at the development access junction and the design altered accordingly to reduce the risk of vehicle encroachment into opposing lanes as they turn left to and from the access.

3.7 PROBLEM

Location: G – The shared cycle/footway east of the development access junction (Dwg. 24-097/017).

Summary: Risk of trees falling onto the highway if their roots are compromised by the widening of the footway.

Seven mature trees and four young trees are located in the verge into which the footway is to be widened to create the shared cycle/footway, the construction of which may damage their roots, compromising their stability and increasing the risk of them falling onto passers-by and vehicles during periods of high wind.

RECOMMENDATION

The tree roots should not be damaged during the construction of the widened, shared cycle/footway.

3.8 PROBLEM

Location: H – Tree opposite nos. 21 to 27 Bartons Road (Dwg. 24-097/017).

Summary: Risk of cyclists colliding with low branches.

Low branches from the existing mature tree (photo 3) are likely to obstruct the shared cycle/footway.



Photo 3: Looking west along Bartons Road, opposite nos. 21 to 27

RECOMMENDATION

The low branches should be removed, allowing a minimum 2.3m headroom for cyclists.

3.9 PROBLEM

Location: I – The uncontrolled pedestrian crossing of Barton Road, just west of Witchampton Close (Dwg. 24-097/017).

Summary: Risk of pedestrian trips and falls on the transition kerbs and full height kerbs.

The existing dropped kerbs at this crossing point are not opposite one another (photo 4). If the tactile paving is installed in the location shown on the drawing, without altering the dropped kerbs on the northern side, blind pedestrians crossing from south to north will be guided into the transition and full height kerbs, increasing their risk of trips and falls.



Photo 4: Proposed tactile paving will be abutting a full height kerbline and a transition kerb (head of the arrow)

RECOMMENDATION

On the north side of Bartons Road the kerbs should be dropped adjacent to the proposed tactile paving and the existing dropped kerbs raised to full height away from the crossing point.

3.10 PROBLEM

Location: J – The westbound bus stop and shelter (Dwg. 24-097/017).

Summary: Risk of collisions between blind pedestrians and cyclists on the shared facility.

Blind and partially sighted pedestrians alighting from the bus should be reminded that they are walking onto a shared cycle/footway as they pass the gaps within, and to the side of, the bus shelter (photo 5), so that they can orientate themselves on the facility to minimise their risk of collisions with cyclists: blind pedestrians are taught to follow the edge of a shared cycle footway rather than the centre when they are entering a footway.



Photo 5: The shared cycle/footway will extend to the back edge of the bus shelter

RECOMMENDATION

Corduroy paving should be installed within, and adjacent to, the bus shelter abutting the northern edge of the cycle/footway.

3.11 PROBLEM

Location: K – Uncontrolled pedestrian crossing just west of Forestside Avenue (Dwg. 24-097/017).

Summary: Risk of pedestrian trips and falls.

On the northern side of this uncontrolled crossing the tactile paving will coincide with the dropped kerbs for the uncontrolled crossing of Forestside Avenue. Pedestrians crossing Forestside Avenue may mistakenly use the new tactile paving for the Bartons Road crossing and encounter a full height kerb on the eastern side of Forestside Avenue, increasing their risk of trips and falls.

RECOMMENDATION

The tactile paving for the proposed crossing of Bartons Road should not coincide with the dropped kerbs for the crossing of Forestside Avenue. If necessary, the uncontrolled crossing of Forestside Avenue should be relocated slightly further away from Bartons Road, with new dropped kerbs and tactile paving.

3.12 PROBLEM

Location: L – Southern side of Bartons Road opposite Forestside Avenue (Dwg. 24-097/017).

Summary: Risk of cycle collisions with a lamp column.

An existing lamp column, currently in the verge (photo 6), is likely to be within the shared cycle/footway increasing the risk of cyclists colliding with it.



Photo 6: Lamp column will be within the cycle/footway

RECOMMENDATION

The lamp column should be relocated away from the cycle/footway i.e. near the carriageway of Bartons Road.

3.13 PROBLEM

Location: M – Southern side of Bartons Road at the steps up from the church (Dwg. 24-097/017).

Summary: Risk of collisions between blind pedestrians and cyclists on the shared facility.

Blind and partially sighted pedestrians entering the cycle/footway from the church forecourt need to be reminded that they are entering a shared facility so that they can orientate themselves on the facility to minimise their risk of collisions with cyclists.

RECOMMENDATION

Corduroy paving should be installed at the edge of the cycle/footway abutting the top of the flight of steps up from the church forecourt.

3.14 PROBLEM

Location: N – Southern side of Bartons Road at the proposed pedestrian refuge island (Dwg. 24-097/017).

Summary: Risk of collisions between blind pedestrians and cyclists on the shared facility.

There is a risk that users of the proposed refuge island on Bartons Road may step directly onto the shared cycle/footway without warning. Clear warnings are required for blind and partially sighted pedestrians to indicate entry into a shared facility, enabling safe orientation and reducing collision risk with cyclists.

RECOMMENDATION

Corduroy paving should be installed either side of the footway close to the pedestrian refuge island.

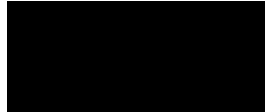
4. Audit Team Statement

We certify that this road safety audit has been carried out in accordance with GG 119 (revision 2).

Audit Team Leader

Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
HE Approved RSA Certificate of Competency
Director, Road Safety Answers Ltd

Signed

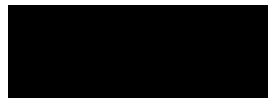


Date 21/01/2026

Audit Team Member

Paul Nevard – MSc, BA (Hons) CMILT, MCIHT, MSoRSA
HE Approved RSA Certificate of Competency
Independent Road Safety Consultant

Signed



Date 21/01/2026

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Appendix A

Drawings and Documents Examined:

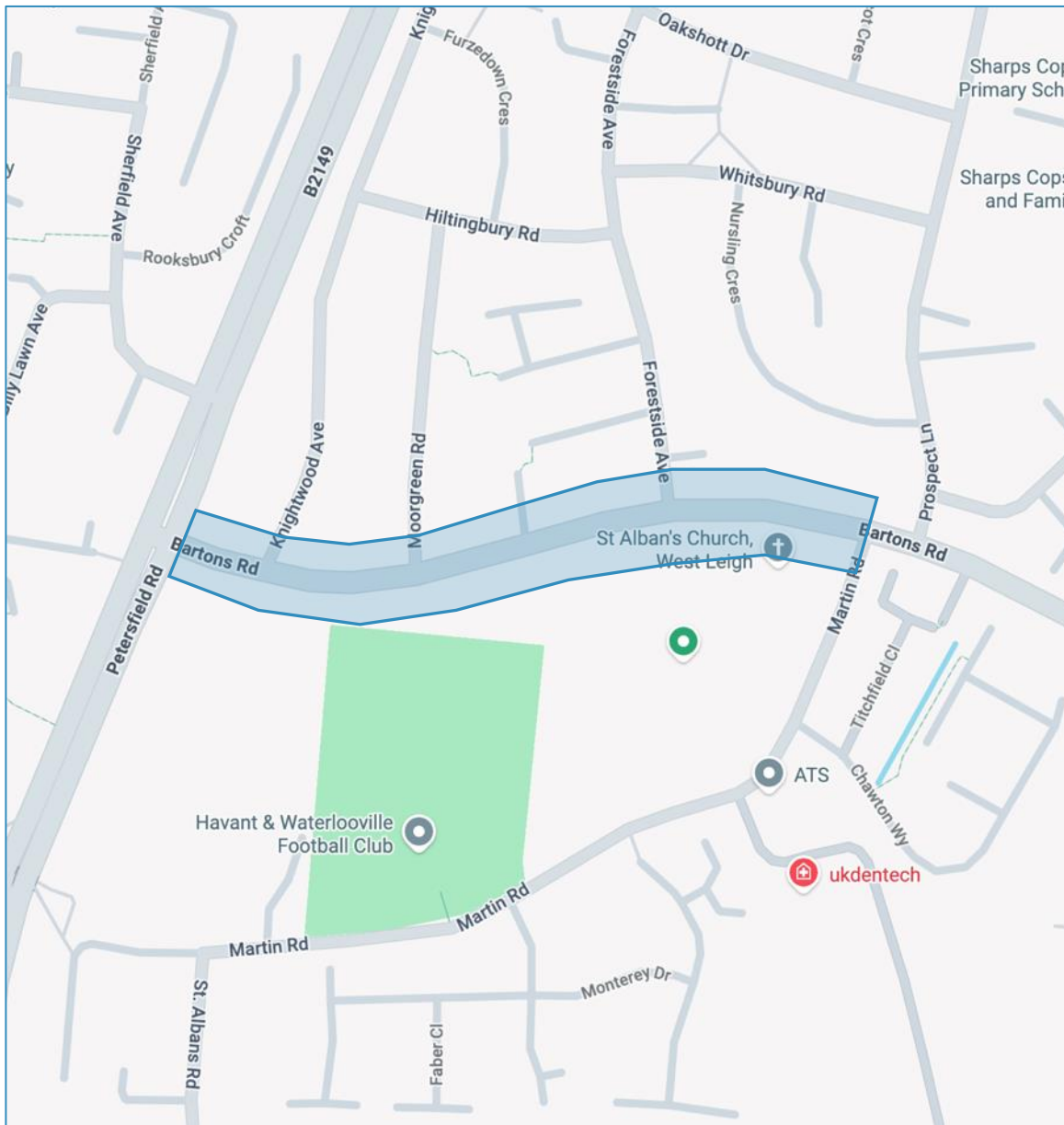
24-097-016_ Rev A Proposed Site Access.pdf

24-097-017 - Proposed Footway Widening.pdf

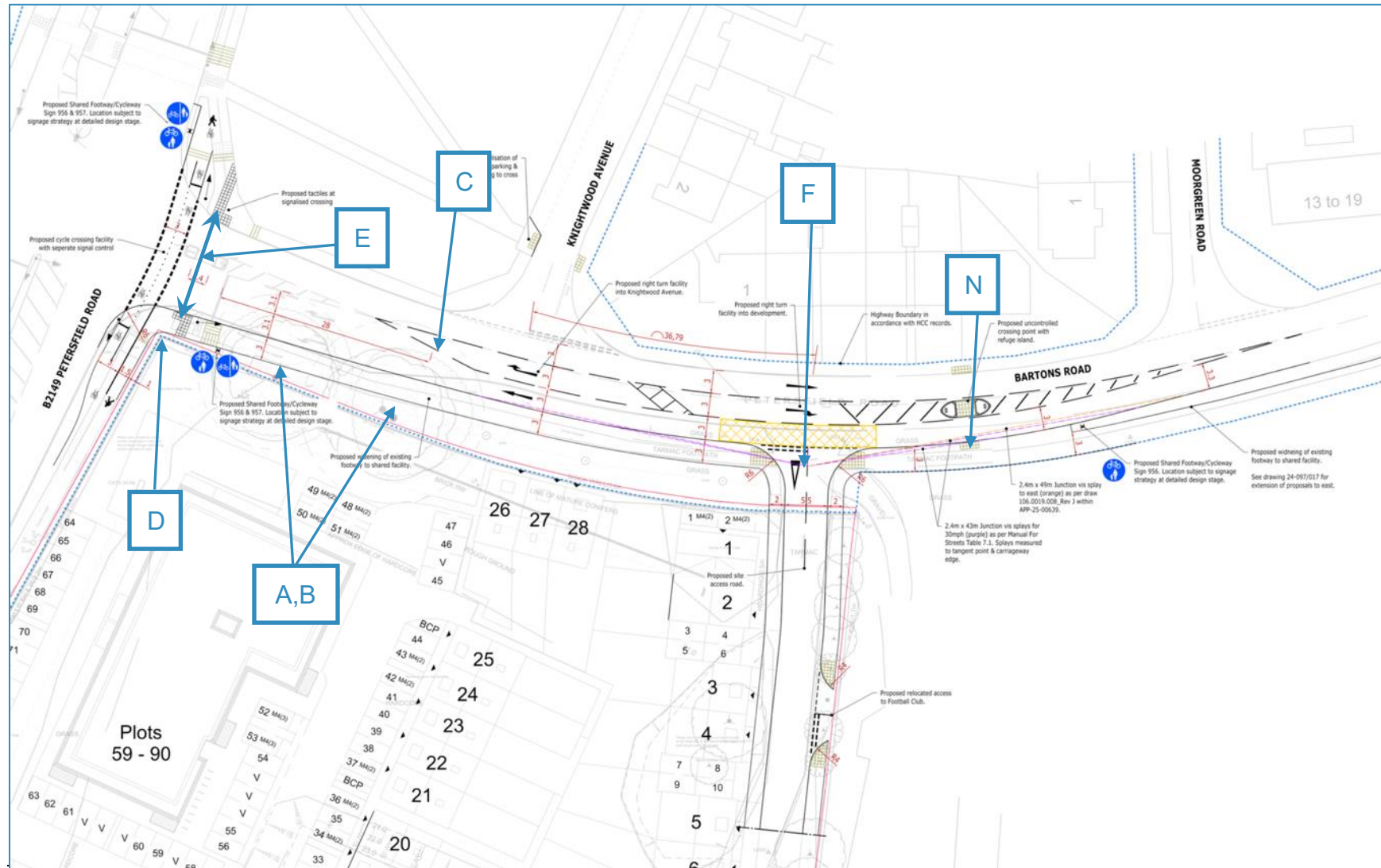
6087-1110-Block Plan-D.pdf

Appendix B

The following plan shows the location of the scheme

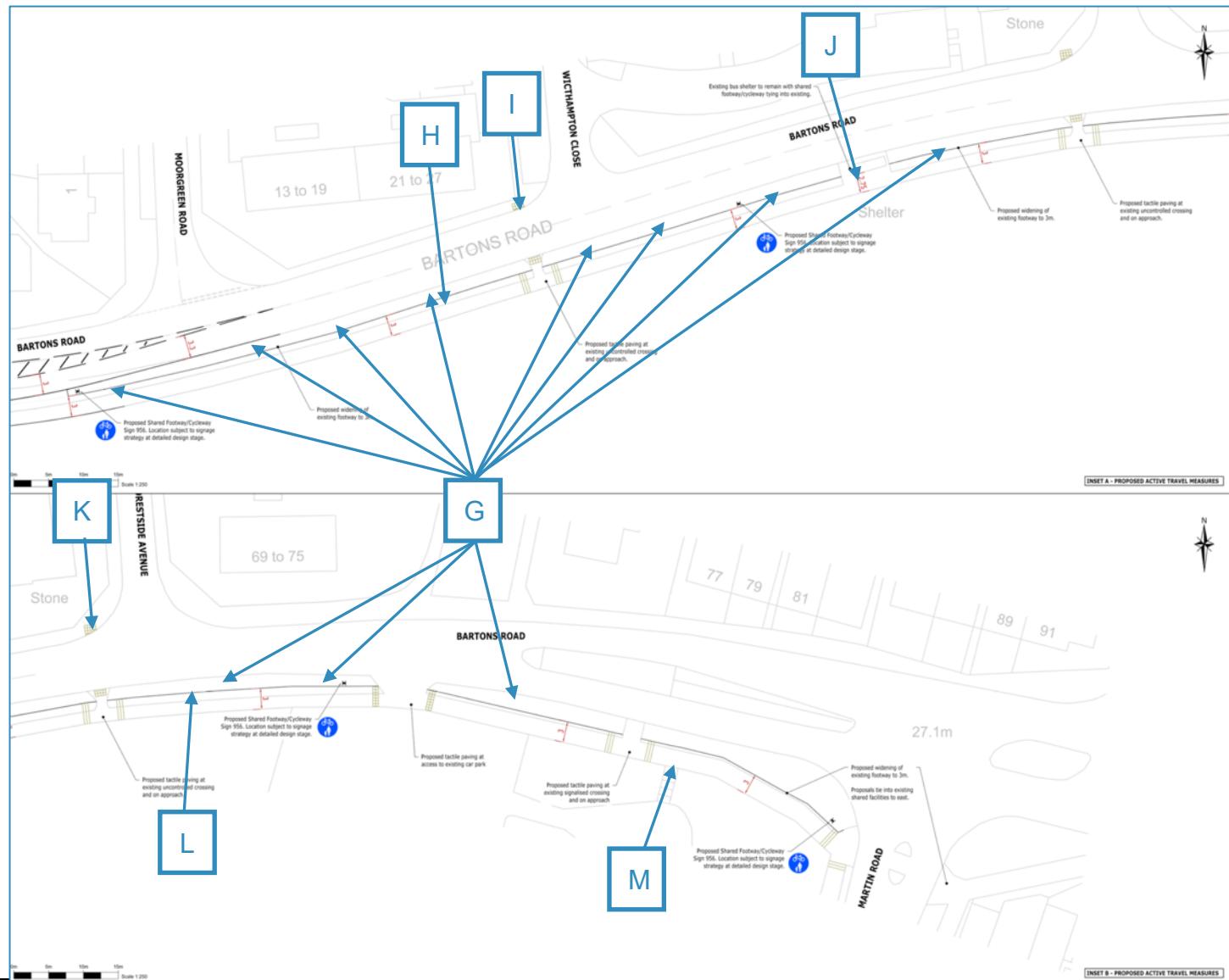


Problems Location Plans



Scheme: Bartons Road Access and S278 Works, Havant

Client: Stonebond Properties (Highway Authority: Hampshire County Council)





Charles & Associates

BARTONS ROAD, HAVANT

Designer's Response to the Stage 1 Safety Audit Rev B

Project No. 24-097

January 2026

BARTONS ROAD, HAVANT

Designer's Response to the Stage 1 Safety Audit Rev B

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**Project No. 24-097
January 2026**

DOCUMENT CONTROL SHEET

REV	ISSUE PURPOSE	AUTHOR	CHECKED	REVIEWED	APPROVED	DATE
A	Draft	DA	DH	DH	SW	22/01/2026
B	Issue	DA	DH	DH	SW	22/01/2026

DESIGNER'S STATEMENT

C & A Consulting Engineers have prepared an access proposal for a development on Bartons Road, Havant. The Stage 1 Road Safety Audit was carried out on the design shown on drawings 24-097-016 Rev A, 24-097-017, and proposed block plan (Drawing no. 1110 Rev D).

The audit was undertaken by Road Safety Answers and the Auditor Team identified some issues. I have considered the issues and problems raised in the Safety Audit and have appended my comments, which set out:

- the changes to the design which I propose to make, or
- the reasons why I do not propose to make any changes.

Signed: Dipendra Awasthi

Date: January 2026

SAFETY ISSUES RAISED AT PREVIOUS AUDITS

A Stage 1 Road Safety Audit was undertaken by Road Safety Answers in July 2025. Subsequent to the audit, the site access design was amended in response to the comments received from Hampshire County Council.

The original audit identified five safety issues. As a result of the revised access arrangement, three of these issues are no longer considered relevant and have therefore been superseded. The remaining two issues, which are not directly related to the site access proposals, are addressed below within this Designer's Response.

Audit Team No.	Audit Team Observation	Audit Team Recommendation	C&A Designers Response	Client Comment
3. Items resulting from this Stage 1 Audit				
3.1	<p>Problem</p> <p>Location: A – Southern Side of Bartons Road, approaching the Toucan Crossing (Dwg. 24-097/016 Rev. A).</p> <p>Summary: Risk of trees falling onto the highway.</p> <p>The widened shared facility is shown passing very close to the mature trees (photo 1), the construction of which may damage the roots of the two mature trees, compromising their stability and increasing the risk of them falling onto passers-by and vehicles during periods of high wind.</p>	<p>Recommendation:</p> <p>The tree roots should not be damaged during the construction of the widened, shared cycle/footway.</p>	<p>Agree:</p> <p>This is a matter for the detailed design stage. It will be addressed by confirming with the Arboriculturist that any minor root damage would not be detrimental to the trees. If required, a root protection system would be implemented. No changes are required at this stage.</p>	
3.2	<p>Problem</p> <p>Location: B – Southern side of Bartons Road, Approaching the Toucan Crossing (Dwg. 24-097/016 Rev. A).</p> <p>Summary: Risk of injury to cyclists using the shared cycle path due to overhanging vegetation.</p> <p>Low-hanging branches and overhanging vegetation along the southern side of Bartons Road are encroaching onto the proposed cycle path and shared-use facility (photo 2). This creates a potential hazard for cyclists, particularly those travelling at speed, who may not have</p>	<p>Recommendation:</p> <p>It is recommended that the overhanging branches and vegetation be cut back to provide clear and unobstructed headroom along the full length of the proposed facility. A regular maintenance regime should also be implemented to ensure vegetation does not re-encroach into the path in the future.</p>	<p>Agree:</p> <p>Overhanging branches and vegetation should be regularly trimmed by LHA to maintain clear and unobstructed headroom along the full length of the proposed shared footway/cycleway.</p>	

	<p>sufficient time or space to react and avoid contact. The obstruction could result in collisions with the vegetation, leading to loss of control, injury, or deviation into pedestrians also using the path.</p>			
3.3	<p>Problem</p> <p>Location: C – Right turn lane into Knightwood Avenue and Petersfield Road (Dwg. 24-097/016 Rev. A).</p> <p>Summary: Risk side swipe collisions.</p> <p>The single, angled road marking separating the two right turn pockets does not give sufficient guidance to vehicles using each of the pockets. The likelihood is that the queue for the right turn into Petersfield Road will extend into the right turn pocket for Knightwood Avenue. A driver heading to turn right into Petersfield Road may sit behind the left turn queue if they have not reached the angled line that shows the start of the right turn lane. However, a following vehicle may decide to queue for the right turn into Petersfield Road in the Knightwood Avenue right turn pocket. If the first driver changes their mind and decides to swap into the Knightwood Avenue pocket whilst the second vehicle is arriving the risk of a side swipe impact increases.</p>	<p>Recommendation:</p> <p>Hatched markings, similar to those proposed between the Knightwood Avenue and development right turn lanes, should be used at the western end of the Knightwood Avenue pocket, where the Petersfield Road right turn lane commences.</p>	<p>Agree:</p> <p>The hatched marking to be provided the western end of the Knightwood Avenue as shown in updated Drawing 24-097/016 Rev B.</p>	
3.4	<p>Problem</p> <p>Location: D – Bartons Road/Petersfield Road junction - the southern end of the Cycle crossing (Dwg. 24-097/016 Rev. A).</p>	<p>Recommendation:</p> <p>The fence at the north-west corner of the development site should be relocated so that a full standard junction intervisibility zone can be</p>	<p>Agree:</p> <p>The fence at the north-west corner of the site will be removed or height will be limited to a maximum of 600 mm, ensuring adequate intervisibility between cyclists and vehicles during</p>	

	<p>Summary: Risk of cycle/vehicle collisions as the junction intervisibility zone is compromised by the development site boundary fence.</p> <p>The corner of the site boundary fence interjects into the junction intervisibility zone, the zone safeguarding late users of a stage when the following stage of the signal cycle is commencing. The cycle crossing will, no doubt, require its own stage within the signal cycle but if the Barton Road stage follows the cycle crossing stage, a late northbound cyclist, thinking that they still have still in the intergreen to cross Barton Road, may be struck by a Barton Road left turning vehicle jumping the opening amber/green signal because they can see no traffic or pedestrians moving at the junction.</p>	provided that includes the cycle facility across the mouth of Barton Road.	all signal stages and intergreen periods.	
3.5	<p>Problem</p> <p>Location: E – Bartons Road/Petersfield Road junction - the pedestrian crossing (Dwg. 24-097/016 Rev. A).</p> <p>Summary: Risk of pedestrian collisions with turning traffic.</p> <p>Pedestrians do not currently have a controlled crossing facility but, as flows increase due to the development and the annual increase in flows, the risks to pedestrians of collisions with turning traffic increase as pedestrians have to pick gaps in traffic movements. With the implementation of the controlled cycle crossing of Barton Road, with its own stage within the signal cycle, a controlled</p>	<p>Recommendation: The current uncontrolled pedestrian crossing of Bartons Road should be signalised.</p>	<p>Agree: The uncontrolled pedestrian crossing to be converted to a toucan facility as illustrated in Drawing 24-097/016 Rev B.</p> <p>This would run in sequence with the adjacent cycle crossing facility within the traffic signal operation and would have no impact upon the operation of the junction.</p>	

	pedestrian phase could be introduced in the same stage of the signal cycle, reducing the guesswork for pedestrians as to when they can cross Barton Road.			
3.6	<p>Problem</p> <p>Location: F – The development junction (Dwg. 24-097/016 Rev. A).</p> <p>Summary:</p> <p>The relatively narrow width of the development access road, combined with the relatively small shoulder radii, means that large vehicles will have to encroach into the right turn lane when turning left from the development road. Large vehicles turning into the development will also have to cross onto the opposing lane. In both cases the risk of head-on collisions increases, as does the risk of rear shunt collisions as vehicles brake hard to avoid a head-on collision.</p>	<p>Recommendation:</p> <p>A swept path analysis for large vehicles should be carried out at the development access junction, and the design should be carried out at the development access junction and the design altered accordingly to reduce the risk of vehicle encroachment into opposing lanes as they turn left to and from the access.</p>	<p>Agree:</p> <p>In order to minimise the impact of larger vehicles encroaching onto opposing lanes a small taper on the site access road exit has been introduced. This does not fully prevent encroachment from refuse vehicles for example, however, it ensures that more regular delivery vehicles can be accommodated safely.</p> <p>Disagree:</p> <p>Although large vehicles still partially encroach into the opposing lane when turning due to the access width and corner radii, the associated risk is considered low.</p> <p>Large vehicle movements for the development will be limited primarily to refuse vehicles, which are expected to access the site infrequently (once per week) and fire vehicle during unforeseen circumstances only.</p> <p>Swept path analysis indicates that any overhang into the opposing lane is minimal and would occur at low speeds, during quieter periods and within a controlled access environment with adequate visibility.</p>	

			<p>Providing increased road width or larger radii to fully accommodate these infrequent movements would be disproportionate and over-engineered.</p> <p>Furthermore, the proposed access arrangement mirrors closely the scheme previously agreed with HCC as part of application 20/00658 on the site.</p>	
3.7	<p>Problem</p> <p>Location: G – The shared cycle/footway east of the development access junction (Dwg. 24-097/017).</p> <p>Summary:</p> <p>Risk of trees falling onto the highway if their roots are compromised by the widening of the footway.</p> <p>Seven mature trees and four young trees are located in the verge into which the footway is to be widened to create the shared cycle/footway, the construction of which may damage their roots, compromising their stability and increasing the risk of them falling onto passers-by and vehicles during periods of high wind.</p>	<p>Recommendation:</p> <p>The tree roots should not be damaged during the construction of the widened, shared cycle/footway.</p>	<p>Agree:</p> <p>This is a matter for the detailed design stage. It will be addressed by confirming with the Arboriculturist that any minor root damage would not be detrimental to the trees. If required, a root protection system would be implemented. No changes are required at this stage.</p>	
3.8	<p>Problem</p> <p>Location: H – Tree opposite nos. 21 to 27 Bartons Road (Dwg. 24-097/017).</p> <p>Summary:</p>	<p>Recommendation:</p> <p>The low branches should be removed, allowing a minimum 2.3m headroom for cyclists.</p>	<p>Agree:</p> <p>Low overhanging branches should be regularly trimmed by LHA to maintain clear and unobstructed headroom for cyclists.</p>	

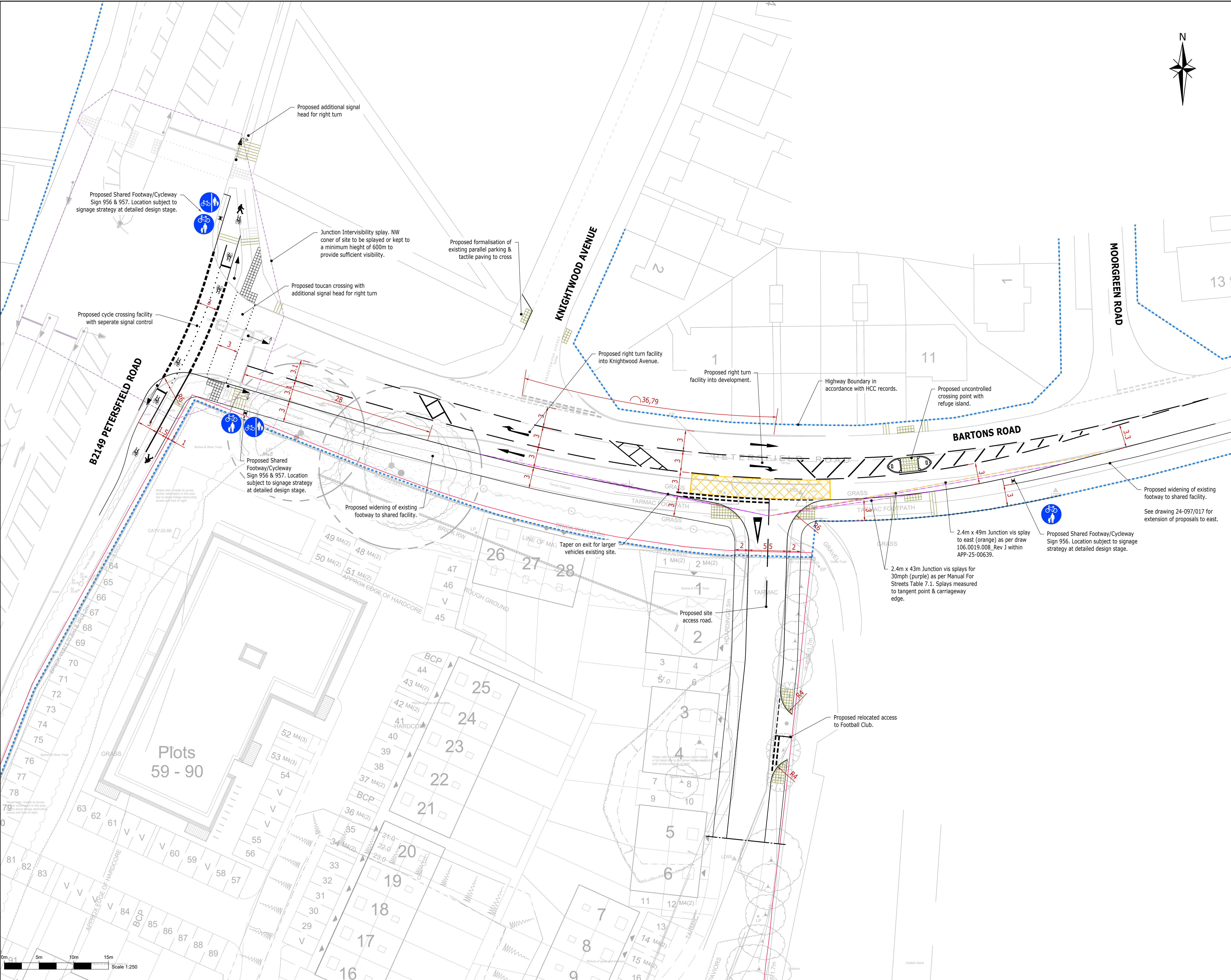
	<p>Risk of cyclists colliding with low branches.</p> <p>Low branches from the existing mature tree (photo 3) are likely to obstruct the shared cycle/footway.</p>			
3.9	<p>Problem</p> <p>Location: I – The uncontrolled pedestrian crossing of Barton Road, just west of Witchampton Close (Dwg. 24-097/017).</p> <p>Summary:</p> <p>Risk of pedestrian trips and falls on the transition kerbs and full height kerbs.</p> <p>The existing dropped kerbs at this crossing point are not opposite one another (photo 4). If the tactile paving is installed in the location shown on the drawing, without altering the dropped kerbs on the northern side, blind pedestrians crossing from south to north will be guided into the transition and full height kerbs, increasing their risk of trips and falls.</p>	<p>Recommendation:</p> <p>On the north side of Bartons Road the kerbs should be dropped adjacent to the proposed tactile paving and the existing dropped kerbs raised to full height away from the crossing point.</p>	<p>Agree:</p> <p>Dropped kerb to be provided adjacent to the proposed tactile paving and the existing dropped kerbs raised to full height away from the crossing point, as illustrated in Drawing 24-097/017 Rev B.</p>	
3.10	<p>Problem</p> <p>Location: J – The westbound bus stop and shelter (Dwg. 24-097/017).</p> <p>Summary:</p> <p>Risk of collision between blind pedestrians and cyclists on the shared facility.</p>	<p>Recommendation:</p> <p>Corduroy paving should be installed within, and adjacent to the bus shelter abutting the northern edge of the cycle/footway.</p>	<p>Agree:</p> <p>Corduroy paving to be provided within, and adjacent to the bus shelter abutting the northern edge of the cycle/footway, as illustrated in Drawing 24-097/017 Rev B.</p>	

	<p>Blind and partially sighted pedestrians alighting from the bus should be reminded that they are walking onto a shared cycle/footway as they pass the gaps within, and to the side of, the bus shelter (photo 5), so that they can orientate themselves on the facility to minimise their risk of collisions with cyclists: blind pedestrians are taught to follow the edge of a shared cycle footway rather than the centre when they are entering footway.</p>			
3.11	<p>Problem</p> <p>Location: K – Uncontrolled pedestrian crossing just west of Forestside Avenue (Dwg. 24-097/017).</p> <p>Summary:</p> <p>Risk of pedestrian trips and falls.</p> <p>On the northern side of this uncontrolled crossing the tactile paving will coincide with the dropped kerbs for the uncontrolled crossing of Forestside Avenue. Pedestrians crossing Forestside Avenue may mistakenly use the new tactile paving for the Bartons Road crossing and encounter a full height kerb on the eastern side of Forestside Avenue, increasing their risk of trips and falls.</p>	<p>Recommendation:</p> <p>The tactile paving for the proposed crossing of Bartons Road should not coincide with the dropped kerbs for the crossing of Forestside Avenue. If necessary, the uncontrolled crossing of Forestside Avenue should be relocated slightly further away from Bartons Road, with new dropped kerbs and tactile paving.</p>	<p>Agree:</p> <p>New dropped kerbs and tactile paving to be provided to relocate the existing uncontrolled crossing of Forestside Avenue, as illustrated in Drawing 24-097/017 Rev B.</p>	
3.12	<p>Problem</p> <p>Location: L – Southern side of Bartons Road opposite Forestside Avenue (Dwg. 24-097/017).</p> <p>Summary:</p>	<p>Recommendation:</p> <p>The lamp column should be relocated away from the cycle/footway i.e. near the carriageway of Bartons Road.</p>	<p>Agree:</p> <p>Proposed footway to have localised narrowing if required to prevent risk of collision with existing lamp column as illustrated in Drawing 24-097/017 Rev B.</p>	

	<p>Risk of cycle collisions with a lamp column.</p> <p>An existing lamp column, currently in the verge (photo 6), is likely to be within the shared cycle/footway increasing the risk of cyclists colliding with it.</p>			
3.13	<p>Problem</p> <p>Location: M – Southern side of Bartons Road at the steps up from the church (Dwg. 24-097/017).</p> <p>Summary:</p> <p>Risk of collisions between blind pedestrians and cyclists on the shared facility.</p> <p>Blind and partially sighted pedestrians entering the cycle/footway from the church forecourt need to be reminded that they are entering a shared facility so that they can orientate themselves on the facility to minimise their risk of collisions with cyclists.</p>	<p>Recommendation:</p> <p>Corduroy paving should be installed at the edge of the cycle/footway abutting the top of the flight of steps up from the church forecourt.</p>	<p>Agree:</p> <p>Corduroy paving to be provided, as shown in Drawing 24-097/017 Rev B.</p>	
3.14	<p>Problem</p> <p>Location: N – Southern side of Bartons Road at the proposed pedestrian refuge island (Dwg. 24-097/017).</p> <p>Summary:</p> <p>Risk of collisions between blind pedestrians and cyclists on the shared facility.</p>	<p>Recommendation:</p> <p>Corduroy paving should be installed either side of the footway close to the pedestrian refuge island.</p>	<p>Agree:</p> <p>Corduroy paving to be provided, as shown in Drawing 24-097/017 Rev B.</p>	

	<p>There is a risk that users of the proposed refuge island on Bartons Road may step directly onto the shared cycle/footway without warning. Clear warnings are required for blind and partially sighted pedestrians to indicate entry into a shared facility, enabling safe orientation and reducing collision risk with cyclists.</p>			
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Drawings



NOTES

B

Edits following Stage 1 RSA

A

Edits following HCC comments

Rev

Amendments

DA

DA

Dm

DH

DH

CHK

SW

SW

App

JAN 25

DEC 25

Date

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Job Title

Bartons Road, Havant

Drawing Title

Proposed Site Access

Client

Stonebond Properties
(Guildford) Ltd

Scale

1:250@A1

Date

Nov 2025

Designed

DA

Drawn

DA

Checked

SW

Approved

-

Job No

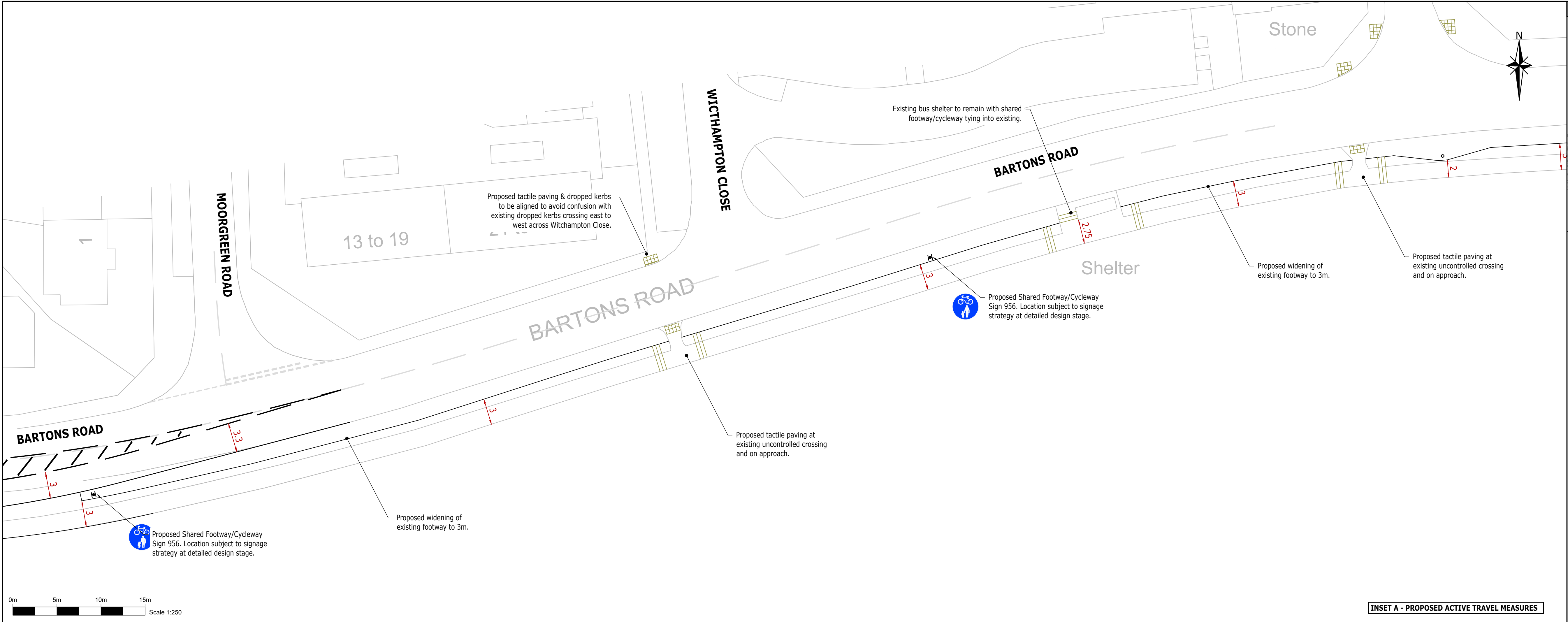
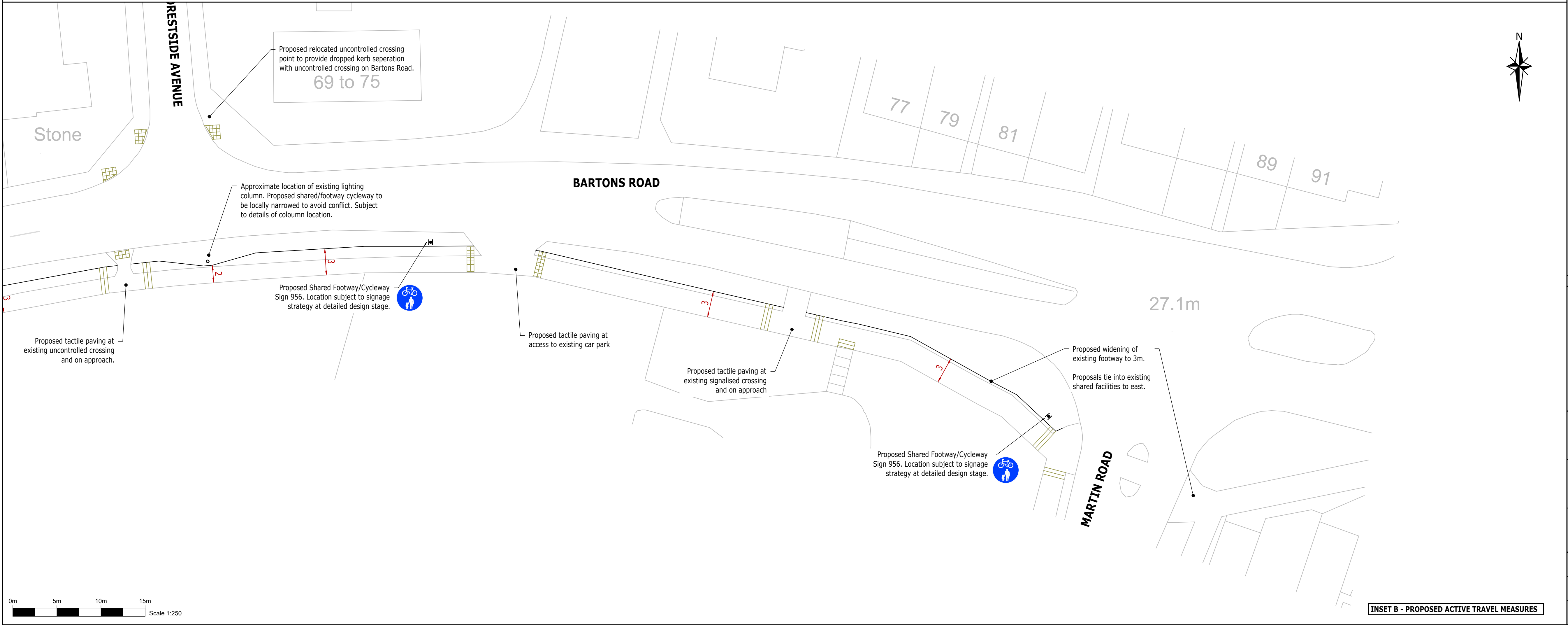
24-097

Drawing No

24-097/016

Rev

B



NOTES

KEY PLAN - NTS

Rev	B	Minor edits to avoid lighting column	DA	DH	SW	JAN 26
	A	Edits following Stage 1 RSA	DA	DH	SW	JAN 26
		Amendments	Dm	Chk	App	Date

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Job Title

Bartons Road, Havant

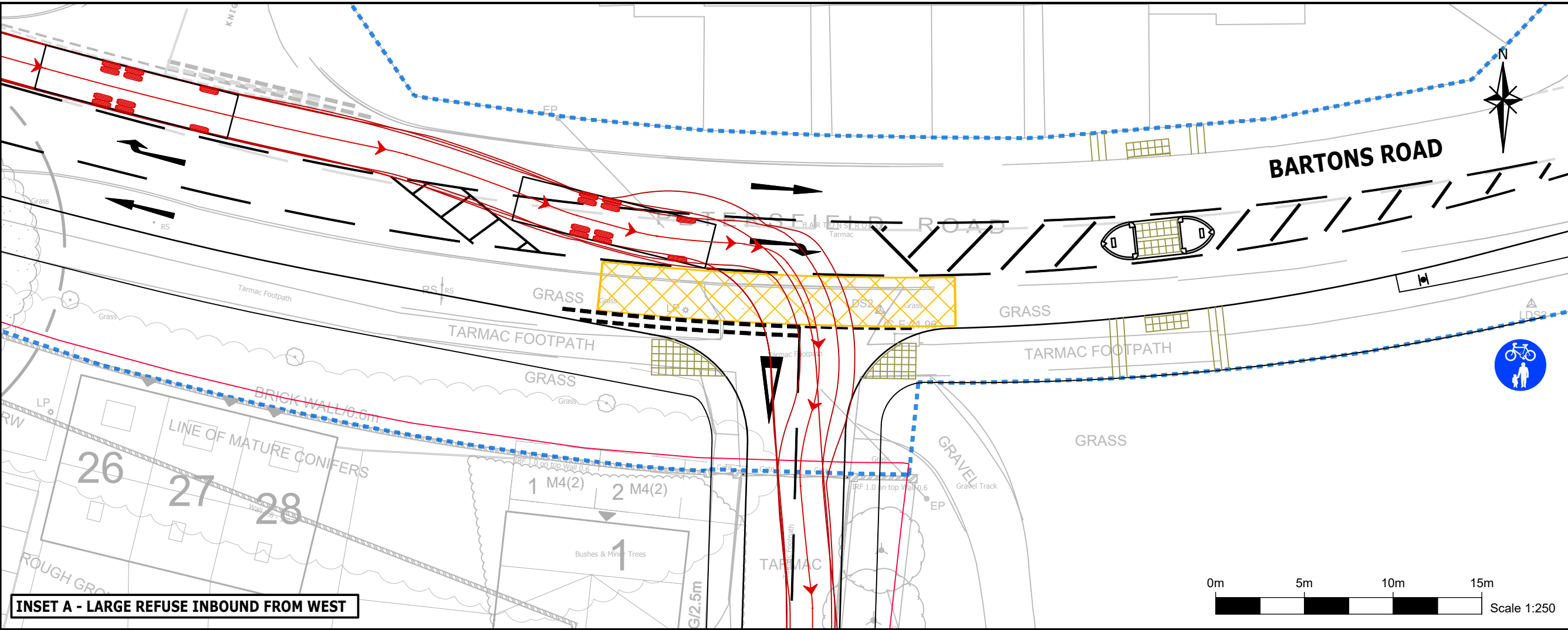
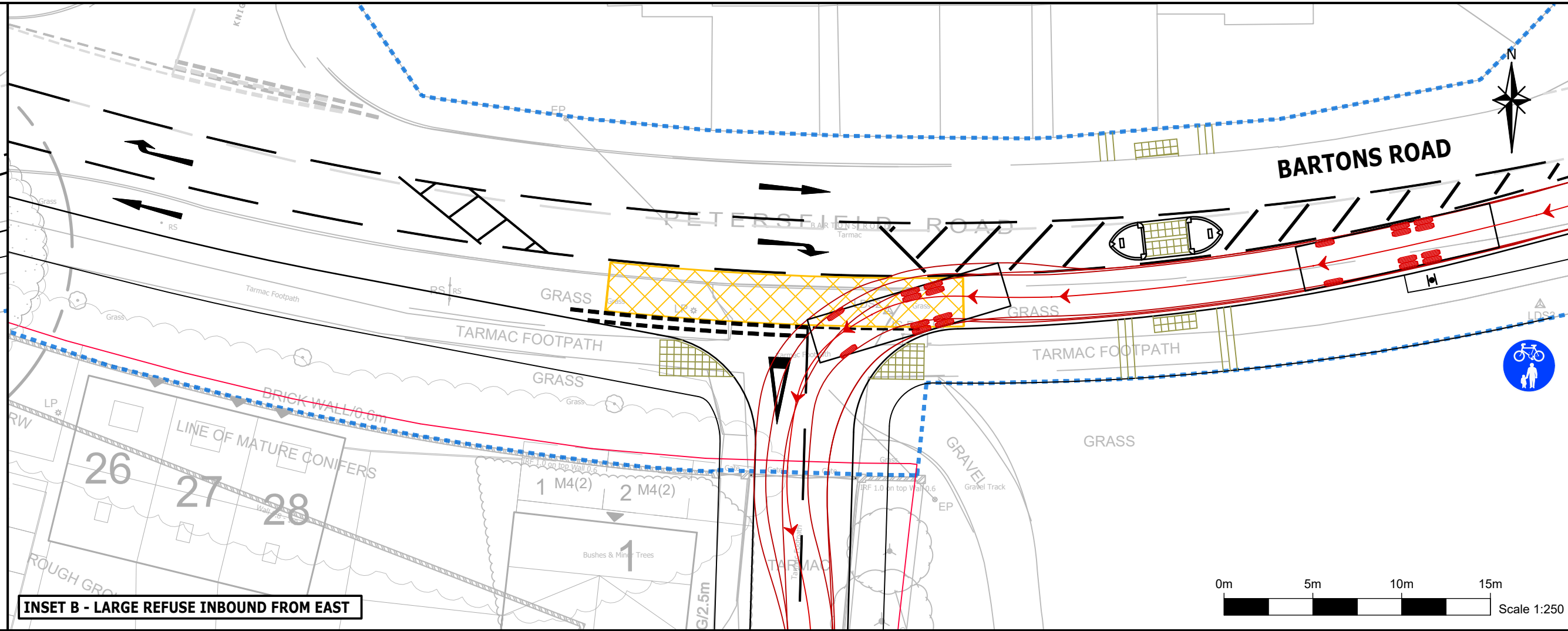
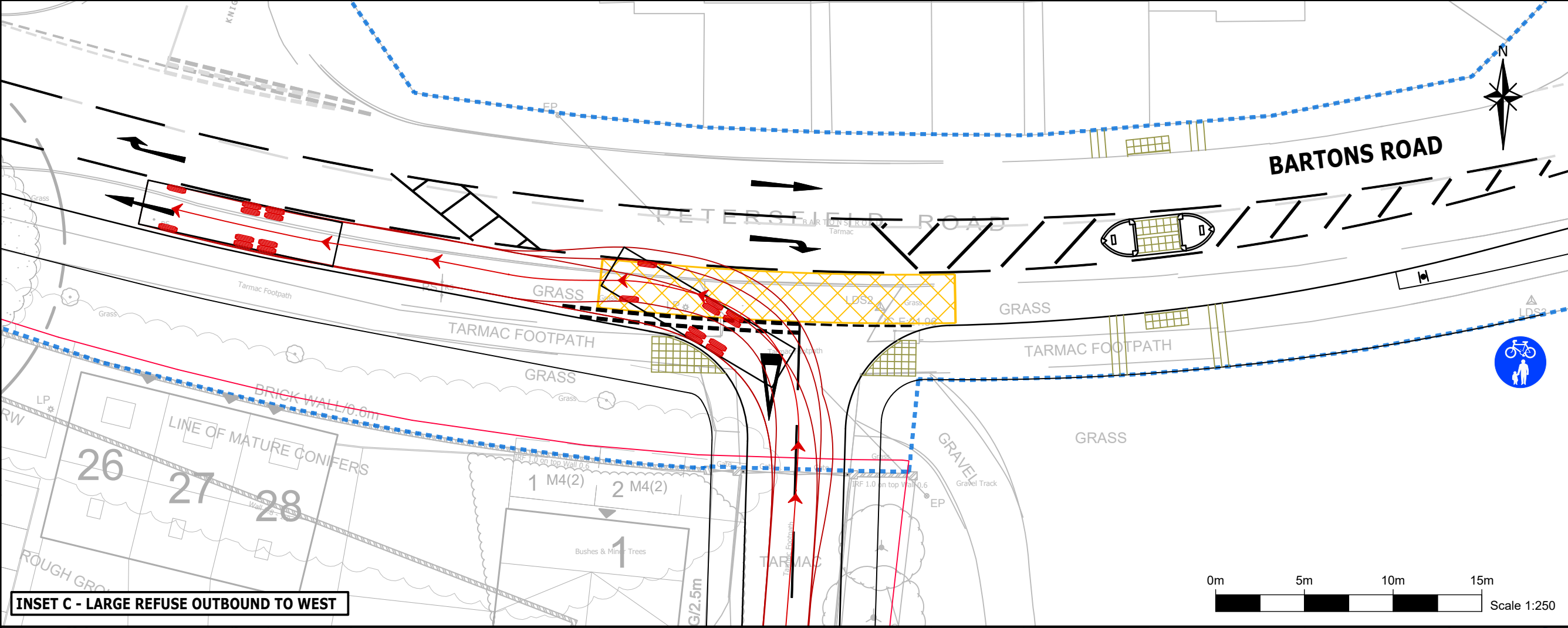
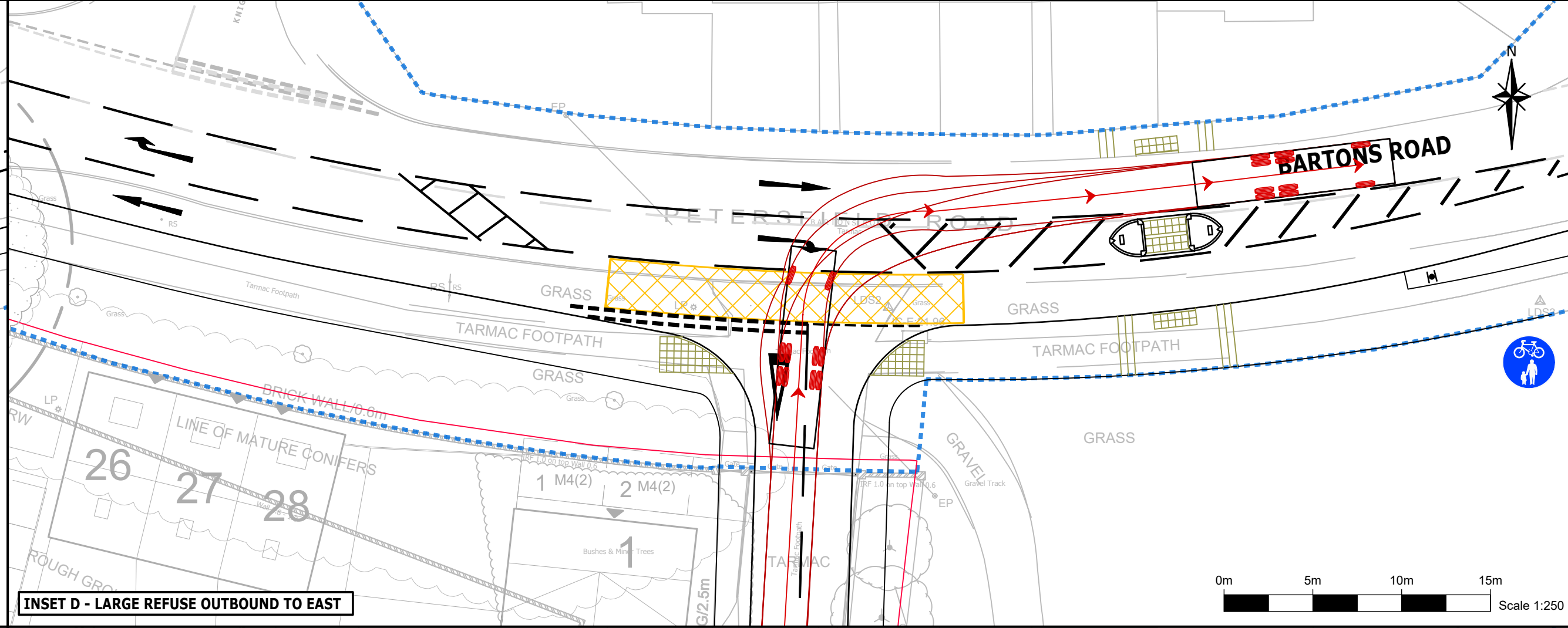
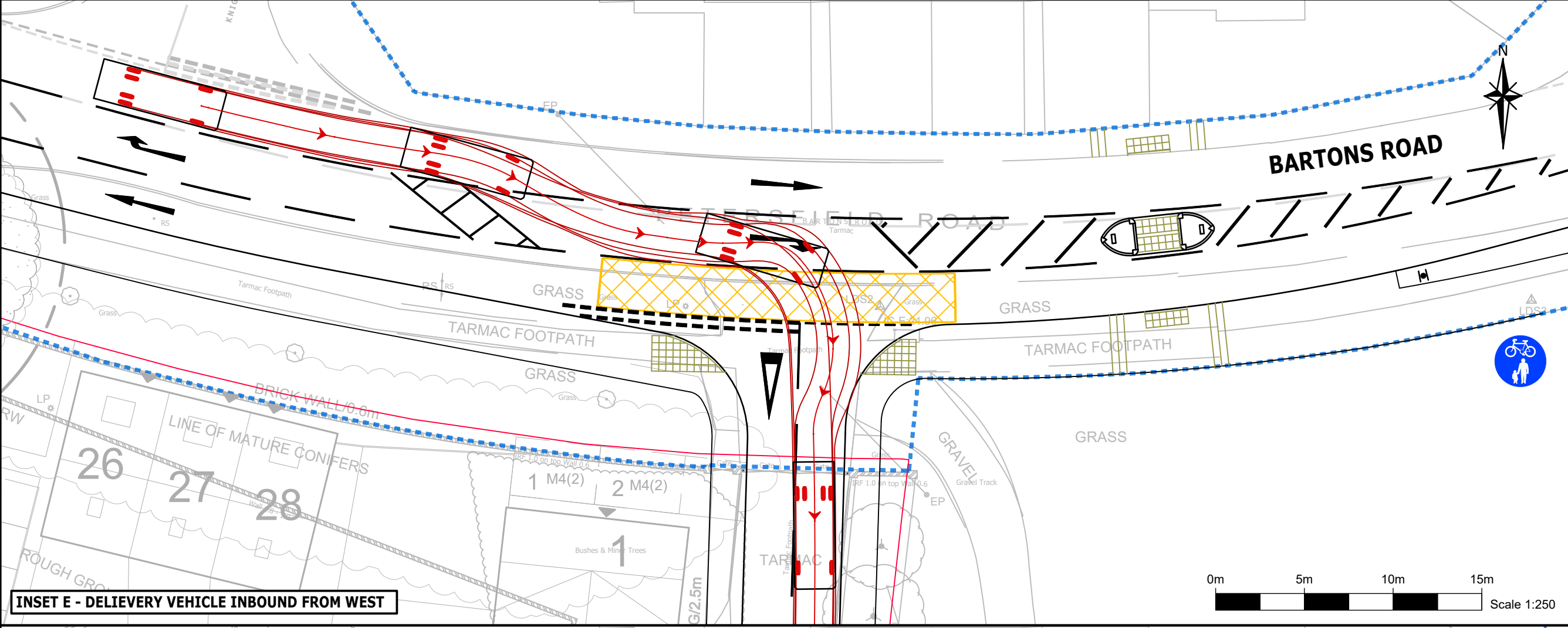
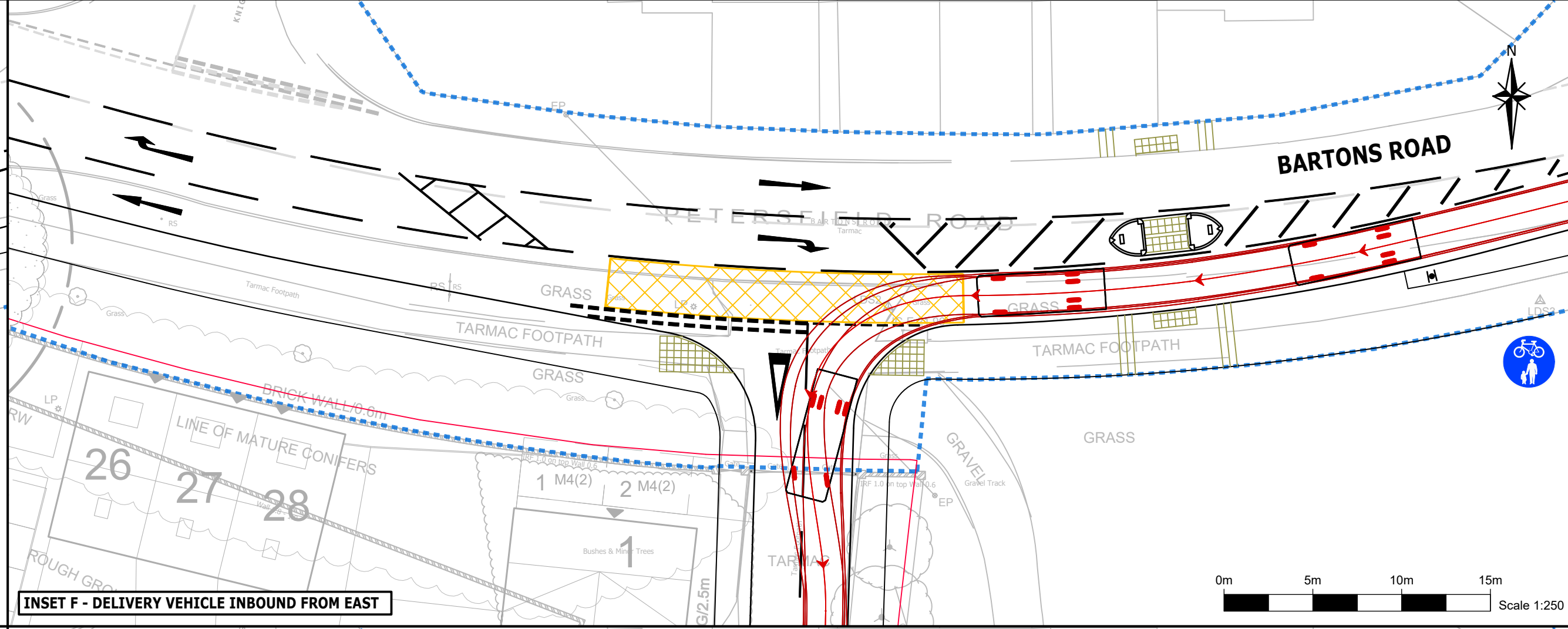
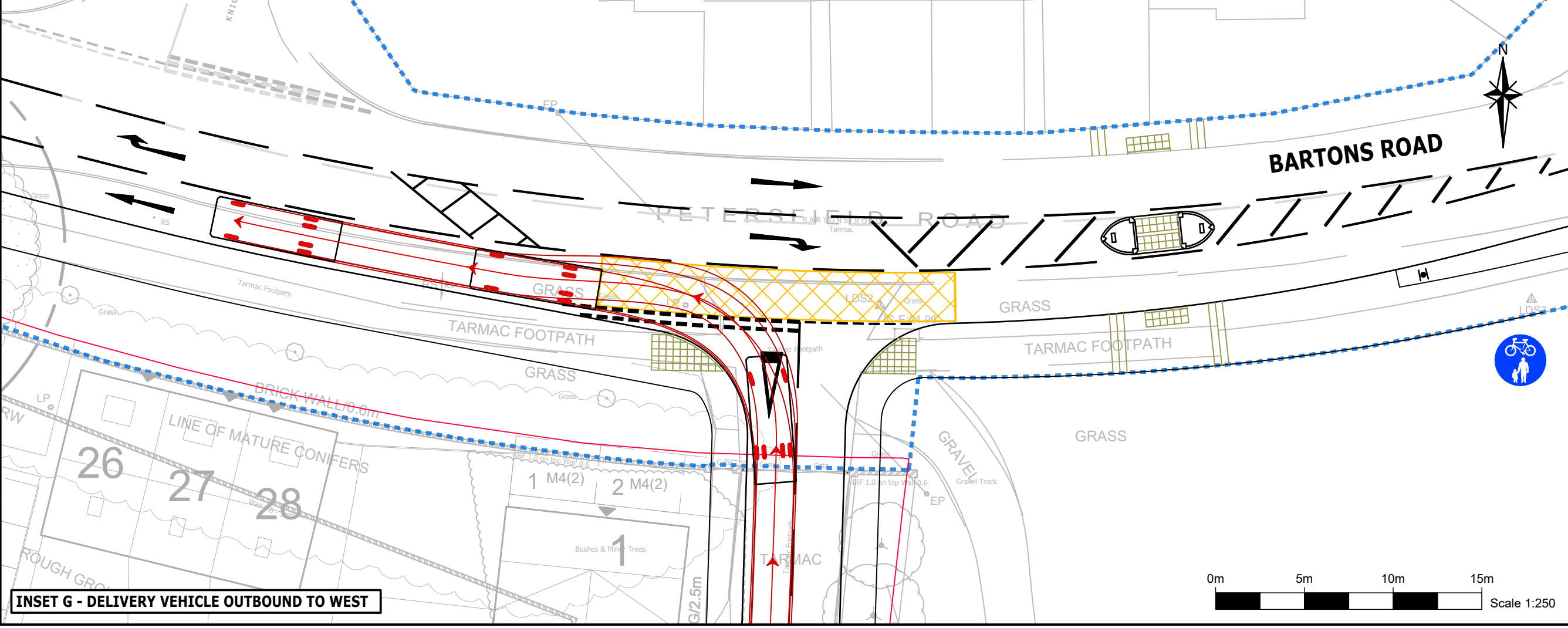
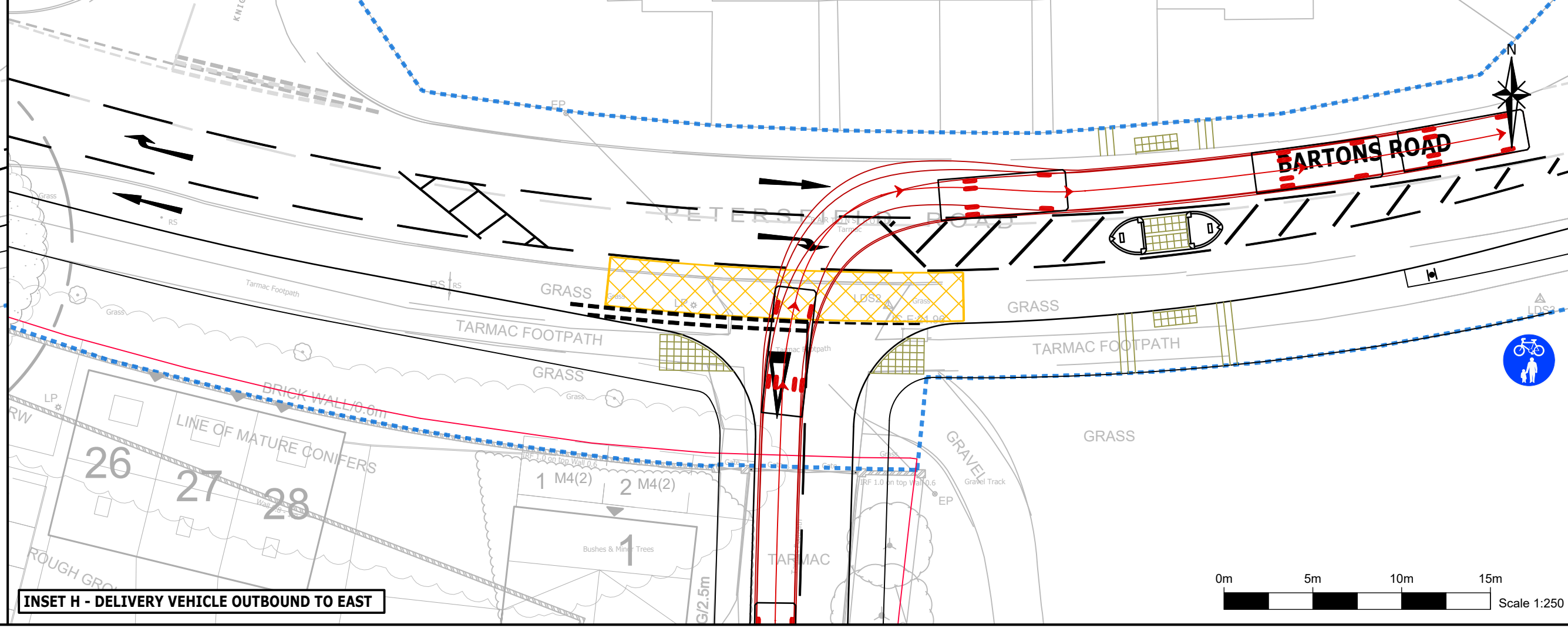
Drawing Title

Proposed Footway Widening
South Side of Bartons Road

Client

Stonebond Properties
(Guildford) Ltd

Scale	1:250@A1	Date	Dec 2025	Designed	DA
Drawn	DA	Checked	SW	Approved	-
Job No	24-097	Drawing No	24-097/017	Rev	B



NOTES

11.20

1.675.01

Phoenix 2 Duo Recycler

1.675.01

Width

Track

Lock to Lock Time

Steering Angle

meters

: 2.53

: 2.53

: 4.0

: 36.4

7.17

1.204.19

Small Rigid

1.204.19

Width

Track

Lock to Lock Time

Steering Angle

meters

: 2.30

: 2.12

: 6.0

: 42.7

Rev

Amendments

Dm

Chk

App

Date

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Job Title

Bartons Road, Havant

Drawing Title

Proposed Site Access

Swept path Analysis

Client

Stonebond Properties

(Guildford) Ltd

Scale

1:250@A1

Date

Jan 2026

Designed

DA

Drawn

DA

Checked

SW

Approved

-

Job No

24-097

Drawing No

24-097/018

Rev

-