



SOUTHERN ACCESS ROAD

HAVANT THICKET RESERVOIR

HAVANT

HAMPSHIRE

FINAL STAGE 1/2 ROAD SAFETY AUDIT

M & S TRAFFIC

FEBRUARY 2026

Report title:	Southern Access Road, Havant Thicket Reservoir Road Safety Audit Stage 1/2
Date:	16 th February 2026
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Prepared by:	Bryan Shawyer, M &S Traffic Ltd
On behalf of	Future Water MJJV

1. INTRODUCTION

1.1. This report results from a combined Stage 1/2 Road Safety Audit carried out on proposed access road associated with Havant Thicket Reservoir off Swanmore Road, Havant to allow local people access to the new visitor centre at Havant Thicket Reservoir. The road will remain owned and operated by Portsmouth Water Ltd and will be closed when the Reservoir Site is closed, typically it will be open only during daylight hours. The road will not be adopted by the Local Authority (Hampshire County Council). The Audit is at the request of Ed Morris, Future Water MJJV Ltd, Bankside House, Henfield Road, Small Dole, West Sussex BN5 9XQ the Overseeing Organisation. The Road Safety Audit was carried out during January 2026.

1.2. The Road Safety Audit Team membership approved by Ed Morris the Overseeing Organisation Project Sponsor, was as follows:

Audit Team Leader

Bryan Shawyer, BEng (Hons), MSc, MCIHT, MSoRSA
M & S Traffic Limited
(Certificate of Competency in Road Safety Audit gained in July 2012)

Audit Team Member

Martin Morris, PGD, MCIHT, MSoRSA
M & S Traffic Limited
(Certificate of Competency in Road Safety Audit gained in April 2012)

1.3. The Road Safety Audit took place at the Gillingham Office of M & S Traffic during January 2026. The Road Safety Audit was undertaken in accordance with the Road Safety Audit Brief provided by Lee Glover of Gutteridge Haskins & Davey Ltd, Nexus Building, Floor 10, 25 Farringdon Street, London, England, EC4A 4AB, as approved by Ed Morris, Project Sponsor for Future Water MJJV Ltd.

The Audit team was satisfied that the brief and subsequent documents provided were sufficient to undertake the Road Safety audit. The Road Safety Audit comprised an examination of the documents provided, and these are listed in Annex A. The documents consisted of:

- Description of the scheme.
- Design plans including site location plan, and description of the local highway and adjacent land uses.
- Collision data and collision data analysis.
- Anticipated trip generation from the proposed development.

The Audit Team visited the site together on the afternoon of the 13th of January 2026 between 13:45 and 14:15. During the site visit the weather was overcast and wet and the site was closed off to access.

- 1.4. The terms of reference of the Road Safety Audit are as described in GG119. 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.
- 1.5. The proposals seek to provide a private Southern Access Road is designed as a two-way single carriageway 3.65m wide road with passing bays located along the length of the road, crossing points for existing bridleways have been incorporated within the limits of the private access road intended for pedestrian/cycle and equestrian use. This is not a through road; access is only for people going to the visitor centre or occasional use by maintenance vehicles. The road will not be adopted by the Local Authority (Hampshire County Council). There is no requirement for street lighting due to the environmentally sensitive nature of the location. This Stage 1 & 2 Combined Road Safety Audit is intended to cover the remaining extents of the Private access road beyond the Section 278 agreement limits
- 1.6 The auditors have not been informed of any Departures from Standard.
- 1.7. All comments and recommendations are referenced to the detailed design drawings, and the locations have been indicated on the plan supplied with the Road Safety Audit Brief in Annex B.

2. ITEMS RAISED AT THE STAGE 1/2 ROAD SAFETY AUDIT

2.1 GENERAL

2.1.1 PROBLEM

Location: (HTR-GHD-AR-XX-DR-C-0002 P06) Proposed access road.

Summary: Lack of restraint system could increase severity of a loss of control collision.

From the cross sections provided it is unclear if there is an embankment on the eastern side of the carriageway of the access road for the entirety of the route. No details have been provided of any proposed vehicle restraint systems to prevent vehicles that may exit the carriageway from entering the reservoir. There is concern that without suitable containment and the close proximity of the reservoir then should vehicles leave the carriageway, the severity of a loss of control collision could be increased, and the occupants may risk drowning.

RECOMMENDATION

It is recommended that a road restraints risk assessment for local roads be undertaken to determine whether protection is needed, and that protection be installed should the assessment show that it is required.

2.1.2 PROBLEM

Location: (HTR-GHD-AR-XX-DR-C-0002 P06) Proposed access road.

Summary: Insufficient construction details could lead to overshoot collisions.

Construction details were provided for assessment; however, these did not include the Polished Stone Value (PSV) of the carriageway surface. Insufficient PSV could lead to lead to differential braking or overshoot collisions, particularly under severe braking conditions.

RECOMMENDATION

It is recommended that PSV details should be checked to ensure they provide adequate grip resistance for the speed of road.

2.1.3 PROBLEM

Location: A – (HTR-GHD-AR-XX-DR-C-0002 P06) Entry to proposed access road.

Summary: Inappropriate speed limit could increase the risk of vehicle to non-motorised user collisions.

A 30mph speed limit currently applies to this section of Swanmore Road, where no lower speed limit signage is proposed on entry to the reservoir. This could lead to inappropriate vehicle speeds within the facility, that will likely be designed for a lower speed. Inappropriate vehicle speeds could increase the risk of non-motorised user collisions.

RECOMMENDATION

It is recommended that a lower speed limit be installed on entry to the junction.

2.2 LOCAL ALIGNMENT

2.2.2 PROBLEM

Locations: B, C, D, E, F, G & H – (HTR-GHD-AR-XX-DR-C-0002 P06) Approaches to passing places.

Summary: Lack of forward visibility could lead to side swipe collisions.

Forward visibility splays have been provided between the passing bays; however, there is concern that the splays could pass over non-highway land, where there was no access to the site. Vegetation, low tree canopies or landscaping features in these splays could restrict visibility, where insufficient visibility could increase the risk of side swipe collisions.

RECOMMENDATION

It is recommended that the SSD splays are maintained clear and free of obstructions.

2.3 NON-MOTORISED USER PROVISION

2.3.1 PROBLEM

Locations: J & K – (HTR-GHD-AR-XX-DR-C-0002 P06) Approaches to equestrian crossings.

Summary: Lack of forward visibility could lead to vehicle to equestrian collisions.

66m Stopping Sight Distances (SSDs) are proposed to the equestrian crossings. However, there is concern that the SSD splays could pass over non-highway land, where there was no access to the site. Vegetation, low tree canopies or landscaping features in

these splays could restrict visibility, where insufficient visibility could lead to vehicle to equestrian collisions.

RECOMMENDATION

It is recommended that the SSD splays are maintained clear and free of obstructions.

2.3.2 PROBLEM

Locations: L & M – (HTR-GHD-AR-XX-DR-C-0002 P06) Proposed equestrian crossings.

Summary: Unsuitable pedestrian/cyclist facilities could compromise pedestrian/cyclist safety.

At the proposed equestrian crossings, no details relating to the kerb height have been provided for assessment. There is a likelihood that pedestrians or cyclists may also use these crossing points and if the kerbing is are not flush this could lead to pedestrian trip and falls or increase the risk of cyclist loss of control collisions.

RECOMMENDATION

It is recommended that flush drop kerbs be installed.

2.4 ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING

2.4.1 PROBLEM

Location: N – (HTR-GHD-AR-XX-DR-C-0002 P06) Proposed swing barrier at northern end of access road.

Summary: Insufficient warning of barrier could lead to vehicle strikes with street furniture.

A lockable swing barrier is proposed at the entrance to the visitor car park. Should the barrier be closed, this could lead to vehicle strikes with street furniture, particularly during the hours of darkness.

RECOMMENDATION

It is recommended that the barrier be highlighted using reflective materials and signage.

2.4.2 PROBLEM

Location: (HTR-GHD-AR-XX-DR-C-0002 P06) Proposed passing bays.

Summary: Absence of suitable signing could lead to side swipe or head on collisions.

Passing bays are proposed; however, there is no associated signing with the bays. The absence of 'Passing bay' signage in the bays could lead to inappropriate parking in the bays. This could reduce the carriageway width and increase the risk of side swipe or head collisions, or excessive reversing movements.

RECOMMENDATION

It is recommended that 'Passing bay' signage to diagram 882 be erected in the bays. It is also recommended that 'Single track road with passing places' signage to diagram 821 be used at the southern end of the route.

3. AUDIT TEAM STATEMENT

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

ROAD SAFETY AUDIT TEAM LEADER

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Highways England Approved RSA Certificate of Competency
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Signed



Date: 20/02/2026

ROAD SAFETY AUDIT TEAM MEMBER

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Signed:



Date: 20/02/2026

Annex A - List of Drawings and other information submitted for auditing:

Drawings:

Number	Title	Date
HTR-GHD-AR-XX-DR-C-0001 rev P06	SOUTHERN ACCESS ROAD, KEY PLAN	December 2025
HTR-GHD-AR-XX-DR-C-0002 rev P06	SOUTHERN ACCESS ROAD, SITE GA	December 2025
HTR-GHD-AR-XX-DR-C-0003 rev P06	SOUTHERN ACCESS ROAD, SURFACE EXTENTS	December 2025
HTR-GHD-AR-XX-DR-C-0004 rev P06	SOUTHERN ACCESS ROAD, HORIZONTAL GEOMETRY	December 2025
HTR-GHD-AR-XX-DR-C-0005 rev P03	SOUTHERN ACCESS ROAD, LONG SECTION SHEET 1	December 2025
HTR-GHD-AR-XX-DR-C-0006 rev P03	SOUTHERN ACCESS ROAD, LONG SECTION SHEET 2	December 2025
HTR-GHD-AR-XX-DR-C-0007 rev P06	SOUTHERN ACCESS ROAD, CROSS SECTIONS SHEET 1	December 2025
HTR-GHD-AR-XX-DR-C-0008 rev P06	SOUTHERN ACCESS ROAD, CROSS SECTIONS SHEET 2	December 2025
HTR-GHD-AR-XX-DR-C-0009 rev P06	SOUTHERN ACCESS ROAD, CROSS SECTIONS SHEET 3	December 2025
HTR-GHD-AR-XX-DR-C-0010 rev P06	SOUTHERN ACCESS ROAD, CROSS SECTIONS SHEET 4	December 2025
HTR-GHD-AR-XX-DR-C-0011 rev P06	SOUTHERN ACCESS ROAD, CROSS SECTIONS SHEET 5	December 2025
HTR-GHD-AR-XX-DR-C-0012 rev P06	SOUTHERN ACCESS ROAD, CROSS SECTIONS SHEET 6	December 2025
HTR-GHD-AR-XX-DR-C-0013 rev P06	SOUTHERN ACCESS ROAD, CROSS SECTIONS SHEET 7	December 2025
HTR-GHD-AR-XX-DR-C-0014 rev P06	SOUTHERN ACCESS ROAD, CROSS SECTIONS SHEET 8	December 2025

HTR-GHD-AR-XX-DR-C-0015 rev P06	SOUTHERN ACCESS ROAD, CROSS SECTIONS SHEET 9	December 2025
HTR-GHD-AR-XX-DR-C-0016 rev P06	SOUTHERN ACCESS ROAD, CROSS SECTIONS SHEET 10	December 2025
HTR-GHD-AR-XX-DR-C-0050	SOUTHERN ACCESS ROAD, SECTIONS AND TYPICAL CONSTRUCTION DETAILS	December 2025
HTR-GHD-AR-XX-DR-C-0200 rev P01	SECTION 278 WORKS, SWANMORE ROAD, LOCATION PLAN	January 2025
HTR-GHD-AR-XX-DR-C-0201 rev P03	SECTION 278 WORKS, SWANMORE ROAD, SWANMORE ROAD JUNCTION, GENERAL ARRANGEMENT	January 2025
HTR-GHD-AR-XX-DR-C-0202 rev P01	SECTION 278 WORKS, SWANMORE ROAD, SWANMORE ROAD JUNCTION EXISTING UTILITIES	January 2025
HTR-GHD-P4-SA-DR-T-0028 rev P01	SOUTHERN ACCESS ROAD - FORWARD VISIBILITY SIGHTLINE SPLAYS	February 2026
HTR-GHD-P4-SA-DR-T-0029 rev P01	SOUTHERN ACCESS ROAD CROSSING POINTS VISIBILITY SPLAYS AND PASSING PLACE INTERVAL DIMENSIONS	February 2026
HTR-GHD-P4-SA-DR-T-0030 rev P01	SOUTHERN ACCESS ROAD PASSING PLACE SWEPT PATH ANALYSIS AND FORWARD SIGHTLINES	February 2026
<u>Supporting documentation:</u>		
HTR-GHD-AR-XX-RE-C-0001 rev P02	Road Safety Audit Brief, Gutteridge Haskins & Davey Ltd	December 2025
Email from Gutteridge Haskins & Davey Ltd	<ul style="list-style-type: none"> Access road will be 20mph speed limit with speed signage gates at the entry to access road. Equestrian crossings are not signal-controlled. SSD's are 66m to crossing points in line with Hampshire County Council requirements. Landscaping has not been developed it will be low level so that any landscaping does not conflict with visibility sightlines. There are no restrictions on equestrian use of the bridleway/maintenance track. There are no restrictions on equestrians using the crest track. 	January 2026

Annex B - Plan attached showing the locations of the problems identified as part of this audit.

