

Havent Thicket Southern Access Road Road Safety Audit

Designers Response Schedule - March 2026

RSA Issue No.	DWGR REF	RSA Issue Description	RSA Recommendation	Designer's Response	Action Taken / Proposed	Status	Comments	Reference Drawing No.
1	(HTR-GHD-AR-XX-DR-C-0002 P06) Proposed access road.	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.	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.	Proposed level of carriageway is flush with the proposed ground level to the Eastern edge of the roadway and also has a low level landscape feature hedge provided to the perimeter of the road in order to discourage parking on the access road. In addition the Reservoir level is significantly higher than the level of the southern access road with the exception of the Northern limits where the SAR ties back into the maintenance track for the reservoir.	No additional Measures required.			
2	(HTR-GHD-AR-XX-DR-C-0002 P06) Proposed access road.	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.	It is recommended that PSV details should be checked to ensure they provide adequate grip resistance for the speed of road.	PSV Value will be added to the design for formal Reserved Matters Application submission and will be set at an appropriate value for the proposed speed limit	PSV Value Details to be added to the design for formal Reserved Matters Application submission			
3	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.	It is recommended that a lower speed limit be installed on entry to the junction.	Agree 20 MPH speed limit signage to be added to design for formal Reserved Matters Application submission.	20 MPH speed limit signage to be added to design for formal Reserved Matters Application submission.			
4	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 splay have been provided between the passing bays; however, there is concern that the splay could pass over non-highway land, where there was no access to the site. Vegetation, low tree canopies or landscaping features in these splay could restrict visibility, where insufficient visibility could increase the risk of side swipe collisions.	It is recommended that the SSD splay are maintained clear and free of obstructions.	Noted and agreed, landscaping proposals will be low level varieties which will sit outside the visibility envelopes for the passing places	Landscaping drawings will indicate the visibility lines and relationship with proposed landscaping			
5	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 splay could pass over non-highway land, where there was no access to the site. Vegetation, low tree canopies or landscaping features in these splay could restrict visibility, where insufficient visibility could lead to vehicle to equestrian collisions.	It is recommended that the SSD splay are maintained clear and free of obstructions.	Noted and agreed, landscaping proposals will be low level varieties which will sit outside the visibility envelopes for the Equestrian crossing points	Landscaping drawings will indicate the visibility lines and relationship with proposed landscaping			
6	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.	It is recommended that flush drop kerbs be installed.	Noted and agreed flush crossing detail will be provided at equestrian crossing on both sides of the carriageway	Flush crossing to be indicated on layout drawing and typical detail to be added to design for formal Reserved Matters Application submission.			
7	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.	It is recommended that the barrier be highlighted using reflective materials and signage.	The barrier at location N (northern point of the Southern Access Road) has been removed from the proposed design as shown on the latest drawings.	No further action is require as barrier has been removed from design.			
8	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.	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.	Agree signage to be added to be added to design for formal Reserved Matters Application submission.	Relevant road markings and signage to be added to design for formal Reserved Matters Application submission.			