

Road Safety Audit Report

**Incorporating
Stage 1/2 Completion of Detail Design; and
Design Organisation Response to items raised**



Proposed Continuation of Coldharbour Farm Road Emsworth

Client:
Doswell Projects

Client reference:
23339

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Report Status 3

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Prepared by	JJF	Verified by	ZB	Approved by	JJF
Filename and Path	Fenley/Road Safety Audits/RSA-25/RSA-25-242-3				

1.0 PROJECT DETAILS

Report Title:	Stage 1/2 Road Safety Audit
Date:	July 2026
Document reference and revision:	RSA-25-242-3
Prepared by:	Fenley Road Safety Limited
On behalf of the Overseeing Organisation:	Hampshire County Council
Design Organisation:	Ridge
Project Sponsor:	Doswell Projects

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1/2 Road Safety Audit drafted for Audit Team discussions	JJF			20 th March 2026
1	Stage 1/2 Road Safety Audit finalised and issued to the Design Organisation	JJF	ZB	JJF	26 th March 2026
2	Stage 1/2 Road Safety Audit Report format amended to incorporate a row for inclusion of a Design Organisation Response in order to maintain a concise record of items raised	JJF			30 th June 2026
3	Design Organisation Response incorporated	Mark Smith on behalf of Paul Basham Associates			1 st July 2026

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Stage 1/2	B1	Documents and Drawings provided for this Road Safety Audit
	B2	Item Location Plan
	B3	Drawings provided with the Design Organisation Response

2.0 INTRODUCTION

- 2.1 This report has been prepared by Fenley Road Safety Limited and results from a Stage 1/2 Road Safety Audit of a revised design to allow for the continuation of Coldharbour Farm Road to provide access to a development. Coldharbour Farm Road currently accommodates a bend in the road that follows a circa 15 metre road centreline radius and provides access to a number of parking spaces. The proposals continue the carriageway through a number of the former parking bays before following another bend with a road centreline radius of circa 15 metres which is again followed by a bend with a circa 22 metre road centreline radius. The access carriageway is to be 4.8 metres wide with widening on the bends to a maximum of 5.2 metres. The proposed access road severs a pre-existing public footpath cyclepath that forms a link between Emsworth Park to the north and Washington Road to the south, which is to be diverted to cross the proposed continuation at a raised table. The scheme is proposed to facilitate access to a residential development of circa 44 dwellings on a parcel of land to the west, whilst retaining all but three of the existing parking spaces in the vicinity.
- 2.2 The Audit Brief identifies that the proposals do not include any Departures from Standard, whether related to strategic decisions or otherwise.
- 2.3 The Road Safety Audit was undertaken during March 2026 in accordance with the Road Safety Audit Brief provided on the 20th March 2026 by the Project Sponsor, Doswell Projects. The Road Safety Audit comprised of a previous site visit as well as an examination of the documents provided which are identified in **Appendix B1**. The Audit Team were satisfied that the Audit Brief was sufficient for the purpose of the Audit instructed.
- 2.4 The Road Safety Audit has been undertaken by an Audit Team whose qualifications and experience accord with the requirements of GG119 and have been approved to undertake Road Safety Audits of all stages within Hampshire. The Audit Team consists of the following members:

Audit Team Leader

Jamie Fenning *BSc(Hons), MIHE, MCIHT, MSoRSA, National Highways RSA Certificate of Competency*
Road Safety / Highway Engineer

Audit Team Member

Zane Beswick *MCIHT, MSoRSA*
Road Safety / Highway Engineer

- 2.5 The site has been visited on two occasions; once as part of previous Road Safety Audits in May 2022 during school pick up between the hours of 14:35 and 15:15 and again with the latest being on associated with this Stage 1/2 Road Safety Audit was undertaken during the morning of Wednesday 2nd July 2025 between the hours of 11:00 and 11:30. The site visit involved walking and driving around the local highway network for a total period of 70-minutes

whilst observing the local infrastructure and current off-peak traffic conditions. The weather during the site visits was overcast, the road surface was dry and visibility was good. A number of pedestrians and cyclists as well as skateboarders and scooter riders were observed during the site visits. Vehicular traffic was also observed to include cars and light goods vehicles. The traffic flow was light and free flowing. It was noted during the first site visit, that the existing perpendicular parking spaces at the end of Coldharbour Farm Road, are utilised by parents / guardians to drop-off and pick-up pupils from local schools and that the shared footpath cyclepath to the west of Coldharbour Farm Road forms a link between the residential area of Emsworth to the south and Emsworth Park to the north which incorporates numerous sports facilities.

- 2.6 The terms of reference of this Road Safety Audit are as described in GG119. The scheme has been examined and this report compiled, only with regard to 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, in order 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. All comments and recommendations are referenced to the design drawings supplied with the Audit Brief and the location of road safety concerns raised have been illustrated beneath the items along with relevant photographs for clarity, where appropriate, as well as on the Location Plan attached at **Appendix B2**.

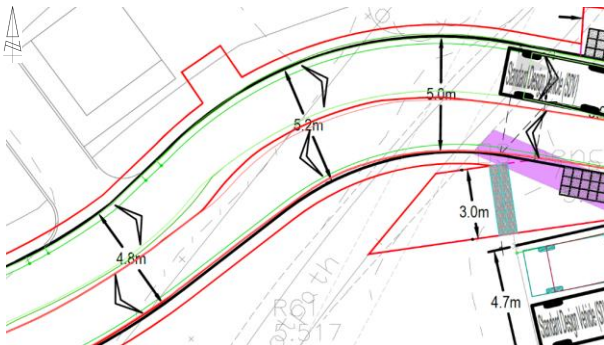
Design Organisation Response

- 2.7 In accordance with national standards, this Road Safety Audit was finalised and issued to the Design Organisation as per the Road Safety Audit Report Template within Appendix D of GG119, which can be provided upon request from either the Audit Team or Design Organisation. The format of the Audit Report was subsequently revised to incorporate these paragraphs under the sub-heading as well as sufficient space beneath the items and recommendation, within Section 4, for the inclusion of a Design Organisation Response. This is generally contained within a separate Design Organisation Response Report but is included within this document in order to maintain a single record of all problems, recommendations and responses for the benefit of a concise Road Safety Audit trail to be held on file for Quality Assurance purposes.
- 2.8 The Design Organisation Response has been prepared by:
- | | |
|--------------------------|--|
| Name: | Mark Smith |
| Position / Organisation: | Director, Paul Basham Associates (PBA) |
- 2.9 Any drawings or documents associated with the Design Organisation Response are listed at **Appendix B3**, if applicable.

3.0 ITEMS RAISED IN ANY PREVIOUS ROAD SAFETY AUDITS

- 3.1 Fenley Road Safety Limited have undertaken a number of road safety audits associated with the continuation of Coldharbour Farm Road. The latest assessed the realignment of the existing footpath cyclepath along an access road that was understood to have been approved. Since that Audit, the scheme has been amended and this Stage 1/2 Road Safety Audit reassesses all elements of the scheme and raises any road safety concerns that the Audit Team consider are present.

4.0 ITEMS RAISED AT THIS STAGE 1/2 ROAD SAFETY AUDIT

B.1	LOCAL ALIGNMENT
B.1.1	PROBLEM
Location:	Proposed continuation
Summary:	Alignment may not be adequate for two-way car / LGV movements
Acc Type:	Sideswipe type collisions
<p>The scheme drawings provided with the Audit Brief, include a swept path analysis of various vehicles travelling along the proposed continuation to include large vehicles. It is noted that the large vehicles do encroach the entire carriageway and therefore opposing vehicles must stop and wait. This is common practice in residential estates where speeds are low and intervisibility is achievable. The scheme drawings illustrate that intervisibility is achievable between locations where the vehicles can pass. It is noted, however, that there is minimal margin for error where two cars passing one another around the bends in the road. It is noted that the vehicles utilised are the accord with the requirements of TG2, however, the swept paths encroaching the proposed kerblines in places with just 250mm separating the opposing vehicles. Motorists approaching a tight bend in the road will stop and proceed cautiously when a large vehicle is observed, however, the Audit Team have concerns that car drivers will be less cautious and will attempt to pass an opposing car which could lead to sideswipe type collisions.</p>	
RECOMMENDATION:	
It is recommended that the carriageway is adequate for cars and LGVs to pass one another.	
Location Plan:  	

DESIGN ORGANISATION RESPONSE provided by PBA on the 1st July 2026 following formal issue of this Stage 1/2 Road Safety Audit on the 26th March 2026

Agree – Paul Basham Associates have prepared a revised tracking drawing on the updated scheme proposals (drawing 187.0018.0003) which demonstrates improved swept paths and ability for cars and vans to pass each other in accordance with HCC TG2 guidance.

B.2 GENERAL

B.2.1 PROBLEM

Location: Proposed continuation

Summary: No details of the proposed raised table have been provided

Acc Type: Vehicle to non-motorised user, sideswipe type collisions

The proposals include the provision of an uncontrolled crossing over the proposed access road that is to be situated on a raised table. Whilst the provision of a raised table should ensure that motorists reduce their speed on approach, no details of the associated ramps have been provided. The Audit Team have concerns that the proposed raised table will be too shallow which will not achieve the desired speed reduction which could lead to a vehicle to non-motorised user as well as sideswipe type collisions.

RECOMMENDATION:

It is recommended that the proposed raised table includes adequate ramps that force traffic slow.

Location Plan:



DESIGN ORGANISATION RESPONSE provided by PBA on the 1st July 2026 following formal issue of this Stage 1/2 Road Safety Audit on the 26th March 2026

Agree – The partially complete construction on the ground does not reflect the final proposed design. The design as shown on drawing 187.0018.0001 confirms that the raised table crossing will be completed in accordance with HCC standard detail HCC11/C/100 with appropriate ramps to slow vehicle traffic.

B.2.2 PROBLEM

Location: Coldharbour Farm Road

Summary: Vehicles may not be able to access the existing parking bays.

Acc Type: Side impact type collision

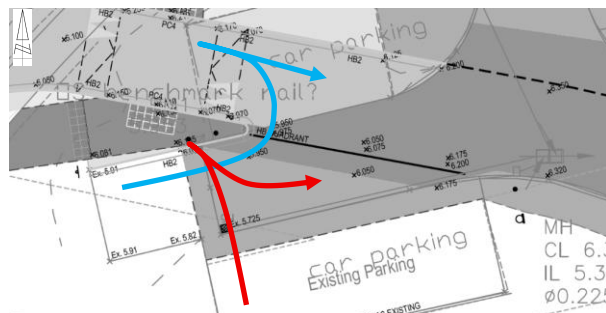
The proposals include the continuation of Coldharbour Farm Road where a number of parking bays are provided both sides of the carriageway. The existing parking cul-de-sac off the northern

side is to remain largely unchanged with a 6.0 metre aisle that allows for easy access to each bay and an edge of carriageway marking provided which will highlight priorities. It is noted, however, that the parking bays to the south of Coldharbour Farm Road do not benefit from an aisle that is of adequate width to allow a car to turn (6 metres). Motorists wishing to access the existing bays, will therefore be required to reverse off or onto the Coldharbour Farm Road carriageway. Speeds will be low and therefore motorists should become aware of one another and proceed accordingly. The Audit Team have concerns, however, that a vehicle will be required to encroach the proposed uncontrolled crossing or shared footway cycleway when manoeuvring into / out of the existing spaces which could lead to vehicle to non-motorised user type collisions.

RECOMMENDATION:

It is recommended that the bays are accessible.

Location Plan:



DESIGN ORGANISATION RESPONSE provided by PBA on the 1st July 2026 following formal issue of this Stage 1/2 Road Safety Audit on the 26th March 2026

Agree – The proposed crossing has been relocated circa 1.5m west of the previously proposed location, providing greater separation between the parking areas and crossing. The space to the west of the parking area has been removed and will be replaced with grass, whilst the retained bays have been reduced to 4 wider spaces to allow for improved manoeuvring. Updated car park tracking is provided in drawing 187.0018.0002

B.3 JUNCTIONS

No Road Safety Concerns regarding JUNCTIONS have been raised at this stage

B.4 WALKING, CYCLING AND HORSE RIDING

B.4.1 PROBLEM

Location: Proposed uncontrolled crossing

Summary: Cyclists are likely to continue without giving way to traffic

Acc Type: Vehicle to cyclist type collisions

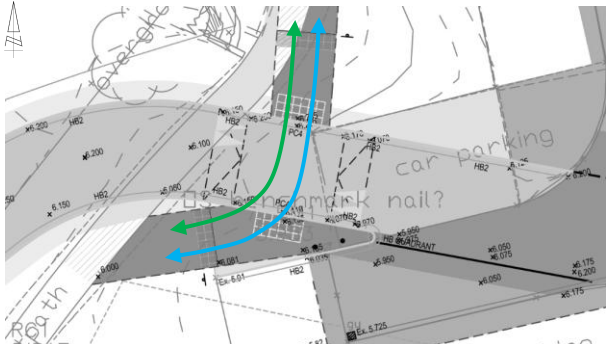
To the west of Coldharbour Farm Road, an existing shared footpath (ref: 108/71/1) is present. This route provides access between the residential area of Emsworth to the south of the A27 and leisure facilities to the north to include Emsworth Park. This route is utilised by pupils and parents / guardians of the local primary school as well as pedestrians and cyclists with numerous cyclists

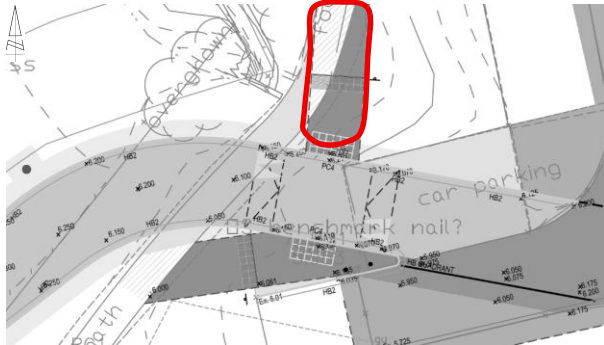
observed during then site visits associated with the scheme. The proposals include the continuation of Coldharbour Farm Road to form a development access which severs the existing footpath. The scheme drawing details that an uncontrolled crossing is to be provided on a raised table. Whilst non-motorised users should stop at an uncontrolled crossing and not proceed until it is safe to do so, the Audit Team have concerns that cyclists as well as some pedestrians will proceed without stopping which could lead to vehicle to non-motorised user type collisions. It is understood that cyclists should not utilise the existing footpath, however, it is a fact that they do.

RECOMMENDATION:

It is recommended that an appropriate level of visibility is achievable.

Location Plan:



<p>drawing illustrates that visibility splays of 2.4x43 metres are achievable from the uncontrolled crossing, however, they do not extend to the tangent and it is noted that the footpath is not illuminated. The Audit Team have concerns that visibility of a non-motorised users immediately approaching the proposed uncontrolled crossing is limited, particularly during the hours of darkness which could lead to a vehicle to pedestrian type collision.</p>	
<p>RECOMMENDATION:</p>	
<p>It is recommended that visibility is achievable to the tangent and that the proposed crossing point is illuminated adequately with a column provided immediately to the west of the crossing point as previously proposed.</p>	
<p>Location Plan:</p>	
<div></div>	
<p>DESIGN ORGANISATION RESPONSE provided by PBA on the 1st July 2026 following formal issue of this Stage 1/2 Road Safety Audit on the 26th March 2026</p>	
<p>Agree – The crossing has moved 1.5m west of the previously proposed location, and visibility to the tangent has been demonstrated on drawing 187.0018.0001. Whilst street lighting is a detailed matter to be considered through the S278 design, the street lighting designer for the scheme has confirmed that the lighting column implemented adjacent to the substation will have sufficient luminance levels to appropriately light the crossing.</p>	
<p>B.5</p>	<p>TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING</p>
	<p><i>No Road Safety Concerns regarding TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING have been raised at this stage</i></p>

5.0 STAGE 1/2 ROAD SAFETY AUDIT TEAM STATEMENT

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

Audit Team Leader

Name: **Jamie Fenning** BSc (Hons), MIHE, MCIHT, MSoRSA, HE RSA Certificate of Competency

Signed: 

Position: Road Safety / Highway Engineer

Organisation: Fenley Road Safety Limited

Date: 26th March 2026

Audit Team Member

Name: **Zane Beswick** MCIHT, MSoRSA

Signed: 

Position: Road Safety / Highway Engineer

Organisation: Fenley Road Safety Limited

Date: 26th March 2026

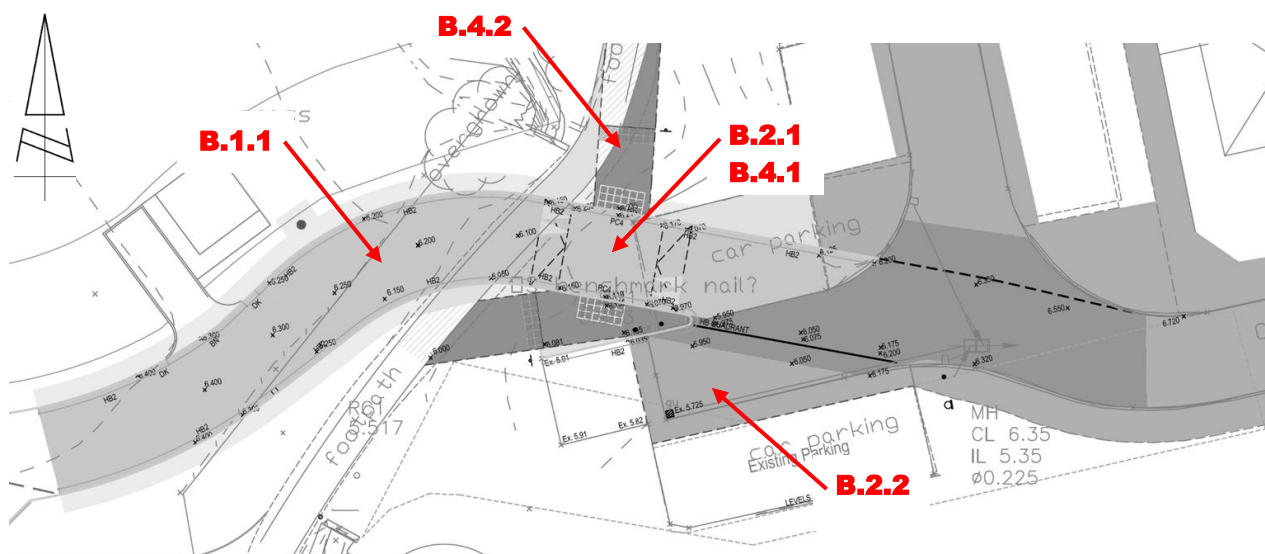
Appendix B1

Documents and Drawings provided for this Stage 1/2 Road Safety Audit

<u>Audit Stage</u>	<u>Doc. No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1/2	Email dated 22 nd June 2025		Stage 1/2 Road Safety Audit Brief
	<u>Dwg No.</u>	<u>Rev</u>	<u>Title</u>
	23339_JUBB_XX_XX_DR_C_100	C9	S278 Combined
	23339_JUBB_XX_XX_DR_C_1200	C2	S278 TRACKING
	23339_JUBB_XX_XX_DR_C_1201	C1	S278 TRACKING SHOWING FORWARD VISIBILITY SHEET 1
	23339_JUBB_XX_XX_DR_C_2102	C1	S278 TRACKING WITH FORWARD VISIBILITY SHEET 2

Appendix B2

Item Location Plan



Appendix B3

Drawings associated with the Design Organisation Response

<u>Audit Stage</u>	<u>Drawing No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1/2	187.0018.0001	P02	Relocated Crossing and Visibility Splays
	187.0018.0002	P03	Car Park Tracking
	187.0018.0003	P02	Vehicle Tracking

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