

# Stage 1 Road Safety Audit – Designers Response (Newgate Lane/Newgate Lane East, Proposed Priority Junction)

**REF:** BRS.4989

**DATE:** MARCH 2020

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1. This designer's response has been prepared by Pegasus Group in response to the Stage 1 Road Safety Audit (RSA1) prepared by Andy Paul, Road Safety and Highway Engineering Consultant and Kevin Seymour, Road Safety Consulting Ltd, to support planning application references: P/19/0460/OA and P/18/1118/OA for up to a total of 190 residential dwellings at land off Newgate Lane, Fareham.
2. The RSA1 assessed the option of a priority junction at the Newgate Lane/Newgate Lane East junction. The following documentation was provided to the auditors ahead of the audit:
  - i. Drawing No. BRS 4989 Option 2;
  - ii. Location Plan;
  - iii. Transport Assessment;
  - iv. Transport Technical Note; and
  - v. Traffic Modelling Data.

## **Problem 2.1 – Location – Junction Central Area**

3. The RSA1 only identified one problem and recommendation as follows:

### Problem

4. Potential collisions between vehicles on Gosport Road and right turning HGVs.
5. On the drawings provided, the depth of the right-turn area for vehicles turning right out of Newgate Lane into Gosport Road southbound is not clear. If the depth of the central right-turn dwelling area is insufficient to accommodate a large vehicle, collisions between northbound vehicles on Gosport Road and the tail-end of a right turning HGV could occur.

### **Recommendation to Problem 2.1**

6. The depth of the central right-turn dwelling area should be sufficiently wide to ensure it can accommodate the largest vehicle that will use it.

### **Designers Response to Problem 2.1**

7. The recommendation to this issue is agreed and confirmed to be sufficiently wide as set out below.
8. Drawing no. BRS.4989\_OPTION2 REVA is attached to this response illustrating that an 11.4 metre refuse vehicle can safely wait within the right turn dwelling area without overhang into the northbound traffic lane, whilst two maximum legal articulated vehicles are passing both northbound and southbound. It is considered that a refuse vehicle is the most appropriate vehicle to consider, given the very low propensity for larger vehicles accessing and egressing Newgate Lane.

### **RSA1 Observations**

9. Currently, there is a traffic island protecting the right-turn lane from southbound vehicles on Gosport Road, as shown below. It is unclear from the drawings whether this island will remain in place or be replaced by a similar traffic island. It may be prudent to retain a traffic island at a suitable position in the final scheme design.

### **Designers Response to RSA1 Observations**

10. With regard to the observation at Paragraph 7, an island segregating right turning traffic from southbound travelling vehicles can be provided within the final scheme design, subject to discussions with HCC and the available land capacity to accommodate the island.