

“LAND SOUTH OF ROMSEY AVENUE”

PORTCHESTER, HAMPSHIRE

PROPOSED S278 ACCESS HIGHWAY WORKS

Road Safety Audit

Stage 1 – Preliminary Design

April 2019

Report Ref 1926

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TED SMITH
Traffic Safety Consultant
1a The Parade
East Wittering
Chichester
West Sussex
PO20 8BN

Tele 01243 672004
Mob 07774 882168
Email tedsmithsafety@btinternet.com

1 INTRODUCTION

1.1 This report describes the results of a Stage 1 Preliminary Design Road Safety Audit carried out on the proposed Adoptable Access & Highway Construction Works, at “Beaulieu Avenue and Romsey Avenue”, Portchester, Hampshire, in connection with access arrangements to new Residential Development within “Land at the South Side of Romsey Avenue”. The Road Safety Audit was carried out at the request of Stuart Michael Associates Limited, Coombe House, Coombe Square, Thatcham, Berkshire, RG19 4JF, on behalf of Foreman Homes.

1.2 This scheme comprises of proposed access arrangements, offsite junction, footway, cycleway and parking improvements in connection with providing access arrangements to new Residential Development of 225 new dwellings on vacant land at the south of Romsey Avenue.

1.3 The Road Safety Audit Team membership comprised as follows:

Ted Smith, CoC

Traffic Safety Consultant

Martin Brownsey, BSc, DipEM, MCIHT, CoC
Director, MB Projects Ltd

Highways Consultancy

Each member specialises in Highway Safety and Traffic Engineering and have operated independently of the design team responsible for the scheme and had no involvement with the design of the proposals.

1.4 This Audit was carried out in the offices of the Team Members during April 2019, comprising of an examination of the drawings and documents listed in Appendix A, in accordance with Audit brief and instructions within emails from Stuart Michael Associates Ltd. An inspection of the site was jointly carried out on the late morning of Friday 26th April 2019, during which time it was dry and sunny with only light to medium traffic flows along the A27, whilst occasional vehicles were also seen passing along Beaulieu Avenue and Romsey Avenue.

1.5 Whereas no pedestrians were seen in the vicinity, four cyclists were seen riding along the A27, two of whom rode eastbound along the existing southern ‘shared footway/cycleway’ located at the west side of the junction with Beaulieu Avenue and subsequently cross the side road junction and continue eastbound on the footway. Another eastbound cyclist also seen riding on the ‘shared route’ at the west side of the junction rode diagonally across the carriageway in vicinity of the traffic island in order to join the eastbound on carriageway lane. The fourth cyclist was see also riding eastbound, but on that occasion was riding within the carriageway and within the existing on-carriageway lane.

- 1.6 The object of this Audit is to identify any existing road safety related problems that may be exacerbated or any new problems that may be introduced by the proposed Highway Works.
- 1.7 Details of the personal injury collisions recorded within the surrounding Highway Network for the 60 month period from 1st April 2012 to 31st March 2017, were provided for this Audit. Within that data two collisions were recorded within the area of proposed works. The first occurred in daylight and whilst raining in July 2012 at the A27 Portfield Road at the junction with Beaulieu Avenue, in which a motorcyclist received Serious Injuries as a result of a vehicle turning right from Beaulieu Avenue across the path of the motor cyclist whilst the rider was overtaking a car turning left into the side road. The second event occurred during daylight and similarly whilst raining, in September 2015 at Romsey Avenue near to the junction with the Development Site Link Road, in which a young motor cyclist received Slight Injuries whilst travelling westbound along the road when a car emerged from parking space into path of the rider.
- 1.8 The terms of reference of the Road Safety Audit are as described in Highways England DMRB Document GG119, (formerly HD 19/15) and the incorporated categories of checklists, as appropriate. The Road Safety Audit Team has examined and reported only on the road safety implications of the S278 scheme as presented on the drawings and documents listed in the Appendix to this report, and has not examined or verified compliance of the design with any other criteria or standard.
- 1.9 No Relaxations or Departures from Standards were reported by the Designer for this scheme.
- 1.10 All problems and recommendations identified in this report are considered to be of sufficient importance to warrant attention and each are uniquely referenced and indicated on the Problem Location Plan at Appendix B.

** ** * * * * *

2 ITEMS RAISED AT PREVIOUS ROAD SAFETY AUDITS

- 2.1 A previous Stage 1 Road Safety Audit Report and Designers Response Report relating to the Development Site Access Arrangements from south of Romsey Avenue, were available for reference in this current Stage 1 Preliminary Design Road Safety Audit of the additional Highway Improvement Works.

- 2.2 Problems identified at that time appear resolved in current Design Proposals.

** ** ** ** **

3 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

3.1 GENERAL

3.1.1 PROBLEM *(Drawing Ref: 5611.025 Rev A)*

Location: (A) Beaulieu Avenue, at proposed kerb buildouts associated with new parking bay.

Summary: Risk of insufficient drainage provisions.

The proposed changes in carriageway width and construction of kerbed buildouts at each end of the proposed parking bay may give rise to possible hazards associated with ponding of surface water.

RECOMMENDATION

The proposed kerbing changes may need to include a review of likely level differences and for additional drainage gullies to prevent surface water ponding.

3.2 LOCAL ALIGNMENT

3.2.1 No road safety related items are identified in this category at this Stage 1.

3.3 JUNCTIONS

3.3.1 PROBLEM *(Drawing Ref: 5611.025 Rev A)*

Location: (B) A27 Portchester Road, at the junction with Beaulieu Avenue.

Summary: Risk of unsafe conditions at proposed junction changes.

The proposed junction kerbing changes appear to create several conditions which may be unsafe for cyclists and also pedestrians. Potential dangers are as follows:-

- westbound cyclists riding on the proposed 'shared route' will need to cross the junction between vehicles waiting to enter the main road,
- westbound cyclists will be disadvantaged by the possible need to Give Way to left turning vehicles which may be difficult to see when approaching from behind the westbound cyclist,
- at the southeast sharp corner where owing to existing boundary wall intervisibility between westbound cyclists and pedestrians emerging from Beaulieu Road are likely to be obscured, where also it appears the side road widening and radius kerb changes may also reduce available footway area,
- The proposals appear to do nothing to assist eastbound cyclists, three of whom were seen continuing eastwards on the footway and would seemingly be encouraged/permitted to do so in the future arrangements.

RECOMMENDATION

The proposed changes to the existing westbound on-carriageway cycle lane across the junction should be deleted, whilst the existing 'shared route' along the south side of Portchester Road should be revisited to provide eastbound cyclists with suitable access arrangements to reach the eastbound on-carriageway lane, possibly by modifying the existing traffic island situated at the west side of the junction, in order to re-construct/slightly relocate the island to form a new pedestrian/cyclist crossing refuge arrangement for cyclists to reach the north side of the road and pedestrians to reach existing bus stops.

3.4 WALKING, CYCLING & HORSE RIDING

3.4.1 PROBLEM *(Drawing Ref: 5611.025 Rev A)*

Location: (C) North side of Romsey Avenue, at junction with Beaulieu Avenue.

Summary: Risk of inadequate improvements to dropped kerb crossing arrangements at junction.

Whereas areas of tactile paving are shown at new dropped kerb pedestrian crossing points, no similar proposals are shown for the existing dropped kerb crossings at each side of the bellmouth where lines appear to indicate kerbing changes at the radii of the bellmouth. Consequently, a lack of continuity will arise for sight impaired users within the area.

RECOMMENDATION

As part of the proposed Highway Improvements tactile paved dropped kerb crossing points should also be provided at this junction.

3.5 TRAFFIC SIGNS, ROAD MARKINGS & STREET LIGHTING

3.5.1 PROBLEM *(Drawing Ref: 5611.025 Rev A)*

Location: (D) Beaulieu Avenue, South of junction with A27 .

Summary: Risk of insufficient centre line guidance.

Whereas only at the Preliminary Design Stage, the changes in carriageway width are shown delineated for only parts of the overall length of road. However, the tapering section at the northern end appears to lack sufficient guidance southwards from where the start of the 5.5m width section is currently indicated.

RECOMMENDATION

The proposed centre of carriageway markings should be revisited to extend the marking southwards, possibly through the entire section.

3.5.2 **PROBLEM** (Drawing Ref: 5611.025 Rev A)

Location: (E) Romsey Road, east of the Link Road to Development Site.

Summary: Risk of vehicles parking close to pedestrian crossing point.

Whereas proposed double yellow line waiting restrictions are shown at both sides of the uncontrolled dropped kerb crossing points to be located at the west side of the junction, to the east side the similar proposed crossing point is shown slightly beyond the terminal points of the lines and thus pedestrians intervisibility with approaching vehicles appears likely to be obstructed by vehicle parking at each approach.

RECOMMENDATION

The proposed double yellow line waiting restrictions should be suitably extended eastwards to similarly include vehicle approaches at both crossing points.

** ** No further road safety related items are identified at this Stage 1. ** **

4 AUDIT TEAM STATEMENT

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

ROAD SAFETY AUDIT TEAM LEADER

Ted Smith CoC
Traffic Safety Consultant
1a The Parade
East Wittering
Chichester
West Sussex
PO20 8BN

Signed



Date

28th April 2019

Tele 01243 672004
Mob 07774 882168
Email: tedsmithsafety@btinternet.com

ROAD SAFETY AUDIT TEAM MEMBER

Martin Brownsey BSc, DipEM, MCIHT, CoC
Director
MB Projects Ltd
Highways Consultancy
Farthings
Grants Lane
Oxted
Surrey
RH8 0RH

Signed



Date

28th April 2019

Tele 01883 712680
Mob 07802 323264
Email: info@mbprojects.co.uk

APPENDIX A

LIST OF DRAWINGS & DOCUMENTS EXAMINED

Drawing No	Date	Scale	Description
5611.025 Rev A	11/04/2019	1:500 @ A1	Proposed Access Arrangements, Offsite Junction, Footway, Cycleway and Parking Improvements.
Report	26/06/2017	--	Recorded Personal Injury Collision Data for the 60 month period from 01/04/2012 to 31/03/2017 'Traffmap' Hampshire Police
Report	12/03/2018	--	Stage 1 Road Safety Audit Report of Proposed Development Site Access
Report	21/03/2018	--	Designer Response to above Stage 1 RSA Report
Emails	27/03/2019 08/04/2019	--	Audit brief & Instructions (Stuart Michael Assoc)

** ** ** ** ** ** ** ** ** ** ** ** ** ** ** ** **

APPENDIX B

KEY PLAN

Copy of Drawing Number 5611.025 Rev A

MARKED FROM ORBISAT SURVEY
MAPPING WITH THE BENEFIT OF THE
CONTROL OF ROAD SAFETY JUDGE
AUGUST 2008

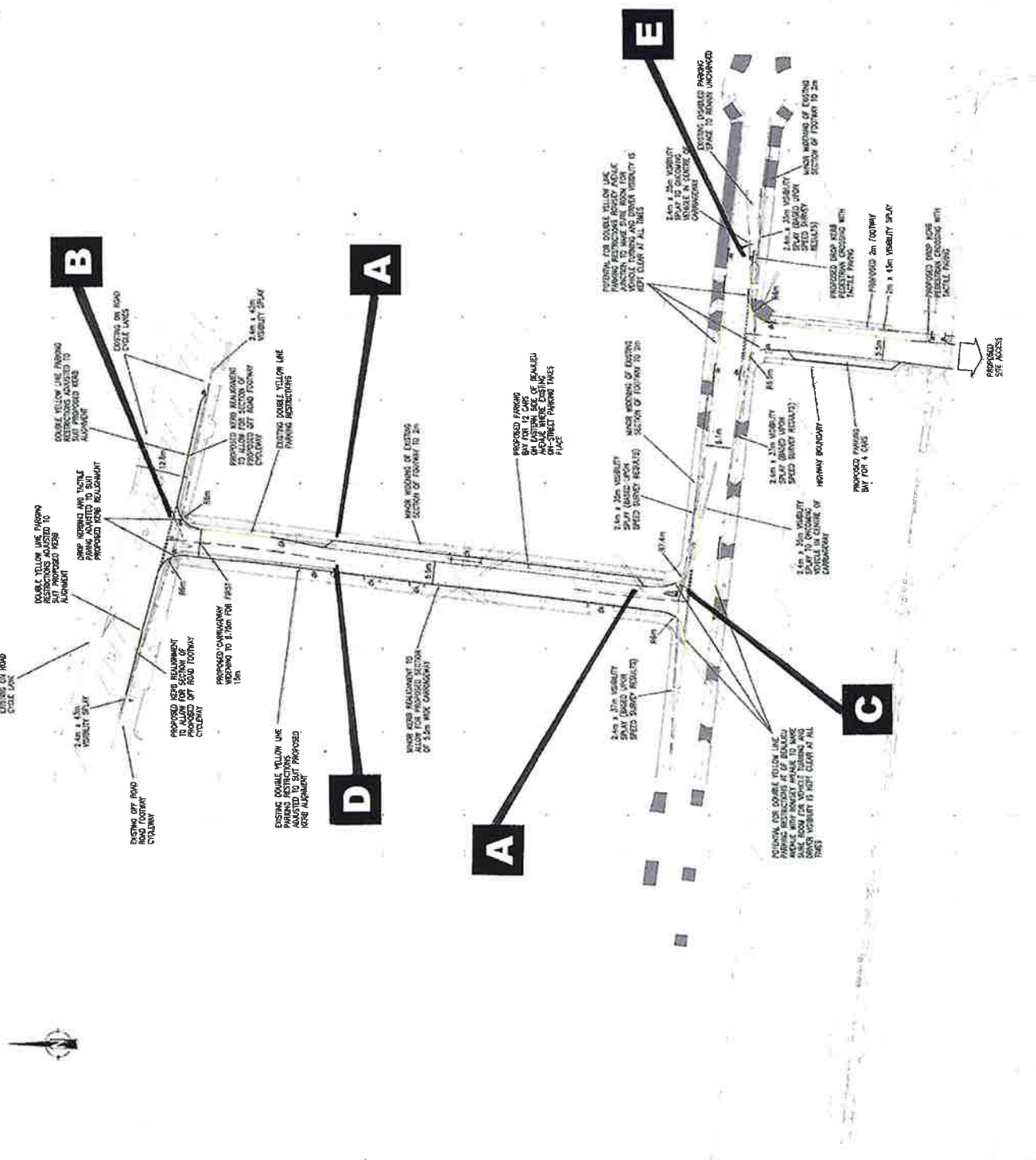
PROJECT NO.	10001001
CLIENT	STUART MICHAEL ASSOCIATES
DATE	10/11/08
SCALE	1:1000
DRAWN BY	...
CHECKED BY	...
DATE OF ISSUE	...
ISSUED FOR	...
REVISIONS	...

STUART MICHAEL ASSOCIATES
INCORPORATED

10001001
10/11/08
1:1000

LAND TO THE SOUTH OF
PENLEY AVENUE, PORT CHESTER
PROPOSED ACCESS ARRANGEMENTS,
OFFICE JUNCTION FOOTWAY,
CYCLEWAY & PARKING IMPROVEMENTS

DATE	10/11/08
SCALE	1:1000
DRAWN BY	...
CHECKED BY	...



RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p>3.1.1 PROBLEM</p> <p>Location: (A) Beaulieu Avenue, at proposed kerb buildouts associated with new parking bay.</p> <p>Summary: Risk of insufficient drainage provisions.</p> <p>The proposed changes in carriageway width and construction of kerbed buildouts at each end of the proposed parking bay may give rise to possible hazards associated with ponding of surface water.</p>	<p>The proposed kerbing changes may need to include a review of likely level differences and for additional drainage gullies to prevent surface water ponding.</p>	<p>Accepted – Where there are adjustments to kerbing and proposed sections of new kerbing level differences and potential for additional drainage gullies can be reviewed and considered at the detail design stage</p>		
<p>3.3.1 PROBLEM</p> <p>Location: (B) A27 Portchester Road, at the junction with Beaulieu Avenue.</p> <p>Summary: Risk of unsafe conditions at proposed junction changes.</p> <p>The proposed junction kerbing changes appear to create several conditions which may be unsafe for</p>	<p>The proposed changes to the existing westbound on-carriageway cycle lane across the junction should be deleted, whilst the existing ‘shared route’ along the south side of Portchester Road should be revisited to provide eastbound cyclists with suitable access arrangements to reach the eastbound on-carriageway</p>	<p>The proposed footway/cycleway improvements on the A27 Portchester Road were requested by the highway authority and the arrangement is similar to other existing priority junctions. The highway authority have also requested improvements to the bellmouth radii in relation to vehicle turning movements. The point made by</p>		

Report: Road Safety Audit – Stage 1 Preliminary Design

Report Title: Land at South of Romsey Avenue, Portchester, S278 Access & Highway Works.

RSA Team: Ted Smith & Martin Brownsey (MB Projects Ltd)

RESPONSE REPORT

Report reference 1926

Date: April 2019

<p>cyclists and also pedestrians. Potential dangers are as follows:-</p> <ul style="list-style-type: none"> • westbound cyclists riding on the proposed 'shared route' will need to cross the junction between vehicles waiting to enter the main road, • westbound cyclists will be disadvantaged by the possible need to Give Way to left turning vehicles which may be difficult to see when approaching from behind the westbound cyclist, • at the southeast sharp corner where owing to existing boundary wall intervisibility between westbound cyclists and pedestrians emerging from Beaulieu Road 	<p>lane, possibly by modifying the existing traffic island situated at the west side of the junction, in order to reconstruct/slightly relocate the island to form a new pedestrian/cyclist crossing refuge arrangement for cyclists to reach the north side of the road and pedestrians to reach existing bus stops.</p>	<p>the Auditor regarding westbound cyclists being disadvantaged and a crossing on Portchester Road would be beneficial is acknowledged. However given the movement of the cyclists off road at this junction was at the request of HCC, the decision as to whether this scheme would be acceptable will be left with HCC.</p> <p>In light of this the junction design for the off road design has bene updated to take into account the relevant points raised in the RSA – this is shown on Drawing 5611.025B</p> <p>However in order to provide HCC with an alternative scheme a new drawing has been produced to show the proposed bellmouth works, maintaining the existing westbound on-road cycle lane and a proposed crossing shown on Portchester Road to the west of the junction. This is shown in Drawing 5611.028</p>	
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<p>are likely to be obscured, where also it appears the side road widening and radius kerb changes may also reduce available footway area,</p> <ul style="list-style-type: none"> The proposals appear to do nothing to assist eastbound cyclists, three of whom were seen continuing eastwards on the footway and would seemingly be encouraged/permitted to do so in the future arrangements. 				
<p>3.4.1 PROBLEM Location: (C) North side of Romsey Avenue, at junction with Beaulieu Avenue. Summary: Risk of inadequate improvements to dropped kerb crossing arrangements at junction.</p>	<p>As part of the proposed Highway Improvements tactile paved dropped kerb crossing points should also be provided at this junction.</p>	<p>Accepted – Drawing revised to show proposed drop kerbing and associated tactile paving at Beaulieu Avenue junction with Romsey Avenue</p>		

Report: Road Safety Audit – Stage 1 Preliminary Design

RESPONSE REPORT

Report Title: Land at South of Romsey Avenue, Portchester, S278 Access & Highway Works.

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Date: April 2019

<p>Whereas areas of tactile paving are shown at new dropped kerb pedestrian crossing points, no similar proposals are shown for the existing dropped kerb crossings at each side of the bellmouth where lines appear to indicate kerbing changes at the radii of the bellmouth. Consequently, a lack of continuity will arise for sight impaired users within the area.</p>				
<p>3.5.1 PROBLEM Location: (D) Beaulieu Avenue, South of junction with A27 . Summary: Risk of insufficient centre line guidance. Whereas only at the Preliminary Design Stage, the changes in carriageway width are shown delineated for only parts of the overall length of road. However, the tapering section at the northern end appears to lack sufficient guidance southwards from where the start of the 5.5m width section is currently indicated.</p>	<p>The proposed centre of carriageway markings should be revisited to extend the marking southwards, possibly through the entire section.</p>	<p>Accepted – Drawing revised to show centre of carriageway marking through entire section of Beaulieu Avenue.</p>		

<p>3.5.2 PROBLEM</p> <p>Location: (E) Romsey Road, east of the Link Road to Development Site.</p> <p>Summary: Risk of vehicles parking close to pedestrian crossing point.</p> <p>Whereas proposed double yellow line waiting restrictions are shown at both sides of the uncontrolled dropped kerb crossing points to be located at the west side of the junction, to the east side the similar proposed crossing point is shown slightly beyond the terminal points of the lines and thus pedestrians intervisibility with approaching vehicles appears likely to be obstructed by vehicle parking at each approach.</p>	<p>The proposed double yellow line waiting restrictions should be suitably extended eastwards to similarly include vehicle approaches at both crossing points.</p>	<p>Agree – Drawing revised to show extended double yellow line waiting restrictions at crossing points on Romsey Avenue.</p>		

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Date: April 2019

On behalf of the Design Organisation I certify that the RSA actions identified in response to the RSA problems have been discussed and agreed with the Overseeing Organisation	On behalf of the Overseeing Organisation I certify that: 1. The RSA actions identified in response to the RSA problems have been discussed and agreed with the Design Organisation 2. The agreed RSA actions will be progressed
Name: Dave Wiseman	Name:
Signed: 	Signed:
Position: Director	Position:
Organisation: Stuart Michael Associates	Organisation:
Date: 10 / 5 / 19.	Date: