

Road Safety Audit Report

Incorporating Stage 1 Completion of Preliminary Design;

Design Organisation Response to items raised; and
Auditor's View on the Design Organisation Response.



Proposed Highway Works along Redlands Lane Fareham

Client:
i-Transport

Client reference:
ITB20353-021

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Report Status 4

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Prepared by	JJF	Verified by	ZB	Approved by	JJF
Filename and Path	Fenley/Road Safety Audits/RSA-22/RSA-22-074-4				

1.0 PROJECT DETAILS

Report Title:	Stage 1 Road Safety Audit
Date:	July 2022
Document reference and revision:	RSA-22-074-4
Prepared by:	Fenley Road Safety Limited
On behalf of the Overseeing Organisation:	Hampshire County Council
Design Organisation:	i-Transport
Project Sponsor:	Miller Homes and Bargate Homes

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 1 Road Safety Audit drafted for Audit Team discussions	JJF			4 th July 2022
1	Stage 1 Road Safety Audit finalised and issued to the Design Organisation	JJF	ZB	JJF	7 th July 2022
2	Stage 1 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		7 th July 2022
3	Design Organisation Response incorporated		Matthew Craddy on behalf of i-Transport		25 th July 2022
4	Auditor's View on the Design Organisation Response		JJF		26 th July 2022

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2.0 INTRODUCTION

2.1 This report has been prepared by Fenley Road Safety Limited and results from a Stage 1 Road Safety Audit of proposed highway works proposed along Redlands Lane in Fareham. It is understood that the development proposals associated with the scheme that is subject to this document includes the provision of circa. 375 dwellings on a parcel of land to the west of Tukes Avenue and east of Newgate Lane East. The works proposed and presented within the Audit Brief, include the following;

- On road cycle markings through junctions along the route;
- On road cycle markings;
- Widening of footway to 3.0m to accommodate shared surface from The Gillies for circa 20m east towards Henry Court Way;
- Advance Cycle Stop Lines at the signalised junction with Henry Court Way;
- Providing additional road markings for cyclists to join Redlands Lane where the shared route ends just to the west of Henry Court Way.

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 June and July 2022 in accordance with the initial and updated Road Safety Audit Brief and provided on the 21st June and 5th July 2022 by the Design Organisation, i-Transport, on behalf of the Project Sponsor, Miller Homes and Bargate Homes. The Road Safety Audit comprised of a site visit as well as an examination of the documents provided which are identified in **Appendix A1**. The Audit Team were satisfied that 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 by Mr George Carpenter of the Highway Development Agreements Team at Hampshire County Council to undertake Road Safety Audits of all stages within the County. The Audit Team consists of the following members:

Audit Team Leader

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

Audit Team Member

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

2.5 The site visit associated with this Road Safety Audit was undertaken during the afternoon of Tuesday 28th June 2022 between the hours of 18:30 and 20:00. The site visit involved walking and driving around the local highway network for a 90-minute period whilst observing

the local infrastructure and current off-peak traffic and parking conditions. The weather during the site visit was overcast, the road surface was dry and visibility was good. A number of pedestrians and cyclists were observed during the site visit. Vehicular traffic was also observed to include motorcycles, cars, passenger service vehicles, light and heavy goods vehicles as well as an emergency response vehicle. The traffic flow was moderate and free flowing.

- 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 A2**.

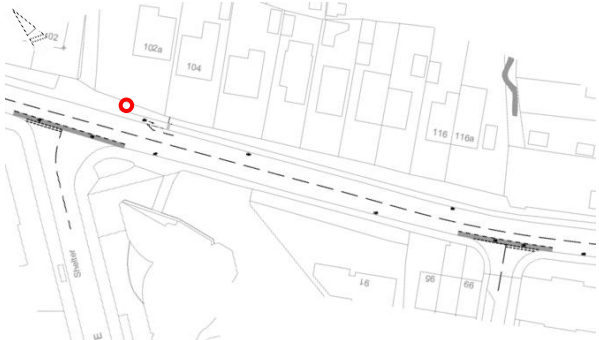

Design Organisation Response

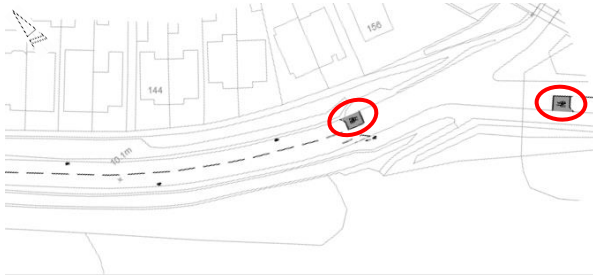

- 2.7 In accordance with national standards, this Road Safety Audit was finalised and issued to the Design Organisation as per the Road Safety Audit Report Template within Appendix D of GG119, which can be provided upon request from either the Audit Team or Design Organisation. The format of the Audit 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: Matthew Craddy
Position / Organisation: Associate, i-Transport
- 2.9 Any drawings or documents associated with the Design Organisation Response are listed at **Appendix A3**, if applicable.
- 2.10 Upon the request of the Design Organisation and following receipt of the Design Organisation Response with any associated drawings, the Road Safety Audit Team Leader has provided a further comment on the item raised. The “Auditor’s View on the Design Organisation Response” is included within a row beneath each item, for clarity.



3.0 ITEMS RAISED IN ANY PREVIOUS ROAD SAFETY AUDITS

3.1 Fenley Road Safety Limited have not been made aware of any previous road safety audits associated with the scheme subject this document. The Audit Team has, however, previously undertaken a Stage 1 Road Safety Audit of a proposed roundabout along Newgate Lane East which is to form the vehicular access to the associated development as well as a series of further Stage 1 Road Safety Audits of schemes associated with proposed development; ref: RSA-22-056, 072, 073 and 075.

4.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

A.1	LOCAL ALIGNMENT
	<i>No Road Safety Concerns regarding LOCAL ALIGNMENT have been raised at this stage</i>
A.2	GENERAL
A.2.1	PROBLEM
Location:	Redlands Lane
Summary:	Street furniture will be an obstruction to pedestrians and cyclists
Acc Type:	Cyclist / pedestrian collisions with street furniture
<p>Redlands Lane accommodates a number of items of street furniture to include street lighting columns, signposts, cabinets and boxes. The proposals include the widening of the footway along Redlands Lane in places to provide a shared footway cycleway as well as cycle on / off-slips. The Audit Team noted from the site visit, that a number of items of street furniture are situated within the verge where the existing footway is to be widened. Street furniture within or on the boundary of a footway cycleway could become an obstruction to pedestrians and cyclists which could lead to falls and personal injuries.</p>	
RECOMMENDATION:	
It is recommended that all items of street furniture within the area of the proposed widening, is relocated appropriately.	
Location Plan:	
 	

<p>DESIGN ORGANISATION RESPONSE provided by i-Transport on the 25th July 2022 following formal issue of this Stage 1 Road Safety Audit on the 8th July 2022.</p> <p>Agree – all street furniture within the area proposed for widening to be relocated accordingly – exact details to be agreed with HCC at detailed design stage.</p>	
<p>AUDITOR’S VIEW OF DESIGN ORGANISATION RESPONSE dated 26th July 2022</p> <p>Confirmation that all street furniture will be relocated as necessary, addresses the road safety concern at this stage.</p>	
A.3	JUNCTIONS
A.3.1	PROBLEM
Location:	Henry Court Way junction with Redlands Lane
Summary:	Proposed Advanced Stop Line may impact on signal timings
Acc Type:	Side impact and head-on type collisions
<p>Henry Court Way takes the form of a bus only link which meets Redlands Lane at a signalised junction that incorporates three phases due to the existing narrow one-way working underpass section of Redlands Lane beneath the rail line, to the east. The proposals include the provision of Advanced Stop Lines (ASL) on the Redlands Lane eastbound approach to the junction and Henry Court Lane which are 4.0 metres long. The Audit Team are concerned that the relocation of the stop line for general traffic, as a result of the provision of ASL, will render the signal phase times and intergreens insufficient. No queuing or congestion was observed during the site visit, however, short phase timings and intergreens could lead to additional congestion / queuing and side / rear impact collisions as well as head-on collisions through the underpass.</p>	
<p>RECOMMENDATION:</p> <p>It is recommended that the signal timings are adjusted accordingly.</p>	
<p>Location Plan:</p>  	
<p>DESIGN ORGANISATION RESPONSE provided by i-Transport on the 25th July 2022 following formal issue of this Stage 1 Road Safety Audit on the 8th July 2022.</p> <p>Agree – signal times to be updated accordingly – exact details to be agreed with HCC at detailed design stage</p>	
<p>AUDITOR’S VIEW OF DESIGN ORGANISATION RESPONSE dated 26th July 2022</p> <p>Confirmation that the signal times will be adjusted, addresses the road safety concern at this stage.</p>	

A.4	WALKING, CYCLING AND HORSE RIDING
A.4.1	PROBLEM
Location:	Redlands Lane
Summary:	Cyclists within the proposed Advanced Stop Line may not be visible to the driver of a Heavy Goods Vehicle at the stop line
Acc Type:	Vehicle cyclist type collisions
<p>The section of Henry Court Lane which meets Redlands Lane is restricted to buses, cyclists and other Authorised Vehicles only and therefore any Heavy Goods Vehicle that are observed at the junction will continue straight along Redlands Lane where there is an underpass beneath the rail line which accommodates a height restriction of 10'6". The proposals include the provision of Advanced Stop Lines (ASL) on the eastbound Redlands Lane and Henry Court Lane approaches to the junction. Although it is thought that minimal HGV traffic will utilise Redlands Lane, the Audit Team is concerned that the driver of a HGV at the stop lines will not have clear visibility of a cyclist within the area of the ASL which could lead to a HGV proceeding when it is not safe to do so, resulting in a collision with the rear of a cyclist.</p>	
RECOMMENDATION:	
It is recommended that Advance Green Signals are provided to allow cyclists to undertake their manoeuvre prior to general traffic being released	
Location Plan:	
 	
<p>DESIGN ORGANISATION RESPONSE provided by i-Transport on the 25th July 2022 following formal issue of this Stage 1 Road Safety Audit on the 8th July 2022.</p> <p>Agree – as part of the scheme appropriate signage will be provided in line with TSRGD which should be sufficient to alert appropriate drivers. However, at detailed design stage it can be explored as to whether an advance green signal should be provided with HCC and can be accommodated if required.</p>	
AUDITOR'S VIEW OF DESIGN ORGANISATION RESPONSE dated 26 th July 2022	
Confirmation that measures will be provided to highlight the presence of cyclists and / or further options explored, addresses the road safety concern at this stage.	
A.5	TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING
No Road Safety Concerns regarding TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING have been raised at this stage	

5.0 STAGE 1 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 July 2022

Audit Team Member

Name: **Zane Beswick** *MCIHT, MSoRSA*

Signed: 

Position: Road Safety / Highway Engineer

Organisation: Fenley Road Safety Limited

Date: 8th July 2022

Appendix A1

Documents and Drawings provided for this Stage 1 Road Safety Audit

<u>Audit Stage</u>	<u>Doc. No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	ITB10353-021	-	GG119 Stage 1 Road Safety Audit Brief
	ITB13747-009	A	Non-motorised User Audit
	<u>Dwg No.</u>	<u>Rev</u>	<u>Title</u>
ITB10353-GA-042	-	Proposed cycle improvements to Redlands Lane between The Gillies and Henry Court Lane	

Appendix A2

Item Location Plan



Appendix A3

Drawings associated with the Design Organisation Response

<u>Audit Stage</u>	<u>Drawing No.</u>	<u>Rev</u>	<u>Title</u>
Stage 1	N/A	-	N/A

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