



Road Safety Audit Stage 1

Derby Road

Eastleigh

Hampshire

Date: 17th May 2023

Report produced for Paul Basham Associates

Report produced by: M & S Traffic

DOCUMENT CONTROL SHEET

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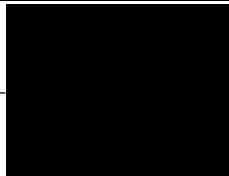
Project Title Maple Place, Eastleigh

Report Title Derby Road, Eastleigh Road Safety Audit Stage 1

Revision

Status Final

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Original	Martin Morris	Bryan Shawyer		17 th May 2023
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Designers Response				
Authority Response				

Distribution

Organisation	Contact	Copies
Paul Basham Associates	Caroline Duff	-

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1 INTRODUCTION

- 1.1 This report describes a Stage 1 Road Safety Audit carried out on a proposed access associated with a residential development off Derby Road in Eastleigh.

The Audit was requested by the design organisation, Paul Basham Associates, The Bothy, Cams Hall Estate, Fareham, PO16 8UT on behalf of Hampshire County Council, as the Overseeing Organisation.

- 1.2 The Audit Team membership was as follows:

Audit Team Leader
Martin Morris, PGD, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency

Audit Team Member
Bryan Shawyer B.Eng. (Hons), MSc, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency

- 1.3 The audit has been undertaken following the principles of GG 119, The Design Manual for Roads and Bridges. The documents available at the time the report was compiled are detailed in Appendix A.
- 1.4 The Audit took place at the Gillingham offices of M&S Traffic in May 2023 and comprised an examination of the documents provided as listed in Appendix A. A joint visit to the site of the proposed scheme was undertaken on the 11th of May 2023 between 13:30 and 14:00. Weather conditions at the time were overcast with light rain and the road surface was damp. Traffic flows and free flow speeds were low. There were low-level pedestrian flows, and no cyclist movements were observed during the site visit.
- 1.5 The report has been compiled, only with regards to the safety implications for road users of the layout presented in the supplied drawings. It has not been examined or verified for compliance with any other standards or criteria. This safety audit does not perform any "Technical Check" function on these proposals. It is assumed that the Project Sponsor is satisfied that such a "Technical Check" has been successfully completed prior to requesting this safety audit.
- 1.6 The auditors have not been informed of any Departures from Standards in this scheme construction.
- 1.7 All comments and recommendations are referenced to the detailed drawings and the locations have been detailed relating to the plans supplied with the audit brief, Appendix B.

2 SAFETY ISSUES RAISED AT PREVIOUS AUDITS

2.1 No previous safety audits were submitted for assessment.

3 ITEMS RAISED AT THE STAGE 1 AUDIT

3.1 General

3.1.1 No comment.

3.2 Local Alignment

3.2.1 PROBLEM

Location: Proposed access.

Summary: Lack of intervisibility could lead to rear end shunt or side impact collisions.

Intervisibility between vehicles attempting to enter the service road to exit the development and exiting vehicles may be restricted by adjacent buildings. Road users may turn into the access road as vehicles are attempting to exit from the development. Whilst it is recognised that this is an existing situation with flows forecast to be lower than previous flows, this could lead to sudden stopping or reversing out onto Derby Road which could lead to rear end shunt or side impact collisions.

RECOMMENDATION

It is recommended that sufficient intervisibility should be available between vehicles approaching the access road and those exiting, or that a passing bay should be installed, however it is recognised that this is an existing situation with flows forecast to be lower than previous flows.

3.3 Junctions

3.3.1 PROBLEM

Location: Access Road junction with Derby Road.

Summary: Lack of visibility could lead to side impact collisions or rear end shunts.

No visibility splays have been provided for assessment at the Access Road junction with Derby Road, where there is concern that parking and the bus stop may restrict visibility – see figures 1&2 overleaf, however, it is recognised that this is an existing situation. Insufficient visibility could lead to side impact collisions or rear end shunt collisions.



Figures 1 & 2 Potential obstructions to the visibility splays.

RECOMMENDATION

It is recommended that the parking bay to the east of the access should be reduced in length to aid visibility.

3.4 Non-Motorised User Provision

3.4.1 No comment.

3.5 Road Signs, Carriageway Markings and Lighting

3.5.1 No comment.

4 ISSUES IDENTIFIED DURING THE STAGE 1 AUDIT THAT ARE OUTSIDE THE TERMS OF REFERENCE

- 4.1 Any issues that the Audit Team wishes to bring to the attention of the Client Organisation, which is not covered by the road safety implications of this audit have been included in the following section. These issues could include maintenance items, operational issues, or poor existing provision. It should be understood, however, that in raising these issues, the Audit Team does not warrant that a full review of the existing highway environment has been undertaken beyond the scope of the audit.
- 4.2 The Audit Team had no issues to raise within this section.

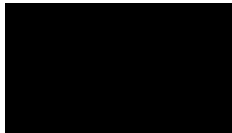
5 AUDITOR TEAM STATEMENT

5.1 We certify that this audit has been carried out following the principles of GG 119.

Audit Team Leader

Martin Morris
PGD, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency

Signed:

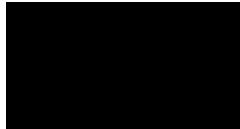


Date: 17/05/2023

Audit Team Member

Bryan Shawyer
BEng (Hons), MSc, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency

Signed:



Date: 17/05/2023

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APPENDIX A

List of drawings and documentation submitted for auditing:

Drawing Number	Title
131.0009-0001-P01	Car Swept Path Analysis
131.0009-0002-P02	Visibility Splays

Supporting Documentation:

- Emails Paul Basham Associates.

APPENDIX B

Plan attached showing the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

APPENDIX C: DESIGNERS RESPONSE

Auditors: Martin Morris (Team Leader) and Bryan Shawyer (Team Member).

Scheme: Derby Road, Eastleigh.

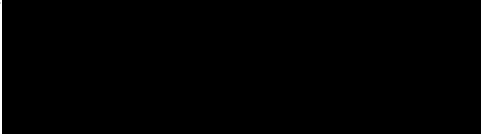
Date Audit Completed: 17th May 2023.

This response is to a Stage 1 Road Safety Audit to the design standard detailed within GG 119 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

RSA Problem	RSA Recommendation	Design Organisation response)	Overseeing Organisation Response	Agreed RSA action
3.2.1 PROBLEM Location: Proposed access. Summary: Lack of intervisibility could lead to rear end shunt or side impact collisions. Intervisibility between vehicles attempting to enter the service road to exit the development and exiting vehicles may be restricted by adjacent buildings. Road users may turn into the access road as vehicles are attempting to exit from the development. Whilst it is recognised that this is an existing situation with flows forecast to be lower than previous flows, this could lead to sudden stopping or	It is recommended that sufficient intervisibility should be available between vehicles approaching the access road and those exiting, or that a passing bay should be installed, however it is recognised that this is an existing situation with flows forecast to be lower than previous flows.	Vehicle flows from the proposed development will be less than those produced by the former site use (The Crockery) during the peak hours. The proposed development trips are set to generate 1 less movement in the AM peak (08:00-09:00) and 2 less movements in the PM peak (17:00-18:00). Due to the width of the service road, it is not possible to increase the width and it would not be possible to add in a passing bay. Car to car visibility has been shown on plan as achievable and vehicle speeds will be low at this point with cars entering/exiting the service road. Therefore, as the proposed development will be producing less vehicular movements than the previous development, visibility will not differ from the existing situation of the service road which is utilised by		

reversing out onto Derby Road which could lead to rear end shunt or side impact collisions.		other properties in the area and that intervisibility between the site and Derby Road is achievable, it is not thought that the trip generation of the proposed development will cause a significant impact and therefore the service road is suitable for access to the development.		
3.3.1 PROBLEM Location: Access Road junction with Derby Road. Summary: Lack of visibility could lead to side impact collisions or rear end shunts. No visibility splays have been provided for assessment at the Access Road junction with Derby Road, where there is concern that parking and the bus stop may restrict visibility – see figures 1&2, if, however, it is recognised that this is an existing situation. Insufficient visibility could lead to side impact collisions or rear end shunt collisions.	It is recommended that the parking bay to the east of the access should be reduced in length to aid visibility.	No visibility splays were provided at the access of the Service Road with Derby Road as this junction is an existing vehicle crossover which does not have a record of accidents despite both the on-street parking and bus stop already being in situ. Based on the low traffic generation of the proposals it is considered that this would not result in a severe highway safety concern in accordance with the NPPF. Furthermore, Manual for Streets and Manual for Streets 2 both state that parking is considered a temporary obstacle which should not cause safety concerns in practice as vehicles would tend to nudge out until they have the clear visibility. The build out to the west of the access further enforces this point and ensures vehicles would not be waiting in the highway.		

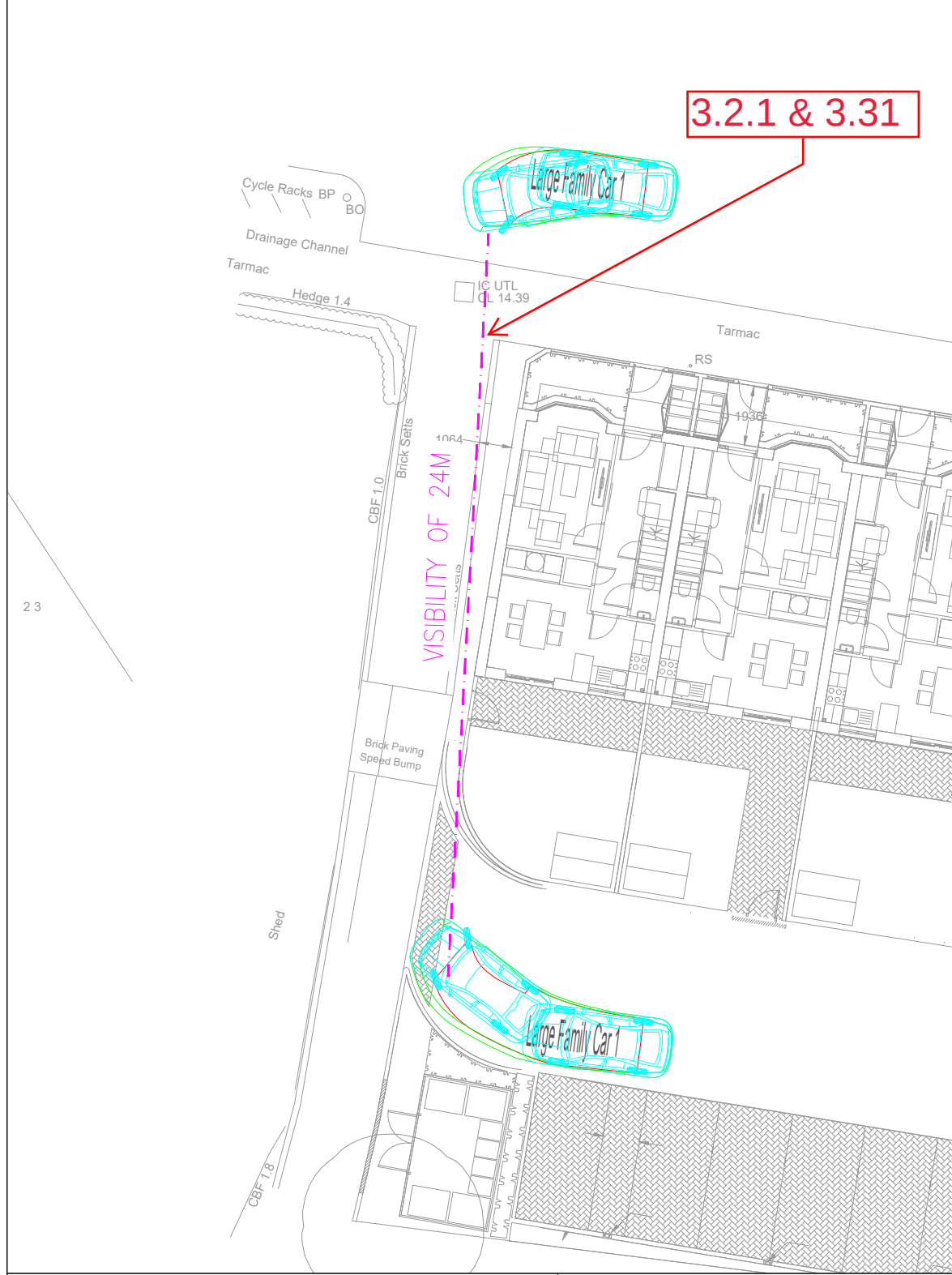
APPENDIX D: DESIGN ORGANISATION STATEMENT

PROJECT NAME: Stage 1 Road Safety Audit Derby Road, Eastleigh	
On behalf of the Design Organisation I certify that: 1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Overseeing Organisation	
Name	Caroline Duff
Signed	
Position	Transport Planner
Organisation	Paul Basham Associates Ltd
Date	28.06.23

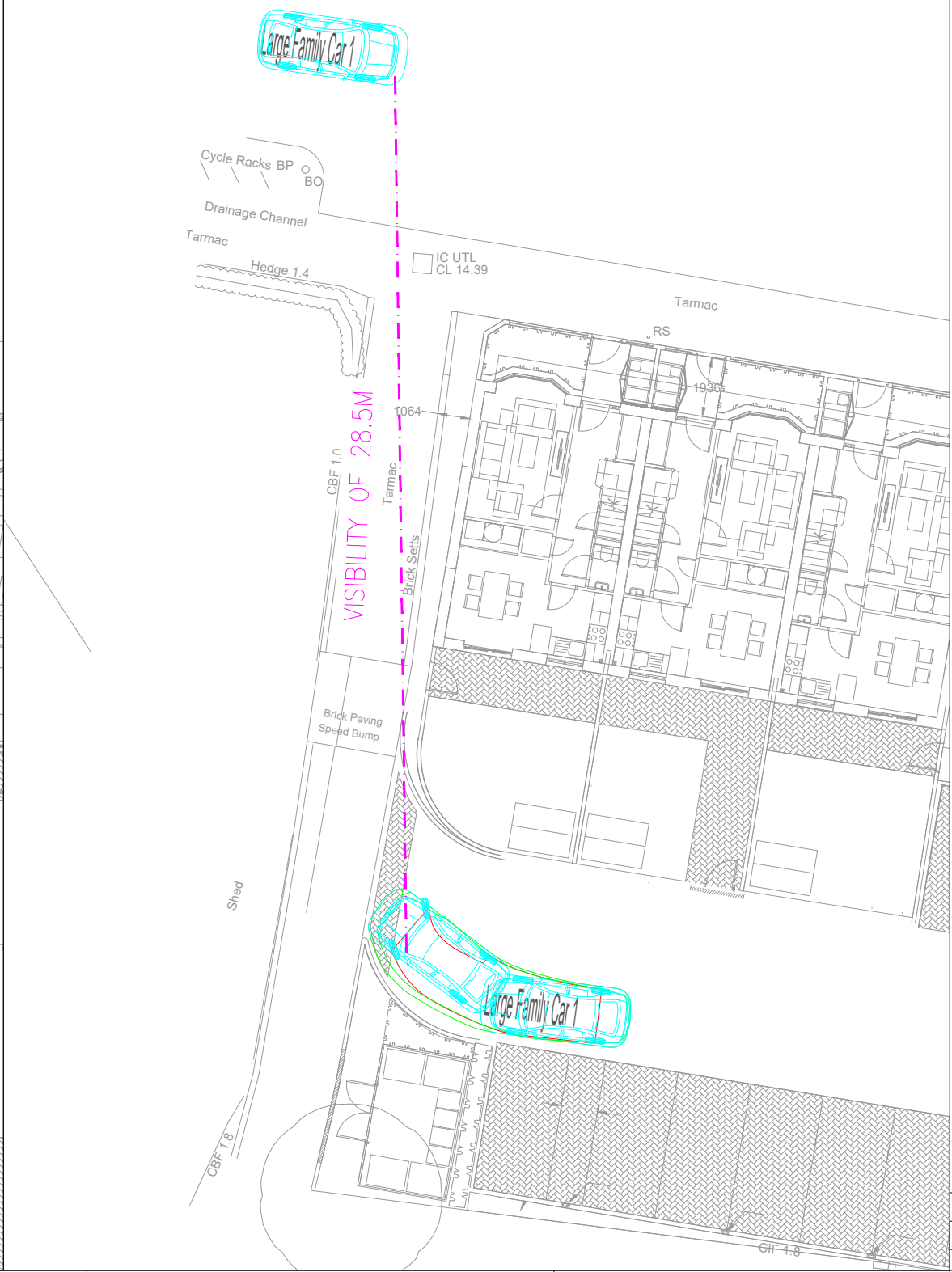
APPENDIX E: OVERSEEING ORGANISATION STATEMENT

PROJECT NAME: Stage 1 Road Safety Audit Derby Road, Eastleigh	
On behalf of the Overseeing Organisation I certify that: 1) The actions identified in response to the problems raised in this RSA have been discussed and agreed with the Design Organisation; and 2) The agreed RSA actions will be progressed.	
Name	
Signed	
Position	
Organisation	
Date	

VISIBILITY FROM CAR PARK ACCESS TO CAR WAITING TO TURN LEFT FROM DERBY ROAD



VISIBILITY FROM CAR PARK ACCESS TO CAR WAITING TO TURN RIGHT FROM DERBY ROAD

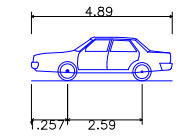


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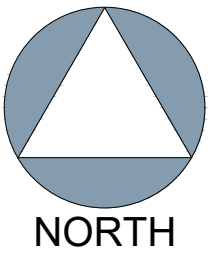
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VEHICLE PROFILE



Large Family Car 1	
Overall Length	4.890m
Overall Width	1.940m
Overall Body Height	1.512m
Min Body Ground Clearance	0.273m
Max Track Width	1.890m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m



PRELIMINARY
DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Project Name MAPLE PLACE, EASTLEIGH	Title VISIBILITY SPLAYS	paulbasham associates Paul Basham Associates Ltd The Bothy, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com	Client ASPECT (EASTLEIGH) LTD	Date Created 04.05.23	Drawn By CD	Approved By JM	Suitability Code -
Project Phase PRELIMINARY			PBA Project Number 131.0009	Scale 1:200 (AT A3)			
PBA Drawing No: 131.0009-0002			Revision P02				