

**Land at Denham's Corner,
Horton Heath**

Road Safety Audit Response Report



1 Project details

Table F.1 Project Details

Report title:	Denham's Corner
Date:	15 th September 2025
Document Reference and revision:	24478-01
Prepared by:	DTA Transportation
Overseeing Organisation:	Hampshire County Council

Table F.2 Authorisation Sheet

Project:	Denham's Corner
Report title:	Road Safety Audit Response Report (RSA1)
Prepared by:	
Name:	Dave Neale
Position:	Director
Signed	
Organisation:	DTA Transportation
Date:	15 th September 2025

2 Introduction

This report sets out the design organisation response to problems raised in the Stage 1 Road Safety Audit carried out by Meraki Alliance (reference MAL/DCHH/RSA1 Rev0, 10th September 2025).

This audit formally considered the proposed access for the development and the associated works including signalised crossing, pedestrian and cycle improvements and roundabout alterations. The received audit is attached as **Appendix A**.

For ease, the responses below use the same references as the received audit.



3 Key personnel

Table F.3 Key personnel

Overseeing Organisation:	<u>Hampshire County Council</u> Highways Development Planning
RSA Team:	Naomi Cook – Audit Team Leader Jonathan Birkett – Audit Team Member Meraki Alliance Ltd Riverside Court Wetherby LS22 6LE
Design organisation:	<u>DTA Transportation</u> Dave Neale (dn@dtatransportation.co.uk) Forester House, Doctors Lane, Henley in Arden, Warwickshire B95 5AW T: 01564 793598



4 Road Safety Audit Decision Log

Table F.4 Road Safety Audit decision log

RSA Problem	RSA recommendation	Design response organisation	Overseeing Organisation response	Agreed RSA action
Problem: 1-1 Location: General to the scheme Summary : Potential pinch points in the proposed NMU facilities could lead to collisions between users It appears that the existing street furniture (signposts, lighting columns and a bus stop for example) are located within the proposed shared use facility on Botley Road and Bubb Lane. Should these features remain, they will create a pinch point thereby reducing the usable width of the facility. This could lead to collisions between users.	Ensure that all street furniture is relocated outside of the NMU facilities.	The problem and recommendation are accepted. There is sufficient space in the public highway to ensure any street furniture can be relocated clear of the proposed shared use facility.		



Problem: 1-2 Location: Proposed site access Summary : Inappropriate carriageway widths and turning radii can result in increased vehicle collisions as well as pedestrian/vehicle collisions Vehicle tracking details for a refuse lorry using the proposed access were submitted as part of the RSA information. It is important that all vehicles which are expected to use the proposed access, can safely negotiate the junction. If vehicles cannot safely turn into or out of the accesses without encroaching into the opposing lanes or overrunning the kerbed areas around the junction mouth, there is a risk conflicts between vehicles using the access, and on-going maintenance issues.	Ensure that all vehicles that are expected to turn into and out of the junction, can do so safely without impacting other junction users.	The problem and recommendation are accepted. Further vehicle tracking has also been requested by HCC which is shown on drawing 24478-01e-4.		
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Problem: 1-3 Location: Proposed site access Summary : Risk of Pedestrians collisions resulting from a lack of suitable facilities on Snakemoor Lane. While it is acknowledged that there is an NMU link provided between the development and B3354 Botley Road, there is a risk that NMUs could also chose to utilise the proposed site access off Snakemoor Lane. Cyclists may use the carriageway to continue their journey at this point; however, pedestrians would potentially walk in the uneven verge or in the carriageway. It was noted on site that Snakemoor Lane is a well trafficked road which is unlit in the vicinity of the proposed access and is narrow in character. In the event of NMUs in the carriageway there is a risk of them being struck by passing vehicles, which will be exacerbated during the hours of darkness.	Consider provision for pedestrians on the north side of Snakemoor Lane between the proposed access and the proposed facility on the northeastern side of Botley Road.	The problem and recommendation are partially accepted. As part of the access considerations of the scheme and dedicated footway along the northern side of Snakemoor Lane was investigated. However, due to the deliver of the proposed roundabout scheme at Bubb Lane/ Botley Road there is insufficient public highway to be able to deliver an adequate footway scheme. Therefore, no footway along this section formed part of the formal application.		
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Problem: 1-4 Location: Snakemoor Lane Summary : Potential for an increase in collisions involving motorcycles due to mud on the road. There is evidence of overrun in the vicinity of the proposed access, which suggests that the existing carriageway width is insufficient to accommodate the types of vehicles using this route. The residential development is likely to generate more deliveries for example, which are likely to be done in larger vehicles (vans) which could put more pressure on the existing Snakemoor Lane. Overrunning of the soft verges can led to mud being brought onto the carriageway which can be a hazard to powered two wheelers in particular, increasing the risk of collisions.	Consider localised widening of Snakemoor Lane. As a minimum ensure that the useable width of the carriageway is maximised through removal of any overburden from the verges and extensive vegetation clearance within the verge.	The problem and recommendation are accepted. Strip widening of c0.5m is now shown on the access drawing 24478-01e and the applicant is willing to deliver this as part of the highway works to incorporate the construction of the site access.		
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5 Design organisation and Overseeing Organisation statements

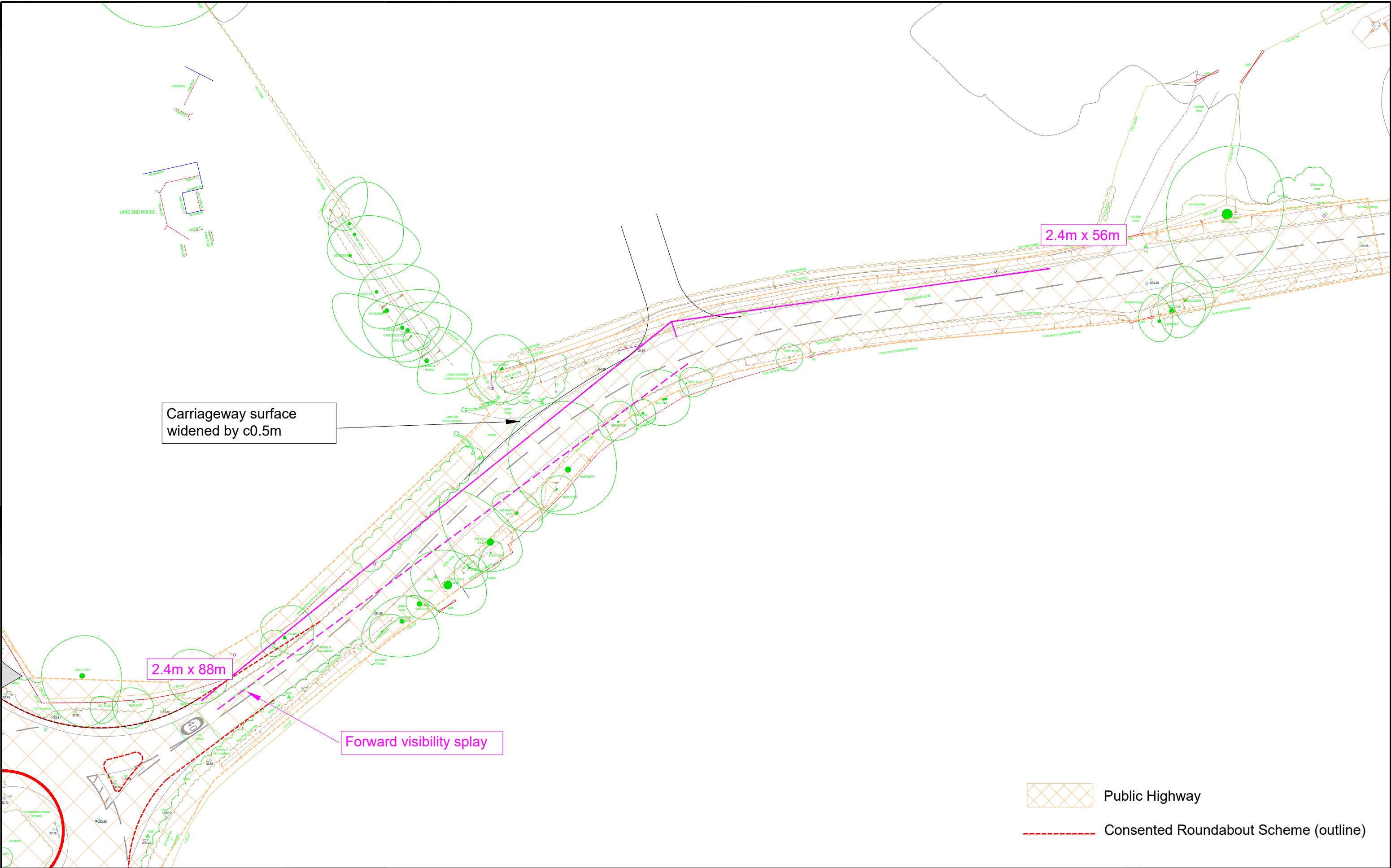
Table F.5 Design organisation statement

On behalf of the design organisation I certify that:	
1) The RSA actions and other matters identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation; or	☒
2) The RSA actions and other matters identified in response to the road safety audit problems in this road safety audit cannot be agreed and I wish to proceed to an exception report	☐
Name:	Dave Neale
Signed:	
Position:	Director
Organisation:	DTA Transportation
Date:	15 th September 2025

Table D.5 Overseeing Organisation statement

On behalf of the Overseeing Organisation I certify that:	
1) The RSA actions and other matters identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation and will be progressed; or	☐
2) The RSA actions and other matters identified in response to the road safety audit problems in this road safety audit cannot be agreed and I wish to proceed to an exception report	☐
Name:	
Signed:	
Position:	
Organisation:	
Date:	

Drawings



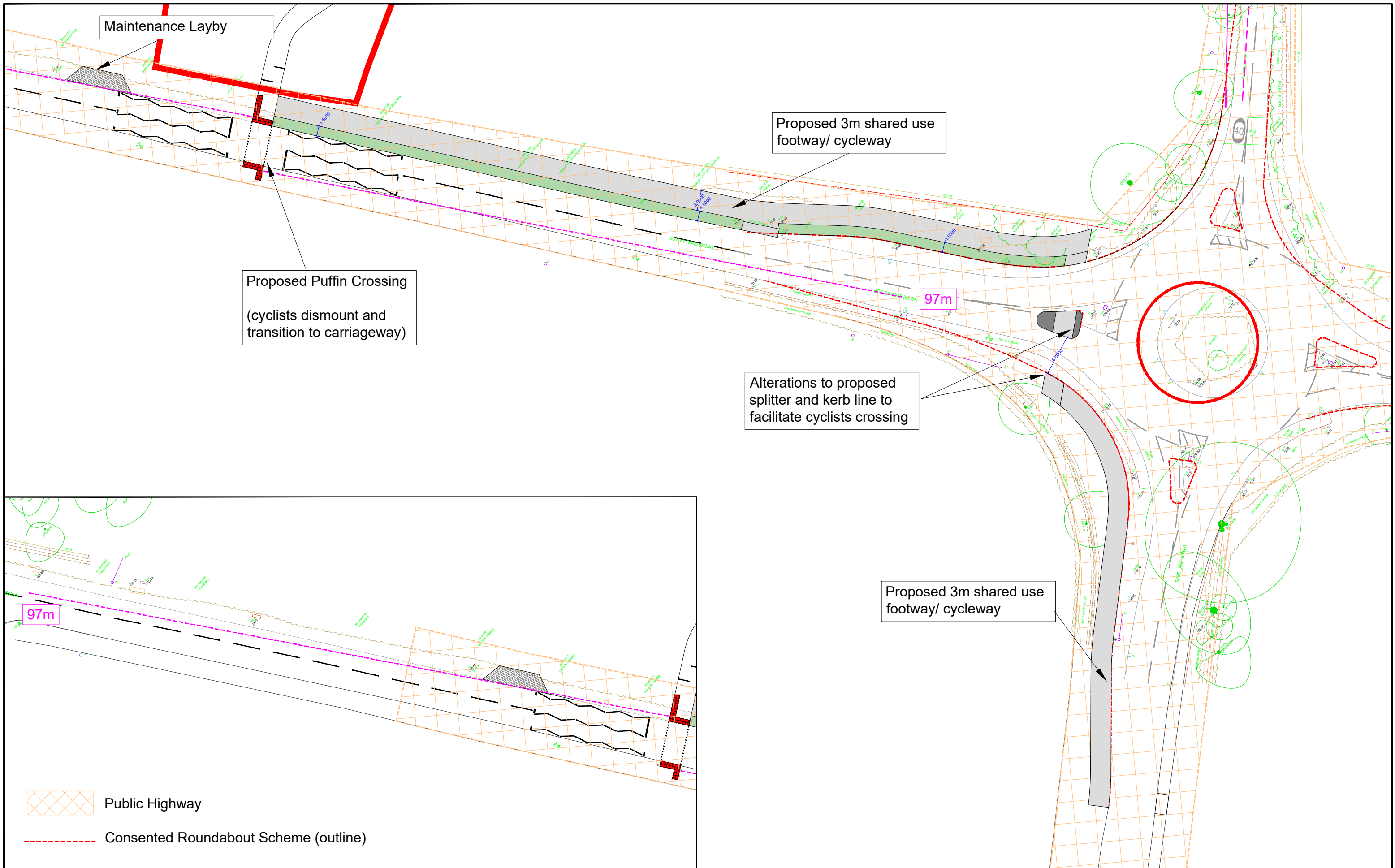
Based upon the ORDNANCE SURVEY MAPS with the permission of
THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE
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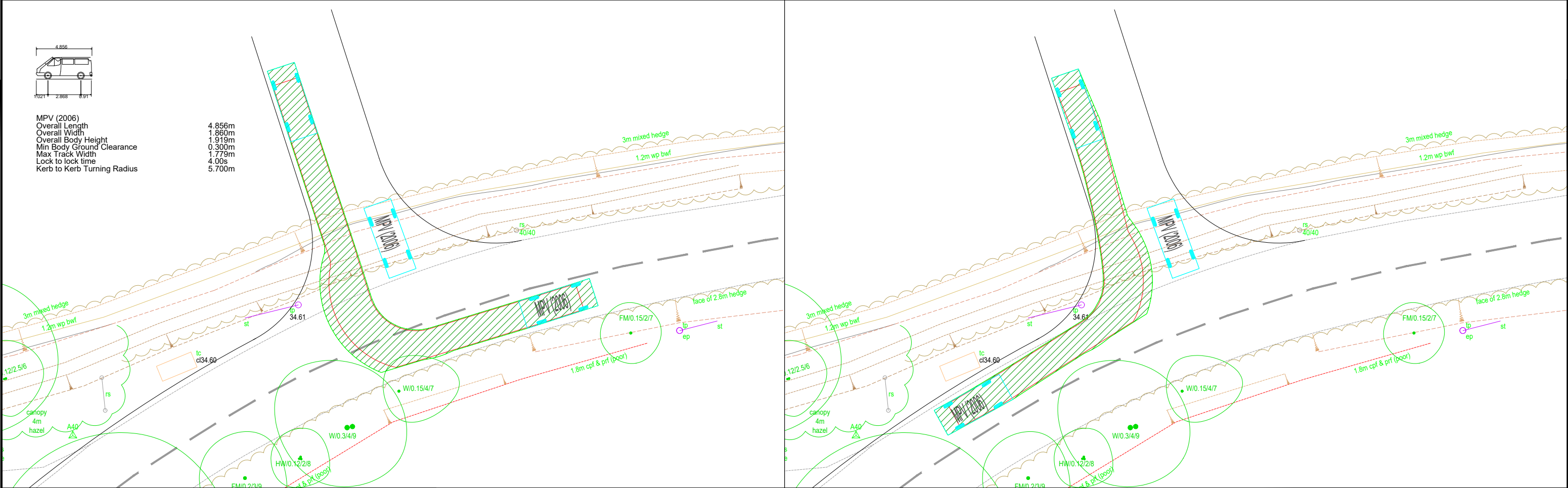
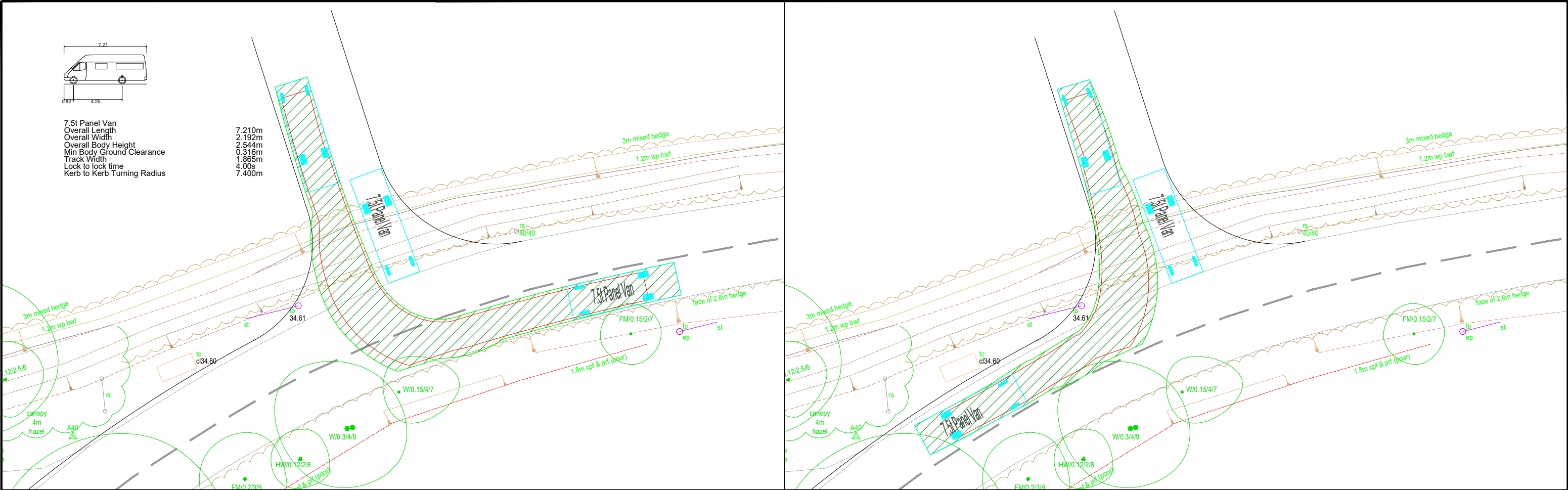
REV	DESCRIPTION	DRAWN	INITIALS	DATE



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JOB TITLE Horton Heath		CLIENT MANDG	
DRAWING TITLE Potential Site Access Location			
SCALE 1:500@A3	DRAWN BY DN	DATE Sept 25	DRAWING No 24478-01
			REVISION E





Appendix A

Received Road Safety Audit



meraki alliance

Highways, Transportation & Safety Consulting

Denhams Corner, Horton Heath – Proposed Highway Improvements

Stage 1 Road Safety Audit

Denhams Corner, Horton Heath – Proposed Highway Improvements

Stage 1 Road Safety Audit

Report Title:	Denhams Corner, Horton Heath – Proposed Highway Improvements
Report Produced for:	Hampshire County Council
Report Dated:	10 September 2025
Document Reference & Revision:	MAL/DCHH/RSA1 Rev0
Report Produced by:	Meraki Alliance, Watkin Avenue, Old Colwyn, Conway LL29 9NN Naomi Cook - Tel:+44 (0) 7818026263
On behalf of:	DTA Transportation

Contents Amendment Record

This report has been issued & amended as follows:

Issue	Revision	Description	Date	Signed
1	0	Draft Report	07 Sept 2025	NC
1	0	FINAL REPORT	10 Sept 2025	NC/JB

Report Circulation Record

This report has been circulated, as follows:

Person	Organisation	No. of Copies	Date
D Neale	DTA Transportation	Electronic	11 Sept 2025
J Birkett	Meraki Alliance Ltd	Electronic	11 Sept 2025

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1 Introduction

1.1 General

This report has been prepared in response to a request to undertake a Stage 1 Road Safety Audit (RSA) (i.e. completion of preliminary design), by DTA Transportation, on behalf of Hampshire County Council. The scheme submitted for Audit is associated with a proposed residential development located off Snakemoor Lane, Horton Heath, Hampshire.

Snakemoor Lane at this location is subject to a 40mph speed limit, is unlit for the majority of its length and is rural in nature. Street lighting is provided on the immediate approach to the B3354/Bubb Lane/Snakemoor Lane roundabout. The works included with this RSA Stage 1 include:

- Improvements at the junction of B3354/Bubb Lane/Snakemoor Lane roundabout including an enlarged roundabout island and changes to the approaches with widened splitter islands (one of which will incorporate uncontrolled crossing facilities)
- The provision of a site access priority give-way junction off Snakemoor Lane
- The provision of a new puffin type signal-controlled crossing over the B3354 Botley Road with cyclist transition to carriageway; and
- A 3m footway cycleway along the northeastern side of the B3354 Botley Road linking into a 3m footway cycleway along the B3342 Bubb Lane to the west.

The documents submitted for consideration as part of the audit, were made available to the Road Safety Audit Team by Dave Neale of DTA. The documents forming this RSA are listed in **Appendix 1**.

The audit comprised an examination of documents and an examination of the site.

Overseeing Organisation: Hampshire County Council

Client: Southern Strategic Land

Design Organisation: DTA Transportation

1.2 Road Safety Audit Team

The Road Safety Audit Team membership approved was:

Audit Team Leader: **Naomi Cook** MSc FCIHT
Holder of HE RSA Certificate of Competency

Audit Team Member: **Jonathan Birkett** IEng, MICE, FIHE, MSoRSA
Holder of HE RSA Certificate of Competency

1.3 Personal Injury Collision Data

The Audit Team examined *Crashmap* for the most recent five-year period of personal injury collision (PIC) data (2019-2023), as shown in **Figure 1**:

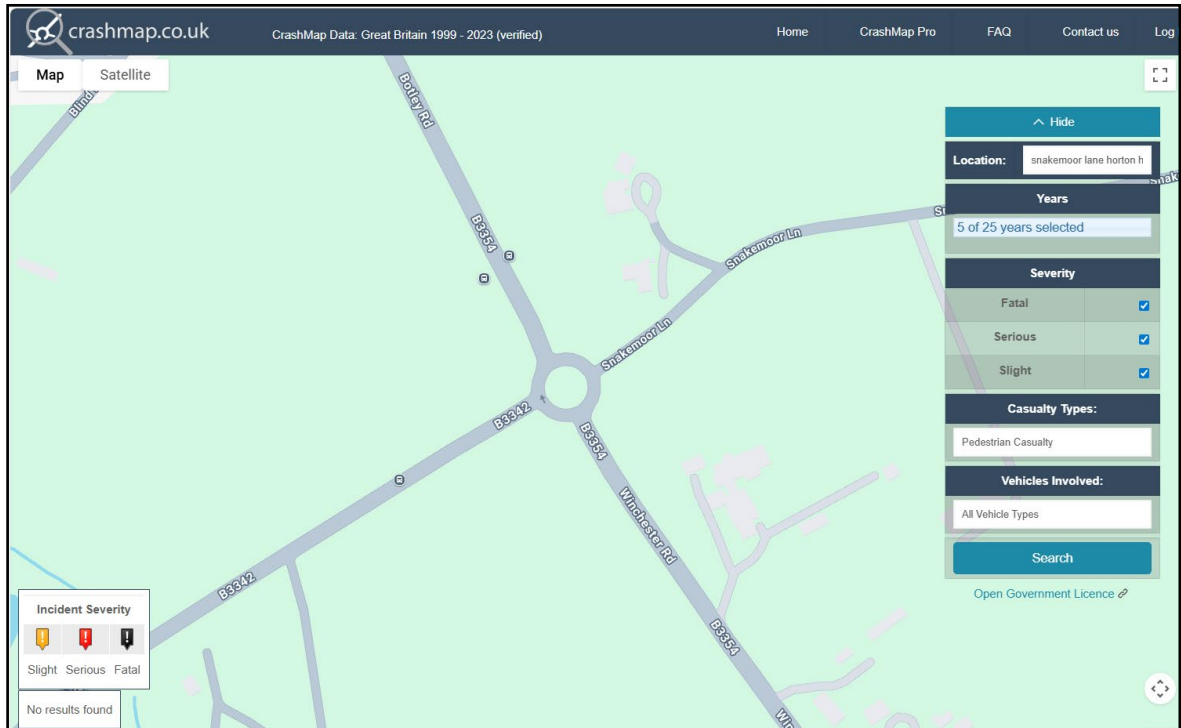


Figure 1: Collision data

Examination of the data indicates that there has been no PICs recorded on the roads immediately affected by the improvement works.

1.4 Departures or Relaxations from Standards

No Departures or Relaxations from Standard were submitted to the Road Safety Audit Team.

1.5 Information not Provided at this Stage 1

It was considered that the information provided was sufficient for the purpose of carrying out the Road Safety Audit Stage 1 requested.

1.6 Details of Site Visit

A site visit was undertaken on the afternoon of 08 September 2025 between 12:15 hrs and 12:45 hrs. Whilst on site the weather was fine; the road surface was dry, and no incidents were noted. No pedestrian or cycle movements were witnessed on site. Traffic flows were moderate.

1.7 Items Outside the Scope of the Road Safety Audit

No items were identified outside the scope of the RSA.

1.8 Disclaimer

The Road Safety Audit comprised an examination of the documents and drawings supplied to the Road Safety Audit Team (referenced in Appendix 1 of this report). No member of the Road Safety Audit Team has had any previous input to the design of the scheme.

The Terms of Reference are as described in the National Highways Design Manual for Roads and Bridges document GG119 'Road Safety Audit'. The scheme has been examined and this report compiled only with regard to safety implications to road users of the scheme as presented. It has not been 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. However, any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

Furthermore, any recommendations included within this report should not be regarded as being prescriptive design solution to the problem raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, as stipulated in GG119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which should be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

It is the Project Sponsor's responsibility to ensure that all problems raised by the Road Safety Audit Team are given due consideration.

In the event of a collision and any resulting legal action, Meraki Alliance Ltd would have to defend its actions on the basis that it took such care, as in all circumstances was reasonably required, to ensure that the highway was not dangerous to road users. It is important therefore that recommendations contained in the report are acted upon wherever possible.

2 Items Raised at Stage 1 Road Safety Audit

This section details the findings of this Stage 1 Road Safety Audit. All locations of identified problems are illustrated on the plan included at **Appendix 2**.

2.1 Road Safety Audit - Problems Stage 1

PROBLEM		1-1
Location:	General to the scheme	
Summary:	Potential pinch points in the proposed NMU facilities could lead to collisions between users	
It appears that the existing street furniture (signposts, lighting columns and a bus stop for example) are located within the proposed shared use facility on Botley Road and Bubb Lane. Should these features remain, they will create a pinch point thereby reducing the usable width of the facility. This could lead to collisions between users.		
RECOMMENDATION		
Ensure that all street furniture is relocated outside of the NMU facilities.		

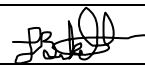
PROBLEM		1-2
Location:	Proposed site access	
Summary:	Inappropriate carriageway widths and turning radii can result in increased vehicle collisions as well as pedestrian/vehicle collisions	
Vehicle tracking details for a refuse lorry using the proposed access were submitted as part of the RSA information. It is important that all vehicles which are expected to use the proposed access, can safely negotiate the junction. If vehicles cannot safely turn into or out of the accesses without encroaching into the opposing lanes or overrunning the kerbed areas around the junction mouth, there is a risk conflicts between vehicles using the access, and on-going maintenance issues.		
RECOMMENDATION		
Ensure that all vehicles that are expected to turn into and out of the junction, can do so safely without impacting other junction users.		

PROBLEM		1-3
Location:	Proposed site access	
Summary:	Risk of Pedestrians collisions resulting from a lack of suitable facilities on Snakemoor Lane.	
While it is acknowledged that there is an NMU link provided between the development and B3354 Botley Road, there is a risk that NMUs could also chose to utilise the proposed site access off Snakemoor Lane. Cyclists may use the carriageway to continue their journey at this point; however, pedestrians would potentially walk in the uneven verge or in the carriageway. It was noted on site that Snakemoor Lane is a well trafficked road which is unlit in the vicinity of the proposed access and is narrow in character. In the event of NMUs in the carriageway there is a risk of them being struck by passing vehicles, which will be exacerbated during the hours of darkness.		
RECOMMENDATION		
Consider provision for pedestrians on the north side of Snakemoor Lane between the proposed access and the proposed facility on the northeastern side of Botley Road.		

PROBLEM		1-4
Location:	Snakemoor Lane	
Summary:	Potential for an increase in collisions involving motorcycles due to mud on the road	
There is evidence of overrun in the vicinity of the proposed access, which suggests that the existing carriageway width is insufficient to accommodate the types of vehicles using this route. The residential development is likely to generate more deliveries for example, which are likely to be done in larger vehicles (vans) which could put more pressure on the existing Snakemoor Lane. Overrunning of the soft verges can led to mud being brought onto the carriageway which can be a hazard to powered two wheelers in particular, increasing the risk of collisions. 		
RECOMMENDATION		
Consider localised widening of Snakemoor Lane. As a minimum ensure that the useable width of the carriageway is maximised through removal of any overburden from the verges and extensive vegetation clearance within the verge.		

END OF PROBLEMS IDENTIFIED AND RECOMMENDATIONS PRESENTED IN THIS STAGE 1 ROAD SAFETY AUDIT

3 Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with GG119	
ROAD SAFETY AUDIT TEAM LEADER	
NAME:	NAOMI COOK
SIGNED:	
POSITION:	ASSOCIATE DIRECTOR
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	11 SEPTEMBER 2025
ROAD SAFETY AUDIT TEAM MEMBER	
NAME:	JONATHAN BIRKETT
SIGNED:	
POSITION:	DIRECTOR
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	11 SEPTEMBER 2025



Appendix 1 – Audited Documents

Document / Drawing	Title	Revision
24478-01d - Site Access	Potential Site Access Layout	D
24478-01d-1 - Ped-Cycle Access	Potential Botley Road Crossing and Footway Provision to Bus Stop	D
24478-01d-2 - Site Access Vehicle Tracking	Potential Site Access Vehicle Tracking (Refuse)	D
24478-02a Transport Assessment	Transport Assessment	-
Response_057055	O/25/99534 At Land at Denhams Corner, Snakemoor Lane, Eastleigh, SO32 2BW	-

Appendix 2 – Problem Location Plan

Problem Location Plan

**Problems General to the Scheme:
Problem 1-1**

Problem 1-2

Problem 1-4

Problem 1-3

2.4m x 56m

2.4m x 88m

Forward visibility splay

 Public Highway
 Consented Roundabout Scheme (outline)



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