

**SEFTER FARM
PAGHAM ROAD
PAGHAM**

EXISTING HIGHWAY ARRANGEMENTS

STAGE 1 ROAD SAFETY AUDIT

SEPTEMBER 2016

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Original	Mark Barrett	Ian Medd		7 September 2016
Designer's Response				
Authority's Response				

Client:
CEP

Engineer:
GM
Traffic Consultants Ltd
2 Brook Close
North Baddesley
SO52 9FJ

Date: 7 September 2016

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1.0 INTRODUCTION

1.1 General

- 1.1.1 This report results from a Stage 1 Road Safety Audit carried out on the existing highway arrangements associated with a planning application for Sefter Farm on Pagham Road, Pagham. The planning proposals comprise the construction of a new building for packaging, preparation and distribution of fresh foods for the existing horticultural business operating at this location. Revisions to internal roads, parking and landscaping are also proposed.
- 1.1.2 The RSA was carried out at the request of CEP.
- 1.1.3 GM Traffic Consultants Ltd carried out the Audit between 3rd September 2016 and 7th September 2016. The Auditors were:

Mark Barrett Highways England Cert. of Comp
Ian Medd FSoRSA
- 1.1.4 The Audit Team are independent of the project design team and have had no other involvement with the project.
- 1.1.5 The report has been prepared in accordance with the Design Manual for Roads and Bridges (DMRB) Highways Directive (HD) 19/15.
- 1.1.6 Whilst reference is made to certain design standards, where safety may be compromised by a reduction in standard, this report is not intended to provide a design check. The Auditors have only reported on matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or construction of the scheme.
- 1.1.7 The Audit consisted of a desk top study and a site visit, which was carried out on Wednesday 7th September 2016 at 10:30. Traffic flows were light and the weather dry and sunny.
- 1.1.8 The recommendations in this report are aimed at addressing the road safety problems; however there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.
- 1.1.9 The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit, and would encourage the Designer to consult them on this matter.
- 1.1.10 The LHA response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the *As Built* design pack to be provided and retained by the LHA on final completion.

2.0 ITEMS CONSIDERED

- 2.1 The Road Safety Audit was undertaken on the scheme detailed in the following documentation.

Drawing No.	Rev	Title
13207-112	-	Proposed Farm Access Plan
7	-	Existing Visibility Splays
6	-	Unmade Access Footpath Plan

- 2.2 The Audit Team have not been informed of any departures from standards relating to the design.
- 2.3 The personal injury collision record for the five year period ending 30th April 2016 has been provided. A review of the data has identified four collisions in the study area between just north of the Barfoot access to south of Sefter Road (Figure 3).
- 2.4 The study area also includes the Sefter Road approach to Pagham Road. All four accidents resulted in slight casualties with two of the collisions occurring at the Pagham Road and Sefter Road junction. Both collisions occurred as a result of vehicles turning right from Sefter Road in front of northbound vehicles on Pagham Road.
- 2.5 The third collision occurred outside Rookery Cottage to the south of Sefter Road and involved a northbound vehicle on Pagham Road losing control on a slight right hand bend and after overcorrecting collides with the bank and fencing on the eastern side of Pagham Road.
- 2.6 The fourth collision occurred on Sefter Road and involved a vehicle failing to stop for a marked police car then losing control on a left hand bend.

3.0 MATTERS ARISING FROM THIS STAGE 1 RSA

3.1 PROBLEM

LOCATION: Farm access

SUMMARY: Restricted visibility

The hedge row on the eastern verge to the north of the Barfoots access restricts the 2.4m x 215m visibility splay for traffic waiting to turn right from Barfoots. The same hedge row also reduces the forward visibility for southbound traffic on Pagham Road approaching any queuing traffic waiting to turn right in to Barfoots increasing risk of tail-end shunts.

RECOMMENDATION

The offending vegetation to the north of Barfoots access should be should be trimmed back ensuring this is carried out at regular intervals to maintain visibility.

3.2 PROBLEM

LOCATION: Farm footpath access to Pagham Road

SUMMARY: Restricted visibility

The visibility for pedestrians leaving the private footpath to cross Pagham Road is severely restricted by the hedges either side of the cutting. This also results in approaching traffic being unaware of pedestrians waiting to cross and could lead to pedestrians stepping out in front of oncoming traffic.

RECOMMENDATION

The hedge row to the south of the pedestrian cutting in the vicinity of Sefter Road should be removed and set back from the cutting to the existing sign opposite the junction. South of this point the hedge row should be trimmed back as should the hedge north of the cutting ensuring this is carried out at regular intervals to maintain visibility.

4.0 AUDITOR STATEMENT

4.1 I certify that this audit has been carried out in compliance with HD 19/15.

AUDIT TEAM LEADER

Mark Barrett

GM Traffic Consultants Ltd

Signed: ...

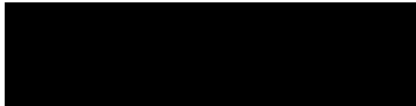


TEL: 07787 158 834

AUDIT TEAM MEMBER

Ian Medd

Signed:



Date: 7 SEPTEMBER 2016

APPENDIX A: LOCATION PLANS



APPENDIX B: DESIGNERS RESPONSE

Auditors: Mark Barrett (Team Leader) and Ian Medd (Team Member).

Scheme: Sefter Farm, Pagham Road, Pagham - Existing Highway Arrangements

Date Audit Completed: 7 September 2016

This response is to a Stage 1 Road Safety Audit to the design standard detailed within HD19/15 of Volume 5, Section 2, Part 2, of the Design Manual for Roads and Bridges, as detailed by the Highways Agency.

Problem no. in safety audit report	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative measure (detail description)
3.1	Yes	No	The vegetation referred to is within the highway boundary and we will notify the Highway Authority to ensure that this is addressed as part of their regular maintenance.
3.2	Yes	No	The vegetation referred to is within the highway boundary and we will notify the Highway Authority to ensure that this is addressed as part of their regular maintenance.

APPENDIX C: LOCAL HIGHWAY AUTHORITY RESPONSE

Principal Engineer's Statement:

Road Safety Audit for Sefter Farm, Pagham Road, Pagham - Existing Highway Arrangements

I certify that I have considered the items that have arisen in the Stage 1 Road Safety Audit Report and I am content to accept all of its recommendations except for the ones listed above. I have stated my reasons for not accepting them and I seek the Chief Engineer's endorsement of my proposals.

..... Date.....

Principal Engineer

Chief Engineer's Decision:

I accept these proposals by the Principal Engineer.

..... Date.....

Chief Engineer