



Stage 1/2 Road Safety Audit Report

Phase 3B Welborne, Fareham
Section 38 Works

Produced for:
CG Fry & Sons

Date: 10th April 2026



trafficmanagementconsultants@hotmail.co.uk



07771 557382

DOCUMENT REGISTER

Project Name: Phase 3B Welborne, Fareham Section 38 Works

Report Title: Stage 1/2 Road Safety Audit

Date: 10th April 2026

Client: CG Fry & Sons

Audit Team	Name	Position	Date
Audit Team Leader:	Peter Ronald	Director	10/04/2026
Audit Team Member:	Paul Salmon	Road Safety Auditor	10/04/2026
Approved By:	Peter Ronald	Director	10/04/2026

Revision History					
Revision	Date	Description	Audit Team Leader	Audit Team Member	Approved
-	10/04/2026	Draft	PR	PS	PR
A	10/04/2026	Final	PR	PS	PR

Prepared By: **Traffic Management Consultants Ltd**

Unit 2
71A Hamilton Road
READING
RG1 5RA

☎ 07771 557382

✉ trafficmanagementconsultants@hotmail.co.uk

14 Aintree Lane
Liverpool
L10 2JL

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1. Executive Summary

- 1.1 This scheme is promoted by CG Fry & Sons . This Road Safety Audit is supplied under the provisions of the Safety Audit request dated 30th January 2026. The overseeing authority is Hampshire County Council.

2. Introduction

- 2.1 This report results from a Stage 1/2 Road Safety Audit carried out on proposed Section 38 highway works for a residential development, Phase 3B Welborne, Fareham.

2.2 Audit Team Membership

The Audit Team comprised the following individuals:

Peter Ronald I.Eng, AMICE, MCIHT, MSoRSA, (HE - RSA Cert of Comp).
(Audit Team Leader)

Paul Salmon MCIHT, MSoRSA
(Audit Team Member)

2.3 Audit Site Visit and Plan Examination

A site visit was carried out on Tuesday 7th April 2026 by the Audit Team, between 10.00am and 10.30am. It was sunny and dry during the site visit. The site is a greenfield site that is currently under construction

The Audit also comprised an examination by the team of the drawings provided by GTA Civils and Transport and any additional support documents completed by the Audit Team as listed in Appendix A. All safety issues are with reference to the outline design details shown on the drawings.

2.2 Strategic Decisions

The Audit Team has not been advised of any Strategic Decisions made by the local Highway Authority or by the local Planning Authority.

2.3 Audit Brief

The Audit Team were not provided with an Audit Brief.

2.4 Terms of Reference

The terms of reference of the audit are based on “Guidelines for the Safety Audit of Highway Schemes” published by the Institution of Highways and Transportation, other guidance references are the Traffic Signs Regulations and General Directions 2016, and GG 119 Design Manual for Roads and Bridges.

The Audit Team has examined and reported only on the road safety implications of the scheme and has not verified the compliance of the designs to any other criteria. However, 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 or other guidance documents.

2.5 **Audit Recommendations**

Recommendations included within this report should not be regarded as being prescriptive design solutions to the problems identified. They are only to indicate a proportionate and viable means of eliminating or mitigating the identified road safety audit matters, and in no way imply that a formal design process has been undertaken.

There may be alternative measures of addressing a problem which would be equally acceptable or superior in achieving the desired degree of mitigation and these should be considered by the designer when responding to this report.

2.6 **Scope of Road Safety Audits**

Road Safety Audit shall only be concerned with Road Safety Matters, i.e. *an element of the existing road environment or proposed road environment that could potentially contribute to a road traffic collision or features that could present a risk of injuries to road users.*

Road Safety Audit is not a technical check that the design conforms to standards and/or best practice guidance.

Road Safety Audit is not a check that the scheme has been constructed in accordance with the design.

Road Safety Audit does not consider structural safety.

Road Safety Audit does not cover health and safety issues concerning road workers during the construction phase but may cover the future maintenance and operation of the road.

Road safety matters resulting from the operation of facilities for highway maintenance that affect road users shall be included in the scope of Road Safety Audit.

The needs of all road users shall be assessed when undertaking Road Safety Audits.

3. Risk Assessment

- 3.1 Each of the Auditors' responses is classified as either a 'Problem' or a 'Nil Response/Comment'. Items classified as a 'Problem' denote matters likely to result in significant road safety hazards. Items marked as 'Nil Response/Comment' are less serious but worthy of consideration by the Designer and/or by the Overseeing Organisation.
- 3.2 Although all the problems identified are of sufficient importance to require action, the table below shows their relative urgency based on the risk perceived by the Safety Auditors. The level of risk assigned to each problem is largely subjective and is only intended as a guide to assist the client in determining the priority of the road safety matters raised.

Severity / Risk Level	Probability				
	Frequent	Probable	Occasional	Remote	Improbable
Catastrophic	****Problem**** (Urgent)				
Critical		***Problem*** (High Risk)			
Major			**Problem** (Medium Risk)		
Minor				*Problem* (Low Risk)	
Negligible					Comment

4. Historical Summary

- 4.1 Not known

5. Existing Environment

- 5.1 The proposed residential site is under construction on a green field site to the east of Knowle in Fareham.

6. Collision Data

- 6.1 The Audit Team has not been provided with any recorded injury collision data as part of this road safety audit. However, interrogation of www.crashmap.co.uk indicates that there has been no personal injury collisions on the section of road that is the subject of this audit during the 2020 – 2024 five-year period.

7. Survey Information

- 7.1 None provided.

8. Audit Assessment

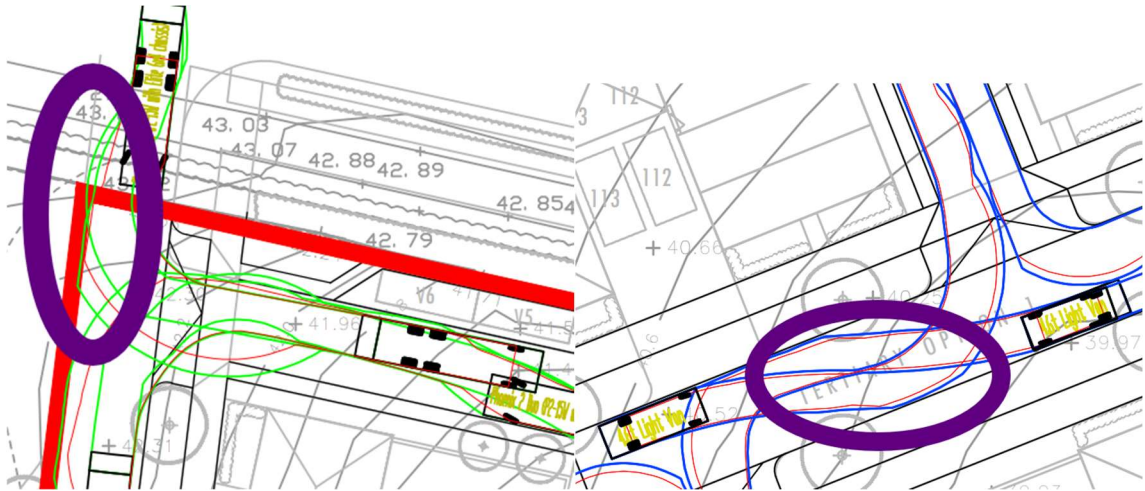
8.1 The table below summarises the findings from this audit which are described in detail within the following pages.

Identified locations of Road Safety Audit Matters are indicated on drawings within **Appendix B** to the rear of this report.

No.	Item	Comments	Notes
B1	General		
B1.1	Departures from Standards		None stated
B1.2	Drainage	Problem	(8.1) Manhole covers located on bends / in middle of road need non-slip covers.
B1.3	Climatic Conditions		
B1.4	Landscaping		
B1.5	Public Utilities/ Services Apparatus		
B1.6	Lay-bys		
B1.7	Access		
B1.8	Skid Resistance		
B1.9	Agriculture		
B1.10	Fences and Road Restraint Systems		
B1.11	Adjacent Proposed Public Right of Way and Roads		
B1.12	Road alignment	Problem	(8.2) Swept path analysis indicates difficulty for larger vehicles
B1.13	General layout		
B2	Local Alignment		
B2.1	Visibility	Problem	(8.3) Forward visibility not in land offered for adoption
B2.2	New/Existing Road Interface		
B3	Junctions		
B3.1	Layout		
B3.2	Visibility		
B3.3	Signing		
B3.4	Road Markings		
B3.5	T, X and Y junctions		
B3.6	All roundabouts		
B3.7	Mini Roundabouts		
B3.8	Traffic Signals		
B4	Non-Motorised User Provision		
B4.1	Adjacent Land		
B4.2	Pedestrians	Problems	(8.4) Pedestrian crossing points not detailed (8.5) No tactile paving detailed at entry to shared space

			(8.6) Hardstanding too narrow at laybys
B4.3	Cyclists		
B4.4	Equestrians		
B5	Road Signs, Carriageway Markings and Lighting		
B5.1	ADS and Local Traffic Signs		
B5.2	Variable Message Signs		
B5.3	Lighting		
B5.4	Road Markings		
B5.5	Poles and Columns		

8.1 *Problem* (Item B1.5)	
Location:	Proposed carriageways and junctions.
Summary:	Manholes located in carriageway, in middle of junction /access, causing stability problems for turning two wheeled vehicles.
There are manholes / service covers detailed as being provided within the proposed junctions and bends in the carriageway alignments. These will cause problems for motorcycle/cycle stability when turning and need non-slip covers.	
TYPE OF CONFLICT/COLLISION	
Motorcycles / Cycles losing control while turning.	
RECOMMENDATION	
Provide non-slip covers where necessary.	

8.2*Problem* (Item A1.12)	
Location:	General
Summary:	Swept path analysis indicates difficulty for larger vehicles
 Swept path analysis of the scheme using various vehicles has been supplied to the Audit Team. At a number of locations there are a number of locations throughout the proposals where vehicles are shown having to swing wide in advance of the junction to perform the turning manoeuvres. This may result in collisions or vehicles having to perform onerous reversing manoeuvres. Review the swept path analysis and amend the design where necessary to remove the onerous turning manoeuvres.	
TYPE OF CONFLICT/COLLISION	
Risk of collisions.	
RECOMMENDATION	
Review the swept path analysis and amend the design where necessary to remove the onerous turning manoeuvres.	

8.3*Problem* (Item A3.1)	
Location:	Carriageway alignment at Plots 168/169
Summary:	Forward visibility not in land offered for adoption
There are two sharp bends detailed within the scheme. Forward visibility has been detailed at these bends. The visibility splays detailed pass beyond the area shown to be offered for adoption. This may result in the required visibility splays becoming obstructed, which may lead to head-on collisions at the bends. Ensure forward visibility splays fall over land to be offered for adoption where visibility can be maintained and meet current criteria. Amend design where required.	
TYPE OF CONFLICT/COLLISION	
Risk of head-on collisions due to reduced visibility.	
RECOMMENDATION	
Ensure forward visibility splays fall over land to be offered for adoption where visibility can be maintained and meet current criteria. Amend design where required.	

8.4*Problem* (Item A4.2)	
Location:	General
Summary:	Pedestrian crossing points not detailed
There are a number of locations where pedestrians will wish to cross the various development roads. Pedestrian crossing points have not been detailed throughout the site. This may result in pedestrians having difficulty crossing the estate roads due to kerb heights, lack of guidance and insufficient visibility splays; particularly wheel chair users, push chair users and the visually impaired. Pedestrian crossing points should be provided at all likely desire lines, including suitable dropped kerbing, tactile paving and appropriate pedestrian visibility splays; these need to be provided free of obstructions and within land to be offered for adoption. Note: a drawing titled '<i>Phase 3B - Preliminary Pedestrian Visibility Plan</i>' was provided, however, it contained vehicle visibility splays not pedestrian splays.	
TYPE OF CONFLICT/COLLISION	
Risk of pedestrian injury.	
RECOMMENDATION	
Pedestrian crossing points should be provided at all likely desire lines, including suitable dropped kerbing, tactile paving and appropriate pedestrian visibility splays; these need to be provided free of obstructions and within land to be offered for adoption.	

8.5*Problem* (Item B4.2)	
Location:	Various pedestrian entry points to shared carriageways
Summary:	No tactile paving detailed at entry to shared space
There are a number of locations where pedestrians will enter shared space carriageways. Corduroy warning paving has not been detailed at these locations to warn pedestrians that they are entering a shared space. This may cause problems for pedestrians, particularly the visually impaired. Provide corduroy warning tactile paving at the entry to the shared space.	
TYPE OF CONFLICT/COLLISION	
Pedestrians unaware that they are entering a shared space carriageway.	
RECOMMENDATION	
Amend the design to provide corduroy warning tactile paving at the entry to the shared space.	

8.6*Problem* (Item B4.2)	
Location:	Parking laybys
Summary:	Insufficient width of hardstanding
A number of parking laybys have been detailed within the scheme. Hardstanding has been detailed at these laybys, but the width has not been annotated. The widths appear narrower than the 1.2m width suggested for wheel chair users. This may result in pedestrians entering / leaving parked vehicles having issues and falling into the adjacent verges. Ensure a minimum of 1.2m width is provided at these hard standings.	
TYPE OF CONFLICT/COLLISION	
Wheel chair and push chair users having difficulty entering or leaving parked cars, falling into verge.	
RECOMMENDATION	
Ensure a minimum of 1.2m width is provided at these hard standings.	

9. Nil Response/Comments

9.1 No comments.

10. Non-Motorised User Report (NMU's)

10.1 This report has identified road safety problems affecting NMU's that should be resolved.

11. Audit Team Statement

I certify that we have examined the drawing listed within **Appendix A** and that the site has been inspected. The examination has been carried out with the sole purpose of identifying road safety matters that can be addressed to improve the safety of the scheme.

The problems identified have been noted in the report together with associated safety improvement suggestions that we recommend should be studied for implementation.

I can confirm that we have not been involved with the scheme design.



Peter Ronald
(Audit Team Leader)

10th April 2026



(Audit Team Member)

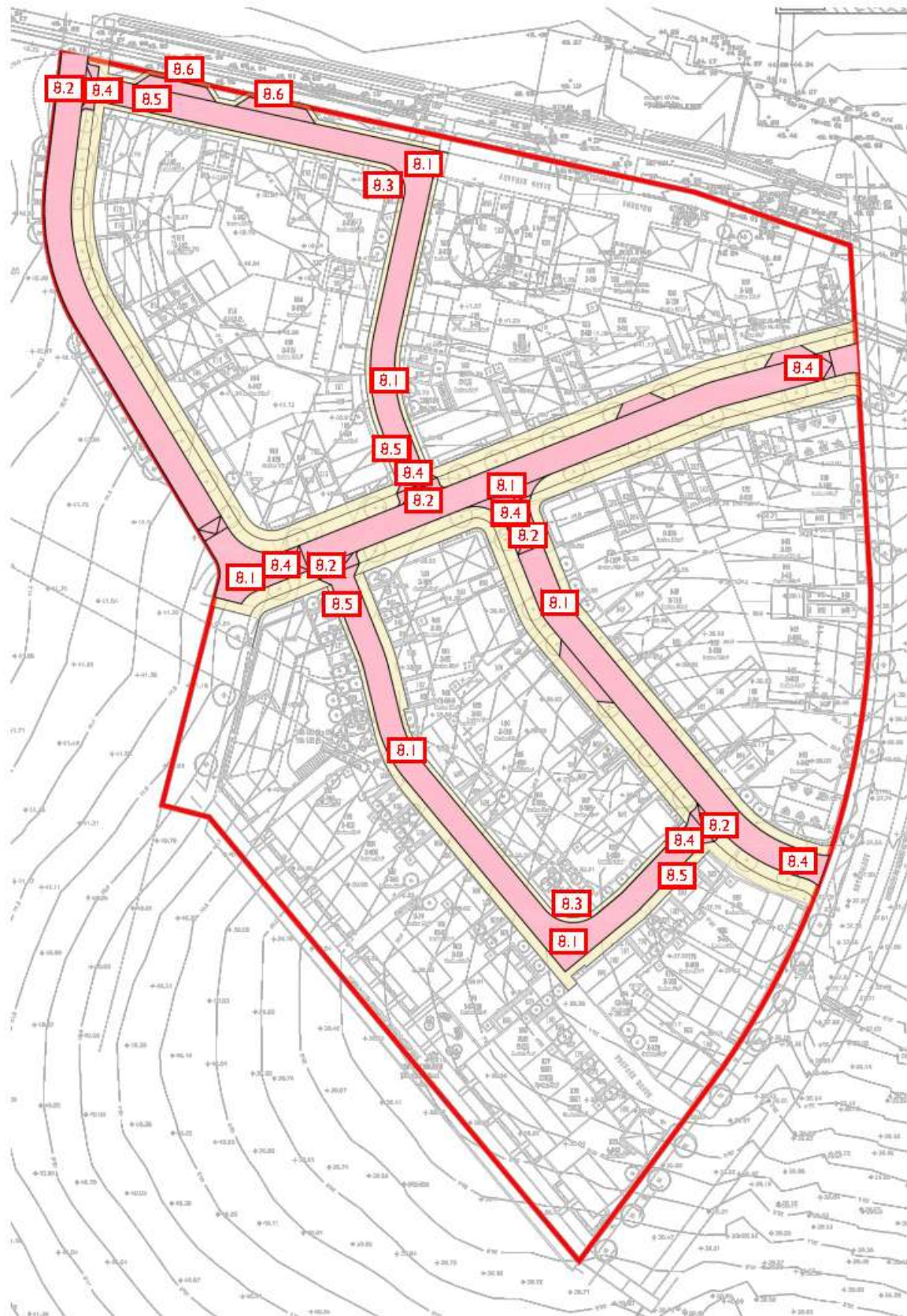
10th April 2026

12. Appendix A - List of Documents

Drawings

1429-02-LP-301B-DRAFT-Phase 3B-Site Location Plan CGFRY Parcel-1;10000@A3
1429-02-PDL-301B-DRAFT-Phase 3B-Preliminary Drainage Layout-1;500@A1
1429-02-PHL-301B-DRAFT -Phase 3B-Preliminary Highway Layout-1;500@A1
1429-02-PHL-311B-DRAFT-Phase 3B-Preliminary Refuse Vehicle Swept Path Analysis-1;500@A1
1429-02-PHL-312B-DRAFT-Phase 3B-Preliminary Fire Tender Swept Path Analysis-1;500@A1
1429-02-PHL-313B-DRAFT-Phase 3B-Preliminary Pantechnicon Swept Path Analysis-1;500@A1
1429-02-PHL-314B-DRAFT-Phase 3B-Preliminary Family Car Swept Path Analysis-1;500@A1
1429-02-PHL-315B-DRAFT-Phase 3B-Preliminary Van Swept Path Analysis-1;500@A1
1429-02-PHL-321B-DRAFT-Phase 3B-Preliminary Highway Surfacing Layout-1;500@A1
1429-02-PHL-331B-DRAFT-Phase 3B-Preliminary Section 38 Adoptions Plan-1;500@A1
1429-02-PHL-341B-DRAFT-Phase 3B-Preliminary Junction Visibility Plan-1;500@A1
1429-02-PHL-342B-DRAFT-Phase 3B-Preliminary Pedestrian Visibility Plan-1;500@A1
1429-02-PHL-351B-DRAFT-Phase 3B-Road Profiles (Sheet 1)-Horz=1;500 Vert=1;100@A1
1429-02-PHL-352B-DRAFT-Phase 3B-Road Profiles (Sheet 2)-Horz=1;500 Vert=1;100@A1
1429-02-PHL-362B-DRAFT-Phase 3B-Highway Construction Details-Not To Scale@A1
SP-P-100 - Location Plan

13. Appendix B - Identified Road Safety Audit Matters Location Plan



14. Appendix C - Designer's and Auditor Response to Stage 1/2 Road Safety Audit

Stage 1/2 (Road Safety Audit)			
DESIGNER'S ROAD SAFETY AUDIT RESPONSE			
Scheme Name: Phase 3B Welborne, Chippenham Section 38 Works			
The issues categorised in this road safety audit as 'Problem' matters are those causing serious concern and are summarised below. The purpose of this form is for the scheme Designer or Overseeing Organisation to respond to the 'Problem' matters. Responses should be returned to Traffic Management Consultants. 'Comments' in this report are made for the benefit of the Designer and are not referred to below.			
RSA Matter	Summary of RSA Problem	Designer's Response	Overseeing Response Council
8.1	Manhole covers located on bends / in middle of road need non-slip covers.	Manholes to be fitted with non-slip covers cover	
8.2	Swept path analysis indicates difficulty for larger vehicles	Swept path analysis indicates that larger vehicles can successful navigate through the development within the extents of the carriageway.	
8.3	Forward visibility not in land offered for adoption	Whilst forward visibility is shown within land not offered for adoption. The land will be subject to a covenant and will be under the control of Welborne Village Garden Trust. These areas will be kept clear of obstruction at all times.	
8.4	Pedestrian crossing points not detailed	Pedestrian Crossing point indicated on the enclosed drawings.	
8.5	Tactile paving not detailed at entry to shared space	Corduroy paving indicated on the enclosed drawings.	

8.6	Insufficient width of hardstanding at laybys	A 1.0m wide section of hardstanding has been provided to the rear of the parking bay to provide suitable access. The 1.0m footway represents a reasonable and proportionate compromise between pedestrian provision and the need to accommodate off-road parking. It provides a defined pedestrian route, improves separation between pedestrians and vehicles enables parking to be accommodated without increasing the extent of hardstanding or carriageway beyond the site boundary.	
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AUDIT TEAM RESPONSE to designers' response

8.1
8.2
8.3
8.4
8.5
8.6

Design Organisation Response

The Design Organisation Response has been prepared by:

Name: Jake Richards

Position / Organisation: AWP (Exeter) LLP

Date: 17/08/2026

Overseeing Authority Response

The Overseeing Authority Response has been prepared by:

Name:

Position / Organisation:

Date: