



# Stage 1 / 2 Road Safety Audit Report

London Road, South of Stubbington Ave.  
North End, Portsmouth

Taxi Rank  
(22 hours, 9am-7am)

Produced for:  
Portsmouth City Council

Date: January 2022



[trafficmanagementconsultants@hotmail.co.uk](mailto:trafficmanagementconsultants@hotmail.co.uk)



07771 557382

## DOCUMENT REGISTER

**Project Name:** London Road, South of Stubbington Avenue, Portsmouth –Taxi Rank.

**Report Title:** Stage 1 / 2 Road Safety Audit.

**Date:** 29<sup>th</sup> January 2022.

**Client:** Portsmouth City Council.

Audit Team	Name	Position	Date
Audit Team Leader:	Peter Ronald	Director	29/01/2022
Audit Team Member:	Lee Turner	Road Safety Auditor	29/01/2022
Approved By:	Peter Ronald	Director	29/01/2022

Revision History					
Revision	Date	Description	Audit Team Leader	Audit Team Member	Approved
-	29/01/2022	Draft	PR	LT	PR
A	29/01/2022	Final	PR	LT	PR
B	03/03/2022	Report updated	PR		

Prepared By: **Traffic Management Consultants Ltd**

Unit 2  
71A Hamilton Road  
READING  
RG1 5RA

☎ 07771 557382

✉ [trafficmanagementconsultants@hotmail.co.uk](mailto:trafficmanagementconsultants@hotmail.co.uk)

14 Aintree Lane  
Liverpool  
L10 2JL

## **Disclaimer**

“No part of this report may be copied or reproduced by any means without prior written permission from Traffic Management Consultants. If you have received this report in error, please destroy all copies in your possession or control and notify Traffic Management Consultants.

This report has been prepared for the exclusive use of the commissioning party and unless otherwise agreed in writing by Traffic Management Consultants, no other party may use, make use of, or rely on the contents of the report. If others choose to rely upon this report they do so entirely at their own risk. No liability is accepted by Traffic Management Consultants for any use of this report, other than for the purposes for which it was originally prepared and provided.

Opinions and information provided in the report are based on Traffic Management Consultants using due skill, care, and diligence in the preparation of the same and no explicit warranty is provided as to their accuracy. It should be noted, and it is expressly stated, that no independent verification of any of the documents or information supplied to Traffic Management Consultants has been made.”

## Table of Contents

1. Executive Summary .....	5
2. Introduction.....	5
3. Risk Assessment.....	7
4. Historical Summary .....	7
5. Existing Environment.....	7
6. Collision Data .....	7
7. Survey Information.....	8
8. Audit Assessment .....	8
9. Nil Response/Comments .....	9
10. Non-Motorised User Report (NMUs) .....	9
11. Audit Team Statement .....	10
12. Appendix A - List of Documents .....	11
13. Appendix B - Identified Road Safety Audit Matters Location Plan .....	11

## 1. Executive Summary

1.1 This scheme is promoted by Portsmouth City Council. This Road Safety Audit is supplied under the provisions of the safety audit request dated 19<sup>th</sup> January 2022.

## 2. Introduction

2.1 This report results from a Stage 1 / 2 Road Safety Audit carried out on a proposal to introduce a new taxi rank that is operational for 22 hours per day 9.00am -7.00am on the A2047 London Road, Portsmouth, between Stubbington Avenue and Laburnum Grove.

### 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)

Lee Turner MCIHT.  
(Audit Team Member)

### 2.3 Audit Site Visit

A site visit was carried out on Tuesday 25<sup>th</sup> January 2022 by the Audit Team between 2pm and 2.30pm. The weather conditions were dry and overcast. The road surface was dry. Traffic conditions were moderate, and vehicle speeds were perceived to be within the posted 30 mph speed limit.

The Audit also comprised an examination of the drawing provided by Portsmouth City Council and any additional support documents completed by the Audit Team as listed in Appendix A. All safety issues are with reference to the specific design details shown on the drawings.

### 2.4 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.

### 2.5 Audit Brief

The Audit Team were not provided with an Audit Brief by the Local Authority.

### 2.6 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.

## 2.7 **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.

## 2.8 **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 Unknown.

### 5. Existing Environment

5.1 The A2047 London Road is a classified local distributor road within the North End area of Portsmouth with commercial development along both sides. There is an existing south bound bus lane that is being amended to accommodate the new taxi rank and double yellow lines present along both sides of the road. There is a system of street lighting that introduces a 30mph speed limit.

### 6. Collision Data

6.1 The Audit Team have not been provided with any recorded injury collision data as part of this road safety audit. However, interrogation of [www.crashmap.co.uk](http://www.crashmap.co.uk) indicates that there were two slight and one serious personal injury collisions at the Laburnum Grove junction near the new taxi rank that is the subject of this audit during the 2016 - 2020 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
<b>B1</b>	<b>General</b>		
B1.1	Departures from Standards		
B1.2	Drainage		
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 Developments and Roads		
B1.12	Road alignment		
B1.13	General layout	Comments	(9.1) A Traffic Regulation Order will be required to install the new taxi rank and amend the existing bus lane. (9.2) There is an adjacent overnight taxi rank that may cause confusion with the new 22 - hour rank. (9.3) Auditors believe that concerns have been raised about taxis 'U' turning in Laburnum Grove, this is not considered to be a significant problem.
<b>B2</b>	<b>Local Alignment</b>		
B2.1	Visibility		
B2.2	New/Existing Road Interface		
<b>B3</b>	<b>Junctions</b>		
B3.1	Layout		
B3.2	Visibility		
B3.3	Signing	Comment	(9.4) Taxi rank signage will be required to ensure new rank is legal and enforceable.
B3.4	Road Markings		
B3.5	T, X and Y junctions		
B3.6	All roundabouts		
B3.7	Mini Roundabouts		



B3.8	Traffic Signals		
<b>B4</b>	<b>Non-Motorised User Provision</b>		
B4.1	Adjacent Land		
B4.2	Pedestrians		
B4.3	Cyclists		
B4.4	Equestrians		
<b>B5</b>	<b>Road Signs, Carriageway Markings and Lighting</b>		
B5.1	ADS and Local Traffic Signs		
B5.2	Variable Message Signs		
B5.3	Lighting		
B5.4	Road Markings		
B5.5	Poles and Columns		

## NO PROBLEMS IDENTIFIED

### 9. Nil Response/Comments

- 9.1 A Traffic Regulation Order will be required to install the new taxi rank and amend the existing bus lane.
- 9.2 There is an adjacent overnight taxi rank that may cause confusion with the new 22-hour rank due to different timings and over ranking between ranks on double yellow lines between existing and proposed ranks .
- 9.3 The audit team understands that concerns have been raised about taxis ‘U’ turning in Laburnum Grove. Should this occur it is not considered to be a significant problem.
- 9.4 Taxi rank signage will be required to ensure that the new rank is legal and enforceable.

### 10. Non-Motorised User Report (NMUs)

- 10.1 This report has not identified any road safety problems affecting NMUs that need to 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.

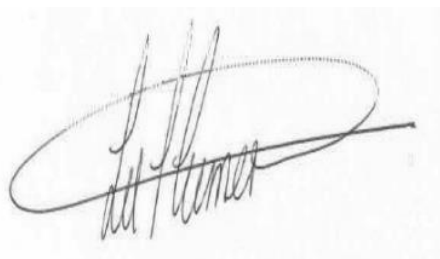
The problems identified have been noted in the report together with associated safety improvement suggestions that we recommend should be studied for implementation.

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



Peter Ronald  
**(Audit Team Leader)**

29<sup>th</sup> January 2022



Lee Turner  
**(Audit Team Member)**

29<sup>th</sup> January 2022

## 12. Appendix A - List of Documents

### Drawings

Title	Drg. No.	Revision
Taxi Rank	TBC	-

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

