



safer roads for everyone

**Victoria's, Ashford Road, Harrietsham,
Maidstone, Kent**

Road Safety Audit Stage 1

on behalf of Swift Roofing Contracts

TMS reference no: 15875

Date: 1st October 2020

Victoria's, Ashford Road, Harrietsham, Maidstone, Kent

Road Safety Audit Stage 1

1. Introduction

1.1 This report describes a Stage 1 Road Safety Audit carried out on access proposals for a housing development at the Victoria's site on Ashford Road, Harrietsham, Maidstone, on behalf of Swift Roofing Contracts. The audit was carried out on 1st October 2020 in the offices of TMS Consultancy.

1.2 The audit team members were as follows:

Audit Team Leader

Richard Marriott – CertEd, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
Road Safety Engineer, TMS Consultancy

Audit Team Member

Harminder Aulak - BSc (Hons), IEng, FIHE, RegRSA (IHE)
Highways England Approved RSA Certificate of Competency
Technical Director – Engineering Services, TMS Consultancy

1.3 The audit comprised an examination of the documents listed in **Appendix A**. The Road Safety Audit was undertaken on the information provided by Paul Fowler of Swift Roofing Contracts.

1.4 The site was visited by the Audit Team on 30th September 2020 at 12:30hrs. The weather was fine and dry. Traffic flows were moderate to high. Pedestrian and cycle flows were not observed.

1.5 The terms of reference of the Road Safety Audit are as described in GG 119. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.

1.6 All of the problems described in this report are considered by the audit team to require action in order to improve the safety of the scheme and minimise collision occurrence.

- 1.7 A scheme drawing is included in **Appendix B**, where the locations of specific problems are referenced. A location plan of the scheme is also included in this Appendix.
- 1.8 The scheme consists of a new residential development of 5 dwellings at the site of the former Victoria's establishment.
- 1.9 **Road Safety Audit Response Report**

Following the completion of the road safety audit, the design team should prepare a road safety audit response report in collaboration with the Overseeing Organisation.

The response report should incorporate the following:

- **Decision Log** spreadsheet, where each Problem and Recommendation in the Safety Audit report is reiterated
- In the Decision Log, a response should be provided by the Design Team and Overseeing Organisation for each problem raised in the RSA report, together with an agreed action

Further information is provided in **GG 119 Sections 4.11 to 4.19** and **Appendix F** (where a road safety audit response report template is available).

The response report should be produced and finalised within *one month* of the issue of the RSA report. A copy of the response report should be issued to the Safety Audit Team for information.

2. Items resulting from this Stage 1 Audit

2.1 PROBLEM

Location – Development access

Summary: Risk of tripping or injury for pedestrians

The footway leading into the development has no dropped kerb crossing point provided. The kerb upstands may present difficulty for visually or mobility impaired pedestrians when crossing to the opposite footway. Pedestrians may become injured if they trip or fall when attempting to cross, in particular for users of manual wheelchairs or pushchairs.



RECOMMENDATION

A dropped kerb crossing point with tactile paving should be provided and the footway resurfaced

2.2 PROBLEM

Location – Shared space transition points with footway - extent of development.

Summary: Collisions with visually impaired pedestrians

At the shared space transition points, there does not appear to be any form of delineation to indicate that the visually impaired are entering a shared space and that the footway has ended. This could lead to the visually impaired still believing they are on a footway section and not be aware that it could be shared with motorised vehicles, increasing the risk of a collisions occurring.

RECOMMENDATION

Delineation measures should be installed, such as contrasting surface to make pedestrians aware they are entering a shared area.

2.3 PROBLEM

Location – Extents of development

Summary: Night-time pedestrian slips / trips / falls / collisions

A lighting diagram has not been provided to cover the proposed development. This could cause trip / slip / trip type injuries to pedestrians together with vehicle related collisions during the hours of darkness.

RECOMMENDATION

A lighting assessment should be undertaken, and lamp columns installed as required.

2.4 PROBLEM

Location – Footway along Ashford Road

Summary: Potential trip / slip / fall type injuries to pedestrians

The footway is currently uneven on Ashford Road near the vicinity of the development, with evidence of patching and uneven surfaces. These could potentially cause trip / slip / fall type injuries to pedestrians, particularly to those with mobility and visual impairments.



RECOMMENDATION

The levels of the existing footway should be checked, and improvements carried out where necessary.

2.5 PROBLEM

Location – Development access

Summary: Loss of control type collisions / potential slip / skid hazards to all road users

Details have not been provided for new locations of utility and service covers. Existing service / utility covers located in junction turning areas may present skid hazards to turning vehicles, particularly to two wheeled vehicles. In addition, metal service covers, and drainage gullies may present a slip hazard to pedestrians. Both issues will be exacerbated during wet or icy conditions.



RECOMMENDATION

Surface infill type covers should be provided, or the service / manhole covers should be treated with a non-slip surface with similar skid resistance to the surrounding carriageway

2.6 PROBLEM

Location – Right hand visibility splay at proposed junction

Summary: Risk of pull-out type accidents.

The right-hand visibility splay at the junction for drivers waiting at the give-way line is likely to be obstructed by existing vegetation, this could result in pull-out type collisions if drivers fail to see approaching vehicles in time.



RECOMMENDATION

Vegetation within the visibility envelope should be cut back and maintained on a routine basis.

2.7 PROBLEM

Location – Northern Footway

Summary: Potential vehicle strike type collisions

There are currently several old metal verge markers on the northern footway which could be a hazard to any errant vehicle attempting to turn too early into the development. This could increase the risk of injury to vehicle occupants.



RECOMMENDATION

The posts should be removed and replaced with a sufficient kerbed edge to the footway to safeguard users.

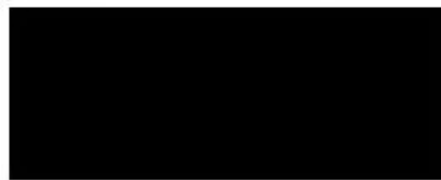
3. **Audit Team Statement**

We certify that the terms of reference of the road safety audit are as described in GG 119.

Audit Team Leader

Richard Marriott – CertEd, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
Road Safety Engineer, TMS Consultancy

Signed

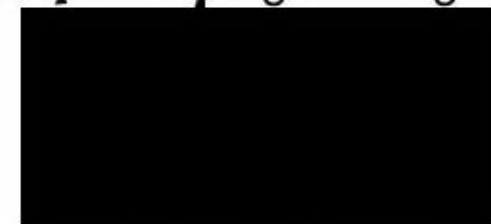


Date 1st October 2020

Audit Team Member

Harminder Aulak - BSc (Hons), IEng, FIHE, RegRSA (IHE)
Highways England Approved RSA Certificate of Competency
Technical Director – Engineering Services, TMS Consultancy

Signed



Date 1st October 2020

TMS Consultancy

Unit 1b, Sovereign Court 2,
University of Warwick Science Park
Sir William Lyons Road
Coventry,
CV4 7EZ



+ 44 (0)24 7669 0900










info@tmsconsultancy.co.uk



www.tmsconsultancy.co.uk

Appendix A

Documents Examined:

-  Block Plan
-  Location Plan
-  Proposed site plan
-  Victoria's Ashford Road Harrietsham ME17 1BL - Topographic Survey.dwg
-  Victoria's Ashford Road Harrietsham ME17 1BL - Topographic Survey-A1 1-200 scale
-  Victoria's Ashford Road Harrietsham ME17 1BL - Topographic Survey-Extract of site A3 1-250 scale
-  Victorias Cabaret, Ashford Rd (5 houses)



Appendix B

Please refer to the following page for a plan illustrating the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

The location of the scheme is shown below:

