

**Project Details** – Land at The Den, Richborough Road, Sandwich

**Date** – 29/11/23

**Consultant/Design Engineer** – DHA



**Contact** – James Marsh 01622 776226



### **Road Safety Audit Stage 1**

This response is to the issues raised in the Stage 1 RSA report, prepared by Road Safety Answers dated November 2023. Ref RSA791

### **Authorisation sheet**

<b>Prepared by:</b>	
Name:	<b>James Marsh</b>
Position	<b>Senior Transport Engineer</b>
Signed:	
Organisation	<b>DHA</b>
Date:	<b>29/11/2023</b>
<b>Approved by:</b>	
Name:	<b>Chris Smoker</b>
Position	<b>Associate Director</b>
Signed:	
Organisation:	<b>DHA</b>
Date:	<b>29/11/2023</b>

### **Introduction**

The scheme at The Den, Richborough Road, Sandwich comprises the development of 8 holiday units. The Stage 1 Road Safety Audit was prepared by Road Safety Answers Ltd in November 2023 to review the proposed access arrangement off Richborough Road including the provision of an in only and out only access, and a new footway between the site and the existing footway to the south. This Designer's Response was produced by James Marsh of DHA, approved by Chris Smoker of DHA and reviewed by the overseeing organisation of Kent County Council.

Item Number	RSA Issue	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.1	<p><b>Location: A</b> - The out-only egress onto Richborough Road (Dwg. 17102/H-01 Rev. P3).</p> <p><b>Summary:</b> Risk of an exiting vehicle rolling back onto a following vehicle.</p> <p>There is currently a gradient up onto Richborough Road of approximately 1 in 8 from the development site. If this is maintained there will be a risk of an existing vehicle rolling back onto a following vehicle, causing damage.</p>	The egress should have a relatively level dwell area approaching Richborough Road.	<p><b>Agreed.</b></p> <p>The access will have a gradient of 1:20 for a distance 12m back from the give way line. Levels will be reviewed further at the detailed design phase.</p>		
2.2	<p><b>Location: B</b> – The out-only egress onto Richborough Road (Dwg. 17102/H-01 Rev. P3).</p> <p><b>Summary:</b> Risk of an exiting vehicle falling into the drainage ditch.</p> <p>A relatively deep drainage ditch runs parallel to Richborough Road along the whole frontage of the site. The drawing implies that the exit road will be</p>	The exit road should have protection on each side as it crosses the drainage ditch on the approach to Richborough Road.	<p><b>Noted.</b></p> <p>Vehicles will be going a slow speed when exiting the site so risk is considered a low, however a fence will be provided either side of the access as shown on revised drawing 17102-H-01 Rev P4.</p>		

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	<p>kerbed, but does not show any protection to stop an errant vehicle turning off the side of the road into the drainage ditch as it turns the right angle to use the exit. The lack of a protective barrier, wall or verge on each side of the exit road, as it crosses the ditch, increases the risk of a vehicle falling into the ditch, with possible injuries to the vehicle occupants.</p>				
2.3	<p><b>Locations: C-</b> The in-only access from Richborough Road (Dwg. 17102/H-01 Rev.P3).</p> <p><b>Summary:</b> Risk of an entering vehicle falling into the drainage ditch.</p> <p>The drainage ditch that runs parallel to Richborough Road along the whole frontage of the site is particularly deep at the proposed access to the site. The drawing implies that the entry road will be kerbed, but does not show any</p>	<p>The access road should have protection on each side as it crosses the drainage ditch next to Richborough Road.</p>	<p><b>Agreed.</b></p> <p>Fences will be provided either side of the access order to provide protection where the access crosses the ditch as shown on revised drawing 17102-H-01 Rev P4.</p>		

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	<p>protection to stop an errant vehicle running off the site of the road into the drainage ditch as it turns into the access. The lack of a protective barrier, wall or verge on each side of the exit road, as it crosses the ditch, increases the risk a vehicle falling into the ditch, with possible injuries to drainage ditch next to Richborough Road.</p>				
2.4	<p><b>Location: D</b> – The 95m of footway along the verge of Richborough Road (Dwg. 17102/H-02 Rev. P2).</p> <p><b>Summary:</b> Risk of pedestrians falling into the deep ditch.</p> <p>The verge on the west side of Richborough Road falls from what will be the back edge of the proposed 1.5m footway into the deep ditch that runs along this whole stretch of road (photo 1). Without a flat margin behind the footway onto</p>	<p>Measures should be installed to ensure that pedestrians do not fall into the ditch.</p>	<p><b>Agreed.</b></p> <p>A fence line will be provided along the back of the proposed footway as shown in revised drawing 17102-H-02 Rev P3.</p> <p>The form of the fence will be discussed with KCC Highways who will ultimately need to take on maintenance responsibilities.</p>		

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	<p>which an errant pedestrian can step, the risk of the pedestrian losing their balance on the slope and falling into the ditch will be unnecessarily high.</p>				
2.5	<p><b>Location: E</b> – Northern end of the footway where it enters the development site (Dwg. 17102/H-02 Rev. P2).</p> <p><b>Summary:</b> Risk of pedestrians falling into the deep ditch.</p> <p>As the footway leaves the edge of the carriageway of Richborough Road it will have to bridge across the deep ditch. Without any protection on each side the risk of errant pedestrians falling into the ditch will be unnecessarily high.</p>	<p>Measures should be installed to stop pedestrian falling into the ditch as they cross it on the bridge.</p>	<p><b>Noted.</b></p> <p>The bridge has now been removed so that the footway follows the carriageway.</p>		
2.6	<p><b>Location: F</b> – Southern end of the proposed footway (Dwg. 17102/H-02 Rev. P2).</p> <p><b>Summary:</b> Risk of pedestrian/vehicle</p>	<p>The proposed footway should continue southwards to join the existing footway.</p>	<p><b>Agreed.</b></p> <p>The plans have been updated in order to show a connection to the existing footway. There is a telegraph pole that will need to</p>		

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	<p>collisions on the carriageway.</p> <p>Pedestrians will have to walk on the carriageway as the proposed footway will stop 19m short of the existing footway (photo 2), increasing their risk of collisions with passing vehicles.</p>		<p>relocated to the rear of t footway.</p> <p>Additionally there are trees within close proximity to the carriageway edge, where there is enough room to provide the footway without the trees removal, the impact on roots will need to be reviewed at detailed design.</p>		
2.7	<p><b>Location: G-</b> Towards the southern end of the proposed footway (Dwg. 17102/H-02 Rev. P2).</p> <p><b>Summary:</b> Risk of pedestrian/vehicle collisions.</p> <p>The existing pole with the national speed limit/30mph signs is located in what will be the centre of the proposed footway. If left in situ, mobility impaired users will be unable to pass it on the footway and will have to travel on the carriageway for 120m to use the vehicle entrance to the development side, increasing their risk of</p>	<p>The speed limit pole and signs should be relocated to the verge behind the proposed footway.</p>	<p><b>Agreed.</b></p> <p>The speed limit pole will be relocated to the back of the footway as shown on drawing 17102-H-02 Rev P3.</p>		

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	being struck by a passing vehicle.				

## Design Organisation and Overseeing Organisation Statements

On behalf of the design organisation I certify that:	
1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	James Marsh
Signed:	
Position:	Senior Transport Engineer
Organisation:	DHA
Date:	

On behalf of the overseeing Organisation I certify that:	
1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and	
2) The agreed RSA actions will be progressed.	
Name:	
Signed:	
Position:	
Organisation:	
Date:	