

Road Safety Answers

Road Safety Audit Stage 1

Access to Richborough Road, Ash, Sandwich



Client: [DHA Transport](#)

Road Safety Answers reference no: RSA791

Control Sheet

	Name	Date	Signature
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Report Version

RSA Report Ref.	Version	Date of Issue
RSA791	Final	21/11/2023

1. Introduction

1.1 This report describes a Stage 1 Road Safety Audit carried out on the preliminary design for access to and from land at The Den, Richborough Road, Ash, Sandwich, for DHA, at the request of the Overseeing Organisation, Kent County Council. The audit was carried out in the office of Road Safety Answers Ltd during November 2023.

1.2 The audit team members were as follows:

Team Leader

Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
HE Approved RSA Certificate of Competency (2013)
Director, Road Safety Answers Ltd

Team Member

Vinny Rey – BEng (Hons), MCIHT, MSoRSA
HE Approved RSA Certificate of Competency
Independent Road Safety Consultant

1.3 The audit comprised an examination of the documents listed in Appendix A, and included the drawings supplied by James Marsh of DHA Transport. The site was visited by the Audit Team, together, on 16th November 2023 between 11.25 and 12.10 hours. The weather was cloudy and fine and the road surface was damp following earlier rain. Traffic, pedestrian and cycle flows were light on Richborough Road.

1.4 The terms of reference of the audit are as described in the UK's national standard for road safety audit, GG 119 (revision 2). 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.

1.5 All the problems described in this report are considered by the audit team to require action to improve the safety of the scheme and minimise accident occurrence. Plans showing the locations of the problems is shown in Appendix B.

1.6 The purpose of the scheme is to provide a separate access and egress to a new development, as well as a new length of footway on the west side of Richborough Road.

- 1.7 The scheme consists of the following elements:
- Widening of an existing field access to provide a surfaced and kerbed, 4.8m wide egress (out only) onto Richborough Road opposite Brickfield Cottage, with 6m shoulder radii and a gate set back 7m from the edge of the carriageway;
 - Visibility splays onto Richborough Road of 48m south x 2.4m x 49m north, the existing hedgerow requiring cutting back and maintaining thereafter to guarantee these splays;
 - An entry-only access into the site approximately 120m south of the egress on Richborough Road, widening an existing field gate and providing a surfaced and kerbed, 4.8m wide access (in only) from Richborough Road, with compound shoulder radii to allow for large vehicles entering the site, and a gate set back 7m from the edge of the carriageway;
 - Visibility to a vehicle waiting to turn right into the access improved to 35m by cutting back and maintaining the hedgerow as such along the east side of Richborough Road just to the south of the access (in reality the driver of a vehicle travelling north towards the access will be able to view the turning vehicle from a distance in excess of 40m away);
 - A 1.5m wide footway along the west side of Richborough Road, approximately 120m in length, mostly bordering the carriageway but located behind the sluice and bridged over the deep ditch near to the access into the development, joining the development access road 16m from Richborough Road;
 - A dropped kerb provided at the southern end of the proposed footway allowing pedestrians onto the carriageway to reach the existing footway on Richborough Road, some 20m away.
- 1.8 No details of street lighting, surface water drainage or signing have been provided. These issues are not, therefore, considered further in this report unless the existing facilities, or lack of them, is likely to engender a safety problem with the proposed scheme.
- 1.9 The auditors are not aware that any previous road safety audits have been carried out on these, or similar, proposals.

2. Items resulting from this Stage 1 Audit

2.1 PROBLEM

Location: A – The Out-only egress onto Richborough Road (Dwg. 17102/H-01 Rev. P3).

Summary: Risk of an exiting vehicle rolling back onto a following vehicle.

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 exiting vehicle rolling back onto a following vehicle, causing damage.

RECOMMENDATION

The egress should have a relatively level dwell area approaching Richborough Road.

Design Team Response:

Client Officer Response:

2.2 PROBLEM

Location: B – The Out-only egress onto Richborough Road (Dwg. 17102/H-01 Rev. P3).

Summary: Risk of an exiting vehicle falling into the drainage ditch.

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 kerbed, but does not show any protection to stop an errant vehicle running 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.

RECOMMENDATION

The exit road should have protection on each side as it crosses the drainage ditch on the approach to Richborough Road.

Design Team Response:

Client Officer Response:

2.3 PROBLEM

Locations: C – The In-only access from Richborough Road (Dwg. 17102/H-01 Rev. P3).

Summary: Risk of an entering vehicle falling into the drainage ditch.

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 protection to stop an errant vehicle running off the side 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 the vehicle occupants.

RECOMMENDATION

The access road should have protection on each side as it crosses the drainage ditch next to Richborough Road.

RECOMMENDATION

Design Team Response:

Client Officer Response:

2.4 PROBLEM

Location: D – The 95m of footway along the verge of Richborough Road (Dwg. 17102/H-02 Rev. P2).

Summary: Risk of pedestrians falling into the deep ditch.

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 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.



Photo 1: Deep ditch along the west side of Richborough Road

RECOMMENDATION

Measures should be installed to ensure that pedestrians do not fall into the ditch.

Design Team Response:

Client Officer Response:

2.5 PROBLEM

Location: E – Northern end of the footway where it enters the development site (Dwg. 17102/H-02 Rev. P2).

Summary: Risk of pedestrians falling into the deep ditch.

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.

RECOMMENDATION

Measures should be installed to stop pedestrian falling into the ditch as they cross it on the bridge.

Design Team Response:

Client Officer Response:

2.6 PROBLEM

Location: F – Southern end of the proposed footway (Dwg. 17102/H-02 Rev. P2).

Summary: Risk of pedestrian/vehicle collisions on the carriageway.

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.



Photo 2: Verge will remain between the proposed and existing footways

RECOMMENDATION

The proposed footway should continue southwards to join the existing footway.

Design Team Response:

Client Officer Response:

2.7 PROBLEM

Location: G – Towards the southern end of the proposed footway (Dwg. 17102/H-02 Rev. P2).

Summary: Risk of pedestrian/vehicle collisions.

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 pedestrians using a mobility scooter 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 site, increasing their risk of being struck by a passing vehicle.

RECOMMENDATION

The speed limit pole and signs should be relocated to the verge behind the proposed footway.

Design Team Response:

Client Officer Response:

3. Audit Team Statement

We certify that this road safety audit has been carried out in accordance with GG 119 (revision 2), with the exception that Designer and Highway Authority response sections have been added to each problem, and a signing off chapter added for the convenience of both parties.

Audit Team Leader

Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
HE Approved RSA Certificate of Competency
Director, Road Safety Answers Ltd

Signed



Date 21/11/2023

Audit Team Member

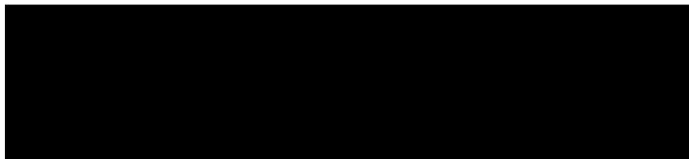
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Independent Road Safety Consultant

Signed



Date 21/11/2023

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4. Design Team and Overseeing Organisation Statements

Design Team Leader

I certify that I have reviewed the items raised in this Stage 1 Safety Audit report. I have given due consideration to each issue raised and have stated my proposed course of action for each in this report. I seek the Overseeing Organisation's endorsement of my proposals.

Name:

Organisation:

Signed:

Date:

Overseeing Organisation (Highway Authority) Project Manager

I certify that I have reviewed the comments and actions proposed by the Design Team Leader and, in this report, I have stated my agreement, or alternative proposal, or acceptance of the risk associated with the problem.

Name:

Organisation:

Signed:

Date:

Appendix A

Drawings and Documents Examined:

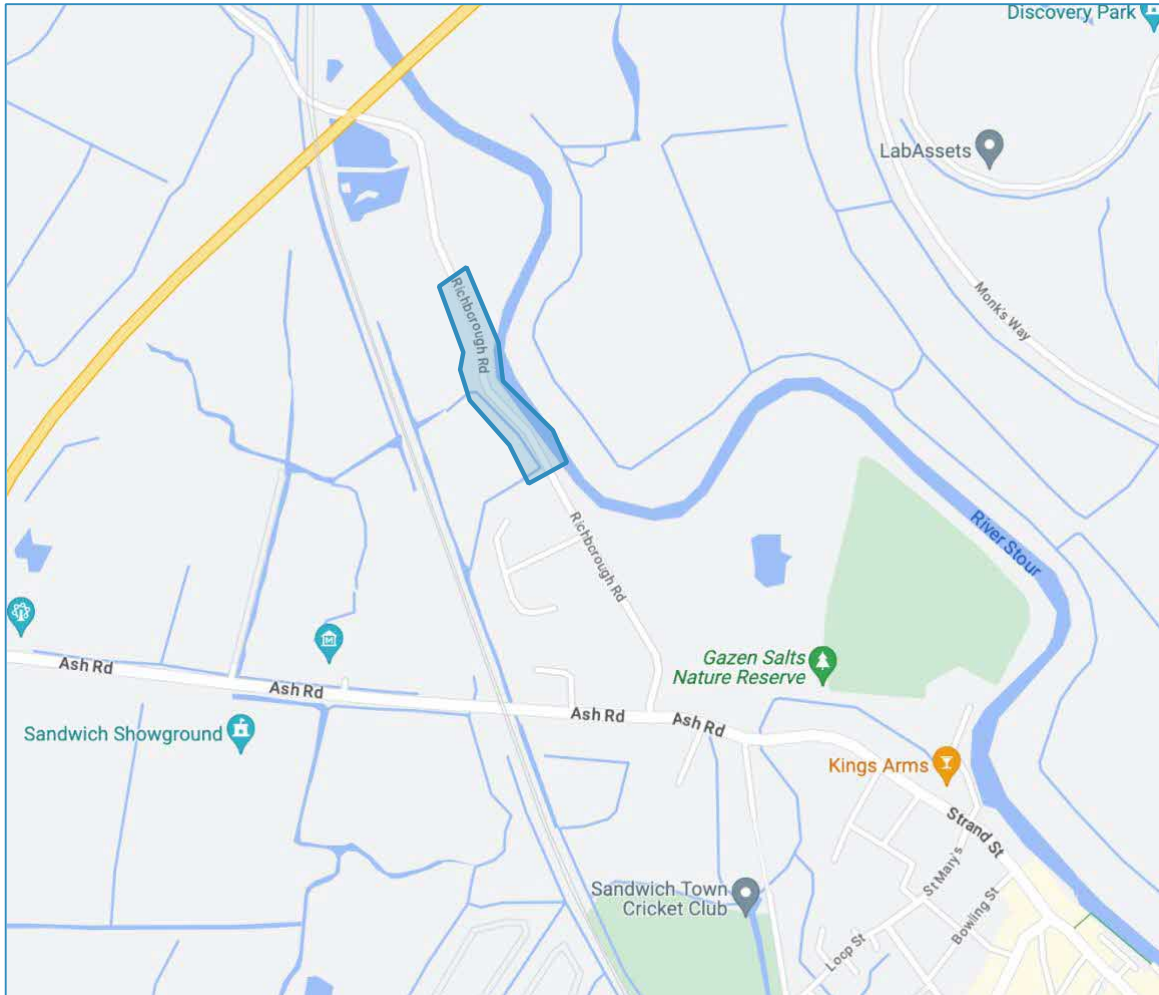
17102 - H-01 Rev P1 Access Design.pdf

17102 - H-02 Rev P1 Proposed Footway.pdf

17102 - T-02 Rev P1 Access Tracking.pdf

Appendix B

The following plan shows the location of the scheme



Problems Location Plans

