



Charles & Associates

EAST HILL, HEMPSTEAD VALLEY, MEDWAY

Designer's Response to the Stage 1 Safety Audit

Project No. 17-035

November 2020

EAST HILL, HEMPSTEAD VALLEY, MEDWAY

Designer's Response to the Stage 1 Safety Audit

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DOCUMENT CONTROL SHEET

REV	ISSUE PURPOSE	AUTHOR	CHECKED	REVIEWED	APPROVED	DATE
-	For Approval	DH	SW	SW	SW	Nov 2020

DESIGNER'S STATEMENT

C & A Consulting Engineers prepared a site access design for the proposed residential development at East Hill, Hempstead Valley, Medway. A Stage 1 Road Safety Audit was carried out on the designs shown on Drawing Number 17-035-020. The Audit was undertaken by Laurence Shaw Associates and the Auditor Team identified a few issues.

I have considered the issues and problems raised in the Safety Audit and have appended my comments, which set out:

- the changes to the design which I propose to make, or
- the reasons why I do not propose to make any changes

Signed: Daniel Hughes

Date: November 2020

Audit Team No.	Audit Team Observation	Audit Team Recommendation	C&A Designers Response	Client Comment
Proposed signalised junction – Drawing 17-035-020				
2.1	<p>Location: Pear Tree Lane/Hempstead Valley Drive, proposed paired traffic signals junction</p> <p>Summary: Risk of rear-end shunt or stop line overshoot collisions, due to gradients.</p> <p>There is a significant downhill gradient between the northern and southern elements of the proposed traffic signal junction. This may increase the risk of poor judgement on braking leading to rear-end shunt or stop line over-shoot collisions.</p>	<p>Recommendation:</p> <p>Provide high friction surfacing on approach to all stop lines.</p>	<p>Agree/Disagree:</p> <p>Agree – 50m of high friction surfacing along Pear Tree Lane/Hempstead Valley Drive on approaches to stop lines have been provided. See drawing 17-035-020_RevA</p>	
2.2	<p>Location: Pear Tree Lane/Hempstead Valley Drive, proposed paired traffic signals junction</p> <p>Summary: Risk of rear-end shunt collisions, due to issues relating to elevation and visibility to distant signal head aspects.</p> <p>The difference in levels between the northern and southern elements of the junction may lead to reduced visibility to standard height signal head mountings, for southbound</p>	<p>Recommendation:</p> <p>Establish forward visibility to signal head aspects; if necessary provide duplicate high mounted signal heads.</p>	<p>Agree/Disagree:</p> <p>Agree: Sufficient forward visibility is achievable for vehicles approaching the first set of proposed traffic lights. The achievable forward visibility is in line with the existing speed limits along Hempstead Valley drive. The proposed traffic signal head designed at the minimum</p>	

	<p>drivers. This could lead to drivers not reacting to signal controls and increase the risk of rear-end shunt type collisions.</p>		<p>dimensions are also visible for vehicles travelling southbound. See inset of drawing number 17-035-020_rev A for details.</p>	
2.3	<p>Location: Pear Tree Lane/Hempstead Valley Drive, proposed paired traffic signals junction</p> <p>Summary: Risk of stop line overshoot collisions due to potential 'see-through'</p> <p>aspects of combined signal installations.</p> <p>Drivers passing through the combined traffic signal junction on the north/south route, Pear Tree Lane/Hempstead Valley Drive, may focus on distant signal aspects, i.e. in a 'see-through' effect. This may result in stop line overshoot collisions if the signal aspects are not common at the two elements of the combined junction layout.</p>	<p>Recommendation:</p> <p>Ensure that signal aspects correspond or that the 'see-through' effect is eliminated by signal head shutters or other means.</p>	<p>Agree/Disagree:</p> <p>Agree – Shutters to be provided on signal heads.</p>	