



**DARLAND FARM, MEDWAY
KENT**

Designer's Response to the Stage 1 Safety Audit

**Project No. 16-007
August 2016**

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KENT**

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DOCUMENT CONTROL SHEET

REV	ISSUE PURPOSE	AUTHOR	CHECKED	REVIEWED	APPROVED	DATE
-	For Approval	DH	JBW	DH	JBW	July 2016

DESIGNER'S STATEMENT

C & A Consulting Engineers have prepared a preliminary design for the proposed residential development at Darland Farm, Medway, Kent. A Stage 1 Road Safety Audit was carried out by Medway County Council for the proposed site access shown in Drawing 16-007-007B and the traffic calming proposals as shown in Drawing 16-007-008. Both drawings have been revised to meet safety concerns raised in the Audit. The Audit was undertaken by Medway County Council.

The audit team identified a number of issues during the Audit. 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: 08/01/2016

Audit Item No.	Audit Team Observation	Audit Team Recommendation	C & A Designer's Response	Client Comment
4.0	COMMENTS AND ITEMS ARISING FROM THE AUDIT			
4.1	<p>Problem</p> <p>Proposed pedestrian crossing on Capstone Road:</p> <p>Lack of visibility may lead to pedestrian accidents. Visibility to the northwest is restricted by signage and vegetation.</p>	<p>It is recommended that suitable inter-visibility should be provided or that the crossing should be relocated.</p>	<p>Pedestrian crossing to be shifted further south towards the roundabout to improve pedestrian inter-visibility.</p>	
4.2	<p>Problem</p> <p>Insufficient width on spur road from Wagon at Hale Public Junction to proposed junction.</p> <p>The spur road is to be calmed through horizontal deflection, where pedestrians are expected to walk on this lightly trafficked rural road. However, excessive vegetation is overhanging the carriageway, where the width is restricted. Lack of carriageway width may be detrimental to pedestrian safety.</p>	<p>It is recommended that the vegetation should be cut back to provide greater width and that a regular maintenance programme should be employed.</p>	<p>Agree maintenance on overgrown vegetation to take place.</p>	

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4.3	<p>Problem</p> <p>Gully location at proposed pedestrian crossing point.</p> <p>At the proposed crossing on Capstone Road, there is a blocked gully sited in the spur road on the western side of the carriageway. A blocked gully could lead to ponding and possible pedestrian accidents, particularly in icy conditions. Further, the gully could be on the pedestrian desire line, which may lead to pedestrian trips, particularly for the visually and mobility impaired.</p>	<p>It is recommended the gully should be unblocked and relocated away from the pedestrian desire line.</p>	<p>Pedestrian crossing shifted further south to improve crossing facilities for cyclists and improve pedestrian inter-visibility. As described in problem 4.1. Therefore, the gully will no longer be on the pedestrian desire line.</p>	
4.4	<p>Problem</p> <p>Proposed build outs on spur road lead to insufficient width for large vehicles.</p> <p>Swept paths of large vehicles appear to overrun the buildouts, where kerb strikes could lead to loss of control accidents.</p>	<p>It is recommended that the swept paths should be checked to ensure that safe passing movements can be undertaken, or that the width of the buildouts should be reduced.</p>	<p>The Proposed build outs leave a 3m wide gap for large vehicles to manoeuvre. The build out closest to the Wagon at Hale Public House leaves a 3.5m wide gap. This width plus swept path analysis shown prove that there is sufficient width for large vehicles to manoeuvre past without overrunning any of the proposed build outs.</p>	
4.5	<p>Problem</p> <p>Junction layout could compromise road safety;</p>	<p>It is recommended that the proposed junction to the spur roads should be squared off to a</p>	<p>The proposal is for the spur road to remain as two way working. Therefore, road markings at the proposed junction to the spur roads have been amended to illustrate</p>	

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	<p>The junction layout and the give way markings give the impression that the spur roads are one-way systems. Further, the layout does not cater for traffic entering the access from the nearby public house, which is a likely movement. Some drivers may try to undertake the left turn in manoeuvre, which could lead to kerb strikes and possible loss of control accidents.</p> <p>Additionally, the layout does not cater for cyclist movements entering the spur road and joining Capstone Road in a 30mph restriction. Rather, cyclists heading towards Chatham are directed to the junction with Pear Tree Lane, which has a 50mph restriction and then have to negotiate the roundabout junction, where research has shown that cyclists are more vulnerable.</p>	conventional junction format.	<p>two way movements. The layout then allows for traffic accessing the nearby public house.</p> <p>Additionally, a shared footway cycle way has been shown exiting the development adjacent to the access road and joining the spur road via a drop kerb.</p> <p>Cyclists can then use the relocated pedestrian crossing at the start of Capstone Road. The central refuge on the Capstone Road arm of the roundabout has been widened to 2.5m to accommodate cyclists crossing. The approach to the roundabout has therefore been amended slightly to accommodate an increased island width. Cyclists can cross safely and re-join the carriageway via a drop kerb. Drawing 16-007_RevC and 16-008_RevA show the changes described above.</p>	
4.6	<p>Problem</p> <p>Spur road junctions with Pear Tree Lane. Inappropriate speed limit could compromise road safety.</p> <p>The speed limit on this section of Pear Tree Lane 50mph, where there is no change when entering the two spur road junctions off the lane. Inappropriate speeds on the spur road could lead to loss of control accidents or collisions with vulnerable road users.</p>	It is recommended that the junctions off Pear Tree Lane should be signed as a 30mph restriction.	Speed limit signs at junctions to be incorporated.	

