



safer roads for everyone

## **Northwest Sittingbourne and Iwade Strategic Development, Kent**

### **Grovehurst Road Site Access**

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

on behalf of PFA Consulting

**TMS reference no: 15508**

**Date: 13<sup>th</sup> February 2020**

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# Grovehurst Road Site Access

## Road Safety Audit Stage 1

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### 1. Introduction

1.1 This report describes a Stage 1 Road Safety Audit carried out on a site access on Grovehurst Road as part of the Northwest Sittingbourne and Iwade Strategic Development, on behalf of PFA Consulting. The audit was carried out on 11<sup>th</sup> February 2020 in the offices of TMS Consultancy.

1.2 The audit team members were as follows:

#### **Audit Team Leader**

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

#### **Audit Team Member**

Richard Marriott – CertEd, MCIHT, MSoRSA,  
Road Safety Engineer, TMS Consultancy

#### **Observer**

Neal Roderick – BEng (Hons)  
Engineer, TMS Consultancy

1.3 The audit comprised an examination of the documents listed in **Appendix A**. The Road Safety Audit was undertaken in accordance with the Brief provided by Graham Eves of PFA Consulting.

1.4 The site was visited by the Audit Team on Monday 10<sup>th</sup> February 2020, between 13:30 and 15:30hrs. The weather was rain showers. Traffic flows were moderate. Pedestrian and cycle flows were low.

1.5 The terms of reference of the Road Safety Audit are as described in GG 119 (GG 119 superseded HD 19/15 in November 2018). 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 normal four-arm roundabout on Grovehurst Road to provide access to the development. Footways and cycleways are proposed as part of the roundabout, together with a signalised crossing on Grovehurst Road to the north of the roundabout. It is understood that the speed limit will be reduced to 30mph along Grovehurst Road where the roundabout is proposed.
- 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: Proposed toucan crossing on Grovehurst Road

Summary: Risk of injury for pedestrians and cyclists.

The toucan crossing will be located quite far from the desire line for pedestrians and cyclists travelling in the east-west direction between the site access roads. These users may not divert to the toucan crossing to the north and instead attempt to cross at random locations closer to the roundabout. This could increase their risk of being struck by vehicles and they could also trip and fall whilst traversing full height kerbs.

#### RECOMMENDATION

The toucan crossing should be positioned closer to the roundabout.

### 2.2 PROBLEM

Location: Proposed toucan crossing on Grovehurst Road

Summary: Risk of pedestrians and cyclists being struck by vehicles.

The road markings shown that a central hatching strip will be provided either side of the crossing area at the toucan. Pedestrians and cyclists may wait in this central area (if they attempt to cross during the red man phase) where they could be at risk of being struck by passing vehicles.

#### RECOMMENDATION

The road markings should be adjusted to remove the requirement for a central hatching strip in this area (single warning lines only should be provided on the approaches to the toucan crossing).

## 2.3 PROBLEM

Location: Footways on southern side of development access roads

Summary: Risk of injury for cyclists.

The footways along the southern sides of the development access roads are designed as footways only and so do not cater for cyclists who may want to connect to Grovehurst Road to the south of the roundabout. Cyclists could conflict with pedestrians if they use the southern footways or they could be at risk of being struck by vehicles if they travel within the circulatory carriageway of the roundabout.

### RECOMMENDATION

The southern footways should be designed as shared use footway/cycleways to provide a connection for cyclists wanting to access Grovehurst Road to the south of the roundabout.

## 2.4 PROBLEM

Location: Grovehurst Road approaches to roundabout

Summary: Risk of collisions if road surface has poor skidding resistance values.

The existing road surface is in a poor state of repair and it is unlikely to offer suitable skidding resistance for vehicles approaching the new roundabout and toucan crossing. This could result in loss of control, shunt, and overshoot type collisions.

### RECOMMENDATION

The carriageway should be resurfaced for a suitable distance (using a high PSV chip) on the approaches to the roundabout and toucan crossing.

## 2.5 PROBLEM

General: Inspection covers in carriageway

Summary: Ironwork could present a skid and loss of control hazard to vehicles.

It is not known if any inspection covers that are currently in the verge will coincide with the circulatory carriageway or the approaches to the roundabout. Ironwork at such locations can present a skid and loss of control hazard for vehicles negotiating the roundabout in wet weather, especially for two-wheeled vehicles.

### RECOMMENDATION


Any inspection covers that could coincide with the carriageway of the roundabout should be identified at an early stage and relocated as necessary.

### 3. **Audit Team Statement**

We certify that the terms of reference of the road safety audit are as described in GG 119 (formerly HD 19/15).

#### **Audit Team Leader**

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

Signed 

Date 13<sup>th</sup> February 2020

#### **Audit Team Member**

Richard Marriott – CertEd, MCIHT, MSoRSA,  
Road Safety Engineer, TMS Consultancy

Signed 




Date 13<sup>th</sup> February 2020

#### **Observer**

Neal Roderick – BEng (Hons)  
Engineer, TMS Consultancy







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## Appendix A

### Documents Examined:

-  D118 - Grovehurst Road Site Access Stage 1 RSA Brief Jan. 2020
-  D118-12C Grovehurst Road Site Access
-  D118-WCHRA01 Issue 2 Grovehurst Interchange - FULL REPORT
-  Fig1 2015 Observed Flows
-  Fig2 2031 Modelled Flows
-  RSA1 - Checklist of Information Required



## 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:

