



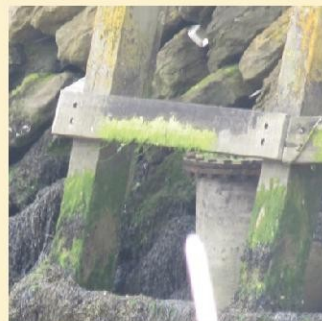
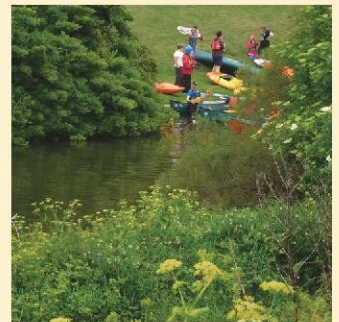
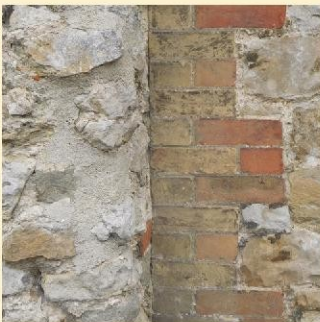
Princes Parade, Hythe

Planning Application Y17/1042/SH

Additional Information and Clarification - February 2018

Appendix 08

Transportation



Princes Parade, Hythe – Technical Note

Introduction

This Technical Note responds to comments provided by KCC Highways, dated 13th October 2017, relating to planning application Y17/1042/SH for the development of land at Princes Parade, Hythe. The comments are included in Appendix A.

Proposed Highway Layout

Traffic Calming

The submitted planning package contained some discrepancies regarding the provision of Traffic Calming. Drawing 617845/SK17 in Appendix 9 of the TA detailed the correct traffic calming measures, all other drawings contained within the planning submission documents are illustrative in terms of the road alignment only. This drawing has subsequently been revised following comments from the Stage 1 Road Safety Audit and the latest revision (617845/SK17B) is included in Appendix B of this report.

Seapoint Canoe Centre Parking

The Seapoint Canoe Centre (SCC), currently operates from temporary metal containers and leases its site from Shepway District Council (SDC). Access to the SCC is currently via the Seapoint Public Car Park, which is also owned by SDC. In 2015 a planning application (Y14/1248/SH), was approved for a permanent building for SCC. As part of this application and process of obtaining a permanent premises, 8 spaces in the Seapoint Car Park were to be included in renewed land lease for the centre.

The proposed realignment of Princes Parade intersects the Seapoint Car Park, and it is proposed the car park is relocated to the south side of Princes Parade, adjacent to the east Leisure Centre car park. The dedicated 8 spaces for the SCC will be provided in this relocated car park.

It is acknowledged that this will now involve visitors to the centre having to cross Princes Parade to access the site from the car park, which could occasionally involve users having to transport canoes/ kayaks across Princes Parade. However, the majority of users are youth who utilise canoes/kayaks provided by the centre. The SCC does run activity sessions in the sea as well as on the canal which involves the walking of canoes/ kayaks from the centre to the beach. However this occurs presently and the provision of a dedicated crossing point and raised table on Princes Parade will assist crossings.

Hard Landscaping and Street Lighting

This will be considered and subject to approval at the detailed design phase and can be conditioned if required.



Job Title: Princes Parade, Hythe.
Document Reference: 617845-MLM-ZZ-XX-RP-TP-001
MLM Reference: JIR/617845
Date: 05 January 2018

Safety Audit

A Stage 1 Safety Audit has been undertaken on the realignment proposals. The audit and subsequent designer's response will be submitted separately. As a result of the Safety Audit minor changes to the road design are proposed. These are:

- One on-street parking bay on the west bend of the road has been removed to better accommodate a 43m visibility splay.
- The two priority working traffic calming features have been altered so that the west feature gives priority to westbound vehicles and the east feature gives priority to eastbound vehicles.

More details are given in the submitted safety audit and designers response in Appendix C.

Transport Assessment

Background Traffic Growth

As a local plan allocation and with planning permission granted in 2010, the Martello Lakes (Nickolls Quarry), development was included in Shepway's Housing Information Audit 2014. It is this document which informs the background traffic growth factor for Shepway in Tempo. The development has therefore been factored into all modelling work.

Vehicle Parking Standards

It is acknowledged that parking standards for Hotels listed in Table 4.2 in the TA are incorrect for vehicles. At this stage the occupiers and nature of the hotel are currently unknown however it is envisioned that the restaurant will support the hotel and seafront attractions. The correct parking standards are shown in Table 1. However, should the restaurant be the predominate activity on the site rather than a supporting use, the full parking standards for planning use class A3 will apply. These are detailed in Table 2.

Table 2 – Kent Parking Standards for Hotels (SPG4)

	Vehicle Parking	Disabled Spaces	Cycle Parking
Employees	1 Space per 2 staff	Car parks of up to 50 spaces: 1 designated space + 2 spaces of sufficient size but not specifically designated.	1 space per 10 Beds + Short Term: 1 space per 10 seats + Long Term: 1 space per 20 seats.
Guests/ Visitors Restaurants	1 Space per Bedroom		
Restaurant Customers	1 space per 15sqm*		

*An additional provision should be made where bars/ restaurant facilities are open to the general public, of one third of the appropriate standard contained under Class A3 for bars this equates to 1 space per 12sqm and for restaurants 1 space per 15sqm.

Table 2 – Kent Parking Standards for Restaurants (SPG4)

	Vehicle Parking	Disabled Spaces	Cycle Parking
Employees	1 Space per 2 staff	Car parks of up to 50 spaces: 1 designated space + 2 spaces of sufficient size but not specifically designated.	Short Term: 1 space per 10 seats + Long Term: 1 space per 20 seats. Minimum of 2 spaces to be provided.
Customers	1 space per 6sqm		

Appendix A - KCC Highways Comments



Shepway District Council
Civic Centre
Castle Hill Avenue
Folkestone
CT20 2QY

Highways and Transportation

Ashford Highway Depot
4 Javelin Way
Ashford
TN24 8AD

Tel: 03000 418181
Date: 13 October 2017

Application - Y17/1042/SH

Location - PRINCES PARADE PROMENADE PRINCES PARADE HYTHE KENT

Proposal - HYBRID PLANNING APPLICATION FOR THE DEVELOPMENT OF LAND AT PRINCES PARADE. AN APPLICATION FOR OUTLINE PLANNING PERMISSION (WITH ALL MATTERS RESERVED) FOR UP TO 150 RESIDENTIAL DWELLINGS (USE CLASS C3), UP TO 1,270SQM OF COMMERCIAL USES INCLUDING HOTEL USE (USE CLASS C1), RETAIL USES (USE CLASS A1) AND / OR RESTAURANT/CAFE USES (USE CLASS A3); HARD AND SOFT LANDSCAPED OPEN SPACES, INCLUDING CHILDREN'S PLAY FACILITIES, SURFACE PARKING FOR VEHICLES AND BICYCLES, ALTERATIONS TO EXISTING VEHICULAR AND PEDESTRIAN ACCESS AND HIGHWAY LAYOUT WITHIN AND AROUND THE SITE, SITE LEVELLING AND GROUNDWORKS, AND ALL NECESSARY SUPPORTING INFRASTRUCTURE AND SERVICES. FULL APPLICATION COMPRISING A 2,961SQM LEISURE CENTRE (USE CLASS D2), INCLUDING ASSOCIATED PARKING, OPEN SPACES AND CHILDREN'S PLAY FACILITY.

Dear Rob,

Thank you for your consultation in relation to the above planning application. I have the following comments to make with respect to highway matters :-

This proposal has been subject to pre-application discussions between Kent County Council as the local highway authority and the applicant. As such the submission is largely as expected in terms what has been present for approval.

Assumptions with regard to trip distribution are reasonable and the proposed vehicle trip generation from the proposals are representative for the purposes of junction assessment. Although there will obviously be an uplift in traffic levels on some of the surrounding roads, the Transport Assessment has demonstrated that none of the roads and junctions affected will be over capacity as a result of the proposals.

Before I can provide final comments on the proposal, there are several issues with regard to the proposed road layout and different elements of the Transport Assessment which require update or further clarification:

1. Proposed Highway Layout::

- 1.1. The concept of relocating Princes Parade further inland to release the seafront area for development was agreed as acceptable on the proviso that the level of amenity parking currently enjoyed by the general public to access the beach was replaced and obviously that the new proposed highway design was fit for purpose.
- 1.2. Any highway alteration of this scale which seeks to gain approval by the local planning authority must be accompanied by a Stage 1 Road Safety Audit to demonstrate its acceptability in terms of ongoing highway safety. I cannot see one within the package of supporting documentation.
- 1.3. Although the alignment of the proposed new road and traffic calming features are in line with previous discussions, there are several different drawings with the application's supporting information which show different features:

The Illustrative Masterplan shows two additional raised tables / change in surfacing towards the western end of the inland section of new road which contradicts with the Proposed Traffic Calming drawing 617845/SK17 which shows one priority working road narrowing in this location.

The supporting information showing the layout of the approved Seapoint Canoe Centre shows an element of parking which would have originally been in an off road parking facility remaining; this would be at a right angle to the highway. This seems to be shown on the Masterplan but not on the Traffic Calming drawing (likewise this issue needs to be clear on any drawing submitted for safety audit)

The Proposed Site Plan Part A seems to indicate a crossing feature on the new highway between the new car parking area to the south and the Seapoint Canoe centre to the north. which is not on the other drawings. This drawing does not show the parking mentioned above.

As the design of the road is sought to be agreed with this planning application, the drawings should represent the actual proposed scheme accurately to inform the general public. The applicant needs to confirm the chosen design and amend any contradictory drawings.

In addition to the road safety audit mentioned above, the applicant needs to provide a hard landscaping proposal plan detailing proposed materials and confirmation of street lighting details to form part of the approval..

2. Transport Assesment:

- 2.1. The committed development as outlined in Section 2.21 does not mention the Nickolls Quarry (Martello Lakes) site. To ensure the capacity modelling of the junctions is both representative and robust, could the applicant please confirm that this site is incorporated within the background traffic growth of the Temprow dataset.
- 2.2. Table 3.1, distance to local amenities. I believe from centrally within the site the distance to the Town Centre Employment and Commercial would be more realistic at 2300m than the 3300m quoted.
- 2.3. With regard to vehicle parking standards, Table 4.3 detailing Hotel maximum

parking standards lists incorrect values for vehicles. I suspect this is simply a typing error related to table 4.1, but should be corrected to ensure the correct provision is applied. Using SPG4, Employees should be 1 space per 2 staff, Guests 1 space per bedroom and Restaurant customers 1 space per 6sqm.

When the above issues have been clarified and additional information provided I will be pleased to provide further comment on the proposals.

INFORMATIVE:

Planning permission does not convey any approval for construction of the required vehicular crossing, or any other works within the highway for which a statutory licence must be obtained. Applicants should contact Kent County Council - Highways and Transportation (web: www.kent.gov.uk/roads_and_transport.aspx or telephone: 03000 418181) in order to obtain the necessary Application Pack.

It is the responsibility of the applicant to ensure , before the development hereby approved is commenced, that all necessary highway approvals and consents where required are obtained and that the limits of highway boundary are clearly established in order to avoid any enforcement action being taken by the Highway Authority.

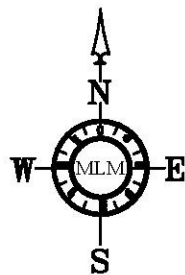
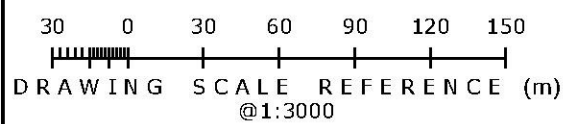
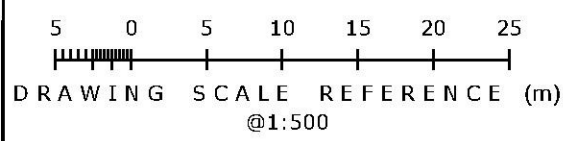
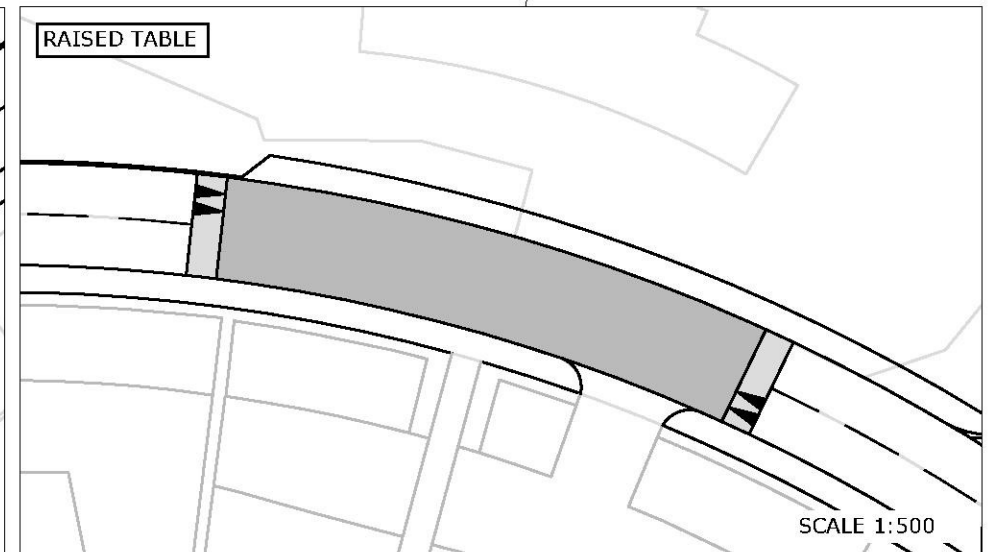
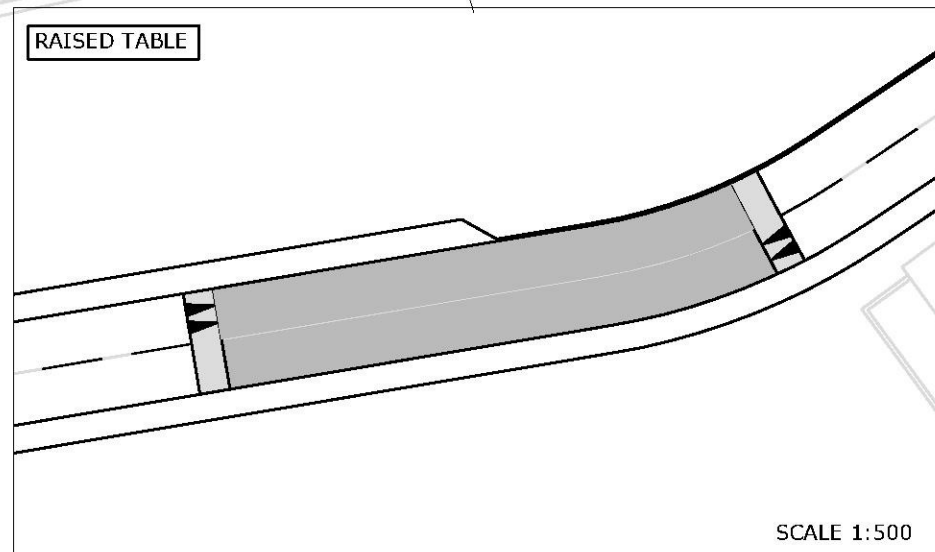
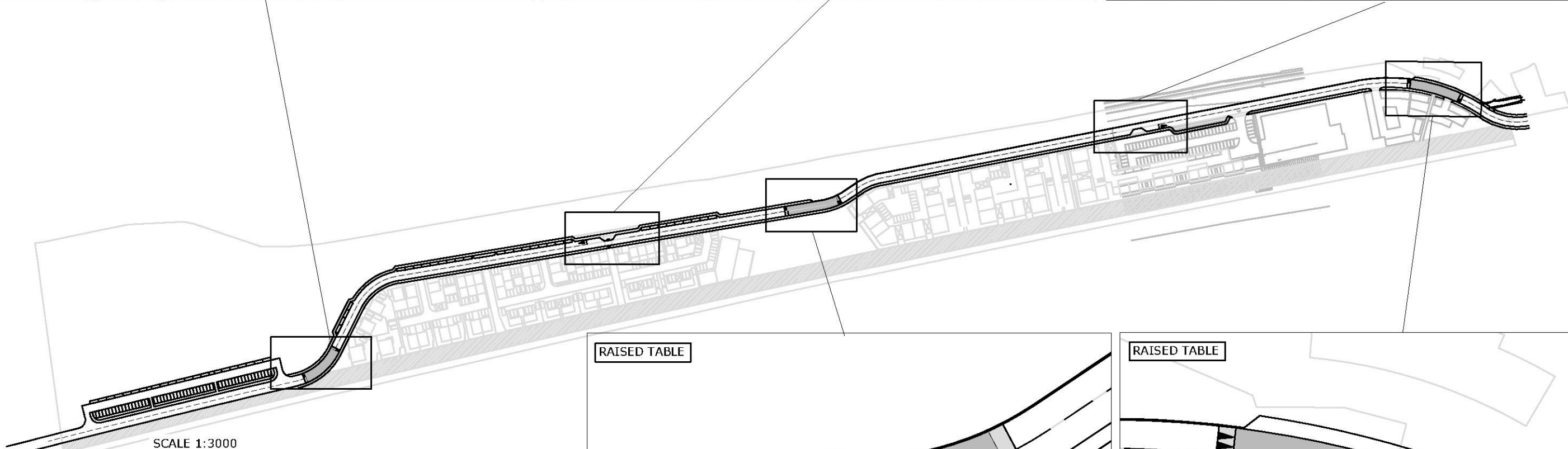
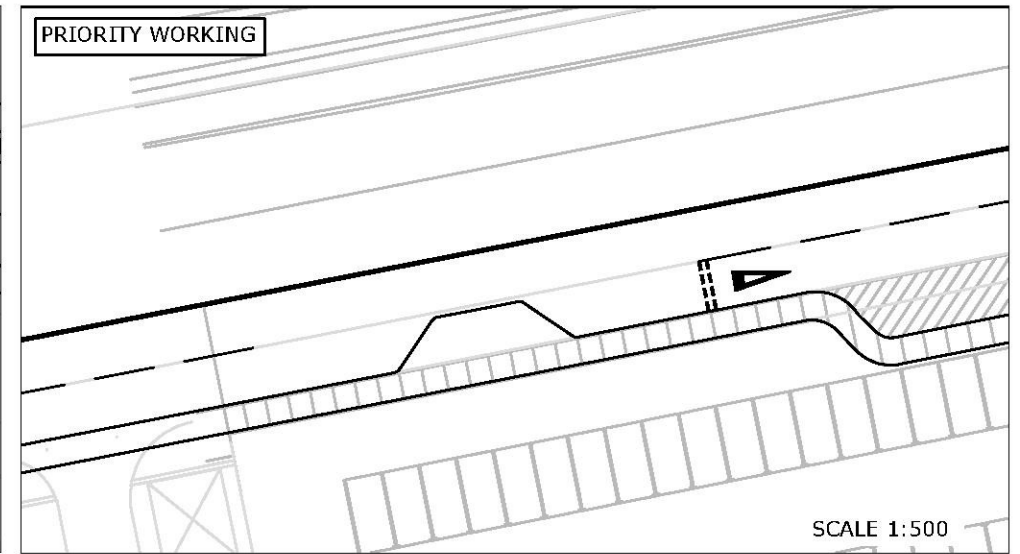
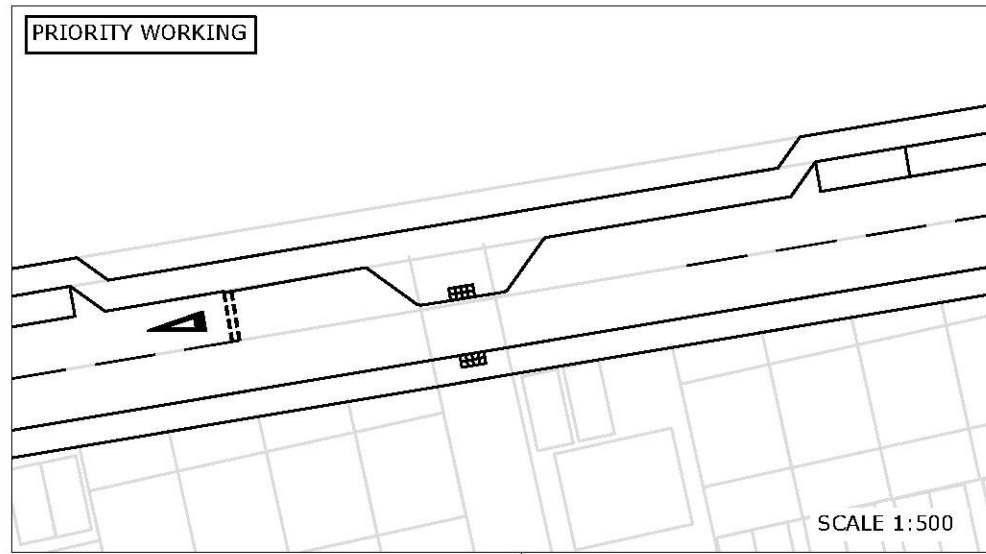
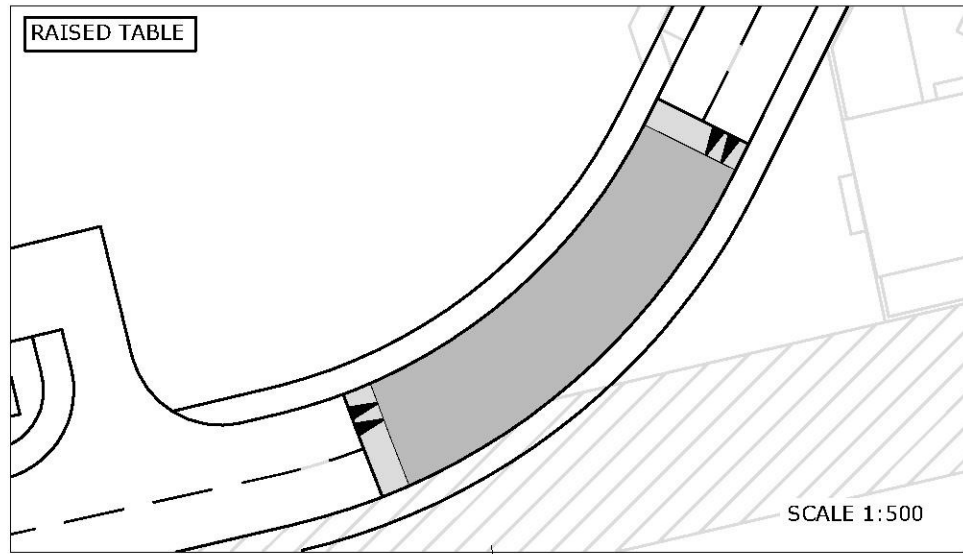
Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the road. This is called 'highway land'. Some of this land is owned by The Kent County Council (KCC) whilst some are owned by third party owners. Irrespective of the ownership, this land may have 'highway rights' over the topsoil. Information about how to clarify the highway boundary can be found at <https://www.kent.gov.uk/roads-and-travel/what-we-look-after/highway-land/highway-boundary-enquiries>

The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under such legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

Yours faithfully

Tony Jenson
Senior Development Planner

Appendix B - Proposed Traffic Calming (617845/SK17B)



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MLM

Multidisciplinary Consulting

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Tel: 01233 610530 Fax: 01233 618299
Website: www.mlm.uk.com

Drawing Status:

INFORMATION

Client

SHEPWAY DISTRICT COUNCIL

Project

PRINCES PARADE, HYTHE.

Drawing Title

PROPOSED TRAFFIC CALMING

Drawn/Design	LRE	Date	06.07.17	Scales	AS SHOWN @ A3
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Checked	JIR	Approved	JIR
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Drawing No.

617845/SK17

Rev

B

Rev	Date	Description	Made	Ckd
B	10.01.18	Priority Workings Altered	LRE	JIR
A	04.01.18	Minor Amendments	LRE	JIR

Appendix C – Stage 1 Road Safety Audit

Shepway District Council
Princes Parade, Hythe

Stage 1 Road Safety Audit – Designers Response



MLM.
Group

Notice

This document and its contents have been prepared and intended solely for Shepway District Councils information and use in relation to Princes Parade, Hythe.

MLM Consulting Engineers Limited assumes no responsibility to any other party in respect of or arising out of or in connection with this document and/or its contents.

Document History

Client: Shepway District Council
Project: Princes Parade, Hythe
Document Title: Stage 1 Road Safety Audit – Designers Response
Document Reference: 617845-MLM-ZZ-XX-RP-TP-002
MLM Reference: TC/617845/JIR

Revision	Status	Description	Author	Checked/Approved	Date
01	Final	First Issue	Lauren Elliott	Jonathan Rodger	10/01/2018

Contents

1	Introduction	1
2	Designers Response	2

Appendix 1 – Stage 1 Road Safety Audit

Appendix 2 – Forward Visibility (617845/SK21)

Appendix 3 – Traffic Calming (617845/SK17B)

Appendix 4 – Access Visibility (617845/SK20)

1 Introduction

This reports provides a Designer's Response to a Stage 1 Road Safety Audit report prepared by Capital Traffic Ltd dated January 2018 relating to the propose re-alignment and traffic calming along Princes Parade, Hythe. The Road Safety Audit report is provided in Appendix 1.

Drawings which address the items raised within the Stage 1 Road Safety Audit are included as Appendices to this Designer's Response.

2 Designers Response

2.1 Location A – Bends at either end of the proposed re-alignment.

Summary: Lack of stopping sight distance (SSD) may increase the risk of collisions.

Recommendation

Ensure that adequate SSD commensurate with the carriageway design speed is provided.

Designer's Response

Drawing 617845/SK21 (refer to Appendix 2) shows that sufficient forward visibility for a 30mph speed limit is achievable on all sections of the re-aligned road. One parking bay on the bend in the west section of the road has been removed to better accommodate the visibility splay.

At this stage, the layout of the residential aspect of the development proposal is indicative only and will be subject to a reserved matters planning application. The placement of buildings in relation to visibility splays will be considered at this later stage.

2.2 Location B – Proposed alignment adjacent to the leisure centre car park.

Summary: Increased risk of head-on collisions on the main alignment.

Recommendation

Either delete the bay, or move it to the east of the leisure centre access (if adequate visibility can be maintained at the access), or change the priority working feature for an alternative traffic calming feature.

Designer's Response

The traffic calming feature has been altered. Priority will now be given to eastbound vehicles rather than westbound. This will remove potential conflict with a coach pulling out of the drop-off bay and an eastbound vehicle on the wrong side of the carriageway. The west priority working has also been altered to give priority to westbound vehicles, so that the two priority workings give priority to opposite traffic streams. Refer to drawing 617845/SK17B in Appendix 3.

2.3 Location C – Proposed eastern alignment.

Summary: Increased risk of higher severity injury for occupants of any errant vehicle leaving the carriageway.

Recommendation

Ensure that a road restraint risk assessment process (RRRAP) has been carried out.

Designer's Response

This will be undertaken at the detailed design phase.

2.4 Location – Various vehicular accesses along the proposed route.

Summary: Lack of visibility may increase the risk of 'failed to give way' type collisions with passing traffic, or with pedestrians using the footways.

Recommendation

Ensure that adequate visibility is provided at all vehicular accesses, both of traffic approaching along the carriageway and NMUs using the footways.

Designer's Response

Drawing 617845/SK20 in Appendix 4 shows that adequate visibility can be achieved at all vehicular accesses onto Prince Parade that form part of the detailed aspect of the planning application. Accesses to the residential element of the site will be considered in the reserved matters planning application.

2.5 Location D – Canoe Club Access

Summary: Alignment of the access may adversely affect visibility to the left.

Recommendation

Amend the alignment as far as is practicable so that vehicles leaving the canoe club wait at the junction perpendicular to the main alignment, giving drivers the best visibility of traffic approaching from either direction.

Designer's Response

This access is not access to the Seapoint Canoe Centre but the maintenance access to Royal Military Canal Sluice Valve. This will be used very infrequently and it is considered that it is appropriate for its intended purpose.

2.6 Location – General Proposed Alignment

Summary: Injudicious on-street parking may adversely affect forward visibility along the route.

Recommendation

Lay double yellow lines at key locations, e.g. at the priority-working features, at uncontrolled pedestrian crossing points, around bends and between the series of on-street inset parking bays. Vehicular accesses (see 4.2.1) may also need to be protected.

Designer's Response

A review of on-street parking controls will be undertaken at the detailed design phase. As a minimum this will include double yellow line junction protection to maintain highway safety. The controls may also extend along the remainder of the carriageway however this will be subject to the outcome of the review.

2.7 Location – General Proposed Alignment

Summary: Existing 40mph speed limit may be inappropriately high for a traffic-calmed route.

Recommendation

Review the speed limit, with a view to reducing it. 30mph would appear appropriate, linking to the existing 30mph limits in Hythe to the west and Sandgate to the east.

Designer's Response

The speed limit will be lowered to 30mph. The detailed location of signage will be subject to detailed design and the TRO process.

Appendix 1 - Stage 1 Road Safety Audit



Capital
T R A F F I C

The Old Council Yard
Hedingham Road
Great Yeldham
Essex, CO9 4HS

PRINCES PARADE, HYTHE
PROPOSED RE-ALIGNMENT & TRAFFIC CALMING

STAGE 1 ROAD SAFETY AUDIT



January 2018

Report Status: **FINAL**



TRAFFIC & ROAD SAFETY SPECIALISTS

1.0 DOCUMENT INFORMATION

- 1.1 Document No: 1474-RSA-01
- Issue No: 01
 - Date: 10th January 2018
 - Prepared by: A. Haunton
 - Checked by: J. Thompson
 - Approved by: A. Haunton

2.0 INTRODUCTION

2.1 Commission and Terms of Reference

2.1.1 This report results from a Stage 1 Road Safety Audit carried out on the proposed re-alignment of and traffic calming along Princes Parade, Hythe. The audit was carried out at the request of MLM's Lauren Elliott.

2.1.2 The Audit Team membership was as follows:

Andy Haunton (Audit Team Leader)	BEng (Hons), MCIHT, FSoRSA Capital Traffic
-------------------------------------	---

Jonathan Thompson (Audit Team Member)	IEng, FIHE, MSoRSA Capital Traffic
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2.1.3 For the purposes of compliance with Highways England's HD 19/15 it is recorded that both the Audit Team Leader and Team Member hold a Certificate of Competency in Road Safety Audit.

2.1.4 The Audit was undertaken by Capital Traffic in accordance with the Audit Brief confirmed by Lauren Elliott on 19th December 2017. It took place during early January 2018 and comprised an examination of the documents provided as listed in Appendix A, plus a visit to the site of the proposed scheme.

2.1.5 Members of the Audit Team together visited the site of the proposed scheme during the hours of 11:30 to 12:30 on 3rd January 2018. The weather during the site visit was overcast with high, gusting wind and the existing paved highway surfaces were dry. Traffic flows were moderate.

2.1.6 The terms of reference of this audit are as described in Highways England's document HD 19/15 Road Safety Audit. The procedure has been followed as far as is practicable given that the audit has not been commissioned by or carried out directly for Highways England. 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 designs to any other criteria. However, to clearly explain a safety problem or the recommendation

to resolve a problem the Audit Team may, on occasion, have referred to a design standard without touching on technical audit.

- 2.1.7 Unless general to the scheme, all comments and recommendations are referenced to the design drawings and the locations have been indicated on the plan located in Appendix B.

2.2 Purpose of the Scheme

- 2.2.1 The scheme proposes to re-align the existing road and introduce traffic calming measures. The re-aligned road will serve circa 150 new dwellings, 1,270 sqm of commercial space and a leisure centre. The old alignment will become part of the promenade.
- 2.2.2 A new off-street public car park will be created towards the western extent of the scheme, together with a number of inset on-street parking bays

3.0 ITEMS RAISED IN PREVIOUS ROAD SAFETY AUDIT

- 3.1 The Audit Team is not aware of any other audits having been carried out on the proposals.

4.0 ITEMS RAISED IN THIS STAGE 1 ROAD SAFETY AUDIT

4.1 LOCAL ALIGNMENT

4.1.1 PROBLEM

Location: A – Bends at either end of the proposed re-alignment.

Summary: Lack of stopping sight distance (SSD) may increase the risk of collisions.

The scheme will introduce two reverse curve alignments at either end of the proposed re-alignment. The illustrative masterplan shows that there will be features located adjacent to these bends; an off-street car park at the eastern end and new housing at the western end. At this early stage in the design process there is concern that features adjacent to the bends may adversely affect SSD and increase the risk of collisions, e.g. shunts involving vehicles ahead in the carriageway or collisions with pedestrians crossing the carriageway using the raised tables.

RECOMMENDATION

Ensure that adequate SSD commensurate with the carriageway design speed is provided.

4.1.2 PROBLEM

Location: B – Proposed alignment adjacent to the leisure centre car park.

Summary: Increased risk of head-on collisions on the main alignment.

The proposals show a priority working feature in close proximity to an inset on-street coach bay. Traffic movements associated with the bay could conflict with those associated with the priority-working feature. In particular, there may be a risk of head-on collisions should a vehicle move out of the bay and head westbound as it would have priority over an eastbound vehicle through the feature. An eastbound driver, however, may not anticipate a vehicle moving out of the bay prior to them negotiating the feature.

RECOMMENDATION

Either delete the bay, or move it to the east of the leisure centre access (if adequate visibility can be maintained at the access), or change the priority-working feature for an alternative traffic calming feature.

4.1.3 PROBLEM

Location: C – Proposed eastern alignment.

Summary: Increased risk of higher severity injury for occupants of any errant vehicle leaving the carriageway.

The alignment at the eastern end of the scheme will swing through an existing car park, roughly following its internal road layout. There is a considerable level difference between the existing car park and the canal beyond. The proposed alignment may, therefore, present a risk of higher severity injury being sustained by the occupants of any errant vehicle leaving the carriageway, or risk of drowning.



RECOMMENDATION

Ensure that a road restraint risk assessment process (RRRAP) has been carried out.

4.2 JUNCTIONS

4.2.1 PROBLEM

Location: Various – Vehicular accesses along the proposed route.

Summary: Lack of visibility may increase the risk of 'failed to give way' type collisions with passing traffic, or with pedestrians using the footways.

There will be a number of vehicular accesses along the route serving the residential properties, hotel, leisure centre car park, public car parks and canoe

club. The location of buildings or other features adjacent to these accesses may adversely affect visibility. This may increase the risk of 'failed to give way' type collisions with passing through traffic, or with NMUs using the footways.

RECOMMENDATION

Ensure that adequate visibility is provided at all vehicular accesses, both of traffic approaching along the carriageway and NMUs using the footways.

4.2.2 PROBLEM

Location: D – Canoe club access.

Summary: Alignment of the access may adversely affect visibility to the left.

Further to 4.2.1, the canoe club access track will join the new Princes Parade alignment at an acute angle. This may restrict drivers' ability to view traffic approaching from the left and increase the risk of 'failed to give way' type collisions.

RECOMMENDATION

Amend the alignment as far as is practicable so that vehicles leaving the canoe club wait at the junction perpendicular to the main alignment, giving drivers the best visibility of traffic approaching from either direction.

4.3 GENERAL

4.3.1 PROBLEM

Location: General – Proposed alignment.

Summary: Injudicious on-street parking may adversely affect forward visibility along the route.

There will be a new off-street car park at the western end, revised off-street car park at the eastern end and a series of inset on-street parking bays along the western section of the scheme. This may be more than adequate to cater for parking demand throughout the year, but January is not the best month for the Audit Team to judge what demand there may be at this seaside location. There is concern, therefore, that any excess parking demand may result in injudicious on-street parking. This could increase the risk of collisions occurring, e.g. by obscuring priorities at the priority-working features, by obscuring pedestrians using the uncontrolled crossing along the route, or by obstructing visibility around bends.

RECOMMENDATION

Lay double yellow lines at key locations, e.g. at the priority-working features, at uncontrolled pedestrian crossing points, around bends and between the series

of on-street inset parking bays. Vehicular accesses (see 4.2.1) may also need to be protected.

4.3.2 PROBLEM

Location: General – Proposed alignment.

Summary: Existing 40mph speed limit may be inappropriately high for a traffic-calmed route.

The existing Princes Parade alignment is absolutely straight, with no speed control features and is subject to a 40mph speed limit. There are currently no fronting properties. The proposed alignment will have a series of traffic calming features in the form of vertical deflections (raised tables), horizontal deflections (priority-working features) and bends. A significant number of fronting properties will be constructed. A 40mph speed limit appears inappropriately high for the proposed environment, where more NMU and vehicular turning movements will be generated. Should speeds persist at the 40mph level there may be an increased risk of collisions occurring where speed is listed as a contributory factor.

RECOMMENDATION

Review the speed limit, with a view to reducing it. 30mph would appear appropriate, linking to the existing 30mph limits in Hythe to the west and Sandgate to the east.

End of list of Problems identified and Recommendations offered in this Stage 1 Audit
--

5.0 AUDIT STATEMENT

5.1 We certify that this Road Safety Audit has been carried out in accordance with HD 19/15.

5.2 Audit Team Leader

Andy Haunton
BEng (Hons), MCIHT, FSoRSA
Director
Capital Traffic
The Old Council Yard
Hedingham Road
Great Yeldham
Essex, CO9 4HS

Signed:

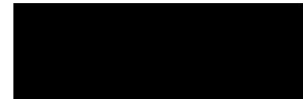


Date: 07/01/2018

5.3 Audit Team Member

Jonathan Thompson
IEng, FIHE, MSoRSA
Director
Capital Traffic
The Old Council Yard
Hedingham Road
Great Yeldham
Essex, CO9 4HS

Signed:



Date: 07/01/2018

APPENDIX A

Documents forming the Audit Brief

DRAWINGS

- 617845/SK17 Rev A Proposed Traffic Calming
- IM 007 Rev - Illustrative Masterplan

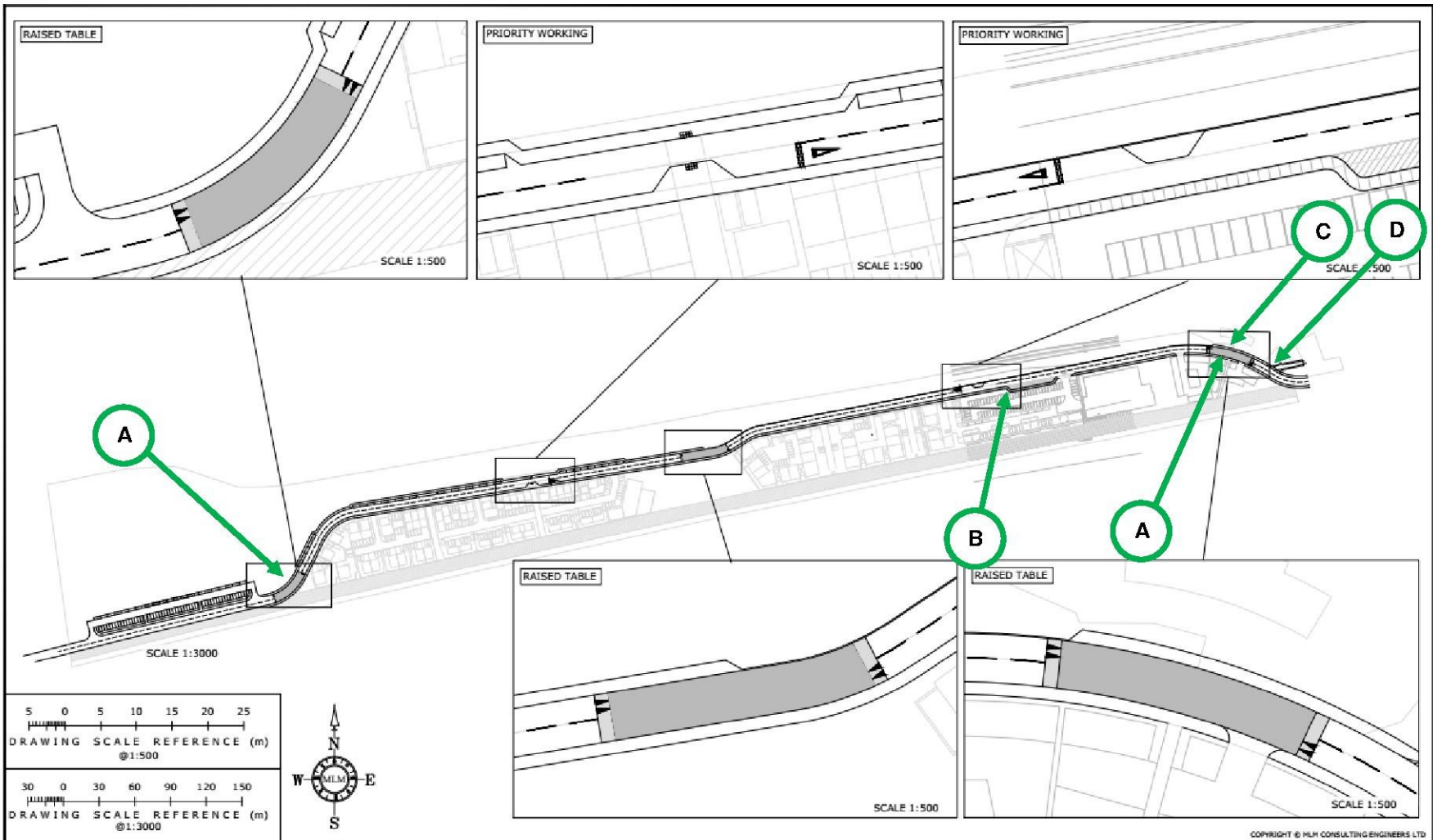
DOCUMENTS

- None



APPENDIX B

Problem Location Plan



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Rev	Date	Description	Made	Ckd
A	04.01.18	Minor Amendments	LRE	JIR

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Website: www.mlm.uk.com

Drawing Status: **INFORMATION**

Client: **SHEPWAY DISTRICT COUNCIL**

Project: **PRINCES PARADE, HYTHE.**

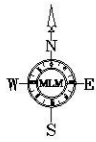
Drawing Title: **PROPOSED TRAFFIC CALMING**

Drawn/Design	LRE	Date	06.07.17	Scales	AS SHOWN @ A3
Checked	JIR	Approved	JIR		

Drawing No. **617845/SK17** Rev **A**

Appendix 2 - Forward Visibility (617845/SK21)

SITE PLAN



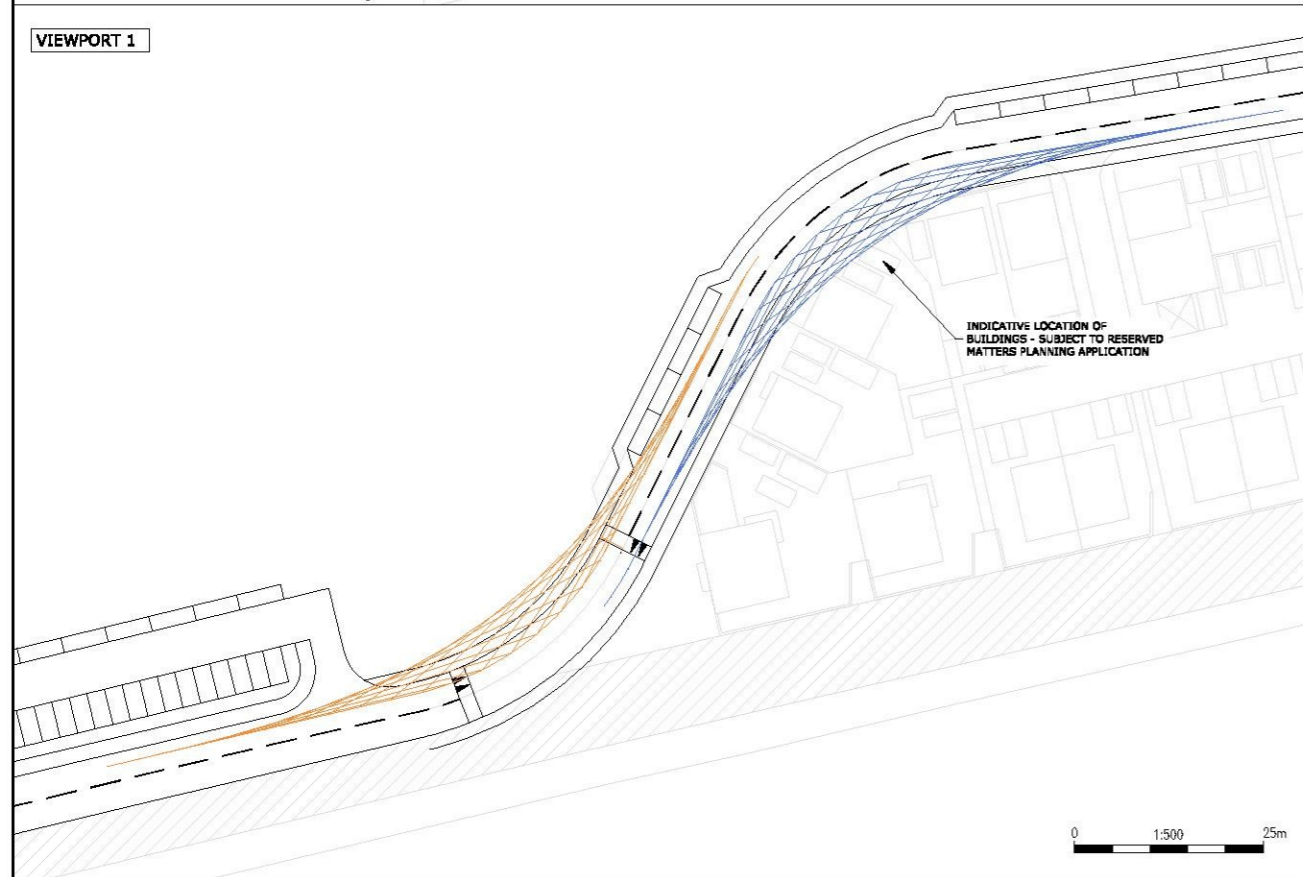
KEY

- EASTBOUND 43m (30mph) FORWARD VISIBILITY SPLAY
- WESTBOUND 43m (30mph) FORWARD VISIBILITY SPLAY

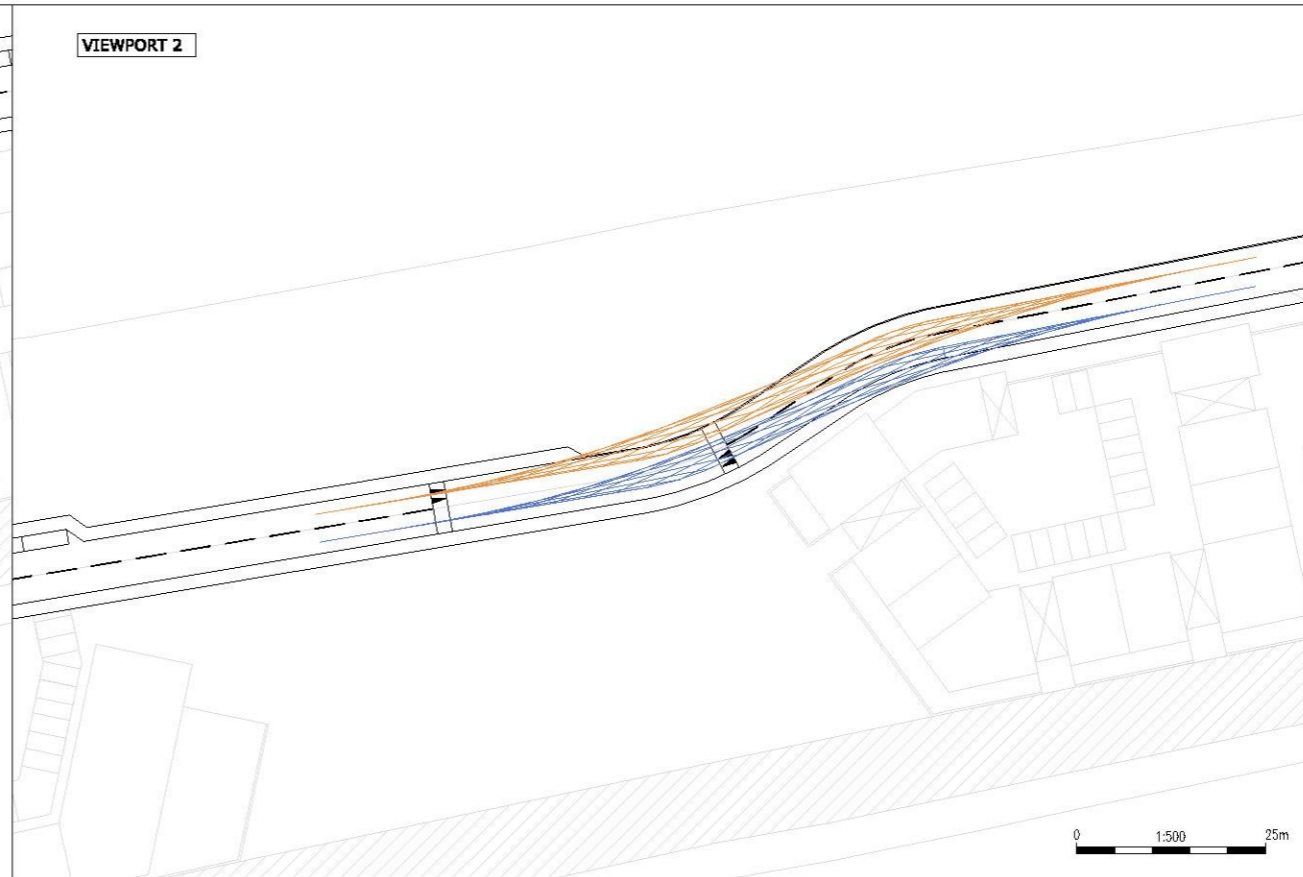
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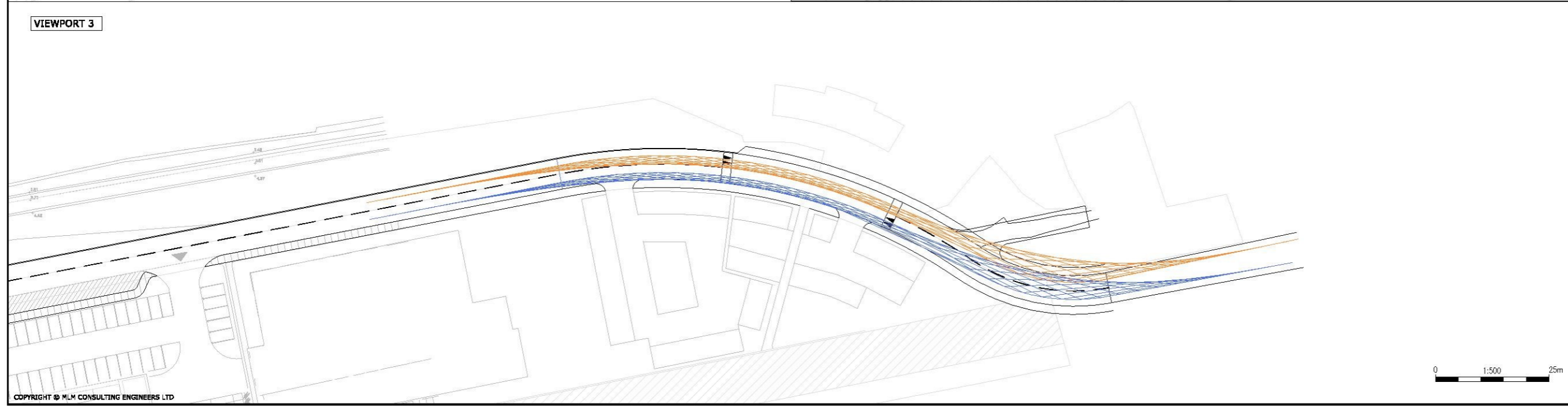
VIEWPORT 1



VIEWPORT 2



VIEWPORT 3



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Rev	Date	Description	Made	Checked

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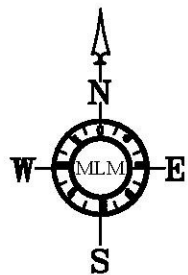
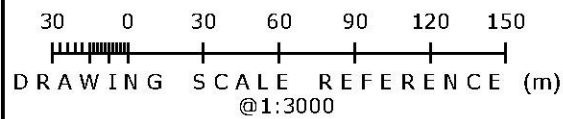
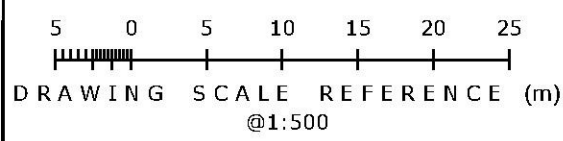
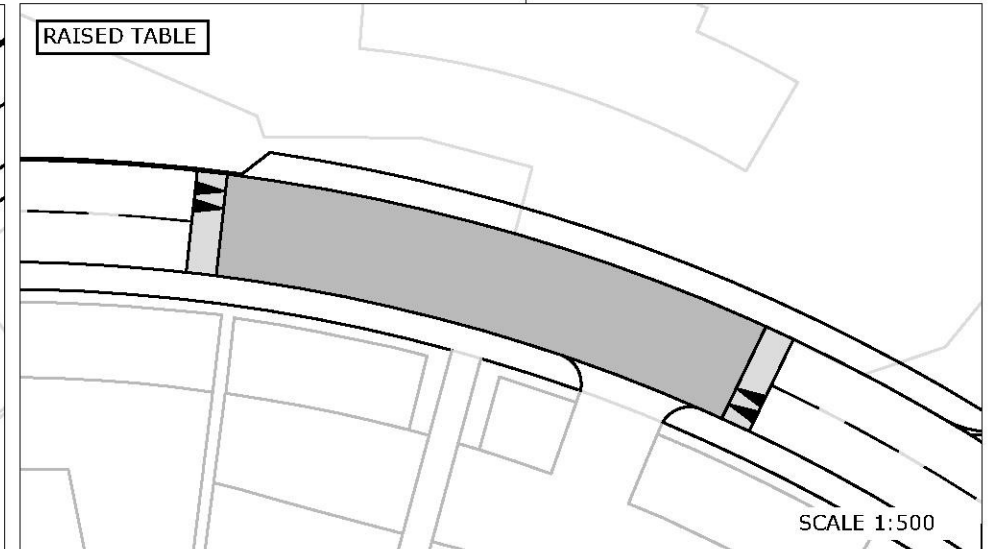
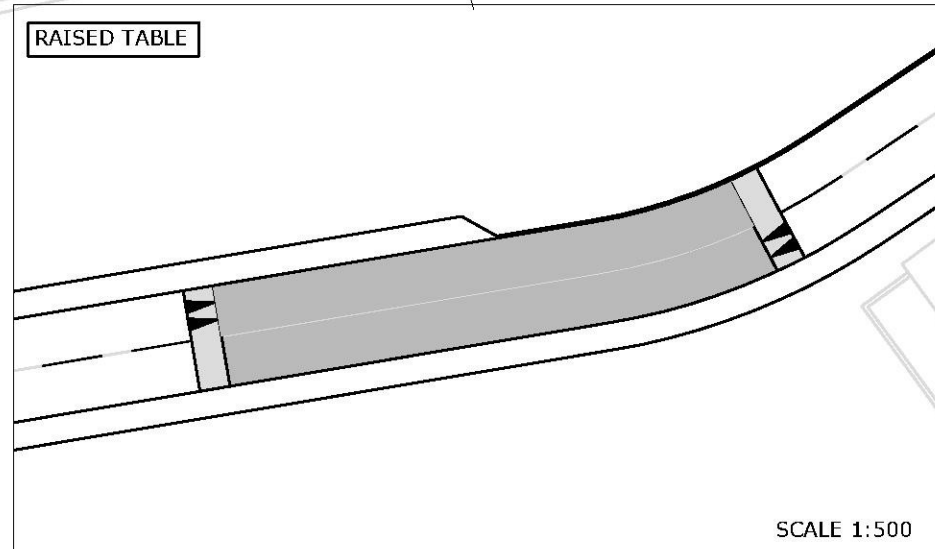
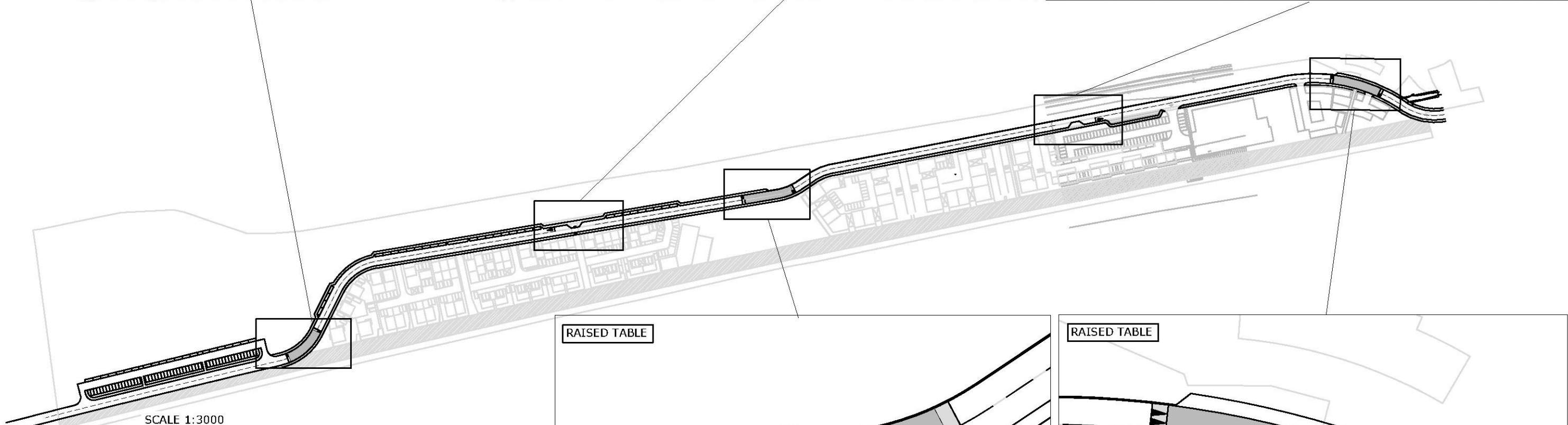
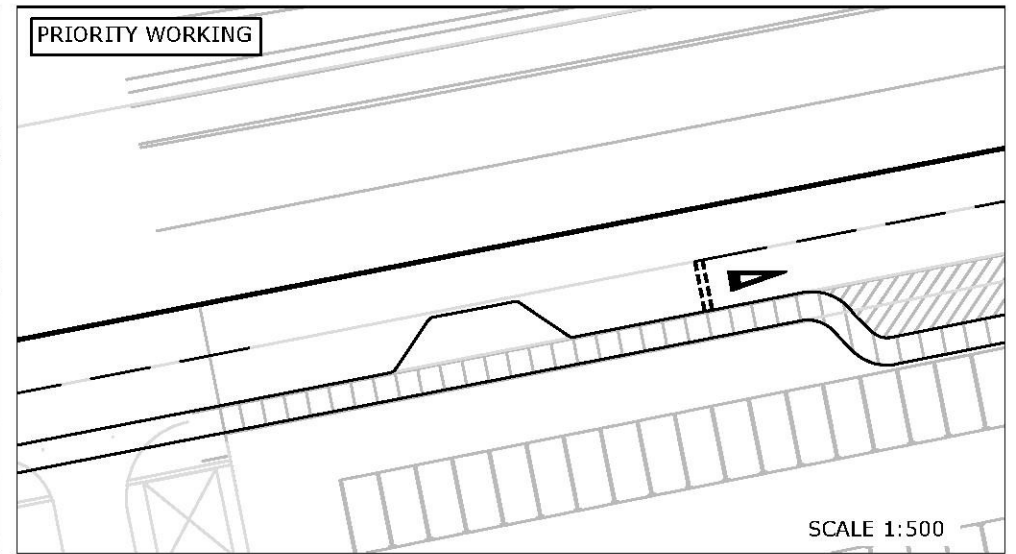
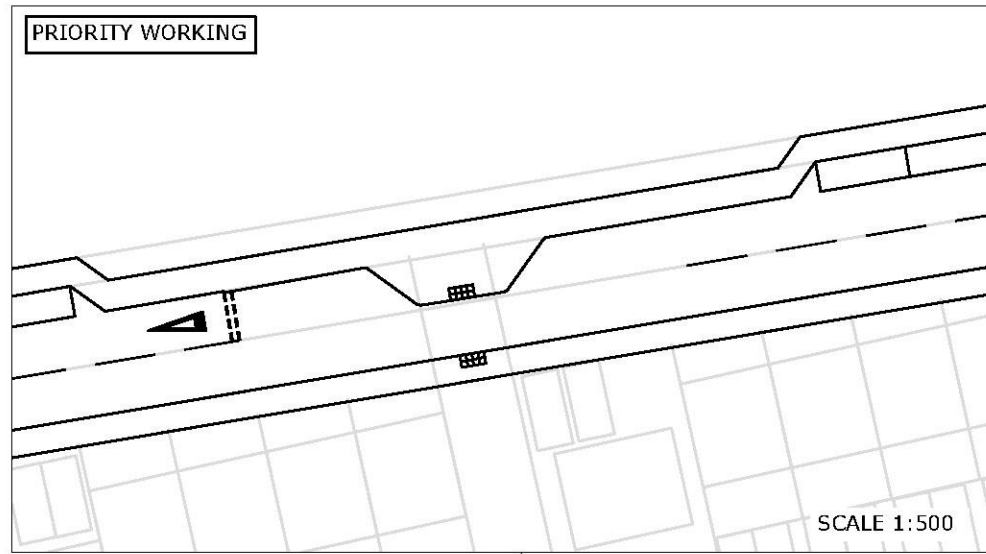
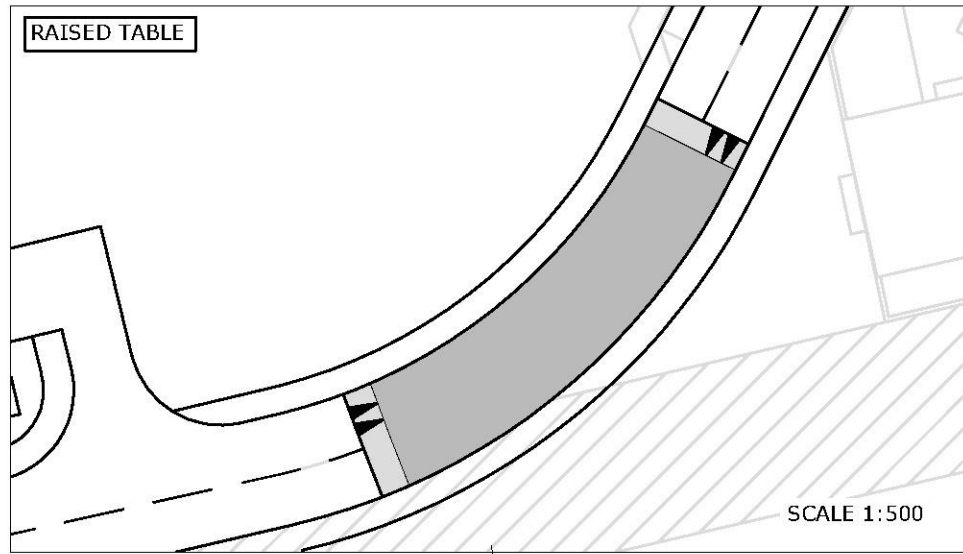
Project
PRINCES PARADE HYTHE

Drawing Title
FORWARD VISIBILITY

Drawn/Design	LRE	Date	10.01.18	Scale	As shown @ A1
Checked	JJR	Approved	JJR	MLM Ref	617845

Drawing No.	617845/SK21	Rev	
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Appendix 3 - Traffic Calming (617845/SK17B)



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Drawing Status:

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Client

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Project

PRINCES PARADE, HYTHE.

Drawing Title

PROPOSED TRAFFIC CALMING

Drawn/Design	LRE	Date	06.07.17	Scales	AS SHOWN @ A3
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Checked	JIR	Approved	JIR
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Drawing No.	Rev
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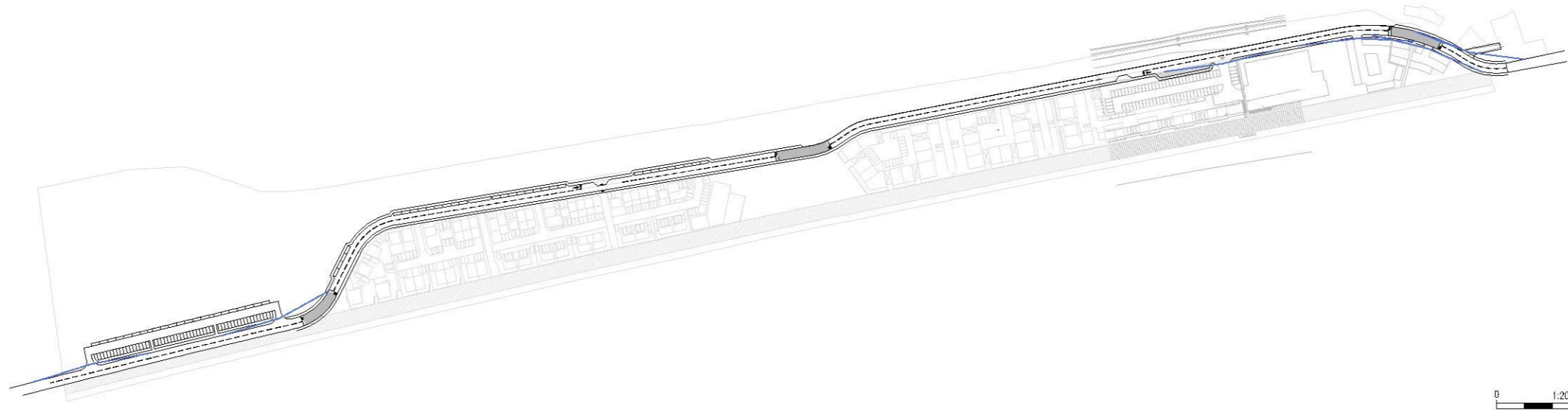
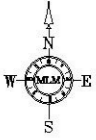
617845/SK17

B

Rev	Date	Description	Made	Ckd
B	10.01.18	Priority Workings Altered	LRE	JIR
A	04.01.18	Minor Amendments	LRE	JIR

Appendix 4 - Access Visibility (617845/SK20)

SITE PLAN



KEY

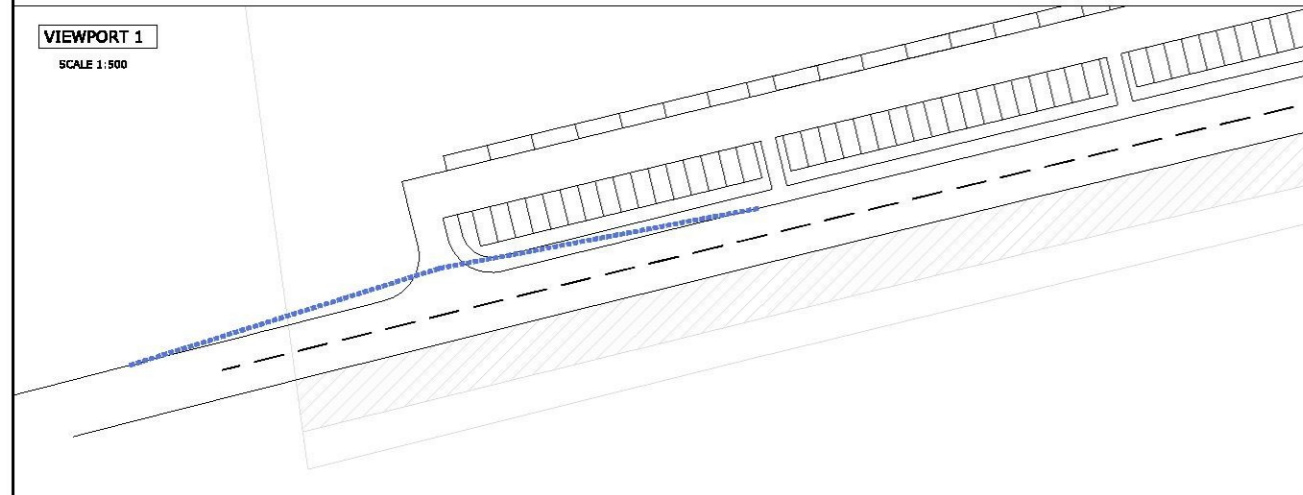
— 43m (30mph) VISIBILITY SPLAY

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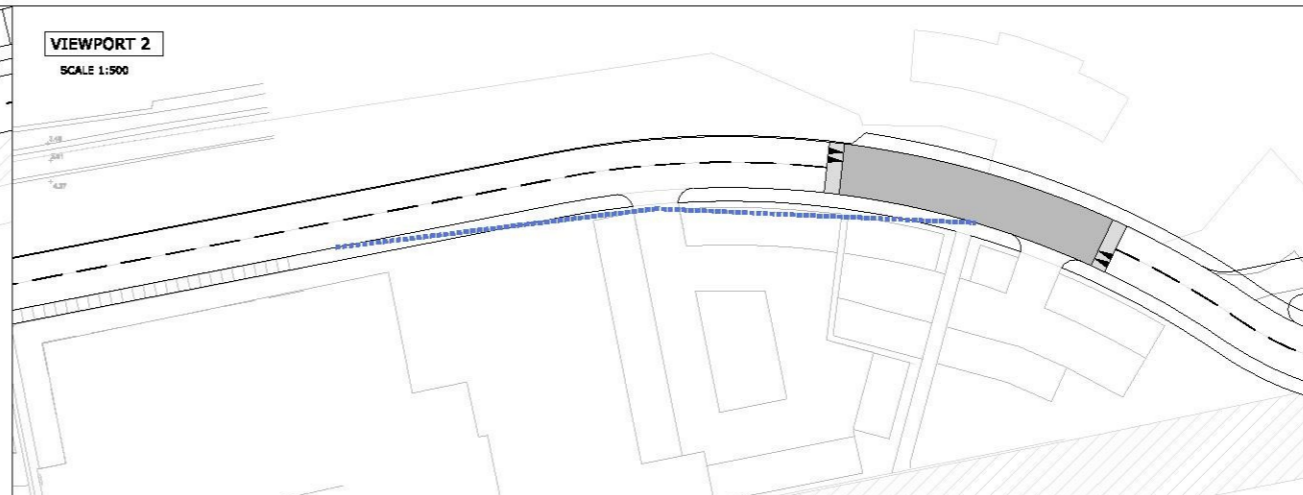
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SCALE 1:500



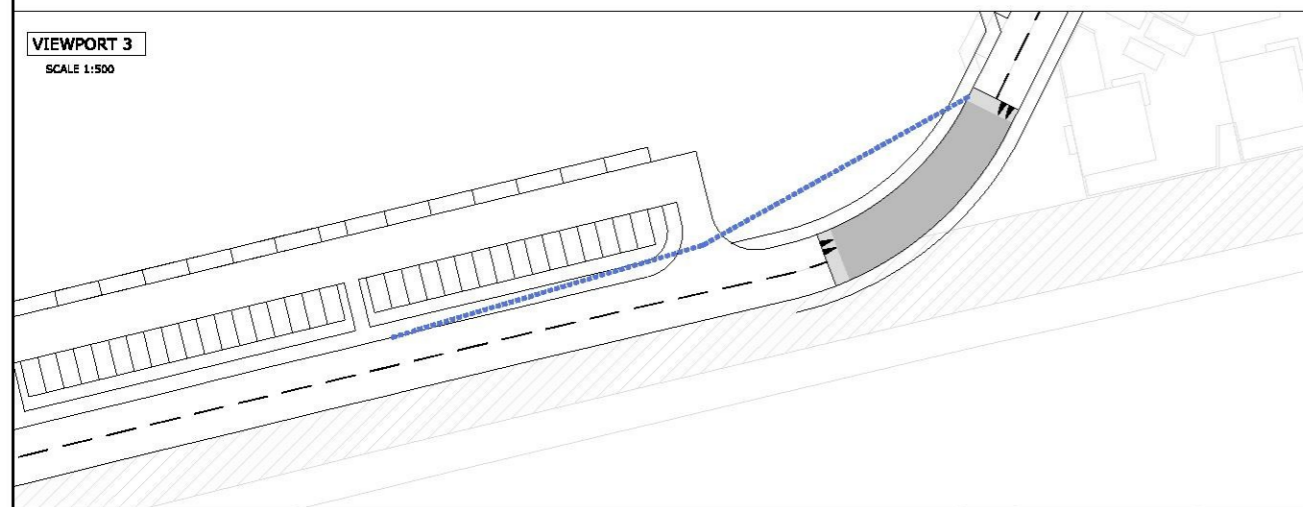
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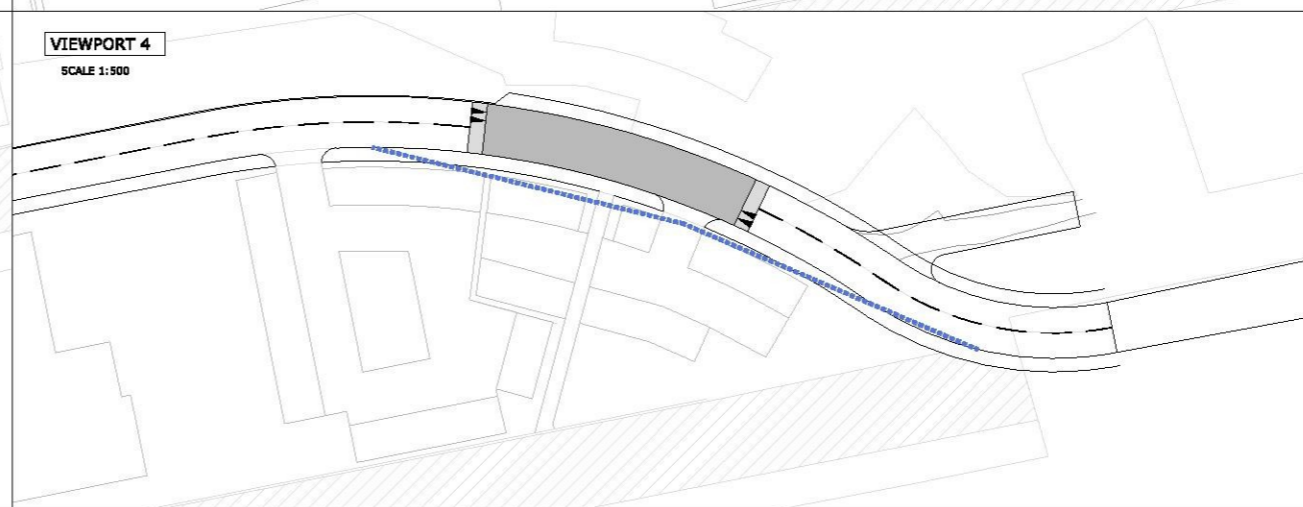
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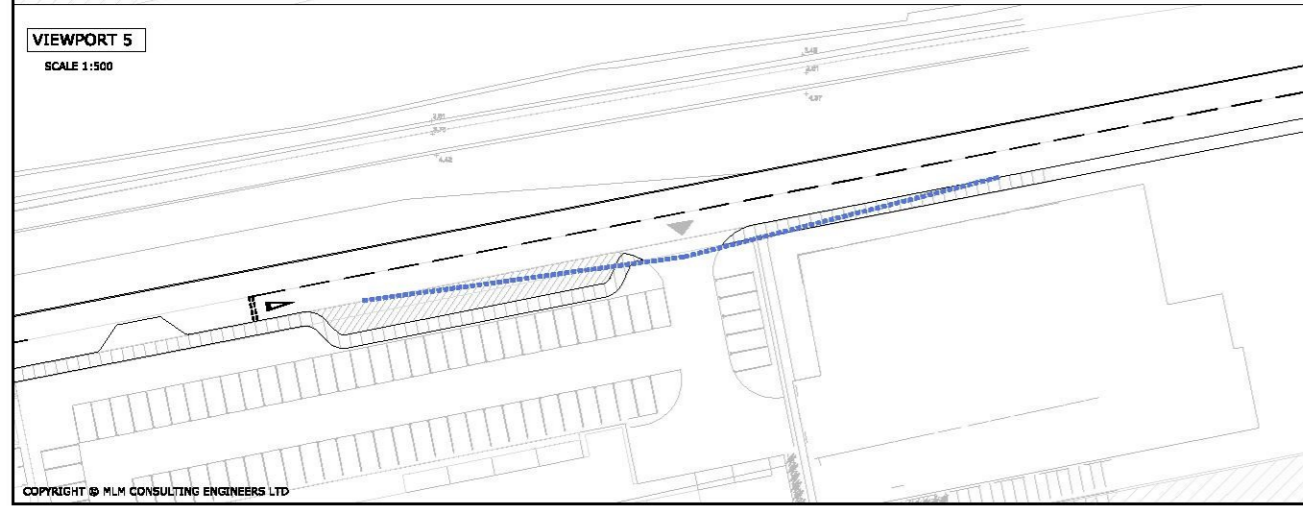
VIEWPORT 4

SCALE 1:500



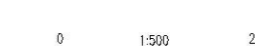
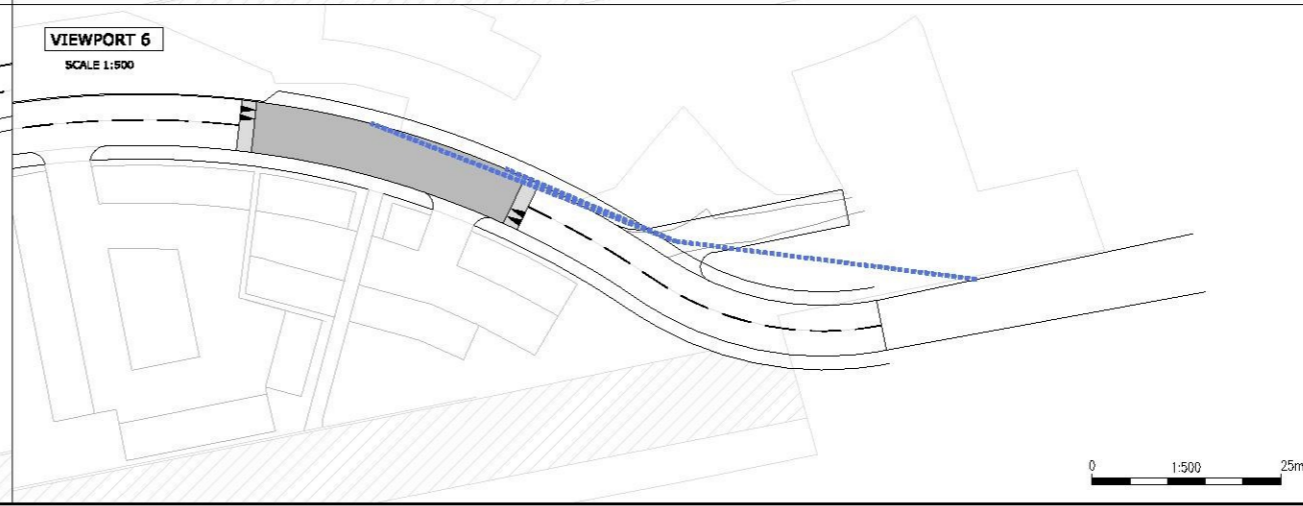
VIEWPORT 5

SCALE 1:500



VIEWPORT 6

SCALE 1:500



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Rev	Date	Description	Made	Checked

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SHEPWAY DISTRICT COUNCIL

Project
PRINCES PARADE HYTHE

Drawing Title
VEHICLE ACCESS VISIBILITY SPLAYS

Drawn/Design	LRE	Date	10.01.18	Scale	As shown @ A1
Checked	JJR	Approved	JJR	MLM Ref	617845
Drawing No.	617845/SK20				
Rev					



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