



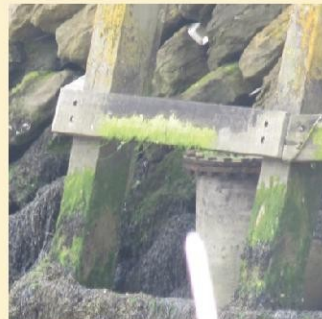
Princes Parade, Hythe

Planning Application Y17/1042/SH

Additional Information and Clarification - February 2018

Appendix 09

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
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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
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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
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Signed:



Date:

07/01/2018

5.3 Audit Team Member

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Director
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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

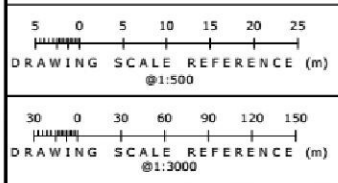
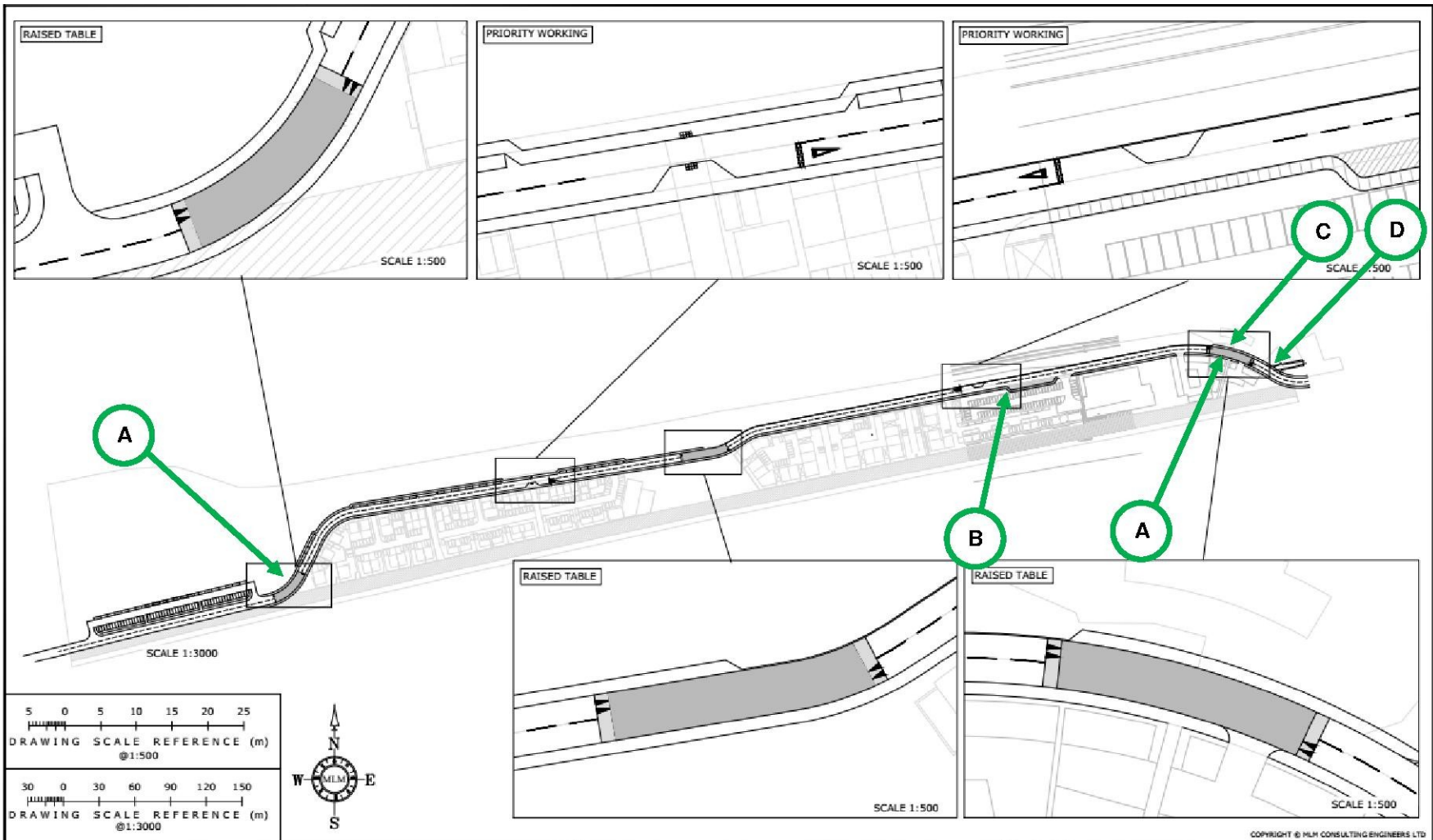
DOCUMENTS

- None



APPENDIX B

Problem Location Plan



Rev	Date	Description	Made	Ckd
A	04.01.18	Minor Amendments	LRE	JIR

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Drawing Status:	INFORMATION
Client:	SHEPWAY DISTRICT COUNCIL
Project:	PRINCES PARADE, HYTHE.

Drawing Title:	PROPOSED TRAFFIC CALMING		
Drawn/Design:	LRE	Date:	06.07.17
Checked:	JIR	Approved:	JIR
Drawing No.:	617845/SK17		Rev:
			A

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