



Appendix TR3.27

Technical note:

RSA Stage 1: Designers Response- St Nicholas Roundabout

1. Introduction

This Technical note forms the Designers Response to the Stage 1 Road Safety Audit (RSA) conducted by Badingham limited for works associated with a Mitigation Scheme to improve St Nicholas Roundabout located in Thanet. The junction was identified to require mitigation works as part of the Manston Airport TA.

Badingham Limited has been provided with the latest preliminary mitigation scheme designs, at this junction the mitigation scheme is proposed to provide lane markings and signage to inform drivers of the lanes to use to travel through the junction to their desired route with the desire to achieve a more equal lane use on the approaches to the junction.

The designer's response to each of the issues raised by the safety audit team is provided in the following sections. The text included within the RSA has been transposed into this document, a full copy of the original RSA is provided within **Appendix A**.

2. Designers Response

Problem 5.1

Location: St Nicholas Roundabout.

Summary: Lack of lane direction arrows.

The proposed lane markings help drivers to select the correct lane position themselves in when approaching the junction. If the markings are blocked by slow moving or large vehicles they could be missed, leading to late braking decisions and possible skid, or loss of control type collisions.

Recommendation: It is recommended that the indicated lane markings are supplemented by additional arrow markings at each entry to further enhance the legibility and safety of the scheme.

Designers Response: The recommendation to additionally provide lane direction arrows as part of the scheme is noted and will be added through the detailed design. It is however noted that alongside the carriageway markings advanced warning signage detailing lane destinations are proposed to add information when the lanes are heavily trafficked. The detailed design will include for full road markings and a comprehensive signage strategy.

Problem 5.2

Location: St Nicholas Roundabout. High speed approaches,

Summary: Potential for collisions with sign posts.

New signs are proposed on the A299 approaches. The posts present a potential hazard to traffic if involved in a collision, particularly at high speed.

Recommendation: It is recommended that any new signs are of the passive safe variety.

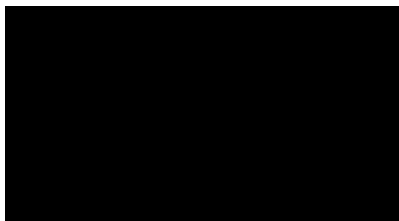
Designers Response: The recommendation to use passive safe signage is noted and consideration for this type of signage can be made during detailed design.

3. General Comments

Sections 6 -7

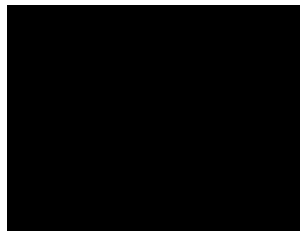
As part of the detailed design package of works a lighting and drainage strategy will be provided.

Issued by



Chris Morris

Approved by



Bev Coupe

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Appendix A

Road Safety Audit – Stage 1

A299/A28 St Nicholas Roundabout, Manston, Kent Proposed Highway Works

Road Safety Audit – Stage 1 (Preliminary Design)

Client: RSP

29th April 2019

Badingham

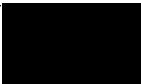
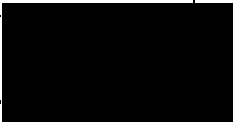
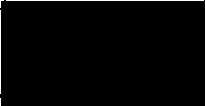

Transport Planning & Highway Engineering Consultants

16 Ashley Piece
Ramsbury, Marlborough
Wiltshire
SN8 2QE

T. +44(0)1672 521320
contact@badinghamuk.com
www.badinghamuk.com

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DOCUMENT ISSUE

<i>Issue / Revision:</i>	Issue 1			
<i>Description / Status:</i>	Final			
<i>Date:</i>	29/04/2019			
<i>Prepared:</i>	A. R. J. Setter			
<i>Signature:</i>				
<i>Document Check:</i>	D. F. Rogers			
<i>Signature:</i>				
<i>Technical Check:</i>	D. F. Rogers			
<i>Signature:</i>				
<i>Authorised:</i>	A. R. J. Setter			
<i>Signature:</i>				
<i>File Reference:</i>	0781 Manston Airport - 7 - RSA1 - Issue 1.docx			

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Appendix 1	Road Safety Audit Brief
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SECTION 1: INTRODUCTION

General

- 1.1 This Road Safety Audit Stage 1 (Preliminary Design) report has been undertaken at the request of the Highway Authority. It has been prepared on behalf of RSP and relates to proposed modifications to the St Nicholas roundabout junction, Manston, Kent. The works are associated with the redevelopment of Manston Airport.
- 1.2 Thanet District Council is the local planning authority. Kent County Council is the local highway authority for the area.

Audit Team

- 1.3 A. R. J. Setter BA (Hons) MSc CMILT MCIHT AMICE MSoRSA CoC
Badingham Limited
- D. F. Rogers JP CEng BEng (Hons) MICE FIHE MSoRSA
Ashburn Partnership

Audit Brief

- 1.4 The Road Safety Audit has been undertaken in accordance with the Road Safety Audit Brief contained in Appendix 1.
- 1.5 The terms of reference for this Road Safety Audit are described in GG119. The Audit Team has not been made aware of any departures from standard.
- 1.6 The Road Safety Audit 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.

Main Parties to the Audit

1.7 The following are the main parties to the audit:

- Client Organisation: RSP
- Overseeing Organisation: Kent County Council
- Design Organisation: Wood Plc

1.8 The Audit Team visited the site together on Tuesday 26th March 2019 between 12.15pm and 12.30pm. The weather was fine and surfaces were dry. There were no adverse traffic conditions to affect the audit. Photographs of the site and surrounding area are included where relevant.

1.9 The location of the site is shown on Figure 1 Site Location Plan and Figure 2 Aerial Photo. The area of the audit extends solely to the works shown on the drawings included in the Audit Brief. Any issues identified are cross-referenced by paragraph number to the Audit Plan (Figure 3).

1.10 The works comprise lane direction markings and associated signing. The A28 Canterbury Road (north) is a rural dual carriageway without physical barrier, subject to 50mph speed limit. The A299 (south) and Canterbury Road (south) are standard two-way single carriageway. A temporary off-road parking facility is located off Potten Street Road at northwest corner of the junction.

1.11 Street lighting is provided to this five-arm junction and gradients in the area are minimal. Potten Street Road is subject to a 50mph speed limit. The junction lies within a derestricted speed zone and approach speeds from the A229 in particularly were noted to be high, as well as circulatory speeds. Separate cycleways are provided either side of the A299 (south) although their presence is not obvious to users. Footways are provided around the junction with substandard (lack of tactile paving) crossings. It was noted during the site inspection that the busy junction and speed of traffic made use of the pedestrian crossings hazardous.

- 1.12 A total of thirteen collisions are recorded at this junction over the latest 5-year period. One was categorised as serious and involved a motorcyclist failing to stop in time and colliding with a moving vehicle. One of the slight collisions involved a motorcyclist losing control during bad weather. The major cause for the slight collisions was careless driving at the roundabout junction. No highway deficiencies were noted as contributory factors.

SECTION 2: ITEMS RAISED AT PREVIOUS AUDITS

2.1 No previous audits have been undertaken.

SECTION 3: VEHICULAR AND HIGHWAY ISSUES

3.1 No observations.

SECTION 4: NON-MOTORISED USERS

4.1 No observations.

SECTION 5: ROAD MARKINGS AND SIGNAGE

5.1 PROBLEM

Location: St Nicholas Roundabout.

Summary: Lack of lane direction arrows.

- 5.1.1 The proposed lane markings help drivers to select the correct lane to position themselves in when approaching the junction. If the markings are blocked by slow moving or large vehicles they could be missed, leading to late braking decisions and possible skid, or loss-of-control type collisions.

RECOMMENDATION

- 5.1.2 It is recommended that the indicated lane markings are supplemented by additional arrow markings at each entry to further enhance the legibility and safety of the scheme.



Photo 1 - A229 northbound approach - lack of lane direction arrow markings.

5.2 PROBLEM

Location: St Nicholas Roundabout. High speed approaches.

Summary: Potential for collisions with sign posts.

- 5.2.1 New signs are proposed on the A229 approaches. The posts present a potential hazard to traffic if involved in a collision, particularly at high speed.

RECOMMENDATION

- 5.2.2 It is recommended that any new signs are of the passive safe variety.



Photo 2 - Existing damaged sign.

SECTION 6: STREET LIGHTING

- 6.1 No street lighting details have been provided. A suitable package of street lighting information will need to be provided as part of any further detailed design.

SECTION 7: DRAINAGE

- 7.1 No drainage information is provided. A suitable package of drainage information will need to form part of any further detailed design.

SECTION 8: AUDIT STATEMENT

8.1 This audit has been undertaken in accordance with DMRB Standard GG119.

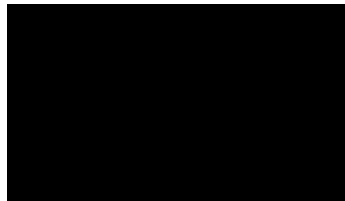
Road Safety Audit Team Leader

A. R. J. Setter BA (Hons) MSc CMILT MCIHT AMICE MSoRSA CoC

Director - Badingham Limited

16 Ashley Piece, Ramsbury, Marlborough, Wiltshire, SN8 2QE

Signed:



Date: 29th April 2019

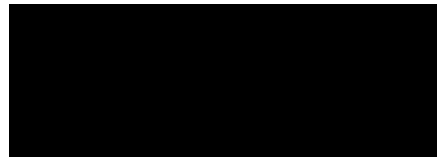
Audit Team Member

D. F. Rogers JP CEng BEng (Hons) MICE MSoRSA FIHE

Partner - Ashburn Partnership

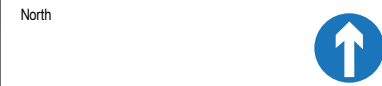
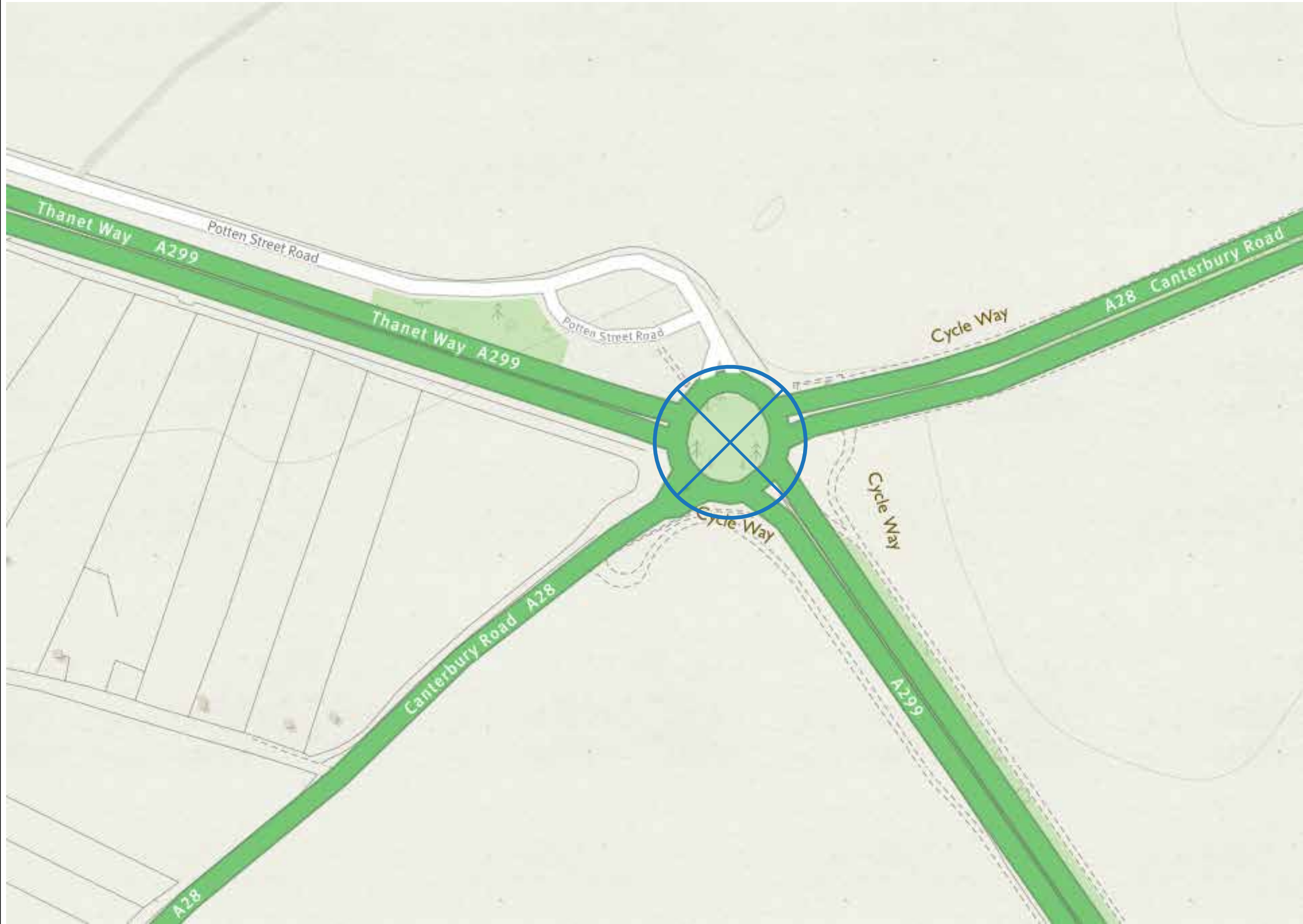
5 Mayfield, Upper Wanborough, Swindon, SN4 0ED

Signed:



Date: 29th April 2019

FIGURES



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Rev.	Date	Initials	Amendments

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Client

RSP

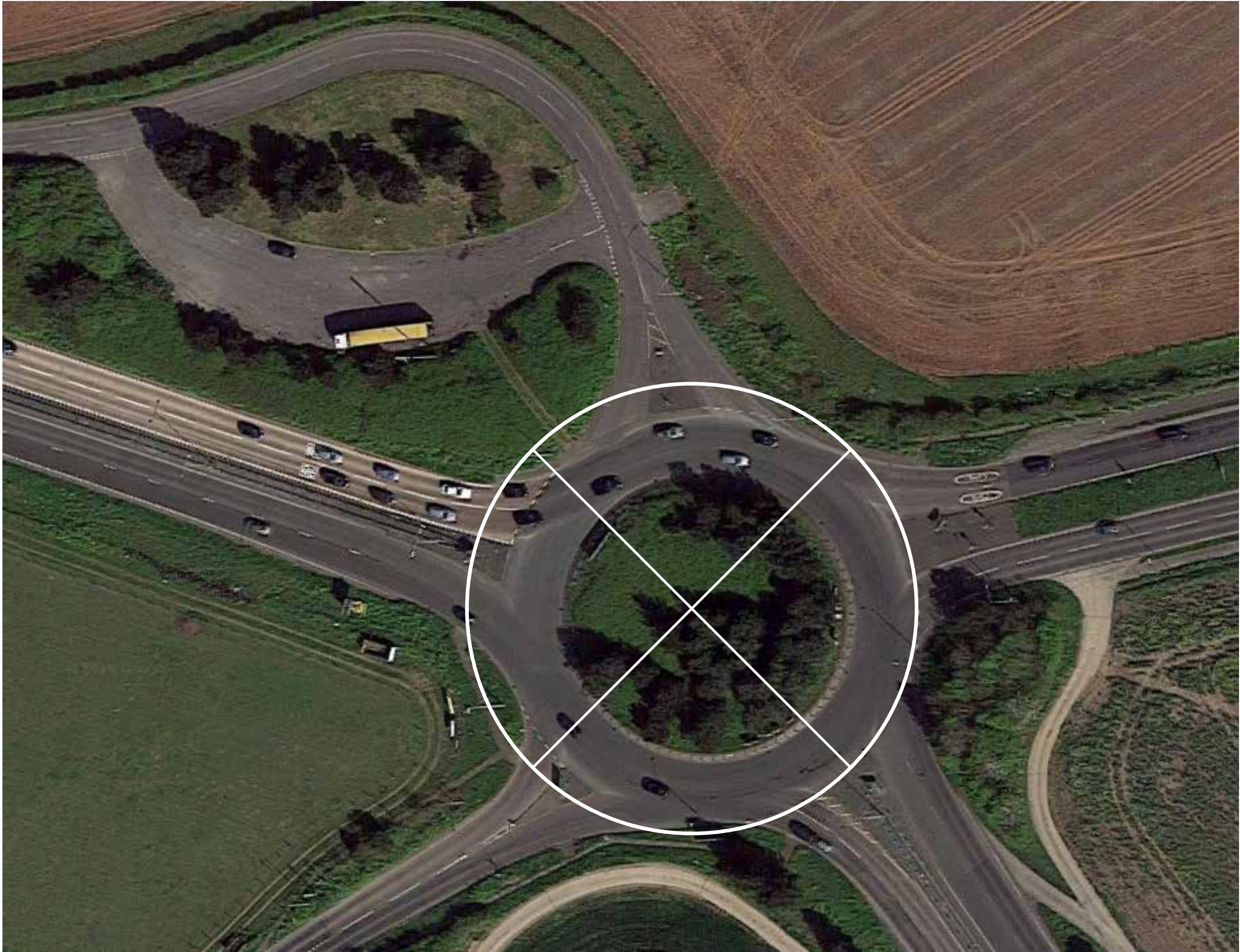
Project

Manston Airport

Title

Location Plan

Date	23/04/2019	Status	FINAL
Scale	NTS	Original Size	A3
Drawn	AS	Checked	AS
Job No.	0781	Drawing No.	FIGURE 1
		Rev.	-



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North



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RSP

Project

Manston Airport

Title

Aerial Photo

Date	23/04/2019
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Status	FINAL
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Scale	NTS
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Original Size	A3
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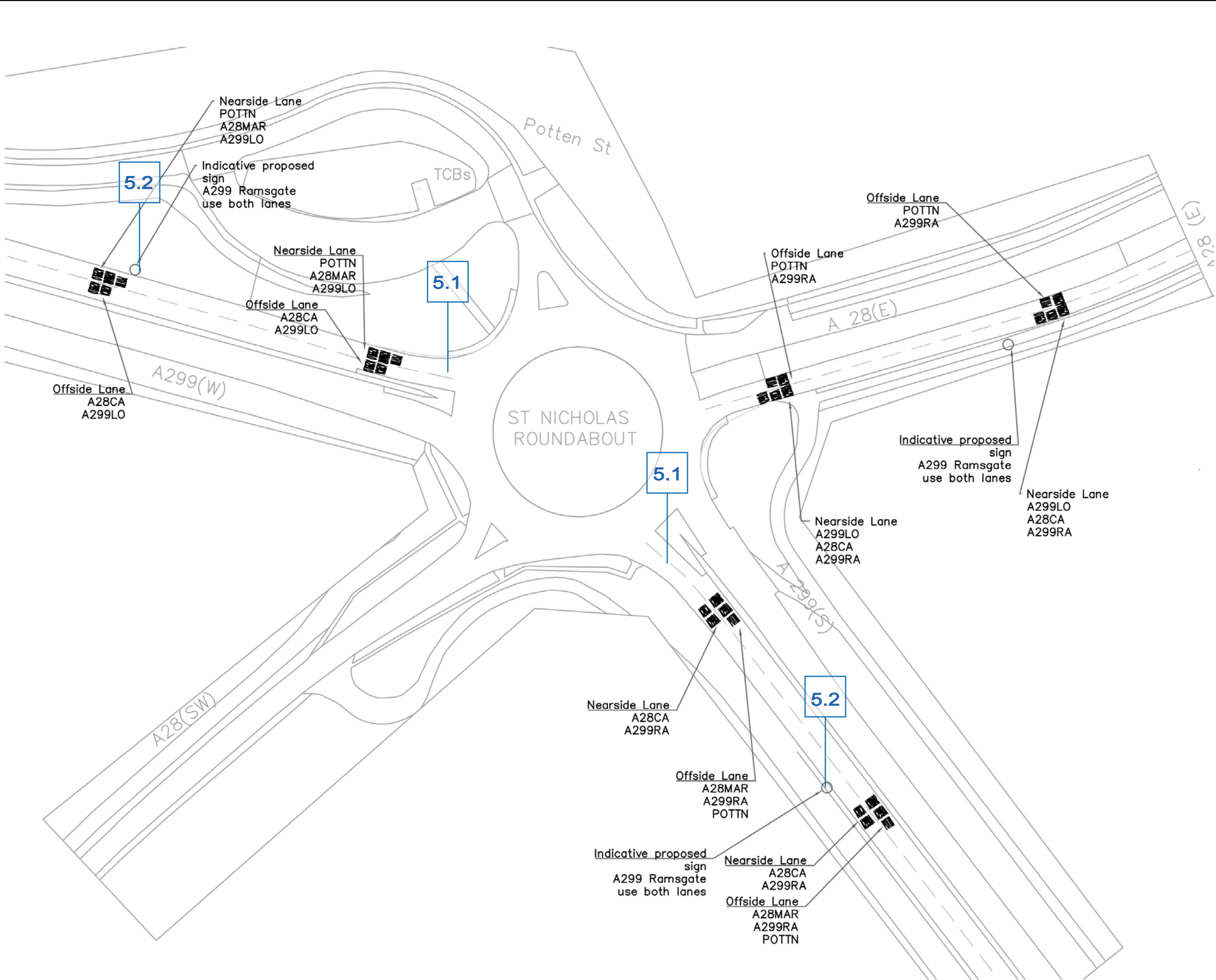
Drawn	AS
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Checked	AS
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Job No.	0781
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Drawing No.	FIGURE 2
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Rev.	-
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Source: Site Location & Access Design

Rev.	Date	Initials	Amendments

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Client
RSP

Project
Manston Airport

Title
Audit Plan

Date	29/04/2019	Status	FINAL
Scale	NTS	Original Size	A3
Drawn	AS	Checked	AS
Job No.	0781	Drawing No.	FIGURE 3
		Rev.	-

APPENDIX 1

Road Safety Audit Brief

ROAD SAFETY AUDIT BRIEF

Project Summary	
Date:	11/04/2019
Document Reference:	
Prepared by:	Wood
On Behalf of:	RiverOak Strategic Partners
AUTHORISATION SHEET	
Project:	Manston Airport – Junction A299/A28 Mitigation Proposal
Report title:	Manston Airport – Junction A299/A28 Mitigation Proposal - RSA Stage 1
PREPARED BY:	
Name:	Pranav Yadav
Signed:	
Organisation:	Wood
Date:	11/04/2019
I APPROVE THE RSA BRIEF AND INSTRUCT THE RSA TO TAKE PLACE ON BEHALF OF THE OVERSEEING ORGANISATION:	
Name:	Tony Freudmann
Signed:	
Organisation:	RiverOak Strategic Partners
Date:	

ROAD SAFETY AUDIT BRIEF

General Details				
Highway Scheme Name & Road Number		Manston Airport – Junction A299/A28 Mitigation Proposal – Canterbury Road (east), A299 (south), Canterbury Road (west), Thanet Way (A299), Potten Street Road		
Type of Scheme <i>e.g. new road scheme, smart motorway, junction improvement, traffic signs and road markings improvement, traffic calming, etc.</i>				
Junction improvement at the A299/A28 roundabout junction.				
RSA Stage <i>Tick as appropriate ✓</i>	1	✓	2	3
	Interim			4
Overseeing Organisation Details		Design Organisation Details		
16 Charles II Street London SW1Y 4NW		Wood Glyn Price Associate Director Canon Court, Abbey Lawn, Abbey Forgate, Shrewsbury, SY2 5DE, UK		
Police Contact Details (RSA3 Only)		Maintaining Agent Contact Details		
N/A		N/A		
RSA Team Membership				
A.R.J. Setter (Team Leader)		BA (Hons) MSc CMILT MCIHT AMICE MSoRSA Highways England Certificate of Competence & Compliant with EU Directive 2008/96/EC Badingham Limited		
D. F. Rogers (Team Member)		JP, CEng BEng (Hons) MICE MSoRSA FIHE Ashburn Consultants		
Terms of Reference <i>Make reference to relevant DMRB documents and other guidance where appropriate.</i>				
Traffic Signs Manual, Design Manual for Roads and Bridges TD16/07.				

ROAD SAFETY AUDIT BRIEF

Scheme Details
Scheme Description/Objective
General <i>Define the extents of the RSA, include a brief scheme description, the scheme objectives, a start date for construction if known and a completion date. In addition, for stage 4 RSAs, confirm when all related traffic management has been removed.</i>
<p>The proposal is for a scheme to improve the existing A299/A28 roundabout junction by providing additional road markings and road signs.</p> <p>Additional lane marking, and road signs will be provided to improve the traffic distribution to maximise the lane utilisation on Canterbury Road (east), A299 (south) and Thanet Road (A299).</p> <p>At the moment it is unknown when construction will take place, there are ongoing discussions. Completion should take between 3-6 months.</p>
Design Standards Applied to the Scheme Design <i>For example, DMRB.</i>
<p>Traffic Signs Manual from Department of Transport has been used to design the proposed scheme and TD16/07 of DMRB geometric design of roads and bridges.</p>
Design Speeds <i>Provide details of applied and/or existing design speeds.</i>
<p>It is not proposed to change the speed limits on the approaches to the junction.</p>
Speed Limits <i>State whether mandatory or advisory, available speed data.</i>
<p>Canterbury Road (east) – 50mph; A299 (south) – 70mph; Canterbury Road (west); Thanet Way (A299) – 70mph; Potten Road – 60mph.</p>
Existing Traffic Flows/Queues <i>To include current automatic traffic counter (ATC) data, up-to-date turning count and queue information etc.</i>
<p>The traffic flow of the junction will be provided from the MCC taken at this junction.</p>
Forecast Traffic Flows <i>Where available and relevant, provide future traffic flow data including vehicle proportions.</i>
<p>Future Traffic flows at the junction for the AM and PM Peak will be provided in a matrix format.</p>
Pedestrian, Cyclist & Equestrian Desire Lines <i>Include details of pedestrian, cyclist and equestrian movements in the vicinity of the scheme and, when applicable the relevant walking, cycling and horse-riding assessment and review reports HD 42/17 [Ref 7.1].</i>
<p>In terms of non-motorist mode, there will be no physical change in the existing facilities.</p>
Environmental Constraints <i>Include all environmental constraints within the scheme extents, for example sites of special scientific interest (SSSI), conservation areas, listed properties etc.</i>
<p>No environmental constraints have been observed.</p>

ROAD SAFETY AUDIT BRIEF

Locality
Description of Locality <i>Include all environmental constraints within the scheme extents, e.g. (SSSI), conservation areas, listed properties etc.</i>
Junction is located east of the St Nicholas At Wade and surrounded by green field.
General Description <i>Include road network, road type, relevant land uses etc.</i>
Canterbury Road (east) is a dual carriageway without physical barrier, subject to 50mph speed limit. A299 (south) is a standard dual carriageway. Canterbury Road (west) is a standard two-way single carriageway. Thanet Way (A299) is a standard dual carriageway. A temporary off-road parking facility is located off Potten Street Road at northwest corner of the junction. As this junction is in the rural area, there is limited facility for non-motorists.
Relevant Factors Which May Affect Road Safety <i>Factors known to the Design Organisation and considered as part of the design. This should also include anything that would not be immediately obvious to the RSA Team – such as school crossing patrols and large events, for example.</i>
Total thirteen accidents have been recorded at the junction. These are accidents 19, 35, 51, 52, 148, 263, 288, 376, 380, 389, 497, 515 and 534. One of the thirteen accidents was serious which involved a motorcycle. This accident occurred when a biker failed to stop in time and collided with a moving vehicle. One of the slight accidents involved motorcyclist who lost control due to bad weather. The main cause for the slight accidents was careless driving. The details of these accidents will be provided with this brief.

ROAD SAFETY AUDIT BRIEF

Analysis												
Collision Data Analysis <i>Stages 1,2, and 3 provide a summary of road traffic collision data covering both the extent of the scheme and the adjoining sections of highway. As a minimum, the most recent 36 month of data. At Stage 4, provide 12 months of post-opening validated road traffic collision data. Raw data should be provided as an appendix.</i>												
Accident data for the junction will be provided with this brief.												
Departures from Standards <i>Include status details, i.e. approved/pending/rejected, and any design strategy records produced for improvements to existing trunk roads and motorways.</i>												
N/A												
Previous Road Safety Audit Stage Reports, Road Safety Audit Response Reports & Evidence of Agreed Actions <i>Attach previous reports to the RSA Brief, or provide an explanation where these are not available.</i>												
N/A												
Strategic Decisions <i>Includes items outside the scope of this RSA, which will not change irrespective of the RSA, for example route choice, junction type, approved departures from standard.</i>												
N/A												
List of Included Documents and Drawings <i>For example: previous RSA reports; Design Responses; Departures; Road Traffic Collision Data; Walking, Cycling and Horse-Riding Assessment and Reviews. This could include any relevant operational data such as damage-only collision data or incident logs. This list could be included as an attachment to the RSA Brief or a hyperlink to a shared electronic location where the RSA Brief information has been collated.</i>												
Documents												
<table border="1"><thead><tr><th>Reference/Revision</th><th>Title</th><th>Date</th></tr></thead><tbody><tr><td>RSA – A299/A28 – MCC results</td><td>-</td><td>11.04.2019</td></tr><tr><td>RSA – A299/A28 – Future Year Traffic Flows (2039) -</td><td></td><td>11.04.2019</td></tr><tr><td>RSA – A299/A28 – Accident Data</td><td></td><td>11.04.2019</td></tr></tbody></table>	Reference/Revision	Title	Date	RSA – A299/A28 – MCC results	-	11.04.2019	RSA – A299/A28 – Future Year Traffic Flows (2039) -		11.04.2019	RSA – A299/A28 – Accident Data		11.04.2019
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RSA – A299/A28 – Accident Data		11.04.2019										
Drawings												
<table border="1"><thead><tr><th>Reference/Revision</th><th>Title</th><th>Date</th></tr></thead><tbody><tr><td>RSA – A299/A28 – Site Location and Access design</td><td></td><td>11.04.2019</td></tr><tr><td>RSA – A299/A28 – Cad file</td><td></td><td>11.04.2019</td></tr></tbody></table>	Reference/Revision	Title	Date	RSA – A299/A28 – Site Location and Access design		11.04.2019	RSA – A299/A28 – Cad file		11.04.2019			
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RSA – A299/A28 – Site Location and Access design		11.04.2019										
RSA – A299/A28 – Cad file		11.04.2019										

ROAD SAFETY AUDIT BRIEF

Checklist			
Tick all that are included and provide reasons for those that are not included. ✓			
Site Location plan		Scale Layout Plans	
Departures and Relaxations from Standards		Construction/Typical Details	
Previous RSA Reports		Previous RSA Response Reports & Evidence of Agreed Actions	
Collision Data and Collision Data Analysis		Road Traffic Collision Plot	
Traffic Signal Staging		Traffic Counts	
Speed Surveys		Pedestrian, Cyclist, Horse-Riding Desire Lines & Volumes	
Walking, Cycling and Horse-Riding Assessment & Reviews		Items Outside the Scope of the RSA/Strategic Decisions	
Other Factors that may Impact Upon Road Safety		Design Speeds/Speed Limits	
Design Standards Used		Adjacent Land Uses	



Appendix TR3.27

Revised Road Safety Audit – Stage 1

A299/A28 St Nicholas Roundabout, Manston, Kent Proposed Highway Works

Road Safety Audit – Stage 1 (Preliminary Design)

Client: RSP

2nd June 2019

Badingham

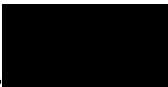
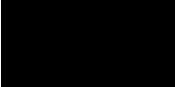


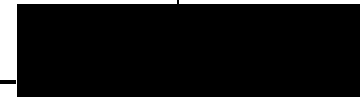
Transport Planning & Highway Engineering Consultants

16 Ashley Piece
Ramsbury, Marlborough
Wiltshire
SN8 2QE

T. +44(0)1672 521320
contact@badinghamuk.com
www.badinghamuk.com

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DOCUMENT ISSUE

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<i>Date:</i>	29/04/2019	02/06/2019		
<i>Prepared:</i>	A. R. J. Setter	A. R. J. Setter		
<i>Signature:</i>				
<i>Document Check:</i>	D. F. Rogers	D. F. Rogers		
<i>Signature:</i>				
<i>Technical Check:</i>	D. F. Rogers	D. F. Rogers		
<i>Signature:</i>				
<i>Authorised:</i>	A. R. J. Setter	A. R. J. Setter		
<i>Signature:</i>				
<i>File Reference:</i>	0781 Manston Airport - 7 - RSA1 - Issue 1.docx	0781 Manston Airport - 7 - RSA1 - Issue 2.docx		

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SECTION 1: INTRODUCTION

General

- 1.1 This Road Safety Audit Stage 1 (Preliminary Design) report has been undertaken at the request of the Highway Authority. It has been prepared on behalf of RSP and relates to proposed modifications to the St Nicholas roundabout junction, Manston, Kent. The works are associated with the redevelopment of Manston Airport.
- 1.2 Thanet District Council is the local planning authority. Kent County Council is the local highway authority for the area.

Audit Team

- 1.3 A. R. J. Setter BA (Hons) MSc CMILT MCIHT AMICE MSoRSA CoC
Badingham Limited
- D. F. Rogers JP CEng BEng (Hons) MICE FIHE MSoRSA
Ashburn Partnership

Audit Brief

- 1.4 The Road Safety Audit has been undertaken in accordance with the Road Safety Audit Brief contained in Appendix 1.
- 1.5 The terms of reference for this Road Safety Audit are described in GG119. The Audit Team has not been made aware of any departures from standard.
- 1.6 The Road Safety Audit 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.

Main Parties to the Audit

1.7 The following are the main parties to the audit:

- Client Organisation: RSP
- Overseeing Organisation: Kent County Council
- Design Organisation: Wood Plc

1.8 The Audit Team visited the site together on Tuesday 26th March 2019 between 12.15pm and 12.30pm. The weather was fine and surfaces were dry. There were no adverse traffic conditions to affect the audit. Photographs of the site and surrounding area are included where relevant.

1.9 The location of the site is shown on Figure 1 Site Location Plan and Figure 2 Aerial Photo. The area of the audit extends solely to the works shown on the drawings included in the Audit Brief. Any issues identified are cross-referenced by paragraph number to the Audit Plan (Figure 3).

1.10 The works comprise lane direction markings and associated signing. The A28 Canterbury Road (north) is a rural dual carriageway without physical barrier, subject to 50mph speed limit. The A299 (south) and Canterbury Road (south) are standard two-way single carriageway. A temporary off-road parking facility is located off Potten Street Road at northwest corner of the junction.

1.11 Street lighting is provided to this five-arm junction and gradients in the area are minimal. Potten Street Road is subject to a 50mph speed limit. The junction lies within a derestricted speed zone and approach speeds from the A229 in particularly were noted to be high, as well as circulatory speeds. Separate cycleways are provided either side of the A299 (south) although their presence is not obvious to users. Footways are provided around the junction with substandard (lack of tactile paving) crossings. It was noted during the site inspection that the busy junction and speed of traffic made use of the pedestrian crossings hazardous.

- 1.12 A total of thirteen collisions are recorded at this junction over the latest 5-year period. One was categorised as serious and involved a motorcyclist failing to stop in time and colliding with a moving vehicle. One of the slight collisions involved a motorcyclist losing control during bad weather. The major cause for the slight collisions was careless driving at the roundabout junction. No highway deficiencies were noted as contributory factors.

SECTION 2: ITEMS RAISED AT PREVIOUS AUDITS

- 2.1 A Road Safety Audit Stage 1 (Issue 1) was prepared by Badingham in April 2019. A Designer's Response was prepared subsequently by Wood in April 2019. This Road Safety Audit Stage 1 (Issue 2) considers the proposed design revisions and response to the original audit (Issue 1). No matters are outstanding.

SECTION 3: ITEMS RAISED AT THIS AUDIT

3.1 No observations.

SECTION 4: AUDIT STATEMENT

4.1 This audit has been undertaken in accordance with DMRB Standard GG119.

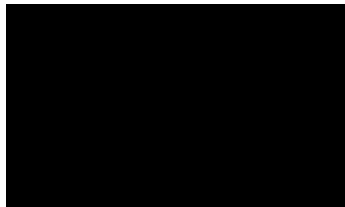
Road Safety Audit Team Leader

A. R. J. Setter BA (Hons) MSc CMILT MCIHT AMICE MSoRSA CoC

Director - Badingham Limited

16 Ashley Piece, Ramsbury, Marlborough, Wiltshire, SN8 2QE

Signed:



Date: 2nd June 2019

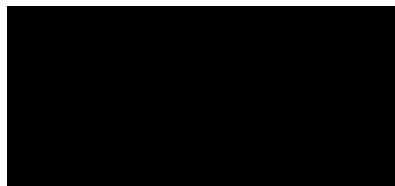
Audit Team Member

D. F. Rogers JP CEng BEng (Hons) MICE MSoRSA FIHE

Partner - Ashburn Partnership

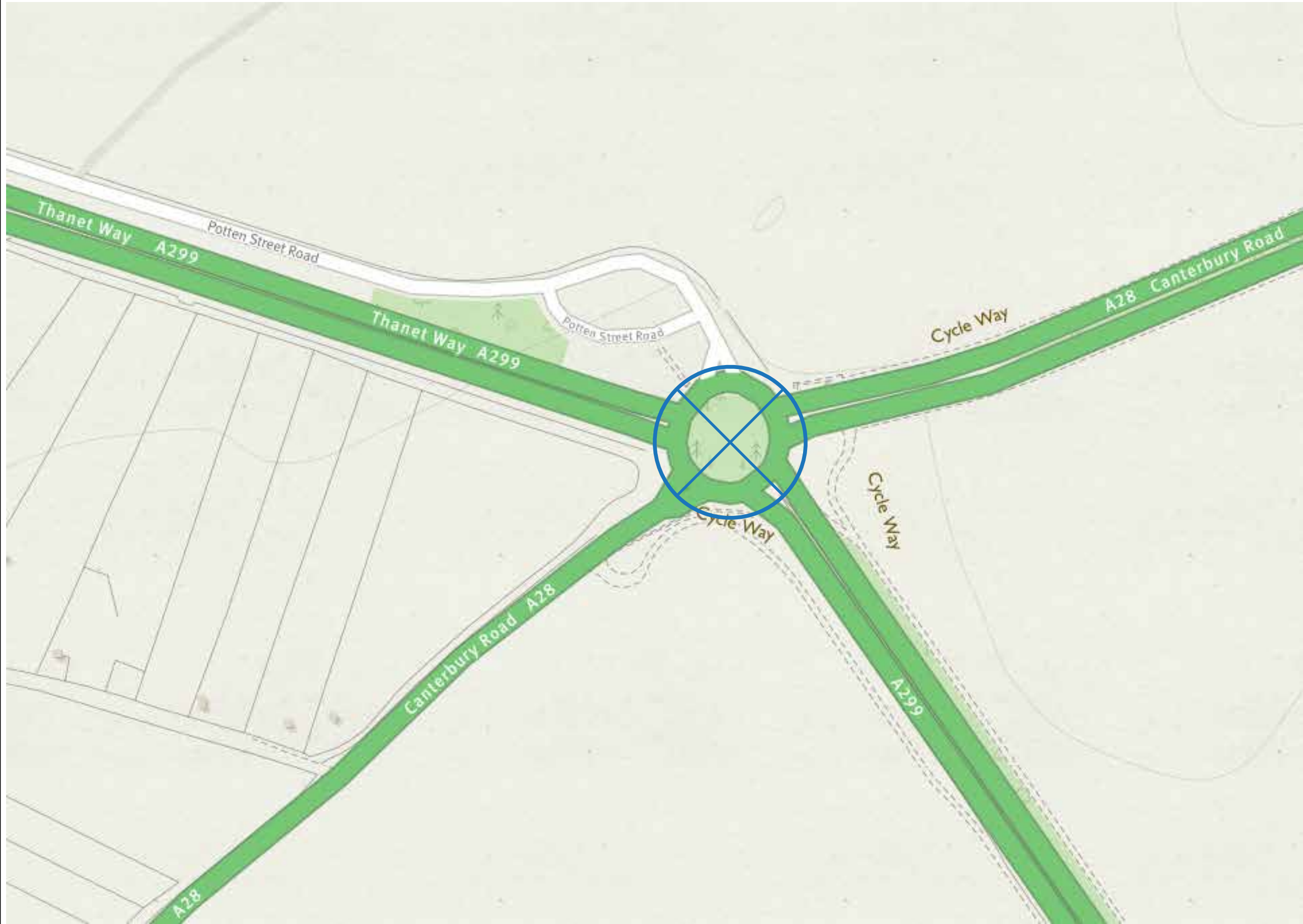
5 Mayfield, Upper Wanborough, Swindon, SN4 0ED

Signed:



Date: 2nd June 2019

FIGURES



North



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Rev.	Date	Initials	Amendments

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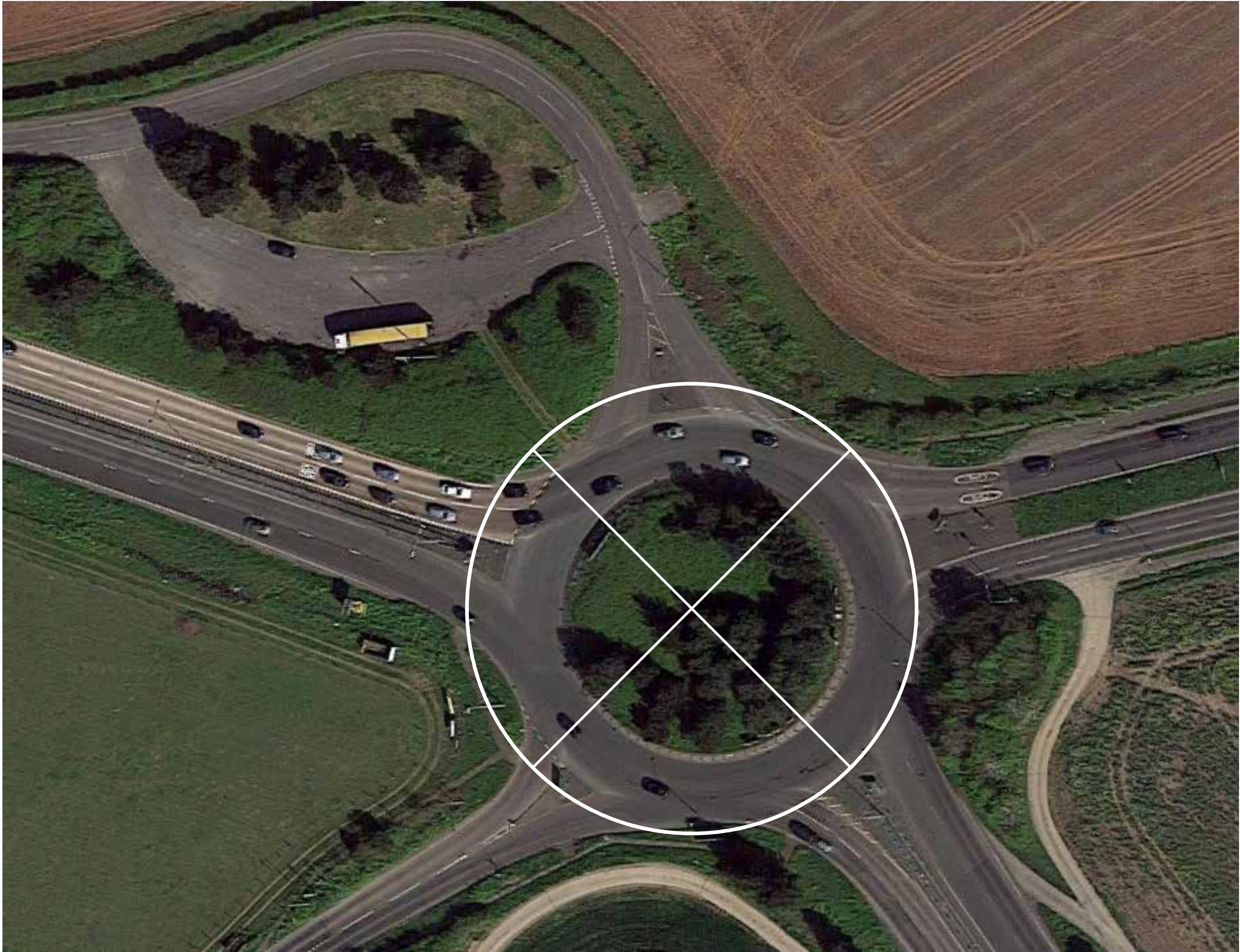
www.badinghamuk.com

Client
RSP

Project
Manston Airport

Title
Location Plan

Date	23/04/2019	Status	FINAL
Scale	NTS	Original Size	A3
Drawn	AS	Checked	AS
Job No.	0781	Drawing No.	FIGURE 1
		Rev.	-



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North



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Rev.	Date	Initials	Amendments
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Badingham

Transport Planning
&
Highway Engineering

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Client

RSP

Project

Manston Airport

Title

Aerial Photo

Date	23/04/2019
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Status	FINAL
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Scale	NTS
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Original Size	A3
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Drawn	AS
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Checked	AS
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Job No.	0781
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Drawing No.	FIGURE 2
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Rev.	-
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APPENDIX 1

Road Safety Audit Brief

ROAD SAFETY AUDIT BRIEF

Project Summary	
Date:	11/04/2019
Document Reference:	
Prepared by:	Wood
On Behalf of:	RiverOak Strategic Partners
AUTHORISATION SHEET	
Project:	Manston Airport – Junction A299/A28 Mitigation Proposal
Report title:	Manston Airport – Junction A299/A28 Mitigation Proposal - RSA Stage 1
PREPARED BY:	
Name:	Pranav Yadav
Signed:	
Organisation:	Wood
Date:	11/04/2019
I APPROVE THE RSA BRIEF AND INSTRUCT THE RSA TO TAKE PLACE ON BEHALF OF THE OVERSEEING ORGANISATION:	
Name:	Tony Freudmann
Signed:	
Organisation:	RiverOak Strategic Partners
Date:	

ROAD SAFETY AUDIT BRIEF

General Details				
Highway Scheme Name & Road Number		Manston Airport – Junction A299/A28 Mitigation Proposal – Canterbury Road (east), A299 (south), Canterbury Road (west), Thanet Way (A299), Potten Street Road		
Type of Scheme <i>e.g. new road scheme, smart motorway, junction improvement, traffic signs and road markings improvement, traffic calming, etc.</i>				
Junction improvement at the A299/A28 roundabout junction.				
RSA Stage <i>Tick as appropriate ✓</i>	1	✓	2	3
	Interim			4
Overseeing Organisation Details		Design Organisation Details		
16 Charles II Street London SW1Y 4NW		Wood Glyn Price Associate Director Canon Court, Abbey Lawn, Abbey Forge, Shrewsbury, SY2 5DE, UK		
Police Contact Details (RSA3 Only)		Maintaining Agent Contact Details		
N/A		N/A		
RSA Team Membership				
A.R.J. Setter (Team Leader)		BA (Hons) MSc CMILT MCIHT AMICE MSoRSA Highways England Certificate of Competence & Compliant with EU Directive 2008/96/EC Badingham Limited		
D. F. Rogers (Team Member)		JP, CEng BEng (Hons) MICE MSoRSA FIHE Ashburn Consultants		
Terms of Reference <i>Make reference to relevant DMRB documents and other guidance where appropriate.</i>				
Traffic Signs Manual, Design Manual for Roads and Bridges TD16/07.				

ROAD SAFETY AUDIT BRIEF

Scheme Details
Scheme Description/Objective
General <i>Define the extents of the RSA, include a brief scheme description, the scheme objectives, a start date for construction if known and a completion date. In addition, for stage 4 RSAs, confirm when all related traffic management has been removed.</i>
The proposal is for a scheme to improve the existing A299/A28 roundabout junction by providing additional road markings and road signs. Additional lane marking, and road signs will be provided to improve the traffic distribution to maximise the lane utilisation on Canterbury Road (east), A299 (south) and Thanet Road (A299). At the moment it is unknown when construction will take place, there are ongoing discussions. Completion should take between 3-6 months.
Design Standards Applied to the Scheme Design <i>For example, DMRB.</i>
Traffic Signs Manual from Department of Transport has been used to design the proposed scheme and TD16/07 of DMRB geometric design of roads and bridges.
Design Speeds <i>Provide details of applied and/or existing design speeds.</i>
It is not proposed to change the speed limits on the approaches to the junction.
Speed Limits <i>State whether mandatory or advisory, available speed data.</i>
Canterbury Road (east) – 50mph; A299 (south) – 70mph; Canterbury Road (west); Thanet Way (A299) – 70mph; Potten Road – 60mph.
Existing Traffic Flows/Queues <i>To include current automatic traffic counter (ATC) data, up-to-date turning count and queue information etc.</i>
The traffic flow of the junction will be provided from the MCC taken at this junction.
Forecast Traffic Flows <i>Where available and relevant, provide future traffic flow data including vehicle proportions.</i>
Future Traffic flows at the junction for the AM and PM Peak will be provided in a matrix format.
Pedestrian, Cyclist & Equestrian Desire Lines <i>Include details of pedestrian, cyclist and equestrian movements in the vicinity of the scheme and, when applicable the relevant walking, cycling and horse-riding assessment and review reports HD 42/17 [Ref 7.1].</i>
In terms of non-motorist mode, there will be no physical change in the existing facilities.
Environmental Constraints <i>Include all environmental constraints within the scheme extents, for example sites of special scientific interest (SSSI), conservation areas, listed properties etc.</i>
No environmental constraints have been observed.

ROAD SAFETY AUDIT BRIEF

Locality
Description of Locality <i>Include all environmental constraints within the scheme extents, e.g. (SSSI), conservation areas, listed properties etc.</i>
Junction is located east of the St Nicholas At Wade and surrounded by green field.
General Description <i>Include road network, road type, relevant land uses etc.</i>
Canterbury Road (east) is a dual carriageway without physical barrier, subject to 50mph speed limit. A299 (south) is a standard dual carriageway. Canterbury Road (west) is a standard two-way single carriageway. Thanet Way (A299) is a standard dual carriageway. A temporary off-road parking facility is located off Potten Street Road at northwest corner of the junction. As this junction is in the rural area, there is limited facility for non-motorists.
Relevant Factors Which May Affect Road Safety <i>Factors known to the Design Organisation and considered as part of the design. This should also include anything that would not be immediately obvious to the RSA Team – such as school crossing patrols and large events, for example.</i>
Total thirteen accidents have been recorded at the junction. These are accidents 19, 35, 51, 52, 148, 263, 288, 376, 380, 389, 497, 515 and 534. One of the thirteen accidents was serious which involved a motorcycle. This accident occurred when a biker failed to stop in time and collided with a moving vehicle. One of the slight accidents involved motorcyclist who lost control due to bad weather. The main cause for the slight accidents was careless driving. The details of these accidents will be provided with this brief.

ROAD SAFETY AUDIT BRIEF

Analysis												
Collision Data Analysis <i>Stages 1,2, and 3 provide a summary of road traffic collision data covering both the extent of the scheme and the adjoining sections of highway. As a minimum, the most recent 36 month of data. At Stage 4, provide 12 months of post-opening validated road traffic collision data. Raw data should be provided as an appendix.</i>												
Accident data for the junction will be provided with this brief.												
Departures from Standards <i>Include status details, i.e. approved/pending/rejected, and any design strategy records produced for improvements to existing trunk roads and motorways.</i>												
N/A												
Previous Road Safety Audit Stage Reports, Road Safety Audit Response Reports & Evidence of Agreed Actions <i>Attach previous reports to the RSA Brief, or provide an explanation where these are not available.</i>												
N/A												
Strategic Decisions <i>Includes items outside the scope of this RSA, which will not change irrespective of the RSA, for example route choice, junction type, approved departures from standard.</i>												
N/A												
List of Included Documents and Drawings <i>For example: previous RSA reports; Design Responses; Departures; Road Traffic Collision Data; Walking, Cycling and Horse-Riding Assessment and Reviews. This could include any relevant operational data such as damage-only collision data or incident logs. This list could be included as an attachment to the RSA Brief or a hyperlink to a shared electronic location where the RSA Brief information has been collated.</i>												
Documents												
<table border="1"><thead><tr><th>Reference/Revision</th><th>Title</th><th>Date</th></tr></thead><tbody><tr><td>RSA – A299/A28 – MCC results</td><td>-</td><td>11.04.2019</td></tr><tr><td>RSA – A299/A28 – Future Year Traffic Flows (2039) -</td><td></td><td>11.04.2019</td></tr><tr><td>RSA – A299/A28 – Accident Data</td><td></td><td>11.04.2019</td></tr></tbody></table>	Reference/Revision	Title	Date	RSA – A299/A28 – MCC results	-	11.04.2019	RSA – A299/A28 – Future Year Traffic Flows (2039) -		11.04.2019	RSA – A299/A28 – Accident Data		11.04.2019
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RSA – A299/A28 – Cad file		11.04.2019										

ROAD SAFETY AUDIT BRIEF

Checklist			
Tick all that are included and provide reasons for those that are not included. ✓			
Site Location plan		Scale Layout Plans	
Departures and Relaxations from Standards		Construction/Typical Details	
Previous RSA Reports		Previous RSA Response Reports & Evidence of Agreed Actions	
Collision Data and Collision Data Analysis		Road Traffic Collision Plot	
Traffic Signal Staging		Traffic Counts	
Speed Surveys		Pedestrian, Cyclist, Horse-Riding Desire Lines & Volumes	
Walking, Cycling and Horse-Riding Assessment & Reviews		Items Outside the Scope of the RSA/Strategic Decisions	
Other Factors that may Impact Upon Road Safety		Design Speeds/Speed Limits	
Design Standards Used		Adjacent Land Uses	