



Technical Note

165 Watringbury Road

19-039-001 Rev A

Proposed Access & Visibility Splays

August 2019

Rev	Issue Purpose	Author	Checked	Reviewed	Approved	Date
-	Issue	DH	SW	SW	JW	06/08/19
A	Minor Update	DH	SW	SW	JW	07/08/19

1 Introduction

Context

- 1.1.1 This Technical Note has been prepared by Charles & Associates on behalf of Mr & Mrs Kenward in support of a proposed new entrance to 165 Watringbury Road, planning application no.TM/18/01106/FL. At present the residents of 165 Watringbury Rd share an access with a neighbouring property (no. 163).
- 1.1.2 The proposed access arrangement is located approximately 30m to the south of the existing access and is shown on **drawing PL-103B** within **Appendix A** of this technical note. This drawing was submitted as part of the planning application.
- 1.1.3 The planning application has currently been deferred by the planning committee following a recommendation for refusal from the highways officer at Kent County Council (KCC) on the grounds that it was thought inadequate/unsafe visibility is available for emerging traffic.
- 1.1.4 This supplementary report is intended to provide further justification of the proposed access arrangement in the context that it provides a significant improvement in terms of safety compared with the existing access.



2 Existing Access & Conditions

Wateringbury Road

- 2.1.1 Wateringbury Road is a rural road connecting the village of Wateringbury via Red Hill, to East Malling and further on towards the A20 London via New Road and the M20 motorway. It's primarily a straight road with sporadic street lighting and various access roads to residential dwellings.
- 2.1.2 The carriageway width varies between 4.5-5.5m in width with centreline markings and a footway located alongside the western carriageway lane. Wateringbury Road has an existing speed limit of 40mph, with areas of traffic calming on the approach to Chapel St to the north where the 40mph speed limit ends and vehicles enter a 20mph zone approaching East Malling.

Existing Access Arrangements

- 2.1.3 The existing access to 165 Wateringbury Road is currently shared along with property 163 and is located on the inside of a sharp bend. The access itself is positioned up close to the edge of the road, with a gap between the property boundary walls approximately 6m in width allowing access to the properties. **Figure 2.1** below shows the existing access.

Figure 2.1 – Existing Access



- 2.1.4 The visibility from the existing access is extremely limited. **Figure 2.2** and **Figure 2.3** below show the maximum achievable visibility in its current form.

Figure 2.2 - Looking South



Figure 2.3 - Looking North



- 2.1.5 With regard to the plans submitted with the planning application (**drawing PL-103B** in **Appendix A**) the existing access is considered to achieve visibility of approximately 25m (Y-distance) of visibility in both directions. It should be noted, however, that this appears to have been measured 1m (X-distance) back from the major road and measured to the offside kerb. Current guidance recommends that visibility be measured from an X-distance of 2.4m to the near side kerb.
- 2.1.6 **Drawing PL-103B** has been updated with an X-distance measurement set back 2.4m, and splays measured 1m offset from the nearside kerb, where vehicles are generally placed on the carriageway. This achieves approximately 5m visibility in both directions which represents a significant safety concern as vehicles traveling on Wateringbury Road have virtually no reaction time to stop and avoid a collision with vehicles exiting the current access. See **drawing 19-038-001** within **Appendix C** for details.
- 2.1.7 Based on the above and observations undertaken on site is considered that the existing access represents an extremely dangerous situation which has a high risk of causing a serious or worse accident involving existing vehicles and/or vehicles travelling on Wateringbury Road.

Accident Data

2.1.8 A review of accidents in close proximity of the existing access has been analysed using data downloaded from www.Crashmap.co.uk. The full accident data reports are contained within **Appendix B** whilst **Figure 2.4** below shows the accident locations which have been categorised by severity as follows:

- Slight;
- Serious; and
- Fatal.

Figure 2.4 – Accident Locations



2.1.9 Three slight accidents and one serious accident occurred during a five-year period between 2014-2018 in close proximity to the current access. The serious accident shown in red above, involved a single motorcycle that appears to have lost control on the bend close to the access road.

2.1.10 Although the accident reports do not specifically identify a causation factor directly attributed to the existing access, it is considered that the number of accidents concentrated in this location is significantly higher than normal and unsafe movements manoeuvring out of the existing access could further exacerbate this issue.

3 Proposed Access Arrangement

- 3.1.1 The proposed access to 165 Wateringbury Road is situated approximately 30m to the south of the existing access, which is to remain as access solely to property no.163.
- 3.1.2 The proposed access location is positioned along a straight section of the Wateringbury Road which naturally leads to improved visibility in comparison to an access on the inside of a bend.
- 3.1.3 During the site visit, photographs were taken to provide a rough indication of the improvement to visibility on the proposed access. **Figure 2.5** and **Figure 2.6** below show the approximate visibility achievable for the proposed access.

Figure 2.5 - Looking South



Figure 2.6 - Looking North



- 3.1.4 The access proposal within **drawing PL-103B** shows much improved visibility splays of approximately 45m (Y-distance) in both directions, measured back 3m (X-distance) from the major road.
- 3.1.5 Following current best practice the proposed access visibility has been reviewed adopting an X-distance of 2.4m and measured to the furthest achievable point offset 1 metre from the nearside kerb. The proposed access achieves 37m visibility to the south and 25m visibility to the north as shown in **drawing 19-038-001** contained within **Appendix C** of this report.

- 3.1.6 It is acknowledged that the available visibility from the proposed access falls short of recommended design standards for a 40mph road, however, in comparison to the existing access the proposals represent a significant improvement in safety terms. The achievable visibility to the south is increased by approximately 32m or 640% and to the north by 20m or 400%. The new access and increased visibility affords vehicles travelling on Wateringbury Road significantly more reaction time to avoid collisions in comparison with the existing access.
- 3.1.7 Furthermore, the implementation of the new access would significantly reduce the number of movements from the existing access in proportional terms; which are considered to be extremely unsafe. It is anticipated that the number of movements would be reduced by approximately 70% based upon the number of vehicles owned by the respective users.
- 3.1.8 The response from the highway authority regarding the visibility from the proposed access when viewed in isolation is understood, however, it is considered that any improvement from the existing situation would be beneficial; and when considered in overall terms would reduce the risk of accidents occurring in this location.

4 Summary & Conclusions

- 4.1.1 This technical note has been produced in support of a proposed new access to property 165 Wateringbury Road (planning application no. TM/18/01106/FL).
- 4.1.2 The existing access shared by properties no.163 and no.165 has extremely limited visibility in both directions and is considered to represent a high risk of serious accidents occurring in the future.
- 4.1.3 The proposed access for property no. 165 is positioned 30m south of the existing access and is considered a significantly safer overall design in comparison to the existing arrangement. Positioned away from the sharp bend of Wateringbury Road the access provides increased visibility of 640% to the south and 400% to the north.
- 4.1.4 The existing driveway will remain as access to property no.163; however, the introduction of the proposed access to property no.165 would remove a significant proportion of trips using the hazardous access, therefore reducing the risk of vehicle collisions.
- 4.1.5 It is acknowledged that the proposed access does not meet recommended design standards for visibility for a 40mph road, however, when considered in balance with the dangerous situation at the current access, represents an improvement in overall safety terms and a reduced risk of serious accidents occurring in the future.

Appendix A Existing & Proposed Access (Planning Submission)

Appendix B Accident Data

Appendix C Updated Visibility Splays