

Access Technical Note

Site: Castle Road, Sittingbourne, ME10 3SH

Client: Incafield Ltd

Prepared by: DHA, Eclipse House, Eclipse Park, Sittingbourne Road, Maidstone, ME14 3EN

Date: August 2023

1.1 Introduction

1.1.1 DHA has been appointed by Incafield Ltd to prepare an access Technical Note in relation to a commercial operation on Castle Road, Sittingbourne, ME10 3SH. This note reviews a new, out only access onto Castle Road in terms of visibility and local design standards.

1.2 Existing Site

1.2.1 A site location plan is shown in Figure 1 below, where the site in question, an area used for storage / parking of articulated lorries is shown in red and the warehouse associated with this is shown in blue. The site is bound by Castle Road to the north, industrial units to the east and west and a storage yard to the south.



Figure 1: Site Location Plan (courtesy of Google)

- 1.2.2 Castle Road is a 170m long cul-de-sac arrangement serving the storage area and warehouse in question as well as other smaller warehouses / storage areas. To the south east, Castle Road joins with the B2005 (also referred to as Castle Road) at a large priority junction. Castle Road is subject to a 30mph speed limit.
- 1.2.3 The only access to the storage area has previously been via a dropped kerb, crossover located on the radius to another access to the south of Castle Road. As shown in Figure 2 below the access to the warehouse associated with the storage area is located to the north of Castle Road (to the right of the image).



Figure 2: Previous Access Arrangement (Courtesy of Google Maps)

- 1.2.4 To prevent queuing on Castle Road HGV's entre the storage yard prior to accessing the warehouse. However, in order to navigate from the storage area to the warehouse HGVs have been required to make a near 180 degree turn, followed by a 90 degree turn into the warehouse layout. This has caused difficulties and delays with HGVs needing to make multiple point turns on the public highway and potentially causing block back to the B2005.
- 1.3 New Access Point
 - 1.3.1 The new, out only access from the storage area has been provided directly opposite the access to the warehouse. The access is formed of a dropped kerb arrangement and is 10.4m in width.
 - 1.3.2 Given the location of the access there is now no requirement for HGVs to make convoluted movements on Castle Road. This represents a betterment in terms of safety and also risk of block back onto the B2005.
 - 1.3.3 As outlined above Castle Road is subject to a 30mph speed limit. Therefore, in accordance with the nationally recognised standards set out within Manual for Streets, visibility splays of 2.4 x 43m are required for the new access point.

- 1.3.4 The required visibility splays have been shown on drawing reference: 31570-H-01, which is attached to this document at Appendix A. The plan indicates that the splays can be achieved within the site boundary and land under the control of the Local Highway Authority.
- 1.3.5 In addition, vehicle swept path analysis has been completed for a maximum length articulated lorry exiting the new access and entering the warehouse layout. This confirms that the access can satisfactorily accommodate these vehicle movements. The swept path diagrams are shown on drawing reference: 31570-T-01, included at Appendix B.
- 1.3.6 In terms of the existing safety record within the area, data has been sourced from CrashMap.co.uk. This shows that there has only been one reported Personal Injury Collision (PIC) within the vicinity of the site within the latest five-year period. This is demonstrated in Figure 3 below.

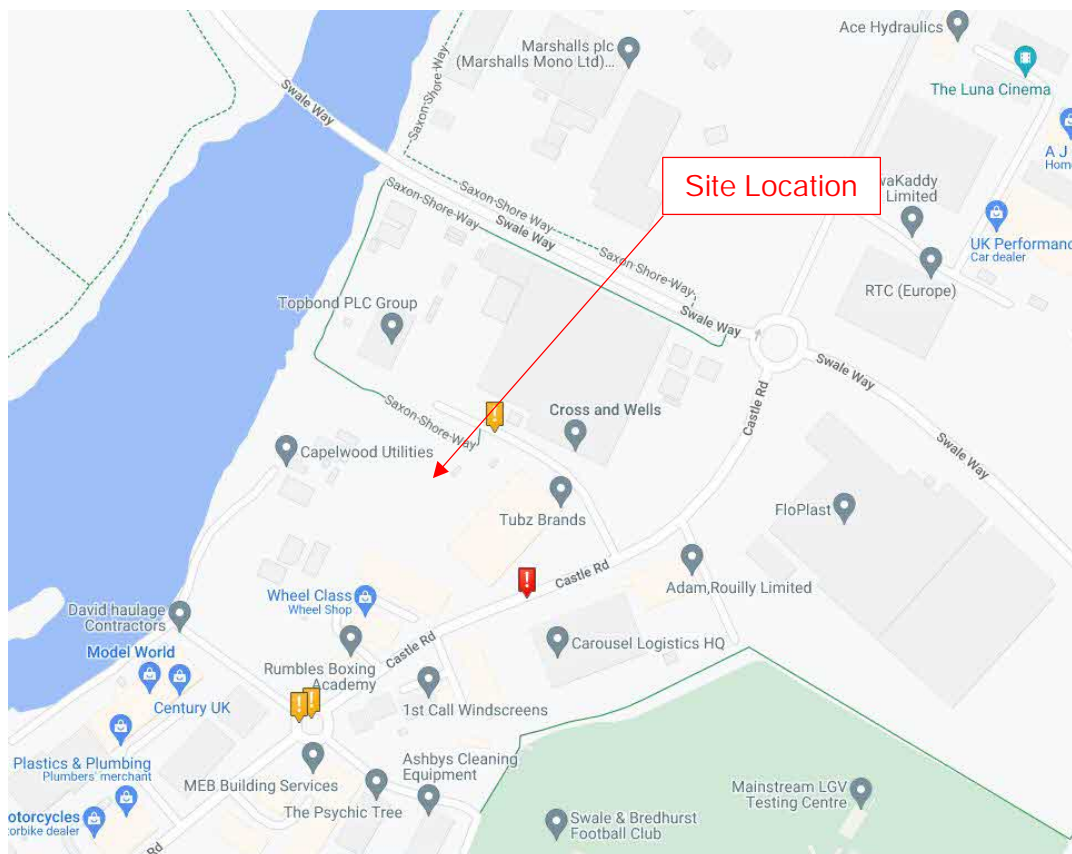


Figure 3: Crash Map Output (Courtesy of CrashMap.co.uk)

- 1.3.7 The incident occurred within the vicinity of the site frontage and involved two vehicles, a goods vehicle and a car. As only one accident has taken place in the local area it is not considered that the new access will exacerbate concerns. Indeed, given what the access looks to achieve it is entirely possible that it will improve risks on the local highway network.

- 1.3.1 To confirm that that above an independent Stage 1 Road Safety Audit (RSA) of the access was completed by Road Safety Answers Ltd on 27th June 2023. This RSA concludes no safety related problems with the access. The full RSA report can be found at Appendix C.

- 1.4 Conclusion
 - 1.4.1 This Technical Note has been produced to review a new access on Castle Road, which allows HGVs to manoeuvre more effectively between the existing storage area to the south and a warehouse to the north.
 - 1.4.2 The access has been found to be satisfactory in terms of the required standards and a review completed by an independent Stage 1 Road Safety Audit. It is considered that the new access will provide a benefit to the operation of the local highway network as well as possibly improving safety.

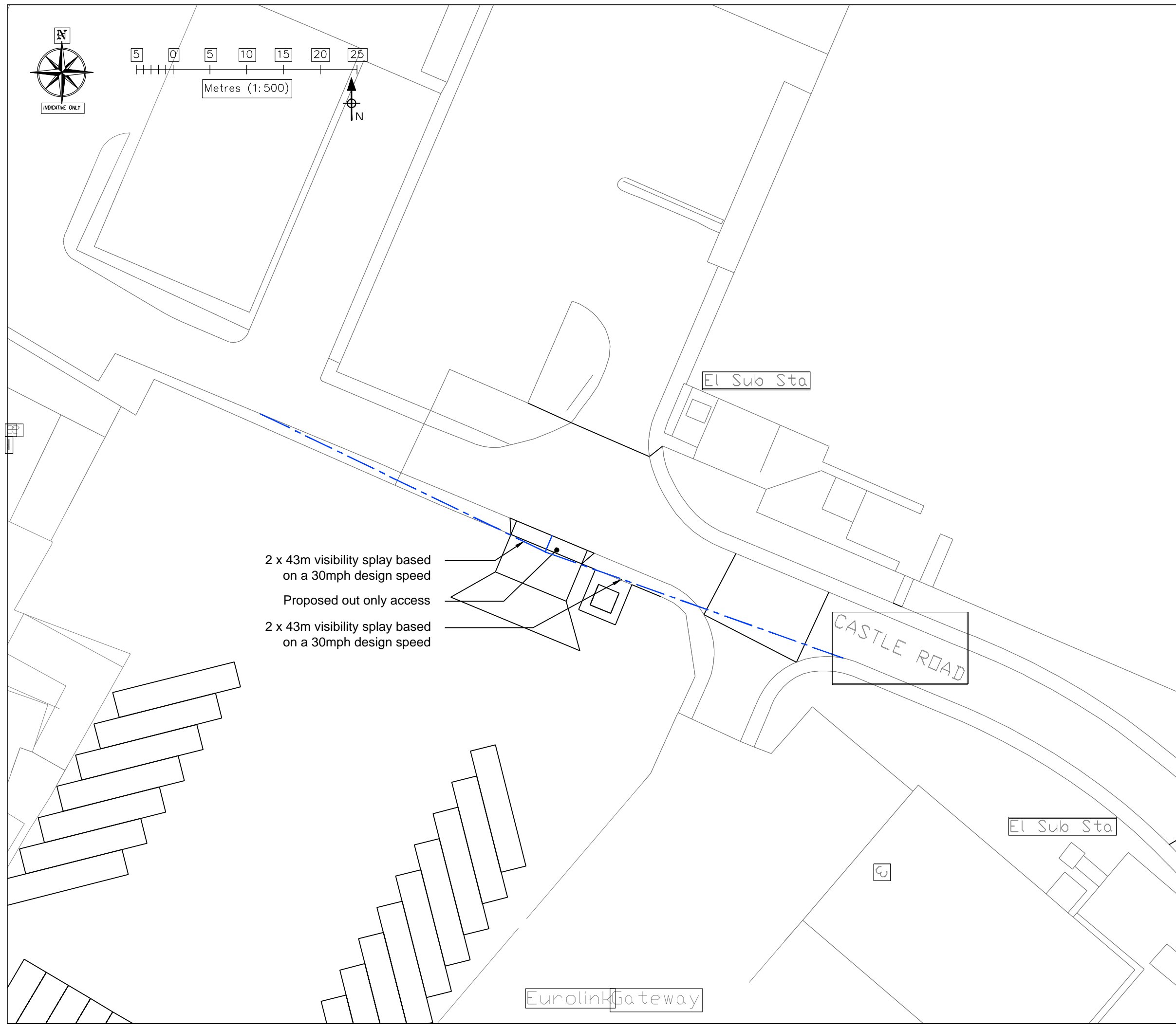
APPENDIX

A





5 0 5 10 15 20 25
Metres (1:500)



2 x 43m visibility splay based on a 30mph design speed
Proposed out only access
2 x 43m visibility splay based on a 30mph design speed

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P2	05.09.23	MM	Amended Client's Name	JM	JM
P1	26.07.23	MM	First Issue	JM	JM

REV	DATE	BY	DESCRIPTION	CHK	APD
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client
INCAFIELD LTD

project
CASTLE ROAD, SITTINGBOURNE

title
PROPOSED ACCESS VISIBILITY SPLAYS

project	31570	drwg	H-01	rev	P2
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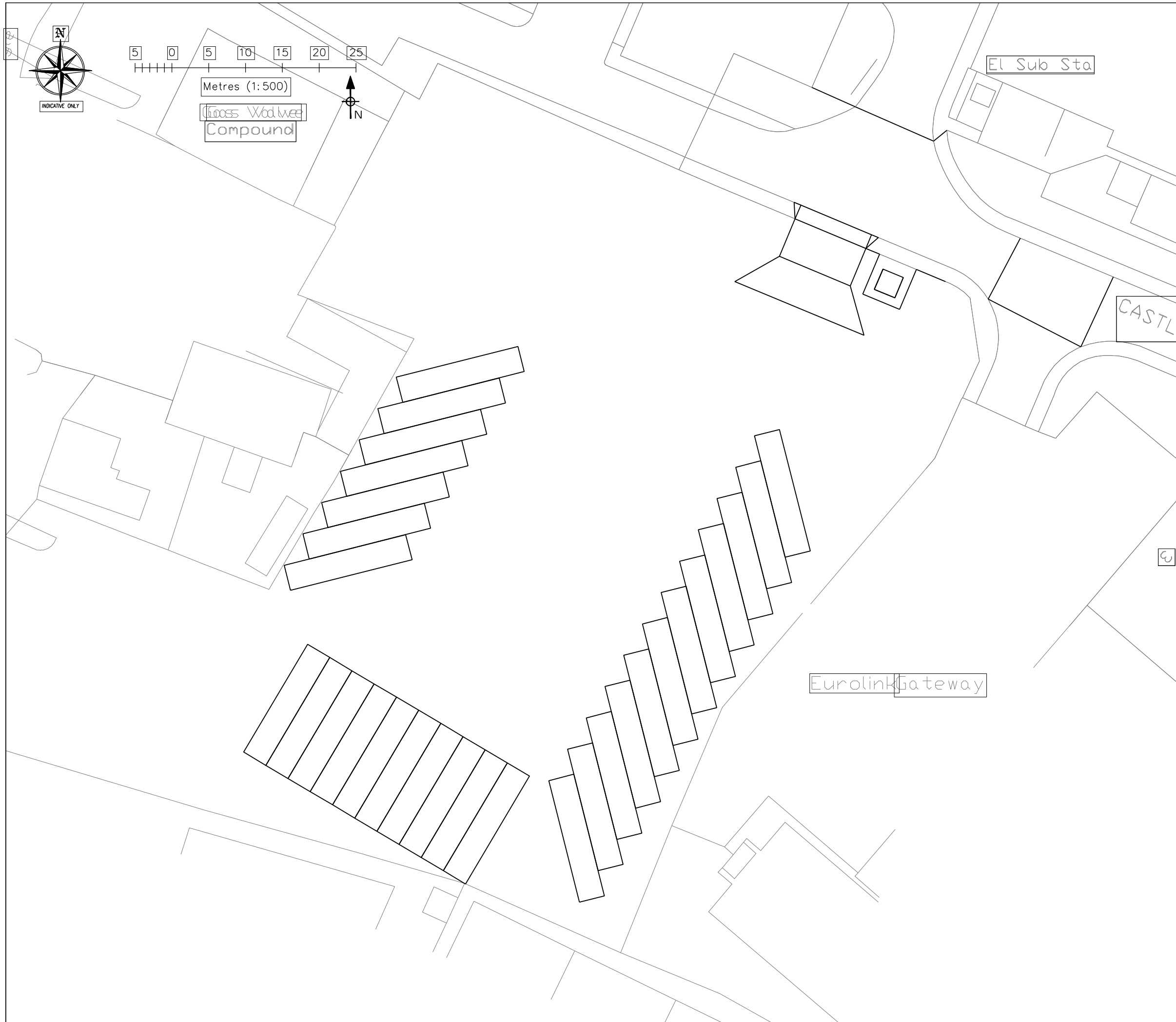
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CAD Reference: **A3**



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client
INCAFIELD LTD

project
CASTLE ROAD, SITTINGBOURNE

title
EXISTING PARKING LAYOUT

project	drwg	rev
31570	H-02	P2

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CAD Reference: **A3**

APPENDIX
B



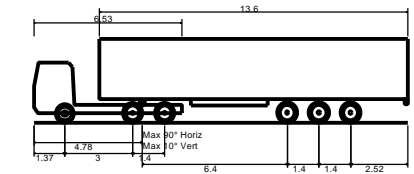


Metres (1:500)



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Max Legal Length (UK) Articulated Vehicle (16.5m) 16.500m
 Overall Length 2.550m
 Overall Width 3.681m
 Overall Body Height 0.411m
 Min Body Ground Clearance 2.500m
 Max Track Width 6.00s
 Lock to lock time 6.530m
 Kerb to Kerb Turning Radius

P2	05.09.23	MM	Amended Client's Name	JM	JM
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REV	DATE	BY	DESCRIPTION	CHK	APD
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client
INCAFIELD LTD

project
CASTLE ROAD, SITTINGBOURNE

title
**VEHICLE SWEEP PATH ANALYSIS
 ARTICULATED LORRY**

project	31570	drwg	T-01	rev	P2
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CAD Reference: **A3**

APPENDIX
C



Road Safety Answers

Road Safety Audit Stage 1


Exit for HGVs onto Castle Road, Sittingbourne



Client: [DHA Planning](#)

Road Safety Answers reference no: RSA738

Control Sheet

	Name	Date	Signature
Author	Paul Martin	27/07/2023	
Checker	Vinny Rey	27/07/2023	
Authoriser	Paul Martin	27/07/2023	

Report Version

RSA Report Ref.	Version	Date of Issue
RSA738	Final	27/07/2023

1. Introduction

1.1 This report describes a Stage 1 Road Safety Audit carried out on the preliminary design for an exit onto Castle Road, Sittingbourne for HGVs, for DHA Planning at the request of the Overseeing Organisation, Kent County Council. The audit was carried out in the office of Road Safety Answers Ltd during July 2023.

1.2 The audit team members were as follows:

Team Leader

Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
HE Approved RSA Certificate of Competency (2013)
Director, Road Safety Answers Ltd

Team Member

Vinny Rey – BEng (Hons), MCIHT, MSoRSA
HE Approved RSA Certificate of Competency
Independent Road Safety Consultant

1.3 The audit comprised an examination of the documents listed in Appendix A, and included the drawings supplied by Matthew Marsh of DHA Planning. The site was visited by the Audit Team, together, on 27th July 2023 between 15.05 and 15.25 hours. The weather was fine and the road surface was damp in places following earlier rain. Traffic flows were light. Pedestrian and cycle flows were very light. Although the fence had not been removed, the access and vehicle crossover were already constructed at the time of the site visit (front cover photo).

1.4 The terms of reference of the audit are as described in the UK's national standard for road safety audit, GG 119 (revision 2). The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.

1.5 All the problems described in this report are considered by the audit team to require action to improve the safety of the scheme and minimise accident occurrence. A plan showing the scheme and the locations of any problems found during the audit is shown in Appendix B.

1.6 The purpose of the scheme is to provide an exit (out only) for HGVs onto Castle Way so that they can easily access the depot opposite without having to make a three point manoeuvre on Castle Way.

1.7 The scheme consists of the following elements:

A 10.5m wide, dropped kerb egress onto the southern side of Castle Way, 16m away from the access, the egress being directly opposite to the HGV entrance to a logistics depot;

Visibility splays of 2m x 43m in each direction onto Castle Way, this stretch being a no-through road with low traffic speeds in each direction.

1.8 No details of drainage, signage or street lighting have been provided. These issues are not, therefore, considered further in this report.



Scheme: Castle Road, Sittingbourne
Client: DHA (Highway Authority: Kent County Council)

2. Items resulting from this Stage 1 Audit

2.1 No safety related problems were found during this road safety audit.

3. Audit Team Statement

We certify that this road safety audit has been carried out in accordance with GG 119 (revision 2).

Audit Team Leader

Paul Martin - BSc (Hons), CEng, FCIHT, FSoRSA, IEng, MICE
HE Approved RSA Certificate of Competency
Director, Road Safety Answers Ltd

Signed 

Date 27/07/2023

Audit Team Member

Vinny Rey – BEng (Hons), MCIHT, MSoRSA
HE Approved RSA Certificate of Competency
Independent Road Safety Consultant

Signed 

Date 27/07/2023

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Appendix A

Drawings and Documents Examined:

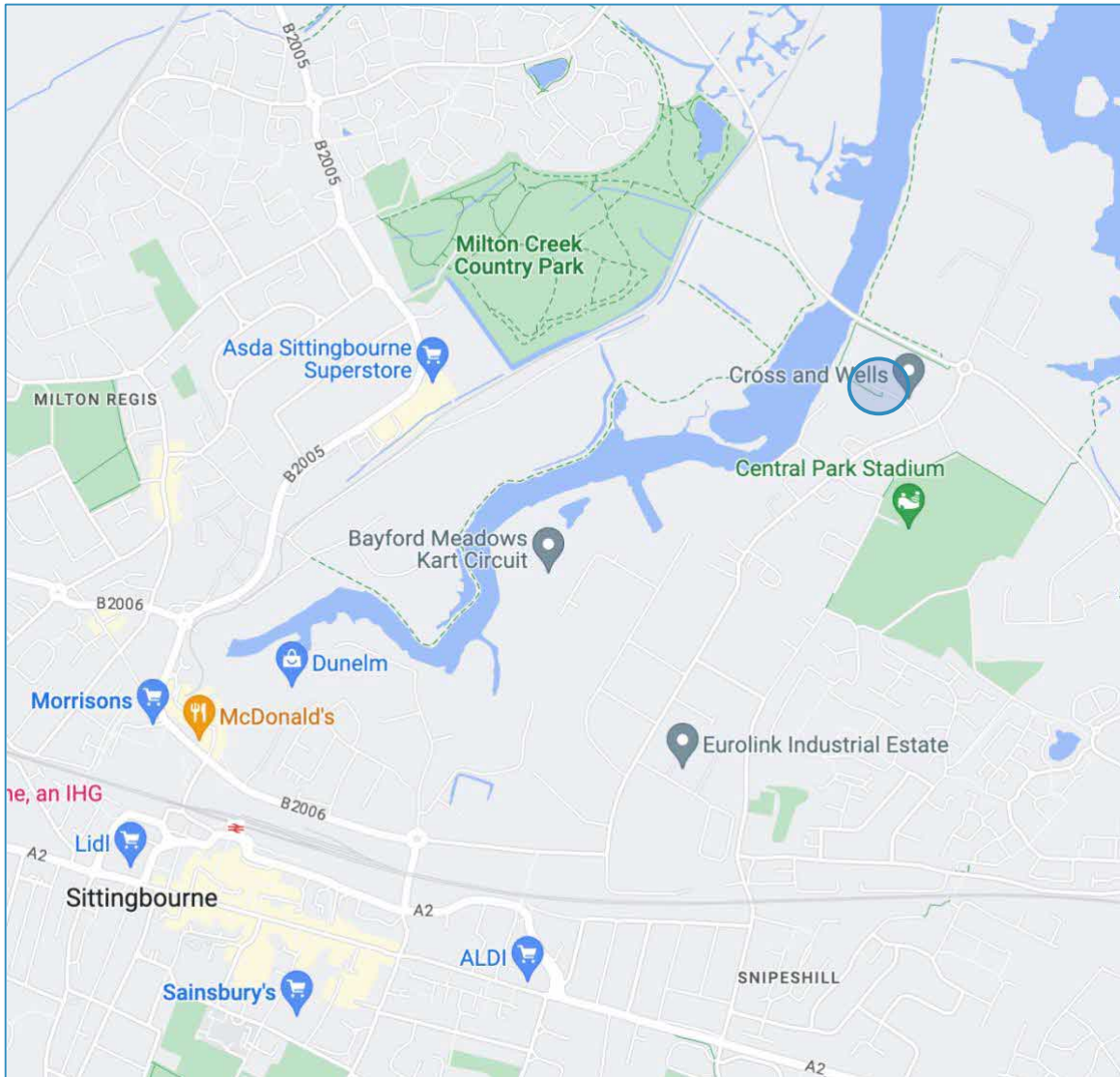
31570 - H-01 - Rev P1.pdf

31570 - H-02 - Rev P1.pdf

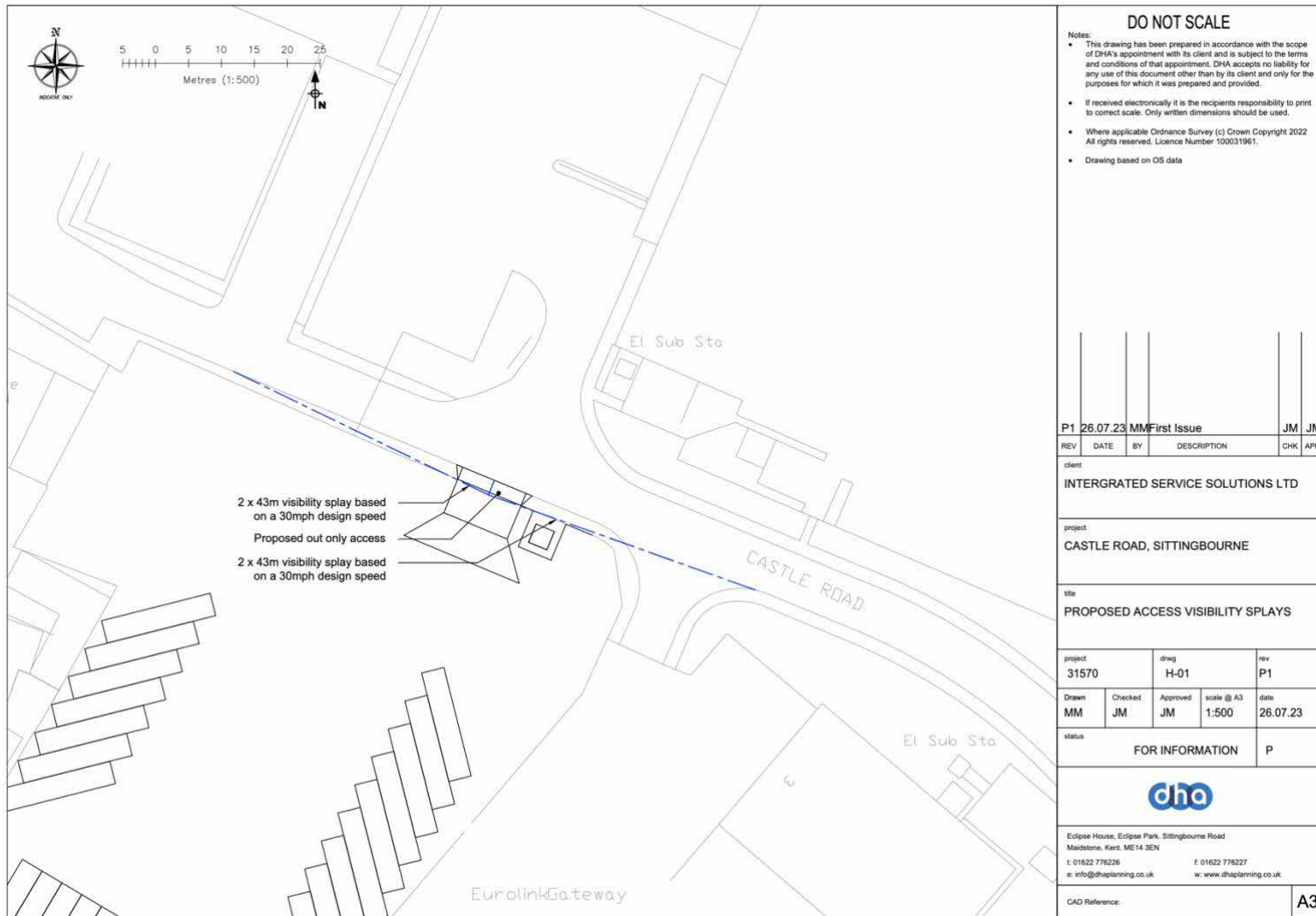
31570 - T-01 - Rev P1.pdf

Appendix B

The following plan shows the location of the scheme



Scheme Plan



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client
INTERGRATED SERVICE SOLUTIONS LTD

project
CASTLE ROAD, SITTINGBOURNE

title
PROPOSED ACCESS VISIBILITY SPLAYS

project	31570	drwg	H-01	rev	P1
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