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Stage 1 Road Safety Audit

Client: The McManus Family

Project: Land North of Camer Road, Meopham

Date: February 2026

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1. Introduction

1.1 Introduction

This report results from a Stage 1 Road Safety Audit carried out on the access arrangements associated with a proposed residential development comprising 730 dwellings, a two-form entry primary school, and associated sports and recreation facilities on land located to the north of Camer Road, Meopham, Kent.

1.2 Project Background

Site Context

The proposed development site is situated to the east of Hook Green/Meopham and to the south-west of Sole Street. It is bounded by the Medway railway line to the north, Camer Road to the south-east, and Norwood Lane to the south-west. The north-west boundary is defined by the rear gardens of properties along Nursery Road within the village of Hook Green.

Camer Road forms the south-eastern boundary of the site. It is a two-way single carriageway subject to the national speed limit, reducing to 30mph on the approach to Sole Street Station. The carriageway is approximately 6 metres wide, with footway provision commencing at the Royal Hounds Dog Park and continuing northwards towards Sole Street Station.

Norwood Lane defines the south-western boundary of the site. It is also a two-way single carriageway, operating at the national speed limit to the south and reducing to 30mph in the vicinity of existing residential dwellings. The carriageway width varies from approximately 4 metres south of the site to 5 metres adjacent to the residential properties.

Proposed Highway Works

The proposed highway works subject to this Stage 1 Road Safety Audit includes the following:

- New site access via a 3-arm roundabout
- Widening of Camer Road, along the site frontage
- Widening of the junction between Norwood Lane and Camer Road
- Closing of Norwood Lane for vehicles from just past the southernmost property until Camer Road with the exception of a bus / emergency route only from Camer Road
- New turning head along Norwood Lane to accommodate emergency vehicles to turn around
- New pedestrian/cycle access through Barnsfield property on Camer Road
- Extension of the 30mph speed limit on Camer Road from Sole Street Station west to Green Lane
- Redevelopment of the Bus stop adjacent to the Railway Inn adjacent to Sole Street Station
- Implementation of a crossing point on Camer Road to serve the bus stop and station.

Proposed Scheme

The Stage 1 RSA has been based on the following information supplied by the Design Organisation for the proposed highway works:

- 211206-09 Rev A – Sheet 1 of 11 – Design Package - Overview
- 211206-09 Rev A – Sheet 2 of 11 – Design Package - Site Access – Camer Road
- 211206-09 Rev A – Sheet 3 of 11 – Design Package - Site Access – Norwood Lane
- 211206-09 Rev A – Sheet 4 of 11 – Design Package - Carriageway Widening
- 211206-09 Rev A – Sheet 5 of 11 – Design Package - Carriageway Widening
- 211206-09 Rev A – Sheet 6 of 11 – Design Package - Carriageway Widening
- 211206-09 Rev A – Sheet 7 of 11 – C Design Package - Carriageway Widening
- 211206-09 Rev A – Sheet 8 of 11 – Design Package - Carriageway Widening
- 211206-09 Rev A – Sheet 9 of 11 – Design Package - Carriageway Widening
- 211206-09 Rev A – Sheet 10 of 11 – Design Package - Carriageway Widening
- 211206-09 Rev A – Sheet 11 of 11 – Design Package - Carriageway Widening
- 211206-10 – Sheet 1 of 6 – Swept Path Analysis - Site Access Roundabout – 11.3m RCV
- 211206-10 – Sheet 2 of 6 – Swept Path Analysis - Site Access Roundabout – Bus
- 211206-10 – Sheet 3 of 6 – Swept Path Analysis - Site Access Roundabout – Fire Tender
- 211206-10 – Sheet 4 of 6 – Swept Path Analysis - Norwood Land Junction – Bus
- 211206-10 – Sheet 5 of 6 – Swept Path Analysis - Emergency Access – Fire Tender
- 211206-10 – Sheet 6 of 6 – Swept Path Analysis - Emergency Access – Fire Tender
- 211206-11- Sheet 1 of 4 – Visibility Splays - Site Access Roundabout
- 211206-11- Sheet 2 of 4 – Visibility Splays – Norwood Land Junction
- 211206-11- Sheet 3 of 4 – Visibility Splays – Camer Road Pedestrian Crossing 1
- 211206-11- Sheet 4 of 4 – Visibility Splays – Camer Road Pedestrian Crossing 2
- 211206-04 Transport Assessment

Site Visit

The Audit has been undertaken following examination of the submitted documents, including a site visit carried out on 6th February 2026 between the hours of 10am and 12pm. The weather during the site inspection was raining and the road surface was wet following days of persistent rain. Observations during the site inspection noted moderate vehicle flows and no cycle flows with minimal pedestrian flows due to the existing footway ceasing to the south of the Royal Hounds Dog Park. The site visit noted that the majority of Camer Road was narrow and was difficult to drive along due the roads alignment impacting visibility and the National Speed Limit encouraging higher speeds.

Although the scope of works does not extend to Camer Park Road (approximately 100m south-west of Norwood Lane), the junction of Camer Park Road with Camer Road is constrained by substandard visibility, owing to the horizontal alignment of Camer Road. During inspection of the wider road network by car, it was noted that emerging from this junction was difficult, and the additional vehicular traffic associated with the proposed development is likely to exacerbate this issue. A similar concern was observed at the access to the Railway Inn public house to the north, where visibility limitations also hinder safe manoeuvring.

Furthermore, both Camer Road and Norwood Lane were noted to suffer from localised flooding. This issue was particularly evident near the Railway Inn public house to the north, where bus stop improvements are proposed. The flooding in this location appears to be exacerbated by the presence of a bridge, which contributes to poor drainage and standing water.

1.3 Terms of Reference

The Audit Team is independent of the project design team and has no other involvement with the project. This Stage 1 RSA has been undertaken in accordance with the relevant sections of GG-119 Revision 2, part of the Design Manual for Roads and Bridges (DMRB). The Audit Team, Design Team and Overseeing Organisation associated with this scheme are as follows:

Road Safety Audit Team Leader	Vimal Patel BEng (Hons), GMICE, FIHE, NH Cert Comp
Road Safety Audit Team Member	Olivia Thomas BSc (Hons), Eng Tech, MCIHT
Overseeing Organisation	Kent County Council
Design Organisation	The Transportation Consultancy

The Safety Audit Team has examined only matters relating to road safety implications of the scheme and has not verified compliance of the design to any other criteria. The Audit Team has not been made aware of any Departures from Standard. All of the problems identified in this report are considered by the Audit Team to require action in order to improve the safety of the scheme and to minimise accident occurrence for all users. The location of the problems identified in this Safety Audit is shown in **Appendix A** where the reference numbers relate to the problems identified in this report.

The recommendations in this report are aimed at addressing the identified road safety problems; however, there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities. The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit and would encourage the Designer to consult them on this matter.

The LHA response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the As-Built design pack to be provided and retained by the Local Highway Authority on completion.

The Designer is advised to prepare a Road Safety Audit Decision Log, a template for which is included in **Appendix B**. This enables the Designers and Overseeing Organisations response to the Audit to be documented along with an agreed RSA Action.

1.4 Supporting Data

Traffic Flows

Traffic Flow information obtained from the Transport Assessment prepared by 'ttc' accompanying the planning application provides details of traffic surveys.

The Automatic Traffic Count (ATC) surveys conducted on Camer Road between the 18th and 24th October 2024 and Norwood Lane between 23rd and 29th April 2025. The surveys indicated that five-day average of two-way vehicle flows along Camer Road was 7,099 and along Norwood Lane was 601.

Regarding vehicle speeds, the average 85th percentile speed on Norwood Lane was 33.6mph and 34.6mph eastbound and westbound direction respectively. On Camer Road, the 85th percentile speeds were 41.2mph and 37.4mph in the eastbound and westbound direction respectively.

It is anticipated that the site will generate 4,569 daily two-way vehicles trips out onto the local road network.

Collision Data

Personal Injury Collision (PIC) information has been extracted from the supplied Transport Assessment.

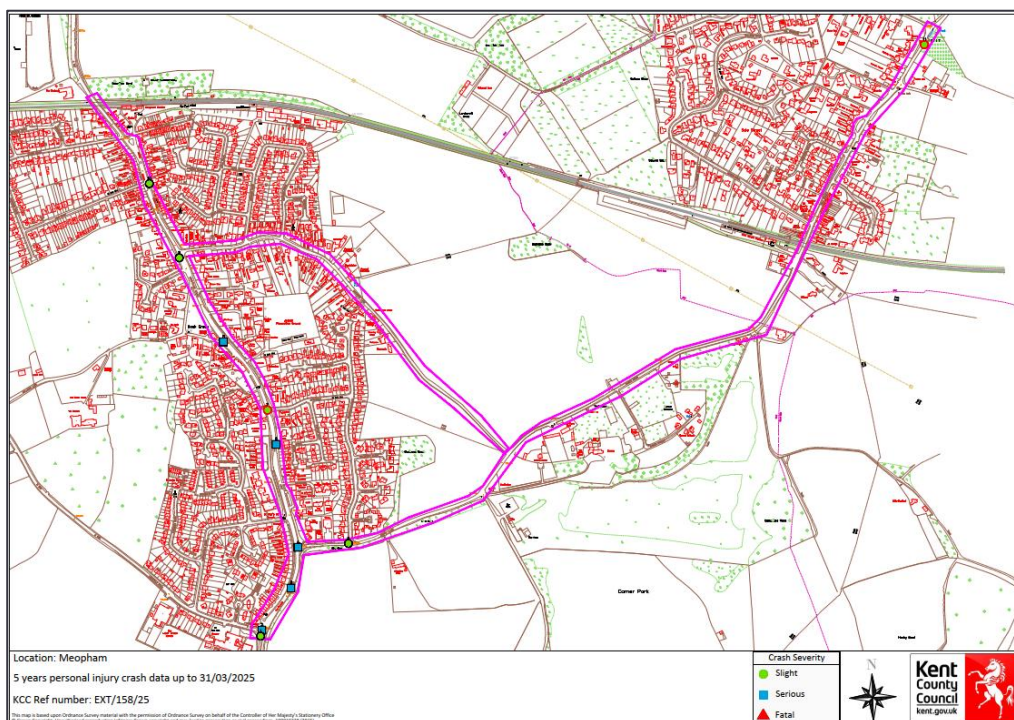
The purpose of assessing recorded PIC's is to determine whether there is a history of accidents in proximity to the site and to investigate whether there are any patterns or contributing factors, clusters of accidents could indicate that improvements are required to enable development on the site to come forward. The review of the collision data has identified that no collisions had been recorded in vicinity of the proposed highway works. Over the most recent five-year period, a total of six slight collisions have occurred and five serious collisions; no fatal collisions have occurred in the vicinity of the site. Four of these collisions occurred in 2020, including three serious collisions.

A summary of collisions is summarised in **Table 1.1** and their respective locations are illustrated in **Figure 1.1**.

Table 1.1 Collision Summary

Year	Slight Collision	Serious Collision	Fatal Collision	Total
2020	1	3	0	4
2021	1	0	0	1
2022	0	0	0	0
2023	2	0	0	2
2024	2	0	0	2
2025	0	2	0	2
Total	6	5	0	11

Figure 1.1 PIC Locations



2. Issues Identified During Stage 1 Safety Audit

2.1 Problem

Summary: Potential collisions due to standing water or service covers

Location: Throughout

Observations during the site visit noted localised ponding along Camer Road although it is acknowledged that a significant period of prolonged rainfall has occurred. No detailed information has been provided regarding surface water drainage or associated services, and it is therefore not possible to determine whether the proposed development will give rise to safety implications. However, inadequate drainage provision could lead to the accumulation of surface water on the carriageway which may increase the risk of loss-of-control collisions.

Recommendation: Ensure that surface water drainage is provided at the detailed design stage, if necessary, provide additional drainage to mitigate the risk of localised flooding.

2.2 Problem

Summary: Potential vehicle collisions due to inadequate road space during construction stage

Location: Throughout

No details have been provided on how construction traffic will access the site and/or managed, especially prior to the widening works along Camer Road. Insufficient carriageway space may increase the risk of collision between opposing construction vehicles simultaneously travelling along Camer Road. The road safety is further compromised by the absence of a construction traffic management plan which may result in a greater conflict between construction road users.

Recommendation: Ensure that construction management plan is provided, in any event vehicle swept path assessments should be undertaken ensuring the construction vehicles can access the site safely, if necessary, provide additional widening along Camer Road.

2.3 Problem

Summary: Potential collisions due to inappropriate speeds

Location: Camer Road

Camer Road is currently subject to the national speed limit, with proposals to reduce the limit to 30mph between Sole Street and Green Lane as part of the highway works. Existing 85th percentile speed data indicates that vehicles already travel at significantly lower speeds than the posted national limit, most likely due to the narrow nature of Camer Road that acts as a natural deterrent to higher speeds.

However, the proposed widening works may encourage higher vehicle speeds despite the proposal to reduced posted limit. Beyond the speed sign and road markings at Sole Street, there appears to be no other indication of reduction in speed limit nor measures to implement the 30mph speed limit. There is the risk that vehicles may travel faster as a result of the road widening and the lack of repeater signs or speed calming measures. This may result in a head on collision with another vehicle or loss of control of vehicle due to inappropriate speeds.

Recommendation: Ensure that additional measures to control traffic speeds on Camer Road are provided.

2.4 Problem

Summary: Potential risk of side swipe collisions due to lack of deflection and loss of control collisions.

Location: Western approach to the roundabout access on Camer Road

The proposed layout of the development access roundabout access results in a straight alignment from Camer Road west to Camer Road east. There is concern that insufficient deflection may result in vehicles not slowing down on the approaches to the roundabout to negotiate the roundabout. Subsequently, this could result in loss of control collisions or collisions associated with failing to give way to other road users on the roundabout.

Recommendation: Ensure that the proposed development roundabout provides suitable deflection to mitigate the risk of failing to give way or loss of control collisions occurring on/at the roundabout.

2.5 Problem

Summary: Potential risk of collision between active travel users and vehicles.

Location: Active travel routes

It is unclear from the information contained within the active travel route design drawings where footways and cycleways are intended to be segregated or shared with other users. For example, although the emergency access along Norwood Lane is restricted by bollards, it may not be apparent to pedestrians or cyclists that emergency vehicles are permitted to use this route. This lack of clarity could increase the risk of pedestrians or cyclists being struck by an emergency vehicle. In addition, several shared foot/cycleways are not denoted by corduroy tactile paving or appropriate signage, which may heighten the risk of collisions between pedestrians and cyclists using the facility

Recommendation: Ensure that appropriate tactile paving and signs are provided to inform users of layout and operation of the facility along the proposed active travel routes.

2.6 Problem

Summary: Potential collisions associated with increased traffic flows.

Location: Camer Road / Camer Park Road

It is acknowledged that the current layout of the Camer Road / Camer Park Road junction is constrained in terms of visibility, but at present it operates with relatively low traffic volumes. However, the proposed scale of development will significantly increase traffic movements along Camer Road. This raises concern that the higher traffic volumes on the major arm of the junction will exacerbate existing safety issues. In particular, vehicles exiting from Camer Park Road with limited visibility may be forced into the path of oncoming traffic generated by the development, thereby increasing the likelihood of collisions.

Recommendation: Ensure that appropriate traffic analysis is undertaken at this junction and provide improvements to visibility at this junction.

2.7 Problem

Summary: Potential collisions associated with increased traffic flows

Location: Camer Road / The Railway Inn access junction

It is acknowledged that the current layout of the Camer Road / Railway Inn access is constrained in terms of visibility, but at present it operates with relatively low traffic volumes. The proposed scale of development will increase traffic movements along Camer Road, raising concern that the higher traffic volumes on the major arm of the junction will exacerbate existing safety issues. In particular, vehicles exiting from the Railway Inn car park with limited visibility may be forced into the path of oncoming traffic associated with the site, thereby increasing the likelihood of collisions.

Although a convex mirror is provided at this access, it is considered insufficient. During the site visit, vehicles traveling at speed down the bridge to the north of the access were observed to cause significant delays when attempting to exit the car park, further highlighting the safety risks at this location.

Recommendation: Ensure that appropriate traffic analysis is undertaken at this junction and provide improvements to visibility at this junction.

2.8 Problem

Summary: Potential safety issues associated with active travel users and rail line to the north

Location: Internal layout and rail line

The railway line to the north of the site creates a significant level of severance between the development and potential amenities located beyond it. Without adequate restraint systems, there is a risk that pedestrians or cyclists may attempt to cross the rail line if it provides a quicker or more convenient desire line. Given the scale of the proposed development, it is essential that active travel routes within the site are comprehensive and well-connected to local amenities. This will help to discourage residents from attempting to cross the railway line at informal or unsafe points, thereby reducing the risk of serious incidents.

Recommendation: Ensure that the pedestrian/cycle routes provide safe connectivity to local amenities, where necessary suitable restraint systems should be provided between the site and the rail line.

2.9 Problem

Summary: Potential risk of active travel users being struck by residential traffic.

Location: Pedestrian access (Drawing 211206-09 Rev A Sheet 11)

The proposed pedestrian/cycle link is proposed via an existing driveway which will be relocated to the west; the drawings show no barrier or form of delineation between the driveway and the proposed active travel connection. Consequently, there is a greater risk that pedestrian or cyclists could be struck when using the path and a vehicle is emerging from the driveway simultaneously. There are also no corduroy tactiles to denote the start and end of the shared pedestrian and cycle route.

Recommendation: Provide sufficient delineation between the driveway and the foot/cycleway ensuring that appropriate corduroy paving and signs are provided to denote the shared use facility.

3. Audit Team Statement

We certify that this audit has been carried out in accordance with GG-119 Revision 2 of Design Manual for Roads & Bridges Volume 5 Section 2 - Road Safety Audits. Its sole purpose being to identify features of the scheme that could be removed or modified to improve safety. No member of the Audit Team has been involved in the scheme design.

Audit Team Leader

Vimal Patel

BEng (Hons), GMICE, FIHE, NH Cert Comp

Signed:



Date: 19th February 2026

Audit Team Member

Olivia Thomas

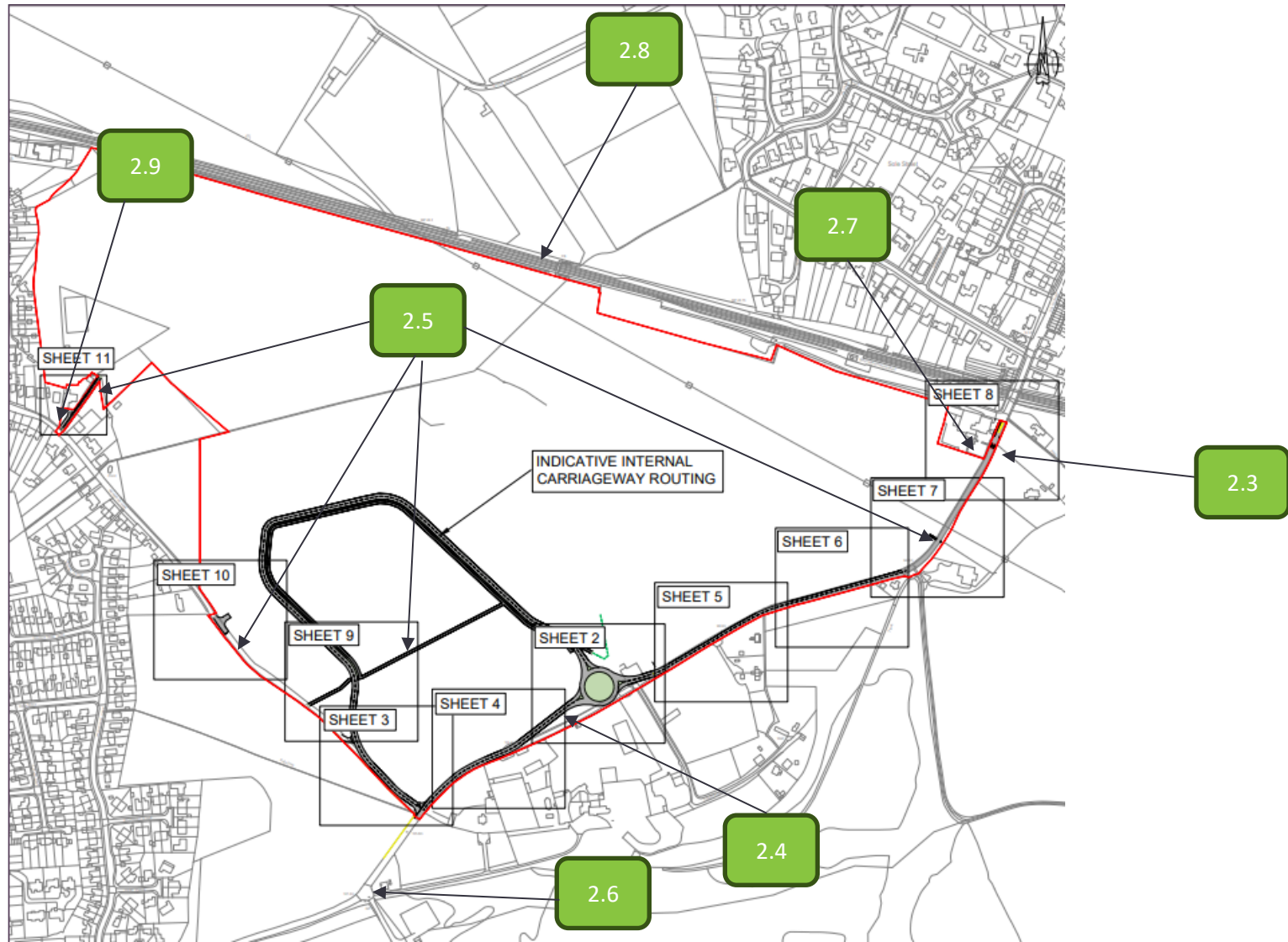
BSc (Hons), EngTech, MCIHT

Signed:



Date: 19th February 2026

Appendix A Problem Locations



General
Problems:
2.1 & 2.2

Appendix B Designers Response

Issue N°	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.1	Potential collisions due to standing water or service covers	Ensure that surface water drainage is provided at the detailed design stage, if necessary, provide additional drainage to mitigate the risk of localised flooding	The proposed drainage strategy will be confirmed and provided during the detailed design phase to ensure that the new highway infrastructure is adequately designed in accordance with relevant design guidance		
2.2	Potential vehicle collisions due to inadequate road space during construction stage	Ensure that construction management plan is provided, in any event vehicle swept path assessments should be undertaken ensuring the construction vehicles can access the site safely, if necessary, provide additional widening along Camer Road	A detailed Construction Traffic Management Plan is anticipated to form a Condition of a successful application and would be developed, in collaboration with the appointed contractor, to ensure the safe access and movement of construction vehicles to and from the site during the construction phases		

2.3	Potential collisions due to inappropriate speeds	Ensure that additional measures to control traffic speeds on Camer Road are provided	It is considered that the existing alignment of Camer Road will retain lower traffic speeds even with the proposed road widening especially when coupled with the introduction of a significant speed restraint feature in the form of the site access roundabout. During the detailed design stage additional speed restraint features will be explored as considered necessary and appropriate by Kent County Council as highway authority and the design team. This will be informed by on-site observations, relevant design guidance and a Stage 2 Road Safety Audit		
2.4	Potential risk of side swipe collisions due to lack of deflection and loss of control collisions	Ensure that the proposed development roundabout provides suitable deflection to mitigate the risk of failing to give way or loss of control collisions occurring on/at the roundabout	The design of the site access roundabout will be confirmed and provided during the detailed design phase to ensure that the new highway infrastructure is adequately designed in accordance with relevant safety and design guidance. This will be supported by a Stage 2 Road Safety Audit		

2.5	Potential risk of collision between active travel users and vehicles	Ensure that appropriate tactile paving and signs are provided to inform users of layout and operation of the facility along the proposed active travel routes	Specific information regarding the usage and form of the active travel routes will be confirmed during the Reserved Matters and detailed design stages of the development. This will ensure appropriate surfacing and signage is provided in accordance with relevant design guidance. This will further be supported by a Stage 2 Road Safety Audit.		
2.6	Potential collisions associated with increased traffic flows	Ensure that appropriate traffic analysis is undertaken at this junction and provide improvements to visibility at this junction	There is no history of traffic related collisions at the junction of Camer Road and Camer Park Road and the transport modelling completed as part of the Transport Assessment did not identify any capacity constraints at this junction. The junction is signed in both directions for traffic on the mainline and the speed limit is proposed to be reduced, decreasing potential stopping distances.		
2.7	Potential collisions associated with increased traffic flows	Ensure that appropriate traffic analysis is undertaken at this junction and provide improvements to visibility at this junction	There is no history of traffic related collisions at the junction of Camer Road and The Railway Inn. The junction is preceded by a humpback bridge to the north which is signed in both directions and is likely to reduce vehicle speeds in this specific location, decreasing potential stopping distances.		

2.8	Potential safety issues associated with active travel users and rail line to the north	Ensure that the pedestrian/cycle routes provide safe connectivity to local amenities, where necessary suitable restraint systems should be provided between the site and the rail line	A comprehensive network of active travel routes are proposed through the outline masterplan to ensure viable options are provided in all directions for site users. Furthermore, an existing rail overbridge is provided to the north of the site facilitating the safe passage of pedestrians across the rail line		
2.9	Potential risk of active travel users being struck by residential traffic	Provide sufficient delineation between the driveway and the foot/cycleway ensuring that appropriate corduroy paving and signs are provided to denote the shared use facility	During the detailed design stage the specific segregation provisions between the existing driveway and proposed active travel corridor will be provided to ensure the risk of conflict in this location is minimised		

