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Our Ref: RSA-24-155-L001

Thursday 31st October 2024

Dear Mr Gimingham

Re: Stage 1 Road Safety Audit ref: RSA-24-067, 070 and 113

Thank you for your email dated 30th October 2024 with the attached Proof of Evidence prepared on behalf of Maidstone Borough Council by Marion Geary *MRTPI, BA (Hons) Biology, PG Dip9 (Town & Country Planning)* dated 12th November 2024 .

I can confirm that all of our Road Safety Audits are undertaken in accordance with National Standards contained within GG119 revision 2 of the Design Manual for Roads and Bridges and include an assessment of the potential impact that proposed infrastructure could have on cyclists. The absence of a road safety concern regarding cyclists does not mean that the mode of travel has not been considered.

The format of our Road Safety Audit reports, accord with the National Standard and various subheadings under Section 3.0 which details any items raised. Cyclists as with any other mode of travel are considered under each of the subheadings for example if a route was to be too steep, it would be raised under subheading A.1 for Local Alignment but any road safety concerns that relate specifically to cyclists would be raised under subheading A.4 for Walking, Cycling and Horse Riding.

With regard to the considerations included within the Stage 1 Road Safety Audits in question, Albion Road is a quiet mixed traffic street / lane that is subject to a 30mph speed limit (observed traffic speeds along this section of Albion Road are average 28.1mph and 85th percentile of 34.1mph) and observes a daily traffic flow of less than 2,500 vehicles. Albion Road is straight as well as flat in alignment to the north of the proposed priority access and has some street lighting.

The proposed priority working scheme that was illustrated on the scheme drawings provided within the Audit Brief, is to be street lit with relevant road markings as well as signage and will therefore be clearly visible which should reduce observed speeds. The edge lines through the narrowing reduce the effective lane width to 2.75 – 3.0 metres which allows cyclists to adopt the primary riding position, where they are clearly visible to motorists even during the hours of darkness. Whilst these proposed edge lines reduce the effective carriageway width, they can be overrun by larger vehicles to include Agricultural Vehicles, which ensures that the proposals do not restrict access.

I trust that this provides adequate clarification that cyclists are always considered when undertaking Road Safety Audits of all stages and summarises the items considered when we undertook the Road Safety Audits.

Yours sincerely

Jamie Fenning *BSc (Hons), MIHE, MCIHT, MSoRSA, National Highways Certificate of Competency*
For and on behalf of Fenley