



BETH NEWISS AND ASSOCIATES LIMITED
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**ROAD SAFETY AUDIT
STAGE 3**

**S278 WORKS
COMPLETED ON**

**CHERITON HIGH STREET,
FOLKESTONE**

**IN ASSOCIATION WITH THE
REDEVELOPMENT OF
'SHORNCLIFFE GARRISON'**

REPORT REF: BN-TWSE-25-141

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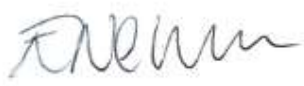

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**IN ASSOCIATION WITH THE REDEVELOPMENT OF
 'SHORNCLIFFE GARRISON'**

REPORT REF: BN-TWSE-25-141

Client: Taylor Wimpey South-East
 Weald Court,
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Report Prepared By:	Checked By:
	
Beth Newiss MSoRSA NH Cert Comp	Jason Bown IEng FIHE MICE MSoRSA

Job No:	Prepared By:	Issue	Verified By	Date	Approved By
BN-TWSE-25-141	BN	1	JB	23/02/2026	BN

PROJECT DETAILS	
Report Title:	Stage 3 Road Safety Audit
Date:	February 2026
Document reference and revision:	BN-TWSE-25-141
Prepared by:	Beth Newiss and Associates Limited
Design Organisation:	Kent County Council
Project Sponsor:	Taylor Wimpey South-East
Overseeing Organisation:	Kent County Council

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
0	Stage 3 Road Safety Audit drafted for Audit Team discussions.	BN	JB	BN	02/02/2026
1	Stage 3 Road Safety Audit finalised and issued to the client.	BN	JB	BN	23/02/2026

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DISTRIBUTION		
Taylor Wimpey South-East	Tom Hayes	23/02/2026
Kent County Council	Dean Heynes	23/02/2026

1.0 INTRODUCTION

1.1 OVERVIEW

This report results from a Stage 3 Road Safety Audit (RSA) carried out on the S278 works completed on Cheriton High Street in association with the redevelopment of ‘Shorncliffe Garrison’ located in Folkestone, Kent. The audit was requested Taylor Wimpey South-East on behalf of Taylor Wimpey South-East.

1.2 SCHEME INFORMATION

The redevelopment of land at Shorncliffe Garrison, including up to 1,200 new homes, was approved on 17 December 2015. The development includes affordable housing, community services, new primary school and nursery, combining new pavilion/cadet hut facility at The Stadium, retained cricket pitches including mini football pitches, public open space and toilets are amongst the key features of the scheme.

1.3 SITE LOCATION

The development site is located at the former Shorncliffe Garrison located off Risborough Lane, Folkestone. The S278 works subject to this Road Safety Audit are located on Cheriton High Street located to the north-west of Folkestone.

1.4 THE CONSTRUCTED WORKS

The constructed works to be audited within this report are:

- Signalisation of the Horn Street/Cheriton High Street junction including:
- Re-alignment to the eastern edge of Horn Street/Cheriton High Street junction.
- Re-alignment and increase of the existing central islands on all arms, to include controlled crossing and guard railing
- Carriageway Resurfacing
- Signage and Road Markings
- Relocation of Bus Stop to include a new bus shelter*

*This relocated bus stop is incomplete due to logistical issues in accommodating the proposed bus shelter.

1.5 The Road Safety Audit was undertaken during January 2026. The Road Safety Audit was requested by Tom Hayes of Taylor Wimpey South-East.

1.6 The Road Safety Audit comprised of an examination of the drawings provided as detailed in **Appendix A1** and a visit to site.

1.7 SITE VISIT

A visit to site was undertaken by the Audit Team, together, on the 8th January 2026 between the hours of 14:30 and 15:30. With an evening/darkness visit undertaken on the same day.

The Audit Team were joined by:

Dean Heynes – Kent County Council

Tom Hayes – Taylor Wimpey South-East

Kent Police were invited to attend but declined to attend.

During the site visit the weather was cold and wet with heavy periods of rain. The road surface was wet. A constant flow of traffic was observed during the site visit alongside both pedestrians and cyclists.

1.8 AUDIT TEAM INFORMATION

The Road Safety Audit has been undertaken by an Audit Team whose qualifications and experience are in accord with the requirements of the Local Authority.

The Audit Team consists of the following members:

Beth Newiss	Jason Bown
MCIHT MSoRSA NH Cert Comp	MSoRSA
Beth Newiss and Associates Limited – Registered Office 19a Grange Hill, Coggeshall, Essex, CO6 1RE	
TEL: 07962349262	Email: bethnewissandassociates@gmail.com

Audit Team approval for audits completed within Kent has been received from Dean Heynes of Kent County Council.

1.9 TERMS OF REFERENCE

The terms of reference of this Road Safety Audit are as described in GG119 rev 2.

This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Collision Investigation, Road Safety Engineering and Road Safety Audits. The scheme has been examined and this report compiled, only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. A technical audit has not been included.

Recommendations made in this report are proportionate and viable suggestions for improvement to eliminate or mitigate, in accordance with GG119, and do not imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when the Design Organisation responds to this report.

The Designer Organisation Response to the RSA should be formally recorded and reported to the Overseeing Organisation 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 Overseeing Organisation on final completion.

2.0 PREVIOUS ROAD SAFETY AUDIT(S)

- 2.1 A previous Road Safety Audit has been undertaken by AECOM in February 2015.
- 2.2 A Designers Response was completed by Cannon Consulting following this Stage 1 Road Safety Audit, this was undertaken in March 2015.

3.0 SAFETY ISSUES RAISED AT THIS STAGE 3 ROAD SAFETY AUDIT

3.1 GENERAL

3.1.1 The Audit Team have no 'GENERAL' comments at this stage.

3.2 JUNCTIONS

3.2.1 The Audit Team have no comments regarding 'JUNCTIONS' at this stage.

3.3 LOCAL ALIGNMENT

3.3.1 PROBLEM

Location: A - Cheriton High Street

Summary: Carriageway deterioration may increase the risk of loss of control type collisions on the approach to the signals.

On-site observations identified areas of surface cracking and localised depressions extending across the width of the carriageway. These defects may indicate early deterioration of the surfacing or issues with the underlying construction layers. Depressions can lead to water ponding and reduced skid resistance, particularly during wet conditions. Cracking may also deteriorate over time due to constant overrunning increasing the likelihood of pothole formation and further carriageway deterioration.



Defects in the carriageway surface present a potential safety risk to all road users, especially cyclists and motorcyclists, who may be more vulnerable to loss of control when encountering uneven or degraded surfaces.

RECOMMENDATION: It is recommended that an inspection of the affected areas is undertaken to determine the extent and cause of the cracking and depressions. Where necessary remedial works should be carried out.

3.4 WALKING CYCLING AND HORSE RIDING

3.4.1 PROBLEM

Location: B – Horn Street/Cheriton High Street Junction

Summary: Standing water may introduce a slip hazard, particularly in icy conditions, which could increase the risk of pedestrian personal injury.

During the site visit, undertaken in heavy rainfall, surface water was present across the carriageway. Several pedestrian crossing points were observed to be retaining water, with ponding forming directly within the pedestrian desire line alongside pre-existing surface debris. This appears to result from a flush or, in some locations, negative upstand between the carriageway and footway, combined with existing levels that do not provide a positive fall away from the crossing areas.



The presence of standing water at crossing points can obscure surface defects, increase the risk of slips, and lead to splashing from passing vehicles. This may discourage use of the crossings and presents a heightened safety risk, particularly for vulnerable users such as mobility-impaired pedestrians, wheelchair users, and those with pushchairs.

RECOMMENDATION: It is recommended that a review of the constructed levels and upstand at the affected crossing points is undertaken, with remedial works implemented as necessary. It may also be beneficial to review the existing drainage alongside the crossing to check that all gullies are clear of debris.

3.5 SIGNING, LIGHTING AND CARRIAGEWAY MARKINGS.

3.5.1 The Audit Team have no comments regarding 'SIGNING, LIGHTING OR CARRIAGEWAYWAY MARKINGS'

4.0 AUDIT TEAM, DESIGN TEAM AND OVERSEEING ORGANISATION STATEMENT(S)

4.1 AUDIT TEAM

We certify that this audit has been undertaken in accordance with GG119 rev 2.

Audit Team Leader

Audit Team Member

Beth Newiss MCIHT MSoRSA NH Cert Comp

Jason Bown IEng FIHE MICE MSoRSA

Director

Consultant



Date: 23rd February 2026

Date: 23rd February 2026

4.2 DESIGN ORGANISATION STATEMENT

On behalf of the Design Organisation, I certify that:

- 1) The RSA Actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.

Name:	
Signed:	
Organisation:	
Position:	Date:

5.3 OVERSEEING ORGANISATION STATEMENT

On behalf of the Overseeing Organisation, I certify that:

- 1) The RSA Actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design team and;
- 2) The agreed RSA will be progressed.

Name:	
Signed:	
Organisation:	
Position:	Date:

APPENDIX A1

INFORMATION PRESENTED FOR AUDIT

INFORMATION PRESENTED FOR AUDIT

Drawings:

KCC/ITS/2017/0102 Rev B	Proposed Traffic Signal Improvements Cheriton High Street / Horn Street Folkestone
KCC/ITS/2017/0102 Rev B	Proposed Traffic Signal Improvements Cheriton High Street / Horn Street Folkestone

APPENDIX A2

LOCATION PLAN

