



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

**S278 WORKS
COMPLETED ON**

**CHERITON INTERCHANGE,
FOLKESTONE**

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

REPORT REF: BN-TWSE-25-142

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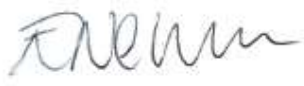

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REPORT REF: BN-TWSE-25-142

Client: Taylor Wimpey South-East
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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-25-142	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-25-142
Prepared by:	Beth Newiss and Associates Limited
Design Organisation:	
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 Interchange 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 Interchange 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 existing Cheriton High Street/B2064 Junction
- Realignment of central island
- Introduction of two additional lanes exiting Cheriton High Street towards the A20 roundabout.
- Introduction of an additional lane south eastbound along the B2064.
- Introduction of uncontrolled crossings across the junction.
- Signage and Road Markings

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. Several pedestrians were observed crossing the signalised junction. No cyclists were observed.

During the visit a member of the public came to speak to the site visit team and expressed her concern regarding the crossing arrangements at the signalised junction. She also provided some local knowledge detailing existing pedestrian behaviours within the area.

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.
- 2.3 A Stage 2 Road Safety Audit was completed by MB Projects in April 2016.
- 2.4 The Audit Team are not aware of any Designers Response having been undertaken on this Stage 2 Road Safety Audit.

3.0 SAFETY ISSUES RAISED AT THIS STAGE 3 ROAD SAFETY AUDIT

3.1 GENERAL

3.1.1 PROBLEM

Location: Throughout

Summary: **Vegetation obscuring signage may result in last minute manoeuvres on the approach to the signals and increase the potential for side swipe incidents.**

During the site visit it was noted that several signs and signal heads were positioned close to areas of established vegetation. Although visibility was acceptable during the winter site visit, when foliage was minimal, the proximity of branches and planting indicates that these assets are likely to become partially or fully obscured during the growing season. Reduced visibility of signs or signal aspects can impair driver awareness and compliance, particularly for unfamiliar road users, and may increase the risk of late or incorrect decision-making.

RECOMMENDATION: It is recommended that a review of the vegetation and visibility of the signage and signals is undertaken during the summer months, with a maintenance plan put in place for future years.

3.2 JUNCTIONS

3.2.1 No further comments relating solely to the 'JUNCTIONS' have been raised at this stage.

3.3 LOCAL ALIGNMENT

3.3.1 PROBLEM

Location: A – Southbound approach to signals

Summary: **Conflict may occur at the signals due to driver confusion.**

Whilst driving through the signalised junction the Audit Team noted that there were several signals' heads making for a confusing signal arrangement. If a driver overshoots the stop line or if drivers are uncertain which signal applies to them, there is an increased likelihood of late decision-making, hesitation, or incorrect compliance with the signal display, potentially leading to conflicts with other traffic.

RECOMMENDATION: It is recommended that a review of signal head positioning and visibility is undertaken. Signal heads may need relocating, re-orienting, or adding a secondary signal head to ensure clear visibility of the controlling signal from the stop line.

3.3.2 PROBLEM

Location: B – Southbound approach to signals
Summary: Conflict may occur at the signals due to driver confusion.

Whilst driving through the signals and turning right it was difficult to identify and see the primary signal head due to the presence of multiple signal heads and the limited visibility from the stop-line. This may lead to confusion over which signal applies to the movement.

If drivers are uncertain which signal applies to them, there is an increased likelihood of late decision-making, hesitation, or incorrect compliance with the signal display, potentially leading to conflicts with other traffic.

RECOMMENDATION: It is recommended that a review of signal head positioning and visibility is undertaken. Signal heads may need relocating, re-orienting, or adding a secondary signal head to ensure clear visibility of the controlling signal from the stop line.

3.4 WALKING CYCLING AND HORSE RIDING

3.4.1 PROBLEM

Location: C – Signalised Junction
Summary: Risk of pedestrian strike within the signalised junction due to lack of pedestrian phasing.

A series of uncontrolled pedestrian crossings are provided across the signalised junction. These crossings are not incorporated into the signal staging, meaning that pedestrians must independently judge gaps in traffic to be able to cross. The presence of multiple approach lanes increases the complexity of this decision, as vehicles in one lane may obscure the view of traffic in the adjacent lane. This creates a risk that pedestrians may incorrectly assume that both lanes have yielded when only one vehicle has slowed or stopped.

The arrangement increases the potential for pedestrian–vehicle conflict, particularly during peak periods when lane utilisation varies, or when drivers focus on the signal aspects ahead rather than pedestrian activity at the uncontrolled crossing.

RECOMMENDATION: It is recommended that a survey is undertaken to establish to pedestrian usage through the junction. If the usage is low, it is recommended that further measures are introduced to discourage pedestrian usage – this could include offering an alternative crossing location elsewhere and removing the existing uncontrolled crossings. Alternatively, introducing a pedestrian phase to the existing signals may be a viable option.

3.4.2 PROBLEM

Location: D – Uncontrolled Crossing Cheriton High Street
Summary: Risk of pedestrian injury/strike within the existing uncontrolled crossing.

On-site observations noted a high number of pedestrians crossing Cheriton High Street at the location below:



This uncontrolled crossing is not fit for purpose. The central island is not wide enough to accommodate users (on site observations noted a mobility user crossing within the island which resulted in overhang of their scooter within the running lane), and high levels of standing water and a large pothole was also noted within the vicinity. With the concern due to the lack of pedestrian phase within the signalised junction alongside the existing attractors (i.e. McDonalds and Tesco) there is a concern that there is an increased risk of pedestrian strike/injury at this location.

RECOMMENDATION: It is recommended that this uncontrolled crossing is upgraded.

3.5 SIGNING, LIGHTING AND CARRIAGEWAY MARKINGS.

3.5.1 PROBLEM

Location: All Approaches

Summary: **Faded markings increase the risk of late lane changes, hesitation and potential driver conflicts.**

On the approach to the signal-controlled junction, the lane markings and associated road markings were observed to be significantly faded. In several locations the markings were difficult to distinguish, particularly under wet conditions and in the presence of surface glare.

Clear lane delineation is essential on multi-lane approaches to ensure drivers position themselves correctly and understand the intended lane use in advance of the stop line.

Faded markings increase the risk of late lane changes, hesitation, and driver conflict, especially during peak periods or when visibility is reduced. This may also affect the ability of drivers to comply safely with the signal staging.

RECOMMENDATION: It is recommended that all carriageway markings are refreshed.

3.5.2 PROBLEM

Location: All Approaches

Summary: **Increased risk of rear-end shunts, failure-to-stop collisions, and pedestrian or cyclist injury due to worn anti-skid surfacing.**

On the approach to the signal-controlled junction, the buff high-friction surfacing appears to be worn and likely no longer provides the intended skid resistance or visual cue. This may increase braking distances and reduce driver awareness of the hazard.

This worn anti-skid also increases the risk of rear-end shunts, failure-to-stop collisions, and pedestrian or cyclist injury due to worn anti-skid surfacing.

RECOMMENDATION: It is recommended that all anti-skid is re-instated on approach to the signalised junction.

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:

4.3 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/2017/0103 Rev O	Proposed Traffic Signal Junction Cheriton High Street / Cheriton Approach Folkestone
KCC/ITS/2017/0103 Rev O	Proposed Traffic Signal Junction Cheriton High Street / Cheriton Approach Folkestone
A088493-35-18-1203 Rev B	B2064 Cheriton Approach/Cheriton High Street – Traffic Signal Details
A088493 15P&D 1001 C1	S278 Works Cheriton Interchange General Arrangement

APPENDIX A2

LOCATION PLAN

