

Jon Wilkinson

From: Jon Wilkinson
Sent: 06 November 2023 14:48
To: Fiona.Wiles@kent.gov.uk; Paul.Thrower@kent.gov.uk; luke.mockridge@kent.gov.uk
Cc: andrew.gambrill@canterbury.gov.uk; Steve Barker; Victoria Richardson; Christien Lee; Vanessa Eggleston
Subject: RE: Land South of the Hill, Littlebourne (CA/23/00484)
Attachments: ITM16283-GA-022C.pdf; A257 The Hill Pedestrian Crossing.pdf; Client Results - 10047 - Canterbury ATC.pdf

Hi Fiona,

Thank you very much for your time last week to go through your requirements for the proposed signal controlled pedestrian crossing at The Hill, Littlebourne.

As discussed, we have amended the pedestrian crossing to include (i-Transport drawing ITM16283-GA-022 Rev C, attached):

- widening of the crossing to 3.2m.
- retained 3.0m between crossing and stoplines.
- providing 8 zig-zags on either side of the crossing.
- signal controller box provided within highway land with additional space around the crossing. Where it falls outside of the current adopted highway boundary, the land will be dedicated as highway.

We have carried out an assessment of the operation of the pedestrian crossing to determine if queuing to the west of the pedestrian crossing would impact on the existing build-out opposite the site access. The distance between the stop line and buildout is 25.6m (or over 4 vehicles in length). The traffic flows used the agreed 2045 Base + Committed + Development, including the reassignment of traffic flows between The Hill and Bekesbourne Lane. Our assessment has used a robust analysis with the pedestrian crossing called every minute in the peak hours. The operational assessment results in a maximum queue to the west of the pedestrian crossing of 3.5 vehicles (or c.20m in length), which can therefore be accommodated between the pedestrian crossing and existing build-out. The full LinSig model results are attached.

I have attached the ATC carried out on The Hill, as discussed, which sets out the speeds recorded on The Hill in the vicinity of the proposed signal controlled crossing.

As discussed in our meeting, the forward visibility splays are shown to the primary signal heads, with no changes necessary.

In terms of the street lighting we understand that new street lighting will be needed and to be provided in accordance with appropriate national guidance, with the existing lighting removed and returned to CCC. As discussed the need for appropriately designed street lighting design can be included as planning condition and form part of the in the S278 works, with no further design work needed at this time. Any new street lighting would only be required for the site access and the signal controlled pedestrian crossing.

Please can you confirm that you are satisfied with this arrangement for the signal controlled pedestrian crossing as part of this outline planning application. If you are satisfied we will arrange a Road Safety Audit to be carried out and associated Design Team Response (if required).

We trust you will find the above and attached satisfactory. If there are any queries, please do not hesitate to contact us.

Regards