

i-Transport

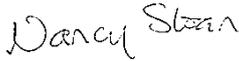
Proposed Residential Development  
Land South of The Hill, Littlebourne

Proposed Puffin Crossing



Stage 1 Road Safety Audit



REPORT CONTROL			
<b>Document</b>	Stage 1 Road Safety Audit		
<b>Project</b>	Proposed Residential Development Land South of The Hill, Littlebourne Proposed Puffin Crossing		
<b>Client</b>	i-Transport		
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Issue	Date	Status	Checked for Issue
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## 1. INTRODUCTION

- 1.1. This report results from a Stage 1 Road Safety Audit carried out on a proposed Puffin Crossing associated with a residential development of approximately 300 dwellings on land to the south of A257 The Hill, Littlebourne, Kent. The crossing is located on The Hill, just east of the proposed access junction to the development and replaces an earlier proposal for an uncontrolled crossing. As part of the proposals, the Audit Team have been informed that the street lighting in the vicinity of the proposed crossing and site access will be reviewed and replaced to appropriate design standards, if required.
- 1.2. The Road Safety Audit was requested by Jon Wilkinson of i-Transport (the Design Organisation) and was carried out during November 2023. The Audit Team membership was as follows: -
- Kevin Nicholson            Nicholson Sloan Consultancy Limited (Audit Team Leader);
- Nancy Sloan                Nicholson Sloan Consultancy Limited (Audit Team Member).
- 1.3. The Audit Team had previously visited the site together on Monday 16 January, during which the weather was partially overcast and cold, and the road surfaces were damp. Traffic was steady and free-flowing (other than eastbound traffic ceding priority at the build-outs), and a number of pedestrians were observed.
- 1.4. A collision report and plot was provided for the audit, covering the five-year period October 2017 to September 2022. One incident occurred in the immediate vicinity of the proposals, in November 2018 and in dark and wet conditions. A car clipped a pedal cycle travelling in the opposite direction on The Hill, resulting in the cyclist sustaining slight personal injuries.
- 1.5. The terms of reference for this audit are as described in GG 119 (Revision 2) in the Design Manual for Roads and Bridges. The Team has reported only on the road safety implications of the proposals and has not examined or verified the compliance of the design to any other criteria. However, and without being prescriptive, the Audit Team might refer to a design standard or technical guidance where this would help to clarify a safety problem or recommendation. In addition, there may be alternative methods of addressing a problem that would be equally acceptable in achieving the elimination or mitigation of a problem, and these should be considered in the light of the recommendations in this report.
- 1.6. The detail provided for the audit is shown in Section 5. All comments and recommendations are referenced to the design drawings and related documents and the locations of the items raised by the audit are shown on the plans in Section 6.



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- 1.7. Where relevant within this report traffic signs will be described either by their reference numbers on the drawings or by their diagram number within the Traffic Signs Regulations and General Directions 2016 (TSRGD).
  - 1.8. Within this report the generic term “pedestrians” can include walking pedestrians, wheelchair users, mobility scooter users, dismounted cyclists, the blind, partially sighted and mobility impaired. Reference may be made to specific groups where appropriate.
  - 1.9. Some items in Section 2 might refer to issues that would usually be evaluated as part of a Stage 2 (detailed design) Road Safety Audit. However, notwithstanding that this is a Stage 1 Audit, those issues are raised in order that they can be given due consideration as the detailed design progresses.



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## 2. ITEMS RAISED BY PREVIOUS ROAD SAFETY AUDITS

- 2.1 Stage 1 Road Safety Audits were carried out in March 2021 and January 2023 on the site access arrangements for the development and associated highway works on The Hill. All of the problems raised have either been resolved within the continuing design or are no longer relevant given the current proposals.



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## 3. ITEMS RAISED BY THIS STAGE 1 ROAD SAFETY AUDIT

### 3.1 PROBLEM

Location: The westbound approach to the Puffin crossing.

Summary: Sufficient forward visibility to the crossing should be provided.

Given the straight alignment of The Hill, forward visibility of the crossing (and hence the stopping sight distance) should be achievable. However, there is heavy shrubbery on the south side of the road, and the measured average 85<sup>th</sup>ile westbound speed is just under 35mph. Providing sufficient visibility will reduce the risk of overshoots or sudden braking at the crossing.

#### RECOMMENDATIONS

It is recommended that the forward visibility of the crossing is specified as appropriate for the measured approach speeds, and that any potential obstructions are either relocated or removed.

### 3.2 PROBLEM

Location: The approaches to the Puffin crossings on The Hill.

Summary: The proximity of the vehicle stop lines to the crossing could increase the risk of vehicles striking pedestrians.

The distances between the pedestrian crossing studs and the vehicle stop lines are not specified on the drawings at this stage, and it is possible that they could be laid in close proximity during construction. Accidents can occur at signal controlled crossings because drivers of high fronted vehicles can pull away unaware of the presence of pedestrians, particularly those who are slow moving and who cross close to their vehicles. This problem can be mitigated by ensuring that adequate visibility of pedestrians is available to drivers and given effect by providing sufficient distance from the stop line to the crossing studs.

#### RECOMMENDATION

It is recommended that the stop lines are specified as a minimum distance of 3m from the crossing studs (2.5m from the primary signal post) and shown as such on the drawings.

### 3.3 PROBLEM

Location: The vicinity of the Puffin crossing.

Summary: Providing a hardstanding or layby for a signals maintenance vehicle could reduce the risk of collisions.

There is no provision for a maintenance vehicle to park close to the crossing (unless the additional footway area is intended as such). It is possible that the operative will park either fully on the



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carriageway or partly on the footway, with the attendant risks of compromising visibility of the crossing and of obstructing through traffic.

## RECOMMENDATIONS

It is recommended that a hardstanding is provided close to the crossing (this could be adjacent to the controller on the additional footway area, which may need extended). If this recommendation is accepted and progressed, it is also recommended that a sign is erected close to the hardstanding to inform road users that the area is to be used by maintenance vehicles only and thus discourage indiscriminate parking.



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## 4. AUDIT TEAM STATEMENT

We certify that this Road Safety Audit has been carried out in accordance with GG 119.

### **ROAD SAFETY AUDIT TEAM LEADER**

Kevin Nicholson BSc, CMaths, MCIHT, FSoRSA,  
HE Certificate of Competency  
Director, Nicholson Sloan Consultancy Limited  
Cherry Tree Cottage  
Hayton, Brampton, Cumbria, CA8 9HT

Signed:

A handwritten signature in blue ink, appearing to read 'Kevin Nicholson', on a light background.

Date:

20/11/23

### **ROAD SAFETY AUDIT TEAM MEMBER**

Nancy Sloan MCIHT, MSoRSA  
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Signed:

A handwritten signature in blue ink, appearing to read 'Nancy Sloan', on a light background.

Date:

20/11/23



## 5. DRAWINGS AND DOCUMENTS PROVIDED

DRAWING OR DOCUMENT NUMBER	PROJECT AND TITLE	DATE
ITM16283-GA-022 REVISION C	LAND SOUTH OF THE HILL, LITTLEBOURNE A257 THE HILL POTENTIAL PUFFIN CROSSING – BUILD OUT REMOVED	02.11.23
APPENDIX 5.B	LAND SOUTH OF THE HILL, LITTLEBOURNE 2022 OBSERVED TRAFFIC FLOWS	–
APPENDIX 4.G	LAND SOUTH OF THE HILL, LITTLEBOURNE 2045 BASE + COMMITTED + DEVELOPMENT TRAFFIC FLOWS	–
EXT/001/23	LITTLEBOURNE 5 YEARS PERSONAL INJURY CRASH DATA UP TO 30.09.23 (REPORT)	18.01.23
EXT/001/23	LITTLEBOURNE 5 YEARS PERSONAL INJURY CRASH DATA UP TO 30.09.23 (PLOT)	18.01.23
–	CANTERBURY ATC 1, THE HILL AUTOMATIC TRAFFIC COUNT DATA 30.06.22 TO 06.07.22	–



## 6. LOCATION PLAN OF ITEMS RAISED BY THIS AUDIT

