

Proposed Puffin Crossing at Land South of the Hill, Littlebourne				
	Location	Problem	Recommendation	Design Team Response
3.1	The westbound approach to the Puffin crossing	<p>Summary: Sufficient forward visibility to the crossing should be provided.</p> <p>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%ile westbound speed is just under 35mph. Providing sufficient visibility will reduce the risk of overshoots or sudden braking at the crossing.</p>	<p>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.</p>	<p>Recommendation accepted.</p> <p>The Manual for Streets SSD for 35mph is 53.6m. The westbound visibility splay shows that hedge which runs along the south kerb of the carriageway does not impact the forward visibility, based on the topographical survey.</p> <p>In addition, the hedge is within Applicants control and will be maintained to ensure the forward visibility is not obstructed.</p> <p>The visibility splays are shown in the updated drawing appended (ITM16283-GA-022D).</p>

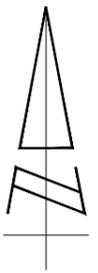
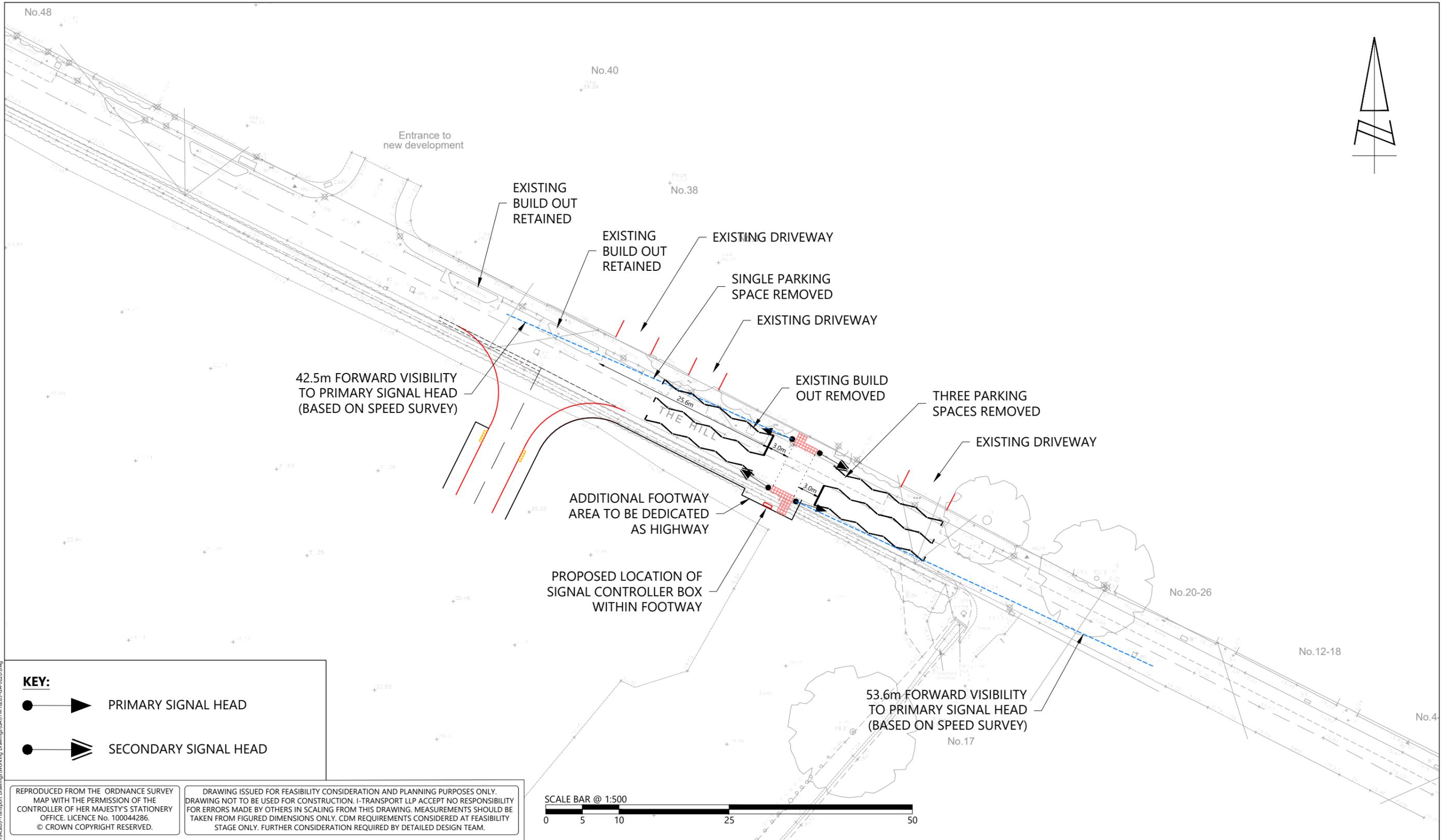
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3.2	The approaches to the Puffin crossings on The Hill	<p>Summary: The proximity of the vehicle stop lines to the crossing could increase the risk of vehicles striking pedestrians.</p> <p>The distances between the pedestrian crossing studs and the 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.</p>	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.	<p>Recommendation accepted.</p> <p>The distance between the crossing studs and stop lines are shown at 3.0m, as discussed with KCC and dimensions have been added to the updated drawing (ITM16283-GA-022D, appended).</p>

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3.3	The vicinity of the Puffin crossing	<p>Summary: Providing a hardstanding or layby for a signals maintenance vehicle could reduce the risk of collisions.</p> <p>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 carriageway or partly on the footway, with the attendant risks of compromising visibility of the crossing and of obstructing through traffic.</p>	<p>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.</p>	<p>There is marked on-street parking available to the north of The Hill, in close proximity to the proposed puffin crossing. Where parking spaces are being removed to put in the crossing, these will be replaced with parking spaces being provided with the development site at the community building.</p> <p>Therefore, we do not consider it is necessary to provide any additional area close to the crossing for maintenance vehicles to park.</p> <p>The need for any additional hardstanding area can be considered further at the detailed design stage.</p>

Land South of The Hill, Littlebourne – Proposed Puffin Crossing

Design Team Response to Stage 1 Road Safety Audit – Reference NS23/898/RSA1

APPENDIX A – UPDATED DRAWING (ITM16283-GA-022D)



- KEY:**
- → PRIMARY SIGNAL HEAD
 - → SECONDARY SIGNAL HEAD

REPRODUCED FROM THE ORDNANCE SURVEY MAP WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. LICENCE No. 100044286. © CROWN COPYRIGHT RESERVED.

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REV	DATE	BY	DESCRIPTION	CHK	APD
D	21.11.23	JB	UPDATES FOLLOWING RSA	JW	JW
C	02.11.23	JB	WIDENING OF CROSSING AND ADJUSTED ZIG ZAGS	JW	JW
B	18.10.23	JB	PEDESTRIAN CROSSING RELOCATED TO THE EAST	JW	JW
A	01.09.23	MS	ADJUSTED ZIG-ZAG ROADMARKINGS	JW	JW

STATUS: FOR INFORMATION

TITLE: A257 THE HILL POTENTIAL PUFFIN CROSSING BUILD OUT REMOVED	
PROJECT: LAND SOUTH OF THE HILL, LITTLEBOURNE	CLIENT: GLADMAN DEVELOPMENTS LTD

DRAWN: JB	CHECKED: JW	APPROVED: VE
PROJECT No: ITM16283	SCALE @ A3: 1:500	DATE: 24.08.23
DRAWING No: ITM16283-GA-022		REV: D

Z:\Projects\16283\ITM - Land South of The Hill, Littlebourne\Tech\Acad\Transport Drawings\Working Drawings\GA\ITM16283-GA-022D.dwg