

**From:** [REDACTED]  
**To:** [Jonathan Rodger](#)  
**Cc:** [REDACTED]  
**Subject:** RE: 617845 - Princes Parade - Transportation  
**Date:** 19 August 2016 16:01:56

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Hi Jonathan,

Sorry to have kept you waiting.

I agree that it would seem sensible to extend the 30mph limit past the site. This will be a much more active frontage than at present, especially with improved pedestrian links to the canal side path and ped bridges to the A259 and bus services.

I'm happy with the theory of some traffic calming elements. The new bends themselves would also act as slowing features for traffic and raised tables at busy pedestrian crossing points would be an advantage. The road would still need to perform it's task for through traffic and I would not wish to see speed cushions. When designing from scratch it would be a shame to introduce measures which would result in additional noise and vibration for brand new residents.

Perpendicular parking will not be acceptable in terms of visibility and highway safety, so it would be sensible to rule that out at this stage.

Kind regards

**Tony Jenson** | Senior Development Planner | Highways and Transportation | Kent County Council | Javelin Way, Henwood Industrial Estate, Ashford, Kent, TN24 8DH | [REDACTED] | [www.kent.gov.uk](http://www.kent.gov.uk)

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**From:** Jonathan Rodger [mailto:[REDACTED]]  
**Sent:** 12 August 2016 12:00  
**To:** Jenson, Tony - GT HTW  
**Cc:** Hogben, Matt - GT KH  
**Subject:** RE: 617845 - Princes Parade - Transportation

Hi Tony,

Thank you for the review, we did go over a number of possibilities in the office with the east / west split on Princes Parade, we'll use the 57/42, West/East split.

We are starting to evolve the masterplans including the options for the realignment of Princes Parade.

All options include changing the character of the road which will also be brought about by an active street frontage. This will likely include extending the 30mph limit past our site.

On the options where the Princes Parade alignment stays the same, traffic calming would be minimal however where we are re-aligning the road and providing dwellings on either side we are looking at additional measures, including possible road narrowing, raised tables etc (we'll try to avoid speed cushions).

We are looking at options with parking too. We will aim to ensure that any re-alignment can ensure that the current demand can still be catered for. The current road width is c.8m, where we are realigning looking at a road width of 6.75m and 2m parallel parking.

However a few of the concept layouts may suit the provision of perpendicular parking on the northern side of the Princes Parade where the road is not being realigned, would this be acceptable to the Kent.

From our meeting we can understand the importance of Princes Parade to the County and would welcome your comments on the above concepts (if any are not suitable we'll rule them out at this early stage).

Kind regards,

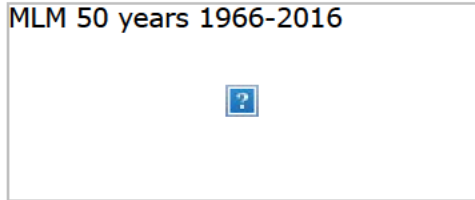
Jonathan Rodger FdEng MSc MCIHT MILT  
**Principal Transport Planner**

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**From:** [REDACTED] k [mailto:[REDACTED]]

**Sent:** 03 August 2016 14:42

**To:** Jonathan Rodger [REDACTED]

[REDACTED] [Matt.Hogben@kent.gov.uk](mailto:Matt.Hogben@kent.gov.uk)

**Subject:** 617845 - Princes Parade - Transportation Update

Dear Johnathan,

Thank you for the Transportation Scoping technical note.

I can confirm that this is very much in line with our previous discussions with just a few items to clarify:

- Small issue within the Existing Site paragraph: East and West are the wrong way around

within your description.

- With regard to the accident data, please ensure you use the most recent 3 years from Kent Council Council's crash data information for the relevant junctions and roads.
- For Table 3, Leisure Centre trip rates, could the size of the facility please be clarified to ensure comparable leisure centres are used in TRICs.
- Link trips will be fine for the commercial elements for the purposes of traffic modelling for all except the seafood restaurant. This could well be an attractor in it's own right, so to be thorough please include a separate element for this (if this has to be an estimate for modelling purposes due to unknown floor areas, that's fine).
- Regarding local traffic assignment along Princes Parade, of the local traffic we believe it is more likely that this will be a 57/42 split West/East as set out in the above paragraph above. I do not think that 93% of the local traffic will travel east towards the junction of Princes Parade and Seabrook Road, especially the dwellings and use classes proposed at the far west of the site and it is far easier for them to travel west along Princes Parade and then Twiss Road.

All other elements of the scoping are agreed. Please come back to me if you have any queries.

Kind regards

**Tony Jenson** | Senior Development Planner | Highways and Transportation | Kent County Council | Javelin Way, Henwood Industrial Estate, Ashford, Kent, TN24 8DH | [REDACTED] | [www.kent.gov.uk](http://www.kent.gov.uk)

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**From:** Jonathan Rodger [<mailto:>] ]

**Sent:** 26 July 2016 15:56

**To:** Hogben, Matt - GT KH; Jenson, Tony - GT HTW

**Cc:** [REDACTED]

[REDACTED] Pamela

Davies

**Subject:** RE: 617845 - Princes Parade - Transportation Update

Matt & Tony,

Following our meeting to discuss Princes Parade please find attached a copy of our scoping report.

We would welcome your comments to the traffic assignment and trust that we've correctly noted the areas agreed at the meeting.

Any queries please feel free to call.

Kind regards,

Jonathan Rodger FdEng MSc MCIHT MILT

**Principal Transport Planner**

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