

Reply to Louise St John Howe of the Planning Inspectorate.

From Sarah Waite-Gleave, Dover and Deal Green Party. Feb 5<sup>th</sup> 2024

Regarding the table issued 30.1.2024 **ED44 WUE and Whitfield Roundabout Expected Delivery 30.01.24**

I learn from the table that **roundabout mitigation** will only be designed in the latter half of 2026 and only promises to be open to traffic in Q1 of 2029 (and of course there may well be slippage on that date).

I note from the table that **by 2029** the amount of expected build-out will be; Halsbury: 945 + Pentland 200 + Danescroft 100 + Persimmon 1195 = **2440 dwellings** = 4880 – 10,000 vehicle movements from those new dwellings (at a rate of 2 – 4 vehicle movements per new dwelling per day). If the roundabout is out of use in 2028 while construction vehicles are moving on and off site, the result for residents from miles around will be extremely far from optimal, it may well be dangerous and therefore unsound.

By **end 2036** the cumulative build-out expected is Halsbury 1350 + Pentland 300 + Danescroft 445 + Persimmon 2650 = **4745 dwellings** = 9490 – 18980 vehicle movements from those new dwellings (at a rate of 2 – 4 vehicle movements per new dwelling per day).

A clear statement was heard by all witnesses at the public hearings from Kent Highways that **Whitfield roundabout was over capacity in November 2023**. And the same applies to Duke of York roundabout.

It is highly negligent, a dereliction of a duty of care, to suggest that 'lines and signs' at Whitfield roundabout will suffice to save lives of local road users or prevent gridlock. As my group have pointed out before, separation of local traffic from through (freight and tourism) traffic, requires a flyover and /or an underpass.

The amount paid by Pentland, Danescroft and Persimmon for roundabout mitigation, adds up to £6,274,000 which is merely the value of 6 luxury homes in Kent. Divided by the 3395 dwellings that these 3 developers plan to build out, it represents £1848 per dwelling.

Halsbury's probably larger pro rata contribution for the 1350 dwellings they intend to complete, (depending on the result of the legal appeal referred to at the public hearings on the Local Plan), I infer will bring in (has brought in already ?) an additional £2000 x 1350 = £2,700,000 approx for roundabout mitigation.

So the question is, will a fixed sum of £8,974,000, (£6,274,000 + £2,700,000) just under £9million, in 2028 (there is no indication the sums cited are linked to inflation, though house prices will be), suffice to put in the serious roundabout mitigation (with flyover or underpass) that will enable a roundabout (on record as being over-capacity in 2023), to carry an additional (conservative estimate) 10,000 vehicle movements per day in 13 years' time, in 2036?

I will point out that to improve the chances of limiting the additional vehicle movements to 10,000 approx, KCC need to install the engineered kerbed cycle paths to link Whitfield to both Kearsney rail station and Martin Mill rail station which serve different needs being on different lines. And more kerbed pavements in villages.

Few would expect the sum calculated for roundabout mitigation to suffice. It appears more than likely that (as predicted by parish councillors and public minded citizens from villages across the district, in their submissions at the Local Plan public hearings) there will be dangerous gridlock spread across the local b-road networks (aka rat-runs) and RTAs will be caused on these roads as well as on and around the Whitfield roundabout. Inspectors Birkenshaw and Coyne will recall representatives from Shepherdswell and Alkham and Ringwoud and St Margarets and Eythorne and Kingsdown made well-informed warnings of the fall-out effects on the local road network. This new information 30.1.2024 on trajectory and roundabout mitigation supports their, and my, point of view I suggest.

SW-G (also Walmer TC representative on Dover Forum KALC).