

REPORT FOR 20th DECEMBER EXTRAORDINARY PARISH COUNCIL

COMMENTS AND OPTIONS FOR TRAFFIC CALMING

1. Purpose of this report

The summary of comments and suggestions at Appendix 2 has been updated to include comments and suggestions received since the report considered by Councillors on the 4th November.

2. Options

The main options available for consideration by Councillors re as follows:

OPTION	PROS	CONS
1. The MLM proposal	<ul style="list-style-type: none">• Prepared as a result of discussions with KCC regarding what is possible and the best locations• Drafted by experts with a track record in other Parish councils• Based on Doddington model which has support in the village	<ul style="list-style-type: none">• Opposition from the shop• Opposition from some residents at the Headcorn end of the village due to the view that the scheme needs to encompass the fringes of the village as well as the centre• Perception by some that it was pre-determined
2. The MLM proposal amended following consultation and discussed with KCC on 11 th September. Additional village gate at Wren's Nest Nest existing gate at Barnside to read "Drive carefully through our village". Move the chicane opposite the shop to the north side of the Kings Head	<ul style="list-style-type: none">• Adresses the concerns of the shop• Adresses some of the concerns of residents at the Headcorn end of the village• Creates an additional visual signal that drivers are entering a village with the additional gate at Wren's Nest	<ul style="list-style-type: none">• The locations of the chicanes were carefully selected by MLM. Other suitable sites may not be available• Spreading out the chicanes decreases their impact

3. John Collins Suggestion - Move chicanes between the pub and the shop north of the pub and add an extra chicane close to the new village sign at Barnside	<ul style="list-style-type: none"> • Addresses the concerns of the shop 	<ul style="list-style-type: none"> • The locations of the chicanes were carefully selected by MLM. Other suitable sites may not be available
4. Chris Wheal's Suggestion dated 20 th October - See diagram at Appendix 3	<ul style="list-style-type: none"> • Covers whole length of the village • Includes national speed limit area 	<ul style="list-style-type: none"> • Removes physical traffic calming proposed for centre of the village so vehicles might speed up in this area – which was the original target
5. Re-start the process as suggested by Tom Ladell to commence with open consultation before working up a scheme	<ul style="list-style-type: none"> • Might produce more and better solutions 	<ul style="list-style-type: none"> • Increased costs • Residents happy with the MLM scheme might see this as stalling
6. Abandon the project	<ul style="list-style-type: none"> • Avoids upsetting those against to any proposed scheme 	<ul style="list-style-type: none"> • Residents supporting traffic calming will feel let down • Speeding problems continue unaddressed

3. Recommendation and next steps

If one of options 2-4 is identified as the preferred option by the Council. It is proposed that the following steps are now taken:

- (i) A lead Councillor is identified to work with the Clerk during the next stage – until the Council elections
- (ii) The Clerk arranges a meeting with KCC to present the preferred option and request that technical drawings are prepared for further consultation on the revised option
- (iii) A second public meeting is held in March 2020 to gauge public response to the technical drawings setting out the new preferred option
- (iv) If it is decided that the revised proposal has widespread support the Council will sign off the proposal at a Parish Council meeting and instruct KCC to arrange a road safety audit and programme the works

Appendix 1 - PUBLIC MEETING HELD TO DISCUSS PROPOSED TRAFFIC CALMING MEASURES, 1st JULY 2019

COMMENTS

1. What is the evidence base for the effectiveness of the proposed measures?
2. The real problem is the straight road to the south of Barnside
3. The proposals will worsen the speeding problem to the south of the village centre due to moving the village sign at Wren's Nest – it is a natural gateway
4. The proposals are detrimental to businesses in the village. People won't be inclined to stop. The posts will stop people parking. Large agricultural vehicles stop and use the shop. White lines and cobbles will lead to uncertainty
5. Liverton Hill is the real problem – so many accidents
6. Is there any data on the impact of similar schemes?
7. What if people are unhappy when it is done e.g.Coxheath
8. Should have used local knowledge. Consultants should have consulted local people
9. How will it be maintained?
10. Can there be a 20mph limit in the middle of the village?
11. Can there be a 20mph limit on Church Road?
12. Lenham and Grafty Green should work together
13. The stretch from Courts to the Village sign is dangerous must not reduce what is in place there and not move the village sign
14. Will the consultants see the village between 6 and 7pm?
15. Should we do another traffic survey, possibly in a different location
16. Can we move the build out so it is not adjacent to the Post Office?
17. Are there examples where the proposed build outs have been used adjacent to a shop, and what has been the impact
18. What are the technical parameters the scheme has to comply with and can the village see these before the scheme gets the go-ahead?
19. Can the build outs be moved to the north of the pub?
20. We need a proper report from MLM explaining how they arrived at their proposals
21. Need to do a traffic survey on entering the village
22. Can we mark in yellow chalk where the build outs will be so we can see what they will look like?
23. Can we do a speed survey at each end of the village

Appendix 2 - SUMMARY OF COMMENTS RECEIVED BY LETTER AND EMAIL

From	Summary
Rob, Nick and Hazel Eastwood 24 May	Will reduce parking and as a result affect business at the PO
Chris Wheal 28 May	Keep the village sign where it is and reduce speed limit from Crumps Lane to 30
Chris Wheal 28 May	Moving the 30mph speed sign at Wren's Nest will create a 60mph zone in the village. Should be consulted
Claire-louise Enright 4 th June	Will create problems departing her property and cause traffic to move to the other side of the road. Traffic calming is needed between courts and wren's Nest. People affected should be consulted
Chris Wheal 1 st and 4 th June	Consultation not happened. Scheme has a number of pitfalls, especially proposal to move village sign and speed signs at Wren's Nest. Should be retained and village gate added. Chicanes by shop not workable
Neville plumber Marchant Farmhouse	Is there going to be a public meeting to explain the proposals
Peter Newing 12 th June	Location of chicane close to house causing stress. Support proposals
Chris Wheal 21 June	Not enough notice for public meeting. Must not bulldoze through
Rob Eastwood 28 Jun	Chicane and white lines close to shop will stop parking, inc agricultural vehicles, no similar example near a shop
Roger and Linda Cunningham 30 June	Speed on occasions makes it impossible to pull out onto Headcorn Road. Business will not be affected as drivers are more likely to stop. Humps in road would be better
Ken Sweet 1 st July	Supports proposed scheme. Something needs to be done
Cllr John Collins	
Chris Wheal, 30 Sep	Disagree with amendments in MM. Speed surveys in other locations. Relocate village gate to start of national speed limit at Wren's Nest
Chris Wheal, 7 th Oct	Amend scheme to move village gate to Wren's Nest. Review entire length of village. More speed surveys
Chris Wheal, 20 th October	Diagram submitted (see Appendix 3). Remove chicanes from the scheme, more 30mph signs, village gate at Wren's Nest. Reduce speed limit from Crumps lane to the village to 40mph
Rob Eastwood, 24 th Oct	KCC have no examples of cobble chicanes near shops. Chicanes will impact on parking and hence trade
David Jenkins, 5 th Nov	Confirm plan of action. Send proposals by letter to all residents

Chris Wheal, 3 rd Dec	MLM proposal based on existing proposals and not original work. Report for Horsmonden PC more detailed and covers whole 30mph zone, Consultants need to review entire length of the village
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Appendix 3 – Chris Wheel Proposal 20th October

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Traffic Calming
Proposal. Chris Whe