

Committee, Group or Sub Group : Road Safety Group

Meeting Date & Venue: Thursday 13th May 2021 at 7pm via Zoom

Report Author: Adele Sharp - Chairman

Report

Present were: A Sharp (AS), J Buller (JB) , M Buller (MB) Speed Watch Rep , Cllr Paddy Riordan (PR) Cathy Underwood

Apologies: C Bowden (CB)? Diane Jarrett.

M Buller speed watch group rep - happy to continue as member proposed JB and seconded MB

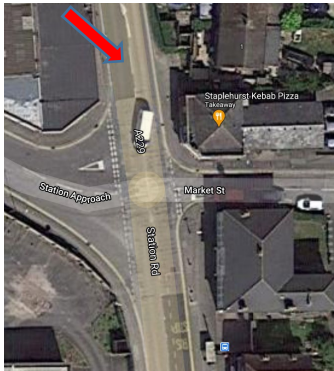
Welcome to Cathy Underwood – as a visitor for tonight.

Adele as chair propose JB and seconded PR

The report of 1st April 2021 was agreed.

1. Parking by kebab shop

A resident has raised the suggestion of having bollards (& / or a planter) outside the kebab shop to prevent parking there. A number of efforts have been made by the clerk to emphasise this should be happening but this has not resolved the issue. In order to have bollards there are regulations / measurements to adhere to. **Action:** PR will measure for distances and contact Sue Laport. Carried to next meeting.



2. Bower Walk – Bower Walk at the Gybbon Rise end by post box

Dropped kerb at the end of Bower Walk and other side, (because of the amount of footfall there, especially with pushchairs). **Action:** JB tried to access KCC but encountered unhelpful advisor who seemed to think we were a householder requesting a dropped curb. JB will try again and will ask E Hotson about it. **HIP?**

We will add this to the HIP and therefore to Jennie for response



3. Speedwatch – Resumed 29th March. MB and JB went out but crossroads snarled up with roadworks as tail backs and no speeding. Equipment all in working order though.

2nd April pm booked with 7 volunteers in Headcorn Rd. Road side training taking place too.

2nd April welcomed new Member CU. 260 vehicles, 34 speeders, 2 letters generated Headcorn Rd

Another Sunday on Station Rd 25 speeders, one letter, 25 per half hour

Following day Free Church on Station Rd as suggested by Police, 679 vehicles, 19 speeders 2 hrs / 179

vehicles, 24 speeders, 4 letters
We need some more volunteers

6. Headcorn pedestrian crossing

They were meant to do a crossing near Sainsbury, but of course Sainsbury have done one now. Clerk spoke to Richard Timms planning officer, doesn't hold out much hope for more than the dropped curbs that have been put in by Bovis at Headcorn Rd. RT suggested that SPC contact Bovis and ask as a good will gesture would they put in a Puffin crossing.

Action: JB will propose to full council at next available SPC meeting.
PR contacted Bovis. They have received his email and PR will chase.



Note -The Marden Road pelican crossing up and running correctly now.

7. SPC Highways Improvement Plan (HIP) – priorities – MB feedback from Jennie MBC:

Need to update HIP as previously stated– We recommend to full council, that they forward to Jennie for her comments.

7.1 Hawkenbury Bridge HIP item 10. Accidents. staplehurstroadinfo@gmail.com

Agreed that we need to archive the things that have been done and keep only the active tasks.

Listed bridge – we recommend that this should be two bridges or traffic lights.

No further reports to date. We will continue to collect data and lobby on this matter.

7.2 Church Hill Gateway works / Cranbrook Rd at 30mph threshold Completed!

7.3 Gybbon Rise parking issues - on hold due to COVID.

8. 'The Quarter' High street down the hill towards Pinnock Lane (Garage & Morrison shop)

PR met new KCC member Lottie Parfitt Reed at Pinnock Lane and explained our proposals. Lottie supportive of our recommendations.

Managed to get crossings elsewhere without fuss, believe largely due to funded by developers. Suspect that funding is more the issue than anything else. There may be CIL money (Bletchingley Farm and Members funding BC funds).

Cameras - very unlikely to get them. PR will be writing to Kent Chief Constable to ask about more police presence for a number of reasons as council tax is up 7% re policing so we'd like to see. Will request mobile speed camera at regular intervals like Sandhurst have. Lottie was unable to see anyone speeding so maybe she just needs to stay there as she has a calming presence on traffic!

CU suggested asking the garage if they would like to contribute as well.

The whole scheme needs garage land, East side onto Garage land, so they have to be involved to install a new bus stop and hard standing for waiting pedestrians.

PR happy to enquire who to ask at the garage and whether they would support the idea of a crossing.

Need to have plan A acquiring garage land to do properly

Plan B slightly different leaving bus stop where it is. Kent Highways say there isn't enough room to link the bus stop and the garage.

Recommendation is to get this onto HIP so that its clearly seen as a need / plan and encourages KCC to

Group membership

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JB Joan Buller cllr

PR cllr Paddy Riordan

CB Colin Bowden cllr

MB Malcolm Buller speed watch rep

get it done. Should help all - Kids, locals, traffic, business, less accidents and police call outs.

Layby opposite to monitor via speedwatch. Too close to threshold to monitor traffic coming in. The owner of nearby property refused Speedwatch access. No 15 and her neighbour Jane were happy to let us use the space but they need the landowners permission, so can't do it.

Need more Speedwatch volunteers to collect the data! 2018 14 – 20 Nov 70,510 vehicles – North 39.9% speeding over 40mph / S 16.2% speeding towards Cranbrook. Churchill into village 72.66% speeding / down hill towards the quarter 58.21% speeding over 30mph least speeding in the village!

SPC committed to doing traffic survey on A229 later in the year.

Note - Chief commissioner should decide what road speed in rural areas should be?
A229 12 miles joint top most dangerous rural road in the country

"30mph limits are usually on roads where there are properties both sides of the road. On this stretch there are properties only on one side so 40mph is normally considered the appropriate speed limit."

A Zebra crossing would cost £17,000 (not convinced that would be sufficient), puffin crossing £38,200.

It has to be installed in a 20 – 30 mph area to have a crossing.

Action: We feel the following needs to be communicated to MBC & Kent Highways:

- * As per the picture below (courtesy of Google) the current 30mph starts at the Frittenden Rd area. There is the Cricket Lodge on that side of the road, which flows onto to the garage / Morrison shop / car wash site i.e. there are properties on that side of the road (East).
- * There is a bus stop on both sides of the road, opposite the garage and then on the garage side the bus stop is actually past the Pinnock Lane turn off towards Cranbrook.
- * This is used by children in the properties (West) who have to cross this busy main road during rush hour to be able to go to school in Cranbrook. We are all concerned about potential fatalities.
- * Our suggestion would be to:
 - a) extend the 30mph to Pinnock Lane where the built up properties extend to and
 - b) install a crossing between the Hallwards pedestrian walkway and the bus top (West side)



Red shows where the 30mph is (top / North) and could be (bottom / South).

White = suggested crossing placement

Note the 2 bus tops

MB's visual plan (to be added to our HIP) is at the end.

Accident / incident report – MB 2 messages pedestrian hit by wing mirror near Bovis site, Driver weaving – on mobile phone? Driver slowed then sped off. Police informed.

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Lady in Marden Rd walking dog, new pedestrian crossing very fast's 60 mph' no other details or [accident](#)

A.O.B.

9. **Homeleights** - Parking on pavements - ongoing problem.

10. **Narrow paths** – nothing to report today.

Date & venue of next meeting: Wednesday 16th June 2021 7pm Zoom

The meeting ended at 8.30pm.

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A229 Cranbrook Road a safer crossing

The A229 Cranbrook Road is a straight stretch which encourages excessive speeding by too large a proportion of drivers, many well in excess of the 40mph limit.

The location of the bus stop on the eastern side (travelling south) is very poor as it is on a narrow strip of land with no connecting pavement. Passengers have no option but to cross the road at this point.

The bus service here is used by Secondary-aged schoolchildren and many residents of the estate which includes many bungalows occupied by more elderly people.

The recent expansion of the range of goods on offer has made the garage shop's attraction even greater for all local residents as well as passing motorists.

The installation of three crossing points along the Marden Road and the expected one in Station Road has highlighted the need for one on the Cranbrook Road. Ideally it would be by pedestrian-controlled lights to serve both the shop and bus service.

Proposed

The siting of a crossing to the south of Pinnock Lane has already been dismissed as unjustifiable as it would serve no residential properties on the eastern side.

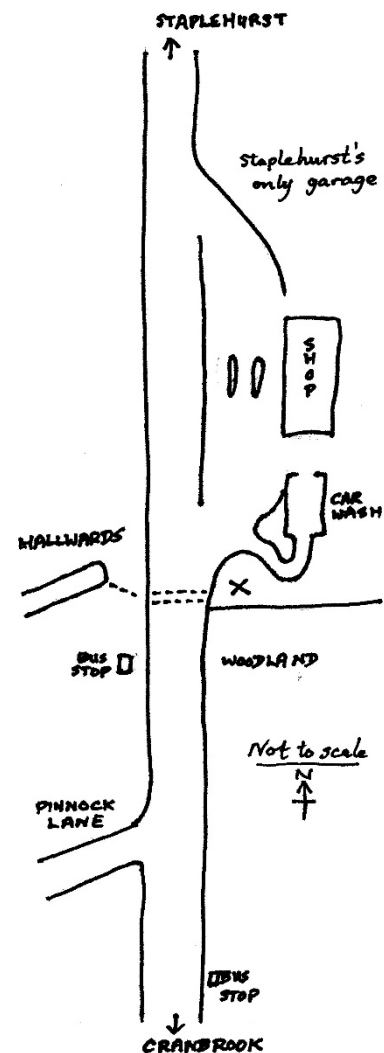
A site to the north of Pinnock Lane is possible with some imagination. (X marks the spot!)

The financial benefits to the shop on the east side of a safe connection to the housing on the west side is enormous and should be a great incentive.

This proposal can be achieved by the gift of the unused grassed-area bounded by the A229, the garage exit, the slip-road to the carwash and the southern boundary. By tarmacking this space, a bus shelter could be installed and a safe surround for pedestrians waiting or accessing the shop and crossing. A further pedestrian painted walkway-route would further encourage customers to safely negotiate the garage forecourt.

Local residents would all benefit from an enhanced infrastructure.

Road Safety would be greatly improved and motorists given more visual reminders that they were negotiating a residential area and not a race track.



Malcolm Buller January 2021

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