

Traffic Management Working Party

Thursday 5th July 2018

MEETING NOTES

Present: Irene Roy (Chairman), Rod Shelton, Howard Leicester, Martin Whitehead and Graham Bignell.

1. Traffic Management Proposals

Action

1.1 Revisions & Updates

High Street - Pickmoss Step. The dropped kerb opposite the Pickmoss Step has become a barrier to finding a solution to safety concerns around the Pickmoss step. The idea of a speed table previously proposed had to be dropped because of the dropped kerb and a build out (extended footway) around the Pickmoss step, to create a pinch point, has been explored instead. Highways have advised that this option would not be possible due to the dropped kerb and safety concerns that vehicles would be tempted to overrun the pavement to avoid stopping at the pinch point. This issue has been looked at again and it may be possible to extend the pavement opposite the Pickmoss Step to create a small build-out with a bollard to prevent vehicles getting round the pinch point. If this is not possible, permission would have to be granted by the owners of the adjacent property (formerly the Horns pub) as the boundary of their property extends to the edge of the carriageway. The owners of the property, who have been extremely helpful, have indicated that they would not be happy to have the kerb reinstated.

The next best option would be to introduce a speed table with a pedestrian crossing just before the Pickmoss step, rather than adjacent to it, to force vehicles to slow down; the cost of this option would be approximately the same as budgeted. Other options for consideration are to reduce the speed limit to 15mph through this narrow section and to introduce block paving to either the pavement or the carriageway in the area to draw attention to the hazard.

GB

Road improvements - PWE and Highways challenge. The results of the Statutory Undertakers (SU) search for utility services and cables around the two BT cabinets and a map showing landownership at the junction have now been received. The SU search confirms that there are no issues with utility and other service providers and that in theory it would be possible to widen the junction. However, the BT broadband cables would need to be lowered, which would be extremely costly, and permission granted by Highways who own the verge.

A summary of the options that have been explored to resolve congestion and conclusions will be included in the Traffic Management report.

IR

1.2 Scheme Design Quotes

Fee proposals for scheme designs have now been received from two contractors; we have not heard from the third contractor contacted. The quotes are split into two phases: Phase 1 Preliminary design and submission to KCC for approval in principal (AIP) best quote £5,000; Phase 2 Detailed design and construction drawings best quote £12-£15,000. It should be noted that the quote for phase 2 is indicative as the nature and detail of construction will not be known until phase 1 has been carried out. A large part of the cost (£3,400) for phase 1 relates to tasks, site visits and meetings that are irrespective of the number of measures. The remaining fee (£1,600) relates to the seven sites and is approximately £230 per site for initial design and drafting. These costs are built-in to the figures already provided in the schedule of estimated costs. Copies of the quotes and further details on financial commitment and risk assessment will be included in the Traffic Management report.

IR

2. Traffic Management Survey

2.1 Review Draft

The draft survey and several suggestions for improvements were reviewed. To encourage a good response rate it was agreed that the survey should be kept as short as possible (ideally one page) and to include at the start of the online survey time required to answer questions (ideally 2-3 minutes). The Parish Council will be asked for comments on the revised questionnaire (attached) at the September full Council meeting by which time they will have received a copy of the Traffic Management Study report. IR

2.2 Distribution and Collection

It was agreed that respondents were more likely to complete a hardcopy of the questionnaire than an online survey. It was suggested that a copy of the questionnaire could be placed in the Parish newsletter, with an option to complete the survey online, as well as details on other accessible formats. A reminder to complete the survey could be placed in the following edition. Respondents would be given the option to return the completed questionnaire by post or to drop it off at several locations around the village. IR

3. Public Consultations

20's Plenty Events

The 20's Plenty stands at the village fete and St Bart's fete were both well attended. The traffic calming displays generated a lot of interest, particularly the psychological traffic calming, and the feedback was generally extremely positive. The 20's Plenty for Otford initiative is clearly popular with many visitors marching straight up to the stand to sign the petition. Over a 180 signatures were taken at each event.

Parade of Shops

Otford Parade shops and businesses have been asked for their views on a 20mph speed limit for the village. All are supportive and have added their names to the long list of endorsements and would like Sevenoaks Road included in the plans for a 20mph zone.

Parish Newsletter Article

A second article on traffic management (Part Two) with an update on the study will be placed in the September Parish newsletter. This will include information on accessing a copy of the final report, notification about the Traffic Management Questionnaire and details on a public meeting. IR

Schools Visits

All three schools are hugely supportive of the traffic management plans and a 20mph zone to cover the main access roads through the village. The petition for a 20mph limit and parking restrictions in Station Road has been set up in each school. Active travel for school staff and children will be promoted by schools, but it was acknowledged that this would be limited by a lack of suitable footway infrastructure. Each school will run a 20's Plenty poster competition to include the road they are in. Other points to note: IR

Primary School. The head teacher expressed concern about the increasing number of pedestrian incidents on the High Street, particularly those involving children; a 2 year old child has been hit by the wing mirror of a passing vehicle. Pedestrian safety is a factor cited by parents as a reason for not selecting Otford primary school.

St Michael's School. The head teacher is concerned about the frequency of gridlocks around the school and the number of parents having to drop off their children before the school gates to go on foot. The speed of vehicles coming down Row Dow is also a concern with some vehicles unable to stop at the junction. Highways have been asked to improve signage for the junction and the school. The head teacher would like the 20mph limit extended to include Row Dow to improve safety. To help ease congestion on Row Dow the school are actively exploring the idea of a second access point from PWE to create a one way system through the school. The school are also keen to encourage active travel and would like to help by providing land for use as a footpath along the edge of their boundary with PWE. IR

Russell House School. The head teacher is concerned about road safety issues at the entrance and exit from the school onto Station Road. The school would like to create a drop off system and extra space for vehicles in the existing car park. This would ease congestion on Station Road caused by vehicles queuing to enter the school as well as improve safety. The planning committee will be asked to consider assisting with the planning application. MW

4. Date of next meeting

To be arranged for August 2018.

Cllr Irene Roy
27th July 2018