

# PUBLIC CONSULTATION RESULTS

## OTFORD TRAFFIC MANAGEMENT PROPOSALS

A six-week public consultation was carried out on behalf of Otford Parish Council from 3<sup>rd</sup> November to 9<sup>th</sup> December 2018 to seek the views of residents on the traffic management proposals being put forward by the Traffic Management Working Party to improve road safety.

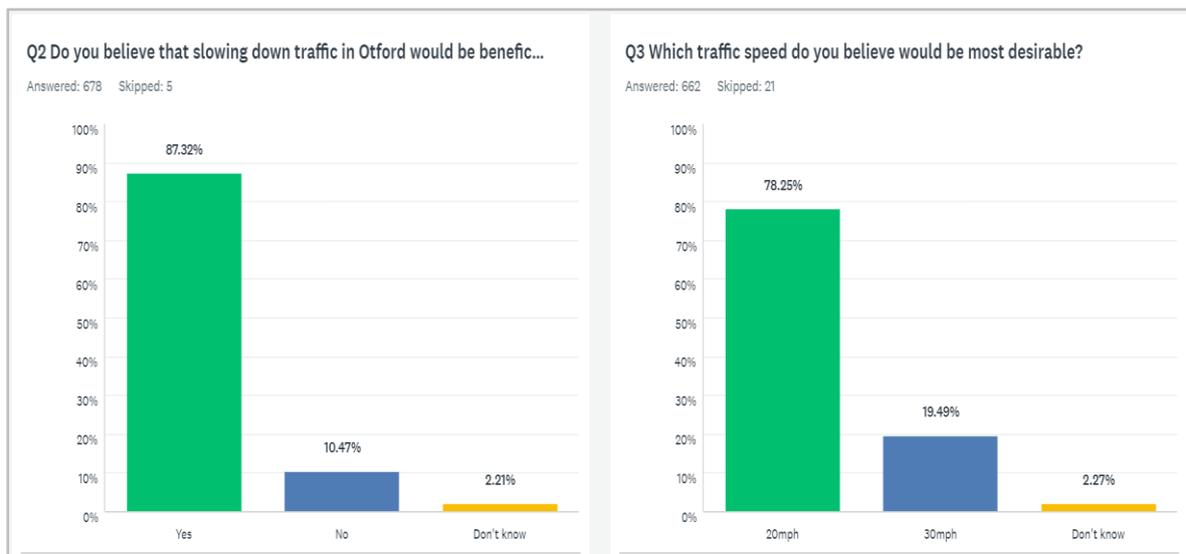
A questionnaire on the proposed traffic proposals was hand delivered to all households, shops and businesses in Otford via the Parish newsletter and promoted through village schools, clubs, societies, social media, and local press. The survey received a total of 841 responses (568 electronic and 273 paper copies).

Of these responses 157 were from non-residents (presumed workers, visitors, and parents of children in village schools). A total of 26 comments regarding the proposals were received via the paper questionnaires plus 22 emails and a couple of letters (Appendix 2). The emails mainly concern general observations on traffic issues and requests to extend the proposed 20mph zone on Shoreham Road and Pilgrims Way West.

A public meeting was held on 3<sup>rd</sup> November in the Otford Village Memorial Hall and included a display on the proposed traffic measures and a presentation followed by a question and answer session. The public meeting was well attended with over 170 people and a wide range of questions were taken for just over an hour during the question and answer session (Appendix 3).

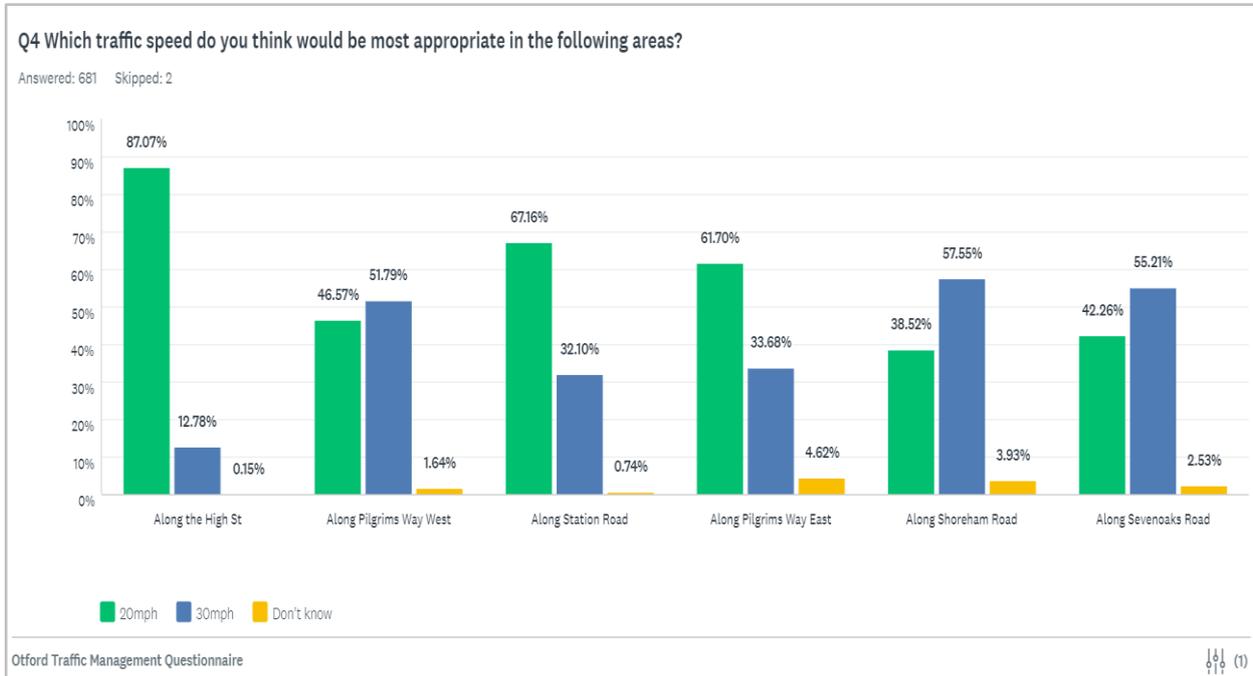
The Traffic Questionnaire received a 51% response rate from all Otford households; in survey terms this is extremely high. The results show significant support for slowing traffic speeds in the village with 87% agreeing that slowing traffic speed would be beneficial and 78% of those believing that 20mph is the appropriate speed for some areas of the proposed zone (Figure 1).

Fig. 1



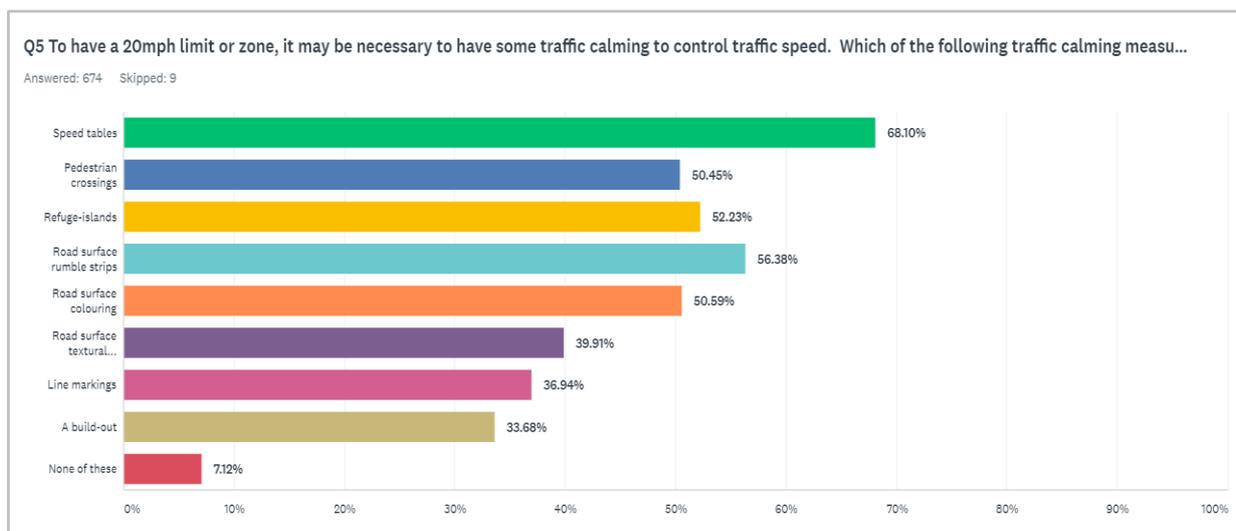
As one might expect, there are differing views about the location of a 20mph limit with strong support for the High Street at 87%, Station Road at 67% and 62% along Pilgrims Way East. The results for a 20mph limit on the remaining roads are close with Pilgrims Way West at 47%, Sevenoaks Road at 42% and Shoreham Road at 39% (Figure 2).

Fig. 2



The proposed traffic calming measures have also been popular with 5 out of the 8 measures seeking support by more than 50% of respondents; the speed tables were the most popular measure at 68% (Figure 3).

Fig. 3

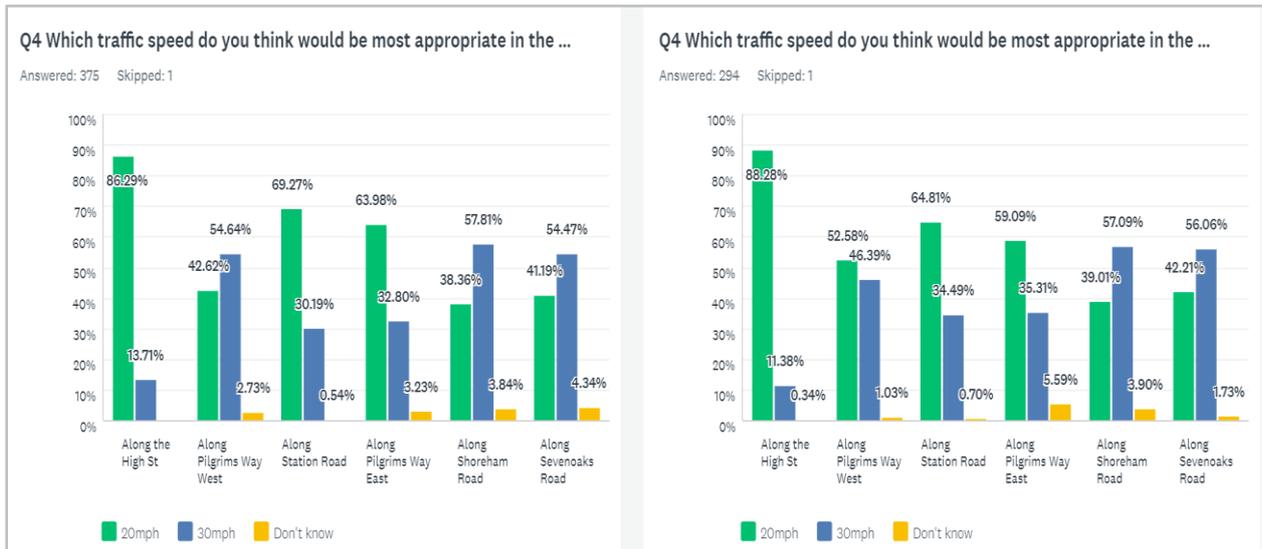


Outcomes vary when comparing the results from the west and east of the village. In particular, the results for the proposed build-out increases from 26% for residents in the east of the village to 44% for residents in the west and support for a 20mph limit on Pilgrims Way West increases to 53% for residents in the west of the village (Figures 4 and 5).

**East**

**West**

Fig. 4

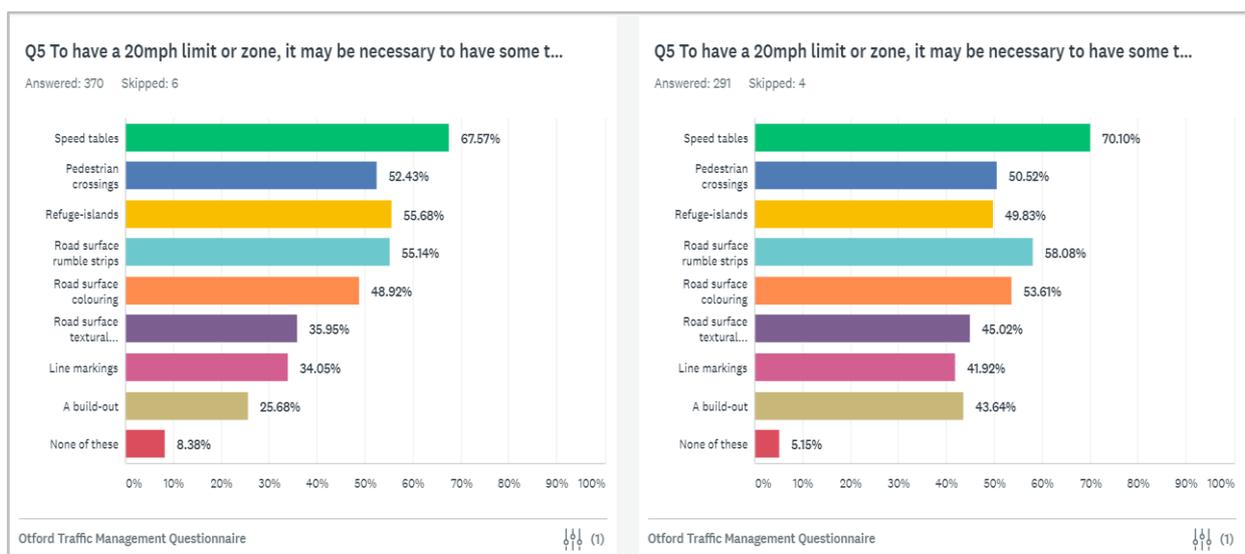


Note support for a 20mph limit on Pilgrims Way West increases to 53% for residents on the West side of the village.

**East**

**West**

Fig. 5



The results for non-residents (Appendix 1) show the same pattern of results as those for Otford residents with only a slight drop in the numbers supporting 20mph limits and an increase in the ‘don’t knows’. These are useful statistics to note and show that the traffic proposals not only have support from Otford residents but from those who travel frequently to Otford to work, drop off school children or visit.

This set of results demonstrates in both quantitative and qualitative terms that the majority of respondents strongly support the proposals to improve road safety.

The section in the Traffic Questionnaire on walking and cycling produced some interesting outcomes. Of respondents, 76% indicated that they would walk more frequently if they felt safer and 61% indicated that they would cycle more often if they felt safer on our roads (Figures 6 and 7). Based on the numbers who responded, this could equate to over 500 additional walkers and over 400 cyclists. If we were to extrapolate these results across the village, increasing the number of residents using alternative modes of travel, this would create a significant reduction in the number of short car journeys.

Fig. 6

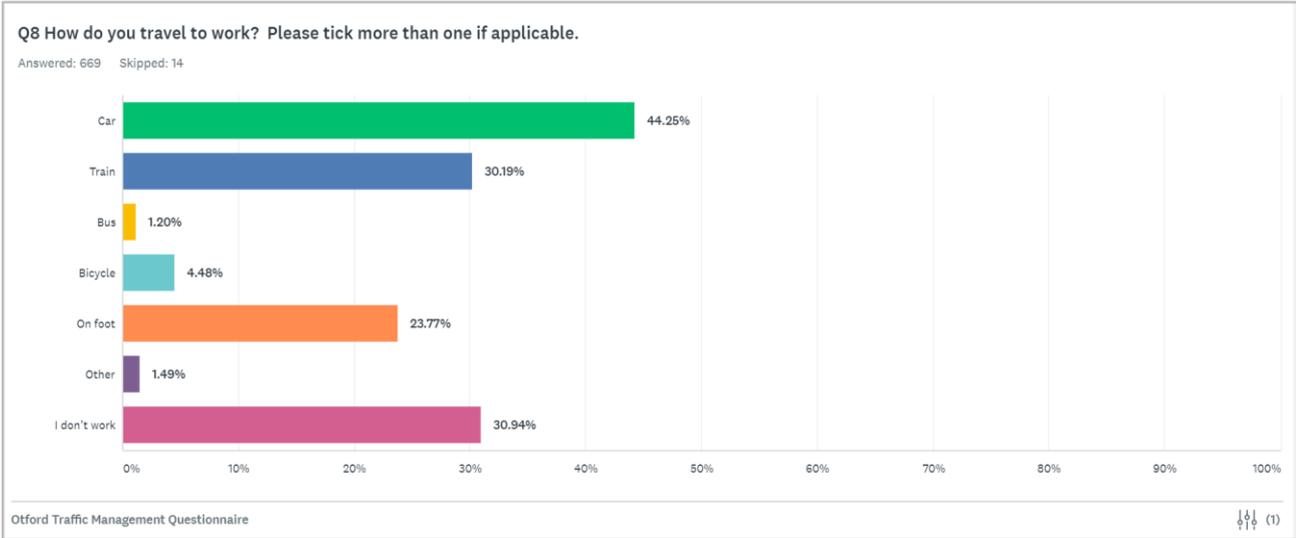
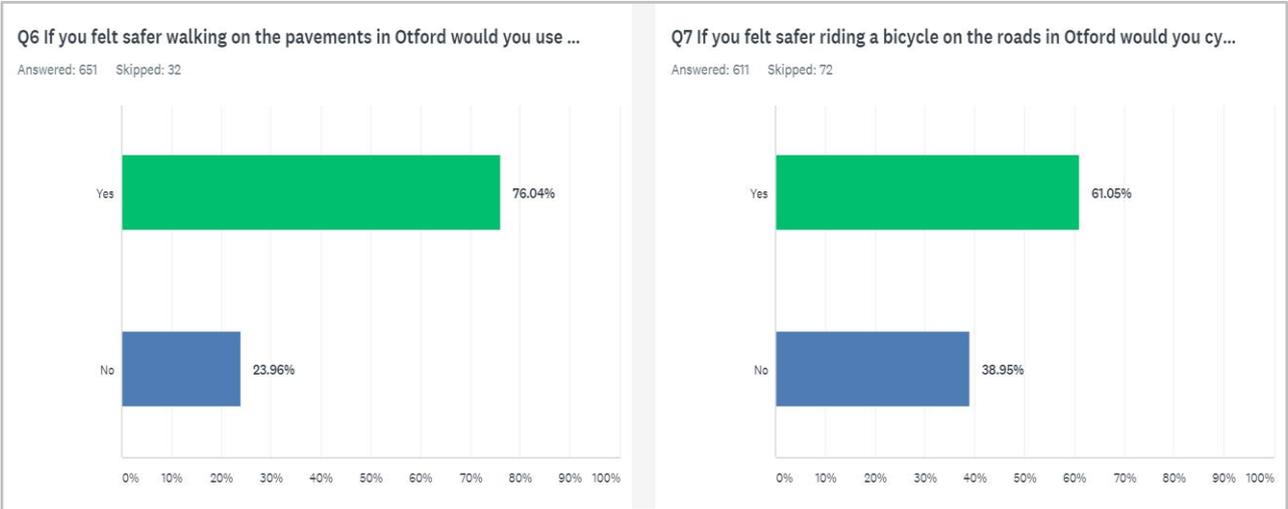


Fig. 7

These results show that a lack of perceived safety on our roads is forcing residents to make more short car journeys and is contributing to the overall problem. It is clear from our findings that there are substantial societal benefits for all to be gained by improving road safety.

The results of the Public Consultation are consistent with earlier surveys on traffic and safety undertaken for the Parish Plan in 2001 and by the Otford Society in 2008. These surveys also show strong support for a 20mph limit and improvements to pedestrian safety, footway infrastructure and cycling opportunities.

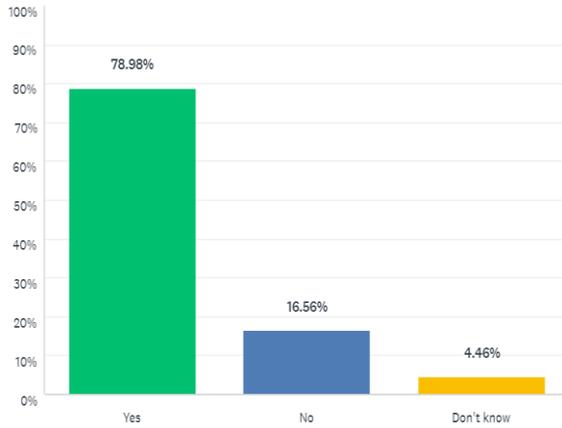
Cllr Irene Roy  
15<sup>th</sup> December 2018

# Appendix 1

## RESULTS: NON-RESIDENTS

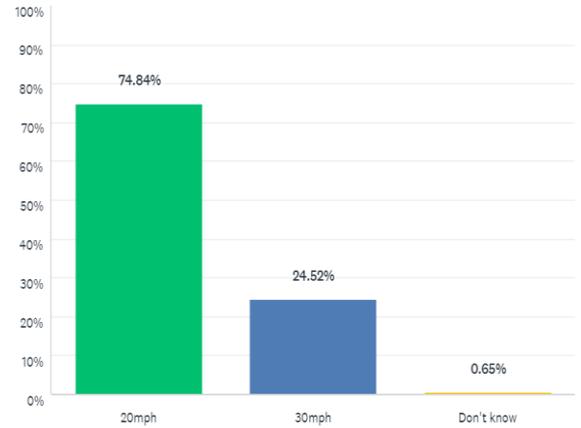
Q2 Do you believe that slowing down traffic in Otford would be benefic...

Answered: 157 Skipped: 0



Q3 Which traffic speed do you believe would be most desirable?

Answered: 155 Skipped: 2



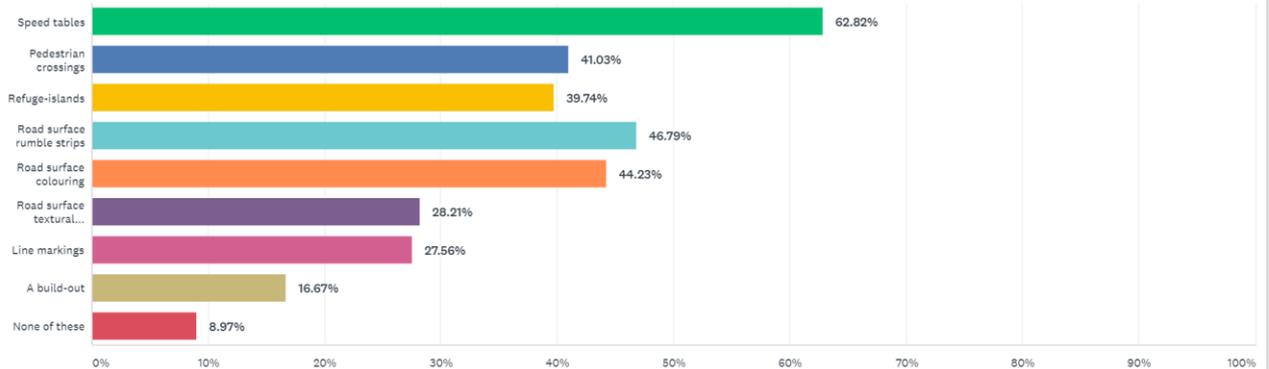
Q4 Which traffic speed do you think would be most appropriate in the following areas?

Answered: 157 Skipped: 0



Q5 To have a 20mph limit or zone, it may be necessary to have some traffic calming to control traffic speed. Which of the following traffic calming measu...

Answered: 156 Skipped: 1



## Appendix 2

### Traffic Management Questionnaire – Feedback

#### FOOTPATH COMMENTS

- Spray from rain water in wet weather (especially Pilgrims Way West (PWW) and near Telston Lane, Heritage Centre, Broughton Manor and car park entrance).
- Risk of injury from speeding cars on pavements near (PWW) and Rye Lane/Willow Park (x2).
- Buses too wide for road.
- Pilgrims Way East (PWE) pavement is inadequate for pedestrians (x3).
- Build-out of pavement near Pickmoss opposed.
- Pavements too narrow and there have been several near misses with bags and pushchairs being clipped by wing mirrors.
- Dangerous to walk around village after dark.

#### OTHER COMMENTS AND SUGGESTIONS

- Delivery time limits introduced for pubs and shops to help with congestion (including OBM).
- 20mph will not be enough in PWE where signs are very poor; needs more planning for PWE.
- More traffic if M26 is closed due to Brexit.
- Could we have speed bumps?
- Double yellow lines outside Antique Collectors required.
- Traffic calming will cause road rage from impatient drivers!
- Traffic calming measures will cause additional hazards.
- Pinch point will cause more congestion.
- Rye Lane not covered.
- Slowing of traffic will result in back up in the High St. Kent Highways need to carry out wider surveys and address problems with lorries. As in Orpington, suggest signs which read 'Ignore Sat Navs'.
- Install speed cameras as most effective deterrent or mobile police (x3).
- Not enough buses.
- Rumble strips too noisy and heavy.
- 20mph will cause more pollution for longer! (x2)
- Worst speeding along Station Road.
- Dangerous for pedestrians crossing road or exiting at Colets Orchard (x2).
- Parking on Station Road and Sevenoaks Road is a hazard.
- Road markings are not legible and unclear.
- Need stop lines on roundabout.
- Width limits on PWE to stop lorries using it.

**Emails - 20** General observations on traffic issues and requests for additional measures - no negative feedback.

**Letters = 3** 1 concerning footpath safety and equity issues, 1 concerning DfT report on 20mph limits and 1 concerning general comments on the Traffic Questionnaire.

Note: In total the public consultation received 11 requests to extend the proposed 20mph speed limit on Shoreham Road to the Greenhill Road junction and 7 requests to extend the proposed 20mph speed limit on Pilgrims Way West to the Twitton Meadows or Great Till Close junction.

## Appendix 3

### Public Meeting - Questions & Comments

#### Matters raised in Q&A

(Overall there were approximately 30 questions before the meeting was brought to a close)

- High St & Build-out Will the build-out cause congestion? There will be a priority system in operation will help traffic flow. A trial was carried out for a pinch point at Pickmoss in an earlier scheme and Highway surveys showed this did not cause or add to congestion.
- High St & Pinch point Will this go ahead? This will depend upon the outcome of the traffic feasibility study and the safety audit.
- High St & Pickmoss Step Why can't we remove the step? The step forms part of the listed building and cannot be removed
- PWE What about a 20mph zone for PWE and footways? PWE has been included in the 20mph zone and there are plans included in the Traffic Report to investigate the possibility of footways.
- PWE Kemsing What about the Kemsing half of PWE? Kemsing Parish council have already been advised that we are looking at a 20mph limit for PWE and we will continue to consult with them.
- PWE & Shoreham Road What about traffic calming to force drivers to slow down? Proposals include a range of traffic calming measures for all roads where appropriate.
- PWE/Station Rd Junction Enlargement What about pedestrian safety? The proposal to widen the junction will not be going ahead.
- PWE & Lorries What about HGVs and improving signage?. An application will be made to Kent Highways to add PWE and other roads to the freight journey planner which limits the routing of lorries from restricted and unsuitable routes, this feeds SatNav technology.
- PWW/Shoreham Rd Can the 20mph limit be extended beyond Telston Rd on PWW and Greenhill Rd on Shoreham Road? The start and finish of the 20mph limit for each road is not set in stone and will be down to Highway regulation and the recommendations of the Traffic consultant.
- PWW The width of the road is extremely dangerous and needs to be reduced to improve safety.
- PWW to Rye Lane We need a new pavement? This has been noted and will be looked into.
- Rye Lane Is it necessary to have busses in Rye Lane? This is a County Council matter.
- Station Rd A refuge-island is needed at Colet's Orchard? This has been included in the proposals to provide both another safe pedestrian crossing point and to slow traffic.
- Sevenoaks Rd Will the speed limit on the dual carriageway change if we have a 20mph limit? This may be necessary.
- 20mph zone & Side Roads Will they be included in the 20mph zones? A 20mph zone may include side roads.
- 20mph on A roads Is it true you can't have 20mph on A roads? This is not true. There are examples of 20mph limits on A roads all over the country.
- 20mph Limits Will a 20mph limit be effective? 81% of drivers in a 20mph limit drive at less than 30mph – compared to 52% of drivers who exceed the 30mph limit.
- 20mph Zones Do 20mph zones deter drivers? There is evidence that through traffic will use alternative routes.

- 20mph Enforcement How will the 20mph limit be enforced? Physical and psychological traffic calming measures will reduce vehicle speeds. SpeedWatch will also be introduced where necessary.
- 20mph Prosecution Can you receive speeding fines in 20mph limits? Yes. The SpeedWatch team operating in Chipstead, for example, have reported vehicles exceeding the 20mph limit to Kent Police which has resulted in speeding tickets.
- Speed Cameras What about speed cameras? Speed cameras would not be permitted in Otford and would be unsuitable.
- Lighting Will it only be at pedestrian level crossings? Yes. Street lighting will not be required **if** we have a 20 mph limit or zone.
- Safety Priority at informal pedestrian crossings? Informal crossings are designed to increase driver awareness that pedestrians maybe crossing, pedestrians do not have priority.
- Roundabouts What about roundabouts? These have been looked at for solutions to improve safety at various junctions but due to technical highway regulation roundabouts will not possible.
- Rumble Strips Could these be implemented on Shoreham Rd? Yes. The proposals suggest rumble strips for each of the Gateways.
- Time and Cost How much will it all cost? All costs are outlined in the Traffic Report and timing will depend upon how quickly funds can be raised and securing agreement from Kent Highways.
- Funding How will it all be funded? Part KCC Highways and Parish and District development money; grant funding opportunities, such as sustainable transport will also be explored.
- Final Decision Will the results of the Questionnaire be final? The results of the Questionnaire are not a vote but will help to form the decision-making process along with advice from the Traffic consultants.
- Kent County Council Cllr Roger Gough, Kent County Councillor for Otford, informed the meeting that funding and rules/regulations are constraints in applications for new traffic schemes, but improvements to road safety are possible.