

Committee, Group or Sub Group : Road Safety Group

Meeting Date & Venue: Thursday 24th June 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 , C Bowden (CB),

Apologies: Cllr Paddy Riordan (PR)

The report of 13th May 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. 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 as PR absent. The problem may largely have gone as the temporary crossing re Sainsburys has now gone.



2. Dropped Curbs - 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:** We will add this to the HIP and therefore await a response from Jennie Watson.



3. Speedwatch –

Weather and personal reasons only allowed one excursion.

25 minutes, 21 speeders, 3 letters (2 repeat offenders, 1 its their 3rd letter), might make employer speak to employees.

4. Sainsburys – chatter on FB – accident at roundabout, but seems to be the Fishers Road exit / junction that was the problem. Not reported on the official channels.

White van deliveries Station Newsagent – are blocking the pavement, sometimes driving up the pavement to the next delivery address. Added to the buses at the bus stops there. Still think the bus stops are not quite in the right place. Please report to staplehurstroadinfo@gmail.com
Homeleights remain a problem for the same reason.

5. Headcorn pedestrian crossing

SPC agreed to ask for a better crossing and Chair PR contacted Bovis. As far as we are aware we are awaiting a response.



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 Gybbon Rise parking issues - recommending dropped curbs at school entrance end.

Action: see attached version of HIP

7.3 Add the Cranbrook Road puffin crossing at the quarter / Morrisons Garage point 12 on the HIP – see document.

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

There seems to have been a mixed response regarding the effectiveness of the 'dragons teeth' etc.

Some feel its works well to slow traffic, others regard it as a waste of time!

We discussed the idea that the four surveys that were done previously (2018), should be repeated to see the impact of this and Sainsburys, BUT also feel it would be better to wait until traffic is fully open re COVID restrictions and definitely NOT in the school holidays. COVID allowing we would suggest waiting until Autumn at least.

Action : This is on the HIP

Note: 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, so we need to lobby for the 30mph to extend to past Pinnock Lane, Iden Manor.

Action: Push these actions on the HIP

* 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 at least to Pinnock Lane where the built up properties extend to, ideally to where the 50mph threshold is (Fuller House) and

b) install a crossing between the Hallwards pedestrian walkway and the bus top (West side)

Group membership

AS Adele Sharp cllr

CB Colin Bowden cllr

JB Joan Buller cllr

MB Malcolm Buller speed watch rep

PR cllr Paddy Riordan



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.

10. Accident / incident report – MB None to report.

A.O.B.

Date & venue of next meeting: Thursday 29th July 2021 7pm Zoom

The meeting ended at 8.30pm.

Group membership

AS Adele Sharp cllr
CB Colin Bowden cllr

JB Joan Buller cllr
MB Malcolm Buller speed watch rep

PR cllr Paddy Riordan

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!)

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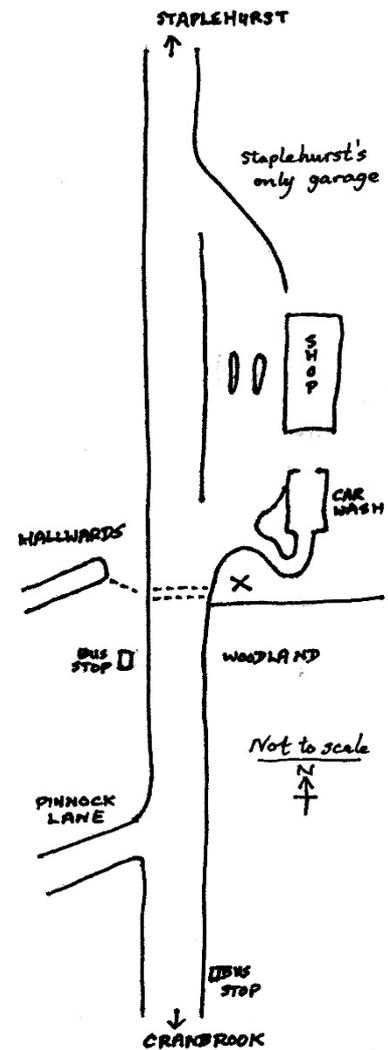
The financial benefits to the shop on the east side of a safe connection to the housing on the west side is enormous and should be a great incentive.

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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CB Colin Bowden cllr

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PR cllr Paddy Riordan