

## Results of Speed Indicator Site Survey by KCC 2018

A colleague and I visited Grafty Green on Friday to carry out a provisional site check of the locations provided:

1. 50 yards towards the village from current radar sign opposite Offen Farm at the Headcorn end of the village

This is far too close to the existing fixed interactive sign. Having the two signs visible simultaneously (or certainly, so soon after one another) is against all professional guidance on the use of interactive signs and certainly against the spirit and intention of the scheme. This will not be pursued as a location.

2. Another 100 yards further into the village at the Headcorn end opposite "Barnside" just before you enter the village centre

For all of the reasons listed above, this will not be pursued as a location. This would also not be accepted on account of being far too close to the previous location.

3. In place of the existing village sign by Stream Farm at the Lenham end of the village

We failed to find anywhere in this vicinity that would be suitable for placing a sign. The road bends and winds too much, and there is insufficient verge in which to locate safely. There is also an inadequate line of sight to the sign. This will not be pursued as a location.

Given that none of the identified locations are suitable for a SID, we attempted to find alternative locations within the 30mph zone but were extremely limited in identifying suitable and safe positions. The only location we were able to find at the Headcorn end was outside of Masons Farm but even here is probably still a little too close to the existing sign and certainly comes with its own issues. Installing a sign here would have evident visual implications for the properties in the vicinity, and would arguably not be in keeping with the aesthetic of the village, which would possibly be met with opposition at the public consultation stage of the process.

The only other suitable location was outside of "Holly House", opposite "Harpole", which was the only position through this section that offered a clear line of sight. However again, the aesthetic implications may outweigh the practicality of the device.

Based on this, I do not believe that we will be able to accommodate a SID scheme for Boughton Malherbe PC. We could only find two appropriate locations which does not meet the criteria, and any attempt to squeeze a third in between would not be appropriate or in keeping with the scheme. There is approximately 600m between position 1 and 3 suggested by the Parish, and I do not agree that this is a suitable distance in which to locate three SID posts. I appreciate that this will not be the response you were hoping for, but these signs are not suitable or appropriate everywhere and I would suggest that other methods of speed reduction ought to be pursued. One immediate action would be the clearing of vegetation around the existing 30mph repeater roundel signs throughout as many are obscured to motorists.

On a separate note, I am not sure if I have misinterpreted your email, but my understanding is that the Parish have instructed a consultancy to progress the installation of Village Gate signs. For information any works affecting the public highway need to be approved by KCC and suggest you contact [traffic.schemes@kent.gov.uk](mailto:traffic.schemes@kent.gov.uk) to discuss taking this forward. However, maybe this dialogue is

already underway, in which case the installation of any gateway treatments should have a positive impact on the speeding issue and avoid the need for electronic signs.

I am happy to discuss any other ideas or locations you may have, but I do believe we have covered the area comprehensively.

From Toby Butler KCC Highways