

# Online Comments Form

## Application Details

App No: 19/01788/AS

Location: Land between Woodchurch Road and, Appledore Road, Tenterden, Kent

Proposal: a) Outline application for the development of up to 250 residential dwellings (40% affordable) including the creation of access points from Appledore Road (all modes) and Woodchurch Road (pedestrian and cycle only), and creation of a network of roads, footways, and cycleways through the site. Provision of open space including children's play areas, community orchards, sustainable urban drainage systems, landscape buffers and green links all on 12.35 ha of the site. (Matters for approval: Access) b) Full planning permission for the change of land use from agricultural land to land to be used as a country park (8.66 ha), and land to be used as formal sports pitches (3.33 ha), together with pavilion to serve the proposal and the surrounding area. Including accesses, ancillary parking, pathways, sustainable urban drainage systems and associated landscaping.

## Person and Comment Details

Name: Ros Debling

Address: Greenways Woodchurch Road Tenterden Kent TN30 7AE

Action: Objecting

Created On: 17/01/2020 03:59:03

## Comments

SUBJECT: 30 mph LIMIT WOODCHURCH ROAD, TENTERDEN

OBJECTIONS TO PLANS TO INSTALL A 2 METRE WIDE DROP KERB CROSSING ACROSS THE WOODCHURCH ROAD FOR STUDENTS LEAVING THE DEVELOPMENT WALKING TO AND FROM HOMEWOOD ACADEMY

Objections and concerns in bold type, extracts from planning application in normal type with relevant coding

The transport application document shows the developer's plan to tick boxes concerning residents walking and cycling rather than making car journeys. The developers commissioned a survey of traffic speeds on the Woodchurch Road between Greenways and Willow Cottage. The speed limit on the Woodchurch Road is 30 mph.

I live in Greenways and I am the Tenterden Speedwatch Co-Ordinator. Our community group regularly carry out sessions recording the speeds of motorists travelling at 35 mph and above along this stretch of road. Bearing in mind we are in High Visibility clothing and have a Speed Indicator Device we are still recording excessive speeds, particularly at school drop-off and pick-up times. We also record the number of vehicles passing us during a session and our statistics show that 23% of those motorists are exceeding 35 mph. The highest speed we have recorded in the four years that we have been operating is 71 mph!

The statistics provided in the planning application make interesting reading.

Table 3.8: Woodchurch Road Weekday 85th Percentile Speeds (mph)

Time Between Greenways and Willow Cottage

Eastbound

Westbound

08:00-09:00 38.0 37.4

17:00-18:00 37.9 37.5

10:00-12:00 & 14:00-16:00 38.3 38.3

00:00-24:00 38.7 38.7

Source: K&M (2019). Note times 10:00-12:00 & 14:00-16:00 for DMRB visibility calculation.

3.8.14 The summary of results in Table 3.8 demonstrate that the 85th percentile speeds along Woodchurch Road are greater than the posted speed limit. The free flow, off-peak time periods show the 85th percentile (the speed at which the majority of vehicles travel at or below) is 38.3mph.

I question the accuracy of this table, it is highly unlikely that averages for both Eastbound and Westbound traffic are identical, at the same time of day. The facts are that the volume of traffic varies in each direction depending on time of day and whether schools are on holiday. The date of this survey has not been shown but I know it was carried out end of November/early December 2019, without the knowledge of KCC Highways. These figures are erroneous and would show higher speeds if the Woodchurch Road hadn't been closed because of an accident 30th November and did not reopen until mid afternoon 1st December. Traffic slowly approached the police road-block travelling east and was turned around at the end of Knockwood Road. This anomaly must have shown up on the data gathered, but as it assists the argument of the developers, has not been mentioned.

4.6.6 Therefore, no improvements to the PRow towards Woodchurch Road are to be provided, to discourage its use. Instead, and to meet the identified desire line to the northwest to and from the site, an alternative access for pedestrians and cycles is to be provided to Woodchurch Road, between properties known as "Greenways" and "Willow Cottage", some 70m west of the junction

with Knockwood Road. This is shown on Drawing No. ITL9289-GA-044B, this includes a bollard to prevent vehicles accessing the site from Woodchurch Road as well as an uncontrolled crossing

An interesting statement that the proposed crossing is noted as 'some 70m west of the junction

with Knockwood Road. Is this a guesstimate? On an average school day at least six buses and coaches travel east to west carrying students to Homewood Academy (and return journey West to East) from outlying villages to and from the school site, traffic can build up behind them. I contest that not only is the distance from the junction of Knockwood Road inaccurate, an additional issue is that with a pedestrian crossing causing traffic to slow or stop, the blind bend at the top of Clay Hill, slightly east of Knockwood Road, could result in car shunts.

I would draw your attention to:

Policy TRA7: The Road Network and Development: Development that would generate significant traffic movements must be well related to the primary and secondary road network. New accesses and intensified use of existing accesses onto the road network will not be permitted if a clear risk of road traffic accidents or significant traffic delays would be likely to result.

The planning application includes plans to place a 2 metre wide uncontrolled, dropped kerb crossing 4.6.6 above in order for Homewood Academy students to walk or cycle to their school from the development.

The plans show on drawing ITL9289-GA-044 (above) there is a 43 m pedestrian visibility, based on 30 mph sight stopping distance. Every reference I have seen for driver thinking and stopping distances refer to dry weather conditions and apply to cars only. The scale of this diagram gives the impression that there are both adequate visibility and stopping distance, the reality is that there is not. As the average speed surveyed by Wates indicated 38.3 mph this diagram highlights the danger of placing a crossing, of any type, across the Woodchurch Road. The stopping speed for cars travelling at 40 mph is 36 m and that is in dry conditions. It has already been shown in the Wates table Woodchurch Road Weekday 85th Percentile Speeds (mph) that the top average speed is 38.9 mph. There are three large oak trees, with preservation orders on them, overhanging the road and verge on the south side, where there is no public footpath. In the autumn these mighty oaks shed their leaves and acorns on to the road and verge which could also affect stopping distances. Young people in their black and navy school uniform could be invisible to traffic coming from the East from the derestricted (60 mph) Clay Hill approach to the 30 mph speed restriction. Coupled with that is the problem that with low sun blinding motorists travelling west young people and adults may be at higher risk of involvement in an accident with a motor vehicle at certain times of year. the road network will not be permitted if a clear risk of road traffic accidents or significant traffic delays would be likely to result.

No provision has been made in the planning application for those with disabilities to cross the Woodchurch Road safely at this point.

Unlike the developer's plans for Appledore Road there does not appear to have been any thought or regard for the safety of pedestrians or cyclists attempting to cross the Woodchurch Road, possibly in the hope that by apparently encouraging less vehicle movement boxes for a successful planning application have been ticked, but at what cost to young people's safety?

I have carried out my own survey on several dates recording the number of vehicles who travel along Knockwood Road, the cut through to Homewood Academy for one hour between 8.00 am to 9.00 am. This shows an average traffic increase of 912 % for school days as opposed to non-school days – between 50 and 60 additional vehicle movements. Knockwood Road leading into Homewood Road are quiet narrow residential roads, with narrow pavements, which are often parked on by those dropping off or waiting for school end. Locals avoid Knockwood and Homewood Road at school run times as it is well known locally to be dangerous and impassable due to illegal parking by parents/carers. To consider sending young people along this cut through at these peak times is scandalous and could well result in accident and injury. It would seem that the developer has not even considered this to be an issue of safety for the families who purchase the Limes Land residential properties included on this application . New accesses and intensified use of existing accesses onto the road network will not be permitted if a clear risk of road traffic accidents or significant traffic delays would be likely to result.

Ros Debling

Tenterden Speedwatch Co-Ordinator