
PROPOSED CARRIAGEWAY REALIGNMENT, LONDON ROAD, TEYNHAM
(BETWEEN STATION ROAD AND CELLAR HILL)

To: **Swale Joint Transportation Board – 02 March 2020**

By: **Tim Read, Head of Transportation, Kent County Council**

Classification: **Unrestricted**

Local Electoral Division: **Swale East**

Summary: **This report gives details of a proposed realignment scheme on the 30mph section of London Road (between Station Road and Cellar Hill) and the results of the consultation.**

For Recommendation

1.0 Introduction and Background

- 1.1 In November 2019 Kent County Council published proposals to improve the local environment for residents and pedestrians and encourage better driver compliance with the existing speed limit along A2 London Road, Teynham between the junctions with Station Road and Cellar Hill. Planned residential development in the village is predicted to generate more pedestrian trips and demand to cross London Road in this area. The proposed scheme will encourage and enable people to walk around the village safely and it is therefore considered appropriate to use financial contributions from nearby development to fund this work.
- 1.2 The speed limit change between the national and 30mph speed limit is located at the eastern gateway entrance to the village. Until recently, the conspicuity of the village for drivers on London Road approaching from the east was poor with many drivers not reacting soon enough to the change in road environment and continuing at higher speed into the village. Previous work has sought to address this by enhancing the gateway effect with kerb build-outs and carriageway lining changes. A location plan for the previous work and for this scheme is included in Appendix A of this report.
- 1.3 Once past the Cellar Hill junction, the existing road environment does little to encourage drivers to maintain a suitable speed with a wide, straight route, no deflection, opposing directions separated by hatching and buildings set back beyond wide footways.
- 1.4 Many of the properties on London Road do not have off-street parking and drivers frequently park on the footway throughout the day and especially overnight. There are currently no authorised parking bays on the footways on

either side and it is unlikely that the footway has been strengthened to take the weight of vehicles away from authorised vehicle crossovers.

1.5 The proposed scheme will:

- Reduce the width of the main carriageway and introduce minor deflection for vehicles;
- Provide parking laybys providing space for the equivalent of 14 cars. As well as seeking to reduce the number of unauthorised vehicles driven and parked over the footway, bring parked vehicles closer to the traffic lanes will also have the effect of visually narrowing the road to encourage lower traffic speed;
- Provide an uncontrolled crossing point in front of 41 London Road; and
- Adjust the kerb line at the existing bus stop outside of The Dover Castle Public House.

1.6 The drawings used in the consultation plans (Appendix B to this report) have been subject to a combined Stage 1/2 road safety audit.

2.0 The Consultation

2.1 A drop-in session with representatives from Teynham and Lynsted with Kingsdown Parish Councils was held on Wednesday 31st July 2019 to discuss the scheme and undertake a review of the scheme objectives.

2.2 Consultation with local residents and other stakeholders took place from Tuesday, 5 November until Monday 2 December 2019. A copy of the proposed plan that was distributed to residents and stakeholders is included in Appendix B to this report.

2.3 The proposals were placed on the Kent Consultation Website on 5 November 2019 and sent to statutory consultees and local residents by post. Public notices were also placed on site. The deadline for responses was 2 December 2019. Copies of the consultation material were made available at Teynham Library.

2.4 Fifty-nine (59) responses were received with thirty two (32) of these being positive, twenty five (25) objecting and two (2) who neither agreed nor disagreed.

Of the thirty-two (32) positive responses, the comments to consider are:

- By reducing the carriageway width, I think it will make the road safer by slowing down traffic entering the village.
- The current parking on the pavement is a problem, with a road reduction and footway widening it is hopefully going to resolve the issue.
- Traffic calming coming into the village is strongly required.
- I believe it will make a difference – it's important that all vehicles slow down before they enter the village. I especially like the car parking spaces.
- Cars should NOT be able to park on the pavements at all.

- More green planting should be part of this plan.
- I agree with the scheme, but I also think you should add a speed camera to make sure motorists are slowed down as they enter Teynham.
- The provision of parking facilities will be an improvement. The provision of an informal pedestrian crossing combined with lower speeds will improve the ability to cross the A2 on foot.
- Support in principle – tree planting and planter containers at ends of parking strips need to be included.

Of the twenty five (25) objections, the comments to consider are:

| Respondent | Comments | Officer response |
|-------------------|--|--|
| Local resident | <ul style="list-style-type: none"> • From the diagram there are fewer places for cars to park, which is already an issue. • At present cars park in front of houses, in this new proposal this will be reduced as the parking bays will not be of maximum length. | Parking on the footway of London Road is not authorised and therefore the proposals are not affecting this arrangement. All existing vehicle crossovers will not be affected by the proposed scheme but no strengthening of the footway is proposed away from these to allow drivers to park here. |
| Local resident | <ul style="list-style-type: none"> • Feels proposal does not cater for the demand of parking after working hours and especially weekend. • Proposal does not provide an alternative solution to residents. • Feels proposal is a waste of time and money as it won't be enforced. | As above. |
| Local resident | <ul style="list-style-type: none"> • Feels the provision of parking spaces is commendable and should be done. • Changing the road markings, in my opinion is a complete waste of time – it may work initially but when motorists get used to it, they will | <p>The County Council provided a physical buildout and change of marking at the eastern gateway approach as a mitigation measure.</p> <p>There is little evidence to show that introducing an artificially low speed limit without any obvious change in the road environment will make any significant difference to the driven speeds.</p> |

| Respondent | Comments | Officer response |
|----------------|--|--|
| | <p>revert to type.</p> <ul style="list-style-type: none"> • Change the speed limit on the eastern end approach to 40mph can only be a good thing. | |
| Local resident | <ul style="list-style-type: none"> • Feels proposal does not cater for the demand of parking after working hours and especially weekend. • The informal crossing proposed will be located outside of my house and no parking. There will be nowhere to park. • Traffic approaching the proposed crossing will not slow down just because the road is narrow, they will also have no idea there is a crossing just over the hill. • Crossing will leave a false sense of security with the blind hill. • Traffic will not be able to pass the eastbound bus stop which is stopped 10-20 minutes at the stop. | <p>As above with regards the loss of parking.</p> <p>The pedestrian crossing has been provided on a build-out to improve the visibility of people crossing London Road. The length of the pedestrian crossing is shortened to 6.4m.</p> <p>Owing to the low demand of pedestrians at this location, an informal crossing option is preferred to a formal crossing.</p> |
| Local resident | <ul style="list-style-type: none"> • I am interested in how the proposal will address the parking. • The parking is very well self-regulated with residents only parking outside their own houses. • This would mean residents along this stretch would never be able to own a battery car. | As above. |

| Respondent | Comments | Officer response |
|--------------------------------|---|--|
| Local resident | <ul style="list-style-type: none"> • Scheme will not slow traffic down only make the area more dangerous for all drivers and residents. | As above. |
| Local resident | <ul style="list-style-type: none"> • There is an existing traffic light crossing by the chip shop, far safer than an 'informal' crossing. | Informal crossing provides an easier access to the bus stops on London Road. |
| Residents from Teynham (14no.) | <p>Ranging views</p> <ul style="list-style-type: none"> • A much better idea would be to install a couple of speed cameras • Narrowing the road will be unlikely to slow down speeds • Speed bumps would be a better alternative • Traffic entering Cellar hill, which is blind to oncoming traffic, too fast and brake when the 30 sign flashes. | |

3.0 Corporate Implications

3.1 Financial and VAT

This scheme will be funded with contributions from nearby residential development. Once installed, ongoing maintenance will not be significantly different to the current layout although there are potential savings from reduced damage to footway and street furniture from vehicles being driven and parked on the footways. Ongoing maintenance will be met from existing County Council budgets.

3.2 Legal

All works will be within the highway for which Kent County Council is responsible.

3.3 Corporate

None.

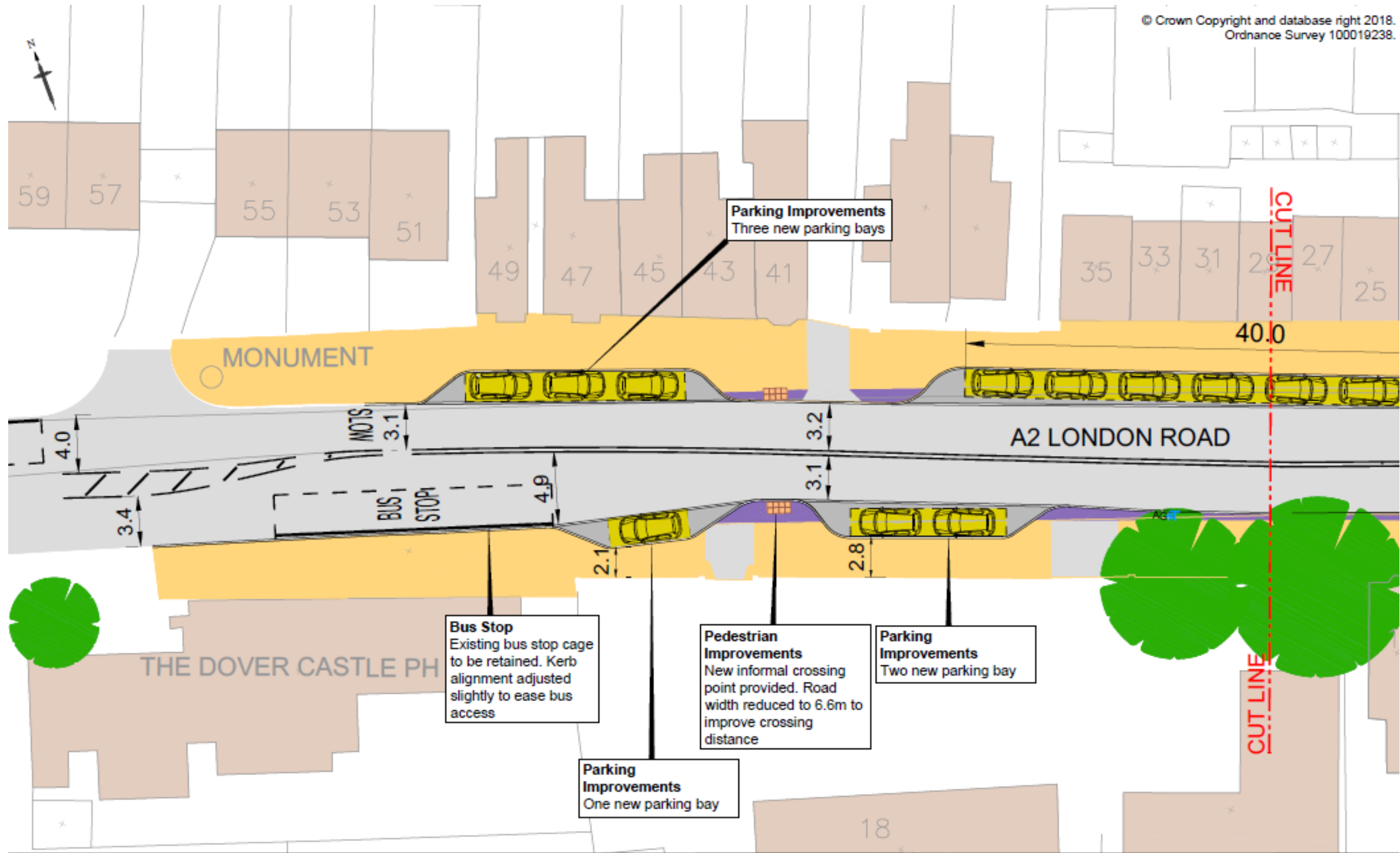
4.0 Recommendation(s)

- 4.1 That the Board recommends implementation of the proposed carriageway realignment scheme subject to funds being received to cover the works.

| | |
|------------------|---|
| Contact Officer: | Alan Osuoha, Schemes Project Manager, Kent County Council, 03000 418181 |
| Reporting to: | Tim Read, Head of Transportation, Kent County Council, 03000 418181 |

Appendix B – Consultation Document

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Ordnance Survey 100019238.



Bus Stop
Existing bus stop cage to be retained. Kerb alignment adjusted slightly to ease bus access

Pedestrian Improvements
New informal crossing point provided. Road width reduced to 6.6m to improve crossing distance

Parking Improvements
Two new parking bay

Parking Improvements
One new parking bay

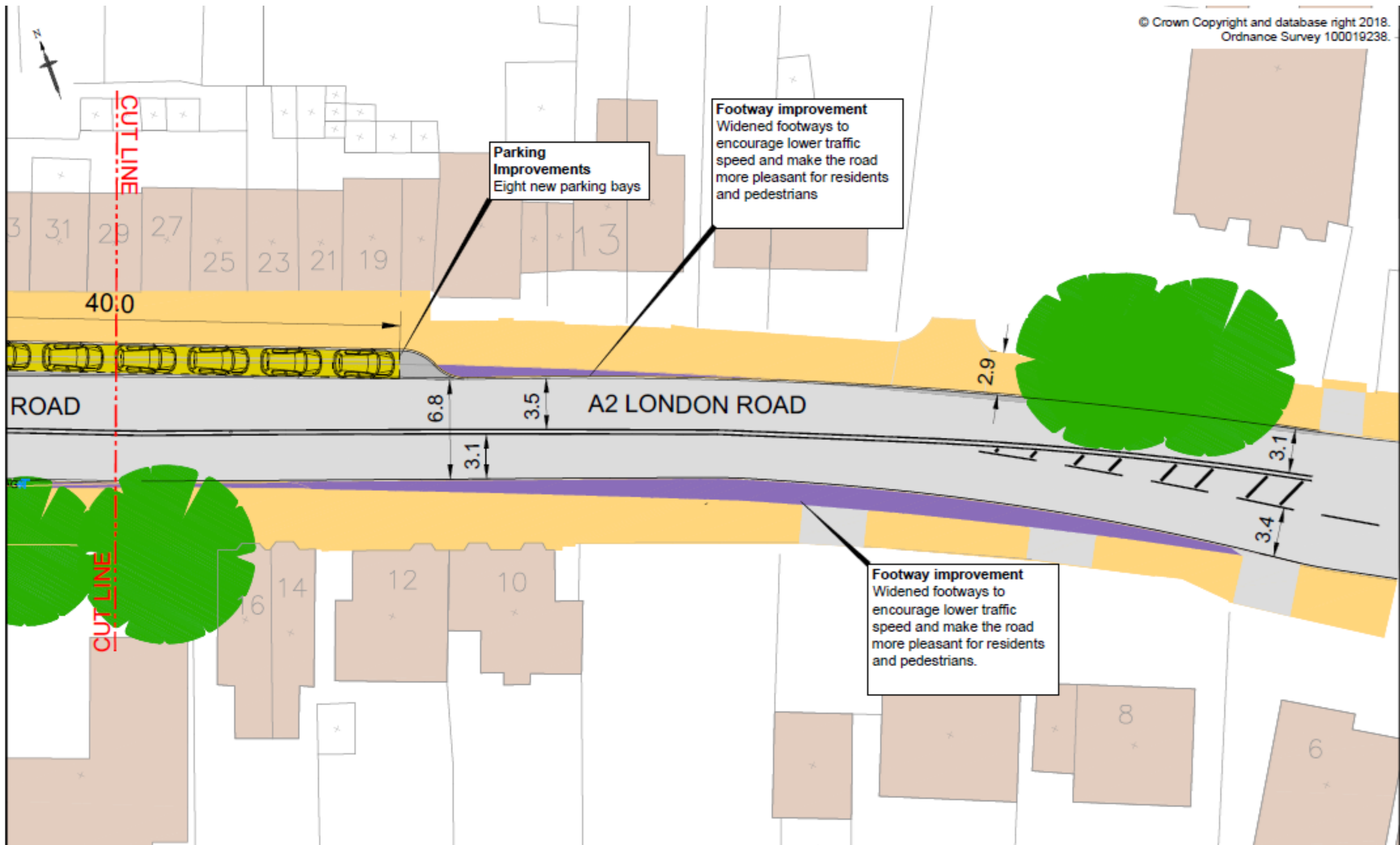
KEY:

- | | | |
|-----------------------------------|---------------------------------------|---------------------------------------|
| Existing footway | Proposed new parking bay | Proposed new kerb |
| Existing carriageway | Proposed buff tactile paving | Existing tree unaffected by the works |
| Proposed widened footway | Proposed adjustment to drainage gully | |
| Proposed area for new parking bay | | |
- Dimensions shown are rounded to the nearest 0.1m

LONDON ROAD, TEYNHAM
FOOTWAY ACCESS IMPROVEMENTS
Sheet 1 of 2
REV A




Kent County Council
Ashford Highway Depot
Herwood Industrial Estate
Ashford TN24 8AD
Tel: 03000 418181



KEY:

| | | |
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Sheet 2 of 2
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