

Dear Ben,

The parish council understands from the Agenda papers for the planning committee meeting tonight that you await further traffic data from us.

The parish council, as you are aware, is concerned that the traffic issues and effects from this proposed development have been underestimated. We do not have the funds available to commission a full traffic survey and have instead conducted two recent Speedwatch sessions, 7 January and 4 February. Our Speedwatch coordinator reported as follows:

From 7 January session:

*In one hour (0800-0900)*

- 162 vehicle packets (only front vehicle recorded)
- 364 vehicles total
- of the 162 vehicles recorded, 19 were doing more than 35mph
- top speed: 46mph

*This is quite a lot fewer speeders than normal and was particularly quite until about 0840. Our collective view was that initially the road was slippery and drivers were being more cautious. As the sun warmed and the road dried, speeds went up.*

*Usually we have 30-40 speeders every hour over that same period. The speediest time is usually 0730-0800 (many \*\*\*\* employees) but we can't record that early in January as it's dark.*

*This was traffic coming from Faversham over the motorway bridge. Recording speed as they appeared over the bridge before they got to the entrance of Brogdale Farm.*

From 4 February session.

*This is a (deliberate) repeat of the Speedwatch session undertaken on the morning of the site visit, the only difference being that the session lasted 75 mins rather than 60 – so some simple division (4/5) of the numbers is needed for comparison purposes.*

*Speedwatch data between 0745-0900:*

- 321 vehicles in 174 vehicle packets
- 24 vehicles recorded = 14% of the vehicle packets
- 5 repeat offenders
- top speed: 45mph in the 30mph

*- a lot of Brogdale traffic. I counted 41 cars in the main car park when I left. There would have been more out of the back behind the buildings.*

In addition:

*Stats from 2024 were: 25 sessions at Brogdale. 20% of all vehicles recorded were doing more than 35mph.*

*And the most prolific offender was caught 4 times and is a \*\*\*\* employee.*

The other point that the parish council has been making in relation to traffic is that we believe that the numbers used in the Traffic Statement (which relies on 2019 data) does not take into full account traffic emanating from recent planning consents where these have not been implemented either in full or at all, as well as other changes of use and/or intensity which may not have needed planning consent. In turn, they will presumably not have been taken into consideration by KCC when it reflected on the traffic impacts of the proposal. Examples of these were given in our email response to you dated 5 September 2024 which I have attached, although we did not give you the planning application numbers (but we can do this if you would find this helpful). One consent in particular has the potential for a very large increase in traffic volumes being the Demonstration Gardens and Incidental Buildings consent for Brogdale (SW/13/0660). I have attached an extract from the Traffic report submitted as part of that application showing the projected increase in traffic flows, as well as an extract from our letter to the then planning officer (in which we were making many of the points we have been putting forward in respect of the current application.)

Our Chairman is intending to speak at the meeting tonight but we think it would be helpful given the 3-minute limit if you could circulate this email and attachments to the members of the Planning Committee.

Kind regards  
Kathy

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