



## Chilham Village Centre

### Traffic and Parking control measures

20<sup>th</sup> March 2009



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## **1 Introduction**

For several years, Chilham Parish Council, in conjunction with the District and County Councils, has been seeking to develop a long term plan to improve and control the extent and types of traffic using the historic village square.

There have been concerns raised by the Parish Council that vehicles use the village square as a short cut from one side of the village to the other causing risks to pedestrians and detracting from the overall 'feel' of a small and historic village centre that attracts tourists.

The Village of Chilham is within the Borough of Ashford Kent and is located roughly half way between Ashford and Canterbury. It has two principle routes passing close by the village, these are the A252 and the A28 (primary route) which meet and form the Bagham crossroads within the parish boundary.

This report sets out all of the issues raised and possible solutions, giving an overall strategic approach through the use of detailed action plans to reach a suitable conclusion.

The Parish Council have submitted an outline proposal for Kent Highway Services to consider. This report deals also with on site data collection, the outcome of which will be used to develop final proposals to be put forward for the KHS scheme prioritisation system, used to determine the priority of the scheme in relation to other proposals submitted for programming.

The priority system is a simple, yet very robust, scheme prioritisation methodology. It functions at a strategic level by assessing the likely benefits of local integrated transport scheme proposals against a series of national, regional and local transport policies, objectives and targets.

To achieve this, the scheme assessment process is made up of key questions that relate to one or more of Kent's Shared Priority objectives for transport and to other national, regional and local transport priorities and targets. Kent's Shared Priority objectives are defined in the LTP.

Within the action plans are the costs and possible time scales expected before any scheme could be delivered, assuming it achieves an appropriate priority.

During the development of this report, discussions have been held with the Parish Council with the aim of the local community having a key input into any final solutions that Kent Highway Services programme for future implementation. District Council Officers have also been involved.

## **2 Background Information**

### **2.1 Village Location**

Chilham village is a small historic village located approximately half way between Ashford and Canterbury. It has a population of about 1500 and is centred on a village square which is fronted by buildings which are predominantly listed and located within a conservation area. Also located around the square are the main vehicle and tourism attractions namely, the church, castle, pub and gift shop.

The village has a small commercial area and a train station to the east of Bagham crossroads away from the historic village centre. (See Fig 1.0 below)

**Fig 1.0 Arial photo of Chilham Square**



### **2.2 Historic Problems**

The square is an open area that has four minor roads leading off from the corners. It has a large central area used for parking. Due to its historic buildings, Chilham generates large numbers of tourist visitors all year round. This is the village's primary source of income and due to the historic layout of the Village Square it is not suited to motorised traffic, especially large vehicles like coaches.

The village has a large free car park but there is no footway from the car park to the main square. This can lead to the square becoming congested by uncontrolled parked vehicles. There is also a perception that it is used as a short cut or 'rat run'.

especially at peak times such as school start/finish. This problem is increased during the tourist season as many people choose to park in the square and look around rather than using the large free car park in close proximity at the bottom of Taylors Hill and walk up into the village. The car park is owned and operated by the District Council.

Another problem that is often reported is the use of the square by larger vehicles such as HGVs and coaches. The size of the square, combined with parked vehicles in the centre, makes this type of vehicle very difficult to manoeuvre. The presence of pedestrians and parked vehicles makes such manoeuvres more hazardous, potentially. However, goods vehicles do need to visit the square to make deliveries to premises.

### **2.3 Historic Solutions**

A number of different solutions have been employed over the years to limit and control these problems such as additional signing on the main roads to try and encourage 'out of village' parking as well as informing non local traffic of the correct and more suitable routes to their destination rather than through the village centre. This has been combined with the introduction of Traffic Regulation Orders to try and prevent some classes of vehicles entering or using the square, to minimise disruption and to reduce the hazards in the area. These are covered in more detail in section 3.1 but whilst having some success, they have not satisfied all of the local concerns

### **2.4 Parish Council concerns**

The Parish council continue to raise concerns about the unregulated and irresponsible parking within the square as well as regular use by HGV and coaches causing potential structural damage to historic buildings and cars as well as congestion and generally detracting from the ambience of the village. Concern has also been expressed about access by emergency vehicles when the area is congested by parked vehicles.

### 3.1 Existing Traffic Regulation Orders

A width restriction order of six feet six inches was introduced to the roads detailed below adjoining the square, on the 27th September, 1978.

**Taylor's Hill** :- The Square and the Street from a point 123 yards east of the junction of Taylor's Hill with the Charing to Chilham Rd (A252) to a point 15 yards west of the junction of The Street with Bagham Road at the 'Woolpack Inn'

**Church Hill**: - From its junction with The Square to its junction with the Charing to Chilham Rd (A252)

**Hambrook lane**: - From its junction with School Hill to a point 15 yards south-west of its junction with The Street.

**School Hill**: - From its junction with Hambrook lane to its junction with The Square

Whilst the width restriction was intended to prevent larger classes of vehicle entering the square it did have various exemptions including any vehicle that is for the conveyance of persons, goods or merchandise as well as not being applicable to any vehicle used by or on behalf of Kent County Council for conveyance of children to or from school. An issue raised has been occasional instances of school buses entering the square in error. School buses are operated generally for outings rather than scheduled services.

A one way order was introduced on Church Hill in a north-easterly direction only in 1988. This means that vehicles can only enter the road from the Square potentially increasing the traffic flows in the square.

### 3.2 Existing Signing

The current advanced direction signing (see fig 1.1) defines the two different areas of Chilham, the commercial sectors and the Historic village centres on all eastern and southern approaches but the signing on the A252 from Challock is placed beyond the entrance to Taylor's Hill meaning that commercial vehicles may have already accidentally entered the village before seeing this sign (see fig 1.2)

Although these signs comply with the Traffic Signs Regulations and General Directions 2002, in general, they are rather large and have lots of wasted space on the face making them not environmentally sensitive. Prior to previous modifications, they contained more destination information than advised in good practice

standards. The signs may benefit from a redesign in the future which could not only reduce the overall size of the sign but may also make the signs clearer and more self-explanatory to motorists. This might influence driver decisions and limit any tendency for motorists to travel through the village in error,



Fig 1.1 A28 approach



Fig 1.2 A252 western approach (located beyond Taylors Hill)

Localised signing indicating the Traffic Regulations is good on the roads approaching the Square (see figs 2.1,2.2 and 2.3). However there is very little signing or lining either approaching or within the square to direct people to the car park at the bottom of Taylors Hill or to indicate suitable parking places in The Square. The only location where the signing for the car park is extremely clear is at the junction of the A252/ Taylors Hill (see fig 2.5)



Fig 2.1



Fig 2.2



Fig 2.3

Typical traffic restriction signs at Chilham

There is one sign within the square pointing towards Taylors Hill car park (see fig 2.4), but no road markings to indicate suitable parking positions. The sign does not indicate the distance to the car park or indicate that it is free. Addition of this information might encourage better use of the car park.



Fig 2.4

The only parking direction sign within the square, located at the western end near the top of Taylors Hill. It does not indicate how far away the parking is and that it is free, which may contribute to people choosing not to follow the sign and remain in the square

At the bottom of Taylors Hill is the clearest signing to the car park, combined with the restriction signing but even this doesn't detail that it is free. Tourist visitors may still try to park closer to their destination if they do not realise the proximity and convenience of the car park.



Fig 2.5

### 3.3 Tourist and Visitor Attractions

The square has several attractions which attract tourists but one of the main factors contributing to so many people trying to drive into the square is the topography of the site. This means that elderly or disabled persons may feel unable to park in Taylors Hill car park or in one of the adjacent roads due to the gradients of the hills on the approach to the square.

This factor along with the need for local businesses such as the pub (see fig 2.6) or the gift shop to receive deliveries and the need for vehicular access to the school means that a ban on all vehicles is not feasible or practical.



Fig 2.6

The pub located in the main square in Chilham is dependant on tourism for its trade and also requires regular deliveries.

Tourists visit Chilham because of the distinctive and historic appearance of many of the local buildings as well as the historic church and castle located just off the square making these the main focal point of the village for many visitors.

There is a commercial sector near to the train station, serving several small units. This is nearly always the destination of any HGV's trying to deliver to Chilham but in spite of clear direction signing on A28 and A252, it is possible for the driver to see a sign for Chilham village and then find themselves heading for the historic village rather than the commercial sector. This is a concern of the parish council

**3.4 Survey results and analysis**

A one day 'snapshot' survey of the square was undertaken, to quantify the extent of the problem and to better understand the exact nature of the problems. The survey carried out was an origin and destination survey, and involved noting vehicle entry and exit times and various points on the local road network as well as a full parking usage and duration survey in the square and adjoining areas.

**3.4.1 Parking duration and usage surveys**

Drawing B1006700/1 shows the extent of the area surveyed and the way in which it was divided up. Table 1 below shows the safe capacity for each area detailed on the plan and the levels observed during the survey.

Area	safe capacity	Peak reached	Time
A	0	0	N/A
B	5	3	15:00
C	2	1	N/A
D	0	0	N/A
E	0	1	N/A
F	11	4	15:30
G	0	1	N/A
H	7	6	15:10
I	8	17	15:20
J	0	0	N/A
K	1	2	18:50
L	17	14	15:00
M	15	14	15:00
N	2	2	08:40

**Table 1**

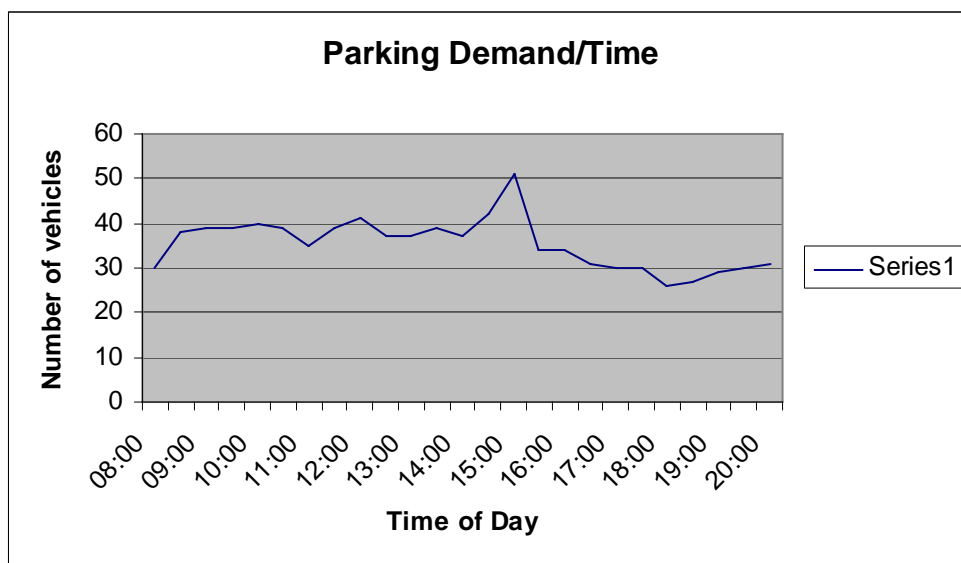
Although this survey was only carried out over one day, individual site visits were also carried out to determine if the parking surveys gave a true representation of traffic and parking trends at other times in the area. These visits included a Saturday evening, and also a Sunday when the Castle was holding an open day, which would have increased the volume of tourists.

It was concluded that a single twelve hour survey on a Friday during a standard school day was representative, whilst noting that at other times visitors to the pub

and castle might increase parking pressure in some areas of the square, particularly in the tourist season..

As a base line it was necessary to calculate the parking capacity of the area detailed to determine safe and clear parking locations that would still allow for safe traffic movement and emergency service vehicle access. This revealed a capacity in the area of 68 vehicles as shown above

Fig A details the level of parking in the area on a half hourly basis. It shows that even during the peak times of school pick up and drop off the levels don't reach the capacity of the area and for most of the survey period they are only at half of the capacity.



**Fig A**

When the data collected is further analysed it shows that most of the parking is for very short periods of less than an hour indicating that these are local people visiting the shop/public house or the school. It is thought that vehicles which remain for between 3-6 hours may be visitors to the area, and could, potentially use Taylors Hill car park. Vehicles that remain for longer than this period are probably local residents or people who work in the village.

Fig B below shows the number of vehicles and the duration of time that they remain within the detailed area

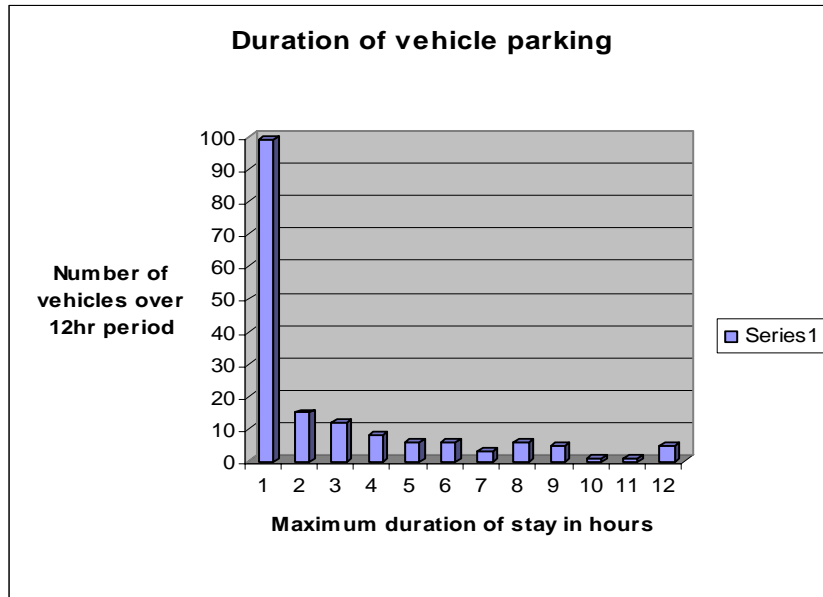


Fig B

The number of vehicles remaining for up to 1 hour is a significant percentage of the overall parking demand with the average stay of vehicle being 20mins. These short stays are concentrated around 8:50am-09:20 and 14:40-15:30 (school start/leaving times). Fig C below shows the percentages of parked vehicles within the square, by the number of hours parked (between 1 hour and 12hrs)

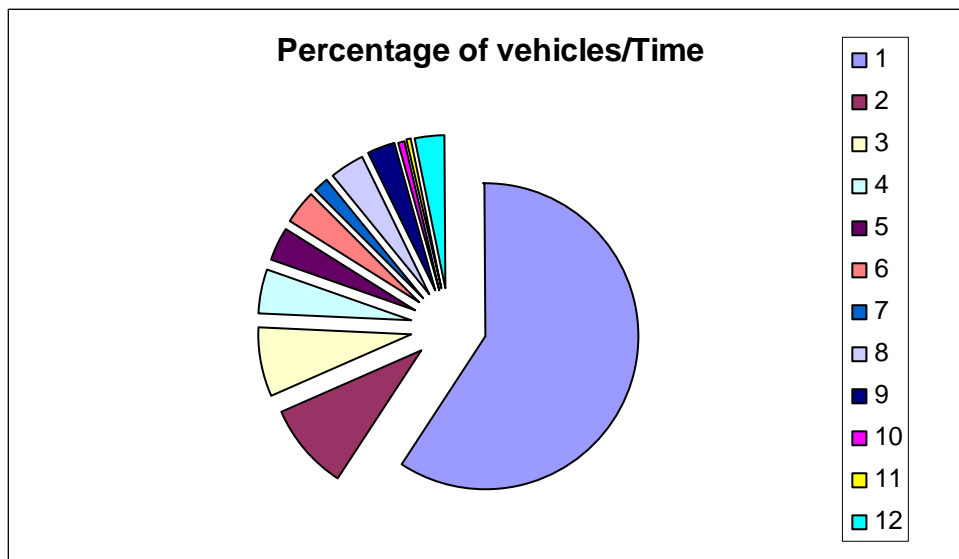


Fig C

### 3.4.2 Through vehicle survey

As part of the surveys, vehicle movements through the square were monitored and recorded. This gives a clear picture of how people use the square and if it is

misused as a cut through by local traffic to avoid the junction between the A28 and the A252, known as Bagham junction, and vice versa.

The data shows that less than 5 vehicles per hour went from one side of the village to the other via the square during the 12hr period. The level of usage is consistent, spread evenly throughout the survey period and there are no particular peaks or troughs in the usage. The western approach is the more clearly signed direction of the two which could suggest that these are local vehicles taking this route deliberately and not in error. There were more west-east movements than in the other direction, although it should be stressed that the numbers are very low indeed. It is possible that these vehicles stopped within the village, for instance to visit a shop or pick somebody up.

These numbers are very small, and do not indicate there to be a problem, generally, of through traffic which should be using the A roads surrounding the village.

### **3.4.3 Crash Data**

The crash data for the last three years has been reviewed for the minor roads within the village, and there have been no collisions involving injury recorded within the data period reviewed.

## **3.5 Survey Conclusions**

- The cross-village traffic data has shown that a very small number of vehicles make this manoeuvre, and even these may be gaining access to visit premises or collect passengers whilst driving through. This forms a very small percentage of overall traffic and so the introduction of preventative measures at this stage would not be justified.
- The parking surveys shows that the parking level never exceeds 77% of the safe available capacity
- The peak of 77% occupation only occurs for a brief period during school drop off / pick up times, at all other times the average occupation is only 10% of the total capacity
- The average parking time of 20 minutes for vehicles parking up to 1hr is predominantly school traffic
- Both the parking and the cross town traffic surveys have not shown a significant problem but they do show some locations in which parking should not occur. For reasons of safety and to avoid obstruction to emergency vehicles, this has been considered in the proposed design.

#### 4.1 Overview of Parish Council proposals

The Parish Council has submitted proposals to Kent Highways Services in the form of a sketch drawing of a possible parking area within the square and a list of suggested signing and restriction improvements. These are felt by the local Parish council to be suitable methods to address their concerns

The proposal consists of the following:

- The introduction of two free standing barriers to delineate the central parking area in Chilham Square
- Each barrier to be made of three rubble filled timber barrels with connecting chains and ever green plants planted in the open tops.
- They would be located on the original metal studs that previously marked the central parking bay.
- To permit traffic regulation there would be 'Keep Clear' markings between the outside edge of the barriers and the surrounding buildings.

#### 4.2 Detailed signing proposals

The Parish council wish to see the introduction of a 7.5 tonnes weight restriction introduced on all approaches and within the square itself.

##### Signage Changes

**A252/ The Avenue junction:** On the two existing speed limit poles add "No HGV" and "7.5 ton limit"

**The Avenue:** Remove "Except for school buses" and replace with "No HGV" and the weight restriction

**Felborough Close:** On the empty post introduce "No HGV" and weight restriction signing

**The Avenue/High St:** opposite the 'Woolpack' public house remove "Except for school buses" and replace with "No HGV" and the weight restriction on both sides of the junction.

**Chilham Square:** On the empty pole behind the bench seats at the castle end add "Free parking and toilets 120 yards"

**Taylor's Hill car park:** A new sign at the entrance stating "Free parking for all visitors to Chilham Square and church" as well as showing Disabled toilet facilities.

**Taylor's Hill above the car park:** Remove "Except for school buses" and replace with "No HGV" and the weight restriction

### **4.3 Parish Council meeting update**

Following a meeting with the Parish council held on the 4<sup>th</sup> December 2008 it is clear that they are seeking both short term solutions to their safety concerns and a more long-term strategic solution. The Chilham Futures Group was set up in 2006 to look at a longer term strategy and has had an independent feasibility study created by Rumsey Associates

In the short term there is great concern regarding vehicles which park in the square, around the edges and overfill the centre area causing a potential obstruction to emergency service vehicles trying to enter the square. Members are particularly concerned about access by fire appliances, which may not be able to negotiate past parked vehicles at some locations. Although the PC is not keen to see any additional lining in the square they do feel that this issue needs to be rectified quickly and some limited lining may be possible. This obstructive parking is also a concern for larger vehicles delivering to premises within the square as they sometimes cannot get around or into the square sufficiently to deliver and drivers end up hand carrying heavy objects to the destination.

A lot of the parking within the square (especially evenings) is from the patrons of the local public house. It is possible that the centre parking that was previously delineated by lines may need to be restored to give clearer guidance to motorists. Such lining could be a short term solution.

The PC feels that not only is the parking within the square uncontrolled but in a lot of instances it is un-required as not enough vehicles use the nearby parking facility in Taylors Hill. They feel that a redesign of the entrance to the Taylors Hill car park may encourage better usage and may also act as an unofficial traffic calming/deterrent to the Square.

It is the Parish Council's view that the few HGV's that enter the square do so because they miss the left hand turn on the southbound approach to the Bagham junction and so take the next available left which then leads them to the village. They would like to see the signing on this approach improved and the signs at the Branch Road junction may need to be improved.

**5.1 Response to Parish Council Proposals**

Whilst the current parking situation in the square is far from perfect at times, without the addition of some limited lines/signs and associated traffic orders it is hard to see a suitable solution. It is also difficult to see how improved destination or regulation signing will resolve problems either as although a few vehicles do use the square as a 'short cut' these are probably local motorists that know the Square but still choose it as their preferred route.

The Parish proposals to have a 7.5 tonnes weight limit introduced are not suitable as there is little if any, evidence that large vehicles use the square as a through route, and in any case such restrictions would not be feasible unless access for such vehicles was permitted. They would result in additional sign clutter at entry and egress points to the restriction. There is already a width restriction on the Square and its approaches designed to prevent HGV's and the restriction is signed clearly (see Section 3.2, figures 2.1-2.3 of this report).

In the design submitted by the Parish Council a need has been identified to delineate the central parking area, and this is proposed to be achieved by the placement of rubble filled barrels. The placement of such obstructions in a highway represent significant safety risks as they will not be clearly visible, especially at night and the linking of these with chains poses a particularly high risk to motorcyclists and pedestrians.

As the survey data has shown there is provision within the area to accommodate all of the vehicles that currently wish to park in the area, it is suggested that any proposals concentrate on defining parking places in the most environmentally suitable way possible.

**5.2 Updated scheme proposals**

The request for a short term solution which may involve the introduction of parking restrictions around the edges of the square was passed to the district council, who, under agreement with Kent Highway Services, implement new parking schemes. However, following consideration, this was not deemed a parking control scheme but for safety purposes and now been passed back to Kent Highway Services to progress.

There is also a need to include disabled parking facilities within the square as they are not likely to use the free Taylors Hill car park due to the incline up to the village from the car park.

Use of the Taylors Hill car park could be encouraged by the addition of the word 'Free' to the parking sign directing motorists towards the car park.

If the introduction of parking restrictions within the square maintains safe routes as well as controlled parking places, additional signing on the southern approach may be the only additional measure required to overcome the accidental movements through the village by HGV's and to guide tourists to the Taylors Hill car park.

This could be used in conjunction with a subtle delineation of the central parking spaces using either road marking materials or surface colour change in the central area from the current light buff to a darker red or grey, to demark the extremities of the safe parking area. This would introduce improved control of the positioning of the vehicles, whilst minimising visual impact on the quality of the streetscape. Conversely, the area where vehicles are not intended to park could have a slightly different coloured surface dressing.

### **5.3 Detailed scheme design options**

Drawing number B1006700/3 in annex 1 of this report contains detailed proposals.

All of the restrictions would need to be introduced using the narrowest form of yellow line and permitted toned down material colour to minimise visual intrusion of the markings. Signs are not require for double yellow 'at any time restrictions'.

It is recommended that the entrance portions of each of the approach roads have no waiting at any time restrictions placed to enable clear and safe traffic flow as well as to maintain emergency vehicle access at all times into and out of the square.

The centralised area could be outlined as detailed using either surface colour change or by the inset of either granite block sets or round top road studs in the locations shown.

By formalising the parking locations it will not only ensure the area remains safe but maximise the parking capacity and keep it well within the capacity for the area.

## **6 Timescales and cost estimates**

### **6.1 Possible programme for scheme introduction**

This report will be presented into the scheme prioritisation process at the next available stage. This will determine the budget allocation and scheme delivery order and prioritisation.

It is hoped that this can be submitted for the 09/10 budget process as this begins in April 2009

Should the scheme achieve a suitable priority ranking it will be allocated a delivery timeframe which will be within a three year rolling program.

### **6.2 Costs**

#### **Option (1) Road markings (restrictions) and road studs/block sets**

The estimated costs of delivery are as follows:

- 1) Scheme design: to draw up detailed proposals as well as ensure all relevant highway and conservation requirements are adhered to.

Approximate cost £1000

- 2) Traffic regulation order process: to determine objections and support for the restrictions under statutory process

Approximate cost £2000

- 3) Scheme implementation: Day rate for road markings and stud installation

Approximate cost £2000

Overall estimated costs for parking restriction scheme **£5000**

#### **Option (2) Road markings and Surface colour change**

- 1) Scheme design: to draw up detailed proposals as well as ensure all relevant highway and conservation requirements are adhered to.

Approximate cost £3000

- 2) Scheme implementation:- Day rate for road markings and two colour surface dressing of Square.

Approximate cost £15,000

Overall estimated cost for scheme **£18,000**

**Option (3) Both options 1 and 2**

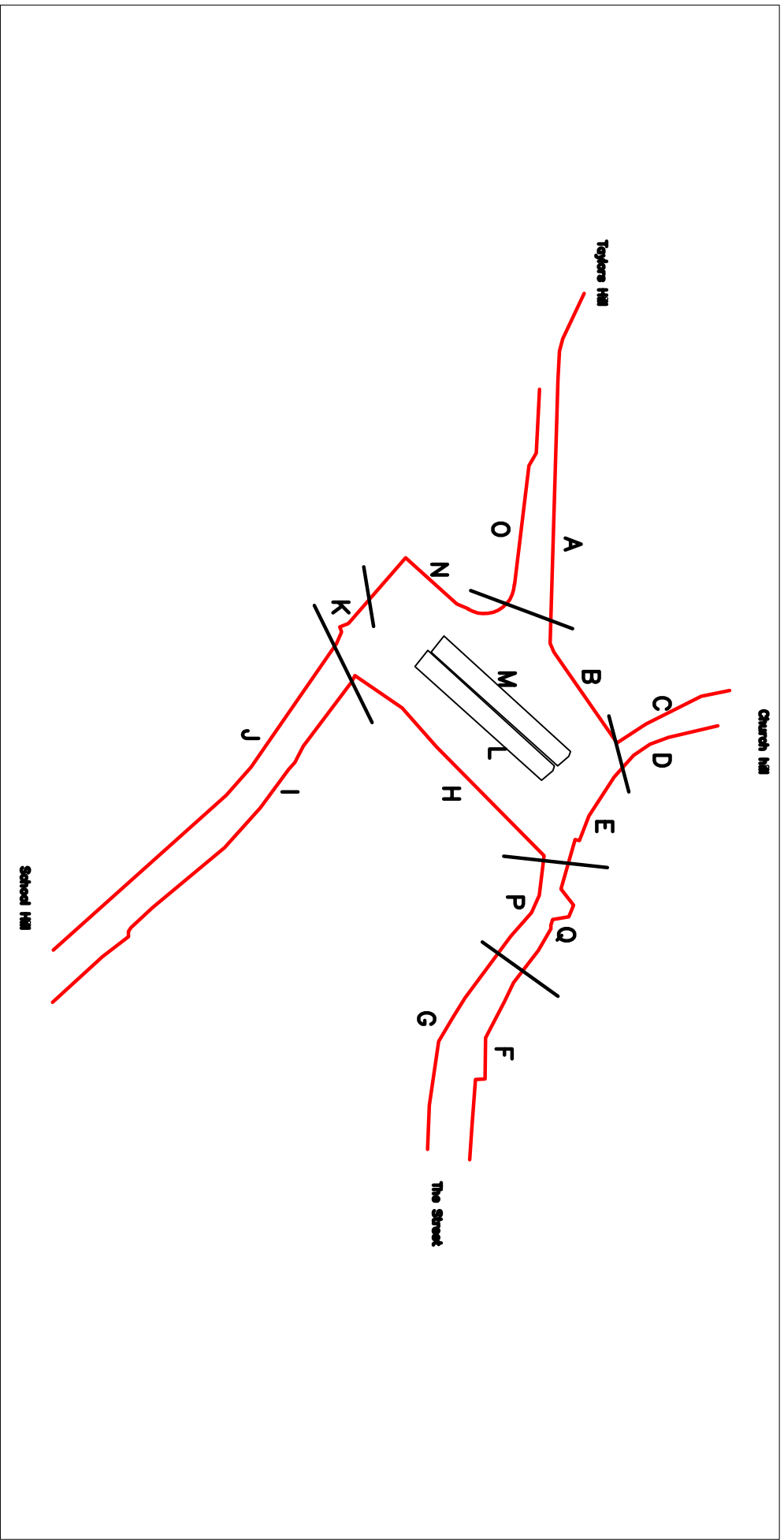
- 1) Option 1 £5000

- 2) Option 2 £18000

Overall estimated cost for scheme **£23,000**

The following drawings are included:

- 1) B1006700/1
- 2) B1006700/3



0	13/3/09	Design	GC		
Rev	Revision Date	Purpose of revision	Drawn	Checked	Approved

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Project

Chilham Square  
Traffic controls

Drawing title		Chilham Square Traffic and Parking Controls	
Drawing status		Design	
Scale	NTS	Do not scale	
Drawing number	B1006700/1	Rev	0



Client		Drawing title	
<p>Miller House, 43 - 51 Lower Stone Street, Maidstone, Kent, ME15 6GB, England Tel: 01622 666000 Fax: 01622 695085 www.jacobs.com</p>  <p><b>JACOBS</b></p>		<p>Chilham Square Traffic &amp; Parking Controls</p>	
Project		Drawing status	
<p>Chilham Square Traffic Controls</p>		<p>Design</p>	
Rev	Revision Date	Scale	Do not scale
0	March 09	NTS	Rev
Purpose of revision		Do not scale	
Design		0	
APM		Rev	
Drawn		0	
GC			
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