

Meopham Parish Council

**Consideration of Access/Egress
Improvements at 'The Parade',
Wrotham Road, Meopham, Kent
Highway Access Report**

May 2023

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Meopham Parish Council

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May 2023

Client Commission

Client:	Meopham Parish Council	Date Commissioned:	November 2022
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LTP Quality Control

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LTP PROJECT TEAM

As part of our commitment to quality the following team of transport professionals was assembled specifically for the delivery of this project. Relevant qualifications are shown and CVs are available upon request to demonstrate our experience and credentials.

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CONSIDERATION OF ACCESS/EGRESS IMPROVEMENTS AT 'THE PARADE', WROTHAM ROAD, MEOPHAM, KENT HIGHWAY ACCESS REPORT

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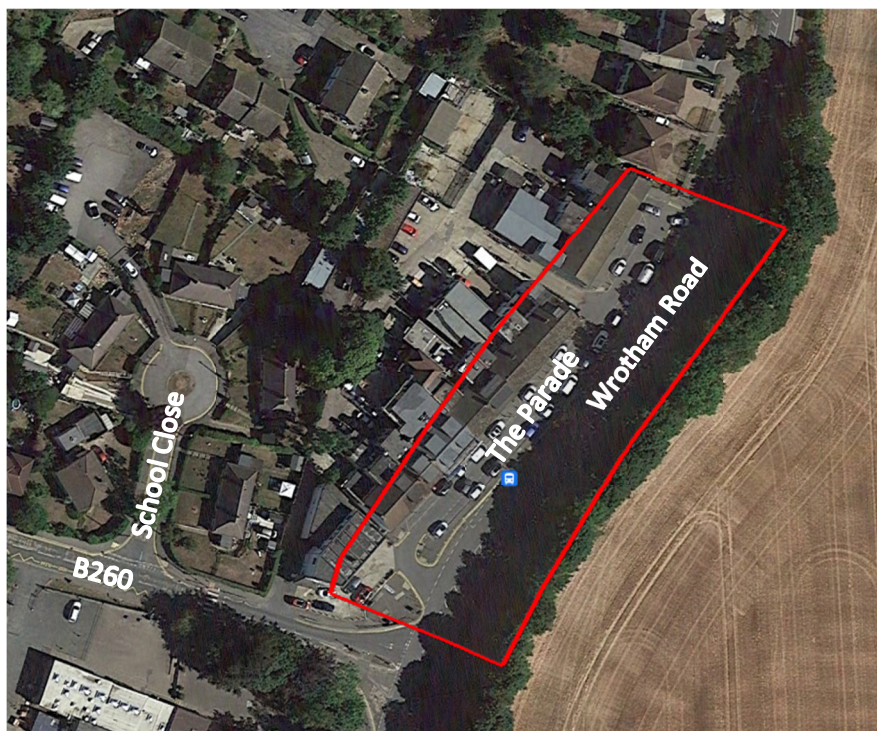
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I. INTRODUCTION

- 1.1.1 Local Transport Projects Ltd (LTP) has been commissioned by Meopham Parish Council (MPC) to assess existing access/egress arrangements and to consider potential road safety improvements at 'The Parade', Wrotham Road, Meopham in Kent.
- 1.1.2 The Parade is a one-way (south to north) single carriageway road located west of the A227 Wrotham Road and north of the Wrotham Road / B260 Longfield Road junction. It is separated from Wrotham Road by a kerbed island, with both access and egress to/from The Parade provided via priority junctions on the western side of Wrotham Road. Vehicle parking is provided on both sides of The Parade in the form of marked parallel parking bays. The Parade consists of a number of shops, cafes, restaurants and other local amenities. Located to the northern end of Meopham, The Parade represents the greatest concentration of local amenities within the Meopham village extents.
- 1.1.3 It is understood that nearby residents and stakeholders have identified road safety concerns regarding the existing operation of The Parade, particularly in terms of egress from The Parade.
- 1.1.4 The extents of the study area is identified in red within Figure 1. The local highway authority for the study area is Kent County Council (KCC) and Gravesham Borough Council (GBC) is the planning authority.

Figure 1: Site Location



Source Imagery: Copyright Google Earth Pro (License Key-JCPMR5M58LXF2GE)

- 1.1.5 This Highway Access Report (HAR) provides an independent assessment of the suitability of the existing access/egress arrangements and also considers potential road safety improvements at this location.

2. DESCRIPTION OF LOCAL HIGHWAY NETWORK

2.1 The Parade

- 2.1.1 The Parade is a one-way (south to north), single carriageway road which provides access to a number of local shops, eateries and services. The carriageway measures approximately 7.3m in width, although the effective width of The Parade is reduced to approximately 3.3m by marked parking bays that are provided on both sides of the road. A footway is provided on the western side of The Parade and generally measures between 2.2m and 3.5m in width, along with some wider sections at 4.5m wide.
- 2.1.2 A kerbed island of approximately 1.8m in width is provided between The Parade and Wrotham Road and acts as an informal footway and also provides access to a northbound bus stop. An uncontrolled pedestrian crossing point is provided across southern end of The Parade between the footway and kerbed island.
- 2.1.3 The marked parking bays on The Parade measure approximately 2.0m in width and are subject to a 2-hour waiting restriction Monday – Saturday between 8:00am-6:30pm with no return within 1 hour. The Parade is street lit, and subject to a 30mph posted speed limit, although the nature of The Parade means that vehicle speeds are likely to be below this level.

Photo 1: The Parade Looking South



- 2.1.4 An unadopted access road is provided to the rear of the Parade. The access road width varies, but measures approximately 3.4m wide at its narrowest point. As well as providing rear access and servicing space to the shops on The Parade, the route also provides access to a number of private garages. The access road connects with both The Parade and Longfield Road, forming a priority junction with both roads. Whilst there are no designated pedestrian facilities on the access road, there is a signed public footpath which links the access road to School Close, where a free of charge car park is located.

- 2.1.5 The Parade connects with Wrotham Road via priority junctions at both its northern and southern ends. The southern junction is a one-way entry only priority junction. A right turn lane is provided on Wrotham Road to serve the priority junction with Longfield Road, but this is also utilised to accommodate vehicles turning right into The Parade from Wrotham Road.

Photo 2: Entry only Priority Junction between Wrotham Road and The Parade



- 2.1.6 The northern junction is an exit-only priority junction. No road markings are provided upon exiting The Parade, although two no-entry signs are provided at the junction mouth and face Wrotham Road.

Photo 3: Priority Junction between The Parade and Wrotham Road



2.2 Wrotham Road

- 2.2.1 Wrotham Road is a two-way single carriageway road measuring approximately 8.3m in width and is flanked by footways of 1.3m width (eastern side) and 2.4m (western side). Wrotham Road is subject to a 30mph posted speed limit and, as it is not street lit, 30mph repeater speed limit signs and associated road marking roundels are provided. No Waiting at Any Time restrictions (double yellow lines) are present along the full length of Wrotham Road in the vicinity of The Parade, with No Loading at Any Time kerb markings also present on the western kerblines. On the eastern side of the Wrotham Road, signs advising of no verge or footway parking are provided. A bus stop is also located on the northbound carriageway on the kerbed island to the frontage of The Parade.

Photo 4: Wrotham Road Looking South



2.3 Camer Parade Car Park

- 2.3.1 As outlined within 2.1.4, there is a free public car park (Camer Parade Car Park) located in the vicinity of The Parade. Accessed via Longfield Road and School Close, the car park is free to park with no apparent time restrictions present. A barrier, approximately 2.2m in height, is provided at the entrance to the car park, which restricts the size of vehicles that can access the car park. The access road to the car park measures approximately 2.4m in width. A footway measuring approximately 1.2m wide is provided to the eastern side of the car park access connecting to School Close, with an alleyway measuring approximately 1.0m in width linking the car park to the access road to the rear of The Parade. These footway connections allow for pedestrian access between the car park and The Parade.

Photo 5: Camer Parade Car Park and Access



Photo 6: Alleyway connecting School Close and the Access Road



3. SITE INSPECTION & EXISTING HIGHWAY OPERATION

3.1 Site Inspection Details

- 3.1.1 A site inspection was carried out on Friday 23rd December 2022 between 12:00-13:00. The weather was fine and the road surface wet following earlier heavy rain. It is noted that given the proximity of the site inspection to the Christmas holiday period, vehicle and pedestrian flows on The Parade were generally high. It is also likely the similar conditions are likely to persist on weekends and during other peak periods.
- 3.1.2 Pedestrian flows along the western footway of The Parade were observed to be high, both from pedestrians entering/exiting parked vehicles and from pedestrians walking to/from The Parade. No cycling activity was observed during the site visit, and no pedestrians were observed to be walking on the kerbed island between The Parade and Wrotham Road.

Photo 7: Pedestrian Activity across The Parade



- 3.1.3 Demand for parking on The Parade was high throughout the site inspection, with vehicles often circulating through The Parade whilst looking for a parking space. Given the short-stay nature of many of the facilities/amenities on The Parade, the parking spaces appeared to have a reasonably high turnover with many vehicles only parked for short periods of time. It was observed on a number of occasions that the traffic flow through The Parade was often interrupted by a vehicle entering/exiting a parking space, with queuing vehicles observed to queue back to the Wrotham Road junction. It was also observed on two occasions during the site inspection that a vehicle would stop within the traffic flow before loading (passengers on one occasion, goods on the second) directly from The Parade, preventing any flow of traffic.
- 3.1.4 Traffic flows on Wrotham Road remained consistent throughout the duration of the site inspection. Some vehicle queuing was observed on Wrotham Road from vehicles waiting to turn into The Parade, although this was contained to the designated right turn lane. Some vehicle queuing was also observed on The Parade which arose from vehicles waiting for gaps in traffic on Wrotham Road to exit The Parade.

- 3.1.5 Vehicle parking was observed on Wrotham Road throughout the duration of the site inspection. Parking was observed in prohibited locations; on double yellow lines, within the bus stop marking and on the verge area/footway for which signs are provided to prohibit verge and footway parking.

Photo 8: Vehicles parked on Wrotham Road Double Yellow Lines and Bus Stop



Photo 9: Vehicles parked on Wrotham Road and Verge Area



- 3.1.6 It was observed during the site inspection that on one occasion a vehicle attempted to turn left into The Parade from Wrotham Road utilising the no-entry junction to the north. Due to a car exiting The Parade at the same time, the vehicle attempting to turn in had to abort the manoeuvre.
- 3.1.7 Two instances of vehicles parking within the large footway area between The Parade and Longfield Road were observed.
- 3.1.8 The Camer Parade car park was at capacity during the site inspection and due to the lack of free spaces some vehicles were observed to be parked within the circulation/manoeuvring areas of the car park. In order to relieve parking pressures on The Parade, MPC outlined that the Local Authority are exploring options to provide additional parking spaces within the car park. It is not known what stage these investigations are out or how many additional parking spaces it would be possible to provide.

Photo 10: Camer Parade Car Park



3.2 Vehicle Speeds – Wrotham Road

3.2.1 Vehicle speeds on Wrotham Road influence how much visibility is required at the exit from The Parade onto Wrotham Road. As such, a spot vehicle speed survey was undertaken for a number of selected free-flowing vehicles on Wrotham Road during the site inspection. The recorded vehicle speeds on Wrotham Road were:

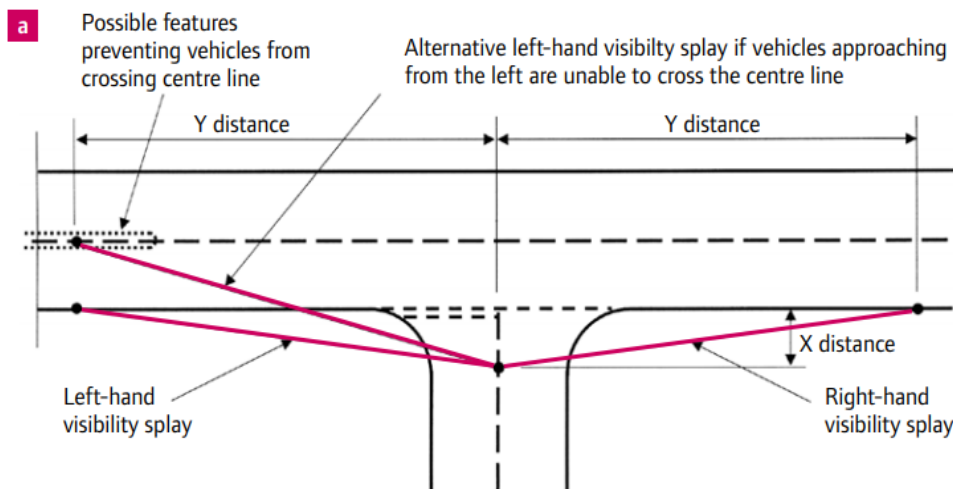
- Northbound – 29.1mph (mean speed) and 30.7mph (85th %ile speed); and
- Southbound – 28.3mph (mean speed) and 30mph (85th %ile speed).

3.2.2 The spot speeds outlined above are broadly in line with the posted 30mph speed limit on Wrotham Road.

3.3 Visibility Requirements – Wrotham Road / The Parade Exit

3.3.1 Given the posted 30mph speed limit and the recorded spot speeds, the visibility splay requirements outlined within 'Manual for Street (MfS)' (DfT, 2007) are considered applicable to the site. Visibility splays consist of 'x' and 'y' distances, see Figure 2.

Figure 2: Definition of 'X' & 'Y' Distances



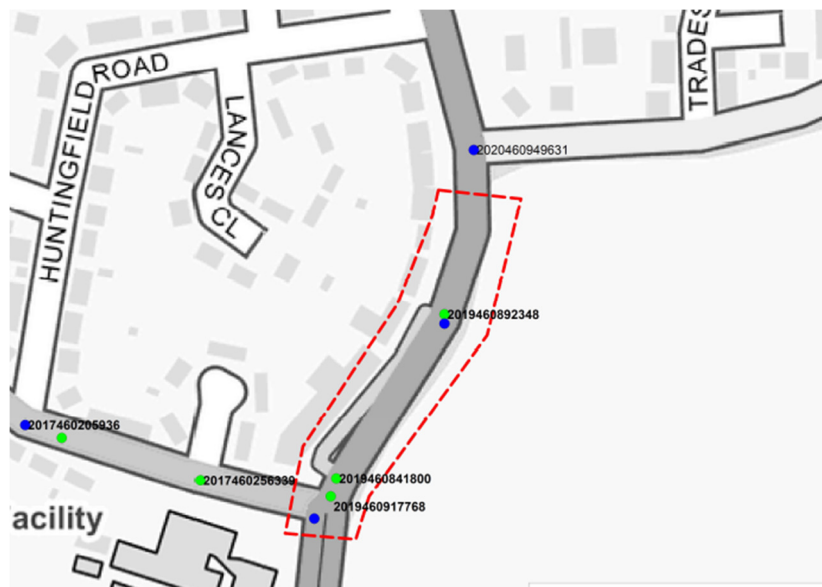
Source: DfT, 2007

- 3.3.2 MfS states that “an ‘x’ distance of 2.4m should normally be used in most built-up situations” and the ‘y’ distance visibility splay requirement “is calculated from the speed of the vehicle, the time required for a driver to identify a hazard and then begin to brake (the perception-reaction time), and the vehicle’s rate of deceleration” (DfT, 2007). The same document outlines that for 85th %ile vehicle speeds of 30mph, a 43m ‘y’ splay should be provided.
- 3.3.3 Taking into account the above, a visibility splay of 2.4m x 43m should be provided at The Parade’s exit junction with Wrotham Road. Although considered in further detail within Section 4, rightwards visibility out of Wrotham Road is below the 2.4m x 43m level (leftwards visibility generally meets the 2.4m x 43m requirement).

3.4 Road Safety Record

- 3.4.1 Based on OpenData from the DfT (2002), a total of 5 Personal Injury Collisions (PICs) have been recorded within the vicinity of The Parade during the most recent 5-year period (01/01/2017 – 31/12/2021). The 5 PICs resulted in 7 casualties, of which 2 were serious in severity. Of the 7 casualties, 6 were vehicle occupants and 1 a cyclist.
- 3.4.2 As identified within Figure 3, the PICs were recorded at the following locations:
- 2 at the Wrotham Road / The Parade egress junction;
 - 1 at the Wrotham Road / The Parade entry junction; and
 - 2 at the Wrotham Road / Longfield Road junction.

Figure 3: PIC Collision Plot









- 3.4.3 The PIC record does show a pattern of collisions at The Parade access/egress junctions (3 PICs in 5 years) plus 2 further PICs at the Wrotham Road / Longfield Road junction. This level of PICs does suggest a reasonably consistent collision history and may be at a level where the Highway Authority would consider intervention measures.



4. IDENTIFIED ISSUES/HAZARDS




4.1.1 Following the site appraisal and desktop assessment activities undertaken as part of this report, a number of transport-related hazards have been identified and these are discussed within Table 1.

Table 1: Identified Issues

Ref	Hazard Details	Photo
1	<p>Hazard – Restricted sightlines at The Parade egress resulting in potential collision / conflict between a vehicle exiting The Parade and approaching vehicles travelling northbound on Wrotham Road.</p> <p>Hazard Description – At the time of the site inspection, the rightwards visibility splay out of The Parade egress was restricted to 2.4m x 21m, which is some way below the recommended 2.4m x 43m level. The visibility obstruction was caused by vehicles parking on the double yellow lines on Wrotham Road and also encroaching onto the double yellow lines on The Parade. The restricted visibility out of The Parade could be expected to increase the likelihood of a collision between vehicles exiting The Parade and approaching vehicles on Wrotham Road.</p>	<p><i>Restricted rightwards visibility out of The Parade egress</i></p> 
2	<p>Hazard – Reduced visibility at The Parade egress junction due to vehicles approaching the give way point at an angle.</p> <p>Hazard Description – Priority junctions should generally be designed to allow vehicles to perpendicularly approach the give way point. The narrow island between The Parade and Wrotham Road, as well as the presence of vehicles parked within the wider section of carriageway near to The Parade egress junction, means that vehicles approach the priority junction at an angle. This would require vehicle drivers egressing The Parade to be looking over their shoulder, with visibility potentially further obstructed by pillars within the vehicle.</p>	<p><i>Potential approach angle for vehicles egressing The Parade.</i></p> 

Ref	Hazard Details	Photo
3	<p>Hazard – Conflict between vehicles parking on Wrotham Road and vehicles travelling on Wrotham Road.</p> <p>Hazard Description – Wrotham Road is intended to be a free-flowing carriageway, as indicated by various waiting restrictions. A number of vehicles were observed to be parked on double yellow lines on the western side of the road as well as on Wrotham Road's eastern footway. Despite a reasonably generous available carriageway width on Wrotham Road, some larger vehicles may enter the southbound carriageway when passing parked vehicles on Wrotham Road, potentially leading to conflict between oncoming vehicles.</p>	<p><i>Vehicles parked on Wrotham Road</i></p>  <p><i>Vehicle passing parked vehicles entering the southbound running lane of Wrotham Road</i></p> 
4	<p>Hazard – Conflict between vehicles travelling on Wrotham Road and pedestrians.</p> <p>Hazard Description – Due to vehicles parking on both sides of Wrotham Road, a demand for pedestrian crossing movements is evident. Pedestrians were observed to cross Wrotham Road away from the provided uncontrolled crossing points, as well as entering Wrotham Road to access their vehicles, especially when parked facing north. Pedestrians entering Wrotham Road away from crossing points are likely to be at an increased risk of collision with vehicles. In addition, any vehicle doors unexpectedly opening may cause vehicles passing parked vehicles to encroach into the opposing traffic lane.</p> <p>Vehicles were also observed to park on the footway/verge to the east of Wrotham Road. These vehicles parking on the footway may encourage/force pedestrians to walk within Wrotham Road.</p>	<p><i>Pedestrian crossing Wrotham Road whilst a car door also opens into Wrotham Road.</i></p>  <p><i>Vehicles parked on the footway/verge on Wrotham Road</i></p> 

Ref	Hazard Details	Photo
5	<p>Hazard – Conflict between vehicles attempting the turn into the egress of The Parade</p> <p>Hazard Description – The northern junction at The Parade is exit only and is provided with no entry signs. However, northbound vehicles on Wrotham Road have little information on the no-entry nature of The Parade at this junction. As observed during the site inspection, northbound drivers may pass the entry junction to The Parade, realise they want to access some facilities and attempt to turn into The Parade at the no-entry junction. This manoeuvre was witnessed on-site and was only aborted due to a vehicle exiting the junction. The driver attempting to access The Parade then reversed back onto Wrotham Road, causing vehicles on Wrotham Road to sharply brake.</p> <p>This is not considered to be an issue in the southbound direction as a no right turn sign is provided at the junction.</p>	<p><i>No-entry signs at The Parade, with one sign facing southbound traffic, and one sign facing any vehicle attempting to turn into The Parade</i></p>  <p><i>Vehicle attempting to access The Parade via the egress only junction (silver car), with another vehicle passing on Wrotham Road</i></p> 

Ref	Hazard Details	Photo
6	<p>Hazard – Pedestrians coming into conflict with vehicles parked on footways</p> <p>Hazard Description – It was observed in a number of locations that vehicles parked on footways were obstructing pedestrians, especially those that are visually/physically impaired, or those with mobility scooters or pushchairs. This may cause pedestrians to enter the carriageway in order to pass parked vehicles. In one case, vehicles parking on the footway were parked over an uncontrolled pedestrian crossing point, which obstructed the crossing and would guide a visually impaired pedestrian crossing from the other side into the parked car.</p>	<p><i>Vehicles parked on the kerbed island, preventing pedestrian use</i></p>  <p><i>Vehicles parked at pedestrian crossing points</i></p>  

- 4.1.2 It is felt that the majority of the highlighted issues are as a result of the high demand to travel to The Parade by vehicle, with the demand being greater than parking capacity. Camer Parade car park being at capacity during the site inspection indicates that there is sufficient local knowledge of the car park provision, and that demand simply outstrips parking supply for The Parade.
- 4.1.3 Although it is acknowledged that the site inspection was undertaken on a particularly busy day, it is likely that similar conditions occur on weekends / other peak periods. Indeed, images on 'Google Earth Streetview' show high parking demand in the area.

5. POTENTIAL INTERVENTIONS

5.1 Potential Interventions

5.1.1 As outlined within the previous Section, a number of issues/hazards have been identified in relation to The Parade and the surrounding environment. It is felt that interventions could be implemented to reduce road safety risk in this area and these measures, along with their benefits/dis-benefits, are outlined within Table 2. For some hazards, different intervention options exist.

5.1.2 Not all of the measures are design interventions, some, for example, would rely on increased enforcement from the Highway Authority. The potential interventions should be seen as a package of measures; it may be that some interventions could be implemented as standalone measures or alongside other interventions.

Table 2: Potential Intervention Measures

Hazard Ref	Description / Potential Measures	Benefits	Dis-Benefits
1	The Parade Egress Junction - Restricted sightlines at The Parade egress by vehicles parking on Wrotham Road resulting in potential collision / conflict between a vehicle exiting The Parade and approaching vehicles travelling northbound on Wrotham Road.		
	Potential Mitigation Measures – (i) Increased enforcement to prevent vehicles parking within prohibited areas.	No physical cost, though revenue cost implications for Highway Authority.	Reliant on willingness of Highway Authority to enforce & undertake such activities over a sustained period.
	(ii) Provide physical measures within the kerbed island to discourage vehicles from parking on Wrotham Road.	Reasonably low-cost measure.	Likely to form an obstruction for pedestrians and may detract from the streetscape.
	(iii) Provide a build-out into Wrotham Road at the egress junction (physical or via hatching) to provide improved visibility for drivers exiting The Parade. This could also allow for some on-street parking to be provided on Wrotham Road.	Improved egress from The Parade whilst potentially increasing parking provision.	Implementation cost, particularly for physical island option.
2	The Parade Egress Junction - Reduced visibility at The Parade egress junction due to vehicles approaching the give way point at an angle.		
	Potential Mitigation Measures – (i) Physical measures to improve the approach angle of vehicles approaching the give way point on The Parade egress junction.	Improved egress from The Parade.	Implementation cost. Some existing parking spaces would need to be lost to provide this implementation.

Hazard Ref	Description / Potential Measures	Benefits	Dis-Benefits
3	Wrotham Road - Conflict between vehicles parking on Wrotham Road and vehicles travelling on Wrotham Road.		
	Potential Mitigation Measures – (i) Provision of additional parking in vicinity of The Parade through the expansion of the existing Camer Parade Car Park.	May alleviate parking pressure on The Parade and Wrotham Road.	Appears to be relatively limited scope to increase the size of the car park unless additional land can be obtained. Option viability dependent on Local Authority investigations.
	(ii) Provision of additional parking in vicinity of The Parade through the provision of a new car park to the east of Wrotham Road.	Would be expected to alleviate parking pressure on The Parade and Wrotham Road. Would also provide opportunity to improve pedestrian provision in the vicinity of The Parade.	Would require third-party land. Would require planning approval which may be difficult to achieve. High implementation cost.
	(iii) Introduce parking on Wrotham Road through the provision of a build-out into Wrotham Road at the egress junction and wider road marking amendments on Wrotham Road.	Provides additional parking whilst also improves egress from The Parade	Implementation cost.
4	Wrotham Road - Conflict between vehicles travelling on Wrotham Road and pedestrians.		
	Potential Mitigation Measures – (i) As per '3' above.	Provides additional parking whilst also improves egress from The Parade	Implementation cost.
5	The Parade Access Junction - Conflict between northbound vehicles attempting to turn left into the egress of The Parade.		
	Potential Mitigation Measures – (i) Provision of signing to advise of the no entry nature of The Parade egress junction.	Low-cost measure and signing likely to be obeyed by majority of road users.	Sign may need to be located on the offside of Wrotham Road which may reduce sign effectiveness.
6	The Parade - Pedestrians coming into conflict with vehicles parked on footways in The Parade		
	Potential Mitigation Measures – (i) Increased enforcement to prevent vehicles parking within prohibited areas.	No physical cost, though revenue cost implications for Highway Authority.	Reliant on willingness of Highway Authority to enforce & undertake such activities over a sustained period.

5.1.3 Based on the above, the following concept design drawings have been produced which show varying potential improvement options:

- **LTP/5191/P1/01.01 (see Appendix 1)** – Realignment of The Parade egress junction to improve driver positioning and visibility for drivers emerging from The Parade. These safety improvements require the loss of some on-street parking spaces on The Parade. Pedestrian crossing improvements are also proposed on The Parade.
- **LTP/5191/P1/01.02 (see Appendix 2)** – Similar to the above but with further modifications, including the narrowing of existing traffic lanes on Wrotham Roads so as to introduce some on-street parking on the western side of Wrotham Road. Although this option does provide additional parking which may be desirable to some, the new parking area would (if well used) limit rightwards visibility out of The Parade. This demonstrates that there often can be a trade-off when considering changes to the highway environment.
- **LTP/5191/P1/01.03 (see Appendix 3)** – Provision of direction signing for northbound drivers on Wrotham Road to increase awareness of the one-way nature of the egress from The Parade. The signing could be implemented with either of the layouts shown in Appendix 1 or Appendix 2.

5.2 Other Interventions

5.2.1 In addition to the above, given the record of 5 collisions within the most recent 5-year period, it is likely to be beneficial if a detailed collision study is undertaken within The Parade / Wrotham Road area. This may lead to the identification of other potential road safety improvements. KCC, as the Highway Authority, may undertake annual collision studies across the authority area and it may be that The Parade / Wrotham Road could be included as part of this process.

6. SUMMARY

6.1 Summary

- 6.1.1 Following road safety concerns from nearby residents and stakeholders, Local Transport Projects Ltd (LTP) has been commissioned by Meopham Parish Council (MPC) to assess existing access/egress arrangements and to consider potential road safety improvements at 'The Parade', Wrotham Road, Meopham in Kent.
- 6.1.2 Both desktop and site-based investigations have been undertaken as part of this Highway Access Report (HAR). A number of transport-related hazards have been identified, including:
- Restricted visibility at The Parade egress junction caused by vehicle parking on Wrotham Road;
 - Poor approach angle for drivers exiting The Parade, which further restricts visibility;
 - Conflicts between vehicles parking on Wrotham Road (which is provided with double yellow lines throughout) and vehicles/pedestrians on Wrotham Road;
 - Conflicts between vehicles attempting to use the egress only to turn left into The Parade and other users of The Parade; and
 - Pedestrians coming into conflict with vehicles parked on the footway on The Parade.
- 6.1.3 Potential interventions that could be implemented to reduce road safety risk have been identified. These include design measures and other measures such as increased enforcement of local parking restrictions.
- 6.1.4 Concept design drawings of potential improvement options have been produced. These are focussed on driver positioning and visibility improvements at The Parade egress junction as well as wider pedestrian improvements. These safety improvements require the loss of some on-street parking spaces on The Parade.
- 6.1.5 An option which narrows the existing traffic lanes on Wrotham Road in order to introduce a new parking area on the western side of Wrotham Road has been considered. Although additional parking may be desirable to some, the new parking area would (if well used) limit rightwards visibility out of The Parade. This demonstrates that there often can be a trade-off when considering changes to the highway environment.
- 6.1.6 In addition to the above, given the record of 5 injury collisions within the most recent 5-year period, it is likely to be beneficial if a detailed collision study is undertaken within The Parade / Wrotham Road area. This may lead to the identification of other potential road safety improvements. KCC, as the Highway Authority, may undertake annual collision studies across its area and it may be that The Parade / Wrotham Road could be included as part of this process.

6.2 Post Report Completion Meeting with MPC

6.2.1 Following completion of the report, a Microsoft Teams meeting was held with MPC on Thursday 4th May 2023 to discuss the findings of the report. In attendance from MPC were Graham Green, John Ogden, Sheila Buchanan and Clare Collings. MPC presented other potential interventions that they considered to be worthy of consideration. These were discussed, though it was LTP's view that they were unlikely to be viable. Further information regarding these potential interventions and LTP's comments are provided in Table 3

Table 3: Additional Potential Intervention Measures & LTP Comments

Description of Potential MPC Intervention	LTP Comments
Removal of existing kerbed island between Wrotham Road and The Parade which would allow reconfiguration of the parking area, potentially through the provision of echelon parking.	Unlikely to be viable. The kerbed island is only 1.0m wide in places so minimal additional width would be gained, particularly when some sort of delineator would need to be provided in its place and this would require a minimum of 450mm clearance on both sides (i.e.; 900mm in total). The existing island does provide a safe space for car drivers parking on The Parade to step onto when getting out of a vehicle and the potential intervention would remove this. Amendments would also be required to the existing bus stop. There is also unlikely to be sufficiently space within The Parade to provide an echelon parking arrangement unless the existing parking on the western side of the road is removed.
Provision of a two-storey cantilever temporary car park on land to the rear of The Parade in order to provide additional parking capacity.	Unlikely to be viable. Significant land would be required to provide access/circulation requirements and once these have been provided there would be minimal space to provide actual parking spaces. Also, likely to be a very high cost option.
Implementation of a 20mph speed limit on Wrotham Road.	Unlikely to be viable. A 20mph speed limit would not be expected to accord with national speed limit setting guidance and would be unlikely to be sufficiently complied with. In addition, the Highway Authority and the Police would need to support the speed limit reduction and this is considered unlikely. Existing 30mph speed limit on Wrotham Road is considered to be generally appropriate.
Relocation of the existing speed camera located north of The Parade to the area within the vicinity of The Parade with a view to reducing vehicle speeds at this location.	It is understood that the camera was originally installed by Kent & Medway Safety Camera Partnership and specific reasons will have governed its installation. Any relocation would need to be discussed and agreed with the Safety Camera Partnership who may not be in agreement with the proposals.
Provision of a parking enforcement camera on The Parade.	Understood not to form a viable option from the perspective of the Highway Authority/Borough Council.
Provision of 'dangerous junction ahead' signing on Wrotham Road to warn road users of the junctions at The Parade.	All signs placed on the public highway need to be to prescribed standards and 'dangerous junction ahead' signs do not exist. Signing improvements have been proposed as part of this report.
Provision of a 'trixi' mirror to improve visibility at The Parade.	Although can have some uses on private drives, they are not type approved for use on the public highway. Even if it could be provided there are likely to be issues around where it would be located and its maintenance (mirrors can become dirty, fogged up and cause glare). Road users relying on a mirror is not a desirable situation.

7. REFERENCES

CIHT (Chartered Institution of Highways and Transportation), 2010. Manual for Streets 2: Wider Application of the Principles.

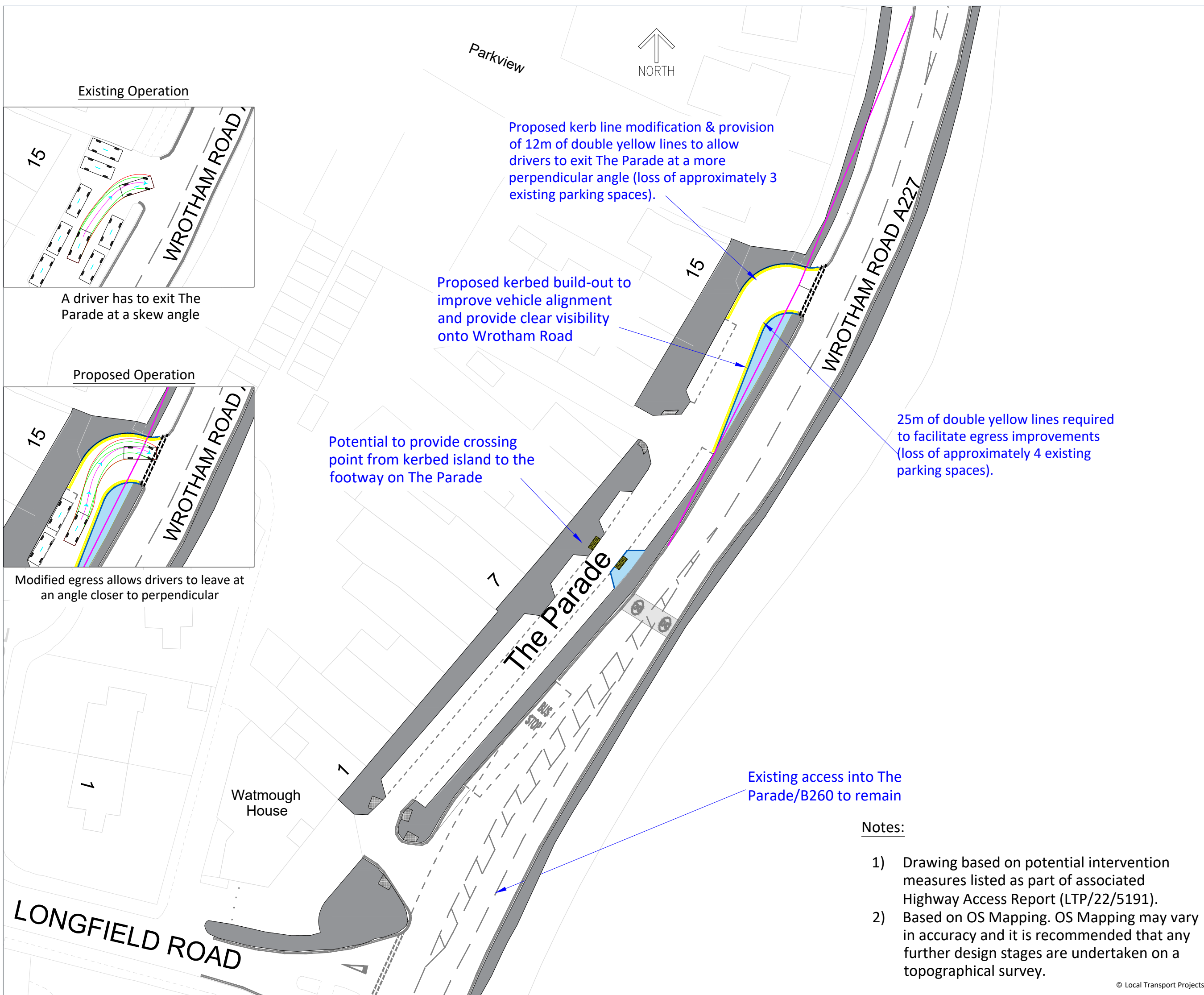
DfT, 2022, OpenData.

DfT, 2007. Manual for Streets.

HE (Highways England), 2020. CD 123 - Geometric design of at-grade priority and signal-controlled junctions.

MHCLG (Ministry for Housing, Communities and Local Government), 2021. National Planning Policy Framework.

Appendix I – Concept Design Drawing (01)

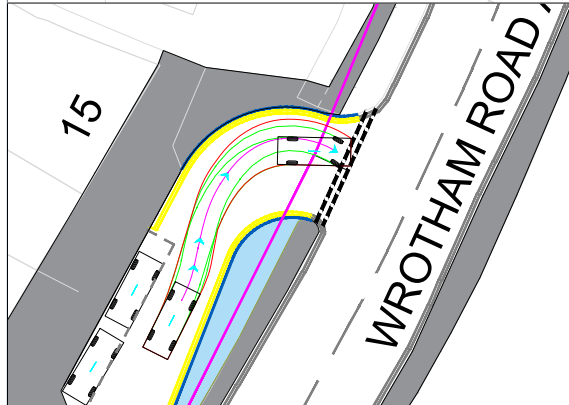


Existing Operation



A driver has to exit The Parade at a skew angle

Proposed Operation



Modified egress allows drivers to leave at an angle closer to perpendicular

Proposed kerb line modification & provision of 12m of double yellow lines to allow drivers to exit The Parade at a more perpendicular angle (loss of approximately 3 existing parking spaces).

Proposed kerbed build-out to improve vehicle alignment and provide clear visibility onto Wrotham Road

Potential to provide crossing point from kerbed island to the footway on The Parade

25m of double yellow lines required to facilitate egress improvements (loss of approximately 4 existing parking spaces).

Existing access into The Parade/B260 to remain

Notes:

- 1) Drawing based on potential intervention measures listed as part of associated Highway Access Report (LTP/22/5191).
- 2) Based on OS Mapping. OS Mapping may vary in accuracy and it is recommended that any further design stages are undertaken on a topographical survey.

Key:

- Existing Road Markings
- Proposed Kerb Line
- Proposed Road Markings
- 2.4m x 43m Visibility Splays
- Proposed Footway Widening
- Existing Footway
- Proposed Tactile Paving

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Rev.	Date	By	Chk	Description

Client
Meopham Parish Council

Project
Highway Access Report
The Parade, Wrotham Road,
Meopham, Kent

Title
Proposed Egress Improvements
at The Parade

local transport projects
traffic engineering and transport planning

Armstrong House,
The Flemingate Centre,
Beverley,
East Riding of Yorkshire.
HU17 0NW.

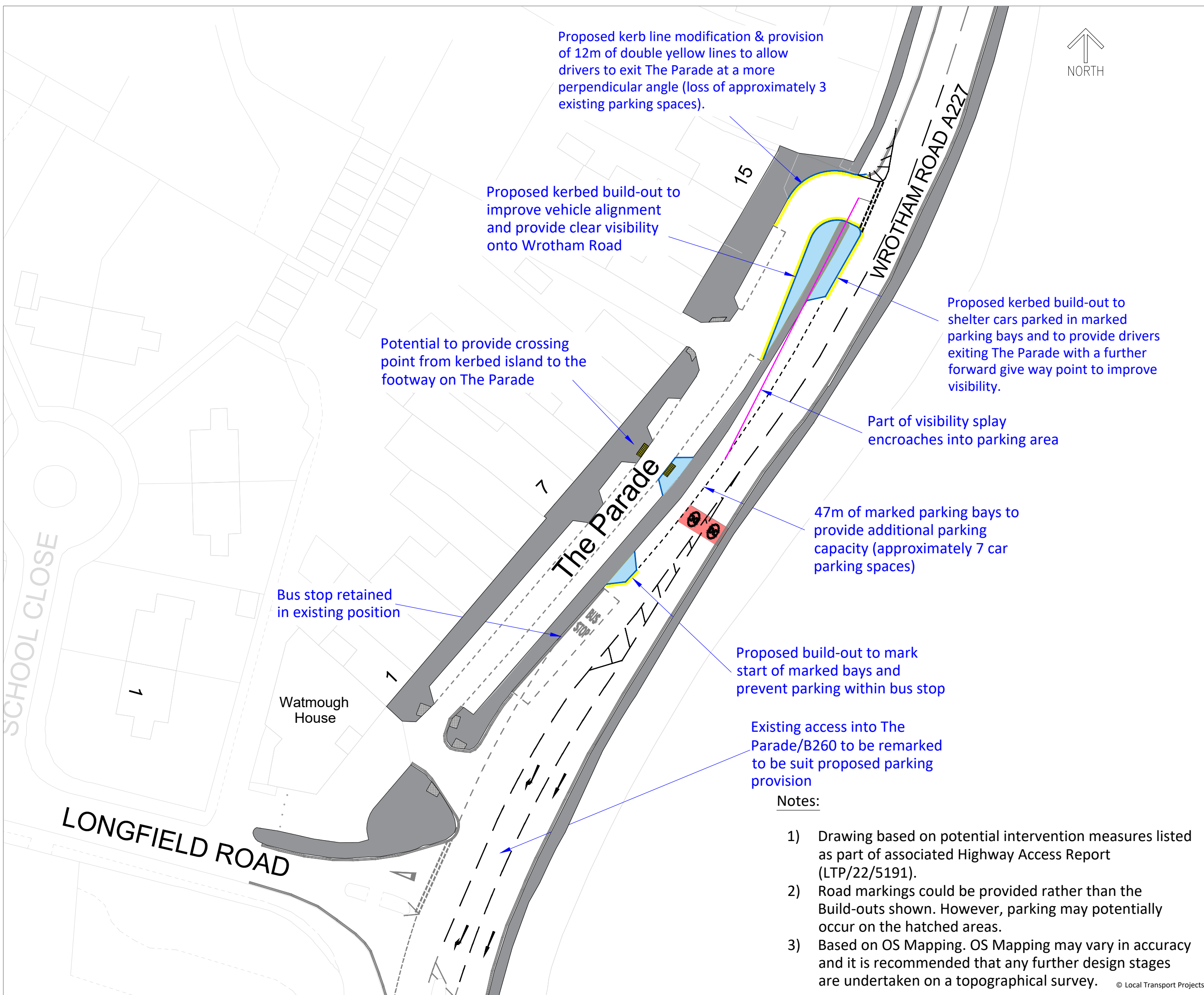
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Registered No. 5295328

Drawn	SL	Date	15 03 23
Scale	1 : 500	Checked	RP
		Approved	AM

Status
CONCEPT

Drawing number	Project	Job	Drawing	Sheet	Revision
LTP/5191/P1		P1	01	01	0

Appendix 2 – Concept Design Drawing (02)



Key:

Existing Road Markings

Proposed Kerb Line

Proposed Road Markings

2.4m x 43m Visibility Splays

Proposed Footway Widening

Existing Footway

Proposed Tactile Paving

Proposed Coloured Surfacing in RED

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0	.	-	-	.
Rev.	Date	By	Chk	Description

Client

Meopham Parish Council

Project

Highway Access Report
The Parade, Wrotham Road,
Meopham, Kent

Title

Proposed Egress Improvements at
The Parade & Provision of Additional
Parking on Wrotham Road

local transport projects

traffic engineering and transport planning

PROFESSIONAL
DESIGNER
IHE
PARTNER 2021

25,000

+

hours

THA

Accredited Contractor

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The Flemingate Centre,
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Drawn	SL	Date	15 03 23
Scale	1 : 500	Checked	RP
		Approved	AM

Status

CONCEPT

Drawing number

Project	Job	Drawing	Sheet	Revision
LTP/5191/	P1/	01	02	0

Notes:

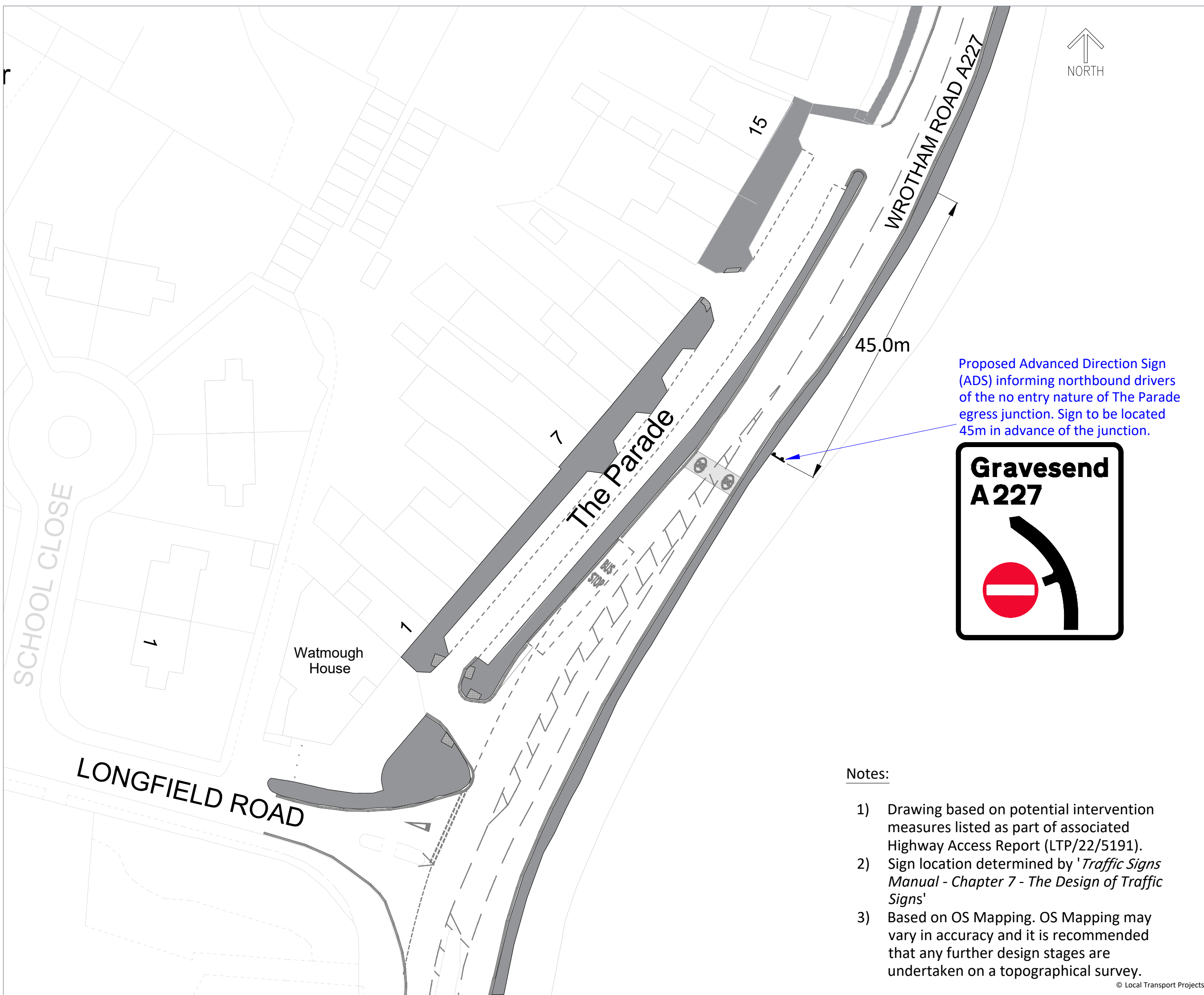
1) Drawing based on potential intervention measures listed as part of associated Highway Access Report (LTP/22/5191).

2) Road markings could be provided rather than the Build-outs shown. However, parking may potentially occur on the hatched areas.

3) Based on OS Mapping. OS Mapping may vary in accuracy and it is recommended that any further design stages are undertaken on a topographical survey.

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Appendix 3 – Concept Design Drawing (03)



10mm

A3

Key:

Existing Road Markings

Existing Footway

Proposed Sign

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- Notes:
- 1) Drawing based on potential intervention measures listed as part of associated Highway Access Report (LTP/22/5191).
 - 2) Sign location determined by 'Traffic Signs Manual - Chapter 7 - The Design of Traffic Signs'
 - 3) Based on OS Mapping. OS Mapping may vary in accuracy and it is recommended that any further design stages are undertaken on a topographical survey.