

# GROUP 2 FEEDBACK FORM

## Parking arrangement & Provision

1. Parking for cars in two rows in centre of The Square marked out with flint sets or some other natural material to include two disabled parking bays one at each end.
2. In keeping the parking central to The Square we will promote The Squares historical shape. In keeping the parking centrally placed we are able to maintain a clear access to and from the feeder roads. We feel this is important to enable a clear as possible route for emergencies as well as general movement around The Squares space.
3. There will not be a pathway or specific sight line between the Castle and the Church. However we believe there is a case that we actually keep a better sightline with our arrangement than at present with the untidy parking habit. Also this would give less space around the sides of The Square which we feel is more important in allowing the historic buildings to “breathe”.
4. The car parking spaces will be angled at 60 degrees as this will still enable us to achieve 28 parking spaces (Including the two disabled spaces) and being at an angle means that the required road width around the parking area can be reduced. Traffic flow will need to flow clockwise around the square, which will also be encouraged by the angled parking.
5. The parking spaces do need to be individually marked so to stop untidy parking, which leads to less available spaces. We are trying to fit in the maximum number of parking spaces within the central area of The Square. The reason for this is to satisfy as many of the squares users as possible, including patrons of the School and White Horse.
6. In time and with the improvements to Taylor’s Hill Car Park that we also working towards, we would envisage less parking requirement in The Square, at that point we may be-able to reduce parking spaces on the ends of the central parking area. In the meantime keeping parking spaces up will help satisfy demand until a change in parking habits can be encouraged. We would also like to include provision for a cycle rack. Maybe in the Churchyard.

## Pedestrian & Vehicular Movement

1. Vehicular movement around the allotted parking spaces would be an improvement on the present situation as the parking area will be fully marked out. We feel that safety would be less compromised by drivers reversing into a single carriageway rather than a two way traffic flow.
2. Outside this space the area for vehicles to move around the square would be of the prescribed minimum width. The rest of The Square's space would be given to pedestrian / public space. This area is to be surfaced in different colour gravel (or maybe paving) from the parking and traffic movement area.
3. We had considered raising a kerb between the pedestrian area and carriageway to discourage drivers from using it, but now feel that this would be too expensive and may also cause drainage problems, a possible trip hazard and present problems to any possible community activities, such as fairs. Therefore we are now promoting the use of a slight gully as shown in the attached picture of Long Melford, Not including the wooden post but instead using statically placed wooden planters to maintain driver awareness of the different areas.
4. The different coloured pedestrian surface will also continue across at the top of the feeder roads as would a slight gully. The reason for this is to improve driver awareness of impending pedestrian activity.
5. Keeping the feeder road widths to the set highway dimensions will be particularly useful on Taylor's Hill in providing a walkway on the Well Cottage side down to the car park, marked in the same way as the public space in The Square. This should be continued even at the narrowest point, therefore promoting the fact to motorists that they are sharing the road with pedestrians.

## Views & Aesthetics

1. By keeping vehicles away from the fronts of properties in The Square the aesthetics will immediately be improved, but combining this with the change of surfaces, between vehicular and pedestrian space and the possibility of

placing planters and strategically placed directional signs around the new public space will also visually enhance the square, as well as pointing visitors to the local amenities. By keeping parked vehicles away from building frontages, we also reduce the fire hazard to the timber buildings.

2. Due to the irregular shape of The Square the public space will vary in width, being narrower along part of the gift shop side and considerably wider along the other side especially nearer the top of Taylor's Hill, this will therefore be a better place to site a Christmas Tree in the future.

## The Case For

We all agree that The Square does need improving. Over the years a vast amount of work has been put into this, by different groups and individuals. All the previous work has acted as the foundation for the work being done now.

Group 2's work has focused on .....

- a) Achieving a considered and orderly parking area in The Square,
- b) Creation of a clear zone for pedestrians,
- c) Developing a more aesthetically pleasing environment for the community,
- d) Maximising parking in the central area.

We believe that in our plan we have achieved these goals whilst still creating a more pleasant and safe space for visitors and local people to move in thus enabling the business in and close to the square to survive and even prosper under this improved environment.

## The Case Against

We are aware that the down side to our plans are going to be the cost of implementing these changes, but most of these are one off costs. The time scale in making the changes to the surfaces of The Square and marking out the parking spaces with flint sets may take a considerable amount of time, but again this is a one off task. They may be complaints that we have cut back parking by those who would prefer that the square remains mostly used for parking, but with improvements made to Taylor's Hill

Car Park and keeping Taylor's Hill clearer enabling the safer movement of pedestrians between the car park and The Square and also around The Square itself.

## Taylor's Hill Car Park

It must be understood that improvements to Taylors Hill Car Park are an integral part of any changes made to The Square, any reduction in parking in The Square must be supported by the improved use of Taylors Hill Car Park. The feeder roads to The Square, especially The Street are unable to take any extra parking.

1. Change signage to stop implying that car parking is primarily in the square.
2. Alter the curb between the car park and the main road, and make the entrance to the car park more of a priority over Taylor's Hill.
3. Move or screen the recycling bins.
4. Parking bays need marking out.
5. New tourism information boards and signs are required.
6. Lighting and surveillance cameras could improve safety.
7. Pinch points, above entrance to the car park, on Taylors Hill.

We are in general agreement with the ideas put forward by the Chilham Tourism and Retail group.

We are also in agreement with the plans put forward for pinch points at Taylor's Hill and in The Street below the Woolpack Inn.

## Option rating sheet --- Community Aspirations

We believe that our plans satisfy the majority of the community aspirations, apart from the Castle – Church view. However, the Group 2 view is that this is of a lower priority than other aspirations. Our plan does, in any case, go some way to making strident improvements in that area.

I have aimed to pull together all the points and ideas that our group have discussed at our meetings. I must thank all members of the group for their input and to Simon Doyle from Halcrow, for his guidance, and in supplying reference material. I must also thank John Masters whom supplied the photos of Long Melford which included the following about parking in Long Melford. It would be marvellous if we are in some way able to achieve this in Chilham.

NOTA BENE:

No Concrete

No Yellow Lines

No Orders, No regulations, No Penalty threats; PEACE ON EARTH – The whole set up runs smoothly without ordering anyone anywhere.

Peter Higgs

20/09/2010