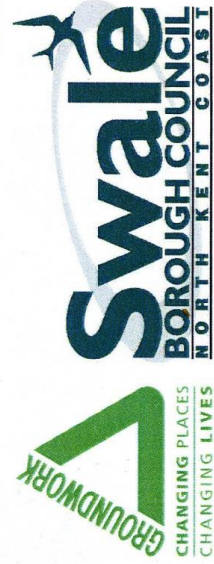


# Greenstreet Improvement Proposals



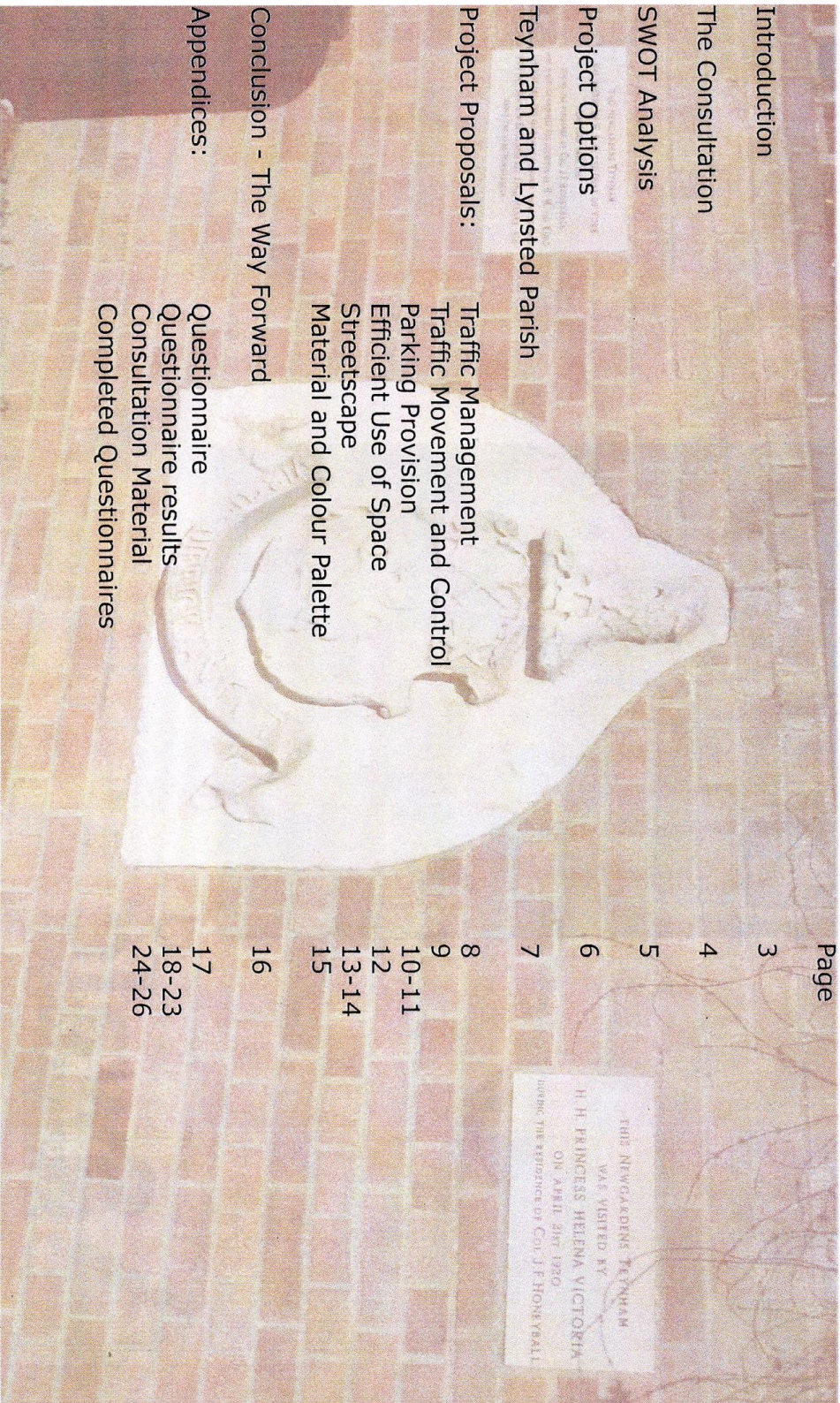
Prepared by Groundwork Kent and Medway  
for Swale Borough Council, and the residents  
of Teynham & Lynsted Parish



## Contents



	Page
Introduction	3
The Consultation	4
SWOT Analysis	5
Project Options	6
Teynham and Lynsted Parish	7
Project Proposals:	8
Traffic Management	9
Traffic Movement and Control	10-11
Parking Provision	12
Efficient Use of Space	13-14
Streetscape	15
Material and Colour Palette	16
Conclusion - The Way Forward	17
Appendices:	18-23
Questionnaire	24-26
Questionnaire results	
Consultation Material	
Completed Questionnaires	



THIS NEWGARDENS TEYNHAM  
WAS VISITED BY  
H. H. PRINCESS HELENA VICTORIA  
ON APRIL 28TH 1920  
USING THE RESIDENCE OF COL. J. F. HONTEYALL



## Introduction

Groundwork Kent and Medway were commissioned in 2008 to undertake a master-planning exercise for Teynham and Lynsted Parish. Groundwork met with Swale Borough Council and Teynham and Lynsted Parish Councils to identify and discuss broad solutions to long standing environmental problems in the area.

The need for improvement arose initially as a result of concerns by residents within the local parishes about issues with traffic and the general appearance of the area. Driven by the need for action, the Parish Council consulted the local community by distributing a village appraisal questionnaire, the results of which were fed into a Parish Design Statement, produced in 2002. The design statement addressed issues such as highways and traffic, street furniture and footpaths but had a strong emphasis towards protecting the rural character of the area and the local architecture.

Following on from the Parish Design Statement, a steering group was set up and a complimentary Parish Plan was produced. Based on the previous findings and community consultations, a more detailed questionnaire was circulated and the results written up in the Parish Plan.

This identified the main key issues of the community as:

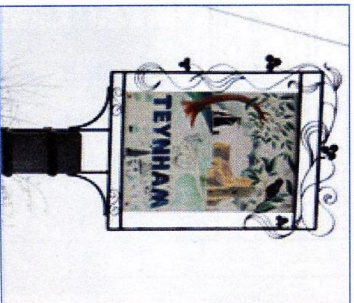
- Concerns over road safety, parking and traffic speed
- A desire to improve the physical environment and appearance of London Road
- Support for environmental issues such as tree planting

These issues are the basis of the recent work undertaken by Groundwork and Swale Borough Council.

### Residents at the consultation in May 2008



### Teynham village sign



The outcome of all the meetings and consultation to date is this environmental improvement strategy document, to be used by all partners and stakeholders to ensure a co-ordinated approach for improvements to Teynham and Lynsted.

The scope of this document is to review and broaden the proposals for Teynham and Lynsted Parish in order to:

- Provide a document for Swale Borough Council and the Parish Councils to use as a basis for sourcing funding to undertake improvement works.
- Propose mechanisms for ongoing consultation and community involvement

### Consultees:

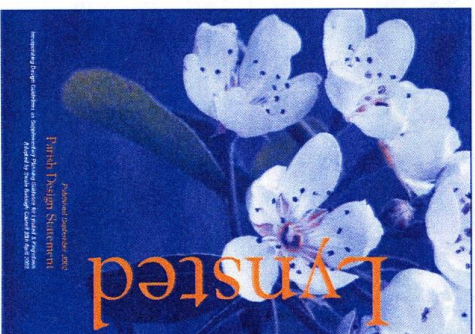
Swale Borough Council  
Teynham Parish Council  
Lynsted Parish Council  
Residents of Teynham & Lynsted Parishes

#### The Swale Vision

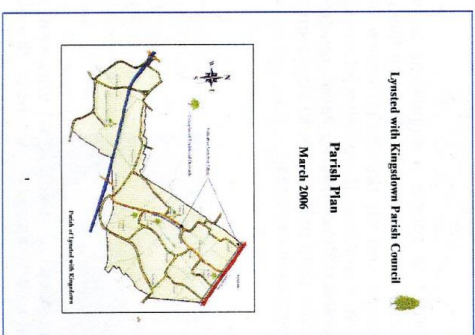
"The overarching vision for Swale is to transform the economic, social and environmental profile of the Borough so that communities and individuals can aspire to live happy and fulfilled lives."

<sup>1</sup> Swale's Sustainable Communities Plan to 2016

### Lynsted Parish Design Statement



### Lynsted Parish Plan









## SWOT Analysis

Disused building on London Road



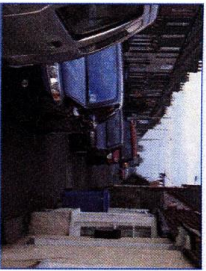
Traditional building style typical of Teynham

### STRENGTHS

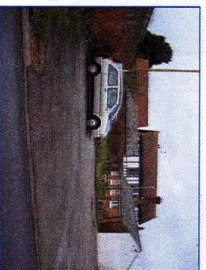
- Project identified by local residents and supported by Parish Councils and Swale Borough Council
- Attractive buildings which use local materials, some of which have local historic value
- Strong feeling of community
- Village appears to have a central point around the Lynsted Lane/London Road junction

### WEAKNESSES

- Very busy, often congested road runs through the village
- Perception that road is unsafe to cross, cutting the community in two
- Established transport route used by large goods vehicles
- No clear identity of village
- No appropriate parking for village services causes congestion and hazard on the road and pavements
- Some sections of the road are narrow enough to slow large good vehicles causing congestion



Images illustrating narrow pavements as a result of parked cars (left) and under used land that could be used to provide extra parking serving the shops (right).



Teynham was visited on three separate occasions at various times of the day in order to assess the strengths, weaknesses, opportunities and threats.

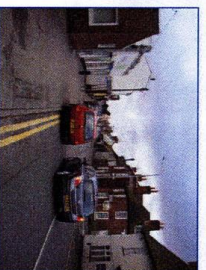
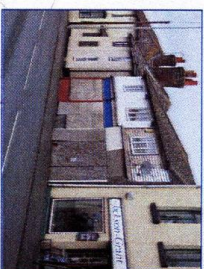
### OPPORTUNITIES

- Work with residents and Parish and Borough councils to strengthen community spirit
- Create an identity for the village by more cohesive and uniform use of materials and street furniture
- Create a safe and welcoming space for pedestrians and residents by introducing trees and preventing parking on footpaths
- Create designated parking bays in appropriate areas
- Create safe places to cross the main road connecting community and services
- Provide more car parking off of the busy A2 to serve shops and services

### THREATS

- Costs prohibitive to implementation
- Hard to change perceptions of some residents that village is not a nice place
- Hard to alter habits of drivers through the village in terms of speed, parking and courtesy to other road users

Disused building on London Road



Images illustrating illegal pavement parking (left) and a photo taken at the same time of an under used car park off Frognal Gardens (right).





## Project Options

### RESIDENTS PARKING BAY AREA

Look into the possibility of parking restrictions being introduced and enforced, to allow freeflow of traffic. Introduction of resident parking bays where space permits to eliminate off road parking, with additional residential parking needs met by new parking areas located off of London Road.

### CO-OP CAR PARK

Layout of car park altered to encourage increased usage by allowing access from London Road, subject to agreement with Kent County Council Highways Department.

- Option 1: Entrance and exit from London Road
- Option 2: Entrance from London Road, exit to Froggnal Gardens
- Option 3: Entrance and exit from both London Road and Froggnal Gardens

- The main issues highlighted from previous consultations include:
- Concerns over traffic congestion
  - Concerns about road safety and speeding vehicles
  - A need to improve the physical environment with increased planting and maintenance to empty shops.
  - A need for better parking facilities



Co-op car park

**ENTRANCE TO TEYNHAM**  
Reintroduce historical name of Greenstreet with a street-sign to indicate entrance and exit to Teynham and interactive speed signs at each end of the village, subject to agreement with Kent County Council Highways department.

### PEDESTRIAN CROSSING AND PARKING

Possible location of new pedestrian crossing for users of the Age Concern/Belle Friday Centre. Also possible provision of a parking bay to serve the centre, possibly making use of the existing bus stop.

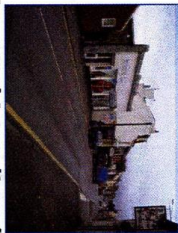
**NEW PARKING**  
Make use of vacant or under-used space where possible, for parking areas for short stay shoppers (with landowner consent).

**LYNSTED LANE JUNCTION**  
Possible location of parking control measures to prevent obstructive parking. New shrub and tree planting to improve the streetscape.

**STREETSCAPE - PARKING BAYS / PLANTERS**  
Make use of wide pathways by providing off road parking bays interspersed with areas of planting.



Age Concern Centre



Lynsted Lane/London Road Junction



Station Road/London Road junction



London Road

**ENTRANCE TO TEYNHAM**  
Reintroduce historical name of Greenstreet with a street-sign to indicate entrance and exit to Teynham and interactive speed signs at each end of the village, subject to agreement with Kent County Council Highways department.

Not to scale

**Project Area:**  
The plan shows the project area of Teynham and Lynsted Parish. The feasibility study mainly concerns London Road in the vicinity of Teynham village.

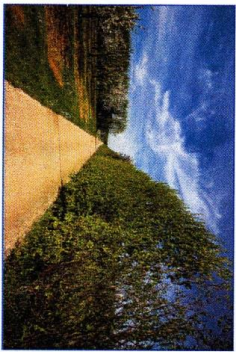


## Teynham and Lynsted Parish

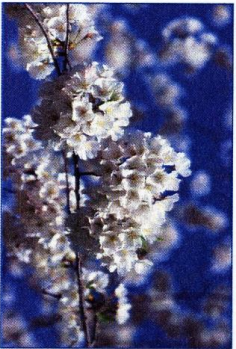
The A2 London Road passes through Teynham village and the Parishes of both Teynham and Lynsted which bound London Road to the north and south respectively,



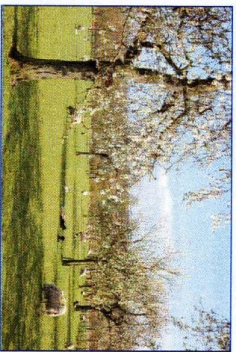
The area is predominantly rural, with networks of minor lanes and paths linking the small hamlets and villages. The region has been historically significant for the transportation of goods around the area and in Roman times the construction of Watling Street (London Road) made transport to London easier and more efficient. In the 14th Century a wealthy and influential family by the name of 'Greenstreet' occupied Claxfield Farm, and the hamlet within which it was set took in parts of Cellar Hill, London Road, and Station Road, later becoming known as Greenstreet. This name remained until the small hamlet of Teynham grew and eventually incorporated Greenstreet and became known as Teynham in the early 1900's.



## Shelter belts of Poplars and Alders



## Cherry Blossom



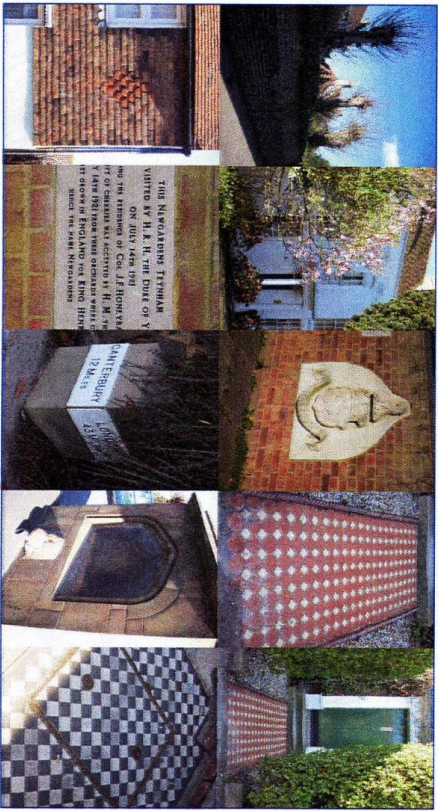
### Traditional Kent orchard

The area is designated by Kent County Council as being situated within the North Kent Plain Character Area. The key landscape characteristics of Teynham are as follows:

- High quality, fertile, loamy soils making it one of the most productive agricultural areas in Kent
- Exposed arable fields with few hedgerows and limited shelter belt planting around villages and farmsteads, as can be seen on the approach from Sittingbourne
- Orchards and horticultural crops often enclosed by poplar or alder shelter belts and scattered small woodlands. Teynham is the site of the first commercial orchard dating back to 1553

Threats to the character of the area include intrusive road lighting and busy roads connecting up the area, such as the A2 corridor which runs through many of the major towns in the area.

The images to the right illustrate the architectural features and historical artefacts of Teynham.





# Traffic Management

One of the biggest issues in Teynham is traffic. This can be broken down into the following problems:

## Traffic Volume

This together with other factors such as parked vehicles narrowing the roadway and large lorries passing through Teynham, causes congestion. This problem is most prevalent at the London Road and Lynsted Lane junction.

## Illegal parking

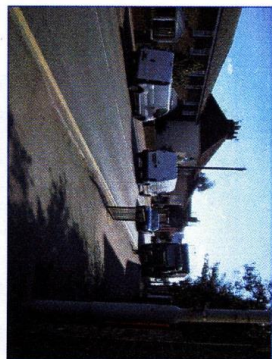
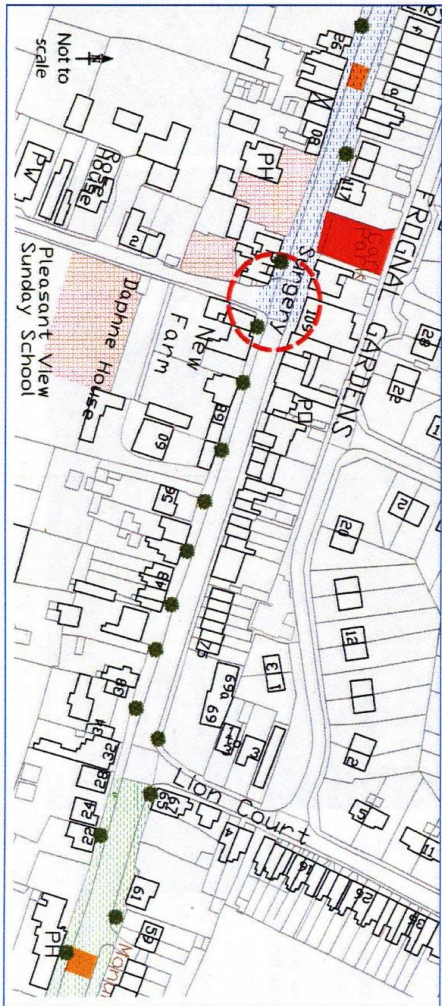
This is most problematical on the pavement in front of the Co-op supermarket, where there are double yellow lines. This not only damages the surfaces over time but also impedes pedestrian access. Strategic placing of street furniture could obstruct the use of the pavement as a parking area.

## Traffic Congestion

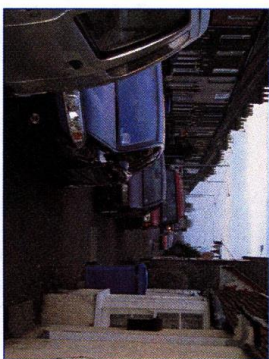
On street parking and vehicles parked partially on pedestrian pathways hinders the free flow of traffic at peak times by narrowing the roadway, particularly for large lorries and buses passing through. This also infringes into pedestrian space, narrowing the pavements and creating an unpleasant environment for those on foot.

Options for tackling the problems related to vehicular traffic movement and congestion include the following:

- Extra provision of on street and off street parking for residents
- New layout applied to the Froggnal Gardens carpark to encourage use by short stay shoppers
- Designated parking bays to encourage legal parking and keep road and pathways clear
- Signs and speed controls to discourage speeding
- New crossings and traffic controls
- Coloured road surfacing to improve the appearance of central Teynham and slow down through traffic



Parking on pathways on London Road obstructs the pavements and narrows the roadway



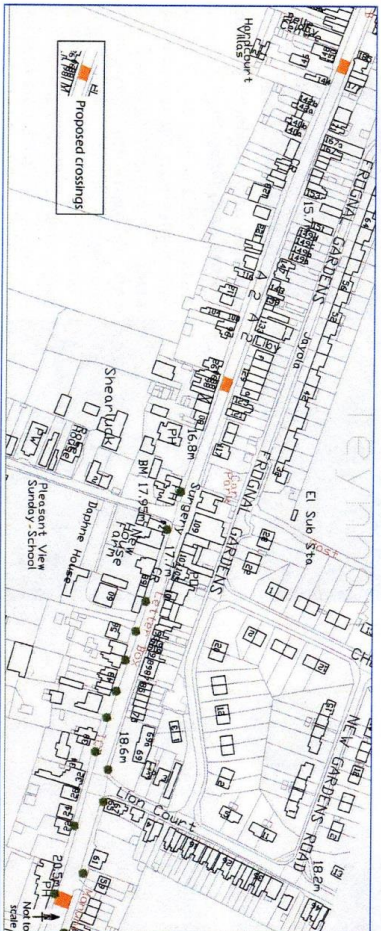
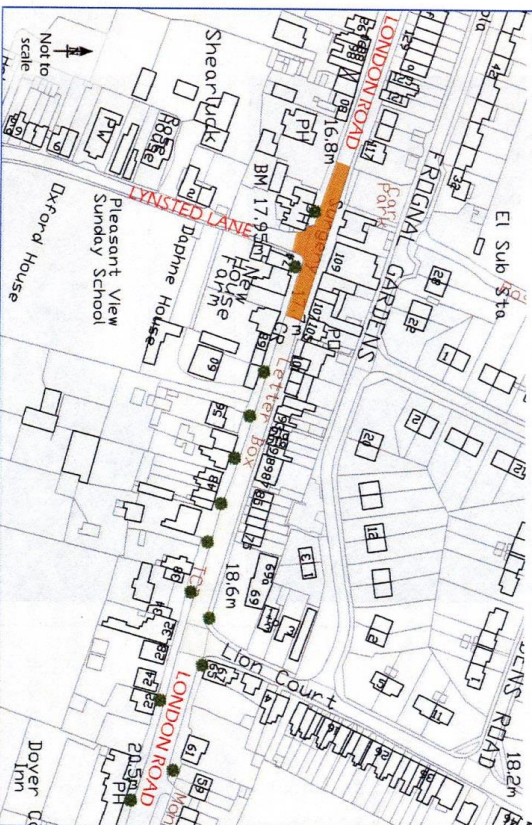
Parking on pavements along London Road

Masterplan of central Teynham identifying key problem areas relating to traffic management. These issues will be addressed in the following sections.



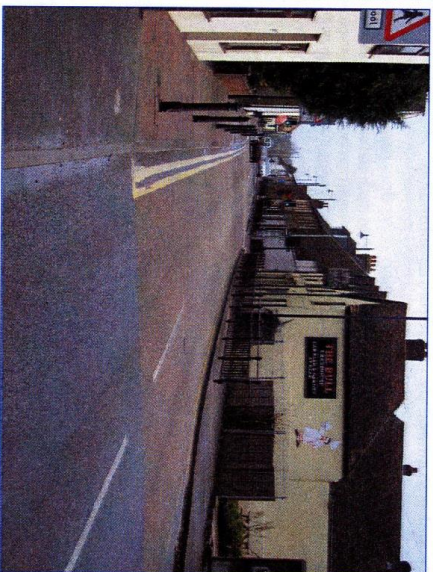
## Traffic Movement and Control

Proposed area of road colouring / surfacing, subject to agreement with Kent Highways department.



### Road Surfacing

It is proposed to use coloured surfacing along London Road in the central area of Teynham to improve the appearance of the central core of the town and provide a sense of identity to the town. This would also work with other measures to increase pedestrian presence to slow down through traffic.



An example of road surfacing at Newington, Kent

### Pelican Crossings

Analysis of the public consultation questionnaires showed that busy roads and the lack of safe pedestrian crossing points on London Road were two of the most common answers residents gave when asked what they liked least about Teynham.

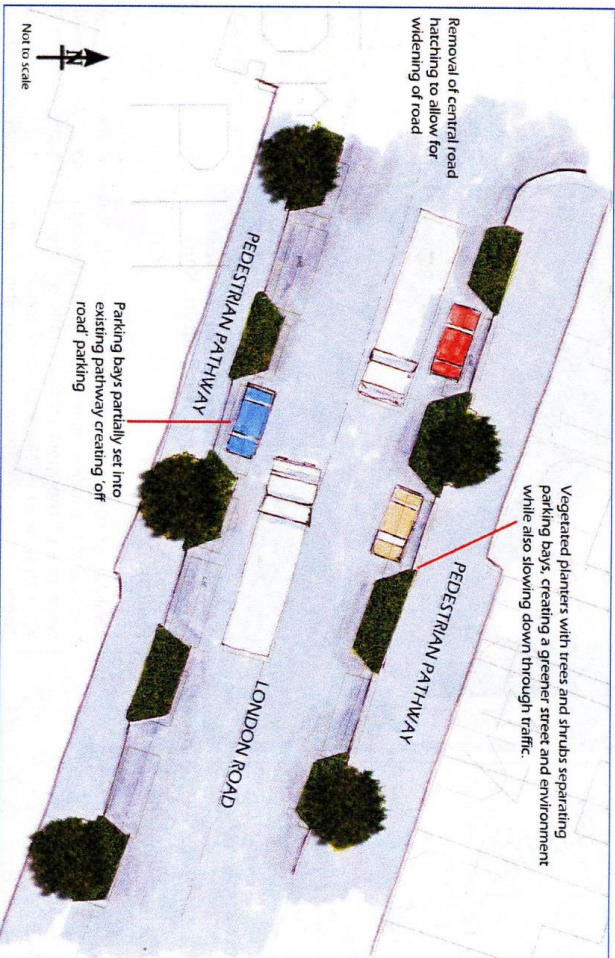
There is only one designated crossing point in central Teynham, so clearly a need for additional safe crossing points has been identified. The provision and exact location of these would be subject to discussion with Kent Highways, however possible locations should seek to serve the Belle Friday - Age Concern Centre, the Co-op and Dover Castle pub areas to provide convenient crossing points throughout central Teynham. Factors to be considered when siting the crossing include carriageway and footway width, vehicular and pedestrian flow and composition, the effects on neighbouring properties and the cost.



## Parking Provision

Where the road width allows, the layout can be amended to allow for roadside planters and off road parking bays. This will have the benefit of:

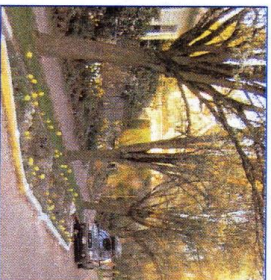
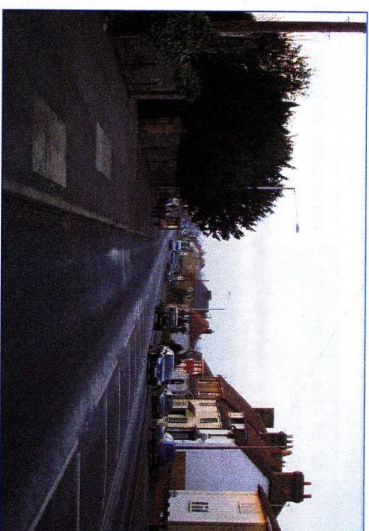
- Creating a safer pedestrian pathway
- Providing definite parking bays
- Slowing down traffic
- Greening the street
- Improving surface water drainage by reducing hardstanding



**This plan shows the possible new road layout, allowing for roadside parking in official parking bays, interspersed with areas of planting to create a greener environment.**

Analysis of the questionnaires completed at the public consultation showed that a desire for more planting and greenery in the village was the second most popular improvement out of all of the proposed schemes presented. However there were concerns that introducing soft landscaping into areas that are currently used for parking, would reduce the area available for residents' parking.

The photographs below illustrate how London Road looks before and after installation of roadside planters and parking bays.



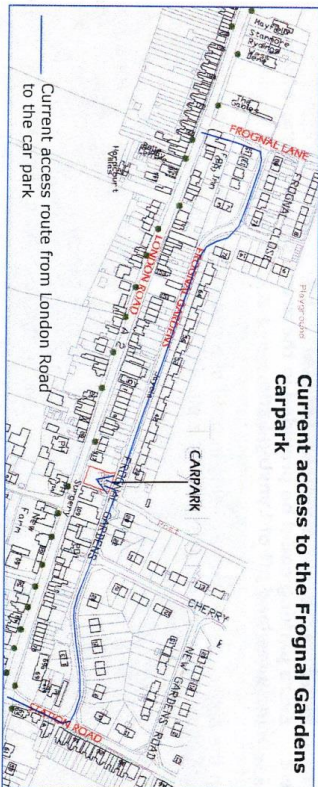
Example of a roadside planter in Portland, Oregon



## Parking Provision

### The Frognal Gardens Carpark

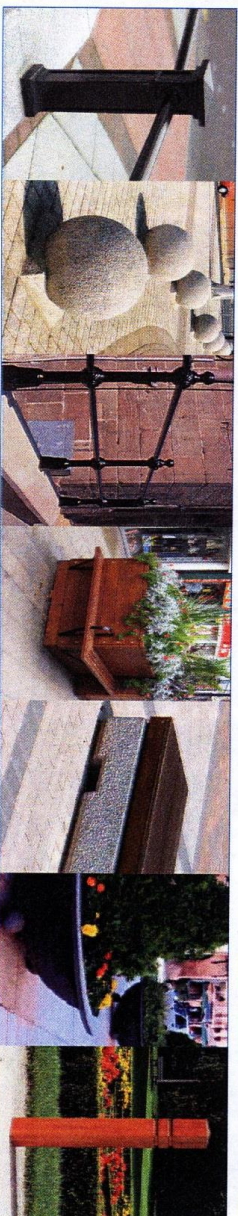
At present the car park adjacent to the Co-op and the Doctors surgery, bounded by Frognal Gardens and London Road, is only accessible from Frognal Gardens, via Frognal Lane or Station Road and as such is not utilised to its full potential by short stay shoppers. Providing an access point directly from London Road would encourage increased usage however this would need to be coupled with measures to prevent illegal parking on double yellow lines.



The car park is currently under used and is often half empty while short stay shoppers park illegally on London Road. Access is further complicated by the car park's lack of sign posting. As a result the majority of motorists are either unaware of its existence or how to gain access to it. This contributes greatly to the number of people parking on the street along London Road.

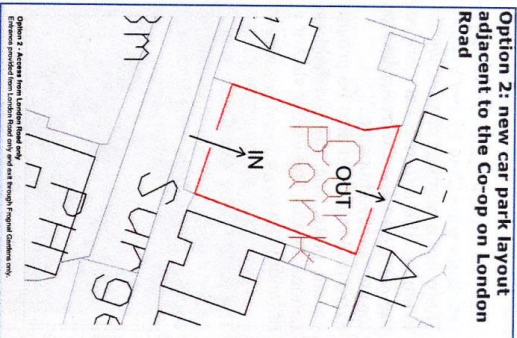
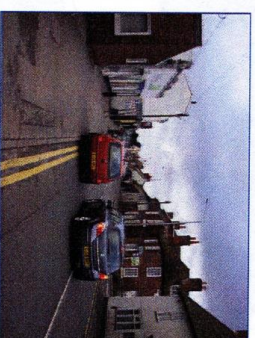
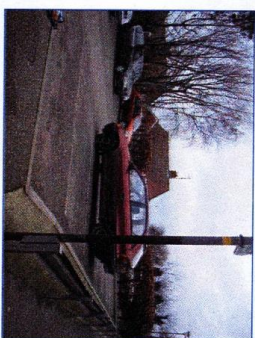
**The image on the right shows the car park is half empty. While at the same time, the image far right shows illegal and obstructive parking occurring on London Road.**

Options for physical obstructions to parking, should be integrated into the streetscape and reflect the local character of the area. Examples include bollards, barriers, benches and railings. Placing these items on footways around the Lynsted Lane junction would prevent pavement parking completely.



Three options for vehicle access to Frognal Gardens carpark were drawn up and discussed with Kent County Council Highways department and also exhibited at the public consultation. The initial view of Kent Highways is that Option 2 is likely to be the safest option and feedback from the local residents show this is also the most popular solution. The new layout, as shown to the right would see the car park with entrance gained only from London Road, with exit onto Frognal Gardens only. Entrance could also be provided from Frognal Gardens to reduce traffic volumes on London Road.

If additional parking is to be provided to serve the high street shops, measures should also be taken to prevent illegal parking. Physical barriers as shown below could be used in conjunction with increased enforcement and surveillance cameras.





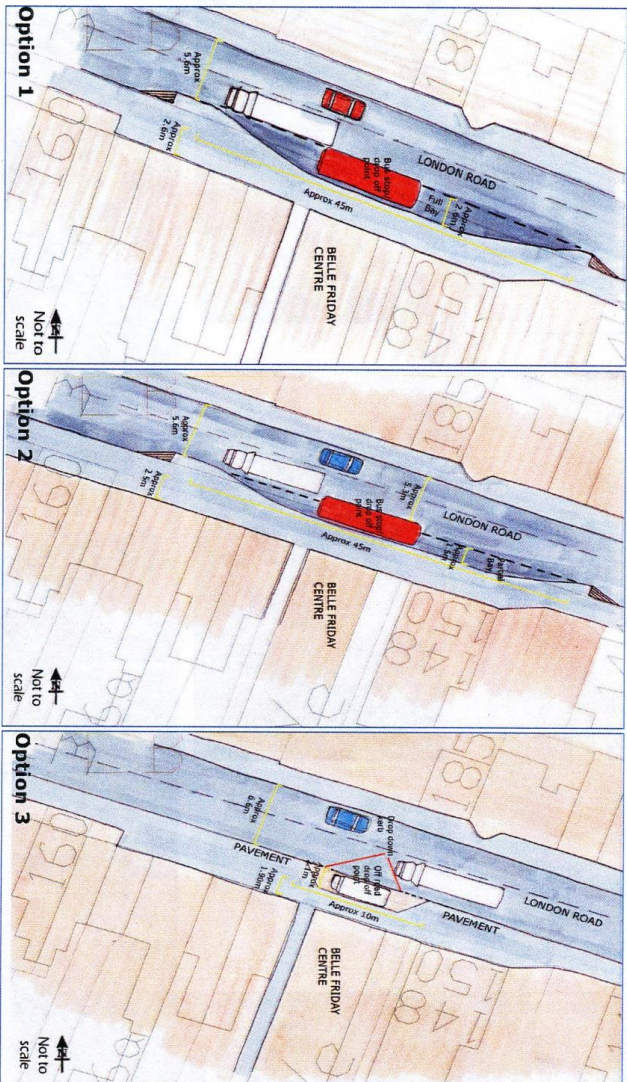
## Efficient Use of Space

The public consultation comments show that the most popular single improvement that residents would like to see in Teynham is a greater allowance for parking.

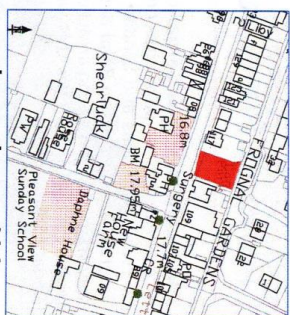
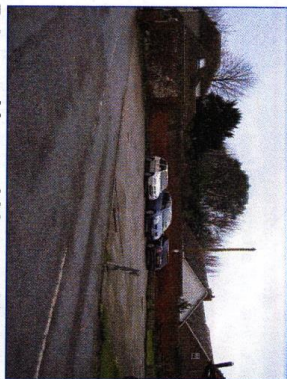
There are a number of sites within central Teynham that are currently under used. For example, the informal car park area to the rear of the George Public House, shown to the right and The Swan Public House car parks could both be used at off-peak periods for short stay shopping.

Extra parking could also be provided by making maximum use of existing land by using vacant plots, such as the field on Lynsted Lane, or land to the rear of properties on London Road. The use of vacant and under-used sites are subject to the full agreement of landowners.

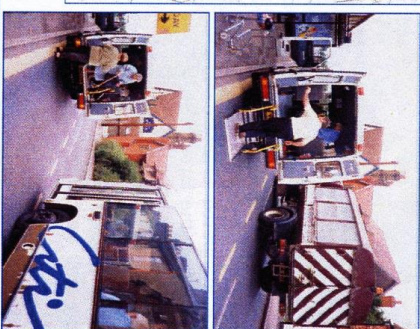
The Belle Friday Age Concern centre has been identified by the Parish Council and in the public consultation as being in need of a pedestrian crossing and a dedicated parking bay. This would enable visitors to the centre to safely cross the busy road and provide buses and mobility vehicles a place to stop and off load passengers without causing congestion. The three options for a parking bay layout to the front of the centre are shown below.



Extra parking could be provided in the areas shown above, which includes land off of Lynsted Lane.



The sketches to the left show the three options for providing a parking bay which will prevent congestion, or help to alleviate it during busy periods. The main issues to consider when creating a lay-by in an existing footway are maintaining an adequate footway width, the costs associated with the works such as relocating service runs and the effects on neighbouring properties. These issues would need to be discussed in detail with Kent Highways engineers. Option 3 was the most popular option identified from the public consultation.



These photos show the obstruction caused to the main road when visitors are being dropped off at the Belle Friday Age Concern Centre. Buses and HGVs are forced to pass on the wrong side of the road and hold up oncoming traffic.



## Streetscape

There are a number of issues and problems that can be attributed to London Road. The lack of uniformity in surface materials, the priority given to traffic, and cars parked on pavements causes problems for pedestrians and looks unsightly. This gives the area a run-down neglected feel. The use of tarmac is bland and boring and reinforces the feeling that the road and therefore motorists take priority over pedestrians.

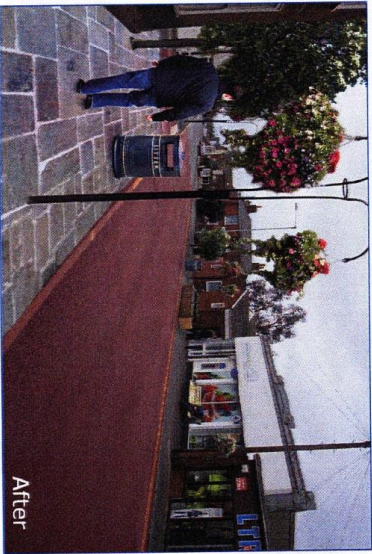
The combined use of surface treatments, soft landscape elements (trees, shrubs and hanging baskets) together with furnishings sympathetic to the environmental setting, can make a huge difference to the look and feel of a place and helps to create a strong identity for the central core on Teynham.

The photomontages below illustrate how London Road looks now and how it might look after streetscape improvements have been undertaken.

**Junction of Teynham Road & Lynsted Lane**

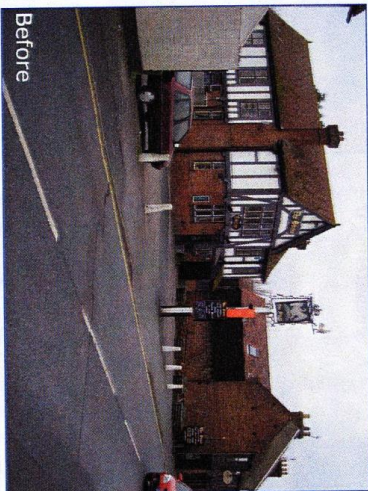


Before



After

**London Road adjacent to the Swan Pub**

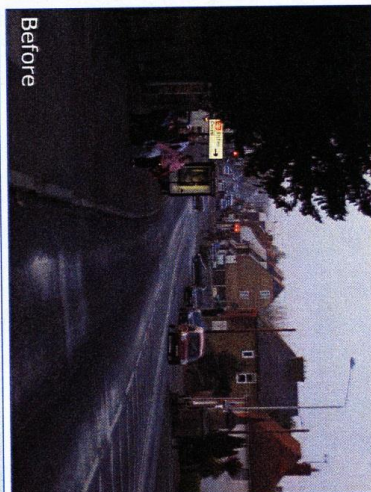


Before

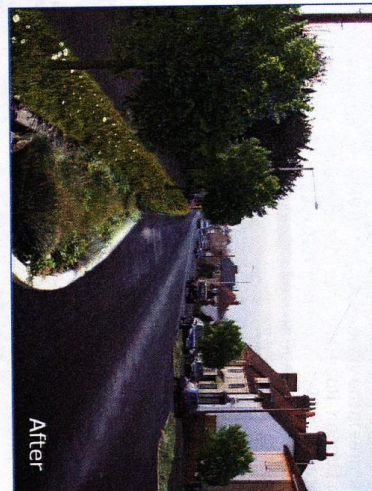


After

**The approach to Teynham from Faversham**



Before



After



## Streetscape

### A 'Greenstreet' for Teynham

There are a number of issues regarding the streetscape in Teynham:

- The dominance of London Road gives the area an emphasis on vehicular traffic rather than pedestrian use
- A lack of uniformity in use of materials
- Cluttered use of traffic signs
- General appearance of the street and lack of greenery
- Disused and boarded up buildings making area feel neglected and run-down

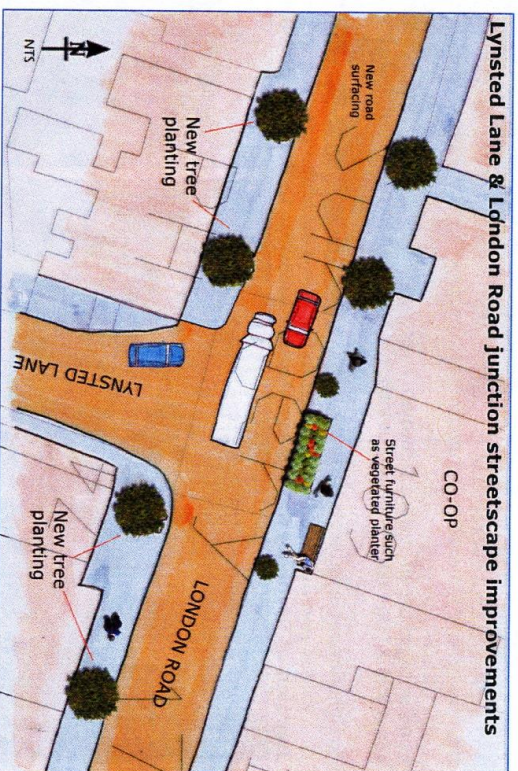
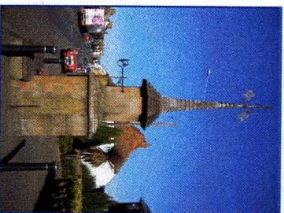


Traffic signs adjacent to the Belle Friday Centre, as shown to the left, illustrate the need for decluttering the streetscape.

Traffic speeds and volumes can be managed effectively by designing in traffic calming measures that are sympathetic to the overall townscape and character. Key features include:

- Introducing a rural features such as trees and grass verges which calm traffic speeds and soften the road edges
- Subtle road markings and surface treatments to delineate parking spaces rather than yellow lines
- Use of gateway features to mark the entrance into the village such as a village name sign and speed limit sign

Features in the village such as the Victoria Diamond Jubilee Memorial on London Road enhance the character of the area. Increased planting and improvements to the physical environment would restore the village to its historic glory of beautiful buildings, and stunning architecture in a rural setting, with a central identifiable core. Reintroducing the historical name of 'Greenstreet' would further augment the environmental improvements. Careful placement of trees and shrubs should be undertaken to avoid obstruction of traffic sightlines, obstruction to existing access points and to maintain safe and adequate footway dimensions.



The consultation identified the Lynsted Lane / London Rd junction as one of the main problem areas in Teynham for reasons such as illegal parking and general appearance of the area. Using street furniture as a barrier to pavement parking would help control illegal parking and improve the streetscape, as shown above.

The use of street furniture should adhere to the guidelines as set out in the Lynsted Parish Design Statement. Local materials should be used where possible to re-introduce the feeling of identity within Teynham and reflect the local character. Examples of styles of furniture that could be employed are shown below. Hanging baskets, bins, barriers and planters using similar materials will unify the streetscape, while the use of locally sourced stone will emphasise the local character and support local businesses.





## Material & Colour Palette



A Greenstreet for Teynham could be achieved by the use of evergreen plants and materials, with colours reflected in the local materials and architecture. Locally sourced stone such as flint should be used where possible to emphasize the local character and support local businesses. Public planting should focus on low maintenance, evergreen plants that are tolerant of roadside conditions such as a salty, occasionally turbulent environment. Species such as Escalonia, Berberis, Cotoneaster and Viburnum all have foliage and flowers which would complement the local environment and considerably enhance the streetscape.



## Conclusion - The Way Forward

Particular areas which were highlighted in the public consultation as a concern are:

- Traffic congestion and road safety
- Parking
- Poorly maintained environment
- Drainage

The following are proposals to actively deal with these issues. They should be treated as a priority:

- Explore traffic management measures which will slow down through traffic while not itself causing increased congestion. Likewise, measures to improve throughflow of traffic should not encourage speeding. A balance between the methods suggested in this report with associated highways and traffic studies should address this problem.
- Look in detail at the land available for providing additional parking areas and utilise to its fullest potential the land currently being used for parking.
- Increased planting of trees and shrubs throughout the village to improve the aesthetic environment and encourage the reintroduction of the name 'Greenstreet'.
- Improvement of the general streetscape with co-ordinated street furniture and consideration given to maintaining disused buildings.
- Although surface water drainage issues are not in the remit of this study, it is clear that this is an important issue within Teynham. Drainage should be dealt with by the Kent County Council Highways department in conjunction with any other improvement works that may take place.

Please refer to Appendix 2 for the conclusions obtained from the questionnaires. These provide further evidence for the above priorities.

Following the consultation and all contact with Teynham and Lynsted Parish Councils, it is clear that any work to develop the area must be in full participation with the community.



### Project Lead Agencies

- Swale Borough Council
- Teynham Parish Council
- Lynsted Parish Council
- Groundwork Kent & Medway
- Kent County Council

### About Groundwork

- Groundwork Kent and Medway is one of 50 charitable trusts throughout England, Wales and Northern Ireland, co-ordinated by a national office in Birmingham.
- Our vision is for a society made up of sustainable communities which are vibrant, healthy and safe; which respect the local and global environment and where individuals and enterprise prosper.



Groundwork Kent and Medway  
48 Canterbury Street  
Gillingham  
Kent  
ME7 5UN  
Tel: 01634 855166  
Fax: 01634 855177  
E-mail: [gkm@groundwork.org.uk](mailto:gkm@groundwork.org.uk)  
[www.groundwork-km.org.uk](http://www.groundwork-km.org.uk)



# Appendix 1: Questionnaire

## Groundwork Kent and Medway

### TEYNHAM AND LYNSTED PARISH REGENERATION STRATEGY

Groundwork is working on the development of a regeneration strategy for London Road, Teynham, on behalf of Teynham and Lynsted Parish Councils and Swale Borough Council. We would like your feedback on all the conceptual ideas you have looked at today, plus any new ideas for the area.

In order for us to get a clear impression of how the area can best be developed in order to meet the needs of local people, we would be grateful if you could help us by completing this two-sided form. The information you give us will shape the recommendations we make.

Instructions: Please tick the boxes, or give your suggestions as appropriate.

#### 1. Which age bracket are you?

5-11 ☐ 12-18 ☐ 19-30 ☐ 31-50 ☐ 51-65 ☐ 66+ ☐

#### 2. Are you Male or Female?

Male ☐ Female ☐

#### 3. Do you live locally?

Yes ☐ No ☐

If you answered NO to question 3, what is your association to Teynham:

#### 4. What is your postcode?

#### 5. What do you like most about London Road/Teynham? Please list:

e.g. shopping, walking.

#### 6. What do you like least about the London Road/Teynham area? Please list:

e.g. busy roads, traffic congestion

#### 7. What improvements or new features would you like to see on London Road?

e.g. more trees and planting, better parking facilities.

Please continue on reverse →

Instructions: Please look at all the drawings on display. If you have any questions please talk to a Groundwork representative. On a scale of 1-5, (1 is 'not a good idea', 5 is a very good idea) please score the project ideas.

<p><b>1. New Co-Op car park layout:</b></p> <p>a. Option 1 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5</p> <p>b. Option 2 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5</p> <p>c. Option 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5</p> <p>What is your preferred option? <input type="checkbox"/></p>	<p><b>5. Additional parking</b></p> <p>a. Residents only parking bays <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5</p> <p>b. New car parking areas <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5</p>
<p><b>2. Roadside planters / parking bays</b></p> <p><input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5</p>	<p><b>6. General streetscape improvements E.g tree planting, street furniture</b></p> <p><input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5</p>
<p><b>3. Belle Friday Centre parking bay:</b></p> <p>a. Option 1 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5</p> <p>b. Option 2 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5</p> <p>c. Option 3 <input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5</p> <p>What is your preferred option? <input type="checkbox"/></p>	<p><b>7. Streetscape improvements and traffic management in the Co-op area</b></p> <p><input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5</p>
<p><b>4. Coloured road surface treatment</b></p> <p><input type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5</p>	<p><b>Comments:</b></p> <p><input type="text"/></p>

Of all the ideas on display, which ONE concept would you like to see progressed?

If you would like any further information please contact:

Groundwork Kent and Medway 01634 855166

e-mail [gmk@groundwork.org.uk](mailto:gmk@groundwork.org.uk)





# Appendix 2: Questionnaire Results

TEYNHAM AND LYNSTED IMPROVEMENT SCHEME

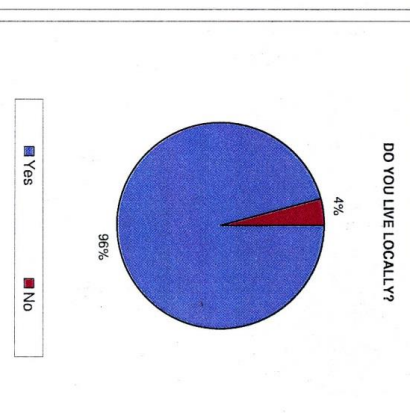
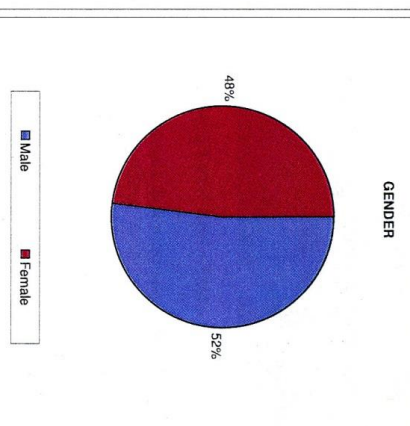
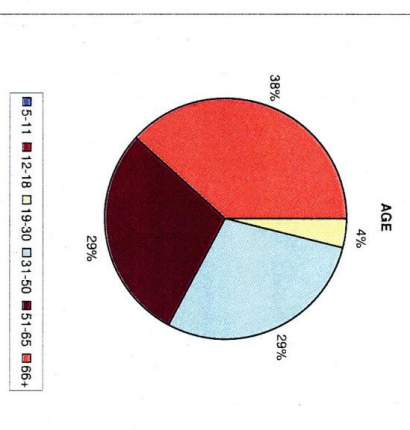
Consultation 3 May 2008

65 attendees

Age	No.
5-11	0
12-18	0
19-30	2
31-50	15
51-65	15
66+	20

Gender	No.
Male	27
Female	25

Do you live locally?	No.
Yes	47
No	2



Notes:

Of the 65 attendees, 52 people chose to fill in a feedback questionnaire. Six questionnaires were subsequently sent out in the post for completion but none were returned to Groundwork. The demographics show that the majority of the attendees were in the age range 31+-. 96% of the attendees were local.

Conclusion:

The high turnout of local residents ensure that the comments received reflect the local feeling towards the issues facing Teynham.



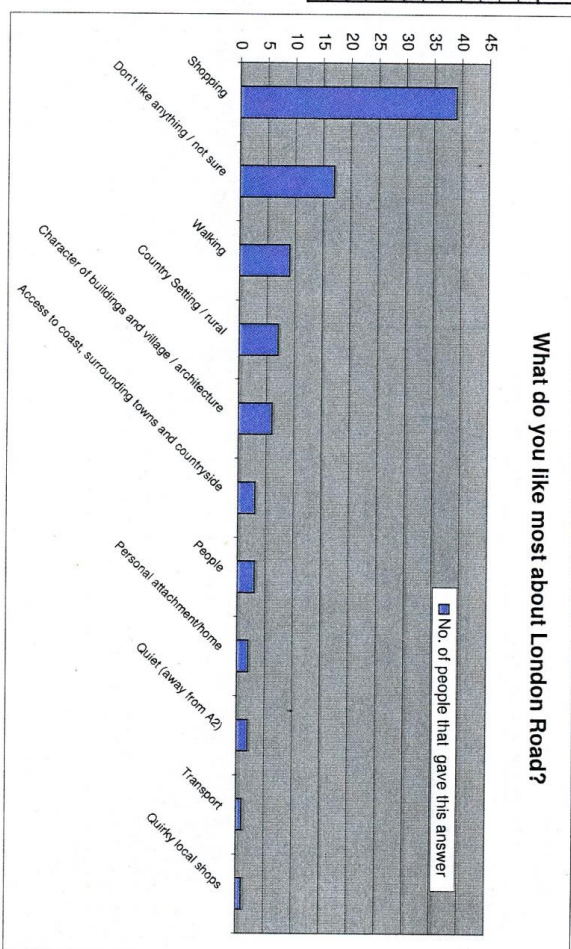
# Questionnaire Results

## TEYNHAM AND LYNSTED IMPROVEMENT SCHEME

Consultation 3 May 2008

What do you like most about London Rd /Teynham and Lynsted?	No. of people that gave this answer
Shopping	39
Don't like anything / not sure	17
Walking	9
Country Setting / rural	7
Character of buildings and village / architecture	6
Access to coast, surrounding towns and countryside	3
People	3
Personal attachment/home	2
Quiet (away from A2)	2
Transport	1
Quirky local shops	1

**'Shopping' includes those who commented on convenience of veterinary surgery, library, Post Office, takeaway food shops, crisps, pubs, etc**



### Notes:

The most common response related to the convenience of the local shops. The second most common response when asked, was 'nothing'. There was also a large number of people commenting on the surroundings and countryside setting of the village.

### Conclusion:

There is an obvious need for environmental improvements in Teynham, demonstrated by many people commenting that there is nothing they currently like about the town. However, those that felt the village was not currently a pleasant environment, were positive about the ideas presented at the consultation. There is a strong feeling of community within Teynham, with a large number of people expressing that the people as well as the heritage and environmental setting is an integral factor in village life.

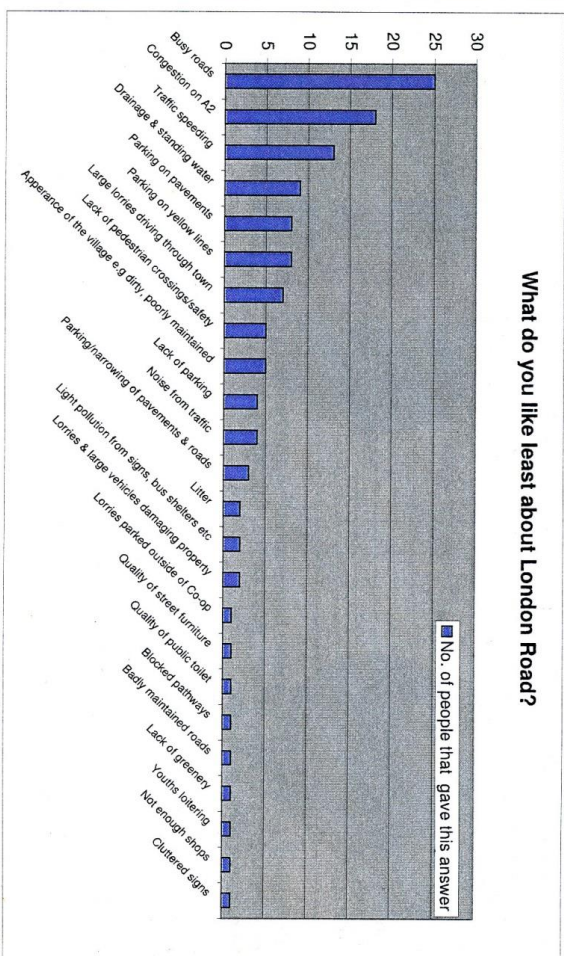


# Questionnaire Results

TEYNHAM AND LYNSTED IMPROVEMENT SCHEME

Consultation 3 May 2008

What do you like least about London Rd Rd/Teynham and Lynsted?	No. of people that gave this answer
Busy roads	25
Congestion on A2	18
Traffic speeding	13
Drainage & standing water	9
Parking on pavements	8
Parking on yellow lines	8
Large lorries driving through town	7
Lack of pedestrian crossings/safety	5
Appearance of the village e.g dirty, poorly maintained	5
Lack of parking	4
Noise from traffic	4
Parking/narrowing of pavements & roads	3
Litter	2
Light pollution from signs, bus shelters etc	2
Lorries & large vehicles damaging property	2
Lorries parked outside of Co-op	1
Quality of street furniture	1
Quality of public toilet	1
Blocked pathways	1
Badly maintained roads	1
Lack of greenery	1
Youths loitering	1
Not enough shops	1
Cluttered signs	1



## Notes:

The most common response given by the attendees when asked what do you like least about Teynham related to traffic and congestion. Environmental factors such as noise, lack of greenery and the general appearance of the village were also a common response. A large number of people commented on the drainage problems towards the Sittingbourne end of Teynham and disturbance and damage to buildings caused by large lorries passing through town.

## Conclusion:

According to the questionnaire results, traffic and speeding are by far the biggest issues in Teynham. There is a strong desire for the roads to be made safer and for traffic to be better regulated in terms of speed and parking controls. There is also a strong feeling that the village is poorly maintained at present and that more greenery would improve the streetscape and make the village a more pleasant place to live. Even though this study did not look in detail at drainage issues, many people commented on the standing surface water which is sprayed onto properties by passing traffic, causing cosmetic and structural damage.



# Questionnaire Results

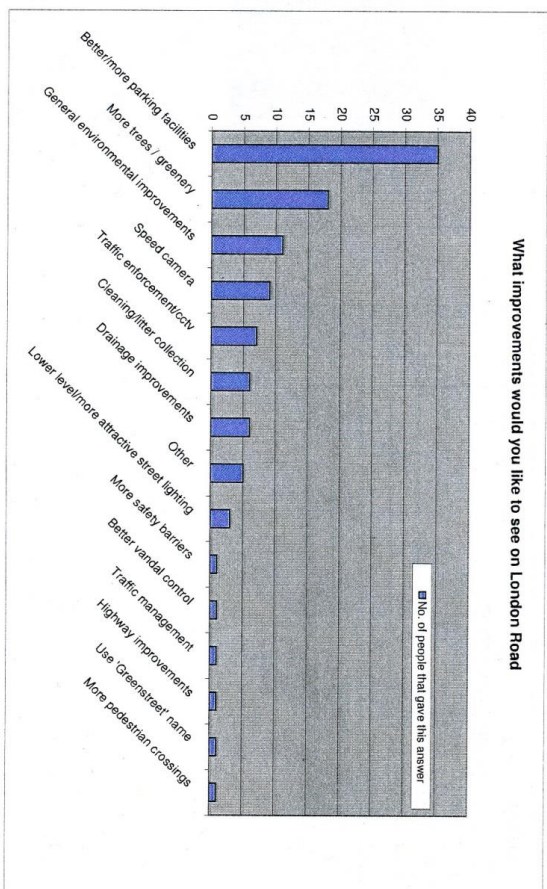
TEYNHAM AND LYNSTED IMPROVEMENT SCHEME

Consultation 3 May 2008

What improvements or new features would you like to see on London Road?

Better/more parking facilities	35
More trees / greenery	18
General environmental improvements	11
Speed camera	9
Traffic enforcement/cctv	7
Cleaning/litter collection	6
Drainage improvements	6
Other	5
Lower level/more attractive street lighting	3
More safety barriers	1
Better vandal control	1
Traffic management	1
Highway improvements	1
Use 'Greenstreet' name	1
More pedestrian crossings	1

**'Other' comments include restricting co-op deliveries to outside of business hours, i.e. before 7am and after 7pm, re-routing of lorries to avoid Teynham, removal of the public toilet and moving overhead telephone wires underground.**



Notes:

The most common response with respect to improvements in Teynham related to better parking facilities. There was also a strong response for more soft landscaping in the village and general environmental improvements. Traffic management and road safety was high on the list of priorities for residents, with speed cameras the most popular method of management.

Conclusion:

The most common responses relate directly to what residents like least about Teynham. There is a clear need for an increase in areas for residents parking, increased parking enforcement and traffic management. The desire for improvements in greenery and environmental surroundings reflect the previous comments regarding the area being poorly maintained. There were concerns as to how the schemes may affect individuals, such as ensuring sufficient spaces are available for residents parking, the costs of permit parking and vandalism. There were both positive and negative feelings regarding extra parking in fields adjacent to London Road and Lynsted Lane.



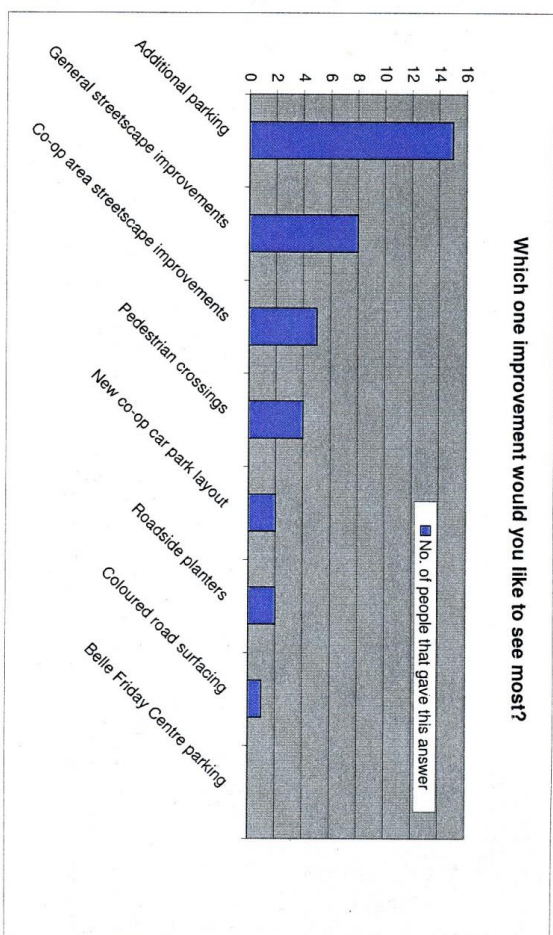
# Questionnaire Results

TEYNHAM & LYNSTED PARISH REGENERATION STRATEGY

Consultation 3 May 2008

Which one improvement would you like to see most?

Additional parking	15
General streetscape improvements	8
Co-op area streetscape improvements	5
Pedestrian crossings	4
New co-op car park layout	2
Roadside planters	2
Coloured road surfacing	1
Belle Friday Centre parking	0



## Notes:

Of the concepts and ideas on display, additional parking was the most popular idea that residents would like to see progressed, followed by streetscape improvements, road safety and traffic management. Belle Friday Centre parking was the least popular scheme that attendees would like to see progressed.

## Conclusion

The ideas were well received, with the comments reflecting the fact that the main issues had been addressed. The results clearly identify the priorities of the local community, with parking issues being the most problematic area. While the residents feel there is a need for additional parking at the Belle Friday Centre, this is not a priority. There were concerns as to how the ideas when fully developed, would affect individuals, which could not be fully addressed due to the early stages of the project. For example, any aspect of the project that alters the parking allowance should ensure that this is offset by additional parking. There were also concerns that street furniture may be damaged by vandalism and encourage loitering. Measures to slow down traffic must be careful not to cause congestion. Likewise measures to deal with congestion must not encourage speeding of traffic.



## Consultation Day Comments

The following are verbal comments made by attendees to groundwork staff at the public consultation on the 3rd May 2008.

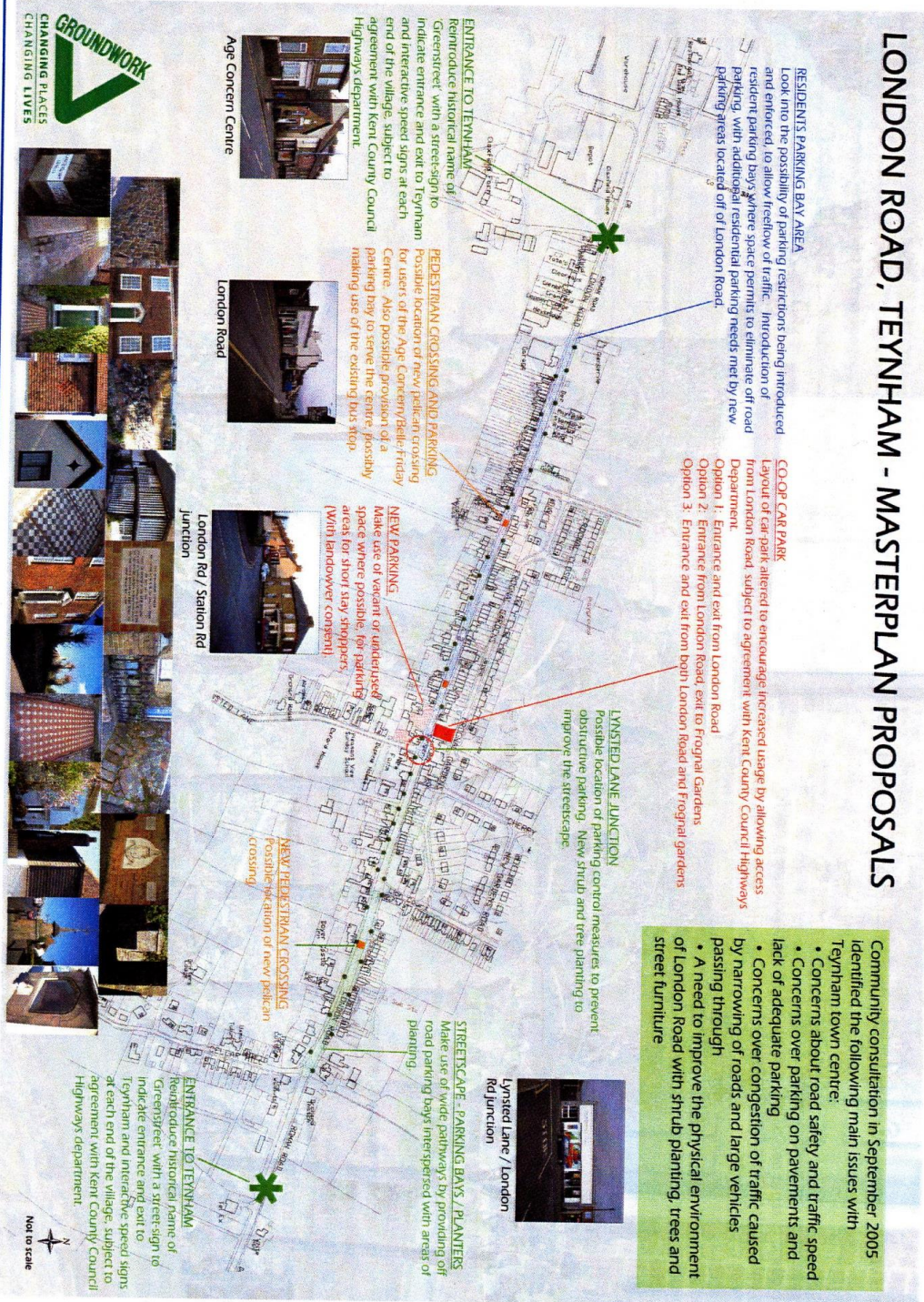
### Comments

- Would like to see Lorries removed/ re-routed.
- Slow the traffic down.
- Leave parking on pavements as it slows traffic down.
- More obstacles on road the better.
- Lynsted lane is just as busy as London road.
- Teynham used as a cut through to the M20, to avoid Sittingbourne and A249.
- There are drainage problems opposite the Fox pub (formerly)
- Planters should be fully on road, (with no narrowing of pavement) to provide obstruction and slow traffic.
- Dummy cameras to discourage parking at co-op with signs stating 'Parking Prohibited.'
- Belle Friday crossing is outside someone's drive.
- One way system through Frognal Lane to Station Road
- Car park in Lynsted is not feasible option.
- Parking needs to be enforced.
- Survey the parking as well as the traffic speed.
- Improved pedestrian routes from North Teynham to South Teynham.
- Speed cameras at either end.
- Lynsted Lane junction, trees outside houses on narrow pavement.
- Seat outside co-op will attract vandalism.
- Opposite Dover Castle pub it is already difficult to park, would like to see more space created / 2 cars per household.
- Pedestrian crossing with no bleeps, keeps children awake.
- Subsidence caused by traffic.
- Make a village out of Teynham, give it a core identity.
- Slow traffic in Frognal Gardens, traffic flows too fast in Frognal Lanes.
- Access to rear of properties on London Road, parking provided to rear of properties.
- Specs system slows down traffic through town, camera at each end of road.
- Speak to co-op manager regarding delivery times. When are they? Busy times of day?
- Not in favour of trees outside houses
- People post letters into post box from their cars
- More to be made of Greenstreet in feasibility study
- Cars parked in street provide protection when roads are wet
- Belle Friday parking option good if pavement wide enough for prams
- Streetscape good but safety and traffic improvements should be a priority over planting.
- Current pedestrian crossing in the wrong place, should be nearer to the co-op.



## Consultation Material

### LONDON ROAD, TEYNHAM - MASTERPLAN PROPOSALS





## PROBLEM: Parking and Congestion



Parking on pavements and double yellow lines



Lack of adequate parking facilities serving the Age Concern Centre



Road congestion caused by large vehicles passing through and lack of parking facilities



Current parking areas with badly planned layouts resulting in under-use



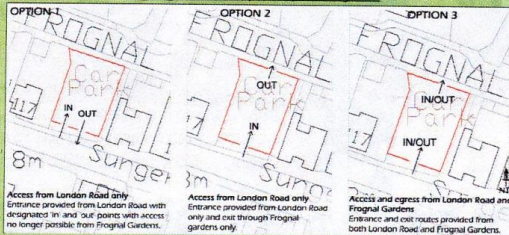
Under-used areas which can be transformed to improve parking facilities (with landowner's permission)



Parking on pavements resulting in narrowing of pedestrian pathways

## SOLUTIONS:

### Options for changing the Co-op car park layout



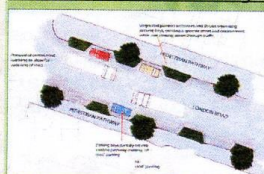
#### Issues:

- Access to the car park can only be gained via Frognal Gardens
- Car park is not signposted from London Road
- Possibly under used due to the above
- Co-op shoppers parking on double yellow lines and pavements

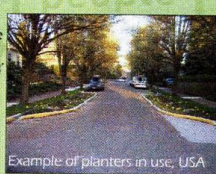
#### Solutions

- Make the car park more easily accessible from London Road to encourage use. This will reduce parking on London Road and ease congestion.

### Roadside Planters with Parking Bays



London Road to the west of Station Road is wide enough to accommodate permanent on road parking, which would eliminate the need for residents' pavement parking. Interspersing the parking bays with areas of planting makes the area greener and removes the emphasis off of the busy A2 London Road.



Photomontage view of London Rd

### Belle Friday Centre - options for creating additional parking



Full bay shared by public buses and Age Concern mini-vans, allowing them to pull in completely off the road. This would allow all vehicles including large lorries to pass by unobstructed, thus reducing congestion and blocking of the road during busy periods.

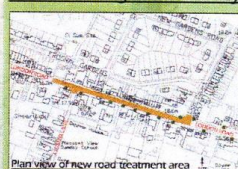


Partial bay shared by public buses and Age Concern mini-vans, allowing them to pull in partly off the road. This would allow small vehicles to pass by unobstructed, and ease congestion and blocking of the road during busy periods.

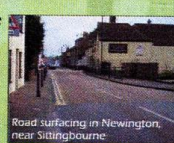


Full pavement bay only for use by Age Concern mini-vans, allowing them to pull off the road completely. This would allow all vehicles to pass by unobstructed while the Age Concern mini-bus drops off passengers and reduce congestion and blocking of the road during busy periods.

### Road Surfacing in Central Teynham



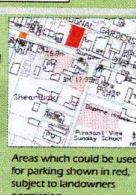
Coloured road surface treatment from Lynsted Lane to Station Road could be used to create the feeling of a central core to Teynham, while also acting to slow down traffic.



Road surfacing in Newington, near Sittingbourne

### Additional Parking Provision

To ease congestion on London Rd, particularly around the busy Lynsted Lane junction, it is proposed to allocate unused or under-used areas as areas for parking. To the eastern (Sittingbourne) end of Teynham, where the road and pathways are narrow, residents' only parking bays and new areas specifically for parking, set away from the main road, could help to ease congestion.



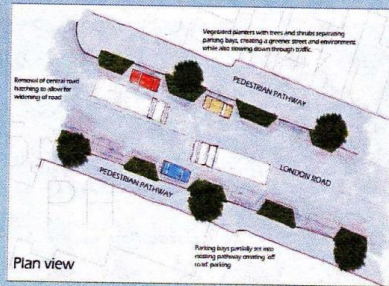
Areas which could be used for parking shown in red, subject to landowners permission.



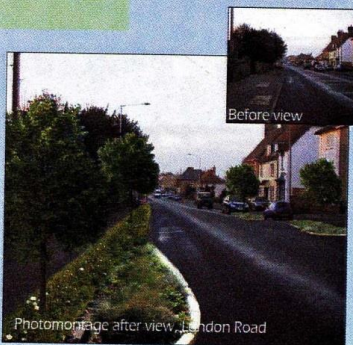
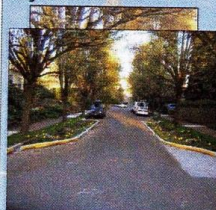


**PROBLEM:** Lack of identity and greenery

**SOLUTIONS:**



Roadside planters with parking bays to provide a green gateway into Teynham



The junction of London Road and Lynsted Lane is the core of Teynham and very busy with both traffic and people. The junction's appearance would be vastly improved by removing some of the unnecessary road signs and by the planting of trees.



Street furniture in keeping with the character of the town would make it feel more unified and encourage drivers to slow down.



Using materials that are traditional to the area will help restore the historic character and identity of the town.

