

## 20'S PLENTY IN OSPRINGE

### CAMPAIGN TO REDUCE TRAFFIC SPEEDS ALONG OSPRINGE STREET

We request that the speed limit along Ospringe Street as it passes through the village of Ospringe, and the approaches to it, be reduced from 30 to 20 mph and that for the London Road between the western edge of the village and the roundabout reduced from 40mph to 30mph - see diagram 1.

20mph is fast becoming the norm for roads in residential areas, as it is in most of Faversham. There is a strong argument for there to be a presumption nationwide in all residential areas but there are particular reasons why this is justified here.

Ospringe Street is lined with houses both sides. Many of those houses are very old, some mediaeval, and listed and it is a designated conservation area. The road is very narrow in places and does not come near to meeting modern highways standards in relation to the traffic on it, which has significantly increased over the last few decades, partly because of new housing developments.

The pavements are also very narrow. The Department for Transport states that pavements should be 2m wide, or an absolute minimum of 1.5m. There are places where they are significantly less than 1.5m which is especially dangerous given the numbers of vehicles passing, particularly HGVs, and the speeds they typically travel.

The problem is exacerbated by the speeds now allowed. Consequently:

- Pedestrians do not feel safe on the pavements. Parents of children at Ospringe School, down Water Lane choose to drive to Ospringe School rather than risk the hazardous pavements; that generates significant extra local traffic at peak times. Children from that school and others who gather at the crossing by the junction are very endangered.

- Cyclists also do not feel safe, to the degree that many are deterred from using the road at all, some use the pavements.

- The Water Lane junction with Ospringe Street has very poor visibility into the street and is effectively one-way at the junction, with mediaeval buildings either side

- There have been a number of incidents in which vehicles have crashed. Diagram 2 shows just as those causing serious damage to houses and buildings (it does not include vehicle to vehicle collisions), including most recently to the The Ship Inn (3.5.26), and nearly tragically when, in June 2023, a vehicle went into the front room of 8 Ospringe St which was occupied by a father and his baby.

- Ospringe Street carries a high volume of HGVs including those from the nearby GIST, East Kent Recycling (tip lorries) and Shepherd Neame distribution centres. It is not possible for two lorries to pass each other safely at all where the road passes the Maison Dieu, still less if they were travelling at 30mph. At this point the width of the road is narrower than the width specified for a residential cul-de-sac.

The benefits of a 20 mph speed limit are well established. In terms of safety accidents are less likely and critically a pedestrian hit by a car travelling at 20mph is more likely to be injured rather than killed, whereas at 30mph they are more likely to be killed.

Slower speeds also produce less air and noise pollution, both of which are significant issues for residents of the houses in the street. (Ospringe Street is an AQA area, carbon particle emissions having been measured in some places as twice above the WHO's limiting monitoring station).

We would also suggest that for the 20mph limit to be effective it be accompanied by suitable traffic calming measures, speeds monitored, and if necessary appropriate enforcement measures taken.

We request an urgent meeting on this subject.

The undersigned residents of Ospringe Street

Maggie Williams  
Gary Mercer  
Rory Harding  
Pip Gilmour  
Karen Sayre  
Angelina Lyons  
Graham Peter  
Stephanie Peter  
Rob Stuart  
Jan Stuart  
Stephanie Guthrie  
Emma Bishop  
Peter Hutchinson  
Kay Hutchinson