

Selling Parish Council

Community consultation on speed reduction

February - April 2022



Report to Councillors

Cllr. Kevin Hobson, Vice Chairman

1. Background

1.1 The current statutory national speed limit of 60 mph through Selling has been a cause of great concern to residents for many years. Priority No. 1 of our Highways Improvement Plan is to get a 30 mph speed limit in the Selling train station area of the village.

1.2 We have engaged extensively with KCC Highways and Kent Police throughout the past 12 months. In autumn 2021, KCC carried out a month-long forensic speed analysis in Selling Road close to the multiple junction with Station Approach, Crouch Lane and Neames Forstal. The results showed that average speed along Selling Road towards Faversham was 33 mph and away from Faversham was 32 mph.

1.3 The speed analysis greatly helps the village's case for a reduced speed limit. KCC advised us to strengthen our case by capturing the support of Selling residents for a 30mph limit and a range of other options through consultation.

1.4 As discussed at council meetings, KCC and Kent Police have advised us to progress our application for a 30mph speed limit via a Traffic Regulation Order.

2. Community consultation and survey

2.1 In February 2022 Selling Parish Council launched such a survey consultation with Selling residents on speed reduction in the station area, Community Speedwatch and other key highways issues affecting the life of the village.

2.2 A survey was extensively promoted and made available both online and in printed form for nine weeks from 11 February 2022. The survey received repeated postings on our Facebook Page and website. The printed hard copies of the survey were kindly hosted by key community hubs at The Sondes of Selling, Selling Church of England Primary School, the Village Hall and the White Lion pub. At each of these

locations there were secure collection boxes for returns of the printed survey. The closing date for the consultation was Friday 8th April 2022.

2.3 The Survey consisted of 16 questions requiring a response. There were opportunities for residents to give their views in free text form to a number of questions.

2.4 Data collected (we only asked for the last two letters of the respondent's postcode) was safeguarded under Selling Parish Council's statutory Privacy Policy. Details are on our website: sellingparishcouncil.gov.uk.

2.5 In accordance with GDPR best practice, we provided a contact point for survey respondents: we advised residents that should they have any questions about the survey to kindly contact our Clerk Wendy Gregory 07790 903442 or clerk@sellingparishcouncil.gov.uk

3. Community Speedwatch

3.1 During site visits to the village over the past year, Cllrs. Tony Kitchen and Kevin Hobson met with the Kent Police to assess several locations in the village. We identified locations suitable for Community Speedwatch exercises (see [Kent Police Community Speedwatch](#)).

3.2 Councillors will be aware that Speedwatch exercises can only take place in speed limit areas of 30 mph or 40 mph. In Selling there are only very few roads within those speed limits. We were therefore keen to ask residents during the survey whether they would support a Community Speedwatch initiative.

“Community Speedwatch is a national initiative where members of a local community join with the support and supervision of their local police to record details of speeding vehicles using approved detection devices.”



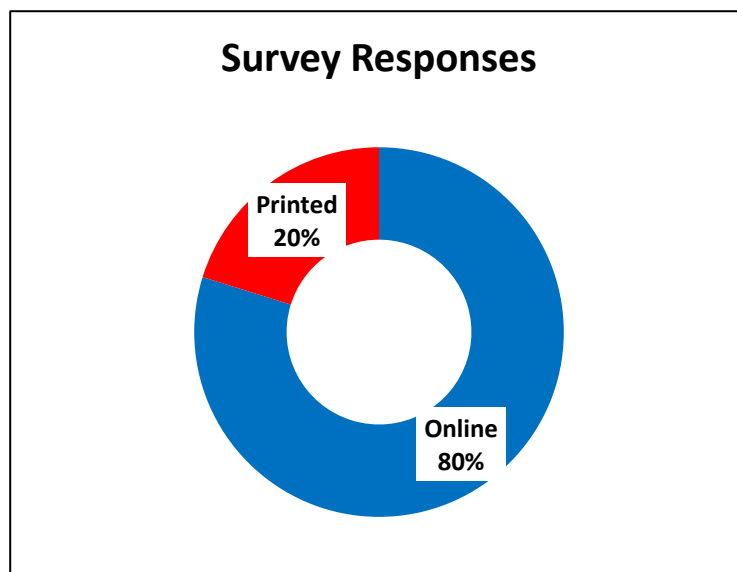
3.3. This is a proactive solution to improve the safety and quality of life for everyone in the village and a real chance to do something practical to show our community concerns about speeding. This was the subject of Question 9 in the survey.

3.3 Training, equipment and safety clothing is provided by Kent Police and Kent Community Speedwatch. There has to be an existing 30 or 40 mph limit with suitable road conditions. **Kent Police have identified three such sites in Selling** that meet the criteria - these are all in Selling Road on the approach to the cricket field and White Lion.

4. Results of the Survey

4.1 We are aware that a segment of our residents continue to have no access to IT or prefers not to go online by choice. The survey was in two options: online and in printed form. Rather than carry out another door-to-door household delivery, we

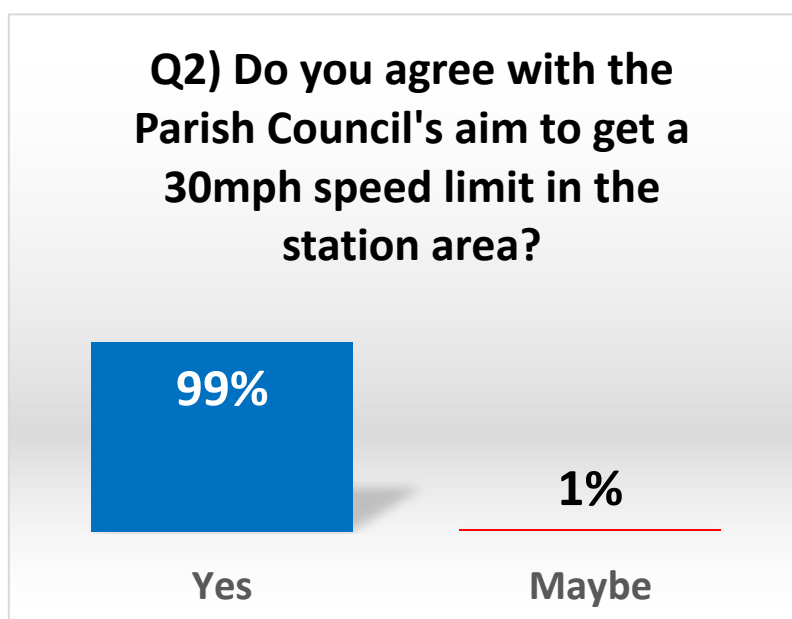
decided to piggyback the excellent engagement opportunities provided by the four key community hubs. We had 104 responses. Together with the postcode analysis, this gave us valuable insight on how residents across the village preferred to engage.



4.2 **Question 1** required respondents to give the last two letters of their (ME13 9) postcode so that we would know they are Selling residents. An analysis of the 25 postcodes provided is available at **Annex A** below.

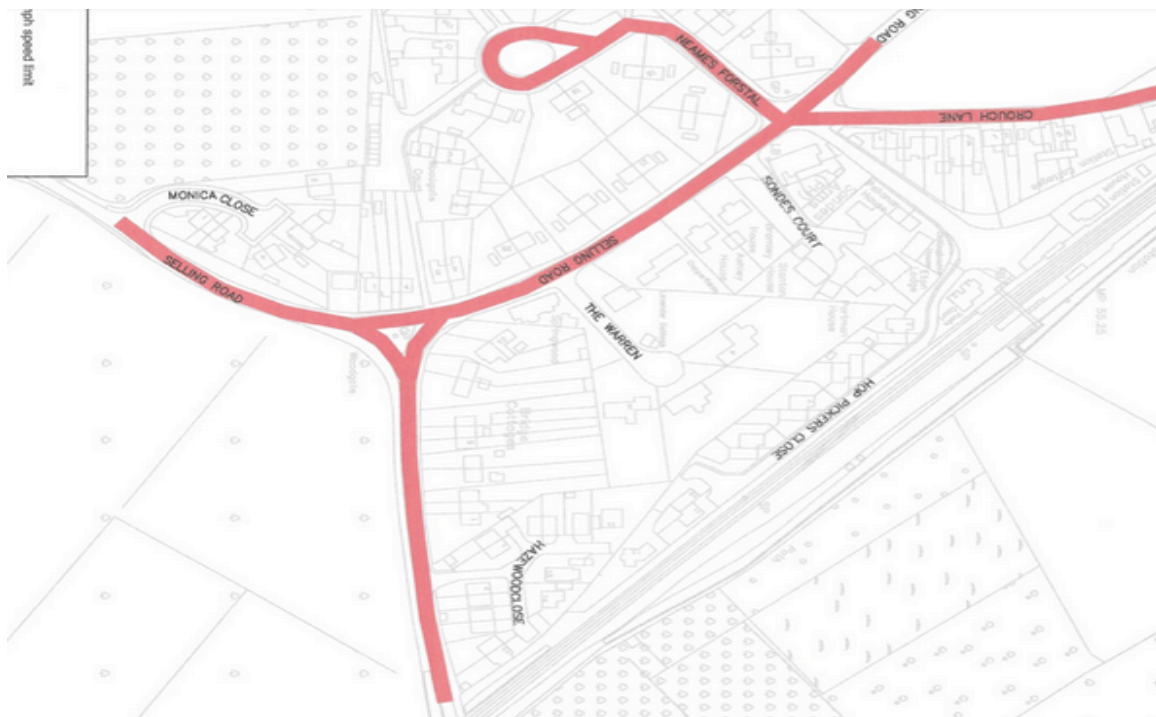
4.3 Most responses overall were from PP, followed by PL and FG. These are postcodes centred on the roads in the Selling Station area, the focus of our efforts within the Highways Improvement Plan. These postcodes include Neames Forstal, Selling Road, Fox Lane and Crouch Lane.

4.4 It is obvious from **Question 2** responses that we have overwhelming community support for a 30 mph speed limit in the station area of Selling:

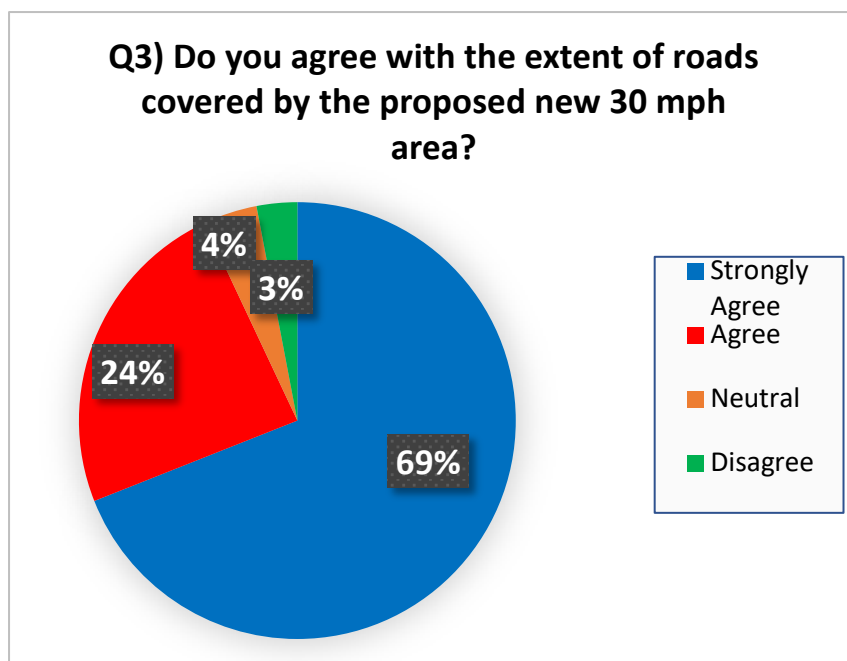


This is essential for us to present as part of our Traffic Regulation Order application and is very strong and powerful evidence.

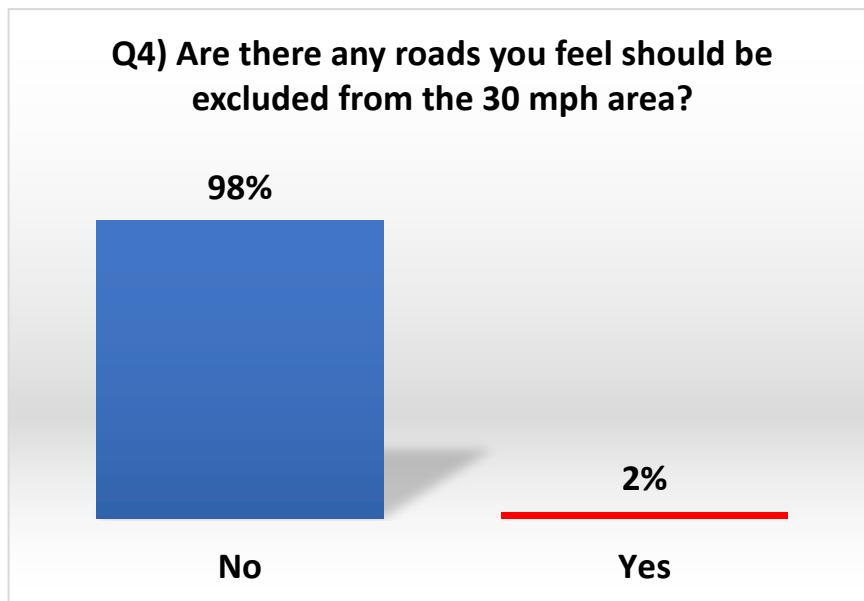
4.5 Residents were asked whether they supported the inclusion of the roads marked in red on a map for the new 30 mph area, and whether they wanted others included.



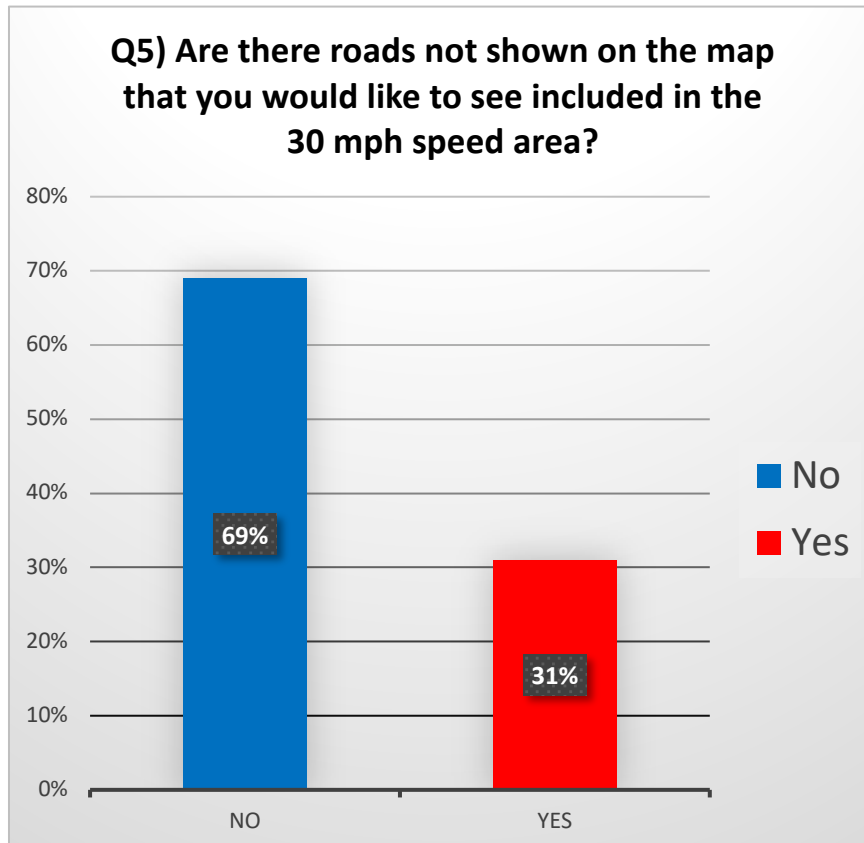
4.6 From **Question 3**, the survey indicated 93% of responses agreed or strongly agreed with the extent of the 30 mph speed limit area. Only 3% disagreed, representing 3 to 4 residents.



4.7 The data in **Question 4** made it clear respondents want to keep those roads included on the map in the proposed 30 mph area:

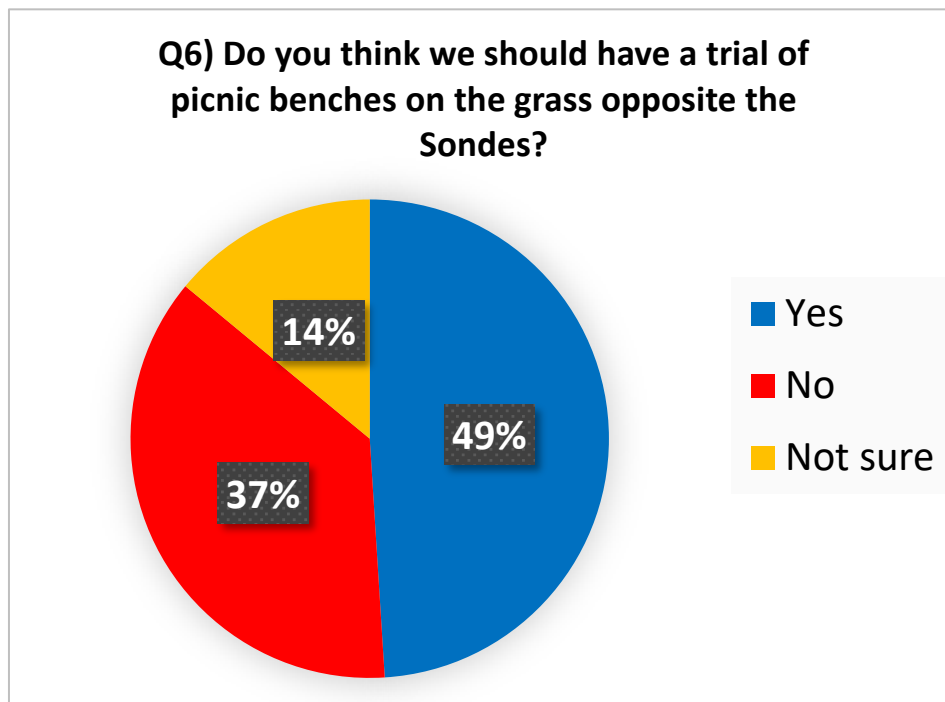


4.8 In **Question 5**, nearly one third of respondents suggested other locations where they wanted to see a 30 mph speed limit. These included Gushmere (Vicarage Lane), Perry Wood and Hogben's Hill, which are all outside the focus of the 30 mph area in this survey (the station area) and as shown in the map.



Kent Police Community Speedwatch officers have advised the Parish Council that a Traffic Regulation Order for a 30 mph area for the whole of Selling Parish is unlikely to be successful.

4.9 To improve awareness of drivers and road users, to increase the physical feel as a village and help us get the 30 mph speed limit, KCC Highways advised us to trial one or two community picnic benches on the public grass opposite The Sondes. In **Question 6**, we asked whether this trial is something we should go ahead with.



4.10 Although nearly half of respondents support a trial of picnic benches on the public grass opposite The Sondes, there were a number of free text comments in opposition made by respondents with a PP (Neames Forstal), PL and FH postcode. These are quoted below:

“No because it may cause rubbish and unwanted people sat outside people’s houses”

“Yes, but open to misuse and nuisance”

“No, Kidies [sic] would run down the bank and be in the road”

“No, families who live there do not want this”

“No, like the station it would attract anti-social kids”

“No because it is dangerous, unpoliced, anti-social behaviour, encouraging groups in the evening, no benches on the green”

“Flower beds and signage at Neames Forstal instead of benches. The benches would remove privacy in my home and attract the wrong crowds. The litter is a concern as we already get litter thrown in from disrespectful members of the public.”

“Instead of picnic benches which are NOT wanted by the residents closest to the proposed area, I would suggest a flower bed that KCC could tend to along with a nice welcome to selling sign. The village is a peaceful place to live and benches could attract the wrong crowd, particularly in evenings. This is a poorly lit area and would leave residents feeling vulnerable in their own homes.”

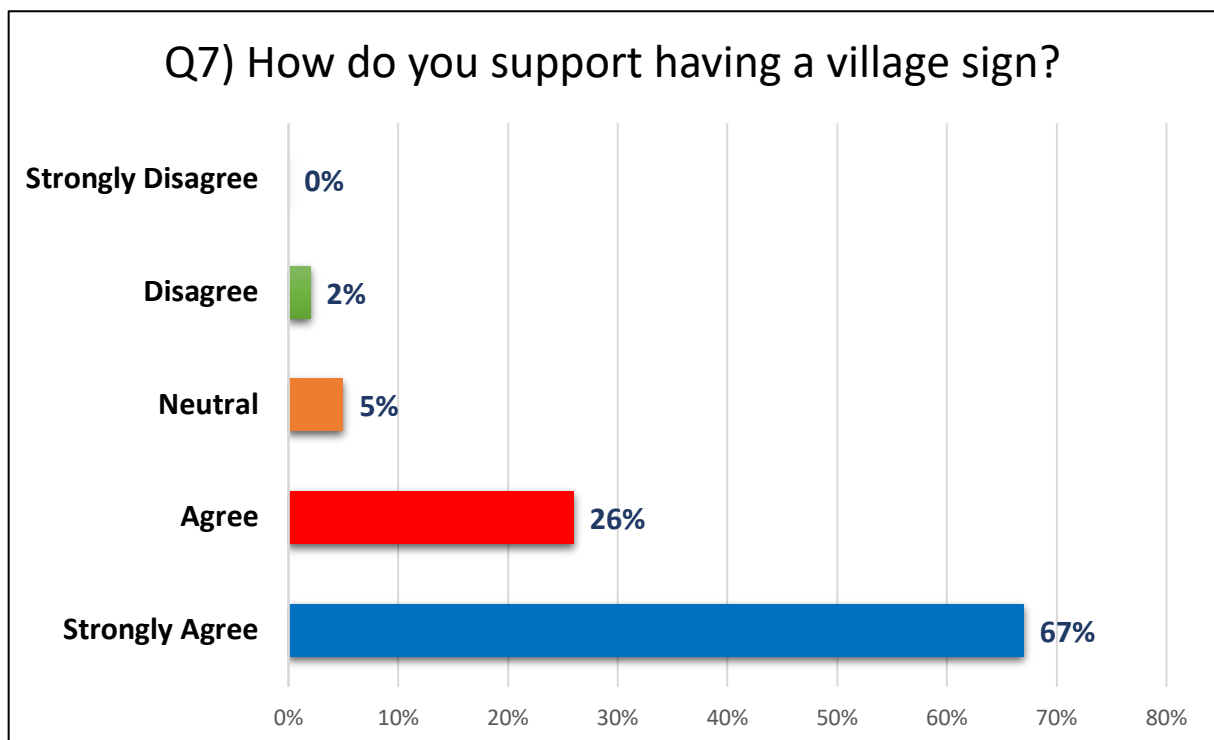
“I personally do not agree with the benches... it could also encourage the wrong crowds at night. Not to mention the litter. Our fence has already been damaged numerous times due to disrespectful members of the public...I would suggest flower beds and signage.”

“Totally disagree with benches it is a ridiculous proposal and will create accidents with children dashing across the road and also more rubbish.”

“No, it’s wrong”

4.11 Those who answered ‘Not Sure’ wanted more information about how the trial would work and for how long. There appears to be other options supported by the survey responses - should the council wish to pursue this tactic. Several suggestions favoured flower beds, benches or a village sign. The latter is the subject of a specific question in the next question.

4.12 With 93% of people strongly agreeing or agreeing in support of a village sign in **Question 7**, the council has a mandate to re-visit its previous exploration as documented in the minutes of several parish council meetings.

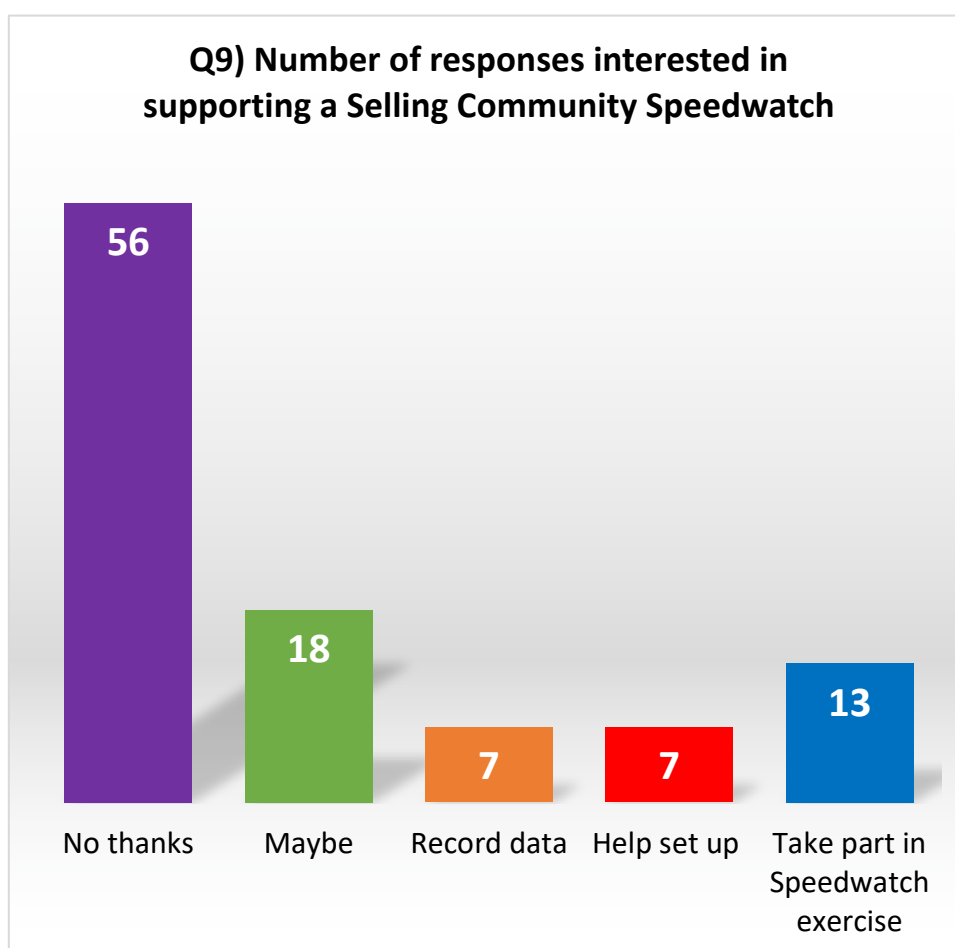


The question did not specify any particular area of Selling and there were no free text comments suggesting a specific location.

4.12 **Question 8** asked whether respondents had *any other ideas to help the village get the 30 mph speed limit, or to demonstrate to drivers and road users that this is a village residential area.*

There were 39 written free text responses, which are shown in **Annex B** below. The most common theme of the ideas put forward is more speed signs or signage. Lighting is a popular theme and speed bumps are suggested by a few.

4.13 Community Speedwatch was the subject of **Question 9**, which asked if residents would be interested in supporting Community Speedwatch in Selling. There were five options available, with respondents able to tick all the options that applied to them. The responses show the number of responses to each option.

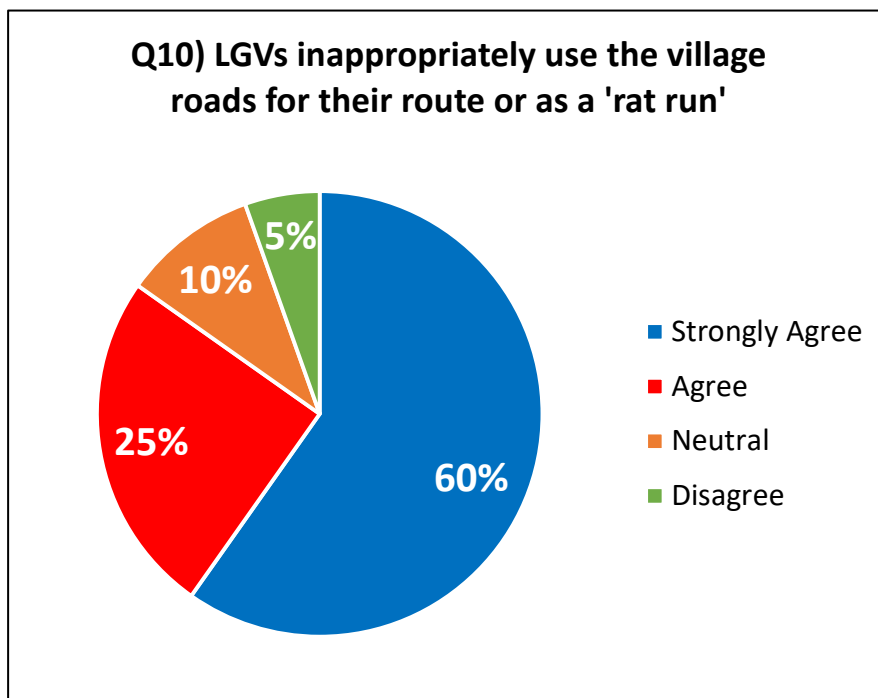


4.14 Other than where a resident answered No Thanks, they were able to leave their email address for either more information or to be contacted to contribute to Community Speedwatch in Selling. An encouraging 28 residents have done this. The parish council will need to follow up once a decision has been made on progressing Community Speedwatch.

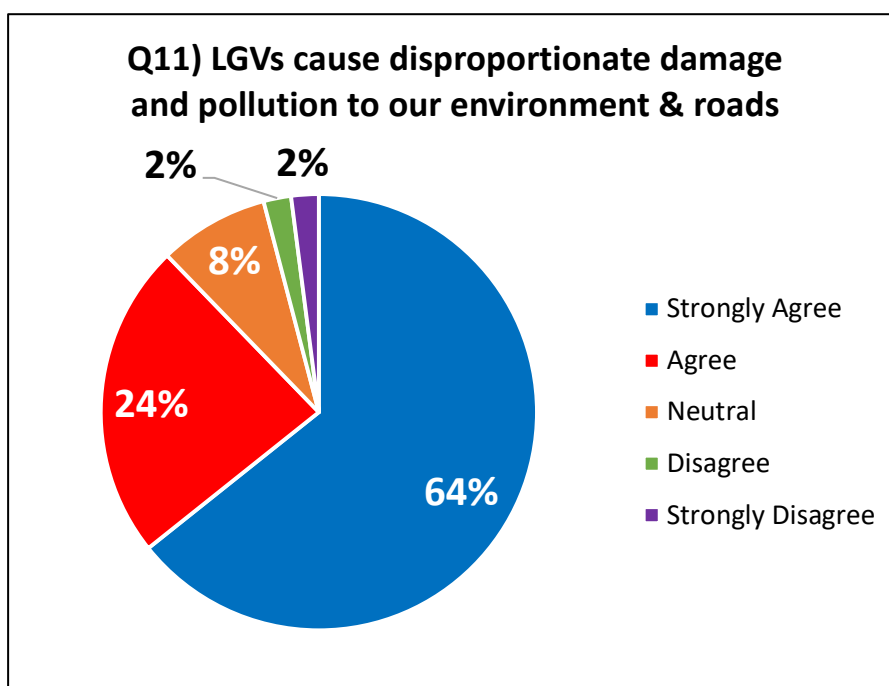
4.15 **Question 10** focused on to what extent you agree that large or heavy vehicles inappropriately use the village roads for their route in and out of the village or as a

cut through / 'rat run'. This is of course a long-standing concern in Selling and was cited in the parish council's response to Swale's consultation on the 'Local Plan'.

4.16 At 85% of responses strongly agreeing or agreeing with this statement, this continues to be a significant issue for Selling and reflects the situation in a wide range of villages throughout Kent. The evidence of this survey is helpful when engaging with those responsible for our roads and traffic management. It will enable us to press our case with KCC Highways for early consultation on road closures.



4.17 **Question 11** also focuses on LGVs: to what extent do you agree that the inappropriate use of village roads by large or heavy vehicles causes disproportionate damage and pollution to our environment, road verges and surfaces?



4.18 With ample evidence daily of damage and pollution in our rural roads caused by large or heavy vehicles, it is unsurprising 88% of residents strongly agree or agree.

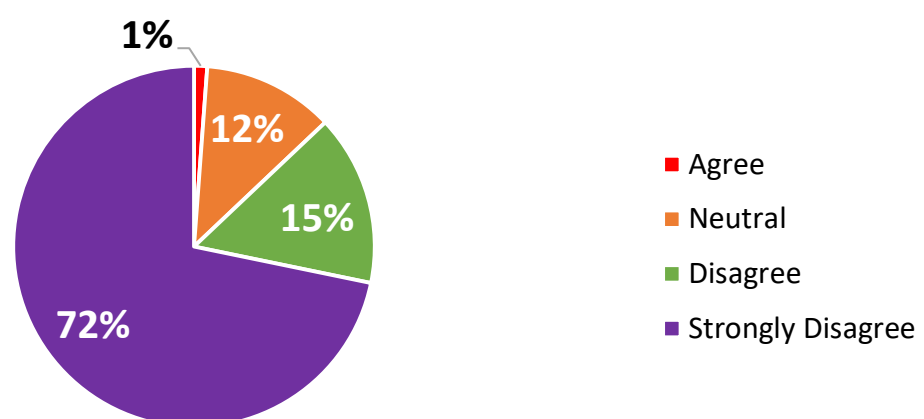
4.19 Since the issue of large or heavy vehicles in our rural roads is of such significance, **Question 12** gave residents the opportunity to offer comments, suggestions, or information. These 39 responses are all shown at **Annex C**.

4.20 There is a wide range of responses highlighting the difficulties of travelling on local narrow roads shared with a variety of large or heavy vehicles and the consequent damage to the environment. Again, such a rich variety of quotes and ideas from residents helps firm up an evidence base and strengthens the priorities of our Highways Improvement Plan

4.21 The final three question of the survey seek to gain the opinions of residents on the essential services to Selling provided by KCC Highways. Overall, a significant proportion of residents strongly disagree or disagree that KCC Highways are doing a good job in taking care of flooding, gritting, or sweeping our roads.

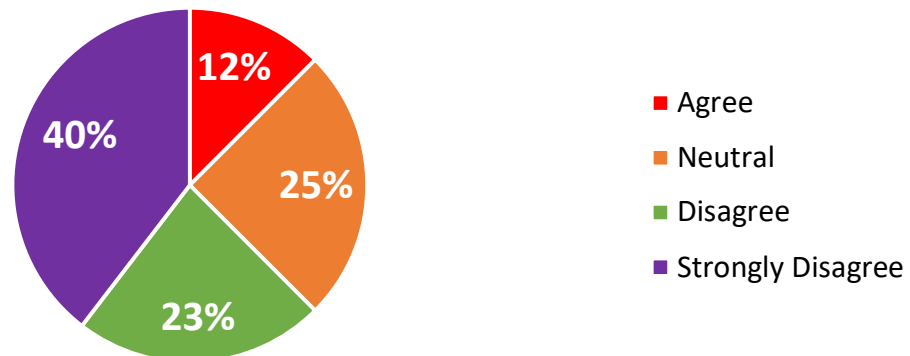
4.22 **Question 13** asks to what extent you agree that KCC Highways are doing a good job in keeping the roads from flooding. 87% strongly disagree or disagree.

Q13) KCC are doing a good job in keeping the roads from flooding



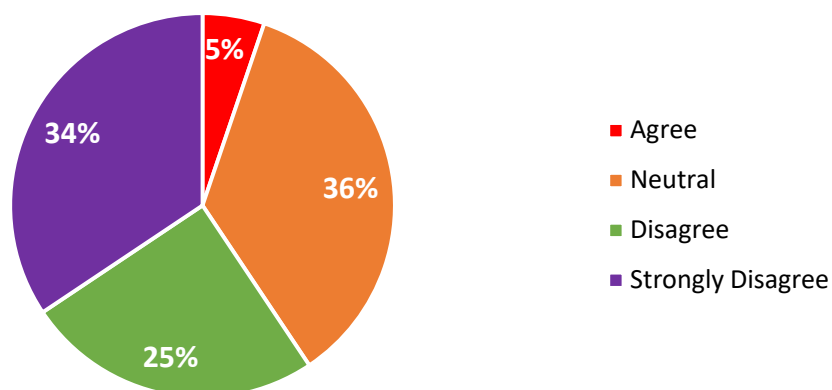
4.23 **Question 14** asks to what extent you agree KCC Highways are doing a good job in keeping the roads gritted in very cold weather. This is less clear cut, with just 63% of respondents who strongly disagree or disagree and a quarter who are neutral.

14) KCC are doing a good job in gritting our roads



4.24 **Question 15** asks to what extent you agree KCC Highways are doing a good job in keeping the roads swept. Opinion from respondents is divided, with 59% who strongly disagree or disagree and well over a third who are neutral.

Q15) KCC are doing a good job sweeping our roads

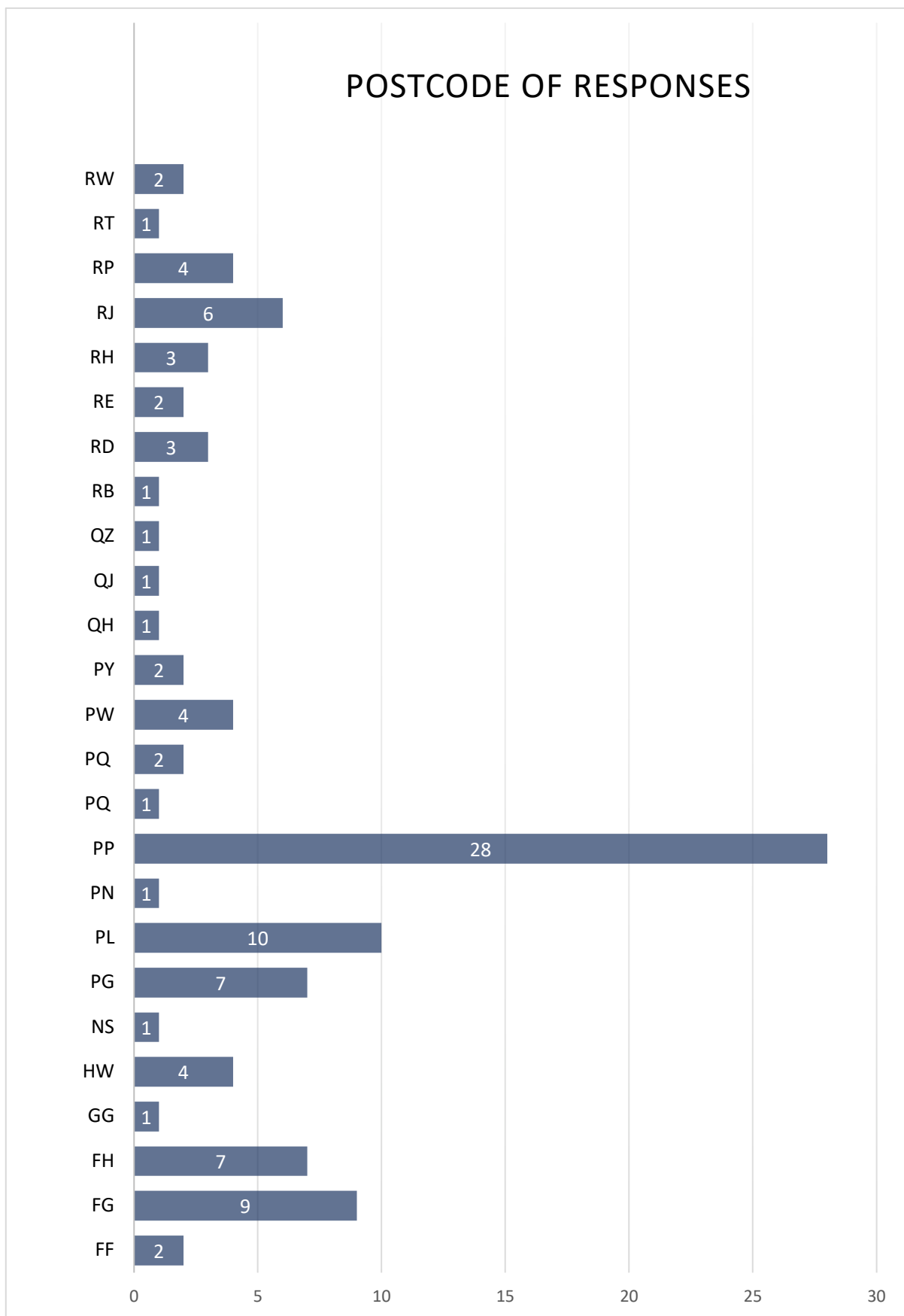


4.25 The final **Question 16** asks respondents for any other concerns, observations or ideas about the 30 mph speed limit, Community Speedwatch, or the state and use of the roads in Selling.

4.26 There were 51 individual responses of a wide variety of concerns, all of which relate to the issues raised in the survey and beyond. These are shown at **Annex D**. Together with other free text responses, the parish council will be able to build an in-depth and broad evidence base for its work to improve the lives of residents and road users in Selling.

Annex A

Analysis of respondents by postcode (Question 1)



Annex B

Q8) If you have any other ideas to help the village get the 30 mph speed limit, or to demonstrate to drivers and road users that this is a village residential area, please tell us here:

Free text responses as written

- Signs with children/old people crossing /horse riders etc
- Speed bumps Neames Forstal end of village
- 30 mph for entire Selling Road encourage cycling.
- The Selling sign should be where Selling starts and ends. Selling is not just the centre of the village. The 30mph speed should be the entire Selling Road.
- Put more street lights along the main road. Put speed limit signs up. Even put some speed humps along the stretch of road or some form of traffic calming island
- More benches in this area would be much appreciated
- Agree to try and get a 30 mile speed limit, do not agree with the benches on the green as i feel this can not be policed out of hours, would be dangerous for children and animals as well as a noise issue for people who live there
- Involve local councillors
- Signage
- paint 30 mph speed limit on road surface coming into the village
- Traffic calming
- I feel that speed ramps would definitely slow the traffic down pass the Neames Forstal area of Selling where you get the most People children crossing the Main road
- Signs showing horse riders use the roads
- Perhaps a survey of vehicles, pedtriand and others using the relevant roads. using the respective roads and activity of riders, pedestrians, cyclists and the like. Some measurenrnt of those crossing to use ghe
- Put up a 30mph speed sign
- Interactive speed sign, road roundel speed markings
- Most obvious but expensive is sleeping policemen
- Picnic benches on a traffic island! Seriously? Speed restriction should continue towards oversland but I can't type that after the appropriate question. Also why do we need a village sign. I think it already says Neame's Forstal in village sign style.
- It wasn't possible to answer Q 5 on this form, at least not on my phone, so I'll answer it here. We need to increase the 30mph down fox lane it's too fast for windy roads dog walking & horse riding. Plus a street lamp would be ideal as you drive into the village near crouch lane it's pitch black at night so would be an obvious sign to drivers they were entering a habitable area. Plus feels safer walking at night from train station or evening dog walks
- Clearer road markings
- Paths, more lighting, crossings.
- Speed bumps
- Other residential areas like Highbens Hill and Gushmere with its busy farm entrance would benefit. I believe the school are is already 30mph?
- You already have the village signs ! Picnic benches? That seems a strange suggestion
- More signage on the approaches to the village
- A speed control sign with speed detection would help
- Plenty of Slow down signage but even speed ramps from the Sondes Tearoom to the fox lane Junction.
- Chicane entrances approaching both ends of the planned 30mph areas of the Selling road.

- Entry at top of Hogbens' Hill needs 30 mph sign
- Red markings on road of 30 when entering the village areas. Signs up warning vehicles as the speeds they drive at around the lanes is dangerous
- firstly 20mph, plus bumps along past sondes.
- A street light at The Sondes Junction
- Selling School could make 'slow down' signs
- Return village signs to boundary places
- A sign that shows drivers their speed
- Bench outside Monica Close on the verge
- We need lights and a clear pavement along Selling Station Approach. We need large litter bins on each platform at Selling Station. The grass bank along Selling Road to Neams Forstal is a mess of brambles and blocks the pavement. The whole length of the grass bank needs cutting not just on the corner as it always used to be. It is hard to get by with cars and vans parked on the pavement.
- Speed light up signshowing actual speed of vehicle

Annex C

Q12) If you have comments, suggestions or information about large or heavy vehicles using Selling's roads, please tell us here:

Free text responses as written

- I feel as though this is very dangerous as my wife has had a car written off by a coach going to gaskins farm as it was cutting a corner and wedged her against a bank.
- Extremely difficult to pass them on narrow roads as in Selling and surrounding countryside.
- We are aware all farms need access for lorries for deliveries. It is other lorries and also cars that use the routes a cut through and they drive so dangerously. Also the tight bend out of selling along selling road by bungalow a car has gone over the railing some signage should be there too as people take the bend too quickly or drive over the opposite side of road and you have to be extremely careful approaching that tight corner. Also the horses more signs for them to warn drivers. I think 30mph from selling road at macknade farm roads all the way through should be 30mph.
- Given the cold store, I am not sure that their use of the roads is wholly inappropriate, but it is a nightmare.
- I believe if you try to reduce large vehicles you'll end up with lots of smaller (faster) vehicles, making the roads more busy and polluted.
- Large lorries regularly chew up Church Lane and Vicarage Lane by Church
- put up signage stating that the roads are not suitable for heavy vehicles
- We all know that the LGVs need to get to and from the Farms that is life and living in the country but when there are Designated routes the Haulage Companies and LGV Drivers should be compound to use them routes, and if they are caught not using them heavy fines imposed.
- Should be for access only
- The lanes are used by pedestrians and big lorries and heavy vehicles cut through from chilham to brenley all the time . You can't walk along the lanes without feeling vulnerable
- The lanes around selling are too small for large commercial traffic
- Driver behaviour is poor sometimes
- Drive too fast and I've nearly lost the side of my car when at a standstill as lorry kept coming! The roads are too small and some large vehicle drivers have no consideration for other road users
- The large vehicles delivering outside the sondes are a constant menace and cause safety issues
- Have a width restriction somewhere.
- They often get stuck trying to pass each other & when you're driving behind them they can't see you in their mirrors. I had one reverse into me whilst pulled over into a tiny siding because another lorry coming towards us. He literally couldn't see me and I frantically tried to reverse but there was another car behind me! It's frightening and the verges are absolutely ruined - I can't pull to the side now in my tiny car in many places as I'd never get out - my tyres would rip. Access only for farm related vehicles but I've no idea how this would be policed.
- large heavy vehicles associated with Selling's farm industry use the roads in and out of the village. The majority of HGV drivers on the lanes are considerate and drive safely, and they are not the problem.
- Speed bumps
- On numerous occasions I have been forced into verges by large vehicles that do not stop or slow down when they see oncoming traffic. The lanes are not wide enough to take these vehicles safely.

- Large vehicles have to. Use use our roads if they need to get to the farms, but many are just using Selling as a short cut. The roads and verges are in a terrible state
- They are in general collecting farm produce
- We thought that the 'New Cut' Road was built for the use of such vehicles to prevent them from using Selling"s roads but this does not seem to be the case with them still predominantly entering the village via the Selling road and the Sheldwich Road. There seems to be more vehicles of this type than ever going through the village and the roads are becoming more and more damaged and the verges destroyed as a result of this. When the Sat Nav sends them the wrong way they often end up trying to reverse or effect a U turn on the busy Crouch Lane junction.
- Highways divert too much traffic through the village, too many road closures and not enough signs to show heavy goods vehicles must take a specific route.
- as well as road damage - high vehicles are damaging overhanging branches making them hazardous, particularly in high winds
- HGV should be using the New Cut road not using the selling road with areas only wide enough for one car very dangerous and scary. Farms also using inappropriate double decker buses to transport workers in small lanes. When these and HGV meet it is impossible situation. Often the farms are not telling the HGV drivers the correct route in. Selling road should be a road not suit for HGV and signposted accordingly
- Signs at the roads leading to the village stating it is not suitable.
- They are very dangerous when you meet them on selling road and can not pass them
- Farm vehicles clearly need to maintain access
- Correct signage dictating appropriate height and width of vehicles but way prior to the village such as the start of the selling road or at brenley corner.
- Obviously, some large vehicles need to access farms
- Dangerous and polluting
- Businesses should give clear maps with main roads not small lanes
- Lorries damage the sides of the road causing potholes
- More directional farm signs
- Large lorries take up more than 50% of the road increasing the possibility of crashes
- Ban them apart from farmers veicles and deliveries
- Unprintable
- They are here every day
- Of course farm vehicle access is necessary

Annex D

Q16) Finally, please tell us here if you have any other concerns, observations or ideas about the 30 mph speed limit, Community Speedwatch, or the state and use of the roads in Selling:

Free text responses as written

- I would like to see this extended to the Hogben's Hill end of Selling which is also a 60mph zone despite having narrow roads and being a built up area.
- Too many potholes. I would like to cycle or walk more but it's too dangerous along Selling Road as cars tend to move at the national speed limit (or more!)
- Often we cut through to boughton under railway bridge is flooded often and in passable also along selling rd toward faversham and bottom of crouch lane often flooded full of pot holes leaving the only exit out newcut toward canterbury.
- The roads can be atrocious especially when the tea room is open and the customers/vehicles parked along neames forstal causes mayhem as nowhere for vehicles to pass each other safely as the vehicles are normally nose to tail the whole length of the road.
- Too narrow and in bad weather, very muddy. Nowhere for pedestrians/dog walkers to go.
- We live by the fridge at fox lane, this road under the bridge needs relaying not just patch work and drainage replaced as it is always flooding. A light under bridge may alert people when flooded as there are many people that use it as a cut through and don't live here so don't know the danger of how deep it gets.
- It is necessary.
- The number of pot holes along our lanes is just appalling. It is hard to understand why people continue to park at the top of Church Lane causing damage and mayhem rather than park in the school car park!
- I was unable to comment on the roads/lanes I think should have been included in the proposed 30mph zone and I would like to do so here - Vicarage Lane. It is used as a rat run by a number of parents dropping their children at the local school and some (not all) completely disregard the fact that it is a narrow lane with hidden dangers. I have seen & heard cars driving at well over 30mph down the lane and in fact a speeding driver is responsible for the death of my much loved cat only 5 weeks ago (not that they stopped to do anything about it, just left him in the middle of the road). The whole of Selling is blighted by drivers who simply do not care that they're driving down narrow lanes not built to take the numbers now using these roads, something which has increased dramatically in the last five years or so. Vicarage Lane used to have very few cars driving down it and those that did took great care when driving and that is no longer the case. I am sure other residents in other tiny lanes in the area can say much the same thing.
- I believe that all residential roads within the village should be 30mph, in fact, as in Faversham they should be 20mph
- Mud and gravel lay on roads for months
- 30 mile or less should cover all roads in Selling
- This should be extended to include selling village and hog Ben hill
- KCC spent more money Clearing Fox lane under the bridge only for it to flood soon after the next heavy rain full why they keep wasting money and not getting a engineer who knows what they are doing to come up with a suitable solution the minds boggles.
- The entire length of Selling road sees cars driving too fast and in the middle of the road
- Relentless potholes, the edges of the roads where the road is breaking away needs repairing - all the roads need resurfacing

- Potholes are an on going issue.
- The speed limit has been an issue for years. The A251 by Aldi seems to be able to get a 30mph limit with no issue, but we have to jump through hoop after hoop. My three year old child isn't safe near the station because the area is treated like an A road.
- Potholes
- It would be good if debris could be swept away swiftly after hedges have been cut back as often lots of debris in the road.
- Roads become flooded as a result of hedgerow cutting. This gathers from field rain run off and blocks drains.
- I would welcome parking subscriptions or residential permits in the lower village. The amount of traffic, irresponsible parking and pulling in and out of sondes customers causes so many issues along selling road and is a bigger safety issues for selling residents than speeding cars
- Different road lines or painting in the vicinity of the railway station would help slow traffic.
- The flooding picture is a no brainer - I'm in haze wood close & so many poor people have no idea how deep that water gets. It doesn't take or cost much for a very visible measuring guage to be installed surely? And for people who don't get it add "if the water line has reached this point do not drive through " And maybe sort the drainage in all affected areas out - this isn't the only flooding point in the village.
- The roads aren't maintained. For a built up village the station area should be 30miles an hour. There should be safe crossings for children. New houses should not be built in this flooded, dangerous area.
- More work needs to be done with local farmers as much of the run off water that leads to flooding comes from fields
- For me the main problem for the village is speeding and flooding and flooding urgently needs to be addressed.
- I think we need some lines to stop people parking across the exit of neames Forstal.
- Selling is comprised of four or five hamlets and clusters of houses- all of which would benefit from traffic calming
- I'd rather see a 20mph limit.
- I was nearly hit by a car crossing the road by the shop something needs to be done
- See previous answers.
- The floods are not cleared quickly enough for safety, gritting doesn't seem to be done enough and I've never seen a road sweeper! 30mph limit is essential in the residential areas
- The flooding at Fox lane is run off from the orchards along the road to Chilham , totally obvious if you look when it's raining hard
- These roads are just not suitable for the volume of large and heavy vehicles that we are seeing now. Crouch Lane is used as a rat run to and from Brenley Roundabout and because there are currently no speed restrictions and a poor junction layout at the Crouch Lane / Selling Road / Station Road / Neames Forstal junction it is becoming more and more hazardous. Maybe some kind of traffic calming is needed.
- Would like speed restriction in Gushmere part of village. The junction of Vicarage Lane and Selling Road is dangerous.
- Rubbish is a big problem thrown from vehicles, currently volunteers are often seen collecting around the roads to keep their area tidy.
- Flooding is due to poor drainage from the fields, it has become worse over the years. I don't understand how benches will slow traffic? The bench area is already congested enough by customers of the Sondes, needs parking restrictions near dropped kerbs and bends. Trucks should not be allowed along Selling Rd towards Faversham, should be along the New Cut only.
- Selling Road at top entry to Hogben's Hill has cars and lorries and Bicycles regularly exceeding 30 mph and the exit from Peacock Place is 'blind' for residents and a blind left entrance for cars downhill, especially those exceeding the general supposed

speeding limit. I am happy to volunteer to monitor speed limits along that stretch - email provided earlier in form.

- 30 mph is a must. It's dangerous to walk on roads due to the speed and volume of cars. Vans using it as a rat run are the worst. There are no pavements so it's scary as an adult I won't allow my children to walk on the roads. Crossing them at Neame forstal is risky due to the speed they fly round the corners.
- There is a very large amount of damage to the road surface due to the amount of heavy vehicles using the village as rat run to avoid main roads.
- About time!
- Pot holes
- Constant pot holes not repaired quick enough
- Maybe farmers could help clear up after mud, hedge cuttings left on our roads
- Junction at The Sondes is critical for pedestrians crossing the road
- 30mph for safety yes but the state of main road especially flooding needs fixing
- pot Hole repairs do not last long enough
- Long long long overdue
- Appalling state of roads