

Transport Plan

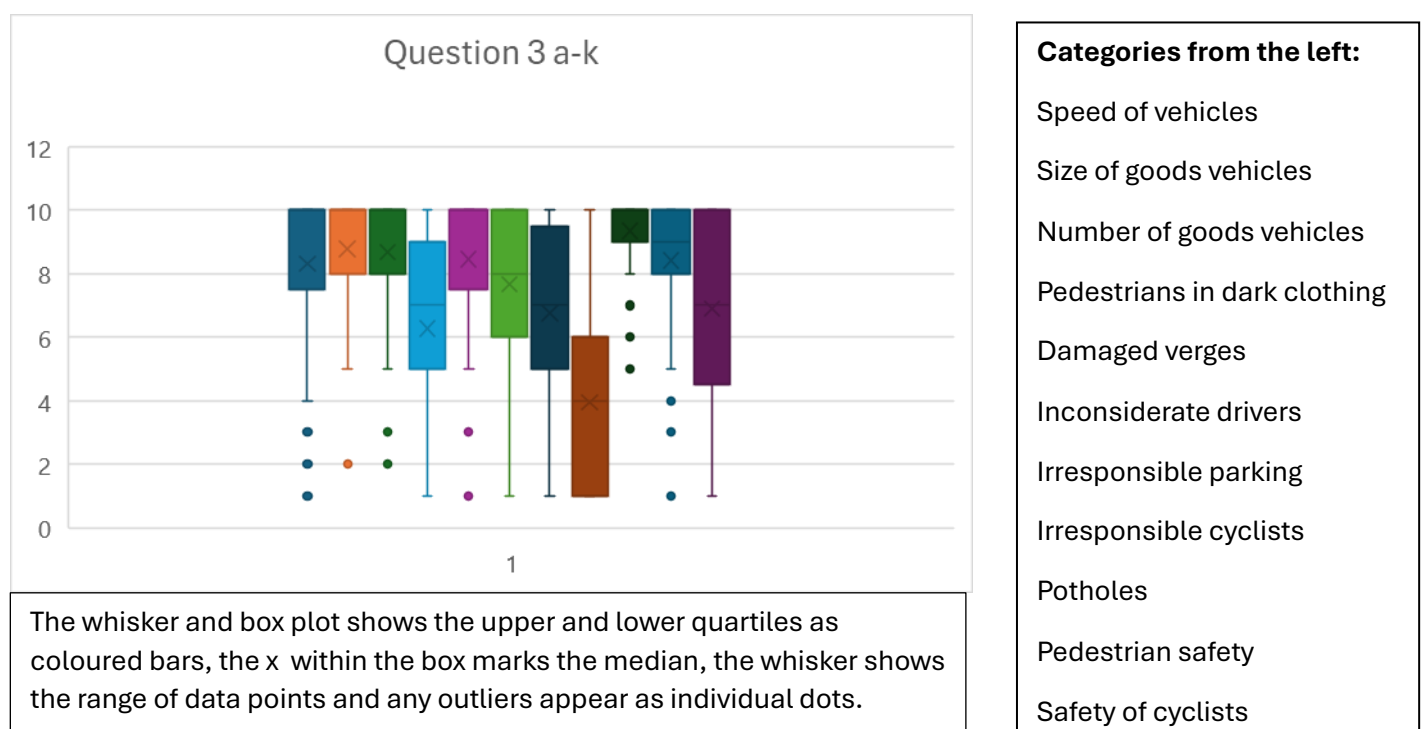
Questionnaire Results.

Fifty seven households replied to the questionnaire. The post codes of responders indicated a smooth distribution across the parish¹ with all settlement areas represented.

Fifty out of 55 responses (91%) expressed the view that traffic on Pluckley's roads was detrimental to the wellbeing of the village as a whole. Four thought it was not detrimental and one did not answer. Forty seven out of 52 (90%) recorded that traffic problems in the village had worsened over the last 3 years. Five thought it was the same and none that it had improved. No response was received from 5, some of whom were newly arrived residents and unable to comment.

Perceptions of risk.

Responders gave a score of 1 to 10 to various general concerns where 1 was least and 10 was the greatest level of concern (Figure1).



The major concerns fell into three interrelated categories:

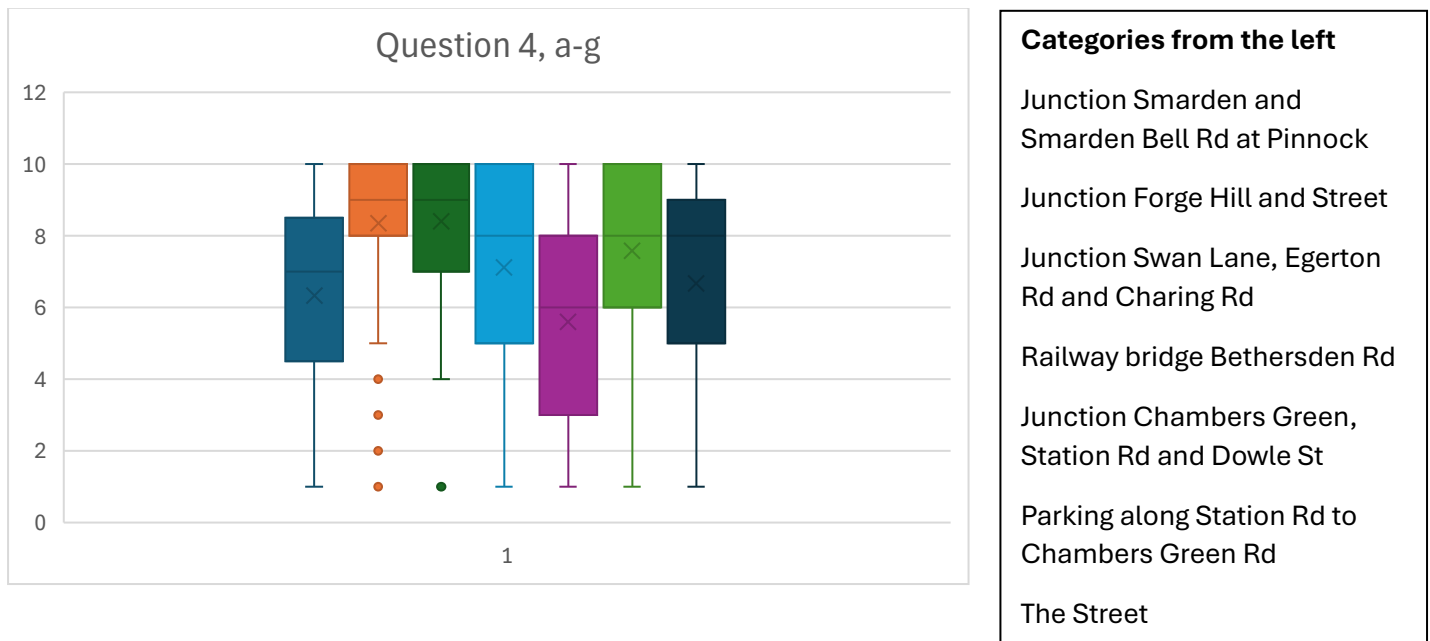
- (1) structural damage; pot holes and damage to verges,
- (2) the speed of traffic and the size and number of goods vehicles.

¹ One response appeared to come from outside the parish boundary, another post code was illegible.

(3) safety of pedestrians.

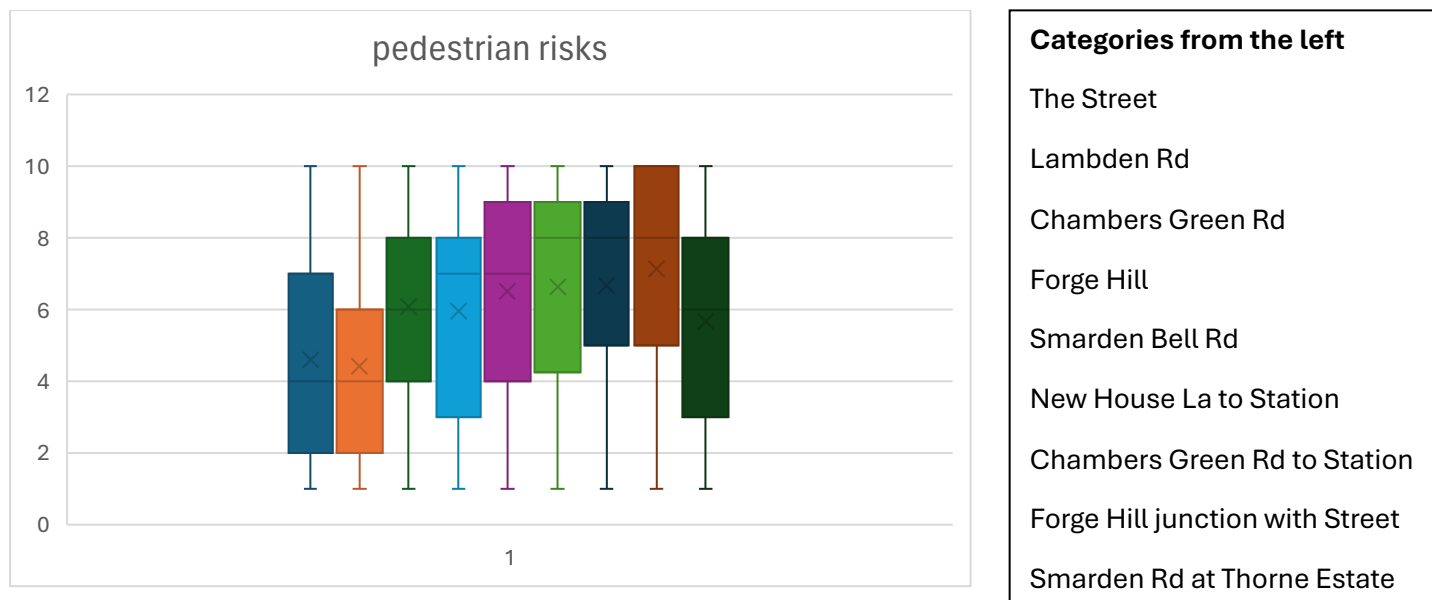
These three categories confirm the views expressed to the Council at the three public face-to-face consultations

Using the same scale, responders scored the perceived risks at different village locations (Figure 2).



This question did not relate risk to any specific mode of transport. The greatest concern was for the junction between the Street and Forge Hill, closely followed by the four-way junction between Egerton New Road, Swan Lane and the north-south Charing to Smarden road. These two sites are only a short distance apart. Overflow Station parking on Station Rd and the dangers of the railway bridge by the Station also scored highly.

The opinion about risk for pedestrians at different locations was assessed with the same scoring system (Figure 3).



The worst score was given to the junction of Forge Hill and the Street. The next two relate to walking to the Station either from Chambers Green or Newhouse Lane. In all these cases the highway is shared between walkers and traffic with no pedestrian refuge either on verges or over the railway bridge. Chambers Green Rd itself also scored adversely as a pedestrian route as did Smarden Bell Rd. The safest highways were Lambden Rd and the Street.

Public Transport

Bus services had been withdrawn from Pluckley a year before this questionnaire was issued. Ten households responded that they used the service before it closed and 44 did not. Three respondents were new to the village and unable to answer.

The railway is now the only public transport system serving this and neighbouring villages.

Fifty-three households responded that they used the railway. The frequency with which they did so is given below.

Rail use	Primary correspondent	Children	All household members
Once or twice a day	1	2	6
Once a week, less than daily	12	1	25
Fortnightly to monthly	20	13	46
Less than monthly	20	8	46

Asked to list up to three things that limit the use of the railway, the commonest responses were price of tickets (23), timetable and frequency of trains (20) and the closure of the ticket office (15). The latter has a greater impact than ticket sales alone as the station waiting room and all access to toilets has been closed.

Security concerns and parking charges each scored 14 and the limit on parking space 11. Eight respondents cited other reasons not captured by the questionnaire, 11 did not reply to this question, perhaps because they did not use the railway or they did use it without any limits. Only 3 reported disabled access to be a limit on rail use.

Getting round the Village

The Table below shows the transport modalities used by households to access facilities.

The shops, school and recreation ground are in the historic centre of the village. The railway station is one mile to the south in its own settlement area of Station/Chambers Green and the new housing development of Otium Lake.

Respondents may use more than one form of transport. The total number of responses is given. The figure in brackets gives the number of responses where this is the only modality reported.

Destination	Foot	Car	Bike	No data
Current access shops, school, recreation ground	30 (13)	39 (25)	5 (0)	1
Preferred access shops, school, recreation ground	39 (31)	21 (15)	6 (3)	2
Current access Pluckley railway station	32 (21)	34 (15)	3 (0)	0
Preferred access Pluckley railway station	32 (27)	24 (19)	6 (3)	2

These data show a preference for walking and reducing car dependency. This is more noticeable for the village centre than for the station. A modest increase in preference for cycling can be seen but this is from a low baseline and relates mostly to the station.

Walking and cycling may not be possible for certain people with disabilities. The questionnaire asked if a household member had a disability. Eleven said Yes and 43 No. Three households declined to answer.