

## Agenda Item No. 5

**TO:** SWALE JOINT TRANSPORTATION BOARD

**DATE:** 25 June 2007

**SUBJECT:** Bysing Wood Road, Faversham  
**Bus Stop Access and On-Street Parking Issues at  
Bysingwood Road, Faversham**

**BY:** Divisional Manager, Mid Kent Divisional Office, Kent Highway  
Services

**Classification:** Unrestricted

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**Summary:** This report considers two proposed options designed to cater for the interests of the bus operators/users and the demand for short stay on-street parking at specific locations along Bysing Wood Road, Faversham.

**Decision  
Required:** **That the Board considers and agrees the proposed  
preferred option.**

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### **Background**

Bysingwood Road is an unclassified road which serves as a local residential distributor road in the urban route hierarchy. Bysing Wood Road also forms part of the preferred lorry route into Faversham town centre from the west, whereby lorries are positively directed from A2 London Road along B2045, Western Link, and along Bysing Wood Road, Dark Hill and west Street to Faversham town centre at the junction B2040 North Lane. This route avoids the low bridge structures which prevent a more direct access to the town centre from junction 6 of M2 motorway and A251 Ashford Road.

Bysing Wood Road currently caters for some 4,500 vehicles over a 12 hour day between 7am and 7pm. Heavy goods class vehicles make up only 2% (90) of all traffic along Bysing Wood Road.

At present there are four official bus stops in Bysing Wood Road. One is located in a lay-by on the northern side of the carriageway and one opposite between Giraud Drive and Everard Way and a further two located between Everard Way and Priory Road for east and west bound services (see Figure 1).

There is substantive on-street parking pressure in Bysing Wood Road which causes

problems for the bus operators and users. It is particularly bad at the beginning and end of the working day before residents leave for work in the morning and return from work in the late afternoon. Parking currently occurs at the bus stop locations which is causing problems for passengers when boarding and alighting the buses which are unable to get close to the kerb side. This also causes difficulties for other traffic using Bysing Wood as the road is temporarily obstructed when the picking up and dropping off of passengers is in progress.

## **Discussion**

Two proposals were considered to overcome this situation. The first proposal is option one, which involves relocating the existing bus stop which is currently within a lay-bay to a location some 30 metres northwest just south-west of Churchill Way (this will allow the lay-by to continue to be used for on-street parking purposes) and the installation of four bus stop build outs at each location. The bus stop build-outs project out from the existing footway to a point inline with the park cars along Bysing Wood Road. This will allow buses to pull up safely and stop on the carriageway to allow passengers to board and alight the bus conveniently and safely. Such facilities allow for more effective boarding and alighting of passengers which helps to minimise the time the bus is stopped on the carriageway thereby reducing any unnecessary delay to other road users. This proposal also minimises the impact on on-street parking provision.

The second proposal, option two, is to install bus stop clearways at all four bus stop locations to prevent any vehicles parking within a 23 metre length of the road at each bus stop facility. This proposal relies on effective enforcement and would result in a considerable loss of on-street parking space.

## **Decision Required**

1. It is recommended that subject to the views of this Board, that the option one proposal is progressed further, by carrying out formal consultations to all relevant parties and that, should no objections be received, this proposal be included in the 5 year LTP programme.
2. Given the large programme for bus stop improvements in Swale in the 2007/08 Swale Urban Package schemes, that the option one proposal is implemented in part in 2007/08 and completed in the following years programme.
3. To start and progress the scheme from the Western Link end of Bysing Wood Road working towards the town centre.

## **Contact Officer**

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## **Attachments**

Figure 1 – Plan Showing location of existing bus stops