

**Agenda Item No.**

**TO:** SWALE JOINT TRANSPORTATION BOARD

**DATE:** 17 September 2007

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

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

**Classification:** Unrestricted

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**Summary:** This report provides an update on progress of the preferred scheme option to provide bus stop improvements along Bysing Wood Road.

**Decision Required:** That Members note the report

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## **Background**

1. At the meeting of this Board on 25 June 2007, Members recommended that the preferred scheme option for provision of bus stop improvements along Bysingwood Road be progressed including consultation with stakeholders. Should no objection be received the scheme be included in the submission process for funding.
2. The preferred option involves relocating the existing bus stop, which is currently within a lay-by, to a new point within 30 metres northwest thus allowing the lay-by to continue to be used for on-street parking purposes together with installation of bus stop build outs on the three remaining bus stop sites in Bysing Wood Road. The build-outs will be designed to project out from the existing footway to a point inline with the line of park cars along the road and their heights will be set at approximately 100 millimetres above the existing kerb level. This will allow buses to safely pull up to them and stop on the carriageway to enable passengers to board and alight the bus more easily thus help the mobility impaired, parents with push chairs, the young.. This effective boarding and alighting will help to minimise the time buses wait at the stops thereby reducing any unnecessary delay to other road users. This proposal will also have a positive on on-street parking provision since the build-out is designed to occupy less than 3 metres of road space as opposed to 22 metres which is the length of a standard bus stop facility. A very significant benefit of this type of bus stop facility

is that they are not affected by kerb side parking as they are less likely to be obstructed by a parked vehicle.

## **The Programme and Progress**

3. The scheme is currently being developed and consultation with stakeholders will follow in January 2008 with the intention of it being included in the PIPKIN process in April 2008.
4. Members are advised that the PIPKIN process will only provide a comparative priority assessment of a scheme by which it will be measured against all the other schemes being assessed for that particular assessment period. Members will note that the scheme will only receive funding if it attracts sufficient priority rating. The priority threshold is determined each year following confirmation of the County Council's borrowing allowance by the Government in December each year in fulfilment of the annual settlement of the Local Transport Plan.

## **Decision Required.**

That Members note the report.

## **Contact Officer**

Michael Sammut  
Senior Transportation Engineer  
01622 798379

[michael.sammut@kent.gov.uk](mailto:michael.sammut@kent.gov.uk)