

**TO:** SWALE JOINT TRANSPORTATION BOARD

**DATE:** 7<sup>th</sup> September 2009

**SUBJECT:** Homewood Avenue, Sittingbourne

**BY:** Transportation and Development Manager – Swale

**Classification:** Unrestricted

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**Summary:** A report on a consultation made to implement this scheme

**Decision Required:** Recommend that the scheme be revised by removing traffic calming measures.

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### Introduction

1. A scheme has been approved for funding to provide a safer route to school along Homewood Avenue. This is proposed to be implemented by installing traffic calming (speed cushions and road hump) and a shared foot/cycle path along the whole length of Homewood Avenue. The scheme was put out to public consultation on the 1<sup>st</sup> June and the document and plan is attached at Appendix 1 and 2. The scheme has received approval under a Stage 1 Road Safety Audit. This scheme is included in the Swale Transport Strategy LTP scheme programme 2006 – 11.

### Discussion

2. As a consequence of the consultation sent out to approximately 100 properties a total of 37 objections were made against the scheme. The basis of the objections was that:

#### **Traffic Calming**

- would be ineffective in reducing speed
- cause noise, vibration and pollution

#### **Shared foot/cycle path**

- would conflict with driveways at the western end of Homewood Avenue.

#### **Other**

- there are no formal crossing points

A further 6 comments were made about the scheme but they did not raise objections.

3. A 24 hr/7 day automated speed survey has been undertaken. The average weekly mean speed recorded was 30.6 mph and the 85<sup>th</sup>tile speed was 36.8 mph.
4. There have been a total of 11 personal injury crashes over the last 3 year period up to 31/03/2009 along Homewood Avenue. Of these 4 involved pedestrian children. Speed cushions, which have been successful at keeping speeds low, can lead to problems such as affecting parking areas, more noise, more pollution (when drivers speed up and slow down between one cushion and the next) and possible delays. In the past there has been strong support for using traffic calming because it reduces crashes and speed. However the detrimental effect of traffic calming to the environment (noise, pollution etc) has become more evident.

5. Traffic calming is a way of reducing traffic speed or the amount of traffic (or both) on a particular road. Many different methods can be used, these and reasons why they may or may not be used on this road, are listed below:
- repositioning street car parking; minimal on street parking except at school start and finish times
  - using signs that react to speeding drivers; only used where there is a change in the speed limit (eg40 to 30)
  - using safety cameras; only used where there is a record of persons killed or serious injury crashes
  - enforcing speed limits; Police carry out enforcement subject to available resources
  - using features to narrow the road, such as chicanes; can cause noise, pollution and congestion. Ineffective when there is a low volume of two way traffic
  - lowering speed limits; Police require self enforcement measures (traffic calming) to be installed
  - building road humps; can cause noise and pollution but are the most effective way of calming speed.
  - closing roads to traffic (except for access) would displace traffic on to other roads leading to similar problems
6. The proposed shared foot/cycle path is designed to encourage journeys to school by means other than a private car. This project aims to encourage pupils and staff to travel to work in that there is currently a limited public transport service and the majority of children live within walking distance of the school. There is also the issue of parents parking at the access points into the school and on pavements in the mornings and evenings at pick-up times for the after school clubs, which this project hopes to address via signing and lining along Homewood Avenue. 31% of children want to walk or use the Walking Bus to get to and from school and 24% would like to cycle if safe to do so. Kent Highway Services through the School Travel Planners have worked closely with the school in trying to achieve their aims.
7. Currently the cycle network in Sittingbourne is fairly disjointed and needs expansion and missing strategic links joining up. This scheme will be the start to address this issue.
8. A separate bid has been made to Sustrans who are able to provide additional funds for schemes that improve routes to school and this is currently under consideration. Sustrans is very keen to see this scheme developed.

9. Formal crossing facilities have been considered and a survey was carried out during term time to determine the level of pedestrians crossing Homewood Avenue. The surveys were carried out between Borden Lane to Berkeley Court and Berkeley Court to College Road. The results of the survey showed that there is very low pedestrian demand outside of school start and finish times, making the introduction of a formal crossing inappropriate. The school operates a school crossing patrol and after discussion with the head teacher it was considered to enhance this facility and the most appropriate location for this is just to the east of the junction with Berkeley Court.
10. A re-design of the scheme has been considered but the construction (concrete) and width of the road prohibits this without inflicting traffic calming measures that conflict with the views of residents. It is proposed to amend the scheme by removing the speed cushions and highlighting the junctions and crossing points with coloured surfacing. Accessibility at the bus stops will also be improved. The proposed shared foot/cycle path along the southern side of Homewood Avenue to be implemented as per the drawing. A revised drawing is attached at Appendix3

### **Decision Required**

11. Members are requested to recommend approval of the amended scheme, at Appendix 3, that removes the speed cushions and provides coloured surfacing at the junctions and crossing points.
12. The proposed shared foot/cycle path along the southern side of Homewood Avenue to be retained as originally shown.
13. This scheme has been deferred for budgetary reasons and will be put forward for inclusion in the 2010/11 Integrated Transport Schemes construction programme

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Appendix 1

**Homewood Avenue, Sittingbourne –  
Proposed Traffic Calming Scheme and Cycle Route**

**Consultation Sheet**

**Location**



Homewood Avenue is a residential road located to the south of Sittingbourne Town Centre and forms an important link across town. A school is located within this residential area (Woodgrove Primary School) and a large number of people walk and drive to and from these schools every day. Therefore this road is particularly busy with on average up to 8000 (4000 each way) vehicles using it per day.

Following concerns received from the school and residents' regarding vehicle speeds along Homewood Avenue a speed survey was carried out. This recorded the 85<sup>th</sup> percentile vehicle speeds (the speed at which 85% of drivers are traveling at) as 36.8 mph. As a result a scheme was drawn up to encourage drivers along of Homewood Avenue to reduce their speed.

### **What are we planning to do?**

A plan showing the proposed measures is shown on the back of this leaflet. This involves installing speed cushions as this road serves as a bus route. In addition, to encourage children to walk and cycle to school a shared foot/cycle path is proposed along the southern side of Homewood Avenue with a raised crossing point to the east of Berkeley Court linking it to the school.

### **How will we carry out the work?**

There are no plans at present to construct the proposed traffic management scheme, until residents have had an opportunity to write in with their views on the scheme. Therefore if you have any views or comments to make regarding the proposals please write to;

Swale Transportation Manager  
Kent Highway Services  
Ashford Highway Depot  
4 Javelin Way  
Ashford  
Kent, TN24 8AD

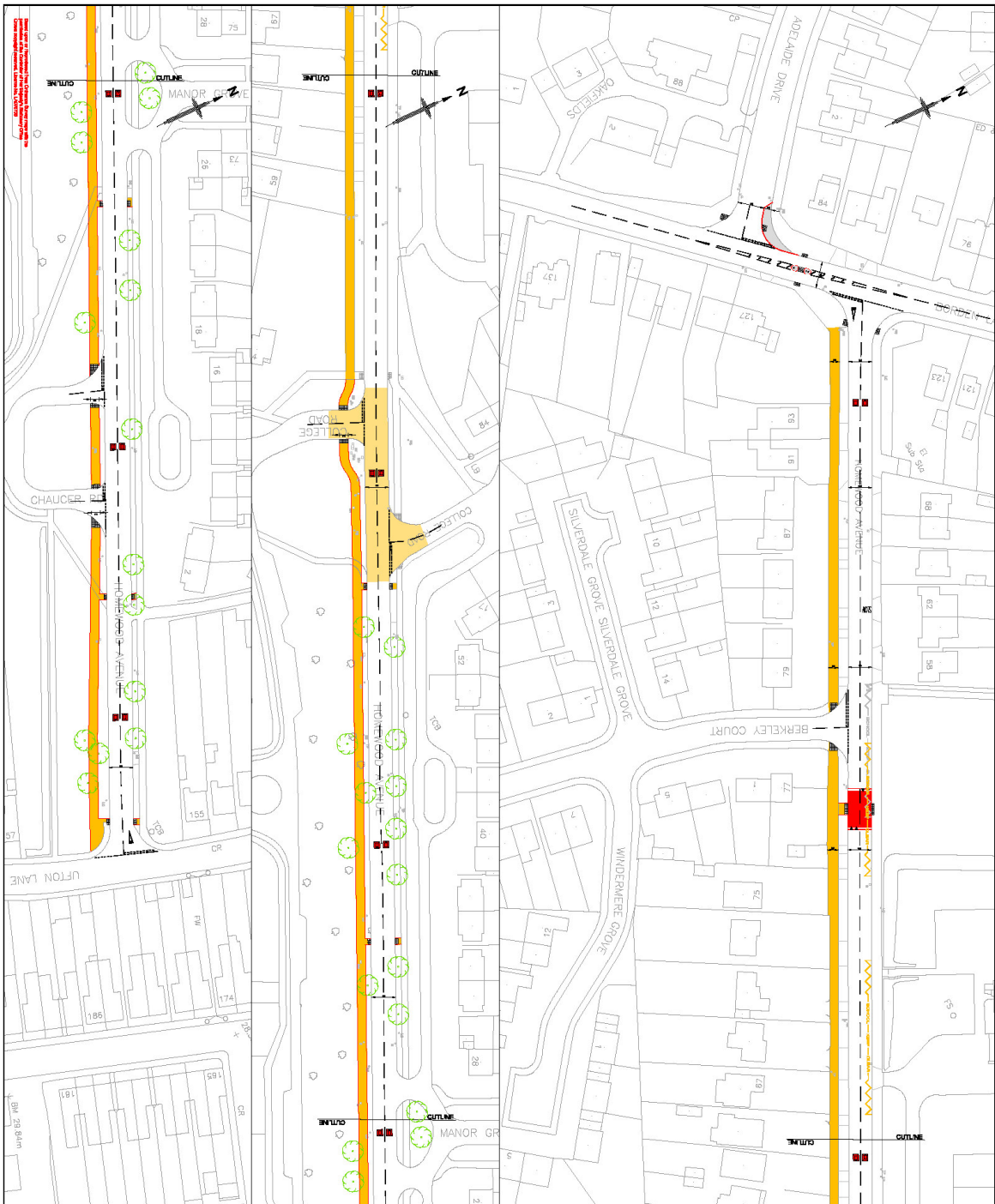
If no significant objections to the proposals are received from residents, work to complete the design of the traffic management scheme will continue with work to construct the scheme being carried out next year (2010).

All views and comments **MUST** be received by Friday 26<sup>th</sup> June 2009 in order for them to be presented to Members of the next Joint Transportation Board which is to be held in September 2009.

### **How to Contact us?**

For further information in the first instance please call Kent Highway Services on our 24hr helpline 0845 824 7800 or email [www.kent.gov.uk/highways](http://www.kent.gov.uk/highways)

Appendix 2



**B1200500/01**

Proposed Right of Way (ROW) & Easements, including the proposed ROW on Opposite Side of Road (OSR) & Proposed 2.5M Wide Pathway/Cycleway

Proposed Footway/Path

Proposed Dual Right of Way (ROW) & Easements

Proposed 1.5M Wide Shared Cycleway

Proposed 2m Wide Path (Top Lane)

Proposed 1.4M Wide Pathway/Cycleway

Symbol	Description
[Red Box]	Proposed 1.4M Wide Pathway/Cycleway
[Orange Box]	Proposed 2m Wide Path (Top Lane)
[Yellow Box]	Proposed 1.5M Wide Shared Cycleway
[Light Yellow Box]	Proposed Footway/Path
[Grey Box]	Proposed Dual Right of Way (ROW) & Easements
[Dark Yellow Box]	Proposed 2.5M Wide Pathway/Cycleway

**JACOBS**  
 Kent  
 CONSULTANTS

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 Registered Office: 100, High Street, Maidstone, Kent, ME14 3AF  
 Registered in England No. 02070868

Hamwood Avenue, Singapore

Proposed Water Route to School

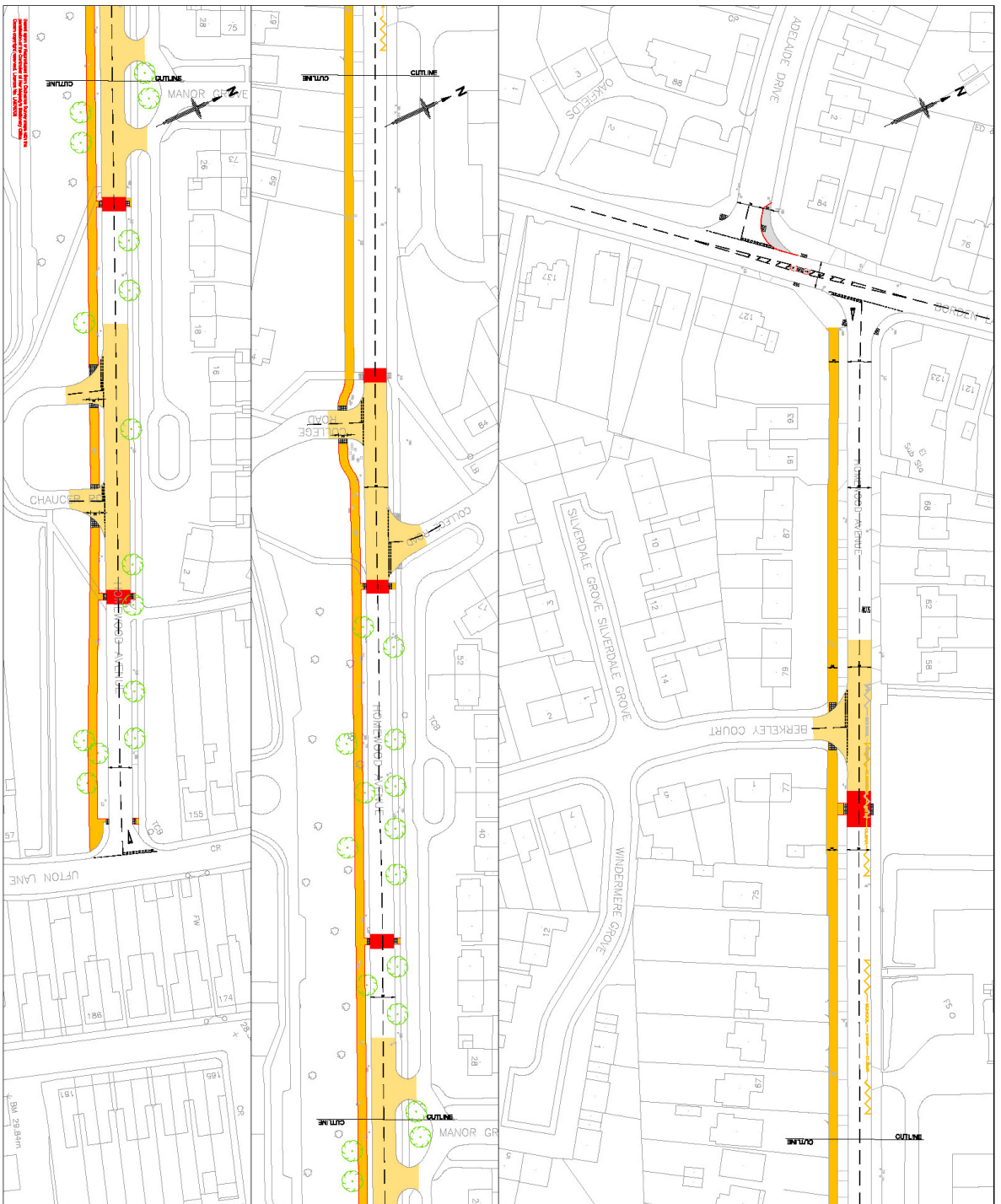
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












**B1200500/01**

Scale: A

Appendix 3



B1200500/01

-  Proposed 1.4m wide pedestrian refuge island
-  Proposed 2.5m wide cycle lane
-  Proposed 1.4m wide pedestrian refuge island
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NO.	DESCRIPTION	DATE	BY	CHKD BY
1	Issue for comment	12/05/2011	JAC	JAC
2	Issue for comment	12/05/2011	JAC	JAC
3	Issue for comment	12/05/2011	JAC	JAC
4	Issue for comment	12/05/2011	JAC	JAC
5	Issue for comment	12/05/2011	JAC	JAC
6	Issue for comment	12/05/2011	JAC	JAC
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30	Issue for comment	12/05/2011	JAC	JAC



**JACOBS**  
 1000 Kent Street, Suite 1000, Kent, WA 6010  
 Homebased Avenue, Stirling Heights  
 Proposed Safe Routes to School

For Consultation  
 1:500 @ A1  
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