

TO: SWALE JOINT TRANSPORTATION BOARD
DATE: 7th September 2009
SUBJECT: Borden Lane, Sittingbourne
BY: Transportation and Development Manager – Swale
Classification: Unrestricted

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

Decision Required: To consider the objections

Introduction

1. A scheme has been approved for funding in the 2009/10 Integrated Transport Programme to introduce traffic management (build outs and raised bus borders), along Borden Lane between Homewood Avenue and Riddles Lane. A pedestrian refuge between Homewood Avenue and Adelaide Drive is also proposed to tie with a scheme along Homewood Avenue. The scheme was put out to public consultation on the 1st June. The document and plan is attached at Appendix 1 and 2. A Stage 1 Road Safety Audit has been carried and no issues or comments were raised. This scheme is included in the Swale Transport Strategy LTP scheme programme 2006 – 11.

Discussion

2. As a consequence of the consultation of approximately 70 properties a total of 5 objections were made. These came from residents where the build outs would be adjacent or near to their property. Their concern is that the proposals would reduce the capability of on-street parking close to their property. A further 2 comments were made about the scheme but they did not raise objections.
3. There have been a total of 4 personal injury crashes over the past 3 years up to 31/03/2009 along this section of Borden Lane primarily around the junctions of Homewood Avenue and Adelaide Drive.
4. A 24 hr/7 day automated speed survey has been undertaken. The average weekly mean speed recorded was 31.4 mph and the 85thtile speed was 37.3 mph.
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 not are listed below:
 - repositioning street car parking; The build outs will act as permanent traffic management measures
 - 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 killed or serious injury crashes

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| <ul style="list-style-type: none"> ○ enforcing speed limits; | <p>Police carry out enforcement subject to available resources</p> |
| <ul style="list-style-type: none"> ○ using features to narrow the road, such as chicanes; | <p>can cause noise, pollution and congestion (proposed measures are not intended to give priority working)</p> |
| <ul style="list-style-type: none"> ○ lowering speed limits; | <p>Police require self enforcement measures (traffic calming) to be installed</p> |
| <ul style="list-style-type: none"> ○ building road humps; | <p>can cause noise and pollution</p> |
| <ul style="list-style-type: none"> ○ closing roads to traffic (except for access) | <p>would displace traffic on to other roads leading to problems</p> |

Decision Required

6. To recommend implementation of the scheme as consulted on. The objectors to be notified of the decision and advised that there is no legal right to park a vehicle on the publicly maintained highway.
7. This scheme has been deferred for budgetary reasons and will be put forward for inclusion in the 2010/11 Integrated Transport Schemes programme.

Contact Officer:
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Borden Lane, Sittingbourne – Proposed Traffic Management Scheme



Consultation Sheet

Location

Borden Lane is a residential road within Sittingbourne which links Borden village and other villages located to the south of Sittingbourne, with Sittingbourne Town Centre. Therefore this road is particularly busy with on average up to 4400 (2200 each way) vehicles using it per day.

Following concerns received from the Parish Council regarding vehicle speeds along Borden Lane between the junctions of Adelaide Drive and Riddles Road. Speed surveys were carried out which recorded 85th percentile vehicle speeds (the speed at which 85% of drivers are traveling at) as 37.3mph. As a result a scheme was drawn up to encourage drivers along this section of Borden Lane to reduce their speed.

What are we planning to do?

Following the results of the speed survey that was carried out, it was decided that measures should be introduced to encourage drivers to reduce their speed. A plan showing the proposed measures is shown on the back of this leaflet. This includes build outs along the road with bus stops improved to improve accessibility and encourage their use.

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 build-outs being carried out next year (2010).


All views and comments **MUST** be received by Friday 26th 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 08458 247 800 or email www.kent.gov.uk/highways




B120080001


 Proposed Bus Stop (Type A and Type B) (Refer to the Kent Highway Traffic Signs to the ACCR (R02) 1, Type C (Refer to the ACCR (R02) 1, Section on Opposite Side of Road)

 Proposed Bus Border / Footway


 Safety Bus Stop Flag to remain / to be replaced by proposed

 Position of enclosed Bus Stop Flag

No.	Description	Date	By	Scale	Status
1	Issue for Consultation			1:500 @ A1	0



Kent Highway Services



JACOBS

Borden Lane
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 Proposed Traffic Management Scheme

For Consultation
 Do not scale
B120080001
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The drawing is to be checked against the latest version of the Kent Highway Traffic Signs to the ACCR (R02) 1, Section on Opposite Side of Road.