

## **Swale Joint Transportation Board - 14th December 2009**

From Councillor Randall:

I would like to object to an alteration to Adelaide Drive in Grove Ward, which is actually shown in map for the Homewood Avenue plan, albeit not mentioned in the text.

This is in:

### **Swale Joint Transportation Board, Agenda Item 18 "Homewood Avenue"**

I think this alteration has been poorly designed for the following reasons:

#### (1) Safety:

The suggested positioning for pedestrian crossing points would cause people to cross in to the path of traffic that is in the process of turning at the time (i.e. turning in to Adelaide Drive). This will create a crossing with serious safety issues.

Pedestrians crossing east from the west side will have to look behind them in order to see cars coming from the west. Also, drivers turning right in to Adelaide will have been looking down Borden Lane, and won't expect pedestrians to suddenly appear in front of them, especially if crossing from the east.

I believe that any crossing should be further up Adelaide, where drivers will actually be looking forward as they approach the pedestrians.

Also, the suggested positioning still requires pedestrians to cross through two lanes of busy traffic, so misses the safety opportunity that a traffic island would provide.

#### (2) Traffic Flow:

Restricting the "outlet" side of Adelaide Drive will seriously impact traffic flow, by causing vehicles waiting to turn right to completely block traffic that can safely turn left. This would cause large traffic jams along the length of Adelaide Drive.

I use this junction myself, primarily turning right out of Adelaide Drive. Often, while I am waiting to turn right, several cars will pass me to turn left in complete safety, and with no visibility issues.

#### Proposed alternative:

As the scheme seems to be intended to help pedestrians cross in safety, I would like to propose that the illustrated width restriction be deleted and replaced instead with a traffic island (similar to that as proposed in Borden Lane), but positioned further up Adelaide Drive.

I also believe that at least 2 cars should be able to wait to turn right out of Adelaide without obstructing left-turning traffic. I suspect the majority of pedestrians will be walking further up Adelaide, so setting it back from the junction will not inconvenience them.

This also provides time for incoming drivers to "straighten up" to see any pedestrians in the road.

**Swale Joint Transportation Board, Agenda Item 10  
"A2 LONDON ROAD (WICKES), SITTINGBOURNE"**

I would like to object to this proposal.

I am rather surprised to see this being resubmitted by KHS, after a similar proposal was refused before. The original intent of councillors was to refuse all of these yellow lines, not to just postpone them and have part of them resubmitted later.

My reasons for objection are as follows:

(1) Loss of essential car parking on north side of A2:

These car parking spaces are irreplaceable and were the reason for the original refusal. There is nowhere else for residents to park along this road. These spaces are regularly used and are even more important since the gym was opened further up the road. These parking spaces next to the petrol station have been in use for decades.

(2) Petrol station exit has always been like this, and has a very low traffic flow. The use of the exit from the petrol station is not even necessary, because cars can see the junction beforehand and choose to exit on to Staplehurst Road instead if they want.

(3) Very low traffic flow to Wickes:

There are so few vehicles going in and out of Wickes that there can be no justification for loss of parking on the opposite side of the road.

(4) South side lines are unwarranted, and a waste of council money.

There is no need for the proposed lines on the south side of the A2 because this is not used for parking and never has been. Council resources would be better spent elsewhere.

(5) Not part of original Wickes planning application:

As stated by councillors the last time this was proposed, yellow-lining was not part of the original planning application for the Wickes shop and councillors felt they were being misled by having additional changes put to them after the event.

I would ask that councillors uphold their original refusal for yellow lines in this area.

Yours,

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Gareth Randall  
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