

A summary of road safety issues in the area of the junctions of Dark Hill/Davington Hill and Stonebridge Way/Curtis Way

Introduction

This short paper, prepared by local borough councillors, in consultation with local residents, identifies the current safety problems in this area and suggests some possible options for making this stretch of road safer for pedestrians and other road users.

Background

The stretch of road from West Street, where the one way system from Tanners Street enters it, up to Dark Hill¹ is complicated because of the presence of two road junctions within a few yards of each other, the first one to the left, Stonebridge Way and the second one to the right, Davington Hill.

Parents with children have to cross the road here to walk up Davington Hill to Davington Primary School and other residents have to cross the road to get to and from the town centre. However there is no obvious safe place to cross because of the presence of the two road junctions and the poor visibility in each direction.

The poor visibility results from traffic coming round a bend out of the one way system in one direction; and being obscured by parked cars as it comes down Dark Hill in the other direction. In addition to on street parking on this stretch of road there are also bus stops on each side.

Poor visibility for road users at the Dark Hill/Davington Hill junction

Current problems:

Car drivers are parking on the Davington Priory side of Dark Hill close to the Davington Hill junction, making it difficult for drivers and cyclists to pull out of Davington Hill. The garages at the back of 1 Davington Hill that open out on to Dark Hill have sight lines obscured by cars parked further up Dark Hill.

Drivers are also parking on Dark Hill opposite the Davington Hill junction making it difficult for any larger vehicles like HGVs that have come down Davington Hill by mistake, to turn right up Dark Hill back towards the Western Relief Road.

Improvement options:

New double yellow lines could be introduced on the Davington Priory side of Dark Hill from the garages at the back of 1 Davington Hill up as far as where the pavement ends.

¹ Even road naming is complicated, there are three official street addresses on this short stretch of road - West Street, Curtis Way and Dark Hill

Improved signage should be introduced at the entrance to Bysing Wood Road and Oare Road guiding HGVs away from these two roads onto the Western Relief Road.

New double yellow lines could be introduced on a small section of Dark Hill opposite the junction of Davington Hill.

The introduction of a town wide 20 mile an hour speed limit including all of this stretch of road would also reduce the risk of collisions.

Poor visibility for road users at the junction of Stonebridge Way and Curtis Way

Current problem:

Car drivers and cyclists can have difficulty pulling out of Stonebridge Way to go either left or right because their view of Dark Hill and Tanners Street is obstructed by parked cars.

Improvement options:

The double yellow lines on the corner of Stonebridge Way could be extended a small distance along both West Street and Stonebridge Way. Again the introduction of a town wide 20 mile an hour speed limit covering all of this stretch of road would also reduce the risk of collisions.

Absence of a safe pedestrian crossing place on Curtis Way or the beginning of Dark Hill

Current problem:

There is currently no obviously safe place for pedestrians to cross the road from the Stonebridge Way side from the point where Tanners Street becomes Curtis Way to where the pavement runs out ends on the Davington Priory side of Dark Hill. It is not possible to cross safely near the Stonebridge Way and Davington Hill junctions.

What appears to have been identified as a crossing point with dropped kerbs and immediate access to a tarmacked path along the front of houses on Curtis Way is also not safe because of vehicles coming round a bend at speed from Tanners Street, which is one way at that stage.

The alternative of walking up Dark Hill and using the pedestrian crossing there still involves crossing Stonebridge Way and significantly extends the time it takes to walk to Davington Church or School.

Improvement options :

The introduction of a marked crossing and/or a built out pavement narrowing the road, would make it easier for pedestrians to cross at the point where there are already dropped down kerbs. Especially if it was supported by signage or lighting making car drivers aware that they are approaching a junction and need to reduce their speed. There may also be other options that KCC Highway Engineers could propose.

If there is a delay in a town wide 20 mile an hour speed limit being introduced in Faversham it would also help to extend the existing 20 mile an hour limit in Tanners Street into this area. Currently cars see a sign telling that they are leaving a 20 mile an hour speed limit just as they come round the corner to the point where most pedestrians tend to cross.

The positioning of the bus stops on both the Stonebridge Pond and Stonebridge Way sides of Curtis Way also needs to be reviewed as parked buses further impede pedestrians' view of the road.

Councillors Carole Jackson and Julian Saunders 6 February 2020