

**SEVENOAKS JOINT TRANSPORTATION BOARD – 16 MARCH 2010**

**PETITION CALLING FOR HIGHWAY SAFETY MEASURES IN SUNDRIDGE**

Report of the: Local Transport & Development Manager, Alan Ash

Status: For Member recommendation

Chairman: Cllr P J Coates

Head of Service: Head of KHS Transportation & Development – David Hall

---

**Background**

- 1 A petition was received from the local Parish Council in Sundridge who are concerned about the danger caused to pedestrians by fast moving traffic in the village.
- 2 This was reported to Members on 22 September 20 (see annexed papers)

**Introduction**

- 3 A KHS Officer met with the Parish on 26<sup>th</sup> August 2009 to discuss the issues and it was agreed to further investigate matters so that further advice could be offered to a future meeting of the Board.
- 4 This report follows on from that meeting with advice and resulting information from further investigation of the points raised.
  - (a) Safety Cameras at the gateways either end of the village
  - (b) Flashing speed signs
  - (c) Chicanes at either end of the village
  - (d) Red light cameras at traffic signals
  - (e) A pelican crossing at the traffic signals
  - (f) A mini roundabout at junction of A25 / New Road
  - (g) 20 mph speed limit at the school in Church road

**Report**

- 5 The criteria for the provision of Safety Cameras have not been met and would come under criticism from the motoring and safety fraternity.

**Item No. 11**

- 6 The provision of Safety Camera has been addressed by the provision of one on the County's mobile SID units. Whilst this may not be considered to address entry speeds at the village gateways the location is considered to provide effective control where vehicle and pedestrian movements are more likely.
- 7 The provision of chicanes along this section of the A25 would likely to cause a hazard to road users in particular cyclists. Additional considerations would be the narrowing of already in the main substandard width footways to accommodate the additional street furniture and signing that would be required to accommodate such features. Furthermore the cost of the introduction of such features would be considerable in the likelihood that land acquisition, drainage and street lighting would also be required.
- 8 The request for the provision of red light cameras is one that is understood however the practicalities of making such a provision are constrained by the provision and placement of such equipment. It would be far better to understand and resolve the underlying cause which is more likely to be the frustration of drivers who have been delayed by vehicles turning right. Re-engineering of the junction is not an option given the physical constraints. The phasing of the lights has been studied in the past and very little can be achieved to improve capacity especially in the light of the request to provide a pedestrian phase (pelican). Further investigation will be required to see if there is a way that traffic modelling can satisfy both requests. In the intervening period of time the matter of enforcement will be discussed with the Police.
- 9 A preliminary investigation has been undertaken to see if a mini roundabout could be provided at the junction of the A25 and New Road. It had been established at the meeting with the Parish Council that this request was bourn from the perceived problems of emerging from New Road caused in part by vehicle speeds and parked cars reducing visibility. Whilst making such a provision as part of a traffic management strategy can be acceptable in this instance there remains an issue with visibility and unless additional land is acquired to enable increased vehicle deflection thus a likely speed reduction, in this instance it is unlikely to pass safety audit requirements.
- 10 The imposition of a 20mph speed limit outside of any schools in Kent has been a subject of previous HAB reports and has not been supported by members. The site has been visited and several communications received complaining of vehicle speeds and parked cars causing obstruction. Indeed from that site visit it was confirmed by observation that during school pick up and drop off times vehicles speeds are in the main very low.
- 11 Resulting from the discussions between Parish members and KHS staff, the practical difficulties of delivering such a comprehensive list of remedial measure were discussed. Further information has gathered and forms in part the responses above. The discussion also involved looking at the benefits of restricting traffic flow northwards from the junction of New Road into Church Road. This would need to be modelled and if found to be of benefit in reducing

**Item No. 11**

conflict on Church Lane and the reduction of movements at the junction with Church Lane and A25, consulted upon.

**Recommendations**

- 12 Further investigations be carried out on the A25 to establish vehicle speeds.
- 13 Further investigations be carried out to establish the effectiveness of the existing traffic light system and see what impact the introduction of a pedestrian phase would have.
- 14 To establish a model to see what impact the introduction of a No Entry into Church Lane from New Road would have.

**Sources of Information:** Kent Highway Services

**Contact Officer(s):** Alan Ash - 08458 247 800

**INTERIM DIRECTOR OF KENT HIGHWAYS** Caroline Bruce

