

CABINET

9 MARCH 2010

GATEWAY 1 OPTIONS APPRAISAL: TWYDALL ACCESSIBILITY SCHEME

Portfolio Holder: Councillor Phil Filmer, Front Line Services

Report from: Robin Cooper, Director of Regeneration, Community and Culture

Author: Martin Morris, Traffic Manager

Summary

To present the Twydall Accessibility Scheme for approval.

1. BUDGET AND POLICY FRAMEWORK

- 1.1 The Twydall Accessibility project will be 50% match funded from the Local Transport Plan and from Sustrans (Sustainable Transport Charity), and has an estimated cost of £660,000.
- 1.2 The proposed accessibility scheme meets the following Local Area Agreement (LAA) Targets:
 - NI 47 People killed and seriously injured in road traffic accidents
 - NI 56 Obesity among primary school age children in year 6.
 - NI 198 Children travelling to school – modal shift to sustainable transport
- 1.3 The project is therefore within both the policy and budgetary framework and approval is a matter for Cabinet because the project is both high risk and above £500,000 value for services.

2. RELATED DECISIONS

- 2.1 The Twydall Accessibility scheme went to Regeneration, Community and Culture, Overview and Scrutiny Committee on 2 December 2009, where:

2.1.1 The Committee agreed to recommend to the Cabinet that:

- (a) the offer of a grant of £330,000 towards the estimated capital cost of £660,000 of the Twydall Accessibility Scheme which is subject to a commencement of the scheme no later than February 2010; (NOTE delaying commencement of the scheme to the 2010/2011 fiscal year has been subsequently agreed with Sustrans).
- (b) the residents of Twydall area are advised of the revisions made following the consultation;
- (c) the following amendments to the scheme are agreed:
 - 1. Beechings Way from the Junction of the A289 to Pump Lane is retained at 30mph;
 - 2. On the stretch of Beechings Way, the residential roads to the North is retained at 30mph;
 - 3. On the stretch of Beechings Way, the residential Closes to the South (i.e. Wingham, Boughton, and Beechings Green) is retained at 30mph;
 - 4. On the stretch of Beechings Way, the planned traffic calming humps is removed from the scheme;
 - 5. The pedestrian refuge separated zebra crossing on Beechings Way at the Community Centre (junction of Lower Twydall Lane) is replaced by a raised table zebra;
 - 6. An additional raised table/zebra is constructed on Beechings Way close to the pavilion (i.e. close to the junctions of Ruckinge Way and Goudhurst Road);
 - 7. The mini roundabout at the junction of Pump Lane and Ashley Road is retained;
 - 8. An additional raised table/ zebra is constructed across Eastcourt Lane close to the North side of the junction with Goudhurst Road;
 - 9. An additional raised table/ zebra is constructed across Goudhurst Road close to the West side of the junction with Charing Road;
 - 10. Officers and ward councillors to agree whether there is scope for an additional zebra across Eastcourt Lane in the vicinity of its junctions with Chilham and Brenchley Roads. If agreement is reached the zebra to be constructed, if not alternative measures are constructed to achieve a safer pedestrian crossing point (i.e. pinch point/raised table);
 - 11. Officers and ward councillors to agree whether there is scope for an additional zebra across Featherby Road in the vicinity of its junctions with Chilham Road and Elmfield. If agreement is reached the zebra to be constructed, if not alternative measures are constructed to achieve a safer pedestrian crossing point (i.e. pinch point/raised table).

2.2 Following their detailed consideration of the amendments, officers' advice on their achievability is set down in appendix 1 (attached). Also set down are matters arising through direct consultation with the Headteachers for the schools in Twydall and a further matter raised by Councillor Griffiths with the Director pertaining to the provision of additional car parking on Beechings Way to the west of Eastcourt Road.

- 2.3 The Twydall scheme is an unusual case as officers took a report to Overview and Scrutiny, on the scheme itself rather than the contractual arrangements prior to Procurement Board. The views and recommendations of Overview and Scrutiny have been addressed in appendix 1 to the report.

3. BACKGROUND

- 3.1 Since 2004 there have been on-going discussions with Ward Councillors and residents concerning the introduction of a traffic calming scheme within that part of Twydall bounded by the A289 (Ito Way) - Beechings Way - Pump Lane (its eastern side) and the A2 Watling Street/London Road.
- 3.2 The reasons for, and purpose behind, the proposed scheme was one of reducing through vehicular traffic use of the local roads and reducing general traffic speed to around 20 mph; all in the interests of improving road safety and pedestrian accessibility. The scheme was prepared towards the end of 2008 and proposed the introduction of traffic calming measures on most roads within the identified area, through the provision of speed cushions, in sets of 2 or 3 dependent on the road width.
- 3.3 The estimated cost at that time of the proposed scheme, based on term contract rates, was in the order of £450,000 - £475,000. The proposed method of funding was to be through the Local Transport Plan; for which £330,000 was allocated in the 2009 / 2010 Budget.
- 3.4 A review of the scheme, in late 2008 / early 2009, identified that the number of sets of speed cushions could be reduced from a significant number of residential roads, on the basis of their layout, and extent and on-street parking, which itself provided reduced speeds. It also identified a further reduction in such measures by considering the total layout of the total street scene and the introduction of horizontal deflection measures. These should be effective at reducing vehicle speeds, though less so than speed cushions.
- 3.5 In mid-2009 the review was extended to include Sustrans 'Links to Schools' programme. Through this programme funding for schemes improving pedestrian and cyclist accessibility in areas such as Twydall was available; this offered the opportunity for a Partnership with Sustrans. As a result the scheme was amended to include all residential streets to the north of Beechings Way and east of Bloors Lane and Beechings Way / Bloors Lane from Eastcourt Lane to The Splashes (Leisure Centre). Specific measures throughout the area concerned with further improvements of pedestrian and vehicular accessibility were also included.
- 3.6 **The Plan indicating the scheme has been circulated separately to Cabinet Members, Ward Members, Group Rooms and is also available at the Council's main receptions and on the Council's website via <http://www.medway.gov.uk/cabinetdecisions.htm>**

Further copies are also available from the Cabinet Office. Please contact 01634 332509/332008 for further details.

4. BUSINESS CASE

- 4.1.1 By improving the environment within Twydall and reducing the actual and perceived danger for pedestrians and cyclists, the scheme seeks to increase the number of journeys made by sustainable means. In particular it seeks to increase those journeys made to and from the local schools.
- 4.1.2 Detailed surveys will be undertaken as part of the scheme, before and after implementation, which will then provide measurable outputs from the scheme.
- 4.1.3 There have been three serious accidents in the scheme area and the project will reduce speeds and reduce the risk of such accidents.

4.2 Strategic Context

- 4.2.1 The scheme meets the following LAA targets:
- NI 47 People killed and seriously injured in road traffic accidents
 - NI 56 Obesity among primary school age children in year 6.
 - NI 198 Children travelling to school – modal shift to sustainable transport.

4.3 Whole Life Costing/Budgets

- 4.3.1 Funding (estimated at £660,000) is to be through the Councils LTP allocation; for which £330,000 was included in the 2009 / 2010 Budget, match funded by Sustrans.
- 4.3.2 If built the Council will become responsible for future maintenance as the scheme is on public highway, through the Highway Maintenance budget.

4.4 Risk Management

Risk	Score			Action to avoid or mitigate risk
	Probability Score	Impact Score	Overall Score	
1. Sustrans grant not taken up. The total cost of the project would have to be met through LTP and / or Medway Council funding. However, the required funding is not available through these funding streams.	1	4	4	Agree Partnership arrangements with Sustrans, which includes acceptance of their Memorandum of Understanding (MoU).

2.	Negative view of future applications by Sustrans/ Government. If the grant offered by Sustrans is not taken up there is a possibility of future similar applications to Government/Sustrans receiving a negative view / response to the detriment of Medway Council.	1	4	4	Agree Partnership arrangements with Sustrans, which includes acceptance of their Memorandum of Understanding (MoU).
3.	Resident's negative view of Medway Council. The introduction of measures within the Twydall area to improve road safety and reduce through traffic movement has been discussed and expected over a number of years. If measures are not implemented. As a result of the current process residents could take the view that measures will never be introduced and therefore adopt a negative view of Medway Council.	1	4	4	Implement the proposed scheme having amended its content, where relevant and appropriate in the context of the overall proposals of the scheme, to meet the comments made by residents Members etc., received through the recent Public Consultation process.
4.	Government will have been advised of the offer of grant made by Sustrans to Medway Council. This could be seen as failing to achieve sustainability accessibility and road safety targets They would also be advised if the offer of grant were not taken up which could result in their taking the view that Medway Council are not committed to sustainability, accessibility and road safety targets.	1	4	4	Implement the proposed scheme with the assistance of the grant provided by Sustrans.

4.5 Market Testing

4.5.1 Design has been undertaken in house; Tenders will be sought for construction of the works. The Construction of the Twydall scheme is not unusual, and such 20mph area wide schemes are common place in the UK. In addition the Traffic Engineers who have developed the scheme have worked on many similar projects with other authorities.

4.6 Stakeholder Consultation

4.6.1 Stakeholders

The stakeholders with whom consultation has been undertaken extends from the individual emergency service organisations to the bus operators providing services to the Twydall areas. Also and most importantly, the residents of the Twydall area together with those responsible for the day to day management and operation of its nine schools, and Sustrans, the sustainable transportation organisation.

4.6.2 Nature, Extent and Outcome

Emergency Services and Bus Operators

Consultation with the individual emergency services was undertaken through the circulation of copies of relevant drawings and thereafter meetings in late 2008 / early 2009. No objections were raised to the proposed scheme, which, at the time of the consultation, contained a far greater level of speed cushions than the current scheme.

The reduction in the level of speed cushions will receive a favourable response from the emergency services and bus operators. The scheme has been discussed more recently with Arriva who have raised no objections.

Residents, Schools and Businesses

The residents, schools and businesses within the Twydall area were consulted on the proposed scheme through the circulation of a consultation document with returnable questionnaire. Two public exhibitions each held at different locations within Twydall.

Of the occupiers of the 5,000 properties in the Twydall area, 385 (7.70%) returned a completed questionnaire. Of those returned, 235 (61%) indicated that they were in favour of the scheme, 98 (26%) indicated for varying reasons their opposition to it and 52 (13%) indicated a mixed opinion through contradicting comments. Of those indicating a mixed opinion some 16 could it is considered be viewed as in support by the making of amendments they had requested.

Sustrans

Knowing of their '*Links to Schools*' programme and in recognition of the significant number of schools within the Twydall area, the views of Sustrans, were sought on the proposed scheme in mid-2009, where support was given.

5. PROCUREMENT IMPACT ASSESSMENT

5.1 Equalities

5.1.1 The scheme seeks to improve facilities for pedestrian in the area, as part of these facilities will be introduced which will improve accessibility for mobility/visually-impaired pedestrians, works will be DDA compliant.

5.2 Environmental

5.2.1 The scheme outputs are intended to reduce vehicle speeds, and reduced vehicle through traffic, and also a reduction in motorised traffic within the area through modal shift.

5.3 Local Community and economy

5.3.1 See Paragraph 4.6.2.

5.4 Health and safety

5.4.1 There are no foreseeable health and safety implications associated with this project, over and above those that would be expected with an on highway traffic scheme. However all relevant health and safety legislation, CDM and traffic/highway legislation will be complied with during construction.

5.5 Finance

5.5.1 The estimated cost based on measured works and term contract rates, of the proposed scheme is £660,000; this includes a 10% contingency item. Therefore, the estimated cost is considered to be rigorous.

5.5.2 Through their letter of 3 September 2009, Sustrans confirmed that they would provide a grant of 50% of the cost of the proposed scheme up to a maximum level of £330,000.

5.5.3 Therefore, the financial implications for the Council amount to a total sum of £330,000 on the basis of the estimated cost of £660,000. This would be funded through the Local Transport Plan settlement for the financial years 2010/2011.

5.5.4 Through their letter of 3 September 2009 Sustrans advise that their grant would be payable in arrears. However, these to be release interim payments as the scheme progresses.

5.5.5 The Local Transport Plan has an allocation of £6.7M for 2009/2011, the Twydall element represents 5% of the total. 33 schemes have already been completed and another 59 are at different stages of development (see below for details):

LTP Integrated Transport block allocation		
	2009/10	2010/11
	£000's	£000's
Supporting regeneration	145	279
Movement in Medway	204	200
Public transport	124	299
Accessibility	1,112	1,061
Improving travel safety	918	995
Encouraging river movement	10	10
Supporting freight	10	10
Medway Tunnel	500	500
Asset management	0	0
LTP coordination	40	40
LTP3 development	100	100
Other	28	0
Total	3,191	3,494

Travel Safety Schemes Delivered in 2008-2010 by Ward

Chatham Central

Magpie Hall Road junction with Palmerston Road, Chatham - Introduction of Vehicle Activated signs.

Cuxton and Halling

Sundridge Hill near Bush Road – Contribution to introduction of a controlled pedestrian crossing facility.

Gillingham North

Gillingham Gate, Gillingham – Traffic signal control alterations and signals upgrade.

Grange Road, Gillingham – Installation of advance warning signage and Vehicle Activated signs.

Mariners View, Gillingham – Installation of advance warning signage and Vehicle Activated sign.

Railway Street, Gillingham – Introduction of vehicle restraint barrier.

Parr Avenue, Gillingham – Introduction of a controlled pedestrian crossing facility.

Wood Street junction with Prince Arthur Road, Gillingham – Introduction of controlled pedestrian crossing phases and traffic signal upgrade.

Hempstead and Wigmore

Fairview Avenue, Rainham – Introduction of controlled pedestrian crossing facility

Lordswood and Capstone

Capstone Road, Chatham – Repair edge of carriageway and highlight carriageway extents.

Luton and Wayfield

Wayfield Road, Chatham – Upgrade of pedestrian crossing to traffic signal controlled type.

Peninsula

Allhallows Road, Lower Stoke – Introduction of variable message signing

Main Road, Hoo – Installation of speed limit repeaters and Vehicle Activated sign.

Stoke Road, Allhallows – Relocate speed limit and signing improvements.

A228 – Carriageway edge markers replaced and increased in number.

Rainham Central

Maidstone Road Rainham – Introduction of traffic islands.

Woodside, Rainham – Introduction of Vehicle Activated signs.

(Programmed work for 2009/10) A2 London Road (near Pump Lane) – Introduction of a controlled pedestrian crossing facility.

Rainham North

Otterham Quay Lane, Rainham – Introduction of Vehicle Activated signs.

Rainham South

Maidstone Road Rainham – Introduction of traffic islands.

River

Gillingham Gate, Gillingham – Traffic signal control alterations and signals upgrade.

Wood Street junction with Prince Arthur Road, Gillingham – Introduction of controlled pedestrian crossing phases and traffic signal upgrade.

Rochester East

Weller Avenue, Rochester - Introduction of Vehicle Activated signs.

Maidstone Road, Rochester - Introduction of controlled traffic signal pedestrian crossing facility.

Rochester South and Horsted

Laker Road, Rochester – Introduction of traffic calming (speed cushions).

Rochester West

A2 Corporation Street, Rochester – Visibility improvements at signalised junctions and pedestrian crossing phases.

Maidstone Road, Rochester - Introduction of controlled traffic signal pedestrian crossing facility.

Strood North

Cliffe Road, Strood – Introduction of controlled traffic signal pedestrian crossing facility.

Frindsbury Hill, Strood – Introduction of uncontrolled pedestrian crossing to assist school crossing patrol, and relocation of bus stops.

Commissioners Road, Strood - Introduction of Vehicle Activated signs.

Strood Rural

Upnor Road, Upnor – Junction warning signing and vehicle activated signing. Introduction of controlled pedestrian crossing facility.

For Elms Hill, Chattenden – Introduction of Vehicle Activated warning signs to support traffic signals.

Twydall

(Programmed work for 2009/10) A2 London Road (near Pump Lane) – Introduction of a controlled pedestrian crossing facility.

Walderslade

Dargets Road, Walderslade – Introduction of a Vehicle Activated sign.

Provisional Travel Safety Schemes for delivery in 2010/2011

Chatham Central

New Road near Otway Terrace, Chatham – Introduction of controlled pedestrian crossing facility.

Gillingham North

Sturdee Avenue near Third Avenue, Gillingham – Introduction of controlled pedestrian crossing.

Hempstead and Wigmore

Wigmore Road – Introduction of Vehicle Activated signing.

Princes Park

Swallow Rise, Walderslade – Vehicle Activated signing.

River

New Road near Otway Terrace, Chatham – Introduction of controlled pedestrian crossing facility.

Rochester East

Kings Street, Rochester – Introduction of local traffic calming in vicinity of school.
Rochester West

Esplanade junction with Baker's Walk, Rochester – Junction improvement.
Strood Rural

B2000 – Introduction of speed camera signing.
Twydall

A2 Sovereign Boulevard (Bowater to Will Adams), Gillingham – Improvements to pedestrian crossings, pedestrian routes and visibility improvements.

Watling

Sturdee Avenue near Third Avenue, Gillingham – Introduction of controlled pedestrian crossing.

A2 Sovereign Boulevard (Bowater to Will Adams), Gillingham – Improvements to pedestrian crossings, pedestrian routes and visibility improvements.

Other

Approximately another twenty locations under investigation in relation to scheme development.

6. PERMISSIONS / CONSENTS

6.1 No permissions or consents are required, however Traffic Regulation Orders, Speed limit Orders and notices under the Highways Act, are required for road closures during construction and also for alterations to speed limits, one way workings, and the installation of zebra crossings and vertical traffic calming measures.

7. OPTIONS

7.1 The scheme has been developed and been out to extensive public consultation and has had significant local ward member involvement. The scheme therefore has been already been subject to change throughout and beyond this consultation process.

7.2 The preferred option is, therefore, to implement the scheme in its current form (subject to the results of the formal consultations for the relevant Traffic Orders, and following presentation at Cabinet).

7.3 In respects to procurement options and further to exploration, no frameworks or contracts exist that Medway could opt into without negating competition so a formal tender process will be undertaken.

8. PREPARATION OF THE NEXT STAGE OF PROCUREMENT

8.1 EU Implications

8.1.1 Strategic Procurement has advised that the contract value for this project falls below the EU threshold and therefore is only subject to a formal tender process in line with Medway's Contract Rules.

8.1.2 Critical to delivery of this project is selection of suitable experienced contractors, in constructing traffic management schemes.

8.2 Resources and Contract Management

8.2.1 The project is being managed through the Capital Projects team. An experienced project engineer has been engaged part time to assist in the design and planning stage. The cost is fully charged to the project.

8.3 Contract

8.3.1 The standard ICE Contract will be used for this project, and as such the client will provide a fully detailed design to the contractor detailing exactly what is to

be built. This provides a high degree of cost certainty (except where the client requests a change)

9. COMMENTS OF THE PORTFOLIO HOLDER FOR FRONT LINE SERVICES

- 9.1 The Twydall Accessibility scheme is an area wide improvement to the Twydall Area, and seeks to reduce through traffic, reduce traffic speed, improve road safety, and to encourage walking and cycling within Twydall, thereby improving the area for local residents.

10. PROCUREMENT BOARD – 27 JANUARY 2010

- 10.1 The Procurement Board considered this report on 27 January 2010 and a discussion was held about the projects expected benefits and outcomes, the funding streams and related time constraints. Concerns were expressed about the level of spend on just this particular area. The Board recommended the scheme to Cabinet and that a clear breakdown of the LTP funding be given (see paragraph 5.5.5 for details). The recommendations from the Procurement Board are set out in paragraph 13 below.

12. FINANCIAL, PROCUREMENT AND LEGAL COMMENTS

12.1 Finance comments

The project will be fully funded from the Local Transport Plan and Sustrans. The procurement process will ensure value for money for the Council. The total Integrated Transport budget is in the capital programme and, as this additional funding is contributing to an existing scheme, progress will be reported through the capital monitoring procedure in the usual way.

12.2 Strategic Procurement Comments

The value of the works package is estimated at £660,000 and therefore is below the EU threshold contract value of £3,927,260. Therefore, this procurement will not be subject to the full application of the EU procurement regulations. However, in accordance with Medway's Contract Rules and Procurement Manual, this procurement must be subjected to a formal tender process, whereby as a minimum, the client department advertises on Medway's website (must be undertaken via Strategic Procurement) and affords sufficient time for expressions of interest and subsequent tender submission. Furthermore, the client department must decide upon whether they wish to follow a pre-qualification plus formal tender route (mirroring the restricted procedure under the EU Procurement Regulations allowing short listing and tendering to a small group) or a direct tender route (mirroring the open procedure under the EU Procurement Regulations allowing an evaluation of all expressions of interest. The direction to be taken must be decided upon as part of the Gateway 2 process in conjunction with Strategic Procurement. Strategic Procurement will provide Quality Assurance throughout the procurement process.

12.3 As the contract value is below the EU procurement threshold for capital works, the procurement of the project will primarily be subject to the Council's Contract Rules. Generally speaking these Rules require a competitive tendering process to be undertaken. EC case law now suggests that some form of advertising of requirements should take place in all instances regardless of contract value or any need to place a notice in the OJEU. Where the contract value is below the EU procurement threshold it may be appropriate to use an approved or select list of contractors from which a tender list can be drawn. Such lists should have been prepared after advertisements in the appropriate trade journals and a process of evaluation which would have considered the financial stability and technical competence of contractors wishing to be included in the list. In all cases the procurement should be subject to the overriding requirement to secure best value for the Council.

13. RECOMMENDATION

13.1 Cabinet is recommended to:

- (a) Approve the Twydall Accessibility Scheme at an estimated cost of £660,000;
- (b) Approve the offer of a grant of £330,000 from Sustrans towards the estimated capital cost of £660,000 of the Twydall Accessibility Scheme.
- (c) Approve the Twydall Scheme as detailed on the plan, subject to any minor changes agreed by the Director of Regeneration, Community and Culture, in consultation with the Portfolio Holder for Frontline Services.

14. SUGGESTED REASONS FOR DECISION(S)

14.1 In order for the project to be progressed and delivered in agreement with Local Members, residents and Sustrans.

Report Originating Officer: **Martin Morris** ☎ 01643 331148

Background papers

The following documents have been relied upon in the preparation of this report:

Description of document	Location	Date
The report and minutes of the Overview and Scrutiny Committee 2 December 2009	Medway Council website	Dec2009

Appendix 1

Comments from the Regeneration, Community and Culture Overview and Scrutiny Committee meeting and results of the feasibility study into the amendments Councillors requested

Members asked various questions about the areas and speed limits just outside of the zone and the raised zebra crossings proposed on Beechings Way. Officers were asked for clarification over the funding and timing arrangements and it was confirmed that if the project did not begin before the end of February 2010, the funding from Sustrans would be withdrawn. It was solely for use in this ward and could not be transferred to other projects elsewhere in Medway.

Decision:

The Committee agreed to recommend to the Cabinet that:

- (d) the offer of a grant of £330,000 towards the estimated capital cost of £660,000 of the Twydall Accessibility Scheme which is subject to a commencement of the scheme no later than February 2010;
- (e) the residents of Twydall area are advised of the revisions made following the consultation;
- (f) the following amendments to the scheme are agreed, the feasibility results are in *italics*:

1. Beechings Way from the Junction of the A289 to Pump Lane is retained at 30mph.

Will be achieved

2. On this stretch of Beechings Way, the residential roads to the North is retained at 30mph.

Will be achieved

3. On this stretch of Beechings Way, the residential Closes to the South (i.e. Wingham, Boughton, and Beechings Green) is retained at 30mph. On this stretch of Beechings Way, the planned traffic calming humps is removed from the scheme;

Will be achieved

4. On this stretch of Beechings Way the planned traffic calming humps to be removed from the scheme

Will be achieved

5. The pedestrian refuge separated zebra crossing on Beechings Way at the Community Centre (junction of Lower Twydall Lane) is replaced by a raised table zebra.

To straighten and raise the existing Zebra will cost an estimated £25,000. The implication of implementing this measure would be to widen the road, which encourages speed. There have been no casualties at the site for over 5 years and therefore, on road safety grounds we would advise the existing staggered zebra be raised. PSB will be repaired/replaced where necessary. Estimated additional cost to the scheme £15,000.

6. An additional raised table/zebra is constructed on Beechings Way close to the pavilion (i.e. close to the junctions of Ruckinge Way and Goudhurst Road)

A raised zebra would reduce 70m of parking spaces: an estimated 12 car spaces. A raised table is not considered a safe option, as pedestrians will falsely believe they have the right to cross. This may lead to a casualty where presently there are none.

Any crossing at this point will compromise parking. Therefore we offer two options for consideration:

- *The zebra is installed with loss to parking*
- *Nothing is done.*

7. The mini roundabout at the junction of Pump Lane and Ashley Road is retained.

Will be achieved

8. An additional raised table/ zebra is constructed across Eastcourt Lane close to the North side of the junction with Goudhurst Road.

There are two possible solutions:

- *A zebra is placed on Eastcourt Road, north of Goudhurst. This will remove 2 disabled parking bays, 40m of on street parking (6/7 parking spaces) and impact on the cycling measures agreed with Sustrans.*
- *As part of the proposed scheme priority is given to traffic travelling south along Eastcourt and into Goudhurst. To assist this measure there is a build out opposite Goudhurst road in Eastcourt making a junction at this point, forcing north travelling traffic up East court to give way to oncoming traffic. At this junction we could provide a zebra on Eastcourt at the new junction south of Goudhurst. This will also incorporate a cycling provision option 1 does not allow. However given the proposed changes to the junction layout it is considered that this facility is unnecessary.*

9. An additional raised table/ zebra is constructed across Goudhurst Road close to the West side of the junction with Charing Road.

To place a zebra west of Charing Road will result in a loss of 40m of on street parking. Pedestrian travel patterns suggest they cross east of Charing Road. Therefore we feel a zebra east of the junction with Charing Road, would compromise 4 parking bays once the bus stop has been moved to accommodate the crossing.

10. Officers and ward councillors to agree whether there is scope for an additional zebra across Eastcourt Lane in the vicinity of its junctions with Chilham and Brenchley Roads. If agreement is reached the zebra to be constructed, if not alternative measures are constructed to achieve a safer pedestrian crossing point (i.e. pinch point/raised table).

A raised table is not deemed a safe option as pedestrians are given a false sense of safety, believing traffic will stop for them. Raised tables are not a pedestrian crossing. There are two options we can consider:

- *Zebra implemented between Chilham and Brenchley, which will result in a loss of 70m on street parking (10/12 parking spaces).*
- *Build outs on Eastcourt north of Brenchley. This will reduce the width of Eastcourt Lane, improve sightlines for Pedestrians crossing and shows drivers pedestrians wanting to cross, this will be a safer crossing area with a loss of 5/6 parking spaces.*

11. Officers and ward councillors to agree whether there is scope for an additional zebra across Featherby Road in the vicinity of its junctions with Chilham Road and Elmfield. If agreement is reached the zebra to be constructed, if not alternative measures are constructed to achieve a safer pedestrian crossing point (i.e. pinch point/raised table).

A raised table is not deemed a safe option as pedestrians are given a false sense of safety, believing traffic will stop for them. Raised tables are not a pedestrian crossing. There are two options we can put to the Director:

- *Zebra implemented between Chilham and Elmfield which will result in a loss of 80m on street parking (13/14 parking spaces) or with a reduction of 6 zigzags there would be a loss of 60m on street parking (10/11 spaces).*
- *Build outs, which will create a reduced distance across Featherby for pedestrians to travel, increasing their sightline and increasing drivers' awareness of crossing pedestrians.*

Additional matters to be considered:

Discussions with Head Teachers

Officers have spoken to the Head teachers of the all the school in the Twydall ward to discuss the schools individual needs and impact the scheme will have on their community's' travel patterns. During a discussion with the Featherby Schools the junior school Head commented on the inappropriate and unsafe use by the children and their parents on the raised table outside the school entrance in Chilham road.

The scheme will include measures to alleviate these concerns.

We has discussions with the Head of the Thames View Infant and Junior School who expressed concern about the safety of the pupils who attend the schools; The Head teacher referred to 2/3 serious incidents over the last 3 years. Since the project's inception there has been another serious incident. Measures should be introduced that address these concerns i.e. schools zones.

Additional points raised by Cllr Griffiths with the Director before O&S

Officers have been asked to increase the level of on street parking on Beechings Way to the west side of Eastcourt Road. It is proposed that this will be done by providing the eastbound bus stop on carriage way through a new bus boarder with associated new hard standing and shelter. The existing bus lay-by will be extended to its west and eastern sides to use for on street parking for approximately 8 spaces.