

**MINUTES OF THE MEETING OF THE HIGHWAY WORKING GROUP HELD ON  
MONDAY 31<sup>st</sup> JANUARY 2005 AT 7.30 p.m. AT THE PAVILION, MANOR FIELD**

Present: Cllr Mr M Harris  
Cllr Mr B Ramsay  
Cllr Mr V Sewell  
Cllr Mrs M Solman  
Cllr Mr C Ward (Chairman)  
Cllr Mr K Tucker

In attendance: Mrs J Hoad (Clerk)

**1. Apologies**

There were no apologies for absence.

**2. Declarations of Interest**

Cllr Mr V Sewell declared a personal interest under minute item 4, in respect of the proposals affecting Hartley Primary School as he serves on the School's Governing Body as the minor authorities' representative.

**3. Minutes**

RESOLVED: That, the minutes of the meeting of the Highway Working Group held on 10<sup>th</sup> January 2005 be approved and signed as a correct record.

**4. Local Transport Plan**

The Committee considered a draft of proposals for road improvements within the parish to be considered by Kent County Council for inclusion in its next 5 year Local Transport Plan and a number of minor alterations were suggested.

The Working Group was informed that a copy of the draft list, as discussed at the last meeting, had been sent to Kent County Council for comment, but to date no response had been received.

RESOLVED: That, (1) the amended draft of proposed road improvements for inclusion in the next 5 year Local Transport Plan, as set out in appendix 1 attached to these minutes, including a map defining extent of the proposed change in speed limit from 30 mph to 40 mph on Ash Road, be sent to Kent Highways for comment and (2) the views of Hartley Primary School's Governing Body be sought in respect of the Working Group's suggestions affecting Round Ash Way to improve public safety, vehicular movement and alleviate some of the parking problems associated with the school, as set out in appendix 1.

**5. Ash Road**

The Working Group expressed some disappointment that the traffic calming measures and works to install additional signage and roundels had not yet been completed. The Working Group considered the removal of the cats eyes had been retrograde step. The Working Group noted that the temporary bus stop had not yet been removed and that the new bus stop sign was obstructed by overhanging vegetation.

RESOLVED: That, advice be sought from Kent Highways as to when the works will be complete.

**6. Date of the next meeting**

To be confirmed.

The meeting closed at 8.12 p.m.

Signed:.....  
Chairman

Date:.....

**Hartley Parish Council Highways Group**

Proposals for insertion into the KCC 5-year road improvement plan, for roads affecting the Hartley Parish. Having considered the roads/highways in the Parish the following proposals are made based on priority and do not consider the normal road repairs, which it is hoped would be done on demand for the safety aspect.

**Initial Proposals and reasoning: -**

**Church Road Hartley**

- a. Resurfacing is required from the New Ash Green end through to the Junction with St Johns Lane this surface is exceptionally bad with large potholes and edging issues. As you will know this road is used extensively by horses from local privately owned stables and there are proposals to use North Field for horse riding. There have been requests from horse owners if it would be possible to improve the surface as there have been a number of instances of horses slipping on the surface. Can we please ask if it is possible to provide anti-skid surface in the area around the entrance to Northfield? (the section from St John Lane to Ash Road is I believe already programmed for early 2005.)
- b. As a follow up to item a. a speed limit needs to be placed on the section from New Ash Green to where the 30 MPH section starts about 100metres south of All Saints Church. At present this is de-restricted but needs to be restricted in the interest of public safety, there have been numerous accidents on this section as local residents will confirm.

**Ash Road**

- a. We need to finalise the requisition of an interactive sign to warn people to slow down, at present this will have to be initially located some 200m north of the roundabout at Milestone school, to meet national rules on location. To allow the interactive sign to be of maximum use it would need to be located nearer the more densely populated area of the village. As such I would propose it be located outside GALDANA some 10metres north of Chantry Avenue on the approach to the dangerous bend at St Johns Lane (there is a verge to locate it). To facilitate this and meet the location rules the southerly section of Ash Road from the roundabout at New Ash Green to approximately outside WOODCROFT or BRAMLEY(some 70/80 metres south of Chantry Ave) would have to have the speed limit raised to 40mph. This section of road is virtually straight and 40 mph

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would appear to be the norm. These changes would have the effect of slowing down the traffic as it approaches the bend and hopefully through the centre of the village.

- b. Whilst we have had traffic calming as designed by Babbie located adjacent to Wellfield, I feel this has not afforded much calming in fact it has straighten the road thus increasing traffic speed. The only way we can actually slow the traffic is by some form of physical barriers; therefore I would suggest that narrow refuge islands, with collapsible signage, be located along the Ash Road at the junctions with Chantry Avenue, St Johns Lane, Church Road, Wellfield and to enable access to the footpath at Quakers Close. It is also important that we have sharp bend chevrons on the side down Hoselands Hill.
- c. To reinforce the safety aspect I would also suggest that the street lighting already in position be extended from the Wellfield Junction through to the junction with Chantry Avenue. I do understand the feeling in the village about street lighting and would not suggest it extends outside the confines of Ash Road but we must put public safety first.

### Cherry Trees

- a. We urgently need to look at the parking outside the shops. At present the space outside the shops is badly used in that there are only some 5 bays in a straight line which means if the middle 3 are occupied it is virtually impossible to get in and out of the outer 2. Also the island located in the centre of the road is used as a parking area causing blockages. May I suggest that the island is removed and the bays located diagonally outwards from the curb thus giving some 8/9 bays. Also whilst there is a customer parking area behind the shops this is rarely used by customers as it is difficult to get in and out of. May I suggest that a second entrance be constructed from Church Road directly into the car park and that it be made an IN only and the existing entrance be made OUT only.

### RoundAsh Way

The issue with Round Ash Way is as with many schools, dangerous parking, speeding cars going in all directions upset neighbours etc. Following a long history with this school there are a number of small changes, which would ease the situation, and would be fully supported by the school, these are as follows: -

- a. Make Round Ash Way, Conifer Avenue and Oast Way & Fairby Lane a 20MPH zone a very simple exercise, as there are only 3 entrances. Two from Ash road and one from Chantry Avenue.

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- b. Install an official one way system to support the already voluntary one (which some parents ignore). This would also be a simple task and involve signage only (the actual one way system to be marked on map once agreed) although the following is the principle, Enter from Ash Road to Round Ash way 2 way turn left at Conifer Avenue 1 way right into Oast Way 1 way straight (ahead 2way) follow round Oast Way and Round Ash Way to join 2 way once again at junction of Conifer Avenue a very simple one way system.
- c. Because of parents ignoring the double yellow lines in the school access road there is a need to move the school gates some 30 metres east of their present location. This would afford better access to emergency vehicles by preventing parents parking on the access road which is both preventing emergency access and dangerous to children leaving school. There is no private vehicular access beyond the entrance to the access road.

The above suggestions for Round Ash Way and the other road changes suggested are obvious in their realisation although they must be fully discussed.

Other Roads in the village must be reviewed and reported on and I suggest that we all take an area to review or ask for comments from the village.

### Review of Proposals

#### **Church Road**

- a. resurface New Ash Green - St Johns Lane sections to be anti-skid.
- b. Speed restriction New Ash Green - existing 30MPH limit

#### **Ash Road**

- a. 40 MPH limit Milestone School roundabout to WOODCROFT approx. 70.80 metres south of Chantry Avenue.
- b. Locate interactive outside GALDANA just south of bend before St Johns Lane.
- c. Narrow refuge islands at junctions of Chantry Avenue, St Johns Lane, Church Road, Wellfield and Quakers Close.
- d. Sharp bend chevrons on side down Hoselands Hill
- e. Street Lights Parkfield to Chantry Avenue (in 30 mph limit)

#### **Cherry Trees**

- a. Relocate parking outside shops.
- b. Alternative access to shopper's car park plus one way in/ out.

#### **Round Ash Way**

- a. School 20MPH Zone round Ash Way, Conifer Avenue, Oast Way & Fairby Lane.
- b. One Way - Round Ash Way, Conifer and Oast Way.

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- c. Move School access gate approx. 30 metres to east to junction with Round Ash way.

I hope that KCC will look favourably on these bids for the next 5-year plan.

Cllr Malcolm Harris

1<sup>st</sup> February 2005

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