

BJC

APPENDIX C

**Study by Local residents showing road widths
along Fawkham and Valley Roads.**

Objections to the Sevenoaks - Draft Local Plan 2015 – 2035

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on behalf of Hartley Parish Council**

VALLEY ROAD IS UNSUITABLE FOR INCREASED TRAFFIC

Kent Highways state Valley Road is a classified unnumbered or C road, single carriageway with two lanes (one in either direction).

The standard width for such a road is generally regarded to be 5.5 to 7.3m and 5.5m is the minimum width for two cars to pass safely at low speed.

“A Community Vision for Hartley”, March 2018, prepared by DHA Planning on behalf of the Billings Group states:

*‘Valley Road runs in a general north / south alignment, forming the western boundary of the southern parcel. **Valley Road measures approximately 5.5m in width and therefore accommodates two-way traffic flows.** In this location, Valley Road is subject to a 40mph speed limit. No footways or street lighting are provided’. [section 12.0, Access & Movement].*

This statement is not correct. There are many sections of Valley Road which are less than 5.5m wide, especially to the south of the proposed development. The measurements below clearly show this. The **narrowest measurement taken was only 3.9m**, way below the width at which two cars can safely pass at low speed.

Valley Road to the south takes traffic to M25 junction 3, A20, M20.

None of the 23 measurements taken on the 1.3 mile section of Valley Road between Scudders Hill and Sun Hill were at or above 5.5m, and only four were wider than 5m. The other 19 were all below 5m, of which 11 were below 4.5m. Nine wing mirrors were found on this section during the measurement exercise.

The photos below were taken various points along Valley Road, and show tyre marks (*a) up the side of the hedgerows where the carriageway is too narrow for two way traffic. There are also sections prone to flooding (*b) across the whole carriageway during rain and other sections onto which large amounts of flint (*c) are carried during heavy rain. The majority of the road has no footpath and no verge, being bounded by mature hedgerows.

Valley Road is clearly not “approximately 5.5m in width” and it is not suitable to take any further increase in traffic.

At many points, especially to the south of the proposed development leading to the M25, A20 and M20, the road is narrower than the width at which two vehicles may safely pass at low speed.

The road is not wide enough north or south to accommodate a bus route (min 6m) or a cycle path, meaning the new development would create further dependency on car transport.

POINT ALONG VALLEY ROAD	WIDTH ^A
North of proposed development: Fawkham Business Park/Salts Farm	4.80m
At Wayside	5.95m
Junction with Steep Hill	6.40m
St Mary's Church entrance	5.20m
South of proposed development: At Hillside	5.30m
Lagoon by Scudders Hill	5.14m (to kerb beyond white line)
At Valley Apiaries	4.10m *d
At The Brambles	4.24m
At The Meadows	4.30m
Junction with Manor Lane (north)	4.04m
Junction with Manor Lane (south)	4.60m *e
By Court Lodge	4.60m *f
Beyond Court Lodge	3.90m *g narrowest point in survey
At Elm Cottage	4.15m
By Malabar	4.30m *h
At Ridgewood	4.15m
At West Lodge	4.24m
By Six Acre Cottages	4.40m (to kerb beyond white line)
Fawkham School entrance	4.25m
Just past Fawkham School	4.80m
School 'slow' sign	5.20m
Blind bend	5.24m *i
Next bend	5.10m
Next bend	4.95m
30 mph road sign	4.40m
Junction with Speedgate	4.90m
Junction with Michaels Lane	4.94m
Junction with Rising Sun pub/green	4.68m

^A All widths measured from outside of painted white line to outside of painted white line, unless indicated differently above.
Measurements taken 15.8.18, when road closed for repair.

* photo attached







