

# AGENDA

## SWALE JOINT TRANSPORTATION BOARD MEETING

Date: Monday, 7 September 2015  
Time: 5.30 pm  
Venue: Council Chamber - Swale House

### Membership:

Swale Borough Councillors Bryan Mulhern, Prescott, Ken Pugh, Ghlin Whelan, Mike Whiting (Chairman), Cameron Beart and June Garrad.

Kent County Councillors Mike Baldock, Bowles, Lee Burgess, Adrian Crowther, Tom Gates (Vice-Chairman), Harrison and Roger Truelove.

### Parish Council Members:

Kent Association of Local Council's representatives: Dave Austin (Sheldwich, Badlesmere and Leaveland Parish Council), Peter Macdonald (Minster Parish Council) and Richard Palmer (Newington Parish Council).

Quorum = 5 (2 from each Council and 1 Parish representative).

### RECORDING NOTICE

Please note: this meeting may be recorded.

At the start of the meeting the Chairman will confirm if all or part of the meeting is being audio recorded. The whole of the meeting will be recorded, except where there are confidential or exempt items.

You should be aware that the Council is a Data Controller under the Data Protection Act. Data collected during this recording will be retained in accordance with the Council's data retention policy.

Therefore by entering the Chamber and speaking at Committee you are consenting to being recorded and to the possible use of those sound recordings for training purposes.

If you have any queries regarding this please contact Democratic Services.

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	Pages
1. Apologies for absence and confirmation of substitutes	
2. Minutes	
To approve the Minutes of the Meeting held on 8 June 2015 (Minute Nos. 45 - 52) as a correct record.	
3. Declarations of Interest	

Councillors should not act or take decisions in order to gain financial or other material benefits for themselves or their spouse, civil partner or person with whom they are living with as a spouse or civil partner. They must declare and resolve any interests and relationships.

The Chairman will ask Members if they have any interests to declare in respect of items on this agenda, under the following headings:

(a) Disclosable Pecuniary Interests (DPI) under the Localism Act 2011. The nature as well as the existence of any such interest must be declared. After declaring a DPI, the Member must leave the meeting and not take part in the discussion or vote. This applies even if there is provision for public speaking.

(b) Disclosable Non Pecuniary (DNPI) under the Code of Conduct adopted by the Council in May 2012. The nature as well as the existence of any such interest must be declared. After declaring a DNPI interest, the Member may stay, speak and vote on the matter.

**Advice to Members:** If any Councillor has any doubt about the existence or nature of any DPI or DNPI which he/she may have in any item on this agenda, he/she should seek advice from the Director of Corporate Services as Monitoring Officer, the Head of Legal or from other Solicitors in Legal Services as early as possible, and in advance of the Meeting.

#### 4. Public Session

Members of the public have the opportunity to speak at this meeting. Anyone wishing to present a petition or speak on this item is required to register with the Democratic Services Section by noon on Friday 4 September 2015. Questions that have not been submitted by this deadline will not be accepted. Only two people will be allowed to speak on each item and each person is limited to asking two questions. Each speaker will have a maximum of three minutes to speak.

Petitions, questions and statements will only be accepted if they are in relation to an item being considered at this meeting.

### **Part One - Reports for recommendation to Swale Borough Council's Cabinet**

- |    |  |         |
|----|--|---------|
| 5. | Proposed Waiting Restrictions, The Street, Boughton-under-Blean  | 1 - 18  |
|    | To consider a summary of informal consultation results with residents and statutory consultees on proposed amendments to waiting restrictions in The Street, Boughton-under-Blean. |         |
| 6. | Formal Objections to Traffic Regulation Order  | 19 - 22 |
|    | To consider a summary of any formal objections received in relation to the recently advertised Traffic Regulation Order Swale Amendment 15,  |         |

and information on the current timeframes for the reporting of formal objections.

7. Informal Consultation on Waiting Restrictions 23 - 30

To consider a summary of informal consultation results with residents and statutory consultees on proposals to install a single yellow line on the east side of Grayshott Close in Sittingbourne.

### **Part Two - Reports for recommendation to Kent County Council's Cabinet**

8. Swale Rail Line between Sittingbourne and Sheerness-on-Sea 31 - 36

To consider a report on the activities of the Kent Community Rail Partnership, in relation to the "Swale Rail" line between Sittingbourne and Sheerness-on-Sea.

### **Part Three - Information Items**

9. Street Lighting LED Project Update Report 37 - 38

Members are asked to note the report which provides an update of the LED conversion project, trial switch-off sites review and consultation on street lighting.

10. Swale Highway Works Programme Report - September 2015 39 - 54

Members are asked to note the report on the identified schemes approved for construction in 2015/16.

11. Progress Update Report 55 - 58

To consider the Progress Update which outlines progress made following recommendations and agreed action at previous meetings.

### **Issued on Wednesday, 26 August 2015**

The reports included in Part I of this agenda can be made available in **alternative formats**. For further information about this service, or to arrange for special facilities to be provided at the meeting, **please contact DEMOCRATIC SERVICES on 01795 417330**. To find out more about the work of the Swale JTB, please visit [www.swale.gov.uk](http://www.swale.gov.uk)

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## SWALE JOINT TRANSPORTATION BOARD

<b>Meeting Date</b>	Monday 7 <sup>th</sup> September 2015
<b>Report Title</b>	Possible Waiting Restrictions – The Street, Boughton-under-Blean
<b>Cabinet Member</b>	Cllr David Simmons
<b>SMT Lead</b>	Dave Thomas
<b>Head of Service</b>	Dave Thomas
<b>Lead Officer</b>	Mike Knowles (SBC)
<b>Classification</b>	Open

<b>Recommendations</b>	<p>Members are asked to consider the results of the recent informal consultations and recommend that Officers:-</p> <ul style="list-style-type: none"><li>• Include the double yellow lines across the Gas Lane entrance in the next Traffic Regulation Order</li><li>• Abandon the proposed double yellow lines between 179 and 191 The Street</li></ul>
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### Purpose of Report and Executive Summary

- 1.1 This report provides a summary of informal consultation results with residents and statutory consultees on proposed amendments to waiting restrictions in The Street, Boughton-under-Blean.

### 2 Background

- 2.1 The requests for two sets of additional double yellow lines have come from bus operators and residents of Gas Lane, off The Street.
- 2.2 A copy of the consultation material for the proposals can be found in Annex A.

### 3 Issue for Decision

- 3.1 Details of the consultation results and comments received can be found in Annex B.
- 3.2 A request was received from several residents of Gas Lane, which has access off of The Street, for a short section of double yellow lining to be installed across the entrance to their road. There is currently a non-enforceable white bar marking

across the access and problems have been reported with parked vehicles obstructing the entrance.

- 3.3 Shortly after this request was received, we were approached by the Stagecoach Bus Company with a request for some additional double yellow lining further along The Street. The bus company had reported that their vehicles were experiencing difficulties travelling along The Street due to parked vehicles, resulting in some congestion issues and vehicles being forced to reverse.
- 3.4 A site meeting subsequently took place with officers from Swale Borough and Kent County Council, Parish and Ward Councillors and Stagecoach to discuss the issues and possible amendments to the waiting restrictions. Following this meeting, a proposal to extend the existing double yellow lines on the south side of The Street by approximately 25 metres between 179 and 191 The Street was prepared, and an informal consultation took place with local residents and formal consultees on these proposals and the proposed double yellow line across the entrance to Gas Lane. A copy of the consultation material can be found in Annex A, and the results of the consultation can be found in Annex B.
- 3.5 Of the 37 properties consulted, 19 responses were received, 7 supporting the proposals and 12 objecting.
- 3.6 Boughton-under-Blean Parish Council stated that due to the timescale of the informal consultation and their scheduled meetings, they would be unable to respond with comments in time for the June JTB report deadline. For this reason, it was agreed that the report to the Joint Transportation Board would be deferred until the September 2015 meeting. A copy of the Parish Council's response can also be found in Annex B.
- 3.7 The informal consultation produced a wide range of comments and suggestions, although there were no major objections raised to the proposed double yellow lines across the access into Gas Lane. It is felt that there is insufficient support from residents in the area to progress the proposed extension to the double yellow lines on the south side of The Street between 179 and 191.
- 3.8 Members of the Board are requested to note the comments and objections received and recommend that Officers include the double yellow lines across the Gas Lane entrance in the next Traffic Regulation Order. Members are also asked to recommend that Officers abandon the proposed extension to the double yellow lines between 179 and 191 The Street.

## 4 Implications

<b>Issue</b>	<b>Implications</b>
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Costs associated with Traffic Regulation Order, and necessary lining.
Legal and Statutory	Traffic Regulation Orders to be sealed by Kent County Council.
Crime and Disorder	None at this stage.
Risk Management and Health and Safety	None identified at this stage.
Equality and Diversity	None identified at this stage.
Sustainability	None identified at this stage.

## 5 Appendices

5.1 The following documents are to be published with this report and form part of the report:-

- Annex A – Copy of Consultation Material
- Annex B – Results of Consultations

## 6 Background Papers

6.1 None

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## Proposed Extension to Double Yellow Lines The Street, Boughton-under-Blean

A request has been received from local bus operators for the existing double yellow lines on the south side of The Street, Boughton-under-Blean to be extended by approximately 25 metres, following problems experienced with bus services through the village due to parked vehicles.

With the current parking layout, vehicles are passing parked cars and are meeting vehicles travelling in the opposite direction, which they have been unable to see in advance due to the blind bend near the White Horse Public House. It is therefore proposed to extend the double yellow lines to improve visibility for vehicles approaching this corner. A request has also been received from residents of Gas Lane for a short section of double yellow lines to be installed across their access to alleviate problems with parked vehicles, and this will also assist vehicle movements along The Street by providing a passing place.

The proposed double yellow lines have deliberately been kept to a minimum as we are fully aware of the limited on-street parking capacity in The Street, and have tried to strike a balance between the demand for parking and the need to maintain a bus service through the village.

I would be most grateful to receive your views as to whether you would support or object to the proposals, so that this feedback can be reported back to the Joint Transportation Board for further consideration. Please note that direct, individual responses will not be sent out in response to each questionnaire. At the end of the consultation a report on feedback will be compiled and this will be available on request.

Please complete the reply slip below and return to Swale Borough Council Engineering Services, Swale House, East Street, Sittingbourne, Kent ME10 3HT before Wednesday 20th May 2015. Alternatively you can e-mail your comments to us at [engineers@swale.gov.uk](mailto:engineers@swale.gov.uk)

A space has also been provided to allow you to add any further comments you may have.

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### Proposed Extension to Double Yellow Lines – The Street, Boughton-under-Blean

Please tick one of the following boxes

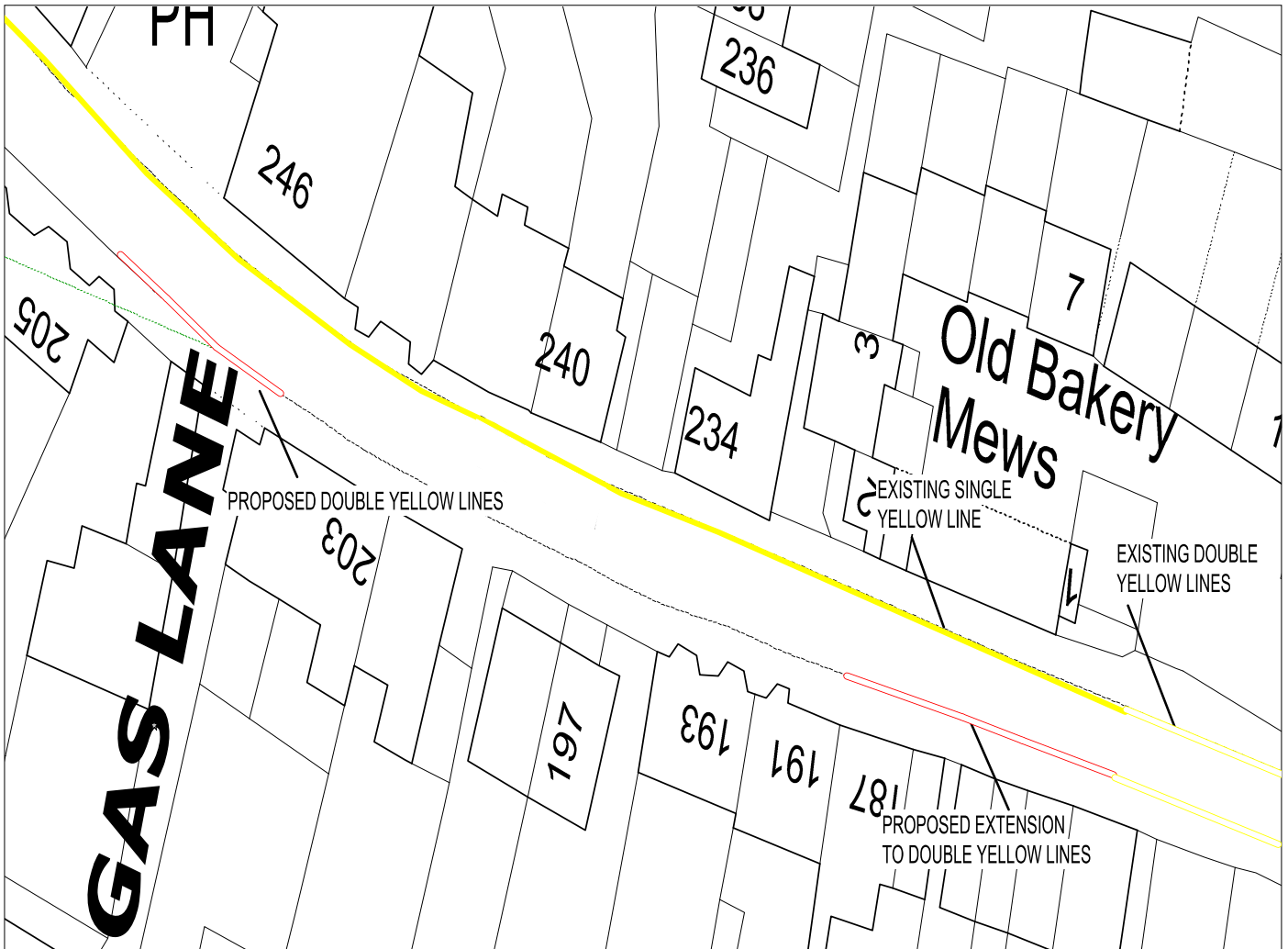
I Support the proposal to amend the waiting restrictions

I Object to the proposal

Name & Address	Comments

The information supplied will only be used in conjunction with this proposal, and used for geographical analysis purposes only

Plan of Proposed Double Yellow Lines (Yellow – Existing, Red – Proposed)



**The Street, Boughton-under-Blean - Proposed Double Yellow Lines**

Response	Support	Object	Comments
1	1		I fully support your proposals but must make one point - I am concerned that should residents object to the other section of double lines which reduces the available on street parking, this may negatively impact upon our lane entrance, as your consultation presents a package rather than components / options. Clearly the introduction of double yellow lines across Gas Lane does not further limit parking, merely enforce where people must not park. With that in mind, I wish to support the proposal and thank you for taking the time to seek solutions for our village.
2		1	Various comments - see letter (Response 2)
3		1	My wife and I are regular visitors to our son and his young family at ** The Street. This weekend he showed us the letter from you proposing extensions to the double yellow lines in the village to tackle matters of inconvenience apparently experienced by bus drivers and residents of Gas Street. I am not aware of a traffic audit having been carried out for this part of The Street but, as a regular visitor for more than 5 years, I am continually amazed at the volume of traffic passing my sons' door and, more importantly, the high speed of much of that traffic. Although I don't profess to be a traffic engineer it is my understanding that on-street parking is generally thought to reduce traffic speed. On this basis, reducing the number of parked vehicles by extending double yellow lines will increase traffic speed still further. My son has two pre-school age children and their house has a front door straight on to the pavement. Your proposals will increase the risks to them from speeding passing traffic and remove a degree of protection currently provided by the parked vehicles outside their house. They are not the only young children who live in this part of The Street. Any increased risk to children is totally unacceptable when the proposed double yellow lines are only to tackle a minor inconvenience for the bus drivers. I would urge you to find an alternative solution to the Stagecoach problem, which seems to be exaggerated, bearing in mind the limited number of buses and passengers. At the same time, please could you give consideration to traffic calming measures. (concerned grandparents)

Response	Support	Object	Comments
4	1		Yellow lines across Gas Lane important both for all occupiers having vision both left and right. Also access for our deliveries as sometimes no access is available because of parking. Services, ambulance, fire brigade etc would have to park in The Street.
5	1		I think it is a good idea, we don't want to lose the bus service.
6		1	Our neighbours already struggle to park. Less parking will increase the number of times people park overhanging car drive and preventing us from getting in and out, the same problem the residents of Gas Lane have. The main problem with traffic in the street is bad driving.
7		1	Likely to increase traffic through street, more noise pollution, more speeding. No on street parking will impact on property prices. Inconvenience to residents, no place to park vehicles.
8	1		
9		1	I own the hairdressing salon at this address. My clients would not be able to park outside if proposed yellow lines are put in place damaging my business.
10		1	Various comments - see e-mail (Response 10)
11	1		
12	1		On exiting from Bakery Mews we cannot see left due to parked cars in front of old newsagents. Also get speeding.
13		1	It is only peak times that a problem occurs, 0800 hrs till 0915hrs and again 1630hrs until 1800hrs Double yellow lines will not help. I don't think 25 metres will help the buses around the White Horse pub. Why not put double yellow lines outside 120 - 116 The Street, this would give more room to the buses to manoeuvre at the point where the current jams occur. Why don't you make The Street one way from Bull Lane to the junction of Staple Street Road at the foot of Boughton Hill, with the flow of traffic going towards Canterbury, the exceptions to the one way would be emergency services and buses. Having spoken to quite a few villagers they agree this would alleviate the problems we have now.
14		1	Happy for a short section of double yellow lines across the Gas Lane junction to improve the visibility at this point. It would be more useful to extend the existing double yellow lines on the north side of The Street from outside the Old Bakery News entrance eastwards up The Street up to house numbered 214, these houses have off road parking. Most of the problems are caused by the bottleneck which occurs outside "Thatch"

Response	Support	Object	Comments
15	1		Pulling out of Gas Lane due to vehicles parking either side of the exit and obscuring the driver's view of oncoming traffic. We avoid potential collisions on a daily basis, often with our 3 children in the car. We have tried leaving a polite note on the car requesting that the owner parks elsewhere, but these are ignored. Other openings on to the street, some more minor than ours are afforded the safety of double yellow lines are we request that we are granted likewise.
16		1	I am aware that negotiating the narrow street is a problem for many vehicles and especially buses but as a resident of this stretch of road I feel it may be more appropriate to extend the double yellow lines on the opposite side of the street. Houses on that side from 214-218 have driveways or off road parking, and this would ensure free access for those residents to their properties. Lack of parking provision in the proposed area could perhaps affect the desirability of houses should residents wish to sell their homes, and although I am a non-driver/car owner I can see that it would inconvenience residents should the proposed changes go ahead. Also I have observed quite a few elderly and frail people who need to get close access to the hairdressing salon Thatch, and this would be very difficult for them if cars bringing them had to park across the road.
17		1	We strongly object to the proposal of extending the double yellow lines. We have no objection to the short section of double yellow lines by Gas Lane. The bend by the White Horse is not an issue if people drive with care and were to stop speeding through the village - maybe the speed limit through the village should be reduced? It is not safe with all the parked cars to travel at 30mph anyway. The way in which bus drivers drive through the village is also an issue, they show no consideration and plough through regardless of there being no space for cars to pass, they mount the pavements and show no consideration for anyone's safety. Also the time tabling of the buses could be better arranged, allowing for two buses travelling in opposite directions to meet on a regular basis is completely ridiculous and creates havoc. The use of large double decker buses through the village is also totally unnecessary, the majority of the time they are almost empty. Parking in this village is very difficult at present and removing even a few spaces will create real problems not only in this section of the street but will have a knock on effect all the way along. People have cars and have to park somewhere, where are we supposed to go?
18		1	Many comments - see e-mail (Response 18)

Response	Support	Object	Comments
19		1	I object to the proposal of extending double yellow lines in The Street. I do not think that this will improve the problems experienced by bus drivers as I feel the main cause of this congestion is other drivers not being considerate and not reading the road properly. If it does go ahead it will cause more problems for residents in The Street being able to park near their properties some of which have young children.
<b>TOTAL</b>	<b>7</b>	<b>12</b>	

Stagecoach Support

Stagecoach fully supports the measures proposed, as this will alleviate some of the problems we experience in Boughton where oncoming vehicles meet in the narrow section between the Post Office and Bull Lane. Apart from removing a safety issue when buses (or indeed other vehicles) have to reverse in a very tight situation, it will greatly assist in improving the reliability of the bus service throughout the route, thus benefitting bus users in Faversham as well.

Boughton-under-Blean P C

See E-mail (Parish Council Response)

Kent Police

No observations

	No.	%
Properties Consulted	37	
Returned	19	51
Support	7	37
Object	12	63

The Street  
Boughton  
Kent

11 May 15

## **Proposed Extension of Parking Restrictions in Boughton**

### **References:**

Official Notice from SBC, dated May 15  
John Peto note, dated 7 May 15

My main concerns over this proposal are:

### **Safety**

The current speed of some traffic through the village is often excessive and the current parking does provide some calming of speeds. Without this calming impact traffic will increase in both speed and volume leading to an inevitable increase in risk to pedestrians crossing the Street and cyclists using this popular route from London to Paris.

### **Resident Parking**

With the current parking restrictions is often very difficult to find parking. All of the houses adjacent to the proposed extension of parking restrictions do not have any access to off street parking. Where will we park?

### **Business**

Thatch hairdressers have many regular clients from outside the village, some who use the bus however most drive. With the current parking restrictions, after residents have travelled to work, parking is usually available within a reasonable distance of the shop. Village life depends on a small number of successful businesses which should not be jeopardised through ill thought projects.

### **Water**

The area proposed for the parking restrictions floods due to the inadequate and often blocked road drainage. The area that floods is almost always occupied by at least 1 or 2 cars and therefore traffic is unable to drive through. If this area is free from parking pedestrians on the footpath will be drenched at times of heavy rain.

### **Conclusion**

Stagecoach only commented on the alleged problems at the lower end of the village after being asked to attend a meeting over a bus top issue near the former Woodmans Hall. The current arrangement may not be perfect however is there a real problem?

The Council officer is quoted in the John Peto note that the alleged problem is caused by "the curve of the road limiting sightlines and parking on double yellow lines between the Post Office and Arthur Kennedy Close". We can not straighten the street however the Council can enforce existing restrictions before considering the extension of others.

There are three options for the village of Boughton. One is an unattractive, yellow lined rat run with increased traffic flow, leading to more accidents, business closures and reduced amenity for the residents. The other is a new design based on creative and attractive "shared areas" which reduces the dominance of vehicles making the Street more "people-friendly" and improving village life or three just leave it as it is, because it works and enforce the current restrictions.



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**From:**  
**Sent:** 13 May 2015 23:52  
**To:** Engineers (SBC)  
**Cc:**  
**Subject:** Proposed Extension to Double Yellow Lines, The Street, Boughton-under-Blean

I am writing in response to your recent letter and to confirm that I object to the proposed extension of double yellow lines on The Street, for reasons as follows:

- Speed restriction

The speed at which vehicles travel through the village is of great concern at present. There is currently a natural 'chicane' formed by parked vehicles which goes some way to encourage vehicles to slow down. On a blind bend this is particularly important. Removing parked cars from this area will widen the road and encourage cars to increase speed. There are a number of young families living on The Street, proposals to remove parked cars should not be considered until there are sufficient measures to mitigate this problem.

- Parking capacity

Your letter makes reference to the limited availability of parking in the locality. The current proposals remove five parking spaces at all times of the day and night. This would create serious problems with parking in the area and you have shown no efforts to evaluate these problems. The proposals also extend the lines in front of the relatively few houses in this area without off road parking, thereby adversely affecting these households. In short, there is often nowhere to park as it is, the extension of double yellow lines in the area proposed will make life extremely difficult for those in the immediate area without off road parking.

- Lack of detail

We have also been given scant information with which to properly consider these proposals. What exactly are the difficulties faced by Stagecoach in providing their bus service? Why having provided a service under these circumstances for many years do they feel it necessary to submit these proposals? What evidence have Stagecoach provided to show that they are sufficiently impeded to suggest changes to our local community which will have a significant impact on our day to day lives?

I would also like to raise the following points including suggestions for alternative ways to proceed:

- I am aware that my comments above are primarily concerned with the extension of double yellow lines in front of 179 to 191. I do not object to increased restrictions between 203 and 205, which is largely dropped kerb at present and does not contain any parking spaces. I do however question the need for double yellow lines when the existing 'dog bone' could simply be extended.

- I believe that Stagecoach's concerns are due to The Street becoming blocked outside 'Thatch' hairdressers, in particular when a bus arrives at this point but too many cars approach from the direction of the White Horse. The cars are unable to pass and allow the bus to continue along The Street because they are blocked by cars parked in front of numbers 220 and 218. I would suggest that introducing time restricted single yellow lines in front of these two properties would alleviate the issues faced by Stagecoach by widening this passing area. The safety concerns outlined above are lessened as by this stage of the village the road is straight with clear visibility. In addition, the restrictions would be placed on a section of the road in front of two properties who have off street parking. This suggestion only allows for the loss of two parking spaces on The Street rather than five.

- Mention has been made of the need to increase line of sight. I would dispute that the suggested proposals increase line of sight by any significant amount on this section of road. If proper consideration was given to the impact on parking capacity then I'm sure that the minimally increased line of sight would be significantly disproportionate to the impact on local residents wishing to park.

- As mentioned above, time restricted single yellow lines are more than sufficient to resolve the issue. Blockages only occur at times of peak traffic flow through the village. I'm sure that a traffic survey would confirm this and provide adequate information with which to set the restricted times. I would also suggest that 'softer' measures are employed, such as give way markings or signs.

With regards

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**From:**  
**Sent:** 19 May 2015 21:02  
**To:** Engineers (SBC)  
**Subject:** Proposed Extensions to double yellow lines on The Street, Boughton Under Blean

To whom it may concern,

I am writing to strongly oppose the plans to extend the double yellow lines in The Street in Boughton Under Blean.

I refer specifically to the extension of the lines from outside Thatch, the hairdressers, down to the end of the terraced row.

Parking is already an issue on the street. Limiting the number of spaces even further is ludicrous and will have a detrimental knock on effect down the whole road.

Cars being parked here reduces the speed of the traffic through the village, which is otherwise unchecked and too fast, with no traffic calming measures.

The houses and business on this part of the street would be very badly affected. They have no alternative parking whatsoever. The business would lose trade and we may lose another well loved local business in the village. The houses would go down in value and moreover this choice would significantly effect the lives of those who live in this row of terraced houses in particular.

I live at number [redacted] and I am a mother of a seven month old baby and a four year old child. Not being able to park near my house would be an absolute nightmare for me every single day. How would I even be able to come back with my food shopping and two small children if I could not park anywhere near my house.

What really makes me angry though, more than anything else is that it is Stagecoach Bus company who are pushing for this change.

I used to have to rely on their service when I had no access to a car. The bus was unsafe, overpriced, totally impractical for either parents with children or disabled people to use. I would have to take my baby out of the buggy, find someone to hold the baby while I folded up my buggy and carted my bags up the steep steps into the bus, fork out about £5 just to go to faversham and then hold on for dear life while the driver speeded around like some kind of lunatic.

Drivers never wait until you are sitting with your baby/child before speeding off, just the other day my child fell over on the bus because she couldn't get to her seat before the driver launched off. Last year a driver trapped her arm in the mechanical doors because we were not totally off before he pressed for the doors to shut at the end of a journey.

I called their customer service department to complain and never heard anything back from them.

The bus service is terrible for someone like me; unsafe, overpriced, unreliable, impractical. Now they want to put double yellow lines outside my house?

What?

So that five minutes in their day every couple of hours or so is slightly easier for them?

No way!

The first priority in plans for this village should be the safety and quality of life for those that live in it, not the convenience to a massive company who do not provide a good service to local people and who have historically squashed out other smaller transport companies.

Please tell Stagecoach that they can shove their double yellow lines where the sun does not shine and either put up with having to drive through a winding little village, use a more suitable vehicle (the double decker buses are never full) or just cut the service through the village giving a smaller local transport service a chance to run a service through the village instead.

Rant over.

Please consider how this would affect our lives. We strongly oppose this idea.

Many thanks,

**Mike Knowles**

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**From:** Boughton Parish Council  
**Sent:** 15 June 2015 23:09  
**To:** Mike Knowles  
**Subject:** Double Yellow Lines - Boughton under Blean

Hi Mike

In response to the consultation on the proposed double yellow lines in Boughton under Blean, the Parish Council would like to make the following comments:

The Parish Council reject the current proposal. However, the Parish Council would be keen to seek two new proposals, one for the double yellow lines at Gas Lane and one for double yellow lines on the north side of The Street (from Bakery Mews to approximately No. 216), both schemes of which the Parish Council would look to support.

For your information, several local residents (most of whom have already responded to the consultation) came along to our Parish Council meeting on Weds 10th June and were generally supportive of the idea of double yellow lines at Gas Lane and also on the north side of The Street. All were against the current proposal for double yellow lines on the south side of the between Thatch and 191 The Street. It was also suggested that if double yellow lines were put in on the north side of The Street, they could potentially be installed from the White Horse pub all the way to about 216 The Street). No vehicles park on the north side of The Street near the White Horse as it would obstruct the highway as there are generally vehicles parked opposite on the south side of The Street.

I don't know if this information may help in any way, but the possibility of double yellow lines on the north side of The Street would be of benefit locally from two perspectives. Firstly, most of the properties on the north side which would be affected already have some degree of private parking outside their property (driveway) and secondly, there is a current planning application for the former Garden Hotel (SW/12/0117) to which one of the entrance/exit routes would be next to the old church on the south side of The Street and by having double yellow lines opposite on the north side of The Street it would give a greater ease of access for vehicles at this junction.

The Parish Council would also support the idea of a trial of any of the above proposals.

Feel free to email or phone me if you would like any further information from me/the Parish Council. I would be grateful if you could acknowledge receipt of this email.

Kind regards

Sarah  
*Clerk to Boughton under Blean Parish Council*

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## SWALE JOINT TRANSPORTATION BOARD

<b>Meeting Date</b>	Monday 7 <sup>th</sup> September 2015
<b>Report Title</b>	Formal Objections to Traffic Regulation Order
<b>Cabinet Member</b>	Clr David Simmons
<b>SMT Lead</b>	Dave Thomas
<b>Head of Service</b>	Dave Thomas
<b>Lead Officer</b>	Mike Knowles (SBC)
<b>Classification</b>	Open

<b>Recommendations</b>	Members are asked to note the contents of this report and consider any formal objections to the Traffic Regulation Order verbally reported at the Swale Joint Transportation Board meeting, and recommend that the proposed Traffic Regulation Order be progressed.
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### Purpose of Report and Executive Summary

- 1.1 This report provides a summary of any formal objections received in relation to the recently advertised Traffic Regulation Order Swale Amendment 15, and provides information on the current timeframes for the reporting of formal objections.

### 2 Background

- 2.1 The Traffic Order includes proposed amendments to various parking restrictions in the Borough, some of which have previously been reported to the Swale Joint Transportation Board and subsequently recommended for progression.

### 3 Issue for Decision

- 3.1 At the time of writing this report, no formal objections to the Traffic Order have been received. However, with the closing date for formal objections on Friday 28<sup>th</sup> August there is a possibility that objections could be received after the deadline for report submission, and these will therefore be verbally reported at the Joint Transportation Board meeting on 7<sup>th</sup> September.
- 3.2 Whilst the verbal reporting of objections is not ideal, this is unavoidable at the present time due to the sequence and frequency of the necessary meetings. Any formal objections received at the initial informal consultation stage for proposed waiting restriction amendments are reported to the Joint Transportation Board for consideration. Any recommendations from the Board must be approved at the Cabinet meeting which can take place some considerable time after the JTB meeting.

- 3.3 In the case of the latest Traffic Regulation Order, the Joint Transportation Board recommended progression of a number of waiting restriction amendments on 8<sup>th</sup> June, and these recommendations were approved by Cabinet on 15<sup>th</sup> July. Allowing a week for the minutes of the Cabinet meeting to be agreed and published, work on the Traffic Regulation Order cannot progress until 22<sup>nd</sup> July. With a statutory formal consultation period of a minimum of 21 days, and a deadline for the submission of JTB reports of 19<sup>th</sup> August, there are less than 5 working days to complete the draft Traffic Order, plans of the proposed restrictions, statement of reasons, site and press notices.
- 3.4 For this reason there is currently insufficient time to include formal objections in the written Joint Transportation Board report, unless they are received early on in the formal consultation process, before the report submission deadline. The only other option would be to defer the reporting of formal objections to the following JTB meeting, but this would add a further 3 months to the already extensive timeframe for the processing of Traffic Regulation Orders.
- 3.5 Members are asked to note the contents of this report, together with any formal objections verbally reported at the Swale Joint Transportation Board meeting on 7<sup>th</sup> September, and recommend that the proposed Traffic Regulation Order be progressed.

## 4 Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Costs associated with Traffic Regulation Order, and necessary lining and signing.
Legal and Statutory	Traffic Regulation Orders to be sealed by Kent County Council.
Crime and Disorder	None at this stage.
Risk Management and Health and Safety	None identified at this stage.
Equality and Diversity	None identified at this stage.
Sustainability	None identified at this stage.



## **5 Appendices**

5.1 None

## **6 Background Papers**

6.1 None

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<b>SWALE JOINT TRANSPORTATION BOARD</b>
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<b>Meeting Date</b>	Monday 7 <sup>th</sup> September 2015
<b>Report Title</b>	Informal Consultation on Waiting Restrictions
<b>Cabinet Member</b>	Clr David Simmons
<b>SMT Lead</b>	Dave Thomas
<b>Head of Service</b>	Dave Thomas
<b>Lead Officer</b>	Mike Knowles (SBC)
<b>Classification</b>	Open

<b>Recommendations</b>	<p>Members are asked to consider the results of the recent informal consultations on a proposed single yellow line in Grayshott Close, Sittingbourne and recommend that Officers:-</p> <ul style="list-style-type: none"> <li>• Proceed with a single yellow line on the east side of Grayshott Close, but with restrictions between 8am and 5pm Monday to Friday</li> <li>• Extend the existing double yellow lines in Grayshott Close near the junction with Highsted Road from 5 metres to 10 metres in length</li> <li>• Install double yellow lines around the turning head at the end of Grayshott Close</li> </ul>
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## Purpose of Report and Executive Summary

- 1.1 This report provides a summary of informal consultation results with residents and statutory consultees on proposals to install a single yellow line on the east side of Grayshott Close in Sittingbourne.

## 2 Background

- 2.1 The requests for changes to the current restrictions have come from two residents in the close.
- 2.2 A copy of the consultation material for the proposals can be found in Annex A.

## 3 Issue for Decision

- 3.1 Details of the consultation results can be found in Annex B.

- 3.2 The request for a single yellow line to be installed on the east side (even side) of Grayshott Close, Sittingbourne, followed concerns that large vehicles such as refuse freighters were experiencing problems accessing the close due to a large number of parked vehicles. Concern was also expressed that emergency vehicles could encounter similar problems.
- 3.3 It is reported that the majority of vehicles parking on-street in Grayshott Close are visitors to the nearby hospital or pupils at the nearby school, as most if not all of the properties in the road have off-street parking facilities. To tackle this parking issue, proposals were prepared to install a single yellow line on one side of the road, enforceable between the hours of 8am and 6.30pm Monday to Friday.
- 3.4 Of the 22 properties consulted, 13 responses were received all supporting the proposals. Based on the additional comments received it is proposed to amend the time of the proposed single yellow line to 8am to 5pm Monday to Friday to minimise inconvenience to residents, and also to extend the double yellow lines in Grayshott Close at the junction with Highsted Road, to improve vehicle manoeuvrability into the close.
- 3.5 Should Members recommend that Officers proceed with the proposals these will be included in the next Amendment Traffic Regulation Order, which will be progressed subject to demand and funding availability.
- 3.6 Members are asked to note the results of the informal consultation and the comments received and recommend that Officers proceed with the installation of a single yellow line on the east side of Grayshott Close, with restrictions between 8am and 5pm Monday to Friday, the extension of the existing double yellow lines in Grayshott Close near the junction with Highsted Road from 5 metres to 10 metres in length, and the installation of double yellow lines around the turning head of Grayshott Close.

## 4 Implications

<b>Issue</b>	<b>Implications</b>
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Costs associated with Traffic Regulation Order, and necessary lining and signing.
Legal and Statutory	Traffic Regulation Orders to be sealed by Kent County Council.
Crime and Disorder	None at this stage.
Risk Management and Health and Safety	None identified at this stage.
Equality and Diversity	None identified at this stage.
Sustainability	None identified at this stage.

## 5 Appendices

5.1 The following documents are to be published with this report and form part of the report:-

- Annex A – Copy of Consultation Material
- Annex B – Results of Consultations

## 6 Background Papers

6.1 None

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## **Proposed Single Yellow Line Grayshott Close, Sittingbourne**

A request has been received from several residents of Grayshott Close in Sittingbourne for a single yellow line to be installed on the even side of the road to prevent parking on both sides of the close during the daytime on Monday to Friday.

It has been reported that some larger vehicles, such as refuse freighters, are experiencing problems negotiating these parked vehicles, and it is therefore proposed to introduce a single yellow line with a restriction between 8am and 6:30pm Monday to Friday.

I would be most grateful to receive your views as to whether you would support or object to the proposals, so that this feedback can be reported back to the Joint Transportation Board for further consideration. Please note that direct, individual responses will not be sent out in response to each questionnaire. At the end of the consultation a report on feedback will be compiled and this will be available on request.

Please complete the reply slip below and return to Swale Borough Council Engineering Services, Swale House, East Street, Sittingbourne, Kent ME10 3HT before Friday 14<sup>th</sup> August 2015. Alternatively you can e-mail your comments to us at [engineers@swale.gov.uk](mailto:engineers@swale.gov.uk)

A space has also been provided to allow you to add any further comments you may have.

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### **Proposed Single Yellow Line – Grayshott Close, Sittingbourne**

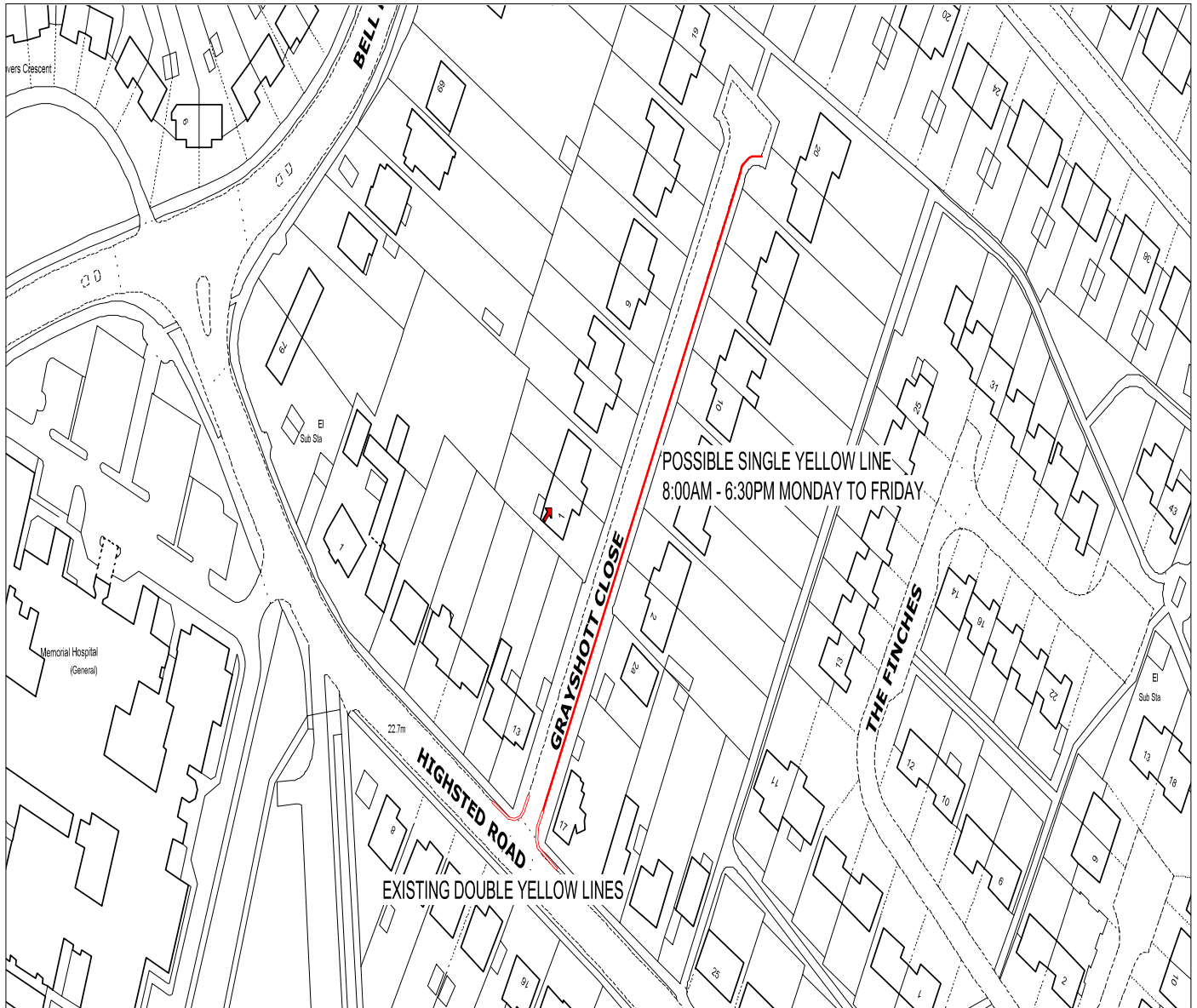
Please tick one of the following boxes

I Support the proposal to install a single yellow line       I Object to the proposal

Name & Address	Comments

The information supplied will only be used in conjunction with this proposal, and used for geographical analysis purposes only

## Plan of Proposed Single Yellow Line





**Grayshott Close, Sittingbourne - Proposed Single Yellow Line**

Response	Support	Object	Comments
1	1		Very pleased at long last something is being considered. Could the yellow line not be put on the "uneven" side?
2	1		Much needed - cars parked frequently on the pavement, especially east side. Need a traffic island top junction of Highsted Road & Bell Road.
3	1		Support the request. Are concerned emergency vehicles would be unable to gain access to our properties. We have been unable to again access to our property in our car on occasions.
4	1		
5	1		Concerned emergency vehicles cannot get down the end of the close.
6	1		Fully endorse proposal, can't come soon enough. A restriction until 5.30 would be sufficient to deal with school and hospital traffic. Can double yellow lines at the entrance of road on left side be extended. Tricky for traffic turning in - visibility not good.
7	1		18.30 too late 16.00 better
8	1		The end of the road at 19 and 20 would require lines as no one would be able to turn around and driveways will be blocked.
9	1		
10	1		
11	1		
12	1		Would also like to see re-painting and extension to existing double yellow lines at junction of Grayshott Close and Highsted Road
13	1		Absolutely essential as emergency services at times cannot access the road, the police have been called on numerous occasions to move vehicles blocking access to people's drives. Suggest that the time restriction would only be required up to 4.30pm
	13	0	

Kent Fire & Rescue  
KCC Bus Transport

Visited site, happy with proposals  
No objection to proposals

%	No.	
	22	Properties Consulted
59	13	Returned
100	13	Support
0	0	Object

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## **Swale Rail**

To: **Swale Joint Transportation Board**

By: Rhiannon Mort – Principal Transport Planner, KCC Environment, Planning and Enforcement

Date: 7 September 2015

Classification: For recommendation

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**Summary:** This report updates Members on the activities of the Kent Community Rail Partnership, in relation to the “Swale Rail” line between Sittingbourne and Sheerness - on - Sea.

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### **1.0 Introduction and Background**

#### **1. Introduction**

1.1 This report provides background and an update on the activities of the Kent Community Rail Partnership in relation to the Swale Rail Line.

#### **2.0 Background**

2.1 The Kent Community Rail Partnership (CRP) was established in 2003, to support less frequently used rail lines in Kent, including the Medway Valley Line and Swale Rail.

2.2 The Swale Rail extends from Sittingbourne to Sheerness - on - Sea providing a half hourly service to passengers. The Medway Valley Line extends from Strood to Paddock Wood, with the extension to Tonbridge currently being considered.

2.3 The Kent CRP aims to bring together widely varied partners in order to bring social, economic and environmental benefits to the communities served by rural and secondary rail services.

2.4 Core funding is provided by Kent County Council, Medway Council, Southeastern and Tonbridge & Malling Borough Council. The partnership is also supported by a number of public and private sector organisations.

2.5 In 2014 Sustrans were appointed as the host organisation. Two part time officers currently work on behalf of the Kent CRP; a Project Officer and Engagement Officer.

2.6 The Swale Rail Line Group meet on a quarterly basis to bring together local stakeholders to help drive forward Kent CRP initiatives for the Swale Rail Line

#### **3.0 Activities**

3.1 The Kent CRP undertakes activities to promote the use of rail by local residents, businesses and visitors through community and school engagement work, marketing and communication.

- 3.2 The Partnership’s work focuses on promoting improvement to station environments and surroundings, seeking to improve integration of rail services with other means of sustainable transport.
- 3.3 New initiatives to raise awareness of the Medway Valley and Swale Rail Line have included pop up hub events, which provided information and activities to engage existing and potential rail users.
- 3.4 In the last year events on the Swale Rail Line have included two cycle rides, connecting the National Cycle Route to Swale Rail Line and a “walk and talk” event from Queenborough Station. Pop-up Hub events were held at Sittingbourne and Kemsley Light Railway’s Community Day and at the Knauf factory at Kemsley Fields Business Park
- 3.5 Through a Smarter Journey Programme, the Kent CRP has worked with Year 6 pupils to encourage active and sustainable travel, including confident use of the railway line in preparation for Secondary School. Murston and Queenborough Primary schools have both been involved in the programme this year.
- 3.6 Interest from schools in participating in the Smarter Journey Programme continues to increase.
- 3.7 During 2015, the schools engagement programme will continue to grow, with the 2015/16 Kent CRP Action Plan including the development and implementation of a Transition to College Programme and Safety in Action programme.
- 3.8 Kent CRP’s engagement with businesses on the Medway Valley Line and Swale Rail has also been identified as a priority during the next year.
- 3.9 Alongside community and school engagement work the Kent CRP provides information online through its website ([www.kentcrp.org.uk](http://www.kentcrp.org.uk)), Facebook page (Kent Community Rail Partnership) and Twitter account (@kentcrp1)

#### **4.0 Financial implications**

- 4.1 Financial contributions to the Kent Community Rail Partnership during 2015/16 are shown as follows:

Southeastern	£40,000
Kent County Council (Local Sustainable Transport Fund)	£25,000
Medway County Council	£5,875
Tonbridge and Malling Borough Council	£4,000

- 4.2 Whilst Southeastern have committed £40,000 per annum over the next 3 years, contributions from Kent County Council, Medway Council and Tonbridge & Malling are under annual review.

#### **5.0 Recommendation**

- 5.1 To request the Kent Community Rail Partnership to seek further improvements to the operation of ‘Swale Rail’ by continued close partnership working with rail industry stakeholders, through which the franchise operator Southeastern is encouraged to further improve the quality of the service on ‘Swale Rail’ to better serve rail passengers travelling to and from Sheppey.**

#### **6.0 Contact Officers**

KCC Contact Kent CRP Contact Officer:	Rhianon Mott – Principal Transport Planner Guy Schofield – Project Officer
Reporting to:	Joseph Ratcliffe – Transport Strategy Manager

<i>Annex 1</i>	Kent CRP Annual Calendar 2015-16
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# Kent CRP Annual Calendar - 2015 - 16

Updated - 13th July 2015

2016

	January	February	March	April	May	June	July	August	September	October	November	December	January	February	March	April
<b>Stakeholder Meeting</b>		Annual Report	Stakeholder Meet. Thu 26 March										Annual Report		Stakeholder Meet. Thu 17 March	
<b>Steering Meeting</b>	Steering Group			Steering Group Wed 22 April			Steering Group Wed 15 July & DFT review?			Steering Group Wed 21 Oct			Steering Group Wed 20 Jan			Steering Group Wed 27 April Provisional
<b>MVL Meeting</b>		MVL Meeting Tue 17 Feb			MVL Meeting Tue 12 May				MVL Meeting Tue 15 Sept			MVL Meeting Tue 15 Dec				MVL Meeting Tue 12 April
<b>SwaleRail Meeting</b>	SwaleRail					SwaleRail Wed 3 Jun				SwaleRail Wed 7 Oct				SwaleRail Wed 10 Feb		
<b>ACoRP events</b>			Designated Line Seminar 16-17 Mar			ACoRP Award Entries due				ACoRP Awards Thu 1 Oct						
<b>Events 1</b>	Snodland High Speed Launch	Champions Action Day Fri 27 Feb	Southeastern Health & Wellbeing Thu 5 Mar		Cycle Event 1 Sheppey Sun 3 May	Cycle Event 2 Sheppey Sun 7 June	Strood Community Fun Day - 18 July		Music Train 12 Sep	Ranscombe Walk 17 Oct	BTP Cycle Commuter Breakfast Strood - 19 Nov	KCRP Minced Pies? 15 Dec?		Champions Action Day?		
<b>Events 2</b>	Sheerness Direct Launch				Medway Big Ride Sun 17 May	Rail Safety in Action	Geo-Caching Ranscombe Farm 28 July									
<b>Events 3</b>					CRP in the CITY Wed 20 May	Kent Travel Challenge			Redrow Homes?							
						Sittingbourne Steam Railway 14 June										
<b>Sustrans Events</b>			Regional Mtg 10-11 Mar				Regional Mtg		Regional Mtg			Regional Mtg			Regional Mtg	
<b>Newsletters</b>							Newsletter?				Newsletter?					
<b>Timetable circulation</b>					Timetable distribution				Timetable distribution							
<b>Other Events</b>					KCC Rail Summit Mon 18 May											

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## Street Lighting LED Project Update Report

To: **ALL**

Main Portfolio Area:

By: **LED Conversion Project Manager – Robert Clark**

Classification: **For Information**

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**Summary:** This report provides an update of the LED conversion project, trial switch off sites review and consultation on street lighting.

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1. The new Street Lighting Terms Services Contract is currently out for tender with submissions due back in September 2015. It is anticipated that this will be awarded so the LED conversion works will commence in early 2016. Full details of the programme will be confirmed shortly after the new contractor has been appointed. The programme will be communicated with all stakeholders detailing which areas will be completed and when these are scheduled.
2. Phase 1 trial switch off sites within the county are currently being reviewed to determine whether these will be permanently removed or switched back on. A report detailing all sites and their recommendation in each district will be reported to the appropriate JTB during November and December 2015. Any site recommendations for permanent removal will be signed off by the Cabinet Member for Environment and Transport.
3. A consultation is scheduled to start from the 14 September 2015 until Sunday 22nd November 2015. This will allow Kent residents and stakeholders to have their say on the street lighting policy. It will cover the three options reported at the recent E & T Cabinet:
  - Part night lighting – current level of service
  - All night lighting
  - All night lighting but dimmed when less busy
4. This consultation process will help inform the County Council's decision on the new street lighting policy that will be incorporated during the LED conversion project.
5. An update report will be presented at the next JTB which will provide further detail on the progress of each work stream.

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**Recommendation:** Kent County Council Highways, Transportation & Waste request that the Board note this information report.

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**Contact Officers;**

Robert Clark – LED Project Manager  
03000 41 81 81

**To:** Swale Joint Transportation Board  
**By:** KCC Highways and Transportation  
**Date:** 7<sup>th</sup> September 2015  
**Subject:** Highway Works Programme 2015/16  
**Classification:** Information Only

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Summary: This report updates Members on the identified schemes approved for construction in 2015/16

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## 1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2015/16

**Footway and Carriageway Improvement Schemes** – see Appendix A

**Drainage Repairs & Improvements** – see Appendix B

**Street Lighting** – see Appendix C

**Transportation and Safety Schemes** – see Appendix D

- **Casualty Reduction Measures** – see Appendix D1
- **Integrated Transport Schemes** – see Appendix D2
- **Local Growth Fund** – see Appendix D3

**Developer Funded Works** – see Appendix E

**Public Rights of Way** – see Appendix f

**Traffic Systems** – see Appendix G

**Bridge Works** – see Appendix H

**Member Highway Fund** – see Appendix I

## Conclusion

1. This report is for Members information

**Contact Officers:**

The following contact officers can be contacted on **03000 418181**

Toby Howe	Highway Manager (East)
Alan Blackburn	Swale District Manager
Alan Casson	Resurfacing Manager
Katie Lewis	Drainage Manager
Sue Kinsella	Street Lighting Manager
Toby Butler	Intelligent Transport Systems Manager
Kirstie Williams/Melvyn Twycross	Transportation, PROW and Safety Schemes
Tony Ambrose	Structures Manager

## **Appendix A – Footway and Carriageway Improvement Schemes**

The delivery of these schemes is weather dependent; should it prove not possible to carry out these works on the planned dates, new dates will be arranged and the residents will be informed by a letter drop to their homes

<b>Machine Resurfacing – Contact Officer Byron Lovell</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
Torry Hill	Doddington	Junction with Tory Hill, Old Lenham Road and Endings Wood Road	Programmed for 30 <sup>th</sup> October 2015 (2 days)
A2 London Road / Hartlip Hill	Upchurch	Junction with Breach Lane	Programmed for 21 <sup>st</sup> August 2015 (5 nights)
<b>Footway Improvement - Contact Officer Neil Tree</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
Brookes Place	Newington	Entire Length (Replacement of tarmac surface and kerbing where required)	Works commenced on 20 <sup>th</sup> July 2015 (3 weeks)
Church Road	Eastchurch	From its junction with Rowetts Way in southerly direction past Parsonage Farm entrance, including the section enclosed by hedgerow. (Replacement of tarmac surface and kerbing where required)	To be programmed August 2015 to December 2015
Oak Lane	Minster-on-Sea	From Opposite Oak Lane Stores to the property The Nook (Footway protection treatment)	Programmed to commence on 4 <sup>th</sup> September 2015 (Deferral possible depending on Stat work completion)
Shurland Avenue	Sittingbourne	Entire Length (Footway protection treatment)	Works deferred until next financial year due to proposed Gas mains replacement works

Regency Court	Sittingbourne	Entire Length (Footway protection treatment)	Programmed to commence on 24th August 2015
School Lane	Bapchild	From its junction with the A2 Fox Hill to junction with Ashtead Drive (Footway protection treatment)	Programmed to commence on 1 <sup>st</sup> September 2015
Meads Avenue	Sittingbourne	Entire Length (Footway protection treatment)	Programmed to commence on 15 <sup>th</sup> August 2015
Knightsfield Road	Sittingbourne	Entire Length (Footway protection treatment)	Programmed to commence on 19th August 2015
<b>Surface Dressing - Contact Officer Mrs Wendy Boustead</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
Dully Road	Tonge/Lynsted with Kingsdown	From its junction with Kingsdown Road to its junction with Upper Road	Completed
Heel Road	Throwley/Stalisfield	From its junction with Housefield Road to its junction with Pettfield Hill Road	Completed
Housefield Road	Throwley/Stalisfield	From its junction with Throwley Road to its junction with Heel Road	Completed
Kingsdown Road	Lynsted with Kingsdown	From its junction with Doddington Lane to its junction with Dully Rd	Completed
Nouds Lane	Lynsted with Kingsdown	From its junction with A2 London Road to its junction with Bogle Road	Completed
Oast House Road	Rodmersham	From its junction with Upper Road to its junction with Dully Road	Completed
Selling Road	Chillham/Selling	From its junction with New Cut Road to its junction with Lower Lees Road	Completed

Stockers Hill	Rodmersham	From its junction with Highsted Road to its junction with Fruiterer's Close	Completed
<b>Micro Surfacing - Contact Officer Mrs Wendy Boustead</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
Northwood Drive	Sittingbourne	Whole Length	Programmed to start at the beginning of September 2015
Oad Street	Borden	From its junction with M2 over bridge to the traffic calming east of village	Programmed to start at the beginning of September 2015
Swanstree Avenue	Sittingbourne	From its junction with St Johns Avenue to its junction with Wadham Place	On site September 2015
Vicarage Road	Sittingbourne	From its junction with Quiton Road to its junction with Newbridge Avenue	Completed
Lower Road	Minster on Sea	From its junction with Cowstead farm to its junction with Thistle Hill	Programmed to start 9 <sup>th</sup> September 2014
Epps Road	Sittingbourne	Whole Length	Programmed to start 20 <sup>th</sup> August 2015

**Appendix B – Drainage Repairs & Improvements**

<b>Drainage Works – Contact Officer Kathryn Lewis</b>			
<b>Location</b>	<b>Description of Works</b>	<b>Job Status</b>	<b>Timescale for Completion</b>
Warden Road, Eastchurch	Installation of new pond	Works programmed	Works complete
South Street, Selling	Installation of overflow soakaway	Works programmed	Works complete

## **Appendix C – Street Lighting**

Structural testing of KCC owned street lights has identified the following as requiring replacement this financial year. A status of completed identifies that the column replacement has been carried out. Programme dates are identified for those still requiring replacement

<b>Street Lighting Column Replacement – Contact Officer Sue Kinsella</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Status</b>
London Road (Hartlip Hill)	Newington	Replacement of 9 no street lights complete with LED Lanterns	Completed
Borden Lane (Sittingbourne)	Sittingbourne	Replacement of 12 no street lights complete with LED Lanterns	Completed
Dunedin Close (Sittingbourne)	Sittingbourne	Replacement of 2 no street lights complete with LED Lanterns	Completed
Back Lane (Minster)	Minster-On-Sea	Replacement of 1 no street light complete with LED Lantern	Completed
Park Road (Sittingbourne)	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Completed
Castle Road (Sittingbourne)	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Parking Issues – Contractors have visited site on 3 separate occasions and have been unable to complete the works due to parked cars & HGV's. Works are being re-programmed and due to be completed by October
London Road (Newington)	Newington	Replacement of 9 no street lights complete with LED Lanterns	Majority of works have been completed, 2 jobs remain due to overgrown vegetation which require cutting back and clearing with traffic management and out of hours. Currently awaiting programme date
Lower Road (Minster)	Minster-On-Sea	Replacement of 1 no street light complete with LED Lantern	Installation & Electrical connections have been completed, however the old column still requires removal and traffic management to do so. Currently awaiting programme date



Dover Street (Sittingbourne)	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works Programmed for Completion by October 2015
Thanet Way (Graveney & Goodnestone)	Hernhill	Replacement of 1 no sign post complete with LED Downflood	Works required to be undertaken on High Speed Road Programme, works are currently taking place here and works are due to be completed by August 2015
The Promenade (Leysdown)	Leysdown	Replacement of 4 no street lights complete with LED Lantern	Works are currently being programmed due to specific nature of column and specialist vehicles being obtained  Works programmed for completion by October 2015
East Street (Faversham)	Faversham	Replacement of 1 no street light complete with LED Lantern	Extensive traffic management required due to location of column being on 4 Way Permanent Traffic Light Junction  Works programmed for completion by October 2015
High Street (Eastchurch)	Eastchurch	Replacement of 5 no street lights complete with LED Lanterns	Works programmed for completion by October 2015
High Street (Sheerness)	Sheerness	Replacement of 7 no street lights complete with LED Lanterns	Works programmed for completion by October 2015
Broadway (Sheerness)	Sheerness	Replacement of 1 no street light complete with LED Lanterns	Works programmed for completion by October 2015
Chapel Street (Minster)	Minster-On- Sea	Replacement of 3 no street lights complete with LED Lanterns	Works programmed for completion by October 2015
Milton Road (Sittingbourne)	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works programmed for completion by October 2015
Curtis Way (Faversham)	Faversham	Replacement of 4 no street lights complete with LED Lanterns	Works programmed for completion by October 2015
Rectory Road (Sittingbourne)	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works programmed for completion by October 2015
East Street (Faversham)	Faversham	Replacement of 4 no street lights complete with LED Lanterns	Works programmed for completion by October 2015

Halfway Road (Sheerness)	Sheerness	Replacement of 1 street light complete with LED Lantern	Works programmed for completion by October 2015
Preston Street (Faversham)	Faversham	Replacement of 1 no street light complete with LED Lantern	Works programmed for completion by October 2015
St Helens Road (Sheerness)	Sheerness	Replacement of 10 no street lights complete with LED Lanterns	Works programmed for completion by October 2015
Winstanley Road (Sheerness)	Sheerness	Replacement of 15 no street lights complete with LED Lanterns	Works programmed for completion by October 2015
Berridge Road (Sheerness)	Sheerness	Replacement of 1 no street light complete with LED Lantern	Works programmed for completion by October 2015
Alma Road (Sheerness)	Sheerness	Replacement of 10 no street lights complete with LED Lanterns	Works programmed for completion by October 2015
Richmond Street (Sheerness)	Sheerness	Replacement of 7 no street lights complete with LED Lanterns	Works programmed for completion by October 2015
Hope Street (Sheerness)	Sheerness	Replacement of 2 no street lights complete with LED Lanterns	Works programmed for completion by October 2015
Granville Road (Sheerness)	Sheerness	Replacement of 9 no street lights complete with LED Lanterns	Works programmed for completion by October 2015
Hawthorn Avenue (Sheerness)	Sheerness	Replacement of 5 no street lights complete with LED Lanterns	Works programmed for completion by October 2015
Almond Tree Close (Sheerness)	Sheerness	Replacement of 2 no street lights complete with LED Lanterns	Works programmed for completion by October 2015
Pepys Avenue (Sheerness)	Sheerness	Replacement of 4 no street lights complete with LED Lanterns	Works programmed for completion by October 2015
Admirals Walk (Minster)	Minster-On-Sea	Replacement of 13 no street lights complete with LED Lanterns	Works programmed for completion by October 2015
First Avenue (Rushenden)	Queenborough	Replacement of 8 no street lights complete with LED Lanterns	Works programmed for completion by October 2015
Dumergue Avenue (Queenborough)	Queenborough	Replacement of 7 no street lights complete with LED Lanterns	Works programmed for completion by October 2015

Abbey View Drive (Minster)	Minster-On-Sea	Replacement of 12 no street lights complete with LED Lanterns	Works programmed for completion by October 2015
Queenborough Drive (Queenborough)	Queenborough	Replacement of 15 no street lights complete with LED Lanterns	Works programmed for completion by October 2015
Rock Road (Sittingbourne)	Sittingbourne	Replacement of 7 no street lights complete with LED Lanterns	Works programmed for completion by October 2015
Burley Road (Sittingbourne)	Sittingbourne	Replacement of 7 no street lights complete with LED Lanterns	Works programmed for completion by October 2015
Bassett Road (Sittingbourne)	Sittingbourne	Replacement of 4 no street lights complete with LED Lanterns	Works programmed for completion by October 2015
Ufton Lane (Sittingbourne)	Sittingbourne	Replacement of 6 no street lights complete with LED Lanterns	Works programmed for completion by October 2015
Seaside Avenue (Minster)	Minster-On-Sea	Replacement of 2 no street lights complete with LED Lanterns Replacement of 1 no sign post complete with LED Downflood	Works programmed for completion by October 2015
Harps Avenue (Minster)	Minster-On-Sea	Replacement of 1 no sign post complete with LED Downflood	Works programmed for completion by October 2015
The Leas (Minster)	Minster-On-Sea	Replacement of 2 no sign posts complete with LED Downflood	Works programmed for completion by October 2015
Ridham Avenue (Kemsley)	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works programmed for completion by October 2015
Bruges Court (Kemsley)	Sittingbourne	Replacement of 2 no street lights complete with LED Lanterns.	Works programmed for completion by October 2015
Borden Lane (Sittingbourne)	Sittingbourne	Replacement of 1 no street light complete with LED Lantern.	Works programmed for completion by October 2015
Auckland Drive (Sittingbourne)	Sittingbourne	Replacement of 1 no street light complete with LED Lantern.	Works programmed for completion by October 2015
Britannia Close (Sittingbourne)	Sittingbourne	Replacement of 1 no street light complete with LED Lantern.	Works programmed for completion by October 2015

Austin Close (Kemsley)	Sittingbourne	Replacement of 1 no street light complete with LED Lantern.	Works programmed for completion by October 2015
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### **Appendix D – Transportation and Safety Schemes**

The Traffic Schemes Team is implementing a number of schemes within the Swale District, in order to meet Kent County Council's strategic targets (for example, addressing traffic congestion, or improving road safety). Contact Officer – **Kirstie Williams**

### **Appendix D1 – Casualty Reduction Measures**

<b>Casualty Reduction Measures</b>			
Identified to address a known history of personal injury crashes			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
High Street	Sittingbourne	Pedestrian safety scheme	Works complete. Amendments have been requested
A2 London Road / Chalkwell Road	Sittingbourne	Junction improvement	Design in progress, local consultation to follow
A2 Canterbury Rd / Swanstree Avenue	Sittingbourne	Traffic signal modifications	Presently under construction. Completion due by the date of JTB
A2 St Michaels Road / Crown Quay Lane	Sittingbourne	Traffic island re-location and yellow box markings	Design in progress, local consultation to follow
B2005 Swale Way / Lloyd Drive	Sittingbourne	Junction improvement	Safety audit complete, works being scheduled
A2 Hartlip Hill / Lower Hartlip Rd	Lower Hartlip	Signing, lining and resurfacing improvements	Resurfacing works to take place mid-august. Design for signage being undertaken
Castle Road / Dolphin Road	Sittingbourne	Signing improvements	Works have been completed on 26 <sup>th</sup> June 2015

## Appendix D2 – Integrated Transport Schemes

<b>Integrated Transport Schemes</b> Local Transport Plan funded non-casualty reduction schemes			
Road Name	Parish	Description of Works	Current Status
A2 / A251 junction	Faversham	Junction improvement, to ease congestion	Detailed design work is being commissioned with Amey Consultants. It is anticipated that the designs will be completed by March 2016. Additional land is required from the Fire Station and the School. This will be progressed with the detailed design. Pending approval of detailed design, land acquisition and funding being available, implementation could commence in 2016/17
Highsted Road (Farm Crescent to Swanstree Avenue)	Sittingbourne	New footway	Land issues with the preferred option which was to take residential land. Not all residents were in agreement to provide land for the footway. A final letter has been sent to the landowners. If they are still unwilling to give up the land then the scheme will be dropped
Eastchurch Primary School	Leysdown-on-Sea	School safety zone. Provision of part time 20mph zone	Scheme commenced on site. Road markings and red patches with SLOW completed. Awaiting electrical disconnections to continue with VMS and School Warning sign installation
Bobbing Village School	Bobbing	School safety zone. Provision of part time 20mph zone	Currently being designed. Due to be handed over for delivery end of August
A2 Canterbury Rd (adj. Murston Rd)	Sittingbourne	Pedestrian crossing island	Design in progress with a view to implement pedestrian crossing facility roughly opposite 71 Canterbury Rd near the pedestrian ramp. Construction likely by the end of the year. This need to go to consultation which will take place imminently
A2 East St / St Michaels Rd	Sittingbourne	Pedestrian crossing island	Initial investigation work suggests site not suitable. No further proposals at present

A2500 Lower Rd (Sheppey R.C.)	Minster	Cycle crossing improvement	Detailed design to be progressed shortly for the widening of the footway on the Rugby Club side of Lower Road from the central island in the carriageway to the Rugby club entrance. Likely implementation late 2015 pending discussions with the Rugby Club
A2500 Lower Rd / Rowetts Way	Eastchurch	Speed limit amendments	Detailed design completed. Speed limit change to 40mph from A2500 Lower Rd with its junction with Eastchurch Rd to approx. 70 metres east of roundabout junction with Church Rd and Leysdown Rd. TRO completed and speed restriction is now active
Marine Town area	Sheerness	Drop kerbs	Initial investigation work delayed due to staff resource being allocated to other priority schemes. Likely implementation in 2016/17
The Brents area	Faversham	Drop kerbs	Initial investigation work delayed due to staff resource being allocated to other priority schemes. Likely implementation in 2016/17

### **Appendix D3 – Local Growth Fund**

<b>Local Growth Fund</b> Central Government funded schemes to support economic development			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
Howard Ave to Laburnham Place	Sittingbourne	New cycle route	TRO's are currently being advertised. Scheme is at the consultation stage. Likely construction late 2015/early 2016
National Cycle Route 1	Sittingbourne	Cycle route signing improvements. Full extent not know at present	Sustrans survey work to commence early summer which will advise on extent of improvements

**Appendix E – Developer Funded Works**

<b>Developer Funded Works (Section 278 Works)</b>				
<b>File Ref.</b>	<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
SW/2047	School Lane Iwade	Iwade	Provision of new junction /access for housing development	Certificate 1 issued now in maintenance period. Works to be carried out again on Kerblines
SW/2043	School Lane Lower Halstow	Lower Halstow	Provision of new junction /access for housing development	Remedial works to be carried out, awaiting inspection before sign off
SW/2045	Mill Way, Sittingbourne	Sittingbourne	New traffic signals associated with new supermarket	Awaiting As-Built drawings to be submitted by the developer
SW/2048	Oare Road Faversham	Oare	Traffic signalised junction to new housing development	Certificate 1 issued – now in maintenance period
SW/3027	Tunstall Road Tunstall	Tunstall	New School access traffic calming changes and footway connection	Section 278 Letter of Agreement signed. Works underway under Road Closure, due to be completed in two weeks
SW/2044	Gas Road Off Mill Way Sittingbourne	Milton	Upgrading junction / access to Milton Pipes Ltd	Awaiting full design submission
SW/2042	Barton Hill Drive/Lower Road & Barton Hill Drive/Plover Road Minster Sheppey	Minster	Minor junction realignment and traffic signal upgrading	Agreement out of time – revision of proposed works
SW/003025	Sheppey Way Iwade	Iwade	Provision of new junction/access for housing development	Works underway

SW/003003	Thomsett Way Queenborough - Morrisons Store - PFS Junction	Queenborough	Drainage diversion within highway verge	Design of works agreed
SW/2035	Asda Store Mill Way Sittingbourne	Sittingbourne	Provision of signalised junction to store/petrol filling station	Works complete. Awaiting as built plans
SW/003007	Rushenden Road Queenborough	Queenborough	Replacement of footway on frontage to HA development	Footway remedial resurfacing works to be carried out
SW/003009	Wyllie Court	Sittingbourne	Reconstruction of existing turning area for housing development	Works complete. Certificate 1 to be issued
SW/003028	Ospringe CE School Water Lane Ospringe	Faversham	Minor Revision of Scholl Vehicle Access	Letter of agreement signed. Works underway
SW/003026	Attlee Way/Wyvern Close Sittingbourne	Sittingbourne	Provision of revised traffic calming and vehicle access for housing developments	Technical appraisal of design
SW/0033024	Dover Street Sittingbourne	Sittingbourne	Revision of Vehicle Access to Lidl Store and footway revisions	Works complete awaiting Safety Audit
SW/003029	Thistle Hill Way Minster Sheppey	Minster	Provision of new Primary School Exit and Footpath	Letter of agreement signed. Works underway
SW/003016	Seager Road Marine Parade Sheerness	Sheerness	Provision of new junction /access for housing development	Remedial works to surfacing to be carried out
SW/003031	Lower Road Teynham	Teynham	Provision of new footway for housing development	Section 278 letter of agreement signed. Works underway
SW/003033	Grove Ave/The Promenade Leysdown on Sea	Leysdown	Revision of surface water drainage	Section 278 letter of agreement signed. Works underway



SW/003030	West Street	Sittingbourne	Provision of HGV delivery vehicle lay-by for restaurant	Agreement signed. Works underway
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### **Appendix F – Traffic Systems**

There is a programme of scheduled maintenance to refurbish life expired traffic signal equipment across the county based upon age and fault history. The delivery of these schemes is dependent upon school terms and holiday periods; local residents, businesses and schools will be informed verbally and by a letter drop of the exact dates when known.

<b>Traffic Systems - Contact Officer: Toby Butler</b>		
<b>Location</b>	<b>Description of Works</b>	<b>Current Status</b>
No traffic signal refurbishment work being carried out this year		

### **Appendix E – PROW**

<b>Public Rights of Way – Contact Officer Melvyn Twycross</b>
No work currently being carried out

### **Appendix H – Bridge Works**

<b>Bridge Works – Contact Officer Tony Ambrose</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
No works planned			

## **Appendix I - Member Highway Fund programme update for the Swale District.**

### **Combined Member Grant programme update for Swale Borough Council**

The following schemes are those which have been approved for funding by both the relevant Member and by the Director of Highways. It lists schemes that are; at consultation stage, due to be programmed or recently built onsite and is up to date as of Monday 20th July 2015.

The details below are for Highway Schemes only and do not detail contributions Members have made to other groups such as Parish or District Councils. More detail on their schemes, including schemes not listed below that are currently under investigation, can be accessed by each Member via the online database or by contacting their Combined Member Grant Highway Project Engineer.

### **2014/15/16 Combined Member Grant Highway Schemes**

#### **Mike Baldock – Swale West**

<b>Scheme</b>	<b>Cost</b>	<b>Status</b>
Borden Lane in Borden. Installation 2 no. traffic islands within the 30mph speed limit	£7470	Handed over for delivery

#### **Roger Truelove – Swale Central**

<b>Scheme</b>	<b>Cost</b>	<b>Status</b>
Windsor Drive, Sittingbourne – installation of 2 new trees	£1000	Passed to KCC Soft Landscapes team to deliver

#### **1.1 Legal Implications**

1.1.1 Not applicable.

#### **1.2 Financial and Value for Money Considerations**

1.2.1 Not applicable.

#### **1.3 Risk Assessment**

1.3.1 Not applicable.

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Contact: Toby Howe / Alan Blackburn 03000 418181

**SWALE JOINT TRANSPORTATION BOARD (JTB)**

*Updates are in italics*

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KHS - Comments/date due back to JTB	SBC - Comments/date due back to JTB
730/03/11	<b>Highway works programme 2010/2011</b>	KCC	Mill Way, Sittingbourne Asda site – signalising junction. Design check complete - awaiting Developer to progress S278 Agreement	Site remedial and completion works carried out. – As Built drawings being prepared by developer’s consultant.	
Page 55			Sittingbourne Retail Park site	Widening of approach road from Sittingbourne Retail Park to the new traffic signal junction is still being pursued.  A KCC Engineer is undertaking the detailed design of these works. It is necessary to relocate some statutory undertakers’ plant and this work has been ordered and paid for but not yet programmed, this will be coordinated with the design works.  <b><i>Once the design is completed and reviewed they will be undertaken. It is hopeful that these works will take place by November 2015.</i></b>	
	590/03/12	<b>Highways at the junction of Warden Bay Road and B2231 Leysdown Road</b>	KCC	That the 30mph boundary be moved, and that costs associated with moving the 30mph boundary and associated signing be met by KCC Councillor Mr Adrian Crowther’s Member Highway Fund.	<b><i>Scheme commenced on site. Road markings and red patches with SLOW completed. Awaiting electrical</i></b>
	<b>Subsequent related Minute No. 67/06/13 –</b>	KCC	(1) That a letter be sent to KCC Highways to include the points made by the Ward Member regarding the		

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KHS - Comments/date due back to JTB	SBC - Comments/date due back to JTB
	Eastchurch Primary School pedestrian crossing petition		crossing, risk assessments and the re-location of the 30mph zone and a more detailed report be submitted to a future JTB meeting.	<b>disconnections to continue with VMS and School Warning sign installation.</b>	
65/06/13	Swale Cycle Strategy	KCC	(1) That the Draft Swale Cycling Strategy be approved for consultation.	Agenda item no. 10 on 9 December 2013	
	Subsequent related Minute No. 469/12/13 Swale Cycling Strategy	KCC	(1) That further work is undertaken on the suggestions put forward during the consultation with a view to adding these to the Swale Cycling Strategy.	Further work to be reported to a future Board meeting.	
235/09/13	A2 / A251 Junction, Faversham	KCC	(1) That both proposed traffic improvements (Annex 1 and 2 in the report), the inclusion of consideration of the junction of The Mall and the A2, plus the option of 'no change', be approved for the purposes of a wider public consultation and the results of the consultation brought back to the JTB at a later date.	At the June 2014 meeting, the JTB resolved to recommend proceeding with the roundabout option.  Further detailed design work will take place during 2015/16.	
Page 56	Subsequent related Minute No. 72/06/14 A2/A251 Junction, Faversham Highway Improvement Scheme	KCC	1) That Option B (roundabout) be progressed as the preferred option for the A2/A251 junction, Faversham.		
238/09/13	Highway improvements, Minster	KCC	(1) That the proposed highway improvements at Minster on Sea be approved for consultation.	Puffin crossing at Minster Road is complete. Zebra crossing St George's Primary School is complete	
70/06/14	Proposed Relocation of Sittingbourne Market	SBC	(1) That the preferred option for the relocation of Sittingbourne market at the top of the High Street be noted and that consideration be given to a phased approach to the project with the Saturday market to be progressed first, and the Friday market to be addressed separately to facilitate quicker progress. (2) That Officers proceed to the stage of drafting a Traffic Regulation Order and the procurement of services to support this work and preparation for formal consultation.		<b>Traffic Regulation Order is being drafted and a meeting is planned with Bus Operators in the next couple of weeks.</b>
216/09/14	Sheppey Crossing	KCC	(1) That the KCC Cabinet Member for Environment and Transport requests a 50mph limit on the Bridge, to be enforced by average speed cameras, when he met with the Department of Transport.	<b>50mph speed limit introduced in July 2015.</b>	

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KHS - Comments/date due back to JTB	SBC - Comments/date due back to JTB
217/09/14	<b>Sittingbourne Northern Relief Road</b>	KCC	(1) That KCC be urged to draw-up the NRR to the A2, to push the LEP for funding for the scheme, and for it to be included in the Local Plan.	This scheme is referenced within the Transportation Strategy.	
218/09/14	<b>Lower Road Junction with Barton Hill Drive, Isle of Sheppey</b>	KCC	(1) That the preferred option for the Lower Road junction with the Barton Hill Drive junction be a small roundabout, rather than a mini-roundabout.	<b>Advanced funding from the Local Transport Fund has been made available to progress initial land discussions and outline designs.</b>	
529/03/15	<b>Draft Swale Transportation Strategy</b>	KCC	(1) That the comments raised by the Board be sent to the Cabinet Member for Environment and Transport and the KCC Environment and Transport Cabinet Committee and that the Swale Transportation Strategy be noted.		
40/06/15	<b>Proposed Waiting Restrictions – Informal Consultation</b>	SBC	<p>(1) That the proposed double yellow lines in Belvedere Road, Faversham proceed.</p> <p>(2) That the proposed double yellow lines in South Road, Faversham be abandoned.</p> <p>(3) That the proposed double yellow lines in Luton Road, Faversham, plus additional double yellow lines across the other entrance to Sommerville Close proceed and the existing double yellow lines near the junction with Westgate Road, Faversham be reduced.</p> <p>(4) That the double yellow lines on the corner of All Saints Close, Iwade proceed and further consultation on the remaining proposed restrictions be carried out.</p>		<p><b>Proposed lining included in latest Traffic Regulation Order Amendment 15.</b></p> <p><b>Any formal objections will be reported to JTB September 2015.</b></p>

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