

AGENDA

SWALE JOINT TRANSPORTATION BOARD MEETING

Date: Monday, 7 December 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).

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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.

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	Pages
1. Apologies for absence and confirmation of substitutes	
2. Minutes	
To approve the Minutes of the Meeting held on 7 September 2015 (Minute Nos. 192 - 201) 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 December 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.

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Part Three - Information Items

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14.	Progress Update Report	91 - 96

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

Issued on Friday, 27 November 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

Corporate Services Director, Swale Borough Council,
Swale House, East Street, Sittingbourne, Kent, ME10 3HT

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SWALE JOINT TRANSPORTATION BOARD	Agenda Item: 5
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Meeting Date	Monday 7 th December 2015
Report Title	Parking Issues in Swale
Cabinet Member	Cllr David Simmons
SMT Lead	Dave Thomas
Head of Service	Dave Thomas
Lead Officer	Mike Knowles (SBC)
Classification	Open

Recommendations	Members are asked to note the contents of this report.
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Purpose of Report and Executive Summary

- 1.1 This report presents a letter and documentation submitted to the Chief Executive of Swale Borough Council for discussion in the Council Chambers. The resident, Mr Peter England, was advised that as the Council Chambers was not the appropriate forum to discuss issues such as this, the matter would be referred to the Swale Joint Transportation Board for discussion.

2 Background

- 2.1 A letter has been received from a resident of Swale asking for the submitted documentation to be discussed. The title of the documentation is "Inconsiderate and anti-social, nuisance parking in the Swale Borough area". The issue of parking on footways has also been raised by Members over the years and by members of the public at other forums such as at the Local Engagement Forums.

3 Issue for Decision

- 3.1 A copy of the submitted letter and documentation can be found in Annex A.
- 3.2 The documents refer to various issues around vehicles parking on footways and verges, and asks for consideration and action on the topic of inconsiderate and nuisance parking within the Borough.
- 3.3 There are many locations around the Borough where vehicles currently park on the footway, generally partially but in some cases entirely. The Police have powers to deal with any vehicles parked in such a way as to cause an obstruction, and this can include obstructing the safe passage of pedestrians such as wheelchair users and those with pushchairs. In some areas where the issue of obstruction is prevalent, the Police have placed warning letters on the offending vehicles.

- 3.4 Where parking restrictions exist, such as double or single yellow lines, vehicles parked on the adjoining footway or highway verge can receive a Penalty Charge Notice from Civil Enforcement Officers, as the restrictions apply to the full extent of the Highway boundary. There is also a Bylaw in place in the Swale Borough area which enables the Environment Wardens to take action against vehicles habitually parked on grass verges.
- 3.5 The Kent County Council Parking Delivery Protocol, which sets out a framework of common principles for the management of parking, states that *parking restrictions for movement/safety* are a County function, although this does not prevent Borough and District Councils from implementing schemes where funding is available to do so.
- 3.6 Colleagues in our Parking Operations Team have introduced prohibitions of footway and verge parking in several roads in Maidstone, in most cases requested and funded by Members. These prohibitions require a Traffic Regulation Order to be made, specific to each road, and must be accompanied by on-street signing. There are cost implications to be considered with the implementation of any similar restrictions in Swale. As well as the cost of preparing and advertising the Traffic Regulation Order, estimated to be around £1,000, there is also the cost of physical on-street signing. The cost of this signing will vary considerably based on the length of the road, but for an average road would be between £1,000 to £3,000 for each side of the road.
- 3.7 Prior to implementing any such restrictions, serious consideration would need to be given to the consequences of introducing such restrictions. In many cases, a scheme would merely displace the problem into adjoining streets. In other cases, prohibiting vehicles from parking on the footway will force them into the carriageway where the parked vehicles would obstruct the safe movement of vehicles. An example of this is Chalkwell Road in Sittingbourne, where Police wrote to residents advising them not to park on the footway. The result was vehicles parking entirely on the road, having a severe impact on the passage of for buses and other vehicles.
- 3.8 Another option to tackle isolated issues would be the installation of bollards to physically prevent vehicles parking on footways. Kent County Council as Highway Authority have previously undertaken such work in various areas, but now look to avoid the installation of new bollards presumably because of the cost of the works and the on-going maintenance costs, together with a national drive from Central Government to reduce street furniture and de-clutter the Highway.
- 3.9 The submitted documents ask for consideration to be given to look at areas where we could improve parking for residents. It is suggested that where footways are wide enough, provision could be made for on-street parking with the construction of laybys and narrower footways. A number of years ago, when the Highway functions were undertaken by Borough and District Councils under the Highway Agreement prior to 2005, works were carried out in Barton Hill Drive in Minster on the Isle of Sheppey. This work consisted of lowering the kerbs along both sides of the road, re-constructing the footway to take vehicular traffic and installing a broken white line to denote where vehicles could park part on the footway whilst still allowing a suitable

width for pedestrians to pass. Presumably the scheme was completed to ensure the free flow of traffic along Barton Hill Drive whilst minimising the impact on residents' on-street parking capacity. Any schemes for future consideration would require specific funding to be sourced as well as the consent of KCC Highways, and would be subject to the suitable width of footway and depth of Utility services.

3.10 As the issue of footway parking is not unique to the Swale area, it is felt that a County-wide policy needs to be developed, led by the Kent County Council Parking Manager and discussed through the regular District Engineers' Meetings. In the meantime, any requests for schemes to prohibit parking on footways and verges in particular areas should initially be addressed to Kent County Council. However, if Members wish to fund such schemes the Borough Council has powers to implement the restrictions.

3.11 Members are asked to note the contents of this report.

4 Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Costs associated with Traffic Regulation Order, and necessary 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 Annex A – Copy of Letter and Documentation received.

6 Background Papers

6.1 None

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ANNEX A

^{Kara}
Mr A ~~Khan~~
Chief Executive
Swale Borough Council
Swale House
East Street
Sittingbourne
Kent
ME10 3HT

17/09/15

Dear Mr ^{Kara}~~Khan~~,

Please would you submit the enclosed document for discussion in the Council Chambers. I am raising this issue as I feel that the problem is becoming more prevalent within our Borough.

Yours Sincerely

INCONSIDERATE AND ANTI SOCIAL, NUISANCE PARKING IN THE SWALE BOROUGH AREA

Dear Ladies and Gentlemen of Swale Borough Council, I would like to bring before you for your consideration and action the topic of Inconsiderate and nuisance parking problem within our Borough, which is becoming more and more prevalent recently.

Vehicles are parking on pavements and verges either fully or partially with no consideration to others. This causes the following problems:

1. They create a hazard to pedestrians, especially Elderly and Partially sighted or blind people.
2. They cause damage to pavements, verges and curbs, which costs the Borough and County Councils lots of money in repairs each year, which could be better spent on other highway needs.
3. They create hazards in that they do not leave room for emergency vehicles, block peoples drive ways and obscure vision of the highway.
4. Parking of Vehicles on pavements, verges and other inconsiderate places gives a bad impression of our Towns and Villages in our Borough.

The Highway Code covers parking and says:

242 - You **MUST NOT** leave your vehicle or trailer in a dangerous position or where it causes any unnecessary obstruction of the road.

Laws RTA 1988, sect 22 & CUR reg 103

244 - You **MUST NOT** park partially or wholly on the pavement in London, and should not do so elsewhere unless signs permit it. Parking on the pavement can obstruct and seriously inconvenience pedestrians, people in wheelchairs or with visual impairments and people with prams or pushchairs.

Law GL(GP)A sect 15

246 - **Goods vehicles.** Vehicles with a maximum laden weight of over 7.5 tonnes (including any trailer) **MUST NOT** be parked on a verge, pavement or any land situated between carriageways, without police permission. The only

exception is when parking is essential for loading and unloading, in which case the vehicle **MUST NOT** be left unattended.

Law RTA 1988 sect 19

There is also the following Highways Act:

It is also illegal to drive on or across the pavement other than to gain legal access to a property, and has been since before cars were invented!

Section 72 of the Highways Act 1835, which is still in force, states that an offense is caused by: “driving on any footpath or causeway by the side of any road made or set apart for the use or accommodation of foot passengers“, which covers driving of a ‘horse, ass, sheep, mule, swine, or cattle or carriage of any description, or any truck or sledge’. The definition of carriage was extended to cover the new-fangled velocipedes and bicycles in Section 85 of the local Government Act 1888.

Later Case law or whatever no-doubt extended this to cover road locomotives and motorcars as they arrived in this country.

Learner Drivers are taught not to park on a pavement or in any place where they would cause an obstruction. You can fail a driving test if you drive on or reverse onto a pavement or verge.

Currently it is not a Criminal offense to park on a pavement or verge, but it is an offense to be seen driving onto or off of a public footpath by a Police Officer. The 'Ask the Police' website states;

Local authorities (in England) can make an order prohibiting parking on the pavement. If this is the case, then there will be signs which clearly point out on a particular road where parking on the pavement is specifically prohibited. The penalty for contravening this will be a fixed penalty notice.

Otherwise, parking a vehicle on the pavement could lead to an offence of obstruction being committed. This could result in a fixed penalty notice being issued to offending vehicles. It can also cause danger/nuisance for pedestrians and wheelchairs users.

Note that it is an offense to drive on the pavement, yet despite the obvious inference that a parked vehicle has been driven on the pavement prior to being parked there, witnesses to the driving will probably be needed to

secure a prosecution - this can be problematic.

The Road Traffic Act 1974 attempted to place pavement parking more firmly into legislation and included a clause that would have banned all parking on pavements (Section 7). The act even received Royal Assent, however a succession of transport ministers failed to enable this part of the Act and gave excuses in parliament for its non-implementation for 37 years and then repealed it in 1988. Pavement parking was however successfully banned in London in 1974 by the Greater London Council (General Powers) Act 1974 (Section 15) and has been illegal in the city ever since.

Currently there is a Bill before Parliament which was initialized by Guide Dogs and Living Streets to create a Law to prohibit Parking on Public Footpaths and verges.

In June 2015 Simon Hoare MP adopted the campaign by proposing a new law in Parliament to enforce a ban in England and Wales.

A separate bill for Scotland is making steady progress at Holyrood

The bill proposes to make provision for the safety, convenience and free movement on pavements of disabled people, older people, people accompanying young children, and other pavement users; to clarify, strengthen and simplify the law relating to parking on pavements in England and Wales.

There is a separate document published by Parliament which I have attached.

The RNIB have themselves posted a Campaign against Parking on Pavements and highlight the difficulties that Blind and partially sighted people have with Vehicles 'obstructing' the pavement. They say;

Drivers that use the pavement for parking, often think they are doing the right thing by keeping the road clear, but fail to realize the consequences of their vehicle now blocking the footpath. The impact is that people with sight loss cannot see the obstruction until it is too late, and collide with the parked vehicle. Often there is insufficient space for pedestrians to get past and they are forced to walk out into the road. This puts blind and partially sighted people at risk from traffic.

Research undertaken by RNIB shows that people with sight loss most

commonly collided with cars parked on pavements more than any other pavement obstruction.

As a local authority I would ask that Swale Borough Council take the lead in curbing INCONSIDERATE AND ANTI SOCIAL, NUISANCE PARKING by taking action against drivers, perhaps by a written warning and or a parking fine.

I would also ask consideration to look at areas where we could improve parking for residents. If a Footpath is wide enough for a Vehicle to fully park on it, then maybe we could design that path to be slightly narrower but have parking bays included. If Verges are not being used and are derelict, could we not make these into parking areas? We also need to look at improving 'signage' to warn Drivers not to park their vehicles.

Thank you for your kind consideration of this document.



Parking: pavement and on-street

Standard Note: SN1170
Last updated: 17 November 2014
Author: Louise Butcher
Section: Business and Transport

This Note outlines the general legal position on what is generally called 'pavement parking' (parking at the side of the road) and the measures available to the police and local authorities to tackle it.

There is no national prohibition against on-street or 'pavement' parking except in relation to heavy commercial vehicles. Local authorities and the police may act to tackle pavement parking in various ways, such as under legislation governing obstruction and dangerous parking; designating limited areas of 'no pavement parking' through a Traffic Regulation Order (TRO); or establishing a special parking area. Separately, it is an offence to *drive onto the pavement*, whether with intention to park or not.

Recently there have been campaigns to introduce a complete ban on pavement parking, leading to a couple of Private Members' Bills being introduced in Parliament. Information on other parking-related matters can be found on the Roads Topical Page of the Parliament website.

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1 Current powers to restrict pavement parking

There is no national prohibition against on-street or 'pavement' parking except in relation to heavy commercial vehicles. These vehicles, defined as goods vehicles with an operating weight exceeding 7.5 tonnes, are prohibited from parking on verges, footpaths or the central reservations of roads under section 19 of the *Road Traffic Act 1988*, as amended. Parking in breach of section 19 is a fixed penalty offence, although the section allows specific exceptions to the general prohibition including loading and unloading in specified circumstances and parking in an emergency to save life.

Some pavement parking will be seen as causing an obstruction and can be dealt with by the police or traffic wardens. However, most enforcement will be by local authorities who have assumed control for decriminalised/civil parking enforcement under Part 6 of the *Traffic Management Act 2004*. As part of this process they can designate 'Special Parking Areas' (SPAs) in which vehicles parked on street or on the pavement can be ticketed for contravening parking regulations (e.g. parking on a yellow line), rather than for causing an obstruction.¹ Some local authorities, i.e. Exeter, took their own Private Act powers to ban pavement parking within their areas.

Government guidance is available for all local authorities on alternative, non-legislative measures to discourage pavement parking. This includes suggestions such as guardrails, the planting of trees and the placement of bollards on pavements. Such physical measures, whilst perhaps costly in the first instance, have the advantage of being self-policing and self-enforcing.²

1.1 Driving on the pavement with intention to park

Although parking is generally permitted along the road, except where there are restrictions or a specific offence has been committed, driving actually *onto* the pavement or footway (to park or otherwise) is an offence under section 72 of the *Highways Act 1835* (see also section 28 of the *Town Police Clauses Act 1847* under 'obstruction', below). *Wilkinson's Road Traffic Offences* explains:

Under the Highways Act 1835, s.72, it is an offence wilfully to ride or drive on the footway, even though the driving may last only for a few seconds (*McArthur v Jack* 1950 S.C.(J.) 29). The offence will apply to pedal and motor cyclists. Driving across the footway to get to a private park was held to be an offence in the absence of proof of long use or of its being a way of necessity (*Curtis v Geeves* (1930) 94 J.P. 71) but in *Vestry of St Mary, Newington v Jacobs* (1871) L.R. 7 Q.B. 47 the owner of land adjoining the highway was held to be entitled to convey machinery on trolleys over the pavement into his premises ...

Not all police forces take active steps to enforce [this law], but many more are now doing so in order to prevent subsequent parking on the pavement. Quaere whether there is a common law right to divert onto the pavement in cases on necessity when the carriageway is blocked.³

¹ for full details of the parking policy framework, see HC Library brief SN2235

² DfT, *Pavement parking* (Traffic Advisory Leaflet TAL 04/93), 1993

³ *Wilkinson's Road Traffic Offences*, 26th ed., 2013, paras 6.252-6.253

1.2 Obstruction

Local authorities and the police have the power to remove a vehicle if it is illegally parked, causing an obstruction or has been abandoned. The power to remove vehicles is given to the police by sections 99-102 of the *Road Traffic Regulation Act 1984*, as amended, and by the *Removal and Disposal of Vehicles Regulations 1986* (SI 1986/183), as amended, made under sections 99 and 101 of the 1984 Act. The powers of removal under section 99 include vehicles which are parked illegally, have broken down and those which cause obstruction, danger or potential danger. If therefore it can be shown that a vehicle is illegally parked, causing an obstruction or is abandoned, the local authority and the police may remove it under this legislation. It should be pointed out, however, that they do not *have* to remove a vehicle in any of these three cases, merely that they *may* do so.

A vehicle can only be illegally parked if there are parking restrictions operating in the area. In other cases one would have to show a vehicle was causing an obstruction. The police can remove vehicles which are causing an obstruction and there are a number of statutes and regulations which allow proceedings to be brought for obstructing the highway. These include:

- *Highways Act 1980*, section 137 (wilfully obstructing the free passage of a highway);
- *Town Police Clauses Act 1847*, section 28 (wilfully causing an obstruction in any public footpath or public thoroughfare); and
- *Road Vehicles (Construction and Use) Regulations 1986* (SI 1986/1078), regulation 103 (causing or permitting a motor vehicle or trailer to stand on a road so as to cause any unnecessary obstruction of the road).

There is a good deal of case law on the general issue of 'obstruction' and 'unnecessary obstruction'. Extracts provided below demonstrate the breadth of the offence and reinforce the importance of individual circumstances in any case:

Obstruction can be caused by actual physical obstruction of an essential line of traffic ... or it may be unreasonable use of the right of stopping even though there is plenty of room for other traffic to pass [...]

While there is obviously an offence if there is a serious obstruction in fact, unreasonable use of the highway calculated to obstruct and whereby persons might be obstructed may suffice for a conviction without evidence that anyone has actually been obstructed (*Gill v Carson* (1917) 81 J.P. 250, a case under the Town and Police Clauses Act 1848, s.28). In *Nagy v Weston* [1965] 1 All E.R. 78 parking a van for five minutes in a wide, busy street near a bus stop and refusing to move was held to be an obstruction under what is now s.137 of the Highways Act 1980 [...]

It was again emphasised in *Wade v Grange* [1977] R.T.R. 417 that what amounts to obstruction is primarily a question of fact and that the Divisional Court is only concerned with correcting mistaken applications of the law [...]

Whether particular facts amount to an unreasonable use would depend very much on the magistrates' local knowledge of the importance of the particular road; a long stay may not be out of order in a quiet residential side road, but it would be otherwise in a busy shopping street. An obstruction only comes into existence if there is an unreasonable use of the right of stopping (*Nagy v Weston* above), and it is a matter of degree (*Dunn v Holt* (1904) 68 J.P. 271) [...] In *Absalom v Martin*, where the nearest public car park was several hundred yards away, the defendant parked partly on the

carriageway and partly on the footpath and was endeavouring to carry on his business of bill posting in such a way as to cause the least inconvenience to pedestrians and other road users. A defendant who sold fruit from a barrow for 15 minutes, the barrow taking up 5ft in a 24ft road and customers causing further obstruction, was held to have been rightly convicted, as continuous selling does not mean that the barrow was not standing longer than was necessary (*Whitseside v Watson* 1952 S.L.T. 367). In *Bego v Gardner* 1933 S.L.T. 110 the conviction was upheld of a man who sold ices from his van parked in a cul-de-sac frequented by the public.

Leaving a car unattended for three hours, which was found to cause danger to the public and annoyance to the residents but which was not specifically found to cause an obstruction, was held to constitute the offence of leaving a car unattended for longer than was necessary to load or unload it (*Henderson v Gray* [1927] S.C.(J.) 43). A motorist parked his car in a line of cars in a street and left it there for five hours. He argued that, as he parked in a line of cars, he was not causing an unnecessary obstruction. The High Court held that he clearly caused one (*Solomon v Durbridge* (1956) 120 J.P. 231) ... Parking for five hours on a grass verge between the footpath and the wall was held to cause an unnecessary obstruction in *Worth v Brooks* [1959] Crim. L.R. 885, but in *Police v O'Connor* [1957] Crim. L.R. 478, quarter sessions held that it was not an unreasonable use of the highway to park a large vehicle outside the driver's own house in a cul-de-sac [...]

In *Seekings v Clarke* (1961) 59 L.G. 268, a case under what is now s.137 not involving a motor vehicle, it was said that anything which substantially prevented the public from passing over the whole of the highway (including the footway) and which was not purely temporary was an unlawful obstruction, subject to an exception on the de minimis principle. This case is discussed in *Wolverton UDC v Willis* [1962] 1 All E.R. 243.⁴

1.3 Traffic Regulation Orders (TROs)

A highway authority can ban parking in a specific area by way of a Traffic Regulation Order (TRO) made under Parts I and IV of the *Road Traffic Regulation Act 1984*, as amended. Section 2 of the 1984 Act sets out what TROs may be used for and it includes almost anything prohibiting, restricting or regulating the use of a road by traffic or pedestrians, including parking. Full details on the procedure for making TROs can be found in HC Library brief SN6013.

1.4 Parking restrictions

There are two types of on-street parking controls:

- 'Prohibited' parking is where there are yellow lines or clearway restrictions in operation and it is an offence to park on the adjacent pavement or verge; and
- 'Permitted' parking is where there are meter bays or resident bays.

Decriminalised parking enforcement (DPE) was introduced in England (outside London) in 1995. Under this system parking offences became civil rather than criminal offences and local authorities took responsibility for parking in their areas. On 31 March 2008 this was renamed civil parking enforcement (CPE) and some changes were made to the enforcement and appeals process. A general outline of the decriminalised/civil parking regime is given in HC Library brief SN2235

⁴ op cit., *Wilkinson's Road Traffic Offences*, paras 6.204-6.211

In areas where the local authorities have taken over responsibility for parking, cars parked on the pavement can be ticketed as contravening the parking regulations imposed by the local authority rather than for causing an obstruction.

1.5 Clean Neighbourhoods and Environment Act 2005

Part 2 of the *Clean Neighbourhoods and Environment Act 2005* introduced two new offences to prevent individuals parking vehicles on the street in order to sell them or in order to carry out repairs in the course of a business.

Under section 3 it is an offence for a person to park motor vehicles on a street, where the vehicles are parked merely in order to be sold. There must be two or more vehicles on the same street, no more than 500 metres apart, for the offence to be committed. The provision is not aimed at an individual selling a car privately; he has to be acting as part of a business. Under section 4 of the 2005 Act it is an offence to carry out 'restricted works' to vehicles on a road.⁵ Again, it does not apply to someone who can show he was not repairing the vehicle in the course of a business – although this is so only as long as it does not cause annoyance to persons in the area. A second exception is where the repairs arose from a breakdown or accident and are carried out promptly. The maximum penalty for both offences is a fine of £10,000 (level 4 on the standard scale); fixed penalties also apply.

2 Other attempts to legislate

2.1 Pre-1991

Prior to 1991 successive governments and individual Members of Parliament sought ways of combating pavement parking.

In 1974 Parliament provided for a national ban on pavement parking in urban areas in section 7 of the *Road Traffic Act 1974*. If implemented, this would have prohibited all parking on verges, central reservations and footways on 'urban roads'. The Secretary of State could have exempted certain classes of vehicles and individual local authorities could have made Orders within their own areas to exempt from the national ban certain streets at all times or during certain periods. However, full implementation required that the ban had to be brought in by Parliamentary Order and this never occurred. Successive transport ministers argued that there were difficulties for local authorities and the police in finding the resources to carry out the necessary policing and enforcement work. In 1979 the then Government decided to defer implementation indefinitely.⁶

In December 1986 the Department of Transport sought comments on a discussion paper, *Pavement Parking - Curbing an Abuse*. The paper looked at the reasons for pavement parking and the problems it caused. It put forward four options to tackle the problem involving a mixture of bringing the 1974 Act into force, providing more scope for TROs and making time for more private acts from individual authorities. Eighteen months later, the Government promised that that outcome of the review would be published "as soon as possible",⁷ but nothing happened. When the 1972 Act was repealed in 1988, section 36B (the 'national ban' mentioned above) became, without any amendment, section 19A of the *Road Traffic Act 1988* and the matter rested there. Regulations to put into effect the national

⁵ 'restricted works' are works for "the repair, maintenance, servicing, improvement or dismantling of a motor vehicle" or "the installation, replacement or renewal of any such part or accessory"

⁶ HC Deb 27 July 1979, cc631-2W

⁷ HC Deb 28 July 1988, c595W

ban were not brought forward because of the potentially enormous costs to local authorities and police of securing proper policing and enforcement of such a blanket ban. It was finally repealed by section 83 and Schedule 8 of the *Road Traffic Act 1991*.

2.2 2014

As explained in section 1, above, the current arrangements essentially give local authorities the powers to ban 'pavement parking' by introducing parking measures and prohibitions in their areas. Successive governments have taken the view that it should be for local authorities to take these decisions based on specific local needs.

However, in recent years there has been a renewed push to reintroduce a nationwide 'blanket ban'. This has been led by charities such as Guide Dogs for the Blind, and Living Streets and has garnered widespread support. They argue that:

Pavement parking affects people across the country. For many people — including those who have sight loss, parents with babies or toddlers in buggies, and wheelchair users — this is a serious problem. For someone who is blind, having to step off the pavement into the road because of a badly parked car can be extremely frightening.⁸

There are two bills seeking to address this issue in the 2014-15 Parliamentary session: one by Mark Lazarowicz MP to devolve powers to introduce a pavement parking ban to the Scottish Government and one by Martin Horwood MP to introduce a blanket pavement parking ban in England and Wales.⁹ Mr Lazarowicz's bill was instigated by problems Scottish MSPs have had introducing their own legislation in this area (see, e.g. Sandra White MSP's proposed *Responsible Parking (Scotland) Bill*). The Bill received Second Reading in the House of Commons in September 2014, but it may well be overtaken by further proposals for devolution to the Scottish Parliament. Mr Horwood's Bill has yet to receive Second Reading, currently slated for January 2015.

⁸ Letter to *The Times*, 12 September 2014 [from campaign groups, charities, politicians and others]

⁹ *Responsible Parking (Scotland) Bill 2014-15* and *Pavement Parking Bill 2014-15*

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SWALE JOINT TRANSPORTATION BOARD	Agenda Item:
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Meeting Date	Monday 7 th December 2015
Report Title	Request for Waiting Restrictions – South Road, Faversham
Cabinet Member	Cllr David Simmons
SMT Lead	Dave Thomas
Head of Service	Dave Thomas
Lead Officer	Mike Knowles (SBC)
Classification	Open

Recommendations	Members are asked to consider the contents of the report and recommend that no further action is taken in relation to proposed waiting restrictions in South Road, Faversham but that the parking situation be monitored.
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Purpose of Report and Executive Summary

1.1 At the request of the Vice Chair of the Swale Joint Transportation Board, the issue of parking restrictions along South Road in Faversham has been added to the agenda for the December JTB Meeting.

2 Background

2.1 Back in 2014, a request was received via the County Councillor for double yellow lines to be installed on the north side of South Road, between the junctions of Lower Road and Tanners Street. This issue was reported to the Swale Joint Transportation Board in December 2014, March 2015 and June 2015, and further detail is given below.

3 Issue for Decision

3.1 A first consultation on proposed waiting restrictions along South Road, Faversham took place in September 2014, and a copy of this consultation material can be found in Annex A. The proposals consisted of double yellow lines along the north side of South Road between the junctions of Lower Road and Tanners Street.

3.2 A copy of the consultation results can be found in Annex B. Of the 22 properties consulted, 11 responses were received, 9 supporting the proposals and 2 objecting on the grounds that there is already insufficient on-street parking capacity in the area.

- 3.3 Based on the results of the consultation, at their meeting in December 2014 Members of the Board recommended that Officers proceed with the proposed restrictions and include them in the next Traffic Regulation Order.
- 3.4 However, following a letter from Faversham Town Council to the JTB Chairman and SBC Cabinet, at their meeting in February 2015 SBC Cabinet asked that the report be re-submitted to the Joint Transportation Board for further consideration. A number of objections were also received to the proposals in South Road following the December Joint Transportation Board meeting. Details of these further objections can be found in Annex C.
- 3.5 As a result of these further objections the Joint Transportation Board were asked to reconsider their decision, and at the March 2015 JTB meeting, Members of the Board recommended that further investigation be carried out on the proposed double yellow lines in South Road, Faversham.
- 3.6 A second consultation took place on a revised scheme for waiting restrictions in South Road in May 2015, and a copy of this consultation material can be found in Annex D. This consisted of a reduction in the length of the originally proposed double yellow lines to provide a suitable passing place for buses whilst minimising the impact on the on-street parking capacity.
- 3.7 A copy of the second consultation results can be found in Annex E. Of the 39 properties consulted, 9 responses were received, 4 supporting the proposals and 5 objecting. The majority of objections received were around the already limited parking available in the area and the fact that further restrictions will make the situation worse with no alternative parking available.
- 3.8 Based on the results of the consultation, at their meeting in June 2015 Members of the Board recommended that Officers abandon the proposed double yellow lines in South Road, Faversham.
- 3.9 It has been reported via the County Councillor that buses continue to experience issues with access along South Road due to parked vehicles, and Officers have therefore contacted Stagecoach to ascertain whether the issue has worsened since the previous Joint Transportation Board recommendations. At the time of writing this report a response has not been received from Stagecoach, but a verbal update will be provided at the JTB meeting on any response received.
- 3.10 Members are asked to consider the contents of the report and recommend that no further action is taken in relation to proposed waiting restrictions in South Road, Faversham but that the parking situation be monitored.

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.
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 First Consultation Material
- Annex B – Results of First Consultation
- Annex C – Written Objections Following December 2014 JTB Meeting
- Annex D – Copy of Second Consultation Material
- Annex E – Results of Second Consultation

6 Background Papers

6.1 None

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FIRST CONSULTATION Proposed Double Yellow Lines South Road, Faversham

Following requests from residents and the County Councillor, it is proposed to install double yellow lines on the north side of South Road, between the junctions of Lower Road and Tanners Street.

It has been reported that vehicles parked along this section of South Road are causing issues for residents entering and exiting their driveways, and also creating an obstruction to the through route of South Road by buses. In order to strike a balance between the need to resolve these issues and minimise the impact on the on-street parking capacity, it is proposed to place the restrictions on the north side of the road where there are already a number of vehicle crossings and dropped kerbs.

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 considered before amending the Traffic Regulation Order. 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 24th September 2014. Alternatively you can e-mail your comments to us at engineers@swale.gov.uk

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

Proposed Double Yellow Lines – South Road, Faversham

Please tick one of the following boxes

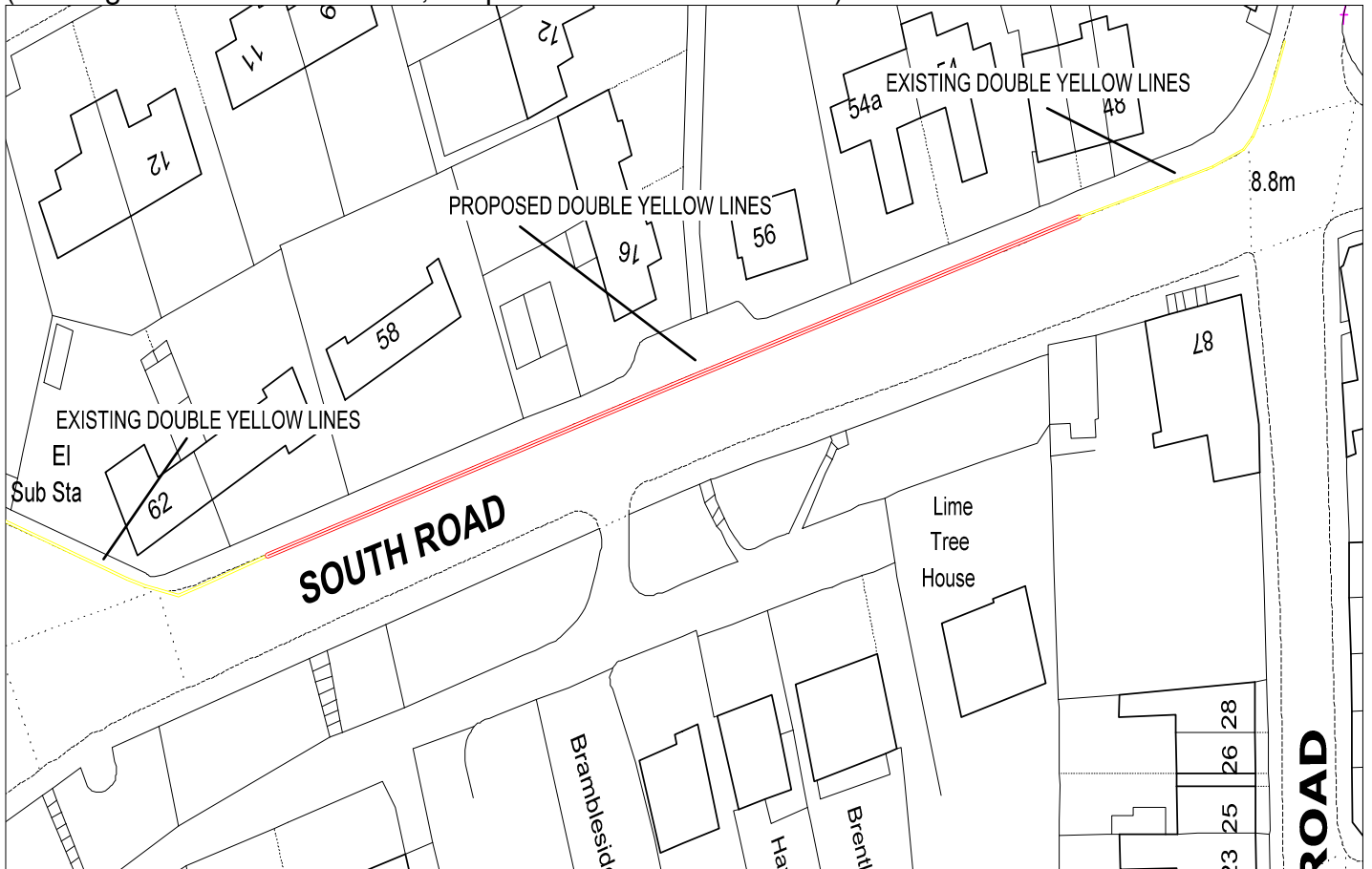
I Support the proposal to amend the waiting restrictions
 I Object to the proposal

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 Parking Bays
(Existing Restrictions in Yellow, Proposed Restrictions in Red)



South Road, Faversham - Proposed Double Yellow Lines - FIRST CONSULTATION

Response	Support	Object	Comments
1		1	In recent years it has become more and more difficult to park outside our house, due to cars from Tanner Street and Nightingale Road. Also there are cars from further up South Road where there are yellow lines, and commuters due to parking restrictions nearer to the station. Emailed comments continue....
2	1		The problem is getting worse. The amount of cars parking long term has doubled, most times I have to shunt to exit my drive.
3	1		We have a garage/driveway shared with our neighbour and this has been increasingly difficult and dangerous to manoeuvre into and out of over the last few months. I very strongly favour this proposal.
4	1		It is already difficult to enter South Road safely from the raised roadway because of parked vehicles, especially vans, on the south side. The proposed lines will make it safer by allowing extra "swing" space and by removing the obstacles of cars parked on the north.
5	1		
6	1		Very good idea
7	1		
8	1		
9		1	Insufficient parking already. Tanners Street should revert to "permit free" parking. People attending nearby church also park here. Parking in Ospringe Road causes tight road space, but this does not seem to be an issue. Visitors have nowhere to park, double yellow lines will make worse. Large number of new properties in Faversham and Residents Parking Scheme have had huge impact on parking in the area.
10	1		Long overdue
11	1		
TOTAL	9	2	
Properties Consulted	22		
No. returned	11		
No. Support	9	% Support	82
No. Object	2	% Object	18

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Written Objections to Proposed Double Yellow Lines – South Road, Faversham

Following December 2014 JTB Meeting

Objection 1

We have been moved to write to you upon receipt of your proposal for the installation of double yellow lines on the north side of South Road, between the junctions of Lower Road and Tanners street.

Assessing the comments so far in Annex B document on Page 18 of the 'Public Document Pack' it is clear that those people who are supportive of the proposals to put yellow lines down the side of South Road from Tanners Street to Lower Road are in the fortunate position of having their own garages. However, we do not have a garage and so have no choice but to park our car outside our property. These objections take no account of this from a 'fairness' perspective.

It is, however, fair to say that the number of cars which park in this section of South Road has increased over the last year. The reason why people park their cars in this part of South Road, thus increasing the amount of parked cars in this area is because of the restrictions on parking further up South Road adjacent to the Alms Houses where there are restrictions on parking on one side of the road from 8.30am until 6.30pm. We believe that the way to solve the problem of congestion is to relax the parking restrictions further up South Road to allow residents to park their vehicles outside their properties from say 5pm until 10am- this would negate the need to put in place double yellow lines outside our property and allow buses and residents to be able to get out of their driveways far more easily and allow buses easier access in this part of South Road, notably because there would be fewer cars and vans concentrated in our part of South Road. We have noticed that cars from Tanners Street, where there is only permit parking, also park in this part of South Road and this further puts pressure on this section. We cannot see any reason why there is permit only parking in Tanners Street: is there a possibility that this could be lifted to relieve congestion in South Road?

We feel that the above suggestions provide a practical and fair solution to this problem as it benefits the 'whole community' of South Road including the supporters and opponents of the proposal to place yellow lines in this part of South Road.

I do hope that you decide to reconsider you proposal and don't allow the residents of this part of South Road to be penalised for past ill-considered decisions by the Council and the inconsiderate parking of car drivers from other parts of the Town.

Objection 2

Following on from my recent email communication regarding your proposal to put additional double yellow lines along parts of South Road. I feel it is important to ask whether you have made contact with residents in Nightingale Road, Cavour Road, Plantation Road and King's Road with regard to your proposal? I am quite sure they will be very interested to hear of your plans as clearly this will have a huge impact on already congested roads in the surrounding area. It is not just the residents in South Road with whom you have made contact that should be consulted, others in the area should be made aware of your proposal.

If the proposed double yellow lines go ahead, would you kindly give your suggestions as to where the current residents will be able to park?

Objection 3

I object to the proposed Order of extending the double yellow lines in South Road between Lower Road and Tanners Street as finding a parking space in this area is difficult enough as it is now.

Objection 4

I wish to object to extending the existing double yellow lines on the northwest side of South Road, Faversham, between the junctions of Lower Road and Tanners Street. As a resident of Nightingale Road I already live on a road that has double yellow lines on one side of the road, thus restricting parking opportunities to only one side of the road. As a result of this and the fact that Nightingale Road not any of its adjacent roads have residents parking restrictions the parking in the area is appalling.

The majority of the time there are no spaces available in Nightingale road or in the adjacent Cavour Road. This means that the next available road for parking is South Road. This area of South Road is also extremely full of parked cars. Limiting the available space still further will result in there being almost no available space within the vicinity of my house.

The Council's decision to have a limited amount of resident permit parking in Faversham will inevitably create empty spaces in the permit parking area and increase the pressure on the immediately surrounding areas, such as Nightingale Road and South Road.

It is, therefore, unreasonable to further compound the problem by reducing the available space.

This will result in myself and other residents having to find spaces to park much further away from our houses. This will increase safety concerns for our and neighbours children who have to cross more roads getting to and from their parents cars. This decision has the potential to cause more road traffic accidents in the area.

I believe a more sensible way forward will be to introduce resident permit parking in the area.

Objection 5

I wish to strongly object to the proposals to extend the double yellow lines on the north side of South Road, Faversham, between the junctions of Lower Road and Tanners Street. This would penalise local residents in two ways:

- 1. There will be fewer parking spaces available for use by local residents and visitors;*
- 2. There will be an increase in the number of speeding vehicles in South Road.*

I can foresee no significant benefit from the proposed change.

I have lived [in the area] for the past 16 years, and in recent years it has become increasingly difficult to park locally. On weekend when there are visitors to the Shrine of St Jude, it becomes nigh-on impossible. Restricting the parking on South Road as proposed will make the situation much worse, and will also put more pressure on the parking situation in the surrounding area.

The states reason for the proposed change is that it will improve vehicle movements. I have not seen any significant difficulties arising with the flow of traffic in South Road as the number of parked cars has increased. I work from home, and tend to notice on the rare occasions when traffic does get backed-up. Sometimes there is congestion for a few minutes when the bins are emptied on a Monday morning. However, that could be easily relieved by sensible scheduling of the rubbish collection to a time other than during the morning commute.

Overall, I believe the effect of having cars parked on both sides of South Road between Tanners Street and Lower Road has actually been beneficial. There has long been a problem with vehicles speeding on South Road between Stone Street and Lower Road. Having vehicles parked on both sides of the road appears to have provided some degree of traffic calming, which has helped to reduce the average speed of vehicles, and the number of speeding vehicles. This serves to make the road safer and quieter, which can only be a good thing. Restricting parking as proposed will not only reduce parking options for local residents, it will effectively widen the road leading to an increase in average traffic speed, making the road noisier, and less safe for local residents, cyclists and pedestrians.

[further comments relating to consultation process]

Please do not introduce additional parking restrictions in South Road between Tanners Street and Lower Road, and please also improve the process for future consultations of this sort.

Objection 6

Further to my telephone call regarding the proposal to extend parking restrictions along Ospringe Road, I would like to register my formal objection to this proposal.

*My partner and I moved into Nightingale Road in September 2013. One of our initial concerns was the situation with parking in Nightingale Road itself, but as we were able to park 'close' to our house, e.g. Plantation Road or Ospringe Road, we did not consider it a reason not to purchase the property. Even then, I was concerned about ***** having to walk around the streets late at night as she sometimes doesn't get home until around 11pm. Regularly, she can spend literally 15 minutes driving round trying to find somewhere to park and 9 times out of 10, ends up parking along the stretch of Ospringe Road in question, as this is the only option. There have also been frequent occasions when we can't even park there and have to park on a single yellow line adjacent to the Alms houses, then having to move the car in the morning before the parking restrictions come into force. On at least two occasions, she has been spoken to by males, one of which was a quite verbally aggressive approach. This particular incident was on the corner of Ospringe Road and Nightingale Road, very close to home. I now insist she rings me when she eventually gets parked so I can go and meet her.*

Faversham is an old town and parking will always be at a premium, which we understood when we decided to move here but thought the beauty of the town was worth the couple of inconveniences we would encounter, parking being one of them. It must be frustrating for residents who live on the main road, that their access to their own driveway is visually restricted, but at least they have somewhere to park. One could argue that if those individual residents find the area inconvenient, they could always consider moving to a less congested part of town. There is no doubt that the situation with parking in the area has got worse over the last year. I think that this situation will only get more of an issue as I feel a lot of the vehicles parking in this part of town are commuters looking for free parking before walking to the railway station and Faversham seems to be attracting more commuters, which in itself, is a great thing for the town.

There has been mention of inconvenience to the bus route, with buses getting blocked, but I must say that I have never seen a bus blocked. All vehicles have to give way to oncoming traffic along this section of road, including buses but this is commonplace in the town and one of the lovely things we have noticed about this is that drivers will stop and give way to others and always acknowledge others' politeness.

From the Council's point of view, I would have thought that any such change to the existing arrangements must form part of a more extensive scheme, a part of which should include any plans to offer alternative arrangements for parking for residents. Faversham is a beautiful old town and everything should be done to maintain its uniqueness.

Objection 7

I am writing to you in the hope that you will not extend the yellow lines along the north side of South Road between Tanner's Street and Lower Road in Faversham.

I live in one of three terraced houses that do not have a garage or driveway and neither do my neighbours. Although I don't have a car myself, the extension of the yellow lines will be most inconvenient for my family when they come to visit or pick me up.

I think that a better way of reducing the concentration of traffic in our part of South Road would be to reduce the no parking times further up the road where there are yellow lines. Then when people who live in the houses further up the road come home from work, they could park outside their own houses rather than outside ours and there would be a lot less parking on both sides of the road which causes difficulties for buses, etc. Better still, remove all the yellow lines, there seemed to be very little problem before they were introduced! Painting more yellow lines will just shunt the problem further down the road.

I would urge those that make decisions in the area of highways to come and look at South Road for themselves and perhaps then adopt a more joined up and considered approach to the problem rather than a knee-jerk one.

Objection 8

I am writing to object to the proposed plans to extend the double yellow lines on the northwest junction of Lower Road and Tanners Street.

*I live at ** South Road, opposite the Almshouses, and there is already a single yellow line outside my house. As a result, I have to park 100-200m away in the stretch of road between Lower Road and Tanners Street.*

Parking is already very competitive here, and to further restrict parking without suggesting an acceptable nearby alternative will make ours, and our neighbours lives much more difficult, and make it difficult for those visiting us – particularly those that visit use on a daily basis.

I would be very happy if alternative parking became available and would be open to hearing about any suggestions you may propose to compensate us. Until that happens, please take this as an official objection to the extended double yellow lines proposed.

Objection 9

I am writing to object to the proposed plans to extend the double yellow lines on the northwest junction of Lower Road and Tanners Street.

I work on South Road opposite the Almshouses, which already has restricted parking. I therefore park in the stretch of road between Lower Road and Tanners Street.

There is little parking around this areas as it is and I would be disappointed if the currently available area was to be reduced.



Proposed Double Yellow Lines South Road, Faversham – Second Consultation

You may recall our previous consultation last year on proposals to install double yellow lines on the north side of South Road, between the junctions of Lower Road and Tanners Street.

Following the consultation and the subsequent Traffic Regulation Order we received a number of objections to the proposals, and the Swale Joint Transportation Board recommended that further consultation be carried out prior to introducing any new restrictions.

We have therefore had further discussions with bus operators and have agreed a revised proposal, which is to reduce the original proposals to a length of double yellow lines between 56 and 58 South Road, opposite the existing lines. This will provide a suitable passing place for buses whilst minimising the impact on the on-street parking capacity, as half of the length of the proposed lining is already taken up with dropped kerbs.

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 considered before amending the Traffic Regulation Order. 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 15th May 2015. Alternatively you can e-mail your comments to us at engineers@swale.gov.uk

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

Proposed Double Yellow Lines – South Road, Faversham – Second Consultation

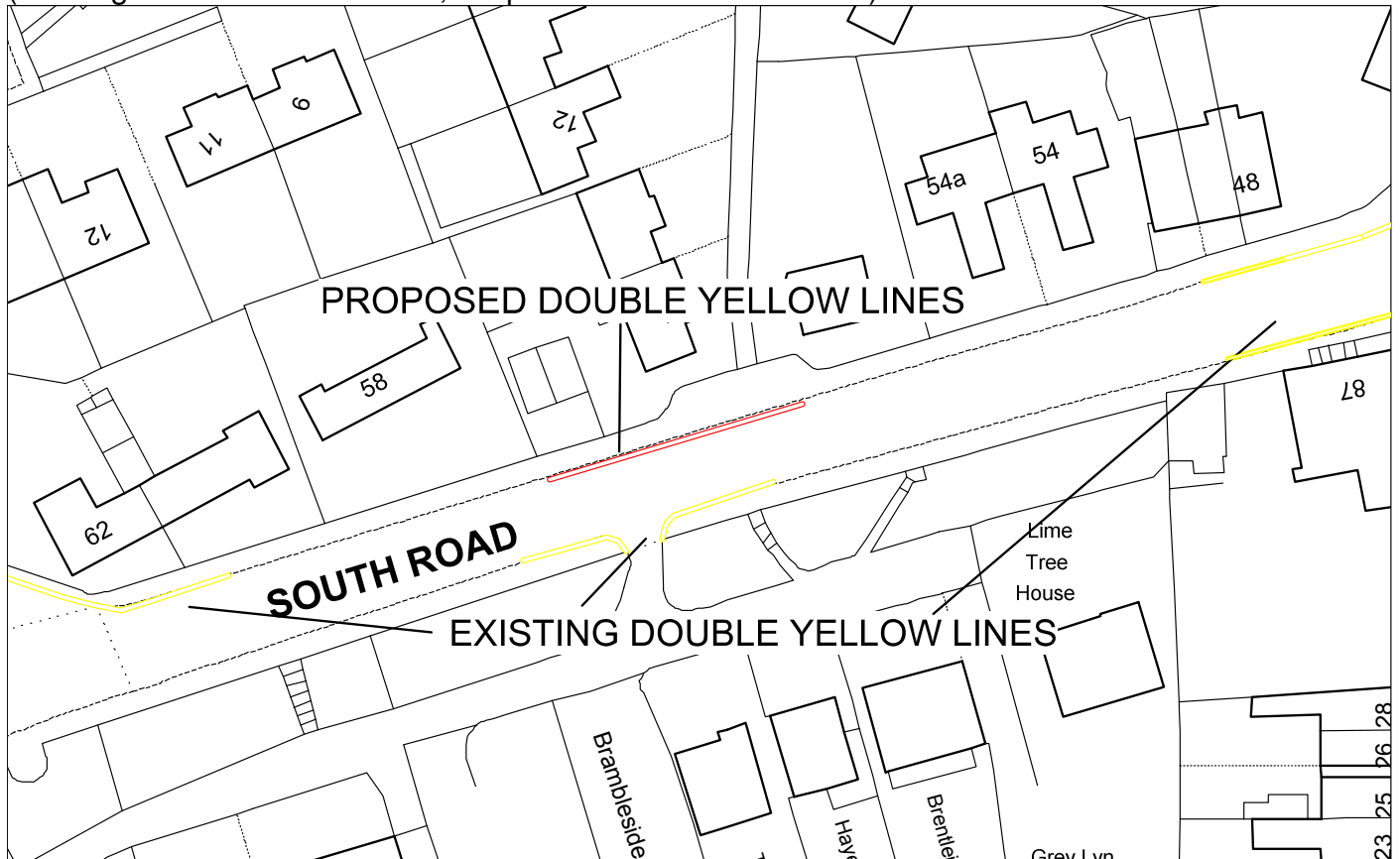
Please tick one of the following boxes

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 Parking Bays
(Existing Restrictions in Yellow, Proposed Restrictions in Red)



South Road, Faversham - Proposed Double Yellow Lines - Second Consultation

Response	Support	Object	Comments
1		1	Further to our conversation this morning, you may not be surprised to hear that I would still like to object to the Second Consultation proposal regarding double yellow lines along South Road, Faversham. In my opinion, the proposal will still restrict already inadequate parking in the area, so without any meaningful alternative, the proposal is unacceptable. My view is that local residents have brought about this proposal as there is an inconvenience getting in and out of off road parking facilities. Unfortunate, but better than no facility at all. The attempt then to suggest that buses are unable to pass safely in that stretch of road is without any credence. Currently, cars, vans and lorries have to negotiate the same issue and do so safely (and as far as I know without any great incidence of accidents) by patience and courtesy. The same applies to the buses. I do wonder whether the situation might end in that area being allocated as Residents Parking only may be considered, but hopefully again, only after prior consultation. This may or may not improve parking, but has no relevance to the initial reasons for parking objections.
2		1	There is not enough parking spaces in this area as it stands now.
3	1		
4		1	Access on and off the drive will not be improved by this proposal.
5	1		The proposed yellow lines needs to be extended across No. 58 to ensure exit from garage is not obscured by parked cars.
6		1	Please refer to my previous concerns. The new proposal will still reduce the on-street parking available we cannot afford to lose a single space - it's that busy.
7		1	I still hope for double yellow lines to extend between Lower Road and Tanners Street. Parked cars on the south side greatly obstruct the vision of those exiting the raised area and parked cars on the north side exacerbates the danger.
8	1		I support the proposal to amend the waiting restrictions, as I have often seen the buses really struggling to get through there. However, this will add to the parking pressures around the smaller side streets, such as where I live on Nightingale Road. Could the residents permit system be extended or maybe no parking allowed on the side streets to non residents during the hours of 1 till 2, which will stop the London comuters using our streets to park on?
9	1		Hi, we live off South Road in ***** and currently find it difficult at times to exit onto the main road. We have double yellows on our side opposite your proposed new ones, and they would make life much easier for us and also help to stop the traffic snarl ups which occur with large vehicles. Thus we are in favour of the proposal to amend the waiting restrictions.
Total	4	5	

South Road, Faversham - Proposed Double Yellow Lines - Second Consultation

Kent Police - No Observations

Properties Consulted	39		
No. returned	9	% Response	23
No. Support	4	% Support	44
No. Object	5	% Object	56

SWALE JOINT TRANSPORTATION BOARD	Agenda Item: 7
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Meeting Date	Monday 7 th December 2015
Report Title	Fairview Road Area, Sittingbourne – Parking Review
Cabinet Member	Cllr David Simmons
SMT Lead	Dave Thomas
Head of Service	Dave Thomas
Lead Officer	Mike Knowles (SBC)
Classification	Open

Recommendations	Members are asked to note the contents of this report.
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Purpose of Report and Executive Summary

- 1.1 This report provides a summary of the recent informal consultation with residents and property owners in the Fairview Road, Lavender Court, Aubretia Walk, Heather Close and East Street areas of Sittingbourne.

2 Background

- 2.1 A petition containing 45 signatures was presented to the Swale Joint Transportation Board at the September 2015 meeting. Mr Lynch, a resident from the area who presented the petition, stated that he considered that parking in this area caused health and safety issues, and access for emergency vehicles was difficult.

3 Issue for Decision

- 3.1 Following the petition, an informal consultation leaflet was prepared and sent out to properties in and around the Fairview Road Area. A copy of the leaflet can be found in Annex A, and a plan showing the distribution area of the leaflets can be found in Annex B.
- 3.2 As well as the pre-paid return address on the leaflets, there was also the facility for residents to respond to the questionnaire on line via the Swale website. The closing date for responses was 20th November 2015.
- 3.3 A total of 151 leaflets were hand delivered to properties within the consultation area. At the time of writing this report a total of 37 completed questionnaires and 7 on line responses had been received, providing a response rate of 29%. Any update on these numbers will be reported verbally at the Joint Transportation Board meeting.
- 3.4 An initial study of the results suggests that the majority of reported parking problems occur during the daytime, and it is generally perceived that this problem is caused

by commuters and staff working nearby. At the time of writing this report, 17 responders thought that a Residents' Parking Scheme would help the parking situation, and 7 felt it would not.

3.5 The results are in the process of being compiled and analysed and a full report will be submitted to the Joint Transportation Board in March 2016.

3.6 Members are asked to note the contents of this report.

4 Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	None at this stage
Legal and Statutory	None at this stage
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 Annex A – Copy of Consultation Leaflet
Annex B – Distribution Area

6 Background Papers

6.1 None

Business Reply
Licence Number
RTJT-RZTJ-KYZK



2

Seafront and Engineering Manager
Swale Borough Council
Swale House
Sittingbourne
ME10 3HT

ANNEX A



Making Swale a better place

Fairview Road Area, Sittingbourne Parking Consultation

Following receipt of a petition from residents, the Borough Council is undertaking a review of the on street parking restrictions in the Fairview Road, Lavender Court and Heather Close areas of Sittingbourne.

The first stage of this review is to seek the views of residents and property owners. This will give us a clearer picture of any problems you are experiencing with parking within your area.

We need to make the best of what we have, and your experience of parking within the area is very important in allowing us to develop potential options to improve the management of the on street parking. It is therefore very important that we gather as much information as possible.

To allow us to compile all of the responses, please could you return the completed form by **Friday 20th November 2015**. You can also complete the form on line on our website at www.swale.gov.uk/parking-consultation/

Thank you for taking the time
to complete the questionnaire

Questionnaire

What is the name of your road?

Responses – please write your road name below and tick/circle your answers to the questions on the left. Please detach this side and post back to us – no stamp required

We need to know how many vehicles you have in your household so that we can gauge the level of demand in your road. How many vehicles do you have in your household?

- 1
- 2
- 3
- 4+

Are there any parking problems in your road, and if so when do these occur? (you may circle more than one answer)

- | | | | |
|--------------------|--------------------|------------------------|----|
| Daytime | Evenings/Overnight | Weekends | No |
| Commuters/Visitors | Residents | Other (please specify) | |

If you consider there is a parking problem in your road, would you say it is caused by commuters or visitors to the town centre or is it simply too many residents competing for a small amount of space?

Based on the Frequently Asked Questions below, do you feel that a Residents' Parking Scheme would help with parking in your road?

Do you have off-street parking?

- | | |
|------------------------------|-----------------------------|
| Yes <input type="checkbox"/> | No <input type="checkbox"/> |
| Yes <input type="checkbox"/> | No <input type="checkbox"/> |

Frequently Asked Questions
Are there any other comments you would like to make?

- Q Will a Residents' Parking Scheme improve parking overnight and at weekends?
A No, the purpose of a Residents' Parking Scheme is to control parking by non residents and would only operate during the working day.
- Q How much will permits cost and how many permits will be allowed per property?
A Permits currently cost £40 per year, and two permits are allowed per property. Each permit can have two vehicles on it, but can only be used for one vehicle at a time.
- Q How would visitors to residents be able to park in the road?
A Non-permit holders would be allowed to park for 2 or 4 hours during the day, depending on the restrictions applying. Residents can also buy 'day tickets' for visitors to use.



Consultation Area – Fairview Road Parking Review, Sittingbourne



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SWALE JOINT TRANSPORTATION BOARD	Agenda Item:
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Meeting Date	Monday 7 th December 2015
Report Title	Informal Consultation – Proposed Double Yellow Lines, Chalkwell Road, Sittingbourne
Cabinet Member	Cllr David Simmons
SMT Lead	Dave Thomas
Head of Service	Dave Thomas
Lead Officer	Mike Knowles (SBC)
Classification	Open

Recommendations	Members are asked to note the contents of this report and recommend that the proposed extension to the existing double yellow lines be abandoned.
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Purpose of Report and Executive Summary

- 1.1 This report provides a summary of a recent informal consultation with residents of Chalkwell Road in Sittingbourne, on proposals to extend the existing double yellow lines along a short section of the road.

2 Background

- 2.1 A request was received for the existing double yellow lines in Chalkwell Road, Sittingbourne, to be extended on the odd numbered side of the road between the Staplehurst Road roundabout and the access road between Nos.33 and 35 Chalkwell Road.
- 2.2 Problems have been reported with vehicles parking part on the footway at this location in close proximity to the front of the properties, resulting in some pedestrians with pushchairs being forced into the carriageway.

3 Issue for Decision

- 3.1 A copy of the consultation material can be found in Annex A. Of the 22 letters sent out to properties in the area, a total of 9 responses were received, 4 supporting the proposals and 5 objecting. A summary of the written responses can be found in Annex B.
- 3.2 In addition to the returned consultation leaflets, a Ward Member for the area visited individual properties to gauge support for the proposals. Of the 29 properties visited, 10 supported the proposals, 15 objected, 1 was undecided and 3 were not in.

- 3.3 The responses received have highlighted the severe problems experienced in Chalkwell Road with lack of on-street parking capacity for residents in the area. As adjoining roads are also either saturated with parked vehicles or have waiting restrictions, it is difficult for residents to find alternative locations to park. Most, if not all, of the responses supporting the proposals have come from properties with off-street parking facilities.
- 3.4 Members are asked to note the contents of this report and recommend that the proposed extension to the existing double yellow lines be abandoned..

4 Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	None at this stage.
Legal and Statutory	None at this stage.
Crime and Disorder	Police can continue to tackle obstruction issues.
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 Annex A – Copy of Consultation Material
Annex B – Summary of Consultation Results

6 Background Papers

- 6.1 None



Proposed Extension to Double Yellow Lines Chalkwell Road, Sittingbourne

A request has been received for the existing double yellow lines in Chalkwell Road, Sittingbourne, to be extended on the odd numbered side of the road between the Staplehurst Road roundabout and the access road between Nos. 33 and 35 Chalkwell Road.

Problems have been reported with vehicles parking part on the footway at this location in close proximity to the front of the properties, resulting in some pedestrians with pushchairs being forced into the carriageway. Vehicles parked at this location can also restrict the sightline for pedestrians crossing Chalkwell Road from the Staplehurst Road direction.

It is appreciated that there are issues around parked vehicles along much of the more narrow section of Chalkwell Road, but with a limited capacity for on street parking and a high demand for parking spaces along this road the proposed restrictions have been kept to a minimum.

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 18th November 2015**. Alternatively you can e-mail your comments to us at engineers@swale.gov.uk

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

Proposed Extension to Double Yellow Lines – Chalkwell Road, Sittingbourne

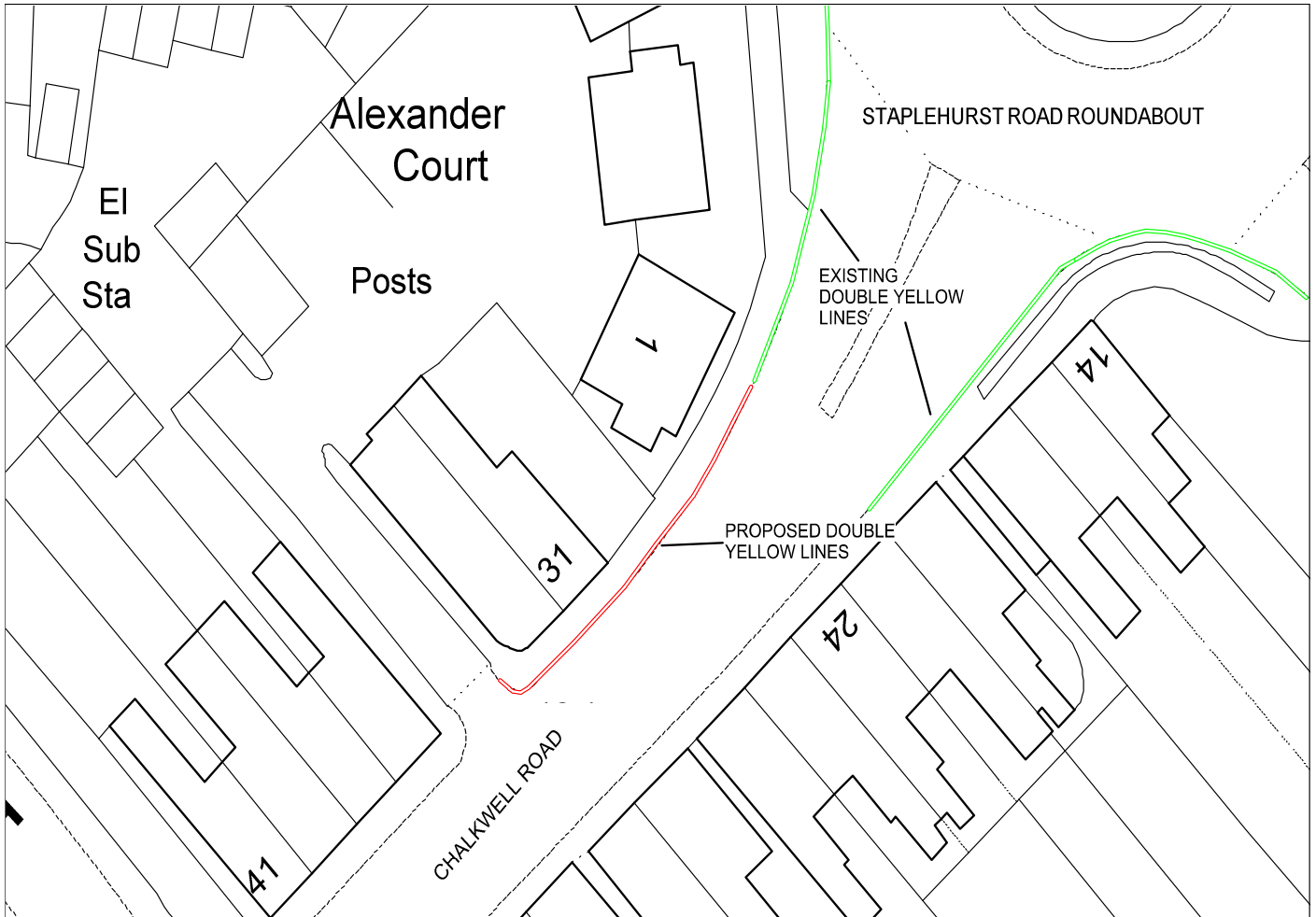
Please tick one of the following boxes

I Support the proposal to extend the existing double yellow lines
 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 Extension to Double Yellow Lines



Chalkwell Road, Sittingbourne - Proposed Extension to Double Yellow Lines

Response	Support	Object	Comments
1	1		Also proposes extending double yellow lines up to Romney Court.
2		1	
3		1	Bad idea, not enough current parking.
4		1	Not enough current space to park in that area. This proposal will make it worse it's a bigger problem further up the road as its narrower. This is one of the widest parts of Chalkwell Road the amount of traffic in this road is the problem, make it one way.
5		1	Extending yellow lines is not the answer. The volume of traffic using the road especially during rush hour is far too much. The road was not designed for this amount of traffic. The only way to avoid damage to your car is to part park your car on the pavement. This happens both sides of the road not just where highlighted by you.
6	1		This will ease traffic at this end of the road as well as improving pedestrian safety. It will also make coming into and out of the alley next to no.33 easier.
7		1	The 3 or 4 cars that park between 33 and 35 will park above 35 and make the congestion worse at narrow part of road
8	1		
9	1		Leaving the access road between 33 & 35 can be highly dangerous due to parked vehicles particularly when Transit type vans parked. I have had one or two near misses.
10			Duplicate address of above (supporting)
Total	4	5	

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Properties Consulted	22		
No. returned	9	% Response	41
No. Support	4	% Support	44
No. Object	5	% Object	56

Ward Member Visit Responses

Properties Consulted	29
No. Support	10
No. Object	15
No. Undecided	1
No Reply	3

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Safe and Sensible Street Lighting - Update

To: Swale Joint Transportation Board, 7th December 2015

Main Portfolio Area: Highways, Transportation & Waste

By: Robert Clark

Classification: **For Recommendation**

Ward:

Division:

Summary: This report provides an update to Members about Phase 1 of the SSSL project – Trial switch off

1.0 Introduction and Background

- 1.1 In August 2013, following a Member decision in 2011, the County Council began implementing its Safe & Sensible Street Lighting (SSSL) project to reduce the costs of providing street lighting across the County.
- 1.2 SSSL comprised two phases:

Phase 1 – Trial switch off of surplus lights;
Phase 2 – Conversion of approximately 60,000 lights to part-night operation.
- 1.3 Details of the sites to be included in the trial switch off (Phase 1), and the proposed hours of switch off and the exclusion criteria for Phase 2, were reported to Members at the Spring 2013 cycle of JTB meetings.
- 1.4 For the trial switch off sites, Members were invited at those JTB meetings to provide any information that should be considered when making the final decision on whether to proceed with the trial. This resulted in some lights being excluded from the trial and some others being amended from a full switch off to being included in Phase 2 – part night lighting.
- 1.5 For Phase 2, Members were asked to comment on the proposed hours of switch off which were 12.00 midnight to 05.30am Greenwich Mean Time (GMT) and 01.00 to 06.30 British Summer Time (BST). Members generally agreed with the proposals for Phase 2.
- 1.6 Both Phases of SSSL were largely completed by autumn 2014 and are currently saving around £1m each year.
- 1.7 This report provides Members with an update on Phase 1 of SSSL.
- 1.8 This report does not include any details about Phase 2 – Part night lighting, as a public consultation with regard to street lighting operation ends on 29th November 2015, with a decision anticipated to be made in early 2016.

2.0 Phase 1 – Trial Switch Off

Selection of sites

- 2.1 The sites selected for inclusion in the trial switch off were those where street lighting is present; however, if these roads were being designed and built today, it is most unlikely that street lighting would be provided.
- 2.2 The purpose of the trial switch off was to establish if there would be any adverse impact on a site if the lights were switched off completely. If it was found that there was no adverse impact, it would be the County Council's intention to consider these lights for removal.
- 2.3 When originally presented to Members at the Spring 2013 JTB meetings approximately 133 sites across Kent totalling around 2500 lights were identified as being potentially suitable for inclusion in the trial switch off. In the Swale district, the sites identified were:

Sheppey Way
Queenborough Road
Western Link, Ospringe
A2 London Road, Ospringe
Swale Way, Sittingbourne
Barge Way, Sittingbourne
Love Lane, Faversham
Graveney Road, Faversham
Whiteway Road
Swanstree Avenue

These sites are shown on the plan included at Appendix A.

- 2.4 At the JTB meeting Members were invited to consider three options for each site. The options were:
- a) The site should be included in the trial switch off.
 - b) The site should be excluded from the trial but the lights converted to part-night operation
 - c) The site should be withdrawn from the trial switch off and the lights left to operate without change.
- 2.5 Information provided by Members at the JTB meeting was later considered together with other factors such as crime and road safety. A recommendation was then made to the Director of Highways, Transportation & Waste, who made the final decision on whether to include each site within the trial.
- 2.6 As a result of this process, the following sites were included in the trial switch-off:

Sheppey Way
Queenborough Road
Whiteway Road
Western Link, Ospringe
A2 London Road, Ospringe
Swale Way, Sittingbourne
Barge Way, Sittingbourne
Love Lane, Faversham
Graveney Road, Faversham

Swanstree Avenue was excluded from the trial switch off.

- 2.7 In respect of sites in other districts in the county the JTB meetings and decision making process resulted in the original 2500 lights being reduced to around 1200 lights that were actually switched off for a trial period.

Mitigation works

- 2.8 A key aspect of the trial switch off was to ensure the absence of lighting did not create an unsafe situation.
- 2.9 Prior to switching any street lights off, each site was inspected to establish the condition of the site and identify the need for any works to be undertaken to ensure that the safety of the site was not affected. The works required were generally found to be carriageway markings, cleaning signs, and for some sites installing reflective road studs.
- 2.10 An additional safeguard that was included in these mitigation works was that strips of reflective material were fixed to individual street lights so they would be picked up by car headlights alerting drivers to the presence of the columns.
- 2.11 All mitigation works were undertaken before any street lights were switched off.

Date of switch off

- 2.12 The date that each site in the Swale district was switched off is shown in the tables within paragraph 2.29 below.
- 2.13 On the date of the switch off, information signs with a contact telephone number were erected at each site.

Monitoring during the switch off period

- 2.14 Throughout the period of the trial switch off, the sites were monitored for any adverse impacts that may have been due to the absence of street lighting. The monitoring included:
- a) Liaising regularly with Kent Police in respect of criminal activity.
 - b) Reviewing any Road Traffic Collisions (RTCs) that occurred.
 - c) Reviewing information received from others e.g. Members, the public, Parish and Town Councils, Emergency Services.
- 2.15 If any adverse impact was identified, then following consultation with the Cabinet Member, the street lights were switched back on.
- 2.16 In response to concerns from pedestrians and cyclists the lights in Whiteway Road were switched back on.

Feedback received

- 2.17 Following the switch off, a number of enquiries about the trial were received. Most enquiries were received within a few weeks of the date of the switch off and have generally declined in number and frequency since then.
- 2.18 The enquiries were generally from customers who felt that the safety of the road would be reduced without lighting.
- 2.19 Each enquiry was considered and investigated when it was received and a response provided at the time. All enquiries received were considered again as part of the review of the trial switch off.
- 2.20 The number of enquiries received and the date of the most recent enquiry are included in the tables within paragraph 2.29 below.

Review of the trial

- 2.21 Each of the trial switch off sites was reviewed, with the following factors being considered:
- a) Enquiries received
 - b) Feedback from Kent Police on crime
 - c) RTCs occurring during the trial switch off
 - d) Future requirements for street lights at the site.

Financial implications

- 2.22 The objective of SSSL as a whole is to reduce the cost to the County Council of providing street lighting, the savings being made principally from reduced energy consumption and reduced carbon emissions. In preparation for the LED conversion rollout, there are two additional savings that can be realised from the trial switch off sites: future maintenance costs would be eliminated, and the installation costs of new LED lanterns would be avoided.
- 2.23 In order to assess the financial implications of this element of the project a comparison was made between the cost of removing the lights and the cost of retaining the lights.
- 2.24 The cost to remove a light is principally dependent on the nature of the road in which it is located and the extent of traffic management required. In all other respects the works involved are the same regardless of the location and would include disconnection, removal and disposal of the equipment and reinstatement of the highway surface.
- 2.25 The cost of retaining the light was assessed over a period of 15 years as this coincides with the duration of the forthcoming new Street Lighting Term Services Contract.. The costs of retaining the light included installation of a new LED luminaire, replacement of the column if this is likely to be needed within 15 years, energy costs and routine electrical and structural testing.
- 2.26 The comparison of costs shows that the costs of removal are lower than retaining a light over this period of time. A longer period would further increase the cost of retaining the light. Additionally if at some stage it was decided that the lights are no longer required the cost of removal would still be incurred.
- 2.27 Funds have been specifically allocated for the removal of lights associated with the trial switch off and are currently available. If the lights are to be retained the availability of this funding in the future is not certain.
- 2.28 The cost of each of these options is included in the tables within paragraph 2.29 below.

Summary of review, financial implications and recommendations for each site

- 2.29 The findings of the review are summarised in the tables below, together with conclusions and recommendations for each site.

Site	Sheppey Way
Number of lights	59
Date of switch off	23/05/2014
Number of enquiries received	1
Date of most recent enquiry	13/11/14
Number of incidents of crime or ASB occurring in the year preceding the trial switch off	0
Number of incidents of crime or ASB occurring in the year following the trial switch off	0
Number and severity of RTCs occurring in darkness during the trial switch off	1 - fatal
Remarks relating to RTCs	Cyclist travelling as part of a group lost control and fell from bicycle, sustaining serious head injuries. The crash report does not suggest that the absence of lighting was a factor.
Feedback from Development Team	No concerns raised.
Feedback from Operations Team	No concerns raised.
Cost to remove	£29,500
Cost to retain and operate for 15 years	£39,530
Other remarks	The trial includes three lights to the south of the river which has created a very short length of darkness between the lit bridge and roundabout.
Conclusions	<p>The trial switch-off has not led to an increase in crime or crashes, and the single enquiry received suggests that Kent's residents are largely accepting of the switch-off.</p> <p>Reviewing the site, the presence of a very short length of darkness to the south of the river appears anomalous. To address this it is recommended that these three lights be switched back on, and the columns fitted with LED lanterns in due course.</p> <p>As the remaining columns at this site are under half-way through their expected lifespan, they are unlikely to need replacing within the next 15 years. Notwithstanding this, removing them immediately will result in savings to Kent County Council of around £10,000 over this period, with further savings in the longer term when these columns would need to be replaced. Taking this into consideration, it is recommended that these columns be removed.</p>
Recommendation	The recommendation to the Cabinet Member is that the three columns to the south of the river should be switched back on immediately and converted to LED in due course, and the remaining columns should be removed.

Site	Queenborough Road
Number of lights	23
Date of switch off	23/06/2014
Number of enquiries received	3
Date of most recent enquiry	25/6/14
Number of incidents of crime or ASB occurring in the year preceding the trial switch off	0
Number of incidents of crime or ASB occurring in the year following the trial switch off	0
Number and severity of RTCs occurring in darkness during the trial switch off	0
Remarks relating to RTCs	-
Feedback from Development Team	No concerns raised.
Feedback from Operations Team	No concerns raised.
Cost to remove	£11,500
Cost to retain and operate for 15 years	£15,410
Conclusions	<p>The trial switch-off has not led to an increase in crime or crashes, and although a small number of enquiries were received within a month of the lights being switched off, none have been received since June 2014, suggesting that Kent's residents are largely accepting of the switch-off.</p> <p>As the columns at this site are under half-way through their expected lifespan, they are unlikely to need replacing within the next 15 years. Notwithstanding this, removing them immediately will result in savings to Kent County Council of around £4,000 over this period, with further savings in the longer term when these columns would need to be replaced. Taking this into consideration, it is recommended that these columns be removed.</p>
Recommendation	The recommendation to the Cabinet Member is that the street lights should be removed.

Site	Western Link, Ospringe
Number of lights	49
Date of switch off	19/05/2014
Number of enquiries received	4
Date of most recent enquiry	19/1/15
Number of incidents of crime or ASB occurring in the year preceding the trial switch off	0
Number of incidents of crime or ASB occurring in the year following the trial switch off	2
Number and severity of RTCs occurring in darkness during the trial switch off	0
Remarks relating to RTCs	-
Feedback from Development Team	No concerns raised.
Feedback from Operations Team	No concerns raised.
Cost to remove	£24,500
Cost to retain and operate for 15 years	£81,830
Conclusions	<p>The trial switch-off has not led to an increase crashes, there has been no suggestion by the police or local residents that the statistical increase in crime is linked to the absence of lighting, and the number of enquiries received is small in proportion to the number of people using this road, suggesting that Kent's residents are largely accepting of the switch-off.</p> <p>These columns are at the end of their lifespan, and removing them immediately will result in savings to Kent County Council of around £59,000 over the next 15 years, with further savings in the longer term. Taking this into consideration, it is recommended that these columns be removed.</p>
Recommendation	The recommendation to the Cabinet Member is that the street lights should be removed.

Site	A2 London Road, Ospringe
Number of lights	14
Date of switch off	23/06/2014
Number of enquiries received	1
Date of most recent enquiry	4/12/14
Number of incidents of crime or ASB occurring in the year preceding the trial switch off	0
Number of incidents of crime or ASB occurring in the year following the trial switch off	0
Number and severity of RTCs occurring in darkness during the trial switch off	0
Remarks relating to RTCs	-
Feedback from Development Team	No concerns raised.
Feedback from Operations Team	No concerns raised.
Cost to remove	£7,000
Cost to retain and operate for 15 years	£23,380
Conclusions	<p>The trial switch-off has not led to an increase in crime or crashes, and the single enquiry received suggests that Kent's residents are largely accepting of the switch-off.</p> <p>These columns are at the end of their lifespan, and removing them immediately will result in savings to Kent County Council of around £17,000 over the next 15 years, with further savings in the longer term. Taking this into consideration, it is recommended that these columns be removed.</p>
Recommendation	The recommendation to the Cabinet Member is that the street lights should be removed.

Site	Swale Way, Sittingbourne
Number of lights	22
Date of switch off	19/09/2014
Number of enquiries received	0
Date of most recent enquiry	-
Number of incidents of crime or ASB occurring in the year preceding the trial switch off	0
Number of incidents of crime or ASB occurring in the year following the trial switch off	0
Number and severity of RTCs occurring in darkness during the trial switch off	0
Remarks relating to RTCs	-
Feedback from Development Team	No concerns raised.
Feedback from Operations Team	No concerns raised.
Cost to remove	£11,000
Cost to retain and operate for 15 years	£23,740
Conclusions	<p>The trial switch-off has not led to an increase in crime or crashes, and Kent's residents have not commented on these lights being switched off, suggesting that there is no need to continue providing lighting to this part of the highway.</p> <p>Whilst only some of these columns are likely to need replacing within the next 15 years, removing them all immediately will result in savings to Kent County Council of around £13,000 over that period, with further savings in the longer term when the remaining columns would need to be replaced.</p>
Recommendation	The recommendation to the Cabinet Member is that the street lights should be removed.

Site	Barge Way, Sittingbourne
Number of lights	14
Date of switch off	23/05/2014
Number of enquiries received	0
Date of most recent enquiry	-
Number of incidents of crime or ASB occurring in the year preceding the trial switch off	0
Number of incidents of crime or ASB occurring in the year following the trial switch off	0
Number and severity of RTCs occurring in darkness during the trial switch off	0
Remarks relating to RTCs	-
Feedback from Development Team	No concerns raised.
Feedback from Operations Team	No concerns raised.
Cost to remove	£7,000
Cost to retain and operate for 15 years	£22,380
Conclusions	<p>The trial switch-off has not led to an increase in crime or crashes, and Kent's residents have not commented on these lights being switched off, suggesting that there is no need to continue providing lighting to this part of the highway.</p> <p>These columns are over half-way through their expected lifespan and are likely to need replacing during the next 15 years, so removing them immediately will result in savings to Kent County Council of around £16,000 over this period, with further savings in the longer term.</p>
Recommendation	The recommendation to the Cabinet Member is that the street lights should be removed.

Site	Love Lane, Faversham
Number of lights	6
Date of switch off	23/06/2014
Number of enquiries received	2
Date of most recent enquiry	17/2/15
Number of incidents of crime or ASB occurring in the year preceding the trial switch off	1
Number of incidents of crime or ASB occurring in the year following the trial switch off	1
Number and severity of RTCs occurring in darkness during the trial switch off	0
Remarks relating to RTCs	-
Feedback from Development Team	No concerns raised.
Feedback from Operations Team	No concerns raised.
Cost to remove	£4,500
Cost to retain and operate for 15 years	£5,220
Conclusions	<p>Although there has been no increase in crime or crashes since switch-off, and few of Kent's residents have expressed concerns, this trial site now appears anomalous in that it is a very short length of unlit road linking two lit roads. It also provides access to a cemetery and to a nursing home providing care for people with learning disabilities.</p> <p>As the columns at this site are under half-way through their expected lifespan, they are unlikely to need replacing within the next 15 years, and the savings to Kent County Council by removing them would be less than £1,000 over the next 15 years. Taking all these factors into consideration, it is recommended that these lights are switched back on immediately and converted to LED in due course.</p>
Recommendation	The recommendation to the Cabinet Member is that these lights should be switched back on immediately and converted to LED in due course.

Site	Graveney Road, Faversham
Number of lights	6
Date of switch off	23/05/2014
Number of enquiries received	1
Date of most recent enquiry	27/1/15
Number of incidents of crime or ASB occurring in the year preceding the trial switch off	0
Number of incidents of crime or ASB occurring in the year following the trial switch off	0
Number and severity of RTCs occurring in darkness during the trial switch off	0
Remarks relating to RTCs	-
Feedback from Development Team	No concerns raised.
Feedback from Operations Team	No concerns raised.
Cost to remove	£3,000
Cost to retain and operate for 15 years	£4,020
Conclusions	<p>There has been no increase in crime and no crashes since switch-off, and the only enquiry received appears to have been satisfactorily addressed by providing information about the trial, suggesting that there is no need to continue providing lighting to this part of the highway.</p> <p>As the columns at this site are under half-way through their expected lifespan, they are unlikely to need replacing within the next 15 years. Notwithstanding this, removing them immediately will result in savings to Kent County Council of around £1,000 over the next 15 years, with more substantial savings in the longer term when these columns would need to be replaced. Taking this into consideration, it is recommended that these columns be removed.</p>
Recommendation	The recommendation to the Cabinet Member is that the street lights should be removed.

3.0 Legal implications

- 3.1 The County Council has no statutory duty to provide street lighting, but where it does so the lighting must be provided and maintained in accordance with industry good practice.
- 3.2 Power for the street lights is supplied by UK Power Networks and switching the lights off for a trial period is acceptable to UKPN, however UKPN will not allow the street lights to remain connected to their network indefinitely if they are not using the power.
- 3.3 If the power to the street lights is removed to satisfy UKPN's requirements the street lights would be considered to be a number of individual highway obstructions. If one of these 'obstructions' were struck, the County Council could be liable for any costs.
- 3.4 In order for the County Council to avoid any legal liability the street lights must be either turned back on or removed.
- 3.5 The presence of a system of street lights in a road restricts vehicle speeds in that road to a maximum speed of 30mph. Where a speed limit in a road with street lights exists that is more or less than 30mph that speed limit would have been made by the creation of a specific Speed Limit Order (SLO).
- 3.6 Where a SLO does not exist the removal of street lights in a road would mean that the road becomes automatically subject to the national speed limit i.e. 60mph for a single carriageway road or 70mph for a dual carriageway.
- 3.7 If the removal of street lights led to the speed limit changing from 30mph to the national speed limit, a SLO would be made to restrict vehicle speeds to a maximum of 30mph.

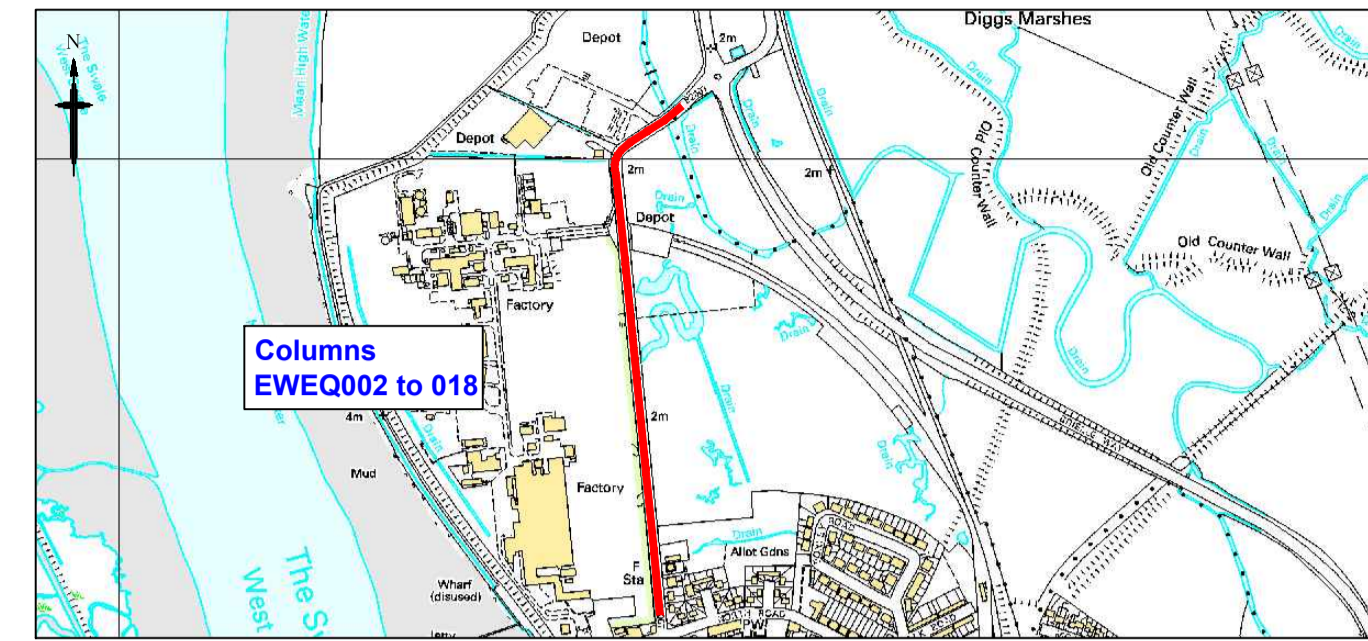
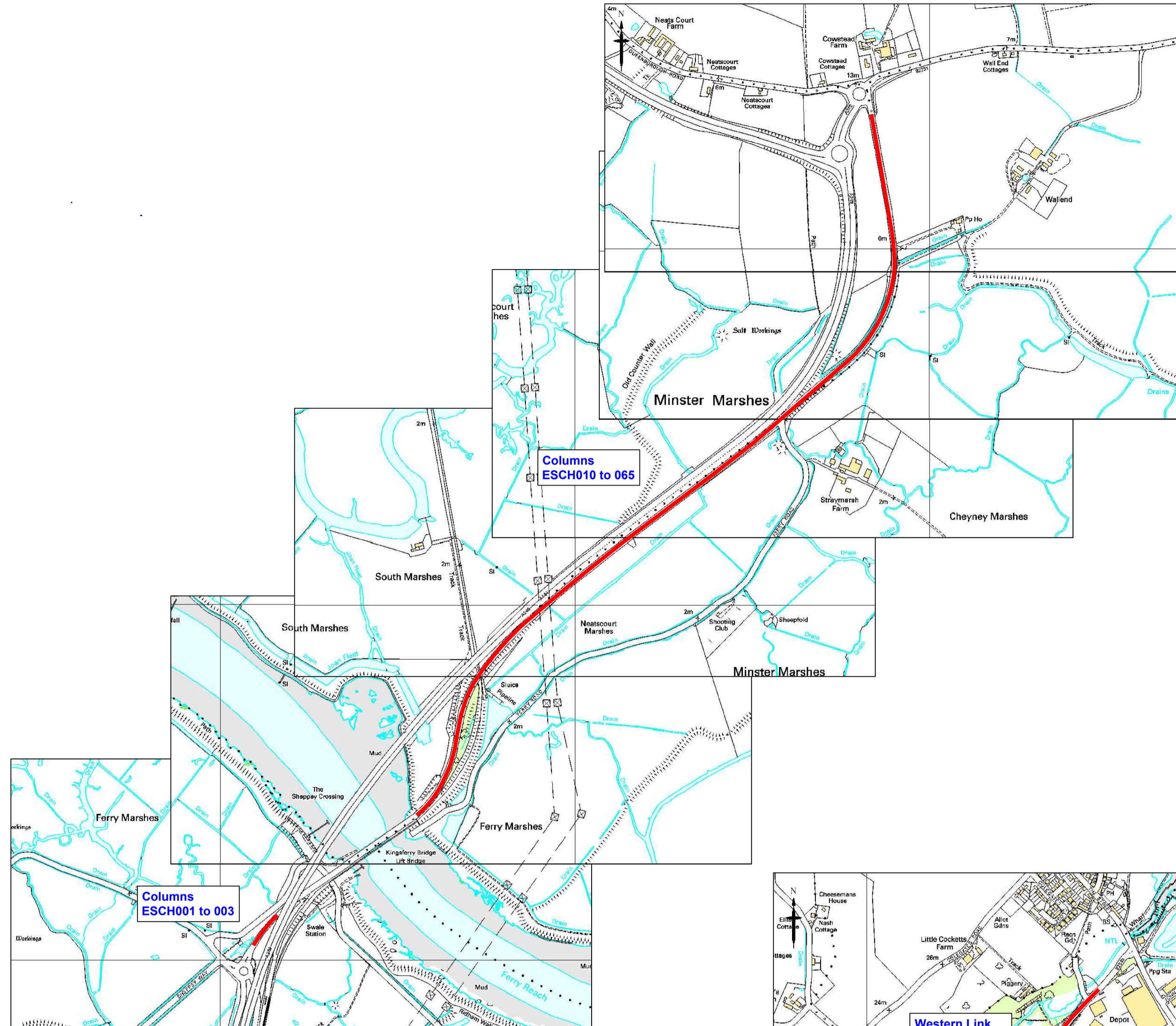
4.0 Conclusions

- 4.1 For the majority of sites across Kent that were included in the trial, turning off the lights has not had an adverse effect.
- 4.2 There are a small number of sites where the absence of lighting has had an adverse effect and some of these were returned to lighting during the trial. The review has identified some other sites where the recommendation is that lighting is restored.
- 4.3 To avoid any legal liability the lights must be switched back on or removed.
- 4.4 The cost to the County Council of removing the lights will in every case be less than the cost of turning the lights back on and maintaining them into the future.
- 4.5 The switch off and removal of the lights will this generate financial savings for the County Council.

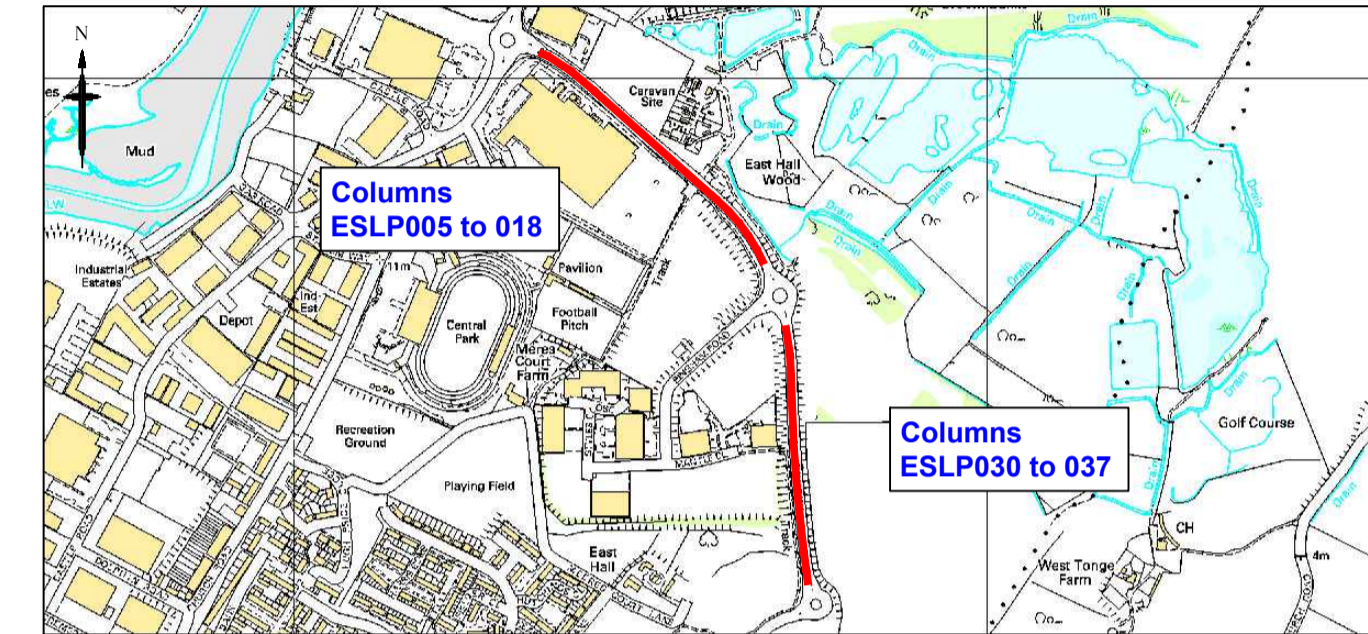
5.0 Recommendations

- 5.1 For each site in the summary tables Members are asked to provide any local information that would require the recommendation being made to the Cabinet Member to be changed.

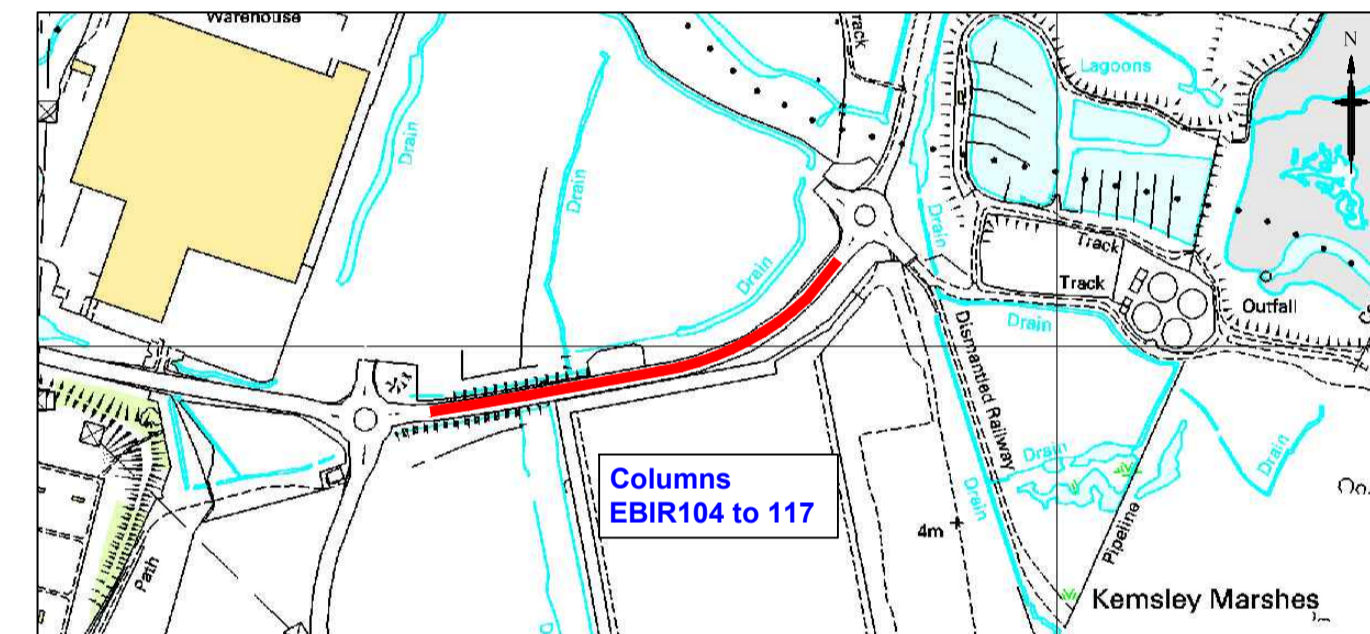
APPENDIX A



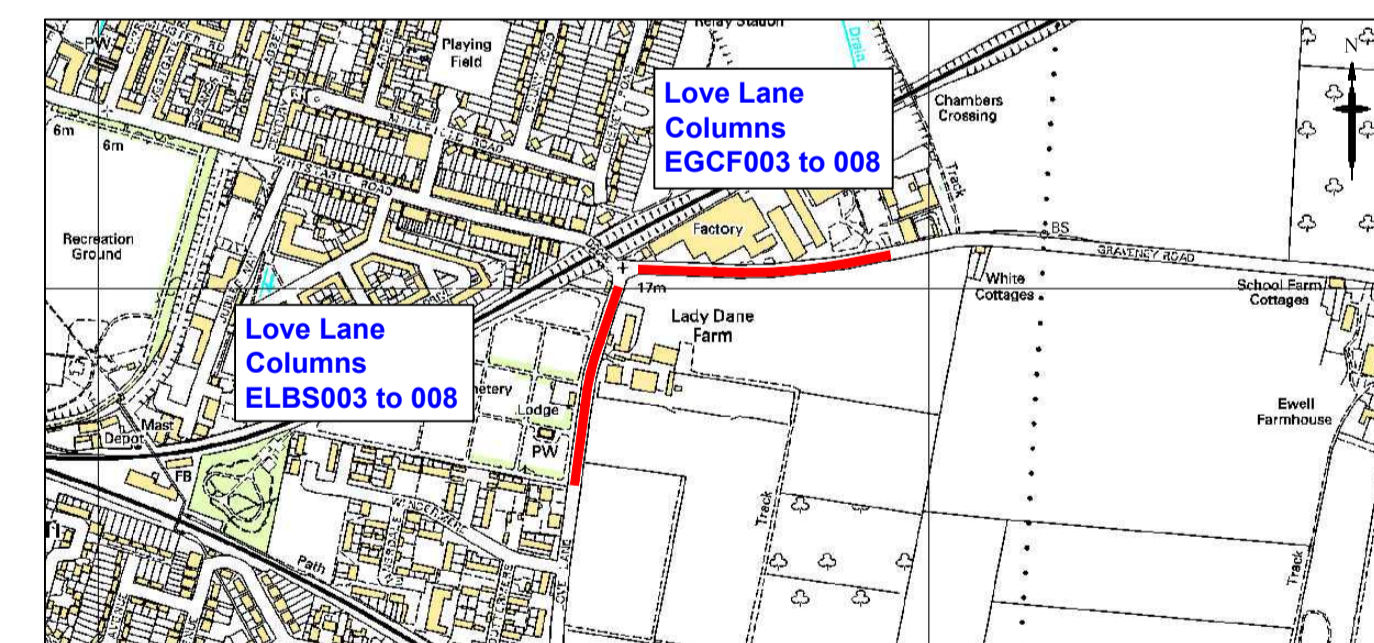
Whiteway Road



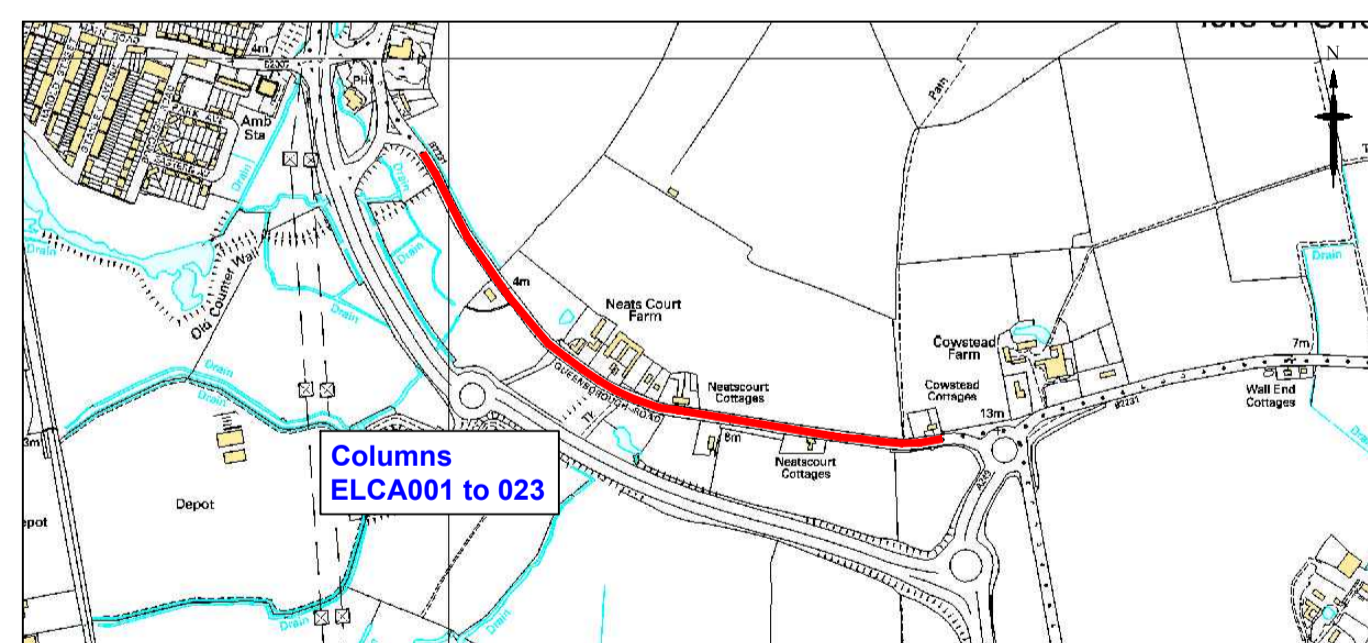
Swale Way



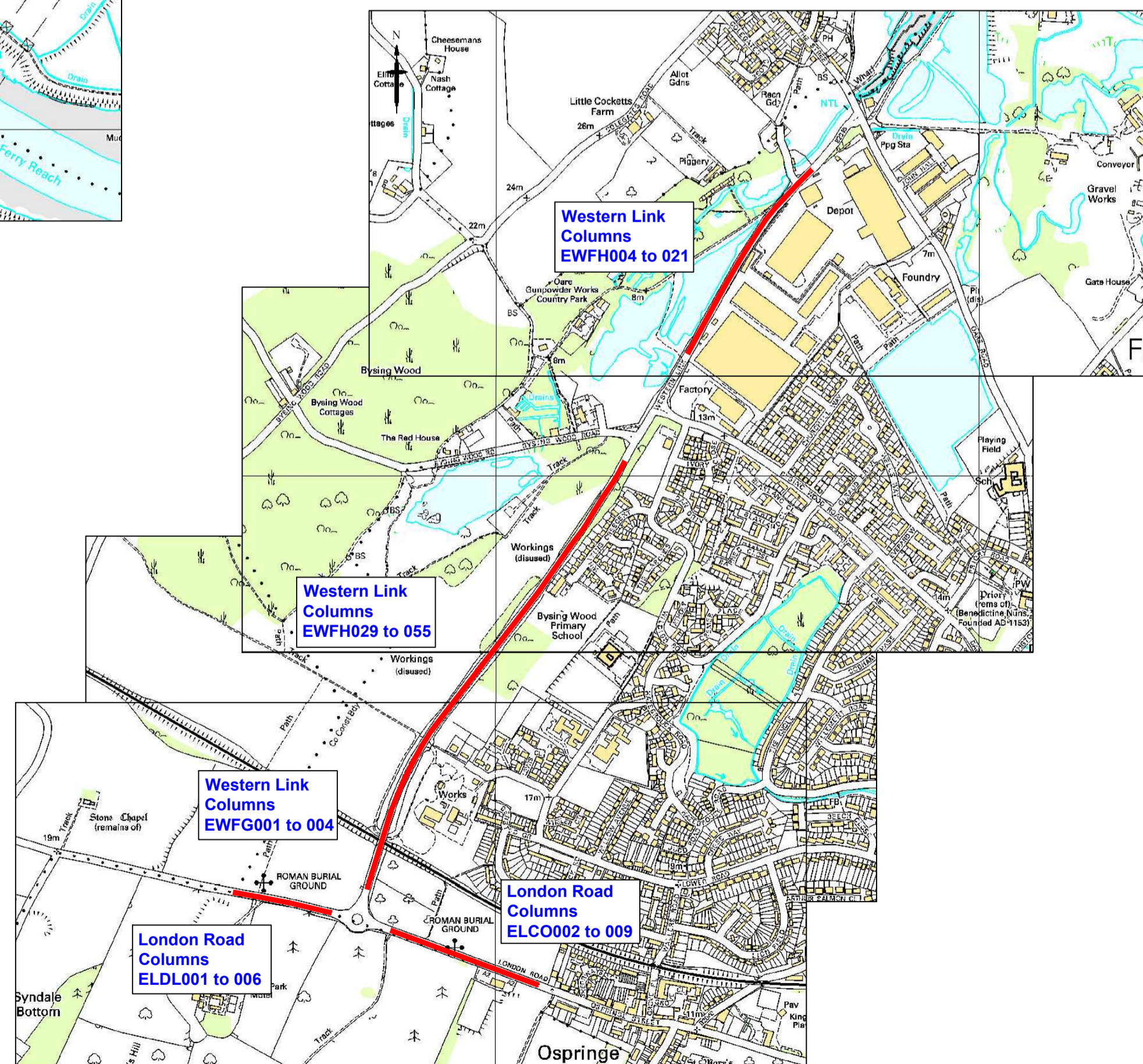
Barge Way



Love Lane & Graveney Road



Queenborough Road



A2 London Road & Western Link, Ospringe

KEY

- Extent of Columns to be switched off.
- ESLP005 Column Ref No. of columns to be switched off.

Rev	Revision Date	Purpose of revision	Drawn	Checked	Approved
3	20.02.2013	Swanetree Avenue Removed	HC	CH	CH
2	06.02.2013	Plan Revised for JTB	HC	CH	CH
1	22.01.2013	Notes changed to indicate switch off	HC	CH	CH
0	12.12.2012		HC	CH	CH



Kent County Council
Ashford Highway Depot, Javelin Way,
Ashford, Kent, TN24 8AD
Tel: 08458 247 800

Project
Safe and Sensible Street Lighting
Phase 1
Trial Switch Off of Surplus Lights

Location Plan - Swale District

Drawing status
For Consultation

Scale	Not to Scale	Do not scale
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Drawing number	KCC/HL/ESP/Swale/01	Rev	3
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This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.

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From: Tim Read – Head of Transportation
To: Swale Joint Transportation Board
Date: 07 December 2015
Subject: **Road Safety Policies, Casualty Trends and Actions in Kent and Swale**
Classification: **For Information**

Summary: The number of road casualties in Kent and Swale has been increasing in line with a national trend. This paper updates Members on road safety policies, casualty trends and the actions being undertaken to improve road safety for Swale residents.

1. Introduction & Background

- 1.1 Keeping our roads as safe as they can be and tackling death and injury is a key priority for KCC, both in respect of a duty, to promote road safety and act to reduce the likelihood of road casualties from occurring (Section 39, Road Traffic Act 1988), as well as a moral and a financial imperative, particularly in respect of preventing long term disability and ill health.
- 1.2 In Kent the number of people killed or seriously injured (KSI) in road crashes fell by 50% between 2000 and 2010. Whilst the long term trend is down, in recent years the number of casualties has been increasing. In 2014 there was an 11% increase over the KSI figures for 2013 on roads in Kent including those managed by Highways England. On roads in Swale, 6 people died and 56 people were seriously injured in 2014, which represents a 35% increase in KSI casualties over the figures for 2013. A full review of road casualty trends in Kent, including information specific to Swale, is published on the County Council's web site at www.kent.gov.uk/roads-and-travel/road-safety.
- 1.3 The increase appears to be part of a wider national trend. Research by the Department for Transport implicates weather conditions and higher traffic flows for part of the increase. Our own research of the police records, alongside other data sources, is now being used to inform interventions for the coming year. This report outlines the key actions being taken over the coming year by the County Council.

3. The Kent Casualty Reduction Strategy

- 3.1 In order to press down on road casualties and improve road safety, the County Council has produced a new Road Casualty Reduction Strategy. The Strategy was approved following a report to the Environment and Transport Cabinet Committee on 24 April 2014 (Item B1) and we are now in the first full year of implementing the projects and interventions set out in the delivery

action plan. The Strategy and its latest action plan are published on the County Council's web site at www.kent.gov.uk/roads-and-travel/road-safety.

3.2 The Strategy looks to draw on a wider range of data to better define risk, and to use this to refocus the type and location of interventions in line with a 'safer systems' approach which is recognised as good practice at the national and international level. Safer Systems recognises the interplay between causation factors and targets interventions to reduce the potential for a collision as well as the severity of the consequences. The Strategy also highlights the need to better integrate education, enforcement and engineering measures, and to improve how we engage with our partners and stakeholders. Over the past year ongoing projects have included:

- Piloting of a 'damage only' crashes database where evidence of crashes can be entered on a county database by the public. This will be used by engineers alongside casualty data to identify casualty reduction measures (CRM). It is planned to launch a county wide system in early 2016.
- Trialling of a new road risk assessment tool will be carried out alongside the annual crash rate analysis to identify whether this methodology can improve our existing assessments. If successful, the tool will identify features (road side furniture, signs, lines, surfacing) which can be modified/ taken out/ improved to reduce the severity in the event of a crash. This information will then be used to potentially improve routes considered in the 2016/17 CRM programme.
- The upgrading of existing safety camera sites from wet film to digital operation was approved following a report to KCC's Environment & Transport Cabinet Committee on 17 September 2014. Following the subsequent approval at Procurement Board, a tender has been issued and, subject to the outcome, sites will begin to be upgraded in 2016. There are 8 fixed and 5 mobile sites in Swale district.
- Delivery of the Driver Diversionary Scheme programme including National Speed Awareness and What's Driving Us courses on behalf of Kent Police. In the current financial year to 31 October 2015, 1,505 people with Swale district postcodes (ME 9-13 inclusive) attended and completed these courses in Kent.
- Further educational and awareness raising measures, including an additional *Licence to Kill* venue for students in years 12-13 (5 Swale secondary schools attended performances this year) and a *range of* campaigns from mobile phones to drug driving, to address emerging trends in data for *at risk* groups such as young drivers and vulnerable road users as well as a new all-encompassing *Share the Road* campaign see www.kentroadsafety.info/.
- Launching of a new road safety web resource for parents and primary schools www.kentchildlife.com. Additionally, primary schools in the District benefitted from road safety roadshows; 22 schools received the Smart Brothers road safety show and a two week tour in Sittingbourne (20 schools) has just ended of the *Be Bright Be Seen* road safety show. A *Good Egg* child car seat checking clinic was also provided in Sittingbourne.
- Outline design is progressing on the CRM programme and new cycle routes and 20mph zones where these schemes can encourage more walking and

cycling to contribute to wider public health outcomes. Queenborough and Halfway have been identified through ward level public health data, although most roads already have a 20mph limit. It is hoped that some 10 schemes will be implemented in 2016 countywide, subject to due process and further schemes will be progressed over the coming years.

4. Financial Implications

- 4.1 The Kent Casualty Reduction Strategy includes a set of measures, presented in a Delivery Action Plan, which represents a refocusing of existing budgets and staff resources. Whilst there are no additional pressures on current budgets as a consequence of this report it is important to note that the case for prioritising additional funding in future spending plans is strong, where this will most likely impact on reducing risk of future casualties. The established average cost of dealing with a fatal crash is £1.9m and the average cost of dealing with a crash involving injury is £75,000 (*Road Casualties Great Britain Annual, 2012*). These figures include the wider impact on the public purse, through the emergency services, the NHS and Kent County Council social services over the first 18 months.

5. The Strategic Statement and Corporate Objectives

- 5.1 Improving road safety and reducing road casualties is in line with the KCC Strategic Statement 2015-2020; specifically outcome 2: Kent Communities feel the benefits of economic growth by being in-work, healthy and enjoying a good quality of life. The relevant themes in the Local Transport Plan for Kent 2011-2016 are '*a safer and healthier County*' and '*enjoying life in Kent*'. There are also links with the County Councils' Joint Health and Wellbeing Strategy (2013) in respect of our wider public health objectives.

6. Conclusions

- 6.1 Death and injury on Kent's roads must continue to be tackled as effectively as possible by all agencies involved. Whilst the long term trend is down, the number of people killed and seriously injured in Swale and on Kent's roads has increased in recent years in line with national trends. The County Council has produced a Road Casualty Reduction Strategy which highlights the need to act to improve road safety and sets out a series of interventions to press down on the likelihood of casualties from occurring in the future including in Swale and for Swale residents. Over the coming year the County Council will continue to work closely with the District Council and other community safety partners to raise awareness of road safety in Swale.

7. Background Documents

- 7.1 Information about the national, Kent and Swale records of road casualties can be found at:

www.gov.uk/government/collections/road-accidents-and-safety-statistics

www.kent.gov.uk/roads-and-travel/road-safety/crash-and-casualty-data

8. Contact details

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From: Tim Read – Head of Transportation
To: Swale Joint Transportation Board
Date: 07 December 2015
Subject: **Quiet Lanes**
Classification: **For Information**

Summary: The objectives of Quiet Lanes are to preserve the character of country lanes, to reduce traffic dominance and vehicle speeds, to encourage drivers to look out for and be more mindful of non-motorised road users and, thereby, to encourage more journeys on foot, by bike or by horse. Kent has a Quiet Lane scheme in the Greensand Ridge area of Tonbridge & Malling. The scheme was developed and promoted through a comprehensive programme of engagement. Positive outcomes were recorded, but at relatively high cost in funding and staff resources.

1. Introduction & Background

- 1.1 Between 1998 and 2002 Kent County Council was involved in a national demonstration project with the Countryside Agency and Tonbridge & Malling District Council to trial a new traffic management intervention for rural roads called Quiet Lanes.
- 1.2 The objectives of Quiet Lanes are to preserve the character of country lanes, to enhance the quality of life for rural communities by reducing vehicle speeds and discouraging through traffic, to encourage drivers to look out for and be more mindful of other road users such as horse riders, cyclists and pedestrians and, thereby, to encourage journeys by these road users.
- 1.3 This report summarises the Kent experience and provides links to information available at the national level.

2. The Kent Greensand Ridge Quiet Lanes Scheme

- 2.1 The Kent Quiet Lanes scheme is located in the Greensand Ridge area between Tonbridge and Maidstone. The roads generally have relatively low traffic flows and speeds (albeit some vehicles are recorded travelling at excessive speed) and few recorded incidents of road casualties.
- 2.2 The scheme, implemented in 2000/01, principally involved modifying signing (fingerpost destinations were removed so through traffic would not be encouraged), entry treatments (a simple post and Quiet Lane sign at the entry and exit of the network). The scheme involved extensive engagement with local people and interest groups.

- 2.3 In summary the key results of the scheme (monitored at year 2 after implementation) showed no change to vehicle flows on weekdays compared to a 16% increase on control roads, 6% lower flows on weekends compared to a 4% increase on control roads and vehicle speeds reduced by 1.8 – 2mph. Surveys showed those ‘bothered’ by motor vehicles fell by 10-15% and those who said they used the Quiet Lanes for cycling, walking or horse riding rose from 21% to 35%. Overall, 86% of local people were supportive of the concept, however, 50% of people did not believe the scheme had worked.
- 2.4 The scheme was considered a success in terms of bringing together local communities and partner organisations to work together to encourage a change in driver attitude and behaviour in a rural context.

3. Financial Implications

- 3.1 The Greensand Ridge Quiet Lane scheme cost £200,000 when implemented in 1991. This comprised £135,000 for engineering measures, £15,000 for monitoring, £2,000 for leaflets and publicity and £50,000 for staff costs. The scheme was funded by contributions from Kent County Council, Tonbridge & Malling District Council and the Countryside Agency.

4. The Strategic Statement and Corporate Objectives

- 4.1 Improving quality of life and road safety is in line with the KCC Strategic Statement 2015-2020; specifically outcome 2: Kent Communities feel the benefits of economic growth by being in-work, healthy and enjoying a good quality of life. The relevant themes in the Local Transport Plan for Kent 2011-2016 are ‘*a safer and healthier County*’ and ‘*enjoying life in Kent*’. There are also links with the County Councils’ Joint Health and Wellbeing Strategy (2013) in respect of our wider public health objectives and the County Councils Road Casualty Reduction Strategy (2014) in respect of improving road safety and improving road safety for vulnerable road users.

5. Conclusions

- 5.1 The community based approach of the Quiet Lanes scheme was shown to work well in developing a consensus and encouraging a change in road user behaviour of local people in a rural context. However, Quiet Lanes are resource intensive to develop and deliver and an ongoing programme of engagement and publicity is needed to maintain the benefits in the long term.

6. Background Documents

- 6.1 Quiet Lanes – A National Demonstration Project in Kent (KCC, 2002). The Transport Research Laboratory www.trl.co.uk have various monitoring reports on Quiet Lanes and the Campaign for the Protection of Rural England www.cpre.org.uk have produced a Guide to Quiet Lanes (2003).

7. Contact details

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South Avenue School, Sittingbourne : Pedestrian Crossing Proposals

To: **Swale Joint Transportation Board – 7th December 2015**

Main Portfolio Area: **Kent County Council – Highways, Transportation & Waste**

By: **Tim Read – Head of Transportation**

Classification: **For Information**

Ward: **Roman** Division: **Swale Central**

Summary: Safety of school children travelling to/from school, in particular crossing South Avenue has become of particular concern after a recent serious accident. Purpose of the report is to initiate a discussion on crossing facilities at this location.

1.0 Introduction and Background

1. Introduction

- 1.1 South Avenue Junior School is located midway along South Avenue, a wide 30mph traffic calmed street with informal on street parking. There are numerous road junctions onto South Avenue, particularly in the vicinity of the school entrance. As the result of a recent collision, the pedestrian safety of this location has been reviewed by KCC highways and, in particular, the safety of school children crossing the road. A plan and street view image can be found in Appendix 1.
- 1.2 There have been three collisions in the last three years along South Avenue School, two of which involved a child crossing the road during the school run. One of the incidents occurred opposite the pedestrian entrance to the school, and the other just north of the junction with Chilton Avenue. The third accident involved a cyclist, who was deemed to be at fault in the collision.
- 1.3 The site is currently below KCC's threshold of 6 personal injury collisions within a 50m cluster to be considered for funding via the Crash Remedial budget.

2.0 The Proposals

- 2.1 There are currently no proposals to improve pedestrian safety at this location. This report serves to open a discussion as to whether a feasibility study should be carried out for highway improvements to facilitate pedestrians. The road layout at this location, with multiple junctions in the vicinity of South Avenue School makes positioning a formalised crossing a challenge. In particular, the distance between the junctions either side of the school entrance do not meet the forward visibility recommendations for a crossing.
- 2.2 For a feasibility study to be carried out, funding would need to come from one of two sources, as KCC do not have a budget to undertake this work. a) Combined Member Grant Funding or b) Third Party funding

3.0 Financial

- 3.1 To undertake a feasibility study via the Combined Member Grant, the total cost would be £2900. This is inclusive of an outline design and investigation, stage 1 safety audit, traffic count, and pedestrian count.
- 3.2 If it is decided a scheme is feasible, there are two possible options to progress:
 - a. Funding a scheme to implement highway improvements, utilising the Combined Member Grant (CMG).
 - b. For KCC to bid for a package of highway improvements – to facilitate the passage of children to and from South Avenue School, for funding in the next round of LGF bids. This would be for construction in financial year 17/18 (bids have already been completed for 16/17)

4.0 Legal implications

5.0 Conclusions

- 5.1 Over the last three years there have been two collisions involving children crossing the road to/from school. Whilst this would be considered below KCC’s Crash Remedial budget threshold, a detailed investigation could be undertaken to assess whether access to the school can be improved. Such improvements could either be in the form of a school crossing patrol or highway improvements, both of which will require a similar feasibility study. Funding for such a study will need to be made through CMG or from third party funding.

6.0 Recommendations

- 6.1 Fund a feasibility study into highway improvements to improve access to the school, once a funding stream has been identified. This may also serve to highlight a need for a school crossing patrol.
- 6.2 Open a discussion with South Avenue School about having a school crossing patrol at this location.

7.0 Equality Assessment

- 7.1 Members are reminded of the requirement, under the Public Sector Equality Duty (section 149 of the Equality Act 2010) to have due regard to; (i) eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act 2010, (ii) advance equality of opportunity between people from different groups, and (iii) foster good relations between people from different age groups. The decisions recommended through this paper directly impact on end users. The impact has been analysed and varies between groups of people, in so far as the provision of these maintenance and improvement schemes improves highway safety and accessibility for highway users.

Future Meeting if applicable:	Date: 7 th March
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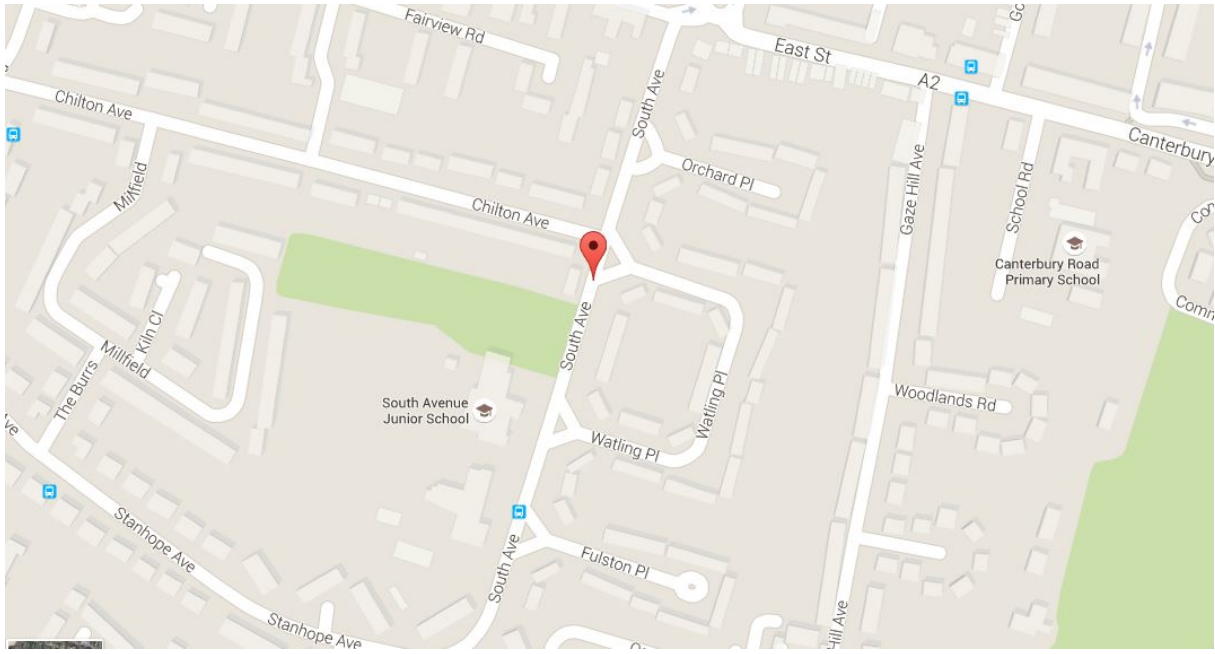
Contact Officer:	Alexander Barton
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Reporting to:

Andy Corcoran

Appendix 1:

Map showing location



Aug 2015 streetview image of entrance to school



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To: Swale Joint Transportation Board
By: KCC Highways and Transportation
Date: 7th December 2015
Subject: Highway Works Programme 2015/16
Classification: Information Only

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

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	Road and Footway Asset Manager
Katie Moreton	Drainage Manager/Interim Structures Manager
Sue Kinsella	Street Lighting Manager
Toby Butler	Intelligent Transport Systems Manager
Andrew Hutchinson	PROW
Jamie Hare	Developer Funded Work
Jamie Watson	Transportation and Safety Schemes
Kirstie Williams	Combined Member Fund

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.

Machine Resurfacing – Contact Officer Byron Lovell			
Road Name	Parish	Extent of Works	Current Status
Torry Hill	Doddington	Junction with Tory Hill, Old Lenham Road and Endings Wood Road	Complete
Park Road	Sittingbourne	Roundabout and approaches, junction with Albany Road	Programmed for February 2016
A2 London Road / Hartlip Hill	Upchurch	Junction with Breach Lane	Completed
Dawes Road	Dunkirk	Repair of the collapsed section	Programmed for December 2015
Footway Improvement - Contact Officer Neil Tree			
Road Name	Parish	Extent and Description of Works	Current Status
Brookes Place	Newington	Entire length (Replacement of tarmac surface and kerbing where required)	Completed
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)	Work commences 19 th November 2015 for 10 weeks
Oak Lane	Minster-on-Sea	From Opposite Oak Lane Stores to the property The Nook (Footway protection treatment)	Completed
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)	Completed
School Lane	Bapchild	From its junction with the A2 Fox Hill to junction with Ashtead Drive (Footway protection treatment)	Completed
Meads Avenue	Sittingbourne	Entire length (Footway protection treatment)	Completed
Knightsfield Road	Sittingbourne	Entire length (Footway protection treatment)	Completed

Micro Surfacing - Contact Officer Mrs Wendy Boustead

Road Name	Parish	Extent of Works	Current Status
Northwood Drive	Sittingbourne	Whole length	Completed
Oad Street	Borden	From its junction with M2 over bridge to the traffic calming east of village	Completed
Swanstree Avenue	Sittingbourne	From its junction with St Johns Avenue to its junction with Wadham Place	Completed
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	Completed
Epps Road	Sittingbourne	Whole length	Completed

Appendix B – Drainage Repairs & Improvements

Drainage Works – Contact Officer Kathryn Morton			
Location	Description of Works	Job Status	Timescale for Completion
Warden Road, Eastchurch	Installation of new pond	Works programmed	Works complete

South Street, Selling	Installation of overflow soakaway	Works programmed	Works complete
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Appendix C – Street Lighting

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

Street Lighting Column Replacement – Contact Officer Sue Kinsella			
Road Name	Parish	Description of Works	Status
Castle Road	Sittingbourne	Replacement of 1 no street light complete with LED lantern	Completed
Lower Road	Minster-On-Sea	Replacement of 1 no street light complete with LED lantern	Completed
Thanet Way	Hernhill	Replacement of 1 no sign post complete with LED downflood	Completed
The Promenade	Leysdown	Replacement of 4 no street lights complete with LED lantern	Completed
East Street	Faversham	Replacement of 1 no street light complete with LED lantern	Completed
High Street	Eastchurch	Replacement of 5 no street lights complete with LED lanterns	Completed
Rectory Road	Sittingbourne	Replacement of 1 no street light complete with LED lantern	Completed
East Street	Faversham	Replacement of 4 no street lights complete with LED lanterns	Completed
Halfway Road	Sheerness	Replacement of 1 street light complete with LED lantern	Completed
Hawthorn Avenue	Sheerness	Replacement of 5 no street lights complete with LED lanterns	Completed
Pepys Avenue	Sheerness	Replacement of 4 no street lights complete with LED lanterns	Completed
Hope Street	Sheerness	Replacement of 2 no street lights complete with LED lanterns	Completed
First Avenue	Queenborough	Replacement of 8 no street lights complete with LED lanterns	Completed
Dumergue Avenue	Queenborough	Replacement of 7 no street lights complete with LED lanterns	Completed

Abbey View Drive	Minster-On-Sea	Replacement of 12 no street lights complete with LED lanterns	Completed
Queenborough Drive	Queenborough	Replacement of 15 no street lights complete with LED lanterns	Completed
Bassett Road	Sittingbourne	Replacement of 4 no street lights complete with LED lanterns	Completed
Auckland Drive	Sittingbourne	Replacement of 1 no street light complete with LED lantern	Completed
London Road	Newington	Replacement of 9 no street lights complete with LED lanterns	Traffic Management issue which requires further investigation Programmed for completion by February 2016
Dover Street	Sittingbourne	Replacement of 1 no street light complete with LED lantern	Traffic Management issue which requires further investigation Programmed for completion by February 2016
High Street	Sheerness	Replacement of 7 no street lights complete with LED lanterns	6 columns completed Remaining Column programmed for completion by end of December 2015
Curtis Way	Faversham	Replacement of 4 no street lights complete with LED lanterns	UKPN issue with mains supply in vicinity of column. Works required to be completed by UKPN. Programmed for completion by February 2016
St Helens Road	Sheerness	Replacement of 10 no street lights complete with LED lanterns	9 columns completed Remaining job programmed for completion by end of December 2015
Winstanley Road	Sheerness	Replacement of 15 no street lights complete with LED lanterns	8 columns completed Remaining jobs programmed for completion by end of December 2015
Alma Road	Sheerness	Replacement of 10 no street lights complete with LED lanterns	8 columns completed Remaining jobs programmed for completion by end of December 2015
Richmond Street	Sheerness	Replacement of 7 no street lights complete with LED lanterns	2 columns completed Remaining jobs programmed for completion by end of December 2015

Granville Road	Sheerness	Replacement of 9 no street lights complete with LED lanterns	3 columns completed Remaining jobs programmed for completion by end of December 2015
Admirals Walk	Minster-On-Sea	Replacement of 13 no street lights complete with LED lanterns	11 columns completed Remaining jobs programmed for completion by end of December 2015
Burley Road	Sittingbourne	Replacement of 7 no street lights complete with LED lanterns	4 columns completed Remaining jobs programmed for completion by end of December 2015
Broadway	Sheerness	Replacement of 1 no street light complete with LED lanterns	Programmed for completion by end of December 2015
Chapel Street	Minster-On-Sea	Replacement of 3 no street lights complete with LED lanterns	Programmed for completion by end of December 2015
Milton Road	Sittingbourne	Replacement of 1 no street light complete with LED lantern	Programmed for completion by end of December 2015
Preston Street	Faversham	Replacement of 1 no street light complete with LED lantern	Programmed for completion by end of December 2015
Berridge Road	Sheerness	Replacement of 1 no street light complete with LED lantern	Programmed for completion by end of December 2015
Rock Road	Sittingbourne	Replacement of 7 no street lights complete with LED lanterns	Programmed for completion by end of December 2015
Almond Tree Close	Sheerness	Replacement of 2 no street lights complete with LED lanterns	Programmed for completion by end of December 2015
Ufton Lane	Sittingbourne	Replacement of 6 no street lights complete with LED lanterns	Programmed for completion by end of December 2015
Seaside Avenue	Minster-On-Sea	Replacement of 2 no street lights complete with LED lanterns Replacement of 1 no sign post complete with LED downflood	Programmed for completion by end of December 2015
Harps Avenue	Minster-On-Sea	Replacement of 1 no sign post complete with LED downflood	Programmed for completion by end of December 2015
The Leas	Minster-On-Sea	Replacement of 2 no sign posts complete with LED downflood	Programmed for completion by end of December 2015
Ridham Avenue	Sittingbourne	Replacement of 1 no street light complete with LED lantern	Programmed for completion by end of December 2015
Bruges Court	Sittingbourne	Replacement of 2 no street lights complete with LED lanterns	Programmed for completion by end of December 2015

Borden Lane	Sittingbourne	Replacement of 1 no street light complete with LED lantern	Programmed for completion by end of December 2015
Britannia Close	Sittingbourne	Replacement of 1 no street light complete with LED lantern	Programmed for completion by end of December 2015
Austin Close	Sittingbourne	Replacement of 1 no street light complete with LED lantern	Programmed for completion by end of December 2015

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

Casualty Reduction Measures Identified to address a known history of personal injury crashes			
Road Name	Parish	Description of Works	Current Status
High Street	Sittingbourne	Pedestrian safety scheme	Works complete. Amendments have been requested
A2 London Road / Chalkwell Road	Sittingbourne	Junction improvement	Design and coordination meetings with contractor complete. Work to take place starting 2 nd week of January for approx. 6 weeks. Works along Chalkwell Road will be coordinated with the gas works taking place.
A2 Canterbury Rd / Swanstree Avenue	Sittingbourne	Traffic signal modifications	Scheme complete
A2 St Michaels Road / Crown Quay Lane	Sittingbourne	Traffic island re-location and yellow box markings	Design in progress – this will now be a minor job refreshing and making minor alterations to road markings
B2005 Swale Way / Lloyd Drive	Sittingbourne	Junction improvement	Scheme complete – one defect to be corrected in lighting the new give way sign
A2 Hartlip Hill / Lower Hartlip Rd	Lower Hartlip	Signing, lining and resurfacing improvements	Signage works ordered. To be complete end December 2015
Castle Road / Dolphin Road	Sittingbourne	Signing improvements	Works have been completed 26 th June 2015

Appendix D2 – Integrated Transport Schemes

Integrated Transport Schemes 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 have prevented the progression of this scheme. Not all residents were prepared to provide their land for the purpose of the footway. KCC will continue to monitor the situation should all residents become in favour of progressing this scheme
Eastchurch Primary School	Leysdown-on-Sea	School safety zone. Provision of part time 20mph zone	Road markings and red patches completed. Standard signs installed. VMS and Flashing school warning signs are installed, one post to amend for VMS sign
Bobbing Village School	Bobbing	School safety zone. Provision of part time 20mph zone	Design underway. Scheme has been postponed for delivery until 16/17 due to a new speed limit TRO being required following concerns raised at road safety audit. The timescales for this mean it will not be deliverable before the end of the current financial year
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 will now take place in the 16/17 financial year as the design will not be ready in time for implementation in 15/16
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. Construction in 16/17. Ongoing discussions taking place with landowner as well as undertaking of additional drainage surveys
A2500 Lower Rd / Rowetts Way	Eastchurch	Speed limit amendments	Works complete
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

Local Growth Fund – Contact Officer Ben Hilden Central Government funded schemes to support economic development			
Road Name	Parish	Description of Works	Current Status
Howard Ave to Laburnham Place	Sittingbourne	New cycle route	Work commenced on site 2 nd November 2015 and is scheduled to take 6 weeks to complete
National Cycle Route 1	Sittingbourne	Cycle route signing improvements. Full extent not know at present	Currently being designed for handover to site team in December 2015. Anticipated delivery before the end of March 2016

Appendix E – Developer Funded Works

Developer Funded Works (Section 278 Works) – Contact Officer Robert Colley				
File Ref.	Road Name	Parish	Description of Works	Current Status
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	Minor remedial works to complete then adoption
SW/2045	Mill Way, Sittingbourne	Sittingbourne	New traffic signals associated with new supermarket	Awaiting As- Built drawings to be submitted by the developer
SW/3037	Stickfast Lane Iwade	Iwade	Provision of passing places and new access for Brick Clay extraction Orchard Farm	Design submission being vetted
SW/3027	Tunstall Road Tunstall	Tunstall	New School access traffic calming changes and footway connection	Works mostly completed
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	Redesign of works to be carried out at junction – See Minute No. 218/09/14
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 (street lighting problem)
SW/003035	109-111 Staplehurst Road Sittingbourne	Sittingbourne	Provision of revised traffic calming and vehicle access for housing developments	Technical vetting of design underway

SW/003026	Attlee Way/Wyvern Close Sittingbourne	Sittingbourne	Provision of revised traffic calming and vehicle access for housing developments	Technical vetting of design underway
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 completed
SW/003030	West Street	Sittingbourne	Provision of HGV delivery vehicle lay-by for restaurant	Completion works still required

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.

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

Appendix E – PROW

Public Rights of Way – Contact Officer Andrew Hutchinson		
Location	Description of Works	Current Status
No works planned		

Appendix H – Bridge Works

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

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

Highway Improvement Schemes Progress Report

Appendix F – Combined Member Fund

Combined Member Grant programme update for Swale

The following schemes are those which have been approved for funding by both the relevant Member and by Roger Wilkins, Interim Director of Highways, Transportation and Waste. The list only includes schemes, which are

- in design
- at consultation stage
- Handed over for delivery
- Recently completed on site.

The list is up to date as of **2nd November 2015**.

The details given below are for highway projects only. This report does not detail

- Contributions Members have made to other groups such as parish councils
- Highway studies
- Traffic/ non-motorised user surveys funded by Members.

More information on the schemes listed below can be found via Kent Gateway, the online database for all Combined Member Grant schemes and studies, or by contacting the Schemes Project Manager/ Engineer for the Swale District.

2014/15/16 Combined Member Grant Highway Schemes

Roger Truelove

Details of Scheme	Status
15-MHF-SW-31 The Street, Iwade Install illuminated GIVE WAY sign	Preparing to hand over to Contractor to deliver
14-MHF-SW-63 Volante Drive, Sittingbourne Install motorbike inhibitors	Preparing to hand over to Contractor to deliver
14-MHF-SW-64 Volante Drive, Sittingbourne Install advanced junction warning sign	Preparing to hand over to Contractor to deliver

Mike Baldock

Details of Scheme	Status
15-MHF-SW-23 Oad Street, Borden Lining improvements	Works complete on site awaiting completion certificate
14-MHF-SW-53 Borden Lane, Borden Installation of traffic islands	Works complete on site awaiting completion certificate

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.

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	Highway works programme 2010/2011	KCC	Mill Way, Sittingbourne Asda site – signalling 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 91			Sittingbourne Retail Park site	Widening of approach road from Sittingbourne Retail Park to the new traffic signal junction is still being pursued. <i>Additional unrecorded statutory undertakers plant identified in works area prior to construction. Currently liaising with UKPN for service diversions. Scheme construction put on hold until completion of diversionary works. Likely scheme construction date April/May 2016.</i>	
590/03/12	Highways at the junction of Warden Bay Road and B2231 Leysdown Road	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.	<i>Road markings and red patches completed. Standard signs installed. VMS and</i>	

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KHS - Comments/date due back to JTB	SBC - Comments/date due back to JTB
	Subsequent related Minute No. 67/06/13 – Eastchurch Primary School pedestrian crossing petition	KCC	(1) That a letter be sent to KCC Highways to include the points made by the Ward Member regarding the crossing, risk assessments and the re-location of the 30mph zone and a more detailed report be submitted to a future JTB meeting.	<i>Flashing school warning signs are installed, one post to amend for VMS sign.</i>	
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. <i>The detailed design for the proposed roundabout is being progressed.</i>	
Page 92	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.		
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.		<i>Traffic Regulation Order is being drafted and a meeting is planned with Bus Operators in the next couple of weeks.</i> <i>Following a further meeting with KCC and local bus operators in September 2015, the formal consultation on the proposed relocation of Sittingbourne Market commenced Monday 23 November 2015. The Planning Authority has</i>

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KHS - Comments/date due back to JTB	SBC - Comments/date due back to JTB
Page 93 28/09/14					<p><i>been consulted, yet to determine whether a planning application will be required but it is envisaged that should it be required then this will run parallel with the formal consultation. Technical works are currently being reviewed by KCC. The Market Co-operative are keen to launch in the spring 2016.</i></p>
	<p>Lower Road Junction with Barton Hill Drive, Isle of Sheppey</p>	<p>KCC</p>	<p>(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.</p>	<p><i>Initial design work is currently being undertaken on a roundabout scheme, and discussions are ongoing with landowners and developers to help secure the delivery of it.</i></p> <p><i>Whilst the S278 Agreement for previously agreed highway works to the junction has expired, the agreement is only a mechanism used to allow a developer to carry out works on the</i></p>	

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KHS - Comments/date due back to JTB	SBC - Comments/date due back to JTB
Page 94				<p>public highway. Their standard duration is 12 months, after which they must reapply. Expiry does not remove the obligation for the developer to undertake the works. However, in this instance, it has been agreed with the developer that the funds they were to use for those works can instead be diverted towards delivering the roundabout.</p>	
49/06/15	Proposed Waiting Restrictions – Informal Consultation	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>(1), (3) and (4) Traffic Regulation Order due to come into force 7th December 2015. Parking situation to be monitored when cemetery becomes operational prior to carrying out any further consultation.</p>
195/09/15	Proposed Waiting Restrictions, The Street, Boughton-under-Blean	SBC	<p>(1) That double yellow lines across the Gas Lane entrance, off The Street, Boughton-under-Blean be included in the next Traffic Regulation Order.</p>		<p>(1) Double yellow lines across Gas Lane included in next Traffic Order, Amendment 17,</p>

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KHS - Comments/date due back to JTB	SBC - Comments/date due back to JTB
			(2) That the proposed double yellow lines between 179 and 191 The Street, Boughton-under-Blean be abandoned.		<i>currently being drafted. (2) Consultees advised and proposals abandoned.</i>
196/09/15	Formal Objections to Traffic Regulation Order	SBC	(1) That double yellow lines be installed around the corners of the junction of All Saints Close/The Street, Iwade. (2) That the report be noted and the Traffic Regulation Order be progressed.		<i>As per minute number 49/06/15, Traffic Order to come into force on 7th December 2015.</i>
197/09/15	Informal Consultation on waiting restrictions	SBC	(1) That a single yellow line on the east side of Grayshott Close, Sittingbourne be proceeded, with restrictions between 8am and 5pm, Monday to Friday. (2) That the existing double yellow lines in Grayshott Close, Sittingbourne near the junction with Highsted Road be extended from five metres to 10 metres in length. (3) That double yellow lines around the turning head at the end of Grayshott Close, Sittingbourne be installed.		<i>All restrictions included in next Traffic Regulation Order, Amendment 17, currently being drafted.</i>
198/09/15	Swale Rail Line between Sittingbourne and Sheerness-on-Sea	KCC	(1) That Swale be encouraged to consider funding the Kent Community Rail Partnership £4,000 per year towards promoting events in Swale. (2) That the Kent Community Rail Partnership consider extending their remit to Swale's lesser used stations, including Teynham, Newington and Selling.		

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