



AGENDA

SWALE JOINT TRANSPORTATION BOARD MEETING

Date: Monday, 7 March 2016

Time: 5.30 pm

Venue: Council Chamber, Swale House, East Street, Sittingbourne, Kent, ME10 3HT

Membership:

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

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

Parish Council Members:

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

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

RECORDING NOTICE

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Pages

1. Emergency Evacuation Procedure

The Chairman will advise the meeting of the evacuation procedures to follow in the event of an emergency.

2. Apologies for absence and confirmation of substitutes

3. Minutes

To approve the Minutes of the Meeting held on 7 December 2015 (Minute Nos. 373 - 385) as a correct record, subject to an amendment on the top of page 411, to read 'double yellow lines', rather than 'double yellow lanes'.

Cabinet on 3 February 2016 resolved:

That the report 'Parking in Swale' – Minute No. 376 be considered further at the next Swale Joint Transportation Board on 7 March 2016. This is reported at item 6 on the agenda 'Verge and Footway Parking in Swale'.

4. 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.

5. 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 March 2016. 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.

A representative from '20's Plenty' is presenting to request that a working group is set-up to examine how 20mph could be implemented throughout all residential streets in Faversham.

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

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| 6. | Verge and Footway Parking in Swale | 1 - 6 |
| 7. | Formal Objections - Traffic Regulation Order for Proposed Sittingbourne Market Re-location | 7 - 24 |
| 8. | Formal Objections - Traffic Regulation Order Amendment 17 (Grayshott Close, Sittingbourne and Church Road, Eastchurch) | 25 - 52 |
| 9. | Fairview Road Area, Sittingbourne - Parking Review | 53 - 70 |
| 10. | Information Consultations on Proposed Waiting Restrictions | 71 - 112 |

This report provides a summary of informal consultation results with residents and statutory consultees on proposals to install waiting restrictions in Wildish Road, Faversham and The Street/Canterbury Road in Boughton-under-Blean and Dunkirk.

Part Two - Report for recommendation to Kent County Council's Cabinet

11. A2/A251, Faversham - Junction Improvement Update
- To receive a presentation on the junction improvements.

Part Three - Information Items

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| 12. | Lower Road, Isle of Sheppey, petition | 113 -
114 |
| 13. | Swale Highway Works Programme | 115 -
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| 14. | Progress Update Report | 129 -
134 |
- To note progress made following recommendations and agreed action at previous meetings.
- | | | |
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| 15. | Department for Transport response to the closure of the A249 | 135 -
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Issued on Monday, 22 February 2016

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**

SWALE JOINT TRANSPORTATION BOARD

Meeting Date	Monday 7 th March 2016
Report Title	Verge and Footway Parking in Swale
Cabinet Member	Clr David Simmons
SMT Lead	Dave Thomas
Head of Service	Dave Thomas
Lead Officer	Mike Knowles (SBC)
Classification	Open

Recommendations	Members are asked to re-consider their recommendation of December 2015, as per the Cabinet decision, in light of the additional information provided by Officers.
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1. Purpose of Report and Executive Summary

- 1.1 Having considered and discussed the December 2015 report, Members of the JTB resolved to recommend that “the byelaw restricting parking on grass verges be extended to include parking on footways”.
- 1.2 At the Cabinet Meeting on 3 February 2016 following the December 2015 JTB, it was resolved that in view of the significant implications of changing the current byelaw to include footway parking, the matter should be referred back to the JTB for further consideration.

2. Background

- 2.1 As the initial report to the JTB had not considered the potential recommendation, this report presents all options and relative implications.
- 2.2 The report to the JTB presented the current situation regarding inconsiderate parking on footways, emphasising that the police and the highway authority already have powers to deal with any vehicles parking in a manner to obstruct free passage along a highway. It was noted however that this is not generally regarded as a priority function by the delegated authorities.
- 2.3 The report also clarified what actions the Council may currently take where parking restrictions exist, including yellow lines adjacent to where vehicles are parking on grassed verges.

- 2.4 Members of the JTB made a proposal that Swale's current byelaw covering parking on grassed verges be extended to include footway parking. Despite concerns raised by some Members, the proposal was passed by 8 votes to 6.

3. Issue for Decision

- 3.1 There are significant concerns around the implications of this proposal should it be adopted:

Impact on Residents

- 3.2 A revision to the current byelaw will have a significant impact on residents in many areas of the Borough. With limited carriageway widths and high demand for parking on-street due to a lack of off-street parking facilities, in many roads residents are forced to park their vehicles on footways.
- 3.3 A borough-wide ban on footway parking will severely impact on these residents, where in most cases parking in adjoining streets is not an option as they are already saturated with parked vehicles.
- 3.4 The result will inevitably be an increase in the number of driveway entrances and pedestrian crossing points becoming obstructed, and inappropriate parking on junctions, as drivers struggle to find available parking spaces.
- 3.5 Where residents are forced to park vehicles on the carriageway as a result of a change to the byelaw, problems around traffic movement could increase, which may leave authorities no option but to install double yellow lines along one side of the road. This will exacerbate the issues for residents as on-street parking capacity will be significantly reduced, with local authorities unable to offer alternative parking arrangements.

Enforcement

- 3.6 The revised byelaw would need to be allocated appropriate additional resources for investigation and enforcement purposes. This resource allocation may be significant when considering the level of expectation of the public in terms of enforcing the revised byelaw.
- 3.7 The current byelaw is inefficient in terms of enforcement, and is only used where persistent offenders have damaged grassed verges by frequent parking. To use the byelaw, a case file needs to be produced for each offender and therefore it is not a simple case of issuing an enforcement notice. The matter will then be heard in a Magistrates Court.
- 3.8 As a result, enforcement of the byelaw is a slow and potentially expensive procedure, and one where additional legal resources may also be required should

the byelaw be amended to include footway parking, as previously recommended by the JTB.

Consistency

- 3.9 If the byelaw is amended to include footway parking, this would result in a Borough-wide prohibition of parking on all footways. There are many areas in the Borough where vehicles are being parked on footways because parking on the carriageway would cause an obstruction to the safe passage of other vehicles. In these areas it may be considered acceptable to park on the footway, particularly where footways are wide enough to accommodate the vehicles whilst maintaining adequate width for the safe passage of pedestrians.
- 3.10 A Borough-wide prohibition of parking on all footways will result in a significant demand on resources resulting in some areas with limited patrols. Leaving such areas unenforced may result in reputational damage and complaints of inconsistency, particularly if vigorous enforcement is carried out in other areas. There could also be issues where the Police would prefer to see vehicles parked on footways to prevent carriageway obstruction, or to serve as traffic calming measures.

Practicality

- 3.11 As detailed in 3.9, the amendment to the byelaw would impact on all footways in the Borough, irrespective of the circumstances.
- 3.12 It should be considered that verges and footways remain the responsibility of Kent County Council and therefore an alternative method to deter verge parking and footway obstruction should be sought in the first instance with the Highways Team.
- 3.13 Individual Traffic Regulation Orders may be introduced for “hot spots” which in themselves would be very resource intensive to administer and enforce. There are also costs associated with the preparation of the Traffic Regulation Order and required on-street signing and posts. Such Traffic Regulation Orders have been implemented in other districts, however evidence suggests that this displaces the problem into other roads and onto the carriageway resulting in reduced traffic flow and associated highway safety concerns.
- 3.14 Isolated areas of parking restrictions therefore require careful consideration, as the issue of displacement and more compacted parked vehicles into adjoining roads can produce more of a problem than the original issue that the restrictions were introduced to alleviate.
- 3.15 In many cases where isolated parking restrictions are proposed, residents in adjoining roads formally object to the Traffic Regulation Order on the grounds that the parking issues will merely be displaced into their streets.

Current legislation

- 3.16 As the Police and Highway Authority already have the power to act where vehicles are considered to be causing an obstruction using powers granted to them under the Highways Act 1980, the question needs to be asked as to whether any change to the existing byelaw, or introduction of specific Traffic Regulation Orders, is necessary to tackle the issue of footway parking.
- 3.17 Such an amendment would effectively transfer the responsibility for enforcement from the Police and Highway Authority to the District Council. This may cause confusion for residents where enforcement action has been requested to tackle footway parking.

4. Recommendation

Members are asked to re-consider their recommendation of December 2015, as per the Cabinet decision, in light of the additional information provided by Officers.

5. Consultation

- 5.1 Since the December JTB meeting, consultation has taken place with the Environment Response Team to establish the potential impact on the team's resources should the proposed change to the byelaw be implemented.
- 5.2 Engagement should take place with local residents where such an amendment may have significant impact upon their everyday lives.

6. Implications

Issue	Implications
Corporate Plan	A Borough to be Proud Of.
Financial, Resource and Property	Significant (albeit unquantified at this stage) resource issues in respect of Borough-wide enforcement of revised byelaw
Legal and Statutory	Revisions to the current parking on grass verges byelaw, and impact upon resources for taking each offence to court for action.
Crime and Disorder	None identified at this stage.
Sustainability	None identified at this stage.
Health and wellbeing	None identified at this stage.
Risk Management and Health and Safety	There may be no realistic and safe alternative location for some of these residents to park. This could displace the problem creating further risks, and damaging Swale BC's reputation.
Equality and Diversity	None identified at this stage.

7. Appendices

8.1 None

9. Background Papers

9.1 None

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SWALE JOINT TRANSPORTATION BOARD

Meeting Date	Monday 7 th March 2016
Report Title	Formal Objections – Traffic Regulation Orders for Proposed Sittingbourne Market Re-location
Cabinet Member	Cllr David Simmons
SMT Lead	Dave Thomas
Head of Service	Dave Thomas
Lead Officers	Mike Knowles (SBC)
Classification	Open

Recommendations	Members are asked to note the contents of this report and consider formal objections to the Traffic Regulation Orders, and recommend that the proposed Traffic Regulation Orders be progressed.
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1. Purpose of Report and Executive Summary

- 1.1 This report provides a summary of formal objections received in relation to the recently advertised Traffic Regulation Orders to accommodate the proposed re-location of the Sittingbourne Market into the High Street.

2. Background

- 2.1 A copy of the Notice of Intention for these Traffic Regulation Orders can be found in Annex A. The proposals consist of amending the current times of the Saturday road closure in the High Street, between the junctions of Station Street and Bell Road, adding a Friday road closure between the junctions of Station Street and Central Avenue, reversing the flow of traffic in Central Avenue between the mini-roundabout and the High Street junction, and amending some of the existing parking restrictions in the High Street.

3. Issue for Decision

- 3.1 Prior to the drafting of the Traffic Regulation Orders, the proposed changes to the High Street road closure and reversal of traffic flow in the lower section of Central Avenue were discussed with Bus Operators at the Swale Quality Bus Partnership Meetings. Following some concerns raised, a separate meeting took place with Bus Operators on 29th September 2015, to discuss in detail the proposals and the issues raised.

- 3.2 It was originally suggested that to accommodate the proposed closures, the traffic flow in the lower section of Central Avenue could be reversed, to allow buses to continue to serve the lower section of the High Street at the existing bus stop outside St Michael's Church. In addition to this, it was proposed to install a new bus stop in the lay-by at the bottom of Central Avenue to replace the bus stop further up the High Street between the junctions of Central Avenue and Station Street.
- 3.3 However, at the meeting on 29th September, the Bus Operators advised that they would prefer to run a consistent route for all days of the week, as producing a different timetable for some days would create confusion with their passengers. There was also a reluctance to run buses up and down Park Road due to vehicle movements in and out of parking bays and to and from the entrance to the public car park off of Avenue of Remembrance.
- 3.4 The Operators therefore stated that rather than running buses through the High Street as they currently do, they felt serving the rear of The Forum would work better. They added that the proposed changes should also include improved signing to direct pedestrians from the High Street to the bus stop, and provision of new bus stops in St Michael's Road to line up with pedestrian access routes through to the High Street.
- 3.5 The proposed Traffic Regulation Orders were amended to take these proposals into account, and formally advertised on site and in local newspapers. A total of 6 formal objections were received, and a copy of these objections can be found in Annex B.
- 3.6 Objections have been received from Swale Seniors Forum, who state that no provision has been made for appropriate boarding points or shelters for users. Objections have also been received stating that the bus stop at the rear of The Forum is totally inadequate, especially when several buses arrive at one time, and that the proposals will result in shoppers having to carry several bags across two main roads to access the St Michael's Road stop. Comments have also been received that removing the bus stops in the High Street will make life difficult for elderly residents who would need to carry shopping from the lower end of the High Street up to the Forum bus stop.
- 3.7 The Arriva Bus Company has formally objected to the proposed High Street closure as they would need to withdraw all vehicles out of the High Street. They state that the alternate route is not suitable for local buses, and that passengers will need to walk further to access local bus services, some of which have mobility issues. They state that this will have a detrimental impact on these passengers.
- 3.8 The Chalkwell Bus Company has submitted a comprehensive formal objection to the proposals, stating that over the years they have developed local and rural routes for the Sittingbourne area and that the proposals to close the High Street will have a negative impact on patronage and revenue, putting the viability and sustainability of some of these routes at risk. They also make comments around the unsuitability of the alternative route via Central Avenue, and insist that bus services should continue in the High Street. They also make many other comments including reduction in High Street footfall, increased mileage, limited covered waiting areas for

passengers, lack of clearly defined footpaths to and from The Forum to High Street and increased costs which they feel the Borough Council would need to meet.

4. Recommendation

- 4.1 Members are asked to note the contents of this report and consider formal objections to the Traffic Regulation Orders, and recommend that the proposed Traffic Regulation Orders be progressed.

5. Implications

Issue	Implications
Corporate Plan	Embracing Localism Open for Business Healthy Environment
Financial, Resource and Property	Costs associated with Traffic Regulation Order, and necessary lining and signing. Costs associated with Traffic Sign Strategy, Enforcement Policy, Feasibility and Safety Audit, possible costs associated with Bus Route changes, Letter of Agreement and appointment of highway contractor(s). The work will be funded through the Regeneration Fund.
Legal and Statutory	Traffic Regulation Orders to be sealed by Kent County Council.
Crime and Disorder	None.
Sustainability	The initiative supports the economic vitality of the area and the town centre in particular and provides an opportunity to demonstrate localism in action through the contract award (Sittingbourne Market Operative)
Health and Wellbeing	An enhanced and improved market offer with greater visibility will promote and support healthier lifestyles through partnership working.
Risk Management and Health and Safety	The technical work which has yet to be undertaken will consider these issues.
Equality and Diversity	The consultation undertaken to date indicates that there will be greater 'buy-in', support and project sustainability moving forward

6. Appendices

- 6.1 Annex A – Copy of Traffic Regulation Orders Notice of Intention
Annex B – Copy of Formal Objections Received

7. Background Papers

- 7.1 None

In the Borough of Swale

**THE KENT COUNTY COUNCIL (HIGH STREET AND CENTRAL AVENUE, SITTINGBOURNE)
(PROHIBITION OF TRAFFIC) ORDER 2015**

**THE KENT COUNTY COUNCIL (BOROUGH OF SWALE) (SITTINGBOURNE TOWN CENTRE)
(ONE WAY STREETS) (AMENDMENT) ORDER 2015**

**THE KENT COUNTY COUNCIL (BOROUGH OF SWALE) (VARIOUS ROADS, SITTINGBOURNE)
(WAITING RESTRICTIONS AND STREET PARKING PLACES)
(AMENDMENT NO. 16) ORDER 2015**

Notice is hereby given that KENT COUNTY COUNCIL propose to make the above Orders under sections 1(1), 2(1) to (3), 3(2), 4(1) and (2), 32(1), 35(1), 45, 46, 49 and 53 of the Road Traffic Regulation Act 1984, and of all other enabling powers, and after consultation with the chief officer of police in accordance with Part III of Schedule 9 to the Act:

These Orders are proposed in connection with the planned relocation of Sittingbourne Market to High Street (between Station Street and Central Avenue)

The effect of the first named Order will be to revoke the Swale Borough Council (High Street, Sittingbourne) (Prohibition of Traffic) Order 1984 - which created a 'Saturday only' pedestrian zone - and introduce a replacement Order which will

on Fridays - close to traffic the top end of the High Street (between the junctions of Station Street and Central Avenue) between 7am and 5pm;

on Saturdays: close to traffic the High Street (between the junctions of Station Street and Bell Road) and the lower end of Central Avenue (between the mini roundabout and the junction with the High Street) between 7am and 5pm.

The effect of the second named Order will be to permanently reverse the existing 'One-way' in Central Avenue between the mini roundabout and High Street so that traffic flows northwards towards High Street at all times.

The effect of the third named order will be

(a) in High Street (on the north side between Station Street and Central Avenue) to remove the bus stop and to provide additional 20 minute free parking bays in the lay-by nearest Station Street (outside 114-124). The north side lay by nearest Central Avenue (outside 90-118) will be split so as to provide (i) disabled persons vehicle parking places fronting 98-108 between 7am and 7pm and (ii) a goods vehicle loading bay fronting 90-96 between 7am and 7pm. The whole length (90-108) will be a Taxi Rank between 7pm and 7am.

(b) in the lay-by on the northern side outside St Michael's Church to remove the bus stop where will then be prohibited between 7am and 7pm (single yellow line marking). Loading and loading will be permitted during these times and disabled persons vehicles will be able to wait for up to three hours. The whole length will be a Taxi Rank between 7pm and 7am.

(c) in High Street on the southern side (east of Central Avenue fronting 69-79) the existing 20 minute free parking will be split to provide a disabled persons vehicle parking place for up to 4 cars in the 22 metres fronting 73-79. The remainder will remain 20 minute free parking bays.

Full details are contained in the draft Orders which, together with a statement of the Council's reasons for proposing to make the Order, a map and a copy of any Orders which will be amended by the proposed Orders may be examined at the Borough Council Offices, Swale House, East Street, Sittingbourne, Kent, ME10 3HT, during normal office hours.

If you wish to object to a proposed Order you should send the grounds for your objection in writing to Technical Services, Council Offices, Swale House, East Street, Sittingbourne, Kent, ME10 3HT by 12 noon on Monday 4th January, 2016.

If you have any questions concerning the proposed Order or require further information please contact Swale Borough Council (01795 417125) during normal office hours.

This Notice is published on behalf of Kent County Council.

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ANNEX B.
OBJECTION 1.

BY HAND.

Technical Services,
Council Offices,
Lewak House,
East Street,
Sittingbourne,
Kent. ME10 3HT.

7-12-15

REF: —

Marie Curie

HIGH ST., SITTINGBOURNE

I strongly object to the undated
Traffic Orders 2015 and 16/2015.

To remove the "Bus stops and Bays"
is the idea of inconsiderate
thoughtless officials and councillors.
No provision has been made
to provide appropriate boundary points
and sketches for users. This is
unacceptable by all users contacted.
Yours sincerely

10TH December 2015

I'm reading of the plan to stop buses from using the High St. in Sittinaboune if and when the regeneration begins!

The bus stop at the rear of the Forum is totally inadequate especially when several buses pull up at the same time and when a pedestrian shopper, as I am, has to lug their laden bags across 2 busy roads to access St. Michaels Rd, bus stop!!!

At present the "market" is a few tatty stalls not worth the bother of investigating so what the hell?

Your "improvement" is a farce

Yours

ANNEX B
OBJECTION 3.

Technical services

Council Offices

Swale House

East Street

Sittingbourne

Kent

ME 10 3HT

Dear Sir/Madam

We wish to object very strongly to the proposals in amendment 16 order 2015, about Sittingbourne High Street and in particular that there will be no buses serving Sittingbourne High Street, if your proposals go through.

The High Street in Sittingbourne, as in most places has become less important and out-of-town centres become more important.

This is not generally helpful to people who do not have their own private transport.

It is also not generally helpful to the environment.

Currently, according to a cross party report of the House of Commons, chaired by the then Conservative MP Tim Yeo, in 2010 Road vehicle pollution kills around 30,000 people per year.

Air quality in Swale measured in St Pauls Street and East Street is already very poor and we will be interested to see any estimates from your department about improvements or lack of them as a result of your proposals.

Our colleague Bernie Smith from Swale, senior forum who has a much better background on engineering issues than we do, will have expressed his concern at the High Street closures.

We understand that you have apparently undertaken informal soundings about your plans. As the former statistics examiner for the then Chartered Institute of Transport (now the Chartered Institute of Transport and Logistics) would be interested to know about your sampling techniques to ensure that you have consulted a representative body of opinion.

In principle, we would both like to see a market, preferably selling local goods and services so that there would be both a local multiplier effect, and also possibly a reduction in the scandal that about 30% of food in the supermarket chain is wasted.

We would be interested in seeing any forecasts about what you think will be the expected outcomes for businesses in Sittingbourne High Street and elsewhere.

Annex B

I am sorry for the delayed response but I would like to object to the closure of the Sittingbourne Highstreet for buses on a Friday for the Sittingbourne Market on behalf of Arriva.

This will cause significant problems to Arriva because if this proposal goes ahead we will have to withdraw all of our vehicles out of the Highstreet. The alternative route proposal offered is not suitable for local buses. We cannot have a different service pattern on a Friday compared to Monday to Thursday because will cause widespread confusion for our passengers.

In addition, this proposal will require our passengers to walk further to access local bus services and some of our customers have mobility issues and these changes will have a detrimental impact upon them.

We would like the opportunity to talk about this further with you and this can be done at the Quality Bus Partnership in January.

Kind Regards

OBSECTION 4



ANNEX B.

Chalkwell

COACH HIRE & TOURS

Swale Borough Council,
Technical Services,
Council Offices,
Swale House,
East Street,
Sittingbourne,
Kent
ME10 3HT.

OBJECTION 5.

January 4th 2016

Dear Sir / Madam,

TRAFFIC REGULATION ORDER – CLOSURE OF SITTINGBOURNE HIGH STREET

We would like to raise a formal objection on behalf of Chalkwell Garage & Coach Hire Ltd to the proposed Traffic Regulation Order (TRO) to close Sittingbourne High Street to allow the relocation of the Traders' market on Fridays.

It is of particular concern that our earlier representations on this and similar proposals appear to have been misunderstood, ignored and or misrepresented, even though our clear views were aired at a number of Quality Bus Partnership meetings with Kent County Council and Swale Borough Council.

Chalkwell is a local, family-owned business which has been trading in Sittingbourne for over eighty years. As such, Chalkwell is now a substantial local employer and contributor to the Swale economy carrying thousands of passengers each day on our services.

Following deregulation of bus services we have tried over the years to develop local services including the Sittingbourne Rural network which has been operated by Chalkwell since 2003. Initially financially supported by Kent County Council, working in partnership with KCC Transport Planners we have endeavoured to sustain and build upon these routes and to develop these commercially where possible, decreasing the financial burden upon the County Council in what has become an increasingly difficult financial climate for the Local Authorities and bus operators alike.

By their very nature these rural services provide an important link to Sittingbourne for the surrounding communities and we have introduced further cross-town services to provide connections to main shopping areas and transport hubs together with improved links to Sheppey, Canterbury and the Medway Towns, all on a commercial basis at no direct cost to Kent County Council or Swale Borough Council. However, the proposals to close Sittingbourne High Street to traffic on Fridays will, in our view, have a negative impact on patronage and revenue thus putting the viability and sustainability of some of these routes at risk.

- 16, 25, 33, 49, 53 and 70 seater coaches with seat belts
- Executive coaches also available



COACH TOURISM
Page 17



cpt member



Whilst in good faith we would wish to support Swale Borough Council in its wider aims of regenerating the town centre we must be mindful of the effect any changes to the Highway network would have upon the viability of the bus service network, a large proportion of which we provide. Many of them, whether commercial or Kent County Council funded, are operated on a marginal basis. Any increase in costs or decrease in revenue, however small, does therefore risk their continued operation in part or in whole.

Withdrawing bus services from the High Street IS **NOT** our preferred option. We have simply indicated that without a viable agreed alternative this change would force us to move services to the St Michaels Road and Forum area, which will disadvantage customers, increase our costs and seriously risk damaging the level of bus service that we will be able to provide. The decision which determines if this happens will be one made by Swale Borough Council who must, if it goes ahead, accept the consequences of that action.

Our objection is based on the following:-

- Such a closure would have a serious detrimental effect on many of the bus services we and other operators provide in and around Sittingbourne through failing to serve the stops in the High Street that customers wish to use, forcing bus companies to serve less ideal locations, and adding unnecessary time, mileage and costs to what are in many cases marginal services.
- It will make services less attractive to the travelling public. In our case our electronic ticketing system shows a substantial number of passengers per weekday boarding at High Street stops (*This information is commercially sensitive but further detail can be made available for discussion outside of the formal process*). There are also a large number alighting at these stops. This is where our customers wish the buses to stop, convenient to High Street shops.
- It is not practical to have different routes, stopping points and timetables on different days of the week. This will only confuse current and potential users. The solution must be a standard Monday to Friday timetable.
- No traffic modelling has been produced to help inform what the effect of closing the High Street will be on traffic flow in the area. The High Street is already closed on a Saturday and St Michaels road suffers from heavy traffic delays, and this is without normal peak Monday to Friday commuter and school traffic that we would have, further exacerbating the situation making services run late and less attractive to all users young and old.
- Closure of the High Street will displace delivery vehicles and increase illegal parking in other locations which will include any alternative road buses might use or stop in. Unless there are continual parking patrols this will add to the existing highway congestion and delays which Kent County Council has stated is already a problem for bus services.

- The closure of the High Street would only make congestion worse as further strain is put on the road capacity of the alternative routes, St Michael's Road and Park Road / Avenue of Remembrance. We are extremely nervous about alterations to the traffic flow in Sittingbourne, given events in recent years. For example, the change to the junction of Milton Road and Eurolink Way and the removal of the roundabout created severe delays both during and after, which had a significant impact on our business and other businesses in the area.
- There has been a continuous downward pressure in recent years on the income bus operators receive from school transport freedom passes (now Kent Young Person's Travel Pass), concessionary bus passes (ENCTS) and contracts to provide socially necessary bus services. Central Government have also reduced Fuel Duty Rebate by 20%, meaning that the viability of running commercial bus services is more sensitive to changes where the impact to passengers daily routines are greater.
- As a result many local bus services have become increasingly financially marginal and must be operated and scheduled as efficiently as possible with a minimum of spare time and unnecessary mileage. For instance, a bus leaving point A will normally be planned to return there to provide a journey one or two hours later. There is no real scope to add in additional running time without having to consider potentially unwelcome changes or loss of services. See also the comment below regarding the initially suggested alternative route which outlines the additional operating costs that might be caused.
- To be an attractive alternative to use of the private car bus services need to penetrate town centres and not hide or wander around the outside serving less attractive stopping points. Those who are elderly or have mobility problems will be particularly affected by having to walk longer distances.
- Without a viable alternative route and stopping places buses will be displaced from the High Street to the stops behind the Forum which are already known to be operating at, or beyond, capacity. This area will become overloaded and congested with buses waiting for a space to become clear (causing further delays!).
- It is likely that this may result in some eastbound services being further displaced to stops at either the Railway Station which has limited waiting areas for elderly customers and is not ideal for a large numbers of students to wait at, or north side of St Michaels Road. Until the Spirit of Sittingbourne development and associated bus stops are completed this area will be lacking in sufficient bus stops and suitable covered accommodation for waiting customers and vehicles.
- There is not a clearly defined path for customers to walk to/from the rear of the Forum to the High Street. The current walk is unpleasant and somewhat convoluted. While the Spirit of Sittingbourne development will eventually alter the dynamic of the Town Centre and the footfall in the general area, the current layout does not support this idea and therefore

immediately buses cease to serve the High Street bus patronage and revenue is likely to be adversely affected.

- Bus operators are required to give the Traffic Commissioner a **MINIMUM** of 56 days notice of any change to routes or timetables (*we would also require time to prepare these, and consultation with Kent County Council would also have to take place to ensure that any of the services that we operate on their behalf are amended with their agreement*). This is a legal requirement and not something that operators can vary.
- Chalkwell are not currently expecting to make any network changes and so any that are required by a closure of the High Street will be an additional unplanned cost. For each bus service registration that requires a change a payment of £60 must be made to the Office of The Traffic Commissioner and there is the further cost incurred in preparing and submitting the variation.
- In addition we will also have to print and issue new timetables, amend our website, update electronic ticketing system, drivers' duties and destination blind systems and change the majority of bus stop displays throughout our network, all of which will incur us additional costs.
- **Swale Borough Council would be required to meet the above costs if the Traffic Regulation Order is confirmed as Chalkwell are not instigating the changes – this was discussed at recent Quality Bus Partnership (QBP) meetings at Swale Council offices also attended by Kent County Council Transport Planners.**
- Any subsequent change(s) would have the same costs and resource implications.

INITIAL PROPOSAL BY SWALE BOROUGH COUNCIL FOR RE-ROUTING

After our initial response to the proposal to close the High Street it was suggested that services could be diverted by Central Avenue, Avenue of Remembrance and East Street. Whilst we welcomed the attempt to try and find a potential solution it was impractical.

- The diversion would add 0.4 miles to thirty eight eastbound journeys every Friday where our service operates. This approximates to 775 miles a year per weekday of operation. (*The additional cost of the mileage is commercially sensitive but can be made available for discussion outside of the formal process*).
- As commented on by Kent County Council it is likely that this route would be subject to unacceptable traffic congestion and delays, and they also raised concerns on the suitability of the route for buses (in particular the proposed right turn from Central Avenue into The High Street and vehicles moving in and out of parking spaces near The Swallows, Police Station and the Post Office).

These points have not been answered by Swale Borough Council; again these issues were raised by us and Arriva at recent QBP meetings with Swale Council.

- We estimated that this or a similar diversion would add 4 or 5 minutes to the running time of each journey. Not due just to the extra mileage but also the additional traffic and on street (illegal) parking the closure will inevitably cause.
- It would be impossible to add in an extra 4 or 5 minutes on each eastbound journey and maintain clock face half-hourly or hourly timetables. A major revision of services would be required including adding in at least one extra off-peak bus(es) and driver(s) into our schedules for no discernible additional income. It is more likely that such services will be less attractive to customers and we could instead see a reduction in revenue. There would be a considerable additional cost to us for the provision of additional resources against which no additional revenue can be expected (*These additional costs are commercially sensitive but can be made available for discussion outside of the formal process*). **Would this cost be met by Swale Borough Council?**
- The financial impact of potential reduced passenger numbers is not included in the above figures.

CONCLUSION

Changes in ridership on the service across the whole week can very quickly lead to a service becoming unviable. Once someone decides to use a car instead of a bus they are not only lost income to the operator but potentially to the local town as well as they may choose to shop out of town instead.

It is in all of our interests, including the market stallholders, to avoid this possibility. All retailers need buses as part of the process of feeding them with customers.

It is important that bus services in Sittingbourne have a high visibility and availability to the public and the best place for this is by continuing to serve the High Street on each weekday; buses need to be at the heart of the town centre not out of sight at the rear of the Forum. This is only going to be exacerbated when Spirit of Sittingbourne start construction work on the multi-story car park and other changes to the area.

Our preferred option is to keep regular, frequent bus services in the High Street where our customers want them, but we are receptive to any other viable alternative routes and stopping places and we are prepared to consider them and work with the Council to reach a suitable solution that fits all customers and residents' needs. Fundamentally getting more passengers who in turn become Market Customers is the correct solution for all involved parties including established Sittingbourne High Street retailers. Closure of Sittingbourne High Street on Fridays and the consequential relocation of Monday to Friday bus services clearly does not meet this objective.

If you decide to go ahead with this closure it leaves us (and other bus service providers) with **NO** currently viable alternatives. We will **NOT** in such circumstance be willingly withdrawing bus services from the High Street as it will not be us who have made the decision to close it.

That decision is not ours to make, but yours. The only alternate you have so far suggested is impractical and would have an adverse effect on the bus network and cost that we as bus operators would be unable to bear.

We also object to comments released to the local press suggesting that we have decided to withdraw bus services from the High Street and have made the local publications aware of the misinterpretation.

There is an obvious risk that we may have to consider adjusting or reducing service provision to account for any additional unmet costs or reductions in revenue. This is **NOT** our preferred option or choice.

As has already been clearly indicated we are a private business and many of these bus services are marginal at best. We cannot reasonably be expected to accept a situation when we are then to operate them at a financial loss. Kent County Council have in recent meetings indicated that in the current financial climate they will **NOT** have the budget available to meet any of the additional costs we have listed above for either those commercially provided services, those operated on behalf of KCC, or for replacement of services that may need to be withdrawn.

The proposed closure of Sittingbourne High Street on Fridays demonstrates that there is an apparent lack of understanding within Swale Borough Council of the impact this closure will have on local bus services, the part that bus services play in providing footfall to High Street traders, and a lack of support by SBC for the provision and further development of bus services in and around Sittingbourne.

The proposed TRO is counter-productive to the fundamental purpose of regenerating Sittingbourne Town Centre and must not be granted. An alternative site should be found for Sittingbourne Market on Fridays and the High Street remain open to buses and general traffic.

Yours faithfully

Dear Sir, I feel I must write to you as I am a
Constant Bus user. I have Mum 96 in a wheelchair and if I
can ride to the Forum on the bus it makes my life easier.
I have no opposition for the Market to move to the high Street
on a Friday if that has to be but to close the road to
Buses every day is unthinkable. I belong to Clubs in the
Town and if I had to rush to the Forum Hub I could miss my
Connections. The Bus Stop outside Edingburgh Woods is used constantly
by people Shopping in the high Street it is more convenient to get
to. I write sheernis to shop in Tesco quite often. I live East Street
end and I use the stop outside St Michael church constantly.
It would be hard going for me with Mum in her wheelchair to have
to go to the Shopping Forum to get that Bus. I know a lot of
people Shopping in Iceland use St Michaels stop. Can you
really expect old people to have to carry up hill their Shopping
from Iceland unable to catch a bus home. I don't think so it
would be hard they might stop using Iceland and where would
they be. I have friends in Barrow Court who shop in
Sainsburys and catch their bus home from St Michaels ch.
It is easier than going to the Forum. You should be working
to keep people Shopping in our town not making it difficult.
It is the elderly who are going to suffer most as they can't
walk as far or fast as young people. Please reconsider.
There is no reason the buses can't operate Sunday
to Thursday down the high Street as usual.

I have spoken to the bus companies and they are both against the closure. They know their public and are worried at losing trade. We don't want to lose our buses. They are getting a petition up with feed back against the closure.

If you want people to vote for you you have to look after them their needs and you are not.

Another issue I don't agree with the closure of our car parks. Quick Fit holds many cars, The Station is always full. So is the round car park in front of the station. Coleshall walk holds many and so does remembrance Ave behind Argos etc.

Do you really think all these people will be happy going to a Multi story, I think not. We had one, no one would use it when the Forum was opened, it was secure late at night should worry I felt unsafe there. Open car parks are much safer especially for ladies on their own. We need good central car parks to encourage people to come into town and spend money keeping our shops open. I am against closing the Forum car park to put a cinema in it I use it a lot with mum in a wheel chair and it is always full and difficult to find a space so why close it.

If you must build a cinema there is all that empty land from home base down to crown Key round about that Tesco bought. Can you not use that it would still be central for a cinema.

Do you not realise we already have enough coffee shops restaurants in the high street already and if you build on the Forum car park you will be taking their trade away not creating more just moving it. We already have 2 affordable cinemas, families can go several times at £4 a time, we can't all afford £8 each so who is going to use a new one I won't and I know a lot of young families who won't they can't afford a family of 4 at £32 against £12 now please reconsider and support what we already have in the Avenue theatre and old Odeon cinema. Thank You

SWALE JOINT TRANSPORTATION BOARD

Meeting Date	Monday 7 th March 2016
Report Title	Formal Objections to Traffic Regulation Order Am 17
Cabinet Member	Clr 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 consider formal objections to the Traffic Regulation Order, and recommend that the proposed Traffic Regulation Order be progressed.
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1. Purpose of Report and Executive Summary

- 1.1 This report provides a summary of formal objections received in relation to the recently advertised Traffic Regulation Order Swale Amendment 17.

2. Background

- 2.1 The Traffic Order includes proposed amendments to various parking restrictions in the Borough, some of which have previously been reported to the Swale Joint Transportation Board and subsequently recommended for progression. A copy of the Traffic Regulation Order can be found in Annex A, with the proposals that have received formal objections highlighted. A copy of the formal objections received can be found in Annex B.

3. Issue for Decision

Grayshott Close, Sittingbourne – Proposed Single Yellow Line

- 3.1 An informal consultation took place with residents back in August 2015, on proposals to install a single yellow line on the east side of Grayshott Close following requests from residents. Of the 22 properties consulted, 13 responses were received all supporting the proposals.
- 3.2 The results of the informal consultation were reported to the Joint Transportation Board, and it was recommended that the proposed restrictions be implemented, plus a short section of double yellow lines around the turning head of the road and a

slight extension to the existing double yellow lines at the Highsted Road junction, both as a result of comments received during the consultation.

- 3.3 Three letters have been received regarding the advertised Traffic Regulation Order for Grayshott Close, from residents of Highsted Road and Farm Crescent. Only one of the letters received stated that it was a formal objection to the proposals, but in view of the comments made all three letters have been taken as objections.
- 3.4 All three objectors have expressed concern that the proposed restrictions in Grayshott Close will displace parked vehicles into nearby roads such as Highsted Road and Farm Crescent, and have asked that any restrictions are undertaken in conjunction with these adjoining roads and other nearby roads.
- 3.5 The parking issues in Highsted Road have previously been brought to the attention of Kent County Council Highways who at the time stated they would not support parking restrictions in Highsted Road as they felt it would lead to an increase in traffic speeds. It is also understood that there is not a history of personal injury crashes at this location and as such a scheme to introduce waiting restrictions would be unlikely to attract funding.

Church Road, Eastchurch – Disabled Persons Parking Bay

- 3.6 Also included in the advertised Traffic Regulation Order is a disabled persons parking bay outside of 30 Church Road in Eastchurch. The bay has been in place for some time as an advisory bay, and the proposed Traffic Order would formalise the bay to make it enforceable.
- 3.7 Two written objections have been received, both stating a number of reasons for the objections including the fact that there are already two existing disabled bays in this section of road. We have now written to the objectors to clarify that there is not a third disabled bay proposed for this location, and the Traffic Order is formalising one of the existing bays. The other bay, outside of the property next door, was included in a Traffic Order back in 2014.
- 3.8 The objectors have also been advised that the Borough Council works within the guidelines issued by Kent County Council, and if an applicant meets the necessary criteria we cannot refuse the bay. It is also KCC who issue blue badges and any eligibility issues should be taken up with the County Council.

4. Recommendation

- 4.1 Members are asked to note the contents of this report and consider formal objections to the Traffic Regulation Order, and recommend that the proposed Traffic Regulation Order be progressed.

5. Implications

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

6. Appendices

- 6.1 Annex A – Copy of Traffic Regulation Order with Objections Highlighted
- Annex B – Copy of Formal Objections Received

7. Background Papers

- 7.1 None

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**THE KENT COUNTY COUNCIL (VARIOUS ROADS, BOROUGH OF SWALE)
(WAITING RESTRICTIONS AND STREET PARKING PLACES)
(AMENDMENT No. 17) ORDER 2016
5 FORMAL OBJECTIONS RECEIVED**

The Council of the County of Kent in exercise of their powers under sections 1(1), 2(1) to (3), 3(2), 4(1) and (2), 32(1), 35(1), 45, 46, 49 and 53 of the Road Traffic Regulation Act 1984, and of all other enabling powers, and after consultation with the chief officer of police in accordance with Paragraph 20 of Schedule 9 to the Act, propose to make the following Order:-

A - This Order may be cited as the Kent County Council (Various Roads, Borough of Swale) (Waiting Restrictions and Street Parking Places) Amendment 17 Order 2016 and shall come into force on the xx day of xxxxx, 2016.

B. the Kent County Council (Various Roads, Borough of Swale) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2010 shall have effect as though -

Taxi Ranks

The following shall replace the existing TABLE (Article 13) for Taxi Ranks in the Faversham Area:-

**TABLE
(Article 13)**

Taxi Ranks

1	2	3	4
Item	Name of Road	Specified Length	Days and times on which restrictions apply
	Roads in Faversham		
1	LESLIE SMITH DRIVE	On the southern side between points 4 metres west and 21 metres west of the western building line of 6 Hugh Place	At all times
21	STATION ROAD	On the northern side from a point in line with the boundary of 1/2 Station Road for a distance of 9 metres in a westerly direction	At all times
32	STATION ROAD	On the southern side between points 3 metres east and 11 metres west of the boundary of 1/2 Station Road	At all times
43	STONE STREET	On the northern side between points 1 metre east and 10 metres west of the boundary of 38/38a Stone Street	At all times

Loading Bays

The following shall replace the existing TABLE (Article 23 (3)) for Loading Bays

**TABLE
(Article 23 (3))**

1	2	3	4	5
Item	Name of Road	Length of road	Days on which restriction applies	Times at which restriction applies
1	HIGH STREET, SITTINGBOURNE	On the northern side from a point 27 metres east of the boundary of 108/110 High Street, in an easterly direction for a distance 30 metres;	Daily	7am to 7pm
2	HIGH STREET, SITTINGBOURNE	On the northern side from a point opposite the eastern boundary of 23 High Street for a distance of 28 metres in an easterly direction;	Daily	7am to 7pm
3	HIGH STREET SHEERNESS	South Side from a point 19 metres east of Bridge Road to a point 30 metres east of Bridge Road	Monday to Saturday	8.00 am - 6.00 pm with waiting limited to 20 Minutes (No Return 1 Hour)
4	TRINITY PLACE SHEERNESS	from a point in line with the rear boundary of 20/22 Broadway for a distance of 7 metres in an easterly direction	Daily	At all times
5	QUEENS ROAD MINSTER	On the south side from a point in line with the eastern boundary of 19-23 Queens Road for a distance of 10 metres in a westerly direction	Daily	At all times

In the Schedules to the Order

FIRST SCHEDULE

Roads in Faversham

Oare Creek, Oare

The following shall be inserted in the First Schedule *[No Waiting At Any Time]* in the correct alphabetical sequence:

- OARE CREEK**
- (1) On both sides of the road, from the eastern kerbline of Oare Road for a distance of 7 metres in an easterly direction;
 - (2) On both sides of the access road to Brett Aggregates quarry, from the southern kerbline of Oare Creek for a distance of 18 metres in a south-eastern direction.

Oare Road, Oare

The following shall be inserted in the First Schedule *[No Waiting At Any Time]* in place of the existing entry:

- OARE ROAD**
- (1) On the eastern side
 - (a) from a point ~~122 metres north of John Hall Close~~ 16 metres north of the centre of the junction of Oare Creek to the junction of Windmill Lane
 - (b) between points 35 metres north and 35 metres south of the centre of the junction of Lakeside Avenue
 - (2) On the western side
 - (a) from the junction of Seager Road to the junction of Lakeside Avenue
 - (b) from the junction with Seager Road for a distance of 32 metres in a northerly direction
 - (c) from 22 metres north of John Hall Close to 6 metres south of Southern GIST entrance
 - (d) from the GIST northern entrance for a distance of 6 metres in a southerly direction
 - (e) From the centre of the junction of Lakeside Avenue for a distance of 65 metres in a southerly direction.

Preston Street

The following shall be inserted in the First Schedule [*No Waiting At Any Time*] in place of the existing entry:

PRESTON STREET (1) On the eastern side

(a) from the junction with East Street to a point in line with the boundary of 6/6a Preston Street

(b) from a point in line with the northern building line of 19a Preston Street to a point in line with the boundary of 25/26 Preston Street

(c) between points 17 metres and 28 metres south of the boundary of 24 - 25 Preston Street;

(d) between southern boundary of 37 Preston Street and a point 15 metres south of that point;

(e) from the junction with Station Road a point opposite the boundary of 55a/56 Preston Street;

(f) from the southern kerblines of Station Road, for a distance of 5 metres in a southerly direction;

(g) from a point in line 1 metre north of the southern boundary of 14 Preston Street to a point 1 metre south of the northern boundary of the Alexander Centre, 15 Preston Street, across the entrance of Gatefield Lane.

(2) On the western side

(a) from a point in line with the southern boundary of 56 Preston Street the northern kerblines of Forbes Road;

(b) from the southern kerblines of Forbes Road, south to the end of the road.

(c) between a point in line with the southern boundary of 64 Preston Street to a point 3 metres south of the southern boundary of 70 Preston Street;

(d) from a point opposite the boundary of Alexander Centre and 18 Preston Street to the junction with Market Street.

The Street, Boughton-under-Blean

The following shall be inserted in the First Schedule *[No Waiting At Any Time]* in place of the existing entry:

THE STREET, BOUGHTON-UNDER-BLEAN

(1) On both sides.

(a) from Stockers Hill to a point 22 metres east of the junction with Bull Lane;

(b) between points 154 metres and 172 metres east of the junction with Bull Lane;

(c) between points 369 metres and 377 metres east of the junction with Bull Lane.

(2) On the northern side between points 267 metres and 291 metres east of the junction with Bull Lane.

(3) On the southern side

(a) between points 267 metres and 282 metres east of the junction with Bull Lane;

(b) between points 20 metres west and 20 metres east of the junction with The Ridgeway;

(c) between points 13 metres west and 15 metres east of the junction with Arthur Kennedy Close;

(d) from a point 2 metres east of the western boundary of 203 The Street, for a distance of 17 metres in a westerly direction.

Roads in Queenborough

Borough Road

The following shall be deleted from the First Schedule *[No Waiting At Any Time]*:

BOROUGH ROAD On both sides from the southern kerbline of Main Road for a distance of 10 metres in a southerly direction

Dumergue Avenue

The following shall be inserted in the First Schedule *[No Waiting At Any Time]* in place of the existing entry:

DUMERGUE AVENUE

On both sides from the northern kerb line of Main Road for a distance of ~~10~~ 5 metres in a northerly direction

Gordon Avenue

The following shall be inserted in the First Schedule *[No Waiting At Any Time]* in place of the existing entry:

GORDON AVENUE On both sides from the southern kerbline of Main Road for a distance of ~~10~~ 5 metres in a southerly direction.

Harold Street

The following shall be inserted in the First Schedule *[No Waiting At Any Time]* in place of the existing entry:

HAROLD STREET On both sides from the southern kerbline of Main Road for a distance of ~~10~~ 5 metres in a southerly direction.

Main Road

The following shall be inserted in the First Schedule *[No Waiting At Any Time]* in place of the existing entry:

MAIN ROAD

- (1) On the southern side
 - (a) from the junction of Rushenden Road, for a distance of 110 metres in an easterly direction
 - (b) from the western kerbline of Gordon Avenue for a distance of ~~10~~ 5 metres in a westerly direction
 - (c) from the eastern kerbline of Gordon Avenue for a distance of ~~10~~ 5 metres in an easterly direction
 - (d) from the eastern kerbline of Harold Street for a distance of ~~10~~ 5 metres in an easterly direction
 - (e) from the western kerbline of Harold Street for a distance of ~~10~~ 5 metres in a westerly direction
 - (f) from the eastern kerbline of Stanley Avenue for a distance of ~~10~~ 5 metres in an easterly direction
 - (g) from the western kerbline of Stanley Avenue for a distance of ~~10~~ 5 metres in a westerly direction
 - ~~(h) from the eastern kerbline of Borough Road for a distance of 10 metres in an easterly direction~~
 - ~~(i) from the western kerbline of Borough Road for a distance of 10 metres in a westerly direction~~
- (2) On the northern side
 - (a) from the eastern kerbline of Castlemere Avenue for a distance of 12

metres in an easterly direction

(b) from the western kerblines of Castlemere Avenue for a distance of 12 metres in a westerly direction

(c) from the eastern kerblines of Dumergue Avenue for a distance of ~~10~~ 5 metres in an easterly direction

(d) from the western kerblines of Dumergue Avenue for a distance of ~~10~~ 5 metres in a westerly direction

~~(e) from the eastern kerblines of Sterling Road for a distance of 10 metres in an easterly direction~~

~~(f) from the western kerblines of Sterling Road for a distance of 10 metres in a westerly direction.~~

Stanley Avenue

The following shall be inserted in the First Schedule [*No Waiting At Any Time*] in place of the existing entry:

STANLEY AVENUE On both sides from the southern kerblines of Main Road for a distance of ~~10~~ 5 metres in a southerly direction.

Sterling Road

The following shall be deleted from the First Schedule [*No Waiting At Any Time*]:

~~**STERLING ROAD** On both sides from the northern kerblines of Main Road for a distance of 10 metres in a northerly direction~~

Roads in Sheerness

Berridge Road

The following shall be inserted in the First Schedule [*No Waiting At Any Time*] in the correct alphabetical sequence:

BERRIDGE ROAD On both sides, from the south-western kerblines of Winstanley Road for a distance of 5 metres in a south-westerly direction.

Broadway

The following shall be inserted in the First Schedule [*No Waiting At Any Time*] in place of the existing entry:

BROADWAY (1) On the northern side

(a) from the junction with High Street to a point in line with the eastern building line of 35 Broadway;

(b) from a point 17 metres west of the western kerblines of Strode Crescent, east to the boundary with Broadway/Marine Parade opposite the junction of Alma Road. ~~37 metres west of Alma Road;~~

(2) On the southern side from the junction with High Street to a point 15 metres east of the junction with Strode Crescent.

Esplanade

The following shall be inserted in the First Schedule [*No Waiting At Any Time*] in the correct alphabetical sequence:

ESPLANADE On the north side, from the junction with Royal Road east to a point 18 metres east of the western building line of Sheerness Swimming Pool, including the turning head.

Marine Parade

The following shall be inserted in the First Schedule [*No Waiting At Any Time*] in place of the existing entry:

MARINE PARADE ~~On the southern side from 106 metres to 83 metres east of Seager Road~~

(1) On both sides, from a point in line with the western building line of 105 Marine Parade to a point in line with the boundary of 127/129 Marine Parade

(2) On the northern side

(a) from the boundary of Broadway/Marine Parade opposite the junction of Alma Road, east to a point in line with the boundary of 2/3 Redan Place;

(b) from a point 1 metre west of the centre of the junction with Berridge Road, east to a point opposite the centre of the junction of Invicta Road;

(3) On the southern side

(a) from a point in line with the boundary of 44/45 Marine Parade to a point in line with the boundary of 39/40 Marine Parade;

(b) from a point in line with the boundary of 21/22 Marine Parade, west to the boundary of Marine Parade/Broadway at the junction with Alma Road.

Winstanley Road

The following shall be inserted in the First Schedule [*No Waiting At Any Time*] in place of the existing entry:

WINSTANLEY ROAD (1) On both sides

(a) from a point 6 metres northwest of the north-western kerblines of Invicta Road to a point 6 metres southeast of the south-eastern kerblines of Invicta Road;

(b) from the junction with Strode Crescent for a distance of 7 metres in a south-easterly direction;

(c) from the north-western kerblines of Alma Road for a distance of 6 metres in a north-westerly direction;

(d) from the south-eastern kerblines of Alma Road for a distance of 6 metres in a south-easterly direction;

(e) from the north-western kerblines of Invicta Road for a distance of 6 metres in a north-westerly direction.

(2) On the north-eastern side

(a) from a point 6 metres northwest of the north-western kerblines of Alexandra Road to a point 6 metres southeast of the south-eastern kerblines of Alexandra Road;

(b) from a point 6 metres northwest of the north-western kerblines of Wellesley Road to a point 6 metres southeast of the south-eastern kerblines of Wellesley Road;

(3) On the south-western side, from a point 5 metres northwest of the north-western kerblines of Winstanley Road to a point 5 metres southeast of the south-eastern kerblines of Winstanley Road.

Roads in Sittingbourne

Gadby Road

The following shall be inserted in the First Schedule [*No Waiting At Any Time*] in the correct alphabetical sequence:

GADBY ROAD (1) On the north side from the western kerblines of Staplehurst Road for a distance of 14 metres in a westerly direction.

(2) On the south side from the western kerblines of Staplehurst Road for a distance of 19 metres in a westerly direction.

Grayshott Close

The following shall be inserted in the First Schedule [*No Waiting At Any Time*] in place of the existing entry:

GRAYSHOTT CLOSE On both sides

(a) from the junction with Highsted Road for a distance of ~~5~~ 10 metres in a northerly direction;

(b) from a point in line with and opposite the boundary of 15/17 Grayshott Close around the turning head at the northern end of Grayshott Close.

Sandford Road

The following shall be inserted in the First Schedule [*No Waiting At Any Time*] in the correct alphabetical sequence:

SANDFORD ROAD On both sides of the road, from the northern kerblines of London Road for a distance of 22 metres in a northerly direction.

Staplehurst Road

The following shall be inserted in the First Schedule [*No Waiting At Any Time*] in place of the existing entry:

STAPLEHURST ROAD

(1) On the northern side from the junction with Crown Road/Chalkwell Road to a point 195 metres west of the western building line of 1 Windmill Road;

(2) On the southern side

(a) from the junction with Crown Road/Chalkwell Road to a point in line with the boundary of 9/11 Staplehurst Road;

(b) from a point in line with the western building line of 43 Staplehurst Road to a point 195 metres west of the western building line of 1 Windmill Road.

(3) On the north-western side

(a) between points 6 metres and 12 metres northeast of the boundary of 60 and 64 Staplehurst Road;

(b) between a point in line with the boundary of 158/160 Staplehurst Road and a point in line with the boundary of 162/164 Staplehurst Road

The Street, Borden

The following shall be inserted in the First Schedule [*No Waiting At Any Time*] in place of the existing entry:

THE STREET, BORDEN

(1) On the south side, from a point 10 metres west of the western kerblines of Coppins Lane to a point 10 metres east of the eastern kerblines of Coppins Lane.

(2) On both sides, from the eastern kerblines of Wises Lane to a point 10 metres east of the eastern end of the central traffic island.

Wises Lane

The following shall be inserted in the First Schedule *[No Waiting At Any Time]* in place of the existing entry:

- WISES LANE
- (1) On the eastern side
 - (a) from the junction with London Road for a distance of 54 metres in a southerly direction;
 - (b) from the junction with Grove Park Avenue for a distance of 29 metres in a southerly direction;
 - (c) from a point 7 metres north of the northern kerbline of the northern junction with Brier Road to a point 7 metres south of the southern kerbline of the northern junction of Brier Road;
 - (d) from a point in line with the boundary of 65/67 Wises Lane to a point in line with the southern boundary of 71 Wises Lane;
 - (e) from a point in line with the southern building line of Barrow House to a point 24 metres north of the centre of the traffic island.
 - (2) On the western side
 - (a) from the junction with London Road, southwards to a point in line with the boundary of 10/10a Wises Lane;
 - (b) between points 13 metres north and 13 metres south of the centre of the Junction of Dental Close.

THIRD SCHEDULE

Roads in Faversham

Preston Street

The following shall be inserted in the Third Schedule *[Daytime Waiting Restrictions]* in place of the existing entry:

1	2	3	4
Name of Road	Length of road	Days on which restriction applies	Times at which restriction applies
Roads in Faversham			
PRESTON STREET	(1) On the western side (a) between the southern boundary of 56 Preston Street and the northern boundary of	Monday to Saturday	8.30am to 5.00pm

1	2	3	4
Name of Road	Length of road	Days on which restriction applies	Times at which restriction applies
	<p>74/75 Marine Parade to a point opposite in line with the boundary of 94/9596 Marine Parade;</p> <p>(a) (c) from a point opposite the boundary of 127/129 Marine Parade to a point opposite the western boundary of the Ship on Shore Public House;</p> <p>(2) On the southern side</p> <p>(a) from a point in line with the boundary of 22/23 21/22 Marine Parade to a point in line with the boundary of 39/40 Marine Parade;</p> <p>(b) from a point in line with the western building line of 105 Marine Parade to a point in line with the boundary of 85/87 Marine Parade.</p>	On all days	8.30am to 6.30pm

Roads in Sittingbourne

Anselm Close

The following shall be inserted into the Third Schedule [*Daytime Waiting Restrictions*] in place of the existing entry or in the correct alphabetical sequence:

1	2	3	4
Name of Road	Length of road	Days on which restriction applies	Times at which restriction applies
Roads in Sittingbourne and Milton			
ANSELM CLOSE	<p>For the entire length of both sides except</p> <p>(a) on the northern side from the junction with Ufton Lane for a distance of 27 metres in an easterly direction;</p> <p>(b) on the southern side from the junction with Ufton Lane to a point opposite the boundary of 16/17 Anselm Close.</p>	Monday to Friday	<p>10am to 11am</p> <p>8am to 6pm</p>
GRAYSHOTT CLOSE	<p>On the south eastern side from a point 10 metres northeast of the north eastern kerbline of Highsted Road to a point opposite the boundary of 15/17 Grayshott Close.</p>	Monday to Friday	8am to 5pm

3 No. OBJECTIONS RECEIVED – GRAYSHOTT CLOSE, SITTINGBOURNE – PROPOSED SINGLE YELLOW LINES

SIXTH SCHEDULE

Roads in Faversham

Thomas Road, Faversham

The following shall be inserted into the Sixth Schedule [*Time Limited Waiting Restrictions*] in the correct alphabetical sequence:

1	2	3	4	5
Name of Road	Length of road	Days and times on which restriction applies	Maximum permitted waiting time	Period to elapse since last period of permitted waiting
Roads in Faversham				
THOMAS ROAD	(1) On the southern side, between points 3 metres west and 4 metres east of the rear boundary of 117 and 118 West Street (2) On the western side, between points 26 metres north and 11 15 metres north of the rear boundary of 4 and 5 Court Street	Monday to Saturday 8.30am to 5.30pm	30 minutes	2 hours

SEVENTH SCHEDULE

The following shall be inserted into the Seventh Schedule [*Parking Places for Disabled Persons Vehicles*] in place of the existing entry or in the correct alphabetical sequence:

Roads in Sittingbourne and Milton	
GAZE HILL AVENUE	(1) From the boundary of 19/21 Gaze Hill Avenue, south for a distance of 6.6 metres (1) On the eastern side from a point in line with the boundary of 7/9 Gaze Hill Avenue for a distance of 6.6 metres in a northerly direction. (2) On the western side, across the frontage of 1/2 Exchange Court.
SHORTLANDS ROAD	(1) Across the frontage of 147 Shortlands Road (2) Across the frontage of 45 Shortlands Road (3) Across the frontage of 124 Shortlands Road (3) Across the frontage of 46 Shortlands Road

2 No. OBJECTIONS RECEIVED – PROPOSED DISABLED PERSONS PARKING BAY OUTSIDE 30 CHURCH ROAD, EASTCHURCH

Roads on the Isle of Sheppey		
CHURCH ROAD	EASTCHURCH	On the west side (a) across the frontage of 32 Church Road (b) across the frontage of 30 Church Road
HOLMSIDE AVENUE	MINSTER	(1) On the south western side, across the frontage of 62 Holmside Avenue (2) On the south western side, across the frontage of 32 Holmside Avenue
ESPLANADE	SHEERNESS	At the front of Sheerness Swimming Pool, on the easterly side of the turning head
GALWAY ROAD	SHEERNESS	On the north eastern side, across the frontage of 42 Galway Road.

The following shall be deleted from the Seventh Schedule [*Parking Places for Disabled Persons Vehicles*]:

Roads in Faversham		
ATHELSTAN ROAD	FAVERSHAM	Across the frontage of 120 Athelstan Road
EDITH ROAD	FAVERSHAM	from a point in line with the eastern boundary of 1 Edith Road for a distance of 6.6 metres in a westerly direction.
WEST STREET	FAVERSHAM	Across the frontage of 25 West Street

Roads in Sittingbourne and Milton	
GOODNESTONE ROAD	(1) Across the frontage of 35 Goodnestone Road.
THOMAS ROAD	From the boundary of 13/15 Thomas Road, west for a distance of 6.6 metres.

Given under the Seal of the Kent County Council

This xx day of xxxxx, 2016

THE COMMON SEAL OF THE
KENT COUNTY COUNCIL was
hereunto affixed in the
presence of:-

Authorised Signatory

OBJECTION 1

ANNEX B

HIGHSTED ROAD
SITTINGBOURNE
KENT
ME10

30th January 2016
Swale Borough Council
Swale House
East Street
SITT
KENT
ME10 3H7

For the attention of The Engineering Team
Leisure & Technical Services

Dear Sir

AMENDMENT 17 ORDER 2016 GRAYSHOTT CLOSE

I have just read your Notice regarding parking restrictions being extended in Grayshott Close I dont have any issues around extending the restrictions but I dont understand why you are confining it to Grayshott Close. The whole area needs to be reviewed. Highsted Road is a major access road into Sittingbourne and yet nothing is done. There is no pavement at the junction of Highsted Road and Brenchley Road and because of this school children and mums have to walk in the road.

The parking is unbelievable because of the two schools and the doctors and the hospital and there are times when residents are unable to get on or off their drives because of inconsiderate drivers its about time something is done about it because if they build the 540 houses in Swanstree Avenue it will make matters even worse.

Please dont say the congestion reduces traffic speed, because it doesnt and there needs to be three accidents before you do anything.

Farm Crescent
Sittingbourne
Kent
ME10

8th February 2016

Engineering Team
Leisure and Technical Services
Council Offices
Swale House
East Street
Sittingbourne
Kent, ME10 3HT

Dear Sir

Waiting Restrictions and Street Parking Places (Amendment No. 17) Order 2016

I take this opportunity of objecting to the advertised order parts (c) and (d) where the Order refers to parking restrictions in Grayshott Close and Highsted Road.

My grounds for objection are based on the fact that I have serious reservations about this parking proposal and the potential for just pushing the problem "up the road" and creating parking and safety issues that do not currently exist.

I share the frustration with many of the homeowners in close proximity to the school and hospital. Indeed I often hear of problems with homeowners who cannot get out of their driveways due to visitors parking opposite or across their driveway. Should the refuse lorry or an emergency vehicle need to travel up / down Highsted Road everything stops!

I am somewhat surprised that any proposals do not extend to other streets in the area where residents may need to use Highsted Rd. The parking is used, as you know, to top up operational parking for the hospital and school where the sites themselves do not have available land to achieve their desired capacity in spaces for customers. We already have a sub standard junction at Farm

Crescent / Highsted Road. Additional trip generation from parking and poor visibility, could further compromise safety at this location. Parking on the bend just east of Farm Crescent now appears to be preferred by some motorists who just abandon their cars anywhere.

I would urge you to examine an overview of hospital / school parking with a view to considering a strategy that will not simply push the problem up the road.

I trust you will look at and review any measures for consideration to the benefit of all of us around the Highsted Rd area who need to move toward / from Bell Road.

I do hope we can all find a way forward that offers reasonable solution or compromise for us all.

Many thanks

OBJECTION 3

ANNEX B

Engineering Team, Leisure & Technical Services,
Council Offices,
Swale House,
East Street,
Sittingbourne, Kent,
ME10 3HT

Dear Sir,

I have the following comment on the proposal to enhance the yellow lines in Grayshott Close.

There is a serious problem of parking in both Grayshott Close and Highsted Road. This results mainly from vehicles of people attending the local schools and the Memorial Hospital. It is often very difficult to travel along the north end of Highsted Road, because cars are parked on both sides of the road, leaving a single narrow lane in the middle of the road, not sufficient for the two way traffic which uses the road. If there is a large vehicle, such as a waste disposal vehicle, it is gridlock.

If parking shifts from Grayshott close, then it will move into Highsted Road. The only way that extra parking can be accommodated is for it to move further along the road, round the bend by the entrance to Farm Crescent, and beyond.

The entrance to Farm Crescent is a dangerous one. When approaching from the South to turn into Farm Crescent, it is difficult to be sure that there is nothing coming towards you round the bend. Many times I have been turning right and have had to make an emergency stop.

If parking develops on that bend, or closer to Farm Crescent, then the area will become a death trap. If parking is further restricted in Grayshott Close, then it needs to be done in conjunction with new parking restrictions on the bend in Highsted Road and at the junction with Farm Crescent.

Beyond the Farm Crescent entrance, there is no footpath along Highsted Road. If there is parking along that stretch, then the busy pedestrian traffic there will be put at risk.

Any additional parking restrictions in Grayshott Close must be done in conjunction with new restrictions in the areas I have outlined.

Yours faithfully,

Eastchurch
Isle of Sheppey
Kent

To the Engineering Team,

I have just noticed a sign on the lamp post requesting any objections for any further restrictions to parking or added bays down Church Road.

As a resident of the above address, I would like to point out the following –

- We already have two disability parking bays, one of which is very oversized
- The bays are used by those who are supposed to benefit it, by parking two cars in one bay, covering the fire hydrant.
- The bays are abused by the said recipients, by over lapping at each end of the bay when they park two cars, ensuring the whole front of their house is kept too their selves.
- The recipients of the one bay has 3 vehicles that utilise that one parking space.
- The gentlemen resident has become confrontational, and threatening to take legal action at various times.
- The path in Church Road only runs the recipients side of the road.
- The bins are on our frontage.
- Dismounting from vehicles into the main road.
- On our stretch of road, there are 11 viable parking spaces, with 8 houses.
- Four cars used by number 30 alone.
- Walks his dog for long distances.
- I also have a disability.

I object on the following grounds to anymore disability spaces or restrictions thereof.

- One evening the fire brigade had to knock at No.30 as one of their cars was covering the fire hydrant, thus leading to a severe breach of H&S to the residents. This will be documented by the Fire Brigade as it caused disruption and stress to us neighbours.
- The residents park without due care and attention to any emergency services and their duty to protect life or as a civil neighbour,
- The residents of No.30, I only know the man's first name as 'Bobby'. becomes abusive and threatening

The council when I questioned them about the parking space originally, stated that if there was nowhere else to park, as a resident of Church Road, I could park in that disabled space. This should have been made clear to the recipient to avoid confrontation and misunderstanding, of which I clarified to him.

- They rotate parking, two main cars and also two other cars within the one space. So that his argument, of nobody should park within the disabled bay, which should only apply to the badge holder, he does not uphold himself.
- We have only one pedestrian path on the recipient's side of the road to utilise, to ensure safe dismounting from our vehicles.

do my visitors and so cannot safely dismount as we have no path unless we dismount the vehicle onto the main road. Again, causing a breach to our/their safety.

-
- I have witnessed 4 vehicles used and parked by No.30. Three of them are more frequent and park there daily. We have 8 houses and only 11 viable spaces, at least 3 if not 4 vehicles utilised by No.30. How can you justify two spaces used by four vehicles at one small bungalow, supposedly resided in by two people to take priority over others?
- I have witnessed both residents, walking their dog for long periods of time and also long distances. I ask you to consider for this reason alone, the justification of them, 1 having a blue badge and 2, having to park directly outside their house.
- . I am in fact disabled myself, but because I haven't applied for a blue badge, does not make me any less deserving. I wonder if the validity of the blue badge, has been reviewed for the recipient and if not, would request it to be so. Forthwith. I was advised by the recipient to apply for a badge, but choose not to use every tool available to take advantage of systems in place.

I would like to invite you to visit me, so you can see for yourselves the already restricted parking and encumbrances we have to endure daily.

Regards,

Eastchurch
Isle of Sheppey
Kent

29/01/16

To the Engineering Team,

I have just noticed a sign on the lamp post requesting any objections for any further restrictions to parking or added bays down Church Road. As a resident of the above address, I would like to point out the following –

I object on the following grounds to anymore disability spaces or restrictions thereof in my stretch of road.

- The residents at no 30 park without due care and attention to any emergency services and their duty to protect life, covering the fire hydrant.
- The council when I questioned them about the parking space originally, stated that if there was nowhere else to park, as a resident of Church Road, I could park in that disabled space. This should have been made clear to the recipient to avoid confrontation and misunderstanding.
- We have only one pedestrian path on the recipient's side of the road to utilise, to ensure safe dismounting from our vehicles. I so cannot safely dismount as we have no path unless we dismount the vehicle onto the main road. Causing a breach to our/their safety.
-
- We have 9 houses and only 12 viable spaces, at least 3 if not 4 vehicles are utilised by No.30. How can you justify two spaces used by four vehicles at one small bungalow, supposedly resided in by two people to take priority over others?
- I have witnessed both residents, walking their dog for long periods of time and for long distances. I cannot for this reason see how you can justify any further restrictions and cannot see how you can allow further concessions.
- We were of the understanding when the last disabled space was put in of which there are already two, that the road could not sustain any further spaces or further restriction that would cause unreasonable hardship for other residents some of whom are elderly, disabled or have young children.

OBJECTION 5

ANNEX B

I would like to invite you to visit me, specifically after 5pm to see for yourself how difficult it already is to park so you can see for yourselves the already restricted parking and encumbrances we have to endure daily.

SWALE JOINT TRANSPORTATION BOARD

Meeting Date	Monday 7 th March 2016
Report Title	Fairview Road Area, Sittingbourne – Parking Review
Cabinet Member	Clr David Simmons
SMT Lead	Dave Thomas
Head of Service	Dave Thomas
Lead Officer	Mike Knowles (SBC)
Classification	Open

Recommendations	<p>Members are asked to note the contents of this report and recommend that:-</p> <ul style="list-style-type: none"> • A Residents Parking Scheme is not implemented in the Fairview Road area due to the percentages of support received • Officers continue to liaise with Kent Fire and Rescue and carry out further consultation with residents in the vicinity of any subsequent proposed restrictions in Fairview Road • Officers report the comments around enforcement to the Parking Enforcement Team to ensure resource is committed when required
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Purpose of Report and Executive Summary

1.1 Following the initial report to the Joint Transportation Board back in December 2015, this report provides a more detailed analysis 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. The closing date for responses was 20th November 2015.
- 3.2 A total of 151 leaflets were hand delivered to properties within the consultation area, and a total of 46 responses were received, providing a response rate of 30%. Two of the responses did not provide a location so have been omitted from the results.
- 3.3 A summary of the responses from each road is detailed below, and further more detailed information on the responses can be found in Annex C.
- 3.4 Aubretia Walk
Of the 12 leaflets delivered to properties in Aubretia Walk, 5 responses were received giving a 42% response rate. Of these responses, 3 felt a Residents Parking Scheme would improve the parking situation. Based on the number of properties, this represents 25% of households supporting such a scheme.
- 3.5 Two of the responses reported problems with parking during the daytime, 1 at weekends and 1 at all times. One response stated there were no existing parking problems.
- 3.6 Fairview Road
Of the 28 leaflets delivered to properties in Fairview Road, 16 responses were received giving a 57% response rate. Of these responses, none of these residents felt that a Residents Parking Scheme would improve the parking situation, even though 12 of the responses all stated that parking problems occurred during the daytime only.
- 3.7 Heather Close
Of the 19 leaflets delivered to properties in Heather Close, 9 responses were received giving a 47% response rate. Of these responses, 5 felt that a Residents Parking Scheme would improve the parking situation, and 3 felt it would not. Based on the number of properties, this represents 26% of households supporting such a scheme.
- 3.8 Three of the responses reported problems with parking during the daytime, 4 reported problems at all times and one stated there were no existing parking problems.
- 3.9 Lavender Court
Of the 22 leaflets delivered to properties in Lavender Court, 10 responses were received giving a 45% response rate. Of these responses, 8 felt that a Residents Parking Scheme would improve the parking situation, and 2 felt it would not. Based

on the number of properties, this represents 36% of households supporting such a scheme.

3.10 There were mixed views on when parking problems occur, with 1 response stating daytime only, 1 stating weekends only, 5 stating daytime and weekends, and 1 stating there are parking problems at all times. One response stated there were no existing parking problems.

3.11 East Street

Of the 70 leaflets delivered to properties in East Street, 4 responses were received giving a 6% response rate. Of these responses, 1 response felt that a Residents Parking Scheme would improve the parking situation, and 2 felt it would not. Based on the number of properties, this represents 1% of households supporting such a scheme.

3.12 One response stated that parking problems are experienced during the daytime and one response stated problems occurred during the daytime and at weekends.

3.13 Annex C shows some of the typical responses received from each road. These comments provide further information on the views of residents, including the perceived problems and suggested solutions.

4 Summary

4.1 A plan showing the existing parking restrictions in the area can be found in Annex D. There are existing double yellow lines on the east side of the s-bend in Fairview Road, around the t junction of Fairview Road and along the south side of Fairview Road between the t junction and Lavender Court.

4.2 The width of the carriageway at the eastern end of Fairview Road, between Empire Court and Lavender Court, is not sufficient to allow the installation of parking bays, and therefore the formalisation of parking in Fairview Road would result in the loss of approximately 10 on street parking spaces.

4.3 Consideration could be given to extending the existing double yellow lines in Fairview Road from the t junction, west to the junction of Heather Close. However, this will result in the loss of approximately 6 on street parking spaces, and as no particular access problems along this section of road have been reported by Kent Fire and Rescue it is suggested that the area remains unchanged.

4.4 A site survey carried out on a Thursday morning at 9:35am revealed that the Fairview Road area was heavily parked with vehicles, but that none of these vehicles were parked on the double yellow lines, suggesting that any parking contraventions occur in the evening. Our Parking Enforcement Team will be made aware of the comments from the consultation to commit additional resources in the area if required.

4.5 Out of the 46 responses received, 17 supported a Residents Parking Scheme and 7 felt such a scheme would not help. As a percentage of households, 25% were in favour of a Residents Parking Scheme in Aubretia Walk, 26% in Heather Close, 36% in Lavender Court and 1% in East Street. There was no support for the introduction of a Scheme from residents of Fairview Road.

5 Recommendation

5.1 Members are asked to note the results of the consultation and recommend that:

- A Residents Parking Scheme is not implemented in the Fairview Road area due to the percentages of support received
- Officers continue to liaise with Kent Fire and Rescue and carry out further consultation with residents in the vicinity of any subsequent proposed restrictions in Fairview Road
- Officers report the comments around enforcement to the Parking Enforcement Team to ensure resource is committed when required

6 Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Costs associated with any Traffic Regulation Order and installation of additional lining on site.
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.

7 Appendices

- 7.1 Annex A – Copy of Consultation Leaflet
- Annex B – Plan of Distribution Area
- Annex C – Detailed Responses to Consultation
- Annex D – Plan of Existing Parking Restrictions

8 Background Papers

- 8.1 None

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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

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?

- Commuters/Visitors Residents Other (please specify)

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?

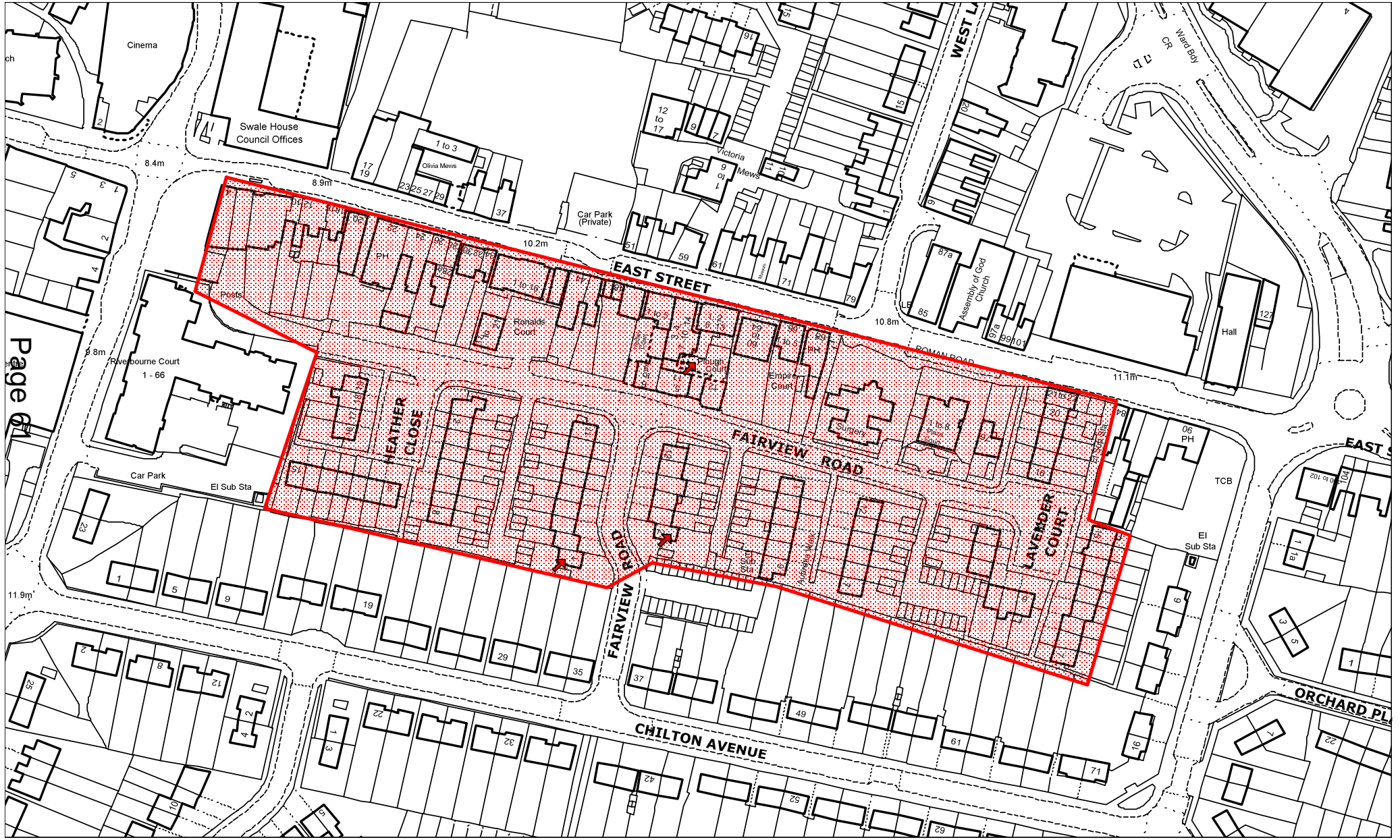
- Yes No
 Yes No

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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Fairview Road Area Parking Review – Summary of Typical Comments and Responses

Road		Comments	Response
AUBRETIA WALK	1	Remove some of the kerbing on north side of Fairview Road to provide additional parking and charge for permits	Funding would need to be sourced for any works, and require consent of KCC Highways. Would need to determine whether land is Public Highway. Also many vehicle accesses off of Fairview Road which would need to remain clear
	2	Not prepared to pay for parking outside my own property, parking is not a major issue and permits would not work around here	Introduction of Residents Parking Scheme would require majority support from residents, and would be subject to permit charges as in other areas
Page 63	3	Cars and lorries park on pavement and double yellow lines causing me to have to go on the road to get by	Comments around parking on existing waiting restrictions will be passed to Parking Enforcement Team. Particular issues of obstruction caused by vehicles parking on footway should be reported to the Police
	4	Section of Fairview Road from Chilton Avenue to t-junction is inaccessible to large vehicles including emergency services. Needs double yellow lines down one side	Some corner protection measures in the form of double yellow lines have previously been introduced along this section of Fairview Road, including double yellow lines on one side where the road bends. There needs to be a balance on the amount of restrictions introduced against the needs of residents to park on-street
	5	Time limit for visitors to the estate. Suggest small section of road set aside for doctors surgery on a short stay basis at rear of surgery	Any time limited restrictions would apply to both residents and visitors and may not receive a high level of support from residents. A minimum carriageway width of 5.8 metres would be required to install parking bays allowing clearance for emergency vehicles

Fairview Road Area Parking Review – Summary of Typical Comments and Responses

Road		Comments	Response
EAST STREET	1	The people parking to the rear are all people coming into town to work and want to avoid parking for parking, to be fair these are predominately Council employees	Council employees are given permits to park in some SBC car parks but as these can be a substantial distance from the Council Offices, for example Cockleshell Walk Car Park, some employees will park in surrounding roads. The Council does not have any powers to control where staff park, and with limited staff parking there are no closer options
Page 64	2	I have to park at the rear of my shop. We have 3 cars approximately. Most cars that park there are Council cars. What you have got to understand is where do shop keepers park? The car park in East Street which is for Council workers is always empty, doesn't that say something?	Any Residents Parking Scheme would allow for a maximum of 2 cars to be parked from each property at a given time. Specific staff permits are required to park in the East Street Council car park and only a limited number of permits are issued by the Parking Section
	3	The Chestnut Surgery has 7 off road parking spaces, however we have a further 10 staff here at any one time and need to park at the rear of the surgery in Fairview Road. Also many of our patients need to park in the rear as the parking restriction of 20 minutes on East Street is not long enough for the average appointment	As above, a Permit Scheme would only allow a maximum of 2 cars for each property, which would not help staff at the surgery. Limited waiting bays have been suggested for the rear of the surgery, but these would need to be in excess of the 20 minute limit in East Street to assist patients. As stated above, a minimum carriageway width of 5.8 metres would be required to install parking bays
FAIRVIEW ROAD	1	The problem has unavoidably been exacerbated during daylight hours by the ongoing building works, but I do feel residents permits are the way forward	Situation should improve on completion of building works. Residents Permit Scheme would require majority support from households and will reduce on-street parking capacity due to the minimum road widths required to install parking bays
	2	Fire engines, delivery vehicles, refuse collections cannot get down road. Cars have been damaged by heavy lorries	Kent Fire and Rescue have reported that at times they experience difficulties negotiating parked cars on the s-bend in Fairview Road, and we are currently in discussion with them on possibly installing a short section of additional double yellow lines

Fairview Road Area Parking Review – Summary of Typical Comments and Responses

Road		Comments	Response
FAIRVIEW ROAD	3	Despite there being yellow lines in certain areas, people still park on them as there seems to be a lack of policing. We oppose the introduction of permits	Comments around enforcement of existing restrictions will be reported to the Parking Operations Team with a view to increasing enforcement in the area
	4	Double yellow lines in the area, cars still park over them. We do not want parking permits, it will not help the situation	As above
Page 65	5	What guarantee do permit holders have to get a parking space beside their house? How is this going to be policed? Non-permit parking 2 to 4 hours is very obscure. Most of SBC workers are flexi, it will still be congested. SBC workers have badges on their windscreens. Will that allow them to park anywhere without restrictions? If so then this is a complete waste of time	A Residents Parking Scheme cannot guarantee that permit holders will be able to park outside of their properties, or indeed within the permit area, it merely limits the amount of time non-permit holders can park during the scheme operating times. Any scheme would be policed by Swale's Parking Enforcement Officers. The exact details of the amount of time non-permit holders could park would be confirmed through further consultation if majority support was received. SBC employees have permits to park in specified car parks, this would not make them exempt from the restrictions in a Residents Parking Scheme
	6	I haven't a car but drivers of large vehicles are always knocking on my door asking if I know who a car belongs to as they can't get through	We are currently in discussion with Kent Fire and Rescue over any possible amendments to existing double yellow lines
	7	When Planning Permission for more flats is granted I don't consider enough residential parking for occupants is provided.	Planning consent does follow Government guidelines for off-street parking provision but in many cases new developments invariably leads to an increase in on-street parking.

Fairview Road Area Parking Review – Summary of Typical Comments and Responses

Road		Comments	Response
FAIRVIEW ROAD	8	Off street parking no longer size for modern cars. We regularly need disabled access to vehicle at front of house, but can't get vehicle close enough. Non residents use most of the available places. Continuous building of flats on East Street adds to problem. Council workers park here	Suggest that consideration is made to applying for Disabled Persons Parking Bay
Page 66	9	Several vehicles have been damaged due to so many large vehicles going to building works. Cars park here whether it's 2 hours or all day. As soon as a car leaves a space another one fills it. If double yellow lines went all down one side of road it would prevent vehicle damage and provide safer access but would create more parking problems. No magic solution	Comments suggest that there is a regular turnover of parked vehicles as well as all day parking. Residents Parking Scheme would not prevent shorter term parking by non residents. Double yellow lines down one side of the road would improve access but as stated would also create more parking problems as on street parking capacity would be greatly reduced
	10	Fairview Road, Heather Close and Lavender Court should be for residents only but not with residents parking scheme charges	Residents Parking Schemes carry an annual charge for parking permits to provide increased revenue to cover the required level of enforcement of such a scheme
HEATHER CLOSE	1	I work in ***** (East Street business) and find I've nowhere to park in the week. Saturdays there are many parking spaces which I'm sorry to say means the spaces are being taken up by Council workers. People who live and work in East Street/Fairview is where we have to park, not Council workers	As previously stated, there is nothing the Council can do to regulate where their staff park and any allocated parking can be a considerable distance from Swale House
	2	Cars are being parked behind other cars in the cul-de-sac, blocking cars from getting out	Any issues with parked vehicles causing obstruction should be reported to the Police

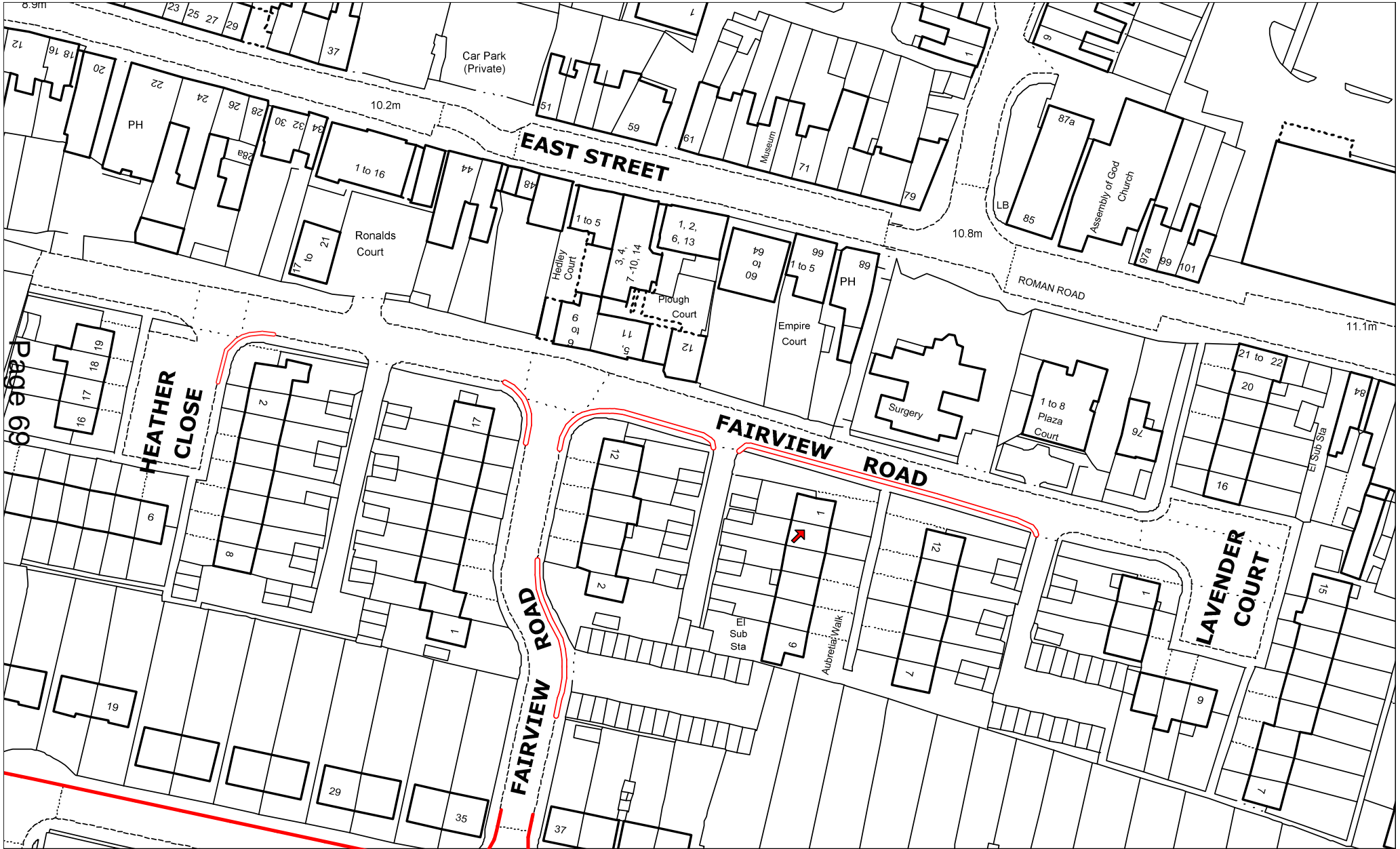
Fairview Road Area Parking Review – Summary of Typical Comments and Responses

Road		Comments	Response
HEATHER CLOSE	3	I do not agree with residents paying to park in their own road. Also had there not been so many flats built in Fairview Road the parking might not be so bad	As above regarding necessity to charge for Residents Permits and also minimum off-street parking requirements for new developments
	4	Garage too small for vehicle. Being nearest free parking to the High Street and new properties built in and behind East Street, we feel that a Residents Parking Scheme is now essential.	Majority support from residents would be required to implement Residents Parking Scheme
	5	I do question why some vehicles with SBC parking display have to park in this close. If I do have a parking permit will be they be regularly checked and endorsed correctly?	As above regarding proximity of available allocated parking for SBC staff. Any Residents Parking Scheme would be enforced
Page 67	6	Issues around losing space when dropping children to school and space being taken up with mainly Council workers. Have to carry children from Chilton Avenue after picking them up from school. Do not mind public parking out on the road too much, it's when they park in our cul-de-sac that really annoys me. What would help also in our cul-de-sac would be painted parking spaces as a lot of the visitors, commuters and Council staff park in the middle of 2 potential spaces meaning less people can park in our cul-de-sac	As cul-de-sac is part of the Public Highway spaces are not reserved for householders. Will investigate possible marking of parking spaces, subject to funding, although in some cases the marking of bays can reduce available parking due to need to mark a minimum space width. Any bays marked would be advisory only and would be unenforceable
	7	Unable to park between 9am and 5.50pm, if use car for any trip often unable to move car in day as blocked in, 6 people parking in middle of road	Any vehicles parked in such a way as to cause an obstruction should be reported to the Police

Fairview Road Area Parking Review – Summary of Typical Comments and Responses

Road		Comments	Response
LAVENDER COURT	1	When you have workers at Swale House who have parking permits for town car parks displayed on their windscreen who decide to park in Fairview Road, this then has a knock on effect for residents in this area, but as Fairview Road is nearer than Cockleshell Walk and St. Michaels car park is closer then why issue them with permits. Sort your staff out please. There is always at least 4-6 cars most days of the week here	As previously stated, there is nothing the Council can do to regulate where their staff park and any allocated parking can be a considerable distance from Swale House
	2	As the problem is during the day I don't see that permit parking will help. Doctor's staff use the court as a car park and visitors to the doctor's and Aldi's park constantly all day	The introduction of a Residents Parking Scheme would not help solve the problem of short term parking as non-permit holders would still be able to park for a certain amount of time as the resident states
Page 68	3	No problem overnight and weekends lots of spaces. Daytime even more space to park so no need for residents parking scheme. Today Friday 16 cars parked 5 spaces left at 1pm	Comments noted
	4	At 9am it's like Piccadilly with commuters trying to find a space. I wonder if emergency vehicles could get through? People that live in East Street and further afield also park here for days on end. Permits please	As stated previously, we are in discussion with Kent Fire and Rescue regarding any issues with access
	5	I do not have a car but do have a blue badge and rely on family visiting on a daily basis. What happens in this situation	Generally, during the hours of a Residents Parking Scheme visitors would only be allowed to park for a limited time unless they purchase visitor permits. Blue badge holders are entitled to park on waiting restrictions for up to 3 hours as long as they do not cause an obstruction
	6	Parking is also an issue at daytime weekends, during these times I try to avoid moving the car and going out as I know I'll have nowhere to park when I get back	Residents Parking Schemes can be effective during their operating periods but the scheme does not operate on Sundays so would not assist then

PLAN OF EXISTING DOUBLE YELLOW LINES – FAIRVIEW ROAD AREA



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SWALE JOINT TRANSPORTATION BOARD

Meeting Date	Monday 7 th March 2016
Report Title	Informal Consultation on Proposed Waiting Restrictions
Cabinet Member	Cllr David Simmons
SMT Lead	Dave Thomas
Head of Service	Dave Thomas
Lead Officer	Mike Knowles (SBC)
Classification	Open

Recommendations	<p>Members are asked to consider the results of the recent informal consultations for waiting restrictions and recommend that Officers:-</p> <ul style="list-style-type: none"> • Take the comments from the consultation back to the Swale Quality Bus Partnership for further discussion prior to implementing restrictions in Wildish Road, Faversham. • Progress the proposed restrictions in The Street/Canterbury Road in Boughton-under-Blean and Dunkirk, but with the amendments suggested by Kent County Council and subject to the agreement of both Parish Councils who are funding the works.
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Purpose of Report and Executive Summary

- 1.1 This report provides a summary of informal consultation results with residents and statutory consultees on proposals to install waiting restrictions in Wildish Road, Faversham and The Street/Canterbury Road in Boughton-under-Blean and Dunkirk.

2 Background

- 2.1 A request has been received from the Stagecoach Bus Company for a bus stand to be installed in Wildish Road, Faversham, with double yellow lines opposite the bus stand. A request has also been received from both Boughton-under-Blean and Dunkirk Parish Council for double yellow lines to be installed along The Street/Canterbury Road between the junctions of Staplestreet Road and Horselees Road.
- 2.2 A copy of the consultation material for the proposals can be found in Annex A.

3 Issue for Decision

- 3.1 Details of the consultation results can be found in Annex B. For the Wildish Road proposals, an additional 4 responses were received from residents not within the consultation area, and for the Canterbury Road/The Street proposals an additional 54 responses were received from residents outside of the consultation area, following the delivery of additional leaflets by the Parish Councils. In both cases, the additional responses have been kept separate from the main consultation results.

Wildish Road, Faversham – Bus Stand and Double Yellow Lines

- 3.2 Following a request from the Stagecoach Bus Company through the Swale Quality Bus Partnership, a consultation took place with residents on proposals to install a bus stand to the south of the Ivory Close junction in Wildish Road, Faversham, with double yellow lines to be installed on the opposite side of the road. Problems have been reported with vehicles parked opposite the existing bus stop, resulting in the road becoming blocked to through traffic when buses are stationary at the bus stop.
- 3.3 The Wildish Road bus stop is a timing/layover point for some bus services, and would therefore need to be marked as a bus stand as opposed to a bus stop, to allow buses to wait for several minutes at the stop.
- 3.4 Of the 9 properties consulted, 5 responses were received, 3 supporting the proposals and 2 objecting. An additional 4 responses from outside of the consultation area were received, all supporting the proposals.
- 3.5 One objector states that on a daily basis up to 3 buses are parked at the bus stop for several minutes at a time from 7.08am with their engines running, creating a public noise nuisance and environmental health issue. It is also stated that these parked buses cause an obstruction to the Ivory Close junction sightline. The other objector states that double yellow lines will affect all road users and visitors to the play area who will have to park elsewhere, and suggests that the parking issue is caused by visitors to the nearby community centre, who should be forced to expand their car park or ensure that their patrons use the agreed facilities of Sainsbury's car park.

Canterbury Road/The Street, Boughton-under-Blean/Dunkirk – Proposed Double Yellow Lines

- 3.6 A request was received from Boughton-under-Blean and Dunkirk Parish Council for double yellow lines to be installed on both sides of Canterbury Road/The Street between the junctions of Staplestreet Road and Horselees Road. The issue had previously been discussed on site with Parish Councillors and Kent County Council Officers, and KCC advised that they would not consider the installation of the restrictions as there is no history of personal injury crashes at the location.
- 3.7 The Parish Councils therefore approached Swale Borough Council with the request for waiting restrictions, with both Parish Councils agreeing to jointly fund the

scheme. It has been reported that vehicles parked between the two junctions are obstructing the sightlines of vehicles using the Staplestreet Road and Horselees Road junctions.

- 3.8 Of the 28 properties consulted, 19 responses were received, 11 supporting the proposals and 8 objecting. An additional 54 responses were received from outside of the consultation area, following the distribution of leaflets by the Parish Councils. 41 of these responses supported the proposals and 13 objected.
- 3.9 Many of the additional responses supporting the proposals came from residents who use the Staplestreet Road junction, although it is acknowledged that waiting restrictions would not impact on them directly as they do not park in the area.
- 3.10 Some of the objections received state that visitors to nearby properties rely on the on-street parking at this location, and any restrictions would force vehicles to park further down The Street in areas which are already congested with parking. Comments have also been received that the parked vehicles create a traffic calming effect resulting in the reduction in speed of vehicles entering The Street. Other objectors have stated that with insufficient off-street parking, they have been in communication with the local PCSO and have fully complied with the requests around parking a safe distance from junctions. Concern has also been expressed that introducing waiting restrictions will displace parked vehicles into nearby areas, including some private accesses, which could obstruct emergency vehicle access.
- 3.11 Kent County Council have responded to the consultation, stating that they consider that a shorter section of double yellow lines would be appropriate on the north side of Canterbury Road, running easterly from the junction of Staplestreet Road for a distance of 20 metres. This would still provide adequate visibility for vehicles exiting Staplestreet Road whilst allowing a level of on-street parking for residents. The County Council also state that vehicles parking east of the Staplestreet Road junction will, in themselves, create a traffic calming measure by providing a clearly visible presence that will naturally slow oncoming vehicles traffic from the Boughton Hill direction, and that this, coupled with the planned speed limit reduction on Canterbury Road, will significantly improve road safety in this vicinity.
- 3.12 As the planned restrictions are being proposed and funded by Boughton-under-Blean and Dunkirk Parish Council, agreement on any amendments to the scheme would be sought from the Parish Councils prior to implementing the necessary Traffic Regulation Order.

4 Recommendation

4.1 Members are asked to consider the results of the recent informal consultations for waiting restrictions and recommend that Officers:-

4.1.1 Take the comments from the consultation back to the Swale Quality Bus Partnership for further discussion prior to implementing restrictions in Wildish Road, Faversham.

4.1.2 Progress the proposed restrictions in The Street/Canterbury Road in Boughton-under-Blean and Dunkirk, but with the amendments suggested by Kent County Council and subject to the agreement of both Parish Councils who are funding the works.

5 Implications

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

5 Appendices

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

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

6 Background Papers

6.1 None

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Proposed Double Yellow Lines & Bus Stand Wildish Road, Faversham

A request has been received from the Stagecoach Bus Company for a small section of double yellow lining to be installed in Wildish Road, Faversham, opposite the bus stop near Ivory Close, as shown on the plan overleaf.

The proposed restrictions are to tackle problems with vehicles parking opposite the bus stop, resulting in the road becoming obstructed when buses are present at the stop, regularly for periods of several minutes. As well as the installation of double yellow lines, the proposals include the marking of a Bus Stand at the location of the bus stop.

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

Please complete the reply slip below and return to Swale Borough Council Engineering Services, Swale House, East Street, Sittingbourne, Kent ME10 3HT before **Friday 5th February 2016**. 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 & Bus Stand – Wildish Road, Faversham

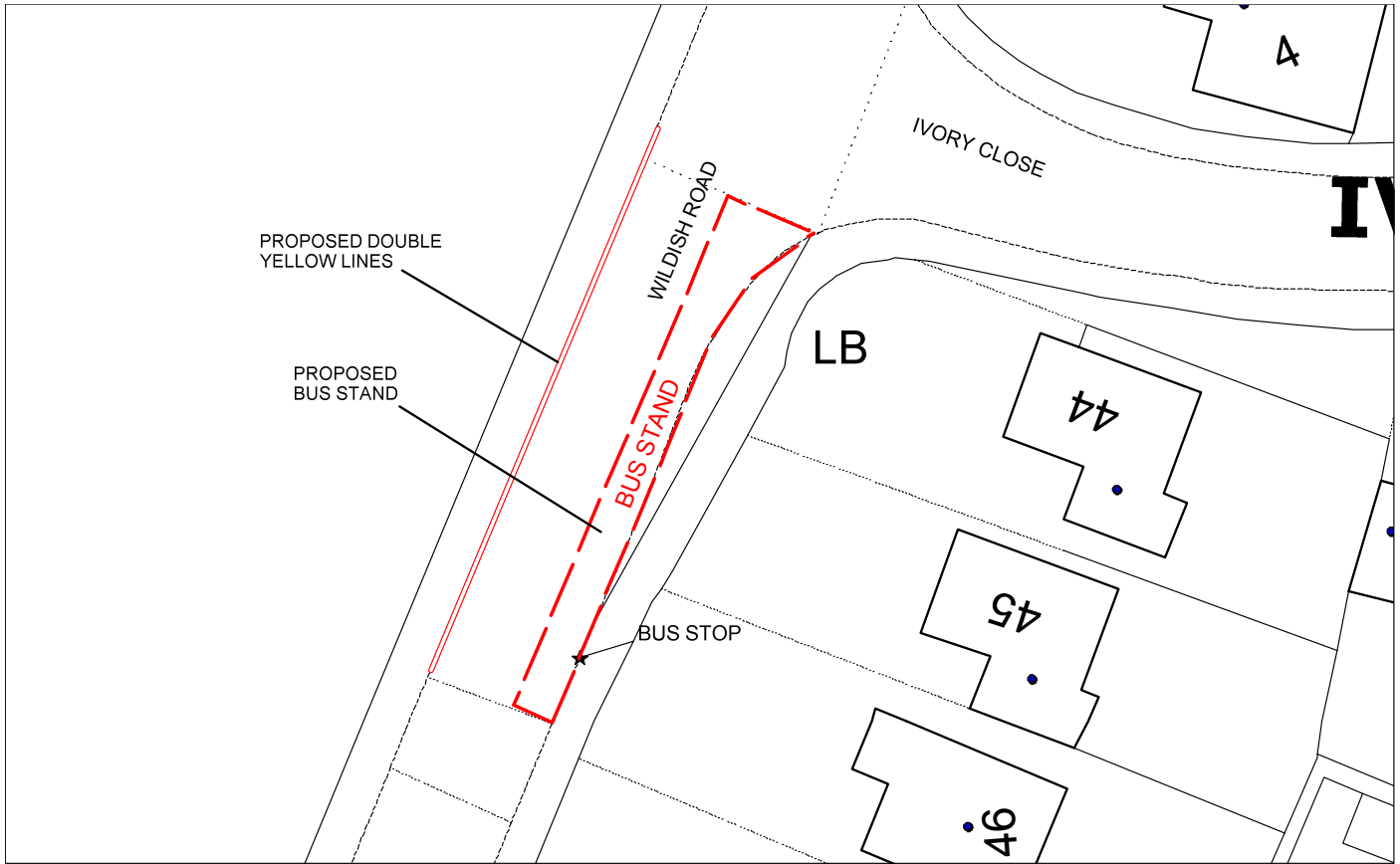
Please tick one of the following boxes

I Support the proposal to install double yellow lines and a Bus Stand
 I Object to the proposal

Name & Address	Comments

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

Plan of Proposed Double Yellow Lines and Bus Stand





Proposed Double Yellow Lines The Street/Canterbury Road Area, Boughton/Dunkirk

A request has been received from Dunkirk and Boughton-under-Blean Parish Councils for a section of double yellow lines to be installed along The Street, Boughton-under-Blean and Canterbury Road in Dunkirk, and into Horselees Road all as shown on the plan overleaf.

The proposed restrictions are to tackle reported problems with vehicles parking in the vicinity of the junctions of Staplestreet Road and Horselees Road, and I understand this issue has previously been brought to the attention of the local PCSO and Kent County Council. The Parish Councils have stated that they have received many complaints from residents who are concerned that the frequently parked vehicles are causing a safety issue for both road users and pedestrians.

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

Please complete the reply slip below and return to Swale Borough Council Engineering Services, Swale House, East Street, Sittingbourne, Kent ME10 3HT before **Friday 5th February 2016**. 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 – The Street/Canterbury Road Area, Boughton/Dunkirk

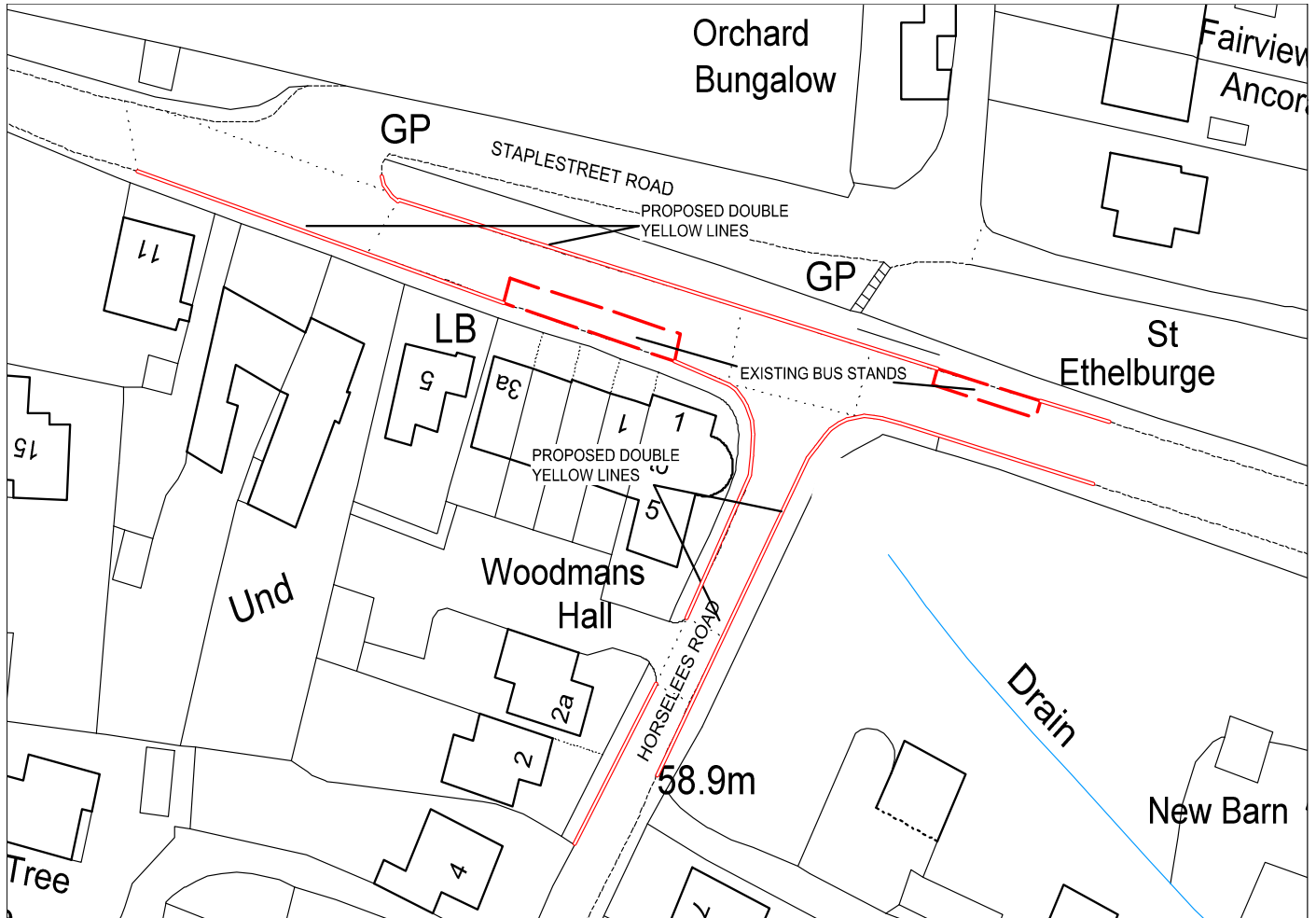
Please tick one of the following boxes

I Support the proposal to install 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 Double Yellow Lines



Canterbury Road, Dunkirk - Proposed Double Yellow Lines

Response	Support	Object	Comments
			Visitors to our house use The Street as an area to occasionally park. Removing this as an option means visitors would be parking further down the village which is already congested with on street parking. The amount of cars parked at the front is limited especially now the builders that were working on the new estate have finished. The parked cars have inadvertently helped to calm traffic speeds of cars entering and leaving the village. If double yellow lines were to be added I would be extremely concerned that cars would once again increase their speed when entering the village. With vehicles reaching speeds of 70 mph entering Boughton it will lead to an injury or fatality very soon. I believe it would be much safer and better use of money to add some form of traffic calming on this dangerous stretch of road.
1		1	
2		1	Many comments - see e-mail
			Exiting from Staplestreet Road towards Canterbury is particularly hazardous due to parked cars belonging to residents of the recently developed Woodmans Hall site. Several minor accidents have occurred eg wing mirrors etc. A major accident waiting to happen.
3	1		
4		1	Many comments - see e-mail
5	1		
			Will inconvenience my family when they visit. It has been worse lately because the builders from Staplestreet are parking there
6		1	
7	1		I have seen many near misses when cars are parked near exit of Staplestreet Road
			Thoughtless people, some from our flats illegally park half on and off pavement. My Flat is directly affected more than any other.
8	1		
			Have experienced a near accident at junction Horselees/Streete due to parked cars so would welcome double yellow lines. Also, impending development at builders yard opposite my house, so lines would prevent inconsiderate builders parking inappropriately. Also difficult to get in/out of drive if a vehicle is parked opposite his house (outside No.7) and would ask for consideration into extending the proposed lines further into Horselees Road.
10	1		
11		1	Various comments - see e-mail

Canterbury Road, Dunkirk - Proposed Double Yellow Lines

Response	Support	Object	Comments
12	1		Various comments - see e-mail
13	1	1	Various comments - see e-mail
14	1		
15	1	1	Issues around planning consent, etc - see letter
16	1		We support the installation of double yellow lines, however we would like to make a further amendment to the proposal. We would like the double yellow lines in Horselees Road extended to also include the section outside 7 Horselees Road as indicated in green in the attached document. Under the current proposal, cars parked outside 7 Horselees Road would become an obstacle to us accessing our drive in this narrow section of the road. We feel that the introduction of the double yellow lines elsewhere will encourage drivers to park outside 7 Horselees Road
25	1		
26	1		not before time
36	1	1	I object to the proposed double yellow lines in The Street/Canterbury Road area of Boughton and Dunkirk. I think they would be detrimental to the semi-rural feel of the area. There are inadequate parking spaces for the recent and proposed new housing at Woodmans Hall and The Old Manor House developments. So unless off-road parking is suddenly provided, we can expect more vehicles to park here. If parking restrictions are imposed, maybe they could be relaxed during off-peak times? I also ask you to consider reducing the existing speed limit, particularly if double yellow lines are introduced. At the very least, the speed limit road markings on the road near The Dairy Restaurant should be reinstated as promised. What happened to the proposed traffic calming on Boughton Hill/Canterbury Road? Rather than parking restrictions, I should prefer traffic management systems for the Horselees Road and Staplestreet Road junctions with The Street. The speed limit de-restriction signs in Staplestreet Road are particularly confusing. They could be removed or repositioned, or the road could become part of a lower speed area extending the 30mph limit all through Boughton and Dunkirk.

Canterbury Road, Dunkirk - Proposed Double Yellow Lines

Response	Support	Object	Comments
37	1		re the proposed double yellow lines in the Street, Horselees Road, Boughton/Dunkirk. I am sorry that I have not met your deadline for replying, but I have been on holiday for a month and only found your letters when I returned. I hope it is not too late for my views to be considered. I live at Horselees Road, and therefore know the problems of this area very well. I heartily support the scheme as you have described it - indeed I would carry the yellow lines a little further to include the front boundary of my property, and opposite to my house as well, up to and including the drives of these 2 properties - in other words just a little further than your map goes. The reason for this is that this is a very narrow stretch of road. With double yellow lines as you propose, more people are going to park in this area than do already. If anything does park here, often they park partly on the pavement, which makes it really dangerous for wheel and push chairs. or if they park entirely in the road, then large vehicles have problems passing. As it is, two cars driving in opposite directions rarely pass here, but give way so that a single car has all the carriageway. Again, I hope it is not too late for my ideas to be considered. Further to my recent mail, I should have said that the double lines be extended across the front of number 9 Horselees Road as well as 7 and 4, to the point where the drives of 4 and 9 are opposite each other.
Total	11	8	

Properties Consulted	28	% Response	67.9
No. returned	19	% Support	57.9
No. Support	11	% Object	42.1
No. Object	8		

Canterbury Road, Dunkirk - Proposed Double Yellow LinesRESPONSES TO ADDITIONAL LEAFLETS SENT OUT BY PARISH COUNCIL

Response	Support	Object	Comments
A1	1		I totally agree to having the double yellow lines, I have to come out from my bungalow in Staplestreet, when the cars are parked on the left hand side going up Boughton Hill you cannot see if the road is clear and have to inch out. When traffic is parked both sides buses have a lot of problems going in both directions. People park right up to the corner of Staplestreet making it impossible to see if any traffic is coming from the Canterbury direction. I believe this to be an excellent and sensible proposal.
A2	1		Various comments - see e-mail
A3	1		Strongly support for safety reasons around the junctions. I frequently use the Staplestreet Road junction and when cars are parked opposite the Woodman's Hall development, the visibility of oncoming cars coming down Boughton Hill (often at speed) is blocked, or at best very restricted. In order to turn left to go in the direction of Canterbury, drivers coming out of Staplestreet Road are forced into the middle and right hand side of the road, into the path of oncoming traffic which they have not been able to see, due to a line of parked cars. My fear is that there is likely to be a serious accident. The other issue is one of speed. Some drivers come down the hill dangerously fast and often ignore the 30 mph speed limit as they enter the village.
A4	1		I support the double yellow lines. The cars parked there make it dangerous to pull out of Staplestreet.
A5	1		
A6	1		I live in Fernleigh Close and have to pull out onto The Street and it is impossible to see the traffic coming down the hill due to the parked cars near the bus stop. I feel this is extremely dangerous as lots of cars are not keeping to the speed limit when they come down the hill.

Canterbury Road, Dunkirk - Proposed Double Yellow LinesRESPONSES TO ADDITIONAL LEAFLETS SENT OUT BY PARISH COUNCIL

Response	Support	Object	Comments
A7	1		The proposed yellow lines on Boughton Hill are a must as vehicles park between the bus stop and Staplestreet road causing visual problems on exiting Staplestreet road. Also when a bus is stopped opposite (in Faversham direction) only one vehicle width is available causing many near misses with cars unable to stop when realising that there is insufficient room to pass. Also vehicles exiting from horseless road find it difficult to judge when it is safe to exit. I have witnessed several near misses personally and consider it a must for the yellow lines
A8	1		I support the proposal to install double yellow lines. I have lived in Berkeley Close for 30 years and since cars have parked on the bottom of Boughton Hill it has been a hazard. I have nearly had 3 accidents coming out of Staplestreet.
A9	1		Various comments - see e-mail.
A10	1		I am writing to support the above proposal as the sightline turning out of Staplestreet Road onto Boughton Hill and The Street is severely restricted when cars are parked at this junction. Parking of cars in the vicinity of bus stops should not be allowed as a matter of course.
A11	1		The current situation with cars parking at the bottom of Boughton Hill is dangerous. I live in Berkeley Close, Dunkirk, and use this route to work daily.
A12	1		
A13	1		
A14	1		We live just around the corner and often use the junction from Staplestreet when traveling to Canterbury and on many occasions have been forced to negotiate parked cars that block the road and its especially dangerous when a bus has stopped opposite.
A15	1	1	I understand that you are proposing to place yellow lines on the roads near Woodmans Hall The Street Boughton under Blean Faversham Kent ME13 9BF. I regularly visit a family member in that building and I strongly object to the proposal of double yellow lines there. It is difficult to park near the building and by placing them there you will only make matters worse.
A16	1		I agree with the proposed yellow lines and would like to see them extended on the corner turning into Staplestreet Road by the gates leading into the orchard, as cars park by the gates as well.

Canterbury Road, Dunkirk - Proposed Double Yellow Lines

RESPONSES TO ADDITIONAL LEAFLETS SENT OUT BY PARISH COUNCIL

Response	Support	Object	Comments
A17		1	I've recently been made aware that parking restrictions will be put in place around Woodmans Hall. I clean the communal areas of Woodmans Hall Flats 1-4 and have to park along the Street. As I take my own equipment it will make it hard for me to continue to clean there as I would have to park further in the village which is already busy. Carrying a hoover and cleaning equipment would be hard for me. I would like to place on file that I objected to the proposed painting of the double yellow lines in that area.
A18		1	I wish to oppose the installation of double yellow lines to the above area. I have lived in the vicinity of the area for 5 years now and use the road on a daily commute and have yet to have any problems in navigating the roads safely. If there was a safety issue because of parked cars then everywhere in the country should be double yellow lines. I believe the money could be better spent on fixing the numerous potholes in the county.
A19	1		A very sensible proposal with the two buses parking. It has to be kept clear.
A20	1		
A21	1		
A22		1	If double yellow lines are installed then this will encourage parking in/on other neighbouring roads and eventually requests will be made for double yellow lines to be installed everywhere

Canterbury Road, Dunkirk - Proposed Double Yellow LinesRESPONSES TO ADDITIONAL LEAFLETS SENT OUT BY PARISH COUNCIL

Response	Support	Object	Comments
A23		1	I feel that since the vehicles have been parking in the area at the bottom of Boughton Hill (the old A2) they have made this area safer. When no cars parked there traffic coming down Boughton Hill used to travel into the village at high speed, totally ignoring the speed limit into the village. I often saw vehicles doing this and it was very dangerous. Whizzing past the junctions and bus stops and ploughing into the village very fast. Now that cars park on one side of the road vehicles driving down the hill have to slow down to allow movement around these cars and I feel this is much safer. One can no longer speed down that hill and into the village with no regard to people's safety. If you paint yellow lines in this area you will see the return of such dangerous speeds hitting the residential area and the cars that area parked there now will only park either side of the new lines anyway. I feel that people you want the yellow lines only want them as they have to wait to get up the hill or slow when they come down it which I feel is a good thing. If you do paint yellow lines in this area may I suggest that you put some sleeping policemen bumps at the bottom of the hill so that vehicles cannot hit the village at high speed or make an island there with a white and red arrow sign giving priority to cars coming up the hill. This will remedy both problems. Yellow lines alone will just see the return of high speed back into the village.
A24	1		I come from Staplestreet Road and turn left to Canterbury. If there are many cars/vans it is difficult to get a good view before pulling out.
A25	1		
A26	1		We have been residents of Boughton and recently now Dunkirk for over 30 years. As drivers and pedestrians we also have been concerned for some time at the amount of vehicles parked in this area. Its always been a area that needs extra care when pulling out from Staplestreet and Horselees Road especially with the speed of some of the vehicles that drive down the hill. The vehicles that are parked at the bottom of the hill are yet another hazard for drivers, pedestrians and buses pulling out. Hoping this request will be acted on asap.
A27		1	If double yellow lines were introduced to this particular area, it would take away safe parking for visitors (such as myself) of the flats of Woodmans Hall.

Canterbury Road, Dunkirk - Proposed Double Yellow LinesRESPONSES TO ADDITIONAL LEAFLETS SENT OUT BY PARISH COUNCIL

Response	Support	Object	Comments
A28		1	In regard to the parking restrictions you are proposing on The Street, Boughton-Under-Blean. Unfortunately I feel the need to inform you that I would have to object to the proposed yellow lines as it would restrict myself and others from visiting my family.
A29		1	I object to the proposal of installation of double yellow lines on the Street and Horselees Road in Boughton. It is just a minority of residents parking inconsiderately and there should be an alternative - maybe signage stating that parking is not allowed. I think it a shame as double yellow lines would look incongruous in this part of the village. I am a resident of Horselees Road and think it especially unnecessary to install lines in Horselees Road as it is rare for cars to be parked near the junction.
A30		1	Please find attached my objection to the suggestion of yellow lines at the junction of Horselees Road and The Street Boughton Under Blean. The council i am sure considered the proposals of this development fully before they granted the planning and never imposed any addition parking restrictions. Where would visitors park if this was put in place? Maybe further down the Street to exacerbate an already shortage of parking and Access.
A31	1		I am writing to strongly support the proposal to install double yellow lines. Cars parked in the vicinity are posing a danger to other road users and pedestrians, notably for school children crossing the road and for vehicles exiting Staplestreet Road, turning towards Canterbury.
A32		1	I am objecting to this proposal as I have an elderly disabled mother that needs to park there to be able to visit her grandson regularly.

Canterbury Road, Dunkirk - Proposed Double Yellow Lines

RESPONSES TO ADDITIONAL LEAFLETS SENT OUT BY PARISH COUNCIL

Response	Support	Object	Comments
			<p>I am writing to fully support the proposal of yellow lines especially opposite horseless Rd just before the bus stop. Cars parking there are an absolute hazard. I live in Stoney Rd and every week day morning I take my eldest son to school in Selling. I also have my middle son up at the pre school at the top of the hill, so I use this stretch of road every day. As the Dawes Rd is closed I come out of Stoney Rd onto Dawes Rd then left onto staplestreet Rd. I then turn left, which is directly where these lines are needed, and I take a right into horseless Rd and then go to Selling. When cars are parked just before the bus stop I can not see the junction at horseless Rd at all and often have to pull out blind. With my 3 young children in the car this is very stressful and I have had many near misses. Added to this if there are a few cars it causes a blind spot on the hill, I can see right up the hill but if they have already started to pass the cars they can't be seen. The other issue is if I have safely turned left onto The Street but cars are parked opposite horseless Rd I have to pull out around them and attempt to turn right into horseless Rd. If a car joins the junction once I have already begun to overtake the parked cars I often don't have room to safely turn right. This stretch is an a real nightmare. One day when the builders from the manor house project had all parked along there, from the corner right to the bus stop, I attempted to pull out and literally had a near miss 3 times. I was so shaken, as were my children, I called the police. It turns out they had already received lots of concerned calls that day and the local pscpo had to pay a visit to the builders and ask them to move. Please, we really need these lines!</p>
A33	1		
A34		1	As a pensioner this would restrict visiting my family who live in Woodmans Hall.
A35		1	These would make it difficult to visit my family who live at woodmans Hall.

Canterbury Road, Dunkirk - Proposed Double Yellow LinesRESPONSES TO ADDITIONAL LEAFLETS SENT OUT BY PARISH COUNCIL

Response	Support	Object	Comments
A36		1	I feel that the proposals are both unnecessary and would actually cause more problems, especially for those of us less mobile. Unfortunately, the parking behind flats at Woodmans Hall has no parking for visitors and it is therefore necessary to park in the Street. It is mainly in the evening when residents are home and traffic is lighter. Visitors and residents take great care not to block any drives or the bus stop. Any time that I have visited, there have not been any problems at all - the junctions are clear and visibility is not impaired and there is plenty of room to overtake any parked cars. The parking problems in the village are far more of a problem, but are overcome. Of far more concern to me is that this proposal is deemed to be something of a personal campaign by a Dunkirk councillor, who is loathe to accept the findings of investigations that have taken place by the Police.
A37	1		
A38	1		Parked cars limit vision when coming out of Staplestreet Road. Children going to the bus stop do not have a safe place to cross from the steps to the bus stop outside Woodmans Hall.
A39	1		I wish the whole of Horselees Road was being included.
A40	1		double yellow lines needed Staplestreet/Horselees. Dangerous crossing the road
A41	1		Problem since Woodmans Hall built
A42	1		Son at risk crossing The Street/Dunkirk Hill to catch bus. Vision blocked
A43	1		
A44	1		unable to see clearly from Staplestreet Rd out to Boughton hill or The Street
A45	1		
A46	1		
A47	1		Junction from Staplestreet Rd already difficult with parked cars obscuring view
A48	1		
A49	1		Yellow lines will improve road safety around junction
A50	1		should have been done when buildings were completed
A51	1		

Canterbury Road, Dunkirk - Proposed Double Yellow Lines

RESPONSES TO ADDITIONAL LEAFLETS SENT OUT BY PARISH COUNCIL

Response	Support	Object	Comments
A52	1		Exit from Staplestreet to The Street is very dangerous because of parked cars obstructing view
A53	1		Fully support proposal as it a dangerous junction with 40mph and not 30mph
A54	1		
Total	41	13	

ANNEX B.

Dear Sirs

RE: Objection to Proposed Double Yellow Lines: The Street/Canterbury Road Area, Boughton/Dunkirk

Further to your recent letter which I received at [redacted] regarding the proposed yellow lines, I would formally like to 'object to the proposal' for a number of reasons.

1. I currently have to park on The Street which has been included in the area to double yellow line. I live with my partner in a 2 bedroom property and only have one designated space to park in which means that I have no choice but to park on the road. If the road becomes double yellow lined then I would not be able to park my car.
2. The property was bought because it had plenty of on street parking, therefore, we're concerned that should double yellow lines be put in place then this would devalue the property and seems unfair given that we have been parking on the road for over a year with no issues.
3. The road coming from Canterbury/Dunkirk Hill is a 60mph road, which then drops to 40mph as you reach the junction for Horselees Road, however, cars often do not reduce their speed especially when there are no cars parked along The Street. When cars are parked on the road then cars do have to slow down which means that it is much safer especially as the speed should drop to 30mph once past the junction to Staplestreet Road.
4. There has not been one reported accident along where the Councillors wish to have double yellow lines. The issue is that a number of older people seem to have trouble pulling out of a junction, possible because they have reduced sight, even though no cars park on the junction side, where cars pull out of Horselees Road. Furthermore, for people pulling out of Staplestreet road they have no cars park within 20 meters of the junction on either right/left handside. If they do turn left (where the cars are parked) they have the advantage of the Dunkirk Hill (Canterbury Road) and can see for ½ a mile if cars are coming down or pulling out of Horselees Road. Therefore, it is extremely easy for cars coming out to look up Dunkirk Hill (to the right) and down The Street (to the left) and have a clear vision.
5. Boughton-under-Blean village has a number of cars parked along the streets and opposite junctions and the village is fine with the amount of cars. It's no different at the top part of the village where the councillors wish for the double yellow lines, in fact it's better as the road becomes wider, therefore, if you look you can see that cars are parked on one side of the street, a bus can stop at the bus stop and a car can still overtake the bus, which could not happen in the main part of the village.
6. Should the double yellow lines be introduced then you will force cars to park more in the main village adding to their parking issues.
7. There is usually no more than 4 cars parked in the evening and 1-2 cars during the day, so it seems silly to have the expenses and upheaval of double yellow lines for a minority of complaints. Some people think it's hard pulling out of a junction, but like I say there has not been one accident in the whole time I have been parking there.

Dear Sir/Madam,

I am writing to you to voice my objection to the proposal of double yellow lines outside of my property Boughton Under Blean.

I feel that there is little to no need for the lines to be placed there, for the following reasons:

- The vast majority of the cars that have been parking there are workmen who have been working on the building site of The Manor House on Staplestreet just down the road. This building work has ceased now and the number of vehicles parked there has returned to minimal amounts.
- The road is wide enough to pass a parked vehicle whilst another vehicle is coming in the opposite direction, or a bus is parked in the bus stop. This section of the road in question is by far the widest part of the street, yet cars are allowed to park wherever they want throughout the rest of the village, even where they are in contradiction of rule 243 of the Highway code. The majority of the village is forced into single file traffic due to the extent of the parking, and often blocks when the A2 is closed and lorries come through the village.
- Residents of Woodmans hall use this area, legally and in conjunction with Rule 243 of the Highway code, and in consultation with the local PCSO, for their parking and their guests. It is other people (the temporary workforce on the building site) that have ben parking irresponsibly/illegally.
- If you place these yellow lines, people will park just beyond them up the hill on Canterbury Road. This will be a much worse parking position as it will force busses out onto the other side of the road as they are pulling off.

I feel that the only reason that this is deemed an issue and dangerous is the speed at which people pass my property along The Street. The hill down Canterbury Road is at national speed limit, and it changes to a 40 Mph zone about 100m before the junction to Horselees Road. This 40Mph zone stretches into the village.

It is clear to me that people do not take this 40Mph zone into account, and regularly speed past my property. Especially as they are doing 60 down the hill. The only reason people slow down into the village is due to the single file traffic and the parked vehicles.

I personally feel that this is the crux of this matter, this 40 Mph zone should not be there. It should be a 30 Mph, especially if you consider that the two bus stops are used by school children who regularly have to cross the road.

I think that the money and effort spent on the yellow lines would be much more beneficial if it were spent on speed calming measures as vehicles enter the village and the reduction of the 40Mph zone to 30Mph, with enforcements.

However, should you feel the need to still place yellow lines, I urge you to place them only where rule 243 of the Highway Code applies (I.E: Opposite and within 10 metres of the junctions). This will allow the responsible residents of Woodmans hall still park outside our properties, a luxury seemingly granted to the rest of Boughton Under Blean.

Dear Engineers,

I would like to register my objection to the proposed double yellow lines on The Street / Canterbury Road in Boughton-Under-Blean for the following reasons:

Restriction of Parking for Residents

The residents of this area of the village, including those in the Woodmans Hall would face a detrimental impact due to this restriction. Residents and visitors would have to park further into the village where it is already congested, some of these visitors are elderly and are unable to walk great distances. It appears that the residents that live on the widest part of the road, where cars can easily pass stopped buses and park cars, are being restricted for no good reason other than a minimal number of complaints to the council from residents of the village that do not live in the local vicinity. It is hypocritical that Dunkirk are proposing these restrictions yet their village has no such restrictions on the same width road, opposite or around junctions and bus stops, and are allowed to park their cars where they please.

Safety

If we exclude the temporary use of this area by the builders of The Orchard development to park due to acts of vandalism that has been committed to their cars and vans, the (1) cars that park in this area on an overnight basis acts as a speed calming measure for cars that insist on racing up and down the hill.

In my opinion there is no increased danger to other road users, or pedestrians that use this area than there is at any other point in the village. In fact, from a risk assessment perspective there is less risk in this area;

- 1) As the road is wider and has less cars parked.
- 2) As cars have a clear view both up and down the hill.
- 3) Cars exiting from Staplestreet have to pull out slowly as the turn is sharp and naturally force you out into the opposite side of the road.
- 4) There have been no accidents due to these cars parked there in the 2 years that they have.
- 5) Crossing points have been designed so that pedestrians have to cross Horseless Road, and then The Street. These crossing points are never obstructed and are always clearly visible.

PCSO

The wasted visits from the PCSO that you mention in your letter was due to the constant badgering by a parish councillor who should be focusing on better things. The PCSO met with us to talk about the issue, but was satisfied that no rules were being broken, and that the cars are parked perfectly within their rights. The PCSO did however inform the parish council of their findings and made a request not to be contacted again.

I feel that the parish council are now trying to alter the rules to impose their will onto the residents that they are supposed to represent. I would have to question the objectivity of the council in regard to this matter.

Thank you for registering my objection. I would like to request a copy of the final report mentioned in your letter.

Further to the communication I have received about the above I am glad to see that the need for double yellow lines in this area is finally being considered and I **support** this proposal.

I wrote to KCC Highways asking them to consider these back in October 2012 when the parking (on the areas now shown requiring double yellow lines) became problematic as a result of the Woodmans Hall development. Residents and visitors of this then new development had to start using these roads to park as there was insufficient parking allowed at the development.

The response to my request (Enquiry 49344) is shown in the email below. This response horrified and saddened me greatly – to think that injuries would have to be sustained before anything could be done – I would rather have seen any injuries prevented with the introduction of yellow lines than any potential injuries sustained (or fatalities) – hence my communication to KCC Highways in 2012.

I definitely agree with the parking restrictions shown and would actually like to see the double lines extended. It's near on impossible to see oncoming traffic to the left when I have to exit the track just before No.7 Horselees Road due to cars parking outside number 7 Horselees Road - half on this narrow road, half on the pavement - and with pedestrians advancing on the same side (only pavement on that part of the road).

**Planning permission for which was clearly passed with inadequate parking included.*

Dear

Thank you for your recent enquiry, requesting double yellow lines in Horselees Road. Kent County Council (KCC) receives many such requests every year. Due to substantial Government cut backs in funding, KCC cannot meet this demand from the available budget, and so has to carefully prioritise which improvements we can deliver and those we just cannot afford.

We will only progress new restrictions in a situation where there have been injury-related crashes within the last three years, of the type we would be addressing by implementing the works requested. We have no record of personal injury crashes in the vicinity that could have been prevented by the presence of parking restrictions, and therefore at this moment in time, we will not be able to meet your request. I am sorry that this is not the answer you were hoping for. As I am sure you can appreciate, KCC has to be fair and consistent in its approach to these issues across the County.

I would like to make you aware of the possibility of applying for a white access highlight marking. You can find out more via this link:

www.kent.gov.uk/roads_and_transport/highway_improvements/parking/nuisance_parking.aspx

Page not found - 404 - kent.gov.uk

www.kent.gov.uk

Sorry, the page you are looking for has not been found.

Yours sincerely

Traffic Engineer (Ashford & Swale)

KCC Highways and Transportation

Ashford Highway Depot, Javelin Way, Ashford, Kent, TN24 8AD

Tel: 08458 247800

www.kent.gov.uk/highways

Dear Sir/Madam

Thank you for your recent letter outlining proposals for possible double yellow lines at the foot of Boughton Hill and in the region of its junctions with Staplestreet Road and Horselees Road.

We are the house owners of

Our house is _____ in the midst of the area under discussion.

We wish it to be put on record that we oppose the introduction of yellow lines in this area for the following reasons:

a. The so called 'problem' raised by local councillors has been **excessively overstated**.

- due to a large building development in Staplestreet (and the lack of enforcement by Swale Planning Dept) a number of builders and contractors parked in the affected area across a number of weeks during the bulk of the building work. At that time councillors quite rightly expressed concerns. However, during the past 3 weeks, there have been very few (at most 2/3 of these builders) vehicles parked. As the building development is now nearing completion it would seem both logical and likely to assume that even this parking will soon cease.

- there is one additional vehicle which is frequently parked on this stretch of road, though it is usually only there at off-peak (out of work) hours - it belongs to a resident of the Woodmans Hall development. There is insufficient parking available on the Woodmans Hall site (as flagged up to Swale planning at the time of the original development proposals) and the person in question has explored most of the local parking options to try and find a solution. In fact it was this person who involved the local PCSO to ask their advice about safe parking. They subsequently met with myself and local councillors to try and identify a possible solution to no avail. At this point in time, we are considering a possible arrangement between ourselves and this resident to supply him with an off road parking solution.

- my own, informal, observations of the parking in this area suggests that the problem (which was there) has diminished and continues to reduce.

- other areas of this village have considerably greater traffic/parking issues but seem not to draw the attention of elected representatives.

- there is no long term parking problem/issue here which necessitates the need or cost of the works being suggested.

b. Yellow lines around this area will be to the **detriment of the rural nature of this part of the village**.

c. Many parents/carers provide brief set-down or collection of their children or family members using the local bus service and use the post box. This contributes to the total level of community facilities for all villagers and local people hereabouts. **The addition of yellow lines here will contribute to the degradation and reduced usage of these local facilities (bus service/post box).** Furthermore, parents still wishing to drop or collect family members nearby are more likely to do so in more hazardous spots with lower visibility thus creating **greater danger/risk** to themselves and others. Overall, it will have a **negative impact on the community,**

In summary we object to this proposal for yellow lines and strongly advise that it be rejected.

We would appreciate an acknowledgement of this communication and trust that it will be taken into account within your deliberations.

Yours faithfully

Proposed Double Yellow Lines The Street/ Canterbury Road , Boughton

Further to the comments raised by [redacted] to Mike Knowles from the Engineering Department last week in respect of the inaccuracies depicted in the actual picture of the affected area, I would raise the following observations;

Where are cars supposed to park AS planning permission is granted for the erection of homes in this area when the only allocated parking is for 0.7 (planning guidelines) cars are not of Lego sized proportions..especially in family homes and it is a proven fact that the majority of homes have 2+ cars?

This seems a bit like taking action after the horse has bolted.... Instead of trying to impose restrictions retrospectively AFTER developments have been built how about giving due consideration to the possible problems BEFORE planning permission is granted?

WHERE would you like cars to park when there are more than 1 per household or when people are visiting the homes in this area Surely this proposal is shifting the problem rather than dealing with it?

Swale council have agreed to a development of 5 flats and 4 houses opposite Woodmans Hall.... This realistically could generate 18 more cars...Wouldn't it be much more realistic to have 4 houses and a car parking area to accommodate Woodmans Hall and this new development..... Wouldn't that be a lot more sensible... Or is that too much like common sense???

I agree that the proposal for Horselees Road makes sense from a safety aspect... But I don't see how making it double yellow lines down both sides of the Canterbury Road from the proposed diagram is realistic or viable... Where do the cars over the 1 car allowance from the flats and houses fronting Canterbury Road at Woodmans Hall, park?

I have never noticed the arrangements currently in place being abused?..... And would also add, tongue in cheek, that actually having a couple of cars parked opposite the Bus stop outside of Woodmans Hall prevents the road from being used as a racing track.. Which it surely would be with boy racers if there was a clear run!

I have no objections to reasonable houses being built in any suitable area however now the concrete tubes have been placed incorrectly, too high and not joined together, to enclose the natural culvert (in the site opposite Woodmans Hall) there is a small pond forming at the bottom of the plot (I take it when the proposed development is built - unless planning is

revoked- that pilling will be needed, with big machinery as witnessed over the road in the Staple street development, being required ?)

I would also add that at present the dustman cannot safely get a truck down the drive, double yellow lines may assist with this as it will be a necessity when the other properties are completed.

I have suggested to Mike that representatives come out here to see the actual issues rather than guess and send incorrectly addressed information to current home owners. I am willing to show you round to see the problems if you have the time?

I can also see, if the double yellow lines are implemented, that it may cause a build up of vehicles where people do not want to walk too far causing obstructions for emergency vehicles - however I am sure you have all thought about this and measured road widths on the adjoining roads. (I would be interested to see this data and a guarantee in writing from you that this, in the unfortunate event where lives are in danger, assurances can be given that earliest attendance would not be compromised).

Food for thought and I look forward to meeting you, please feel free to contact me at any time I have given Mike my contact details. However before a realistic decision can be made accurate information should be provided.



ANNEX B.

Proposed Double Yellow Lines & Bus Stand Wildish Road, Faversham

A request has been received from the Stagecoach Bus Company for a small section of double yellow lining to be installed in Wildish Road, Faversham, opposite the bus stop near Ivory Close, as shown on the plan overleaf.

The proposed restrictions are to tackle problems with vehicles parking opposite the bus stop, resulting in the road becoming obstructed when buses are present at the stop, regularly for periods of several minutes. As well as the installation of double yellow lines, the proposals include the marking of a Bus Stand at the location of the bus stop.

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

Please complete the reply slip below and return to Swale Borough Council Engineering Services, Swale House, East Street, Sittingbourne, Kent ME10 3HT before **Friday 5th February 2016**. 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 & Bus Stand – Wildish Road, Faversham

Please tick one of the following boxes

I Support the proposal to install double yellow lines and a Bus Stand

I Object to the proposal

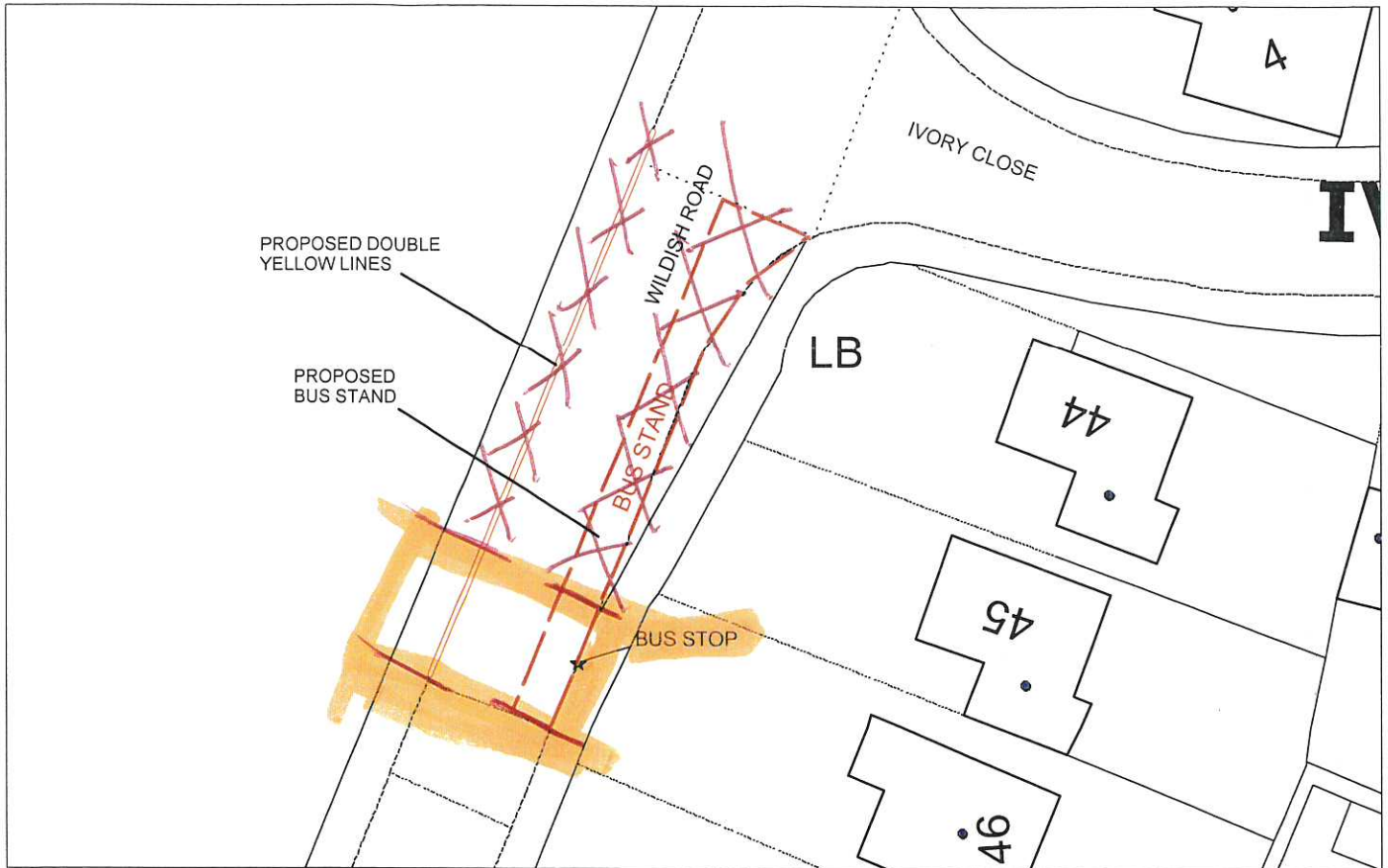
Name & Address	Comments
	WE OBJECT FULLY TO THE BUS STAND AT WILDISH ROAD. AS THIS WILL IMPACT ON OUR PROPERTY

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

PROPERTY

5

Plan of Proposed Double Yellow Lines and Bus Stand



Swale Borough Council
Engineering Services
Swale House
East Street
Sittingbourne
Kent
ME10 3HT

31st January 2016

Re: Proposed Bus Stand at Wildish Road, Faversham

We as residence of the immediate surrounding area object to the above, as the proposed restrictions do not tackle the real problems occurring and only distort them.

The fact is that this small local road is being used on a daily basis by the Stagecoach Bus Company to park up to three Buses for several minutes each – causing obstructions and view restrictions for cars using Ivory Close and Wildish Road.

Photographic evidence enclosed

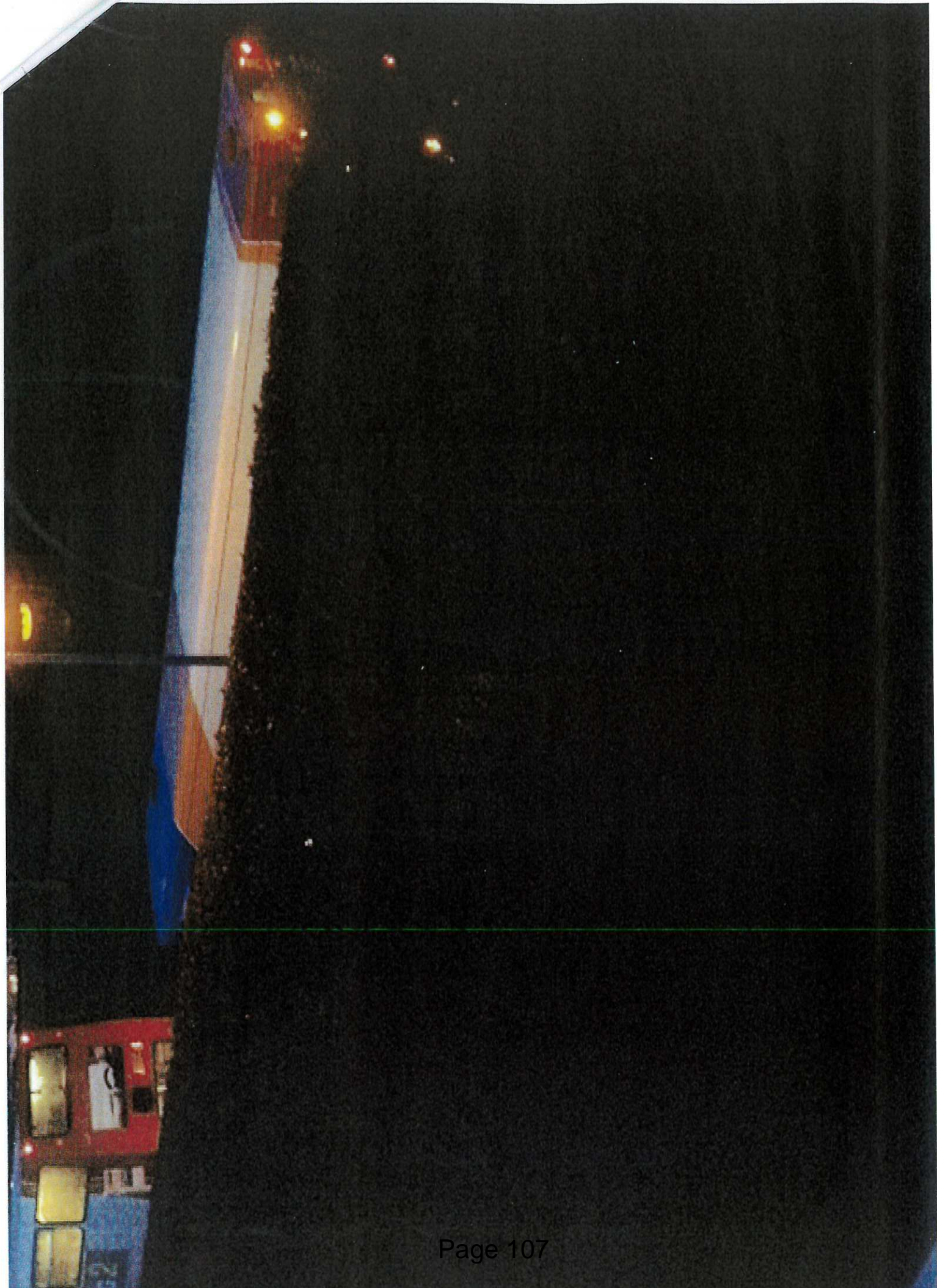
My understanding of the term Bus Stop is for One Bus to stop, load and off load passengers and move on.

To have several Buses sitting empty and stationary with engines running daily from 7.08am outside our houses, is not only a public noise nuisance but also an environmental health issue.

These issues have been reported to the Stagecoach Bus Company and related Bus drivers on numerous occasions.

I therefore completely reject their request and your proposed diagram indicating an expansion from existing Bus Stop for single bus, to proposed Bus Stand exceeding the length of 3 Detached Houses.







Proposed Double Yellow Lines & Bus Stand Wildish Road, Faversham

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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.

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

Proposed Double Yellow Lines & Bus Stand – Wildish Road, Faversham

Please tick one of the following boxes

I Support the proposal to install double yellow lines and a Bus Stand I Object to the proposal

Name & Address	Comments
	COMMENTS IN EMAIL.

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

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Friday 5th February 2016

Good Morning

I just wish to raise an Formal objection to the "Proposed Double Yellow Lines and Bus Stand Wildish Road Faversham" the area in question has been blighted by inconsiderate people parking who are patrons of the West Faversham Community Centre and this has occurred on numerous occasions since the opening of new community centre with insufficient car parking requirements or space allocated for the patrons to park whilst using the centre, the Local Sainsbury's opposite have agreed for the centre to use their car park but the patrons choose to park in wildish road and restrict access to the road and the residents as well during those times can't park outside their own houses.

I would suggest that the Community centre itself engages in a better regime of ensuring that their patrons do park in Sainsbury's when the community centre car park is full.

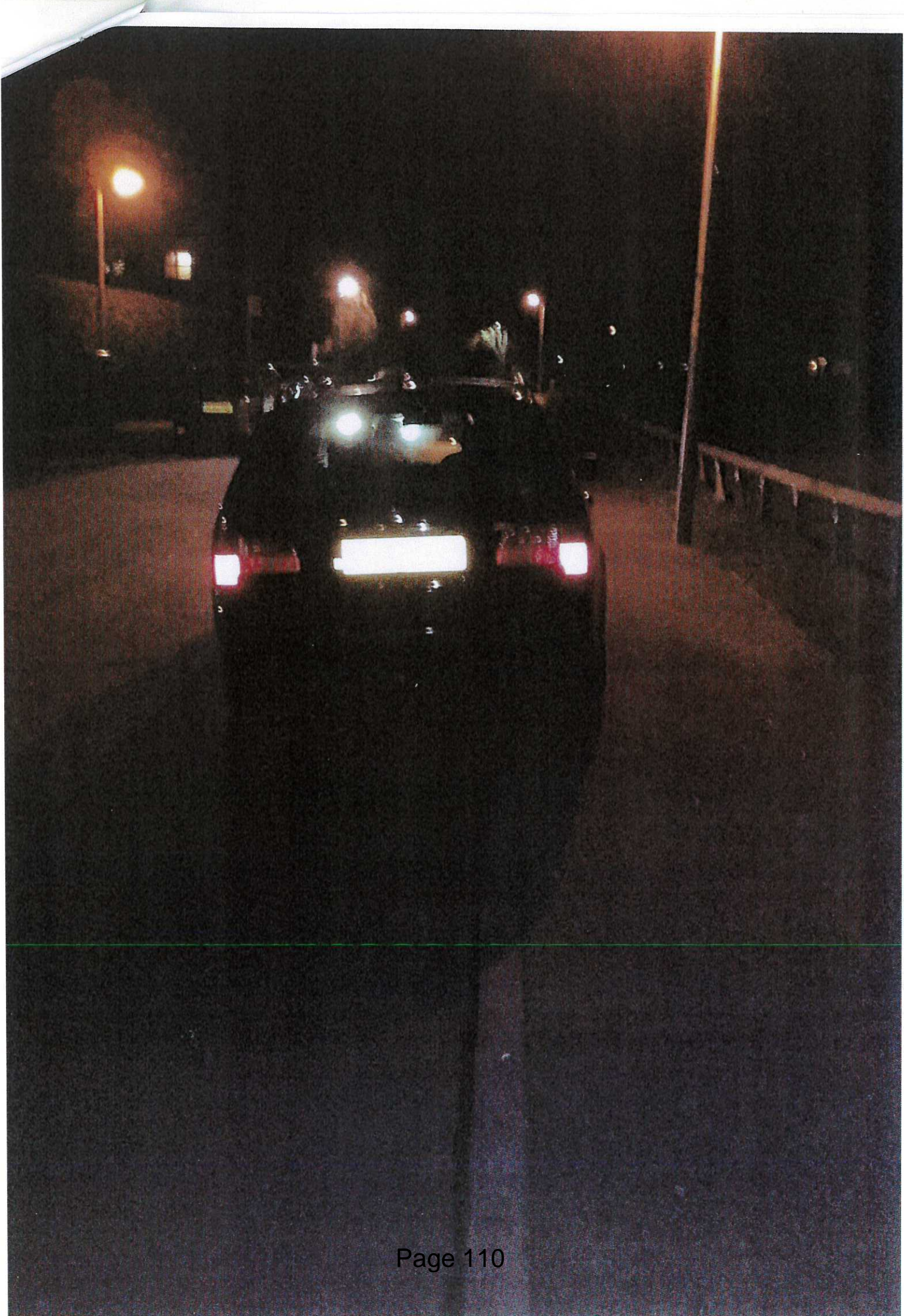
Having double yellow lines placed opposite the bus stand will affect ordinary people who use the local park and pay area for their children and would cause them to park elsewhere and the risk to children in this case would increase and could result in a fatality occurring as a result of Double Yellow lines installed at this location. Another reason for objection of Double Yellow Lines would be the policing of them as the council did confirm that their service don't come out this far from the town, so people would still part there.

A Bus stand with a box would be good idea in that area on that LHS of the road which would be good to identify the area for the buses and could be the same in size to the previous bus stop in Bysingwood Road opposite Sainsbury's itself but not Double Yellow Lines

We even have patrons that use the centre actually park their cars part on the Path even thou Sainsbury car park in nearly empty (picture 444 shows this and was taken this week you can see vehicle parked by the Bus stop on the left and the car in the picture parked on the path, there are worst cases which I have other pictures) and this relentlessly restricts Disabled persons in wheel chairs being unable to get past offending parked vehicles on the path and also affected Mums with push chairs/Prms and young children who have to negotiate the road itself to get past those inconsiderate vehicle parkers whom can't be bothered to park elsewhere such as Sainsbury's. This has been reported on many occasion to the centre by the resident and me included but they don't seem to be worried and has been also reported to the police but they only attend when they have time and when they can spare officers.

The best option is foir the Community Centre to expand the car park to a sufficient level so that there is enough room for the Patrons/Users of the centre to park correctly and in accordance with the use of the building and without obstructing Wildish Road and those many council tax paying residents of the Ivory Close estate(numbers 1-47) and off course the local Bus operators.

The council in the opinion of the majority of the ivory Close residents has always appeared to be on the side of the West Faversham Community Centre, members of the centre are also involved in SBC business and Faversham Town Council and its running of and this in terms of working relationships between the centre and the council could be construed as being viewed as a conflict of interest pertaining to issues not being addressed in a correct and efficient manner.







Lower Road / Barton Drive Petition

To: **Swale Joint Transportation Board 7th March 2016**

By: **James Hammond**

Classification: **For Information**

Summary: Following the receipt of a petition from the 'Lower Road Campaign Group' the local highway authority provides an update concerning proposals for Lower Road/Barton Hill Drive.

The local highway authority's technical consultant has been progressing a concept design for a new roundabout at the junction of Lower Road and Barton Hill Drive. Once this exercise has been completed the scheme will be handed over internally to the Traffic Schemes Team, at which point consultation with the local community will take place.

Future cycling requirements will be considered so that the design of the junction does not preclude new facilities at a later stage. Where it makes sense to do so, the local highway authority will seek to provide footways that are wide enough to accommodate cyclists. The local highway authority will continue to seek funding streams and opportunities to improve the corridor between Barton Hill Drive and Cowsted when opportunities arise.

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To: Swale Joint Transportation Board
By: KCC Highways and Transportation
Date: 7th March 2016
Subject: Highway Works Programme 2014/15
Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction in 2014/15

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2014/15.

Footway and Carriageway Improvement Schemes – see Appendix A

Drainage Repairs & Improvements – see Appendix B

Street Lighting – see Appendix C

Traffic Systems – see Appendix D

Developer Funded Works – see Appendix E

Transportation, PROW and Safety Schemes – see Appendix F

Public Rights of Way – 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**

Kirstie Williams	Highway Manager (Central)
Alan Blackburn	Swale District Manager
Alan Casson	Resurfacing Manager
Katie Lewis	Drainage Manager
Sue Kinsella	Street Lighting Manager
Toby Butler	Intelligent Transport Systems Manager
Andrew Hutchinson	Transportation, PROW and Safety Schemes
Katie Moreton	Acting Structures Manager

Appendix A – Footway and Carriageway Improvement Schemes

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

Machine Resurfacing – Contact Officer Byron Lovell			
Road Name	Parish	Extent of Works	Current Status
Park Road	Sittingbourne	Roundabout and approaches, junction with Albany Road	Programmed for March/April 2016
Dawes Road	Dunkirk	Repair of the collapsed section	Completed
Footway Improvement - Contact Officer Neil Tree			
Road Name	Parish	Extent and Description of Works	Current Status
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).	Completed
Shurland Avenue	Sittingbourne	Entire Length (Footway protection treatment).	Works deferred until next financial year due to proposed Gas mains replacement works
Surface Treatments - Contact Officer Mr Clive Lambourne			
Road Name	Parish	Extent of Works	Current Status
None			

Appendix B – Drainage Repairs & Improvements

Location	Description of Works	Job Status	Timescale for Completion
NONE over £5,000			

Appendix C – Street Lighting

Following Structural testing, this year’s column replacement budget will be used to replace columns deemed high risk.

Street Lighting Column Replacement – <i>Contact Officer Sue Kinsella</i>			
Road Name	Parish	Description of Works	Status
Dover Street	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	COMPLETED
High Street	Sheerness	Replacement of 7 no street lights complete with LED Lanterns	COMPLETED
St Helens Road	Sheerness	Replacement of 10 no street lights complete with LED Lanterns	COMPLETED
Alma Road	Sheerness	Replacement of 10 no street lights complete with LED Lanterns	COMPLETED
Richmond Street	Sheerness	Replacement of 7 no street lights complete with LED Lanterns	COMPLETED
Admirals Walk	Minster-On-Sea	Replacement of 13 no street lights complete with LED Lanterns	COMPLETED
Broadway	Sheerness	Replacement of 1 no street light complete with LED Lanterns	COMPLETED
Chapel Street	Minster-On-Sea	Replacement of 3 no street lights complete with LED Lanterns	COMPLETED
Preston Street	Faversham	Replacement of 1 no street light complete with LED Lantern	COMPLETED
Rock Road	Sittingbourne	Replacement of 7 no street lights complete with LED Lanterns	COMPLETED
Almond Tree Close	Sheerness	Replacement of 2 no street lights complete with LED Lanterns	COMPLETED
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	COMPLETED

Harps Avenue	Minster-On-Sea	Replacement of 1 no sign post complete with LED Downflood.	COMPLETED
The Leas	Minster-On-Sea	Replacement of 2 no sign posts complete with LED Downflood.	COMPLETED
Ridham Avenue	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	COMPLETED
Bruges Court	Sittingbourne	Replacement of 2 no street lights complete with LED Lanterns.	COMPLETED
Britannia Close	Sittingbourne	Replacement of 1 no street light complete with LED Lantern.	COMPLETED
Austin Close	Sittingbourne	Replacement of 1 no street light complete with LED Lantern.	COMPLETED
Fox Hill	Bapchild	Replacement of 1 no street light complete with LED Lantern.	COMPLETED
Bank Street	Faversham	Replacement of 1 no street light complete with LED Lantern	Works are currently being programmed and due for completion by end of March 2016.
Ridham Avenue	Kemsley	Replacement of 2 no street lights complete with LED Lanterns	Works are currently being programmed and due for completion by end of March 2016.
Frogna Close	Teynham	Replacement of 1 no street light complete with LED Lantern	Works are currently being programmed and due for completion by end of March 2016.
London Road	Newington	Replacement of 9 no street lights complete with LED Lanterns	Traffic Management issue which requires further investigation. Programmed for completion by end of March 2016
Curtis Way	Faversham	Replacement of 4 no street lights complete with LED Lanterns	1 Column Completed Remaining 3 columns have had to be passed to UKPN due to engineering difficulties. Works have been programmed for completion by end of February 2016.
Winstanley Road	Sheerness	Replacement of 15 no street lights complete with LED Lanterns	12 Columns completed Remaining 3 columns need to be done under another road closure, works were attempted under original road closure on 11 th

			<p>January but due to parked cars were unable to be done.</p> <p>Road closure currently being re-programmed for completion by the end of April 2016.</p>
Granville Road	Sheerness	Replacement of 9 no street lights complete with LED Lanterns	<p>8 Columns completed</p> <p>Remaining job has had to be passed to UKPN due to engineering difficulties.</p> <p>The job is currently being programmed & due for completion by end of March 2016.</p>
Burley Road	Sittingbourne	Replacement of 7 no street lights complete with LED Lanterns	<p>6 Columns completed</p> <p>Remaining job has had to be passed to UKPN due to engineering difficulties.</p> <p>The job is currently being programmed for completion by end of March 2016.</p>
Milton Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	<p>This job was attended to on the 11th November under a road closure but due to engineering difficulties works were abandoned.</p> <p>This job has now had to be passed to UKPN and is currently being programmed with another road closure and works due to be completed by the end of March 2016.</p>
Berridge Road	Sheerness	Replacement of 1 no street light complete with LED Lantern	Programmed for completion by end of March 2016
Ufton Lane	Sittingbourne	Replacement of 6 no street lights complete with LED Lanterns	<p>4 Columns Completed</p> <p>The remaining 2 jobs have had to be passed to UKPN and is currently being programmed for completion by the end of March 2016</p>
Borden Lane	Sittingbourne	Replacement of 1 no street light complete with LED Lantern.	<p>This job has had to be passed to UKPN due to engineering difficulties. The work is currently being programmed and due for completion by the end March 2016.</p>

Appendix D – 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 - <i>Contact Officer: Toby Butler</i>		
Location	Description of Works	Current Status
No schemes planned		

Appendix E – Developer Funded Works

Developer Funded Works (Section 278 Works)			
Road Name	Parish	Description of Works	Current Status
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
Land at Chequers Hill Doddington	Doddington	Provision of Footway./Junction for Housing Development	Design Approved Letter of Agreement Signed
Ospringe Cof E School Water Lane Faversham	Ospringe	Provision of Revised Vehicle Access	Letter of Agreement Signed - Works Underway
Mill Way, Sittingbourne	Sittingbourne	New traffic signals associated with new supermarket	As Built Drawings Received
Stickfast Lane Iwade	Iwade/Bobbing	Provision of Passing places and new access for Brick Clay extraction Orchard Farm	Design Approved Works to commence 25.01.16 under Temporary Road Closure
Tunstall Road Tunstall	Tunstall	New School access Traffic calming changes and footway Connection	Works mostly completed .
Gas Road Off Mill Way Sittingbourne	Milton	Upgrading junction / Access to Milton Pipes Ltd	Awaiting Full Design Submission
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
Sheppey Way Iwade	Iwade	Provision of New Junction/Access for Housing Development	Works Underway
Thomsett Way Queenborough - Morrisons Store - PFS Junction	Queenborough	Drainage diversion within Highway verge	Design of works agreed
Asda Store Mill Way Sittingbourne	Sittingbourne	Provision of Signalised Junction to Store/Petrol Filling station	As Built Plans Received End of Maintenance Period Works to be Carried out
Rushenden Road Queenborough	Queenborough	Replacement of Footway on frontage to HA Development	Footway remedial resurfacing works to be carried out

Wyllie Court	Milton	Reconstruction of existing Turning area for Housing development	Works Complete Certificate 1 to be issued (street lighting problem)
109-111 Staplehurst Road Sittingbourne	Sittingbourne	Provision of revised traffic calming and vehicle access for Housing developments	Technical vetting of design underway
Attlee Way/Wyvern Close Sittingbourne	Milton	Provision of revised traffic calming and vehicle access for Housing developments	Design Approved S278 Agreement being prepared
Dover Street Sittingbourne	Sittingbourne	Revision of Vehicle Access to Lidl Store and footway revisions	Works complete awaiting Safety Audit
Thistle Hill Way Minster Sheppey	Minster	Provision of new Primary School Exit and Footpath	Letter of Agreement signed Works underway
Seager Road Marine Parade Sheerness	Sheerness	Provision of new junction /access for housing development	Stage 3 Road Safety Audit Carried out – Awaiting Report
Lower Road Teynham	Teynham	Provision of new footway for housing development	Section 278 Letter of Agreement signed Works underway
Grove Ave/The Promenade Leysdown on Sea	Leysdown	Revision of Surface Water Drainage	Certificate 1 Issued - in Maintenance Period
West Street	Sittingbourne	Provision of HGV Delivery Vehicle Lay-By for Restaurant	Completion works still required
Otterham Quay Lane Upchurch	Upchurch	Provision of Right Turn Lane / Junction and Footway for Housing Development	Technical Vetting of Design Submission
Larkrise Conyer Road Conyer	Teynham	Provision of footway to Small Housing Development	Technical Vetting of Design Submission
Selling Road Faversham	Faversham	Provision of Access into Proposed Public House/Restaurant	Design Approved Letter of Agreement Signed
Wyvern Close Sittingbourne	Milton	Provision of Revised Footway and Access to Housing Development	Letter of Agreement Signed – Works Underway
Old Water Works Site Rook Lane Keycol Bobbing	Bobbing	Provision of Revised Footway and Access to Housing Development	Technical Vetting of Design Submission

Appendix F – Transportation, PROW and safety schemes

Appendix F – 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 – **Andy Corcoran**

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	Scheme ordered and due to commence 11 th Jan for 5-6 weeks. This will involve up to 3 weeks working on the A2 under two way lights. TM is shared with the gas works which is currently underway to minimise disruption.
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	Scheme complete
B2005 Swale Way / Lloyd Drive	Sittingbourne	Junction improvement	Scheme complete
A2 Hartlip Hill / Lower Hartlip Rd	Lower Hartlip	Signing, lining and resurfacing improvements	Signage works ordered. New completion date mid Feb.
Castle Road / Dolphin Road	Sittingbourne	Signing improvements	Works complete

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	Please see separate report entitled 'A2 / A251 Junction Improvement update February 2016'
Highsted Road (Farm Crescent to Swanstree Avenue)	Sittingbourne	New footway	Scheme has been dropped due to private land issues.
Eastchurch Primary School	Leysdown-on-Sea	School safety zone. Provision of part time 20mph zone	All signs installed except one variable message sign. New post installed and awaiting installation date of sign to complete the scheme.
Bobbing Village School	Bobbing	School safety zone. Provision of part time 20mph zone	Traffic order to be advertised by end of February
A2 Canterbury Rd (adj. Murston Rd)	Sittingbourne	Pedestrian crossing island	Initial investigation work delayed due to staff resource being allocated to other priority schemes. Likely implementation in 2016/17
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	Dropped due to financial implications.
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
The Wall/Milton Road	Sittingbourne	Carriageway widening	Awaiting costs from UKPN to divert existing services. Planned construction of scheme expected to commence in May 2016

LOCAL GROWTH FUND 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	Works complete
National Cycle Route 1	Sittingbourne	Cycle route signing improvements. Full extent not know at present	Works ordered. Estimated completion by end of March

Appendix G – Public Rights Of Way

Contact Officer Andrew Hutchinson

No work currently being carried out

Appendix H – Bridge Works

Bridge Works – Contact Officer Katie Moreton			
Road Name	Parish	Description of Works	Current Status
No Planned works			

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

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, 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 **15th February 2016**.

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	Handed over for delivery
14-MHF-SW-63 Volante Drive, Sittingbourne Install motorbike inhibitors	Complete
14-MHF-SW-64 Volante Drive, Sittingbourne Install advanced junction warning sign	works complete on site awaiting completion certificate

Mike Baldock

Details of Scheme	Status
15-MHF-SW-23 Oad Street, Borden Lining improvements	complete

Combined Members Grants – Joint Transportation Board updates 2016

A review of the delivery of highway projects using County Members' discretionary Combined Members Grant has been undertaken. As a result of this review the scheme will be revised from 1st May 2016.

The key changes are intended to create key contacts for County Members through the District Managers who will support County Members in identifying highway projects working on an annual programme of works which will allow resources to be effectively planned to deliver projects on the ground.

District Managers will also be responsible for reporting through Joint Transportation Boards on Combined Member Grant scheme.

County Members will be fully briefed on the changes in April.

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: Kirstie Williams / Alan Blackburn 03000 418181

SWALE JOINT TRANSPORTATION BOARD (JTB)

Updates are in italics

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC - 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	<i>As Built Drawings Received and Approved. Final site remedial works requested to be carried out.</i>	
Page 129			Sittingbourne Retail Park site	Widening of approach road from Sittingbourne Retail Park to the new traffic signal junction is still being pursued. 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.	
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.	Road markings and red patches completed. Standard signs installed. VMS and Flashing school warning signs are installed, one post to amend for VMS sign	
	Subsequent related Minute No. 67/06/13 – Eastchurch Primary	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		

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC - Comments/date due back to JTB	SBC - Comments/date due back to JTB
	School pedestrian crossing petition		detailed report be submitted to a future JTB meeting.		
235/09/13	A2 / A251 Junction, Faversham	KCC	(1) That both proposed traffic improvements (Annex 1 and 2 in the report), the inclusion of consideration of the junction of The Mall and the A2, plus the option of 'no change', be approved for the purposes of a wider public consultation and the results of the consultation brought back to the JTB at a later date.	<i>Detailed design work is being undertaken by Amey Consultants. It is anticipated that the designs will be completed in February 2016. Land acquisition negotiations are in progress with the Fire Station and the Abbey School. Pending approval of detailed design, land acquisition and funding being available, implementation is planned to commence in 2016/17.</i>	
Page 130	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 has been advertised, and formal objections received are included in report to March 2016 JTB.</i>
218/09/14	Lower Road Junction with Barton Hill Drive, Isle of Sheppey	KCC	(1) That the preferred option for the Lower Road junction with the Barton Hill Drive junction be a small roundabout, rather than a mini-roundabout.	Initial design work is currently being undertaken on a roundabout scheme, and discussions are ongoing with landowners and developers to help	

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC - Comments/date due back to JTB	SBC - Comments/date due back to JTB
Page 131				<p>secure the delivery of it.</p> <p>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 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>	
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>(2) That the proposed double yellow lines between 179 and 191 The Street, Boughton-under-Blean be abandoned.</p>		<i>Traffic Regulation Order has now been advertised, and formal objections will be reported to JTB in March 2016.</i>
197/09/15	Informal Consultation on waiting restrictions	SBC	<p>(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.</p> <p>(2) That the existing double yellow lines in</p>		<i>Traffic Regulation Order has now been advertised, and formal objections will be reported to JTB in March 2016.</i>

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC - Comments/date due back to JTB	SBC - Comments/date due back to JTB
			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.		
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.	1) Mike Baldock, Councillor for Borden and Grove Park, reported at the SwaleRail Line Meeting on the 10th February 2016 that Swale Borough Council was hoping to make a contribution of £4,000 to the Kent CRP, and that this would be confirmed once the details of the 2016-17 budget had been examined. (2) Kent CRP agreed to extend their support of local community initiatives at Teynham, Newington and Selling in respect of station environments.	
376/12/15	Parking Issues in Swale	SBC	(1) That the bylaw restricting parking on grass verges be extended to include parking on footways.		<i>At the request of Cabinet, more detailed report to be submitted to March 2016 for further consideration.</i>
382/12/15	Quiet Lane – Munsgore Lane, Borden	KCC	(1) That a Quiet Lane scheme be implemented in Munsgore Lane and progressed by the Borough Council and local residents.		
383/12/15	Pedestrian Crossing	KCC	(1) A feasibility study to be carried out into		

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC - Comments/date due back to JTB	SBC - Comments/date due back to JTB
	at South Avenue School, Sittingbourne		highway improvements at the site. (2) A report on the conclusions of the feasibility study to be presented to a future JTB. (3) The cost of funding for the feasibility study to come from a Member's grant.		

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Department for Transport

Councillor Andrew Bowles
Cabinet Member for Localism, Sport,
Culture and Heritage
Swale Borough Council
Swale House, East Street
Sittingbourne, Kent
ME10 3HT

From the Parliamentary
Under Secretary of State
Andrew Jones MP

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: 0300 330 3000
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Web site: www.gov.uk/dft

Our Ref: MC/154885

12 FEB 2016

Dear Councillor Bowles,

Thank you for your letter of 28 January (and your colleague Mike Whiting's letters of 26 January to Patrick McLoughlin and myself) regarding the closure of the A249, Sittingbourne, Kent. I trust you will be content for me to address both letters together, given that the contents have much in common.

Firstly, I want to stress that I appreciate the concerns that you, businesses and the local community have had about the recent problems experienced with the A249, and sympathise deeply with drivers frustrated by the delays.

The problems with the A249 were complex, and meant that a number of issues had to be resolved before the permanent works could be carried out and the road made safe for traffic to use. A significant volume of water had escaped from the burst water main over a long period. This resulted in considerable damage to the ground beneath the A249 and therefore it was not possible to carry out a ground investigation to determine the extent of the damage until the replacement temporary water main was in place.

To determine whether the carriageway was safe to use, Highways England's specialist contractors completed an initial pavement survey during the night of Friday 16 January. To ensure lane 2 was safe to open, a second survey was then carried out on Monday 25 January (after the temporary water main had been installed), to determine the stability of the ground underneath.

Agreement was then reached at an on-site meeting on Monday 25 January to pump foamed concrete into the void beneath the A249, with the aim of reopening lane 2 of the A249 as soon as was safely possible. A total of 80 cubic metres of foamed concrete was pumped during night works in that week (enough to fill a double decker bus), and lane 2 northbound was opened to traffic at midnight on Thursday 28 January. In order to minimize the impact of installing traffic management measures to allow traffic to run in lane 2 of the northbound carriageway, this work was also undertaken at night. Following further surface works, the full A249 main carriageway was opened on the morning of 5 February and the slip road was opened on the same evening.

With regard to traffic management in the early stages of the works, Highways England looked at three possible options; a contra-flow on the southbound carriageway; installation of temporary traffic signals at the A249/A2 Key Street, and the re-opening of lane 2 of the northbound carriageway to traffic.

The contraflow was not considered to be a viable option due to the road layout and local traffic patterns. There are no existing crossovers in the A249 central reservation to allow northbound traffic to cross over onto the southbound carriageway and then back again after the incident site. The existing wire rope central reservation safety barrier has to be highly tensioned to operate effectively, and creating new gaps within it to facilitate crossovers would require extensive works. As you have noted, morning southbound peak hour traffic flows regularly result in heavy congestion in both southbound lanes between Bobbing and the M2 Stockbury Junction, which would be severely exacerbated by the introduction of a contraflow.

Unfortunately, temporary traffic signals would not have been suitable, as they were unlikely to operate efficiently, causing further disruption and congestion.

Allowing a single lane of traffic to run in lane 2 of the northbound carriageway, under a temporary speed restriction of 50mph, was decided to be the only safe and viable option. The sequence of events outlined above was necessary to ensure the safety of road users and workers.

Once I heard of severity of the situation I asked Highways England to provide daily updates of their progress to both the constituency MP, Gordon Henderson, and myself. Following this incident, I have also asked Highways England to review the work that was undertaken so they can take away the lessons learned.

Should you have any further concerns or questions on the work to recover the A249, please do not hesitate to contact Highways England's Project Manager Tim Lyver, by e-mail at Tim.Lyver@highwaysengland.co.uk or by telephone on 0300 470 1172.

Yours sincerely,

Andrew Jones

ANDREW JONES

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