



AGENDA

SWALE JOINT TRANSPORTATION BOARD MEETING

Date: Monday, 12 September 2016

Time: 5.30pm

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

Membership:

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

Kent County Councillors Mike Baldock, Bowles (Chairman), Lee Burgess, Adrian Crowther, Tom Gates, 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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At the start of the meeting the Chairman will confirm if all or part of the meeting is being audio recorded. The whole of the meeting will be recorded, except where there are confidential or exempt items.

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

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Pages

1. Emergency Evacuation Procedure

The Chairman will advise the meeting of the evacuation procedures to follow in the event of an emergency. This is particularly important for visitors and members of the public who will be unfamiliar with the building and procedures.

The Chairman will inform the meeting whether there is a planned evacuation drill due to take place, what the alarm sounds like (i.e. ringing bells), where the closest emergency exit route is, and where the second closest emergency exit route is, in the event that the closest exit or route is blocked.

The Chairman will inform the meeting that:

(a) in the event of the alarm sounding, everybody must leave the building via the nearest safe available exit and gather at the Assembly points at the far side of the Car Park; and

(b) the lifts must not be used in the event of an evacuation.

Any officers present at the meeting will aid with the evacuation.

It is important that the Chairman is informed of any person attending who is disabled or unable to use the stairs, so that suitable arrangements may be made 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 4 July 2016 (Minute Nos. 766 - 773) as a correct record.

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.

(c) Where it is possible that a fair-minded and informed observer, having considered the facts would conclude that there was a real possibility that the Member might be predetermined or biased the Member should declare their predetermination or bias and then leave the room while that item is considered.

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 9 September 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.

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Issued on Wednesday, 31 August 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

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SWALE JOINT TRANSPORTATION BOARD

Meeting Date	Monday 12 September 2016
Report Title	Swale Freight Management Plan
Cabinet Member	Clr David Simmons, Portfolio Holder for Environment and Rural Affairs
SMT Lead	Mark Radford
Head of Service	Tracey Beattie
Lead Officer	Sue Kennedy
Classification	Open

Recommendations	<p>Members are asked to</p> <ol style="list-style-type: none">1) Support the preparation of a Swale Freight Management Plan to identify opportunities to reduce air pollutants from freight transport and other commercial vehicle sources in the Borough.2) Consider any other relevant concerns to be incorporated in the final report.3) Agree to the completed Defra approved report being brought back to the JTB early in 2017.
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1. Purpose of Report and Executive Summary

- 1.1 The successful Defra Grant application made by the Environmental Protection Team in 2013 for the development of a Freight Management Plan included the proviso that the plan was completed by the end of 2016. The plan was intended to complement the overarching Kent Freight Action Plan 2012 (currently under review) and provide a more detailed assessment of the freight issues in the borough and explore opportunities to reduce air pollutants associated with freight and commercial vehicles.

2. Background

- 2.1 Freight transport is known to contribute significantly to poor air quality within the Air Quality Management Areas in the borough. The development of a Freight Management Plan for Swale will provide us with information on potential opportunities to improve air quality and a framework for action with our partners in the sector to achieve this.
- 2.2 John Elliott Consultancy and Mike Talbot Associates have been appointed to produce the Freight Management Plan for Swale by the end of 2016 in line with the

funding requirements from Defra. The plan will complement the Kent wide Freight Action Plan and bring a detailed analysis of the issues in Swale.

- 2.3 This is the final year of the Freight Management Plan project and the Council are required to submit the report to Defra by the end of 2016. An informal steering group meeting was held in July to discuss the current issues and to provide a remit for the consultants who will be preparing the plan for the Council. The intention is to align this work with the new KCC Freight Action Plan and KCC Transport strategy which is currently out for consultation.
- 2.4 Appendix I sets out in draft, the headlines of the Freight Management Plan the consultants will be working on.

3. Issues for Decision

- 3.1 Under the terms of the original grant the Council are required to produce the Freight Management Plan and submit it to Defra by December 2016.
- 3.2 With this in mind members are asked to consider the various suggestions made for inclusion and whether there are any additional matters they wish to see incorporated into the plan.

4. Recommendation

4.1

Members are asked to:

- 1) Support the preparation of a Swale Freight Management Plan to identify opportunities to reduce air pollutants from freight transport and other commercial vehicle sources in the Borough.
- 2) Consider any other relevant concerns to be incorporated in the final report
- 3) Agree to the completed Defra approved report being brought back to the JTB early in 2017.

5. Implications

Issue	Implications
Corporate Plan	The adoption of a freight management plan will contribute to the Council's priorities of a borough and a community to be proud of. Its aim is to seek to improve community safety through safer roads and to actively explore opportunities to reduce air pollutants associated with freight and commercial vehicles.
Financial, Resource and Property	Costs associated with preparing the report are covered by the DEFRA grant. Using the information provided by the report will assist in formulating responses to air quality within the various Air Quality Management Areas. Depending on any locally agreed initiatives Traffic Regulation Orders may be required although this cost should be accommodated from within existing budgets.
Legal and Statutory	The Plan is not a statutory plan but one which will provide a detailed planning framework to address air quality management. Legal will be involved in finalising any Traffic Regulation Orders
Crime and Disorder	None identified at this stage.
Health and Wellbeing	Reducing air pollutants will have a significant impact on health and wellbeing
Risk Management and Health and Safety	None identified at this stage.
Equality and Diversity	None identified at this stage.
Sustainability	The plan is designed to provide a framework to explore opportunities to reduce air pollutants and should contribute to sustainability.

6. Appendices

6.1 Appendix I – Outline Draft for Swale B C Freight Management Plan

Scoping Document for the Draft Freight Management Plan

Prepared by John Elliott Consulting and Mike Talbot Associates
August 2016

1. Background

- 1.1. The current economic prosperity of the borough relies on freight movements distributing the goods from ports and distribution centres based within the district. Unfortunately this predominance of road freight contributes to air poor quality; and the need to identify mitigation measure through traffic and network management.
- 1.2. There are a number of organisations with responsibilities for transport and highways within the borough: Swale BC (SBC), Kent CC (KCC), Highways England (HE) which can all influence this source of air pollutants including the road haulage industry itself.
- 1.3. There are a number of strategic plans which influence air quality in Swale: the current Local Plan, Bearing Fruits lays out the aspirations for future development, employment; housing allocations and consequently for freight movement with Master Plans for specific development sites. KCC's Local Transport Plan and daughter documents including the Kent Freight Action Plan also play a role in Swale' air quality. As does Highways England's investment programme, including Operation Stack and M2 junctions improvements.
- 1.4. A consultation with KCC and other agencies, including the relevant services within Swale was originally undertaken in 2013 and work to proceed with the suggestions of this steering group commenced. For example Swale had undertaken several Air Quality partnership projects last year including "Ecostars" (an award scheme for freight which was the pilot for Kent), the KCC "Smarter Travel Challenge", with a website for travel planning and an eco driving initiative to help drivers to drive more efficiently and use less fuel and thus produce less air pollution. During this time the steering group was dormant but recently a new steering group has met in 2016.
- 1.5. The Swale Freight Management Plan is being written by the consultants Mike Talbot and John Elliott using the Swale grant money allocated by Defra in 2013. It will be aligned with new KCC Transport Strategy and new KCC Freight Action Plan.

2. Swale Borough Council Freight Management Plan (FMP)

The draft plan includes suggestions from the officer steering group which comprised officers from Swale Borough Council, Planning Policy and Economic Development as well

as Environmental Protection and the KCC who are currently revising their Transport Strategy. The outline proposals will be developed more fully by the consultants over the following months and be submitted to Defra for approval.

In summary the suggestions raised by the group are:

1. Identify the problems caused by Freight Traffic in Swale.

- a) **Overview** - of problems and the causes of air quality and freight transport in general terms and local incidence of those problems within Swale.
- b) **Air quality** - Relationship between AQ and traffic, and freight traffic's contribution; identifying the proportion of lorries, vans (taxis and buses also an issue), the circumstances when problems greatest – volume, queues, hills, canyons, types of vehicles. Designation of AQMAs in Swale. The role of vehicle speed.
- c) **Noise and intrusion** - Vibration and noise for residents along key routes, especially A2. Exacerbated by speed.
- d) **Lorry parking** - Nature of nuisance: noise, pollution, litter. KCC survey results. Cause due to lack of lorry parking facilities, drivers' hour's limits, port location.
- e) **Lorry use of unsuitable roads** - Some have no choice because of location of destination (e.g. for depots on A2 between Sittingbourne and Faversham or farm produce), whilst others divert to unsuitable roads to avoid congestion. Issues of lack of capacity at key locations leads to rat runs, signing may not be effective, sat nav's, lack of junctions on M2.
- f) **Rural Diversification** - (e.g. mini business parks) leading to more lorries on unsuitable rural roads.
- g) **Alternative Transport Options** - Rail options limited. Paths on rail network limited. But Sheerness Master Plan includes rail terminal
- h) **Impact of traffic displaced into Swale** - Problems caused by traffic cascading onto Swale's roads when there are problems on HE's network.
- i) **Lack of resilience in road network** - Single connection to motorway network at M2 J5 and reliance on A249 for north-south access in the borough means network unable to cope with disruption.
- j) **Damage to highways** - Impact of high volumes of lorry traffic and lorries parking on footways. Impact of damage on delays (road works), noise and vibration, pedestrians. Costs for highway authority.

2. Swale BC's Scope for Action

Clarify the extent of the role SBC can play within the FMP including:

- a) Powers in some areas, influence in others
- b) Resource constraints

3. Action plan – to consider suggestions received for direct intervention

- a) Use of planning powers. Role of Air Quality technical guidance/supplementary planning guidance. How can powers be used to best effect. How to police planning conditions?
- b) Taxi licensing conditions
- c) Use of purchasing power to promote good practice in deliveries

4. Action Plan – influencing behaviour

- a) Promotion of better driving by lorry drivers
- b) Promotion of better freight operations by companies
- c) Signs for turning off engines in queues and limiting speed in AQMA congestion residential and conservation areas

5. Action Plan – lobbying or working with other parties in relation to:

- a) Provision of more lorry parking in Swale
- b) Junction improvements on A249
- c) M20 lorry parking plans and encourage use of space for overnight parking when not needed for Stack
- d) M2 J5 improvements
- e) Extra M2 junction
- f) M2 J7 improvement
- g) Lower Thames Crossing
- h) KCC soft initiatives, e.g. freight route planner
- i) Any other suggestions from consultees and Councillors

6. Consultation

The draft Freight Management Plan will be shared with the relevant AQMA Steering Groups and Parish Councils for consultation following the comments made by the JTB meeting. Any comments will be considered for inclusion in the plan.

SWALE JOINT TRANSPORTATION BOARD

Meeting Date	Monday 12 September 2016
Report Title	Formal Objections to Traffic Regulation Order Am 1
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 consider formal objections to the Traffic Regulation Order, and recommend that:-</p> <ol style="list-style-type: none"> 1) the proposed restrictions in The Street/Canterbury Road Boughton-under-Blean/Dunkirk either be progressed or abandoned; 2) the proposed restrictions to the rear of St Michael's House in Sittingbourne be progressed; 3) the proposed restrictions in Cooks Lane, Milton Regis be progressed and Biffa be reminded of their comments for the Planning Application at their Gas Road site.
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1. Purpose of Report and Executive Summary

- 1.1 This report provides a summary of formal objections and support received in relation to the recently advertised Traffic Regulation Order Swale Amendment 1.

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. Plans of the proposed restrictions can be found in Annex C.

3. Issue for Decision

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

- 3.1 An informal consultation took place with residents back in February 2016, on a scheme requested by both Parish Councils for double yellow lines to be installed in Canterbury Road/The Street between the junctions of Staplestreet Road and Horselees Road. 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.
- 3.2 The results of the informal consultation were reported to the Joint Transportation Board, and it was recommended that the proposed restrictions be implemented, but with a reduction in the length of lining on the north side of the road following a suggestion from Kent County Council, subject to the approval of both Parish Councils who are funding the works.
- 3.3 As both Parish Councils wanted to proceed with the original proposals, a meeting took place with Kent County Council, and it was agreed that the Traffic Regulation Order would be drafted based on the initial design.
- 3.4 During the formal consultation period, the Traffic Regulation Order received 10 formal objections to the proposals, and 11 letters of support. In addition to this, the Parish Council distributed a further questionnaire requesting formal responses to the Traffic Regulation Order, and this produced 1 formal objection and 19 responses of support.
- 3.5 A copy of all of the formal response comments can be found in Annex B.

“Un-named Road”, Rear of St Michael’s House, Sittingbourne – Proposed Double Yellow Lines

- 3.6 Following a request from Kent County Council, the Traffic Regulation Order included the installation of double yellow lines in the un-named road at the rear of St Michael’s House, running along the side of the former Globe and Engine Public House, parallel with St Michael’s Road in Sittingbourne.
- 3.7 Kent County Council have received communications from the NHS who occupy the St Michael’s House offices, requesting restrictions to prevent parked vehicles obstructing access to their private car park.
- 3.8 Following the advertising of the Traffic Regulation Order, one objection was received to these proposals from a commuter who parks in this road several times a week. A copy of the formal objection can be found in Annex B.

Cooks Lane, Milton Regis – Proposed Double Yellow Lines

- 3.9 A request was received from Kent County Council for double yellow lines to be installed in Cooks Lane in Milton Regis, from the junction with Mill Way alongside the former Milton Pipes site. At the present time, a large number of vehicles are parked here during the day, some very close to the Mill Way junction, affecting the movement of vehicles along Cooks Lane. With the possibility of the former Milton Pipes site being developed, the parked vehicles could become even more of an issue.
- 3.10 A petition containing 37 signatures objecting to the proposed Traffic Regulation Order has been received from employees of Biffa, whose site is located nearby in Gas Road. The accompanying letter states that the employees have nowhere to park their cars as their employers do not provide parking facilities.
- 3.11 When the Planning Application was received from Biffa for their site in Gas Road, KCC Highways made several comments around the proposal, and one of these was regarding parking facilities for employees. Biffa's response to these comments is quoted below:-
- 3.12 *"The Highways Authority comment that car parking provision is potentially too little. This is based on the fact that a visit to the existing depot showed a significant number of cars parked on site and the fact that we have included only 15 car parking spaces but quote that there will be 79 full time staff employed at the Gas Road site. As with the existing site, the majority of the workforce will be waste collection vehicle drivers and loaders. They arrive by private car and park in the spaces where the waste collection vehicles are kept overnight. Generally we get 2 cars into an HGV space. Added to this is the fact that many of our staff live in the town and either car share, walk or cycle to work. The company has recently introduced a "cycle to work" initiative where staff can purchase a bicycle for use associated with work, at a discounted price. So far, approximately 10 members of staff at our Princes Road depot have taken up this scheme. In summary therefore, we consider that, although have 79 members of staff at the site there will be a smaller number of cars visiting the site and they will use the HGV parking as well as the car parking spaces. There will be no need for our staff to park outside of the site on the private road."*

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:-
- 1) the proposed restrictions in The Street/Canterbury Road Boughton-under-Blean/Dunkirk **either** be progressed **or** abandoned;

- 2) the proposed restrictions to the rear of St Michael's House in Sittingbourne be progressed;
- 3) the proposed restrictions in Cooks Lane, Milton Regis be progressed and Biffa be reminded of their comments on the Planning Application at their Gas Road site.

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 Order 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/Support Received
- Annex C – Plans Showing Proposed Waiting Restrictions

7. Background Papers

- 7.1 None

**THE KENT COUNTY COUNCIL (VARIOUS ROADS, BOROUGH OF SWALE)
(WAITING RESTRICTIONS AND STREET PARKING PLACES)
(AMENDMENT No. 1) ORDER 2016**

OBJECTIONS RECEIVED

THE STREET/CANTERBURY ROAD, BOUGHTON-UNDER-BLEAN/DUNKIRK

10 FORMAL OBJECTIONS

11 FORMAL INDICATIONS OF SUPPORT

PLUS RESPONSES TO PARISH COUNCIL LEAFLETS:-

1 OBJECTION

19 INDICATIONS OF SUPPORT

UN-NAMED ROAD, REAR OF ST MICHAEL'S HOUSE, SITTINGBOURNE

1 FORMAL OBJECTION RECEIVED

COOKS LANE/MILL WAY, MILTON REGIS

PETITION CONTAINING 37 SIGNATURES OBJECTING

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 1 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 2016 shall have effect as though -

In the Schedules to the Order

FIRST SCHEDULE

Roads in Faversham

Canterbury Road, Dunkirk

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

CANTERBURY ROAD, DUNKIRK

(1) On the northern side, from the changeover point with The Street opposite the junction of Horselees Road, to a point 9 metres east of the eastern kerbline of Horselees Road.

(2) On the southern side, from the junction with Horselees Road to a point 33 metres east of the eastern kerbline of Horselees Road.

Horselees Road, Dunkirk

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

HORSELEES ROAD, DUNKIRK

(1) On the western side

(a) from the junction with The Street, Boughton-under-Blean, south to the entrance of Woodmans Hall;

(b) from the entrance of Woodmans Hall to a point in line with the boundary of 2/4 Horselees Road.

(2) On the eastern side, from the junction with Canterbury Road to a point opposite the boundary of 2/2a Horselees Road.

Oare Road

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 16 metres north of the centre of the junction of Oare Creek~~ the northern entrance to Youngboats Boatyard 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.

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;

(e) from a point in line with the western boundary of 11 The Street, to a point in line with the boundary of 3a/5 The Street;

(f) from a point in line with the boundary of 1 The Street/Woodmans Hall to the junction of Horselees Road.

(4) On the northern side, from the eastern side of the junction with Staplestreet Road, east to the changeover point of The Street/Canterbury Road, opposite the junction of Horselees Road.

Wildish Road

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

WILDISH ROAD On the western side, from a point in line with the southern kerblines of Ivory Close, for a distance of 28 metres in a southerly direction.

Roads in Lower Halstow

Breach Lane

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

BREACH LANE On both sides, from a point in line with the boundary of 1 Breach Lane and 1 Club Cottages, Breach Lane, for a distance of 48 metres in a northerly direction.

Roads in Sittingbourne and Milton

Cooks Lane

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

COOKS LANE (1) On both sides from the south-eastern kerblines of Brewery Road, for a distance of 9 metres in a south-easterly direction.

(2) On the northern side

(a) from the tangent point with the western kerblines of Mill Way to the limit of adopted highway on the eastern kerblines of the access road to 50a and 50b Trinity Trading Estate;

(b) from the limit of adopted highway on the western kerblines of the access road to 50a and 50b Trinity Trading Estate to a point opposite the south-eastern property boundary of 1 Hall Close;

(3) On the southern side, from the tangent point with the western kerblines of Mill Way to the tangent point of the southern kerblines of Hall Close.

Mill Way

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

MILL WAY On the western side, between a point 16 metres north and 16 metres south of the centre of the Cooks Lane junction.

Un-named Road at Rear of St Michael's House, St Michael's Road

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

UN-NAMED ROAD On both sides of the road, from the back of the eastern footway of the
REAR OF ST Sittingbourne Railway Station access road, east for a distance of 59
MICHAELS metres, and across the eastern end of the road.
HOUSE

THIRD SCHEDULE**Roads in Sittingbourne and Milton****Hilton Drive**

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
HILTON DRIVE	(1) On the north-eastern side from a point in line with the boundary of 54/56 Hilton Drive to a point in line with the south-eastern building line of 46 Hilton Drive. (2) On the south-western side (a) from a point opposite the boundary of 54/56 Hilton Drive to the junction with Sandford Road .western kerbline of the Wellington Road junction; (b) from the eastern kerbline of the Wellington Road junction to the northern kerbline of the Clive Road junction; (c) from the southern kerbline of the Clive Road junction to the junction with Sandford Road.	Monday to Friday	8.30am - 9.30am and 3pm-4pm

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 Faversham	
BARNFIELD ROAD	On the eastern side, across the frontage of 5 Barnfield Road.

Roads on the Isle of Sheppey		
STANLEY AVENUE	QUEENBOROUGH	(1) On the west side, across the frontage of 11 Stanley Avenue (2) On the east side, across the frontage of 20 Stanley Avenue

Roads on the Sittingbourne and Milton	
EPPS ROAD	(1) On the southern side (a) across the frontage of 30 Epps Road; (b) across the frontage of 15 Epps Road. (2) On the northern side across the frontage of 45 Epps Road.

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

THE STREET/CANTERBURY ROAD, BOUGHTON-UNDER-BLEAN/DUNKIRK**RESPONSES TO PARISH COUNCIL LEAFLETS**

Response	Address	Support	Object	Comments
1	Dawes Road		1	This was only a problem when the housing development was in progress. Feel the money could be spent elsewhere, i.e potholes.
2	Orchard Gate	1		-
3	Staplestreet Road	1		-
4	Stoney Road	1		-
5	Berkeley Close	1		-
6	Berkeley Close	1		Parked cars are making the junction with Staplestreet Road difficult to negotiate, particularly as vision is impeded.
7	Dawes Road	1		-
8	Fernleigh Close	1		I find it difficult when coming out of Staplestreet Road turning left for Canterbury. When there are cars parked along the road you can't see what's coming down Boughton Hill.
9	Staplestreet Road	1		-
10	Thread Lane	1		Strongly support for important safety reasons – parking has created very dangerous situation for traffic turning out of Staplestreet Road and Horselees because of restricted visibility, being forced onto wrong side of road and because of speed of traffic on main road.
11	Stoney Road	1		-
12	Stoney Road	1		We would like the yellow lines because parking in these areas was extremely hazardous.
13	Berkeley Close	1		-
14	Thread Lane	1		-
15	Fernleigh Close	1		The double yellow lines requested by the Parish Council should go ahead as soon as possible.
16	Berkeley Close	1		At present very dangerous and will result in serious accident if not amended.
17	Fernleigh Close	1		-

FORMAL OBJECTIONS TO TRAFFIC REGULATION ORDER

THE STREET/CANTERBURY ROAD, BOUGHTON-UNDER-BLEAN/DUNKIRK

FORMAL OBJECTION 1

*** The Street
Boughton-under-Blean
Kent
ME13 ***

Dear Sirs

RE: Objection to the Double Yellow Lines - The Street, Boughton-under-Blean

I would like to formally object to the planed double yellow lines to be placed along 'The Street' in Boughton-under-Blean. Having recently bought *** The Street (a 3 bedroom house) we only have 2 parking spaces and therefore, rely on the parking along 'The Street'.

I'm aware that the Cabinet have meet and stated that because more people had agreed to the proposal, by only 3 I would like to add, there were still 8 people who objected to it and those were the residents who live along 'The Street' and therefore, this should not go ahead based on the fact that the majority was only in favour by 3 more than who objected to it as that it not a high enough percentage given that the 11 who were in favour do not all live along 'The Street'.

There is not enough parking for all the Woodmans Hall flats and houses which are joined to Woodmans Hall. Therefore, occasional parking is required along 'The Street' which is mainly used of an evening or at the weekend. If Yellow lines are placed there then this will just mean that more people will have to park further down in the village which is already busy enough with cars and will cause an inconvenience.

I would like the Joint Transport Board to take note of what Kent County Council have suggested and to only do a short area of Double Yellow Lines to still allow some parking, yet how the Cabinet have dismissed this, which surly should not be right.

Furthermore, there have been no accidents in the area and its the widest stretch of road which means that cars can be parked safely on the road and for the bus to be stationary at the bus stop and still allowing cars to pass between the bus and parked cars - something which cannot happen within the village area.

Placing Double Yellow Lines along 'The Street' will not solve the parking situation and its likely to make things worse. It would be nice to see us working together and meeting in the middle as one solution if lines have to be put down would be to have a signal line stopping

cars parking between 9am to 5pm (Monday to Friday) but allowing parking in the evening and at weekends which is when the parking mainly takes place.

Having parked cars in the area is also a great way of slowing cars coming from the 60mph zone.

Many thanks,

FORMAL OBJECTION 2

To whom this may concern

RE: Double Yellow Lines - Boughton-under-Blean

I would like to object to the plans of painting double yellow lines in the area of Boughton-under-Blean (The Street/Canterbury Road). I currently clean at the Woodmans Hall flats and have to park along the Street which will have lines painted and which will mean that I will have nowhere to park other than further in the village which won't be practical.

Many thanks,

FORMAL OBJECTION 3

I live at *** The Street

I realise that there were objections about parking cars in said area. This was caused by the builders working at the new houses in a totally different area - Staple Street. As the builders have left there are only the odd couple of cars parking here. These belonging to people visiting the residents of this area. Please reconsider your proposal as it will cause inconvenience for the residents. As I am disabled I have to park here to unload my car as I can't walk very far

Yours faithfully

FORMAL OBJECTION 4

Hello Mike,

Please accept this email as my formal objection to the proposed installation of double yellow lines on The Street, Boughton-under-Blean/Canterbury Road, Dunkirk.

As a resident of The Street visitors use this section of the road to park when they visit my home. They do not cause an obstruction, nor do they cause a danger to motorists.

As you are aware from the statistics there have not been any incidents in this location in recent years, and I find it somewhat confusing that the Paris Council have decided to ignore the previous recommendations of the JTB and are pushing ahead with this. They are also implementing a new 30MPH zone along this very same stretch and I would have thought that any logical person would understand that having parked cars in a 30mph zone will only help to slow the traffic. At the moment villagers use this stretch of road in excess of 60MPH, and the installation of the 30MPH zone will make little change to this as there is no enforcement in place. All it will do is give these speeding residents a clear stretch to accelerate along.

I would also like to make it clear to the JTB that having cars parked here does in no way cause an obstruction. The road in this area is the widest part of the village, and with cars parked, and a bus at the bus stop, there is still enough room for the traffic to still flow. In fact, it is still wide enough to get another bus through.

I also believe that it is hypocritical of the Parish Council to be forcing this issue considering that some of them live on this same road, however, unsurprisingly, outside of this proposal. I do not see why this stretch of The Street should be yellow lined when nothing else in Dunkirk is. The residents of Dunkirk are quite happy to park their cars on pavements, opposite junctions, and in the roads around their own homes. I think that this is unfair.

The rest of Boughton-under-Blean does have some double yellow lines further into the village, but these are still parked on as they are never enforced. (outside Church and Shop) so it also seems like a waste of money to be doing this knowing that you do not have the resources to control it, especially in our current unstable economic situation. This money could be better spent on the community, it could fund the local pensioners lunch for a few months.

If this proposal is accepted then it will only force our visitors to have to park further up the hill, or further into the village which is not acceptable as this will cause more of a problems in these existing congested areas. It will also mean that I will not be visited by my Grandparents as often as they would not be able to walk this distance.

I would also like to take this opportunity to question the motives of the Paris Council for doing this. We spoken with them directly on a number of occasions to resolve the situation and show them that these cars are not causing a danger. If I knew of a way of raising a vote of no-confidence in them, I would. I do not feel that they have the villagers interests as a priority.

Many Thanks

***** The Street,

Boughton-under-Blean,

Kent

ME13 *****

FORMAL OBJECTION 5

Dear Sirs

I would like to object to double yellow lines being put along The Street Boughton Under Blean. I visit friends near Woodmans Hall and they have no visitor parking .

Regards

Chartham

FORMAL OBJECTION 6

Dear sir/madam,

I regularly visit friends who live at the house next to Woodmans Hall and have to park on the road due to there being no visitor spaces. I therefore would like to formally object to the planned double yellow lines along The Street

Kind regards

FORMAL OBJECTION 7

Good morning

I am writing again in respect of the proposed restrictions to parking in The Street / Woodmans Hall, Boughton-under-Blean.

It is a great disappointment to most of the residents that their opposition to the intended restrictions has to be Appealed. It is the widest part of the road and there are no problems for any competent driver whatsoever. I was parked in front of my son's new house - *** The Street - on Saturday and made a point of watching the traffic for a considerable time to see if the four parked cars caused any inconvenience at all, they didn't. All cars and buses moved freely and there were no blockages or hold ups of any description. As the parking is also intermittent, it is felt that restrictions are unwarranted and an unnecessary expense.

May I please also reiterate that there is no visitors parking at Woodmans Hall or the town houses, making it extremely inconvenient for visitors with any mobility problems or workmen needing to carry out work at the properties.

Kind regards

FORMAL OBJECTION 8

Dear Mr Knowles

This is to inform you that I formally object to the proposed double yellow lines in The Street, Boughton as the freeholder and leaseholder of Flat **, Woodman's Hall, Boughton.

The proposal of these lines is unnecessary as the current on-street parking in The Street is the only means of guests parking safely and in reasonable distance of Woodman's Hall.

FORMAL OBJECTION 9

Dear Mr Knowles,

I have visited my Grandson this evening and I noticed a public notice that is outside of his house. When he explained to me what was being proposed I was rather upset.

I am 82 years old and I am not able to walk long distances without aid. If these lines are painted, then I feel that I would no longer be able to visit as I could not walk from where I would be forced to park.

I have lived in Boughton for many years, and I remember when Woodman's Hall was a pub where there would always be cars parked on the road and there was never an issue. There are hardly any cars now it is a residential area and even at 82 I have no issues with passing the cars that are parked there, so I don't understand why this has become an issue.

I wonder if the older generation that are part of the Parish Council are not adapting to the ever changing world that we live in. They cannot keep the village as it was. It has to evolve to make way for the next generation, it will not survive if it doesn't.

Please could I ask that you pass on my objection to this proposal with as much weight as an 82 can. I hope that the policy makers can come to the correct decision and dismiss this proposal and use the funds for something more constructive that will benefit the community, rather than restrict it.

Yours Sincerely,

CT5 ***

FORMAL OBJECTION 10

To whom it may concern,

I would like to formally object to the double yellow lines that are proposed in the area of The Street and Horselees Road. The proposal has not come from anyone who lives in the area, and I do not see what the lines would achieve.

This is one of the widest parts of the street, and there is more than enough room for vehicles to park and for cars to pass in both directions. This cannot be said for other areas of the street.

I personally feel that the road should be dropped to a 30Mph speed limit and traffic calming measure put in as drivers who come down the hill from Dunkirk do so too fast. This is especially poignant as there are two bus stops where school children are in the morning and the evening. This was proposed I believe, as I received a letter, but have heard nothing since.

If lines should be painted anywhere, then it should be opposite the junction to Horselees Road only, as this is against the Highway code anyway, but further down, should be left without lines.

Kind regards,

*** The Street

Boughton Under Blean

Faversham

Kent

ME13 ***

FORMAL SUPPORT 1

We support the proposal to install double yellow lines

Ref: TRO Amendment 1

Regards

FORMAL SUPPORT 2

I support the proposal to install double yellow lines at The Street and Canterbury Road Area, Boughton/Dunkirk. ***** Stoney Road Dunkirk Faversham. ME13 ****

FORMAL SUPPORT 3

***** staplestreet road dunkirk me13 ****

Dear sir or madam as I stated last time, I am still in favour of the proposed lines to be installed on the bottom of boughton hill opposite the bus stop as you turn from the slip road onto the main road going in the direction of canterbury. As stated before you cannot have a clear line of sight turning left when vehicle's are parked. Again the bus drivers have problems. Most weeks days they have problems here, it's not going to be long when we have another accident. It is a very dangerous corner when cars and vans are parked there.

Thanks you *****

FORMAL SUPPORT 4

To whom it may concern I would like to support the proposal to install double yellow lines. Ref TRO Amendment 1

Dawes Road ,Dunkirk ,Faversham ME13 ***

FORMAL SUPPORT 5

Dear sirs,

As decided by our Parish Council;

We support the proposal to install double yellow lines on The Street/Canterbury Road area, Boughton-Under Blean / Dunkirk.

The junction with Staplestreet Road is very dangerous and visibility is reduced with cars parked near it.

*** Fernleigh Close

Dunkirk

ME13 ***

FORMAL SUPPORT 6

Ref TRO Amendment 1

I support the proposal to install double yellow lines

ME13 ****

FORMAL SUPPORT 7

I support the proposal to install double yellow lines - The Street /Canterbury Road Area,Boughton / Dunkirk

I live in Fernleigh close and use the Staplestreet exit when shopping at Canterbury and on numerous occasions have had to manoeuvre around parked cars opposite the bus stop.

Cars are always parked on the hill making it dangerous to leave the exit going up the hill. People have very little consideration when parking in this area and has been getting worse over the years that I have been using this road.

** Fernleigh Close
Dunkirk ME13***.

FORMAL SUPPORT 8

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

I support the proposal to install double Yellow lines

I live just around the corner from Staplestreet and use the bus on many occasions to shop and visit Faversham town or Canterbury.

When trying to cross the road to the bus stop heading towards Faversham it is difficult when parked cars are blocking your view which has proved very dangerous in the past.

*** Fernleigh Close
Dunkirk
ME13 ***

(Same address at formal support 7)

FORMAL SUPPORT 9

Dear Sirs,

Ref. TRO, Amendment 1

I strongly support the proposal to install the double yellow lines.

*** Berkeley Close, ME13 ****

FORMAL SUPPORT 10

Re: TRO Amendment 1

Further to the recent letter giving details of the revised amendment to the proposed double yellow lines in the vicinity of The Street/Horselees Road, I would like to formally state that I supported the original proposal and continue to do so.

Kind regards

***** Horselees Road

FORMAL SUPPORT 11

We support the proposal to install double yellow lines on The Street/Canterbury Road Area, Boughton/Dunkirk, ***** , Berkeley Close, Dunkirk

UN-NAMED ROAD, REAR OF ST MICHAEL'S HOUSE, SITTINGBOURNE

FORMAL OBJECTION 1

From: *****

Sent: 12 July 2016 16:43

To: Engineers (SBC)

Subject: Proposed Double Yellow Lines on unnamed road behind St Michaels house

Dear Sirs,

I wish to object to the proposal to install double yellow lines on the whole of the unnamed road behind St Michael house.

I understand that access to the car park of St Michaels house could be restricted due to poor parking adjacent to the Public House, so perhaps the lines could cover this section of the road and terminate at the mouth of the NHS staff car park.

There is only one other place with 6 unrestricted public parking spaces within 300m of Sittingbourne Railway station.

Kind regards,

Minster on Sea

ME12 *****

COOKS LANE/MILL WAY, MILTON REGIS

A petition containing 37 signatures has been received objecting to the proposed double yellow lines in Cooks Lane and around the junction of Mill Way.

The accompanying letter reads:-

"Dear Sir or Madam

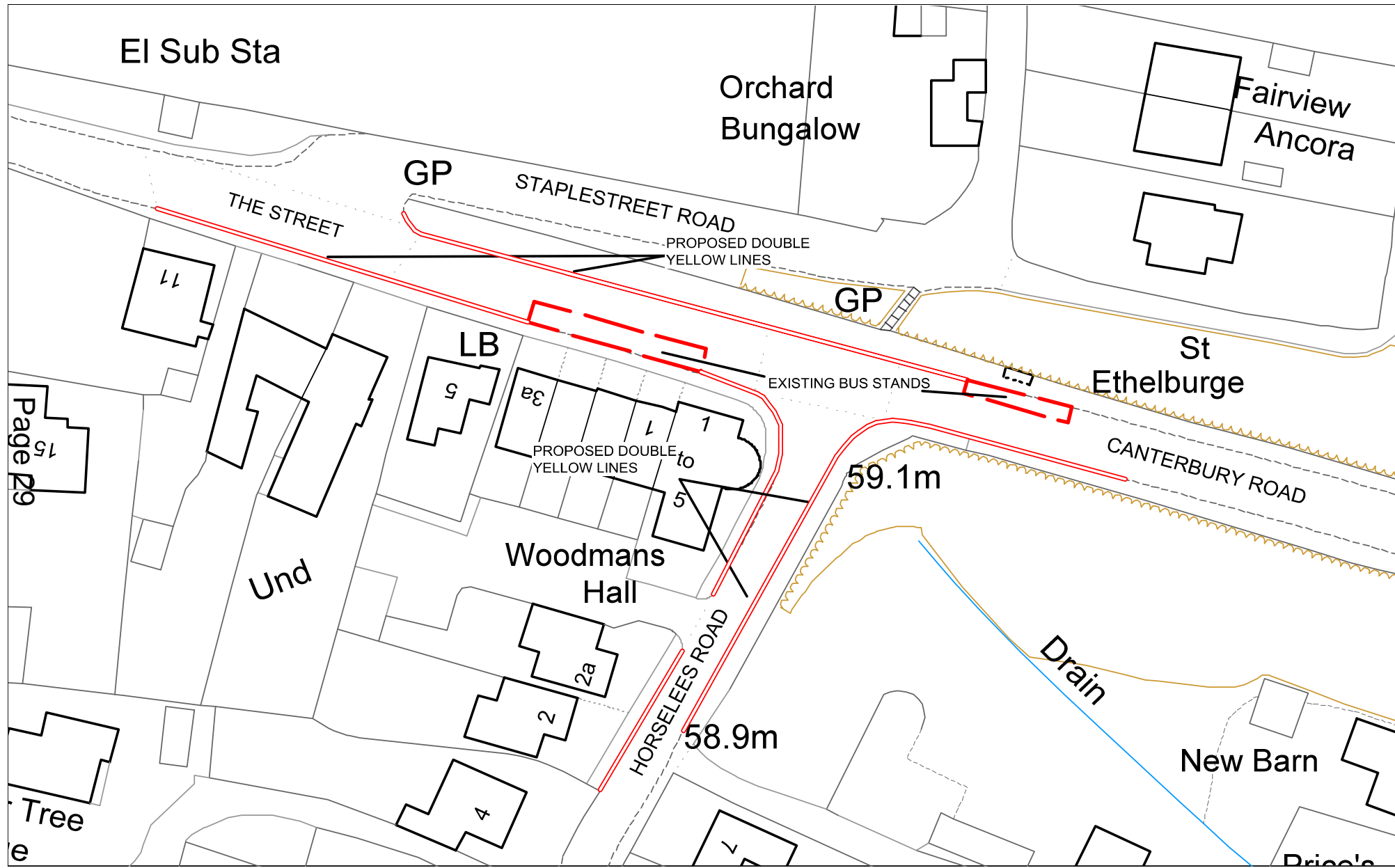
Please find petition from Biffa employees regarding the plans for double yellow lines in Cooks Lane, Sittingbourne. We have nowhere else to park our cars as our employers do not provide parking facilities.

We cannot park our cars in surrounding roads as this would cause too much congestion. Also we cannot see the reasoning behind this plan as we do not seem to be causing any problems at Cooks Lane.

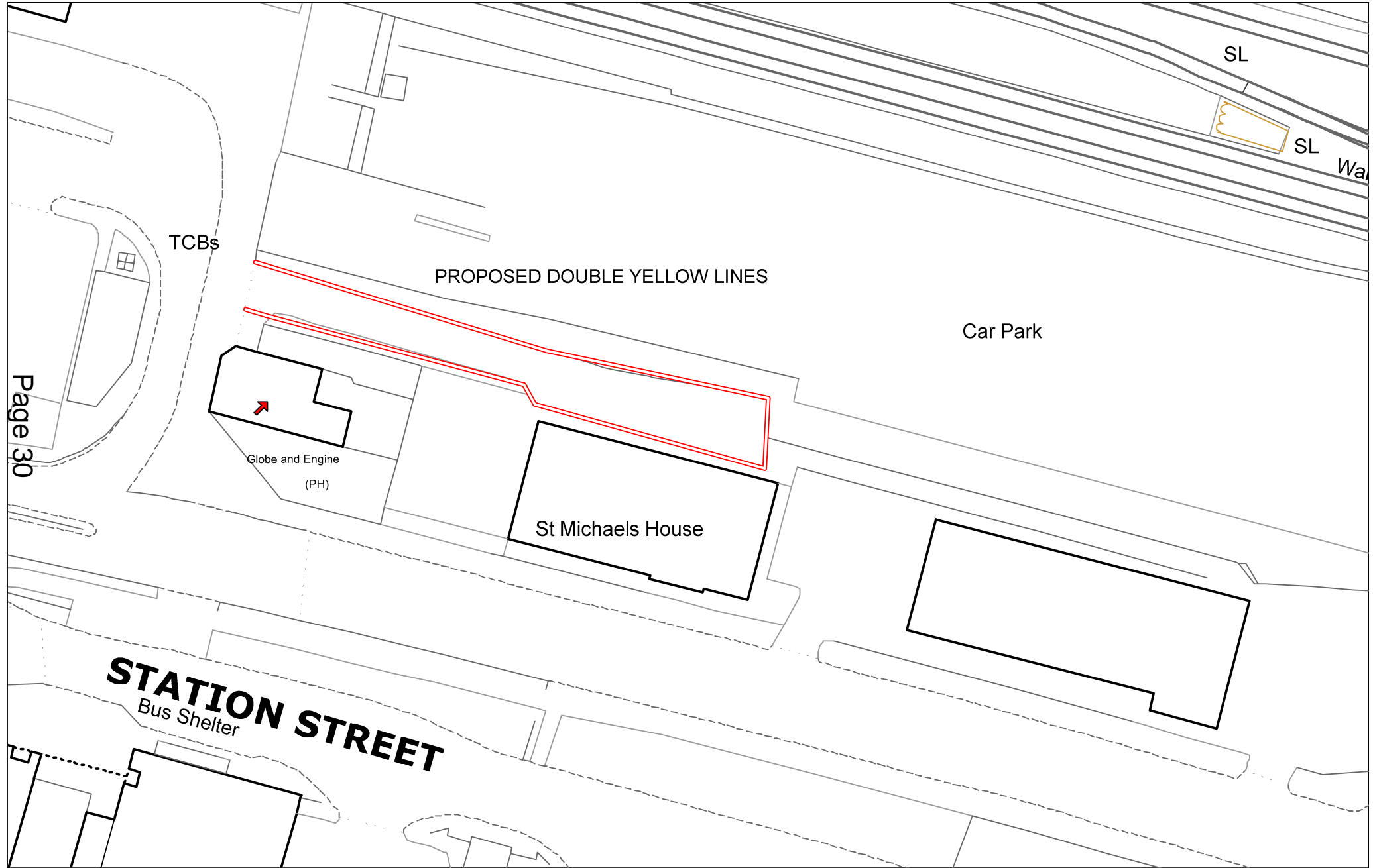
Thank you for your considerations"

The petition reads:-

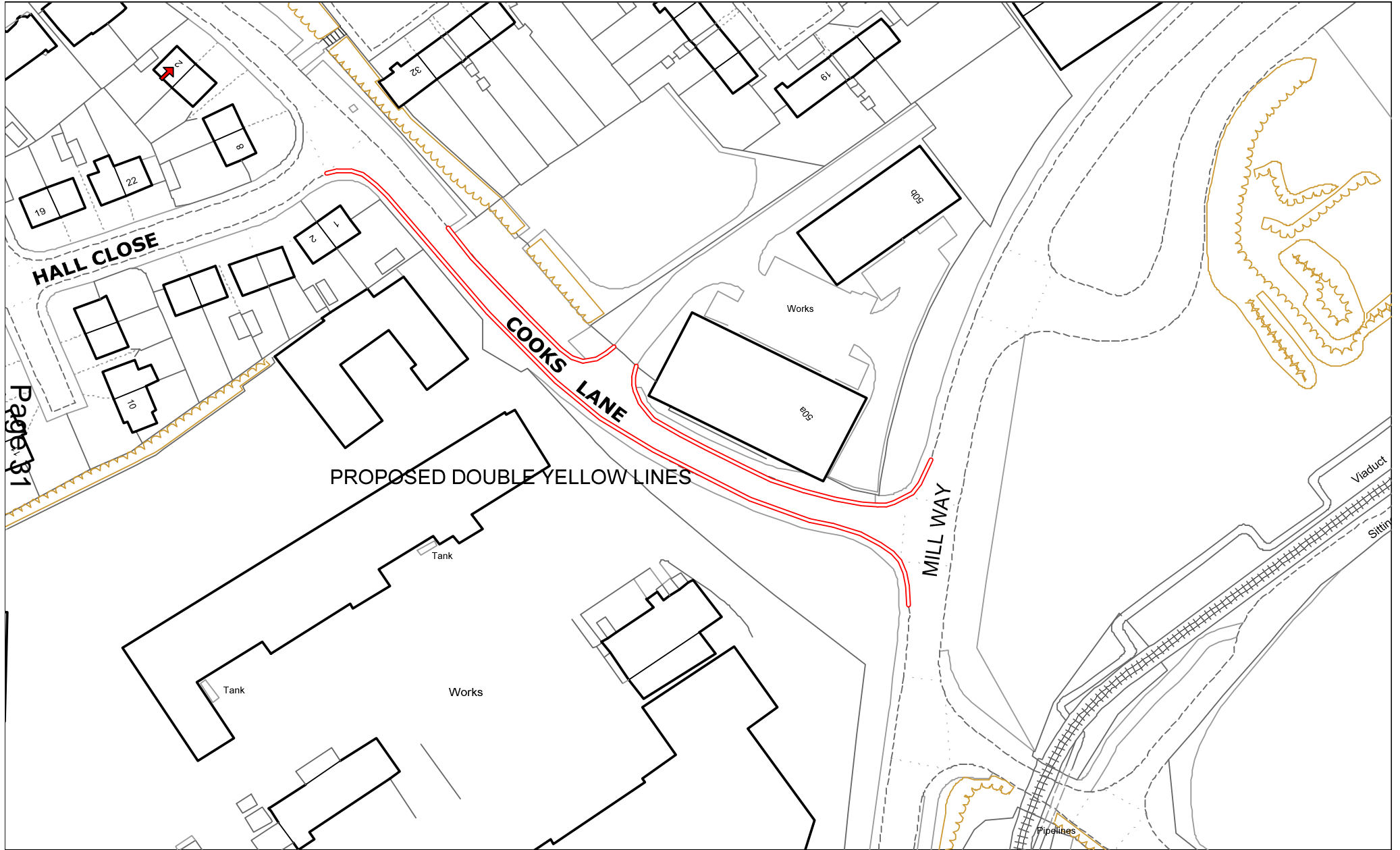
"We the undersigned would like the Council to re-consider the plans for double yellow lines along Cooks Lane Sittingbourne, due to employees of Biffa having nowhere else to park".



Proposed Double Yellow Lines – Un-named Road, Rear of St Michael’s House, Sittingbourne



Proposed Double Yellow Lines – Cooks Lane/Mill Way, Sittingbourne



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SWALE JOINT TRANSPORTATION BOARD

Meeting Date	Monday 12 September 2016
Report Title	Informal Consultation on Proposed Waiting Restrictions at Love Lane, Faversham and Capel Road (west), Sittingbourne
Cabinet Member	Cllr David Simmons
SMT Lead	Dave Thomas
Head of Service	Dave Thomas
Lead Officer	Brett O'Connell (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"> • Progress the proposed restrictions in Love Lane, Faversham, including the amendments suggested by a resident to add further restrictions at the vehicle entrance to the flats near the cemetery. • Abandon proposed restrictions in Capel Road, Sittingbourne, and monitor the site.
------------------------	--

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 Love Lane, Faversham and Capel Road (west), Sittingbourne.

2 Background

- 2.1 Love Lane, Faversham – We received a request by the Cemeteries Officer at Swale Borough Council to look at the cemetery entrance/exit area. There have been concerns raised by members of the public regarding visibility problems due to parked vehicles in Love Lane. A consultation has been progressed.
- 2.2 Capel Road (west), Sittingbourne – A petition was received from residents in the west end of Capel Road stating that there have been parking problems since restrictions/time limited bays were installed a few years ago further along Capel Road. The petition was submitted to the Chairman of the Joint Transportation Board in July 2016 and it was recommended that a consultation be undertaken with residents on proposals to improve the situation. A consultation has been progressed.

2.3 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.

Love Lane, Faversham – Double Yellow Lines

3.2 Following a request from the Cemeteries Officer at Swale Borough Council, a consultation took place with residents on proposals to install double yellow lines on the west side of Love Lane, Faversham. The Officer highlighted there were visibility problems with vehicles exiting the cemetery. This was due to vehicles being parked in the near vicinity of the cemetery entrance. The Officer also reported that she has had comments from cemetery visitors stating poor visibility when turning out of the cemetery. It has been suggested that a majority of parked vehicles are commuters or employees at the farm in Love Lane.

3.3 During the consultation period we received a letter from a resident in Love Lane stating large vehicles, including HGV's, park close to the vehicle entrance of the shared parking area of the flats in Love Lane just south of the cemetery. The resident also submitted photographic evidence and was concerned that if the restrictions were installed it would make matters worse as it would displace the parking. Having seen the photographs we can see this is a problem and therefore suggest a small length of parking restrictions at the vehicle crossing area as shown in Annex C.

3.4 Of the 30 (approximate) properties consulted, 9 responses were received, 5 supported the proposals, 2 objected and 2 were general comments.

3.5 Members of the Board are requested to note the comments and objections received and recommend that Officers proceed with the proposed restrictions, including the added restrictions in Annex C and include them in the next Traffic Regulation Order.

Capel Road (west), Sittingbourne – Option A (Double Yellow Lines) or Option B (Single Yellow Lines)

3.7 A petition was received via a resident from Capel Road asking to improve the parking. The petition was submitted to the Chairman of the Joint Transportation Board and it was recommended that a consultation took place. This consultation has now been completed and residents were asked to comment on two options of parking restrictions:

Option A – to install double yellow lines throughout the western end of Capel Road as per the plan in Annex A.

Option B – to install a single yellow line throughout the western end of Capel Road with a restriction on parking between 08:00 – 18:00 Mon – Fri, as per the plan in Annex A.

- 3.8 The petition stated that parked vehicles had increased at the west end of Capel Road following the installation of parking bays and various single/double yellow lines at the east end. The petition also highlighted that vehicles were parking inconsiderately on the footway making safe passage for pedestrians limited. The petition was signed by 23 households of Capel Road, 1 resident of Arundel Avenue and 1 resident of Berkeley Court.
- 3.9 Out of the 80 properties consulted, 16 responses were received, 1 household supported option A (double yellow lines), 5 households supported option B (single yellow lines) and 10 properties objected to all proposals.
- 3.10 Members of the Board are requested to note the comments and objections received and recommend that no restrictions are installed due to the objections received and the poor response to the consultation.

4 Recommendation

- 4.1 Members are asked to consider the results of the recent informal consultations for waiting restrictions and recommend that Officers:-
- 4.2 Love Lane, Faversham – Install restrictions as per the consulted plan and include the extra double yellow lines as shown in Annex C.
- 4.3 Capel Road (west), Sittingbourne – Abandon proposals due to poor response to the consultation. Monitor site for possible future proposals.

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
- Annex C – Extra Double Yellow Lines

6 Background Papers

6.1 None

Swale House, East Street,
Sittingbourne, Kent ME10 3HT
DX59990 Sittingbourne 2
Phone: 01795 417850
Fax: 01795 417141
www.swale.gov.uk



Resident/Occupier

Please ask for: Brett O'Connell
Direct Line: 01795 417061
Fax: 01975 417477
E-mail: brettoconnell@swale.gov.uk
Our Ref: BOC/H7
Your Ref:
Date: 30th June 2016

Dear Owner/Occupier

Proposed Parking Restrictions, Love Lane, Faversham

It has been brought to our attention that parked vehicles in Love Lane near the cemetery gates are causing visibility problems for vehicles exiting the cemetery.

It is therefore proposed that double yellow lines be installed as per the drawing to improve visibility and make vehicle movements safer.

If you have any comments relating to the proposed I would be grateful to receive them by the **22nd July 2016**. You can also submit your comments at the above email address. Please state the title of this letter as the subject of the email.

Questions un-related to this consultation will not be answered and should be referred to our Customers Services at CSC@swale.gov.uk or 01795 417850 so it can be directed to the appropriate department for a response. All relevant questions will be answered at the closing date of the consultation.

Objections received will be noted in a report and submitted to the Joint Transportation Board for a recommendation.

If you would like to know the outcome of this consultation then please contact me after the closing date.

Yours sincerely

Brett O'Connell

Brett O'Connell (Engineer)
Swale Borough Council
Swale House
East Street
Sittingbourne
Kent ME10 3HT

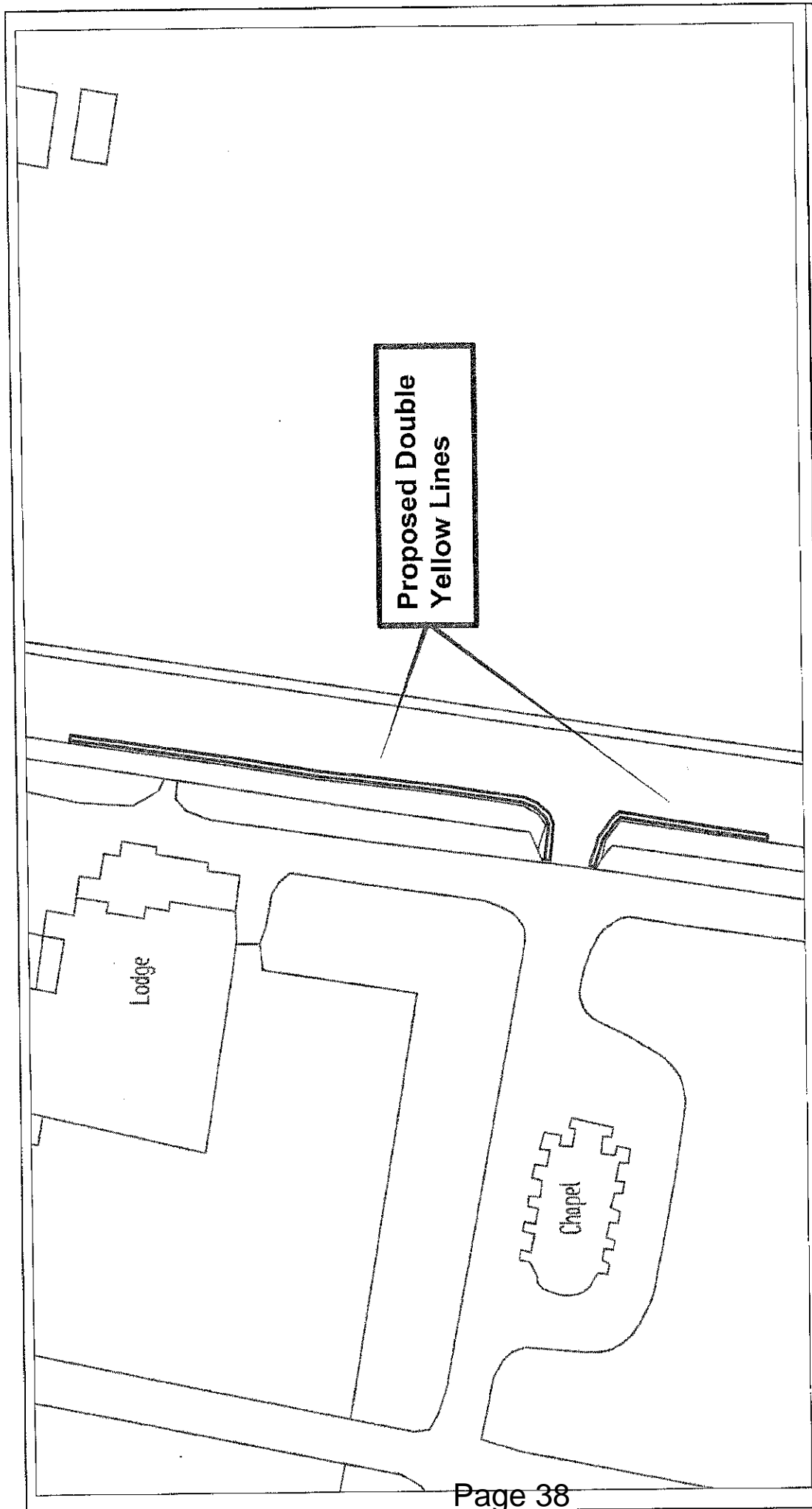


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www.swale.gov.uk/all-about-young



ANNEX



Proposed Double Yellow Lines

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Proposed Parking Restrictions	DRAWN	BOC
	DATE	June 16
	SCALE	N.T.S
Love Lane, Faversham	ES/2738/81	

Swale House, East Street,
Sittingbourne, Kent ME10 3HT
DX59990 Sittingbourne 2
Phone: 01795 417850
Fax: 01795 417141
www.swale.gov.uk



Resident/Occupier

Please ask for: Brett O'Connell
Direct Line: 01795 417061
E-mail: brettoconnell@swale.gov.uk
Our Ref: BOC/H7
Date: 25th July 2016

Dear Owner/Occupier

Proposed Parking Restrictions, Capel Road, Sittingbourne

We recently received a petition stating parking problems on the western section of Capel Road following the installation of parking bays at the east end of the road. It was stated that vehicles are now parking at the west end of Capel Road causing access/egress problems for residents.

The petition was presented to the Chairman of the Joint Transportation Board in June 2016 and it was decided that a consultation progress with proposals to install parking restrictions.

The enclosed plan shows two options for your consideration:

1. **Option A - Double yellow lines (no parking at any time)**
2. **Option B - Single yellow lines (no parking between 8am – 6pm, Monday – Friday)**

If you have any comments relating to the proposed I would be grateful to receive them by **Monday 15th August 2016**. You can also submit your comments via above email address. Please state whether you support or object to the proposals and use the title of this letter as the subject of the email.

Questions un-related to this consultation will not be answered and should be referred to our Customers Services at CSC@swale.gov.uk or 01795 417850 so it can be directed to the appropriate department for a response. All relevant questions will be answered at the closing date of the consultation.

Objections received will be noted in a report and submitted to the Joint Transportation Board in September 2016 for a recommendation.

If you would like to know the outcome of this consultation then please contact me after the closing date.

Yours sincerely

Brett O'Connell (Engineer)
Swale Borough Council
Swale House
East Street
Sittingbourne
Kent ME10 3HT

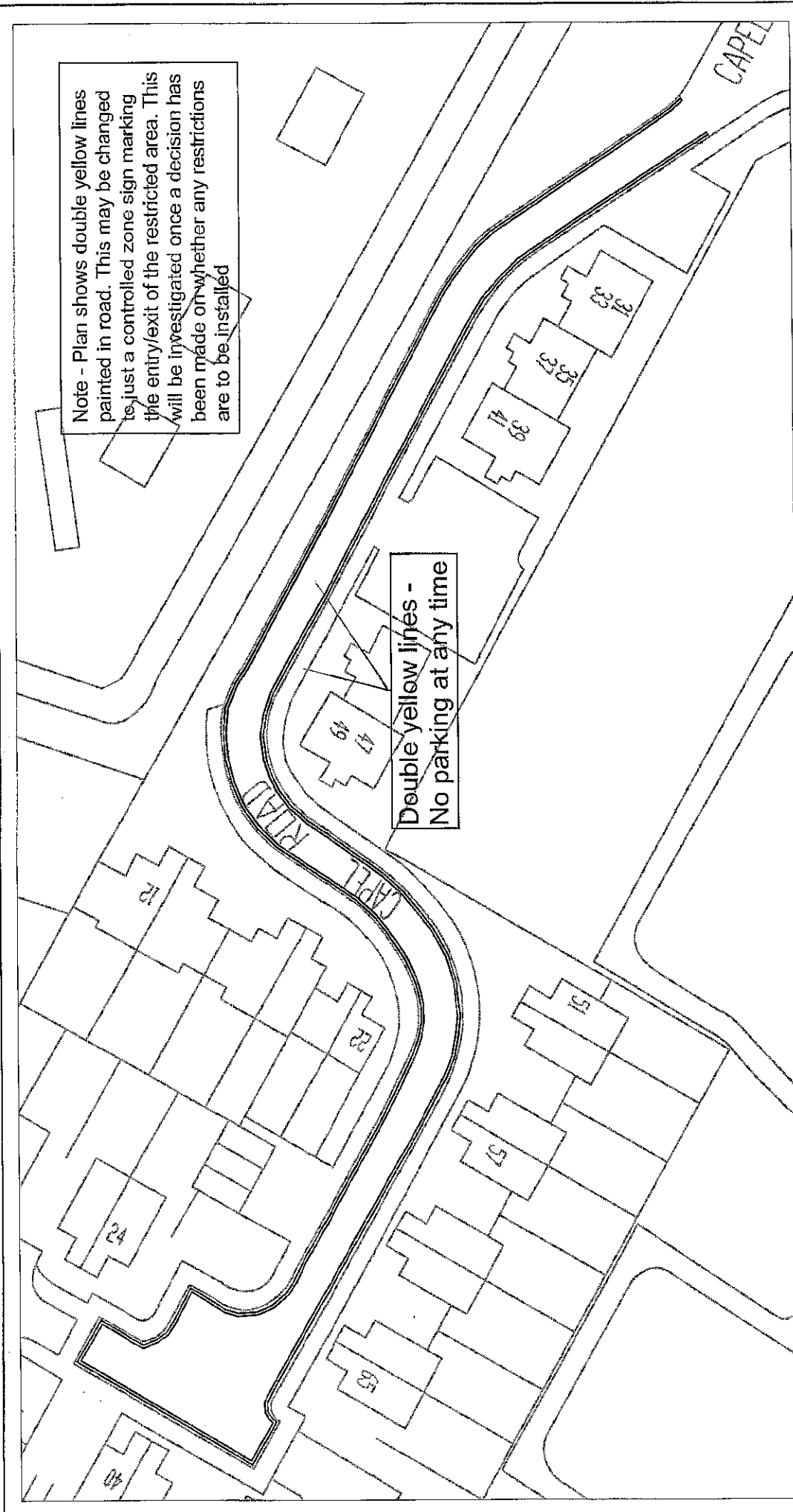


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Page 39





Note - Plan shows double yellow lines painted in road. This may be changed to just a controlled zone sign marking the entry/exit of the restricted area. This will be investigated once a decision has been made on whether any restrictions are to be installed

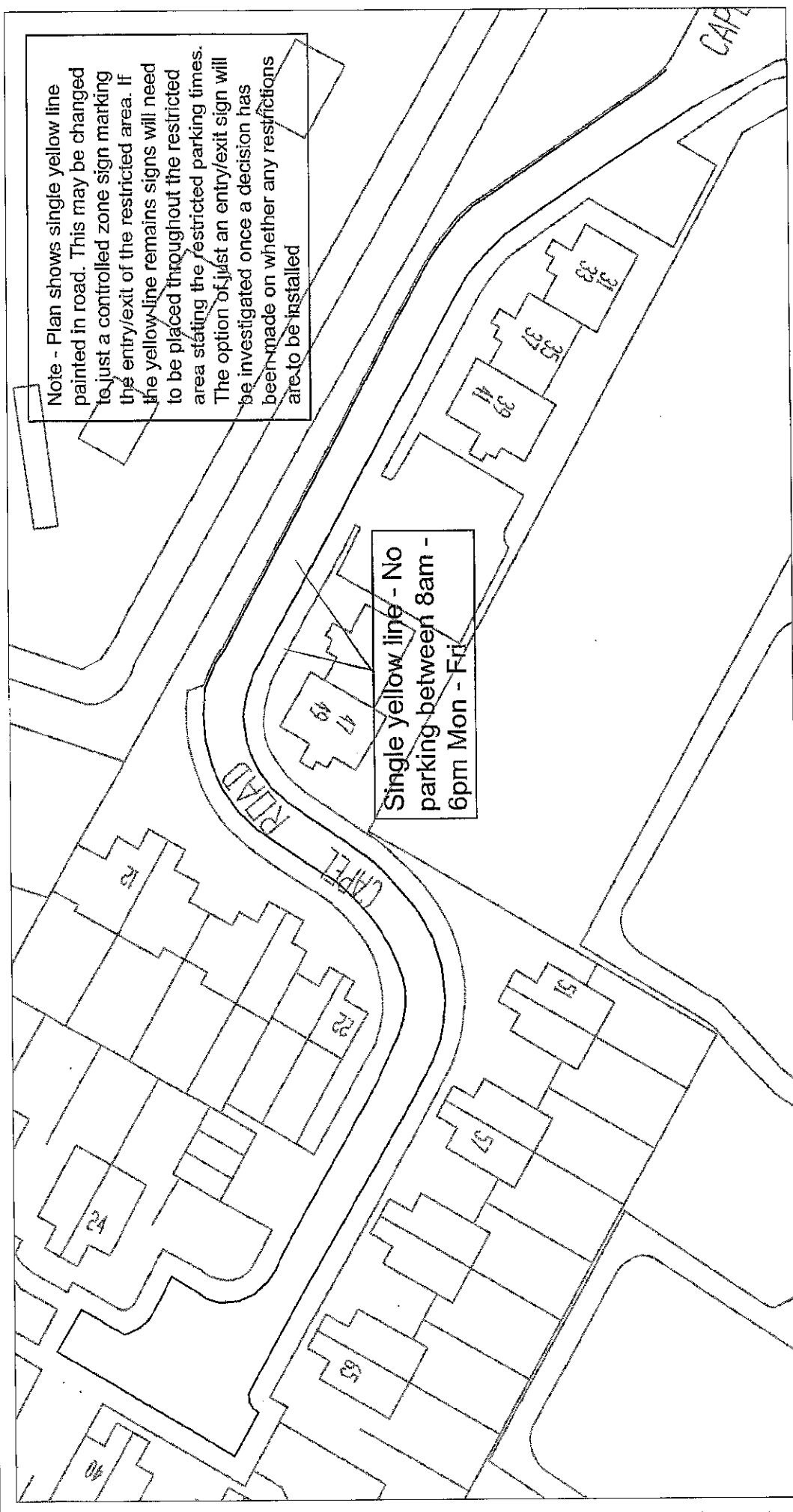
Double yellow lines -
No parking at any time

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Proposed Parking Restrictions Capel Road (West)	DRAWN	BOC
	DATE	Jul 16
	SCALE	N.T.S
Option A	ES/2738/171	

ANNEX A



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Proposed Parking Restrictions Capel Road (West)	DRAWN	BOC
	DATE	Jul 16
	SCALE	N.T.S
Option B	ES/2738/171	

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ANNEX B

**Proposed Parking Restrictions – Love Lane, Faversham
Comments of Support**

Comment No.	Consultee Comment/Support	SBC Officer Response
1	<p>Faversham Town Council supports the proposal for double yellow lines to be installed as per drawing number ES/2738/81.</p>	No Comment
2	<p>As a resident of Faversham and regular user of Love Lane, I write to agree with the Proposed Safety Improvement, and Support the Proposal. Furthermore it would be preferable to have some protection for emerging vehicles from The Lodge, by the extended proposed length to the North in view of the long standing use of Love Lane as our local Operation Stack for Railway Relief Buses and Construction Delivery vehicles etc.</p>	No Comment
3	<p>The notice to improve visibility to access the cemetery by adding double yellow lines, I am in full support and agree with the proposal. This will also improve the visibility on the approach to the tiny roundabout at what is an ever increasing busy junction at Love Lane and Whitstable road. I was forwarded a copy of the proposal via my Parish Council.</p>	No Comment
4	<p>Frequently lorries park on Love Lane overnight by both of these exits which makes turning out safely difficult. Recently as you are probably aware there was a potentially serious accident where a cyclist was hit by a vehicle pulling out from the cemetery, and poor visibility for the driver and cyclist were probably a factor as cars were parked by the cemetery gate. It is particularly important that the cemetery exit is safe as people driving in and out of the cemetery may be distressed, and many visitors are also elderly, both of which are factors which could affect driving ability. Cars travel quite quickly along the road, increasing the risk of accident when turning out. A lot of families with young children walk along the road from Love Lane Estate to St Mary's School, with the children often on scooters, cycling, or running ahead as young children do, so this is another reason to ensure this road is as safe as possible.</p>	No Comment

<p>I have seen the photographs submitted by the resident and can see there is a problem with large vehicles parking close to the vehicle dropped kerb, therefore, restricting visibility for residents using the car park. I recommend a short length of double yellow lines be installed at the same time as the consulted restrictions. This will improve visibility at this location.</p>	<p>Can we bring to your attention that the same problem occurs further up Love Lane outside the communal car park outside the flats on the same side of the cemetery. I have photographic evidence of vehicles parking near the drop crossing restricting visibility. Please extend the lines to this area.</p>
--	---

Objectors Comments

Comment No.	Consultee Comment/Objector	SBC Officer Response
1	<p>Perhaps this could be dealt with in another way as yellow lines will only force more parking further up the road and it is crowded enough already, I would also have sympathy with the people living in the **** and any visitors they might have. This road has seen a large increase in parked cars over the past 3 or 4 years would it not be a good idea to approach Ewell Farm, (the Vinson group) as I suspect (but could be wrong of course) a fair amount of these cars are their employees cars, could they not give parking for them it is quite a large site opposite? My neighbours do not own a car which is just as well as there is never a space at this end of the road, the further end. I understand why this has been proposed but it will affect residents which seems unfair IF they are not the people parking there</p>	<p>Ewell Farm was consulted as per residents but we have not received any comments regarding the proposals, therefore, presume they have no comments to make on the scheme. We are aware some farm workers park in Love Lane, if the restrictions are installed the farm workers will have to park elsewhere beyond the proposed restrictions. Parking restrictions, in there nature, displace parking.</p>
2	<p>This is disappointing, given that Swale Borough Council is a partner in the Quality Bus Partnership. There is a parallel in that SBC has recently consulted on parking restrictions in Wildish Road, including the provision of a marked out bus stand clearway, which was requested through the QBP.</p> <p>We know that Swale BC did not/does not have plans to install a bus stop clearway at the Windermere bus stop. That's why we requested one as part of the consultation process.</p> <p>The lack of mitigation measures (i.e., the requested bus stop clearway) to deal with the parking displaced by the proposed scheme will exacerbate an already unsatisfactory situation around the bus stop and therefore we withdraw our support for the scheme as it stands.</p>	<p>Stagecoach initially supported the proposals on the basis SBC install a bus stop clearway but changed their minds when I informed them we would not install one as part of the scheme. Bus stop clearways are installed by the highway authority Kent County Council. I have informed Stagecoach that SBC will not include the lining as part of the proposed works but to contact KCC as it is an existing problem as stated in the comments.</p>

General Comments

Comment No.	Comment	SBC Officer Response
1	<p>Customer has received a letter regarding our decision to put yellow lines in love lane outside the cemetery. Customer says that people park in the bus stop there, so he would like extra lines around the bus stop, similar to what they have near Faversham Railway station, to try to prevent people parking in the bus park</p>	<p>There are no current plans to install restrictions at the bus stop. We have had comments from Stagecoach during this consultation stating concerns with ongoing parked vehicle issues at the bus stop opposite the junction with Windermere. It is suggested that Stagecoach contact Kent County Council and ask for a bus stop clearway be installed as KCC are the Authority that install this type of lining.</p>
2	<p>*** ** received a letter today regarding new double yellow lines to be purposed for Love Lane.</p> <p>*** ** would like to suggest extending this proposal to the entrance of the Love Lane estate as vehicles are parked there blocking the view to see oncoming traffic.</p>	<p>Having looked at the site it is probable that the proposed restrictions may have a knock on effect which could cause some problems with the driveway to the flats. I therefore propose in the report that a small length of double yellow lines be installed at this point to improve visibility.</p>

ANNEX B

Proposed Parking Restrictions – Capel Road (west), Sittingbourne

Comments of Support

Comment No.	Consultee Comment/Support	SBC Officer Response
1	I have opted for option A	No Comment
2	In reply to your letter we would like to see single yellow lines, restricting parking between 8.00 am and 6.00 pm, Monday-Friday as illustrated by Option B. There is generally no problem at the weekend and we feel this would not inconvenience residents too much.	No Comment
3	I am in favour of the proposed parking restrictions in Capel Road and think option B would be preferable.	No Comment
4	I support the proposals to install Parking Restrictions. I consider Option B would be sufficient to alleviate the problem, as the main issue is the large volume of vehicles parked by local students during school hours.	No Comment
5	I am a resident of Capel Road and recently received a letter from you regarding proposed parking restrictions. In my opinion the idea for single yellow lines is the best option as the vast majority of the residents work and do sometimes have to park on the road in the evenings. The problems with parking are actually caused by the schools, as now students stay on at school until they are 18+ it's the kids going to school that are using the road for free parking then walking through to their school. They park along the full length of the road from around 8am till 4pm and make it an absolute nightmare for anyone to get in or out of the estate and almost impossible for dustcarts etc. to come in and work. I hope you will take my comments on board.	No Comment
6	I am in favour of Option B in your letter of 25/07/2016 (your ref BOC/H7). Since restrictions were applied on the east end of Capel Road a while ago, cars now use the west end, outside the cemetery, and Whitehall Road. Most of the cars using the west end are students of local schools. I have only seen one traffic warden in Capel Road since the earlier restrictions came into force. (Do they know they exist?)	No Comment

Objectors Comments

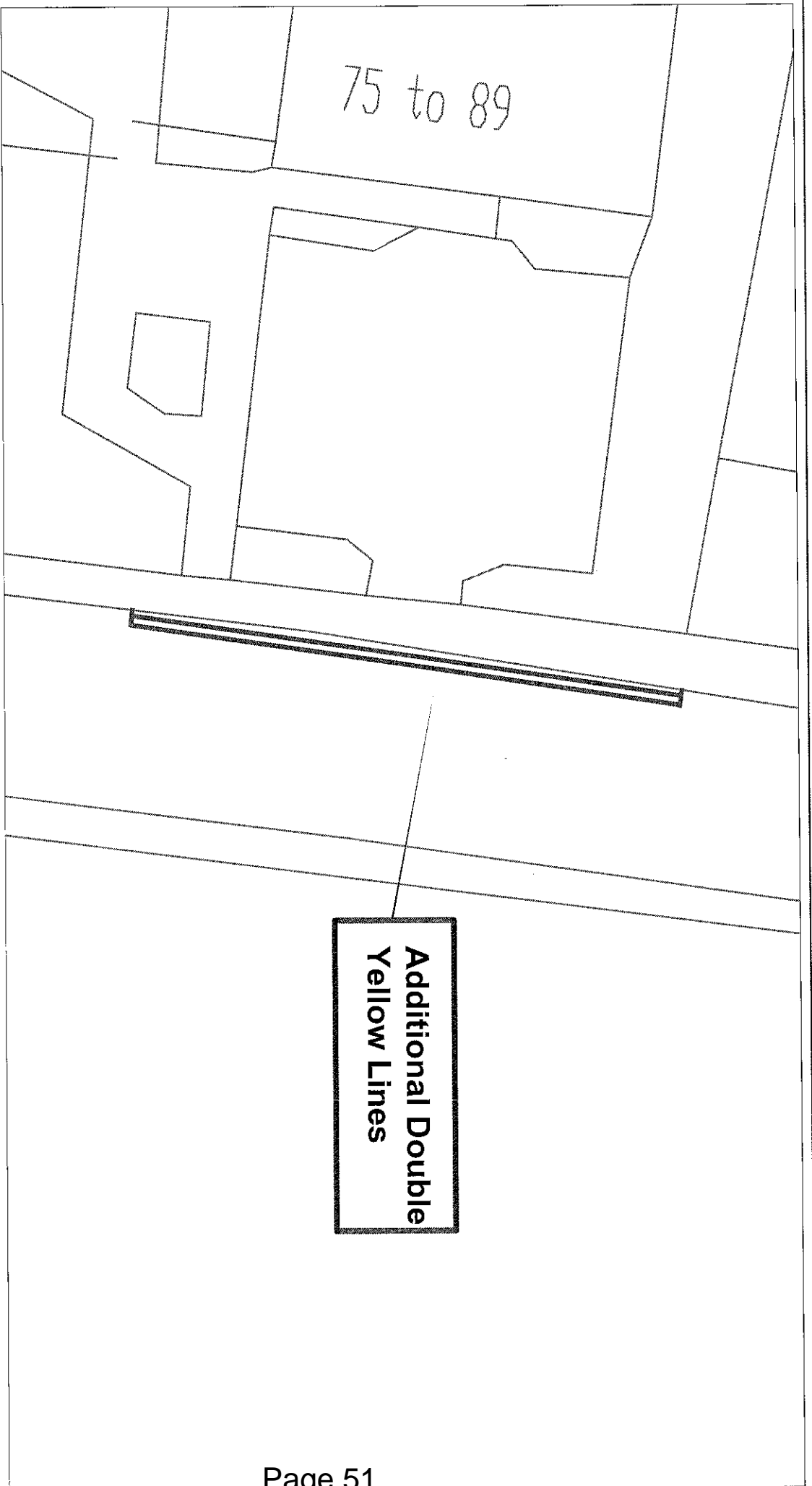
Comment No.	Consultee Comment/Objection	SBC Officer Response
1	<p>Firstly I would like to say on the matter proposed parking restrictions in Capel Road that I am extremely disappointed that the matter has only just been brought to my attention by a family friend who live close by who was passing. We (the home owners) of ***** have not received your planning letter dated the 25th July 2016. I would like a full explanation as to why we have not received a copy.</p> <p>On the matter in hand we strongly object to any options regarding parking restrictions at the west end of Capel road.</p> <p>Our house is ***** of Capel Road and We have never had any access/egress problems with the road at any time of day or night and feel that it would be a real shame to put in parking restrictions in a residential area.</p> <p>Being that The west end of Capel Road is residential it is expected that residents family and friends come to visit and there may not be room to park on the residents drive. If there were parking restrictions it could prevent resident's family and friends coming to visit. This would especially impact us as we have numerous elderly family who struggle to walk any distance who enjoy visiting us during the daytime, evenings and weekends, being able to park on the road near to our house is of real benefit to them.</p> <p>If the council thought that parking restrictions were absolutely necessary then might it be an idea to allow the residents of Capel Road to be allowed permits to park their own, or friends and family members vehicles who visit during any time on the road and at the end of it? Maybe a scheme such as the one that is currently in place in park road would work?</p> <p>I urge you to make a visit yourself to see how little of a problem vehicles parking on the road side or at the end of the road really is, especially in the evening and at weekends when it is just local residents vehicles being parked.</p>	<p>This household was included in the consultation, not sure why they did not receive a letter? I have now emailed them a copy of the consultation material.</p>
2	<p>In response to your letter of 29th July regarding parking problems along Capel Road I would like to object to proposal A. To place double yellow lines (no parking at any time) along this whole area is totally unreasonable and unfair to residents who have visitors or several cars which may sometimes need to be parked near to their home. I would also like to object to proposal B, although a lesser restriction this is still appears to be unreasonable and unnecessary as much of the time, when I have been up that end of the road; there is very little parking along the road. A reasonable alternative would be to have single yellow lines along one side of the road only. As a resident of number *** Capel Road where the parking bays and no yellow lines have been installed, I can quite categorically state that in my opinion the best solution would be to continue this further up the road. Since the bays have been introduced, the parking along the road has been well controlled and can be used by visitors to the</p>	<p>No Comment</p>

<p>park, cemetery and residents. The majority of the time there is very little long stay parking along the road. The main time the unrestricted area is constantly used is during school term time, Monday to Friday from about 8.30 - 4.00, but the bays still allow for others to leave their cars short term to visit the park, cemetery, residents etc.</p>	<p>No Comment</p>
<p>3</p> <p>I would like to object to the proposals mainly because Capel Road runs into a cul de sac which provides a few parking spaces at the end that is used by Capel Road residents. The new restrictions will not allow Capel Road residents to park in their own street which I feel is grossly unfair and should not go ahead. I have no idea why there are parking restrictions further up the road where the width of the road is wider and quite frankly there were no issues until those restrictions were put in place. It might be an idea to get those restrictions removed and we can go back to no issue at all! Those restrictions have just moved traffic further along the road where the road is not as wide so totally pointless when there was more than enough room for cars to park where those restrictions have been put in place???</p>	<p>No Comment</p>
<p>4</p> <p>I am sending this as I STRONGLY object to proposed parking plans in Capel Road. Firstly, any restrictions just move the problem on, not shovels it, next place to move is Oast Court. Double yellow lines would most certainly do this, single yellow, would also impact on Oast court. Unless you make Oast court residents/ visitors only with restrictions on day times it will only make it more impossible for me and other neighbours to park. Last year I enquired about a disabled bay as my husband cannot walk far, I was told as we can park behind our house this would not be granted. I take by husband to hospital 3 times a week for renal dialysis, so I'm to and fro all day, each time requiring to park at the front of the house as, like I said, he is unable to walk far. It's bad enough at the moment let alone if more people parked in Oast court.</p>	<p>No Comment</p>
<p>5</p> <p>The proposals provide no opportunity whatsoever to park between 8-6 weekdays in the west end of Capel Road. This is unduly restrictive on those wishing to attend funerals, where there is often an acute need for short term, high volume parking. There is also a need for parking for visitors to the Cemetery and Albany Rec.</p>	<p>No Comment</p>
<p>6,7,8,9</p>	<p>I hereby object to Option A and Option B detailed in your letter of 25/07/2016.</p>
<p>10</p>	<p>Whilst I have every sympathy with the residents of Capel Road West, the imposition of any restrictions there will only move the problem to other locations, such as Whitehall Road, Hanover Close and it also it will exacerbate the problems that already exist in Bell Road between the Highested Road junction and the Capel Road/Fulston Manor crossroads. I wish therefore to object to both of the proposals.</p>

General Comments

Comment No.	Consultee Comment/Objection	SBC Officer Response
1	<p>Kent Fire & Rescue - The crews have visited the sites within the station area of Sittingbourne and all looks ok.</p>	No Comment
2	<p>SBC Cemeteries Officer - The parking issues that you have mentioned, which have resulted from the earlier restrictions that were added, are also affecting the cemetery entrance on Capel Road. When we have a funeral due, the Cemetery Supervisor has to put signs out very early in the morning to prevent the approach road being filled with people parking. If it were being used by visitors to the cemetery then they would be on site if there was a problem and their visits would only be short term rather than it being a constant problem during the hours that it is open. We believe this issue to be the older school children attending the two nearby schools as the problem eased off during the exam period and were clear today whilst I was on site, being the Summer Holidays. I am not going to state that I am 'for' or 'against' this proposal as I fully understand their reason for requesting this. If the lines go ahead then it will push the problem further towards us so the cemetery entrance will also need to be taken into account. It would be better to do this at the same time if this is possible.</p>	No Comment

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Proposed Parking Restrictions

DRAWN	BOC
DATE	June 16
SCALE	N.T.S

Love Lane, Faversham (ANNEX C)

ES/2738/83

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Kent County Council *Local Transport Plan 4: Delivering Growth without Gridlock (2016 2031) (Consultation Draft)*

To: Joint Transportation Board

Main Portfolio Area:

By: Kent County Council Transport Strategy Team

Classification: For Information

Ward: All wards

Division: All divisions

Summary:

Kent County Council (KCC) has a statutory duty to have a Local Transport Plan (LTP). The current LTP3 (2011-16) needs to be replaced. This report introduces the draft LTP4 (2016-31). It incorporates a refresh of Growth without Gridlock (Kent's Transport Delivery Plan) and will be aligned with the Kent and Medway Growth and Infrastructure Framework (GIF) and the South East Local Enterprise Partnership's (SELEP) Strategic Economic Plan (SEP). In addition, transport strategies that support districts' Local Plans should have regard for the policies and priorities within LTP4.

The LTP4 sets out nationally important strategic priorities (such as a new Lower Thames Crossing and a solution to Operation Stack), countywide priorities and priority transport schemes in each district. The local priorities pages for each district have been developed through close working with the district/borough councils. Kent-wide priorities (such as road safety, highway maintenance, and our policy on aviation) are also prominent in the LTP, as is an explanation of funding sources and how LTP4 will be used as a basis to bid for future funding streams and investment.

The draft LTP is currently undergoing a statutory 12-week public consultation alongside a Strategic Environmental Assessment (SEA) report and an Equality Impact Assessment (EqIA). Following the consultation, a revised LTP4 will be adopted by KCC in 2017. Key stakeholders, including district councils, are encouraged to take part in the consultation at www.kent.gov.uk/localtransportplan

1.0 Background

- 1.1 This report details the purpose and contents of Kent County Council (KCC)'s draft *Local Transport Plan 4: Delivering Growth without Gridlock*, and focuses on the priorities for Swale. KCC invites the JTB to consider responding to the consultation.
- 1.2 KCC is in the process of developing a new Local Transport Plan, to replace the current Local Transport Plan (LTP3) 2011-16. Under the Local Transport Act 2008, it is a statutory requirement for KCC to have a Local Transport Plan (LTP) in place. The LTP is a critical tool in supporting and facilitating sustainable growth and in assisting Kent to attract investment from national government to priority transport schemes. It is thus vital that KCC has a robust LTP in place.
- 1.3 The existing LTP3 is a five year plan (2011-16), and as such, is relatively short-term in horizon and focus. The current refresh provides an opportunity to produce a new longer-term plan, enabling KCC to take a strategic view of transport to better support the county's growth ambitions. By spanning the period to 2031, LTP4 will align with the Kent and Medway Growth and Infrastructure Framework (GIF).

- 1.4 KCC has also taken the opportunity to integrate LTP4 with Kent's transport delivery plan, Growth without Gridlock (GwG). GwG was produced in December 2010, separate to LTP3 and set out the strategic aims for transport to support economic growth in Kent over a 20-year period. Many of the ambitions of that strategy have been achieved or significant progress made in the six years since publication, so LTP4 recognises this progress and reaffirms and refreshes KCC's strategic transport priorities. Therefore, KCC will have one transport policy document covering both strategic and local transport priorities.
- 1.5 Critically, the GIF has fed into LTP4. The GIF identifies the county's infrastructure needs to support planned growth to 2031 and is an important evidence base for LTP4. Transport priorities identified in LTP4 reflect those identified in the GIF and therefore provide a clear link between such transport priorities and the growth agenda.
- 1.6 A range of internal stakeholders across KCC were consulted in developing the draft LTP4. These partners included officers from Highways, Transportation and Waste, Education, Public Health, and Environment, Planning and Enforcement teams. An informal Member Task and Finish Group was established, with one representative from each political party sitting on the Environment and Transport Cabinet Committee. The objective of this group was as an advisory panel to provide a steer on the formation of the LTP.
- 1.7 Importantly, districts have also been extensively consulted regarding their transport priorities in advance of the full public consultation. This included a review of transport schemes for inclusion in the Plan. The views of the Kent and Medway Economic Partnership have also been taken into account.
- 1.8 KCC has a statutory duty to consult on LTP4. The consultation is taking place over 12 weeks, from August 8th to October 30th. District councils are invited to review the full LTP4 and respond to KCC with comments, following their pre-consultation input.

2.0 Summary of Local Transport Plan 4: Delivering Growth without Gridlock (2016 – 2013) (Consultation Draft)

- 2.1 The ambition set out in LTP4 is **“To deliver safe and effective transport, ensuring that all Kent’s communities and businesses benefit, the environment is enhanced and economic growth is supported.”** The draft LTP takes an outcomes-based approach and all transport schemes should achieve at least one of the five outcomes, as follows:
1. **Economic growth and minimised congestion:** *Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population.*
 2. **Affordable and accessible door-to-door journeys:** *Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.*
 3. **Safer travel:** *Provide a safer road, footway and cycleway network to reduce the likelihood of casualties, and encourage other transport providers to improve safety on their networks.*
 4. **Enhanced environment:** *Deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment.*
 5. **Better health and wellbeing:** *Promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality.*
- 2.2 LTP4 is set out into three main sections: ‘Transport in Kent’, ‘Transport Priorities’ (Strategic, Kent-wide, and District) and ‘Our Funding Sources’. The summary structure of LTP4 is:
- **Foreword** – Sets out the context for the LTP4, including Kent's ambitious targets for growth. With potential opportunities for devolution from government, now is the time for us to set out our plans and our asks. This Plan articulates what KCC and partners will

do to make sure transport is playing its part in making Kent a great place to live, work and do business.

- **Transport in Kent** – Sets out the KCC’s achievements, anticipated growth, the background to our transport issues, roles and responsibilities, links to the South East Local Enterprise Partnership (SELEP) and the policy context of the Plan. It also outlines our ambition for transport, our strategic outcomes and supporting policies.
- **Strategic priorities** – Sets out KCC’s strategic transport priorities, which is essentially an update of ‘Growth without Gridlock’. This section includes delivering growth in the Thames Gateway (to include A2 Bean and A2 Ebbsfleet junction upgrades and Crossrail extension), a new Lower Thames Crossing, bifurcation of port traffic, port expansion at Dover, a solution to Operation Stack, provision for overnight lorry parking, Ashford International Station signalling, Journey Time Improvements and Thanet Parkway Rail Station, and rail and bus improvements (by working with bus operators and influencing the rail franchise).
- **Kent-wide priorities** – Sets out our approach to road safety, highway maintenance, home to school transport, active travel and our policy on aviation.
- **District priorities** (see paragraph 2.3) – Sets out district transport schemes that have been identified as necessary in each district by the GIF, schemes funded by Local Growth Fund (LGF), schemes identified in the South East Local Enterprise Partnership (SELEP) Strategic Economic Plan (SEP), and priority future schemes identified by the districts. We have worked closely with each district/borough council in preparing this section.
- **Our Funding Sources** – Sets out what funding sources are available and alternative funding strategies. These alternatives include Kent receiving a fair portion of the income from the HGV Road User Levy, fuel loyalty discounts and port landing charges related to the impact of these activities in the county. In addition, LTP4 will be used to bid for future funds as and when they become available.
- **Technical annexes** - Comprising a prioritisation method for the Integrated Transport Programme (ITP), the implementation plan for the ITP, and the implementation plan for the Crash Remedial Measures (CRM) Programme.

2.3 KCC met with Kieren Mansfield, Gill Harris and Oliver Harvard, of Swale Borough Council, on May 24th to discuss the content within LTP4. The priority schemes in Swale that were identified through liaison with the Borough Council were considered for inclusion in the latest Local Growth Fund (LGF) bid. As agreed policy once LTP4 is adopted, these schemes will form the basis of bids for future funding opportunities. The Swale schemes and accompanying text is available at the end of this report.

3.0 Consultation

3.1 The draft LTP4 is undergoing a 12 week consultation, along with an accompanying Strategic Environmental Assessment (SEA) report and Equality Impact Assessment (EqIA). The consultation launched on August 8th and will close on October 30th. All LTP4 documents can be accessed at www.kent.gov.uk/localtransportplan.

3.2 Following the consultation, responses will be analysed and a consultation report produced that summarises organisations’ and the public’s responses to the draft LTP. This will be reported alongside a revised LTP4 to KCC’s Environment and Transport Cabinet Committee before consideration by Cabinet to then recommend it to full County Council for adoption in early 2017.

4.0 LTP4 – Swale pages

Accompanying text included on the Swale page:

The M2/A2 corridor runs through Swale and the A249 provides a primary north-south route for Kent. Capacity issues at M2 Junction 5, where the two meet, is acting as a major barrier to growth in the Borough. Highways England is currently evaluating options to improve the M2 J5

and consultation with the wider public on final proposed options is proposed for early 2017. Further east, J7 of the M2 is key for development across East Kent, with growth loading traffic on to a junction already operating over capacity.

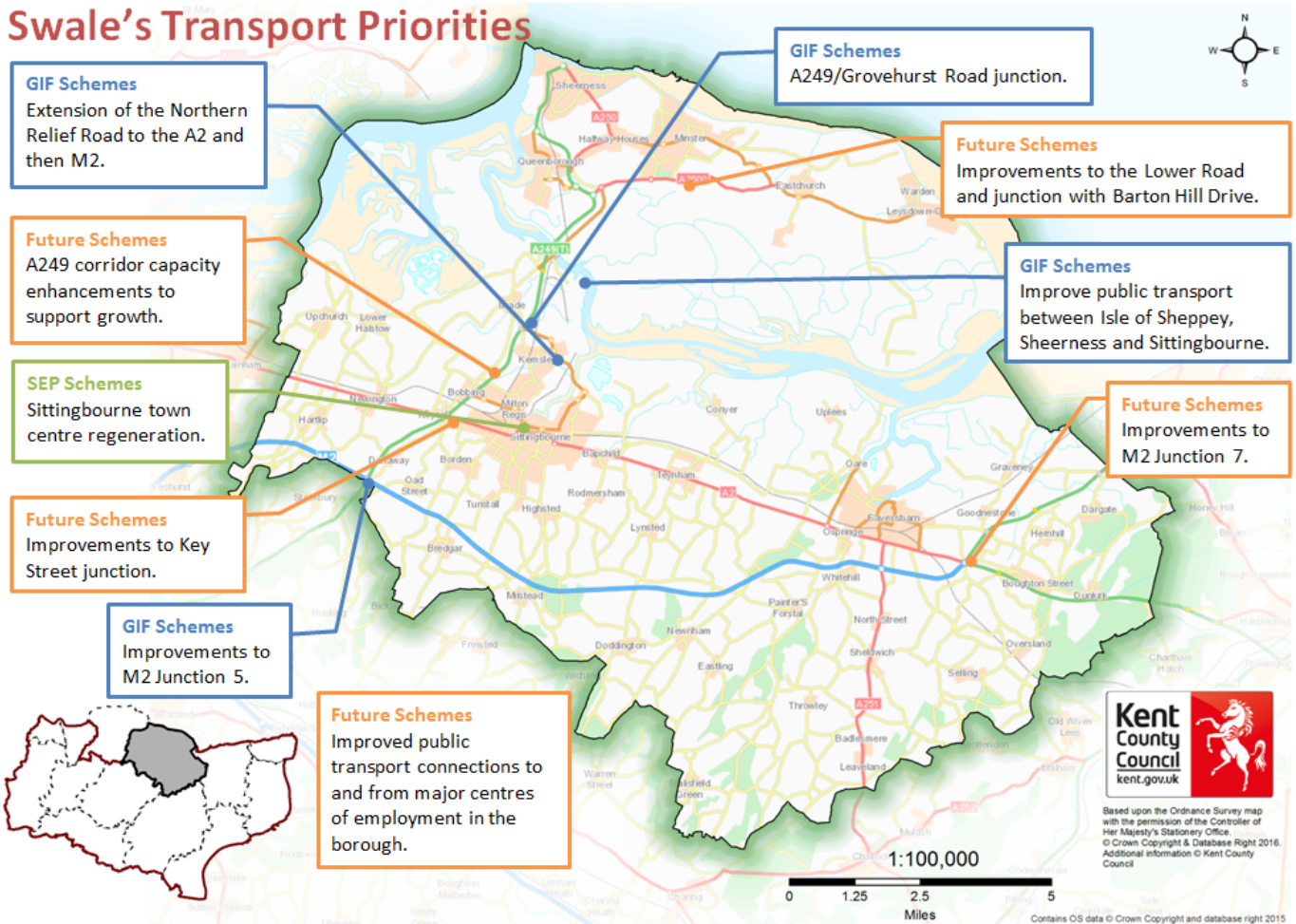
A corridor study of the A249 is needed to define what improvements to the principal junctions (Grovehurst, Key Street and Bobbing) will be required to support the new allocations in the Local Plan, with the A249/Grovehurst Road Junction already identified in the GIF. On the Isle of Sheppey, serious congestion on the A2500 is also a barrier to growth, and the local highway authority is working to progress a scheme to upgrade the junction of Lower Road/Barton Hill Drive to improve traffic flow, with the potential for further improvements back towards the A249.

In common with much of Kent, the extensive rural communities in Swale tend to be less well served by public transport and therefore can be isolated from the main centres. This is very evident on the Isle of Sheppey, where east-west travel is challenging and links to the mainland are largely dependent upon the Sheerness-Sittingbourne branch line. This vital link must be maintained whilst securing improved options to access services, including cycling.

Identified Schemes on the Swale page:

DRAFT FOR CONSULTATION

Swale's Transport Priorities



5.0 Financial

5.1 Not applicable.

6.0 Legal implications

6.1 There is a legal requirement for KCC to have a Local Transport Plan and a legal requirement for KCC to consult on the proposed Plan. The consultation can be accessed at www.kent.gov.uk/localtransportplan.

7.0 Conclusions

7.1 The Local Transport Plan (LTP) is a statutory Plan which is currently undergoing public consultation. The draft *Local Transport Plan 4: Delivering Growth without Gridlock (2016-2031)* sets out KCC's overarching transport policy and the strategic outcomes that all transport schemes must achieve. It also includes the strategic schemes that KCC supports and transport priorities in each district. District councils are encouraged to take part in the consultation on the draft plan by visiting www.kent.gov.uk/localtransportplan

8.0 Recommendations

8.1 The Joint Transportation Board is asked to note the draft LTP and the opportunity to respond to the consultation, as set out in paragraph 3.1.

Future Meeting if applicable:	Date:
Contact Officer:	Katie Pettitt, KCC Principal Transport Planner
Reporting to:	Joseph Ratcliffe, KCC Transport Strategy Manager

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To: Swale Joint Transportation Board
By: KCC Highways and Transportation
Date: 12th September 2016
Subject: Highway Works Programme 2016/17
Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction in 2016/17

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2016/17

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

Major Projects – see Appendix I

Member Highway Fund – see Appendix J

Conclusion

1. This report is for Members information.

Contact Officers:

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

Kirstie Williams	Highway Manager (Mid)
Alan Blackburn	Swale District Manager
Alan Casson	Resurfacing Manager
Katie Moreton	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
Dawes Rd/ Courtenay Rd	Dunkirk	Various locations	To be programmed
B2007 Main Road	Queenborough	Westbound approach to junction with Rushenden Road	Completed
B2006 Mill Way	Sittingbourne	Northbound approach to roundabout	Completed
B2005 Grovehurst Rd	Sittingbourne	Grovehurst Road and Mill Way Roundabouts	Completed
Footway Improvement - Contact Officer Neil Tree			
Road Name	Parish	Extent and Description of Works	Current Status
Minterne Avenue	Sittingbourne	Sections of footway from its junction with Roseleigh Road to its junction with Woodside Gardens. (Footway Reconstruction).	Completed
Marine Parade	Sheerness	North side only, from its junction with Alma Road to the change in surface type opposite No. 16 Marine Parade. (Footway Reconstruction)	To be programmed
Marine Parade	Sheerness	South side only, From its junction with Alma Road to its junction with Richmond Street. (Footway protection treatment).	Programmed to Commence on 10th October 2016. (Date is subject to change due to adjustments to weather conditions)
Wards Hill Road	Minster	Entire Length (Footway protection treatment).	Programmed to Commence on 23 rd October 2016. (Date is subject to

			change due to adjustments to weather conditions)
Shurland Avenue	Sittingbourne	Entire Length (Footway protection treatment).	Programmed to Commence on 5th October 2016. (Date is subject to change due to adjustments to weather conditions)

Surface Treatments - Contact Officer Mr Clive Lambourne

Road Name	Parish	Extent of Works	Current Status
Ashford Road	Sheldwich Badlesmere Leaveland	Surface Dressing Newhouse Lane to Dayton Road and Badlesmere Green to Shottenden Road	Completed
Eurolink Way	Sittingbourne	Micro Surfacing Castle Road to Mill Way	Planned for 24th August
Hearts Delight & Bannister Hill	Borden	Micro Surfacing From The Street to Wrens Road including Hearts Delight	Planned for 23rd August
London Road	Ospringe	Surface Dressing Western Link to Faversham Road	Completed
North Street	Queenborough	Micro Surfacing Chalk Road to Coronation Crescent	Planned for 4th August
Queenborough Road	Queenborough	Surface Dressing Brielle Way to Lower Road	Completed
Staplehurst Road	Sittingbourne	Surface Dressing Velham Drive to railway bridge	Completed
Swanton Street	Bredgar	Micro Surfacing Admiral Road to Bashford Barn Lane	Completed
Throwley Road	Throwley	Surface Dressing Faversham Road to Loose Down Road	Completed
Western Link	Faversham	Surface Dressing Bysing Wood Road to Oare Road	Completed
Woollett Road	Sittingbourne	Micro Surfacing Whole length	To be programmed – Summer/Autumn

Appendix B – Drainage Repairs & Improvements

Drainage Repairs & Improvements - <i>Contact Officer Katie Lewis</i>			
Road Name	Parish	Description of Works	Current Status
Hartlip Hill	Newington	Installation of new Drainage System	Works Programmed for 17 th October 2016
London Road	Newington	Installation of new Drainage System	Works Programmed for 7 th November 2016
Lower Road	Teynham	Replacement culvert	Works Programmed for 14 th November 2016
Maidstone Road	Borden	Replacement of existing Drainage System	Works programmed for 29 th September 2016

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
Bank Street	Faversham	Replacement of 1 no street light complete with LED Lantern	COMPLETED
Frognal Close	Teynham	Replacement of 1 no street light complete with LED Lantern	COMPLETED
Curtis Way	Faversham	Replacement of 4 no street lights complete with LED Lanterns	COMPLETED
Burley Road	Sittingbourne	Replacement of 7 no street lights complete with LED Lanterns	COMPLETED
Milton Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	COMPLETED
Borden Lane	Sittingbourne	Replacement of 1 no street light complete with LED Lantern.	COMPLETED
Ridham Avenue	Kemsley	Replacement of 2 no street lights complete with LED	COMPLETED

		Lanterns	
Ufton Lane	Sittingbourne	Replacement of 6 no street lights complete with LED Lanterns	COMPLETED
Winstanley Road	Sheerness	Replacement of 15 no street lights complete with LED Lanterns	12 x COMPLETED Remaining 3 columns need to be done under another road closure, works were attempted under original road closure on 11 th January but due to parked cars were unable to be done. Road closure currently being re-programmed & expected for completion by the end of September 2016.
Granville Road	Sheerness	Replacement of 9 no street lights complete with LED Lanterns	COMPLETED
London Road	Newington	Replacement of 9 no street lights complete with LED Lanterns	7 x COMPLETED Remaining 2 Columns have overgrown vegetation & traffic management issue which requires further investigation. The jobs are currently being programmed & expected for completion by the end o September 2016.
Berridge Road	Sheerness	Replacement of 1 no street light complete with LED Lantern	COMPLETED
All Saints Road	Murston	Replacement of 3 no street lights complete with LED Lanterns	Works are currently being programmed & expected for completion by the end of September 2016
Ambleside	Murston	Replacement of 1 no street light complete with LED Lantern	Works are currently being programmed & expected for completion by the end of September 2016
Attlee Way	Milton	Replacement of 1 no street light complete with LED Lantern	Works are currently being programmed & expected for completion by the end of September 2016
Hazebrouck Road	Faversham	Replacement of 1 no street light complete with LED Lantern	Works are currently being programmed & expected for completion by the end of

			September 2016
Keswick Avenue	Murston	Replacement of 1 no street light complete with LED Lantern	Works are currently being programmed & expected for completion by the end of September 2016
Palmerston Walk	Murston	Replacement of 1 no street light complete with LED Lantern	Works are currently being programmed & expected for completion by the end of September 2016
Peel Drive	Sittingbourne	Replacement of 2 no street lights complete with LED Lanterns	Works are currently being programmed & expected for completion by the end of September 2016
The Finches	Sittingbourne	Replacement of 4 no street lights complete with LED Lanterns	Works are currently being programmed & expected for completion by the end of September 2016
Tribune Drive	Milton	Replacement of 1 no street light complete with LED Lantern	Works are currently being programmed & expected for completion by the end of September 2016
Blandford Gardens	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works are currently being programmed & expected for completion by the end of September 2016
Farm Crescent	Sittingbourne	Replacement of 4 no street light complete with LED Lanterns	Works are currently being programmed & expected for completion by the end of September 2016
Glendale Road	Minster	Replacement of 1 no street light complete with LED Lantern	Works are currently being programmed & expected for completion by the end of September 2016
Harvey Drive	Sittingbourne	Replacement of 2 no street lights complete with LED Lanterns	Works are currently being programmed & expected for completion by the end of September 2016
Haysel	Sittingbourne	Replacement of 2 no street lights complete with LED Lanterns	Works are currently being programmed & expected for completion by the end of September 2016
Imperial Drive	Warden Bay	Replacement of 2 no street lights complete with LED Lanterns	Works are currently being programmed & expected for completion by the end of September 2016

Key Street	Sittingbourne	Replacement of 6 no street lights complete with LED Lanterns	Works are currently being programmed & expected for completion by the end of September 2016
Menin Road	Kemsley	Replacement of 1 no street light complete with LED Lantern	Works are currently being programmed & expected for completion by the end of September 2016
Mills Close	Minster	Replacement of 1 no street light complete with LED Lantern	Works are currently being programmed & expected for completion by the end of September 2016
Mountview	Borden	Replacement of 2 no street lights complete with LED Lanterns	Works are currently being programmed & expected for completion by the end of September 2016
Seasalter Close	Warden Bay	Replacement of 1 no street light complete with LED Lantern	Works are currently being programmed & expected for completion by the end of September 2016
Seaside Avenue	Minster	Replacement of 3 no street lights complete with LED Lanterns	Works are currently being programmed & expected for completion by the end of September 2016
Ypres Drive	Kemsley	Replacement of 1 no street light complete with LED Lantern	Works are currently being programmed & expected for completion by the end of September 2016
Kingsferry Bridge	Iwade	Replacement of 1 no street light complete with LED Lantern following RTC.	Works are currently being programmed & expected for completion by the end of September 2016
Bellevue Road	Minster	Replacement of 1 no street light complete with LED Lantern following RTC.	Works are currently being programmed & expected for completion by the end of September 2016
Bell Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern following RTC.	Works are currently being programmed & expected for completion by the end of September 2016
Crossways	Sittingbourne	Replacement of 1 no street light complete with LED Lantern following RTC.	Works are currently being programmed & expected for completion by the end of September 2016

Knightsfield Road	Milton	Replacement of 1 no street light complete with LED Lantern following RTC.	Works are currently being programmed & expected for completion by the end of September 2016
Main Road	Queenborough	Replacement of 1 no street light complete with LED Lantern following RTC.	Works are currently being programmed & expected for completion by the end of September 2016
Preston Grove	Faversham	Replacement of 1 no street light complete with LED Lantern following RTC.	Works are currently being programmed & expected for completion by the end of September 2016
Thomsett Way	Queenborough	Replacement of 1 no sign post complete with LED Downflood following RTC.	Works are currently being programmed & expected for completion by the end of September 2016
Recreation Way	Kemsley	Replacement of 1 no sign post complete with LED Downflood following RTC.	Works are currently being programmed & expected for completion by the end of September 2016
Thanet Way	Forstall	Replacement of 2 no sign posts complete with LED Downfloods following RTC's.	Works are currently being programmed & expected for completion by the end of September 2016
Commonwealth Close	Murston	Replacement of 1 no sign post complete with LED Downflood	Works are currently being programmed & expected for completion by the end of September 2016
Shortlands Road	Murston	Replacement of 8 no sign posts complete with LED Downfloods	Works are currently being programmed & expected for completion by the end of September 2016
Bramblehill Road	Kemsley	Replacement of 1 no sign post complete with LED Downflood	Works are currently being programmed & expected for completion by the end of September 2016
Fountain Street	Sittingbourne	Replacement of 1 no sign post complete with LED Downflood	Works are currently being programmed & expected for completion by the end of September 2016
Frederick Street	Sittingbourne	Replacement of 1 no sign post complete with LED Downflood	Works are currently being programmed & expected for completion by the end of September 2016

Seasalter Close	Warden Bay	Replacement of 1 no sign post complete with LED Downflood	Works are currently being programmed & expected for completion by the end of September 2016
Seaside Avenue	Minster	Replacement of 1 no sign post complete with LED Downflood	Works are currently being programmed & expected for completion by the end of September 2016
St Georges Avenue	Sheerness	Replacement of 1 no sign post complete with LED Downflood	Works are currently being programmed & expected for completion by the end of September 2016
The Promenade	Leysdown	Replacement of 1 no sign post complete with LED Downflood	Works are currently being programmed & expected for completion by the end of September 2016
Ufton Lane	Sittingbourne	Replacement of 2 no sign posts complete with LED Downfloods	Works are currently being programmed & expected for completion by the end of September 2016
Upper Brents	Faversham	Replacement of 1 no sign post complete with LED Downflood	Works are currently being programmed & expected for completion by the end of September 2016
Stanhope Avenue	Sittingbourne	Replacement of 7 no sign posts complete with LED Downfloods	Works are currently being programmed & expected for completion by the end of September 2016
Addington Road	Sittingbourne	Replacement of 1 no sign post complete with LED Downflood	Works are currently being programmed & expected for completion by the end of September 2016
Alma Road	Sheerness	Replacement of 1 no sign post complete with LED Downflood	Works are currently being programmed & expected for completion by the end of September 2016
Attlee Way	Milton	Replacement of 1 no sign post complete with LED Downflood	Works are currently being programmed & expected for completion by the end of September 2016
Waterham Road	Dargate	Replacement of 1 no sign post complete with LED Downflood	Works are currently being programmed & expected for completion by the end of September 2016

Warden Road	Eastchurch	Replacement of 1 no overhead pole bracket complete with LED Lantern following damage caused by the recent Storm Katie.	Works are currently being programmed & expected for completion by the end of September 2016
Manor Way	Eastchurch	Replacement of 1 no overhead pole bracket complete with LED Lantern following RTC.	Works are currently being programmed & expected for completion by the end of September 2016
Augustine Road	Minster	Replacement of 1 no overhead pole bracket complete with LED Lantern	Works are currently being programmed & expected for completion by the end of September 2016
Highsted Road	Sittingbourne	Replacement of 1 no overhead pole bracket complete with LED Lantern	Works are currently being programmed & expected for completion by the end of September 2016
Oare Road	Faversham	Replacement of 1 no overhead pole bracket complete with LED Lantern	Works are currently being programmed & expected for completion by the end of September 2016
St Katherines Road	Halfway	Replacement of 1 no overhead pole bracket complete with LED Lantern	Works are currently being programmed & expected for completion by the end of September 2016
Scocles Road	Minster	Replacement of 1 no overhead pole bracket complete with LED Lantern	Works are currently being programmed & expected for completion by the end of September 2016
Southsea Avenue	Minster	Replacement of 1 no overhead pole bracket complete with LED Lantern	Works are currently being programmed & expected for completion by the end of September 2016
Sea Approach	Warden Bay	Replacement of 1 no overhead pole bracket complete with LED Lantern	Works are currently being programmed & expected for completion by the end of September 2016
Sea View Gardens	Warden Bay	Replacement of 1 no overhead pole bracket complete with LED Lantern	Works are currently being programmed & expected for completion by the end of September 2016
Shurland Avenue	Leysdown	Replacement of 1 no overhead pole bracket complete with LED Lantern	Works are currently being programmed & expected for completion by the end of September 2016

Union Road	Minster	Replacement of 1 no overhead pole bracket complete with LED Lantern	Works are currently being programmed & expected for completion by the end of September 2016
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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 traffic signal refurbishment work being carried out this year		

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	Remedial and maintenance works underway
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	Certificate 1 Issued on 12 Months Maintenance Period
Mill Way, Sittingbourne	Sittingbourne	New traffic signals associated with new supermarket	Additional lane to be installed from Retail Park then Adoption will take place
Stickfast Lane Iwade	Iwade/Bobbing	Provision of Passing places and new access for Brick Clay extraction Orchard Farm	Certificate 1 Issued on 12 Months Maintenance Period
Tunstall Road Tunstall	Tunstall	New School access Traffic calming changes and footway Connection	Works mostly completed minor footway works to be carried out in school holiday period.
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 works completed – Stage 3 Safety Audit to be carried out
Wyllie Court	Milton	Reconstruction of existing Turning area for Housing development	Works Complete Certificate 1 to be issued once Stage 3 Safety Audit done
109-111 Staplehurst Road Sittingbourne	Sittingbourne	Provision of revised traffic calming and vehicle access for Housing developments	Technical Approval given S278 Agreement being prepared
Attlee Way/Wyvern Close Sittingbourne	Milton	Provision of revised traffic calming and vehicle access for Housing developments	Works underway
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	Certificate 1 Issued on 12 Months Maintenance Period
Seager Road Marine Parade Sheerness	Sheerness	Provision of new junction /access for housing development	Certificate 1 Issued on 12 Months Maintenance Period
Lower Road Teynham	Teynham	Provision of new footway for housing development	Completion works to footway to be carried out
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
Rook Lane / Keycol Hill Signs	Bobbing	Installation of junction warning signs and red high friction surfacing.	Scheme design completed. Awaiting final electrical information before placing works order.
Whitstable Road, Bus Stop Improvements	Faversham	Kerb buildouts to accommodate bus stops within parking bays.	Length of bus stop buildouts amended. Design re-consulted with affected residents. Construction date to be confirmed.
Lynsted Road, Halfway Houses, Sheppey	Queenborough and Halfway	Contraflow cycle route - signs, lines and bollards	Detailed design complete. Formal consultation still to take place on double yellow line corner protection. Construction planned for September 2016

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
A2500 Lower Road / Queenborough Road	Sheppey Central	Additional signage, on Lower Road, ahead of the roundabout	Works programmed for early September 2016

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	KCC are currently carrying out a detailed cost analysis on the roundabout design, incorporating the updated utility diversion costs, alongside a cost comparison between the roundabout option and the 2014 outline design for traffic lights. Discussions are also being progressed with regard to the Perry Court Development and S106 contributions.
Bobbing Village School	Bobbing	School safety zone. Provision of part time 20mph zone	Advisory 20mph signs to be implemented initially and followed up with altering the 40mph limit to a 30 mph limit if supported through the consultation process. It is anticipated that the 20mph advisory signs can be installed by

			the end of July and the 30mph limit implemented by the end of September.
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
Marine Town area	Sheerness	There are a number of locations where the provision of dropped kerbs is required	Initial investigation work undertaken. Likely implementation late 2016
The Brents area	Faversham	There are a number of locations where the provision of dropped kerbs is required	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	Construction works ongoing scheduled completion date 31st May 2016

Appendix G – Public Rights Of Way

Public Rights of Way – Contact Officer Andrew Hutchinson			
Path No	Parish	Description of Works	Current Status
ZR147	Tunstall	Surface improvements	Funding allocated

Appendix H – Bridge Works

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

Appendix I – Major Projects – Faversham Swing Bridge – Contact Officer Andy Moreton

Outline design work for a replacement swing bridge has been commissioned, is underway and due for completion in the autumn. It should be noted that this work relates to the bridge and opening mechanism but does not include the lock gates below.

KCC Highways, Transportation and Waste have commenced early engagement with the local community including representatives from local businesses. This will continue and be expanded upon in the coming months.

On completion of the outline design work, KCC Economic Regeneration will commence a procurement exercise. The contract is expected to be let on a “design and build” basis meaning that the successful contractor will do the detailed design, programming and construction of the bridge subject to technical approval.

On the basis of the current high level programme, it is anticipated that the replacement swing bridge will be in situ and operational in Spring 2018.

Once the design and build contract is in place a full report will be provided to the JTB including details of the final design and associated construction programme.

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

Combined Member Grant programme update for Swale Borough Council

The following schemes are those which have been approved for funding by both the relevant Member and by Roger Wilkin, 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 **11th August 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.

2015/16/17 Combined Member Grant Highway Schemes

Roger Truelove

Details of Scheme	Status
15-MHF-SW-31 The Street, Iwade Install illuminated GIVE WAY sign	New sign installed. Awaiting electrical completion certificate
14-MHF-SW-64 Volante Drive, Sittingbourne Install advanced junction warning sign	works complete on site awaiting completion certificate
15-MHF-SW-104 Swanstree Avenue Implementation of verge parking control measures near Sittingbourne Community College	Works ordered for delivery by October 2016

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

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SWALE JOINT TRANSPORTATION BOARD (JTB)

Updates are in italics

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/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	KCC - As Built Drawings Received and Approved. Final site remedial works recently carried out – <i>minor works still being completed then Certificate 1 (Maintenance Period) to commence.</i>
235/09/13	A2 / A251 Junction, Faversham	KCC	(1) That both proposed traffic improvements (Annex 1 and 2 in the report), the inclusion of consideration of the junction of The Mall and the A2, plus the option of 'no change', be approved for the purposes of a wider public consultation and the results of the consultation brought back to the JTB at a later date.	KCC - <i>KCC are currently carrying out a detailed cost analysis on the roundabout design, incorporating the updated utility diversion costs, alongside a cost comparison between the roundabout option and the 2014 outline design for traffic lights.</i> <i>Discussions are also being progressed with regard to the Perry Court Development and S106 contributions.</i>
Page 79	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.	
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.	KCC – KCC officers, working alongside Swale Borough Council, are prioritising work to progress a scheme bid for a roundabout scheme to improve the junction of Lower Rd/Barton Hill Drive for submission to the Local growth Fund in June 2016 to secure match-funding from Government. Officers are also working to secure a funding arrangement for implementing the roundabout scheme without the need for external funding to ensure ability to implement the roundabout scheme is not limited to a single option. We are, therefore, extremely confident that the implementation of a roundabout scheme in 2017/18 to resolve the very evident problems of delay and congestion at Lower Rd and Barton Hill Drive. The County Council has already committed funding from Local Transport Plan monies to prepare an outline design for the roundabout scheme, and the design has been shared with both Mike Whiting and Gordon Henderson to evidence that County is

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
				making very definite progress. It is expected the design for the roundabout scheme will go out to local consultation in summer 2016. Trial junction starts in September 2016.
383/12/15	Pedestrian Crossing at South Avenue School, Sittingbourne	KCC	(1) A feasibility study to be carried out into 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.	
564/03/16	Public Session		(1) That a working group be set-up to examine how a 20mph limit could be implemented in Faversham and then rolled-out Borough-wide.	
568/03/16	Fairview Road Area, Sittingbourne - Parking review	SBC	(1) That a Residents' Parking Scheme is not implemented in the Fairview Road area due to the percentages of support received. (2) That 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. (3) That officers report the enforcement comments to the Parking Enforcement Team to ensure resource is committed when required.	SBC – <i>Informal consultations continuing.</i>
569/03/16	Information Consultations on Proposed Waiting Restrictions	SBC	(1) That the comments from the consultation be taken back to the Swale Quality Bus Partnership for further discussion prior to implementing restrictions in Wildish Road, Faversham. (2) That the proposed restrictions in The Street/Canterbury Road in Boughton-under-Blean and Dunkirk be progressed but with the amendments suggested by Kent County Council and subject to the agreement of both Parish Councils who are funding the works.	SBC - <i>(1) COMPLETED.</i> <i>(2) Formal Objections to Traffic Regulation Order reported to JTB September 2016</i>