



## **AGENDA**

### **SWALE JOINT TRANSPORTATION BOARD MEETING**

Date: Monday, 18 December 2017

Time: 5.30pm

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

#### **Membership:**

Swale Borough Councillors Mike Baldock, Cameron Beart, Derek Conway, James Hunt, Ken Ingleton (Chairman), Bryan Mulhern and David Simmons.

#### **Kent County Council Members:**

Kent County Councillors Andy Booth, Bowles (Vice-Chairman), Sue Gent, Antony Hook, Ken Pugh, Mike Whiting and John Wright.

#### **Parish Council Members:**

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

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

#### **RECORDING NOTICE**

Please note: this meeting may be recorded.

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

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

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

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

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 11 September 2017 (Minute Nos. 199 - 212) as a correct record, subject to an amendment to Minute No. 209 – Proposed Speed Limit Reduction, Queenborough and Halfway Houses, Isle of Sheppey. The third paragraph from the last should read: 'On a 20mph road, the behaviour of the user groups changed and sometimes led to them (pedestrians and cyclists) taking more risks.'

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 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 15 December 2017. Questions that have not been submitted by this deadline will not be accepted. Only two people will be allowed to speak on each item and each person is limited to asking two questions. Each speaker will have a maximum of three minutes to speak.

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

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

- |     |   |         |
|-----|---|---------|
| 6.  | Petition for Residents Parking scheme - Lavender Court, Aubretia Walk and Heather Close, Sittingbourne  | 1 - 6   |
| 7.  | Consultation on Changes to Existing Waiting Restriction Times - Sittingbourne Residents' Parking Scheme | 7 - 26  |
| 8.  | Petition for Changes to Residents Parking Scheme - Ufton Lane, Sittingbourne - Consultation Results     | 27 - 42 |
| 9.  | Formal Objection to Traffic Regulation Order - Swale Amendment 9  | 43 - 48 |
| 10. | Formal Objections to Traffic Regulation Order - Swale Amendment 10                                      | 49 - 64 |
| 11. | Kent Community Rail Partnership   |         |

Under the Swale Joint Transportation Board Terms of Reference,

Councillor Mike Baldock has requested the following item/motion:

“Swale Borough Council recognises the good work that the Kent Community Rail Partnership does and the benefits of having Swale Rail within the Borough. Consequently, this Board recommends to Swale's Cabinet that a grant of £4000 is made payable to KCRP to support work within the Borough over the next 12 months.”

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

- |     |  |         |
|-----|--|---------|
| 12. | Proposed Speed Limit Reduction, Queenborough and Halfway Houses, Isle of Sheppey | 65 - 72 |
|-----|--|---------|

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

- |     |   |           |
|-----|---|-----------|
| 13. | Winter Service Plan   | 73 - 74   |
| 14. | Update on proposals for improving the A2500 Lower Road, Minster between Cowstead Corner and Barton Hill Drive, Minster and a junction improvement at Lower Road / Barton Hill Drive - Minster | 75 - 86   |
| 15. | Highway Works Programme   | 87 - 100  |
| 16. | Progress Update Report  | 101 - 106 |
| 17. | Date of Next Meeting  |           |

The next meeting will be held at 5.30pm on Monday 19 March 2018.

### **Issued on Tuesday, 5 December 2017**

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 Joint Transportation Board, please visit [www.swale.gov.uk](http://www.swale.gov.uk)

Chief Executive, Swale Borough Council,  
Swale House, East Street, Sittingbourne, Kent, ME10 3HT

## SWALE JOINT TRANSPORTATION BOARD

<b>Meeting Date</b>	Monday 18 <sup>th</sup> December 2017
<b>Report Title</b>	Petition for Residents Parking Scheme – Lavender Court, Aubretia Walk and Heather Close, Sittingbourne
<b>Cabinet Member</b>	Cllr Alan Horton
<b>SMT Lead</b>	Martyn Cassell
<b>Head of Service</b>	Martyn Cassell
<b>Lead Officer</b>	Mike Knowles (SBC)
<b>Classification</b>	Open

<b>Recommendations</b>	Members are asked to note the contents of the report, and recommend that Officers take no further action until such time as substantial changes occur to the parking arrangements in the area.
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### 1. Purpose of Report and Executive Summary

- 1.1 This report provides a response to the petition submitted to the Swale Joint Transportation Board at their September 2017 meeting, requesting the introduction of a Residents Parking Scheme in the Lavender Court, Aubretia Walk and Heather Close areas of Sittingbourne.

### 2. Background

- 2.1 A petition containing 37 signatures from residents of Lavender Court, Aubretia Walk and Heather Close was presented to the September 2017 JTB by Mr Lynch. The petition asked for consideration to be given to a Residents Parking Scheme in the three roads, with a waiting limit for non-permit holders of 30 minutes or a maximum of 1 hour. The petition also stated that the signatories felt that marked parking bays would be beneficial in the three roads.

### 3. Issue for Decision

- 3.1 A previous petition was submitted by Mr Lynch back in September 2015, containing 45 signatures from residents in the area. The petition requested the Council to investigate parking in the area with a view to introducing a Residents Parking Scheme, and Mr Lynch stated that parking in the area caused health and safety issues as access for emergency vehicles was difficult.

- 3.2 A consultation took place with residents and the results were submitted to the Swale Joint Transportation Board in March 2016. A table summarising the responses can be found in Annex A.
- 3.3 Out of the 46 responses received during the consultation, 17 supported the introduction of a Residents Parking Scheme and 7 felt that such a Scheme would not help with the parking situation. As a percentage of households, 25% of residents in Aubretia Walk supported a Residents Parking Scheme, 26% in Heather Close, 36% in Lavender Court and 1% in East Street. There was no support for the introduction of a Scheme from residents of Fairview Road.
- 3.4 Based on these results, Members of the Joint Transportation Board recommended that Officers should not proceed with the introduction of a Residents Parking Scheme in the area, but due to the concerns expressed around access by emergency vehicles, Officers were requested to liaise with Kent Fire and Rescue and carry out further consultation on any planned additional restrictions.
- 3.5 Following discussions with Kent Fire and Rescue, a couple of proposals for short sections of double yellow lining in Fairview Road were put forward and consultations took place with residents of Fairview Road. The results of the consultations were reported to the Swale JTB, and the second proposal to install a section of double yellow lining around 22 metres in length was completed in August 2017. The lining was kept to a minimum to limit the impact on parking in the area, and resulted in the loss of around 3 to 4 on-street parking spaces. No other parking restrictions were considered necessary by Kent Fire and Rescue.
- 3.6 The latest petition has been submitted by residents of Lavender Court (20 signatures), Aubretia Walk (9 signatures) and Heather Close (8 signatures). In Lavender Court there are 15 properties located around the cul-de-sac, with a further 7 properties located along the footpath leading to East Street. It is estimated that there are approximately 16 on-street parking spaces available. In Aubretia Walk, the 12 properties are all located off of a footpath and the nearest on-street parking is in Fairview Road. There is insufficient width at the eastern end of Fairview Road, between Empire Court and Lavender Court, to install designated parking bays, and formalising parking in Fairview Road would result in the loss of approximately 10 on-street parking spaces. In Heather Close, 11 properties are located around the cul-de-sac with a further 8 properties located along footpaths off of the carriageway. It is estimated that there are approximately 13 on-street parking spaces available. With all three roads, even if parking was reserved for residents only, there would be insufficient spaces for all of the properties. This is presumably why many of the properties were constructed with designated garages for off-street parking.
- 3.7 The petition includes a request for individual parking bays to be marked out. It is widely agreed across all of the local authorities in Kent that marking individual parking bays reduces on-street parking capacity due to the minimum size requirements of each bay as laid down in the Traffic Signs Regulations, and formalising parking removes the flexibility that motorists can demonstrate with the parking area available. It should also be noted that unless the parking bays are

covered by some form of formal restriction covered by a Traffic Regulation Order they are not enforceable.

- 3.8 Should Members recommend that Officers repeat the consultation undertaken with residents towards the end of 2015, the consultation will need to be scheduled when resources are available, with the results to be reported back to the Joint Transportation Board at a future meeting.

## **4. Recommendation**

- 4.1 Members are asked to note the contents of the report, and recommend that Officers take no further action until such time as substantial changes occur to the parking arrangements in the area.

## **5. Implications**

<b>Issue</b>	<b>Implications</b>
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Officer resources required to undertake consultation, collate responses and prepare report for Joint Transportation Board.
Legal and Statutory	None at this stage.
Crime and Disorder	None at this stage.
Risk Management and Health and Safety	None identified at this stage.
Equality and Diversity	None identified at this stage.
Sustainability	None identified at this stage.

## **6. Appendices**

- 6.1 Annex A – Summary of Responses to 2015 consultation

## **7. Background Papers**

- 7.1 None

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**Summary of Responses to Informal Consultation - November 2015**

<b>Road</b>	<b>Aubretia Walk</b>	<b>Lavender Court</b>	<b>Heather Close</b>	<b>Fairview Road</b>	<b>East Street</b>
No. of Leaflets Sent Out	12	22	19	28	70
No. of Responses	5	10	9	16	4
% of responses	42	45	47	57	6
No. Supporting Residents Parking Scheme	3	8	5	0	1
% of Total Properties Supporting Residents Parking Scheme	25	36	26	0	1

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## SWALE JOINT TRANSPORTATION BOARD

<b>Meeting Date</b>	Monday 18 <sup>th</sup> December 2017
<b>Report Title</b>	Consultation on Changes to Existing Waiting Restriction Times – Sittingbourne Residents' Parking Scheme
<b>Cabinet Member</b>	Cllr Alan Horton
<b>SMT Lead</b>	Martyn Cassell
<b>Head of Service</b>	Martyn Cassell
<b>Lead Officer</b>	Mike Knowles (SBC)
<b>Classification</b>	Open

<b>Recommendations</b>	Members are asked to note the contents of the report, and the overall low response rate to the consultation, and recommend that Officers do not proceed with any changes to the existing 1 hour waiting limit of the Sittingbourne Residents' Parking Scheme, but that the comments around enforcement are forwarded to the appropriate team.
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### 1. Purpose of Report and Executive Summary

- 1.1 This report provides a summary of the responses received to the recent consultation on waiting times within the current 1 hour limited waiting area of the Sittingbourne Residents' Parking Scheme, following the submission of a petition from residents of Ufton Lane to the Joint Transportation Board.

### 2. Background

- 2.1 A petition containing 34 signatures was presented to the Swale Joint Transportation Board by residents of Ufton Lane in Sittingbourne. The petition stated that parking problems are caused by non-permit holders having unfair access to the current Parking Scheme and at their meeting on 26 June 2017, Members of the Swale Joint Transportation Board recommended that two consultations take place, one with residents situated in the current two hour waiting limit of Ufton Lane and one with residents situated in the current one hour waiting limit of the current Residents' Parking Scheme. This report provides details of the consultation for the current one hour waiting limit area of the Scheme.

### **3. Issue for Decision**

- 3.1 Members of the Swale JTB recommended that this consultation was undertaken to gauge interest on amending the existing one hour waiting limit to 30 minutes, and a copy of the consultation material can be found in Annex A. A plan of the consultation area can be found in Annex B.
- 3.2 The informal consultation with residents took place between 6<sup>th</sup> and 20<sup>th</sup> October 2017. A total of 339 consultation leaflets were sent out to residents in the one hour waiting limit area of the current Scheme, and 59 responses were received. This produced an overall response rate of 17%. An additional 2 responses were received which did not express a preference to either waiting limit. The results of the consultation have been split into roads to ascertain whether some areas supported a particular waiting limit.
- 3.3 A table summarising the results of the consultation can be found in Annex C. The table details the number of leaflets sent out to each road, the number of responses received as a number and as a percentage, and the number and percentage of responses received either supporting a reduction of the current waiting time to 30 minutes or leaving the current one hour restriction. The table also shows the number of responses for each option as a percentage of the total number of properties in each road.
- 3.4 Various comments were received through the consultation, and a copy of all of the responses and comments received can be found in Annex D. In summary of the comments, seven responses stated that a greater level of enforcement was required, (although another response stated that the existing restrictions work and are vigorously enforced). Another seven comments stated that reducing the current waiting times would have an adverse effect on visitors and would result in increased costs for residents who would have to purchase additional vouchers. Comments were received around the operating times of the Scheme, with four responders asking for the Scheme to operate 24 hours a day, 7 days a week. Two responders suggested extending the operating times to 8pm, two suggested 8am – 10pm and one suggested extending the operating times to 7pm, whilst another suggested extending the times to include Sundays 10am – 5pm.
- 3.5 Other feedback received included permits should be free, there are no parking spaces available, zones should be smaller, individual bays should be marked out and the existing waiting limit of 1 hour should be increased to 2 hours. Some businesses in the area felt that the existing 1 hour restriction was good for visiting clients and consultants and that there was insufficient parking nearby especially with the Spirit of Sittingbourne works, and one community group felt that a 30 minute limit would impact on the service they can provide to the area. One responder suggested reducing public car park charges and introducing free parking on Sundays, whilst another suggested the introduction of free parking for 20-30 minutes in car parks. Two comments were received that there are too many cars for the small area of the Scheme and that there were more residents than spaces.

3.6 Generally, response rates were relatively low, with the exception of the 6 properties within the 1 hour waiting limit in Addington Road who all responded, four in favour of the current 1 hour limit and two supporting a 30 minute limit. The overall feedback received was almost the same for both waiting options, with 51% of responders supporting a 30 minute waiting limit and 49% supporting the current 1 hour restriction. These responses represent 8.8% of properties consulted supporting a 30 minute limit and 8.6% supporting the current 1 hour restriction.

#### 4. Recommendation

4.1 Members are asked to note the contents of the report, and the overall low response rate to the consultation, and recommend that Officers do not proceed with any changes to the existing 1 hour waiting limit of the Sittingbourne Residents' Parking Scheme, but that the comments around enforcement are forwarded to the appropriate team.

#### 5. Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Resource for increased enforcement of the Scheme.
Legal and Statutory	None at this stage.
Crime and Disorder	None at this stage.
Risk Management and Health and Safety	None identified at this stage.
Equality and Diversity	None identified at this stage.
Sustainability	None identified at this stage.

#### 6. Appendices

- 6.1 Annex A – Copy of Consultation Document
- Annex B – Details of Consultation Area
- Annex C – Summary of Responses Received from Each Road/Area
- Annex D – Details of Comments and Responses Received

## **7. Background Papers**

7.1 None



## **Possible Amendment to Waiting Limit Sittingbourne Residents' Parking Scheme**

Following receipt of a petition from residents of Ufton Lane, Sittingbourne, the Swale Joint Transportation Board has requested a consultation with residents currently located within the one hour waiting limit of the current Sittingbourne Residents' Parking Scheme.

It has been reported that vehicles not displaying valid parking permits are taking advantage of the current authorised one hour waiting limit in some areas, reducing the available parking for permit holders. It has therefore been suggested that the one hour limit be reduced to 30 minutes in an attempt to tackle this issue and increase the available parking for residents displaying a valid permit, and we would like to gauge support for this proposal.

To allow residents to make an informed decision, it is important that we clearly set out the impacts that a reduced waiting time could have on residents. The waiting limit would apply to **all** vehicles not displaying a valid permit, for example service engineers, care workers, property maintenance companies and all other visitors not possessing a permit or voucher.

I would be most grateful to receive your views as to whether you would support the reduction of the current waiting limit to 30 minutes, or whether you would prefer to see the waiting limit remain unchanged.

Please complete the reply slip below and return to Swale Borough Council Leisure & Technical Services, Swale House, East Street, Sittingbourne, Kent ME10 3HT before **Friday 20<sup>th</sup> October 2017**. Alternatively you can e-mail your comments to us at [engineers@swale.gov.uk](mailto:engineers@swale.gov.uk)

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

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### **Possible Amendment to Waiting Limit – Sittingbourne Residents' Parking Scheme**

Please tick one of the following boxes

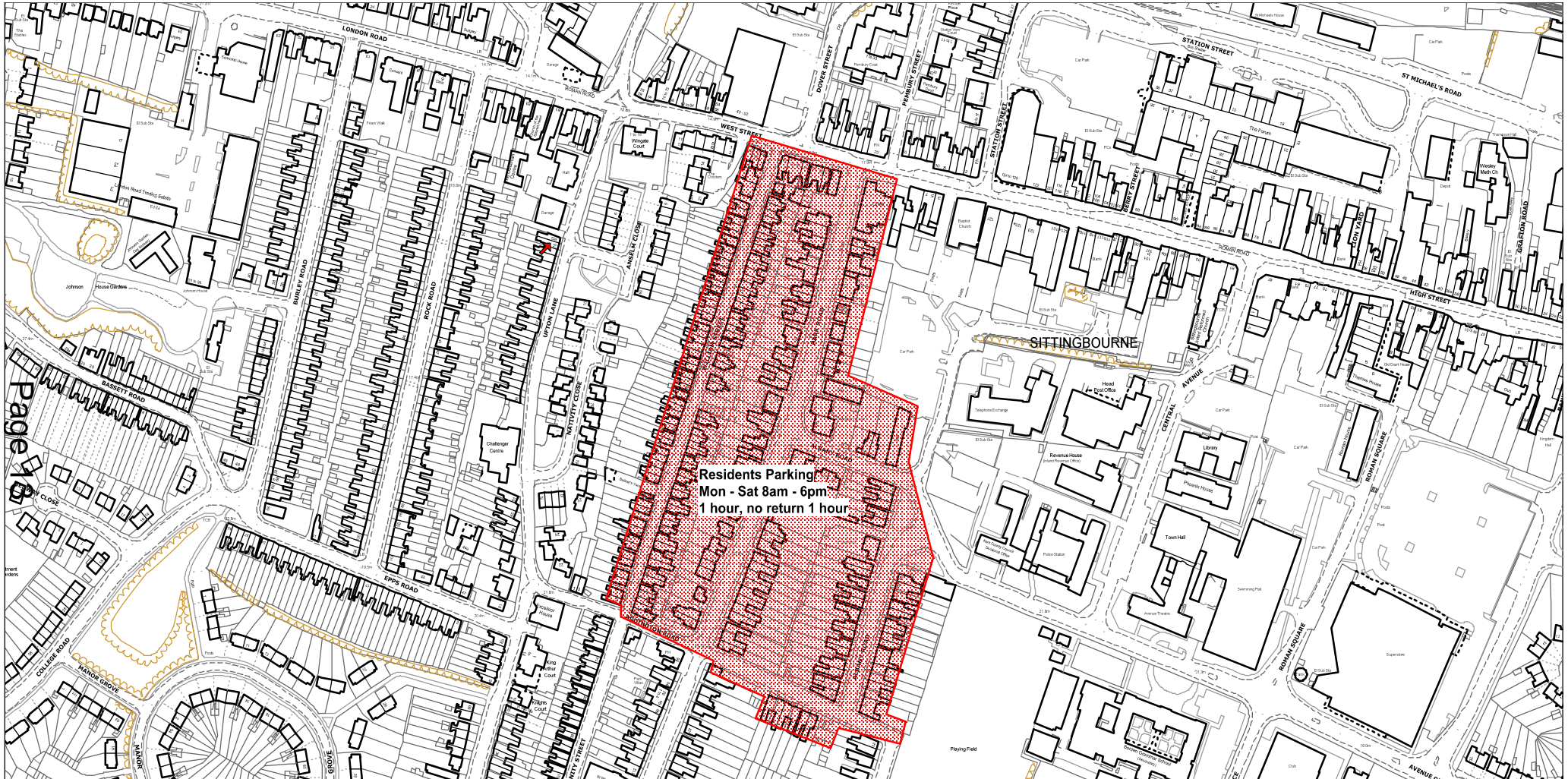
<input type="checkbox"/> I support the reduction of the current waiting limit to <b>30 minutes</b>	<input type="checkbox"/> I support the existing <b>1 hour</b> waiting limit
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Name & Address	Comments

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**Sittingbourne Residents Parking Scheme – Existing 1 Hour Waiting Restriction Consultation Area**



William Street  
Park Road (part)  
West Street (part)

Albany Road  
Addington Road (part)

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Sittingbourne Residents Parking Scheme - Current 1 Hour Waiting Limit Consultation - October 2017

Road	Total Properties	Total Responses	% response	No. 30 mins	% 30 mins	% of prop	No. 1 hour	% 1 hour	% of prop
Albany Road	52	14	27	8	57	15	6	43	12
Middleton Ct, Albany Rd	12	0	0	0	0	0	0	0	0
Addington Road	6	6	100	2	33	33	4	67	67
Park Road	134	13	10	7	54	5	6	46	4
West Street	14	1	7	0	0	0	1	100	7
William Street	118	22	19	11	50	9	11	50	9
Address Not Supplied	-	3	-	2	67	-	1	33	-
	-								
<b>TOTALS</b>	<b>339</b>	<b>59</b>	<b>17</b>	<b>30</b>	<b>51</b>	<b>9</b>	<b>29</b>	<b>49</b>	<b>9</b>

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**Sittingbourne CPZ - Possible Changes from 1 hour to 30 minutes**

Ref	Change to 30 mins	Leave 1 Hour	Comments
1	1		William Street has to be the worst road in Sittingbourne for parking so any measures to help combat this issue will have my full support.
2	1		We support the reduction of the current waiting limit to 30 minutes
3		1	I support the existing 1 hour waiting limit
4		1	I would like to make you aware that I **** at number ***** William Street Sittingbourne , absolutely disagree with the new proposal for the 30 minute parking restriction. It would cause myself and my family a great deal of dustrubution should you go ahead with this, we already pay extremely high council tax, plus parking permits and vouchers just to be able to live in our house, to have that now further interrupted would actually make it all the more difficult to get our children go to school! As it stands we have on two occasions had family members receive charges from your over zealous parking attendants while doing nothing more than picking up the children for school, both occasions the grandparents walked the children to school to cut down on the congestion and as they were 5 mins over time, they received tickets, that I have had to pay. When I moved into this house there were no charges for parking, I moved away from London at the time as it as getting impossible to live there and was very pleased that Kent had a very different attitude, however I seem to find that you are changing and going down the same road as London. The end goal being that you want to extract as much money as possible from good hard working people and make it impossible for them to live. I apologise if this sounds harsh, but you asked and I am a very frustrated over charged member of the community.
5		1	I do not support any change to the 1 hour waiting limit in my part of Albany Road. We are not adversely affected by business. In fact, reducing the waiting time to 30 minutes will harm business to the Hairdressers in our road. It will also mean that we will have to give visitors more day permits at our own expense, which I object to. I therefore propose no changes (unless you want to increase it to 2 hours).
6		1	If Ufton Lane residents vote for 30 minutes wouldn't it be possible for Ufton Lane to have its own waiting time reduced by leave Albany Road and Addington Road as they are?
7		1	Reducing the time to 30 minutes means visitors to our home are being massively restricted on the length of visit without a permit. We are already being subjected to increasased costs just we can't afford to live in a house with a drive, why should we be penalised further?
8		1	

9		1	Changing waiting time will have no effect on available parking for residents. There are more residents than spaces in our road so you can never guarantee a space is available at any time.
10		1	Because I am 91 years of age and have regular weekly visitors from care agencies, I would prefer to keep the waiting limit to 1 hour.
11	1		We think if the reduction time comes into force then residents should be given a book of 10 parking permits free each year. If need more, then residents should buy more.
12		1	There are just too many cars to park in a small area. When I had my car I often had to park in the car park even with a permit as there was nowhere to go as the cars parked did have permits in them. People can't always afford to keep buying vouchers if they have family round or tradesmen turning up. Too many houses have more than one car causing this problem.
13		1	
14	1		Please accept this email as confirmation of our support for the reduction of the current waiting limit to 30 minutes. I understand that it will apply to all vehicles. I would also ask that it covers a 24 hour period, including weekends please. We live at the High Street end of Park Road and struggle to park during the evenings and at weekends, due to people leaving their cars (sometimes overnight) while they use the pubs/restaurants.
15		1	I write in reply to your questionnaire regarding the proposal to amend the waiting limit to 30 minutes. I can confirm that we support the EXISTING 1 Hour waiting limit.
16	1		I'm responding to your flyer proposing changes to the waiting limit- 1 hour reducing to 30 minutes. I'm in favour of this, it would not solve the problem but would help. The parking zones are not vigorously patrolled by your wardens, they seem to be very absent between 4pm & 6pm. This is when permit holders are returning from work to find the parking spaces full of non permit holder cars and commercial vehicles! You should consider extending the restricted finish time to 7pm, this would help stop the commercial vehicles parking up between 4pm & 5pm and having a free parking space for the night. Alternatively increase your patrols between 4pm & 6pm and issue some penalty notices! Another suggestion would be to mark out the parking bays, encouraging people to park considerately, helping to maximise the amount of cars you can get in each bay.
17		1	One hour is good for us as a business for visiting clients and business consultants.
18	1		Including 20-30 minutes free parking bays in some of the town's car parks, would further reduce the amount of people using street parking in the side roads.

19		1	It is a no win situation, but we have a relative that visits and medical requirements mean parking to our house, not always possible. Perhaps you should contact those that abuse the system by moving their car every hour, taking up spaces that residents pay yearly for, or buy from your offices. Because you pay does not guarantee you a parking space. This costly exercise could have been spent more wisely.
20	1		
21	1		No space to park my car.
22		1	I am writing with regard to the note which recently came through our door concerning the possibility of reducing the current waiting limit from one hour to 30 minutes. <u>I strongly disagree with the proposed change and support the existing one hour waiting limit.</u> The current residents parking scheme was introduced to stop commuters and local workers from parking all day in Addington road and the surrounding areas. This has clearly worked, as there is considerably more parking available during the operation of the scheme (i.e. 8am-6pm) than used to be the case. I live in Addington road and have done so for 16 years. Yes, with the current scheme, people do park in this road and pop down the town etc, but just for an hour. The scheme is rigorously enforced (but see below) and long stayers are ticketed (parking enforcement officers are often doing their rounds commencing at 8am sharp!). But there is generally more parking available now. We regularly have people pop round and an hour is sufficient to have a cuppa and natter, or for a tradesman to do a quick bit of work. If you're going to reduce it to 30 minutes, you might just as well not allow any time for non-residents. We may be in a different position to Ufton lane as if there is no space in Addington, we can pop round the corner to Albany or Belmont road. But I have <u>never</u> not been able to park in Addington between 8 and 4. Outside of these hours is a different proposition, as people come home from work (or go to the Park tavern). But most of these are residents. So I see no need to change the scheme in Addington Road. If just Ufton Lane residents have a problem, why not just change the times in that road only? What is more important is stopping people having more than two vehicles registered at one address and all parking within the restricted zones .
23	1		I support the reduction of current waiting limit to 30 mins. We find parking down this end of park road incredibly difficult, so anything to cut down on this is good. Ideas- reduce the hourly car parking rates, everyone says how expensive it is and it isn't helping the already dying town centre. Free parking should be on a Sunday which would ease traffic and parking off of the small roads in and around town. Especially with a large public house/hotel serving food night and day.

24			<p>My main concern is that taking the 1hr and 2hr waiting times into account, most spaces are taken up with work vehicles (that permits cannot be obtained for, transit sized vans etc) after 5pm or 4pm respectively....This means bays for residents are taken up before people get home from work or if they go out will have nowhere to park on their return. I have requested the council consider extending the hours to 10pm which I believe would prevent this happening. They did not bother to keep me informed, I chased it, they said I should start a petition... I'd love the time to do that...</p> <p>We should be very cautious about reducing the waiting time to half an hour.... The fact people use the residents parking area during the day is surly of benefit to the town as a whole, someone parking for an hour near the town, or two further away is not really a nuisance to residents, it may be in the future especially with the car parks that will be lost to the "Spirt of Sittingbourne" which apparently was here, yet like a sprit seems to have evaporated somewhat... I expect the end result of the project will be less carparks no extra facilities.... For several years now, residents have no longer had any vouchers included in the price, if this time is reduced for visitors and tradespeople it will he of a hinderance to the residents for example if you need a voucher for a trades person... Meaning these have to be purchased, which is not easy to do, we should be careful what we wish for.... Also why did residents permits go up in price, but business permits remained the same.... The whole scheme clearly is a revenue motivated scheme, not a fair system to safeguard parking for residents, most of whom do not have any option but to park on the road due to the housing stock. We can rest assured the waiting time is enforced by our now privatised Parking Wardens who pick and choose whom the restrictions apply, estate agents, taxis, motorbikes, pavement parking and disabled badges on yellow lines far in excess of the allowed time, all ignored. Resident with a slightly expired permit that they forgot to renew = easy money! Rest assured I am not a keyboard warrior where the council are concerned, I successfully challenged the parking wardens logging vehicles in whilst not in uniform, they are meant to be a visual deterrent! I also successfully complained about motorbikes without permits being ignored, despite being required by the council rules...This is the time to campaign for a fairer system for RESIDENTS parking, it's meant to help us, it needs to be fit for purpose!!! I don't believe it currently is....There are many comments from residents including my post as above on the Park Road Residents Facebook page.</p>
25	1		I support the reduction of the current waiting time limit to 30 minutes
26		1	I oppose any reduction in the existing one hour waiting limit. 1 hour is not very long for free parking in William Street anyway and already acts as a deterrent to some visitors who wich to park nearby to visit me. I wish to see the waiting limit remain unchanged to allow for visitors to park in the road.
27	1		Lots of people without permits make life difficult for us who have paid for our permit.



28		1	In general I am happy with the one hour waiting limit. Whilst you are not specifically asking for wider comment, you have asked for comments. In recent months it has become noticeable that a number of Transit Vans are being parked in Albany Road from around 5 p.m. a number of which appear to be owned or used for work by residents but have no Parking permits, so are not contributing to the scheme. In addition they invariably take up nearly two parking spaces each. In at least one case the household concerned already has two cars so presumably is not entitled to a further permit. The vehicle therefore uses a visitor permit on occasions. This practice does make it difficult for residents to park on occasions.
29		1	I hope you are well. Thank you for your letter regarding the suggested reduction in the waiting time on Ufton Lane and the one hour parking zone in Sittingbourne. As an independent small business operating on West Street, we would be opposed to a reduction in the one hour waiting time to 30 minutes. There is limited parking available within this area and with the Cockleshell car park and Dover St Car Park due to be closed under the Spirit of Sittingbourne developments, we feel that reduction of short term parking would be detrimental to our business and the other small businesses in the local area. Thank you for including us in your consultation and if you require anything else, please let me know.
30		1	1 hour waiting limit is sufficient and should <b>not</b> be changed. If patrols were consistent and regular and fines imposed on the people who flaunt the rules then this problem would not have arose. More civil enforcement officers are required.
31	1		
32		1	I would like the existing time to stay the same as we would be paying more out for any visitors, but I think we should have zones so people with permits from other roads do not park in ours just because it's nearer the town.
33	1		
34		1	A reduction in parking would limit and impact access to our service in Park Road
35	1		Reference to residents parking in Sittingbourne I think it's a good idea to take the waiting limit down to 30 minutes.
36		1	I support the 1 hour waiting limit.
37	1		Parking for residents should be free. Why should we pay when we live here?
38		1	It would have an adverse effect on short stay guests and tradesmen, as 30 minutes is too short a time for almost all visits and would lead to a great deal of frustration (especially as there is a limit to the number of visitor's parking permits you can buy per month and it would become very costly for the resident to pay for each of these visits).

39		1	
40	1		
41		1	I support the existing 1 hour waiting limit and this should be not be changed. Additional Comments - Please re-paint the white lines for dropped curbs / Drive ways to stop people parking over them and blocking access....or send the wardens round more often to issue tickets for failure to park in the bays correctly.
42	1		I would like to register my comments regarding the proposed move to change the 'free parking' time to 30 minutes on Park Road. I feel that it would be much better to perform a complete review of the parking permit scheme with a view to extending it from 8am to 10pm 7days a week as in other towns such as Gillingham. Whilst a 30 minutes restriction would help, I'm not convinced that the enforcement officers you subcontract to will be up to the job, they aren't capable of policing the 1 hour properly, and the problems with parking tend to be after 6pm
43		1	
44	1		
45	1		
46		1	
47		1	I want 1 hour because I come and pick passengers and any guests for 1 hour need
48	1		
49	1		
50	1		
51	1		
52	1		
53	1		The hour limit is widely abused but any reduction to 30 minutes will need to be properly enforced, otherwise non permit holders will continue to take advantage and restrict access to permit holders. Cars regularly park in William Street without a permit for longer than permitted without any enforcement action/tickets being issued. Perhaps consideration could also be given to extending operation times to 8pm at night rather than 6pm so that those of us who don't finish work at 4pm might be able to find a space - there are regularly up to 10 non permit holders parked in the road at 7pm. Likewise, perhaps extend the scheme on Sundays to between day 10am and 5pm to deter shoppers and pub-goers from parking in William Street.

54	1		I support the reduction of the current waiting time to 30 minutes. However, without greater enforcement I cannot see the scheme working. With the current system many cars stay over the hour or even all day. Greater problems are encountered with building workers who think that they have the absolute right to park outside the property they are working on "I have a permit " so move your car so I put my equipment there. In order to ensure their spaces they put Kent Police traffic cones or any other cones out without apparent council permission. Is this not obstruction of the public highway?
55	1		I support the reduction of the current waiting limit to 30 minutes. Further comments: If possible, waiting limit would be at all times. Not 8am to 6pm. Limit enforced on a Sunday. Even though a separate issue, it would be nice and very helpful if we were informed of works taking place in the immediate area. This week alone we have had about 6 parking spaces taken away from what appears to be works carried out by southern water with no warning. Barriers and cones were placed in parking spaces a good 2-3 days before any work had been done and when it did finally begin it was at 7pm!
56	1		We are in support of the reduction of the current waiting limit to 30 minutes. We would also like to see either 24 hour resident parking or the time extended to at least 8pm especially being close to town & a local pub. We are also concerned about the Regeneration of Sittingbourne & the lack of parking which will put added pressure on our residential streets. We are forced to pay for our permits but quite frequently residents are unable to park within the vicinity of their properties whilst other residents move permits between cars or have no permit at all & continuously move their cars on an hourly basis, mostly at weekends. We would also like to make the suggestion of putting in parking bays as there seems to be people parking inappropriately & taking up much needed spaces.

57			<p>I am not intending to use this opportunity to moan and hope it is not perceived in this way. Rather I thought I would use the opportunity to share the experiences of my household and the suggested developments we have. Having owned my property for 5 years and lived in it for 2 years, I feel I have sufficient experience of parking dynamics in the Albany Road area of the SB zone, particularly because I am at home at varying times of the day and evening both during the week and at weekends, to provide my comments. Whilst I am sympathetic to the difficulties experienced by the residents of Ufton Lane, I think it could be inaccurate to assume other residents within the same SB zone experience all of the same problems. It is for that reason I am uncomfortable in voting either way within this scoping exercise and would consider it more responsive to investigate parking concerns more widely within the SB zone and act upon these via a more individualised approach to determine the best waiting limits within different roads. In considering our experiences within Albany Road, over the past six months we have noticed a significant reduction in the number of traffic wardens operating in the road. This has resulted in a number of vehicles without permits consuming resident spaces with no consequence. It would therefore be positive to see an increase in the presence of wardens in the area, as has been the norm in previous years. Due to the limited overall operating duration of the waiting limit 8am - 6pm, I have experienced difficulty in parking after 5pm as non-residents can make use of the one hour parking limit at this time to park in the road for the remainder of the night. A development to the scheme could therefore be to extend the overall operating duration of the scheme e.g. 8am - 8pm. Having very occasionally seen traffic wardens operating during these later times, it is therefore possible this would not require any additional staffing resources however could serve as a way to prioritise residents' parking spaces.</p> <p>Sundays can cause a particular challenge for parking due to the number of Church attendees and visitors to the High Street who park in our road. It is possible this became a more attractive option when the free Sunday parking in council operated public car parks was terminated in favour of a charge. As the town is developed and more car parks are lost as per the plans, it is a concern this issue could worsen. The extension of the waiting limit to Sundays could also therefore be a helpful consideration. Unfortunately one of the most frequent problematic aspects of parking in Albany Road is the inconsiderate parking of residents themselves. Many residents do not helpfully use the allocated parking bays, leaving just short of a car space either in front of or behind them at the front or back of the bays respectively. This significantly reduces the available parking space for other residents. In some other towns I have noticed the use of parking bay divisions, guiding residents to park in a more organised and efficient way with vans</p>
58		1	<p>I do not support any reduction in waiting times. This will have an adverse impact on my requirement for myself, visitors and people doing work on my property to park for short periods in Albany Road. I would strongly support the waiting limit being kept at 1 hour or 2 hours in the different zones of Albany Road. Whilst I sympathise with the residents of Ufton Lane, I feel that effective policing of the existing limit, including issuing fixed penalties for people moving their car within that area or returning to it within 4 hours, should help to reduce the problem for local residents.</p>

59		1	We do not support the illogical decision to reduce parking to 30 minutes. This will have absolutely no impact on parking for genuine permit holders. THE only solution is to make it permanently resident only. OR retain 1 hour limit and insist residents parking is 24/7. Remember, visitors to the businesses in the street will typically require and hour (but then, that is why we have a car park behind Park Road). Outside of making one of the above changes, I simply wouldn't bother. As you are a local authority and not a commercial entity, I suspect these relevant solutions will have no bearing whatsoever on your decision, but thank you for at least seeking feedback.
60	1		I should like to offer the following comments re the consultation on the one hour waiting limit: (a) I support the reduction of the current waiting limit to 30 minutes but ideally would prefer the limit to be reduced to 20 minutes.(b) I would like to propose that the Sittingbourne district be split into separate parking zones so as to prevent, for instance, cars being parked all day in Albany Rd by commuting Sittingbourne residents who live further away from the railway station thereby depriving Albany Rd residents of a parking space.(c) I would like to know if there are limits on the number of parking permits available to a resident. The welding company on the corner of Albany Rd regularly have at least 3 liveried vehicles parked in Albany Rd even over the weekend period. (d)I would like to know if there are limits on the number of parking permits available to a resident. The welding company on the corner of Albany Rd regularly have at least 3 liveried vehicles parked in Albany Rd even over the weekend period.
61	1		A reduction to 30 minutes would lead to less congestion and free up parking spaces for more who pay for a permit.

	Change to 30 mins	Leave 1 Hour	
	30	29	Total of Responses for Each Option
	51	49	% of Returned

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<b>SWALE JOINT TRANSPORTATION BOARD</b>
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<b>Meeting Date</b>	Monday 18 <sup>th</sup> December 2017
<b>Report Title</b>	Petition for changes to Residents Parking Scheme – Ufton Lane, Sittingbourne – Consultation Results
<b>Cabinet Member</b>	Cllr Alan Horton
<b>SMT Lead</b>	Martyn Cassell
<b>Head of Service</b>	Martyn Cassell
<b>Lead Officer</b>	Mike Knowles (SBC)
<b>Classification</b>	Open

<b>Recommendations</b>	Members are asked to note the contents of the report and recommend that Officers do not proceed with any changes to the existing 2 hour waiting limit for the Ufton Lane area of the Sittingbourne Residents' Parking Scheme, but that the comments around enforcement are forwarded to the appropriate team.
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## 1. Purpose of Report and Executive Summary

- 1.1 This report provides a summary of the responses received to the recent consultation on waiting times within the current 2 hour limited waiting area of Ufton Lane, Sittingbourne, following the submission of a petition from residents of Ufton Lane to the Joint Transportation Board.

## 2. Background

- 2.1 A petition containing 34 signatures was presented to the Swale Joint Transportation Board by residents of Ufton Lane in Sittingbourne. The petition stated that parking problems are caused by non-permit holders having unfair access to the current Parking Scheme and at their meeting on 26 June 2017, Members of the Swale Joint Transportation Board recommended that two consultations take place, one with residents situated in the current two hour waiting limit of Ufton Lane and one with residents situated in the current one hour waiting limit of the current Residents' Parking Scheme. This report provides details of the Ufton Lane consultation, and a separate report has been submitted for the current one hour waiting limit area of the Scheme.

## 3. Issue for Decision

- 3.1 Members of the Swale JTB recommended that the consultation in Ufton Lane was based on proposals to amend the existing two hour waiting limit to one hour or 30

minutes, and a copy of the consultation material can be found in Annex A. A plan of the consultation area can be found in Annex B.

- 3.2 The informal consultation with residents took place between 6<sup>th</sup> and 20<sup>th</sup> October 2017. For the Ufton Lane area, a total of 191 consultation leaflets were sent out, and 51 responses were received. This produced an overall response rate of 27%. To ascertain whether there was more support for changes to the Scheme waiting times in the lower end of Ufton Lane, the results of the consultation have been split into two areas, the lower end of Ufton Lane between the A2 and Addington Road and the higher end of Ufton Lane between Addington Road and Homewood Avenue.
- 3.3 A table summarising the results of the consultation can be found in Annex C. The table details the number of leaflets sent out to each area, the number and percentage of responses received, and the number and percentage of responses received supporting each option. The table also shows the number of responses for each option as a percentage of the total number of properties in each area.
- 3.4 Various comments were received through the consultation, and a copy of all of these responses and comments can be found in Annex D. In summary of the comments, five responders felt that shortening the permitted waiting time would adversely affect visitors and tradesmen to properties in the area. Four responders stated that a higher level of enforcement of the existing restrictions was required, and 4 commented that the parking problems were caused by businesses. Three residents felt that parking problems only existed at evenings and weekends, when the Scheme was not in operation, and one stated that vehicles parked during the day constantly changed, indicating that it was not local business parking. Three comments suggested free permits to be issued to tradesmen and care workers. Two comments were received suggesting that changing the existing restrictions would displace parked vehicles into adjoining roads, and another two felt that restrictions were required on voucher usage for properties with multiple vehicles. Other comments included changing the current waiting times will not make any improvement but will affect businesses, why does the Scheme operate on Saturdays, problems were caused by residents without permits as opposed to commuters, residents with off-street parking should not be eligible for permits, zones should be smaller to restrict roads to residents in those roads, the Scheme operating times should be extended to 9pm and include Sundays, and restrictions should apply 24 hours a day 7 days a week.
- 3.5 Generally, response rates were relatively low and with the exception of the upper section of Ufton Lane where 38% of properties responded in support of the existing 2 hour waiting restriction, there was not substantial support for any of the suggested options. In the lower section of Ufton Lane, although 56% of responses received supported reducing the existing waiting limit to 30 minutes, this only represents 12% of the properties located between the A2 and Addington Road.



## 4. Recommendation

- 4.1 Members are asked to note the contents of the report and recommend that Officers do not proceed with any changes to the existing 2 hour waiting limit for the Ufton Lane area of the Sittingbourne Residents' Parking Scheme, but that the comments around enforcement are forwarded to the appropriate team.

## 5. Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Resource for increased enforcement of the Scheme.
Legal and Statutory	None at this stage.
Crime and Disorder	None at this stage.
Risk Management and Health and Safety	None identified at this stage.
Equality and Diversity	None identified at this stage.
Sustainability	None identified at this stage.

## 6. Appendices

- 6.1 Annex A – Copy of Proposed Consultation Document – Ufton Lane, Sittingbourne  
Annex B – Details of Consultation Area – Ufton Lane, Sittingbourne  
Annex C – Summary of Responses Received from Each Road/Area  
Annex D – Details of Comments and Responses Received

## 7. Background Papers

- 7.1 None

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## Request for Amendment to Residents' Parking Scheme Ufton Lane, Sittingbourne

Following receipt of a petition from residents, the Swale Joint Transportation Board has requested a consultation with residents currently located within the two hour waiting limit of the scheme in Ufton Lane, Sittingbourne.

It has been reported that nearby businesses are regularly parking vehicles within the Residents' Parking Scheme in Ufton Lane, without permits, taking advantage of the current authorised two hour waiting limit. It has therefore been suggested that the two hour limit be reduced to one hour or 30 minutes in an attempt to tackle this issue and increase the available parking for residents displaying a valid permit.

To allow residents to make an informed decision, it is important that we clearly set out the impacts that a reduced waiting time could have on residents. The waiting limit would apply to **all** vehicles not displaying a valid permit, for example service engineers, care workers, property maintenance companies and all other visitors not possessing a permit or voucher.

I would be most grateful to receive your views as to whether you would support the reduction of the current waiting limit to either one hour or 30 minutes, or whether you would prefer to see the waiting limit remain unchanged.

Please complete the reply slip below and return to Swale Borough Council Leisure & Technical Services, Swale House, East Street, Sittingbourne, Kent ME10 3HT before **Friday 20<sup>th</sup> October 2017**. Alternatively you can e-mail your comments to us at [engineers@swale.gov.uk](mailto:engineers@swale.gov.uk)

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

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### Request for Amendments to Residents' Parking Scheme – Ufton Lane, Sittingbourne

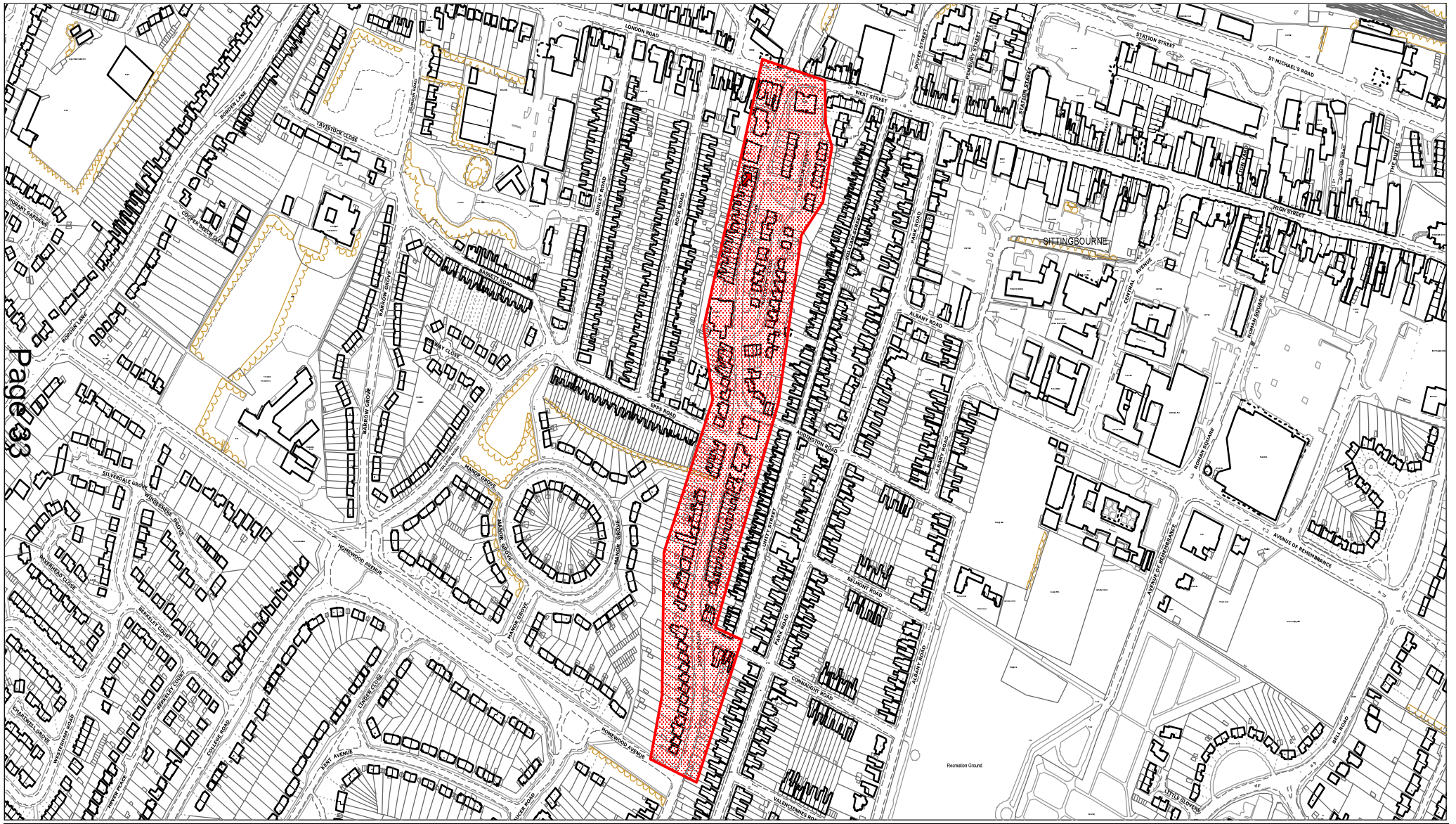
Please tick one of the following boxes

<input type="checkbox"/>	I support the reduction of the current waiting limit to <b>30 minutes</b>	<input type="checkbox"/>	I support the reduction of the current waiting limit to <b>1 hour</b>
<input type="checkbox"/>	I support the existing <b>2 hour</b> waiting limit		

Name & Address	Comments

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Ufton Lane, Sittingbourne – Plan of Consultation Area



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## Ufton Lane, Sittingbourne - Consultation Results by Road - October 2017

Road	Total Properties	Total Responses	% response	30 Minute Waiting			1 Hour Waiting			2 Hour Waiting		
				No.	%	% of prop	No.	%	% of prop	No.	%	% of prop
Anselm Close	18	3	17	3	100	17	0	0	0	0	0	0
Nativity Close	28	3	11	2	67	7	0	0	0	1	33	4
Ufton Lane Lower	43	9	21	5	56	12	3	33	7	1	11	2
Wingate Court	18	0	0	0	0	0	0	0	0	0	0	0
West Street	4	1	25	0	0	0	0	0	0	1	100	25
Addington Road	2	0	0	0	0	0	0	0	0	0	0	0
<b>LOWER SECTION TOTS</b>	<b>113</b>	<b>16</b>	<b>14</b>	<b>10</b>	<b>63</b>	<b>9</b>	<b>3</b>	<b>19</b>	<b>3</b>	<b>3</b>	<b>19</b>	<b>3</b>
Excelsior House	2	0	0	0	0	0	0	0	0	0	0	0
King Arthur Court	14	3	21	0	0	0	1	33	7	2	67	14
Knights Court	6	0	0	0	0	0	0	0	0	0	0	0
Ufton Lane Upper	53	27	51	5	19	9	2	7	4	20	74	38
Connaught Road	3	1	33	1	100	33	0	0	0	0	0	0
<b>UPPER SECTION TOTS</b>	<b>78</b>	<b>31</b>	<b>40</b>	<b>6</b>	<b>19</b>	<b>8</b>	<b>3</b>	<b>10</b>	<b>4</b>	<b>22</b>	<b>71</b>	<b>28</b>
Ufton Lane no Nos.	-	2	-	0	0	0	1	0	0	1	0	0
No Address Given	-	2	-	0	0	0	2	0	0	0	0	0
<b>GRAND TOTALS</b>	<b>191</b>	<b>51</b>	<b>27</b>	<b>16</b>	<b>31</b>	<b>8</b>	<b>9</b>	<b>18</b>	<b>5</b>	<b>26</b>	<b>51</b>	<b>14</b>

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**Ufton Lane, Sittingbourne - Possible Changes from 2 hour waiting to 1 hour or 30 minutes**

Ref	Change to 1 hr	Change to 30 mins	Remain 2 hour	Comments
1			1	I don't think it will make any difference as the people that I'm assuming you're talking about have half hour lessons and I think for a small business like the hair dressers I think it's a bit unfair. We're supposed to be supporting local businesses and this isn't.
2		1		I have returned the request for amendments to residents parking scheme in Ufton Lane Sittingbourne opting that I support the reduction of the current waiting limit to 30 minutes, I live near to the Challenger Centre (No.***) in Ufton Lane and business users of this centre despite having what would seem adequate on-site parking should they organise it properly repeatedly switch vehicles on the road from one side of the centre to the other due to there being a break between the parking bays. The parking restrictions should also be amended to the road and not the individual bay area. Should any of the shorter waiting times be enforced I would assume that this would also be reflected in additional visits by the parking enforcement officers so that any new waiting times can be checked and appropriate action taken for anybody that ignores the waiting times.
3			1	
4		1		
5			1	Our daughter visits most Saturdays from Rochester, and we will have a put a visitors parking card in EVERY WEEK unless it stays at 2 hours parking time.
6	1			We have our own car park here but we do not own a vehicle. We have noticed how bad parking is. We regularly see vehicle owners blatantly parking in restricted areas and even parked on pavement endangering pedestrians. We are always getting vans parked outside our windows. Would consider 1 hour to be appropriate time for most visits. Hope this helps.
7		1		
8			1	Why do we have these parking restrictions on Saturdays? When most people are not working and have visitors.
9	1			
10	1			

11			1	We are happy with the existing 2 hour limit as less would cause problems for visitors and trades workers and would require more day permits to be used.
12	1			A reduction will help residents parking at the lower end of Ufton Lane. Thanks for listening.
13	1			I think the recdution of the current waiting should be lowered to 1 hour.
14			1	BUSINESS - Thank you for your letter which was received by us **, West Street, Sittingbourne on Friday 6th October 2017. I support the existing 2 hour waiting limit. While I recognise how frustrating it must be for the residents of Ufton Lane not being able to park although they are displaying a "Parking Permit", I also understand that some services "Service engineers, care workers (including District Nurses), property maintenance companies" and many other people that need to park albeit a short time. I also understand how frustrating it must be to everyone that people who are employed in the local area also use Ufton Lane to park. As a business ourselves, it is extremely costly to park in the local car parks so we do sympathise with everyone. However, could I suggest that Swale Borough council provide residents with a valid permit for service engineers and the like, In London these permits were available to local residents for service people to use, and then a random check could be made, to ensure who the culprits really are. It hardly seems fare to any of us to have to penalise workman, careworkers etc., to parking tickets when all they are doing is their job.
15			1	We here at number ** are in support of the 2 hour waiting limit, and don't want any change. It may be prudent to visit the Lane to see for yourselves a number of residents vehicles parked on hard standing in front of their property's without dropped curbs ?
16		1		My name is ***** and I live at ** Anselm Close and I am responding via email to your recent communication about the proposed residents parking in Ufton Lane. We were assured by Councillor ***** that Anselm Close would form part of the proposals although it does not state it on your letter - clarify please. Parking by local businesses continues to be a problem they should pay in a public car park like anyone else has to and not continue to block places outside of residents homes. We vote for the reduction of the current waiting time to 30 minutes.
17		1		I support the 30 minute limit but this must be policed by Local Authority Parking Wardens. There are still those who flout the rules on the 2 hour limit as no patrols attend.

18			1	<p>Thank you for your quick response to my concerns. As my property borders **** and ***** any restriction to parking in Ufton Lane (although i have double yellow lines round my property) i feel will lead to increased parking in **** which has a two hour parking limit. The new flats and offices being built do not have enough spaces so will be using Epps road for parking.</p> <p>My last question is, is the intention to canvas reducing the two hour limit in Epps Road to one hour. As regards to Ufton Lane i would confirm i would ask for it to remain unchanged</p>
19			1	
20		1		I support the reduction of parking to 30 minutes as long as business cars do not start parking in our close.
21			1	I support the existing 2 hour waiting limit as it is sufficient for most visitors and any packing/unpacking and so on. Any less is really not enough for visitors to those without transport of their own.
22			1	I have no off road parking unlike all of my neighbours.
23			1	I don't own a car, but here there are not enough spaces (9) for 13 flats. The new development of 9 flats and 2 retail next door doesn't look as if it is providing the total spaces needed. If I have a visitor we are always looking at the clock. They often have to park on street opposite as I cannot be sure when another residents in these flats will need to park their car. Whilst checking this on line I can buy a book of tickets for my visitors. Will call Monday to do this. (Faversham are given places to purchase these books but not Sittingbourne? I am assuming that as a resident who has no car I am allowed to do this?)
24		1		Due to the yellow lines, visitors/family <u>to my house</u> cannot park. Due to taxis and other cars parking in residents parking as well this takes away this facility so restricts parking for residents/visitors! I would benefit from cars with a residents permit for my house being able to park on the yellow lines outside my house as there are never any available spaces in the allocated resident parking spaces.
25		1		We could do with more ticket inspectors/traffic wardens. Seeing them once a month, and then they don't return the same day, just a waste of time. I would still like to see the 30 minute limit.
26			1	
27		1		We think people working locally should use the local car parks. Perhaps the council could provide free permits for workmen for residents to hand out. If we go shopping anywhere else, i.e Chatham/Canterbury/Whitstable, you have to use car parks as they have residents only parking.

28			1	Please register my support for the existing 2 hour waiting limit to remain. Due to the council's refusal to give residents in Nativity Close and Anselm Close two permits per house, two-car households are already very restricted if they want two workman at their houses at once or a visitor and a workman. There is no choice but to use Ufton Lane. This would make the situation even worse. If the waiting time is reduced in Ufton Lane, I would request that houses in Nativity and Anselm be given two permits per household in line with other roads in the scheme. This proposal will also just lead to residents having to pay more for visiting parking permits which is also unfair.
29		1		The council should have started the parking at 30 minutes as groups of estate agents are moving their cars every 2 hours. This is missing revenue for the council. There are sometimes up to 4 vans parked also.
30		1		Also need to restrict voucher sales, as there are houses with 3 cars, one using a constant supply of vouchers! And it'll get worse with the new flats.
31			1	No issues parking during the day. Issues with parking are in the evening.
32			1	
33			1	I believe a 2 hour waiting limit is essential, so we can have family and friends visit without too much restriction. If this is cut shorter, maybe the visitor day passes should be made cheaper or free to compensate for this.
34			1	
35	1			A lot of opportunist parking could be reduced if enforcement officers were around on a daily basis and throughout the day instead of once or twice a week. All resident parking also have access to visitor parking permits so most of what you suggest would be eliminated.
36	1			I support the reduction of the waiting limit to one hour This will be in line with other Rds such as Park Rd, William St & Frederick St
37	1			Perhaps introduce a scheme to give vouchers/permits to those such as care workers who frequently need to visit a property in the area.
38			1	I live at *** Ufton Lane( between Epps Rd and Homewood Av). I do not find it an issue to park during the day. Parking is only an issue during evenings and weekends. There are numerous spaces available on the even side of the road as I write this email. However I can appreciate that this might not be the case on the lower (one way part) part of Ufton Lane so perhaps restrictions need to vary depending on the part of the road. Also I very rarely see parking attendants along the road, if the restrictions are reduced, will they be consistently enforced?

39		1		The problem is not commuters but other residents without permits who deliberately move their cars every 2 hours to take advantage of the free 2 hour waiting period, and others who park inconsiderately taking upto 2 bays with one car. I'd like to see the hours extended to 9pm as I have witnessed on a regular basis, residents from nearby streets moving their cars into this zone just a few minutes past 4 in order to take advantage, thereby making it impossible for those residents who do purchase a permit to park when they come home from work in the evenings. It would also be helpful if the permits included Sundays.
40		1		Fed up of no parking spaces for visitors even when we use the permits. Business use - using most of spaces.
41			1	I support the existing 2 hour waiting limit.
42			1	We support the existing 2 hour waiting limit.
43	Page 41	1		I support the reduction of the current waiting limit to 30 minutes; in fact I would go further and completely abolish waiting time at all, 24/7. Daily permits are available to buy. I am sick and tired of struggling to find a parking space anywhere near my house. I work shifts, and it is extremely frustrating to come home at around 23.00hrs, and having nowhere to park. The road is littered with badly parked cars without permits. Currently there is nothing I can do about this, but if people are taking advantage of the current situation, should they not at least buy a permit? I have to. Further to this, I would like some clarification regarding the parking of vehicles at no's * and *. Both of these properties enjoy off road parking, using what appears to unlawful "driveways" . There are no dropped kerbs or double yellow lines etc as there are in front of legal drives in the Lane. Although residents are entitled to park in front of these properties, this would deny these people access to their so-called driveways, and cause friction between residents if cars are parked there ( even though they are allowed to! ) It is a difficult situation , as these people are getting away with it, and probably think that they are actual driveways ( despite the fact that there are clear parking lines marked on the road) and that the council appear to have turned a blind eye. So....clarification please, as just to rub salt in the wound, the people at * in particular quite often do not even use their illegal driveway in the evening, but park in the lane,denying spaces to people who have bought permits! I therefore recommend that either dropped kerbs and double yellow lines are put in place, or they purchase parking permits and play "parking roulette" like the rest of us have to.
44			1	
45		1		
46			1	

47	1			It would be great to just be able to park, I have a disabled mum who has limited ability to walk and I can never get parked near the house. I also feel you should limit the permits per household to only 2 per house.
48		1		(1) I believe the restrictions should be 24/7 and 365 days a year. (2) Why are parking permits issued to people with off road parking to the detriment of those residents without that luxury? (3) Why are new permits still being issued, when it's obviously no extra parking is available? Is it just a way of obtaining extra money? (4) I believe the parking zones are way too big and should be restricted to roads only for the residents of those roads. (5) A few years I objected to the removal of 3/4 parking spaces by the Kent Highways Dept. I came up with an alternative vision which I shall repeat. The roads south of the A2 between Burley Road and Albany Road should be a series of one way roads with traffic calming measures to stop motorists using the said roads as "rat runs" and/or race tracks. Then more space could be provided for parking. For instance in my area of Ufton Lane (between Addington Road and Connaught Road) angled parking bays could be introduced in front of the terraced houses. I think you could get two bays in front of each house.
49			1	Please don't make life even harder for residents. We didn't want the scheme in the first place. It's hard enough already when we have tradesmen round working on the house, not to mention guests. Stop making money out of people that just want to park outside their own homes.
50			1	I refute the comments regarding businesses parking regularly. Since moving into Ufton Lane 3 years ago the parking in Ufton Lane is a constant ebb and flow, leaving plenty of spaces available. I see no reason for changing the existing waiting limit.
51			1	Please keep
	<b>Change to 1 hr</b>	<b>Change to 30 mins</b>	<b>Remain 2 hour</b>	
	9	16	26	Total Number of Responses For Each Option
	<b>18</b>	<b>31</b>	<b>51</b>	<b>% of Returned</b>

<b>SWALE JOINT TRANSPORTATION BOARD</b>
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<b>Meeting Date</b>	Monday 18 <sup>th</sup> December 2017
<b>Report Title</b>	Formal Objection to Traffic Regulation Order – Swale Amendment 9
<b>Cabinet Member</b>	Cllr Alan Horton
<b>SMT Lead</b>	Martyn Cassell
<b>Head of Service</b>	Martyn Cassell
<b>Lead Officer</b>	Mike Knowles (SBC)
<b>Classification</b>	Open

<b>Recommendations</b>	Members are asked to note the contents of the report, and recommend that Officers proceed with the Traffic Regulation Order as advertised.
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## 1. Purpose of Report and Executive Summary

- 1.1 This report provides details of a formal objection received in relation to the recent advertised Traffic Regulation Order Swale Amendment 9, for proposed double yellow lines in Iwade.

## 2. Background

- 2.1 Following a request from Iwade Parish Council, a Traffic Regulation Order has been drafted for proposed double yellow lines in the village. The Order, funded by the Parish Council, consists of proposed double yellow lines around the junctions of School Lane and Linkway, and Linkway and Sheerstone. The proposals follow issues with vehicles parking close to the junctions, restricting vehicle movements and sightlines. A plan of the proposed restrictions can be found in Annex A.

## 3. Issue for Decision

- 3.1 The Traffic Regulation Order was formally advertised between 6<sup>th</sup> and 27<sup>th</sup> October, and one formal objection was received. A copy of the objection can be found in Annex B. As there were no contact details, we were unable to acknowledge receipt of the objection. The objection states that whilst they agree with the introduction of double yellow lines in Linkway, they do not feel that the restrictions are needed in Springvale and would only move the problems elsewhere.
- 3.2 Through discussions with the Parish Council, it is felt that introducing double yellow lines in Linkway without introducing them opposite the junction in Springvale would not alleviate all of the problems experienced, and vehicles currently parking in Linkway may then park in this section of Springvale.

#### **4. Recommendation**

- 4.1 Members are asked to note the contents of the report, and recommend that Officers proceed with the Traffic Regulation Order as advertised.

#### **5. Implications**

<b>Issue</b>	<b>Implications</b>
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Cost of Sealing Traffic Regulation Order and installing lining, both funded by Iwade Parish Council.
Legal and Statutory	Formal Sealing of Traffic Regulation Order 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 – Plan of Proposed Double Yellow Lines  
Annex B – Copy of Formal Objection Received

#### **7. Background Papers**

- 7.1 None





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## FORMAL OBJECTION RECEIVED TO TRAFFIC REGULATION ORDER – SWALE AMENDMENT 9

22/10/17

MIKE KNOWLES

S.B.C

Dear Sir

I am writing to you in response to the proposed yellow lines in the linkway and springvale in Swale, whilst I fully understand the difficulties surrounding parking in residential areas, I don't feel the introduction of double yellow lines in springvale is needed. The linkway is different and would be a sensible thing to implement as vehicles parked at either ends do represent a problem. Parking restrictions in springvale would only move the problems elsewhere. Are springvale & the linkway being targetted as an easy option

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<b>SWALE JOINT TRANSPORTATION BOARD</b>
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<b>Meeting Date</b>	Monday 18 <sup>th</sup> December 2017
<b>Report Title</b>	Formal Objections to Traffic Regulation Order – Swale Amendment 10
<b>Cabinet Member</b>	Cllr Alan Horton
<b>SMT Lead</b>	Martyn Cassell
<b>Head of Service</b>	Martyn Cassell
<b>Lead Officer</b>	Mike Knowles (SBC)
<b>Classification</b>	Open

<b>Recommendations</b>	<p>a) Members are asked to note the formal objections received to the proposed double yellow lines around the Guild Hall in Faversham and recommend that Officers proceed with the proposals.</p> <p>b) <b>For information only</b>, Members are asked to note the contents of the report with regard to the proposed double yellow lines in Wellesley Road, Sheerness.</p>
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## 1. Purpose of Report and Executive Summary

- 1.1 This report provides an update on the recently advertised Traffic Regulation Order Swale Amendment 10, which covers various new and amended waiting restrictions in the Borough. A copy of the Traffic Regulation Order can be found in Annex A.

## 2. Background

- 2.1 During the formal consultation period between 20<sup>th</sup> October and 10<sup>th</sup> November, two formal objections were received, both in relation to the proposed double yellow lines around the Guild Hall in Market Place, Faversham, one from a resident of Faversham and one from the Faversham Society. A copy of the formal objections can be found in Annex B.

A request was also received from a resident of Normanwood Court in Sheerness for the proposed double yellow lines in Wellesley Road to be extended across the vehicle access into Normanwood Court. The resident stated that on occasion vehicles parked across this access preventing vehicle ingress and egress, and expressed concern that the double yellow lines could displace parked vehicles and add to this problem, and therefore requested that the proposed lines be extended to cover this vehicle access.

### **3. Issue for Decision**

- 3.1 The proposed double yellow lines around the Guild Hall in Faversham were included in the Traffic Order as recommended by the Swale Joint Transportation Board at their September 2017 meeting.
- 3.2 Comments within the formal objections include:- they are ineffective and are damaging/disfiguring to the heritage area; they will not ban blue badge holders from parking in the area; the entire town centre could be made a no parking zone which would only require signing at the entrance with no double yellow lines; better solutions have been proposed involving street structures.
- 3.3 The proposed double yellow lines in Wellesley Road, Sheerness, were requested by a local Councillor, following issues with refuse freighters and other larger vehicles negotiating this corner due to parked vehicles. A plan of the proposed restrictions can be found in Annex C.
- 3.4 As vehicles should not be parking across a vehicle access, the extension of the proposed double yellow lines would not impact on the on-street parking capacity for residents in the area, and it is therefore felt that these lines could be extended as requested. There is currently a development taking place on the former ambulance station site adjacent to the proposed restrictions, and as the properties on this development will be sharing the current vehicle access to Normanwood Court to access their own off-street parking, we have written to the developers to advise them of the request to extend the proposed lining, and they have confirmed that they have no objections.

### **4. Recommendation**

- 4.1
  - a) Members are asked to note the formal objections received to the proposed double yellow lines around the Guild Hall in Faversham and recommend that Officers proceed with the proposals.
  - b) **For information only**, Members are asked to note the contents of the report with regard to the proposed double yellow lines in Wellesley Road, Sheerness.

## 5. Implications

<b>Issue</b>	<b>Implications</b>
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Cost of Sealing Traffic Regulation Order and installing lining
Legal and Statutory	Formal Sealing of Traffic Regulation Order 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 Swale Amendment 10
- Annex B – Copy of Formal Objections Received
- Annex C – Plan of Proposed Double Yellow Lines, Wellesley Road, Sheerness

## 7. Background Papers

- 7.1 None

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**THE KENT COUNTY COUNCIL (VARIOUS ROADS, BOROUGH OF SWALE)  
(WAITING RESTRICTIONS AND STREET PARKING PLACES)  
(AMENDMENT No. 10) ORDER 2017**

The Kent County Council in exercise of its 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, ('the Act'), 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 No.10 Order 2017" ('this Order') and shall come into force on the xx day of xxxxx, 2017.

B - The Kent County Council (Various Roads, Borough of Swale) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2016 ('the Order') shall have effect as though -

**In the Schedules to the Order**

**FIRST SCHEDULE**

**Roads in Faversham**

**Market Place**

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

- MARKET PLACE
- (1) On the western side from a point in line with the north building line of 7a Market Place, south to the junction of West Street.
  - (2) On the eastern side from the junction with Court Street to a point in line with the southern building line of 8 Market Place.
  - (3) For the full circumference of the kerbline around the Guild Hall located in the centre of Market Place.

**FORMAL OBJECTIONS 1 & 2**

- (34) On the southern side, from a point in line with the eastern boundary of Natwest Bank (13 Market Place), west to the junction of Market Street.

**Roads in Eastchurch in the Borough of Swale**

**Cheyne Road, Eastchurch**

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

CHEYNE ROAD, EASTCHURCH

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On both sides of the road, from the southern kerbline of High Street for a distance of 5 12 metres in a southerly direction

### **Roads in Minster-in-Sheppey in the Borough of Swale**

#### **Chapel Street, Minster**

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

#### **CHAPEL STREET, MINSTER**

On the western side, from the northern kerbline of High Street for a distance of 15 metres in a northerly direction.

### **Roads in Sheerness in the Borough of Swale**

#### **Wellesley Road, Sheerness**

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

WELLESLEY ROAD (1) On the south-eastern side ~~from Unity Street east and south for 54 metres.~~ from a point opposite the boundary of 37/39 Wellesley Road to a point opposite the boundary of 47/49 Wellesley Road.

(2) On both sides from the north-eastern kerbline of Winstanley Road, for a distance of 6 metres in a north-easterly direction.

## **FOURTH SCHEDULE**

### **VOUCHER PARKING PLACES**

**WHERE PARKING IS LIMITED TO 2 HOURS (NO RETURN WITHIN 4 HOURS)  
BETWEEN 8.30am AND 5.30pm MONDAYS TO SATURDAYS UPON DISPLAY OF  
VALIDATED PARKING VOUCHER**

**EXCEPT FOR PERMIT HOLDERS**

### **Roads in Faversham in the Borough of Swale**

#### **School Road**

The following shall be inserted in the Fourth Schedule (*Voucher Parking*) in the correct alphabetical sequence:

**SCHOOL ROAD** On the northern side

(a) from a point 4 metres west of the northern kerbline of Saxon Road to a point 7 metres east of the eastern kerbline of Plantation Road;

(b) from a point in line with the boundary of 16/17 School Road to a point in line with the boundary of School Road;

(c) from a point 7 metres west of the western kerbline of Kings Road to a point in line with the western boundary of 1 School Road.

**FIFTH SCHEDULE – PART 1 – ZONES FOR RESIDENTS’ PERMITS**

The following shall be inserted in the Fifth Schedule (*Residents Parking*) in place of the existing entry:

**Roads in Faversham**

**Zone:** Faversham B **Zone Code:** B

Residents having an address described in this column	may purchase a Residents' Parking Permit to park without limit of time in a designated residents' parking bay in any of these roads.
<p>Aldred Road            Athelstan Road (odd numbers up to 55; even numbers up to 48).            Bank Street            Beaumont Terrace            Beckett Street            Briton Road            Caslocke Street            Chapel Street            Church Road            Court Street            Cross Lane            Davington Hill            Dorset Place            Edith Road            Fielding Street            Flood Lane            Forbes Road            Garfield Place (Nos 1 - 6)            Gatefield Lane            Hatch Street            Institute Road            Market Place            Market Street            Mendfield Street            Middle Row            Napleton Road            Nelson Gardens            Nelson Street            Nelson Terrace            Newton Road            Norman Road            Orchard Place            Park Road            Partridge Lane</p>	<p>Aldred Road            Athelstan Road            Beaumont Terrace            Beckett Street            Briton Road            Caslocke Street            Chapel Street            Church Road            Court Street            Davington Hill            Edith Road            Fielding Street            Flood Lane            Garfield Place            Hatch Street            Mendfield Street            Napleton Road            Newton Road            Norman Road            Orchard Place            Park Road            Preston Street            Roman Road            Saxon Road            School Road            St. John's Road            St. Mary's Road            Station Road            Stone Street            Tanner Street            The Mall            Union Street            Victoria Place            West Street            William Street</p>

Preston Street Roman Road Saxon Road School Road St. John's Road St. Mary's Road Station Road Stone Street Tanners Street The Mall Thomas Road Union Street Victoria Place Water Lane West Street William Street	
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**FIFTH SCHEDULE**

**Unity Street, Sittingbourne**

The following shall be inserted in the Fifth Schedule (*Residents Parking*) in place of the existing entry:

1	2	3	4	5
Name of Road	Length of road	Days and times on which restriction applies	Maximum permitted waiting time	Period to elapse since last period of permitted parking
<b>Roads in Sittingbourne</b>				
UNITY STREET	(1) On the eastern side  (a) between a point 5 metres south of the southern kerb line of Addington Road and a point in line with the <del>southern boundary of 90 Park Road</del> boundary of 88/90 Park Road;  (b) from a point in line with the boundary of 96/98 Park Road, for a distance of 4.5 metres in a southerly direction;  (c) from a point in line with the boundary of 110/112 Park Road to a point in line with the boundary of 112 Park Road and St Marys Church;  (d) between points	Monday to Saturday  8.00am to 6.00pm	2 hours	2 hours

1	2	3	4	5
Name of Road	Length of road	Days and times on which restriction applies	Maximum permitted waiting time	Period to elapse since last period of permitted parking
<b>Roads in Sittingbourne</b>				
	<p>metres north of the boundary of 114/116 Park Road;</p> <p>(e) from a point in line with the boundary of 114/116 Park Road to a point in line with the boundary of 128/130 Park Road;</p> <p>(f) from a point 5 metres north of the northern kerb line of Connaught Road to a point in line with the boundary of 130/132 Park Road.</p> <p>(2) On the western side</p> <p>(a) between a point 5 metres south of the southern kerb line of Addington Road and a point in line with the southern boundary of 74 Unity Street;</p> <p>(b) from a point 5 metres north of the northern kerb line of Connaught Road to a point in line with the northern boundary of 78 Unity Street.</p>			

Given under the Common Seal of the Kent County Council

This xx day of xxxxx, 2017

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

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FORMAL OBJECTION 1 – PROPOSED DOUBLE YELLOW LINES – AROUND GUILD HALL, FAVERSHAM

I am firmly opposed to the introduction of yellow lines around the Guildhall in Faversham

This is the least good solution of all those proposed to solve the acknowledged issues arising from parking in the market area around the Guildhall.

1. It is damaging to the historic aspect of the town's heart, for no good reason. It is an unnecessary evil.

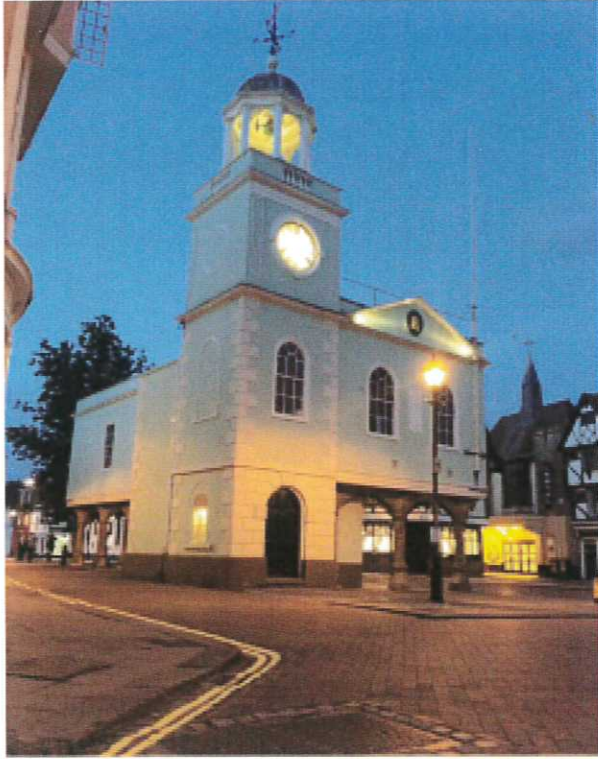
The mock-up images of the Guildhall with yellow lines clearly show that they would degrade the appearance of this area. ( <https://favershamyellowlines.files.wordpress.com/2015/10/guildhall-yellow-lines-001.jpg?w=474> ).

2. It is unlikely to be the most effective solution. For instance, the present proposals do not appear to ban parking by disabled blue badge holders near the Guildhall. And yellow lines are not always respected, where as a solution involving street structures will certainly prevent parking by physical means. Alternative locations for disabled parking should be provided.
3. Better solutions have been proposed. One has been shown by Tim Stonor's well-thought-out and widely supported proposal to use street design rather than yellow lines. This is more pleasant, at least as effective and far more in keeping with the character of the town centre. It has been supported by the Market manager and stall holders as a workable alternative to yellow lines.
4. The best evidence is that the public views yellow lines as the worst solution. This has been shown clearly by 85 % indicative polling against the proposal as well as a public petition.
5. There is a clear body of expert opinion opposed to the yellow lines. Tim Stonor himself is a very experienced and widely respected architect and urban planner with great expertise in this matter. He is in agreement with former presidents of the Royal Institute of British Architects and the Royal Town Planning Institute against the painting of yellow lines around Faversham's historic Guildhall, as well as knighted architects and the chairman of the Academy of Urbanism.

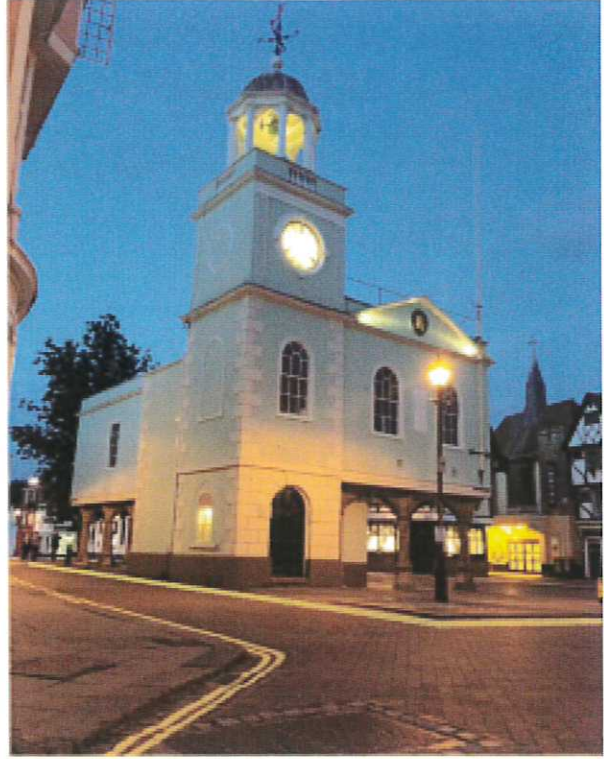
It makes no sense to opt for an inferior, questionably effective, visually and historically harmful and unnecessary solution when all the evidence points to better alternatives.

\*\*\*\*\*





Today



Tomorrow?





FORMAL OBJECTION ②

# THE FAVERSHAM SOCIETY

ANNEX B.

FOUNDED 1962

## FLEUR DE LIS HERITAGE CENTRE

ESTABLISHED 1977

**Harold Goodwin, Chair, 10-13 Preston Street, Faversham, ME13 8NS**

09/11/2017

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

Sir,

I write to register the Faversham Society's objection to the proposal to paint yellow lines around the Guildhall.

This is the Society's position, it was adopted in March 2016

### YELLOW LINES IN FAVERSHAM TOWN CENTRE

Submission from the Faversham Society to the Public Realm Group of Faversham Town Council

There are concerns about parking around the Guildhall, and calls for yellow lines to be painted. The Faversham Society does not endorse the use of yellow lines anywhere in the town centre. In our view, they not only disfigure a heritage area, but are ineffective – people park on them regardless – and cause more problems than they solve.

The purpose of the yellow lines was to support the evening economy by allowing parking in the town centre. However, a lot of the space is being used for long-term and overnight parking, limiting the space available for customers of evening businesses – and, in particular, making it difficult for Blue Badge holders to find a space, especially in Preston Street.

It is questionable whether evening on-street parking is needed at all, except for Blue Badge holders, since the car parks are free in the evenings, have plenty of space, and are a very short distance away. Traders to whom we have spoken did not see the necessity for yellow lines, for this reason. The entire town centre could be made a no-parking zone, day and night.

However, there is a case for allowing brief parking during the daytime to enable quick shopping (eg, newsagents), visiting the bank, and dropping off and collecting bulky items. This would also benefit takeaways, daytime and evening. A reasonable period might be 20 minutes (this would tie in with a 20mph speed limit and be easy to remember). Those needing longer stays would be able to use the car parks, as now.

There is also a case for having reasonably-priced parking for business owners (eg, those who currently park around the Guildhall) in nearby car parks.

We ask the Town Council to vary the Traffic Order for the town centre (bounded by the Court Street and East Street entrances and the junction of Preston Street with Stone Street), such that either:

The entire area would be a no-parking zone at all times. or

Parking would be permitted at all times for a maximum of 20 minutes.

In either case, Blue Badge holders would still be permitted to park for a maximum of 3 hours.

Both of these options would need only signs at the entrances. All yellow lines could be removed, as the parking regulations would be consistent throughout the area.

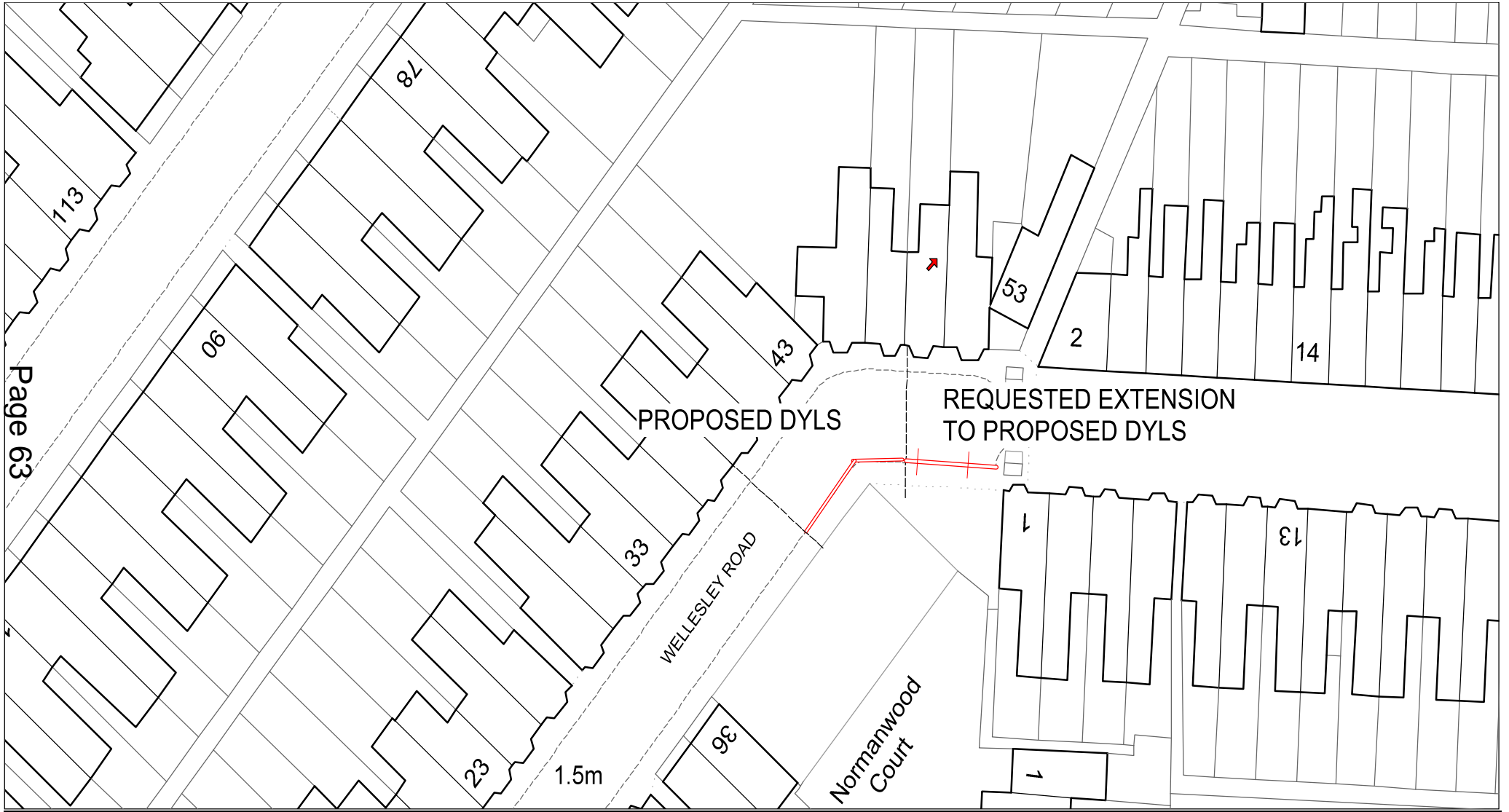
We also ask the council to discuss with Swale Borough Council whether reduced-cost car park permits could be made available for town centre traders.

Please take our objection into account



Harold Goodwin  
Chair

Plan of Proposed Double Yellow Lines – Wellesley Road, Sheerness



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## **PROPOSED SPEED LIMIT REDUCTION, QUEENBOROUGH & HALFWAY HOUSES, ISLE OF SHEPPEY**

To: **Swale Joint Transportation Board – 18 December 2017**

By: **Tim Read, Head of Transportation, Kent County Council**

Classification: **Unrestricted**

Ward: **Queenborough and Halfway Ward, Swale District**

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**Summary:** This report gives details of a proposed reduction in the speed limit from 30mph to 20mph in numerous residential roads in the Queenborough and Halfway ward. At the previous JTB, held in September 2017, it was tabled that additional roads possibly be included in the proposed 20mph schemes. The findings are presented below.

### **For Recommendation**

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#### **1.0 Introduction and Background**

- 1.1 From 1 April 2013 Kent County Council became responsible for a number of Public Health functions. One of these was the health improvement of the population of Kent. This has enabled a selection of priority sites to be identified by public health indicators such as incidences of Chronic obstructive pulmonary disease (COPD), obesity and deprivation. The Local Transport Plan is funding £50,000 of investment in public health led 20mph schemes in 2016-17. The 20mph Public Health schemes are predominantly signing and road markings only and will not include physical engineering measures to maximise the number of sites that can be included within the available budget
- 1.2 In recent years the demand for the implementation of 20mph schemes had been increasing in response to both national and local campaigns, therefore Kent County Council propose to implement 20mph Public Health Schemes in Queenborough & Halfway. There is evidence that 20mph schemes encourage healthier transport modes such as walking and cycling.
- 1.3 Following numerous objections a report detailing resident's concerns was presented at the Swale JTB, held on 11<sup>th</sup> September 2017. It was agreed that all the proposed roads presented should progress to a 20mph. A further request, by councillors, was tabled that additional roads be included in both the Queenborough and Halfway proposed schemes.

## **2.0 Review**

2.1 Halfway - The following are presented as the additional roads requested with a view for a possible inclusion into the proposed scheme - St Katherine Road, Danley Road and Filer Road. A review, by KCC Highways officers, has determined that these roads are suitable to be included in this scheme. It should be noted that no formal TRO consultation has been undertaken. If the JTB approve the progression of this scheme these roads will be consulted upon without a referral, of any objections received, back to the JTB.

2.2 Queenborough - The following roads are presented with a view for inclusion in the scheme - North Road and Main Road. A review has determined that these roads cannot be included in the proposed scheme, at this time. The last available speed survey indicated that North Road has mean speeds over the 24mph indicator that KCC require for roads to be included in such a self-enforcing 20mph scheme without installing traffic calming features. Further speed surveys are being carried out on both roads.

## **3.0 The Consultation**

3.1 As the initial scheme was consulted upon, where numerous objections were received, it is recommended that the additional roads requested will require formal consultation.

## **4.0 Corporate Implications**

### **4.1 Financial and VAT**

4.1.1 None for Swale Borough Council.

### **4.2 Legal**

4.2.1 None for Swale Borough Council.

### **4.3 Corporate**

4.3.1 None for Swale Borough Council.

## 5.0 Recommendation(s)

5.1 JTB Members agree to the implementation of all the proposed speed limit changes in Halfway.

Contact Officer:	Ian Grigor, Schemes Project Manager , Kent County Council, 03000 418181
Reporting to:	Tim Read, Head of Transportation, Kent County Council, 03000 418181

## Background Papers

<b>Title</b>	<b>Details of where to access copy</b>
<i>Whole file</i>	<i>Highway Services, Kent County Council</i>

**Appendix A – Consultation Document**



# PUBLIC NOTICE



## The Isle of Sheppey

### THE KENT COUNTY COUNCIL

#### PUBLIC HEALTH SCHEME (HALFWAY HOUSES AND QUEENBOROUGH)

From 1 April 2013 Kent County Council became responsible for a number of Public Health functions. One of those was the health improvement for the population of Kent. In recent years the demand for the implementation of 20mph schemes had been increasing in response to both local and national campaigns, therefore Kent County Council are intending to implement 20mph Public Health Schemes in the following two locations, Halfway Houses and Queenborough, Isle of Sheppey.

There is evidence that 20mph schemes encourage healthier transport modes such as walking and cycling as in Bristol, where preliminary results indicated increases in levels of walking and cycling of over 20%. An increase in the implementation of 20mph schemes could assist in the outcome and improving the overall health of the population by identifying locations for 20mph schemes which would assist with delivering targets set out in Kent's Joint Health Wellbeing Strategy.

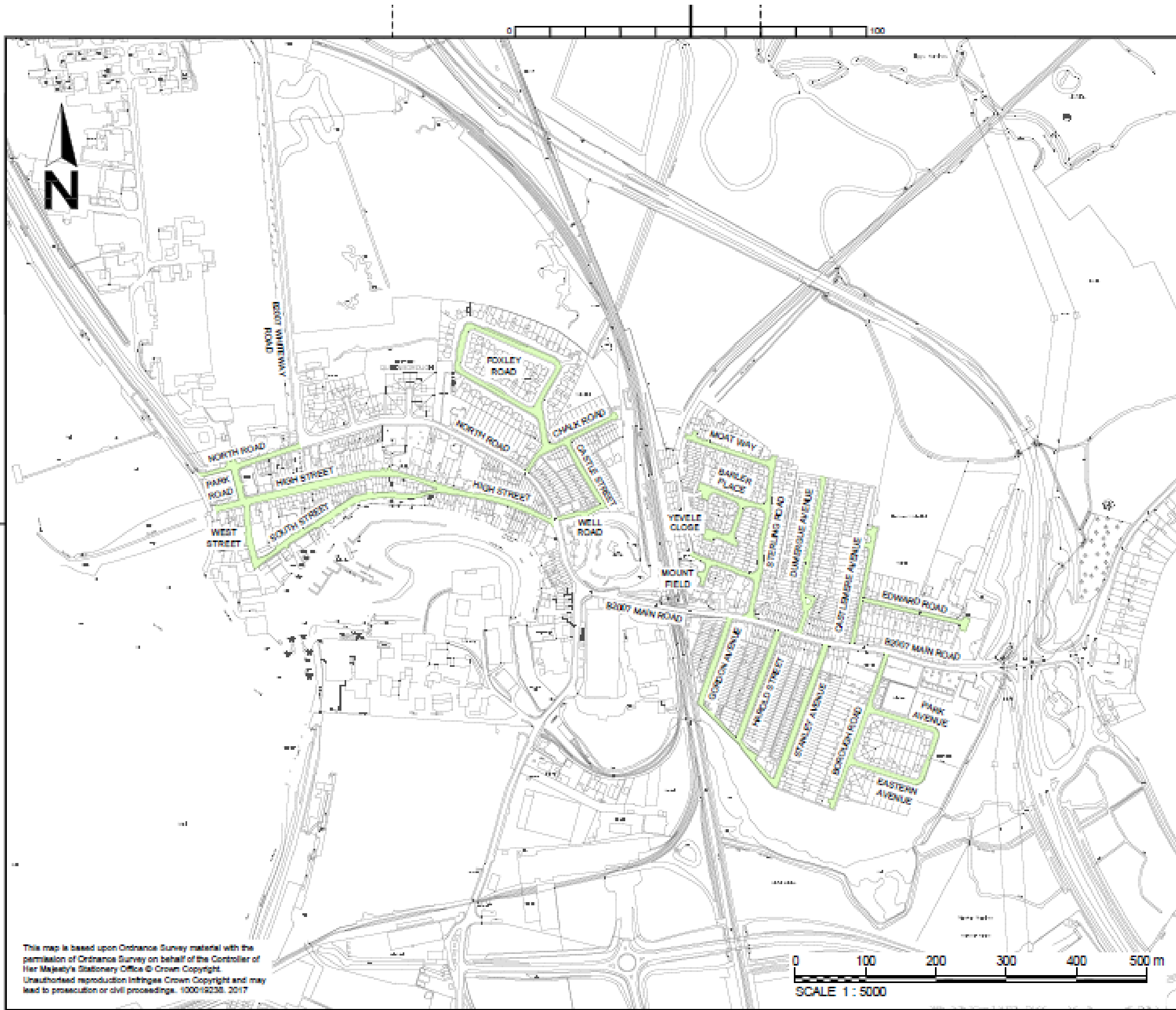
The policy feeds into the new Road Casualty Reduction Strategy which was being developed by Highways & Transportation to assist with meeting targets set out in Bold Steps for Kent and delivering the priorities set out in Growth without Gridlock (GWG).

The current safety record of the existing 20mph schemes in Kent where a mix of both limits and zones showed that casualties recorded on 20mph roads in Kent as a proportion of all roads were 2% less than the national average.

Details of the 20mph Public Health Scheme and a map indicating the locations of the scheme may be examined Mondays to Friday at The Kent County Council, Sessions House, Maidstone, ME14 1XQ and at The Kent County Council, Highway, Transportation & Waste, Ashford Highway Depot, Henwood Industrial Estate, Unit 4 Javelin Way, Ashford, Kent TN24 8AD during normal office hours or viewed online at [www.kent.gov.uk/highwaysconsultations](http://www.kent.gov.uk/highwaysconsultations)


If you wish to offer support or object to the proposed scheme you should send your response in writing to, the TRO Co-ordinator, Schemes Planning & Delivery Team, Highways, Transportation & Waste, Kent County Council, Ashford Highway Depot, Henwood Industrial Estate, Javelin Way, Ashford, TN24 8AD or by email to [TRO@kent.gov.uk](mailto:TRO@kent.gov.uk) by Monday 31<sup>st</sup> July 2017.

**Roger Wilkin**  
Director  
Highways Transportation & Waste

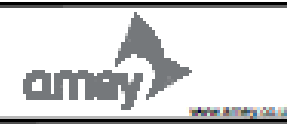


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**NOTES**  
1. All other existing speed limits are to remain.

**KEY**  
 Proposed 20 mph speed limit

Rev	Revision details	Chkd	Appd	Date
Drawn:	IMH			Preliminary
Design:				For comment
Chkd:	PRL			For tender
Appd:	CSS			For construction
Date:	24 MARCH 2017			As constructed
				For consultation



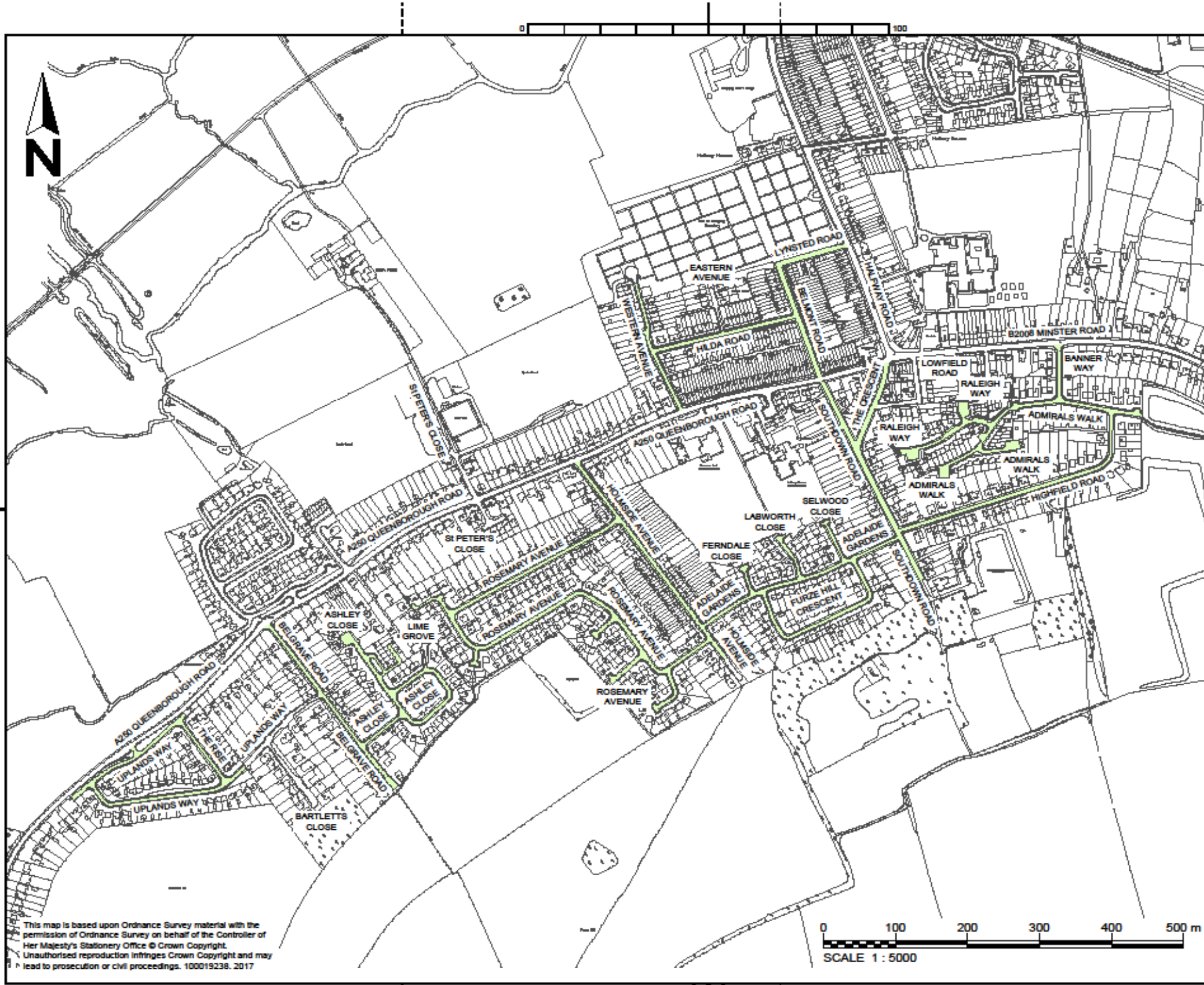
Client  


Project Name  
**Kent 20 Mph  
 Public Health Schemes**

Drawing Title  
**Proposed 20 Mph  
 Speed Limit -  
 Queenborough**

Original Dwg Size: A3 Dimensions: M  
 Scale: 1:5000 Copyright © Amay

Drawing No  
**4300572-000-07** Rev  
**0**



**NOTES**  
 1. All other existing speed limits are to remain.

**KEY**  
 Proposed 20 mph speed limit

Rev	Revision details	Chkd	Appd	Date
Drawn: IMH				Preliminary
Design:				For comment
Chkd: PRL				For tender
Appd: CSS				For construction
Date: 24 MARCH 2017				As constructed
				For consultation



**Project Name**  
 Kent 20 Mph  
 Public Health Schemes

**Drawing Title**  
 Proposed 20 Mph  
 Speed Limit - Halfway

Original Dwg Size : A3 Dimensions : M  
 Scale : 1:5000 Copyright © Amey

Drawing No  
 4300572-000-06 Rev  
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**To:** Swale Joint Transportation Board

**By:** Andrew Loosemore – Head of Highway Asset Management

**Date:** 18 December 2017

**Subject:** Local Winter Service Plan

**Classification:** Information only

---

**Summary: This report outlines the arrangements that have been made between Kent County Council and Swale Borough Council to provide a local winter service in the event of an operational snow alert in the borough/district**

## **1. Introduction**

1 (1) Kent County Council Highways, Transportation & Waste (KCC HTW) takes its winter service responsibilities very seriously and is proactive as well as reactive to winter weather conditions. Winter service costs KCC in the region of £3.3m every winter and needs careful management to achieve safety for the travelling public and to be efficient. The Highways Operations teams in HTW work to ensure that the winter service standards and decisions made are consistent across the whole county.

1(2) HTW prepares an annual Winter Service policy and plan which are used to determine actions that will be taken to manage its winter service operations. The policy was presented to the Environment and Transport Cabinet Committee on 21<sup>st</sup> September 2017 and subsequently approved by the Cabinet Member.

## **2. District based winter service plans**

2(1) The Local Winter Service Plan for the Swale District is a working document which will evolve and be revised as necessary throughout the year. This document complements the KCC Winter Service Policy and Plan 2017/8; the Policy is available on the KCC website.

2(2) Following successful work in previous years with district councils, arrangements have again been put in place this year whereby labour from district councils can be used during snow days. Additionally HTW will supply a quantity of a salt/sand mixture to district councils to use on the highway network. The details are contained in the plan which enhances

the work that HTW will continue to do in providing a countywide winter service. The local plan comes into effect when a snow emergency is declared that affects the district of Swale

<http://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/winter-service-policy>

### **3. Pavement clearance**

3 (3) Areas for clearing pavements have been identified in the local plan. These are the areas where local knowledge has indicated that people are concerned and would most like to be kept clear when there is snow and ice.

### **4. Farmers**

4(1) The work that our contracted farmers have done in recent years is greatly appreciated and has made a big difference in keeping rural areas clear on snow days. Again this year farmers will have predetermined local routes and will use their own tractor and KCC ploughs for clearing snow. The ploughs supplied are serviced by KCC each year. Each farmer will have plans detailing the roads that they are responsible for ploughing. When snow reaches a depth of 50mm on roads in their areas the farmers will commence ploughing notifying KCC as agreed in their contract. A list of farmers and their contact details can be found in the local plan, (although some personal information will not be available via this report or the website due to Data Protection legislation).

### **5. Conclusion**

5(1) Working in partnership with the district councils will enable HTW to provide an effective winter service across the county.

### **6. Recommendations**

6(1) Members are asked to note this report.

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<b>Background documents: Kent County Council Winter Service Policy and Plan 2017/18</b>
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**Contact officer:**  
Alan Blackburn -Tel: 03000 41 81 81



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## **A2500 Lower Road / Barton Hill Road**

To: **Swale Joint Transportation Board – 18 December 2017**

Main Portfolio Area: **Growth, Environment & Transport**

By: **Roger Wilkin, Director of Highways & Transportation**

Classification: **For Information**

Ward: **Sheppey Central**  
Division: **Sheppey**

---

**Summary: Update on proposals for improving the A2500 Lower Road between Cowstead Corner and Barton Hill Drive and a junction improvement at Lower Road / Barton Hill Drive - Minster**

---

### **1.0 Introduction**

- 1.1 Members will be aware of the scheme to improve the junction of the A2500, Lower Road and Barton Hill Drive from previous reports and attendance by officers at meetings of this Board - most recently 26 June 2017.
- 1.2 This report gives a further update on the South East LEP funding and the programme to deliver the junction improvements as well as advising on the National Infrastructure Productivity Fund (NPIF) bid for the new proposals to improve the A2500 Lower Road between the A249 at Cowstead Corner and Barton Hill Drive.
- 1.3 The intention is to treat the improvements as a single project titled the A2500, Lower Road Improvement. This will be broken down into two phases.
  - Phase 1 – Lower Road/Barton Hill Drive - Junction Improvement
  - Phase 2 – Lower Road Widening – Cowstead Corner to Barton Hill Drive
- 1.4 The scheme for Phase 1 is a new roundabout at the junction of the A2500 Lower Road with Barton Hill Drive. Proposals are shown on the scheme plan in Appendix A
- 1.5 The scheme for Phase 2 is to widen a 1.1km section of the A2500 Lower Road between the A249 at Cowstead Corner and Barton Hill Drive, including the construction of a new shared footway/cycleway alongside the road which will provide the infrastructure for all road users, currently lacking in this location. Proposals are shown on the scheme plan in Appendix B.

## **2.0 Current Situation**

### **Phase 1**

- 2.1 The SELEP funding has been confirmed and developer contributions from s106 agreements identified.
- 2.2 Detailed design work has been progressing on the proposals for the roundabout junction of the A2500 Lower Road with Barton Hill Drive.
- 2.3 A request for a screening opinion for Phase 1 was submitted to the planning authority. Confirmation has been received that a full Environmental Impact Assessment (EIA) is not required and that the proposals are therefore able to proceed as permitted development.
- 2.4 WSP has been engaged as the engineering consultant to provide the detailed design and construction drawings for Phase 1, and the feasibility and detailed designs of Phase 2.
- 2.5 Initial discussions have taken place with the KCC Streetworks Team to identify the most appropriate times to undertake these works. Details are still to be finalised but construction will ensure minimum traffic disruption in July and August to avoid delays to holiday traffic.
- 2.6 The roundabout has been developed to incorporate the potential for a spur road for a fourth arm to serve as access to the development site identified as Policy A12 in 'Bearing Fruits 2031: The Swale Borough Local Plan 2017.'

### **Phase 2**

- 2.7 NPIF bid for part funding of Phase 2 was submitted in the summer of 2017 and the funding was confirmed in October 2017.
- 2.8 Match funding and the provision of the land required for the widening of Lower Road has been identified and agreed in principal with the promoters of the site of Policy A12. The funding and land is conditional on receipt of planning consent for housing on the site of Policy A12 and will need to be secured through a s106 agreement.
- 2.9 The improvement of the Lower Road is also part of the Local Plan Policy A12 and is to be provided in association with the residential development.
- 2.10 The provision of the new footway cycleway will provide an important connection between the residential area of Minster with the retail and business areas at Rushenden and Neat's Court. The proposals are for a 3.5m shared footway cycleway separated from the carriageway by a 1.5m verge; see the typical cross-section in Appendix 3.
- 2.11 WSP has been engaged as the engineering consultant to provide the feasibility designs, detailed design and construction drawings of Phase 2.
- 2.12 An Equalities Impact Assessment has been drafted and presented to the County Council Diversity Team for comment.



2.13 A screening opinion is being prepared for Phase 2 to determine if a full EIA is required. As the nature of the site of Phase 2 is similar to Phase 1 it is anticipated this will not be required and hence the scheme will also be able to proceed as permitted development.

### **3.0 Programme**

3.1 The works will be carried out in two phases. The roundabout on Barton Hill Drive will be carried out in 2018 with the work to improve the A2500 Lower road following on in 2019.

3.2 The current programme is;

#### **A2500 Lower Road / Barton Hill Drive Junction Improvement**

- public engagement – December 2017
- finalise detailed design - November 2017
- procure a works contractor - Spring 2018
- complete acquisition of land and receive s106 contributions - Spring 2018
- commence works Summer 2018 – subject to land and S106 contributions

#### **A2500 Lower Road Improvement – Cowstead Corner to Barton Hill Drive**

- preparation of feasibility design – October 2017
- public engagement and consultation – December 2017
- prepare detailed design – February 2018
- developer to obtain planning consent for the site of Policy A12 – Nov 2018
- commence works Spring 2019 – subject to land and s106 contributions

3.3 The earliest construction start date for Phase 1 would be summer 2018 but if land acquisition or the receipt of match funding through the s106 contributions are delayed there is a risk that construction may be delayed until spring 2019.

3.4 Consideration will be given to ensure that construction works have minimal impact during the main tourist season. For Phase 1 the proposed roundabout is mainly within land adjacent to the highway so would allow much of the works to be constructed with minimal impact on the existing traffic flows. The timing of the works for Phase 2, the widening of Lower Road, is more critical and will be planned in detail with the Streetworks Co-ordinator.

### **4.0 Communications**

4.1 The current proposals for Phase 1 were first presented to Minster Parish Council on 20 October 2016.

4.2 A Communications Plan is being developed. This will involve informing residents, road users and key organisations of the proposals and timescale for each of the phases of the project.

4.3 An exhibition has been arranged to be held at Minster Parish Council Offices on Tuesday 5 December 2017. This will be followed by a presentation to Minster Parish Council on 7 December 2017

**5.0 Financial**

**Phase 1**

- 5.1 The latest cost estimate of the Barton Hill Drive Roundabout stands at £1.8m and assumes a land contribution from the relevant landowner. Contributions of £540,000 are being sought from the proposed developments at Plover Road and Harps Farm, with the balance of £1,260,000 being funded by South East Local Enterprise Partnership through the Local Growth Fund.
- 5.2 The s106 agreement with the developers of Harps Farm has been signed. The s106 agreement with the developers of Plover Road has been drafted and agreed but is still to be sign.
- 5.3 The principal of the contribution of the land is agreed but still to be formally secured.

**Phase 2**

- 5.4 The cost estimate for the widening of Lower Road is £4.85m.
- 5.5 The current cost estimate is robust and is based on outline proposals that have been reviewed by external cost consultants. It includes;
  - construction costs
  - budget estimates from the utility companies
  - project management costs
  - contingencies, inflation and risk allowance

**6.0 Legal implications**

- 6.1 This Report is for information only and hence there are no legal implications for the Board.

**7.0 Conclusions**

- 7.1 The LGF and NPIF funding have been granted and there is a commitment to make all the land available and match funding from s106 agreements required to enable this project to progress.

**8.0 Recommendations**

For Information

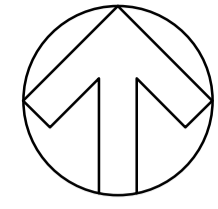
Future Meeting if applicable: As necessary but none planned at present	Date: TBA
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Contact Officer:	Richard Shelton - Project Manager (Major Capital Programme Team) e mail: Richard.Shelton@kent.gov.uk tel: 03000 419550
Reporting to:	Mary Gillett – Capital Projects Programme Manager

## Appendices

Appendix A	Phase 1 – Scheme Plan – Drawing no. 0320-PH1-PE-001 rev B
Appendix B	Phase 2 – Scheme Plan – Drawing no. 0167-PE-01 rev B
Appendix C	Phase 2 – Typical Cross Sections – Drawing no. 0167-700-531 rev B

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DO NOT SCALE

- KEY:
- CARRIAGEWAY
  - VERGE/LANDSCAPING
  - FOOTWAY
  - SHARED FOOTWAY/CYCLEWAY
  - NON PEDESTRIAN HARDSTANDING
  - MAINTENANCE ACCESS TO BASIN
  - NEW LOCATION OF BT POLES
  - BT POLES TO BE RELOCATED



B	28/11/2017	TE	AMENDED AS PER CLIENT COMMENTS	SH	SH
A	21/11/2017	JT	FIRST ISSUE	SH	SH
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: FOR INFORMATION ONLY

**wsp**

Mountbatten House, Basing View, Basingstoke, Hampshire RG21 4HJ  
Tel: +44 (0)1256 318800 Fax: +44 (0)1256 318700  
www.wspgroup.com www.pbworld.com

CLIENT: KENT COUNTY COUNCIL

ARCHITECT:

PROJECT: A2500 LOWER ROAD IMPROVEMENTS  
PHASE 1 - BARTON HILL DRIVE ROUNDABOUT

TITLE: SCHEME PLAN

SCALE @ A1:	1:500	CHECKED:	KW	APPROVED:	SH
CAD FILE:	0323-PH1-PE-001	DESIGN/DRAWN:	JT	DATE:	November 2017

PROJECT No:	70030323	DRAWING No:	0323-PH1-PE-001	REV:	B
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**DO NOT SCALE**

**KEY:**

- PROPOSED CARRIAGEWAY WIDENING
- VEHICLE CROSSOVER CONSTRUCTION
- PROPOSED SHARED FOOTWAY/CYCLEWAY
- PROPOSED VERGE
- PROPOSED DRAINAGE DITCH
- POTENTIAL PROPOSED STREET LIGHTING (SPACING INDICATIVE)

**SCHEMATIC PLAN**

**A2500 LOWER ROAD, MINSTER**

**PHASE 2 - LOWER ROAD WIDENING**

**CLIENT:** KENT COUNTY COUNCIL

**ARCHITECT:** WSP

**DATE:** 28/11/2017

**SCALE:** 1:1000

**PROJECT NO.:** 70040167

**DATE:** November 17

**DESIGNED BY:** SH

**DRAWN BY:** HB

**APPROVED BY:** SH

**REV:** B

**WSP GROUP**

Northfleet House, Basing View, Basingsale, RG21 4AU, UK  
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wsp.com

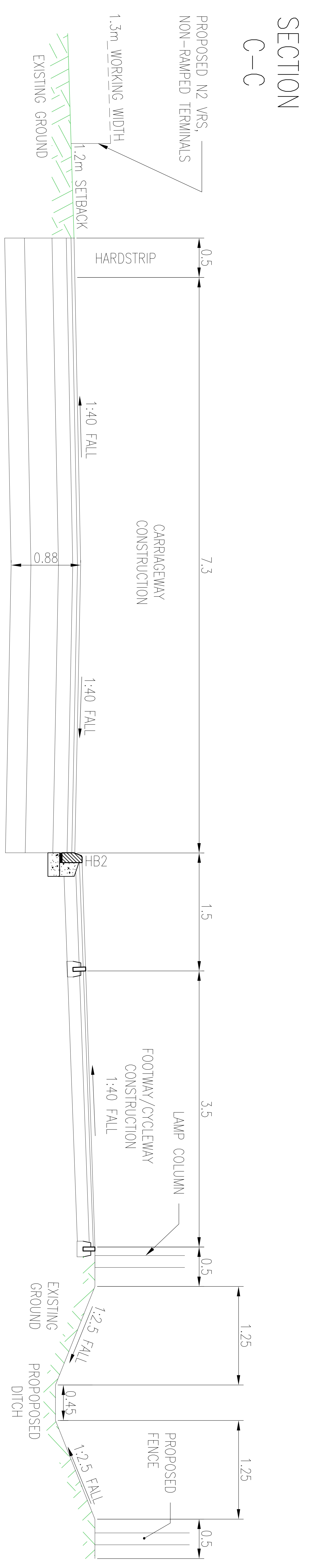
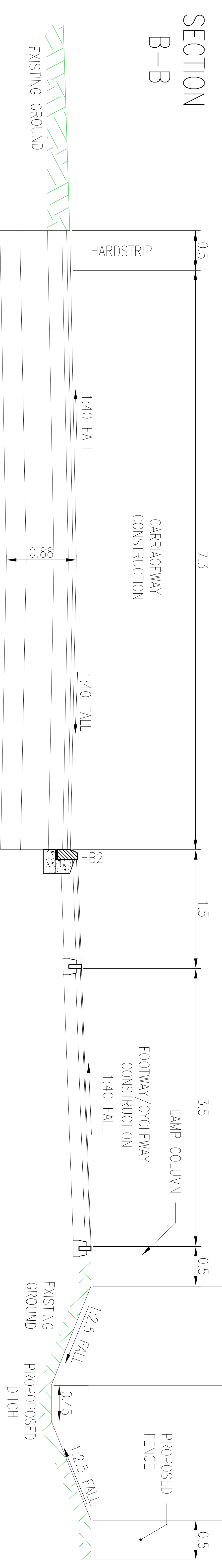
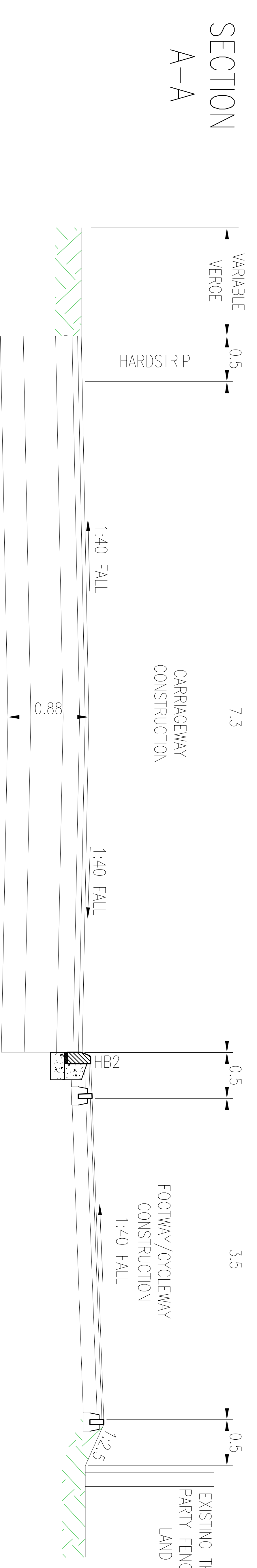
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A	21/11/2017	MLE	DRAWN SCHE	SH	SH

**DRAWING STATUS:** S0 - WORK IN PROGRESS



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**DO NOT SCALE**

- NOTES
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
  2. FOR SECTION LOCATIONS REFER TO DRAWING 0167/700/521 TO 524.
  3. REFER TO 0167/50/700/001 FOR PAYMENT SPECIFICATION AND 0167/700/513 TO 516 FOR LOCATIONS.
- KEY:
- HB2 HB2 KERB WITH 125mm UPSTAND, REFER TO KCC STANDARD DETAIL KCC/59/1100/001.
  - EF EF EDGING LAND AT BACK OF FOOTWAY, REFER TO KCC STANDARD DETAIL KCC/59/1100/001.

REV	DATE	BY	DESCRIPTION	CHK	APP
B	28/11/2017	MLE	SECTIONS AMENDED	AV	SH
A	21/11/2017	JT	TRST ISSUE	AV	SH

DRAWING STATUS: **FOR INFORMATION ONLY**

**WSP**

Mountbatten House, Basing View, Basingstoke, Hampshire RG24 4JH  
 Tel: +44 (0)1256 318800 Fax: +44 (0)1256 318700  
<http://www.wspgroup.com>

CLIENT: **KENT COUNTY COUNCIL**

PROJECT: **A2500 LOWER ROAD MINSTER PHASE 2 - LOWER ROAD WIDENING**

TITLE: **TYPICAL SECTIONS**

SCALE: NOT TO SCALE	DESIGNER: AV	APPROVER: SH
DRAWING No: 70040167	DATE: November 2017	REV: B

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**To:** Swale Joint Transportation Board  
**By:** KCC Highways and Transportation  
**Date:** 18<sup>th</sup> December 2017  
**Subject:** Highway Works Programme 2017/18  
**Classification:** Information Only

---

Summary: This report updates Members on the identified schemes approved for construction in 2017/18

---

## 1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2017/18

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

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

**Street Lighting** – see Appendix C

**Traffic Systems** – see Appendix D

**Developer Funded Works** – see Appendix E

**Transportation, PROW and Safety Schemes** – see Appendix F

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

**Bridge Works** – see Appendix H

**Member Highway Fund** – see Appendix I

## Conclusion

1. This report is for Members information.

## Contact Officers:

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

Kirstie Williams	Highway Manager (Mid)
Alan Blackburn	Swale District Manager
Alan Casson	Road & Footway Asset Manager
Kevin Gore	Interim Drainage Manager
Paul Hopkins	Interim Structures Manager
Sue Kinsella	Street Lighting Manager
Toby Butler	Intelligent Transport Systems Manager
Andrew Hutchinson	Transportation, PROW and Safety Schemes
Nick Abrahams	Economic Development

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

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

<b>Machine Resurfacing – Contact Officer Byron Lovell</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
Woodstock Road	Sittingbourne	Junction with Tunstall Road and Cromer Road	Programmed 13 <sup>th</sup> March 2018
B2008 Minster Road	Minster	Junction with Barton Hill Drive	Programmed 12 <sup>th</sup> March 2018
Watsons Hill	Sittingbourne	Full length	Completed
<b>Footway Improvement - Contact Officer Neil Tree</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent and Description of Works</b>	<b>Current Status</b>
Chilton Avenue	Sittingbourne	Between No's. 2 and 72 Chilton Avenue. (Footway Reconstruction)	Completed
A251 Ashford Road	Faversham	From the junction with the A2 London Road to O/S No. 91 Ashford Road. (Footway Protection).	Re-programmed for February 2018
Ashtead Drive	Bapchild	Entire length (Footway Protection).	Re-programmed for February /March 2018
School Lane	Bapchild	From the junction with Ashtead Drive to the junction with St.Laurence Close. (Footway Protection).	Re-programmed for February /March 2018
St Lawrence Close	Bapchild	Entire length (Footway Protection).	Re-programmed for February /March 2018
Wihfred Road	Bapchild	Entire length (Footway Protection).	Re-programmed for February /March 2018
<b>Surface Treatments - Contact Officer Jonathan Dean</b>			
<b>Micro Surfacing</b>			

<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
Addington Rd	Sittingbourne	From Ufton Road To Park Road	Completed
The Street	Oare	Oare Road To Cole Gates Road	To be Re-programmed for March 2018.
Perry Wood	Chilham / Perry Wood	Selling Road To Perrywood	Completed
Perry Wood	Chilham / Perry Wood	Grove Road To Perry Wood	Completed
Elm Lane	Minster	Whole Road	Completed
B2008 Back Lane & High Street	Minister	Whole Road	To be Re-programmed for March 2018.
Rodmersham Green / Bottles Lane	Rodmersham	Whole Road	Completed
Stalisfield Road	Rodmersham	From Kettle Hill To Haywards Hill	Completed
Wormdale Hill	Newington	From Bridge To Shadow Motors	Completed
Forge Lane	Up Church	Oak Lane To The Street	Completed
The Knole	Faversham	Whole Length	Completed
Westgate Avenue	Faversham	From the junction with Whitstable Road to its junction with Gordon Square.	Completed
Cyprus Road	Faversham	From the junction with Whitstable Road to its junction with Gordon Square.	Completed

**Surface Treatments - Contact Officer Jonathan Dean**

**Surface Dressing**

<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
Eastchurch Road	Eastchurch	Plough Road To Roundabout	Completed
Eastling Road	Eastling	Everland Lane To Scotts Lane	Completed
Lynsted Lane	Lynsted	Bogle Road To Batteries Close	Completed
B2045 Western Link	Faversham	From Roundabout To Lamp Column Ewfh038	Completed
Selling Road	Selling	From Trench To Either Farm Entrance Or To End Of Road	Completed
Dawes Road	Dunkirk	Whole Length	Completed
A2 London Road	Tonge	From Hempstead Lane To Claxfield Road	Completed
A2 London Road	Boughton	Between Brenley Corner To Love Lane	Completed
A2 London Road	Norton And Buckland	From Provender Lane To Faversham Road	Completed
A2 London Road	Teyhnam	From Provender Lane To Hempstead Lane	Completed

**Appendix B – Drainage Repairs & Improvements**

**Drainage Repairs & Improvements - *Contact Officer Katie Moreton***

<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
Cryalls Lane	Borden	Installation of new soakaway	In negotiations with land owner to try and find a resolution. Further updates will be provided once we know.
A2 Dully Road	Bapchild	Installation of new drainage system	Works at design stage
Noreen Avenue	Sheerness	Installation of new drainage system	Works commenced and found utility damage. Awaiting site meeting with utility companies
Vicarage Lane	Ospringe	Installation of new crated soakaway	Works Completed.
Whitstable Road	Graveney	Installation of new drainage system	Works due to commence January 2018

### **Appendix C – Street Lighting**

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

<b>Street Lighting Column Replacement – Contact Officer Sue Kinsella</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Status</b>
Whitstable Road	Graveney	Replacement of 2 no street lights complete with LED Lanterns	Works awaiting programming- To be completed by March 2018
Marine Parade	Sheerness	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Russell Close	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Queens Road	Minster	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming- To be completed by March 2018
Queensway	Sheerness	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Railway Terrace	Queenborough	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Linden Drive	Sheerness	Replacement of 1 no street light complete with LED Lantern	COMPLETE
ST Peters Close	Minster	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Stockers Hill	Boughton	Replacement of 2 no street lights complete with LED Lanterns	ONE COMPLETED
Kent Avenue	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	COMPLETE

Knightsfield Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Oak Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Regency Court	Sittingbourne	Replacement of 2 no street lights complete with LED Lanterns	COMPLETE
Newman Drive	Kemsley	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Grovehurst Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Shortlands Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Stations Street	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming- To be completed by March 2018
Queenborough Road	Queenborough	Replacement of 4 no street lights complete with LED Lanterns	THREE COMPLETED
Canterbury Road	Sittingbourne	Replacement of 3 no street lights complete with LED Lanterns	COMPLETE
Lower Road	Faversham	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Curtis Way	Faversham	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Dark Hill	Faversham	Replacement of 1 no street light complete with LED Lantern	COMPLETE
North Road	Queenborough	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Church Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	COMPLETE
London Road	Teynham	Replacement of 2 no street lights complete with LED Lanterns	COMPLETE
Minster Drive	Minster	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Warden Road	Eastchurch	Replacement of 1 no overhead pole bracket complete with LED Lantern following damage caused by the recent Storm Katie.	COMPLETE
ST Michaels Road	Sittingbourne	Replacement of 3 no street lights complete with LED Lanterns	COMPLETE
Keycol Hill	Bobbing	Replacement of 6 no street lights complete with LED Lanterns	FOUR COMPLETED
Chalkwell Road	Sittingbourne	Replacement of 2 no street lights complete with LED Lanterns	Works awaiting programming- To be completed by March 2018
Boyces Hill	Newington	Replacement of 4 no street lights complete with LED Lanterns	Works awaiting programming- To be completed by March 2018
Watsons Hill	Sittingbourne	Replacement of 2 no street light complete with LED Lantern	COMPLETE
Fox Hill	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	COMPLETE
<u>Noreen Avenue</u>	Minster	Replacement of 1 no street light complete with LED Lantern	COMPLETE



Upper Bents	Faversham	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Court Street	Faversham	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming- To be completed by March 2018
The Broadway	Minster	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming- To be completed by March 2018
Bridge Road	Sheerness	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming- To be completed by March 2018
Bonham Drive	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming- To be completed by March 2018
Otterham Quay Lane	Upchurch	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming- To be completed by March 2018

#### **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.

<b>Traffic Systems - Contact Officer: Toby Butler</b>		
<b>Location</b>	<b>Description of Works</b>	<b>Current Status</b>
High Street/B2163 Bell Road, Sittingbourne	Refurbishment of traffic signal controlled junction	Completed

#### **Appendix E – Developer Funded Works**

<b>Developer Funded Works (Section 278 Works)</b>				
<b>File Ref.</b>	<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
SW/2047	School Lane Iwade	Iwade	Provision of New Junction /Access for Housing Development	Remedial and maintenance works underway
SW/3038	Land at Chequers Hill Doddington	Doddington	Provision of Footway./Junction for Housing Development	Works Completed Serving Maintenance period
SW/003028	Ospringle Cof E School Water Lane Faversham	Ospringle	Provision of Revised Vehicle Access	Works Completed Serving Maintenance Period
SW/3027	Tunstall Road Tunstall	Tunstall	New School access Traffic calming changes and footway	Works Completed Serving Maintenance Period

			Connection	
SW/003055	Scocles Court	Minster on Sea	New access to Private Housing development	Technical vetting underway
SW/003056	Sittingbourne Community College Canterbury Road Murston	Sittingbourne	New access for School bus drop off park	Works Underway
SW/003025	Sheppey Way Iwade	Iwade	Provision of New Junction/Access for Housing Development	Works Underway
SW/3046	Power Station Road Halfway Sheppey	Minster on Sea	Provision of Private Housing development Junction and Traffic Calming	Agreement being prepared
SW/003009	Wyllie Court	Milton	Reconstruction of existing Turning area for Housing development	Works Completed Serving Maintenance Period
SW/3043	34-40 Rushenden Road	Queenborough	Reconstruction of existing lay-by as new Footway	Works Underway
SW/003054	Ceres Court	Sittingbourne	Provision of New Housing site access road	Technical Vetting being carried out
SW/003047	The Old Dairy Halfway	Sheppey	Provision of New entrance to Private Housing Site	Agreement in place awaiting programme of works
SW003048	Parsonage House School Lane Newington	Newington	Provision of New Access to Housing site and Traffic Calmed footway crossing	Agreement in place works underway
SW/003049	Sunny View Scocles Road Minster	Minster on Sea	Provision of entrance to Private Housing Site	Works completed awaiting Stage 3 Safety Audit
SW/003050	Love Lane/Graveney Road Faversham	Faversham	Provision of New Signalised Junction to A2 Junctions to Love Lane/Graveney Road	Initial design submission received
SW/003051	Spirit of Sittingbourne SECTION 3 Milton Rd, St Michaels Rd -Town Centre Highway Revisions	Sittingbourne	Provision of Revised Highway Layouts For New Cinema -M/S Car Park-	Initial Design Submission received

SW/003063	Spirit of Sittingbourne SECTION 4 Station St, St Michaels Rd -Town Centre Highway Revisions	Sittingbourne	Provision of Revised Highway Layouts For New Cinema -M/S Car Park-Access Works	Letter of Agreement in place - Works Underway
SW/003071	Spirit of Sittingbourne SECTION 5 West St, Station St - Town Centre Highway Revisions	Sittingbourne	Provision of Revised Highway Layouts For New Cinema -M/S Car Park	Letter of Agreement in place - Works Underway
SW/003057	Spirit of Sittingbourne SECTION 6 Eurolink Way Retail Access - Town Centre Highway Revisions	Sittingbourne	Provision of Revised Highway Access for Retail Park	Letter of Agreement in place - Works Underway
SW/003058	Spirit of Sittingbourne SECTION 6 Milton Road -Town Centre Highway Revisions	Sittingbourne	Provision of Pelican Crossing Upgrade for Existing Zebra Crossing	Letter of Agreement in place - Works Underway
SW/003052	Eurolink Phase 5 Swale Way Great Easthall	Sittingbourne	Provision of New Industrial Estate Road Junction Arm to Existing Roundabout	Agreement in place Works underway
SW/003053	Barge Way Kemsley	Sittingbourne	Provision of Revised Access Arm from Existing Roundabout	Initial Design Submission Received.
SW/003035	109-111 Staplehurst Road Sittingbourne	Sittingbourne	Provision of revised traffic calming and vehicle access for Housing developments	Works Underway
SW/003026	Attlee Way/Wyvern Close Sittingbourne	Milton	Provision of revised traffic calming and vehicle access for Housing developments	Works Completed Serving Maintenance Period
SW/0033024	Dover Street Sittingbourne	Sittingbourne	Revision of Vehicle Access to Lidl Store and footway revisions	Works complete awaiting Safety Audit
SW/003029	Thistle Hill Way Minster Sheppey	Minster on Sea	Provision of new Primary School Exit and Footpath	Works Completed Serving Maintenance Period
SW/003031	Lower Road Teynham	Teynham	Provision of new footway for housing development	Works Completed Serving Maintenance Period

SW/003033	Grove Ave/The Promenade Leysdown on Sea	Leysdown	Revision of Surface Water Drainage	Works Completed Serving Maintenance Period
SW/003040	Otterham Quay Lane Upchurch	Upchurch	Provision of Right Turn Lane / Junction and Footway for Housing Development	Agreement in place, Works underway
SW/003041	Larkrise Conyer Road Conyer	Teynham	Provision of footway to Small Housing Development	Agreement in place Works underway
SW/003034	Selling Road Faversham	Faversham	Provision of Access into Proposed Public House/Restaurant	Works Completed Serving Maintenance Period
SW/003036	Wyvern Close Sittingbourne	Milton	Provision of Revised Footway and Access to Housing Development	Works Completed Serving Maintenance Period
SW/003032	Old Water Works Site Rook Lane Keycol Bobbing	Bobbing	Provision of Revised Footway and Access to Housing Development	Technical Vetting of Design Submission
SW/003068	Canterbury Road Sittingbourne	Sittingbourne	Revision of existing footways to proposed Retirement Home frontage	Technical Vetting of Design Submission
SW/003067	Old Brickworks Western Link Faversham	Faversham	Provision of New Roundabout Access for Housing Development	Technical Vetting of Design Submission
SW/003074	School Lane Bapchild	Bapchild	Provision of Vehicle access and new footway connection for small housing development	Technical Vetting of Design Submission
SW/003069	Rushenden Road Queenborough Sheppey	Queenborough	Provision of New Access for Housing Development	Initial Design Submission Received
SW/003081	Ham Road Oare Road Faversham	Faversham	Provision of Access Road to new Housing Development and Revision of Ham Road from Junction	Initial design submission

SW/003082	Brogdale Road Ospringe	Ospringe	Provision of Access Road to new Housing Development	Initial Design Submission
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## **Appendix F – Transportation, PROW and Safety Schemes**

The Schemes Planning & Delivery 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 – **Jamie Watson**

<b>CASUALTY REDUCTION MEASURES</b> Identified to address a known history of personal injury crashes			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
Church Hill junction with <b>Chequers Lane</b>	<b>Doddington</b>	Signing and lining scheme	Handed over to contractor to programme the implementation. Design complete.

<b>INTEGRATED TRANSPORT SCHEMES</b> Local Transport Plan funded non-casualty reduction schemes			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
A2 / A251 junction	Faversham	Junction improvement, to ease congestion	KCC are carrying out revised traffic modelling, around the two options of roundabout or traffic lights, in order to further inform the decision of which construction option KCC would want to pursue.  Discussions are still ongoing with regards localised developments, including Perry Court, and S106 contributions.

<b>THIRD PARTY TRANSPORT SCHEMES</b> Third party funded non-casualty reduction schemes			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
None to report at this time			

## Appendix G – Public Rights Of Way

<b>Public Rights of Way – Contact Manager- Andrew Hutchinson</b>			
<b>Path No</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
ZR614	Boughton under Blean	Revetments works to stop path sliding into stream	Planned for 2017/18- specifications currently being drawn up
ZR147	Tunstall	Surface improvements- had to halt works through winter due to wet ground conditions	Works restarted
ZR171	Bredgar	New wearing surface and tree root cover	Complete
ZF3	Faversham	Regrading and resurfacing works	Complete

## Appendix H – Bridge Works

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

## Appendix I – Combined Member Fund

### **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 **3<sup>rd</sup> November 2017**

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 District Manager for the Swale District.

## 2017/18 Combined Member Grant Highway Schemes

Mike Whiting

Details of Scheme	Status
<b>1718-CMG-SW-452 The Meads estate</b> 20 mph limits	Speed surveys being undertaken
<b>1718-CMG-SW-453 Munsgore Lane and Sunnyhill Road</b> 20 mph limit	Speed survey completed, initial design work being undertaken
<b>1718-CMG-SW-472 Wrens Road</b> Speed survey associated with potential relocation of VAS sign	Speed survey completed
<b>1718-CMG-SW-492 Keycol Hill</b> Extension of 30mph limit	Initial design work being undertaken
<b>1718-CMG-SW-493 Key Street roundabout to Staplehurst Rd</b> 40mph limit	Initial design work being undertaken
<b>Rook Lane (Non SPD scheme)</b> Change of priority at build out	Initial design work being undertaken

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### 1.1 Legal Implications

1.1.1 Not applicable.

### 1.2 Financial and Value for Money Considerations

1.2.1 Not applicable.

### 1.3 Risk Assessment

1.3.1 Not applicable

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Contact: Kirstie Williams / Alan Blackburn 03000 418181



**SWALE JOINT TRANSPORTATION BOARD (JTB)**

*Updates are in italics*

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
235/09/13	<b>A2 / A251 Junction, Faversham</b>	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 are carrying out revised traffic modelling, around the two options of roundabout or traffic lights, in order to further inform the decision of which construction option KCC would want to pursue.  Discussions are still ongoing with regards localised developments, including Perry Court, and S106 contributions.
Page 101	<b>Subsequent related Minute No. 72/06/14 A2/A251 Junction, Faversham Highway Improvement Scheme</b>	KCC	(1) That Option B (roundabout) be progressed as the preferred option for the A2/A251 junction, Faversham.	
218/09/14	<b>Lower Road Junction with Barton Hill Drive, Isle of Sheppey</b>	KCC	(1) That the preferred option for the Lower Road junction with the Barton Hill Drive junction be a small roundabout, rather than a mini-roundabout.	<b><i>KCC – Report included in December JTB</i></b>  <b><i>Cllr Macdonald emailed regarding the positioning of the junction ahead of meeting with Parish Council.</i></b>  <b><i>Cllrs Booth, Beart and Mcdonald emailed on 21 September to arrange a meeting where any questions about the project could be discussed but has not had a response to date.</i></b>
383/12/15	<b>Pedestrian Crossing at South Avenue</b>	KCC	(1) A feasibility study to be carried out into highway improvements at the site.	A brief was issued to estimate the costs associated with producing an options report for this study.

Agenda Item 16

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
	<b>School, Sittingbourne</b>		<p>(2) A report on the conclusions of the feasibility study to be presented to a future JTB.</p> <p>(3) The cost of funding for the feasibility study to come from a Member's grant.</p>	<p>Following instruction, from the then County Member, the study commission was discontinued.</p> <p><b>Report requested by Cllr Wright has been deferred until LGF funding levels are confirmed.</b></p>
564/03/16	<b>Public Session</b>		<p>(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.</p>	<p>KCC – discussion at December JTB – see below 1079/12/166</p>
Page 102 889/09/16	Kent County Council Local Transport Plan 4: Delivering Growth without Gridlock (2016-2031) (Consultation Draft)	KCC	<p>(1) That the report be noted and delegated powers be given to the Chairman, the Vice-Chairman and the Cabinet Member for Environment and Rural Affairs, following meetings with the Economy and Community Services Manager and Spatial Planning Manager, to report back to the consultation with issues that the Board had raised.</p>	<p>LTP4 received over 500 consultation responses and a Consultation Report summarising the results was presented to KCC's Environment and Transport Cabinet Committee (ETCC) in January. The Report is available at <a href="http://www.kent.gov.uk/localtransportplan">www.kent.gov.uk/localtransportplan</a>. LTP4 is subsequently being revised and the intention is to return to ETCC in March followed by adoption by County Council later this year.</p> <p><b>Cllr Whiting commented that the report does not reflect Swale JTB's response to the consultation. Information about the consultation and its outcomes can be found at</b></p> <p><b><a href="https://consultations.kent.gov.uk/consult.ti/LTP4/consultationHome">https://consultations.kent.gov.uk/consult.ti/LTP4/consultationHome</a>, with links under the headings "Update June 2017 - You said, We did." and "Update January 2017 – Consultation Response Report"</b></p>

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
1079/12/16	Update on the 20's Plenty for Faversham Working Group	KCC	<p>(1) That the JTB supports the recommendations put forward by the Working Group, and officers submit a report to the next JTB meeting on the feasibility of the proposals.</p> <p>(2) That the officers' report considers how proposals might be rolled-out across the Borough.</p>	<p><b><i>The Faversham 20mph working group had a series of speed surveys carried out in September.</i></b></p> <p><b><i>KCC are awaiting the results of these surveys to enable further discussion regarding suitability for 20mph limits and any need for traffic calming measures.</i></b></p> <p><b><i>The Faversham 20mph working group are also undertaking a further public exhibition / engagement exercise.</i></b></p>
1084/12/16	A2 Teynham Speed Limit Petition Response	KCC	(1) That the Cabinet Member at KCC be advised that the three tiers of Local Government represented on the Swale JTB are dissatisfied with the report and would like the matter to be looked into again, to include looking at how changes could be made.	<p>Response sent to JTB Chair, Andrew Bowles, by Matthew Balfour.</p> <p><b><i>Additionally, a traffic calming/pedestrian safety scheme has been submitted as a bid for LTP funding and a further update will be provided when the outcome of the bid is confirmed.</i></b></p>
1227/03/17	Petition to introduce a 20mph restriction on all roads within The Meads, Sittingbourne	KCC	1) That a report would be written and submitted to a future meeting of the Board.	<b><i>This is now being pursued as a CMG scheme by County Member Mike Whiting</i></b>
1228/03/17	A request from Eastchurch Parish Council to investigate the possibility of installing a one-way	KCC	(1) That KCC supports the proposals set-out by Eastchurch Parish Council for the re-designation of Church Road, Eastchurch, as a one-way road, and note that the Parish Council was happy to fund the scheme.	KCC are providing advice and guidance in order to assist the Parish Council in their attaining the necessary Traffic Regulation Order. KCC would not be looking to fund the implementation of this scheme at this time.

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
	system in the upper section of Church Road, Eastchurch			
1229/03/17	A request from Minster-on-Sea Parish Council to review the speed limit on Scocles Road, Minster	KCC	(1) That KCC supports the proposals set-out by Minster-on-Sea Parish Council to reduce the remaining part of Scocles Road, Minster from 60mph to 30mph, so that the entire length of road has a 30mph speed limit.	The extending of the existing 30mph limit is currently subject of discussions between the Parish Council and KCC Development Planners, with a view to this being funded through Section 106 contributions.
69/06/17  Page 104	Public Session - Petition on behalf of local residents which sought parking restrictions in Highsted Road, Sittingbourne between 10am and 11pm Monday to Friday.	KCC	The Chairman accepted the petition and advised that a report would be written and submitted to a future meeting of the Board.	<p>The petition was forwarded, by SBC, to the KCC Cabinet Member for Environment &amp; Transport, Mr Mathew Balfour. Mr Balfour responded directly to the petition authors, stating the following:</p> <p>Dear Sirs,</p> <p>As you know, your petition calling for “the council to impose parking restrictions between 10am to 11am Monday to Friday” in Highsted Road, was passed by the Swale Joint Transportation Board to Kent County Council.</p> <p>Firstly, I would like to thank you for taking the time to organise this petition.</p> <p>Kent County Council receives many requests for the implementation of highway improvement measures and, as such, all requests are reviewed and prioritised accordingly. Our evidenced based approach is how we prioritise investment in road safety improvements.</p> <p>The implementation of all new waiting restriction schemes is managed by the Swale Borough Council parking team. Such schemes are only funded by Kent County Council if</p>

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
Page 105				<p>they formed part of a new safety scheme or a County Member funded scheme. As Highsted Road is neither of the above, at this time, such parking restrictions would have to be referred to the Swale Borough Council parking team.</p> <p>If such a scheme were to be implemented it would be carried out by Swale Borough Council, as the parking authority for your area, given that this would fall within their remit. We have referred your petition to their Parking Manager, contactable via 01795 424341.</p> <p>Meanwhile, if drivers are parking across the driveway of a property, with a legal vehicle crossover, and in doing so preventing a vehicle from exiting that driveway this would constitute an offence of Unnecessary Obstruction, contrary to Regulation 103 of the Road Vehicles (Construction and Use) Regulations 1986. Kent Police are the enforcement authority for such an offence and can be contacted by phoning 101.</p>
70/06/17	Petition for residents parking - School Road, Faversham - update report	SBC	<p>(1) That a Residents Parking Scheme is introduced in School Road, Faversham.</p> <p>(2) That Plantation Road is included in the Residents Parking Scheme.</p> <p>(3) That a Residents Parking Scheme is not introduced in Kings Road, Faversham.</p>	<p>(1) &amp; (2) See two update reports submitted to September 2017 JTB.</p> <p>(3) Residents of Kings Road advised that that scheme will not progress in their road.</p> <p><b><i>Traffic Regulation Order prepared and formally advertised 20/10/17 – 10/11/17</i></b></p>
203/09/17	Petition – Ufton Lane, Sittingbourne – Update Report	SBC	(1) That the contents of the report be noted and officers proceed with the previously recommended consultations based on the consultation documents in Annex A of the report.	<b><i>Informal consultations now completed – see submitted reports to December 2017 JTB for results.</i></b>
204/09/17	Sittingbourne Market Re-location	SBC	(1) That the report be noted and the Traffic Regulation Order be progressed.	<b><i>Traffic Regulation Orders drafted and</i></b>

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
				<b><i>formally advertised. No formal objections received. Orders due to be effective from January 2018.</i></b>
205/09/17	Petition – Parking, School Road, Faversham	SBC	(1) That the recent feedback to the consultation with residents of School Road and Plantation Road in Faversham on the proposed Residents’ Parking Scheme layout be noted, and that officers proceed with drafting the Traffic Regulation Order for the implementation of the Scheme in School Road, Faversham.	<b><i>Traffic Regulation Order prepared and formally advertised 20/10/17 – 10/11/17.</i></b>
206/09/17	Petition against Resident’s Parking Scheme Implementation – Plantation Road, Faversham	SBC	(1) That the petition and report be noted and the proposed implementation of the Residents’ Parking Scheme in Plantation Road, Faversham is <u>not</u> progressed.	<b><i>Plantation Road not included in Traffic Regulation Order for extension of Residents’ Parking Scheme – residents advised.</i></b>
207/09/17	Double Yellow Lines Around The Guildhall, Faversham – Update Report	SBC	(1) That double yellow lines be installed around the Guildhall, Faversham, without the inclusion of No Loading.	<b><i>Traffic Regulation Order prepared and formally advertised 20/10/17 – 10/11/17.</i></b>  <b><i>Two formal objections received – see report to December 2017 JTB.</i></b>
209/09/17	Proposed Speed Limit Reduction, Queenborough and Halfway Houses, Isle of Sheppey	KCC	(1) That 20mph be installed for the whole of Queenborough, and the Halfway option be as noted in the report, with the addition of St Katherine Road, Danley Road and Filer Road, if possible, with other potential roads to come back to the next meeting of the Board.	<b><i>KCC – Report included in December JTB</i></b>