



AGENDA

SWALE JOINT TRANSPORTATION BOARD MEETING

Date: Monday, 2 March 2020

Time: 5.30pm

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

Membership:

Councillors Mike Baldock, Simon Clark, Alastair Gould, Angela Harrison (Chairman), Benjamin Martin, Lee McCall and Bill Tatton.

Kent County Council Members:

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

Parish Council Members:

Kent Association of Local Council's representatives: Cameron Beart (Queenborough Town Council), Richard Palmer (Newington Parish Council) and Jeff Tutt (Dunkirk Parish Council).

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

RECORDING NOTICE

Please note: this meeting may be recorded and may be published on the Council's website.

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

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

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Pages

1. Emergency Evacuation Procedure

The Chairman will advise the meeting of the evacuation procedures to

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

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

The Chairman will inform the meeting that:

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

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

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

It is important that the Chairman is informed of any person attending who is disabled or unable to use the stairs, so that suitable arrangements may be made in the event of an emergency.

2. Apologies for absence and confirmation of substitutes

3. Minutes

To approve the [Minutes](#) of the Meeting held on 13 January 2020 (Minute Nos. 432 - 447) as a correct record.

4. Declarations of Interest

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

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

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

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

(c) Where it is possible that a fair-minded and informed observer,

having considered the facts would conclude that there was a real possibility that the Member might be predetermined or biased the Member should declare their predetermination or bias and then leave the room while that item is considered.

Advice to Members: If any Councillor has any doubt about the existence or nature of any DPI or DNPI which he/she may have in any item on this agenda, he/she should seek advice from the 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 28 February 2020. 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.

6. Petition for road safety improvements at Nutfields, Sittingbourne

7. Petition to reduce speed limit in Newnham Lane, Eastling

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

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| 26. | New JTB Agreement (verbal update) |
| 27. | Date of Next Meeting |

The next meeting will be held at 5.30pm on Monday 22 June 2020 (subject to confirmation).

Issued on Friday 21 February 2020

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

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

SWALE JOINT TRANSPORTATION BOARD	Agenda Item:
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Meeting Date	Monday 2 nd March 2020
Report Title	Formal Objections to Traffic Regulation Order – Swale Amendment 8
Cabinet Member	Cllr Tim Valentine
Head of Service	Martyn Cassell
Lead Officer	Mike Knowles (SBC)
Classification	Open

Recommendations	<p>Members are asked to note the formal objections received to the advertised Traffic Regulation Order and recommend that:-</p> <ul style="list-style-type: none"> (a) the proposed single yellow line in Church Road, Murston, be progressed; (b) the proposed double yellow lines in Cooks Lane, Milton Regis, be progressed; (c) the proposed double yellow lines in Dyngley Close, Milton Regis, be progressed on the east side of the Close only, and on both sides of the junction with Vicarage Road.
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1. Purpose of Report and Executive Summary

- 1.1 This report provides details of objections received to the recently advertised Traffic Regulation Order, Swale Amendment 8, which covers various amendments to on-street waiting restrictions in Milton Regis and Murston.

2. Background

- 2.1 A Traffic Regulation Order, funded by the County Member, has been drafted for various proposed amendments to on-street waiting restrictions in Sittingbourne, and a copy of this Order can be found in Annex A. A Statement of Reasons summarising the contents of the Order can be found in Annex B. A number of formal objections have been received to some of these proposals, and these are discussed below.

3. Issue for Decision

- 3.1 A copy of the formal objections received can be found in Annex C, and plans of the proposals for each of these areas can be found in Annex D.

Church Road, Murston

- 3.2 Following a request from the local Ward Member, it is proposed to install a single yellow line on the east side of Church Road, Murston, outside of All Saints' Church and the adjacent Village Hall. The proposals were requested to assist with the clear movement of vehicles along Church Road by restricting parking on Monday to Friday between 8am and 6pm.
- 3.3 A total of three formal objections were received to the proposals. The Churchwarden stated that the proposals will have a considerable impact on the Church, particularly for those with impaired mobility and when funerals take place. The Ward Member has subsequently met with the Churchwarden, and advised that blue badge holders would be permitted to park on the proposed restrictions for up to 3 hours, and has confirmed with our parking enforcement contractors that funeral cars would not receive parking fines.
- 3.4 Ward Member Comments: The local Ward Member has stated that the proposed waiting restrictions are essential to improve the current situation in Church Road. He has met with the local Police Officer for the area who has expressed concern that the current parking arrangements severely impact on traffic flows along this major route. The Ward Member has also stated that by removing daytime weekday parking in this location, the route will be safer for school children, and both air pollution and incidents of road rage would be reduced.

Cooks Lane, Milton Regis

- 3.5 Following a request from the local Ward Members, it is proposed to install double yellow lines on the southwest side of Cooks Lane, between the existing lining on the junction with Brewery Road to the junction of Hall Close. The proposals have been developed to alleviate issues with parked vehicles affecting traffic flows along Cooks Lane, and will be funded through the County Member's Highway Grant.
- 3.6 Although no objections were received during the formal consultation period, a late objection was received from a local community care agency, stating that they need to park in Cooks Lane as part of their business operations.
- 3.7 Ward Member Comments: One Ward Member has stated that the proposed double yellow lines for Cooks Lane are required to allow pedestrians to walk on the footway. At least two complaints have been received from people having to push wheelchairs in the road because the footway is blocked by parked vehicles, and complaints have also been received with regard to care workers parking vehicles in front of driveway accesses. With regard to the comments around enforcement of the existing waiting restrictions, the Member has previously reported this to the Civil Enforcement Officers, but the recent comments will be forwarded to them for information. The other Ward Member stated that the whole idea for extending the double yellow lines is on safety grounds, and that parked vehicles currently block visibility for other road users.

Dyngley Close, Milton Regis

- 3.8 Two objections were received to the proposed double yellow lines in Dyngley Close, Milton Regis, which included the junction with Vicarage Road. Both objections were from the same household, and objected to the proposals to install double yellow lines on both sides of Dyngley Close. Following discussions with the Ward Members who had requested the proposals, it was agreed that the planned restrictions on the west side of Dyngley Close could be removed from the Traffic Order, to leave double yellow lines on the east side of the Close only and on both sides of the junction of Vicarage Road.
- 3.9 We have written to the objectors to confirm the amendments to the proposals, and they have subsequently withdrawn their objections. The Traffic Regulation Order will therefore be amended accordingly, prior to sending to Kent County Council to be sealed.

4. Recommendation

- 4.1 Members are asked to note the formal objections received to the advertised Traffic Regulation Order and recommend that:-

(a) the proposed single yellow line in Church Road, Murston, be progressed;

(b) the proposed double yellow lines in Cooks Lane, Milton Regis, be progressed;

(c) the proposed double yellow lines in Dyngley Close, Milton Regis, be progressed on the east side of the Close only, and on both sides of the junction with Vicarage Road.

5. Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Cost of Installing Lining and Signing.
Legal and Statutory	Formal Sealing of Traffic Regulation Order by Kent County Council.
Crime and Disorder	None at this stage.
Risk Management	None identified at this stage.

and Health and Safety	
Equality and Diversity	None identified at this stage.
Sustainability	None identified at this stage.
Health Implications	<p><u>Church Road, Murston:</u> With a safer route to school, this may encourage parents to walk their children to school rather than drive. As well as increasing physical activity, this would also positively impact on the air quality in the area through less cars. If the proposed restrictions reduce incidents of road rage, this could reduce stress levels for drivers and improve mental wellbeing.</p> <p><u>Cooks Lane, Milton Regis:</u> By removing parked vehicles from the adjoining footway, this could encourage people who previously drove this short distance to avoid footway obstruction issues to use the footway instead, improving physical and mental wellbeing as well as benefitting air quality.</p> <p><u>Dyngley Close, Milton Regis:</u> The proposed restrictions were initiated to improve access issues into and out of the Close, and as such the restrictions could reduce incidents of road rage, improving mental wellbeing for drivers by reducing stress.</p>

6. Appendices

- 6.1 Annex A – Copy of Draft Traffic Regulation Order
Annex B – Copy of Statement of Reasons
Annex C – Formal Objections Received
Annex D – Plans of Proposals Subject to Objections

7. Background Papers

- 7.1 None

**THE KENT COUNTY COUNCIL (VARIOUS ROADS, BOROUGH OF SWALE)
(WAITING RESTRICTIONS AND STREET PARKING PLACES)
(AMENDMENT No.8) ORDER 2019
FORMAL OBJECTIONS RECEIVED**

FORMAL OBJECTION 1,2,3 – Proposed SYL, Church Road, Murston
LATE OBJECTION 4 – Proposed DYLS, Cooks Lane, Milton Regis

FORMAL OBJECTION 5, 6 – Proposed DYLS, Dyngley Close – AWAITING RESPONSE

FORMAL SUPPORT 1 – Proposed DYLS, Lammas Dr/Beechwood Avenue
FORMAL SUPPORT 2 – Proposed DYLS, Dyngley Close

The Kent County Council, acting as the local traffic authority and 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.8 Order 2019" ('this Order') and shall come into force on the xx day of xxxxx, 2019.

B - The "Kent County Council (Various Roads, Borough of Swale) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2019" ('the Order') shall have effect as though -

In the Schedules to the Order

FIRST SCHEDULE

Roads in Sittingbourne and Milton

Attlee Way

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

ATTLEE WAY On the west side, from the northern kerbline of North Street, north to a point 9 metres west of the western kerbline of Attlee Way into the entrance to the rear parking area of Regis Gate.

Beechwood Avenue

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

BEECHWOOD AVENUE

(1) On both sides from the Junction with Crown Road for a distance of 17 metres in a north westerly direction.

(2) On the north-eastern side, from a point 8 metres northwest of the north-western kerbline of Lammas Drive to a point 8 metres southeast of the south-eastern kerbline of Lammas Drive.

SUPPORT 1

Brewery Road

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

BREWERY ROAD ~~(1) On both sides from the eastern kerbline of Milton High Street for a distance of 12 metres in an easterly direction.~~

(21) On the south/south-eastern side.

(a) from the eastern kerbline of Cross Lane for a distance of 11 metres in an easterly direction;

(b) between 14 metres south-west and 8 metres north-east of the centre of the Junction of Cooks Lane;

(c) from the eastern kerbline of Milton High Street to the western kerbline of Cross Lane.

(32) On the north/north-western side

(a) from a point in line with the boundary of 3 and 4 Albion Terrace, Brewery Road, northeast to a point in line with the boundary of 2 and 3 Brewery Road;

(b) from a point opposite the centre of the Junction of Cooks Lane for a distance of 29 metres in a south-westerly and westerly direction;

(c) from the eastern kerbline of Milton High Street for a distance of 12 metres in an easterly direction.

Church Road, Murston

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

CHURCH ROAD, MURSTON

(1) On both sides from a point 10 metres south of the southern kerbline of Dolphin Road to a point opposite and in line with the southern building line of 33 Church Road.

(2) On the eastern side

(a) from the southern Junction with Tonge Road to the northern Junction with Tonge Road;

(b) from the northern kerbline of the northern Junction of Tonge Road for a distance of 25 metres in a northerly direction;

(bc) from a point 10 metres south of the southern kerbline of Hugh Price Close for a distance of 42 metres up to and across the southern side of the closure;

(ed) from a point 56 metres north of the northern kerbline of Hugh Price Close for a distance of 23 metres in a southerly direction up to and across the northern side of the closure;

(de) from a point in line with the southern boundary of Unit 34 Church Road Business Centre, for a distance of 60 metres in a northerly direction.

(3) On the western side

(a) between points 15 metres south and 15 metres north of the Junction with Swan Close;

~~(b) between points 37 metres and 67 metres north of the southern building line of 1 Church Road;~~

(b) from a point 3 metres south of the northern boundary of 9 Church Road to a point 41 metres north of the northern boundary of 9 Church Road;

(c) from a point 21 metres south of the southern kerbline of Hugh Price Close for a distance of 52 metres in a northerly direction up to and across the southern side of the closure;

(d) from a point 48 metres north of the northern kerbline of Hugh Price Close for a distance of 15 metres in a southerly direction up to and across the northern side of the closure;

(e) from a point 4 metres north of the boundary of Unit 35 and 36 Church Road Business Centre, for a distance of 32 metres in a northerly direction.

Cooks Lane

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

COOKS LANE

~~(1) On both sides from the south-eastern kerbline of Brewery Road, for a distance of 9 metres in a south-easterly direction;~~

(21) On the northern/north-eastern side

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

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

(c) from the south eastern kerbline of Brewery Road, for a distance of 9 metres

in a south easterly direction.

(32) On the southern/south eastern side

(a) from the tangent point with the western kerbline of Mill Way to the tangent point of the southern/south-easterly kerbline of Hall Close;

(b) from the south eastern kerbline of Brewery Road, to the north-westerly kerbline of Hall Close.

OBJECTION 4

Cross Lane

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

CROSS LANE (1) On the eastern side from the Junction with Brewery Road southwards to the limit of the adopted highway at Oyster Close.

 (2) On the western side from the Junction with Brewery Road to a point in line with the northern building line of 9 Cross Lane.

Dean Road

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

DEAN ROAD On both sides, from the north-eastern kerbline of Windmill Road for a distance of 11 metres in a north-easterly direction.

Dyngley Close

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

DYNGLEY CLOSE On both sides, from the northern kerbline of Vicarage Road to a point in line with the northern building line of 24 Dyngley Close.

OBJECTION 5 & 6

SUPPORT 2

Hall Close

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

HALL CLOSE On the northwest side, from the south-westerly kerbline of Cooks Lane for a distance of 12 metres in a south-westerly direction.

Lammas Drive

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

LAMMAS DRIVE On both sides, from the north-easterly kerbline of Beechwood Avenue for a distance of 14 metres in a north-easterly direction.

SUPPORT 1

North Street

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

NORTH STREET (1) On the south-eastern side

 (a) between points 10 metres south-west and 9 metres north-east of the Junction with Hinde Close;

 (b) between a point 15 metres northeast of the north-eastern kerbline of Court Road and a point 15 metres southwest of the south-western kerbline of Court Road;

 (c) between a point 15 metres northeast of the north-eastern kerbline of Hawkins Close and a point 15 metres southwest of the south-western kerbline of Hawkins Close;

 (d) between a point 15 metres northeast of the north-eastern kerbline of Frobisher Close and a point 15 metres southwest of the south-western kerbline of Frobisher Close.

 (2) On the north-western side, from the western kerbline of Attlee Way for a distance of 10 metres in a westerly direction.

Staplehurst Road

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

STAPLEHURST ROAD

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

 (2) On the southern side

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

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

(3) On the north-western side

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

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

(c) from a point in line with the south-western kerblines of Kenilworth Court for a distance of 12 metres in a south-westerly direction;

(d) from a point in line with the north-eastern kerblines of Kenilworth Court for a distance of 16 metres in a north-easterly direction to the entrance of 152 Staplehurst Road;

(e) from the northern kerblines of London Road for a distance of 10 metres in a northerly direction.

(4) On the eastern side, from the northern kerblines of London Road for a distance of 10 metres in a northerly direction.

Vicarage Road

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

VICARAGE ROAD On the north side, from a point in line with the boundary of 14/16 Vicarage Road to a point 10 metres east of the eastern kerblines of Dyngley Close.

Windmill Road

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

WINDMILL ROAD ~~On both sides~~
(1) On the east side

(a) from the Junction with Staplehurst Road for a distance of 21 metres in a northerly direction;

(b) from the southern kerblines of Dean Road for a distance of 11 metres in a southerly direction;

(c) from the northern kerblines of Dean Road for a distance of 11 metres in a northerly direction.

(2) On the west side, from the Junction with Staplehurst Road to a point in line with the boundary of 5/7 Windmill Road.

Roads in Sittingbourne and Milton

Church Road, Murston

The following shall be inserted in the Third Schedule (*Daytime Waiting Restrictions*) in place of the existing entry:-

1	2	3	4
Name of Road	Length of Road	Days on which restriction applies	Times at which restriction applies
Roads in Sittingbourne and Milton			
CHURCH ROAD, MURSTON	On the eastern side, from a point in line with the southern boundary of All Saints' Church to a point in line with the northern boundary of Murston Hall, 32 Church Road. FORMAL OBJECTION 1,2,3	Monday to Friday	8.00am to 6.00pm

Staplehurst Road

The following shall be inserted in the Third Schedule (*Daytime Waiting Restrictions*) in place of the existing entry:-

1	2	3	4
Name of Road	Length of Road	Days on which restriction applies	Times at which restriction applies
Roads in Sittingbourne and Milton			
STAPLEHURST ROAD	On the north-western side, from a point in the line with the boundary of 162/164 Staplehurst Road for a distance of 26 metres in a south-westerly direction.	Monday to Friday	8.00am to 6.00pm

Given under the Common Seal of the Kent County Council

This xx day of xxxxx, 2020

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

Authorised Signatory

STATEMENT of REASON



THE KENT COUNTY COUNCIL (VARIOUS ROADS, BOROUGH OF SWALE) (WAITING RESTRICTIONS AND STREET PARKING PLACES) (AMENDMENT NO.8) ORDER 2019

To maintain clear access along the road by restricting parked vehicles, it is proposed to install double yellow lines on the south side of Brewery Road, Milton Regis, between the junction of Milton High Street to the start of the properties in Cross Lane, and on the southwest side of Cooks Lane from the junction of Brewery Road to Hall Close.

To alleviate problems with parked vehicles hindering the safe movement of traffic it is proposed to install double yellow lines on the southwest side of Attlee Way, from the junction of North Street to the access to the rear parking area of Regis Gate, on both sides of Dyngley Close from the junction with Vicarage Road to the entrance to the garage area, on both sides of Lammas Drive from the junction of Beechwood Avenue for a distance of 14 metres, and on the junction of Windmill Road and Dean Road, all in Sittingbourne. For the same reason it is proposed to extend the double yellow lines on the west side of Windmill Road in Sittingbourne.

To assist in the safe movement of vehicles, it is proposed to extend the existing double yellow lines on the west side of Church Road, Murston, opposite the northerly junction of Tonge Road, to the speed hump outside 10/12 Church Road, and to install a single yellow line on the east side of Church Road, Murston, outside of All Saints' Church and the Village Hall, with restricted parking on Monday to Friday 8am to 6pm.

To alleviate problems with parked vehicles hindering the safe movement of traffic during peak times, it is proposed to install a single yellow line on the west side of Staplehurst Road, Sittingbourne, between the petrol station entrance and the existing double yellow lines at the junction with Gadby Road, with restrictions between 8am and 6pm Monday to Friday. It is also proposed to install a short section of double yellow lines between the A2 London Road and the entrance to the petrol station, in Staplehurst Road.

Dated 20th November 2019

MIKE KNOWLES

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FORMAL OBJECTIONS TO TRAFFIC REGULATION ORDER – SWALE AMENDMENT 8

1. Church Road, Murston – Proposed Single Yellow Line

“I write in reference to the above proposed order to place parking restrictions on the southern side of Church Road Murston between to the southern side of All Saints Church and the northern side of the Village Hall between 8am and 6pm Monday to Friday.

This will have considerable impact on the Church as we need to park in this area for weekday events particularly for those with impaired mobility who need to have close access to the church entrance. It will also cause considerable problems when there are funerals held in the Church with burials in the churchyard or Swale BC cemetery.

We would appreciate a site meeting to discuss the matter as we are directly affected by this.

Churchwarden, Parochial Church Council, All Saints Church”

2. Church Road, Murston – Proposed Single Yellow Line

“I wish to register and objection to the proposed waiting restrictions for Murston Road, Sittingbourne.

1) The parking of cars outside the village hall and church is an excellent way of slowing traffic down at no cost to the Council. Because traffic is effectively reduced to one lane it slows the traffic to less than 20mph thereby making the road safer. If waiting was restricted it would increase traffic speed along that section of road and increase the danger.

2) Insufficient attention has been given by the Council to alternative parking arrangements. Cars do not disappear into thin air when parking restrictions are introduced – they just park elsewhere – in this case into surrounding residential street, where they pose more of a hazard than in Murston Road, where there are no houses.

3) In more general terms it is unfortunate that Swale Borough Council seem to regard the solution to every transport problem to be more yellow lines and more traffic lights. Residents of this part of Sittingbourne know that the real solution to the problem in the completion of the Northern Relief Road, which would take a lot of the traffic out of Murston Road entirely, making it much safer and a more pleasant and cleaner environment for all. I remember that all our local councillors promised this road in their manifestos and we are pleased to see the new junction for this being built at Fox Hill on the A2 at the moment. Please just get on with it.

Resident, Gordon Close, Sittingbourne”

3. Church Road, Murston – Proposed Single Yellow Line

“I am writing in response to the proposed parking restrictions in Murston, in particular the addition of a single yellow line in Church Road from All Saints Church to the Village Welfare Hall.

I have attended the church for thirty years and despite living in Faversham, intend to continue worshipping there and supporting the community work from there.

Whilst I am fully aware of the increase in traffic along Church Road, caused in part by the alterations in the town and the cut through from the A249 link road, the main problem of delays and frustrations is caused by a minority of people parking irresponsibly on the zigzag markings outside the school and impatience of not giving way. When there are vehicles parked on the zigzag markings, visibility is extremely restricted for traffic in both directions as there is a bend in the road. Parking from the church to the welfare hall is not the problem.

To stop parking outside the church during daytimes Monday to Friday will greatly affect those people using the church at those times. All Saints is not just used at weekends. It is used during the week for various events, including by several with limited mobility who would not be able to get to the church from further down the road. If parking is not allowed outside and close to the church, those activities for our older and vulnerable adults and families with children would not be practical. Also parking on this stretch of the road is necessary for people visiting the churchyard and also for funeral cars and those attending funerals.

I do hope that you re-consider the proposal for a yellow line on this stretch of the road. All Saints Church is an important building and centre for the spiritual and general welfare of the people of Murston, it was re-built from its original site in the 1800's so that it was more in the centre of the parish and easily accessible. By restricting parking outside, those with mobility difficulty, the elderly and vulnerable will be prevented from attending events and activities during the week.

Authorised Lay Minister, church member, group organiser”

4. Cooks Lane, Milton Regis – Proposed Double Yellow Lines

“With regards to the proposed double yellow lines for Cooks Lane, Milton Regis. I know I am too late, but have only seen the planning notice the end of last week. I work for a Community Care agency in Milton High Street. We are a domiciliary agency visiting the elderly in their own homes, so therefore cars are an essential necessity. You obviously don't want any businesses in Milton as you are taking away all the parking facilities. The car park is for 2 hours only (we are open 8.30 to 5pm).

You have already installed some double yellow lines, which at school drop off and pick up times is ignored (maybe a visit from the wardens at 8.15am to 8.45am would be good).

The off street parking down Cooks Lane is full most mornings with Biffa employees since their yard was moved.

There have been more houses built, so more parking on roads. I feel for the residents, who we might have to park by their homes, although never blocking a driveway. I have been blocked in by their cars on many occasions, but I need a car for my job as I, along with my colleagues, could have to go to service users homes at short notice to assist with their care needs. We operate in Sittingbourne, Faversham and Sheppey, so public transport or a bike are not really suitable when someone needs an urgent toilet call."

5. Dyngley Close, Milton Regis – Proposed Double Yellow Lines – PENDING

"We have just seen the public notice concerning Dyngley Close and parking. Both myself and my husband are objecting on the below grounds:

1) No one has asked us personally about parking here and the proposed double yellow lines both sides of the road are absolutely idiotic. On the corners yes by all means but in front of OUR garage NO NO NO. If a person had come to us they will have known WE have a caravan in our back garden and we do go away. We made new gates to our drive for easy access. We move our van out onto front and side right of our drive when we are going away, its only on the road for ten minutes perhaps fifteen before we leave. Not obstructing anyone else either.

2) I park my car on right side of our drive and unload it with my shopping as had op on my shoulder so only small bags to carry in.

3) I also have grand kids staying over a lot and need them to get out straight into my garden as its safer too for which we have installed cameras all around to keep an eye on any intruders as when I parked across the way when someone else was there my car was damaged so I park here now always.

4) As new houses have been built any visitors they have will more than likely park down Dyngley Close now too.

Can we have three bays for our houses, 14,16,18, then all other cars can park across the road as when we've had no space and park down the road we are having notes put on our cars asking us to park elsewhere, but seem to think that they can park where they want (notes were nasty). I have since after three done same but politely asked them to park by their house which is often free anyway.

Please by all means double lines on each corner as it does/will stop cars which constantly park there be it for visits or when school down road has an event on.

Easier to do this and put notice up/or bays (please) for three cars only, for 14,16,18. This would not block road either by even just one side of road the right hand having a double yellow along to garages on the right hand side, flow will not be hindered.

Can someone please call around to chat and see what we are saying, you are penalising us and that is wrong, if we use our caravan we won't be able to move it in and out without being fined for being on lines.

You do know (the Ward Member) does NOT know or live here by these two roads so he does NOT know about true parking problems."

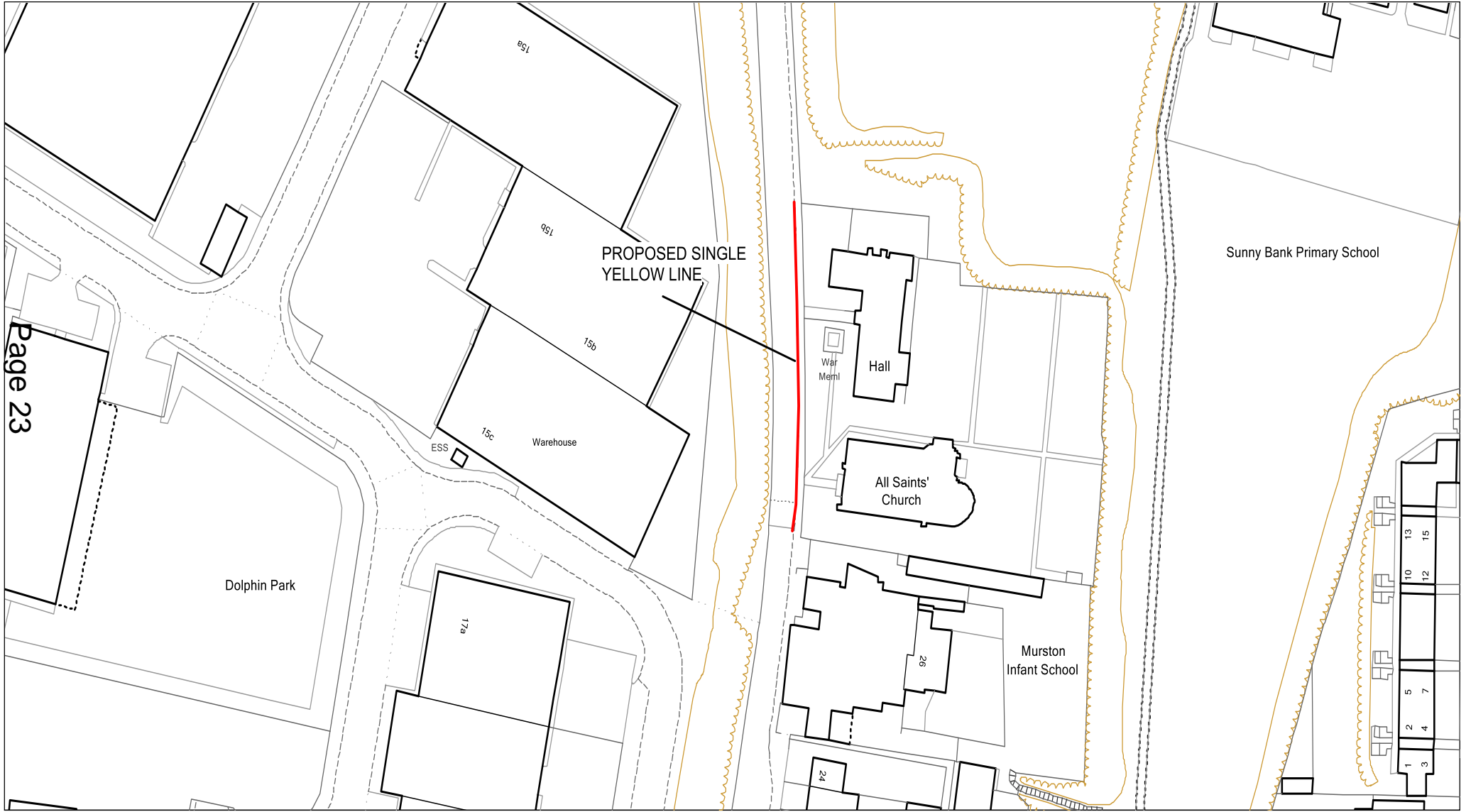
6. Dyngley Close, Milton Regis – Proposed Double Yellow Lines – PENDING

"Concerning proposed double yellow lines at Dyngley Close, Milton Regis. Although there is some good reason to put double yellow lines to the east side of Dyngley Close extending to the garage entrance, and also to the corner on the west side, I can't see the point in extending the yellow lines on the west side all the way to the garages belonging to 14,16 and 18 Vicarage Road, as it takes away valuable parking space from the local residents which is already lacking in parking spaces. Surely parking on one side of the road only would not cause any hazards or be restrictive to emergency vehicles. Although there is parking opposite on Vicarage Road during daylight hours, there have been numerous break-ins and vandalism to cars parked there overnight.

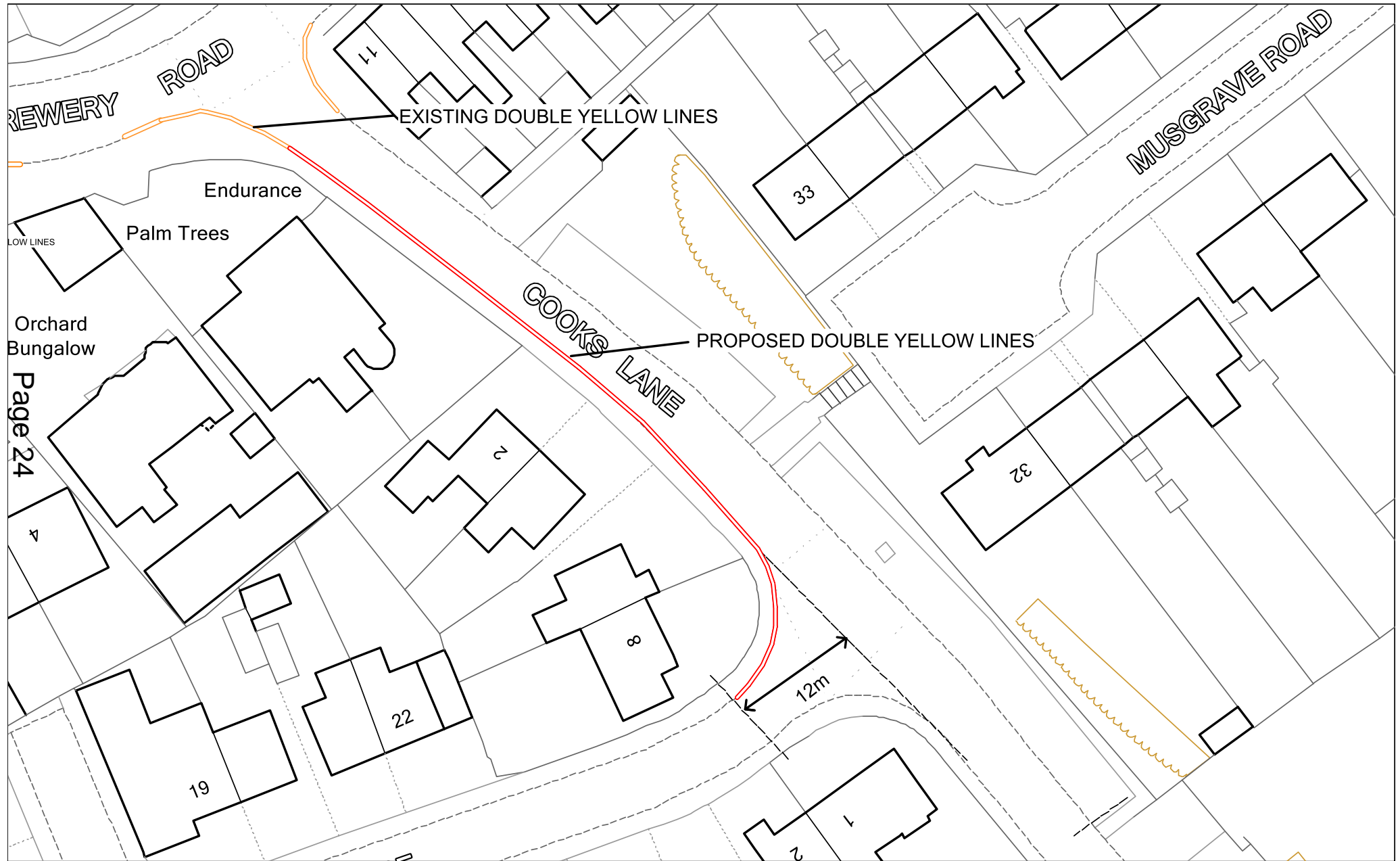
Therefore, I would strongly propose that the yellow lines on the west side only extend to the corner, the same as they are shown to extend on Vicarage Road."

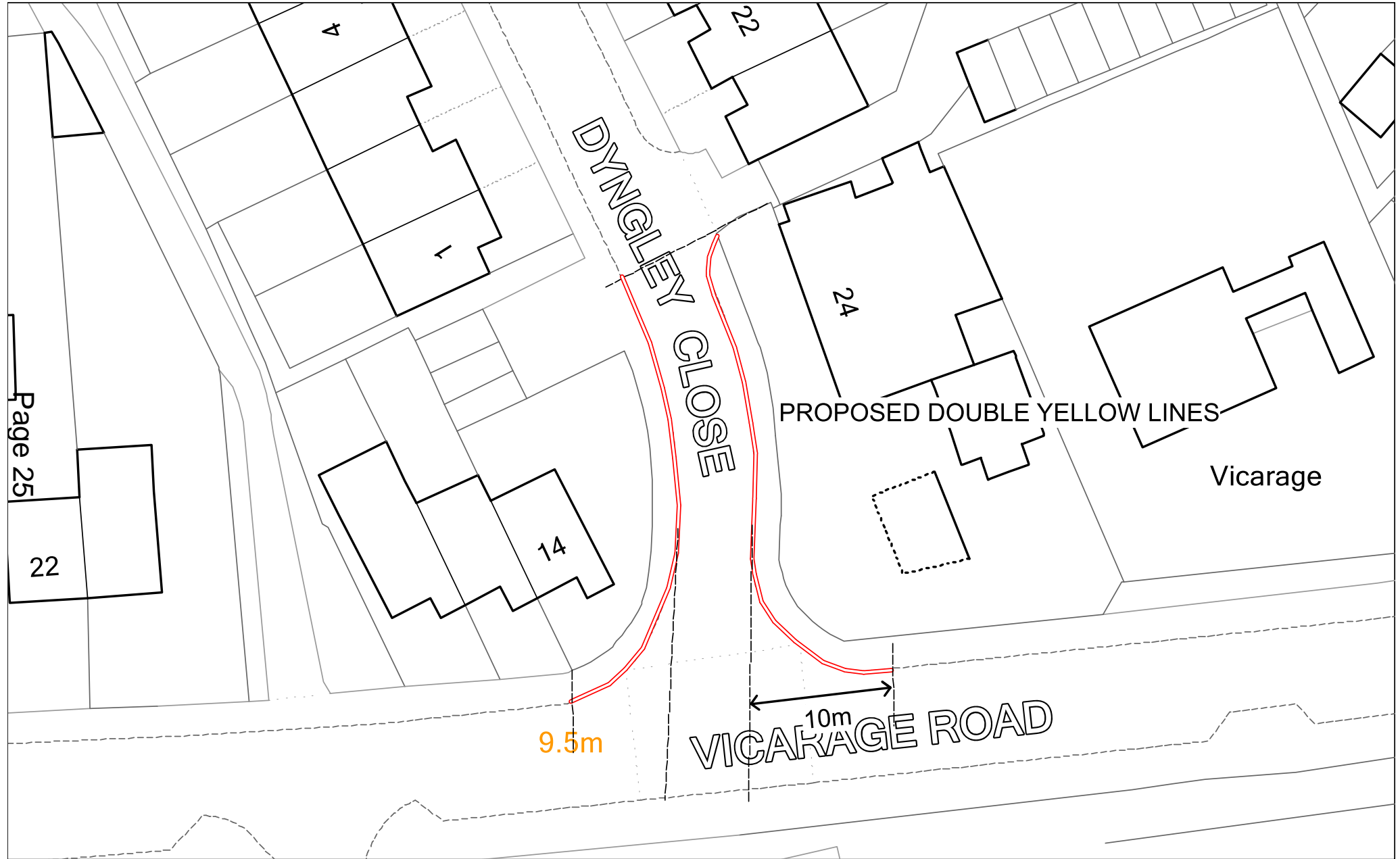
Plans of Proposals Subject to Objections

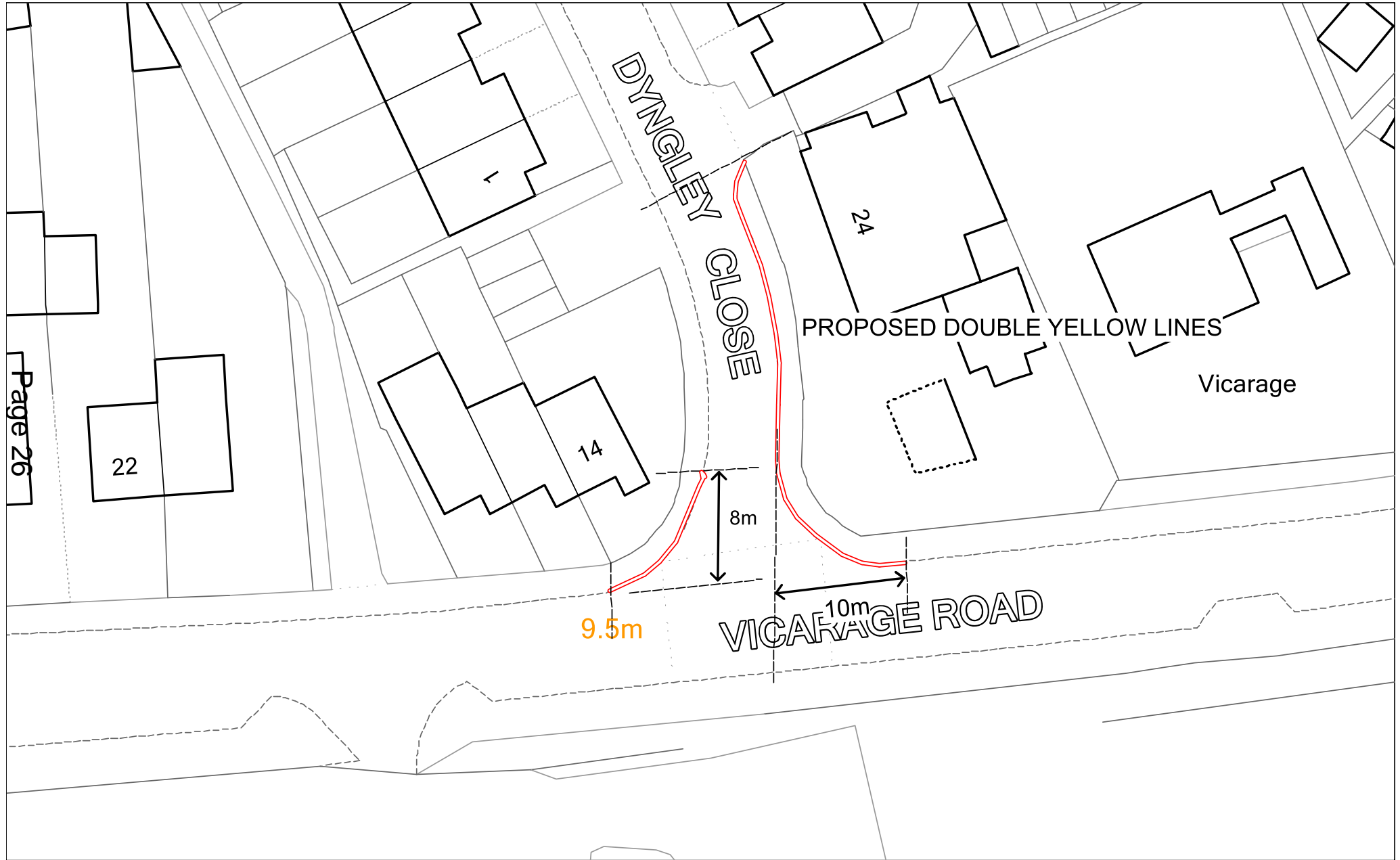
Church Road, Murston – Proposed Single Yellow Line (Monday to Friday, 8am to 6pm)



Proposed Double Yellow Lines – Cooks Lane, Milton Regis







SWALE JOINT TRANSPORTATION BOARD	Agenda Item: 9
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Meeting Date	Monday 2 nd March 2020
Report Title	Formal Objections to Traffic Regulation Order – Swale Amendment 9 – Proposed Double Yellow Lines, Sandford Road, Sittingbourne
Cabinet Member	Cllr Tim Valentine
Head of Service	Martyn Cassell
Lead Officer	Mike Knowles (SBC)
Classification	Open

Recommendations	Members are asked to note the formal objections received to the advertised Traffic Regulation Order and recommend that the proposed double yellow lines in Sandford Road, Sittingbourne be removed from the Order to allow proposals in other areas to progress while Kent County Council consider alternative solutions.
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1. Purpose of Report and Executive Summary

- 1.1 This report provides details of objections received to the recently advertised Traffic Regulation Order, Swale Amendment 9, which covers various amendments to on-street waiting restrictions in the Swale area.

2. Background

- 2.1 A Traffic Regulation Order has been drafted for various proposed amendments to on-street waiting restrictions in Swale, and a copy of this Order can be found in Annex A. A Statement of Reasons summarising the contents of the Order can be found in Annex B. A number of formal objections have been received to some of these proposals, and these are discussed below.
- 2.2 With regard to the proposed restrictions for Ashford Road in Faversham, the originally advertised Traffic Regulation Order was for the installation of double yellow lines on the west side of the road, north of the M2 junction, but following comments from a nearby property it was agreed with the Head of Service to amend these proposals to a single yellow line to match those restrictions nearby, and to monitor the situation.

3. Issue for Decision

- 3.1 A copy of the formal objections received can be found in Annex C, and plans of the proposals for each of these areas can be found in Annex D.

Sandford Road, Sittingbourne

- 3.2 A previous Traffic Regulation Order was prepared for the installation of double yellow lines in Sandford Road, Sittingbourne, at the request of Bobbing Parish Council and joint funded by the Parish Council and the County Member's Highway Grant, and the lining was subsequently installed in August 2019.
- 3.3 At the request of the Parish Council, a short gap was left in the double yellow lines, outside of Nos.62 to 68 Sandford Road. However, we have now received a request from the Parish Council to fill in this section of unrestricted carriageway, and we have therefore included this section of double yellow lines in our latest Traffic Regulation Order.
- 3.4 During the formal consultation period, a total of four objections were received, all in relation to the proposed double yellow lines in Sandford Road, and a copy of these objections can be found in Annex C.
- 3.5 Ward Member Comments: One of the Ward Members has expressed objection to the proposed double yellow lines, and has been in communication with Kent County Council on an alternative solution to the problem, in the form of bollard installation. The other Ward Member stated that trying to find a more acceptable outcome to the issues in Sandford Road seems appropriate, and that he would be hesitant to lend his support to a scheme that would appear not to have support from its neighbouring residents.
- 3.6 Parish Council Comments: Following receipt of the formal objections, Bobbing Parish Council were asked for their comments in relation to the proposals for Sandford Road, and kindly responded as follows: *"My Chair said go ahead with the lines as there is not a clear view when coming around the corner from the shops, it's blind to oncoming cars. He also suggested that as we believe there is a disabled person residing in one of the four properties it might be worthwhile offering him a disabled bay, which would assist him. My Vice-Chair feels quite concerned that we have been informed in the beginning that bollards were not acceptable, but now find that they are being recommended! He feels that bollards will not improve the safety of this area of highway and footpaths and the same as the Chair would prefer that these yellow lines go ahead with the possible installation of a disabled bay. One Councillor stated: If you can't see what's coming around the corner then how are bollards going to help. It's blind – not like Hilton where you can see, it's just there's too many cars parked so you don't have time to nip into a space. Two Councillors stated: Unless an alternative is proposed by KCC (i.e bollards, etc) then it should still go ahead, because people are not obeying what the intention was in the first place. Besides, they can always be burnt off of the road if an alternative is then found."*

3.7 In light of the comments received and the continuing investigation by Kent County Council, we could remove the proposed parking restrictions for Sandford Road from the current Traffic Order, to allow the other proposals included in the Order which did not receive objections, to progress without further delay. If, at a later stage, Members recommended that the proposed double yellow lines in Sandford Road should progress these could be added to a future Traffic Regulation Order.

4. Recommendation

4.1 Members are asked to note the formal objections received to the advertised Traffic Regulation Order and recommend that the proposed double yellow lines in Sandford Road, Sittingbourne be removed from the Order to allow proposals in other areas to progress while Kent County Council consider alternative solutions.

5. Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Cost of 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.
Health Implications	The installation of the proposed double yellow lines could have a negative impact on the physical health and wellbeing of local residents by preventing those with physical health ailments parking directly outside their properties. If the lack of parking restrictions at this location is creating a highway safety issue, the installation of the proposed lines could positively impact on the health and wellbeing of road users.

6. Appendices

- 6.1 Annex A – Copy of Draft Traffic Regulation Order
- Annex B – Copy of Statement of Reason
- Annex C – Formal Objections Received
- Annex D – Plans of Proposals Subject to Objections

7. Background Papers

- 7.1 None

**THE KENT COUNTY COUNCIL (VARIOUS ROADS, BOROUGH OF SWALE)
(WAITING RESTRICTIONS AND STREET PARKING PLACES)
(AMENDMENT No.9) ORDER 2019**

OBJECTION 1,2,3,4 – PROPOSED DYLS, SANDFORD ROAD, SITTINGBOURNE

The Kent County Council, acting as the local traffic authority and 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.9 Order 2019" ('this Order') and shall come into force on the xx day of xxxxx, 2019.

B - The "Kent County Council (Various Roads, Borough of Swale) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2019" ('the Order') shall have effect as though -

In the Schedules to the Order

FIRST SCHEDULE

Roads in Faversham

Barnfield Road

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

BARNFIELD ROAD On both sides, from the eastern kerbline of Priory Row for a distance of 45 metres in an easterly direction.

Colegates Road, Oare

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

COLEGATES ROAD, OARE

(1) On the south-eastern side

(a) from the south-west kerbline of The Street, in a south-westerly direction to a point in line with the rear building line of 55 The Street;

(b) from the south-west kerbline of Colegates Close, in a south-westerly direction for a distance of ~~15~~ 20 metres;

(c) from the north-eastern kerbline of Colegates Close, in a north-easterly direction for a distance of 17 metres.

Hatch Street

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

- HATCH STREET
- (1) On the northern side
 - ~~between the west boundary of 6 Hatch Street and boundary of 3 4 Hatch Street;~~
 - (a) across the frontage of 6 Hatch Street;
 - (b) between points 5 metres west and 8 metres east of the centre of the Junction with Caslocke Street.
 - (2) On the southern side for the whole length.

Priory Row

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

- PRIORY ROW
- On the eastern side
- (a) from the northern kerbline of Barnfield Road for a distance of 15 metres in a northerly direction;
 - b) from the southern kerbline of Barnfield Road for a distance of 15 metres in a southerly direction.

Tanners Street

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

- TANNERS STREET
- (1) On the eastern side
 - (a) from the Junction with West Street to a point 4 metres north east of the north-eastern boundary of 1 Tanners Street;
 - (b) between points 11 metres north and 10 metres south of the centre of the Junction with Napleton Road;
 - (c) from the northern building line of 28 Tanners Street for a distance of 3 metres in a northerly direction;
 - (ed) between the southern boundary of 32 Tanners Street and the southern boundary of 1 Fairlight Cottages Tanners Street;
 - (e) from a point 10 metres north of the Junction with South Road to that Junction.
 - (2) On the western side from the Junction with West Street to the Junction with South Road.

(3) Around the full circumference of the traffic island at the Junction of Tanners Street and West Street.

Roads in Queenborough in the Borough of Swale

High Street

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

- HIGH STREET
- (1) On the northern side
 - (a) from the Junction with North Road ~~for a distance of 30 metres in a westerly direction.~~ to a point 1 metre west of the boundary of 12/13 Woodhall Terrace, High Street;
 - (b) from a point in line with the western kerbline of Park Road to the western end of the road.
 - (2) On the southern side
 - (a) from the Junction with Railway Terrace for a distance of 106 metres in a westerly direction;
 - (b) from the Junction with South Street for a distance of ~~47~~ 50 metres in a westerly direction.

Roads in Sittingbourne and Milton

Park Road

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

- PARK ROAD
- (1) On the eastern side
 - (a) from the Junction with West Street to a point in line with the boundary of 1/5 Park Road;
 - (b) from a point in line with the southern boundary of 27 Park Road to a point opposite the boundary of 46/48 Park Road;
 - (c) from a point in line with the boundary of 71/73 Park Road to a point in line with the boundary of 77/79 Park Road;
 - (d) from a point in line with the south building line of 83 Park Road to a point in line with the north building line of 85 Park Road;
 - (e) from a point 2 metres south of the boundary of 99/101 Park Road to a point 2 metres south of the boundary of 105/107 Park Road;

(f) from a point 2 metres north of the boundary of 131/133 Park Road to a point in line with the boundary of 139/141 Park Road;

(g) from a point in line with the northern boundary of 143 Park Road for a distance of 4 metres in a northerly direction;

(h) from a point in line with the boundary of 159/161 Park Road to a point 10 metres south of the southern kerblines of Valenciennes Road;

(i) from a point in line with the northern building line of 189 Park Road, for a distance of 13 metres in a northerly direction;

(j) from a point in line with the boundary of 263/265 Park Road to the Junction with Gore Court Road.

(2) On the western side

(a) from the Junction with West Street to a point in line with the northern boundary of 4 Park Road;

(b) between points 2 metres north and 2 metres south of the boundary of 14/16 Park Road;

(c) from a point in line with the boundary of 24/28 Park Road for a distance of 5 metres in a northerly direction;

(d) from a point in line with the boundary of 32/34 Park Road to a point in line with the boundary of 46/48 Park Road;

(e) between points 3 metres north and 3 metres south of the boundary of 54/56 Park Road;

(f) from a point 4 metres north of the southern boundary of 60 Park Road to a point in line with the boundary of 86/88 Park Road;

(g) from a point in line with the southern boundary of 112 Park Road, for a distance of 6 metres in a southerly direction;

(h) from a point in line with the boundary of 136/138 Park Road to a point in line with the boundary of 140/142 Park Road;

(i) from a point in line with the boundary of 168/170 Park Road to a point in line with the boundary of 170/172 Park Road;

(j) from a point 12 metres north of the northern building line of the Gore Court Arms to the Junction with Gore Court Road.

Rook Lane, Bobbing

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

ROOK LANE, BOBBING

On the south east side, between point 20 metres northeast and 15 metres southwest of the centre of the access to Demelza House.

Sandford Road

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

SANDFORD ROAD (1) On both sides of the road, from the northern kerbline of London Road for a distance of 22 metres in a northerly direction.

(2) On the west and north side

(a) from a point in line with the north-eastern boundary of 31 Sandford Road, to the western kerbline of Hilton Drive;

(b) from the eastern kerbline of Hilton Drive to the north-western kerbline of Woollett Road.

(3) on the east and south side

~~(a) from a point opposite the north-eastern boundary of 31 Sandford Road, to a point in line with the boundary of 60/62 Sandford Road, including both sides of the access road between 54 & 56 Sandford Road to a point 2 metres west of the western building line of 54 Sandford Road;~~

~~(b) from a point in line with the boundary of 68/70 Sandford Road to a point in line with the boundary of 72 Sandford Road/105 Gadby Road.~~

(a) from a point opposite the north eastern boundary of 31 Sandford Road to a point in line with the boundary of 72 Sandford Road/105 Gadby Road, including both sides of the access road between 53 & 56 Sandford Road to a point 2 metres west of the western building line of 54 Sandford Road.

OBJECTION 1, 2, 3, 4

Ufton Lane

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

UFTON LANE (1) On both sides from the Junction with Park Road to points 17 metres south of the northern building line of Gore Court Arms.

(2) On the eastern side

~~(a) from the Junction with West Street to a point opposite 3 metres north of the northern boundary of 81 Ufton Lane;~~

~~(b) from a point 11 metres north of the northern boundary of 26 Ufton Lane to a point in line with the rear boundary of 150/152 Park Road;~~

(a) from the Junction with West Street to a point 1.7 metres south of the northern building line of 26 Ufton Lane;

(b) from a point in line with the boundary of 60/62 Ufton Lane to a point 4 metres south of the boundary of 123/125 Ufton Lane;

(c) from a point 5 metres south of the boundary of 125/127 Ufton Lane to a point in line with the rear boundary of 150/152 Park Road;

(d) from a point 3 metres north of the rear boundary of 154/156 Park Road to a point in line with the rear boundary of 186/188 Park Road;

~~(eb) from a point in line with the rear boundary of 152/154 Park Road to a point in line with the rear boundary of 186/188 Park Road;~~

(ee) from a point in line with the boundary of 86/88 Ufton Lane to a point in line with the boundary of 90 Ufton Lane/244 Park Road.

(3) On the western side

~~(a) from a point opposite 2 metres south of the rear boundary of 3/4 Anselm Close to a point in line with the boundary of 99/101 Ufton Lane;~~

(a) from the southern kerbline of West Street to a point 3 metres south of the northern building line of 53 West Street;

(b) from a point 2.5 metres north of the rear boundary of 1/2 Anselm Close to a point in line with the boundary of 19/21 Ufton Lane;

~~(b) from a point in line with the boundary of 107/109 Ufton Lane to a point 5 metres south of the boundary of 125/127 Ufton Lane;~~

(c) from a point 10 metres north of the centre of the junction of Nativity Close to a point in line with the northern boundary of 61 Ufton Lane;

(d) from a point 1 metre north of the boundary of 69/71 Ufton Lane to a point in line with the boundary of 83/85 Ufton Lane;

(e) from a point 3 metres north of the boundary of 111/113 Ufton Lane to a point 1 metre south of the boundary of 113/115 Ufton Lane;

(f) from a point in line with the boundary of 115/117 Ufton Lane to a point in line with the northern building line of 117 Ufton Lane;

(g) from the boundary of 121/123 Ufton Lane to a point in line with the boundary of 123/125 Ufton Lane;

(h) from a point in line with the southern building line of 125 Ufton Lane to a point in line with the boundary of 125/127 Ufton Lane;

(i) from a point 7 metres south of the centre of the junction of Connaught Road to a point in line with the northern building line of 135 Ufton Lane;

(j) from a point in line with the boundary of 147/149 Ufton Lane to a point in line with the boundary of 149/151 Ufton Lane;

(k) between points 17 metres north and 17 metres south of the centre of the Junction of Homewood Avenue;

~~(e) from a point 5 metres north of the boundary of 127/131 Ufton Lane to a point in line with the southern boundary of 155 Ufton Lane;~~

~~(d) from a point in line with the southern boundary of 155 Ufton Lane to a point 15 metres south-west of the Junction with Homewood Avenue;~~

(e1) from a point in line with the boundary of 179/181 Ufton Lane to a point in line with the northern boundary of 187 Ufton Lane.

Upper Field Road

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

UPPER FIELD ROAD On the south side, between points 14 metres west and east of the centre line of the rear vehicular access to Maco Ltd.

THIRD SCHEDULE

Roads in Faversham

Ashford Road

The following shall be inserted in the Third Schedule (*Daytime Waiting Restrictions*) in place of the existing entry:-

1	2	3	4
Name of Road	Length of Road	Days on which restriction applies	Times at which restriction applies
Roads in Faversham			
ASHFORD ROAD	<p>(1) On the eastern side between a point 24 metres north of the junction with the Coast Bound M2 slip road to a point 77 metres north of that junction.</p> <p>(2) On the western side, from the northern kerbline of the M2 coastbound exit slip road, north to a point opposite the southern boundary of 93 Ashford Road.</p>	<p>Monday to Friday</p> <p>Monday to Friday</p>	<p>8.30am to 6.30pm</p> <p>8.30am to 6.30pm</p>

Colegates Road, Oare

The following shall be inserted in the Third Schedule (*Daytime Waiting Restrictions*) in the correct alphabetical sequence:-

1	2	3	4
Name of Road	Length of Road	Days on which restriction applies	Times at which restriction applies
Roads in Faversham			
COLEGATES ROAD, OARE	On the northwestern side, from a point 20 metres southwest of the south-western kerbline of Colegates Close to a point 17 metres northeast of the north-eastern kerbline of Colegates Close.	Monday to Saturday	8am to 5pm

Hatch Street

The following shall be inserted in the Third Schedule (*Daytime Waiting Restrictions*) in the correct alphabetical sequence:-

1	2	3	4
Name of Road	Length of Road	Days on which restriction applies	Times at which restriction applies
Roads in Faversham			
HATCH STREET	On the north side of the road, from the boundary of 5/6 Hatch Street to a point 5 metres west of the centre of the Junction with Caslocke Street	Monday to Saturday	8am to 6.30pm

High Street, Queenborough

The following shall be inserted in the Third Schedule (*Daytime Waiting Restrictions*) in place of the existing entry:-

1	2	3	4
Name of Road	Length of Road	Days on which restriction applies	Times at which restriction applies
Roads in Queenborough			
HIGH STREET	On the northern side from the western boundary of 126/ 128 High Street for a distance of 20 metres in a westerly direction.	On all days	8.00am to 6.30pm

North Road, Queenborough

The following shall be inserted in the Third Schedule (*Daytime Waiting Restrictions*) in the correct alphabetical sequence:-

1	2	3	4
Name of Road	Length of Road	Days on which restriction applies	Times at which restriction applies
Roads in Queenborough			
NORTH ROAD	On the northern side from a point opposite the boundary of 3/4 Sea View Terrace to a point 1 metre west of the boundary of 16/18 North Road.	On all days	8.00am to 6.30pm

Roads in Sittingbourne and Milton

Ufton Lane

The following shall be inserted in the Third Schedule (*Daytime Waiting Restrictions*) in place of the existing entry:-

1	2	3	4
Name of Road	Length of Road	Days on which restriction applies	Times at which restriction applies
Roads in Sittingbourne and Milton			
UFTON LANE	<p>On the western side</p> <p>(a) from the Junction with West Street to a point from a point 3 metres south of the northern building line of 53 West Street to a point in line with the rear boundary of 53 West Street;</p> <p>(b) from a point 2 metres north of the entrance to Carmel Hall car park to a point 2.5 metres north of the rear boundary of 1/2 Anselm Close opposite 2 metres south of the rear boundary of 3/4 Anselm Close.</p>	Monday to Saturday	8.00am to 6.30pm.

FIFTH SCHEDULE

Roads in Faversham

Athelstan Road

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
Roads in Faversham				
<p>ATHELSTAN ROAD</p>	<p>(1) On the northern side</p> <p>(a) from a point in line with the eastern boundary of 55 Athelstan Road to a point 3 metres west of the boundary of 49/51 Athelstan Road;</p> <p>(b) from a point in line with the boundary of 49/51 Athelstan Road to a point in line with the boundary of 29/31 39/41 Athelstan Road;</p> <p>(c) from a point in line with the boundary of 37/39 Athelstan Road to a point in line with the boundary of 29/31 Athelstan Road;</p> <p>(ed) from a point in line with the boundary of 27/29 Athelstan Road to a point in line with the eastern boundary of 13 Athelstan Road;</p> <p>(e) from a point 4 metres east of the eastern boundary of 13 Athelstan Road to a point in line with the western boundary of 11 Athelstan Road;</p> <p>(ef) from a point 5 metres west of the boundary of 11/9 Athelstan Road to a point in line with the boundary of 11/9 Athelstan Road.</p>	<p>Monday to Saturday</p> <p>8.30am to 5.30pm</p>	<p>2 hours</p>	<p>4 hours</p>

Tanners Street

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
Roads in Faversham				
TANNERS STREET	<p>On the eastern side</p> <p>(a) between a point 4 metres south-west of the north-east boundary of 10a and a point 11 metres north of the centre of the Junction with Napleton Road;</p> <p>(b) from a point 10 metres south of the centre of the Junction with Napleton Road for a distance of 10 metres in a southerly direction;</p> <p>(c) from the northern boundary of 18 Tanners Street to the boundary of 26/27 a point 3 metres north of the northern building line of 28 Tanners Street;</p> <p>(d) from the boundary of 27/28 northern building line of 28 Tanners Street to the southern boundary of 32 Tanners Street;</p> <p>(e) from the southern boundary of 1 Tanners Street to a point 15 metres north of the centre of the Junction with South Road.</p>	<p>Monday to Saturday</p> <p>8.00am to 10.00pm</p>	30 minutes	1 hour

Roads in Sittingbourne and Milton

Ufton Lane

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
Roads in Sittingbourne and Milton				
UFTON LANE	<p>(1) On the eastern side</p> <p>(a) from a point 1.7 metres south of the northern boundary of 26 Ufton Lane to a point in line with the boundary of 60/62 Ufton Lane;</p> <p>(b) from a point opposite the boundary of 125/127 Ufton Lane for a distance of 11 metres in a northerly direction.</p> <p>(b) from a point 4 metres south of the boundary of 123/125 Ufton Lane for a distance of 12 metres in a southerly direction.</p> <p>(2) On the western side</p> <p>(a) from a point 28 metres south of the Junction with West Street in line with the rear boundary of 53 West Street for a distance of 26 metres in a southerly direction to a point 2 metres north of the entrance to Carmel Hall car park;</p> <p>(b) from a point in line with the boundary of 17/19 19/21 Ufton Lane for a distance of 125 metres in a southerly direction; to a point 10 metres north of the centre of the junction of Nativity Close;</p> <p>(c) from a point in line with the northern boundary of 61 Ufton Lane for a distance of 30 metres in a southerly direction; to a point 1 metre north of the boundary of 69/71 Ufton Lane;</p> <p>(d) from a point in line with the boundary of 83/85 Ufton Lane to a point in line with the northern boundary of 99 Ufton Lane;</p>	<p>Monday to Saturday</p> <p>8.00am to 6.00pm</p>	2 hours	2 hours

	<p>(e) from a point in line with the boundary of 107/109 109/111 Ufton Lane for a distance of 10 5 metres in a southerly direction;</p> <p>(f) from a point 1 metre south of in line with the boundary of 113/115 Ufton Lane for a distance of 9 metres in a southerly direction;</p> <p>(g) from a point in line with the northern building line of 117 Ufton Lane to a point in line with the boundary of 121/123 Ufton Lane;</p> <p>(h) from a point in line with the boundary of 123/125 Ufton Lane to a point in line with the southern building line of 125 Ufton Lane;</p> <p>(i) from a point in line with the boundary of 125/127 Ufton Lane to a point 13 metres north of the centre of the junction of Connaught Road;</p> <p>(j) between point 3 metres north and 7 metres south of the centre of the junction of Connaught Road;</p> <p>(k) from a point in line with the northern building line of 135 Ufton Lane to a point in line with the boundary of 139/141 Ufton Lane;</p> <p>(l) from a point in line with the boundary of 141/143 Ufton Lane to a point in line with the boundary of 147/149 Ufton Lane;</p> <p>(m) from a point in line with the boundary of 149/151 Ufton Lane to a point in line with the southern boundary of 155 Ufton Lane.</p>			
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STATEMENT of REASON



THE KENT COUNTY COUNCIL (VARIOUS ROADS, BOROUGH OF SWALE) (WAITING RESTRICTIONS AND STREET PARKING PLACES) (AMENDMENT NO.9) ORDER 2019

To maintain clear access along the road by restricting parked vehicles, it is proposed to install a single yellow line, with restrictions Monday to Friday 8.30am to 6.30pm, on the western side of Ashford Road, north of the M2 coastbound slip road in Faversham.

To accommodate a new dropped kerb access, it is proposed to install double yellow lines north of 28 Tanners Street in Faversham, and also amend the existing parking bays by reducing the length of one section of parking and extending another as a result of a now redundant crossing.

To protect the existing vehicle access at the side of 189 Park Road in Sittingbourne it is proposed to install double yellow lines across this access.

In Rook Lane, Bobbing, it is proposed to install double yellow lines opposite the entrance to Demelza House to ensure clear access for emergency vehicles, and to alleviate problems with parked vehicles hindering the safe movement of traffic it is proposed to extend the existing double yellow lines between 62 and 68 Sandford Road in Sittingbourne.

To prevent parked vehicles obstructing the access to the industrial premises, it is proposed to install double yellow lines either side of the access to Maco Limited, in Upper Field Road, Sittingbourne.

To improve bus movements around the junction, it is proposed to install a single yellow line in Colegates Road, Oare, opposite the junction of Colegates Close, with restrictions between 8am and 5pm Monday to Saturday, and to extend the existing double yellow lines on the southwest side of the Colegates Close junction by 5 metres.

To accommodate new vehicle accesses, it is proposed to remove a short section of the existing residents' parking scheme bay outside of 39 Athelstan Road in Faversham and 109 Ufton Lane in Sittingbourne.

It is proposed to formalise the disabled persons' parking bays outside 2 Cambridge Road in Faversham, 22 Hawthorn Road and 5 Milbourne Grove in Sittingbourne, and 2 The Street in Iwade.

Dated 29th January 2020

MIKE KNOWLES

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FORMAL OBJECTIONS TO TRAFFIC REGULATION ORDER – SWALE AMENDMENT 9

1. Sandford Road, Sittingbourne – Proposed Double Yellow Lines

“Dear Sir/Madam. I would like to object to the proposed order to install double yellow lines between 62 and 68 Sandford Road, Sittingbourne. I am a resident and both I and my family will be adversely affected by this. We need regular access to parking spaces for visitors and family. Thank you for registering this objection.”

2. Sandford Road, Sittingbourne – Proposed Double Yellow Lines

“Thank you for our conversation on the phone yesterday clarifying that the parish council had previously asked some of the residents whether they had any objections to yellow lines being put outside our houses.

I spoke with all off my neighbours with whom it concerns, they said they had all objected to it in writing and thought as they had left our row of houses without the lines it had been dealt with. We were all very surprised when one of the residents had spotted a sign with the proposal yet again!

Most people thought the signs on the lamp posts were the old signs from before, so it was fortunate my neighbour spotted it in time, other wise non off us would have known. It would have been nice if we were made aware by a letter in the post to inform us off the proposal, had it not have been spotted it would have been to late to object, but I guess that was the plan!

I wish to object to the proposed order to install lines between 62 and 68 Sandford Road, Sittingbourne. Here are my reasons:

- *Drive is far too steep to park down, and it causes damage to the exhaust pipe when it scrapes underneath.*
- *It could cause more of an accident coming off the drive, with blind spots.*
- *Most would have to park by the Gadby Road shops, causing more parking problems for shop keepers and customers.*
- *Not having the extra space outside my house will make it more difficult to sell my house in the future, as most families have a two car space and lose value to my house.*
- *Access for family and friends visiting.*
- *Would make shopping difficult if I have to lug my shopping from down the road to get it home.*

After speaking to my neighbours that have lived here for years, all are very frail with walking disabilities and health issues, and could do without all the added stress off not being able to park outside their houses.

I hope that all of this will be taken into consideration, the effect it can have on people's lives. We hope that this will be efficient enough to officially put a stop to the proposed double yellow lines, once and for all.”

3. Sandford Road, Sittingbourne – Proposed Double Yellow Lines

“Re the proposed installation of double yellow lines outside of my house. I strongly object to this as I am disabled with heart and arthritis and would find it very difficult to use the drive of the house to park on as its on a slope as is No.64 and 66.”

4. Sandford Road, Sittingbourne – Proposed Double Yellow Lines

“I would like to object to the proposal to put yellow lines outside 62-68 Sandford Road, Sittingbourne.

I have lived on this estate almost all my life and pass through the area concerned regularly. The reasons for objection are:

1. Parking cars in this area form a natural speed restriction for passing traffic. This is an area where school children cross the road to go to Grove Park Primary School so the natural speed reduction is useful. Putting yellow lines would, I suspect, increase traffic speeds and reduce safety.

2. Due to the recent addition of a large number of yellow lines in the area there is now no other on-street parking for a long way in any direction, meaning that local residents would face serious problems for any sort of visits or deliveries where parking were needed.

3. There is also concern that people who currently need to park in these spaces would be forced instead to park in the area of Gadby Road outside the nearby group of shops, which is often already crowded, reducing the amount of parking available for the shops and thus hurting their economic viability. Parking areas in the area need to be valued, not removed.”

Proposed Double Yellow Lines – Sandford Road, Sittingbourne



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SWALE JOINT TRANSPORTATION BOARD	Agenda Item:
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Meeting Date	Monday 2 nd March 2020
Report Title	Formal Objections to Traffic Regulation Order – Swale Amendment 11 – Proposed Double Yellow Lines, Invicta Road, Sheerness
Cabinet Member	Cllr Tim Valentine
Head of Service	Martyn Cassell
Lead Officer	Mike Knowles (SBC)
Classification	Open

Recommendations	Members are asked to note the contents of the report and recommend that Officers proceed with the installation of both sets of double yellow lines in Invicta Road, Sheerness.
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1. Purpose of Report and Executive Summary

- 1.1 This report provides details of formal objections received to our recently advertised Traffic Regulation Order, Swale Amendment 11, for the installation of two sections of double yellow lines in Invicta Road, Sheerness.

2. Background

- 2.1 Following issues with refuse freighters accessing Invicta Road in Sheerness, due to parked vehicles, the Ward Member has requested two short sections of double yellow lines to be installed, either side of the bend between 10 to 18 Invicta Road, and around the junction of Invicta Road and Galway Road. Proposals were discussed with the refuse contractor prior to progressing the Traffic Order to ensure that the restrictions would be adequate to address the issues. This report provides details of formal objections received in relation to the Traffic Regulation Order.

3. Issue for Decision

- 3.1 A copy of the Traffic Regulation Order can be found in Annex A, and a Statement of Reasons for the Order can be found in Annex B. Plans of the proposed double

yellow lines can be found in Annex C, and details of the formal objections received can be found in Annex D. At the time of writing this report the formal consultation is still in progress, and any additional objections received following the submission of this report will be verbally reported to Members at the Swale Joint Transportation Meeting in March.

- 3.2 Prior to formally advertising the Traffic Regulation Order, letters and plans were sent to residents in the vicinity of the proposed restrictions, copied to the County and Ward Members and Sheerness Town Council, to explain the issues that the refuse collection contractors were experiencing, and the inconvenience to residents due to delays in bins being emptied. A copy of the letters can be found in Annex E.
- 3.3 At the time of writing this report, a total of three formal objections have been received, as detailed in Annex D. One objector has stated that the problem is due to vehicles parking outside of No.11-13 Invicta Road only, and has suggested a daytime restriction on Tuesdays only, just on this side of the road. Another objector has suggested that the proposed restrictions in the vicinity of Galway Road be reduced slightly to have less impact on resident parking. The third objection received was also in relation to the proposed restrictions near Galway Road, and has stated that the problems with refuse collections are only once or twice a week and that the proposed restrictions will cause havoc with parking in the area. They have stated a preferred choice of no restrictions, or a possible compromise of single yellow lines with daytime restrictions only.
- 3.4 The option of daytime waiting restrictions was discussed with the Ward Member following receipt of the formal objections, but it was felt that similar issues of gaining access along Invicta Road could be experienced with larger emergency vehicles as well as the refuse freighters and for this reason this was not considered to be a suitable alternative to the proposed double yellow lines. With regard to the request to reduce the length of lining opposite Galway Road, the Ward Member has stated that there is an existing dropped kerb and garage to the side of 171 Invicta Road which is regularly obstructed by parked vehicles, and felt that any reduction to the proposals would not keep this access clear.

4. Recommendation

- 4.1 Members are asked to note the contents of the report and recommend that Officers proceed with the installation of both sets of double yellow lines in Invicta Road, Sheerness.

5. Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Cost of Installing Double Yellow Lines.
Legal and Statutory	Sealing 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.
Health Implications	Possible negative health implications for those local residents who have objected to the proposals, through lack of parking and stress caused by having to park a considerable distance away. Improved access for emergency services could reduce delays attending incident in area, resulting in a substantial health benefit for residents in the area.

6. Appendices

- 6.1 Annex A – Copy of Traffic Regulation Order
- Annex B – Copy of Statement of Reasons
- Annex C – Plans of Proposed Double Yellow Lines
- Annex D – Formal Objections Received
- Annex E – Copy of Letters to Residents

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.11) ORDER 2020**

The Kent County Council, acting as the local traffic authority and 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.11 Order 2020" ('this Order') and shall come into force on the xx day of xxxxx, 2020.

B - The "Kent County Council (Various Roads, Borough of Swale) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2019" ('the Order') shall have effect as though -

In the Schedules to the Order

FIRST SCHEDULE

Roads in Sheerness in the Borough of Swale

Invicta Road

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

- INVICTA ROAD
- (1) On both sides
 - (a) between points 2 metres north-east and 5 metres south-west of the Junction with Winstanley Road;
 - ~~(b) between points 10 metres north-east and 10 metres south-west of the centre of the Junction with Galway Road;~~
 - (b) between points 11 metres north east and 12 metres south west of the centre of the Junction of Galway Road;
 - (c) from the Junction with Marine Parade for a distance of 32 metres in a southerly direction;
 - (d) from a point in line with and opposite the boundary of 8/10 Invicta Road, to a point in line with and opposite the boundary of 18/20 Invicta Road.
 - (2) On the eastern and south-eastern sides
 - ~~(a) from the Junction with Marine Parade for a distance of 10 metres in a southerly direction;~~
 - (ba) between points 5 metres north-east and 5 metres south-west of the Junction with Acorn Street.

**STATEMENT of
REASON**



**THE KENT COUNTY COUNCIL (VARIOUS ROADS, BOROUGH OF SWALE)
(WAITING RESTRICTIONS AND STREET PARKING PLACES)
(AMENDMENT NO.11) ORDER 2020**

To improve access for the refuse freighter, which has been unable to gain access along the road resulting in aborted bin collections, it is proposed to install two short sections of double yellow lines in Invicta Road, Sheerness.

These proposed restrictions are on both sides of the road, on the bend between Nos 10 and 18 Invicta Road and near the junction of Galway Road.

Dated 10th January 2020

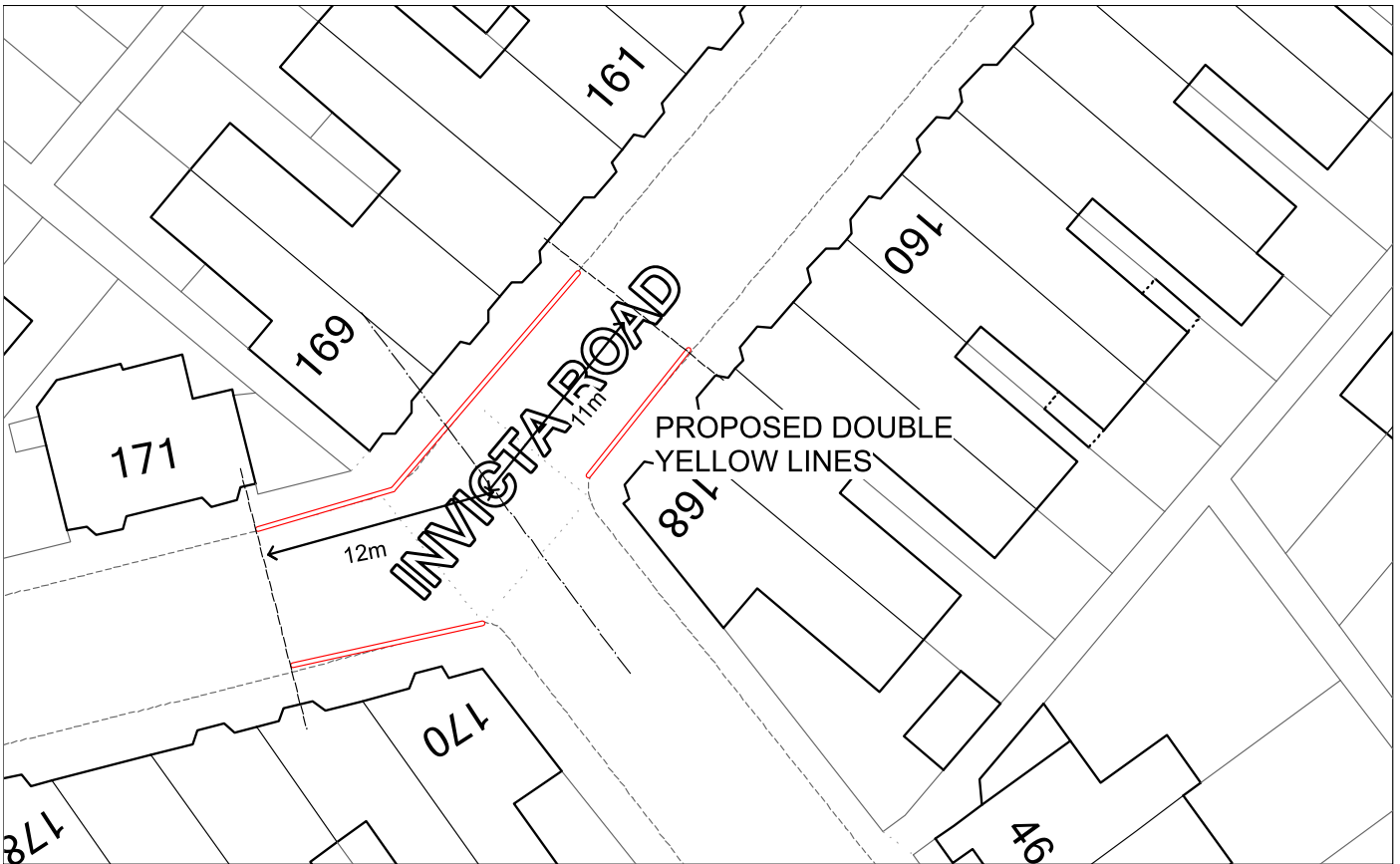
MIKE KNOWLES

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Proposed Double Yellow Lines – Outside 10 – 18 Invicta Road, Sheerness



Proposed Double Yellow Lines – Near Galway Road, Invicta Road, Sheerness



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FORMAL OBJECTIONS TO TRAFFIC REGULATION ORDER – SWALE AMENDMENT 11

Proposed Double Yellow Lines – Outside Nos.10-18 Invicta Road, Sheerness

Objection 1

“Sir, Your recent proposal to put double yellow lines between 10 and 18 Invicta Road Whilst showing a need to solve an occasional problem shows little thought or consideration for residents who need to park overnight. In my experience, the problem is always due to injudiciously parked vehicles outside 11-13, and not the other side of the road as you seem to think. I would respectfully suggest that the problem would be entirely solved by a restriction between 10-18 only and a daytime restriction on Tuesdays only would have far less impact on residents and I hope that the Councillors responsible would consider the needs for there electorate in making the correct decision.”

Proposed Double Yellow Lines – Outside Nos.166-172 Invicta Road, Sheerness

Objection 2

“I had a visit from [Ward Member] yesterday regarding the traffic problems in Invicta Road, she said I should e-mail you and reccomend that the double yellow lines outside our property (169) our restricted to 1 car length thus having less impact on resident parking, [the Ward Member] also mentioned double yellow lines going on the corner of Galway road which was not on the letter, so hopefully this will improve the traffic situation”

Objection 3

“I hereby send my letter of objection on the proposed double yellow lines outside No.166 - 172 Invicta road Sheerness.

I understand the difficulties refuse collection is down the narrow roads in sheerness but this is only once or twice a week. The rest of the time this will cause havoc with parking in this area as parking is at a premium.

My personal choice is to have no lines at all but maybe a compromise of having single yellow lines in the proposed areas with the times no parking from 8:30 am to 18:30 pm. I am sure this would be more preferred by the local residents.”

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



THE OWNER/OCCUPIER
... INVICTA ROAD
SHEERNESS
KENT
ME12 2AH
IMPORTANT – NOT A CIRCULAR

Please ask for: Technical Services
Direct Line: 01795 417125
E-mail: engineers@swale.gov.uk
Our Ref: H4.1/TRO AM 11
Your Ref:
Date: 10 January 2020

Dear Sir/Madam

**Proposed Short Sections of Double Yellow Lines
Nos. 10 – 18 Invicta Road, Sheerness**

We have received reports that on a number of occasions our contractors have been unable to complete refuse collections in Invicta Road, Sheerness, due to difficulties negotiating parked vehicles on the corner outside No.12 and 14 Invicta Road. This obviously causes inconvenience to residents with delays in having their bins emptied.

We have therefore drafted a Traffic Regulation Order to install double yellow lines on both sides of the road around this corner, between No.10 and 18 Invicta Road. We have deliberately kept the lengths of the proposed lines to a minimum as it is appreciated that on-street parking capacity is already limited in Invicta Road.

The Traffic Regulation Order will be advertised on site and in local newspapers from 24th January 2020 for a period of 21 days to allow any formal objections to the proposals to be made in writing.

If no objections are received, we are hoping to be able to complete the Order and have the lining installed on site by the beginning of April. If objections are received, we will need to report these to the Swale Joint Transportation Board for consideration at their meeting in June, and should Members recommend that the proposals progress this will be likely to take place in early September.

A plan showing the proposed double yellow lines can be found on the back of this letter.

We thank you for your co-operation and hope that we can resolve this issue as soon as possible.

Yours faithfully

Engineering
Leisure and Technical Services



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PROPOSED DOUBLE YELLOW LINES – INVICTA ROAD, SHEERNESS



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



Making Swale a better place

THE OWNER/OCCUPIER
... INVICTA ROAD
SHEERNESS
KENT
ME12 2AG
IMPORTANT – NOT A CIRCULAR

Please ask for: Technical Services
Direct Line: 01795 417125
E-mail: engineers@swale.gov.uk
Our Ref: H4.1/TRO AM 11
Your Ref:
Date: 10 January 2020

Dear Sir/Madam

**Proposed Short Sections of Double Yellow Lines
Nos. 166 – 172 Invicta Road, Sheerness**

We have received reports that on a number of occasions our contractors have been unable to complete refuse collections in Invicta Road, Sheerness, due to difficulties negotiating parked vehicles on the corner outside No.169 and 171 Invicta Road. This obviously causes inconvenience to residents with delays in having their bins emptied.

We have therefore drafted a Traffic Regulation Order to install double yellow lines on both sides of the road around this corner, between No.166 and 172 Invicta Road. We have deliberately kept the lengths of the proposed lines to a minimum as it is appreciated that on-street parking capacity is already limited in Invicta Road.

The Traffic Regulation Order will be advertised on site and in local newspapers from 24th January 2020 for a period of 21 days to allow any formal objections to the proposals to be made in writing.

If no objections are received, we are hoping to be able to complete the Order and have the lining installed on site by the beginning of April. If objections are received, we will need to report these to the Swale Joint Transportation Board for consideration at their meeting in June, and should Members recommend that the proposals progress this will be likely to take place in early September.

A plan showing the proposed double yellow lines can be found on the back of this letter.

We thank you for your co-operation and hope that we can resolve this issue as soon as possible.

Yours faithfully

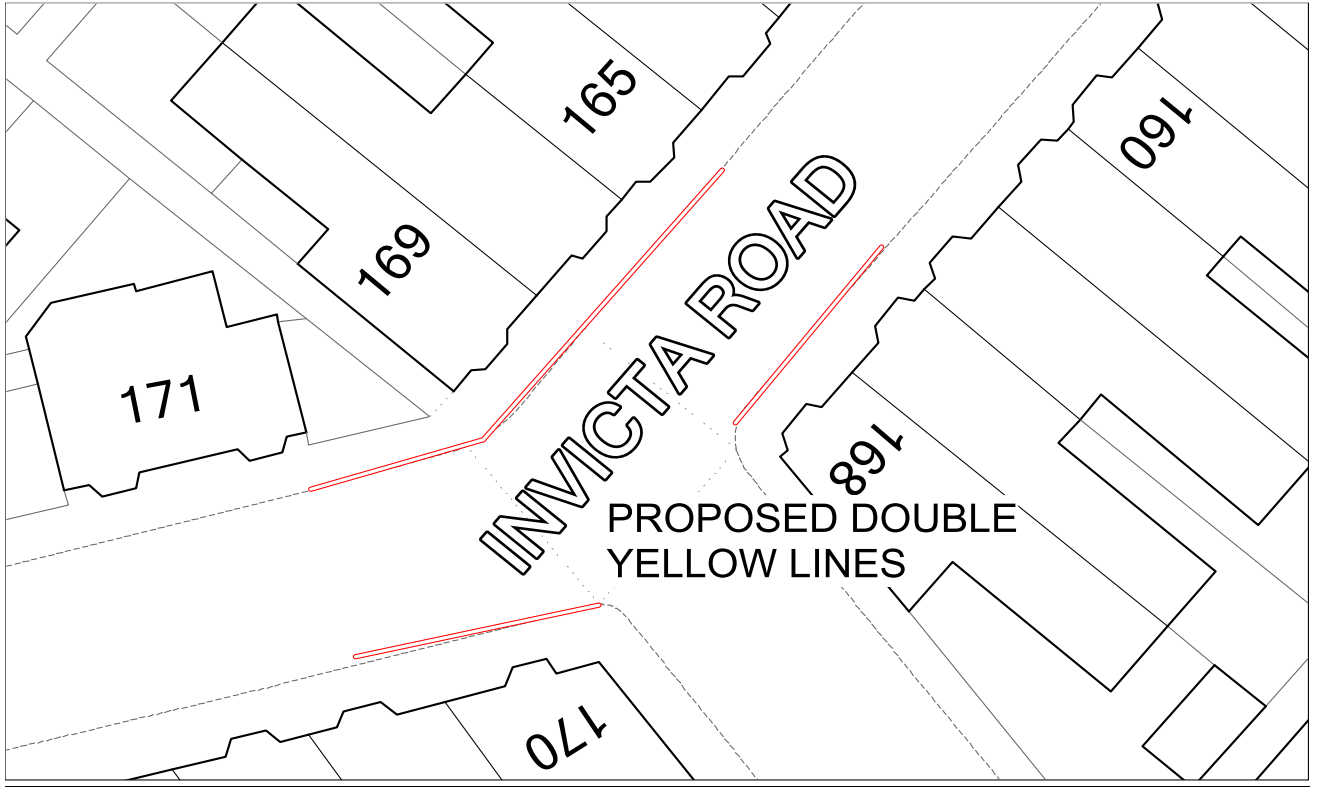
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PROPOSED DOUBLE YELLOW LINES – INVICTA ROAD, SHEERNESS



SWALE JOINT TRANSPORTATION BOARD	Agenda Item: 11
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Meeting Date	Monday 2 nd March 2020
Report Title	Proposed Extension to Sittingbourne Residents Parking Scheme – Results of Design Consultation
Cabinet Member	Cllr Tim Valentine
SMT Lead	Martyn Cassell
Head of Service	Martyn Cassell
Lead Officer	Brett O'Connell (SBC)
Classification	Open

Recommendations	Members are asked to note the contents of this report and recommend that either the scheme area be extended as per the amended plan or put on hold until a full review of resident parking schemes in the Borough has been carried out
------------------------	--

1. Purpose of Report and Executive Summary

1.1 This report provides an update on the proposal to extend the residents parking scheme in Park Road and Ufton Lane following a recent consultation regarding the scheme layout.

2. Background

2.1 A petition was submitted to the Swale Joint Transportation Board (JTB) in June 2019 by a Ward Member on behalf of residents asking for the scheme to be extended to cover all of Park Road. A consultation progressed asking residents of Park Road and Ufton Lane whether they would support/object to the introduction of the scheme. The results were submitted to the JTB in September 2019 and it was recommended that further consultation proceed.

3. Issue for Decision

3.1 A consultation progressed with residents in December 2019. This included an update letter and a plan of the proposed scheme layout. Residents were asked to comment on the plan and suggest any amendments to the layout. A copy of the consultation material is included in Annex A. The area consulted is shown in Annex B.

3.2 We received comments relating to the proposed layout of the scheme and after consideration some small alterations have been made. The proposal was to

introduce double yellow lines across all driveways to stop vehicles parking there, however, some residents requested a white bar marking to be installed instead. Amendments are shown in Annex C. Many of the comments received were relating to the proposed introduction of the scheme itself. Some residents stated that the enforcement times of the scheme (8am – 6pm Mon – Sat) needed to be extended later into the evening to give residents a better chance of parking near to their properties when coming home after work. Also, some residents stated the scheme should run seven days a week. Comments from the consultation can be found in Annex D.

- 3.3 It was brought to my attention that a letter had been sent out to residents highlighting scheme details and that residents could submit their comments up to the 10th February 2020. Just for clarification, this was not an official SBC led consultation and I therefore presume it was sent by a resident. The closing date for the SBC led consultation was the 10th January 2020 but we received further comments prompted by the resident's letter after the closing date. I have included these comments and a copy of the resident's letter in Annex E.
- 3.4 The SBC led consultation did not include a clear support or object option as it was purely based on receiving comments related to the proposed layout of the scheme not on whether the scheme should be introduced. However, most comments clearly had an opinion either way. The results were as follows:

SBC Led Consultation

Park Road Comment Objections – 11
Ufton Lane Comment Objections – 1
Unknown Location Comment Objections – 1

Park Road Comment Supports – 9
Ufton Lane Comment Supports – 4
Unknown Location Comment Supports – 2

Resident Generated Consultation

Objection Comments – 15
Support Comments - 1

4. Recommendation

- 4.1 Members are asked to note the contents of this report and recommend that **either** the scheme area be extended as per the amended plan **or** put on hold until a full review of resident parking schemes in the Borough has been carried out.

5. Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Extensive resource required to develop and consult on scheme design and layout, funding to be sourced for extensive signing and lining works.
Legal and Statutory	Traffic Regulation Order to be drafted and formally consulted, requiring a majority support from residents.
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 the consultation material
- Annex B – Plan showing the area of the consultation
- Annex C – Amendments to the consulted plan
- Annex D – Comments from the consultation
- Annex E – Resident letter and comments

7. Background Papers

- 7.1 None

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ANNEX A

Resident/Occupier

Please ask for: Engineering
Telephone: 01795 417850
E-mail: engineers@swale.gov.uk
Our Ref: TS/CPZ/01
Date: 13th December 2019

Sittingbourne Residents' Parking Scheme – Proposed Extension

Dear Resident/Occupier

Following the submission of a petition to the Swale Joint Transportation Board (JTB) to extend the current scheme, an informal consultation was undertaken with residents, and having considered the results of this consultation, the JTB recommended that a further consultation with residents be progressed to extend the scheme.

It is therefore proposed that the existing residents' parking scheme be extended to include the southern end of Park Road and Ufton Lane. The scheme should improve parking for residents during the daytime and encourage non-residents currently parking here for long periods of time to use the parking facilities available in the town centre. Please see the enclosed drawing showing the draft proposals.

The scheme layout has been designed based on current local parking practices and includes formalised resident parking bays, existing disabled bays, existing and new double yellow lines.

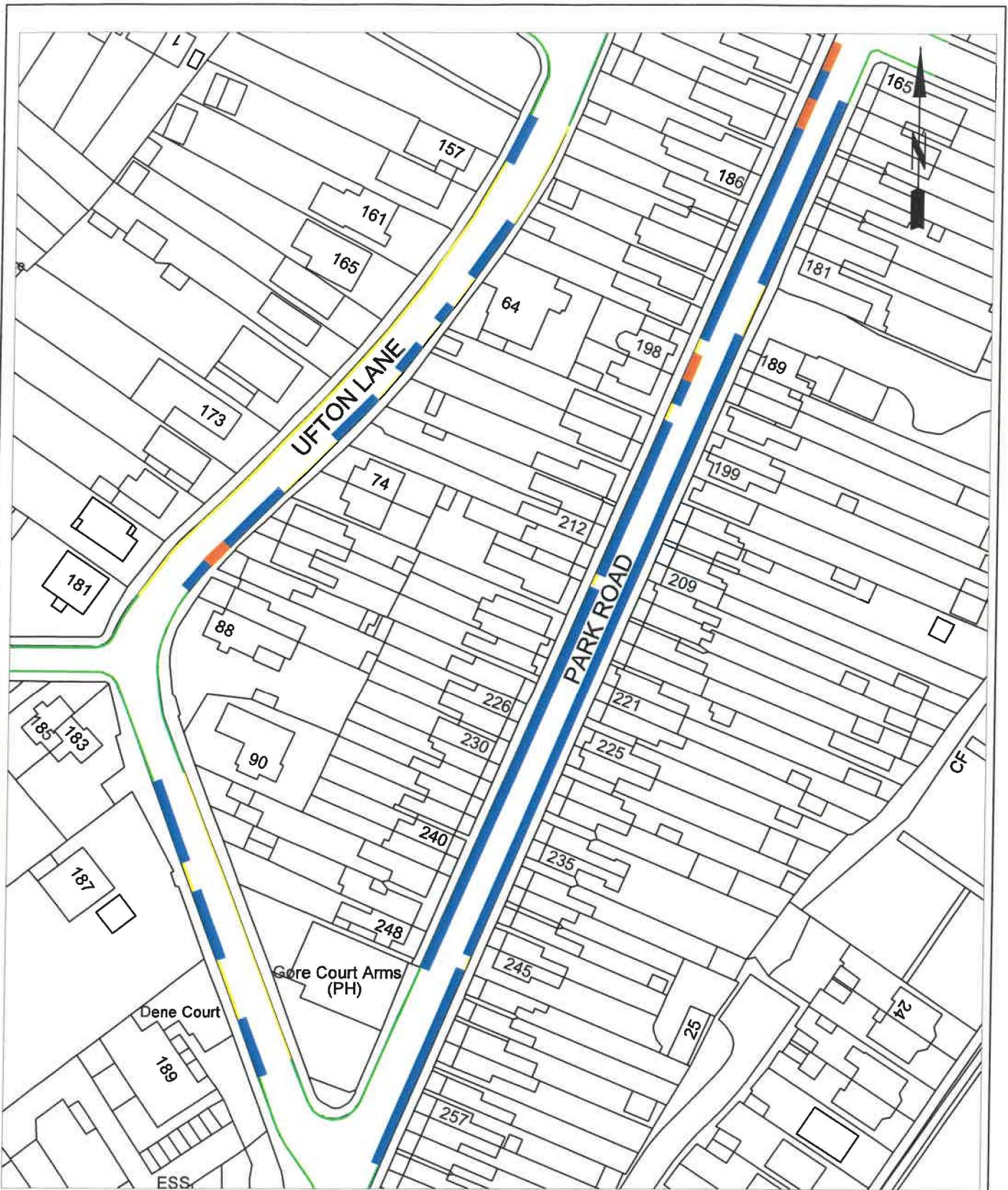
We would now like your comments on the proposals so we can assess the suitability of the design and make amendments if needed. Please submit your comments by **Friday 10th January 2020**. The results of this consultation will be reported to the JTB in March 2019 for any further recommendations. All correspondence to be sent to: **Engineering, Swale Borough Council, Swale House, East Street, Sittingbourne, Kent ME10 3HT or email engineers@swale.gov.uk.**

Yours faithfully






Engineering Team

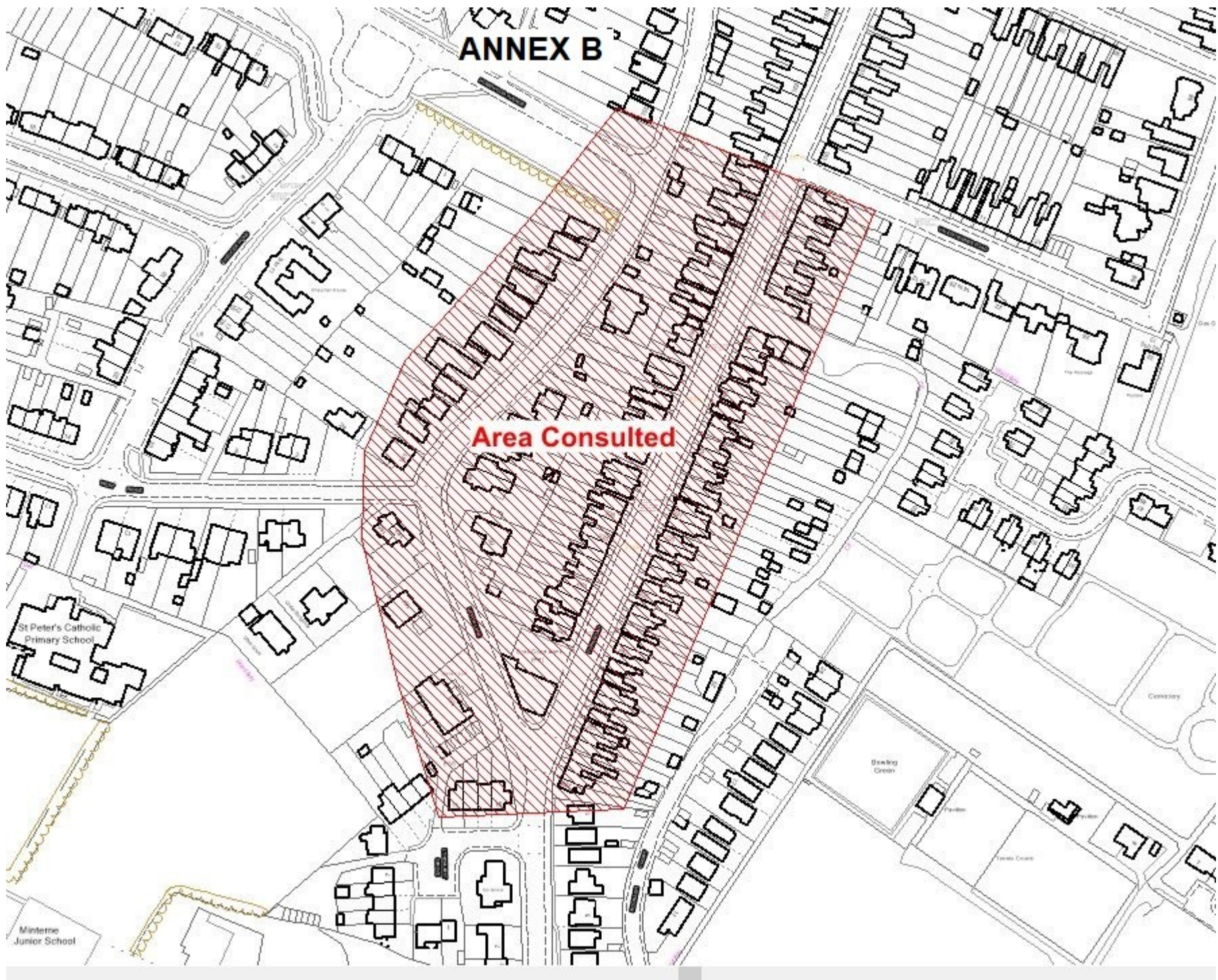


ANNEX A



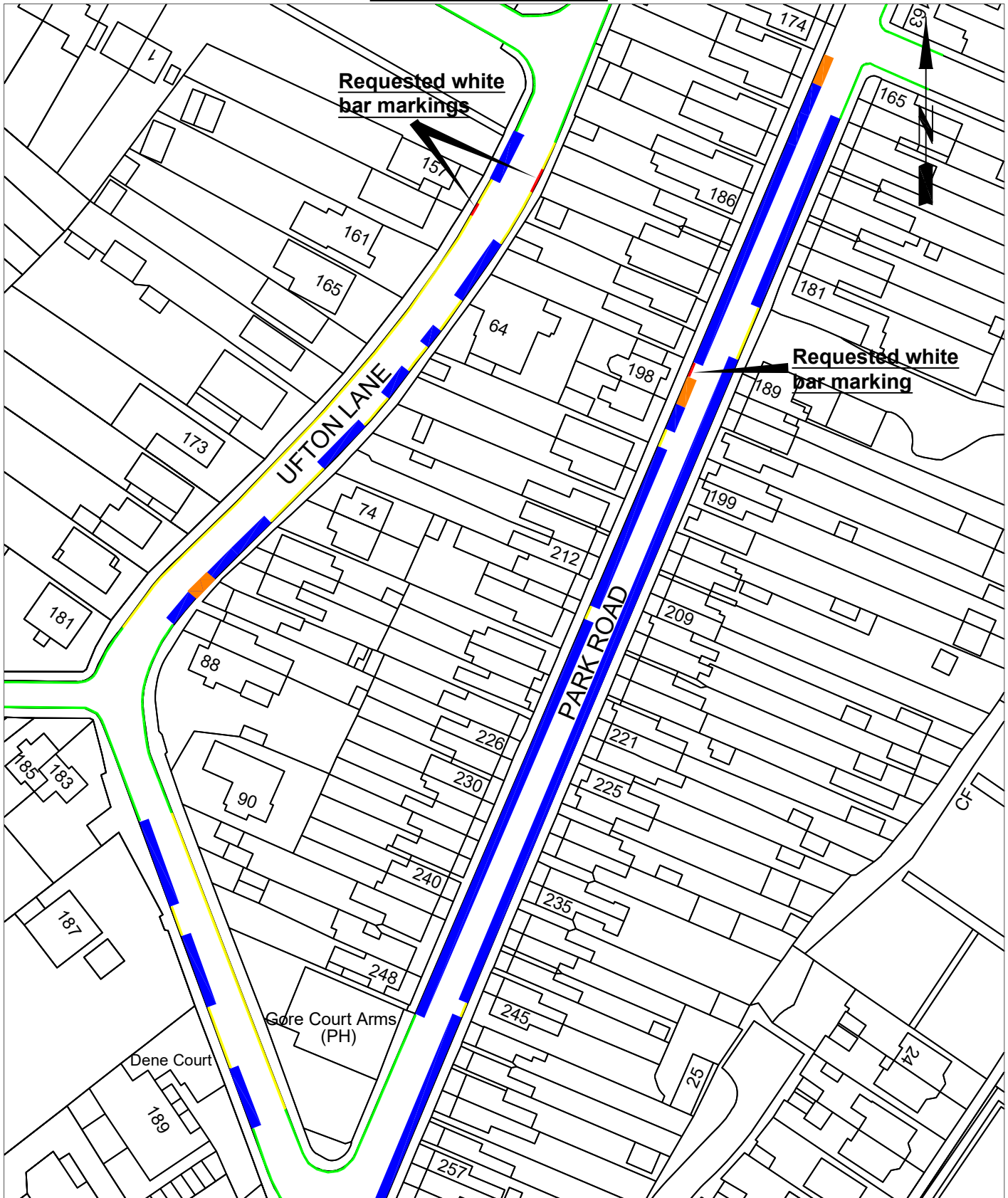
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KEY Proposed Parking Bays  Proposed Double Yellow Lines  Existing Double Yellow Lines  Existing Disabled Parking Bay 	TITLE Sittingbourne Residents Parking Scheme - Proposed Extension	DRAWN BOC
	 Page 72	DATE NOV 2019
		SCALE NTS
		DRAWING NO. TS/CPZ/01



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ANNEX C



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KEY

- Proposed Parking Bays █
- Proposed Double Yellow Lines █
- Existing Double Yellow Lines █
- Existing Disabled Parking Bay █

TITLE

Sittingbourne Residents Parking Scheme - Proposed Extension



DRAWN	BOC
DATE	NOV 2019
SCALE	NTS

DRAWING NO.
TS/CPZ/01

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ANNEX D

Park Road – Objection Comments

Email/Letter No.	Comments
1	<p>I am writing in response to the correspondence received this morning regarding the extension to the resident's parking scheme in Park Road and once again wish to lodge my very strong objections.</p> <p>I reside directly opposite the junction with Ufton Lane and we are the last house to benefit from on-street parking before the double yellow lines begin. My reasons are as follows:</p> <p>The time of operation 8am- 6pm is unnecessary. For most of the day, say from 9 am until 3.15pm, the road is quite empty. My wife is in and out of the house all day, every day, using her car and never has had any problem in finding a space, normally right outside our property.</p> <p>The 3 schools nearby (Minterne, The Oaks & St Peter's) all use the top of Park Road for parking during the school run period. Whilst this can cause congestion (we simply avoid returning or leaving the house during these times), the cumulative pressure that this will put on other roads, especially nearer the schools will be a serious hazard. Any restriction at the top end of Park Road would be a reckless decision, causing serious safety concerns. I have no doubt that your proposal will go ahead, but I wish to record my concerns here and request that this situation is monitored very closely.</p> <p>The landlords at the Gore Court Arms public house set a wonderful example of respectful behaviour for the neighbourhood. Vehicles parked in the area are usually for short stays and any restriction would mean that either their clientele will park in other roads, increasing pressure in those areas or in fact, will visit other establishments. Not a helpful move in the current climate, I am sure.</p> <p>The 3 properties to the south of us currently do not have on-street parking outside and I presume at the moment they park in other roads or indeed further down Park Road. In the light of the purchase of 2 permits per household, I would suggest that they may feel more of an understandable right to park as close to their properties as possible: thus causing further unnecessary tension in the area</p> <p>The most difficult time to park at the top of Park Road is AFTER 6pm. It would seem that your current proposal will do nothing to alleviate this situation. Other local councils have introduced more suitable time zones, dependent on need. This may be something that you might like to research and consider before merely extending the current area as a matter of expediency.</p> <p>Finally, I note that this proposal has been raised as the result of a petition. I therefore must inform you that when we were canvassed in this respect, the gentleman concerned was very biased in his spiel on our doorstep and had we not already had such discussions as a family, it would have been far easier to have signed the petition, so that we could continue with our evening meal. I therefore have to question how many other residents may have felt the same?</p>

2	<p>I am replying to yet another letter sent to me regarding your proposal for the south end of Park Road and Ufton lane. If you could refer to my last two replies for my input , you will see my reasons against the proposal. Just in case you don't refer to them I will explain again.</p> <p>At the top end of Park Road you state " The scheme should improve parking during the daytime". " and "To use parking facilities in the town centre "</p> <p>Well, the parking in the town centre is an absolute shambles and the top end of Park Road during the day time there is NOT a problem with parking. As I stated before IF you drove to Park Road to see for yourselves you wouldn't have to take my word it.</p> <p>It is late afternoons, early evenings that is the time that's the problem with parking here. Are you going to apply No Parking at any time for non permit holders OR is it only from 8am - 6pm and also give them time limits that they can park for an hour or two during the daytime ?.</p> <p>If it's the latter then we are back to square one as at 4pm or 5pm anyone will be able to park here who are visiting the Vets or The Gore Court Arms Public house and stay till late even until 8am the next day if they wish (that has happened due a drink driving)</p> <p>So residents coming home from work in the evening will still not get a space .</p> <p>As I said in my last response about this IF you must implement Parking Permits then have No Parking for Non Permit Holders between approximately 4pm - 7pm .</p> <p>I have spoken to many of my neighbours who feel exactly the same as I do and also you say there was an informal consultation undertaken with residence. How come many of us in Park Road was not informed about it ? .</p> <p>I would have liked to be given the opportunity to have my say as I'm sure my neighbours would have.</p>
3	<p>I am emailing following a letter I received regarding the Parking Scheme.</p> <p>I live in Park Road, my husband drives and finds it impossible to park, however we do not feel the parking scheme will help him. Having lived here for 13 years and walking up and down the road (especially as a walker) at different times of day I do not notice a big difference from one end (where the scheme is in operation) to the other, there may be a few extra spaces during the day compared to south end but at night both are equally packed out with cars. If my husband finishes early he can get parked but as soon as it hits 5.30 there are no spaces, the scheme finishes at 6pm so this will not help, unless the scheme went on later hours then perhaps it would solve it but 6om is when the trouble starts. I would not be happy paying for my husband not to park. The resident north end are not happy with the scheme.</p>

4	<p>I am emailing you regarding the parking situation on park road.</p> <p>I have lived here for over 10 years and do not experience any issues with parking during the day. The main issue is at night. I do not feel that having parking permits will help with the parking situation. I also have spoken to many residents on park road and most have also voiced the same as me. I also feel that permit parking will affect the local pet shop and vets. We are meant to be supporting local shops. Therefore, I feel that we are entitled to see the precious petition regarding the results. Ince again I will say that I do not wish to have permit parking.</p>
5	<p>I have just had sight of a letter regarding the proposed extension to the residents parking area on Park Road and Unity Street.</p> <p>To say I'm am somewhat vexed is an understatement. I have made several approaches to SBC regarding the existing residents' area no longer being fit for purpose.</p> <p>I have received responses stating that I need to arrange petitions and 'it will cost too much to review'.</p> <p>The most recent of these was in the latter part of last year. I had to chase the response more than once!</p> <p>The main issue as to why SBC do not feel they have a responsibility to review the scheme to ensure it is fit for purpose is that they would need to review the parking order incurring a financial cost. Which you now appear to be doing in respect of an extension. Would it not of cost the same to review the whole scheme?</p> <p>If these schemes are as they are sold to residents to gain support 'residents parking schemes' and not a revenue generation scheme, then there simply must be the onus on the authority to review periodically and when any changes are proposed.</p> <p>The letter details an 'extension to the existing scheme' if this is the case I question why persons residing in the existing area are not being sent these letters for consultation as well as those in the proposed extension. The existing area is used by persons not resident in the waiting time from 1hr or 2hrs respectively before the restrictions end, at 1800hrs this is simply not late enough. Residents returning from work in their vehicles including large vans (who cannot apply for permits) then take up spaces for which residents have permits, who then cannot park within a reasonable walk from their property.</p> <p>Put simply, the waiting time should be standardised across the area and the times of operation should be significantly extended, in my opinion at least 2000 if not 2200hrs.</p>

	I wish to be made aware of any public meetings in relation to this matter.
6	<p>Further to the proposed residents parking scheme in Park Road, I can confirm that most of the local residents are against this scheme as it stands.</p> <p>To ask homeowners to pay to park in their own road is totally unfair, especially as the restrictions are lifted in the evening when the demand for homeowners to park near their own property is at its highest.</p> <p>Also, how do you propose how the Fern Cottage Veterinary Surgery (233-235 Park Road) can continue to operate their business with the restrictions in place?</p> <p>This scheme hasn't been requested by the residents and is a just another money making revenue for SBC.</p>
7	<p>Further to the more recent letter regarding the proposed changes to the parking permit scheme along the top end of Park Road and Ufton Lane, and as stated in my original response below, we are still not happy with the extension of permits that is outlined. Our reasons are below.</p> <p>Although the current scheme prevents people from parking for extended periods during the day at the lower end and free parking at the upper end of the road, this is not and has never been where the issues lie; problems occur after 4pm (2 hours before the 6pm end time) and when homeowners return from work after 5pm. Parking is for the most-part easy in the hours up to then and we currently usually get parked close to our house. After these hours parking can be problematic on occasions, but the scheme proposed will not address this. Even with 24-hour permit enforcement, issues will still be prevalent due to the number of cars per house (and I don't believe that SBC are open to extending the current working hours anyway due to 'cost constraints' and being too expensive to review). However, an extension to the hours proposed will have some positive effect in preventing non-residents from parking on the road and then commuting or using the spaces as opposed to parking in a town-centre car park.</p> <p>With the permit area and heavy amount of yellow lines, we will also lose a space directly across our shared drive and up onto Ufton Lane, which will impact on the number of cars that can park and further increase competition for spaces.</p> <p>Further to this the Vets and Gore Court Arms pub also add to the issue of not being able to always park in the evening but as these visits are usually short anyway the introduction of permits will not alleviate this as visitors are unlikely to stay beyond the 2 hour limit currently set.</p> <p>The use of permits and visitor permits also puts people off from visiting and produces an additional expense to homeowners who will have to purchase these on top of the permit to park their own car. As someone who has a parent abroad who visits for 1-2</p>

	<p>weeks at a time and uses a hire car for such trips, it will be an added cost that we do not wish to incur.</p> <p>This comes across largely as a money-making scheme by SBC that will not benefit the residents of the affected area in any way. Residents that currently live in the permit area are not happy with the current scheme (and have contacted SBC on numerous occasions to highlight the issues) and it is not fit for purpose - even with parking restrictions, residents still struggle to park in the evenings, when they need too.</p> <p>We would also still not be happy with 2 permits per house/2 cars per permit if this is still planned.</p> <p>In summary, we are against the proposal as it stands and do not wish for the extension to proceed in this format.</p>
8	<p>Once again, I have to respond with our objections to the latest proposal to extend controlled parking to the south end of Park Road. As you'll see from earlier correspondence left appended below (all still relevant, so please note), this is clearly something that SBC doesn't appear to wish to let go of, despite repeated such 'surveys' and the objections levied against the scheme (the last being Aug 2019).</p> <p>Therefore, please register this as my new, reiterated and strong objection to this proposal.</p> <p>The grounds are as follows:</p> <ol style="list-style-type: none"> 1. It is unnecessary. There are no issues with daytime (week day or weekend) parking in the top section of Park Road, as the photos taken by myself on a random day off on 24/10/19 at 11.21am demonstrated. (Any 'issues' generally occur outside of the scheme's operational hours on residents' return home - but generally everyone tend to get a space, even if they need to forego the luxury of parking directly outside their own home). 2. In 2009, objections to the first proposal of the scheme extension were submitted to SBC in the form of a petition representing a significant no. of residents of Park Road and Ufton Lane, which then (as now, I suspect) far outweighed calls in favour of it (a leading one at the time was from a council official seeking a guaranteed daytime parking place outside his own house!). This was covered by the Sittingbourne KM, and I attended the council chamber vote on the matter. <p>Casual polling amongst all of our immediate neighbours in Q4 2019 and into 2020 still reveals no-one who is in favour. To this end - and as I have stressed previously - a properly democratic process is needed here, with a 100% poll of residents and publication of the results necessary in order to settle this matter for good.</p> <ol style="list-style-type: none"> 3. Cost - why should residents (especially the elderly or families with young children) be forced to pay to park in their own

neighbourhood (?) when the scheme is i. demonstrably unjustified ii. Of SBC's own making (in that controlled schemes tend to push any issues into a neighbouring area (and, in this area, with three schools on our doorstep (The Oaks Infants, Minterne Junior, St. Peter's), generating potentially new safety concerns); iii. Offers absolutely no advantages to residents.

It is hard to overlook the idea, as has been stated previously, that its intention is less to keep residents happy than to generate revenue.

So, once again, *please* refrain from continually issuing letters such as the once recently received (datemarked Dec 13), where the onus is on the objectors to continually gather the energy and time to repeat their objections.

Instead:

- *Please* show us a fair, fully democratic and process that truly represents the majority preference of the residents of the southern sections of Park Road and Ufton Lane.
- *Publish* the results of this survey for all to scrutinise (please do not leave this matter merely to a vote of councillors (as in 2009), many of whom did not even reside in the borough).
- Prove to us that this has finally been dealt with equitably and with the interests of the residents genuinely in mind rather than as another means of raising capital.
- Please then do not re-visit this matter for at least 5 years.

9

I would to express our deep disgust, anger and disappointment at the decision to extend parking bays to the top of Park Road and Ufton Lane. You asked for our opinions and worries, and we feel these have been ignored. Our family has lived in Park road for over 44 years and have never had any issues parking. We are a family of disabled members, young mother and honest workers. We have paid our road tax and to be asked to pay an extra £45 per vehicle a year for the freedom we already have seems preposterous. We have 6 members who need vehicles to get to work which, includes getting to a hospital for work every day. Without the ability to park near home, this will cause trouble getting to work. Why live in Sittingbourne if we can't park outside our own houses? In addition, will disabled members of the road have to fight for disabled bays? The problems with your plans mean that other roads will be congested which, will have a knock-on effect for rush hour. The local schools will suffer as more cars will be forced towards Minterne and the Oaks infant school, which could result in injuries or worse. We already have a family member in a care home due to reckless driving around these areas so, when will it end?

As a family who supports our local council and our MP's why should we have to endure, more hassle everyday trying to get to work and trying to come home to park after a long day. Our local business' will suffer due to parking being forced into their private parking. Mothers will struggle trying to park and disabled people will have more struggles trying to ensure they can get a bay.

I would like to feel our concerns will be listened to and the cons to these bays will outweigh the "pros" that we can not understand. Thus please hear our issues and consider the negative impact you will place on our area.

Regarding the extension of the parking Scheme
To the top of Park road and upper lane
The Question I ask is WHY. I took a photo
on the 20th SEPT of the top of Park road
(enclosed) at midday showing plenty of spaces
I put the photo on the Homeward Ward forum.
on the 20th sept many comments have been made
on the 9th & 20th sept. one comment made
several times is it doesn't guarantee you
a parking space. Cllr quoted
Dec 18th in the Sittingbourne News regarding
Council tax We are reluctant to load any extra
costs on people. So why are we being made
to pay for a unguaranteed parking permit.

Back in the Summer a Survey was carried
out I asked 4 neighbours ONE was on holiday
ONE VOTED for. Two against. Has there been a
result published?

Further to your letter dated 13th December 2019 I absolutely disagree with the idea of extending the existing residents' parking scheme into the southern end of Park Road.

It states that the scheme would improve parking for residents during the daytime. I live at [redacted] Park Road and can state that there is no problem parking in the daytime.

Your letter fails to mention the cost to the residents. We have 2 cars so we would have to pay a substantial amount for something that we don't feel we need. It also becomes awkward when visitors come to stay.

The only time we have difficulty parking is the evening but this scheme will not help with this problem.

I object strongly to pay for parking my car outside my house when I have no problem parking for free now. It feels like this is a 'money making scheme' for Swale Borough Council.

I know that there are many residents on Park Road that share my view [redacted]

So I do hope you will not take our money.

Park Road – Support Comments

Email/Letter No.	Comments
1	<p>Have just received the proposed extension plans for the residents parking on park road and we are completely in agreement that these plans are needed here. I have 3 children and one on the way and I look after my nephews and friends kids regularly. Sometimes I have to park a considerable distance from our home which can be incredibly difficult with lots of children and shopping etc. So many cars park here at 8/9am, walk to the high street for work and don't return until 5/6pm. The parking here should be prioritised for the residents and the permit extension is the only way possible. My partner also has to wheel water barrels to his van daily, if he's parked 400yards away this becomes quite a chore back and forth. We cannot wait until there are permits here!!</p>
2	<p>We agree with the proposed plans. We would like them to move forward as soon as possible.</p>
3	<p>We are responding to the recent request for comments regarding the above proposal. We fully support the extension which will address some the issues with non-resident parking.</p>
4	<p>We at Park Road, Sittingbourne are very happy to ahead with the parking permits. Also, with the structure advised.</p>
5	<p>I write in relation to the proposed extension to the Park Road/Ufton Lane Residents' Parking Scheme.</p> <p>I am in favour of the scheme to prevent non-residents parking for weeks on end in Park Road but have a few comments about the finer details.</p> <p>During which hours will the restrictions operate? It is not during the day-time that residents have problems parking, it is after 5.30pm when we return from work. Could the restrictions therefore be in place until 7pm? Will there be any restrictions on the size of vehicle that can park? There are many larger transits/flatbed trucks that park on Park Road taking up a lot of space, particularly on a Friday afternoon when their occupants are in the Gore Court Arms!</p> <p>Your letter does not state how much residents will have to pay for the pleasure to park outside their own houses, a cost that will not be well received if we still can't find a space during the early evening.</p> <p>How many cars will be included on each permit and will we receive visitor's permits included in the price?</p>
6	<p>We agree with the proposal for Parking Scheme in the marked area. However knowing about issues with the existing Scheme at the lower part of our road, we would like to have parking time increased. Most of the residents/occupiers getting home from work</p>

	<p>after 1800. And it's difficult to park as non residents/occupiers already parked their cars. Ideally no parking permit time should be extant to at least 1900. Being close to the High Street and pubs, often we have people parking our end and walking for a night out, leaving their vehicles until next day morning. And you don't really want to deal with this issue at the end of working week.</p>
7	<p>I would like to confirm I agree with the proposed extension for Park Rd and Ufton Lane.</p> <p>The only thing is that the disabled bays outside 180 and 176 are no longer disabled bays. The signs have been taken down, but the road markings are still there. I was told these would wear off.</p>
8	<p>I would like to add some comments to the proposed scheme referenced above, I have attached a scan of the proposal marked up with numbers.</p> <ol style="list-style-type: none"> 1. the proposal for adding double yellow lines here, there are dropped kerbs here with entrances to either parking spaces or garages, would prefer if these were white lined to allow for loading & unloading of a private vehicle, or left as is as there dropped kerbs here, I don't see these as a problem. 2. these spaces cause a single track chicane, causing traffic problems at busy times, and obscure the view turning right out of homewood avenue, it makes more sense to allow the traffic to flow more freely with all the parking on one side of the road. 3. this area has become a parking area for vans, cars and other commercial vehicles, I suspect with the introduction of residents parking which I fully support, will become even more rammed with vehicles, and would suggest that if parking here cannot be prevented it is included in the residents parking proposal. 4. I would like to see the proposed residents parking scheme to be in operation 24 hours a day and 7 days a week, as commercial vehicles and vans are routinely left at the top of park road all weekend without any thought for residents who live here.
9	<p>I previously voted yes for the extension, however, I feel the proposal of double yellow lines at the very top of the road near the pub and into Ufton Lane is unnecessary. For me personally, as long as the extension includes my house number, I am for the parking permit area being somewhat extended.</p> <p>At present, the permit area ends with my next door neighbour which causes me many issues. I am surrounded by permit bays which I can only park in for up to 2 hours, and my guests can only park in for 2 hours. The rear access to my home is in Ufton Lane and there are no free parking spaces without having to walk up the road where the residents whose homes back onto this part of Ufton Lane already park. The parking availability outside the front of my home is regularly taken up with commuters or other</p>

residents who are also not entitled to purchase a permit. Although, at the moment I have a car parked outside my house with a permit on it as, I assume, this is the closest they could park to their home at 7am. However, by 9am there will be plenty of spaces within the permit zone but not having a permit for my car means that I cannot use these spaces for longer than 2 hours. On top of that, I have been advised that I am not entitled to purchase the books of daily permits. This caused many issues recently as I had a baby in November and anyone wanting to visit was restricted to 2 hours as there were very few spaces in the non permit area.

I understand that many of the residents are against the proposed extension and I appreciate their reasons why. I am in agreement to the extension in part so that I have a bit more choice of where to park my car, or at least be able to buy the daily permits for visitors.

Ufton Lane – Support Comments

Email/Letter No.	Comments
1	<p data-bbox="465 339 2024 403">My family live on Ufton Lane and I would like to give our feedback on these proposals. Overall, we are supportive of the proposals, but would suggest the following adaptations:</p> <ol data-bbox="517 448 2024 691" style="list-style-type: none"><li data-bbox="517 448 2024 547">1. Removal of the proposed parking bay on the south west of Ufton Lane near the junction with Homewood Avenue. This is currently an awkward bottleneck on the road that could be eliminated by these changes. It's also currently a visibility issue when pulling out of Homeward Avenue and turning right.<li data-bbox="517 555 2024 619">2. Addition of some flexible parking such as short-term bays for the vets at 235 Park Road. People should be able to legally park outside this business.<li data-bbox="517 627 2024 691">3. Although the Gore Court Arms has parking, we often see people parking around the top end of Ufton Lane to use the pub. If needed, it would acceptable to allow some flexibility evening and weekend parking around there too for that.
2	<p data-bbox="465 738 2024 837">In response to the informal consultation of residents regarding the extension of residents' parking in Ufton Lane and Park Road, I would like to say that I am very happy with the proposals as shown on the plan that was circulated and I appreciate the effort to retain as much of the existing parking space as possible.</p> <p data-bbox="465 882 2024 981">I would only say that I am aware that some residents on the eastern side of Ufton Lane would probably prefer not to have yellow lines across their drives because they are used to allowing visitors to park across their drives. If they were given the option of having dog bones instead this might avoid having to deal with objections when the TROs are advertised.</p>
3	<p data-bbox="465 1031 2024 1094">I support the extension of the current residents' parking scheme to the top of Ufton lane, should the scheme be extended in Park road.</p> <p data-bbox="465 1102 2024 1166">At the moment we are unable to park in the road due to the amount of Van's and commuters that park here, we park in front of our drive.</p> <p data-bbox="465 1174 2024 1238">Would we still be able to park in front of our drives? Especially on Sundays when the work vans will return so we are unable to park in the road.</p>

We wholeheartedly agree with the proposed extension & for us the double yellow lines from 179 to 157 Upton Lane is a superb idea, enabling residents to be able to drive off onto their drives with a clear line of sight. This is a very busy road and has become dangerous because cars park on this side of the road.

We do though totally disagree with proposed parking bays just down from 157 Upton Lane. Cars exiting Homewood & travelling

towards Westridge do not have clear view of cars travelling down Upton Lane from Westridge/Park Road. This is a very busy junction & parked cars there impede the view to oncoming traffic.

Ufton Lane – Objection Comments

Email/Letter No.	Comments
1	As residents at Ufton Lane, we are happy with the current arrangement and do not support the introduction of a resident's parking scheme. Since the introduction of the new double yellow lines at the corner of Ufton Lane, starting at number 88, we have seen a decrease in the number of work vehicles using this end of the Lane and do not see an advantage in introducing parking bays as you suggest.

Unknown Location – Support & Objection Comments

Email/Letter No.	Comments
1 Support	Replying to the recent letter proposed extension park road. We agree with these changes being made and hope they are soon. Thank you
2 Support	I refer to your consultation letter dated 13 December 2019. Whilst we remain opposed to residents' only schemes, their very flaws have led us to the conclusion that an extension of the scheme into Ufton Lane is now an inevitable necessity. Your justification for the scheme does not though understand the nature of the problems such schemes cause. It is self-evident that given that the parking problems in non-scheme areas are caused by residents within scheme areas seeking to avoid the annual charge for an additional car or commercial vehicle (even currently a London Taxi!), they will hardly be encouraged to use the ' <i>parking facilities available in the town centre</i> ' as suggested by your letter. Most problems in fact occur outside of the scheme core hours with there generally being adequate parking during the day. This is therefore a self-justifying and perpetuating process and because of it, we therefore feel that we must now reluctantly support the introduction of the scheme into Ufton Lane as a means to try and address the problems. In giving this support, we would ask you to give consideration separately to both the views of residents in Ufton Lane and Park Road. This is because if residents in Park Road are opposed or indifferent, Ufton Lane will continue to be subject to difficulties and in such a situation it should be subject to its own scheme.

Scheme Layout General Comments

Email/Letter No.	Comments
1	<p>I was interested to see on the map that accompanied the letter referenced above still has a 'disabled' bay in place outside my house. In fact the map shows two disabled bays, but referring to communication with SBC over 18 months ago the Disabled Bay parking restriction sign was removed from the wall outside my house at the end of April 2018 and one is not visible in the vicinity of the bay outside 178 Park Road either so should one or both still be classed as such? Please see email thread below.</p>
2	<p>Regarding the proposed parking scheme in Ufton Lane. We reside in Ufton Lane and have a dropped kerb that allows 3 cars to be parked off road. We frequently have elderly friends and family visit. The dropped kerb allows them to park on the road in front of our cars. Should the proposed double yellow line be placed adjacent to our dropped kerb it would prevent any person parking adjacent to our property. Would you please consider NOT placing double yellow lines outside our property?</p>
3	<p>I understand that this is the address that we are to email with any views on the proposed extension to the parking permit zone on park road and Ufton Lane. We live in Belmont road and would welcome additional parking restrictions. However, may we draw to your attention the fact that parking on the whole would be much better if people actually parked properly. You'll see attached some pictures of people who feel that they are driving perhaps a bus?! These people who park their one car in spaces big enough for two are perhaps some of the reason that we cannot park near our homes? Could we therefore urge that the money being spent into looking at extending the restrictions is also used to paint in parking bays...this may solve some of the issue and also make our £45 a year actually seem worth it?</p>
4	<p>Can someone please provide the times of the parking schemes (e.g mon - fri 8-6?). Additionally, I noticed the proposal includes additional double yellow lines, removing all visitor parking from Ufton Lane to Homewood Ave. Who has requested this and what is their rationale? Thanks for your response and the information. I am putting together a letter regarding both proposals and will send it in due course.</p>
5	<p>I live at Park Road and would it be possible to have a single white line put on the road by my drop kerb can you inform me by e-mail with a answer</p>

Annexe E
Resident Generated Letter

Parking Permits.....The Truth!

Dear Neighbours,

Having gained an insight from one of the Valenciennes residents, I called the council to confirm how parking permits work. I thought I would share it with you as I found it quite staggering!

1. Parking permits do not guarantee you a space outside your front door or anywhere in the road for that matter! We would be issued with an "SB" permit, which appears to be the same as most roads who have adopted this scheme and who will in the future, this side of the A2! The council have confirmed that anyone with permits from the following 14 roads could still park here!

Addington Road
Albany Road
Anslem Close
Belmont Road
Burley Road
Connaught Road
Epps Road
London Road (numbers 1-21 and 16-54)
Park Road (rest of it down to the town)
Rock Road
Ufton Lane
Unity Street
Valenciennes Road
William Street

2. For clarity, you can buy one permit for two vehicles, but can only use this permit in one vehicle at a time. In short, you need to buy permits for each vehicle in your household if they are parked in Park Road at the same time. Cost being £45 per permit.
3. For your friends, family and any workmen exceeding the maximum stay – you will need to buy visitors books which are £11 per book and contain 10 one off daily permits. You can only buy a maximum of two books per month. This proved problematic for friends in Valenciennes and Burley who had building work done.

To Summarise,

On hearing this, I just cannot see the positives of this scheme other than revenue generation for the council and job creation for parking wardens. I fear once it is here, we won't be able to change our minds.

Please carefully reconsider your vote. Apparently we can still log / change our views up until 10th February 2020 and the difference is only two votes now!

E mail engineers@swale.gov.uk OR

Post: Engineering & Technical Services Team, Swale Borough Council,
Swale House, East St, ME10 3HT

Comments received following residents' letter

Email/Letter No.	Comments
1	<p>I understand that that consideration is currently being given to the imposition of new double yellow lines from the top of Ufton Lane to Homewood Avenue and for parking permits along Park Road from Valenciennes Road to the top.</p> <p>I am a resident in Lyndhurst Grove, around the corner from these proposals, and I am very concerned about the impact this will have on parking in the Lyndhurst Grove cul-de-sac. At present the parking situation in the Grove is acceptable, although at school start and close times it is difficult for this short period of time. However, with the imposition of these new restrictions in the neighbouring roads I am very concerned about the detrimental impacts these would have on parking in the Grove. I am fortunate to have a driveway but have found that sometimes this is blocked and I am concerned that this will happen more frequently. I would therefore like my objections to these proposals to be noted.</p>
2	<p>I would like to make an objection to the proposal for extending double yellow lines in Ufton Lane and installing parking permits.</p> <p>I am objecting to this purely on the grounds of insufficient parking availability and already high traffic impact on the area.</p> <p>The area is already a dangerous spot with the amount of traffic and irresponsible drivers, especially those who drop off children at The Oak but especially Minterne School.</p> <p>I witness cars being parked wherever possible and stopped traffic on my road (Bradley Drive) every day. At times I find it difficult to park my own car on my own driveway.</p> <p>I have already made complaints about this to Swale Council before, which was not taken seriously and rudely dismissed.</p> <p>I have also made complaints to Minterne School as to why the school cannot offer a part time drop off / collection point within the school grounds, something Swale Council also has rejected.</p> <p>To make another area a no parking zone shows the inept lack of wisdom emanating from Swale Council. You will deliberately push more traffic into Bradley Drive making it unbearable. Gore Court Road has no yellow lines but anyone with any common sense already knows that cars being parked here also cause mayhem. We already have to put up with this every time an event is held on the Appleyards grounds, such as football at weekends and summer events.</p> <p>Over the years nothing has been done to accommodate the vehicles dropping children off at schools. With so many schools in the one area this already shows a lack of wisdom when planning. Long term something needs to be done, and a drop off zone seems the only viable solution, considering Swale Council has no school buses or Park and Ride schemes.</p> <p>I recommend you get off your bums within the council office and actually come and monitor the area for one week at both morning drop off and afternoon collection. See what we have to put up with before you start to make ill-conceived plans that will bear nothing but bad fruit for all.</p>
3	<p>I have just been made aware that there is a discussion regarding whether there will be an extension to the Park Road Parking Scheme.</p> <p>I would not be happy about this at all as I am at this moment taking driving lessons, an extra £45 per year would really put me in financial hardship on top of all the other expenses a new driver encounters.</p>

	<p>On top of this I also cannot see this helping the situation as there are usually parking spaces during the day, from 5pm onwards is when the problem starts and that would not be helped by the scheme.</p>
4	<p>I find this proposal regarding the alterations to install permit bays & yellow lines in Park Rd & Ufton Lane unwise. I live in Lyndhurst Grove where parking is & will be unrestricted but is already congested. I'm concerned that implementing these restrictions will only cause the parking issues that may exist to migrate to other unrestricted area. I no longer drive but when visitor arrive they always struggle to park & during school drop off time the Grove becomes quite dangerous without additional pressures on the area.</p> <p>With the above in mind I ask that you register my objection against this proposal.</p>
5	<p>I am writing to voice my concern and opposition to the above noted scheme.</p> <p>We live at Bradley Drive and currently we already have a high volume of traffic both driving past our house and also at school opening and closing time parking on the road. The road is already heavily congested, and the muted parking scheme will only have an adverse effect during peak times.</p> <p>I would therefore like to strongly oppose this new scheme as I feel it will actually make the road more dangerous for road users and school children during peak times. If anything we could do with yellow lines down Bradley Drive.</p>
6	<p>I live at Park road. I unfortunately was on holiday when asked to register my thoughts on this matter and missed the deadline.</p> <p>I now understand I can still have my say. I am against the proposed scheme and wish this to be noted.</p>
7	<p>I do NOT want permit parking brought in for Park road, considering all the facts I.e you will be able to park here after 4pm until 10am the next day without a permit, 14 other streets with the same SB permit would be able to park here, just because you would have to pay for a parking permit does NOT guarantee a parking place, it would NOT be any better than it is now. Also please consider residents on very restricted budgets, some people have to rely on their vehicle for several reasons I.e work, on a low wage people would not be able to afford the cost of a permit, if they had to pay for one or more then they would have to make sacrifices elsewhere I.e food, household bills etc.</p>
8	<p>Please except this as a vote to put forward parking permits for the top of Park Rd as the parking is getting very bad at the present -ie Commercial vans -cars that are parked for past 4 months and not moved (now has flat tyres and live bottom end of road) commuters who park and then go on train -people who work in town park all day to save paying parking fees. It really needs to be a 24hr 7 day permit</p>
9	<p>I am sending this email to Oppose this parking scheme for what I think is the 6th time. I remember one of the council saying that this scheme would not solve the problem but just move it on. From people I know who live at the bottom end of Park Road they would not recommend it. I feel this is not looking at the problem and sorting it out, but just making bigger ones for us at the top end of the road.</p>
10	<p>Please would you reconsider the parking permits for park road.</p> <p>This is going to cause hardship and issues for people who have two or more cars in their households. The parking issues will not be resolved due to this scheme and it will just be a money making venture for the council.</p>

	I say no to this scheme
11	<p>Please please please do not put parking bays at the top of Park Roadfor the third time you have tried to do this!</p> <p>What is their benefit?</p> <p>There is no problem with Parking during the day so I have no idea as to why we would need them. The only time it is a chore to park is after working hours which is when ANYONE, including those that DO NOT have a permit, can park. Where is the logic in this.</p> <p>You take a look at all the free, unused spaces where to parking bays currently existing in Park Road and you wonder what we need these for? Surely you want to attract people into Sittingbourne???? It's a dying town and yet because of the bay restrictions at the bottom and the increased parking costs, why would anyone want to come into Sittingbourne to work or shop or pay????</p> <p>NO NO NO NO NO, need for parking bays, all they seem to be used for a revenue for the council! When they first came into force were they not £30 a year??? And now how much are they? And what about visitors? As a resident we have no control over the increased yearly costs. It's an absolute joke and it doesn't even guarantee a place to park. And with escalating house costs there can often be young adults living at home who are car owners. Why should we be penalised just because of where we live.</p> <p>For over 14 years since living here we have never has an issue with parking from 8am until 6pm. As I said before, it is only a chore AFTER 6pm when anyone can park in them!</p> <p>AND, if there was ever a reason why there is less parking at the top of Park Road ...is because the implementation of Parking bays at the bottom!</p> <p>ALL you are doing is pushing the problem further into Sittingbourne, where will you finish putting bays in as the problem growsPark Avenue? Bradley Drive?</p> <p>STOP creating a problem that isn't there and penalising residents. Every spare bit of money we have is very much needed to pay for both my children to play the cricket and hockey at local clubs that they so very much love, that they no longer seem to cater for in secondary schools! Do not take this away from them.</p>
12	<p>I wish to log my disagreement with having parking permits on my road.</p> <p>My vote is against</p>
13	<p>We live at Park Road and we have been asked to vote if we wish for parking permits to come in for our road.</p> <p>My household (2 adults) vote TO NOT HAVE PERMITS.</p>

<p>14</p>	<p>GOOD MORNING.</p> <p>AS YOU CAN SEE BY MY ADDRESS ABOVE I LIVE VERY CLOSE TO 3 SCHOOLS AND THE PLAYING FIELD.</p> <p>PARKING IS ALREADY A CONCERN AS OFTEN I RETURN TO MY VEHICLE AND AM UNABLE TO PARK AS SPACES HAVE BEEN TAKEN BY PEOPLE ATTENDING VENUES AT SCHOOLS, CLUB.</p> <p>I THEREFORE OPPOSE THE PROPOSED INTRODUCTION OF CONTINUOUS YELLOW LINES IN UFTON LANE AS THIS, I FEEL UNDOUBTEDLY, WILL HAVE A MORE OF A PROFOUND IMPACT OF PROPERTY OWNERS IN NEIGHBOURING ROADS.</p>
<p>15</p>	<p>As a resident of Lyndhurst Grove, I wish to object to the proposed new parking schemes in Park Road and Ufton Lane.</p> <p>I share concerns raised in the report to the Swale Joint Transportation Board with regards to the detrimental effect it will have on the local environment. These parking schemes do not reduce traffic; they simply move it to neighbouring roads, leading to more congestion and increasing the risk to children attending the three neighbouring schools, (as raised frequently in the petition). This vehicle displacement has happened repeatedly throughout Swale and is acknowledged by Cllr as his scheme includes a proposal to protect Ufton Lane. This “not in our back yard” approach just leads to other residents requesting similar parking schemes.</p> <p>Lyndhurst Grove has very limited parking for residents and their visitors. We also have the schools traffic, Gore Court pub patrons and the overspill from Ufton Lane and Park Road residents. It cannot withstand the increased traffic from the removal of spaces in Ufton Lane and the Park Road residents who could refuse to purchase parking permits and subsequently the visitors passes and the numerous households stated in the petition who exceed the amount of permits they are able to purchase. (As already occurs with the Valenciennes residents currently parking in Park Road).</p> <p>Consideration must be given to the extensive area that this scheme covers and the fact they are two of the closest roads to three schools that have no available onsite parking. The catchment area of these schools is expanding to incorporate the new housing estates on the outskirts of town and given the young age of these children, car usage is increasing and the available parking is decreasing. The Head Teacher of The Oaks has implemented a staggered start and collection to help alleviate congestion, but these schemes will counter it’s effectiveness, as parents will need to arrive earlier to obtain a space. The Oaks Infant School alone has approximately 320 children and I don’t believe that any of these schools have been consulted. I cannot imagine the chaos that will ensue with parents trying to find spaces and the abandoned vehicles.</p>

It is astonishing that this scheme has been presented to the JTB given 76% of residents did not respond to the Engineer's request for feedback. The JTB has voted on the basis of the will of just 18% of residents. The low response would indicate that this is not a major issue for the majority of the residents, who have probably taken into account that they have chosen to live in a road that has only one parking space outside their home. Most of the comments on the petition state that all the parking issues are caused by the residents themselves having too many vehicles. It is clear from the petition that some of those in support have completely misunderstood how parking permits operate with comments such as "if it guarantees a space and our cars are safe". Clearly neither can be guaranteed and the JTB would be negligent to act upon this misunderstanding. In fact from speaking to many residents, most people are clueless about how parking permits work within Swale.

Those supporting the proposal are claiming that they are suffering from town and commuter parking. However, I have sent the Engineers footage that disproves these claims as there are vast amounts of spaces and in particular in front of the vet practice and other residents in their petition have also discounted these claims. Even if people were using these spaces, there is still plenty of room, therefore any scheme implemented Monday – Friday is not required. I don't discount there are issues in the evenings and weekends, but I don't think they differ to most other roads in Sittingbourne, because vehicle ownership is increasing everywhere in the country.

Only 10 people responded to the petition in Ufton Lane, showing 73% are unconcerned, which means this is also not a major concern. Most residents in Ufton Lane have driveways; therefore will not suffer the detrimental effects of the schemes, but just want to restrict the traffic in their road in a "not in our back yard" attitude. Therefore rather than look at the majority vote, the JTB needs to consider the consequences for those who have been out voted or not been offered a vote. It is simply absurd that to satisfy 18% of people, the council are even considering implementing such changes in another road altogether!

There are other suggestions, which could be explored:

- Residents simply parking better. Often there are significant gaps between the cars. Tighter parking would enable more vehicles to be park.
- Full use of the waste ground alongside the pet shop. There are currently council signs forbidding parking. Seeking agreement with whoever owns the rest of the wasteland as it currently looks a mess and could be used for parking.
- Similarly with the Gore Court Pub car park, which is underused – residents could rent spaces, (works in other towns).
- With regards to other roads who genuinely do suffer from commuter and town parking, it is clear that the cost of parking in town and around the station needs to be addressed to resolve both issues.
- Asking the coach firms to tender for a commuter shuttle service from the new estates to the station – which would reduce the number of vehicles in the town centre, improving air quality.
- The "click" service was a great idea – but was not well advertised.

To summarise, any perceived benefit to the 18% is far outweighed by the chaos it would cause by creating problems within the local community and making our roads dangerous, particularly around schools. The JTB's decision should not be simply made on a perceived 2% majority.

16	<p>Thank you for getting back to me</p> <p>I raised the concern of the parking impact I am sure would happen if restricted parking scheme proposed</p> <p>I live in Roonagh Court and already have a problem parking outside of my property when parents are dropping and picking children up from school. If there is a function at either of the schools and playing field parking becomes even more impossible.</p> <p>I feel that adding restricted parking to Ufton lane would impact on the residents in the immediate vicinity and would therefore strongly oppose this scheme</p>
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SWALE JOINT TRANSPORTATION BOARD	Agenda Item: 12
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Meeting Date	Monday 2 nd March 2020
Report Title	Bus Services – Ridham Avenue, Kemsley
Cabinet Member	Cllr Tim Valentine
Head of Service	Martyn Cassell
Lead Officer	Mike Knowles (SBC)
Classification	Open

Recommendations	Members are asked to note the contents of the report and recommend that the previously proposed double yellow lines in Ridham Avenue, Sittingbourne, either be progressed or abandoned following comments received from the bus operator.
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1. Purpose of Report and Executive Summary

- 1.1 This report provides an update on a previously discussed report that was presented to the Swale Joint Transportation Board in June 2019. The original report provided details of formal objections received in relation to the Traffic Regulation Order Swale Amendment 1, which included proposed double yellow lines in Coldharbour Lane/Ridham Avenue in Kemsley.

2. Background

- 2.1 A copy of the relevant section of the Traffic Regulation Order can be found in Annex A, and a Statement of Reasons summarising the contents of the Order, with the relevant section underlined, can be found in Annex B. A number of formal objections were received to the advertised Order, including one objection regarding the proposals for Coldharbour Lane/Ridham Avenue, which can be found in Annex C. A plan of the proposals can be found in Annex D.

3. Issue for Decision

- 3.1 Following a request from the bus operator, proposals were prepared to install double yellow lines in the short blocked off section of Coldharbour Lane in Kemsley, between Ridham Avenue and Reams Way. When the development was built, this section of road was designed as a “buses only” route to link Ridham Avenue to Reams Way, but due to countywide issues around the enforcement of such gateways the access was blocked off.

- 3.2 This section of road is now used by buses to turn around at the end of their route serving Kemsley, and the request was made by the bus operator for parking restrictions to be introduced around this section of carriageway to prevent vehicles parking here and obstructing the reversing buses.
- 3.3 When the Traffic Regulation Order was advertised in March 2019, the formal objector raised a number of issues. These included the lack of lighting and anti-social behaviour in the allocated parking area at the rear of the properties, resulting in residents having to park at the front of their houses in this section of carriageway. Issues were also raised around the noise of the buses from as early as 6am, vibrations caused by engines, and double decker buses affecting the privacy of the properties. It was also reported that oil and cigarette ends were regularly deposited on the carriageway, and that issues with driver behaviour had previously been reported to the Police.
- 3.4 Ward Member Comments: The Ward Member agreed with officers that the Borough Council was in a difficult situation and would not wish to get involved with disputes between the bus operator and residents. As such, he was unsure what recommendation he would make at the time.
- 3.5 The formal objector attended the Swale Joint Transportation Board meeting in June 2019, and verbally presented the formal objections raised to Members. After discussion, Members recommended that the proposed double yellow lines be abandoned, and the issues reported by residents be referred to the bus operator for comments. Officers followed these recommendations, and the bus operator has now provided a formal response, which can be found in Annex E.
- 3.6 Following receipt of the comments from bus operators, at the Swale Joint Transportation Board meeting in January 2020, Members requested that this item be brought back to the March 2020 meeting for further consideration.
- 3.7 Should Members recommend that the previously proposed double yellow lines now be progressed, the restrictions would need to be added to a future Traffic Regulation Order, and the full process including formal consultation would be commenced.

4. Recommendation

- 4.1 Members are asked to note the contents of the report and recommend that the previously proposed double yellow lines in Ridham Avenue, Sittingbourne, **either** be progressed **or** abandoned following comments received from the bus operator.

5. Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Resource of Drafting Traffic Regulation Order, Costs of Advertising Order, Cost of Installing Double Yellow Lines.
Legal and Statutory	Drafting of Traffic Regulation Order, and Sealing 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.
Health Implications	<p>If bus operator was to withdraw service to Kemsley, this could result in an increase in car usage as people seek alternative modes of transport. This could also affect the independence of those residents who rely on the bus service to travel.</p> <p>The current bus manoeuvres appear to generate issues around noise and possibly air quality for nearby residents.</p>

6. Appendices

- 6.1 Annex A – Copy of Traffic Regulation Order
- Annex B – Copy of Statement of Reasons
- Annex C – Copy of Formal Objection Received
- Annex D – Plan of Proposed Double Yellow Lines
- Annex E – Formal Comments Received from Arriva

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. 1) ORDER 2019**

The Kent County Council, acting as the local traffic authority and 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.1) Order 2019" ('this Order') and shall come into force on the xx day of xxxxx, 2019.

B - The "Kent County Council (Various Roads, Borough of Swale) (Waiting Restrictions and Street Parking Places) (Consolidation) Order 2019" ('the Order') shall have effect as though -

In the Schedules to the Order

FIRST SCHEDULE

Roads in Sittingbourne

Coldharbour Lane, Kemsley

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

COLDHARBOUR LANE, KEMSLEY

On the northwest and southeast side of the access between Ridham Avenue and Reams Way, from the north-eastern kerbline of Ridham Avenue to a point in line with the boundary of 126 Coldharbour Lane/98 Reams Way, including around the turning head

STATEMENT of REASON



THE KENT COUNTY COUNCIL (VARIOUS ROADS, BOROUGH OF SWALE) (WAITING RESTRICTIONS AND STREET PARKING PLACES) (AMENDMENT NO.1) ORDER 2019

On the junction of The Mall and Nelson Street in Faversham, it is proposed to introduce a loading/unloading ban between the hours of 8.00am and 6.00pm to prevent parked vehicles obstructing the junction sightlines and footway.

It is proposed to install double yellow lines on the junction of Windermere and Love Lane in Faversham, to improve sightlines and aid the safe movement of vehicles, and it is also proposed to install double yellow lines on the private land owned by St Mary's School between the adopted highway of Orchard Place in Faversham and the school gates, to prevent parked vehicles obstructing the two accesses.

On the junction of Castle Road and Chalk Road in Queenborough, it is proposed to install double yellow lines to alleviate vehicles parking on the corners of the junction causing an obstruction to refuse freighters and other larger vehicles. For the same reason, it is also proposed to install two short sections of double yellow lines in Acorn Street, Sheerness, on the junction of Invicta Road.

In Sittingbourne, it is proposed to install double yellow lines on one side of Reams Way and around the junctions of Swale Way and Bale Grove to prevent parked vehicles causing an obstruction to sightlines, and to improve vehicle movements and highway sightlines it is also proposed to install double yellow lines on the north side of Swale Way, east of the Castle Road roundabout, on the junctions of Windermere Grove/Berkeley Court, Silverdale Grove/Berkeley Court, in Highsted Road opposite the junctions of Grayshott Close and Kestrel Close, in Brenchley Road on both sides of the road to the east of Fulston Manor School, and in Sandford Road on the brow of the hill and into the junctions of Hilton Drive and Woollett Road.

In Thomas Road, Sittingbourne, it is proposed to extend the existing double yellow lines for a distance of 2 metres on both sides of the road from the junction of Harold Road, to improve the passage of vehicles around this junction, and in Bell Road it is proposed to extend the existing double yellow lines from near the Little Glovers junction to a point 30m past the traffic island near the cemetery, and from the junction of The Mews up to the existing double yellow lines running down from Brenchley Road/Capel Road to improve vehicle movements along this road.

To allow buses to safety turn around, it is proposed to install double yellow lines in the turning head of Coldharbour Lane, between Ridham Avenue and Reams Way in Sittingbourne, and to improve the movement of vehicles and sightlines it is proposed to install

new double yellow lines on the north side of Homewood Avenue, between the junction of College Road, and to extend the existing double yellow lines in College Road on both sides of Homewood Avenue.

At the request of a local business, it is proposed to remove a short section of double yellow lines across their entrance at the rear of 36 Broadway, Sheerness, located in Ranelagh Road.

Following requests from residents, it is proposed to remove a short section of the existing single yellow line (with a one hour restriction between 10.00am and 11.00am Monday to Friday) in the vicinity of 50 to 66 Preston Park in Faversham, and to improve highway safety through clearer sightlines it is proposed to install a single yellow line outside of the school in Broad Street, Sheerness, with waiting restrictions between 8.00am and 5.00pm Monday to Friday.

To accommodate a new vehicle crossing, it is proposed to reduce the length of the existing Residents' Parking Bay outside 55 Athelstan Road in Faversham by one car length.

It is also proposed to install new, or formalise existing, disabled persons' parking bays outside 82 James Street, Sheerness, 1 and 40 Glebe Lane, Sittingbourne, and 2 The Street, Bredgar and to remove redundant disabled persons' parking bays outside 52 Prince Charles Avenue, Sittingbourne.

Dated 21st February 2019

MIKE KNOWLES

Formal Objection Received – Traffic Regulation Order Swale Amendment 1

Proposed Double Yellow Lines – Coldharbour Lane, Sittingbourne

“I write to object the planned restriction in parking outside our home and believe Arriva have made the application for the parking restrictions.

My wife parks directly outside of our home as the area of Kemsley behind of our home does not have working adequate street lighting and is a dangerous hot spot for drug users, groups of youths and anti-social behaviour.

The buses outside our house cause noise pollution that can start from as early as 6am. The drivers leave the engines running that has caused cracks to form around the inside of our front door frame (you can feel the door vibrating), the noise of the bus engines and reversing beepers causes us significant sleep disruption and the double decker buses that turn in the road outside our home are level with our bedroom window and impinge on our right to privacy.

Oil puddles left from the buses have caused my wife to almost slip while crossing the road. I have had to sometimes clean the mess the bus drivers leave behind from smoking and dropping their cigarette ends on the road directly outside my house.

One of the bus drivers has reversed into the lamp post outside our neighbour’s home. That has still not been repaired and prior to that on multiple occasions the buses have damaged cars belonging to us, some of our neighbours and our visiting family, and multiple near misses from cyclists with the buses reversing forcing the cyclists to take evasive action.

We have ongoing issues with some of Arriva’s bus drivers (2 male drivers) in particular that have been verbally aggressive to us and on occasions have threatened to use violence against me and my wife, have damaged our property and have used mobile devices to film us whilst we have been in our home.

Another couple of neighbours have had similar issues with the same drivers.

Arriva’s actions and behaviour has led to us feeling harassed and violated in our own home. We have previously tried to liaise with Arriva, however they choose to ignore us and not address any of the problems we or the Police have raised. This has been reported to the Police and I have video evidence of some of the behaviours described.

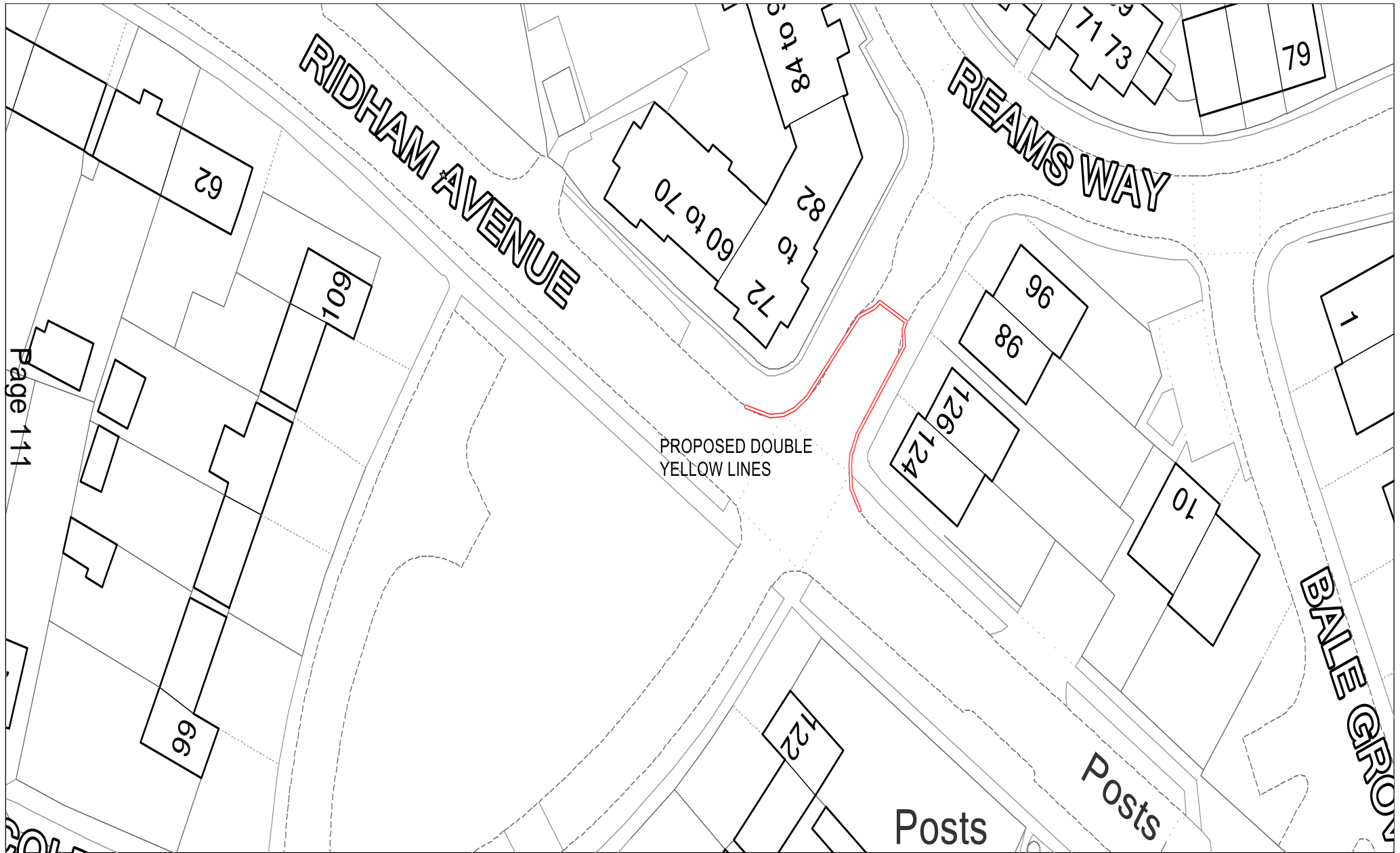
We would be happy to send the Council videos of the behaviour we have had to endure as this provides clear evidence of the type of behaviour we would be exposed to if the Council introduced parking restrictions outside our home.

We are of the view that Arriva have made the application for parking restrictions. However, whilst they may be offering some public utility, our sufferance at the hands of some driver behaviour is unacceptable and by allowing these parking restrictions you will be gifting the bus company unfettered access to utilising the road outside our home to continue their anti-social behaviour.

Yours sincerely

*****"

Plans of Proposed Double Yellow Lines – Coldharbour Lane, Kemsley



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ANNEX E

Joint Transport Board
Swale Borough Council
Swale House
East Street
Sittingbourne
Kent ME10 3HT

By Email: Mikebaldock@swale.gov.uk

25th November 2019

Dear *****

Ridham Avenue, Kemsley

I am contacting you regarding our bus services that operate along Ridham Avenue in Kemsley Sittingbourne and an immediate risk to their continued service to the local community.

Our buses have historically been using the above turning circle/area (Pictures attached) to turn around in order to serve this road, however recently this has become more and more difficult due to residents parking cars in this area seemingly ignoring the signs indicating buses only. We have consistently and repeatedly asked for help in resolving and managing this situation. This mindless behaviour has now reached the point where this manoeuvre has become dangerous and increasingly difficult to perform. Passenger and employee safety are key and must be at the heart of every decision we make.

Arriva has tried proactively raising this through the Quality Bus Partnership in Swale to seek a resolution to the problem and allowing us to continue to safely serve the local area and residents who are using this service. Our most recent request was to seek to work in partnership with local officers to see double yellow markings be placed in the area which will then allow enforcement to keep the area clear of parked cars. This was raised and rejected by the Swale Borough Council Joint Transport Board.

This decision is extremely disappointing, the area is regularly blocked by two cars, often the same vehicles. Our own investigation suggests that these are both residents in the flats and the houses opposite the turning area have allocated parking, however it appears residents from these

Arriva Southern Counties
Invicta House
Armstrong Road
Maidstone
Kent ME15 6TX

Tel 01622 697 000

www.arrivabus.co.uk

properties are choosing not to use their allocated parking and instead utilising the turning area for convenience. This essentially leaves us no choice but to withdraw from serving the road, this is something Arriva are trying to avoid at all costs as it will severely impact many residents and possibly the long-term viability of the bus service itself as revenue loss would be significant.

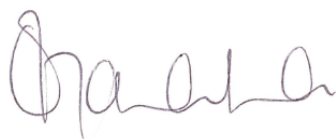
We currently have over 40 residents boarding every day in this area across the 6 bus stops and over 20 passengers on a Saturday. With over 200 passenger journeys a week, withdrawing would leave these residents without a service. This seems somewhat unfair as it is at the convenience of only 2-3 residents who are choosing not to use their allocated parking. Furthermore, it also seems counter intuitive to the council's aspirations to reduce congestion and pollution in the town centre as this change will inevitably force passengers into their cars.

I therefore write to ask you to support me in urging Swale Borough Council to urgently reconsider the application for double yellow lines in the turning area. I have written to the Leader, Chief Executive and all members of the Joint Transport Board.

I must advise that without any further developments towards helping resolve the issues we have been facing and seeking help with tackling before 6th December I shall reluctantly authorise the deregistration of the route with all the necessary advertising and media releases required to advise customers of the withdrawal of our services. This is my genuine request for your help at the 11th hour to avoid an unnecessary and contradictory move when we are all attempting to promote and encourage sustainable public transport.

Finally, I would like to extend a personal offer for you to visit me at any of my depots or indeed for me to come to you, at your convenience, to discuss any concerns you may, answer any of your questions on this issue or any other including my plans for further improving what we do and to take your advice and guidance on how we can best this might be achieved. My direct contact details are below so please feel free to make contact so that I can share our plans in even more detail and receive any further feedback which you may have.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Oliver Monahan'.

Oliver Monahan
Area Managing Director
Arriva Southern Counties

Email: monahano.sc@arriva.co.uk

Mobile: 07769 302 361

Enc.





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SWALE JOINT TRANSPORTATION BOARD	Agenda Item: 13
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Meeting Date	Monday 2 nd March 2020
Report Title	School Buses parking in Swale Way and other areas in Swale
Cabinet Member	Cllr Tim Valentine
Head of Service	Martyn Cassell
Lead Officer	Mike Knowles (SBC)
Classification	Open

Recommendations	Report for Information Only
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1. Purpose of Report and Executive Summary

- 1.1 This report provides some background and historical information with regard to school buses parking in Swale Way, Sittingbourne, and in other areas of Swale.

2. Background

- 2.1 Following a request from a Ward Member for an agenda item to be included for the March 2020 Swale Joint Transportation Board meeting, this report provides some information on the issues experienced with school buses in the Borough.

3. Issue for Decision

- 3.1 For a number of years, issues have been experienced with school buses parking at various locations in Swale, specifically in Sittingbourne and the surrounding areas. These buses, all owned by the same bus operator, provide dedicated transport for school children to and from various schools in the area, and the parking issues occur during the school day when they are not in service.
- 3.2 It is understood that the depot for this bus operator is not located in Sittingbourne, and to avoid the need to return this substantial number of buses back to the depot during the day and then back out to schools at the end of the day, the operator instead parks the buses in and around Sittingbourne, using just one vehicle to transport drivers.

- 3.3 A number of locations have been identified as being used to park these buses when out of service. Previously these have included the A2 Canterbury Road, east of the Snipeshill traffic signals, and Swale Way. In the case of Swale Way, around 8 to 10 double decker buses were regularly parked along the southwest side of the road to the east of the Castle Road roundabout. These generated a number of complaints, and in 2018 the County Member funded the installation of 200 metres of double yellow lines through the Member Highway Grant to alleviate the problem.
- 3.4 Following the installation of these restrictions, the buses moved to the opposite side of the road, and in 2019 the County Member once again funded similar restrictions on the northwest side of Swale Way to tackle this issue.
- 3.5 As part of their development works, Meadowfield School in Swanstree Avenue constructed a parking area within their grounds to accommodate daytime school bus parking and this is used on a daily basis by the bus operator, resulting in a reduction in the number of buses parking on-street, and no buses parked in the roads in the vicinity of the school. However, with such a substantial number of buses operating and serving other schools, other locations have now been identified where vehicles regularly park. These include Sheppey Way, Iwade, between the village and Kingsferry Bridge, the A249 laybys between the Sheppey Crossing and Grovehurst/Kemsley junction, and Sheppey Way, Bobbing, between the village and Key Street roundabout.
- 3.6 Quality Bus Partnerships are a voluntary partnership between Kent County Council, District Councils and the predominant commercial bus operator(s) in the area. Operators with a lesser commercial presence (i.e with fewer main bus routes or services operated mainly for schools or under contract to the Council) are not part of the partnerships.
- 3.7 The Swale Quality Bus Partnership includes the three major commercial bus operators in the area, but does not include the bus operator running these particular school services. As such, the level of engagement with this bus operator is far less than with those operators included within the Partnership.
- 3.8 Inevitably, the introduction of isolated waiting restrictions to tackle specific problem areas will displace the buses to other locations and unless alternative parking arrangements can be found it is difficult to envisage a solution to this issue.

4. Recommendation

- 4.1 Members are asked to note the contents of the report.

5. Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Cost and Resource to prepare Traffic Regulation Orders, cost of installing lining and signing.
Legal and Statutory	Sealing 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.
Health Implications	Acknowledged that this bus service provides essential transport for children living some distance from schools. If buses need to return to depot each day this would negate the environmental impact that the buses are currently having by not having to do this journey. If buses are displaced to other residential locations, this could impact on the wellbeing of residents through loss of on-street parking and/or highway safety reasons.

6. Appendices

6.1 None.

7. Background Papers

7.1 None

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PROPOSED CARRIAGEWAY REALIGNMENT, LONDON ROAD, TEYNHAM (BETWEEN STATION ROAD AND CELLAR HILL)

To: **Swale Joint Transportation Board – 02 March 2020**

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

Classification: **Unrestricted**

Local Electoral Division: **Swale East**

Summary: **This report gives details of a proposed realignment scheme on the 30mph section of London Road (between Station Road and Cellar Hill) and the results of the consultation.**

For Recommendation

1.0 Introduction and Background

- 1.1 In November 2019 Kent County Council published proposals to improve the local environment for residents and pedestrians and encourage better driver compliance with the existing speed limit along A2 London Road, Teynham between the junctions with Station Road and Cellar Hill. Planned residential development in the village is predicted to generate more pedestrian trips and demand to cross London Road in this area. The proposed scheme will encourage and enable people to walk around the village safely and it is therefore considered appropriate to use financial contributions from nearby development to fund this work.
- 1.2 The speed limit change between the national and 30mph speed limit is located at the eastern gateway entrance to the village. Until recently, the conspicuity of the village for drivers on London Road approaching from the east was poor with many drivers not reacting soon enough to the change in road environment and continuing at higher speed into the village. Previous work has sought to address this by enhancing the gateway effect with kerb build-outs and carriageway lining changes. A location plan for the previous work and for this scheme is included in Appendix A of this report.
- 1.3 Once past the Cellar Hill junction, the existing road environment does little to encourage drivers to maintain a suitable speed with a wide, straight route, no deflection, opposing directions separated by hatching and buildings set back beyond wide footways.
- 1.4 Many of the properties on London Road do not have off-street parking and drivers frequently park on the footway throughout the day and especially overnight. There are currently no authorised parking bays on the footways on

either side and it is unlikely that the footway has been strengthened to take the weight of vehicles away from authorised vehicle crossovers.

1.5 The proposed scheme will:

- Reduce the width of the main carriageway and introduce minor deflection for vehicles;
- Provide parking laybys providing space for the equivalent of 14 cars. As well as seeking to reduce the number of unauthorised vehicles driven and parked over the footway, bring parked vehicles closer to the traffic lanes will also have the effect of visually narrowing the road to encourage lower traffic speed;
- Provide an uncontrolled crossing point in front of 41 London Road; and
- Adjust the kerb line at the existing bus stop outside of The Dover Castle Public House.

1.6 The drawings used in the consultation plans (Appendix B to this report) have been subject to a combined Stage 1/2 road safety audit.

2.0 The Consultation

2.1 A drop-in session with representatives from Teynham and Lynsted with Kingsdown Parish Councils was held on Wednesday 31st July 2019 to discuss the scheme and undertake a review of the scheme objectives.

2.2 Consultation with local residents and other stakeholders took place from Tuesday, 5 November until Monday 2 December 2019. A copy of the proposed plan that was distributed to residents and stakeholders is included in Appendix B to this report.

2.3 The proposals were placed on the Kent Consultation Website on 5 November 2019 and sent to statutory consultees and local residents by post. Public notices were also placed on site. The deadline for responses was 2 December 2019. Copies of the consultation material were made available at Teynham Library.

2.4 Fifty-nine (59) responses were received with thirty two (32) of these being positive, twenty five (25) objecting and two (2) who neither agreed nor disagreed.

Of the thirty-two (32) positive responses, the comments to consider are:

- By reducing the carriageway width, I think it will make the road safer by slowing down traffic entering the village.
- The current parking on the pavement is a problem, with a road reduction and footway widening it is hopefully going to resolve the issue.
- Traffic calming coming into the village is strongly required.
- I believe it will make a difference – it's important that all vehicles slow down before they enter the village. I especially like the car parking spaces.
- Cars should NOT be able to park on the pavements at all.

- More green planting should be part of this plan.
- I agree with the scheme, but I also think you should add a speed camera to make sure motorists are slowed down as they enter Teynham.
- The provision of parking facilities will be an improvement. The provision of an informal pedestrian crossing combined with lower speeds will improve the ability to cross the A2 on foot.
- Support in principle – tree planting and planter containers at ends of parking strips need to be included.

Of the twenty five (25) objections, the comments to consider are:

Respondent	Comments	Officer response
Local resident	<ul style="list-style-type: none"> • From the diagram there are fewer places for cars to park, which is already an issue. • At present cars park in front of houses, in this new proposal this will be reduced as the parking bays will not be of maximum length. 	Parking on the footway of London Road is not authorised and therefore the proposals are not affecting this arrangement. All existing vehicle crossovers will not be affected by the proposed scheme but no strengthening of the footway is proposed away from these to allow drivers to park here.
Local resident	<ul style="list-style-type: none"> • Feels proposal does not cater for the demand of parking after working hours and especially weekend. • Proposal does not provide an alternative solution to residents. • Feels proposal is a waste of time and money as it won't be enforced. 	As above.
Local resident	<ul style="list-style-type: none"> • Feels the provision of parking spaces is commendable and should be done. • Changing the road markings, in my opinion is a complete waste of time – it may work initially but when motorists get used to it, they will 	<p>The County Council provided a physical buildout and change of marking at the eastern gateway approach as a mitigation measure.</p> <p>There is little evidence to show that introducing an artificially low speed limit without any obvious change in the road environment will make any significant difference to the driven speeds.</p>

Respondent	Comments	Officer response
	revert to type. <ul style="list-style-type: none"> • Change the speed limit on the eastern end approach to 40mph can only be a good thing. 	
Local resident	<ul style="list-style-type: none"> • Feels proposal does not cater for the demand of parking after working hours and especially weekend. • The informal crossing proposed will be located outside of my house and no parking. There will be nowhere to park. • Traffic approaching the proposed crossing will not slow down just because the road is narrow, they will also have no idea there is a crossing just over the hill. • Crossing will leave a false sense of security with the blind hill. • Traffic will not be able to pass the eastbound bus stop which is stopped 10-20 minutes at the stop. 	<p>As above with regards the loss of parking.</p> <p>The pedestrian crossing has been provided on a build-out to improve the visibility of people crossing London Road. The length of the pedestrian crossing is shortened to 6.4m.</p> <p>Owing to the low demand of pedestrians at this location, an informal crossing option is preferred to a formal crossing.</p>
Local resident	<ul style="list-style-type: none"> • I am interested in how the proposal will address the parking. • The parking is very well self-regulated with residents only parking outside their own houses. • This would mean residents along this stretch would never be able to own a battery car. 	As above.

Respondent	Comments	Officer response
Local resident	<ul style="list-style-type: none"> • Scheme will not slow traffic down only make the area more dangerous for all drivers and residents. 	As above.
Local resident	<ul style="list-style-type: none"> • There is an existing traffic light crossing by the chip shop, far safer than an 'informal' crossing. 	Informal crossing provides an easier access to the bus stops on London Road.
Residents from Teynham (14no.)	<p>Ranging views</p> <ul style="list-style-type: none"> • A much better idea would be to install a couple of speed cameras • Narrowing the road will be unlikely to slow down speeds • Speed bumps would be a better alternative • Traffic entering Cellar hill, which is blind to oncoming traffic, too fast and brake when the 30 sign flashes. 	

3.0 Corporate Implications

3.1 Financial and VAT

This scheme will be funded with contributions from nearby residential development. Once installed, ongoing maintenance will not be significantly different to the current layout although there are potential savings from reduced damage to footway and street furniture from vehicles being driven and parked on the footways. Ongoing maintenance will be met from existing County Council budgets.

3.2 Legal

All works will be within the highway for which Kent County Council is responsible.

3.3 Corporate

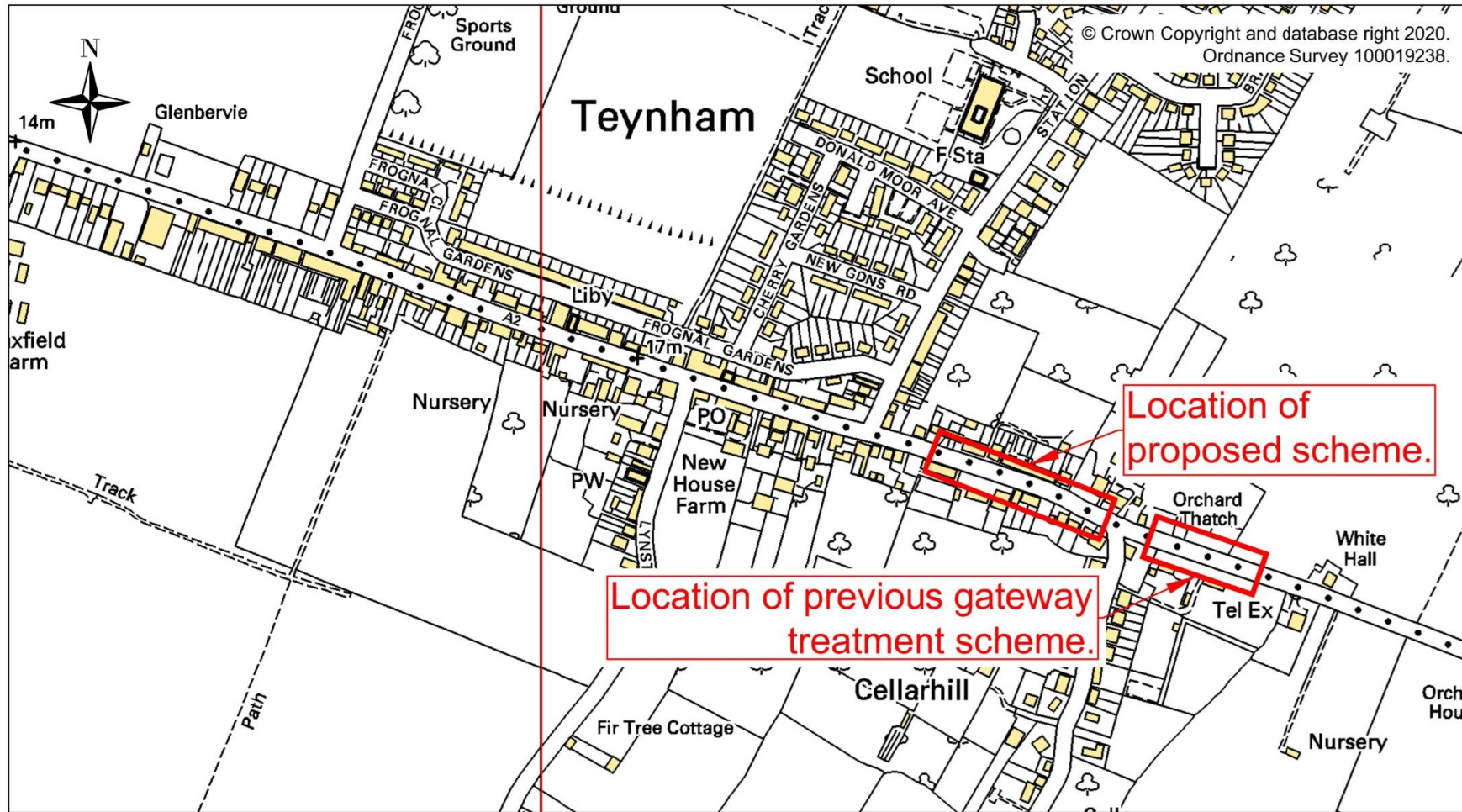
None.

4.0 Recommendation(s)

- 4.1 That the Board recommends implementation of the proposed carriageway realignment scheme subject to funds being received to cover the works.

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

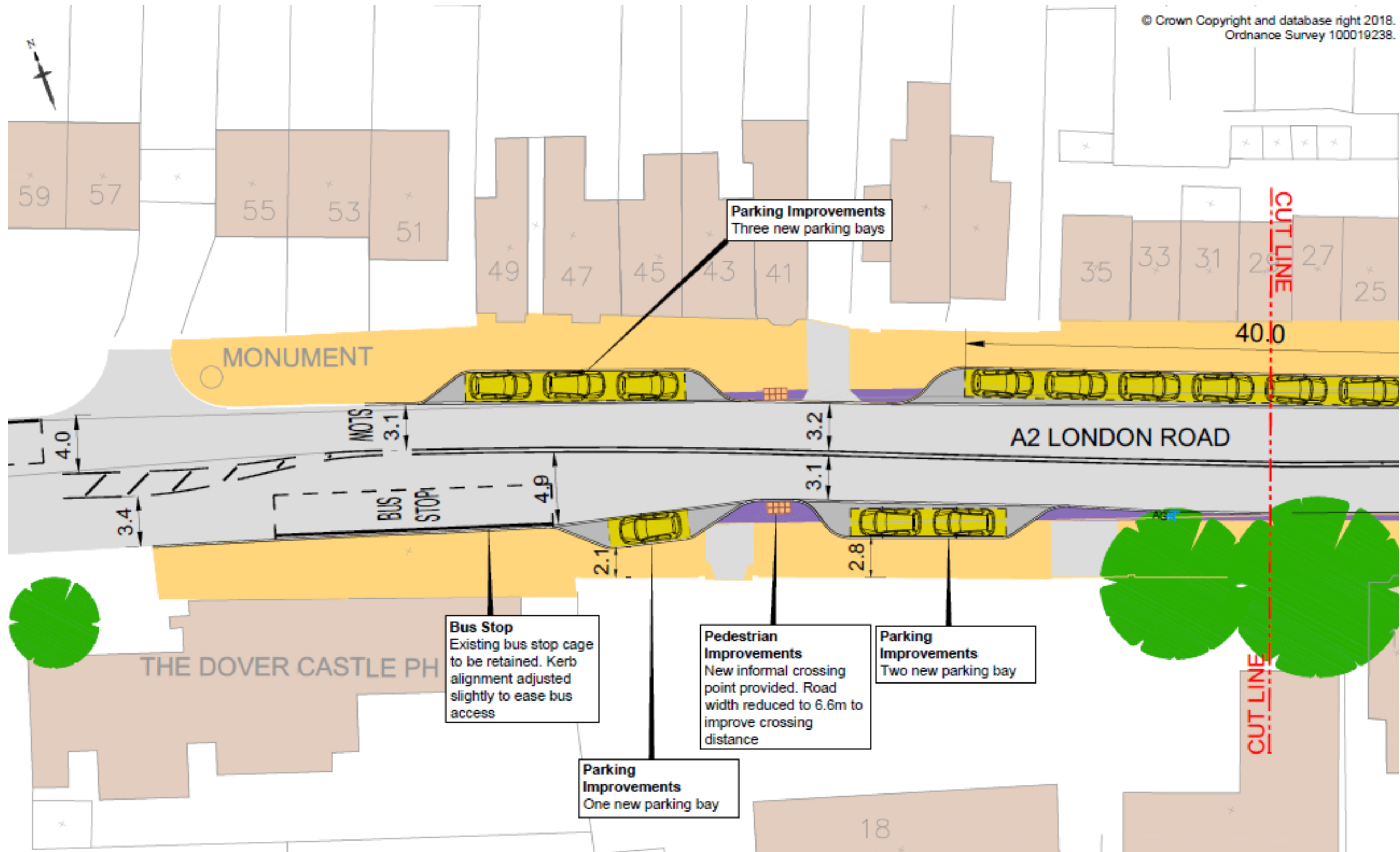
Appendix A – Location plan



Appendix B – Consultation Document

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Ordnance Survey 100019238.

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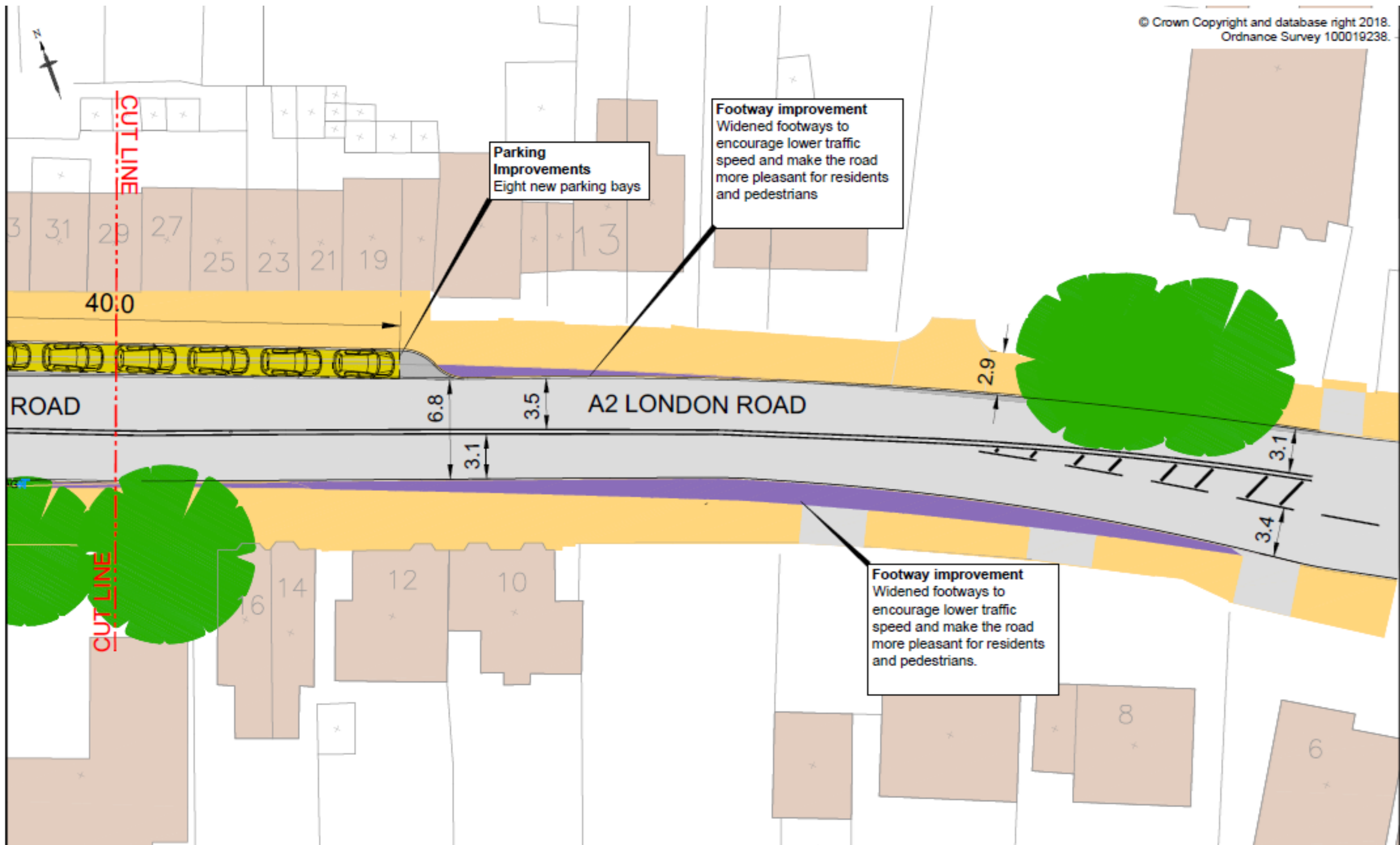
KEY:

- Existing footway
 - Proposed new parking bay
 - Proposed new kerb
 - Existing carriageway
 - Proposed buff tactile paving
 - Proposed widened footway
 - AG+T Proposed adjustment to drainage gully
 - Proposed area for new parking bay
 - Existing tree unaffected by the works
- Dimensions shown are rounded to the nearest 0.1m

LONDON ROAD, TEYNHAM
FOOTWAY ACCESS IMPROVEMENTS
Sheet 1 of 2
REV A




Kent County Council
Ashford Highway Depot
Herwood Industrial Estate
Ashford TN24 8AD
Tel: 03000 418181



KEY:

Existing footway	Proposed new parking bay	Proposed new kerb
Existing carriageway	Proposed buff tactile paving	Existing tree unaffected by the works
Proposed widened footway	Proposed adjustment to drainage gully	
Proposed area for new parking bay		

LONDON ROAD, TEYNHAM
FOOTWAY ACCESS IMPROVEMENTS
Sheet 2 of 2
REV A



Kent County Council
Ashford Highway Dept
Herwood Industrial Estate
Ashford TN24 8AD
Tel: 03000 418181

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Abbey Neighbourhood Association Proposal

Improving Vehicular Passing & Parking
On Abbey Street & Abbey Place
In Faversham Kent



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1. Summary

1.1 Who We Are.

Abbey Neighbourhood Association (ANA) is our residents association in Faversham, Kent. The Association embraces a significant part of the historical heart of the Town. The purpose of the Association is about working, maintaining and enhancing the special character of the Neighbourhood and the surrounding area. Please peruse our Association website at www.AbbeyNeighbourhood.org for further details.

1.2 The Issue Outlined.

Abbey Street and Abbey Place are two of the finest streets in Southern England and act as major attraction in bringing visitors to the mediaeval market town of Faversham. These roads provide the only access to approximately 200 residential properties in the neighbourhood, and the only vehicular link to the 1000 pupil Queen Elizabeth Grammar School and Faversham Creek.

Currently these roads are 2 ways, yet due to the physical constraints of the existing houses, the roads allow only 1 vehicle to pass down substantial sections of the roads at a time. Consequently, vehicles are commonly required to use the few unintentional “passing zones” in Abbey Street to allow oncoming vehicle to continue their journey. Inevitably this requires drivers to “second guess” if the oncoming is going to give way and where.

This clearly is unsatisfactory. Inevitably this leads to driver frustration, misunderstandings and, in many cases, vehicles (including vans and occasionally lorries) having to reverse down these narrow streets. This situation in turn provides additional safety and environmental concerns.

It is felt that improvements could be made to the passing points and parking on both Abbey Street and Abbey Place. It is anticipated that access will become more acute if the Head Teacher at Queen Elizabeth Grammar School fails to encourage a change in habit amongst parents taking their children to school as well as the growing commercialisation (retail and housing developments) at Standard Quay.

1.3 Queen Elizabeth Grammar School

As you will be aware, this facility has nearly 1000 pupils and approximately 100 staff members. Whilst acknowledging that the substantial majority of students travel to the premises by foot and public transport, a significant number are brought by parents in their cars. During the peak time of this “school run”, the queuing traffic can extend from the junction at Court Street; right the way down Abbey Street to Abbey Place. In addition, the school car park accommodates approximately 50 staff parking spaces.



ANA met the Facilities Manager of the School, Tiffany Henderson, on 4th April 2019 to discuss the issue. The School accepts that their location is problematical and

creates increased pressure on the road network in their immediate vicinity. To their credit, they have undertaken various measures to mitigate their impact on the congestion in their locality, such as prohibiting 6 form students parking on site etc. Nevertheless, they acknowledge their limitations in ameliorating the problem that they are contributors to.

The meeting concluded with an undertaking that QE would produce a Transport Plan in the near future and we await this document with interest.

1.4 Standard Quay

In recent years, Standard Quay has been transformed from partially used sheds into a thriving commercial hub adjacent to the Creek. The sheds now embrace a café, numerous shops (including a newly opened Butchers of Brogdale) and the possibility of a gym (subject to the Planning Application being approved).



The owner has tarmacked the land and marked out 90 car parking spaces to accommodate the visitors. Additionally, in the last 2 years the owner has built 5 terrace houses on New Creek Road and has a Planning Application for a further 6 houses adjacent Standard House.

Collectively, this growing commercialisation of Standard Quay has substantially increased traffic volume in a street that was never intended for this quantity of vehicles. Clearly the situation is unsatisfactory and needs to be addressed by all responsible.

1.5 Remedial Action To Date.

Following a number of discussions and meetings with:

- Tiffany Henderson, Facilities Manager - Queen Elizabeth Grammar School 4th April 2019;
- Tim Stone - 20's Plenty Faversham 24th May 2019, and;
- ANA 3rd June 2019.

1.6 Desired Outcome

ANA's Committee and its members have determined that, in the interest of road safety, environmental concerns and convenience, the Authority;

- Considers remedial works that would improve the vehicular passing and parking in Abbey Street and Abbey Place in Faversham;
- For the purposes of budgeting, undertakes its own feasibility and derive associated cost for the proposed improvements to vehicular passing and parking;
- Submits the proposal and associated costs for approval for the next available budgeting round, and;
- Regular feedback to ANA progress and next step(s) between approval(s) and implementation.

2. Introduction

ANA is the reconstituted community organisation, which arose out of the moribund Abbey Street Residents Association (ASRA), which ceased to exist in circa 2014.

The inaugural meeting of the current Association took place on 3rd December 2018 at Creek Creative, 1 Abbey Street Faversham, which adopted a new constitution and elected its current Committee. The Constitution (see the Association website) denotes the geographical scope of the Association within the historical central part of Faversham and its aims and objectives.

The Association meets quarterly and is well attended by its local residents as well as the Abbey Ward Councilors.

The principal purpose of the Association is to protect, improve and promote the best interests of the neighbourhood, in particular the environmental conditions. The Association is run entirely on a voluntary basis, all residents are eligible to join and participate without paying any fees. The Association has no political alliance or bias and strives to maintain its political independence.

3. Community Requirement

ANA, representing the residents of the historical center of Faversham have considered a range of options that may help to alleviate the issue outlined under 1.2, namely vehicular movement and associated passing and parking provisions.

Residents attending ANA meeting, 25th February 2019 at Creek Creative, unanimously voted to adopt and promote the 20's Plenty for Faversham in their neighbourhood (see minutes of the meeting on the Association's website (www.abbeyneighbourhood.org)).

Without doubt, if adopted by the Statutory Authorities (Town Council, Swale Borough Council and Kent County Council), this will assist in some small way to reduce the problems outlined in 1.2 above. However, this will not significantly alter the underlying issues. Therefore, the Association considered additional ways that may be beneficial to the solution of the problems.

4. Goals & Objectives

ANA, being acquainted with the obvious problems of passing and parking in Abbey Street and its surroundings, decided to explore options to help alleviate the current situation. These options are outlined in section 6 of this proposal.

The preferred option (see item 6.4 and 7 overleaf) was unanimously approved and adopted at the Association meeting held on 3rd June 2019 at Creek Creative (approval referenced in meeting notes on Association website).

Thereafter, we were requested by the Abbey Ward Councilors to formulate a comprehensive document denoting the issues in question and proposed solution.

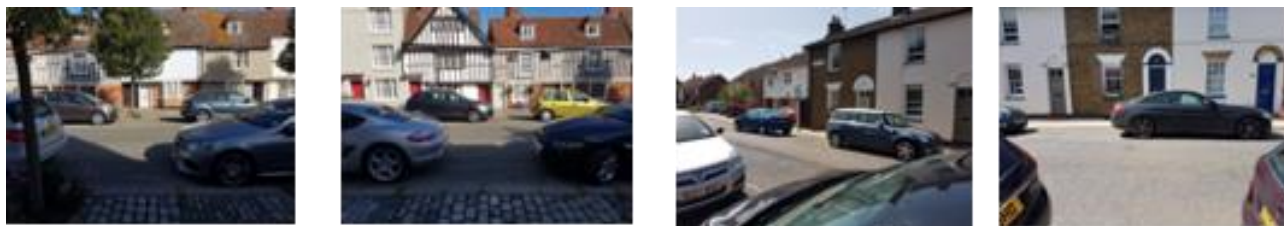
ANA's Committee intends to submit this proposal, in the first instance, to the Abbey Ward Councilors and Town Clerk for discussion for adoption. It is anticipated that subsequent discussion may take place to focus on procedural matters, budgets and plan to provide a way forward through the Town Council as well as a blueprint through both Swale Borough and Kent County Council.

5. Scope

The scope of this proposal principally involves the streets most severely affected by the current unacceptable traffic congestion and associated parking issues, namely in both Abbey Street and Abbey Place.

Clearly, the benefits of improving the vehicular circulation in both streets will also be beneficial to the adjacent streets (including Abbey Road, Church Street, Vicarage Street, New Creek Road Chambers Wharf and Standard Quay) and Faversham as a whole.

6. Options & Recommendation



6.1 Belvedere Road/ Abbey Street one-way road system

This proposal is far from novel. In the Association's opinion, this suggestion may solve one issue but creates many more. Namely, the increased traffic entering Belvedere Road from Quay Lane (particularly those vehicles turning right from Quay Lane onto Belvedere Road in the direction of South Road) will cause increased congestion and likelihood of accidents. Additionally, the recent Planning Permission granted to the former Oil Depot Site renders the possibility of a successful compulsory order of the necessary land through this development extremely **unlikely**.

6.2 Widening Abbey Street

Widening Abbey Street would allow 2-way traffic to pass in a safe way. However, the suggestion is, in the view of the Association, impractical and undesirable. Whilst widening Abbey Street may be feasible within the southern (mediaeval) portion of the road, it is not an option at the northern end (Victorian) due to the width between the house facades. Equally, it is **undesirable**, as any widening would inevitably require the removal of the existing trees and adjacent granite setts.

6.3 Parking on one side of Abbey Street only

This proposal would allow Abbey Street to be a sustainable 2-way road. However, this would result in the loss of 50% of the residents' parking bays. In consequence, some 50 of the 100 properties in Abbey Street would have no immediate car parking facility to their property. This outcome could not be considered viable as a resident's amenity is sacrificed to alleviate a problem to which they are only a **minor contributor**.

6.4 Identifiable parking & passing zones



Picture adjacent clearly illustrates a parking space as well as the end or start of potential passing zones in Abbey Street and Abbey Place. This option is the **best solution** as it provides the:

- Least disruption during construction;
- Most cost effective route, and;
- Least contention versus 6.1.

Following the Association meeting on 3rd June 2019, ANA commends 6.4 as its recommended solution.

7. The Analysis

After surveying Abbey Street and Abbey Place over a number of weeks, the Committee found that, on average, there was a loss of between 10 to 12 potential car parking spaces in Abbey Street alone at night due to badly parked vehicles. The solution that considered most advantageous to maximising the street parking was to create identifiable parking spaces, thereby helping and encouraging drivers to park responsibly.

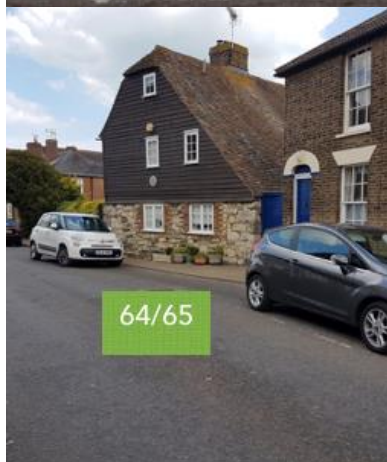


The Committee met with Tim Stonor – 20's Plenty Faversham on 24th May 2019 and conducted a walkabout and subsequently reviewed the proposal. It was agreed that in order to maintain the quality of the streetscape:

- white lines should be kept to a minimum
- bay markings could, preferably, be denoted in slightly raised brickwork, or
- granite setts coming out at right angles from the pavement

By increasing the number of car parking bays in this manner, it would then give rise to improving the passing zones on Abbey Street without the loss of an amenity.

The Association would like to see the 2 existing (unintentional) passing spaces outside



The Phoenix Public House and No 92 Abbey Street upgraded and enlarged, with double white lanes and suitable lighting and signage. Additionally, the introduction of a designated passing space at the lower end of Abbey Street (at the pinch point where the street curves and creates a blind spot) outside No's 64/65.

The potential loss of parking spaces at these passing spaces can be further overcome by creating more spaces in Abbey Place. This can be achieved by increasing the size of the bay (by approximately 2m) outside the Fighting Cocks Cottage, making

it a triple bay and creating a double bay at the entrance to Abbey Place next to the first grass verge.

The Association believes that these proposals are viable, low cost and will enhance the existing streetscape. They could result in a net gain of parking spaces yet provide meaningful and obvious passing spaces which could go a long way in helping the traffic movement problems. The presentation of the analysis was approved at the Association meeting on 3rd June 2019.



We sincerely hope that the relevant authorities will constructively evaluate our proposals which the residents have formulated, debated and believe is the way forward to help overcome the very real problems that the Abbey neighbourhood is currently experiencing.



8. References

This proposal was drawn up using the Kent Planning Officers Group's "[Community Led Plans Guidance Note](#)" document as a guide.

In brief, Kent's community led plan is a Swale Borough Council initiative, led by local people planning for the future of their village, town, parish or neighbourhood. They do this by producing a common vision of how their community should look or develop in the future and, importantly, set an agenda for working together and with other partners to deliver this through the statutory planning system and/or other means.

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Councillor Angela Harrison
Chair of Swale Joint Transport Board
Swale Borough Council
Swale House
East Street
Sittingbourne

9 February 2019

Dear Angela

Safety improvements in the area of the junctions of Dark Hill/Davington Hill and Stonebridge Way/Curtis Way in Faversham

We are writing to you as Chair of the Swale Joint Transportation Board to ask that the Board take up the concerns of residents in our ward about the safety of pedestrians and other road users near the junctions of Dark Hill/Davington Hill and Stonebridge Way/Curtis Way in Faversham.

We would specifically like KCC officers to make a site visit in order to talk to residents about their concerns and to identify some officer time to develop some solutions to the safety problems in this area.

Residents have been campaigning for safety improvements in this area for over 10 years. In 2015 a teenage girl was hit by a vehicle near the Bull Inn and two cyclists have been knocked off their bikes in the last seven years.

Over the Christmas period residents reported on social media that an old lady had been knocked over while trying to cross the road and there was also a collision between a van and a sport utility vehicle which resulted in severe damage to the van and it having to be towed away.

Since being elected as borough councillors we have:

- Raised this issue with Anthony Hook, our County Councillor, who has lobbied officers and the KCC cabinet lead over making pedestrian safety improvements
- Secured the support of Faversham Town Council for the referral of the issue of pedestrian and road users' safety in the area to the Swale Joint Transport Board
- Convened a small working group of local residents who have identified the main safety problems in the area and developed a set of options for how

safety in the area could be improved. These proposals are attached as a separate document.

- Launched an online petition for local residents to express their support for action being taken at this location, which almost 150 people signed within 24 hours of it going live
- Lobbied Mike Knowles, SBC's Engineering Manager to instruct contractors to repaint yellow lines in line with existing traffic orders, which has now happened

As a next step we are proposing to undertake a survey of pedestrian movements in order to gather evidence about the best location and solution for an intervention which makes it easier for pedestrians to cross the road. To help improvements move forward as quickly as possible we would request that this matter is added to the Transportation Board's work plan and that KCC and SBC officer support is made available to explore the issues we have raised and to propose practical solutions.

Yours sincerely

Councillors Carole Jackson and Julian Saunders
St Ann's Ward Faversham

A summary of road safety issues in the area of the junctions of Dark Hill/Davington Hill and Stonebridge Way/Curtis Way

Introduction

This short paper, prepared by local borough councillors, in consultation with local residents, identifies the current safety problems in this area and suggests some possible options for making this stretch of road safer for pedestrians and other road users.

Background

The stretch of road from West Street, where the one way system from Tanners Street enters it, up to Dark Hill¹ is complicated because of the presence of two road junctions within a few yards of each other, the first one to the left, Stonebridge Way and the second one to the right, Davington Hill.

Parents with children have to cross the road here to walk up Davington Hill to Davington Primary School and other residents have to cross the road to get to and from the town centre. However there is no obvious safe place to cross because of the presence of the two road junctions and the poor visibility in each direction.

The poor visibility results from traffic coming round a bend out of the one way system in one direction; and being obscured by parked cars as it comes down Dark Hill in the other direction. In addition to on street parking on this stretch of road there are also bus stops on each side.

Poor visibility for road users at the Dark Hill/Davington Hill junction

Current problems:

Car drivers are parking on the Davington Priory side of Dark Hill close to the Davington Hill junction, making it difficult for drivers and cyclists to pull out of Davington Hill. The garages at the back of 1 Davington Hill that open out on to Dark Hill have sight lines obscured by cars parked further up Dark Hill.

Drivers are also parking on Dark Hill opposite the Davington Hill junction making it difficult for any larger vehicles like HGVs that have come down Davington Hill by mistake, to turn right up Dark Hill back towards the Western Relief Road.

Improvement options:

New double yellow lines could be introduced on the Davington Priory side of Dark Hill from the garages at the back of 1 Davington Hill up as far as where the pavement ends.

¹ Even road naming is complicated, there are three official street addresses on this short stretch of road - West Street, Curtis Way and Dark Hill

Improved signage should be introduced at the entrance to Bysing Wood Road and Oare Road guiding HGVs away from these two roads onto the Western Relief Road.

New double yellow lines could be introduced on a small section of Dark Hill opposite the junction of Davington Hill.

The introduction of a town wide 20 mile an hour speed limit including all of this stretch of road would also reduce the risk of collisions.

Poor visibility for road users at the junction of Stonebridge Way and Curtis Way

Current problem:

Car drivers and cyclists can have difficulty pulling out of Stonebridge Way to go either left or right because their view of Dark Hill and Tanners Street is obstructed by parked cars.

Improvement options:

The double yellow lines on the corner of Stonebridge Way could be extended a small distance along both West Street and Stonebridge Way. Again the introduction of a town wide 20 mile an hour speed limit covering all of this stretch of road would also reduce the risk of collisions.

Absence of a safe pedestrian crossing place on Curtis Way or the beginning of Dark Hill

Current problem:

There is currently no obviously safe place for pedestrians to cross the road from the Stonebridge Way side from the point where Tanners Street becomes Curtis Way to where the pavement runs out ends on the Davington Priory side of Dark Hill. It is not possible to cross safely near the Stonebridge Way and Davington Hill junctions.

What appears to have been identified as a crossing point with dropped kerbs and immediate access to a tarmacked path along the front of houses on Curtis Way is also not safe because of vehicles coming round a bend at speed from Tanners Street, which is one way at that stage.

The alternative of walking up Dark Hill and using the pedestrian crossing there still involves crossing Stonebridge Way and significantly extends the time it takes to walk to Davington Church or School.

Improvement options :

The introduction of a marked crossing and/or a built out pavement narrowing the road, would make it easier for pedestrians to cross at the point where there are already dropped down kerbs. Especially if it was supported by signage or lighting making car drivers aware that they are approaching a junction and need to reduce their speed. There may also be other options that KCC Highway Engineers could propose.

If there is a delay in a town wide 20 mile an hour speed limit being introduced in Faversham it would also help to extend the existing 20 mile an hour limit in Tanners Street into this area. Currently cars see a sign telling that they are leaving a 20 mile an hour speed limit just as they come round the corner to the point where most pedestrians tend to cross.

The positioning of the bus stops on both the Stonebridge Pond and Stonebridge Way sides of Curtis Way also needs to be reviewed as parked buses further impede pedestrians' view of the road.

Councillors Carole Jackson and Julian Saunders 6 February 2020

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TOWN CLERK – MS LOUISE BAREHAM
12 Market Place, Faversham, Kent, ME13 7AE
Telephone: 01795 503286 Email: Louise.Bareham@favershamtowncouncil.gov.uk

12th February 2020

Cllr Angela Harrison
Chair Swale Joint Transportation Board
Swale Borough Council
Swale House
East Street
Sittingbourne

Dear Councillor Harrison

Pedestrian and Road Users' Safety at
Curtis Way/Stonebridge Way and Dark Hill/Davington Hill

I am writing on behalf of Faversham Town Council to reinforce Members' concerns regarding pedestrian and other road users' safety around the junctions of Curtis Way/Stonebridge Way and Davington Hill/Dark Hill.

As resolved at Full Council on 10th June 2019, the Town Council fully supports Councillors Saunders and Jackson's summary of road issues and improvements being brought to the Swale JTB for consideration.

Yours sincerely

Louise Bareham

Louise Bareham
Town Clerk

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Highways, Transportation & Waste Drainage & Flooding Swale Cyclical & Hotspot Cleansing



The Highways & Transportation Drainage Team improves highway safety by making sure water is removed effectively from the road network during moderate to heavy rainfall. We do this by inspecting, maintaining, improving and setting standards for 250,000 road drains and associated drainage systems.

Our most critical service within the Drainage Team is flood response which can involve;

- Clearance of highway flooding causing major disruption and a risk to the safety of highway users
- Clearance of highway water causing flooding to private property
- Provision of flood boards to warn the travelling public of minor flooding
- Provision of appropriate traffic management, including road closures where necessary, to manage the risk created by minor flooding
- Where private dwellings are affected, we can also provide disposable, absorbent bags called FloodSax® to provide property protection.



We have a full complement of Technicians within the team to take emergency calls during the working day and determine the priority of which resource is deployed to each incident that presents the potential for harm to pedestrians, road users or an immediate high risk of internal property flooding.



Out of hours reports of flooding will be called through to the out of hours duty officer for action who have access to three out of hour crews on standby every week throughout the year and access to sub-contracted tanker services. All other reports of flooding will be passed to the drainage team for review and action on the next working day.

The three types of resource that we have available are;

- Combination Units – which have a capacity of 9,800 litres and can be deployed to clear minor flooding and can cleanse drainage systems where required.
- Super Combination Units – which have a capacity of 18,000 litres can be deployed to clear moderate flooding and can also cleanse drainage systems where required.
- Tankers – which have a capacity of up to 27,000 litres and can be deployed to react to major flooding incidents.

In 2019 Drainage received 9358 enquiries of which 438 of these were emergencies and reacted to within 2 to 24 hours. We have been experiencing a large increase in demand compared to previous years following some intense storms across the county which has taken the team some months to recover from. We use Met Office data to obtain information where heavy rain and flooding is forecast so that we may proactively prepare for emergency situations and be ready throughout winter.



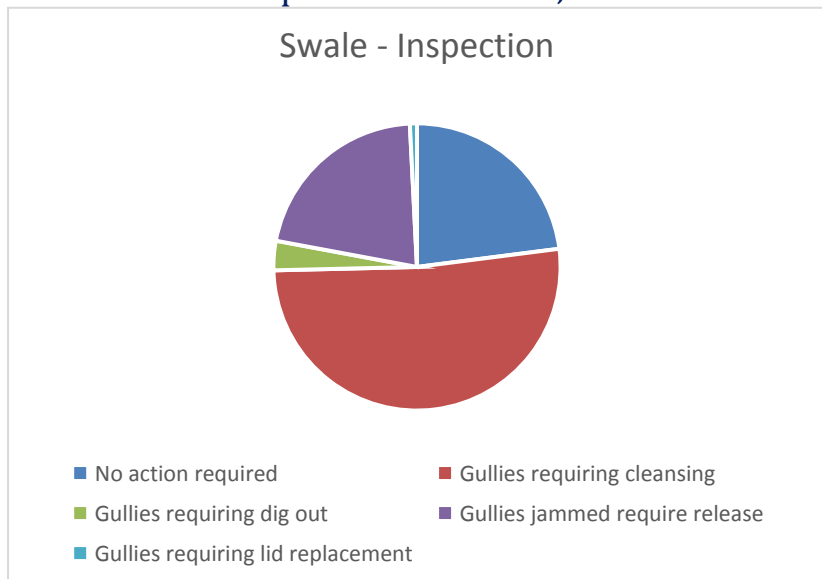
We carry out inspections of all our Strategic & Locally Important Routes and include all gullies that require clearance within a programme across the year which is attended by District.

We have recently carried out our pre-inspection of Swale Borough and have found the following.

District	Swale
Month Cleansing Due	March
No gullies due for inspection	4921
Total gullies found upon inspection	5541
% Extra gullies found	13%
Number gullies requiring cleansing	2862
% Requiring Cleansing	52%
Number gullies requiring dig out	183
% Requiring Dig Out	3%
No gullies jammed	1179
% Requiring Unjamming	21%
No gullies requiring lid replacement	44
% Requiring Lid Replacement	1%

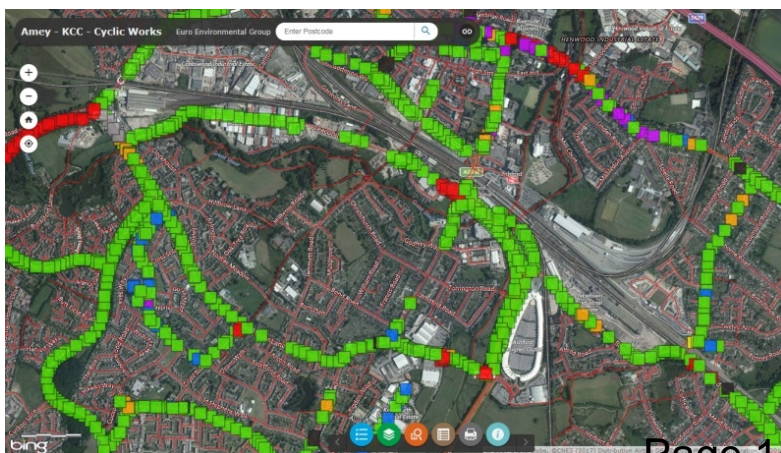
We will carry out cleansing of those gullies that allow us to immediately access within March 2020. Gullies that were found to have another defect e.g. jammed/broken lid will be attended within 90 days and follow up cleansing carried out once the defect is rectified.

Swale district inspection overview;



In addition to this we carry out 6-monthly Hotspot cleansing which includes roads that are known to us as a flood prone section of the highway network. Roads that are not classed as Strategic & Locally Important are inspected and cleansed on a targeted basis when we receive reports from members of the public. Information on Strategic & Locally Important roads are available on request.

If Member's or Councillors believe they are aware of a hotspot that is not included within our current list, please feedback those locations to the drainage team so we can determine if it is likely a maintenance issue or may require investigation and/or repairs. Where possible could we please be provided with evidence of the flooding (dates of floods, extent, photos etc.) to support any reports we already hold, as this will assist with our risk assessments and prioritisation.

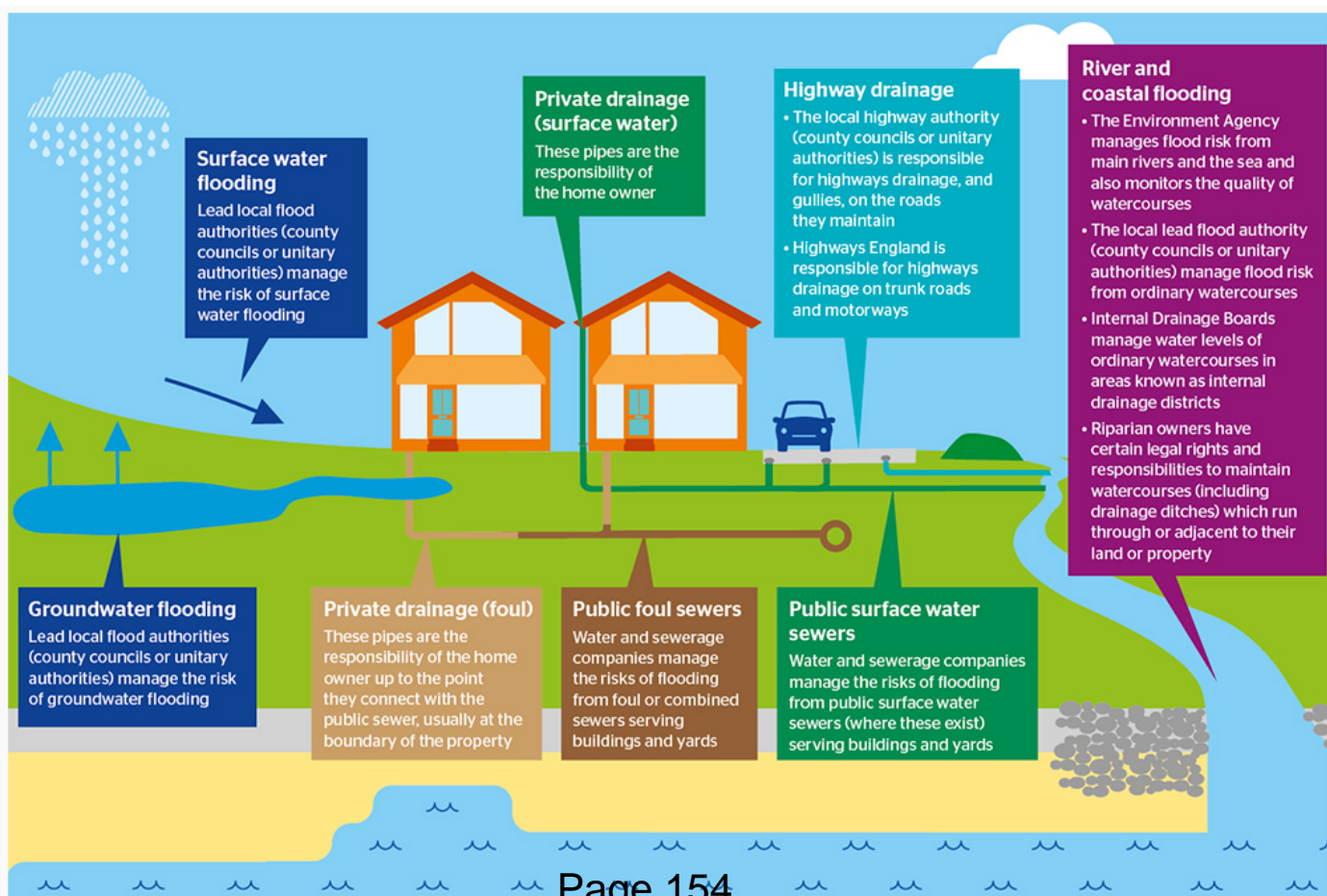


Asset management is key to the drainage service and we now collect our asset data. Around 80,000 drains on our main network have been collected and we have now started gathering the data on our urban and rural network.

During the cyclic programme the inspection data for each drain is collected on site, the data recorded includes date attended, silt levels, defects and whether the drain was successfully cleansed. In the future, data collected will help us determine where our highest risk areas are so that we can allocate funding more effectively to locations where drains are subject to becoming blocked more frequently.

We carry out minor repairs and improvements to sites where the road floods regularly to the extent that there is a danger to road users and/or residential property is regularly internally flooded by water from the highway. Sites are risk assessed accordingly to determine the appropriate action.

In addition to minor drainage works we have also successfully completed 90 large drainage improvement schemes to resolve long standing flooding issues throughout the County with approximately 70 initial schemes planned for 2019 to 2020.



KCC MAINTENANCE SCHEDULE

SWALE DISTRICT

**Kent
County
Council**
kent.gov.uk



USRN (Road Reference)	Road Name	Parish/ Town	District	Hotspot - Every 6 Months
39002061	MUNSGORE LANE	BORDEN	SWALE	Main Road - Every 12 Months
39001208	STOCKERS HILL	BOUGHTON UNDER BLEAN	SWALE	Main Road - Every 12 Months
39001276	THE STREET	BOUGHTON UNDER BLEAN	SWALE	Main Road - Every 12 Months
39001705	CANTERBURY ROAD	BOUGHTON UNDER BLEAN	SWALE	Main Road - Every 12 Months
39001706	CANTERBURY ROAD	BOUGHTON UNDER BLEAN	SWALE	Main Road - Every 12 Months
39000997	PRIMROSE LANE	BREDGAR	SWALE	Main Road - Every 12 Months
39001230	SWANTON STREET	BREDGAR	SWALE	Main Road - Every 12 Months
39001277	THE STREET	BREDGAR	SWALE	Main Road - Every 12 Months
39001313	PRIMROSE LANE	BREDGAR	SWALE	Main Road - Every 12 Months
39001889	OAD STREET	BREDGAR	SWALE	Main Road - Every 12 Months
39001724	FAVERSHAM ROAD	DODDINGTON	SWALE	Main Road - Every 12 Months
39010235	THE STREET	DODDINGTON	SWALE	Main Road - Every 12 Months
39000208	CANTERBURY ROAD	DUNKIRK	SWALE	Hotspot - Every 6 Months
39001215	STONEY ROAD	DUNKIRK	SWALE	Main Road - Every 12 Months
39000591	HIGH STREET	EASTCHURCH	SWALE	Main Road - Every 12 Months
39000717	LEYSDOWN ROAD	EASTCHURCH	SWALE	Hotspot - Every 6 Months
39000746	LOWER ROAD	EASTCHURCH	SWALE	Hotspot - Every 6 Months
39001054	ROWETTS WAY	EASTCHURCH	SWALE	Main Road - Every 12 Months
39001718	EASTCHURCH ROAD	EASTCHURCH	SWALE	Main Road - Every 12 Months
39001772	WARDEN ROAD	EASTCHURCH	SWALE	Hotspot - Every 6 Months
39000039	ASHFORD ROAD	FAVERSHAM	SWALE	Main Road - Every 12 Months
39000163	BRIDGE ROAD	FAVERSHAM	SWALE	Hotspot - Every 6 Months
39000199	BYSING WOOD ROAD	FAVERSHAM	SWALE	Main Road - Every 12 Months
39000209	CANTERBURY ROAD	FAVERSHAM	SWALE	Main Road - Every 12 Months
39000280	CHURCH ROAD	FAVERSHAM	SWALE	Hotspot - Every 6 Months
39000311	CONDUIT STREET	FAVERSHAM	SWALE	Main Road - Every 12 Months
39000322	COURT STREET	FAVERSHAM	SWALE	Main Road - Every 12 Months
39000332	CRESCENT ROAD	FAVERSHAM	SWALE	Main Road - Every 12 Months
39000355	CURTIS WAY	FAVERSHAM	SWALE	Main Road - Every 12 Months
39000367	DARK HILL	FAVERSHAM	SWALE	Main Road - Every 12 Months
39000370	DAVINGTON HILL	FAVERSHAM	SWALE	Main Road - Every 12 Months
39000413	EAST STREET	FAVERSHAM	SWALE	Main Road - Every 12 Months
39000469	FORBES ROAD	FAVERSHAM	SWALE	Main Road - Every 12 Months
39000530	GRAVENEY ROAD	FAVERSHAM	SWALE	Hotspot - Every 6 Months
39000728	LONDON ROAD	FAVERSHAM	SWALE	Hotspot - Every 6 Months
39000742	LOVE LANE	FAVERSHAM	SWALE	Main Road - Every 12 Months
39000805	MARKET PLACE	FAVERSHAM	SWALE	Main Road - Every 12 Months
39000806	MARKET STREET	FAVERSHAM	SWALE	Main Road - Every 12 Months
39000866	NAPLETON ROAD	FAVERSHAM	SWALE	Main Road - Every 12 Months
39000885	NEWTON ROAD	FAVERSHAM	SWALE	Main Road - Every 12 Months
39000895	NORTH LANE	FAVERSHAM	SWALE	Main Road - Every 12 Months
39000913	OARE ROAD	FAVERSHAM	SWALE	Main Road - Every 12 Months
39000933	OSPRINGE ROAD	FAVERSHAM	SWALE	Main Road - Every 12 Months
39000934	OSPRINGE STREET	FAVERSHAM	SWALE	Hotspot - Every 6 Months
39000996	PRESTON STREET	FAVERSHAM	SWALE	Main Road - Every 12 Months
39001002	PRIORY ROW	FAVERSHAM	SWALE	Main Road - Every 12 Months
39001005	QUAY LANE	FAVERSHAM	SWALE	Main Road - Every 12 Months
39001144	SOUTH ROAD	FAVERSHAM	SWALE	Main Road - Every 12 Months
39001198	STATION ROAD	FAVERSHAM	SWALE	Main Road - Every 12 Months
39001211	STONE STREET	FAVERSHAM	SWALE	Main Road - Every 12 Months
39001235	TANNERS STREET	FAVERSHAM	SWALE	Main Road - Every 12 Months

39001264	THE MALL	FAVERSHAM	SWALE	Main Road - Every 12 Months
39001326	UPPER BRENTS	FAVERSHAM	SWALE	Hotspot - Every 6 Months
39001382	WEST STREET	FAVERSHAM	SWALE	Main Road - Every 12 Months
39001389	WESTERN LINK	FAVERSHAM	SWALE	Main Road - Every 12 Months
39001404	WHITSTABLE ROAD	FAVERSHAM	SWALE	Main Road - Every 12 Months
39010197	ASHFORD ROAD	FAVERSHAM	SWALE	Main Road - Every 12 Months
39000579	HEAD HILL	GRAVENY WITH GOODNESTONE	SWALE	Main Road - Every 12 Months
39000580	HEAD HILL ROAD	GRAVENY WITH GOODNESTONE	SWALE	Main Road - Every 12 Months
39000622	HOMESTALL LANE	GRAVENY WITH GOODNESTONE	SWALE	Main Road - Every 12 Months
39000729	LONDON ROAD	GRAVENY WITH GOODNESTONE	SWALE	Main Road - Every 12 Months
39001094	SEASALTER ROAD	GRAVENY WITH GOODNESTONE	SWALE	Main Road - Every 12 Months
39001405	WHITSTABLE ROAD	GRAVENY WITH GOODNESTONE	SWALE	Main Road - Every 12 Months
39001668	WHITE HILL ROAD	HARTLIP	SWALE	Hotspot - Every 6 Months
39000984	PLUMPUDDING LANE	HERNHILL	SWALE	Hotspot - Every 6 Months
39000455	FERRY ROAD	IWADE	SWALE	Main Road - Every 12 Months
39001120	SHEPPEY WAY	IWADE	SWALE	Main Road - Every 12 Months
39001280	THE STREET	IWADE	SWALE	Main Road - Every 12 Months
39001762	SHEPPEY WAY	IWADE	SWALE	Main Road - Every 12 Months
39000718	LEYSDOWN ROAD	LEYSDOWN	SWALE	Main Road - Every 12 Months
39001846	LEYSDOWN ROAD LAYBY	LEYSDOWN	SWALE	Main Road - Every 12 Months
39001409	WILDMARSH ROAD	LUDDENHAM	SWALE	Hotspot - Every 6 Months
39010268	LUDDENHAM HILL	LUDDENHAM	SWALE	Hotspot - Every 6 Months
39000430	ELM LANE	MINSTER	SWALE	Hotspot - Every 6 Months
39000053	BACK LANE	MINSTER-ON-SEA	SWALE	Main Road - Every 12 Months
39000056	BALDWIN ROAD	MINSTER-ON-SEA	SWALE	Main Road - Every 12 Months
39000067	BARTON HILL DRIVE	MINSTER-ON-SEA	SWALE	Main Road - Every 12 Months
39000237	CHAPEL STREET	MINSTER-ON-SEA	SWALE	Main Road - Every 12 Months
39000250	CHEQUERS ROAD	MINSTER-ON-SEA	SWALE	Main Road - Every 12 Months
39000472	FORTY ACRES HILL	MINSTER-ON-SEA	SWALE	Main Road - Every 12 Months
39000599	HIGH STREET	MINSTER-ON-SEA	SWALE	Main Road - Every 12 Months
39000831	MILL HILL	MINSTER-ON-SEA	SWALE	Main Road - Every 12 Months
39000844	MINSTER ROAD	MINSTER-ON-SEA	SWALE	Main Road - Every 12 Months
39000890	NOREEN AVENUE	MINSTER-ON-SEA	SWALE	Hotspot - Every 6 Months
39001009	QUEENS ROAD	MINSTER-ON-SEA	SWALE	Main Road - Every 12 Months
39001086	SCOCLES ROAD	MINSTER-ON-SEA	SWALE	Main Road - Every 12 Months
39001246	THE BROADWAY	MINSTER-ON-SEA	SWALE	Hotspot - Every 6 Months
39001319	UNION ROAD	MINSTER-ON-SEA	SWALE	Main Road - Every 12 Months
39001356	WARDS HILL ROAD	MINSTER-ON-SEA	SWALE	Main Road - Every 12 Months
39001745	LOWER ROAD	MINSTER-ON-SEA	SWALE	Main Road - Every 12 Months
39010373	LOWER ROAD	MINSTER-ON-SEA	SWALE	Main Road - Every 12 Months
39000188	BULL LANE	NEWINGTON (SWALE)	SWALE	Main Road - Every 12 Months
39000593	HIGH STREET	NEWINGTON (SWALE)	SWALE	Main Road - Every 12 Months
39000730	LONDON ROAD	NEWINGTON (SWALE)	SWALE	Main Road - Every 12 Months
39010241	HARTLIP HILL	NEWINGTON (SWALE)	SWALE	Main Road - Every 12 Months
39000385	DODDINGTON LANE	NEWNHAM	SWALE	Main Road - Every 12 Months
39000447	FAVERSHAM ROAD	NEWNHAM	SWALE	Main Road - Every 12 Months
39001283	THE STREET	NEWNHAM	SWALE	Main Road - Every 12 Months
39000731	LONDON ROAD	NORTON AND BUCKLAND	SWALE	Main Road - Every 12 Months
39010430	FAVERSHAM ROAD	NORTON AND BUCKLAND	SWALE	Main Road - Every 12 Months
39001325	UPLEES ROAD	OARE	SWALE	Hotspot - Every 6 Months
39000448	FAVERSHAM ROAD	OSPRINGE	SWALE	Main Road - Every 12 Months
39000732	LONDON ROAD	OSPRINGE	SWALE	Main Road - Every 12 Months
39001188	STALSFIELD ROAD	OSPRINGE	SWALE	Hotspot - Every 6 Months
39000344	CROSS STREET	QUEENBOROUGH	SWALE	Main Road - Every 12 Months
39000790	MAIN ROAD	QUEENBOROUGH	SWALE	Main Road - Every 12 Months
39000896	NORTH ROAD	QUEENBOROUGH	SWALE	Main Road - Every 12 Months
39001013	RAILWAY TERRACE	QUEENBOROUGH	SWALE	Main Road - Every 12 Months
39001402	WHITEWAY ROAD	QUEENBOROUGH	SWALE	Main Road - Every 12 Months
39001739	KINGSFERRY BRIDGE	QUEENBOROUGH	SWALE	Main Road - Every 12 Months

39001761	SHEPPEY WAY	QUEENBOROUGH	SWALE	Main Road - Every 12 Months
39010398	THOMSETT WAY	QUEENBOROUGH	SWALE	Main Road - Every 12 Months
39000968	PERRY WOOD	SELLING	SWALE	Main Road - Every 12 Months
39001105	SELLING ROAD	SELLING	SWALE	Hotspot - Every 6 Months
39010427	SOUTH STREET	SELLING	SWALE	Hotspot - Every 6 Months
39000024	ALMA STREET	SHEERNESS	SWALE	Hotspot - Every 6 Months
39000164	BRIDGE ROAD	SHEERNESS	SWALE	Main Road - Every 12 Months
39000173	BROADWAY	SHEERNESS	SWALE	Main Road - Every 12 Months
39000224	CAVOUR ROAD	SHEERNESS	SWALE	Main Road - Every 12 Months
39000548	HALFWAY ROAD	SHEERNESS	SWALE	Main Road - Every 12 Months
39000565	HARRIS ROAD	SHEERNESS	SWALE	Hotspot - Every 6 Months
39000597	HIGH STREET	SHEERNESS	SWALE	Main Road - Every 12 Months
39000649	INVICTA ROAD	SHEERNESS	SWALE	Main Road - Every 12 Months
39000804	MARINE PARADE	SHEERNESS	SWALE	Main Road - Every 12 Months
39001007	QUEENBOROUGH ROAD	SHEERNESS	SWALE	Main Road - Every 12 Months
39001310	TRINITY ROAD	SHEERNESS	SWALE	Main Road - Every 12 Months
39001744	LOWER ROAD	SHEERNESS	SWALE	Main Road - Every 12 Months
39001812	MILLENNIUM WAY	SHEERNESS	SWALE	Main Road - Every 12 Months
39001847	TRINITY WAY	SHEERNESS	SWALE	Main Road - Every 12 Months
39000040	ASHFORD ROAD	SHELDWICH BADLESMERE LEAVELAND	SWALE	Hotspot - Every 6 Months
39000879	NEWHOUSE LANE	SHELDWICH BADLESMERE LEAVELAND	SWALE	Hotspot - Every 6 Months
39010200	ASHFORD ROAD	SHELDWICH BADLESMERE LEAVELAND	SWALE	Main Road - Every 12 Months
39000008	ADELAIDE DRIVE	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39000012	ALBANY ROAD	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39000050	AVENUE OF REMEMBRANCE	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39000087	BELL ROAD	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39000124	BORDEN LANE	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39000137	BOYCES HILL	SITTINGBOURNE	SWALE	Hotspot - Every 6 Months
39000154	BRENCHLEY ROAD	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39000210	CANTERBURY ROAD	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39000219	CASTLE ROAD	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39000232	CHALKWELL ROAD	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39000277	CHURCH ROAD	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39000349	CROWN QUAY LANE	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39000350	CROWN ROAD	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39000387	DOLPHIN ROAD	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39000393	DOVER STREET	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39000414	EAST STREET	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39000437	EUROLINK WAY	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39000476	FOX HILL	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39000498	GAS ROAD	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39000522	GORE COURT ROAD	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39000546	GROVEHURST ROAD	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39000595	HIGH STREET	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39000598	HIGH STREET	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39000626	HOMEWOOD AVENUE	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39000690	KING STREET	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39000702	LANGLEY ROAD	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39000733	LONDON ROAD	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39000834	MILL WAY	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39000841	MILTON ROAD	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39000859	MURSTON ROAD	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39000897	NORTH STREET	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39000950	PARK ROAD	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39001011	QUINTON ROAD	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39001063	SAFFRON WAY	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39001142	SOUTH AVENUE	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39001176	ST MICHAELS ROAD	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39001181	ST PAULS STREET	SITTINGBOURNE	SWALE	Main Road - Every 12 Months

39001190	STANHOPE AVENUE	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39001193	STAPLEHURST ROAD	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39001229	SWANSTREE AVENUE	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39001318	UFTON LANE	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39001337	VICARAGE ROAD	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39001383	WEST STREET	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39001437	WOODSTOCK ROAD	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39001649	STAPLEHURST ROAD	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39010224	SWALE WAY	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39010465	DOVER STREET	SITTINGBOURNE	SWALE	Main Road - Every 12 Months
39000734	LONDON ROAD	STONE (SWALE)	SWALE	Main Road - Every 12 Months
39000489	FROGNAL LANE	TEYNHAM	SWALE	Hotspot - Every 6 Months
39000735	LONDON ROAD	TEYNHAM	SWALE	Main Road - Every 12 Months
39001200	STATION ROAD	TEYNHAM	SWALE	Main Road - Every 12 Months
39000180	BROOMFIELD LANE	THROWLEY	SWALE	Main Road - Every 12 Months
39000736	LONDON ROAD	TONGE	SWALE	Hotspot - Every 6 Months
39000152	BREDGAR ROAD	TUNSTALL	SWALE	Main Road - Every 12 Months
39000584	HEARTS DELIGHT ROAD	TUNSTALL	SWALE	Main Road - Every 12 Months
39001314	TUNSTALL ROAD	TUNSTALL	SWALE	Main Road - Every 12 Months
39000987	POOT LANE	UPCHURCH	SWALE	Hotspot - Every 6 Months
39001643	SOUTH BUSH LANE	UPCHURCH	SWALE	Hotspot - Every 6 Months

Highways, Transportation & Waste Drainage & Structures



Faversham Creek Swing Bridge

Kent County Council and various stakeholders in the Faversham Area have an ambition to restore the Faversham Swing Bridge, lock gates and dredge the basin to restore the basin to its former glory and to unlock future development and economic of the area. This would allow boat owners to moor in the regenerated basin, enjoy the town and in addition, be a valuable tourist attraction. The community formed a steering group incorporating the already established Faversham Creek Trust.

KCC are working with the harbour authority, Port of Sheerness, to seek a solution to realise the ambitions of restoring the bridge allowing it to open and function as a swing bridge. Currently the bridge is inoperable and is the subject of regular monitoring as a number of defects have been identified. The structure is managed by KCC as a sub-standard structure in accordance with BD 79/13.

The existing bridge is a two-span structure carrying Bridge Road over Faversham Creek in Faversham, Kent. It was originally constructed in 1881 to replace a sliding footbridge. The superstructure of the bridge was strengthened in 1941 and replaced again in 1976.

Structural assessment of the bridge, carried out in 1993 and 2012, determined that the superstructure does not have the capacity to support dead and superimposed dead loads when in the open position. It was also noted in the 2012 assessment report that; further loss of section to critical main steel members had occurred, however this had not reduced the capability of the bridge to carry current highway loading and a weight restriction was not required at this time.

With the cessation of commercial water borne traffic and the assessment result, it is understood that the bridge has not been opened to boats since the late 1980's/early 1990's.

Aims and Objectives

The purpose of lifting the bridge deck off was to carry out a detailed inspection of the bridge deck superstructure whilst it is removed from its permanent position and removed to an adjacent temporary location where it will be placed upon temporary supports. A detailed report covering the condition of the bridge will then be prepared together with technical report providing advice on the future use of the bridge superstructure.

The recommendation was not to install the bridge deck due top the condition of the bridge and abutments, therefore a decision was made to install a temporary bridge for up to 1 year.

Most of the main structural members of the bridge require repair and/or strengthening to enable the bridge superstructure to be returned to operational use. The amount of work would be extensive and due to the form of construction would take a considerable time to undertake.

The cost for carrying out strengthening and repair would not be insignificant, it is considered that the cost would be in a similar region to that of providing a new structure which would provide an enhanced facility, greater life expectancy, greater durability and more reliability.

A new deck superstructure could also be designed to allow the bridge to open for river traffic albeit that the mechanical and electrical elements would need to be replaced before this could be reinstated.

Considering the above, it is likely that repair of the existing bridge deck superstructure would be less cost effective than providing a new structure and over the full life cycle

I write in response to your recent petition that Kent County Council has received via Swale Joint Transportation Board to lower the speed limit on Plough Road to 30 mph

In accordance with our 'Petition Service' as your letter contains less than 1,000 signatures I have investigated and reviewed your concerns in my role as the Cabinet Member for Highways and Transport.

The speed limit on a road (including the national speed limit where a lower local limit is not in place) is the absolute maximum and does not mean it is safe to drive at that speed irrespective of conditions. Speed limits are set by the highway authority in accordance with guidance issued by the Department for Transport (Circular 01/2013 'Setting Local Speed Limits) and in consultation with Kent Police. The guidance states that speed limits should not be used to attempt to solve the problem of isolated hazards, such as road junctions or areas where there is reduced forward visibility but are instead based on the road environment along a longer section. For a single carriageway rural road, the above circular states that the national speed limit would normally be appropriate but a lower limit may be appropriate if, for example, a collision history indicates that this speed cannot be achieved safely and the risk of collisions cannot be addressed through other engineering measures.

There is little evidence to show that introducing an artificially low speed limit without any obvious change in the road environment will make any significant difference to the driven speeds anyway. Indeed, it can actually increase collision risk as you get a wider range of speeds with some drivers respecting the limit and others continuing to drive at higher speeds. With vehicles travelling at different speeds, it makes it difficult for pedestrians trying to cross or drivers turning out onto the road to judge gaps. It is the more vulnerable road users, such as children and those with visual impairments, that are most at risk.

We receive many requests for the implementation of improvement and safety measures on the highway and, as such, all requests are reviewed and prioritised. We use an evidence-based approach to prioritise investment in Casualty Reduction Schemes as we seek to ascertain if there is any pattern of personal injury crash records for the past three years that could be addressed by engineering methods.

The collision record for Plough Road for the last three years has been checked and there have been few collisions with no pattern to these in terms of location or contributory factors; it is therefore difficult to prioritise this site against a number of areas across the county, where a pattern of incidents is occurring and our engineering intervention could help reduce crashes. Therefore, at this stage we have no programmed works on these roads and do not plan to take any action as a result of your petition. For your reference, the data we consider can be viewed for free on Crash Map at www.crashmap.co.uk.

I would like to reassure you that we take seriously all concerns about road traffic dangers and as such we will continue to monitor this site. We are continually assessing the risks and casualty records of sites across the county, liaising with Parish Councils, elected Members and the Police to help prioritise our future programme of improvements. Full details of the work we do to prevent and reduce

road crashes can be found in our Casualty Reduction Strategy for Kent which can be viewed at: [www.kent.gov.uk/ data/assets/pdf file/0012/14520/Road-Casualty-Reduction-Strategy-for-Kent.pdf](http://www.kent.gov.uk/data/assets/pdf_file/0012/14520/Road-Casualty-Reduction-Strategy-for-Kent.pdf)

If you believe that drivers are driving at excess speed and without due care, then this is a matter for the Police using their existing powers. Such concerns can be reported to them on their non-emergency number 101.

Thank you for taking the time to raise a petition and bringing your concerns to my attention. I really value a community voice to flag up local concerns based on your knowledge and experience of the roads and footways in your area.

I hope that my review has clarified our position on this matter. If however you feel we have not dealt with your petition properly, please do contact me again.

PETITION TO REDESIGN THE JUNCTION OF SHORTLANDS AND HAROLD ROAD, SITTINGBOURNE

I write in response to the petition that was passed to Kent County Council via the Joint Transportation Board. I am sorry to hear of residents' concerns about road safety at this junction.

In accordance with our 'Petition Service' as your letter contains less than 1,000 signatures I have investigated & reviewed your concerns in my role as the Cabinet Member for Planning, Highways, Transportation & Waste.

A detail review and investigation has been undertaken on the layout and design of this junction. It would not be possible to prevent or even discourage car drivers from making the banned manoeuvre without preventing the passage of larger vehicles, such as refuse vehicles and emergency response vehicles, through the junction. In order to discourage drivers, most of whom will be doing so intentionally rather than by accident, would require more substantial changes to the road layout in this area and would inconvenience many residents themselves.

We receive many requests to make roads safer and as such all requests are reviewed and prioritised by using an evidence-based approach to determine if there is a pattern of incidents that could be eased by improvements to the road. We have looked at the crash record over the last three years and we have not been able to find a pattern of incidents that demonstrates this site could benefit from our intervention. To date, we have collision data to the end of June 2019 so some of those collisions that you have mentioned may not have been reported to us yet and still may be under investigation by Kent Police. Currently, it is therefore very difficult to prioritise this location against a number of sites across the county where a pattern of incidents is occurring, and our intervention could help reduce crashes. For your reference, the data we consider can be viewed for free on Crash Map at www.crashmap.co.uk.

I would like to reassure you that Kent County Council (KCC) takes seriously all concerns about road traffic dangers and as such we will continue to monitor this site. We are continually assessing the risks and casualty records of sites across the County, liaising with Parish Councils, elected Members and the Police to help prioritise our future programme of improvements.

If you believe that drivers are driving at excess speed and without due care, then this is a matter for the Police using their existing powers. Such concerns can be reported to them on their non-emergency number 101.

Thank you for taking the time to raise a petition and bringing your concerns to my attention. I really value a community voice to flag up local concerns based on your knowledge and experience of the roads and footways in your area.

I hope that my review has clarified our position on this matter. If however, you feel we have not dealt with your petition properly, please do contact me again

PETITION FOR TRAFFIC CALMING ON ST HELENS ROAD, SHEERNESS

I write in response to your petition that was passed to Kent County Council via the Joint Transportation Board regarding implementation of traffic calming on St Helens Road.

In accordance with our 'Petition Service' as your letter contains less than 1,000 signatures I have investigated & reviewed your concerns in my role as the Cabinet Member for Highways & Transport.

In responding to your petition, can I firstly clarify the different roles that local authorities and other agencies have as you appear to have been passed around between different contacts on this matter. Responsibility for enforcement of moving traffic offences, such as speeding, dangerous driving and driving on the footway, lies with Kent Police and the County Council has no enforcement powers in this respect.

Kent County Council is the local highway authority for most of the roads around Sheerness, including St Helens and Coronation Roads. From your letter, I think that you may have been passed at some point to Highways England (HE) or one of its agents, which would not be correct. Highways England is a highway authority but only for motorways and trunk roads and the only road on the Isle of Sheppey that it manages is the A249 Brielle Way.

Along with duties to inspect and maintain the highway, the County Council also has a duty to investigate collisions on the highway that result in personal injuries and to take actions that it considers appropriate to reduce the likelihood and severity of future injuries. Swale Borough Council has some duties in relation to the highway, including parking management as well as other general duties such as community safety. However, the County Council is primarily responsible for road safety.

All collisions that occur on the highway that result in injury to another person or damage to property must be reported to the police – this is a legal requirement under Section 170 of the Road Traffic Act 1988. It is this data, once it has been fully investigated, that is shared with the local highway authority which, for these roads, is Kent County Council. The County Council then has a duty to investigate these collisions and make changes to the highway that it thinks are necessary to reduce the likelihood of future injuries.

As you can no doubt appreciate, the County Council receives many requests for the implementation of improvement and safety measures on the highway and, as such, all requests are reviewed and prioritised. We use an evidence-based approach to prioritise investment in Casualty Reduction Schemes as we seek to ascertain if there is any pattern of personal injury crash records for the past three years that could be addressed by engineering methods.

I am sorry to hear of the damage that has been caused to your property and the distress caused by previous collisions. Many of the collisions that you and others have listed would be considered 'damage only' and would not be routinely recorded by the Police and would be down to the vehicle owners and possibly their insurers to resolve. I am concerned though that there might be collisions that are not being

reported to the police. I would encourage people to do so. Not only is this a legal requirement, it also gives us the evidence that we require to make safety improvements on the highway. To date, we only have collision data up to the end of December 2018. For the three years previously, the only two collisions that have been reported for St Helens Road happened in February and July 2016.

The collision record for St Helen's Road for the last three years has been checked and there have been few collisions with no pattern to these in terms of location or contributory factors; it is therefore difficult to prioritise this site against a number of areas across the County, where a pattern of incidents is occurring and our engineering intervention could help reduce crashes. Therefore, at this stage we have no programmed works on these roads, although we will of course continue to monitor the sites, and should viable engineering solutions be identified that would reduce the number and the severity of crashes then we will seek to implement them. For your reference, the data we consider can be viewed for free on Crash Map at www.crashmap.co.uk

I would like to reassure you that Kent County Council takes road safety very seriously and reducing the number of people injured on our roads is one of our top priorities. Full details of the work we do to prevent and reduce road crashes can be found in our Casualty Reduction Strategy for Kent which can be viewed at: www.kent.gov.uk/_data/assets/pdf_file/0012/14520/Road-Casualty-Reduction-Strategy-for-Kent.pdf

For future reference full details of how to request highway improvements can be found at:

www.kent.gov.uk/roads-and-travel/what-we-look-after/roads/changing-roads-in-your-area

Thank you for taking the time to raise a petition and bringing your concerns to my attention. I really value a community voice to flag up local concerns based on your knowledge and experience of the roads and footways in your area.

I hope that my review has clarified our position on this matter. If however, you feel we have not dealt with your petition properly, please do contact me again.

To: Swale Joint Transportation Board
By: KCC Highways, Transportation & Waste
Date: 2nd March 2020
Subject: Highway Forward Works Programme – 2019/20 onwards
Classification: Information Only

Summary: This report updates Members on the identified schemes approved for construction

1. Introduction

This report provides an update and summarises schemes that have been programmed for delivery in 2019/20.

Kent County Council has agreed a substantial increase in the budget for planned highway works over the next three years, and as a result we are still in the process of identifying and designing schemes for inclusion in our full Year One to Two (2019/20 and 2020/21) and Year Three to Five (2021/22 to 2023/24) programmes. Because of this, we have decided to publish an interim programme, and to publish the full programmes later this year. For some assets this interim programme covers approximately the first six months of 2019/20, whilst for others it includes most of the works planned for the whole year.

This programme is subject to regular review and may change for a number of reasons including budget allocation, contract rate changes, and to reflect KCC's changing priorities. The programme and extent of individual sites within the programme may also be revised following engineering assessment during the design phase.

Road, Footway & Cycleway Renewal and Preservation Schemes – see Appendix A

Drainage Repairs & Improvements – see Appendix B

Street Lighting – see Appendix C

Transportation and Safety Schemes – see Appendix D

- **Casualty Reduction Measures**
- **Externally funded schemes**
- **Local Growth Fund**

Developer Funded Works – see Appendix E

Bridge Works – see Appendix F

Traffic Systems – see Appendix G

PROW – see Appendix H

Combined Member 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 Kent
Alan Blackburn	Swale District Manager
Alan Casson	Strategic Asset Manager
Earl Bourner	Drainage & Structures Asset Manager
Sue Kinsella	Street Light Asset Manager
Toby Butler	Traffic & Network Solutions Asset Manager
Jamie Hare	Development Agreements Manager
Jamie Watson	Schemes Programme Manager

Appendix A – Road, Footway and Cycleway Renewal and Preservation Scheme

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

Machine Resurfacing – Contact Officer Byron Lovell			
Road Name	Parish	Extent of Works	Current Status
A2500 Lower Road	Minster-on-sea	Old Hook Road to Rowetts Way	To be programmed
A2 Canterbury Road	Sittingbourne	Murston Road junction	To be programmed
A250 Millennium Way	Sheerness	50m each approach to High Street	Programmed 9 th April 2020
A2 London Road	Sittingbourne	The Billet PH for a distance of 100m easterly towards Sittingbourne Town Centre	Programmed 14 th April 2020
A250 High St	Sheerness	Millennium Way to junction with Victoria Street	Programmed 15 th April 2020
A250 Halfway Road	Minster	A250 Halfway Road/B2008 Minster Junction	Programmed 8 th April 2020
A2 High Street	Newington	Bus layby to Church Lane	Postponed due to gas works
Footway Improvement - Contact Officer Neil Tree			
Road Name	Parish	Extent and Description of Works	Current Status
New Road	Sheerness	Exact sections to be determined. (Footway Reconstruction)	Completed
Oak Road	Sittingbourne	Tonge Road to Great East Hall road. (Footway Reconstruction)	To be designed and programmed
Broom Road	Sittingbourne	Exact sections to be determined. (Footway Reconstruction)	To be designed and programmed

Beaconsfield Road	Sittingbourne	Entire length (Footway Reconstruction)	Completed
Lansdown Road	Sittingbourne	Exact section to be determined. (Footway Reconstruction)	Completed
Eagles Close	Sittingbourne	Exact section to be determined. (Footway Reconstruction)	To be designed and programmed
Blenheim Road	Sittingbourne	Exact section to be determined. (Footway Reconstruction)	Completed
Sunnyfields Drive	Queenborough	Entire Length (Footway Protection Treatment)	Completed
Queenborough Road (service road section adjoining Sunnyfields Road only).	Queenborough	Entire Length (Footway Protection Treatment)	Completed
Rosemary Avenue	Sheerness	Entire Length (Footway Protection Treatment)	Completed
Ambleside	Sittingbourne	Entire Length (Footway Protection Treatment)	Completed
Menin Road	Sittingbourne	From The Junction With The Square To Its Junction With Ypres Drive. (Footway Protection Treatment)	Completed
Surface Treatments - Contact Officer Jonathan Dean			

Micro Surfacing			
Road Name	Parish	Extent of Works	Current Status
Christophers Row	Lynsted with Kingsdown/Doddington	From National Speed Limit (Lynstead) to Motorway Bridge	Provisionally Programmed for July/Aug 2020
London Road	Newington	From Medway Boundary to Newington Village	Provisionally Programmed for July/Aug 2020
Lower Hartlip Road	Hartlip/Stockbury	From A2 to cradles lane	Provisionally Programmed for July/Aug 2020
Cold Harbour Lane	Bobbing	Rook Lane to Key Col Roundabout	Provisionally Programmed for July/Aug 2020
Petts Dane Road	Eastling	Whole Road from Kettle Hill Road to Stalisfield	Provisionally Programmed for July/Aug 2020
The Street	Hartlip	Dane Lane to Place Lane	Provisionally Programmed for July/Aug 2020
Lower Road	Teynham	Frognal Lane to Station Road	Provisionally Programmed for July/Aug 2020
Bagshill Road	Leaveland/Throwley	From A251 to Parsonage Stocks Road	Provisionally Programmed for July/Aug 2020
Eastling Road	Eastling	Plumford Lane to Scotts Lane	Provisionally Programmed for July/Aug 2020
Tonge Road and Lomas Road	Sittingbourne	From Shurch Road (sittingbourne) to Church Road (Tonge)	Provisionally Programmed for July/Aug 2020
Eastling Road	Eastling	From Kettle Hill Road to Evelyn Road	Provisionally Programmed for July/Aug 2020
Surface Dressing			

Stalisfield Road	Ospringe	Socks Hill to Throwley Road	Provisionally Programmed for July/Aug 2020
Luddenham Church Road	Luddenham	From Luddenham Church Road to Luddenham	Provisionally Programmed for July/Aug 2020
Wrens Road	Borden/Bredgar	Sutton Baron Road to M2 Bridge	Provisionally Programmed for July/Aug 2020
Dully Road	Tonge	From A2 to Upper Road	Provisionally Programmed for July/Aug 2020

Appendix B - Drainage

Drainage Repairs & Improvements - <i>Contact Officer Earl Bourner</i>			
Road Name	Parish	Description of Works	Current Status
High Street	Eastchurch	1no. new gully, existing gully repair and replace section of surface water sewer to resolve flooding issue o/s No.14, then resurface carriageway. KCC and Southern Water working together under an urgent road closure.	All Works Complete
A2 Canterbury Road	Snipeshill, Sittingbourne	Flood and Water Management Team and Highways Joint assessment of existing drainage system at open space by Greenways. Commencement of project was delayed.	Assessment work expected to complete by end of April 2020.
Bell Road	Sittingbourne	Flood and Water Management Team led drainage improvement to reduce flood risk to Glovers Crescent and Bell Road outside the hospital	Landscaping works and outstanding civil works progressing February half term
Jetty Road	Warden	CCTV survey of gullies around junction with Cliff Drive to identify defect / blockage causation	CCTV inspection took place on 4 th February 2020 and report due to be completed on 20 th February 2020 for further consideration by the drainage team.
Church Lane	Newington	CCTV survey of gullies and associated pipework due to local flooding of cellars	Proposed 19 th February 2020 under road closure
Rowetts Way	Eastchurch	CCTV survey of gullies and associated pipework due to local subsidence of carriageway	Job passed to contractor
Osprunge Street	Faversham	Repairs to drainage system outside the Ship Inn	Planned for Easter 2020

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.

Street Lighting Column Replacement – Contact Officer Sue Kinsella			
Road name	Parish	Description of works	Status
Sanderling way	Iwade	Replacement of 1 no street light complete with led lantern	Works awaiting programming By the end of may
Mansfield drive	Iwade	Replacement of 2 no street lights complete with led lanterns	Completed
Nobel court	Faversham	Replacement of 2 no street lights complete with led lanterns	Completed
Crown quay lane	Sittingbourne	Replacement of 1 no street light complete with led lantern	Completed
Judd road	Faversham	Replacement of 1 no street light complete with led lantern	Completed
Cobb walk	Faversham	Replacement of 3 no street lights complete with led lanterns	Completed
Horsford walk	Faversham	Replacement of 1 no street light complete with led lantern	Works awaiting programming By the end of may
Wildish road	Faversham	Replacement of 3 no street lights complete with led lanterns	Completed
Cyprus road	Faversham	Replacement of 1 no street light complete with led lantern	Completed
Bramley avenue	Faversham	Replacement of 2 no street lights complete with led lanterns	Completed
Grovehurst road	Sittingbourne	Replacement of 1 no street light complete with led lantern	Completed
Bob Amor close	Faversham	Replacement of 4 no street lights complete with led lanterns	Completed
Gordon close	Sittingbourne	Replacement of 2 no street lights complete with led lanterns	Completed
Peel drive	Sittingbourne	Replacement of 3 no street lights complete with led lanterns	Completed
Rosebery road	Sittingbourne	Replacement of 2 no street lights complete with led lanterns	Completed
Blaxland close	Faversham	Replacement of 1 no street light complete with led lantern	Completed

Abbots road	Faversham	Replacement of 1 no street light complete with led lantern	Completed
Victoria street	Sheerness	Replacement of 1 no street light complete with led lantern	Completed
Oak road	Sittingbourne	Replacement of 3 no street lights complete with led lanterns	Completed
Adelaide drive	Sittingbourne	Replacement of 1 no street light complete with led lantern	Completed
Castle road	Sittingbourne	Replacement of 1 no street light complete with led lantern	Completed
Drake avenue	minster	Replacement of 1 no street light complete with led lantern	Works awaiting programming By the end of may
Argent way	Sittingbourne	Replacement of 1 no street light complete with led lantern	Completed
Fox hill	Sittingbourne	Replacement of 1 no street light complete with led lantern	Works awaiting programming By the end of may
Canterbury road	Sittingbourne	Replacement of 1 no street light complete with led lantern	Works awaiting programming By the end of may
East street	Sittingbourne	Replacement of 1 no street light complete with led lantern	Completed
Attlee way	Sittingbourne	Replacement of 1 no street light complete with led lantern	Completed
Primrose avenue	Sittingbourne	Replacement of 1 no street light complete with led lantern	Completed
London road	Sittingbourne	Replacement of 4 no street lights complete with led lanterns	Completed
London road	Upchurch	Replacement of 4 no street lights complete with led lanterns	Completed
West street	Sittingbourne	Replacement of 1 no street light complete with led lantern	works awaiting programming By the end of may
Stockers hill	Boughton	Replacement of 1 no street light complete with led lantern	Works awaiting programming By the end of may
Whitstable road	Faversham	Replacement of 1 no street light complete with led lantern	Works awaiting programming By the end of may
Pepys avenue	Sheerness	Replacement of 1 no street light complete with led lantern	Works awaiting programming By the end of may
Boyces hill	Newington	Replacement of 1 no street light complete with led lantern	Works awaiting programming By the end of may
High street	Newington	Replacement of 1 no street light complete with led lantern	Works awaiting programming By the end of may
The Broadway	Minster	Replacement of 1 no street light complete with led lantern	Works awaiting programming By the end of may
Eagles close	Sittingbourne	Replacement of 1 no street light complete with led lantern	Works awaiting programming By the end of may
Heard way	Sittingbourne	Replacement of 1 no street light complete with led lantern	Works awaiting programming By the end of may
Castle road	Sittingbourne	Replacement of 1 no street light complete with led lantern	Works awaiting programming By the end of may
Milton road	Sittingbourne	Replacement of 1 no street light complete with led lantern	Works awaiting programming By the end of may

St Michaels road	Sittingbourne	Replacement of 1 no street light complete with led lantern	Works awaiting programming By the end of may
Saffron way	Sittingbourne	Replacement of 1 no street light complete with led lantern	Works awaiting programming By the end of may

Appendix D – Transportation and Safety Schemes

Casualty Reduction Measures

The Schemes Planning & Delivery team is implementing schemes within Swale District, in order to meet Kent County Council's (KCC) strategic targets (for example, addressing traffic congestion or improving road safety). Casualty reduction measures have been identified to address a known history of personal injury crashes. Current status correct as of 5th February 2020.

CASUALTY REDUCTION MEASURES Identified to address a known history of personal injury crashes			
Road Name	Parish	Description of Works	Current Status
A2 London Road junction with Staplehurst Road.	(Unparished)	Continuous footway across junction mouth and minor signing works.	Handed over for delivery; not yet programmed.
A2500 Lower Road junction with B2008 Eastchurch Road.	Eastchurch	Resurfacing and replacement of high friction surface on Lower Road arms.	Awaiting programming – expected July to December 2020.
		Vegetation clearance on south side of Lower Road.	Awaiting roadspace – expected November 2020.
A2 St Michaels Road junction with Crown Quay Lane, Sittingbourne	(Unparished)	Assessment of street lighting provision on St Michaels Road arms.	Under investigation.

INTEGRATED TRANSPORT SCHEMES Local Transport Plan funded non-casualty reduction schemes			
Road Name	Parish	Description of Works	Current Status
A2 London Road, Teynham (east of Cellar Hill junction).	Lynsted with Kingsdown and Teynham	Phase 2: Installation of kerb buildouts and lining works on eastern approach to Teynham.	Works complete.
Sonora Way estate	Bobbing (part)	Provision of 20mph zone signs and 20mph speed limit markings	Works complete.

EXTERNALLY FUNDED TRANSPORT SCHEMES

Road Name	Parish	Description of Works	Current Status
Church Road.	Eastchurch	Traffic restricted to one-way north-to-south between the junctions with High Street and B2231 Rowetts Way with associated traffic signs and partial restriction adjacent to the roundabout.	Works complete.
High Street / Central Avenue, Sittingbourne.	(Unparished.)	Reversal of one-way restriction on Central Avenue and associated works, including relaying paving blocks.	Works complete.

Appendix E – Developer Funded Works

Developer Funded Works (Section 278 Works)				
File Ref.	Road Name	Parish	Description of Works	Current Status
SW/2047	School Lane, Iwade	Iwade	Provision of New Junction /Access for Housing Development	End of Maintenance Works underway – Landscape remedial works being undertaken
SW/003028	Ospringe Cof E School, Water Lane, Faversham	Ospringe	Provision of Revised Vehicle Access	Works Completed Serving Maintenance Period
SW/3027	Tunstall Road, Tunstall	Tunstall	New School access Traffic calming changes and footway Connection	Works Completed Serving Maintenance Period – Lighting remedial works
SW/003055	Scocles Court	Minster on Sea	New access to Private Housing development	S278 Certificate 1 issued – Serving Maintenance Period
SW/003056	Sittingbourne Community College, Canterbury Road, Murston	Sittingbourne	New access for School bus drop off park	Minor remedial works to be carried out then will issue S278 Certificate 1
SW/003025	Sheppey Way, Iwade	Iwade	Provision of New Junction/Access for Housing Development	Minor remedial works to be carried out then will issue S278 Certificate 1
SW/3046	Power Station Road, Halfway, Sheppey	Minster on Sea	Provision of Private Housing development Junction and Traffic Calming	Road Safety Audit to be carried out. Minor completion works required prior to Certificate 1.
SW003094	Nova, Graveney Road, Faversham	Faversham	Provision of Private Housing development Junction and Pedestrian Crossing	Agreement in place for temporary access. Full agreement progressing.
SW/3043	34-40 Rushenden Road	Queenborough	Reconstruction of existing lay-by as new Footway	Remedial Works to be carried out
SW/003054	Ceres Court	Sittingbourne	Provision of New Housing site access road	Works Completed. End of Maintenance Inspection to be carried out.
SW/003047	The Old Dairy, Halfway	Sheppey	Provision of New entrance to Private Housing Site	Works Completed Serving Maintenance Period

SW003048	Parsonage House, School Lane, Newington	Newington	Provision of New Access to Housing site and Traffic Calmed footway crossing	Agreement in place, outstanding works to be completed.
SW/003049	Sunny View, Scocles Road, Minster	Minster on Sea	Provision of entrance to Private Housing Site	Stage 3 Safety Audit works to be carried out to enable S278 Certificate 1.
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-	Agreement in place, works underway. Remedial works to be carried out.
SW/003077	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	Agreement in place. Works Underway. Remedial works to be carried out.
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. Remedial works to be carried out.
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. Completion works required.
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. Minor completion works required.
SW/003052	Eurolink Phase 5, Swale Way, Great Easthall	Sittingbourne	Provision of New Industrial Estate Road Junction Arm to Existing Roundabout	Works Complete. End of Maintenance Period. Remedial works required. Awaiting completion of footway remedials.
SW/003053	Barge Way, Kemsley	Sittingbourne	Provision of Revised Access Arm from Existing Roundabout	Technical Acceptance Given. Agreement being drafted.

SW/003035	109-111 Staplehurst Road, Sittingbourne	Sittingbourne	Provision of revised traffic calming and vehicle access for Housing developments	Remedial and completion Works Underway
SW/0033024	Dover Street, Sittingbourne	Sittingbourne	Revision of Vehicle Access to Lidl Store and footway revisions	Works complete, awaiting Safety Audit.
SW/003033	Grove Ave/The Promenade, Leysdown on Sea	Leysdown	Revision of Surface Water Drainage	Works Completed. End of Maintenance Inspection to be carried out.
SW/003040	Otterham Quay Lane, Upchurch	Upchurch	Provision of Right Turn Lane / Junction and Footway for Housing Development	Agreement in place. Minor completion works required.
SW/003041	Larkrise, Conyer Road, Conyer	Teynham	Provision of footway to Small 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	Agreement in place. Works underway.
SW/003068	Canterbury Road, Sittingbourne	Sittingbourne	Revision of existing footways to proposed Retirement Home frontage	Agreement in place. Remedial works required.
SW/003067	Old Brickworks, Western Link, Faversham	Faversham	Provision of New Roundabout Access for Housing Development	Agreement in place. Works underway.
SW/003074	School Lane, Bapchild	Bapchild	Provision of Vehicle access and new footway connection for small housing development	Agreement in place. Works underway.
SW/003069	Rushenden Road, Queenborough, Sheppey	Queenborough	Provision of New Access for Housing Development	Letter of Agreement in place. Works underway.
SW/003081	Ham Road, Oare Road, Faversham	Faversham	Provision of Access Road to new Housing Development and	Agreement in place. Works underway.

			Revision of Ham Road from Junction	
SW/003082	Brogdale Road, Ospringe	Ospringe	Provision of Access Road to new Housing Development	Agreement in place. Works underway
SW/003084	Eurolink Way, Sittingbourne	Sittingbourne	Provision of Junction Access Road to new Housing Development	Works Completed Serving Maintenance Period
SW/003085	Brogdale Road, Ospringe	Faversham	Provision of temporary construction access for housing development	Agreement in place. Works underway
SW/003101	Lower Road, Teynham	Teynham	Provision of Footway for small Housing Development	Technical approval given. Agreement not progressed by developer.
SW/003087	A251 Ashford Rd & A2 London Rd, Faversham	Faversham	Provision of Roundabout access to Housing Development	Works complete. Serving Maintenance Period. Remedial works underway.
SW/003088	Leysdown Road, Eastchurch, Sheppey	Eastchurch	Provision of revised access for Wind Farm	Agreement in place. Minor completion works required.
SW/003089	A2 High St, Newington	Newington	Provision of Access for new small Housing Development	Works Completed. Serving Maintenance Period
SW/003090	Minster Road, Minster, Sheppey	Minster	Provision of Access for new small Housing Development	Letter of Agreement in place. Works underway.
SW/003118	Grovehurst Road, Sittingbourne	Sittingbourne	Provision of Access for new small Housing Development	Agreement in place, Works Completed Stage 3 Safety Audit complete – Cert 1 to be issued once all satisfactory material testing information received.
SW/003091	Eurolink Way, Milton Road, Sittingbourne	Sittingbourne	Footway Access to Retail Development	Agreement in place. Remedial works required.

SW/003092	Castle Road, Sittingbourne	Sittingbourne	New Access and footway to Industrial Units	Letter of Agreement in place. Significant remedial works agreed to be carried out.
SW003096	North St, Milton Regis	Sittingbourne	Temporary Construction Access for proposed School Drop Off facility	Agreement in place. Works underway.
SW003103	Oak Lane, Upchurch	Upchurch	Traffic Calming/Footway Access to Small Housing Development	Design Technical Submission to be Re- Submitted.
SW003104	Spirit of Sittingbourne Section 1 – St Michaels Road	Sittingbourne	Traffic Calming and access to new Housing development	Agreement in place. Works underway. Significant remedial works to be carried out.
SW003105	Spirit of Sittingbourne Section 2 – St Michaels Road/Dover Street/Fountain St	Sittingbourne	Traffic Calming and access to new Housing development	Design Approved. Agreement in place. Works underway.
SW003108	Chequers Road, Minster Sheppey	Minster	Frontage Footway and Access for Small Housing development	Design Technical Vetting underway. Letter of Agreement in place for construction access. Awaiting further submission for footway and completion agreement.
SW00109	Spirit of Sittingbourne – Street Lighting Michaels Road/Dover Street/Fountain St Milton Road	Sittingbourne	Street Lighting Submission for Overall Sprit of Sittingbourne Schemes	Design Approved. Letter of Agreement in Place. Works underway.
SW003110	Spirit of Sittingbourne – Retaining Wall Fountain St	Sittingbourne	Fountain Street turning Area Retaining Wall	Design Approved. Letter of Agreement being drafted (LOA nearing completion).
SW003260	Leaveland Corner, Faversham	Leaveland	Minor road widening and access for small housing development	Technical Acceptance given. Agreement in place. Works underway.
SW003114	North Lane/Partridge Lane, Faversham	Faversham	Footway works to Brewery Visitor Centre	Design Approved. Letter of Agreement in place. Works to commence subject to permit.

SW003115	Regis House, New Road, Sheerness	Sheerness	New vehicle access and footway to industrial development	Agreement in place. Works to commence subject to permit.
SW003117	North Street, Milton Regis	Sittingbourne	Permanent School Drop-off facility and Zebra crossing	Letter of Agreement in place. Works underway.
SW003141	Stones Farm, Canterbury Road, Bapchild	Bapchild	Traffic Signal Junction and Access for Private Housing Development	Agreement in place. Works underway.
SW003188	Crown Quay Lane, Sittingbourne	Sittingbourne	New Vehicle/Pedestrian Access for Housing Development site	Works completed. S278 Certificate 1 issued. Serving Maintenance Period.
SW003191	Admirals Walk, Halfway, Sheppey	Halfway	Highway Drainage and Access works for new Housing Development	Initial Design Submission
SW003196	Church Road, Sittingbourne Golf Centre - Material Movements	Sittingbourne	Addition of passing places on Lomas Road, Church Road for Golf Centre Material Movements	Agreement in place. Works completed. RSA Stage 3 carried out. S278 Certificate 1 to be issued.
SW003119	Station Street, Delivery Road Access, Sittingbourne	Sittingbourne	Footway alongside of delivery road through to High Street	Letter of Agreement in place. Works to commence subject to permit.
SW003199	Swale Way, Great Easthall, Sittingbourne – Toucan	Sittingbourne	Provision of a Toucan Crossing for the Eurolink 5 Industrial Estate development	Technical Vetting underway.
SW003266	Station Road, Teynham	Teynham	New bellmouth on to station road, footway works, new lining and a build out.	Design approved. Agreement being drafted.
SW003400	Lucas Close, Queenborough	Queenborough	Provision of access for private housing development.	Technical Vetting Underway.
SW003318	Cooks Lane, Sittingbourne	Milton Regis	Access arrangements for new private housing development.	Technical Vetting Underway.

SW003205	Wellesley Road, Sheerness	Sheppey	Existing footway modifications created by new terraced housing to street frontage.	Technical Vetting Underway.
SW003203	Staple Street, Hernhill	Hernhill	Proposed footpath connection for private housing development.	Technical Vetting Underway.

Appendix F – Bridge Works

Bridge Works – Contact Officer: Earl Bourner			
Road Name	Parish	Description of Works	Current Status
No Works Planned			

Appendix G – Traffic Systems

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

Traffic Systems - <i>Contact Officer: Toby Butler</i>		
Location	Description of Works	Current Status
Bell Road/ Avenue of Remembrance	Renewal of traffic signal controlled junction	Proposed July 2020

Appendix H - PROW

Public Rights of Way – Contact Officer – David Fleck			
Path No	Parish	Description of Works	Current Status
No works planned			

Appendix I - Combined Member Grant programme update

Member Highway Fund programme update for the Swale District.

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

- in design
- at consultation stage
- about to be programmed
- Recently completed on site.

The list is up to date as of 5th February 2020.

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 by contacting the District Manager for the Swale District, Alan Blackburn.

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Details of Scheme	Status
None	

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Details of Scheme	Status
None	

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.

Contacts: Kirstie Williams/ Alan Blackburn 03000 418181

SWALE JOINT TRANSPORTATION BOARD (JTB)

Updates are in italics – SBC Updates in Blue

Reported to this meeting

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
235/09/13	A2 / A251 Junction, Faversham	KCC	(1) That both proposed traffic improvements (Annex 1 and 2 in the report), the inclusion of consideration of the junction of The Mall and the A2, plus the option of 'no change', be approved for the purposes of a wider public consultation and the results of the consultation brought back to the JTB at a later date.	<i>Update to be provided at March 2020 meeting.</i>
Page 191	Subsequent related Minute No. 72/06/14 A2/A251 Junction, Faversham Highway Improvement Scheme	KCC	(1) That Option B (roundabout) be progressed as the preferred option for the A2/A251 junction, Faversham.	
218/09/14	Lower Road Junction with Barton Hill Drive, Isle of Sheppey	KCC	(1) That the preferred option for the Lower Road junction with the Barton Hill Drive junction be a small roundabout, rather than a mini-roundabout.	<i>Lower Rd Improvements Phase 1 – the Barton Hill Drive roundabout - completed and fully opened to traffic Jan 2019. Lower Road Improvements Phase 2 - Cowstead corner Roundabout and new footway cycleway, completed and fully opened to traffic January 2020.</i>
1079/12/16	Update on the 20's Plenty for Faversham Working Group	Third-party scheme	(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. (2) That the officers' report considers how proposals might be rolled-out across the Borough.	<i>Faversham Town Council commissioning Phil Jones Associates to take forward outline designs working closely with KCC.</i>

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
			on the preferred option from the nearby business.	
205/9/19	Petition – Plough Road, Eastchurch	KCC		<i>Response issued by County Council and attached as appendix.</i>
205/9/19	Petition – Shortlands Road, Sittingbourne	KCC		<i>Response issued by County Council and attached as appendix.</i>
205/9/19	Petition – St. Helens Road, Sheerness	KCC		<i>Response issued by County Council and attached as appendix.</i>
206/9/19	Petition – Extension to Residents’ Parking Scheme Park Road, Sittingbourne		That Members note the report and a further consultation with residents to include extending the Residents’ Parking Scheme in Park Road, Sittingbourne as far as the junction with Ufton Lane, Sittingbourne be carried out.	Update Report submitted to JTB March 2020.
207/9/19 93	Formal Objections to Traffic Regulation Order – Swale Amendment 7		(a) That the proposed double yellow lines in Church Road, Eastchurch be progressed as detailed in the Traffic Regulation Order. (b) That the proposed double yellow lines in Cormorant Road, Iwade be abandoned. (NOTE THIS RECOMMENDATION WAS UPDATED AT SWALE’S CABINET MEETING - 2) That (b) of Minute No. 207 Formal objections to Traffic Regulation Order – Swale Amendment 7 be considered further at the next Swale Joint Transportation Board meeting on 2 December 2019. (c) That the proposed waiting restrictions and KCC Scheme in The Mall, Faversham be abandoned, and a further	(a) <i>Complete</i> (b) <i>See update below following January 2020 JTB Meeting, Minute no. 437/01/20</i> (c) <i>Completed (proposals abandoned)</i>

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
Page 194			<p>consultation on a workable scheme be carried out.</p> <p>(d) That the proposed double yellow lines on the junction of Gore Court Road and Whitehall Road, Sittingbourne be progressed by 10m east and 15m west in Gore Court Road from its junction with Whitehall Road and by 10m into Whitehall Road from its junction with Gore Court Road, Sittingbourne</p> <p>(e) That the proposed extension to the double yellow lines in Conyer Road, Teynham be considered after the results of the sweep path analysis have been received.</p>	<p>(d) <i>Completed</i></p> <p>(e) <i>Completed</i></p>
436/01/20	<i>Petition to prevent over 7.5T vehicles using The Street, Boughton and Dunkirk</i>	KCC	<i>That the petition be formally accepted and a report from the KCC Schemes Planning and Delivery Team be submitted to the next JTB meeting.</i>	<i>Kent County Council has advertised its intent to make a traffic regulation order to extend the 7.5 tonne environmental weight limit to include The Street and London Road. Details can be found on the County Council's website and closing date for comments is 2 March 2020.</i>
437/01/20	<i>Formal Objections to TRO Swale Amendment 7 – Proposed Double Yellow Lines, Cormorant Road, Iwade</i>	SBC	<i>(1) That Members note the formal objections received to the advertised Traffic Regulation Order and that the proposed double yellow lines in Cormorant Road, Iwade be progressed and the Seafront and Engineering Manager consult with Councillor Mike Baldock and Kent County Councillor Mike Whiting to consider whether all three roads at this junction be installed with double yellow lines.</i>	<i>(1) Seafront and Engineering Manager consulting with Councillor Mike Baldock and Kent County Councillor Mike Whiting, prior to undertaking informal consultation and drafting Traffic Regulation Order</i>

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
438/01/20	<i>Informal Consultation Results – Proposed Waiting Restrictions at The Street, Oare</i>	SBC	Recommended to Swale Borough Council Cabinet: (1) That Members note the results of the recent informal consultation and officers proceed with the Traffic Regulation Order to install the double yellow lines.	<i>(1) Proposed double yellow lines to be included in next draft Traffic Regulation Order</i>
439/01/20	<i>Proposed Loading Ban – The Mall/Nelson Street, Faversham</i>		(1) That Members note the contents of the report and officers proceed with the installation of the loading ban at a revised length of 10 metres on the north side of the Nelson Street junction in The Mall, with loading permitted between 10am-11am and 4pm-5pm.	<i>(1) New Traffic Regulation Order to be drafted on revised loading ban with loading permitted between 10am-11am and 4pm-5pm</i>
442/01/20	<i>Bus Only Lane – Eaves Drive to Oak Road, Sittingbourne</i>	KCC	(1) That the report be noted and no further action be taken in respect of removing the current vehicle restrictions. (2) That the KCC Public Transport Team and the Seafront and Engineering Manager meet with the Quality Bus Partnership to look into finding a solution to ensure that buses were able to use the link, and to report back to the JTB if necessary.	<i>KCC Public Transport held a meeting on the 6th February with Arriva, Chalkwell and Kent Police to discuss the enforcement of the bus gate. Arriva to discuss inhouse whether a possible introduction of reduced service is feasible. KCC are currently in discussions with the developer to adopt the bus gate as soon as possible.</i>
444/02/20	<i>School Buses – Adelaide Drive, Sittingbourne</i>	KCC	(1) That the report be noted. (2) That the bus clearways not be agreed, that there be a full consultation with residents of Adelaide Drive and Sydney Avenue on the buses and the yellow lines, and idling, with guidelines and legal advice on term-time	<i>KCC Public Transport will conduct a consultation with directly affected properties in relation to the installation of clearway markings at the four existing and long standing marked bus stops on Adelaide Drive. This is in line with the department's usual processes. A consultation cannot be progressed in relation to stopping arrangements as this is a decision</i>

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
			<i>restrictions, with a report back to the JTB.</i>	<i>for individual operators. When the school stopping area became unavailable, KCC acted as “honest broker” in order to find an alternative solution at short notice. The department cannot compel operators to stop at particular locations however it is viewed that the current arrangements, which make use of long established existing stops, are the best and only practical solution.</i>