



AGENDA

SWALE JOINT TRANSPORTATION BOARD MEETING

Date: Monday, 7 September 2020

Time: 5.30pm

Venue: Virtual Meeting Via Skype*

Membership:

Councillors Mike Baldock, Simon Clark, Alastair Gould, Benjamin Martin, Lee McCall, Julian Saunders (Vice-Chairman) and Bill Tatton.

Kent County Council Members:

Kent County Councillors Andy Booth, Bowles (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 the recording 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 attending the meeting and speaking at Committee you are consenting to being recorded and to the possible use of those sound recordings for training purposes.

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

Information for the Public

*Members of the press and public can listen to this meeting live. Details of how to join the meeting will be added to the website after 4pm on Friday 4 September 2020.

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1. Confirmation of Chairman and Vice-Chairman

To confirm the Chairman and Vice-Chairman for the Municipal Year 2020/21.

2. Apologies for absence and confirmation of substitutes

3. Minutes

To approve the Minutes of the [Meeting](#) held on 2 March 2020 (Minute Nos. 579 - 605) 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 meeting 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 4 September 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.

The Chairman of the Kent Community Rail Partnership (Swale Section) is presenting to request better integration of transport on the Isle of Sheppey.

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

- | | | |
|-----|---|---------|
| 6. | Formal Objections to Traffic Regulation Order - Swale Amendment 14 | 7 - 48 |
| 7. | Petition for Double Yellow Lines - Nutfields, Sittingbourne | 49 - 54 |
| 8. | Proposed Double Yellow Lines - Cormorant Road, Iwade | 55 - 64 |
| 9. | Parking Proposals Abbey Street Area, Faversham - Abbey Neighbourhood Association | 65 - 72 |
| 10. | Yellow Line at the Junction of Gore Court Road and Whitehall Road (verbal report) | |

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

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|-----|---|--|
| 11. | Traffic calming schemes In Milton High Street (verbal report) | |
|-----|---|--|

- 12. Sydney Avenue/Adelaide Road, Sittingbourne (verbal report)
- 13. Junction of Highsted Road/Swanstree Avenue, Sittingbourne 73 - 90
- 14. Northern/Southern Relief Road (verbal report)
- 15. Highway issues in Bapchild (verbal report)
- 16. Request to extend the 30mph speed limit on Bull Lane, Boughton to just beyond the junction with the oast houses (Eastlea Oast) and the access road to the recreation ground/village hall (verbal report)
- 17. Abbey School Crossing/Filtered permeability for A2 /Canute Road and Kingsnorth Road junctions (verbal report)
- 18. Consultation on the A2/A251 junction design (verbal report)
- 19. 7.5 tonne limit in Queenborough, preventing HGVs from using Main Road and North Road and the residential roads off them (verbal report)
- 20. Extension of the 20mph zone in Queenborough to include North Road and Main Road (verbal report)
- 21. The implementation of a town wide 20mph speed limit in Faversham (verbal report)
- 22. Stonebridge Pond/Dark Hill, Faversham - Safety Improvements (verbal report)

Part Three - Information Items

- 23. Highways Work Programme 91 - 114
- 24. Progress Update Report 115 - 122
 To consider the Progress Update which outlines progress made following recommendations and agreed action at previous meetings.
- 25. Date of Next Meeting

The next meeting will be held at 5.30pm on Monday 7 December 2020.

Issued on Thursday, 27 August 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

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SWALE JOINT TRANSPORTATION BOARD	Agenda Item:
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Meeting Date	Monday 7 th September 2020
Report Title	Formal Objections to Traffic Regulation Order – Swale Amendment 14
Cabinet Member	Cllr T Valentine
Head of Service	Martyn Cassell
Lead Officer	Mike Knowles (SBC)
Classification	Open

Recommendations	<p>Members are asked to note the formal objections and comments received to the advertised Traffic Regulation Order and recommend that:-</p> <p>(1) the proposed loading ban in The Mall/Nelson Street, Faversham, be progressed;</p> <p>(2) the proposed double yellow lines in The Street, Oare, be progressed;</p> <p>(3) the proposed double yellow lines in Addington Road, Sittingbourne, be progressed;</p> <p>(4) the proposed double yellow lines in Coldharbour Lane, Kemsley, either be progressed or abandoned;</p> <p>(5) the proposed double yellow lines in Hilton Drive, Sittingbourne, be progressed;</p> <p>(6) the proposed formalising of the disabled bay in Harris Road, Sheerness, be progressed;</p> <p>(7) the proposed formalising of the disabled bay in Harold Road, Sittingbourne, be progressed.</p>
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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 14, 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 Reason summarising the contents of the Order can be found in Annex B. A number of formal objections, and indications of support, 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, and indications of support, can be found in Annex C, and plans for each of these areas can be found in Annex D

Proposed Loading Ban – The Mall/Nelson Street, Faversham

- 3.2 The issue of a proposed loading ban for the junction of The Mall and Nelson Street in Faversham has been the subject of considerable reporting to the Swale Joint Transportation Board and substantial discussion with the nearby business.
- 3.3 Following a request for restrictions to prevent vans parking on the footway near the junction and obstructing sightlines, we included a proposed loading ban in our Traffic Regulation Order, Swale Amendment 1, last year and the formal objection received was reported to the Joint Transportation Board at their meeting in June 2019. Members recommended that the proposed loading ban be progressed but with the provision of either a loading bay nearby or double yellow lines in Nelson Street to allow the side access to the business to be used for loading and unloading. However, further discussions with Kent County Council and the business owner confirmed that neither option was viable, as a loading bay would not be permitted in The Mall and the side access to the property was no longer usable.
- 3.4 Further discussion took place with the business owner and an update report was presented to the Swale Joint Transportation Board in January 2020, documenting the history and suggesting a revised loading ban be implemented for a shorter length in The Mall with two windows to allow loading/unloading between 10am-11am and 4pm-5pm. Members recommended that this revised proposal should go ahead, and the restrictions were included in our latest Traffic Order. One objection was received to these proposals, stating that the loading ban will displace delivery vehicles to outside of their property, and suggested the installation of a loading bay outside the side entrance to the business in Nelson Street. The proposed loading ban will include the area outside of the objector's property, and as stated above the business have advised that the side access has been decommissioned.

- 3.5 Ward Member & Town Council Comments: The Ward Member stated that his comments made prior to the consultation have not changed and that he supports this TRO. At the time of writing this report, no further comments have been received.

Proposed Double Yellow Lines – The Street, Oare

- 3.6 A site meeting took place with representatives from Kent County Council and a local bus operator to look at issues around bus access through The Street, Oare, due to parked vehicles. At the meeting officers advised that any proposed waiting restrictions should be kept to a minimum due to the already limited on-street parking capacity for residents, and two 4 metre sections of double yellow line were proposed, one in Colegates Road and one in The Street.
- 3.7 An informal consultation took place with residents on both proposals, and the results of the consultation (5 responses from 11 letters, 3 supporting and 2 objecting) were reported to the Swale Joint Transportation Board at their meeting in January 2020, where Members recommended that the proposed restrictions should be progressed. The Traffic Regulation Order was subsequently drafted and during the formal consultation period one objection and one indication of support was received.
- 3.8 The formal objection stated that there is already insufficient on-street parking and suggested the Council look to purchase some nearby farmland to construct a car park for residents. The indication of support welcomed the restrictions, stating that the bus sometimes has to wait up to 15 minutes to get through The Street.
- 3.9 Ward Member & Parish Council Comments: The Ward Member stated that whilst he empathised with the issue the resident raises and would prefer a solution that is suitable to both the resident and the bus company if one could be presented, he did not think this should mean that the double yellow lines are not introduced.

Proposed Double Yellow Lines – Addington Road, Sittingbourne

- 3.10 A request was received from the developer of the properties on the corner of Park Road and Addington Road in Sittingbourne, for the existing single Residents' Parking Bay to be removed and replaced with double yellow lines to allow the new vehicle access to the property to be completed. As there is an existing garage entrance adjacent to the new development, the proposed double yellow lines extend to protect this access from parked vehicles, and there is no additional loss to the one Residents' Parking Bay space.
- 3.11 During the formal consultation period, the Traffic Regulation Order received one objection. The objector states that the continuous removal of Residents' Parking Scheme bays to accommodate vehicle access to properties is reducing on-street parking capacity for residents, who are having to park in adjoining roads.
- 3.12 It is understood that there is a legal right to vehicular access to a property with a suitably constructed vehicle crossing in place, and it could be difficult to regulate the number of new dropped kerbs constructed, although the highway authority would be able to advise further. There is also the argument that the construction of a driveway

entrance takes away one parking space that would otherwise be occupied by the householder in the absence of a driveway.

Proposed Double Yellow Lines – Coldharbour Lane, Kemsley

- 3.13 Following a request from the bus operator, proposed double yellow lines in the short section of Coldharbour Lane, Kemsley, between Ridham Avenue and Reams Way were included in the Traffic Regulation Order Swale Amendment 1. Formal objections received in relation to this Order, including one against the proposed restrictions in Coldharbour Lane, were reported to the Swale Joint Transportation Board in June 2019, and Members recommended that the proposed double yellow lines be abandoned and the issues reported by residents be referred to the bus operator for comment.
- 3.14 Comments were subsequently received from the bus operator and these were presented to the Joint Transportation Board in December 2019, where Members requested that the item be brought back to the JTB for further consideration. At their meeting in March 2020, the Swale Joint Transportation Board recommended that the previously proposed double yellow lines, which were removed from the Swale Amendment 1 Traffic Order, be progressed, and the proposals were added to our Traffic Regulation Order Swale Amendment 14. During the formal consultation period, one objection and one indication of support was received.
- 3.15 Various points have been raised in the formal objection, details of which can be found in Annex C. These include unsuitable alternative parking for residents, the fact that this section of road is not a turning head and concerns around highway safety.
- 3.16 Ward Member Comments: The Ward Members have discussed the matter and have provided the following comments: *“This is a long-standing issue. We both support the TRO for the following reasons:*

1. Loss of Service

- *Due to problems with turning round at the end of Ridham Avenue and a number of incidents, the bus company is planning to stop their service to the end of Ridham Avenue (already happening at some times during the day) by turning on the island at the top of Grovehurst Avenue (not unreasonably in our view);*
- *This effectively would mean removal of a bus service from six bus stops (three each way) along Ridham Avenue which puts a considerable number of people, particularly the elderly (about a third of Kemsley Village) and the whole of Kemsley Fields, at a disadvantage.*

2. Environmental

- *The objector mentions ".....raising issues on safety and the environmental impact".;*
- *In these times of Swale's Climate Change Emergency Policy, having a public transport service removed is not in the spirit of persuading people to use public transport rather than private cars so it is more environmentally sound to ensure that this bus service continues.*

3. Safety of vehicles, pedestrians, cyclists

- Any damage caused by buses turning is because there are vehicles where they should not be (See parking below) and the bus drivers have been having great difficulties in avoiding them;
- the statement that this is a "four way junction" is not correct. The "turning head" is actually blocked off with a No Entry sign meaning that vehicles are illegally entering the turning heads to park there. The turning head is therefore not a junction;
- the extension of Ridham Avenue behind their houses is not a through way and has no give way or stop sign so is not a junction;
- the only junction left, therefore, is the T junction from the other side of Coldharbour Lane onto Ridham Avenue, which is the only entrance/exit for vehicles from 36 households;
- any danger is far higher and disruption far greater, therefore, if the bus turns round into this road rather than having the ability to turn round in the turning head which has just 2 houses both of which have alternative allocated parking elsewhere;
- there are good wide pavements both sides of the turning head for pedestrians and cyclists crossing from Reams Way to Ridham Avenue and their visibility is clear for a bus reversing into the turning head, as long as there are no other vehicles in the turning head disrupting their view of the bus.

4. Safety of householders

- The objector says "We park directly outside of our home as the area towards the back of our home does not have good street lighting and is a well known hot spot for drug users, drug dealers, illegal vehicle activity, anti-social behaviour and being able to park outside home allows us to feel safe and secure when exiting our car to our home."
- we agree that the alleyway between Ridham Avenue and Recreation Way and the closed off part of Ridham Avenue further down is a favourite place for some of the activities mentioned. However, both the alleyway and the closed off area are further down than the objector's house and in the experience of both the police and ourselves, the perpetrators tend to keep to those areas and away from the houses for obvious reasons;
- the walk from allocated parking spaces behind their houses to their front doors is very short (length of small garden plus length of the house) inherently unsafe and there is pavement lighting on that walk;
- the allocated parking spaces behind their house are immediately adjacent to their garden fences and there is kerb parking next to that. If they are seriously concerned with walking the short distance, they could install secure garden gates to give access to their back gardens and to the back door of their houses.

Proposed Double Yellow Lines – Hilton Drive, Sittingbourne

- 3.17 Following a request from a Ward Member, proposals were included in our latest Traffic Order for a short section of double yellow lines across the garage entrance between Nos.32 and 34 Hilton Drive in Sittingbourne. During the formal consultation one objection was received. The objector requested details of the proposed length of the double yellow lines, which were provided, and stated that there has rarely

been a problem with getting access to the garage area and that parking problems are already experienced due to the presence of the single yellow line on the opposite side of the road.

Proposed Disabled Bay – Harris Road, Sheerness

- 3.18 A disabled persons' parking bay was installed some time ago at the end of Harris Road, Sheerness, following an application from a nearby resident. The bay was an advisory bay only, and following reported problems of non-blue badge holders parking in the bay it was added to the Traffic Regulation Order to formalise it and make it enforceable.
- 3.19 During the formal consultation, one objection was received. The objection is raised because the bay cannot be used by non-blue badge holders and states that it is rarely used, and also that the applicant does not require a bay.
- 3.20 It should be noted that applicants are required to meet specific criteria, set out by Kent County Council, and whilst the Traffic Regulation Order process states that any formal objections received must be considered by the Joint Transportation Board, there would need to be substantial evidence to back up any recommendation not to include a disabled persons' parking bay in the Traffic Regulation Order.

Proposed Disabled Bay – 60 Harold Road, Sittingbourne

- 3.21 A disabled persons' parking bay was installed in Harold Road, Sittingbourne, following an application from a nearby resident. This was an advisory and unenforceable bay, and a request has now been received to formalise the bay following reported issues of non-blue badge holders parking in the bay.
- 3.22 Two formal objections have been received in relation to this bay, details of which can be found in Annex C. As in paragraph 3.20 above, any recommendation not to include the bay in the Traffic Order would require substantial evidence.

4. Recommendation

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

(1) the proposed loading ban in The Mall/Nelson Street, Faversham, be progressed;

(2) the proposed double yellow lines in The Street, Oare, be progressed;

(3) the proposed double yellow lines in Addington Road, Sittingbourne, be progressed;

(4) the proposed double yellow lines in Coldharbour Lane, Kemsley, **either** be progressed **or** abandoned;

(5) the proposed double yellow lines in Hilton Drive, Sittingbourne, be progressed;

(6) the proposed formalising of the disabled bay in Harris Road, Sheerness, be progressed;

(7) the proposed formalising of the disabled bay in Harold Road, Sittingbourne, be progressed.

5. Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Cost of Advertising Made Order, Cost of Installing Double Yellow Lines.
Legal and Statutory	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 introduction of a loading ban in The Mall/Nelson Street, Faversham should decrease driver stress by maintaining safe sightlines at the junction, whilst the specified windows to allow loading/unloading should support local business and the local economy. The installation of double yellow lines to assist with bus routes could improve air quality by providing an alternative to private car use, although equally it could be argued that air quality in the vicinity of the properties in Kemsley may be negatively impacted by buses manoeuvring in the close vicinity. The installation of double yellow lines to prevent obstruction could have a positive impact on stress caused to drivers, and the formalising of disabled persons' parking bays will ensure only those vehicles displaying a blue badge will be able to park in the designated

	space, assisting those with mobility issues.
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6. Appendices

- 6.1 Annex A – Copy of Traffic Regulation Order Swale Amendment 14
- Annex B – Statement of Reason
- Annex C – Copy of Formal Objections & Indications of Support Received
- Annex D – Plan of Proposals Subject to Formal Objections

7. Background Papers

- 7.1 None

**THE KENT COUNTY COUNCIL (VARIOUS ROADS, BOROUGH OF SWALE)
(WAITING RESTRICTIONS AND STREET PARKING PLACES)
(AMENDMENT No.14) ORDER 2020**

OBJECTIONS & SUPPORT

OBJECTION 1 – LOADING BAN, THE MALL/NELSON STREET, FAVERSHAM
OBJECTION 2 – DOUBLE YELLOW LINES, THE STREET OARE
OBJECTION 3 – DOUBLE YELLOW LINES, ADDINGTON ROAD, SITTINGBOURNE
OBJECTION 4 – DOUBLE YELLOW LINES, COLDHARBOUR LANE, KEMSLEY
OBJECTION 5 – DOUBLE YELLOW LINES, HILTON DRIVE, SITTINGBOURNE
OBJECTION 6 – DISABLED BAY, HARRIS ROAD, SHEERNESS
OBJECTION 7 – DISABLED BAY, 60 HAROLD ROAD, SITTINGBOURNE
OBJECTION 8 – DISABLED BAY, 60 HAROLD ROAD, SITTINGBOURNE

SUPPORT 1 – DOUBLE YELLOW LINES, THE STREET, OARE
SUPPORT 2 – DOUBLE YELLOW LINES, COLDHARBOUR LANE, KEMSLEY
SUPPORT 3 – DOUBLE YELLOW LINES, HIGHSTED ROAD, SITTINGBOURNE
SUPPORT 4 – DOUBLE YELLOW LINES, HIGHSTED ROAD, SITTINGBOURNE
SUPPORT 5 – DOUBLE YELLOW LINES, MILLFIELD, 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.14 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 -

PART B – PROHIBITIONS ON WAITING

The following shall be inserted in Part B Table (Article 7) (Prohibition on Loading and Unloading) in place of the existing Table:-

**TABLE
(Article 7)**

1	2	3	4
Item	Name of Road	Specified length	Specified days and times
1	BELL ROAD SITTINGBOURNE	On the western side (a) from the Junction with the High Street for a distance of 26 metres in a southerly direction; (b) from a point 53 metres south of the southern kerbline of the High Street to the Junction with the rear service road.	Between 10.00am and 6.00 pm, on all days
2	EAST STREET FAVERSHAM	On the northern side from a point in line with the western building line of 5 East Street to a point opposite the western building line of the Post Office.	Between 5.00am and 8.00am Monday to Friday
3	PARK ROAD SITTINGBOURNE	On the eastern side from the Junction with West Street to a point in line with the boundary of 1/5 Park Road.	Between 7.30am and 7.00pm Monday to Friday and between 8:30am and 7:00pm Saturday and Sunday
4	CROWN QUAY LANE SITTINGBOURNE	On the western side from the northern kerbline of High Street to the southern kerbline of St Michael’s Road	Between 8am and 6pm, on all days
5	THE MALL, FAVERSHAM	On the eastern side from a point in line with the northern building line of 39 The Mall 10 metres north of the northern kerbline of Nelson Street, to point in line with northern building line of 43 the Mall.	Between 8am and 6pm, on all days Between 8am and 10am, 11am and 4pm, and 5pm and 6pm on all days
6	NELSON STREET, FAVERSHAM	On both sides, from the eastern kerbline of The Mall for a distance of 13 metres in an easterly direction.	Between 8am and 6pm, on all days Between 8am and 10am, 11am and 4pm, and 5pm and 6pm on all days

1	2	3	4
Item	Name of Road	Specified length	Specified days and times
7	NORTH STREET, MILTON REGIS	On the northwest side, from a point in line with the southwest boundary of Regis Gate to a point in line with the north-easterly building line of 12 North Street, including the full circumference of the traffic island between the carriageway of North Street and the drop-off collection bays of Regis Manor Primary School.	Between 8am and 6pm, Monday to Friday

OBJECTION 1

In the Schedules to the Order

FIRST SCHEDULE

Roads in Faversham

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 kerblineline of The Street, in a south-westerly direction to a point 4 metres southwest of ~~in line with~~ the rear building line of 55 The Street;

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

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

The Street, Oare

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

THE STREET, OARE (1) On the south-western side

(a) from the north-western kerbline of Western Link north-west for 29 metres;

(b) from a point opposite the boundary of 36/38 The Street, north-west for a distance of 18 metres;

(c) from a point 0.5 metres northwest of the boundary of 45/47 The Street, for a distance of 4.5 metres in a south easterly direction, to the start of the layby;

(ed) from the south-eastern kerbline of Colegates Road, south-east to a point in line with the boundary of 53/55 The Street.

(2) On the north-eastern side

(a) from the north-west boundary of 56 The Street to the south-east boundary of 54 The Street;

(b) from the boundary of 22 The Street/No.1 Church Road, south-east to a point 9 metres south-east of the centre of the Junction of Church Road.

SUPPORT 1

OBJECTION 2

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

Halfway Road

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

HALFWAY ROAD, HALFWAY

(1) On both sides from the Junction with Minster Road and Queenborough Road for a distance of 137 metres in a northerly direction.

(2) On the eastern side

(a) from a point 22 metres north of the northern kerbline of St Katherine Road to a point in line with the boundary of 124a/126 Halfway Road;

(b) from a point in line with the boundary of 72/74 Halfway Road to a point in line with the boundary of 66/68 Halfway Road;

(3) On the western side

(a) from the northern kerbline of Lynsted Road for a distance of 21.7 metres in a north-westerly direction;

(b) from the southern kerbline of Lynsted Road for a distance of 15 metres in a south-easterly direction.

(c) from a point in line with the northern kerblines of The Old Dairy for a distance of 10 metres in a northerly direction;

(d) from a point in line with the southern kerblines of The Old Dairy for a distance of 10 metres in a southerly direction.

Roads in Queenborough in the Borough of Swale

Well Road

WELL ROAD

~~(1) On the northern side from the Junction with North Road for a distance of 41 metres in an easterly direction.~~

~~(2) On the southern side for the entire length.~~

On both sides for the entire length.

Roads in Sheerness

Unity Street

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

UNITY STREET

(1) On both sides

(a) from the western kerblines of Richmond Street for a distance of 5 metres in a westerly direction;(b) from the eastern kerblines of Richmond Street, east for a distance of 10 metres in an easterly direction;

(c) from the western kerblines of Jefferson Road, west for a distance of 10 metres in a westerly direction;

(d) from the eastern kerblines of Jefferson Road, east for a distance of 10 metres in an easterly direction.

(2) On the north side, from the western garage building line at the rear of 54 Jefferson Road, west to a point in line with the rear boundary of 69 Richmond Street.

Roads in Sittingbourne

Addington Road

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

ADDINGTON ROAD (1) On the northern side

(a) from the Junction with Ufton Lane to a point 13 metres west of the boundary of 1/3 Addington Road;

(b) from a point 12 metres east of the boundary of 1/3 Addington Road to a point 8 metres east of eastern kerbline of William Street;

~~(c) from a point 15 metres west of the western kerbline of Park Road to a point 14 metres east of the eastern kerbline of Park Road;~~

(c) from the eastern kerbline of Park Road for a distance of 14 metres in an easterly direction;

(d) from the western kerbline of Park Road west to a point 8 metres east of the eastern kerbline of William Street;

OBJECTION 3

~~(e)~~ between points 3 metres west and 8 metres east of the rear boundary of 73 Park Road;

~~(e)~~ from the western kerbline of Albany Road for a distance of 7 metres in a westerly direction.

(2) On the southern side

(a) from the Junction with Ufton Lane to a point 14 metres east of the eastern kerbline of Park Road;

(b) from a point 1 metre west of the western boundary of 4 Addington Road for a distance of 4 metres in a westerly direction;

(c) from a point 4 metres east of the eastern building line of 36 Albany Road, west to a point in line with the eastern building line of 14 Addington Road.

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.

SUPPORT 2
OBJECTION 4

Highsted Road

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

- HIGHSTED ROAD
- (1) On the northern side
 - (a) between points 11 metres west and 11 metres east of the centre of the Junction with Grayshott Close;
 - (b) between points 28 metres west and 10 metres east of the Junction with Kestrel Close.
 - (2) On the north-eastern side from the Junction with Bell Road to a point 5 metres south-east of the boundary of 5/7 Highsted Road.
 - (3) On the south-western side
 - (a) from the Junction with Bell Road to a point 53 metres south-east of the southern kerbline of Bell Road;
 - (b) from a point opposite the north-western building line of 5 Highsted Road to a point 2 metres north-west of the north-western building line of 8 Highsted Road;
 - (c) between points 11 metres west and 11 metres east of the centre of the Grayshott Close Junction;
 - (d) from a point in line with the boundary of 40/42 Highsted Road to a point in line with the boundary of 46/48 Highsted Road.

SUPPORT 3 & 4

Hilton Drive

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

- HILTON DRIVE
- (1) On the eastern side, between points 10 metres and 25 metres south of the centre of the Clive Road Junction.
 - (2) On both sides, from the northern kerbline of Sandford Road north to a point in line with the northern boundary of 63 Sandford Road.
 - (3) On the north side, from a point in line with the eastern boundary of 34 Hilton Drive to a point in line with the western boundary of 32 Hilton Drive.

OBJECTION 5

Millfield

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

- MILLFIELD (1) On the eastern side, from the southern kerbline of Chilton Avenue for a distance of 18 metres in a southerly direction.
- (2) On the western side, from the southern kerbline of Chilton Avenue to a point in line with the southern boundary of 4 boundary of 6/8 Millfield.

SUPPORT 5**Ridham Avenue, Kemsley**

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

RIDHAM AVENUE On the north side, from a point in line with the eastern building line of 72 to 82 Reams Way to a point in line with the western building line of 124 Coldharbour Lane.

OBJECTION 4**THIRD SCHEDULE****Roads in Faversham****Oare Road**

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			
OARE ROAD	On the southwest side, from the south-eastern boundary of Faversham Angling Club fishing lakes site for a distance of 50 metres in a north-westerly direction.	Monday to Sunday	10am to 2pm and 4pm to 8am

Roads in Sheerness

Unity 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 Sheerness			
UNITY STREET	On both sides, from a point 10 metres east of the eastern kerbline of Jefferson Road, to the limit of the adopted highway at the entrance to Richmond Academy.	Monday to Friday	8.00am to 4.30pm

FIFTH SCHEDULE

The following shall be inserted in the Fifth Schedule (*Residents Parking*) in the correct alphabetical sequence:-

1	2	3	4	5
Name of Road	Length of Road	Days and times on which restriction applies	Maximum Permitted waiting time	Period to elapse since last period of Permitted parking
Roads in Faversham				
BECKETT STREET	On the eastern side (a) from a point 5 metres north of the Junction of Napleton Road for a distance of 14 metres in a northerly direction; (b) from a point in line with the southern building line of 1 Beckett Street to a point in line with north boundary of 6 Beckett Street.	Monday to Saturday 8am to 10pm	30 minutes	1 hour

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				
<p>ADDINGTON ROAD</p> <p>OBJECTION 3</p>	<p>(1) On the northern side</p> <p>(a) from a point 8 metres east of the eastern kerbline of William Street for a distance of 10 metres in an easterly direction;</p> <p>(b) from a point 15 metres west of the western kerbline of Park Road for a distance of 6 metres in a westerly direction;</p> <p>(eb) from a point 14 metres east of the eastern kerbline of Park Road to a point 3 metres west of the rear boundary of 73 Park Road;</p> <p>(ec) from a point 7 metres west of the western kerbline of Albany Road for a distance of 36 metres in a westerly direction.</p> <p>(2) On the southern side</p> <p>(a) from a point 14 metres east of the eastern kerbline of Park Road to a point 5 metres west of the western boundary of 4 Addington Road;</p> <p>(b) from a point west of the western building line of 4 Addington Road to a point in line with the eastern building line of 14 Addington Road.</p>	<p>Monday to Saturday</p> <p>8.00am to 6.00pm</p>	<p>1 hour</p>	<p>1 hour</p>

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				
GIBSON STREET	<p>On the eastern side at an angle to the kerb</p> <p>(a) from a point 2 metres south of the southern boundary of 3 Gibson Street to a point in line with the boundary of 11/13 Gibson Street;</p> <p>(b) from a point in line with the boundary of 15/17 Gibson Street to a point 4 metres north of the boundary of 33/35 Gibson Street.</p>	<p>Monday to Saturday</p> <p>8.00am to 6.00pm</p>	<p>2 hours 1 hour</p>	<p>2 hours 1 hour</p>

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				
LABURNUM PLACE	<p>(1) On the northern side</p> <p>(a) between points 3 metres and 15 metres west of the boundary of 2/3 Laburnum Place;</p> <p>(b) at an angle to the kerb from a point in line with the boundary of 2/3 Laburnum Place for a distance of 23 metres in an easterly direction.</p> <p>(2) On the southern side</p> <p>(a) from a point in line with the western boundary of 16 Arthur Street for a distance of 10 metres in an easterly direction;</p> <p>(b) at an angle to the kerb from a point</p>	<p>Monday to Saturday</p> <p>8.00am to 6.00pm</p>	<p>2 hours 1 hour</p>	<p>2 hours 1 hour</p>

	<p>in line with the western boundary of 35 Gibson Street for a distance of 28 metres in an easterly direction;</p> <p>(c) at an angle to the kerb from a point in line with the eastern boundary of 33 Frederick Street for a distance of 19 metres in a westerly direction.</p>			
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SEVENTH SCHEDULE

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

Roads on the Isle of Sheppey		
HARRIS ROAD	SHEERNESS	<p>In the southern turning head, perpendicular to the southern kerbline, centred between the rear boundary of 13/15 St George's Avenue</p> <p>OBJECTION 6</p>
SECOND AVENUE	SHEERNESS	Across the frontage of 41 Second Avenue

Roads in Sittingbourne and Milton	
HAROLD ROAD	<p>(1) On the eastern side</p> <p>(a) across the frontage of 70 Harold Road; (b) across the frontage of 34 Harold Road; (b) across the frontage of 60 Harold Road.</p> <p>OBJECTION 7 & 8</p>
	<p>(1) Across the frontage of 45 Shortlands Road;</p> <p>(2) Across the frontage of 46 Shortlands Road.</p>
THOMAS ROAD	Across the frontage of 23 Thomas Road.

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STATEMENT of REASON



THE KENT COUNTY COUNCIL (VARIOUS ROADS, BOROUGH OF SWALE) (WAITING RESTRICTIONS AND STREET PARKING PLACES) (AMENDMENT NO.14) ORDER 2020

To improve sightlines and vehicle movements on the junction of The Mall and Nelson Street in Faversham, it is proposed to install a loading ban from 8am and 6pm on all days, with two windows for loading between 10am to 11am and 4pm to 5pm to accommodate local businesses.

To maintain a clear route for the local bus service, it is proposed to install a short length of double yellow lines in The Street, Oare, and to extend the existing double yellow lines in Colegates Road, Oare by 4 metres. It is also proposed to install double yellow lines in the turning head of Coldharbour Lane in Kemsley, between Ridham Avenue and Reams Way.

To improve sightlines and vehicle movements, it is proposed to install double yellow lines in Halfway Road, Minster, either side of the entrance to The Old Dairy, in Unity Street, Sheerness, either side of the entrance to Unity Court, and in Well Road, Queenborough in the currently unrestricted section of road. It is also proposed to extend the existing double yellow lines outside 40 Highsted Road in Sittingbourne, by 5 metres.

To accommodate the vehicle access to the new development at 84 Park Road in Sittingbourne, it is proposed to remove one Residents' Parking Bay in Addington Road and extend the existing double yellow lines from the Park Road junction, and to prevent obstruction by parked vehicles it is proposed to install double yellow lines across the entrance to garages between 32 and 34 Hilton Drive in Sittingbourne.

To improve access by larger vehicles, such as refuse freighters, it is proposed to extend the existing double yellow lines on the west side of Millfield, Sittingbourne, by an additional 14 metres from the junction with Chilton Avenue.

In Oare Road, Faversham, it is proposed to install a single yellow line with permitted parking between 8am to 10am and 2pm to 4pm on the west side of the road, for a distance of 50 metres north from Ham Road, to prevent overnight parking by commercial vehicles whilst allowing parking for school traffic. In Unity Street, Sheerness, it is proposed to install a single yellow line of both sides of the road in the vicinity of the Richmond Academy entrance, with restrictions between 8am and 4.30pm Monday to Friday to tackle problems with parking near the school entrance.

It is proposed to formalise the existing disabled persons' parking bay outside of 41 Second Avenue and at the southern end of Harris Road, Sheerness, 23 Thomas Road and 60 Harold

Road, Sittingbourne, and to remove the existing bay outside 34 Harold Road and 46 Shortlands Road, Sittingbourne.

Dated 8th June 2020

MIKE KNOWLES

Traffic Regulation Order – Swale Amendment 14

Objections & Indications of Support

Objection 1 – Proposed Loading Ban – The Mall/Nelson Street, Faversham

*“We are writing in response to oppose the planning of the loading ban outside 39 aThe Mall/Nelson Street in Faversham. As owners of ** The Mall we seem to have many delivery companies mount the curb outside our house to load and deliver food and parcels to the street. Imposing a loading ban outside 39a will only concentrate the usage of the space outside our house causing increased pollution and danger for my children when exiting the house.*

We like to put forward using the side street Nelson Street in front of the Antique shops garage doors as a loading bay instead, therefore not causing a visual obstruction for drivers on the corner of the road joining The Mall and Forbes road.”

Objection 2 – Proposed Double Yellow Lines – The Street, Oare

“In reply to your letter dated 30/6/20 your ref H4.1/TRO AM 14 in regards to the proposed yellow lines at The Street Oare , we object to them since there is not enough parking space has it is.

may i suggest that you put a 2 metre double line in front of 52 The Street it is about time the council looked into the parking situation in Oare maybe you should by a bit of farm land by the uplees junction to create a car park”

Objection 3 – Proposed Double Yellow Lines – Addington Road, Sittingbourne

“I would like you record my objection to the removal of the residents parking space in Addington Road.

The objection is for the following reason.

The continuing removal of residents parking bays in the areas cannot continue. There have been recent removal spaces in Unity Street and I would like it to be noted that although the bays were removed, the drop kerb has not been installed. So this has resulted in no vehicular access to the garages.

The building in Addington Road has clearly been built to accommodate a parking space requiring the removal of the parking bay. So, I find it strange this would not have been part of the previous application.

Whilst I appreciate this relates to a single planning application, however the continuous removal of residents bays must be a consideration of any application to remove further bays. Recently, I would estimate that at least 8 residents parking spaces have been removed in the area used by local residents. The scheme in place forces residents to park in surrounding streets to the home address of the resident.

I would also like it to be noted that in addition to this the local authority have refused to address the issue stating it is to expensive to vary the traffic order.

I would however be able to support the planning application if the local authority sought to make improvements to the existing residents scheme. Without such review and improvement removal of residents parking bays is not acceptable or fair to myself or other residents.”

Objection 4 – Proposed Double Yellow Lines – Coldharbour Lane, Kemsley, Sittingbourne

“We are opposed to the installation of double yellow lines between Ridham Avenue and Reams Way.

As Swale Borough Council and the Swale Joint Transportation Board should be aware I have already previously attended a meeting on 24th June 2019 to object to the same proposal raising issues on safety and the environmental impact.

We park directly outside of our home as the area towards the back of our home does not have good street lighting and is a well known hot spot for drug users, drug dealers, illegal vehicle activity, anti-social behaviour and being able to park outside home allows us to feel safe and secure when exiting our car to our home.

I am opposed to the use of any double yellow lines being proposed to make this area a turning head as it is extremely dangerous, will impact the environment and have a negative effect on the quality of life to the residents directly where the double yellow lines are proposed.

*The Public Notice sign issued by Swale Borough Council has incorrectly described “proposed double yellow lines around the turning head between Ridham Avenue and Reams Way” as it is not a turning head and should **not** be labelled as one.*

On the Swale Joint Transportation Board amendment to the meeting dated 24th June 2019 in section 3.7 it clearly says that this area is a “short blocked off section of Coldharbour Lane in Kemsley, between Ridham Avenue to Reams Way, but due to country wide issues around enforcement of such gateways the access was blocked off.”

Turning this area into a turning head would be extremely dangerous especially a turning head for buses.

A four way junction is unsuitable for implementing a turning head and is dangerous for any buses or HGV vehicles to reverse into the question of question regularly due to low visibility of reversing a bus and blind spots caused by the buildings.

This is already an immediate hazard placing motorbikers, cyclists and pedestrians that ride/walk using the carriageway between the bollards of Reams Way and Ridham Avenue and I have witnessed multiple near miss collisions with the buses reversing making the difficult blind manoeuvre.

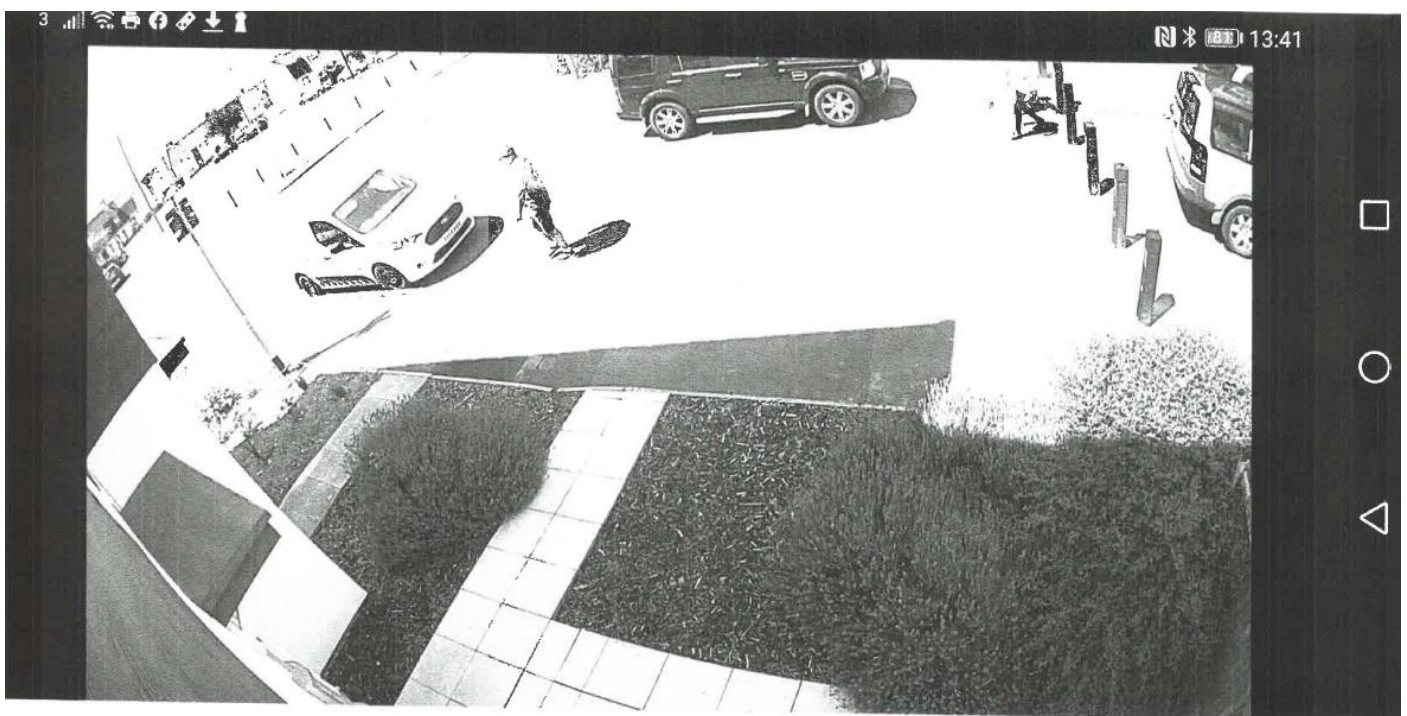
A bus or HGV has already knocked over a lamp post outside house 124 pushing the lamp post to lean onto the house and that occurred with the road clear of cars.

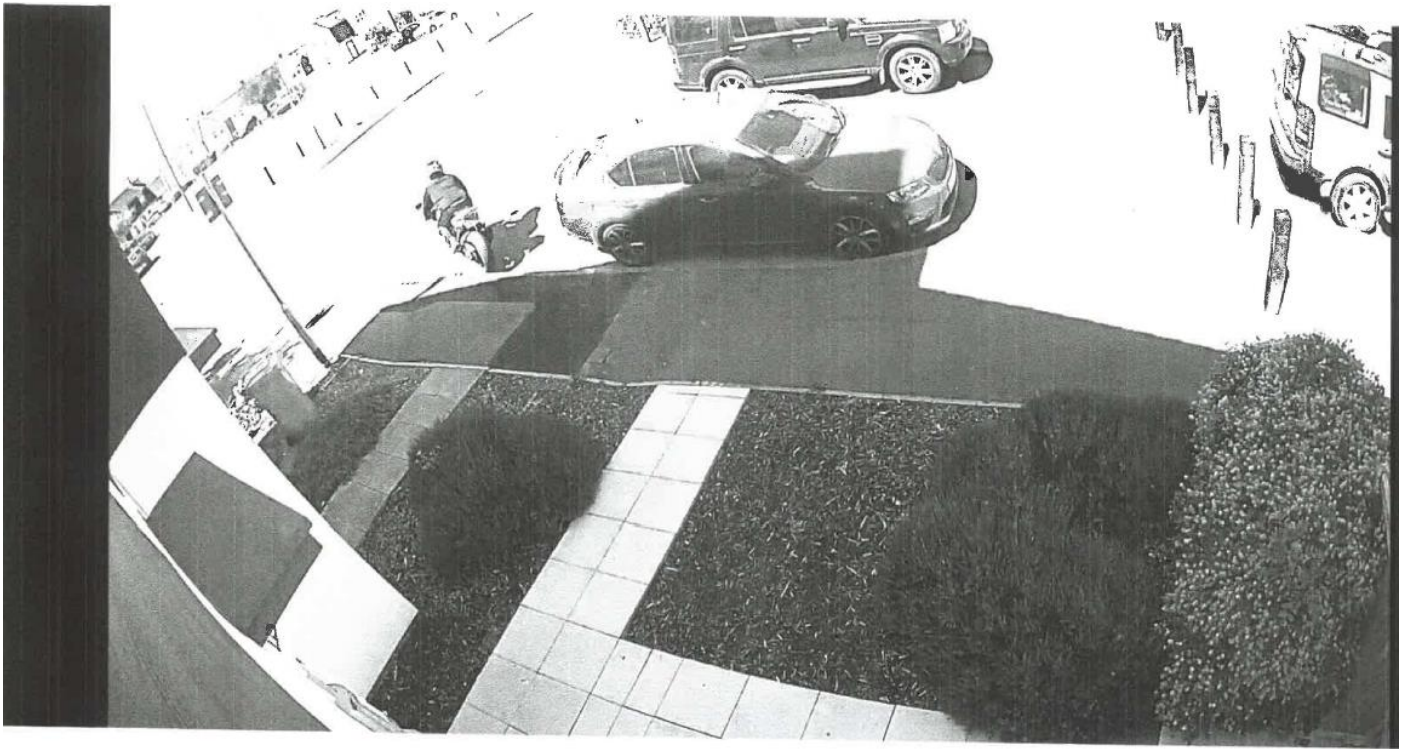
Using this area as a turning head for buses places unnecessary risk that could be avoided and a safe solution should be considered to reduce all risks and hazards.

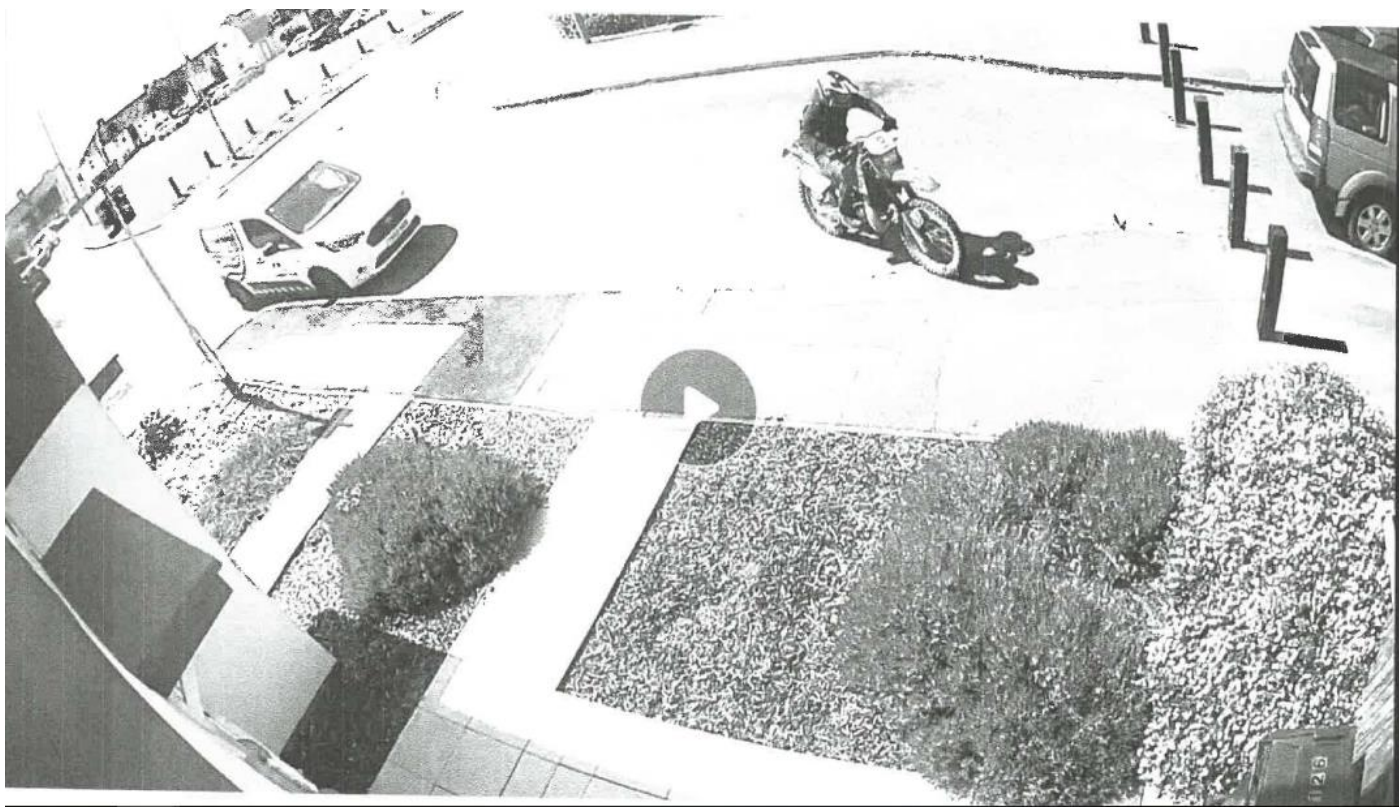
I take the point buses offer a public good to those in the community who use them. However, another solution needs to be considered and not an unsuitable turning point to the used that already has a negative impact on immediate residents and increases the risk of injury or poses a danger to life unnecessary.

I have attached a letter from my wife from the meeting from the meeting on the 24th June 2019 that raises our issues with the buses and is still ongoing. Arriva have failed to be reasonable and continue to put one of the abusive drivers on the route still after assuring the police that it would not happen and he would be removed.

I would like to attend the meeting and I am strongly opposed to the proposal of double yellow lines to create a turning head at this location.”







Objection 5 – Proposed Double Yellow Lines – Hilton Drive, Sittingbourne

“Proposal for double yellow lines across the entrance to garage area between 32 and 34 Hilton Drive.

I would like to know how far the double yellow would cross the boundaries in front of 32 and 34 Hilton, parking here has always been a problem as we already have single yellow lines on the opposite side of the road.

*So any encroachment of our already limited parking I think would be unacceptable. I have lived at number ** for 22 years and there has rarely been a problem with getting access to the garage area.*

So at this moment I am opposed to this proposal and I believe in these unprecedented times I’m sure the council has more pressing things to spend their money on.”

Objection 6 – Proposed Disabled Bay – Harris Road, Sheerness

“I have just noticed there is a notice on the back wall indicating that a new bay or to formalise the existing bay, was does that mean?

If it means to be exclusively for the disabled applicant and that no other non disabled driver can use it then I object, as 90% of the time the bay is empty she never uses it. The majority of the time she parks outside her house and the bay is completely empty. As I’ve said before this is unfair as we don’t believe she needs a bay due to having deliveries at her door, not having assisted driving car, modified for disability and has a disabled badge. This is taking a parking space and more away from the other residents and is totally not fair for those reason above.”

Objection 7 – Proposed Disabled Bay – 60 Harold Road, Sittingbourne

“I am objecting to the 60 Harold Road parking bay going ahead.

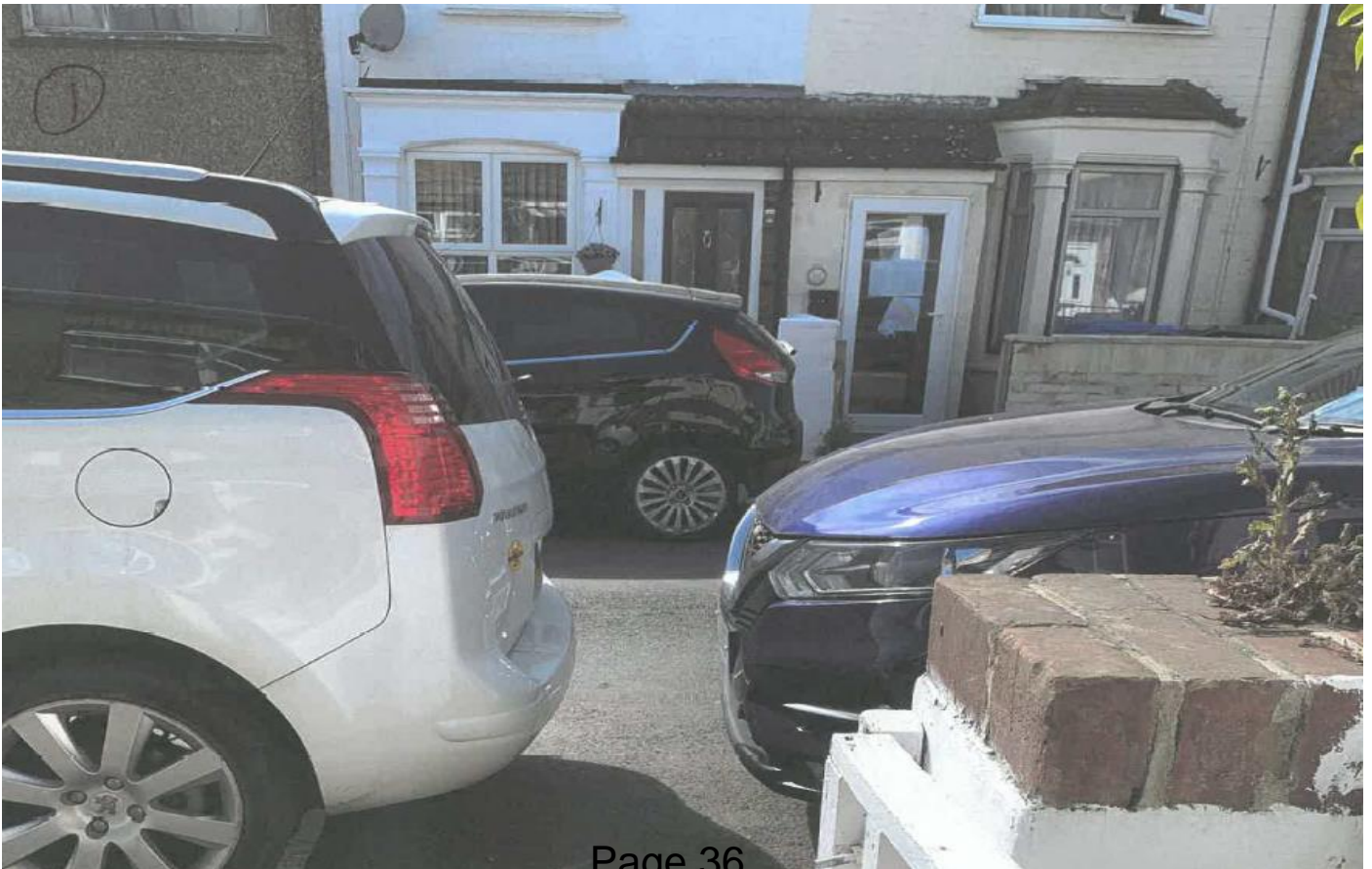
Firstly, parking is extremely difficult down Harold Road without more designated parking bays being put in. As somebody who has Arthritis and is in constant pain, I do understand some people`s difficulties. However, before a parking station was put outside No. 60, I have seen this lady move extremely swiftly when a space became available outside her house. I am sure there are other people more deserving. Also, she has been quite rude to some other residents in Harold Road regarding this pending parking bay.

I hope you take my objections on board.”

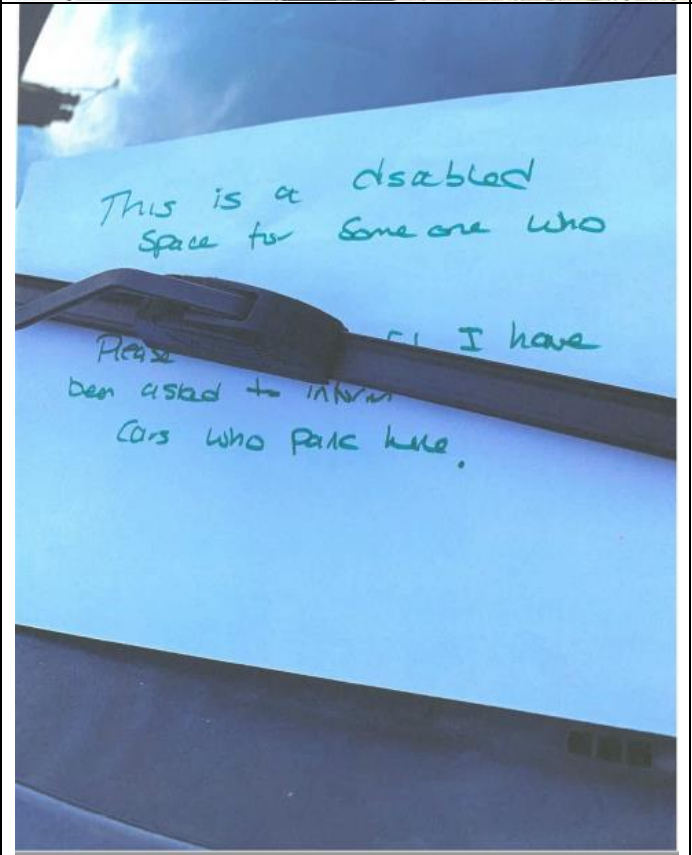
Objection 8 – Proposed Disabled Bay – 60 Harold Road, Sittingbourne

“We formally object to a disabled parked bay at house number 60 Harold Road ME10 3AJ, because of the following reasons:

- 1) We have seen ***** run down the road to get her car to move it in front of her house*
 - 2) The bay obstructs our right of way onto the road as it is only our alleyway and goes across our gate (see photos enclosed 1-6)*
 - 3) Plus all the aggressive notes left on our cars – photos 7-9 – only but a few as I`m NOT going to waste my ink on printing all of them! I have sent emails to you so you are fully aware of this*
 - 4) Then the letter addressed to me including spelling my name wrong! Which I enclose to you photos 10-11*
 - 5) You advised us that you can do nothing about this so we got the advice from “Traffic Police”*
- Now you can do something about this as it is now a formal objection to this bay.”*







10 – Redacted due to sensitive data

11 – Redacted due to sensitive data

Indication of Support 1 – Proposed Double Yellow Lines – The Street, Oare

“Hi ,I have had a letter about proposed 4 metres of yellow lines opposite my property, that would be very welcome as the Bus cannot get through sometimes waiting 15 minutes also tractors and lorries.”

Indication of Support 2 – Proposed Double Yellow Lines – Coldharbour Lane, Kemsley

“I would like to submit my SUPPORT for the yellow lines to be installed at Coldharbour Lane turning head. Residents in the new properties have been using the turning head as their own parking rather than the adequate off road parking bays that were supplied by the developers when the houses were built.

I know some residents in those houses would like to support re-engineering the green area into a turning point for busses or opening the current no through road and I would object to both those. Opening up the blocked off through road would encourage the village to become a rat run for the trading estate and even residents of Kemsley village. Ripping up already limited green spaces in the area would be just as bad.”

Indication of Support 3 – Proposed Double Yellow Lines – Highsted Road, Sittingbourne

“Further to your letter dated 30th June, I am writing to confirm that I am in full support of extending the current double yellow lines across the front of 40 Highsted Road.”

Indication of Support 4 – Proposed Double Yellow Lines – Highsted Road, Sittingbourne

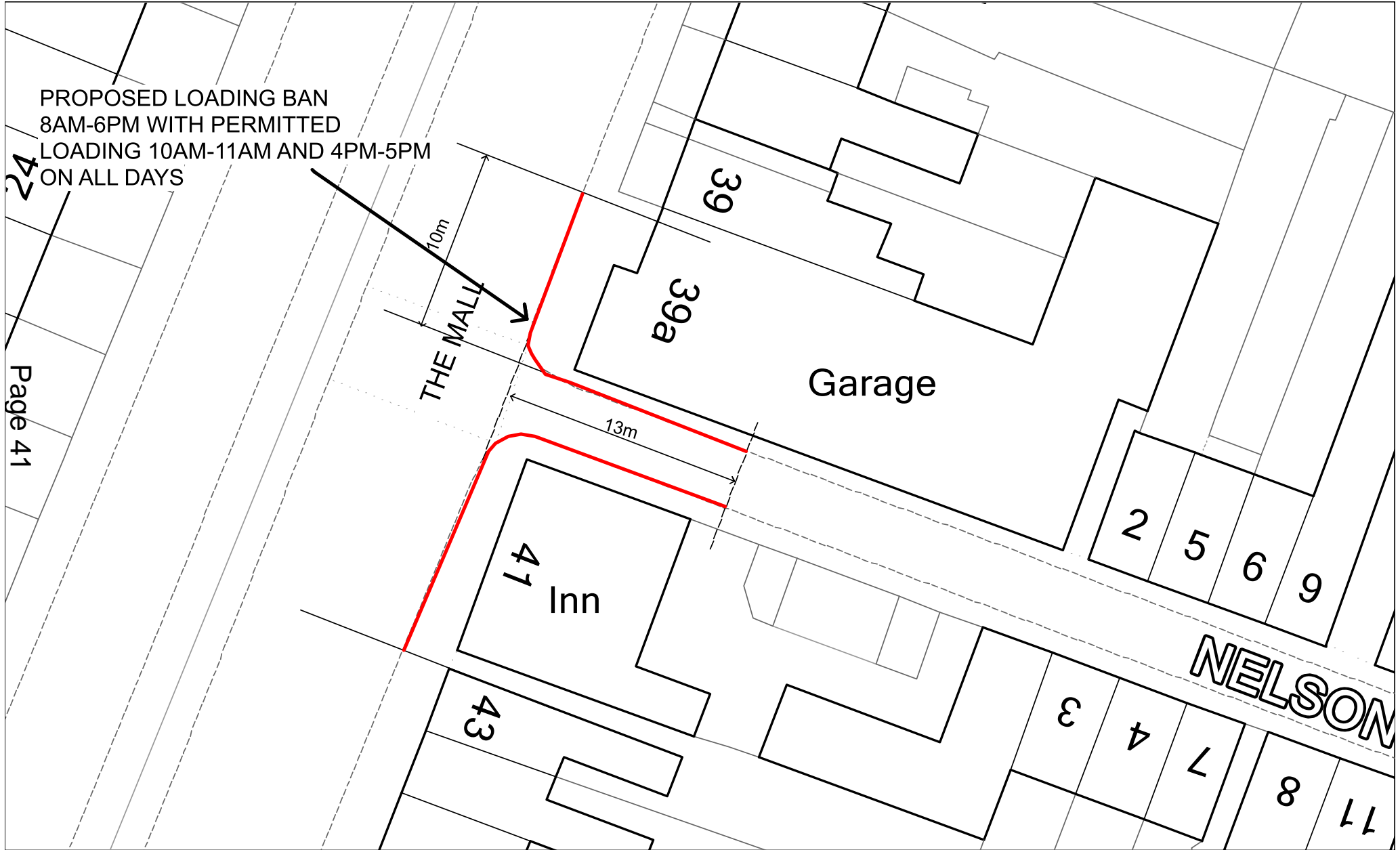
“I am pleased to see that you are proposing to continue the yellow lines at the junction of Kestrel Close and Highsted Road, not only will it mean that we will be able to observe cars exiting Kestrel Close when our site lines are impeded by vehicles parked outside of No.40 it will also stop inconsiderate parking over our drive (SEE ATTACHED PHOTO)”



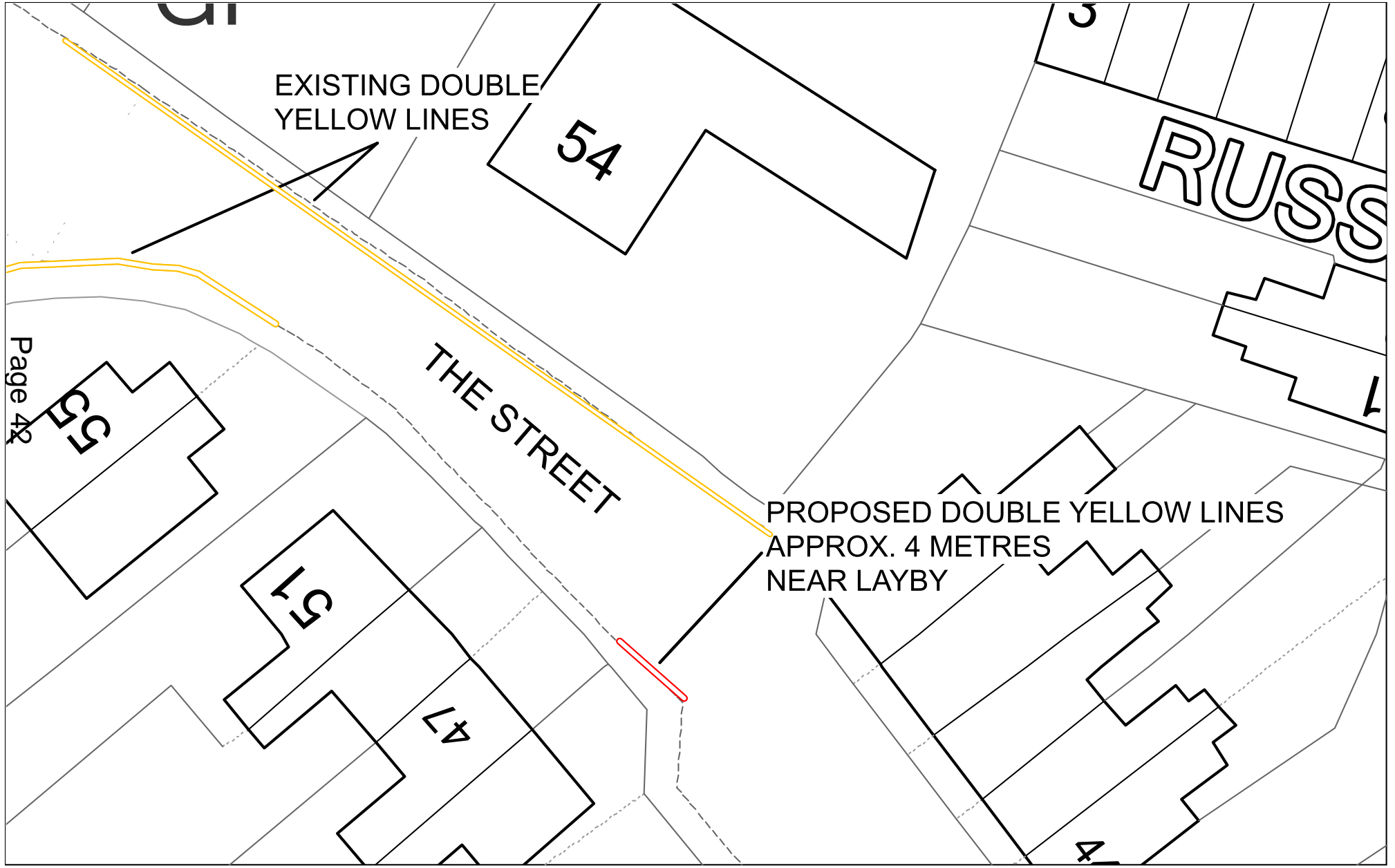
Indication of Support 5 – Proposed Double Yellow Lines – Millfield, Sittingbourne

“I am writing in support of the proposed yellow line extension outside number 6 Millfield Sittingbourne. I support this application, as this is on a bend and cars often travel too fast round it, with cars parked outside number 6, it means cars should slow down to pass but they dont, making it dangerous. Also cars park here up on the kerb which doesnt allow wheelchairs and pushchairs to pass.”

Proposed Loading Ban – Nelson Street/The Mall, Faversham



Proposed Double Yellow Lines – The Street, Oare



EXISTING DOUBLE
YELLOW LINES

54

RUSS

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THE STREET

PROPOSED DOUBLE YELLOW LINES
APPROX. 4 METRES
NEAR LAYBY

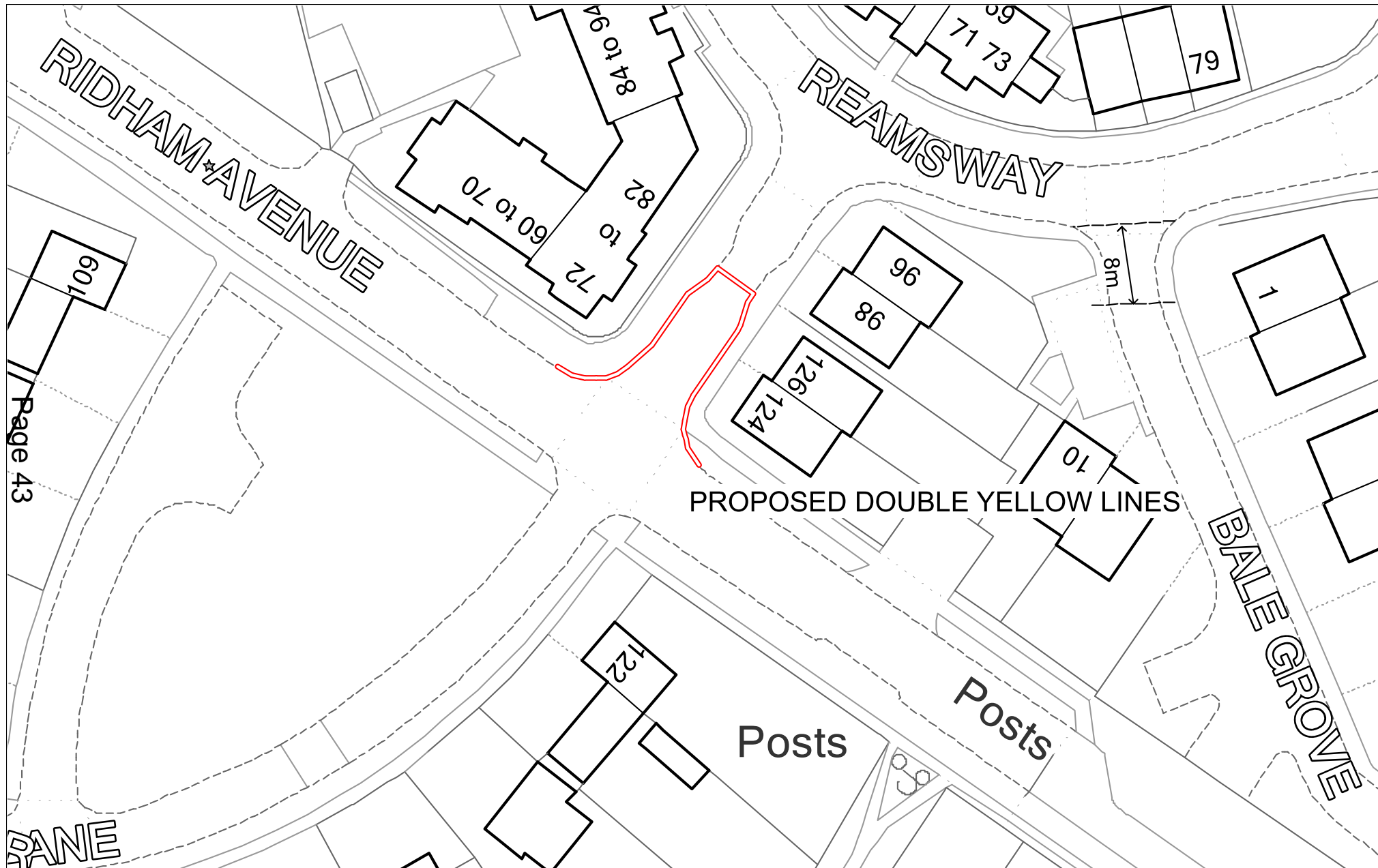
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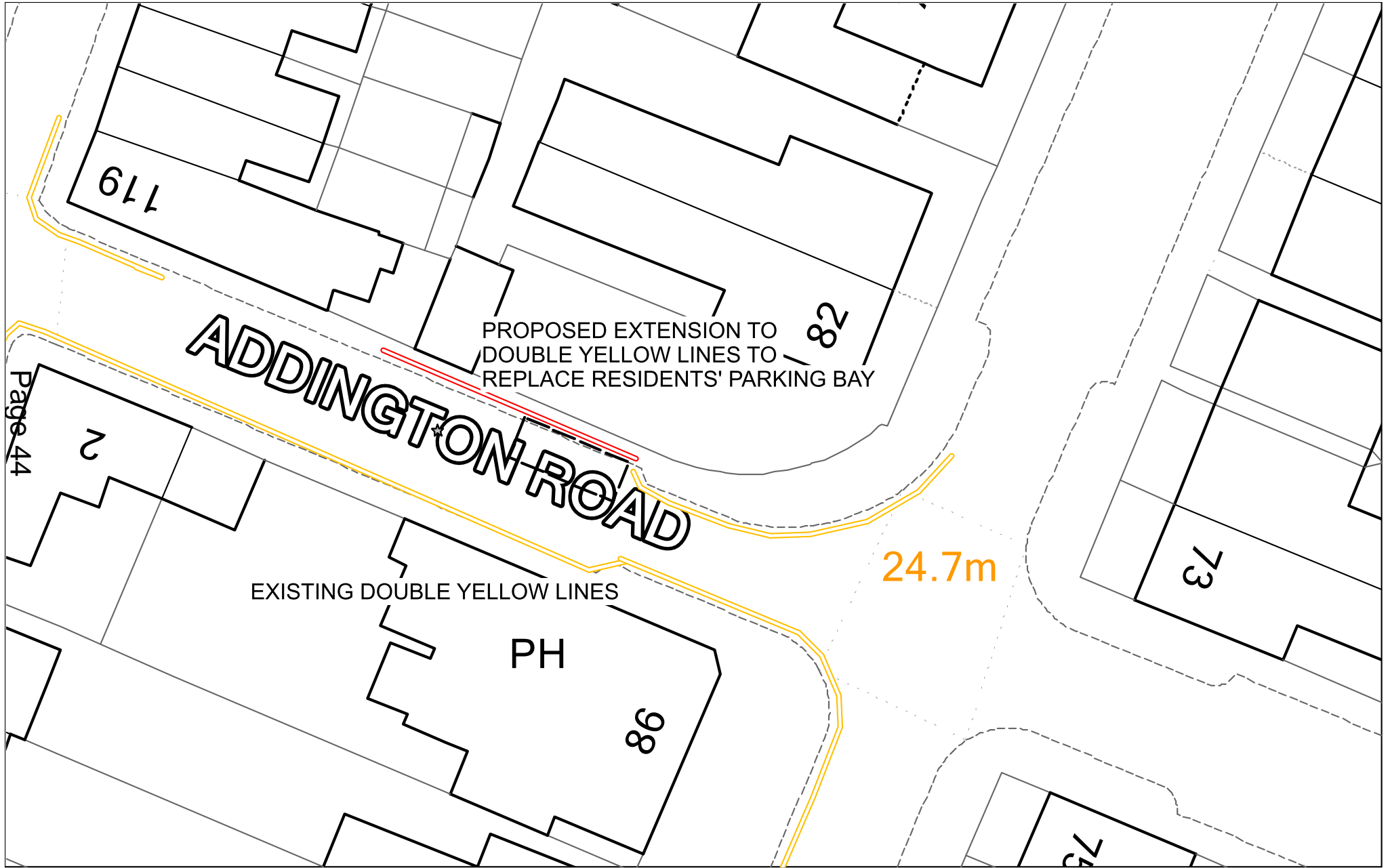
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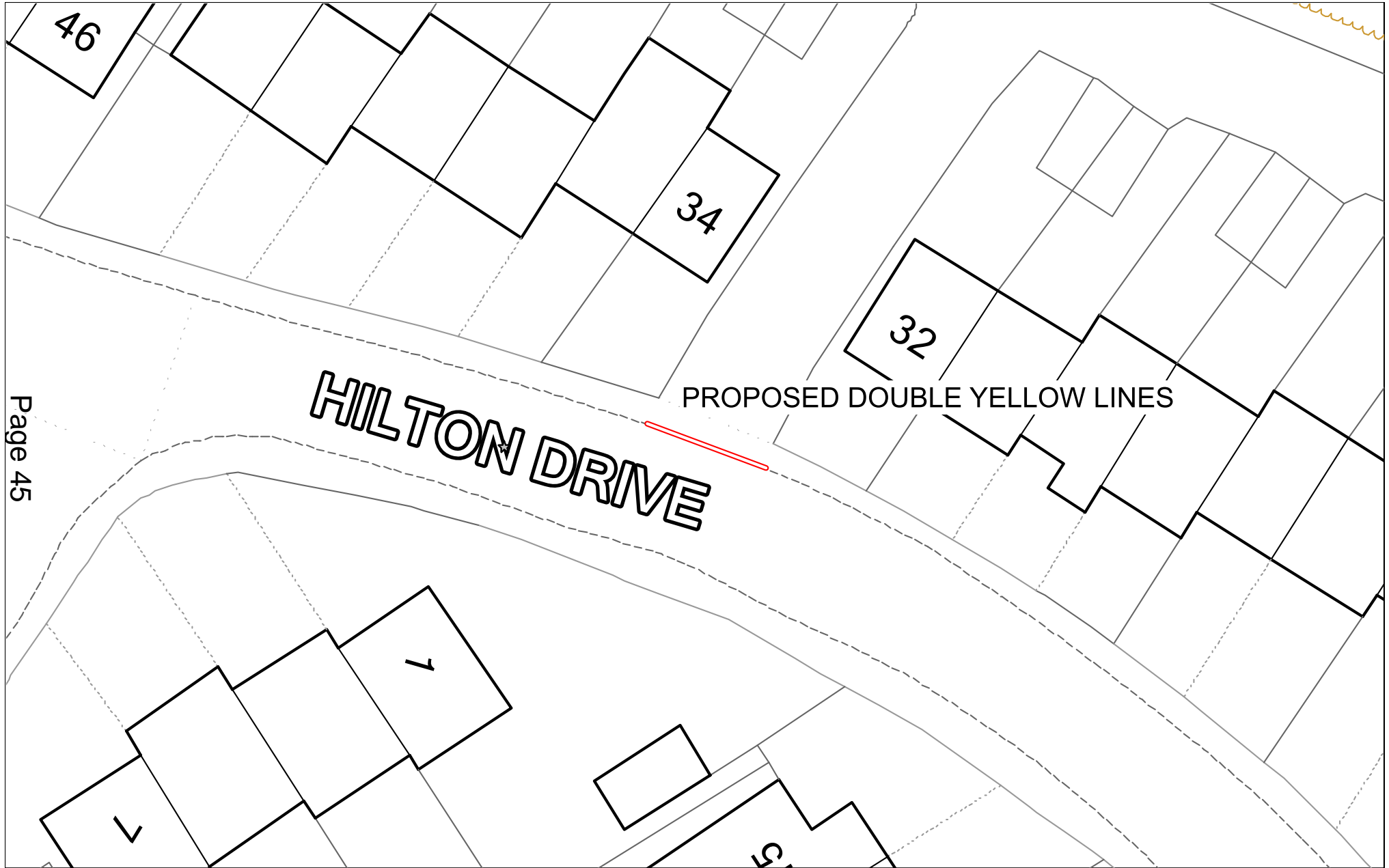
Proposed Double Yellow Lines – Coldharbour Lane, Kemsley



Proposed Extension to Double Yellow Lines & Removal of One Residents' Parking Bay – Addington Road, Sittingbourne



Proposed Double Yellow Lines – Garages Entrance Between 32 and 34 Hilton Drive, Sittingbourne



33 Harris Road, Sheerness

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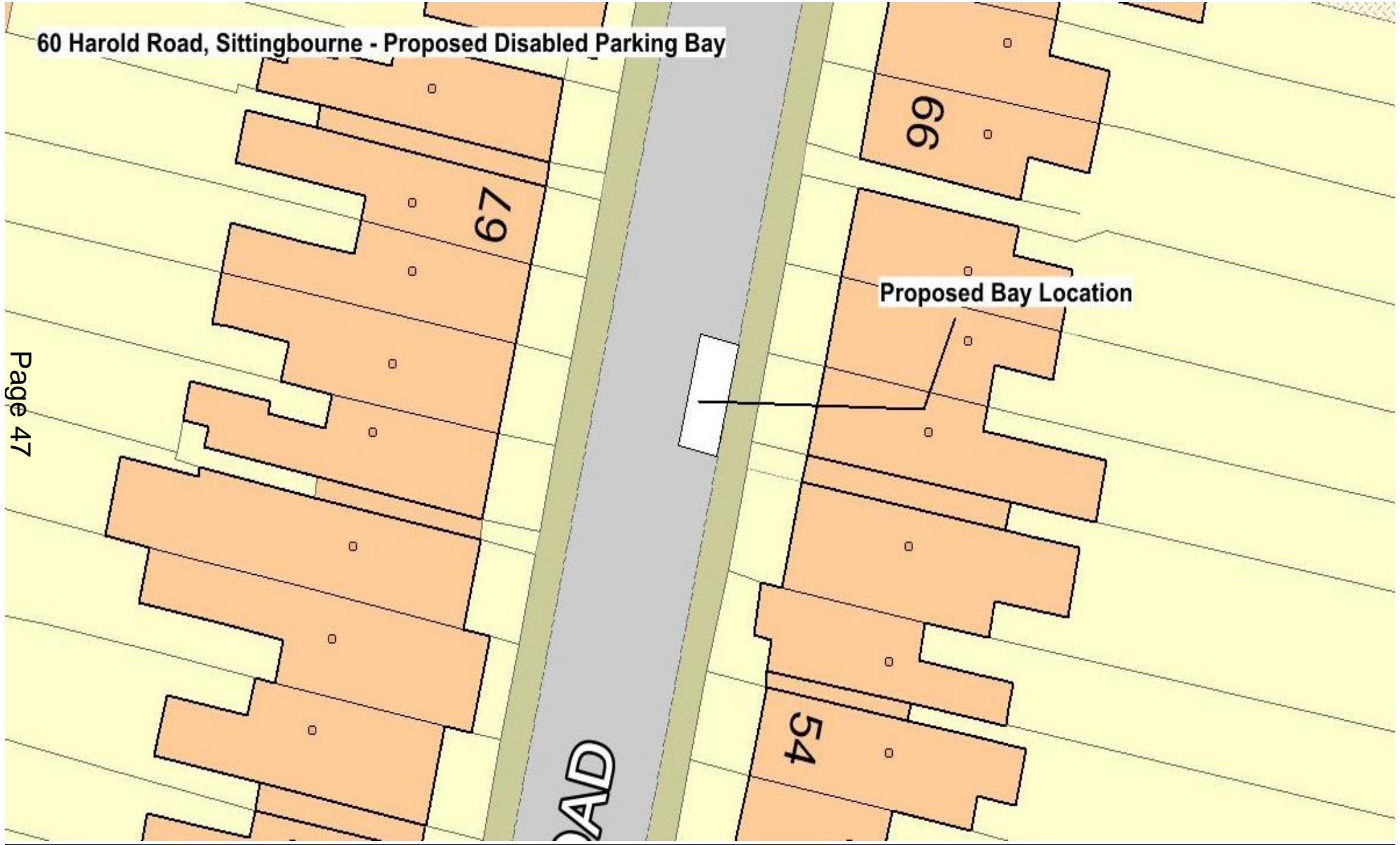
1m hatching

Bay Location



60 Harold Road, Sittingbourne - Proposed Disabled Parking Bay

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Proposed Bay Location

ROAD

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SWALE JOINT TRANSPORTATION BOARD	Agenda Item:
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Meeting Date	Monday 7 th September 2020
Report Title	Petition for Double Yellow Lines – Nutfields, Sittingbourne
Cabinet Member	Cllr T 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 draft a Traffic Regulation Order for proposed double yellow lines as shown in the report.
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1. Purpose of Report and Executive Summary

- 1.1 This report is in response to a petition from residents of Nutfields in Sittingbourne, presented to the Swale Joint Transportation Board in March 2020, requesting waiting restrictions in Nutfields.

2. Background

- 2.1 The petition, signed by 9 residents of Nutfields and a further 25 signatories including Kent Fire and Rescue and the Operations Manager of Sittingbourne Ambulance Station, requested road safety improvements in Nutfields, Sittingbourne.
- 2.2 The petition stated *“We, the undersigned residents and users of Nutfields, Sittingbourne, hereby petition for Double Yellow Lines as a resolution to a serious Highway Safety issue. Vehicles parking outside No.12 at the junction where the road leads to Nos.16 to 20 are creating not only a dangerous situation by obstructing visibility to vehicles entering and emerging from Nos.16 to 20 but they are also creating a situation where vehicles are unable to turn into and out of the junction without mounting the extremely narrow kerb on the opposite side. Whilst there haven’t been any recorded injury accidents at the junction there have been recent instances where vehicles have collided with and damaged parked vehicles as they are unable to negotiate the available space left by the parked vehicles. This is particularly an issue for delivery vans and a minibus which has to regularly collect a disabled person from the No.16-20 area.”*

3. Issue for Decision

- 3.1 Issues associated with highway safety are the responsibility of Kent County Council as Highway Authority, although at the March 2020 Swale Joint Transportation Board meeting a Member highlighted that as the request was for parking restrictions the issue should be considered by Swale Borough Council.
- 3.2 As the solution to the issue is relatively straight forward, not requiring specific detailed highway design or safety audits, Swale Officers have prepared a plan to show the possible installation of double yellow lines, which could be incorporated in our next Traffic Regulation Order amendment. A copy of this plan can be found in Annex A.
- 3.3 The proposed double yellow lines cover both corners of the entrance to the access road to Nos.16 to 20 Nutfields and extend halfway across the frontage of No.12 Nutfields. This is to keep the junction clear of parked vehicles, whilst maintaining space for a vehicle to park in front of No.12, between the new restrictions and the adjoining property's vehicle crossing.
- 3.4 Ward Member Comments: A plan of the double yellow lines has been sent to the Ward Member who has confirmed his agreement to the planned waiting restrictions.
- 3.5 As the submitted petition has demonstrated a significant level of support to double yellow lines at this location, it is proposed to progress with the Traffic Regulation Order without undertaking an informal consultation with residents. However, as part of the formal consultation process of the Traffic Order, we would write to the householder of No.12 Nutfields with details of the planned restrictions so they are fully aware of the proposals in the Order, as they are outside of this particular property.

4. Recommendation

- 4.1 Members are asked to note the contents of the report and recommend that Officers draft a Traffic Regulation Order for proposed double yellow lines as shown in the report.

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	The proposed waiting restrictions will improve vehicle access to Nos.16-20 Nutfields, including the mini-bus transporting a disabled resident, which will maintain independence and social interaction for this resident. The proposals should also have a positive impact on the mental wellbeing of those residents and visitors currently suffering from the stress of negotiating parked vehicles on this junction to gain access to and from properties.

6. Appendices

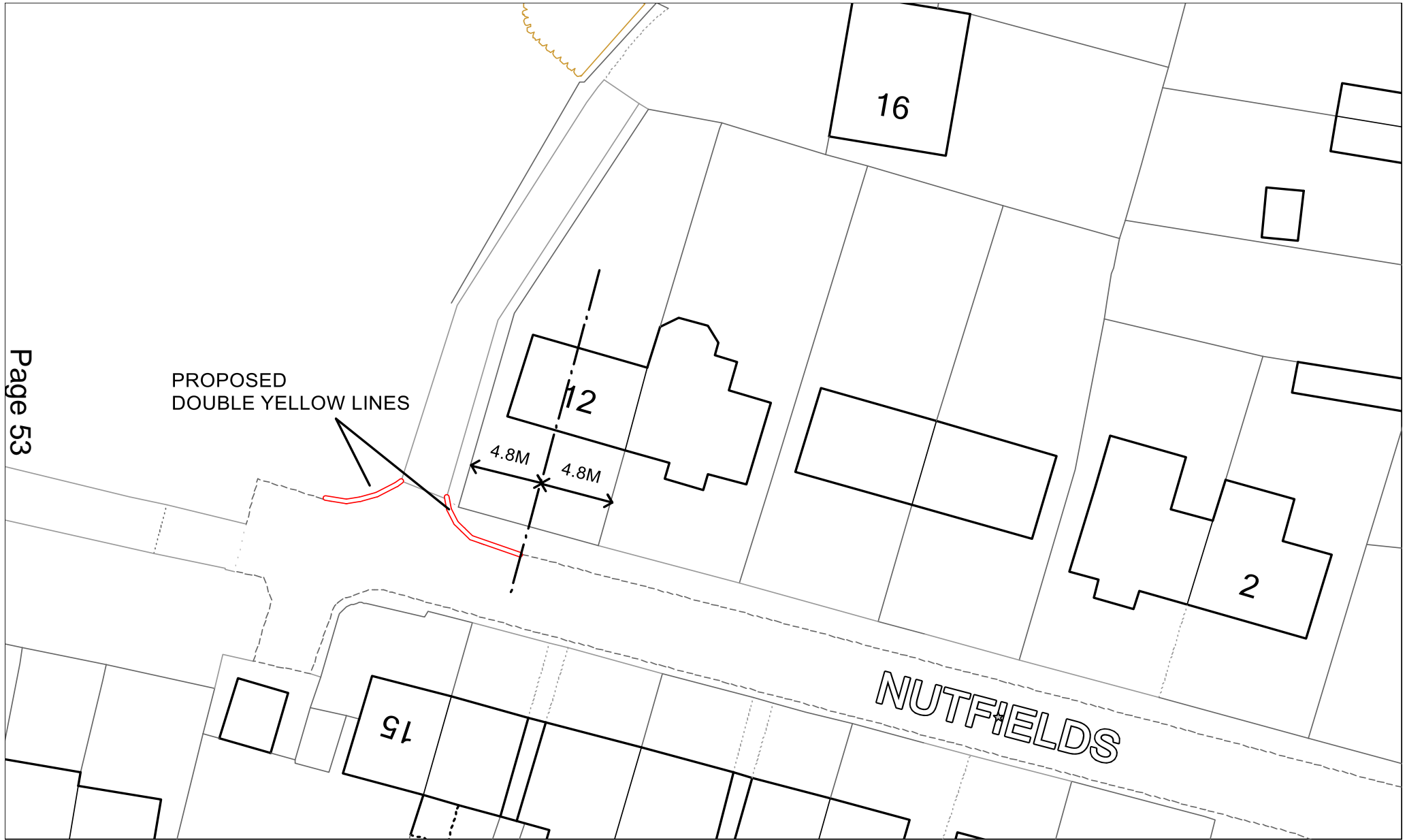
6.1 Annex A – Plan of Proposed Double Yellow Lines

7. Background Papers

7.1 None

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PROPOSED DOUBLE YELLOW LINES – NUTFIELDS, SITTINGBOURNE



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SWALE JOINT TRANSPORTATION BOARD	Agenda Item:
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Meeting Date	Monday 7 th September 2020
Report Title	Proposed Double Yellow Lines – Cormorant Road, Iwade
Cabinet Member	Cllr T 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 draft a Traffic Regulation Order for proposed double yellow lines on the junction of Cormorant Road and Wigeon Road in Iwade, as shown in the report.
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1. Purpose of Report and Executive Summary

- 1.1 This report provides an update on the proposed double yellow lines for Cormorant Road in Iwade, together with background information on the previous recommendation by the Swale Joint Transportation Board.

2. Background

- 2.1 Following a request from the County Member for the area, proposals to install double yellow lines in Cormorant Road in Iwade, opposite the junction of Wigeon Road, were added to our current Traffic Regulation Order. The proposals, to be funded through the County Member’s Highway Grant, were requested to tackle issues with parked vehicles obstructing the movement of cars from off-street parking facilities opposite.

3. Issue for Decision

- 3.1 During the formal consultation period for the Traffic Regulation Order, a number of formal objections were received, including two in relation to the proposed restrictions for Cormorant Road. The objections were reported to the Swale Joint Transportation Board at their meeting in September 2019, and Members recommended that the scheme be abandoned. However, at the following Cabinet meeting on 25th September, Members agreed that the issue should be taken back to the next Swale

Joint Transportation Board meeting in December 2019, later postponed to 13th January 2020, for further consideration.

- 3.2 As requested by Cabinet, the previous report was re-submitted to the Joint Transportation Board and Members recommended that the proposed double yellow lines be progressed, and also that Officers consult with the appropriate Members to consider whether all three roads at this junction be installed with double yellow lines.
- 3.3 Following the requested consultation with Members, revised proposals were drafted to include all three arms of the junction of Cormorant Road and Wigeon Road, and it was decided that an informal consultation should take place with residents prior to drafting a Traffic Regulation Order for the proposed double yellow lines.
- 3.4 A plan showing the proposed double yellow lines can be found in Annex A, and a copy of the consultation material can be found in Annex B. Of the 19 properties consulted, a total of 5 responses were received, 3 supporting the proposed restrictions and 2 objecting. Copies of the consultation responses can be found in Annex C.
- 3.5 Parish Council Comments: *“Iwade Parish Council supports the proposals to install double yellow lines around the junction of Cormorant Road and Wigeon Road in Iwade, due to concerns that vehicles parking close to and around the junction are impeding the safe movement of vehicles and could affect access by emergency vehicles.”*

4. Recommendation

- 4.1 Members are asked to note the contents of the report and recommend that Officers draft a Traffic Regulation Order for proposed double yellow lines on the junction of Cormorant Road and Wigeon Road in Iwade, as shown in the report.

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, Resource to Draft Report of any Formal Objections for JTB, 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	The proposed waiting restrictions may promote walking for shorter journeys by improving the access along footways currently obstructed with parked vehicles. By improving vehicle movements around the junction, mental wellbeing could be improved by reducing incidents of road rage and decreasing driver stress.

6. Appendices

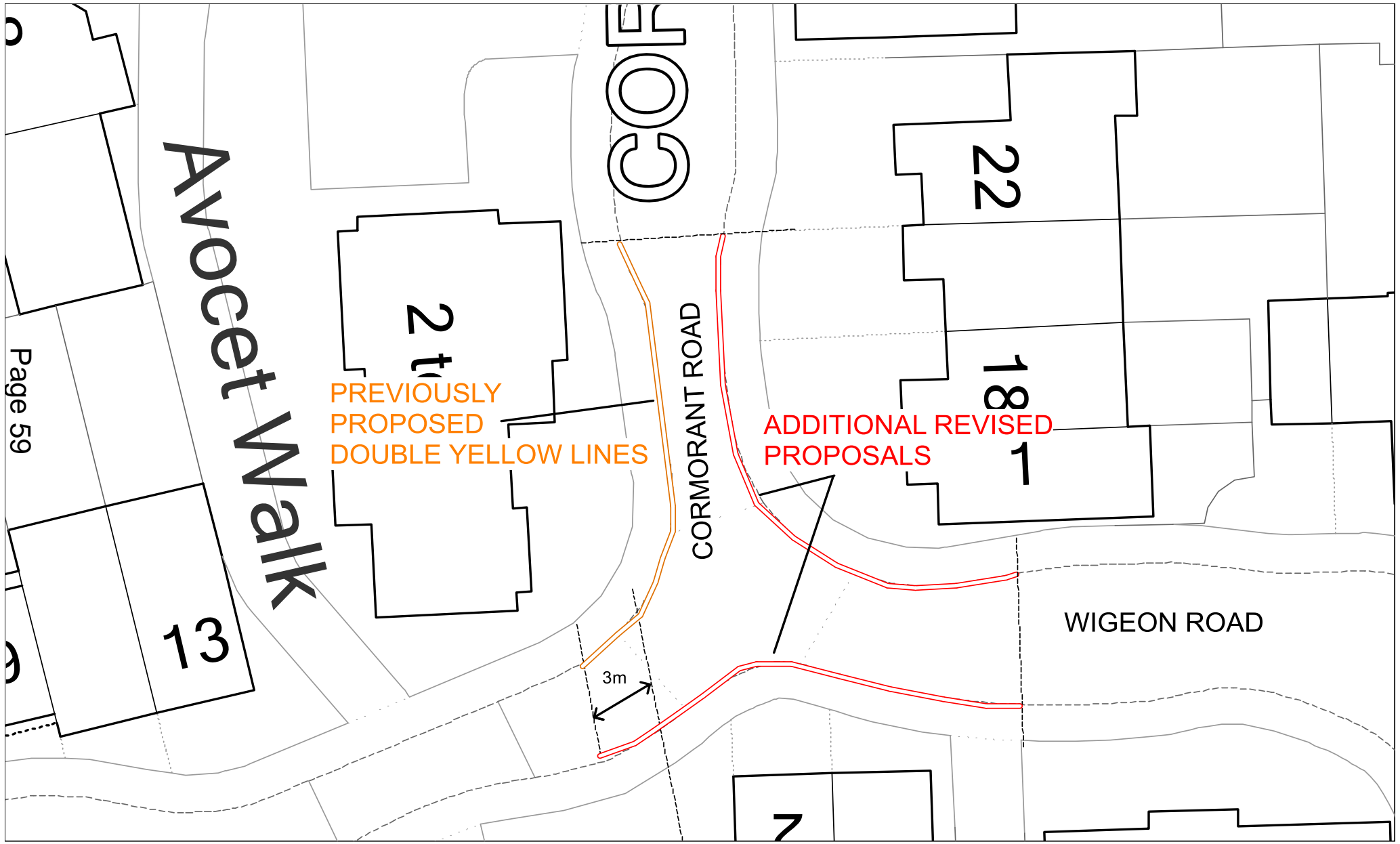
- 6.1 Annex A – Plan of Proposed Double Yellow Lines
- 6.2 Annex B – Copy of Informal Consultation Document
- 6.3 Annex C – Results of Informal Consultation

7. Background Papers

- 7.1 None

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PROPOSED DOUBLE YELLOW LINES – CORMORANT ROAD/WIGEON ROAD, IWADE



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Proposed Double Yellow Lines Cormorant Road/Wigeon Road, Iwade

Following a request from the County Councillor, we are undertaking an informal consultation on proposals to install double yellow lines around the junction of Cormorant Road and Wigeon Road in Iwade.

This follows concerns that vehicles parking close to and around the junction are impeding the safe movement of vehicles and could affect access by emergency vehicles.

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

Please complete the reply slip below and return to Swale Borough Council Engineering Services, Swale House, East Street, Sittingbourne, Kent ME10 3HT before **Friday 6th March 2020**. Alternatively, you can e-mail your comments to us at engineers@swale.gov.uk

A space has also been provided to allow you to add any further comments you may have. Thank you for taking the time to respond.

Proposed Double Yellow Lines – Cormorant Road/Wigeon Road, Iwade

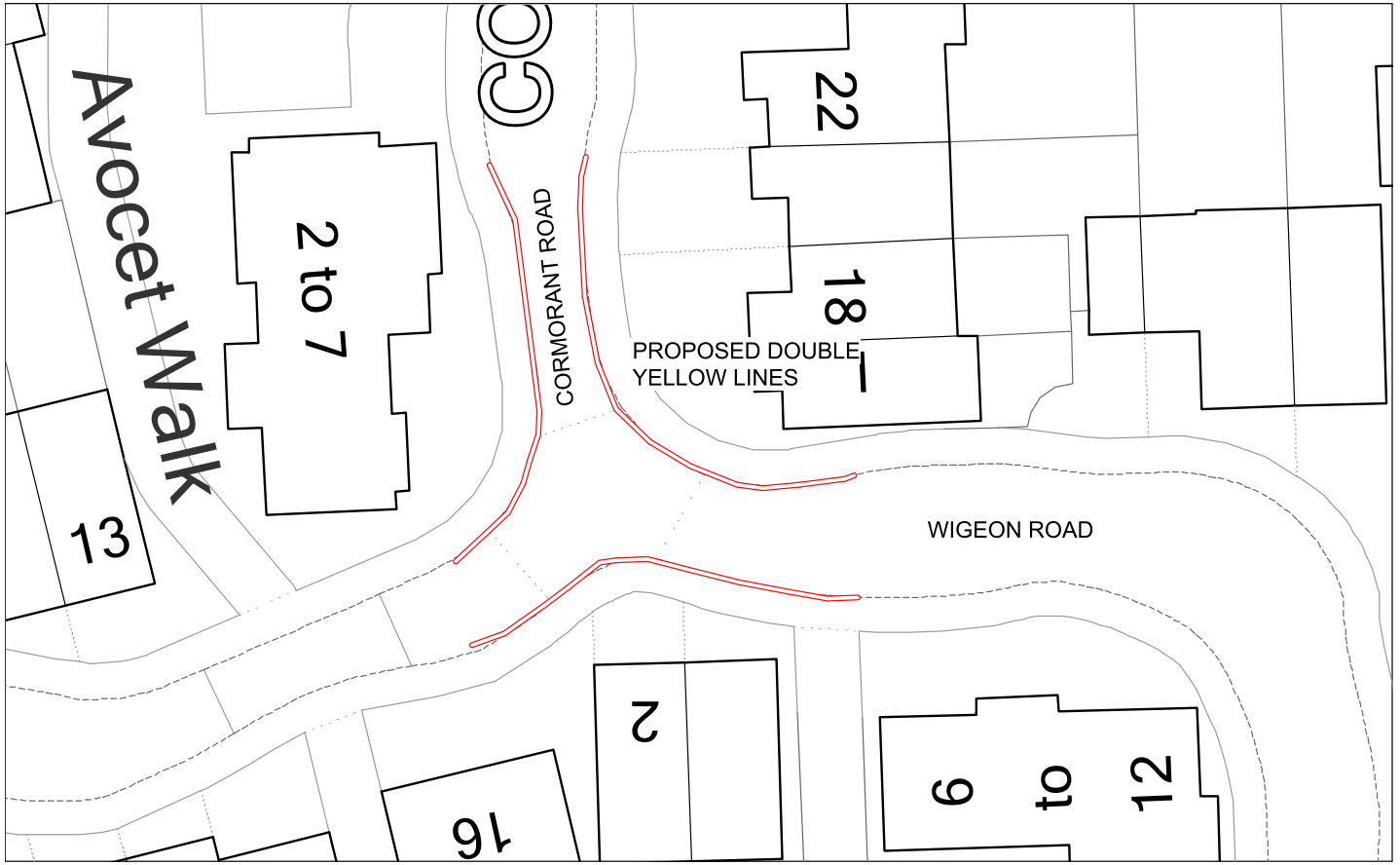
Please tick one of the following boxes

I Support the proposal to install double yellow lines
 I Object to the proposal

Name & Address	Comments

The information supplied will only be used in conjunction with this consultation

Plan of Proposed Double Yellow Lines



IMPORTANT – NOT A CIRCULAR

- ADDRESS LINE 1
- ADDRESS LINE 2
- ADDRESS LINE 3
- ADDRESS LINE 4

Cormorant Road/Wigeon Road, Iwade - Proposed Double Yellow Lines

Response	Support	Object	Comments
1	1		This affects us daily. Cars have to drive on the pavements as other cars have parked so the cannot safely pass. We worry a child will be hit. We also feel that an emergency vehicle would not be able to drive past some of the cars parked in the proposed area.
2	1		I would like to record that I am in favour of the proposed yellow lines. In terms of safety and access for emergency vehicles I think this is a must. In fact a lot of Cormorant Road, particularly from Grovehurst Road up to the new proposal would benefit from yellow lines. Cars are often parked half on the road and half on the pavement even then there would not be enough room for emergency vehicles. Additionally the pavement is blocked for wheelchairs and pushchairs. Even as a single adult I often have to enter the road to pass, not even enough room to walk on the pavement. Something needs to be done before someone has an accident which could lead to a fatality.
3		1	I am emailing to give you my comments regarding the proposed double yellow lines in Cormorant Road/Wigeon Road in Iwade. I object to the proposal because I believe that it will make parking much worse than it is now. Parking in Cormorant Road is difficult enough as it is, especially for those of us who live in terraced housing. I hope you will take this into account.
4	1		There are enough visitors spaces in and along Cormorant / Wigeon roads. 3 visitors spaces run down the side of number 1 Wigeon road which number 4 Wigeon road use and can park all the way round the other side of Wigeon which have no parking signs in some places for the exact same reason we have. There are 4/5 spaces past 22 Cormorant road. It is a blind bend with a narrow road so people just drive or reverse up onto the footpath to pass not thinking of pedestrians. My insurance has advised me to not stop until something is done due to having 3 accidents (1)being reversed into, 2) reversed into someone Parked opposite 3) someone reversed into my car whilst parked on driveway) the road is so narrow that my car does not fit length ways across the road. A Ford Fiesta! We have had to call out Southern Water for my neighbour due to a leaking meter which has over the years been driven over and pushed down

Response	Support	Object	Comments
5		1	Proposed double yellow lines, Cormorant road/Wigeon road Iwade I object to the proposal I feel if they were to go ahead, people will then park elsewhere and therefore obstructing another area, also parking is bad enough.
TOTAL	3	2	

Properties Consulted	19		
No. returned	5	% Response	26.3
No. Support	3	% Support	60.0
No. Object	2	% Object	40.0

Responses Received from Outside Consultation Area

Name	Support	Object	Comments
Iwade Parish Council	1		The Parish Council supports the proposal to install double yellow lines around the junction of Cormorant Road and Wigeon Road in Iwade, due to concerns that vehicles parking close to and around the junction are impeding the safe movement of vehicles and could affect access by emergency vehicles.
TOTAL	1	0	

SWALE JOINT TRANSPORTATION BOARD	Agenda Item:
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Meeting Date	Monday 7 th September 2020
Report Title	Parking Proposals Abbey Street Area, Faversham – Abbey Neighbourhood Association
Cabinet Member	Cllr Tim Valentine
Head of Service	Martyn Cassell
Lead Officer	Brett O'Connell (SBC)
Classification	Open

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

- 1.1 This report provides an update following a document received from the Abbey Neighbourhood Association proposing parking and vehicle movement improvements in Abbey Street and Abbey Place in Faversham.

2. Background

- 2.1 A member of the Abbey Neighbourhood Association (ANA) submitted a document to the JTB in March 2020 proposing alterations to the parking in Abbey Street and Abbey Place. The document also included proposals to improve vehicle movements by forming passing places in Abbey Street. This report provides an update on the proposals.

3. Issue for Decision

- 3.1 A survey has been undertaken looking at the possibility of implementing the preferred choice of parking and moving vehicle management as per the ANA report submitted at the March 2020 JTB meeting. A copy of the proposed plans can be found in Annex A.
- 3.2 The plans show the extent of the current parking areas and proposed alterations to the layout, which includes areas of double yellow lines to manage passing places and segregating parking bays with lining.

- 3.3 The survey showed that by segregating parking bays into individual spaces with road markings there would be capacity for approximately 105 vehicles, this includes the two newly proposed bays in Abbey Place (south side). The smallest bays would be 4.7 metres in length, with the majority of the bays being 5 metres or more. The Traffic Signs Regulations and General Directions (TSRGD) states there is no longer a minimum or maximum parking bay size, except for disabled parking bays which should be no smaller than 6.6 metres. The smaller 4.7 metre long bays would struggle to accommodate an average sized vehicle due to manoeuvring into the space, but if these were made larger there would be fewer parking spaces.
- 3.4 Segregation of parking spaces can have both a positive and negative effect. Positive effects include promoting managed parking throughout the area, therefore minimising a vehicle not using the full extent of the area, for example, by parking 2 metres from the end of a bay and not allowing a big enough space for another vehicle. Negative effects tend to be that the size of the bay may be a lot larger than the vehicle parking there, especially in the case of smaller “economy” type vehicles, therefore taking up valuable space. The opposite could also occur where larger vehicles such as a van or pick up may not fit in one of the smaller bays and would overhang the next bay. If it is recommended that segregated bays are to be installed, I would recommend that no enforcement action is taken against vehicles not parked completely within one bay, and that these markings be advisory only.
- 3.5 The existing capacity of parking depends on the size of vehicles using the bays but based on an average sized vehicle of 4.5 metres in length this would equate to approximately 119 vehicles. This shows, on average, that a greater capacity may be achieved if you do not segregate the bays. It should be noted that the results of this report are approximate and will vary depending on vehicle sizes and how they are parked.
- 3.6 The plans contained in Annex A show proposed passing spaces of approximately 10 to 13 metres in length where vehicles will be able to pull in to allow another vehicle travelling in the opposite direction to pass safely. The spaces would be created by the installation of double yellow lines and would require a Traffic Regulation Order prior to implementation. This would be the simplest way of achieving a passing space. The ANA proposal consists of white lines, signing and lighting. This option would require a full and detailed design, to be approved by Kent County Council as Highway Authority, and funding would need to be sourced for the works.

4. Recommendation

- 4.1 Members are asked to note the contents of this update report and recommend further discussions with ANA be progressed following this survey.

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	None identified at this stage.

6. Appendices

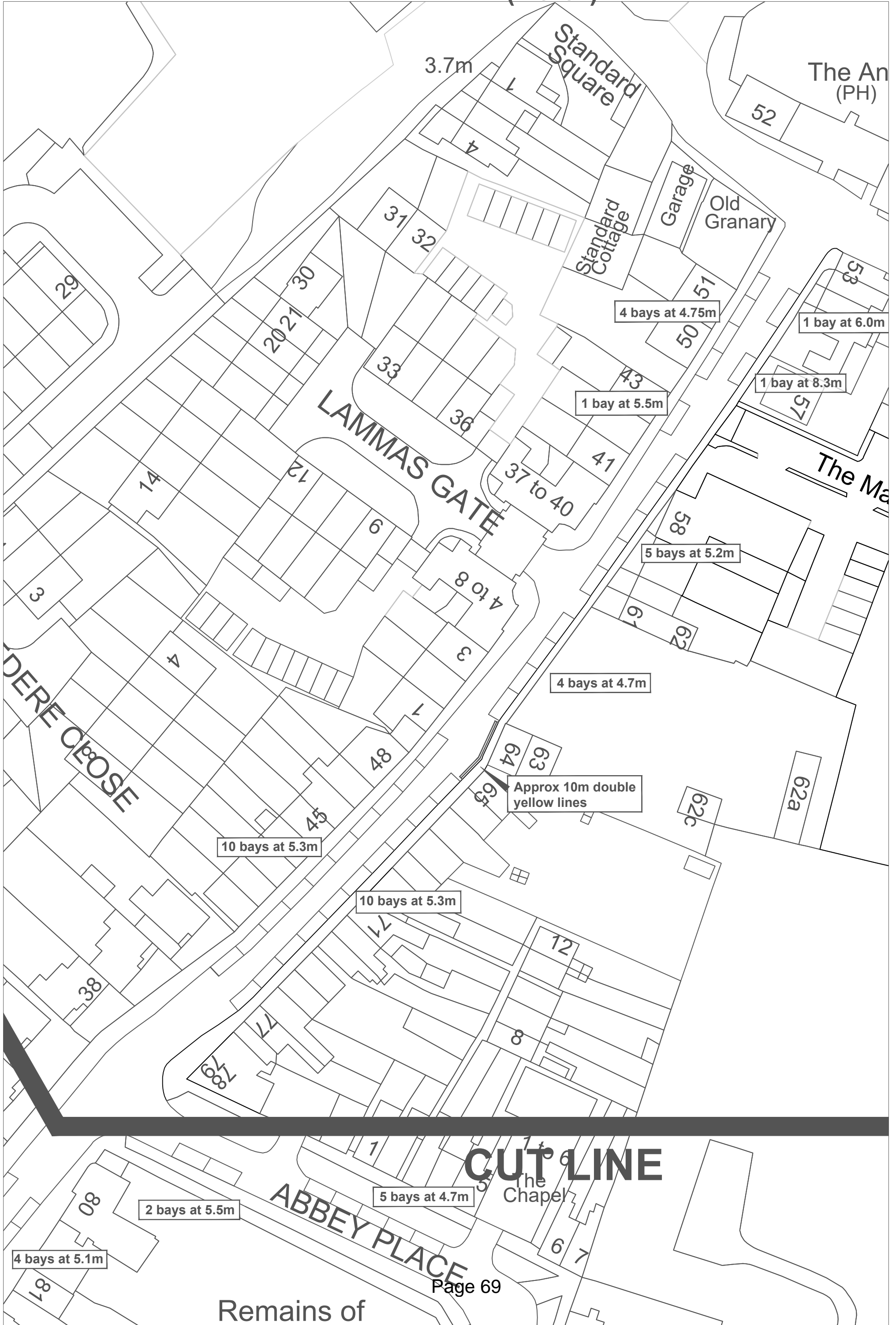
6.1 Annex A – Survey Plans

7. Background Papers

7.1 None

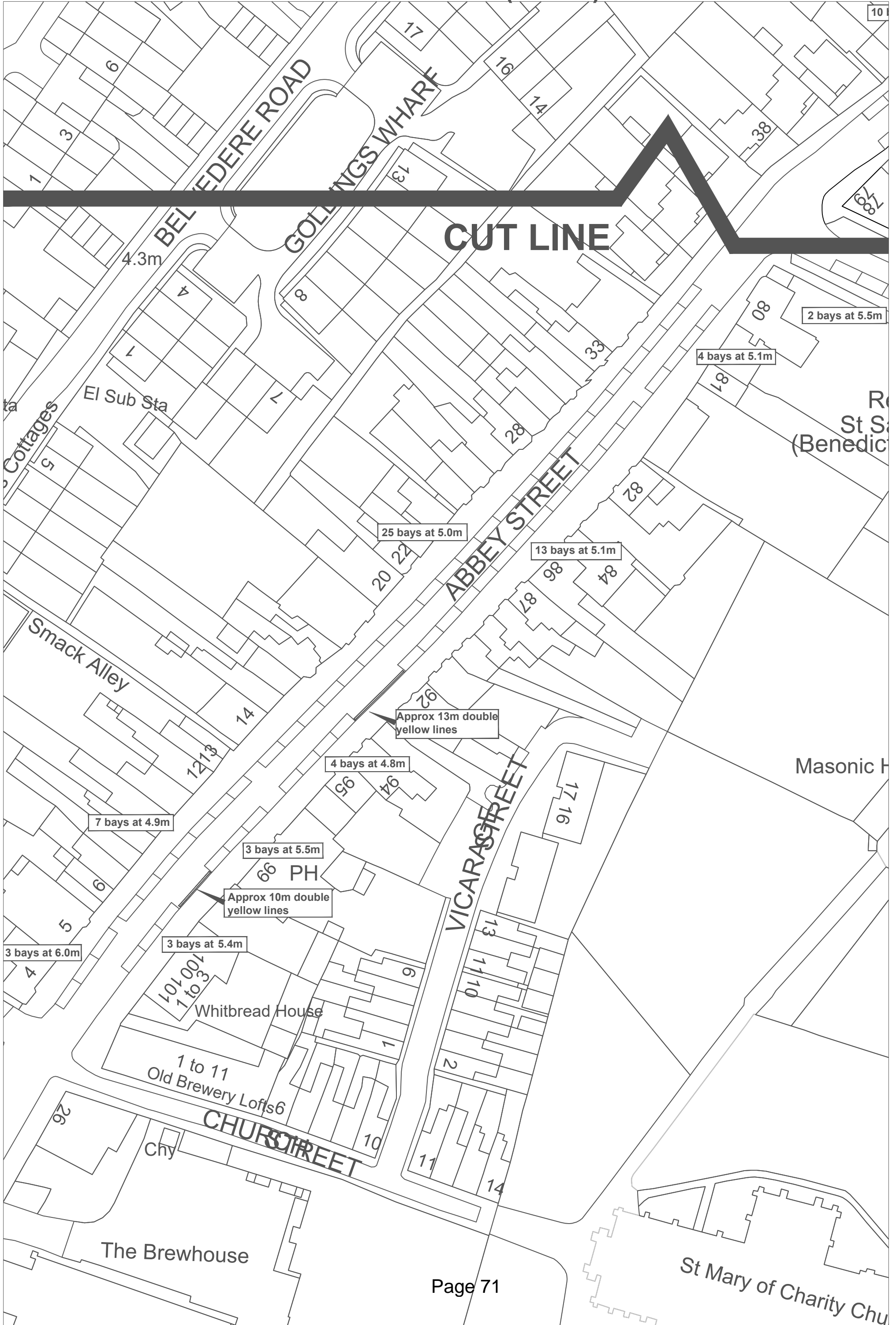
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ANNEX A (North)



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ANNEX A (South)



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HIGHSTED ROAD PROPOSED FOOTWAY, SITTINGBOURNE

To: **Swale Joint Transportation Board**

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

Classification: **Unrestricted**

Electoral division: **Sittingbourne South**

Date: **7th September 2020**

Summary: This report summarises previous investigations and development work on proposals to install a footway on Highsted Road between its junctions with Farm Crescent and Swanstree Avenue.

For Decision

1.0 Introduction and background

- 1.1 Highsted Road is a partly-residential road in Sittingbourne that links Swanstree Avenue with Bell Road. (The road is now divided by Swanstree Avenue and there is a length that continues south of this point, but this is not part of this proposal.) For most of its length, it is fronted by residential development with footways on both sides. However, the footway on the southwest side ends at the last property and on the northeast side ends just past Farm Crescent. The road also has vehicular entrances to the Sittingbourne Memorial Hospital site and Highsted Grammar School.
- 1.2 Kent County Council and local elected representatives have regularly received requests from residents and users of Highsted Road for a footway on this section. At present, pedestrians must either walk in the carriageway or take a much longer route via Brenchley Road and Bell Road or the Rectory Road estate.
- 1.3 Along the length of Highsted Road concerned, the highway verge on the west side is too narrow to accommodate a footway. On the east side, whereas there is a large grass verge, highway rights only exist over a narrow strip adjacent to the edge of carriageway.
- 1.4 In 2014, the County Council investigated two options to install a footway on one side of the road:
- 1.4.1 A footway on the west side adjacent to the carriageway. This option would have required the acquisition of a strip of school land, the removal of several mature trees and the relocation of the full length of security fencing.

An outline price was calculated at £108,000 at 2013/14 prices. The County Council did not progress this option as this was not affordable and the school was not willing to release any land in its ownership due to potential development opportunities. The school owns this land, and KCC is not the landlord in the case of this school's site and buildings.

1.4.2 Further discussions with KCC Education and Invicta Law took place during February to April 2020 to ascertain if some of the school field could be acquired via a compulsory purchase order (CPO). This was deemed not feasible. KCC should only use their CPO powers in locations where there is a proven road safety issue, supported by a pattern of injury related crashes, and our legal representative has advised that there is very little chance a CPO would be successful for this site. In addition to this the school field is already below the required size to meet Sports England requirements based on the number of pupils at the school.

1.4.3 A footway on the east side adjacent to the carriageway. This option would have required the acquisition of a strip comprising multiple parcels of land from residential properties in Haysel. Due to the configuration of the land parcels, if one or more parcels were unavailable, a continuous footway would not be possible. The County Council wrote to all homeowners concerned in 2014 asking whether (a) they supported the proposed footway and (b) if they were willing to dedicate their land to become highway maintainable at public expense. Some of the owners did not support the scheme or could not give unconditional assistance in relation to the scheme. Therefore, the County Council could not progress this option.

1.5 As any option requiring land outside of the existing highway is not available for the scheme, the County Council has now investigated whether there are options to provide a separate footway within the extent of the existing highway.

2.0 Current proposal

2.1 The existing carriageway between Farm Crescent and Swanstree Avenue varies in width between 5 and 6.5 metres. The preferred width of a footway is 1.8 metres and the absolute minimum acceptable would be 1.2 metres. However, depending on the speed and volume of adjacent traffic, a greater width may be appropriate for pedestrians to be safe and comfortable. Given the current relatively narrow carriageway, any reduction in width will prevent two-way flow of traffic on this length. For this reason, any conversion of carriageway to footway would necessitate the removal of traffic in one or both directions.

2.2 Collision data for Highsted Road and its junctions has been investigated. For the last three years for which data is available (to 30 September 2019), there have been no collisions recorded for Highsted Road itself nor its junction with Swanstree Avenue. There was one collision recorded at the junction of Highsted Road with Bell Road. Therefore, the collision data alone does not provide justification for making changes to the highway.

- 2.3 The County Council has developed a detailed design for one option for the new footway, following the JTB report in March 2019 this was the preferred option of the 3 possible solutions identified:

Southbound traffic only - This option allows general traffic to proceed from north-to-south between Farm Crescent and Swanstree Avenue. A new 2-metre-wide footway would be constructed on the eastern side of the road for the full length with the remaining road being at least 3.25 metres wide throughout. Copies of the detailed drawings can be seen in appendix 1. A cost estimate has been acquired of approximately £30,000, in addition to this a TRO would need to be written and advertised to make this section of the road one way. Currently no funding mechanism has been secured to develop this scheme any further.

- 2.4 The County Council previously undertook an Equalities Impact Assessment which identified two potentially negative impacts that could not be removed or mitigated:

2.4.1 Highsted Road has street lighting, but this length is not overlooked by any residential properties. Antisocial behaviour and fear of crime could discourage some from using this route outside of peak hours and at night, especially with reduced flows of vehicular traffic along the road. The option of allowing southbound traffic would be slightly better than closing Highstead Road to all vehicular traffic as it would retain a throughflow of vehicle movement throughout the day. Other than actions to encourage greater usage of the route throughout the day, there are no obvious options within the control of the highway authority to discourage antisocial behaviour and increase passive surveillance of the route as this would involve off-highway land use change.

3.0 Discussion and member comments

- 3.1 The local County Council Member is still keen to see a proposal explored for a new footway link along Highstead Road. No further consultation has taken place since the previous JTB report in March 2019. Previously option 1 (southbound traffic only) had the highest level of support from members of the public, but many residents stated their concern that the changes could result in congestion on other roads and junctions in the area. Some residents stated that the removal of their ability to drive in both directions along Highstead Road would not be acceptable to them.
- 3.2 Many respondents promoted the idea of acquiring land either to the east or west of the road as their preferred option. However, as outlined above, the County Council has investigated the option of acquiring land in detail and this has been discounted.
- 3.3 Due to concerns about displacement of traffic, and the lack of support during previous consultations, it is likely that this scheme will receive objections and

may be unpopular. No funding source has been identified to deliver any works in Highstead Road, so at this time this report is for information only.

4.0 Recommendation

Option 1 It is recommended that no further action is taken.

Option 2 It is recommended that a future funding bid is made via the Local Transport Plan allocation in the 2021/22 financial year to deliver the option detailed in this report. This would be dependent on a successful bid, and funding being available in the next financial year. A full public consultation will need to take place if funding is secured.

Contact Officer:	Ryan Shiel and Sarah Ellcock
Reporting to:	Tim Read – Head of Transportation

Appendices

Appendix 1 – Detailed drawings and plans

Background Papers

None

Appendix 1 – Detailed Drawings and Plans

Notes (all drawings).

- All dimensions are proposed and in metres unless otherwise stated.
- All setting out is to be agreed on site with the Engineer prior to commencement of works.
- All precast concrete (PCC) kerbing and edging shall be in accordance with BS7263, Part F.
- Any voids between new kerbs and existing carriageway shall be reinstated with 10mm AC 10 close surf.
- Surfaces between bituminous materials shall be saw cut to provide a clean vertical joint.
- Vertical faces of existing bituminous materials shall be primed with bitumen. Existing horizontal or inclined surfaces shall be tack coated in accordance with Appendix 7/4.
- New footway surfaces shall be laid with 1:40 crossfall towards carriageway unless otherwise stated with no point having a crossfall greater than 1:12.
- Existing surfaces overlaid shall be swept clean prior to overlay and sprayed with tack coat.
- All existing covers in areas to construction to be raised to suit new levels.
- All existing road markings that conflict with the proposed are to be removed.

General key

Existing lamp column to remain.

Site Clearance Key

Remove existing PCC kerb including bedding and backing and dispose of at Contractor's licensed tip. [c13 metres]

Remove existing PCC edging including bedding and backing and dispose of at Contractor's licensed tip. [c8 metres]

Excavate existing verge to 170mm below finished levels. [c27 square metres]

Drainage Key

Existing PCC trapped gully (to remain).

Existing PCC trapped gully to be removed and infilled or capped. [2No]

New PCC trapped gully with class D400 grate as KCC/8D/500/009.

Connection of 150Ø pipe to existing PCC chamber with mass concrete surround.

AG Adjust gully grating and frame.

Kerbing / Footway Construction Key

Overlay footway or carriageway with A06 dense surf 100/150 20mm thick over AC10 regulating layer. Perimeter of surface course to be keyed into existing surface course to give a minimum layer thickness of 20mm. All joints to be saw cut. [c328 square metres]

Full footway construction Type A to KCC/H100/011/G. (Existing grass verge / unacceptable material to be excavated to a depth of 170mm below finished levels). [c28 square metres]

Proposed 125 x 255mm half battered kerbing (Type HB2). Variation B upstand 125mm to KCC/H100/001/D. [c167 metres]

Proposed 50 x 150mm PCC edging to KCC/H100/001/D. [c107 metres]

Existing buff PCC tactile paving slabs to be lifted and reset to new levels where necessary. Installed to KCC/H100/015. Blisters to align with tactile on opposite side of road. [c3 square metres]

Sign & Lines Key

Non-illuminated traffic sign (refer to Sign Schedule).

Illuminated traffic sign (refer to Sign Schedule).

Sign to be removed (refer to Sign Schedule).

Sign position and orientation.

Road marking TBRGD 2016 Diagram number.

Existing road marking to be removed by mechanical scabbling.

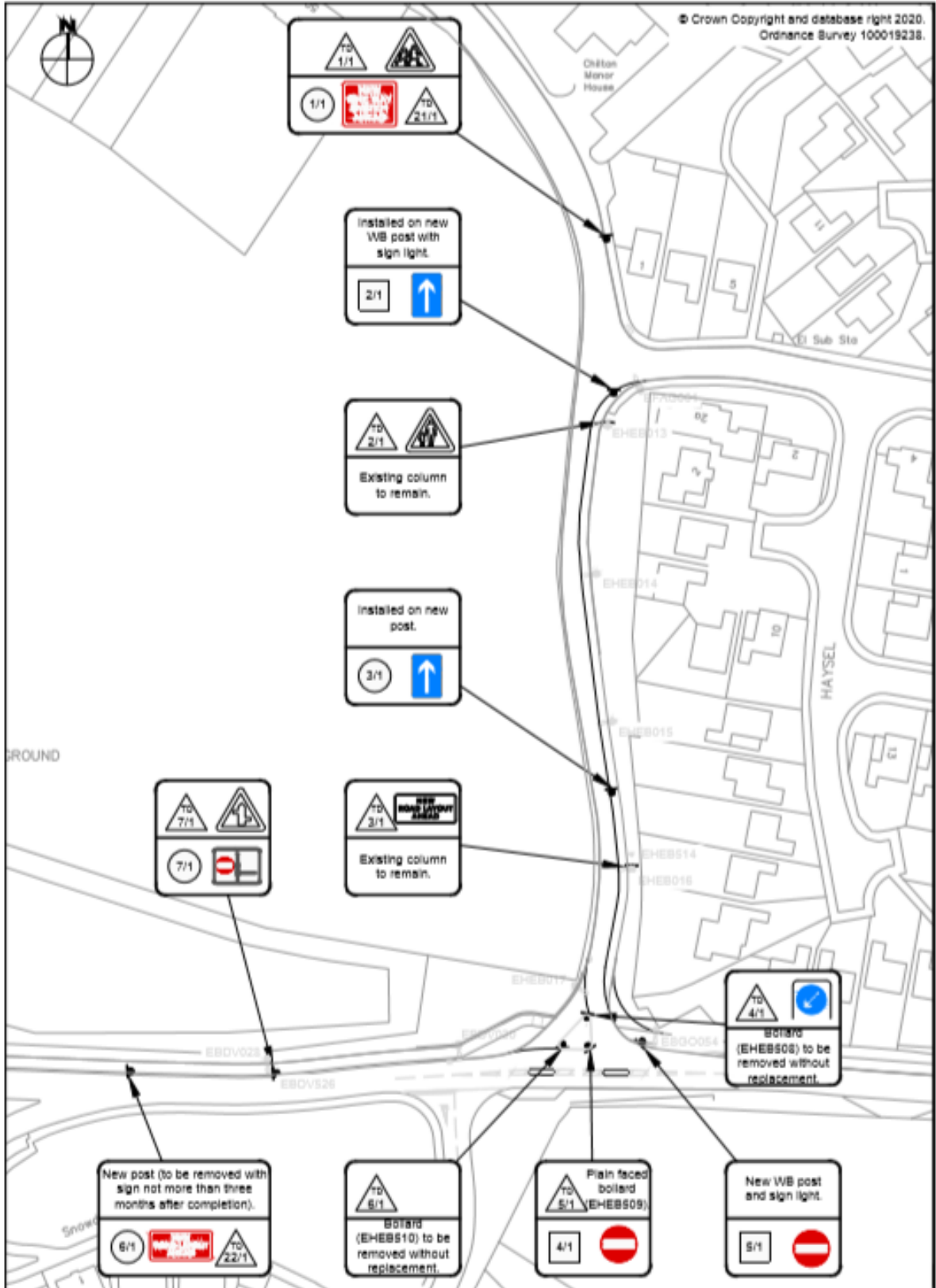
Proposed road marking in white thermoplastic screed with applied solid glass bead.

Existing road marking (for information only). Some existing markings have been omitted for clarity.

Location plan (1:2000).

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0	20/04/2020	Final issue	Pg		Project	Highsted Road new footway, Bittingbourne.	Drawing status	FOR CONSTRUCTION	
Rev	Revision Date	Purpose of revision	Drawn	Checked	Drawing title	Location plan and notes.	Scale	1:2000 at A3	Do not scale
		Kent County Council Sanford Highway Depot Harwood Industrial Estate Sanford TN34 4UD Tel: 02000 416161			Drawing number		1819-LTP-SW-545-0030		Rev
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This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the terms and conditions.									



0	20/04/2020	Issue sheet	PS	Project	Highspeed Road new footway, Sittingbourne.	Drawing status	FOR CONSTRUCTION	
Rev	Revision Date	Purpose of revision	Drawn	Checked	Appr'd	Scale	1:750 at A3	Do not scale
Kent County Council Jafford Highway Depot Harwood Industrial Estate Jafford TR14 4SD Tel: 05000 414141			Drawing title Traffic signs.			Drawing number 1819-LTP-SW-545-1201		Rev 0
<small>This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.</small>								

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0	20/06/2020	Initial Issue	PG		Project	Highsted Road new footway, Bittingbourne.		Drawing status	FOR CONSTRUCTION	
Rev	Revision Date	Purpose of revision	Drawn	Checked	App'd	Scale	1:150 at A3	Do not scale		
 Kent County Council Maidford Highway Depot Maidford Industrial Estate Maidford TN14 6GD Tel: 02000 418181			Drawing title Kerbs, footways and paved areas: Sheet 1 of 2.			Drawing number 1819-LTP-SW-545-1101		Rev	0	
<small>This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.</small>										

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33 Pages



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0	00/09/2020	Final Issue	PG		Project	Highbled Road new footway, Bittingbourne.		Drawing status	FOR CONSTRUCTION	
Rev	Revision Date	Purpose of revision	Drawn	Checked	Appr'd	Drawing title	Kerbs, footways and paved areas: Sheet 2 of 2.	Scale	1:150 at A3	Do not scale
		Kent County Council Maidford Highway Depot Maidford Industrial Estate Maidford TN10 6UD Tel: 02000 419191			Drawing number	1819-LTP-SW-545-1102	Rev	0	This drawing is not to be used in whole or part other than for the intended purpose and purposes defined on this drawing. Refer to the contract for full terms and conditions.	

1819-LTP-SW-545-1102 Highbled Road new footway, Bittingbourne Design 2020 1 main/1819-LTP-SW-545-1102 Rev 00000 01/09/2020

33 Format

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Notes (all drawings).

1. All dimensions are proposed and in metres unless otherwise stated.
2. All setting out is to be agreed on site with the Engineer prior to commencement of works.
3. All precast concrete (PCC) kerbing and edging shall be in accordance with BS7263, Part F.
4. Any voids between new kerbs and existing carriageway shall be reinstated with 10mm AC 10 close surf.
5. Surfaces between bituminous materials shall be saw cut to provide a clean vertical joint.
6. Vertical faces of existing bituminous materials shall be primed with bitumen. Existing horizontal or inclined surfaces shall be tack coated in accordance with Appendix 7/4.
7. New footway surfaces shall be laid with 1:40 crossfall towards carriageway unless otherwise stated with no point having a crossfall greater than 1:12.
8. Existing surfaces overlaid shall be swept clean prior to overlay and sprayed with tack coat.
9. All existing covers in areas to construction to be raised to suit new levels.
10. All existing road markings that conflict with the proposed are to be removed.






General key

 Existing lamp column to remain.






Site Clearance Key

-  Remove existing PCC kerb including bedding and backing and dispose of at Contractor's licensed tip. [c13 metres]
-  Remove existing PCC edging including bedding and backing and dispose of at Contractor's licensed tip. [c8 metres]
-  Excavate existing verge to 170mm below finished levels. [c27 square metres]









Drainage Key

-  Existing PCC trapped gully (to remain).
-  Existing PCC trapped gully to be removed and infilled or capped. [2No]
-  New PCC trapped gully with class D400 grate as KCC/SD/500/009.
-  Connection of 150Ø pipe to existing PCC chamber with mass concrete surround.
-  AG Adjust gully grating and frame.

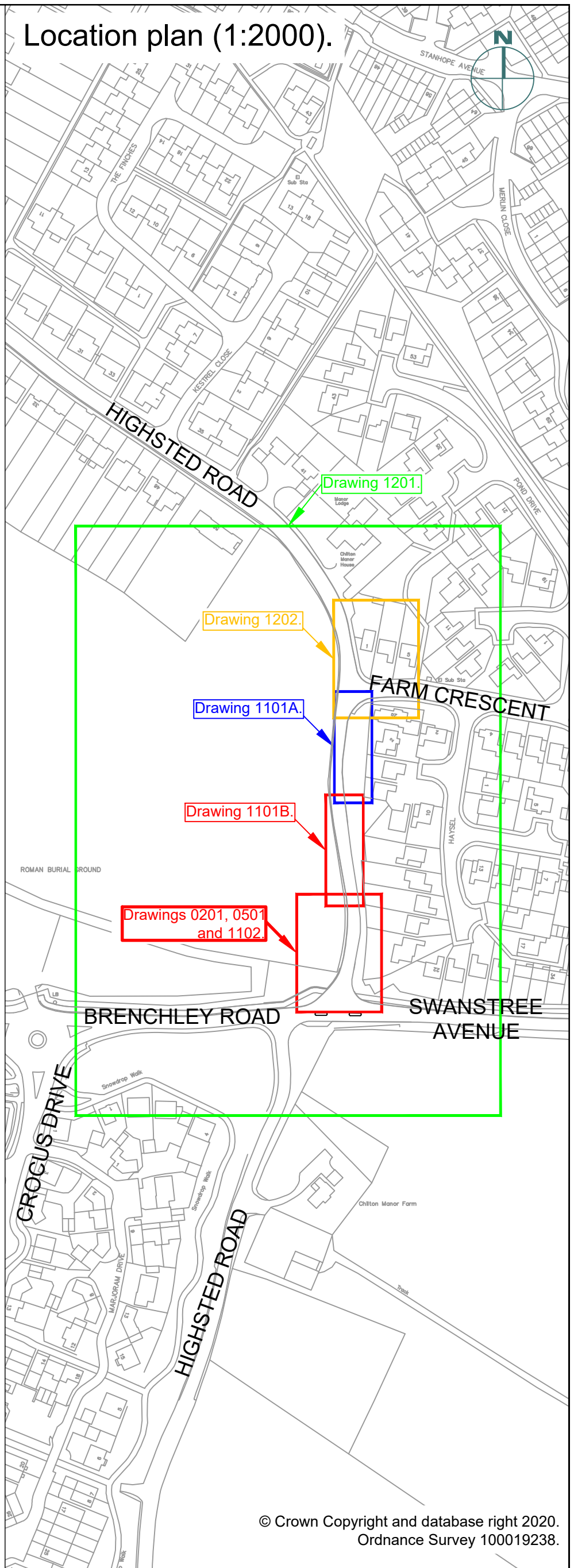
Kerbing / Footway Construction Key

-  Overlay footway or carriageway with AC6 dense surf 100/150 20mm thick over AC10 regulating layer. Perimeter of surface course to be keyed into existing surface course to give a minimum layer thickness of 20mm. All joints to be saw cut. [c328 square metres]
-  Full footway construction Type A to KCC/1100/011/G. (Existing grass verge / unacceptable material to be excavated to a depth of 170mm below finished levels). [c28 square metres]
-  HB2 Proposed 125 x 255mm half battered kerbing (Type HB2). Variation B upstand 125mm to KCC/1100/001/D. [c167 metres]
-  EF Proposed 50 x 150mm PCC edging to KCC/1100/001/D. [c107 metres]
-  Existing buff PCC tactile paving slabs to be lifted and reset to new levels where necessary. Installed to KCC/1100/015. Blisters to align with tactiles on opposite side of road. [c3 square metres]


Sign & Lines Key

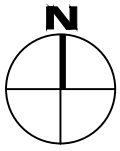
-  1/1 Non-illuminated traffic sign (refer to Sign Schedule).
-  1/1 Illuminated traffic sign (refer to Sign Schedule).
-  TD 1/1 Sign to be removed (refer to Sign Schedule).
-  Sign position and orientation.
-  1028.4 Road marking TSRGD 2016 Diagram number.
-  Existing road marking to be removed by mechanical scabbling.
-  Proposed road marking in white thermoplastic screed with applied solid glass bead.
-  Existing road marking (for information only). Some existing markings have been omitted for clarity.

Location plan (1:2000).




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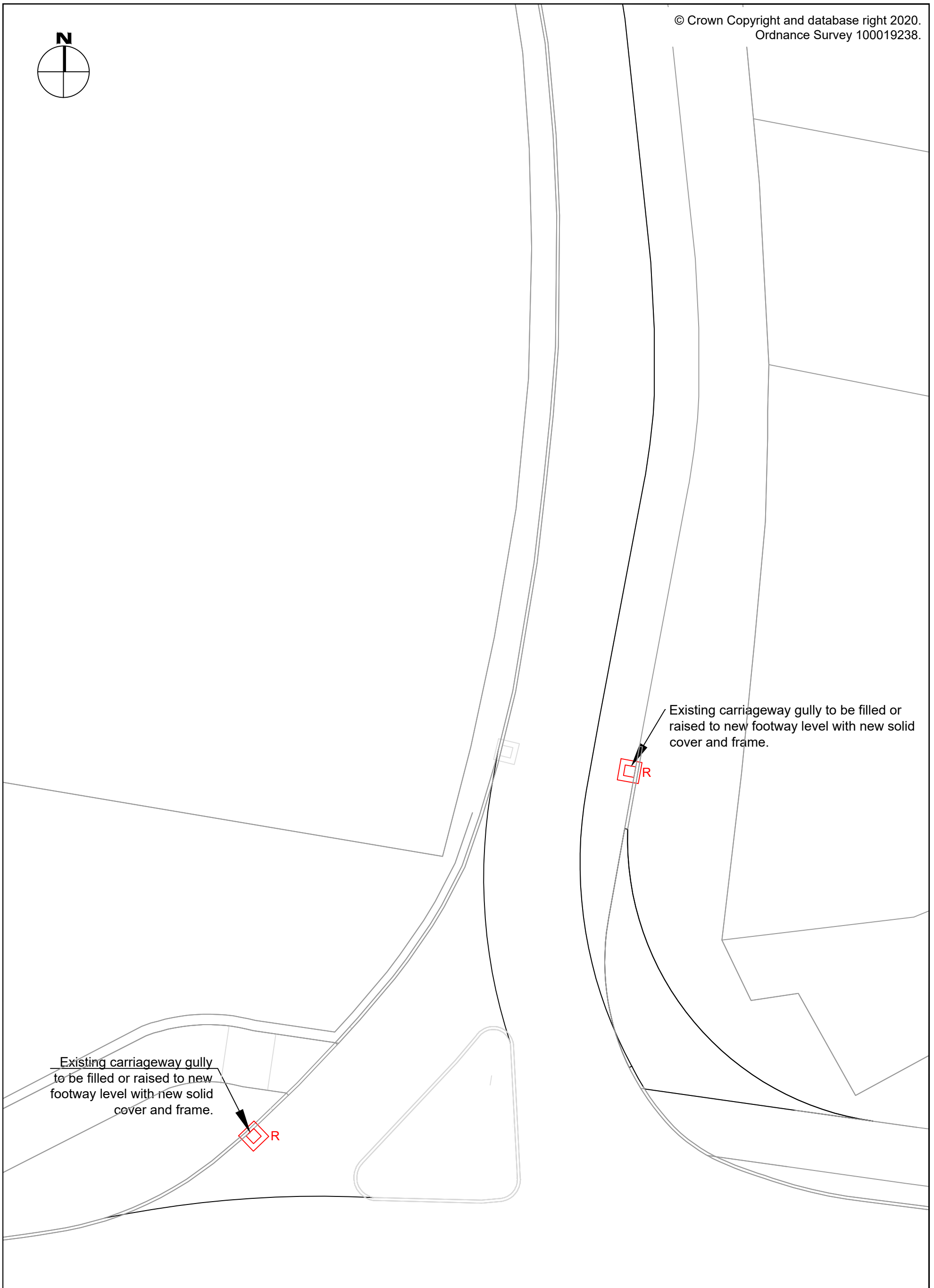
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Rev	Revision Date	Purpose of revision	Drawn	Check'd	App'd	Drawing title	Location plan and notes.		Scale	1:2000 at A3	Do not scale
 <p>Kent County Council Ashford Highway Depot Henwood Industrial Estate Ashford TN24 8AD Tel: 03000 418181</p>									Drawing number	1819-LTP-SW-545-0030	
									Rev	0	
<p>This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.</p>											



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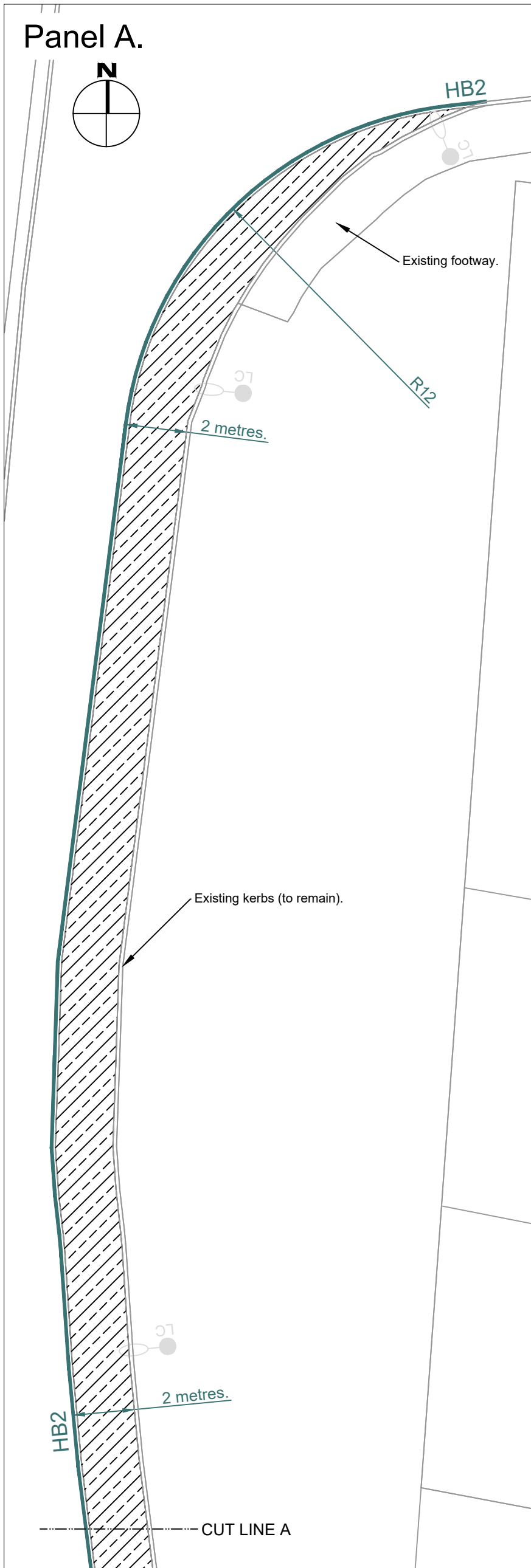
0	30/06/2020	First issue.	PB			Project	Highsted Road new footway, Sittingbourne.			Drawing status	FOR CONSTRUCTION		
Rev	Revision Date	Purpose of revision	Drawn	Check'd	App'd	Drawing title	Site clearance. and earthworks.			Scale	1:150 at A3	Do not scale	
 <p>Kent County Council Ashford Highway Depot Henwood Industrial Estate Ashford TN24 8AD Tel: 03000 418181</p>						<p>Drawing number</p> <p>1819-LTP-SW-545-0201</p>						Rev	0
<p>This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.</p>													




Existing carriageway gully
to be filled or raised to new
footway level with new solid
cover and frame.

Existing carriageway gully to be filled or
raised to new footway level with new solid
cover and frame.

0	30/06/2020	First issue.	PB			Project	Highsted Road new footway, Sittingbourne.			Drawing status	FOR CONSTRUCTION	
Rev	Revision Date	Purpose of revision	Drawn	Check'd	App'd	Drawing title	Drainage and service ducts.			Scale	1:150 at A3	Do not scale
 <p>Kent County Council Ashford Highway Depot Henwood Industrial Estate Ashford TN24 8AD Tel: 03000 418181</p>									Drawing number	1819-LTP-SW-545-0501		
										Rev	0	
<p>This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.</p>												



0	30/06/2020	Initial issue.	PB			Project	Highsted Road new footway, Sittingbourne.		Drawing status	FOR CONSTRUCTION	
Rev	Revision Date	Purpose of revision	Drawn	Check'd	App'd	Drawing title	Kerbs, footways and paved areas: Sheet 1 of 2.		Scale	1:150 at A3	Do not scale
 <p>Kent County Council Ashford Highway Depot Henwood Industrial Estate Ashford TN24 8AD Tel: 03000 418181</p>									Drawing number	1819-LTP-SW-545-1101	
										Rev	0
<p>This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.</p>											



CUT LINE B

HB2
2 metres.
EF

2 metres.
EF

Edgings installed with uniform longitudinal fall from west to east.

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0	30/06/2020	First issue.	PB		
Rev	Revision Date	Purpose of revision	Drawn	Check'd	App'd

Project
**Highsted Road new footway,
 Sittingbourne.**

Drawing status		FOR CONSTRUCTION
Scale	1:150 at A3	Do not scale

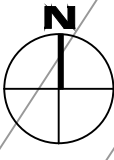


Kent County Council
 Ashford Highway Depot
 Henwood Industrial Estate
 Ashford TN24 8AD
 Tel: 03000 418181

Drawing title
**Kerbs, footways and paved areas:
 Sheet 2 of 2.**

Drawing number	1819-LTP-SW-545-1102	Rev	0
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This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.



Installed on new WB post with sign light.

--	--

Existing column to remain.	

Installed on new post.

--	--

Existing column to remain.	

Bollard (EHEB508) to be removed without replacement.	

New post (to be removed with sign not more than three months after completion).

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Bollard (EHEB510) to be removed without replacement.

	Plain faced bollard (EHEB509).

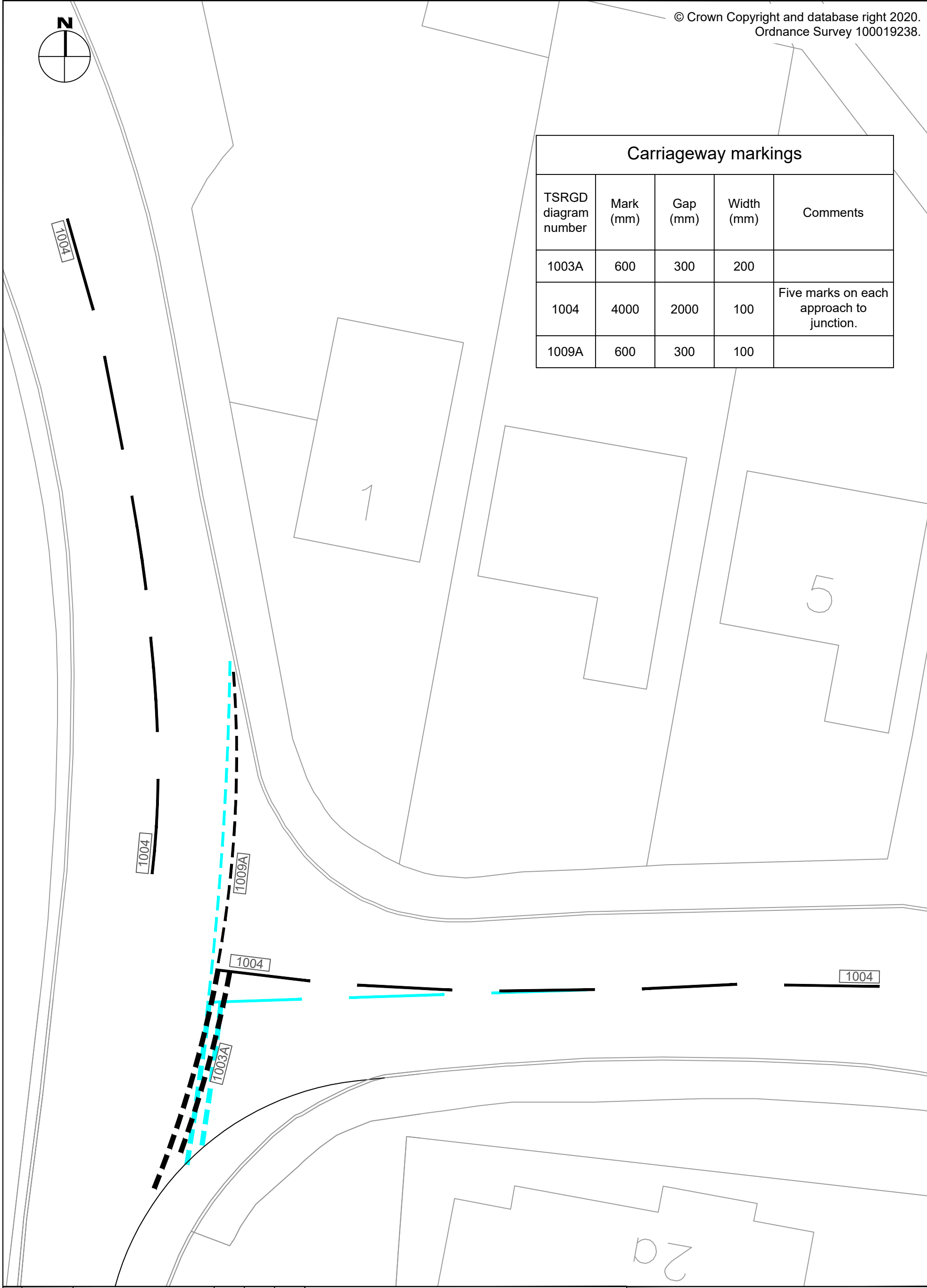
New WB post and sign light.


--	--

0	30/06/2020	Initial issue.	PB			Project	Highsted Road new footway, Sittingbourne.		Drawing status	FOR CONSTRUCTION	
Rev	Revision Date	Purpose of revision	Drawn	Check'd	App'd	Drawing title	Traffic signs.		Scale	1:750 at A3	Do not scale
<p>Kent County Council Ashford Highway Depot Henwood Industrial Estate Ashford TN24 8AD Tel: 03000 418181</p>						Drawing number 1819-LTP-SW-545-1201			Rev 0		
This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.											



Carriageway markings				
TSRGD diagram number	Mark (mm)	Gap (mm)	Width (mm)	Comments
1003A	600	300	200	
1004	4000	2000	100	Five marks on each approach to junction.
1009A	600	300	100	



0	30/06/2020	Initial issue.	PB			Project	Highsted Road new footway, Sittingbourne.			Drawing status	FOR CONSTRUCTION	
Rev	Revision Date	Purpose of revision	Drawn	Check'd	App'd	Drawing title	Road markings.			Scale	1:150 at A3	Do not scale
 Kent County Council Ashford Highway Depot Henwood Industrial Estate Ashford TN24 8AD Tel: 03000 418181						Drawing number	1819-LTP-SW-545-1202		Rev	0		
Page 89												
This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Refer to the contract for full terms and conditions.												

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To: Swale Joint Transportation Board
By: KCC Highways, Transportation & Waste
Date: 7th September 2020
Subject: Highway Forward Works Programme – 2020/21 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 2020/21.

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 (2020/21 and 2021/22) and Year Three to Five (2022/23 to 2024/25) 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 2020/21, 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 several 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
A2 Canterbury Road	Minster	Junction with Murston Road and Vincent Road	Programmed 17 th September 2020
A2 London Road	Sittingbourne	From the Billet Pub for a distance of 100m east towards Sittingbourne Town Centre / Between Adelaide Drive and Lydbrook Close	Programmed 24 th August 2020
A2 London Road	Norton, Buckland and Stone	Norton Crossroads	To be completed early 2021
Quinton/Vicarage Road	Sittingbourne	From Laxton Way to Knightsfield Road	To be completed early 2021
High Street	Sheerness	From Victoria street to Bridge	To be completed early 2021
Footway Improvement - Contact Officer Neil Tree			
Road Name	Parish	Extent and Description of Works	Current Status
Eagles Close	Sittingbourne	Exact section to be determined. (Footway Reconstruction)	Completed.
Oak Road	Sittingbourne	Tonge Road to Great East Hall road. (Footway Reconstruction)	Works programmed to start on 24 th August 2020
Broom Road	Sittingbourne	Exact sections to be determined. (Footway	Works programmed to start on 21 st

		Reconstruction)	September 2020
Queens Way (Phase 1)	Sheerness	Full length (Including Linden Drive). (Footway Reconstruction)	Designed and to be programmed.
River View	Queenborough	Entire Length (Footway Protection Treatment)	Programmed to be completed in August 2020.
Wellington Road	Sittingbourne	Entire Length (Footway Protection Treatment)	Programmed to be completed in August 2020.
Collingwood Walk	Sittingbourne	Entire Length (Footway Protection Treatment)	Programmed to be completed in August 2020.
Nelson Walk	Sittingbourne	Entire Length (Footway Protection Treatment)	Programmed to be completed in August 2020.
Allenby Walk	Sittingbourne	Entire Length (Footway Protection Treatment)	Programmed to be completed in August 2020.
Summerville Avenue	Minster	Entire Length (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	Completed

London Road	Newington	From Medway Boundary to Newington Village	Completed
Lower Hartlip Road	Hartlip/Stockbury	From A2 to cradles lane	Completed
Cold Harbour Lane	Bobbing	Rook Lane to Key Col Roundabout	Completed
Petts Dane Road	Eastling	Whole Road from Kettle Hill Road to Stalisfield	Completed
The Street	Hartlip	Dane Lane to Place Lane	Completed
Lower Road	Teynham	Frognal Lane to Station Road	Completed
Bagshill Road	Leaveland/Throwley	From A251 to Parsonage Stocks Road	Completed
Eastling Road	Eastling	Plumford Lane to Scotts Lane	Completed
Tonge Road and Lomas Road	Sittingbourne	From Shurch Road (sittingbourne) to Church Road (Tonge)	Completed
Eastling Road	Eastling	From Kettle Hill Road to Evelyn Road	Completed
Surface Dressing			
Stalisfield Road	Ospringe	Scocks Hill to Throwley Road	Completed
Luddenham Church Road	Luddenham	From Luddenham Church Road to Luddenham	Completed
Wrens Road	Borden/Bredgar	Sutton Baron Road to M2 Bridge	Completed
Dully Road	Tonge	From A2 to Upper Road	Completed

Appendix B - Drainage

Drainage Repairs & Improvements - Contact Officer Earl Bournier			
Road Name	Parish	Description of Works	Current Status
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 report completed May 2020. With FWM Team to progress design work.
Bell Road	Sittingbourne	Flood and Water Management Team led drainage improvement to reduce flood risk to Glovers Crescent and Bell Road outside the hospital	Works completed. FWM Team addressing landscaping of site.
Church Lane	Newington	CCTV survey of gullies and associated pipework due to local flooding of cellars	Only minor defects found in highway drains. An unchartered system was found. Further investigation not yet carried out due to car parking causing issues for access.
Ospringe Street	Faversham	Repairs to drainage system outside the Ship Inn	Works completed 21/05/2020.
Blind Mary's Lane / Swanton Street	Bredgar	Installation of deep bore to existing soakaway	Works completed 27/05/2020. We will review further improvements to gullies at a later date due to need for full road closures.
Canterbury Road	Faversham	Repairs to existing drainage system	Job passed to contractor
Chequers Hill	Doddington	Repairs to existing drainage system	Works completed 12/06/2020.
Scrapsgate Road	Minster	Repairs to drainage system at junction with Appleford Drive	Works programmed 19/08/2020
Crosier Court	Upchurch	Soakaway cleanse	Job passed to contractor
South Bush Lane	Rainham	Improvement of highway drainage to resolve long running flooding issues.	Installation of deep bore to existing soakaway completed 07/07/2020. Further improvement to gully system to be assessed going forward.

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 – <i>Contact Officer Sue Kinsella</i>			
Road Name	Parish	Description of Works	Status
Sanderling Way	Iwade	Replacement of 1 no street light complete with LED Lantern	COMPLETE
West Street	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of November
Pepys Avenue	Sheerness	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of November
The Broadway	Minster	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of November
Milton Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of November
Westerham Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Crispin Close	Faversham	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Tanners Street	Faversham	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of November
Seager Road	Sheerness	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Jefferson Road	Sheerness	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Southview Garden	Sheerness	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Grovehurst Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Central Avenue	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	COMPLETE
The Mall	Faversham	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Seaside Avenue	Minster	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Richmond Street	Sheerness	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Eurolink Way	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Edenbridge Drive	Sheerness	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Grovehurst Avenue	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Marsh Rise	Sittingbourne	Replacement of 1 no street light	COMPLETE

		complete with LED Lantern	
Railway Road	Sheerness	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of November
Warden Bay Road	Leysdown	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Blaxland Road	Faversham	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Heard Way	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Bonham Way	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of November
Cyprus Road	Faversham	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of November
Portland Avenue	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of November
Church Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of November
Fairview Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of November
Godwin Close	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of November
Peel Drive	Sittingbourne	Replacement of 2 no street lights complete with LED Lanterns	Works awaiting programming by the end of November
Newman Drive	Sittingbourne	Replacement of 3 no street lights complete with LED Lanterns	Works awaiting programming by the end of November
Hazebrouck Road	Faversham	Replacement of 2 no street lights complete with LED Lanterns	Works awaiting programming by the end of November
Noreen Avenue	Sheerness	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of November
Burkeston Close	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of November
Southsea Avenue	Minster	Replacement of 5 no street lights complete with LED Lanterns	Works awaiting programming by the end of November
Langley Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of November
North Street	Sittingbourne	Replacement of 5 no street lights complete with LED Lanterns	Works awaiting programming by the end of November
Bellevue Road	Minster	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of November
Dyngley Close	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of November
School Road	Faversham	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of November
Forge Road	Sittingbourne	Replacement of 2 no street lights complete with LED Lanterns	Works awaiting programming by the end of November
Marine Parade	Sheerness	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of November
Kent Avenue	Minster	Replacement of 5 no street lights complete with LED Lanterns	Works awaiting programming by the end of November

Wildish Road	Faversham	Replacement of 2 no street lights complete with LED Lanterns	Works awaiting programming by the end of November
Bramley Avenue	Faversham	Replacement of 2 no street lights complete with LED Lanterns	Works awaiting programming by the end of November

Appendix D – Transportation and Safety Schemes

Casualty Reduction Measures

The Schemes Planning & Delivery team is implementing schemes within Swale borough, 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 25/08/2020.

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.	Complete
A2500 Lower Road junction with B2008 Eastchurch Road.	Eastchurch	Resurfacing and replacement of high friction surface on Lower Road arms.	Resurfacing complete
		Vegetation clearance on south side of Lower Road.	Awaiting road space – nesting season 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. Awaiting report

INTEGRATED TRANSPORT SCHEMES			
Local Transport Plan funded non-casualty reduction schemes			
Road Name	Parish	Description of Works	Current Status
The Street, Canterbury Road, Staplestreet Road and surrounding roads.	Boughton, Dunkirk and Staplestreet,	Prohibition of heavy goods vehicles (HGV's), traffic regulation order (TRO) and signage	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	Final snag up undertaken. Landscaping maintenance required – Developer to advise when works complete for final inspection to progress Cert 1
SW003014	Frognal Lane, Teynham	Teynham	New footway and access to housing development on Frognal Lane	Letter of Agreement in place. Works completed. Remedial works required.
SW/003024	Dover Street, Sittingbourne	Sittingbourne	Revision of Vehicle Access to Lidl Store and footway revisions	Road Safety Audit Stage 3 undertaken. RSA Report comments to be addressed by developer. Minor remedial works to be carried out. Scheme being progressed by Default S38 & S278 Agreement Specialists
SW/003025	Sheppey Way, Iwade	Iwade	Provision of New Junction/Access for Housing Development	Minor landscaping remedial works to be carried out then will issue S278 Certificate 1
SW/003027	Tunstall Road, Tunstall	Tunstall	New School access Traffic calming changes and footway Connection	Works Completed Serving Maintenance Period – Lighting remedial works. Awaiting confirmation from Developer that these have been completed.
SW/003028	Ospringe Cof E School, Water Lane, Faversham	Ospringe	Provision of Revised Vehicle Access	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. Outstanding remedial works required. H&S File, As-Built Drawings and RSA Stage 3 req'd
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. H&S File & As-Built Req'd.
SW/003035	109-111 Staplehurst Road, Sittingbourne	Sittingbourne	Provision of revised traffic calming and vehicle access for Housing developments	Scheme being progressed by Default S38 & S278 Agreement Specialists

SW/003040	Otterham Quay Lane, Upchurch	Upchurch	Provision of Right Turn Lane / Junction and Footway for Housing Development	Remedial and completion works still required. RSA Stage 3 req'd.
SW/003041	Larkrise, Conyer Road, Conyer	Teynham	Provision of footway to Small Housing Development	Works Completed. Serving Maintenance Period.
SW/3043	34-40 Rushenden Road	Queenborough	Reconstruction of existing lay-by as new Footway	Final snag up list items sent to Developer – require confirmation these remedial items have been actioned. RSA3 required following completion of remedials.
SW/3046	Power Station Road, Halfway, Sheppey	Minster on Sea	Provision of Private Housing development Junction and Traffic Calming	Still awaiting Road Safety Audit to be carried out (owing to impact of Covid-19 pandemic). Minor completion works required prior to Certificate 1.
SW/003047	The Old Dairy, Halfway	Sheppey	Provision of New entrance to Private Housing Site	End of Maintenance Inspection to be carried out. Awaiting H&S File, as-Built Drawings and RSA3 Report.
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. Remedial works to be carried out.
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, H&S File and As-Built Drawings required 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-	Certificate 1 issued. Serving Maintenance Period.
SW/003052	Eurolink Phase 5, Swale Way, Great Easthall	Sittingbourne	Provision of New Industrial Estate Road Junction Arm to Existing Roundabout	End of Maintenance inspection carried out. Awaiting H&S File prior to issue of Cert 2
SW/003053	Barge Way, Kemsley	Sittingbourne	Provision of Revised Access Arm from Existing Roundabout	Works complete. Awaiting outstanding material testing documentation, minor remedial works, H&S File, As-Built Drawings and prior to issue of Cert 1

SW/003054	Ceres Court	Sittingbourne	Provision of New Housing site access road	End of Maintenance Inspection carried out. Awaiting H&S File and As-Built Drawings to progress Cert 2.
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/003057	Spirit of Sittingbourne SECTION 6 Eurolink Way Retail Access - Town Centre Highway Revisions	Sittingbourne	Provision of Revised Highway Access for Retail Park	S278 Certificate 1 issued – Serving Maintenance Period
SW/003058	Spirit of Sittingbourne SECTION 6 Milton Road - Town Centre Highway Revisions	Sittingbourne	Provision of Pelican Crossing Upgrade for Existing Zebra Crossing	S278 Certificate 1 issued – Serving Maintenance Period
SW/003067	Old Brickworks, Western Link, Faversham	Faversham	Provision of New Roundabout Access for 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/003069	Rushenden Road, Queenborough, Sheppey	Queenborough	Provision of New Access for Housing Development	Footway remedials and street lighting syphers required. RSA Stage 3, H&S File & As-Built Drawings required.
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	S278 Certificate 1 issued – Serving Maintenance Period
SW/003074	School Lane, Bapchild	Bapchild	Provision of Vehicle access and new footway connection for small housing development	Works completed. Visual inspection req'd. Material testing documentation, H&S File & As-Built Drawings req'd prior to Cert 1.

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	S278 Certificate 1 issued – Serving Maintenance Period
SW/003081	Ham Road, Oare Road, Faversham	Faversham	Provision of Access Road to new Housing Development and Revision of Ham Road from Junction	Agreement in place. Works underway.
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	Cert 2 issued. Road adopted.
SW/003085	Brogdale Road, Ospringe	Faversham	Provision of temporary construction access for housing development	Agreement in place. Works underway.
SW/003087	A251 Ashford Rd & A2 London Rd, Faversham	Faversham	Provision of Roundabout access to Housing Development	Works Completed. Cert 1 issued. Serving Maintenance Period.
SW/003088	Leysdown Road, Eastchurch, Sheppey	Eastchurch	Provision of revised access for Wind Farm	Inspection required. H&S File, As-Built Drawings req'd prior to issue of Cert 1.
SW/003089	A2 High St, Newington	Newington	Provision of Access for new small Housing Development	Works Completed. Cert 1 issued. 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/003091	Eurolink Way, Milton Road, Sittingbourne	Sittingbourne	Footway Access to Retail Development	Works complete. H&S File, As-Built Drawings req'd. Cultivation Licence req'd prior to issue of Cert 1
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.

SW003094	Nova, Graveney Road, Faversham	Faversham	Provision of Private Housing development Junction and Pedestrian Crossing	Agreement in place for temporary access. Full S38 Agreement now in place.
SW003096	North St, Milton Regis	Sittingbourne	Temporary Construction Access for proposed School Drop Off facility	Works complete. Agreement redundant.
SW/003101	Lower Road, Teynham	Teynham	Provision of Footway for small Housing Development	Technical approval given. Agreement not progressed by developer.
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	S278 Certificate 1 issued – Serving Maintenance Period
SW003105	Spirit of Sittingbourne Section 2 – St Michaels Road/Dover Street/Fountain St	Sittingbourne	Traffic Calming and access to new Housing development	S278 Certificate 1 issued – Serving Maintenance Period
SW003108	Chequers Road, Minster Sheppey	Minster	Frontage Footway and Access for Small Housing development	Letter of Agreement in place for construction access. Works underway.
SW003109	Spirit of Sittingbourne – Street Lighting Michaels Road/Dover Street/Fountain St Milton Road	Sittingbourne	Street Lighting Submission for Overall Sprit of Sittingbourne Schemes	S278 Certificate 1 issued – Serving Maintenance Period
SW003110	Spirit of Sittingbourne – Retaining Wall Fountain St	Sittingbourne	Fountain Street turning Area Retaining Wall	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 not yet in place. Awaiting confirmation of developer details to finalise Agreement.

SW003117	North Street, Milton Regis	Sittingbourne	Permanent School Drop-off facility and Zebra crossing	Letter of Agreement in place. Works underway.
SW/003118	Grovehurst Road, Sittingbourne	Sittingbourne	Provision of Access for new small Housing Development	Works Completed. Cert 1 issued. Serving Maintenance Period.
SW003119	Station Street, Delivery Road Access, Sittingbourne	Sittingbourne	Footway alongside of delivery road through to High Street	Letter of Agreement in place. Works complete. Remedial works required. H&S File & As-Built Drawings required prior to issue of Cert 1.
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	Works completed. S278 Certificate 1 issued. Serving Maintenance Period.
SW003199	Swale Way, Great Easthall, Sittingbourne – Toucan	Sittingbourne	Provision of a Toucan Crossing for the Eurolink 5 Industrial Estate development	Technical Vetting underway.
SW003205	Wellesley Road, Sheerness	Sheppey	Existing footway modifications created by new terraced housing to street frontage.	Letter of Agreement in place. Works to commence subject to obtaining relevant permit.
SW003260	Leaveland Corner, Faversham	Leaveland	Minor road widening and access for small housing development	Technical Acceptance given. Agreement in place. Works underway.
SW003266	Station Road, Teynham	Teynham	New bellmouth on to station road, footway works, new lining and a	Design approved. Agreement in place. Works underway.

			build out.	
SW003400	Lucas Close, Queenborough	Queenborough	Provision of access for private housing development.	Works completed. S278 Certificate 1 issued. Serving Maintenance Period.
SW003318	Cooks Lane, Sittingbourne	Milton Regis	Access arrangements for new private housing development.	Design technical acceptance granted. Retaining Wall Structure submitted late – awaiting Structure's approval. Agreement being drafted.
SW003337	Chequers Road, Minster, Sheppey	Minster on Sea	Frontage Footway for Small Housing development	. Footway works design granted technical acceptance. Awaiting Cost of Works. Agreement drafting underway.
SW003416	The Old School, London Road, Dunkirk	Dunkirk	Bellmouth highway works for proposed Residential Development of 6no. units with associated parking and external works.	S278 Technical Vetting Underway.
SW003418	Lydbrook Close, Sittingbourne (junction with London Road/A2)	Sittingbourne	Footway improvement works at the junction of London Road (A2) including footway resurfacing, new kerbing, pedestrian crossing point and minor kerb realignment on the Lydbrook Close nearside approach to London Road.	S278 Technical Vetting Underway.
SW003314	Belgrave Road, Minster-on-Sea	Minster	Widening to existing Belgrave Road prior to proposed S38 highway works relating to sccess arrangements to new development 146 no. housing development and associated	S278 Technical Vetting Underway.

			highway works.	
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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	Completed August 2020

Appendix H – PROW

Public Rights of Way – Contact Officer – Matthew Fox			
Path No	Parish	Description of Works	Current Status
ZF39 – Belvedere Road	Faversham	Section of path surface upgrade to tarmac	Works Completed
ZF39 – Iron Works to Sewage Works	Faversham	Compacted stone surface to be improved to remove puddling in wet weather	Works assigned to contractor
ZR52	Newington	Sleeper revetments and new stone path constructed beside stream	Works completed
ZR479	Badlesmere	Compacted stone surface constructed to improve equestrian access	Works completed
ZS9	Minster	Compacted stone path to be made up to remove trip hazard	Works assigned to contractor
ZSX77	Sheerness	Elevated footpath to be repaired and resurfaced with tarmac finish	Works assigned to contractor

Appendix I - Combined Member Grant programme update

Combined Member Grant programme update for Swale Borough Council

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

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

The list is up to date as of **25 Aug 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.

2019/20 Combined Member Grant Highway Schemes

John Wright

Details of Scheme	Status
20-21-CMG-SW-0001 Homewood Avenue, Sittingbourne TRO to amend school keep clear	Awaiting consultation

Jason Clinch

Details of Scheme	Status
20/21-CMG-SW-0002 Beauvoir Drive, Sittingbourne Traffic calming scheme	Awaiting Scheme design
20/21-CMG-SW-1246 Lansdowne Primary School TRO to amend school keep clear	Awaiting consultation
20/21-CMG-SW-1247 Tonge Road, Sittingbourne Traffic calming scheme	Awaiting approval and safety audit

Mike Whiting

Details of Scheme	Status
(1819-CMG-SW-877) Chestnut Street Width restriction scheme	Awaiting member application

(1819-CMG-SW-688) Swale West speed limits various	Works complete

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
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>August 2020 update ; Current consultation available via the attached link; https://kccconsultations.inconsult.uk/consult.ti/A251junctionimprovements/ Members are invited to make further comment on the detailed design using the current consultation. KCC plan to commence the scheme towards the end 2020, beginning 2021</i>
Page 115	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.	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.
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.	Faversham Town Council commissioning Phil Jones Associates to take forward outline designs working closely with KCC. <i>Scheme being progressed through Tranch 1 of the initial DfT funding for COVID.</i>

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
410/03/19 445/02/20 Page 16	Highsted Road, Sittingbourne proposed footway – report on the results from the public consultation exercise	KCC	(1) That Option 1 be the preferred way forward, and that KCC look at other options as well. <i>1) That the matter be considered by the JTB again, to confirm Option 1, with costs of bollards, a TRO for one-way traffic, and to also consider the option of a CPO and to ask the KCC Education Area Officer to discuss the matter with the school.</i>	<i>Separate information only report provided to September 2020 meeting.</i>
414/03/19	Agreement on Joint Transportation Boards	Info item	(1) That the last sentence in paragraph 2.2 be amended to read: The parish or town council representatives may speak, vote and propose a motion or an amendment.	
77/06/19	Formal Objections to Traffic Regulation Order – Swale Amendment 1	SBC	(b) That the proposed double yellow lines in Ridham Avenue, Sittingbourne, be abandoned and the issues reported by residents be referred to the bus operator for comments. (d) That the proposed loading/unloading ban on the junction of The Mall/Nelson Street, Faversham be progressed but with the installation of a loading bay in The Mall or double yellow lines across the side entrance to the business in Nelson Street, depending	<i>(b) Re-reported to March 2020 JTB for further consideration following comments from bus operator</i> <i>See update in Minute No. 590/03/20.</i> <i>(d) Re-considered by JTB in January 2020 – see update below, Minute No. 439/01/20</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>See below.</i>
205/9/19	Petition – Shortlands Road, Sittingbourne	KCC		<i>See below.</i>
205/9/19	Petition – St. Helens Road, Sheerness	KCC		<i>See below.</i>
436/01/20 Page 17	Petition to prevent over 7.5T vehicles using The Street, Boughton and Dunkirk	KCC	(1) That the petition be formally accepted and a report from the KCC Schemes Planning and Delivery Team be submitted to the next JTB meeting.	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.
437/01/20	Formal Objections to TRO Swale Amendment 7 – Proposed Double Yellow Lines, Cormorant Road, Iwade	SBC	(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.	(1) Informal consultation on agreed proposals now completed, included in report to JTB September 2020.
438/01/20	Informal Consultation Results – Proposed Waiting Restrictions at The Street, Oare	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	(1) Traffic Regulation Order Swale Amendment 14 advertised, one objection and one indication of support received for proposals for The Street, Oare. See report submitted to September 2020 JTB.

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
			Order to install the double yellow lines.	
439/01/20	Proposed Loading Ban – The Mall/Nelson Street, Faversham		(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) Traffic Regulation Order Swale Amendment 14 advertised, and one objection received for Nelson Street/The Mall proposals. See report submitted to September 2020 JTB.</i>
442/01/20 Page 118	Bus Only Lane – Eaves Drive to Oak Road, Sittingbourne	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.	KCC Public Transport held a meeting on the 6 th 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.
444/01/20	School Buses – Adelaide Drive, Sittingbourne	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 restrictions, with a report back to the JTB.	<i>When Westlands School advised bus operators that they would no longer be able to access the school site, it was felt that clearways at the Adelaide Drive stops would be necessary to support the continued provision of suitable services for children attending the school. However, observations completed in the area suggest that the current practice is working well without the presence of clearways and given the obvious resistance locally we have therefore concluded that we will withdraw the proposal to implement clearways at these locations.</i>
	Implementation of TRO Single Yellow	KCC	(1) That the proposed Traffic Regulation Order with one amendment to reduce to term time	<i>There is currently no intention to reconult on the implemented single yellow lines. Advice remains that</i>

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
	Line restrictions on Sydney Avenue		only be agreed.	<i>due to the high volume of school children in the area at drop off and pick up times safety is improved through retention of the parking restrictions at that time. Should members however resolve to vote for the removal of the single yellow line restrictions then KCC would make arrangements a consultation on that proposal.</i>
584/03/20	Petition for road safety improvements at Nutfields, Sittingbourne	SBC	(1) That a report from SBC, on the issues raised in the petition, be considered at the next JTB meeting.	<i>(1) Informal consultation completed for proposed double yellow lines, see report submitted to September 2020 for results.</i>
585/03/20	Petition for Park Road and surrounding area – late item	SBC	(1) That a report from SBC, on the issues raised in the petition, be considered at the next JTB meeting.	<i>(1) Full consultation to be carried out on all areas of Residents Parking Schemes in Swale following recommendation from March 2020 JTB, Minute No. 589/03/20. Verbal update anticipated for September 2020 JTB.</i>
586/03/20	Formal objection to Traffic Regulation Order Swale Amendment 8 – Proposed Single Yellow Line, Church Road, Murston	SBC	<p>(1) That the proposed single yellow line in Church Road, Murston, be progressed.</p> <p>(2) That the proposed double yellow lines in Cooks Lane, Milton Regis, be progressed.</p> <p>(3) That the proposed double yellow line in Dyngley Close, Milton Regis, be progressed on the east side of the close only, and on both sides of the junction,</p>	<p><i>(1) Completed.</i></p> <p><i>(2) Completed.</i></p> <p><i>(3) Completed as per amended Traffic Regulation Order.</i></p>
587/03/20	Formal objection to Traffic Regulation Order Swale Amendment 9 - Proposed Double Yellow Lines,	SBC	(1) To note the normal objections received to the advertised Traffic Regulation Order and that the proposed double yellow lines in Sandford Road, Sittingbourne, be removed from the Order to allow proposals in other areas to progress whilst Kent County Council	<i>(1) Proposed double yellow lines for Sandford Road, Sittingbourne, removed from Traffic Regulation Order Swale Amendment 9 prior to sealing.</i>

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
	Sandford Road, Sittingbourne		considered alternative solutions.	
588/03/20	Formal objections to Traffic Regulation Order Swale Amendment 11 – Proposed Double Yellow Lines, Invicta Road, Sheerness	SBC	(1) That the contents of the report be noted and that officers proceed with the installation of both sets of double yellow lines in Invicta Road, Sheerness, as shown in the drawings, which included both corner junctions with Galway Road.	<i>(1) Completed, including revision to Traffic Regulation Order to include junction of Galway Road.</i>
589/03/20	Proposed extension to Sittingbourne Residential Parking Scheme – results of design consultation	SBC	(1) That the scheme be put on hold until a full review of resident parking schemes in the Borough had been carried out.	<i>(1) Update report submitted to September 2020 on proposed consultation leaflet and questions for borough-wide survey.</i>
590/03/20	Ridham Avenue/Coldharbour Lane Buses	SBC	(1) That Members note the contents of the report and that the previously proposed double yellow lines in Ridham Avenue, Sittingbourne be progressed.	<i>(1) Proposed double yellow lines included in Traffic Regulation Order Swale Amendment 14 which has been advertised. One formal objection and one indication of support received, see report submitted to September 2020.</i>
591/03/20	School buses parking in Swale Way and other surrounding areas	SBC	(1) That a report from SBC officers with options of actions and possible solutions be brought back to a future JTB meeting.	<i>Outstanding – Report anticipated for December 2020 JTB</i>
592/03/20	Parking Proposals – Abbey Neighbourhood Association, Faversham	SBC	(1) That an officer's report, led by SBC, addressing the parking proposals and solutions raised by the Abbey Neighbourhood Association come back to a future JTB meeting.	<i>(1) Report submitted to September 2020 JTB.</i>
593/03/20	A2 London Road, Teynham – Carriageway Realignment	KCC	(1) That the report be noted. (2) That Members comments on the location of the crossing be fed back and any	

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
			amendments made to the scheme implemented if appropriate.	
595/03/20	Stonebridge Pond/Dark Hill, Faversham – Safety Improvements	KCC	(1) That a report from KCC be submitted to the next JTB meeting.	<i>Verbal report to 7 September 2020 meeting.</i>
596/03/20	Petition to reduce speed limit in Newnham Lane, Eastling	KCC	(1) That a report from KCC, on the issues raised in the petition, be considered at the next JTB meeting.	<i>Update to follow.</i>
597/03/20	Petition Response – Plough Road, Eastchurch	KCC	(1) That a report from KCC be submitted to a future meeting.	<i>Update to follow</i>
598/03/20	Petition Response – Shortlands Road, Sittingbourne	KCC	(1) That a report from KCC be submitted to a future meeting.	<i>Update to follow</i>
599/03/20	Petition Response – St. Helen's Road, Sheerness	KCC	(1) That a report from KCC be submitted to a future meeting.	<i>Update to follow</i>

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