



AGENDA

SWALE JOINT TRANSPORTATION BOARD MEETING

Date: Monday, 7 December 2020

Time: 5.30pm

Venue: Virtual Meeting Via Skype*

Membership:

Councillors Mike Baldock, Simon Clark, Alastair Gould, Benjamin Martin, Julian Saunders Bill Tatton and Eddie Thomas.

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

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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 4 December 2020.

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1. Apologies for absence and confirmation of substitutes
2. Minutes

To approve the Minutes of the Meeting held on 7 September 2020 (Minute Nos. 71 - 95) as a correct record.

3. Declarations of Interest

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

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

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

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

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

room while that item is considered.

Advice to Members: If any Councillor has any doubt about the existence or nature of any DPI or DNPI which he/she may have in any item on this agenda, he/she should seek advice from the Monitoring Officer, the Head of Legal or from other Solicitors in Legal Services as early as possible, and in advance of the Meeting.

4. 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 December 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.

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	To consider the Progress Update which outlines progress made following recommendations and agreed action at previous meetings.	
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14.	Date of Next Meeting	

The next meeting will be held at 5.30pm on Monday 1 March 2021.

Issued on Friday, 27 November 2020

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

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

SWALE JOINT TRANSPORTATION BOARD	Agenda Item: 5
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Meeting Date	Monday 7 th December 2020
Report Title	Formal Objections to Traffic Regulation Order – Swale Amendment 18
Cabinet Member	Cllr Richard Palmer, Cabinet Member for Communities
Head of Service	Martyn Cassell, Head of Commissioning, Environment and Leisure
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 single yellow line in South Street, Queenborough, be progressed but with revised times of 8pm to 6am on all days;</p> <p>(2) the proposed double yellow lines in Court Tree Drive, Eastchurch, <u>either</u> be progressed <u>or</u> abandoned.</p>
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1. Purpose of Report and Executive Summary

- 1.1 This report provides details of objections and indications of support received in relation to the recently advertised Traffic Regulation Order, Swale Amendment 18, 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. Extracts from this Order where objections and indications of support have been received can be found in Annex A. A Statement of Reason summarising the relevant contents of the Order can be found in Annex B. A

number of formal objections, comments 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, comments and indications of support, can be found in Annex C, and plans for each of these areas can be found in Annex D. A resident has provided photographs of the parked vehicles in Court Tree Drive, Eastchurch, together with a letter, and these can be found in Annex E.

Proposed Single Yellow Line – South Street, Queenborough

- 3.2 A request was received from the Ward Member for parking restrictions to be introduced in South Street, Queenborough, to tackle issues with camper vans and motorhomes in the area. It was reported that these vehicles have always been a problem in Queenborough, and more specifically in South Street where vehicles are now using the water and electricity supply supplied for the commercial fishermen.
- 3.3 Proposals were therefore included in our latest Traffic Regulation Order to install a single yellow on both sides of South Street, restricting parking by motorhomes only, between the hours of 6pm and 6am to prevent overnight parking by these vehicles.
- 3.4 During the formal consultation period of the Traffic Order, two indications of support were received for these restrictions. Queenborough Town Council discussed the proposals at their meeting in August and recommended that the single yellow lines should go ahead, but requested that the times for these restrictions be reduced slightly to between 8pm and 6am.

Proposed Double Yellow Lines – Court Tree Drive, Eastchurch

- 3.5 Following requests from residents and the Parish Council, proposed double yellow lines for Court Tree Drive, Eastchurch, from Eastchurch Road to Coultrip Close, were included in our latest Traffic Regulation Order. It has been reported that large numbers of vehicles are parking on both sides of the road in this area, from early in the morning until late in the evening, creating safety issues for vehicles entering and exiting the estate. Some of these vehicles, owned by visitors to the nearby country park, are parking on footways and close to driveway entrances creating obstruction issues for pedestrians and residents.
- 3.6 The Clerk to Eastchurch Parish Council contacted the Borough Council and stated *“Regarding the parking at the entrance to the woods on Court Tree Drive at Kingsborough: Could a request be made for yellow lines at the entrance leading to the roundabout. Vehicles are parking both sides of the road right up to the roundabout and this is making access and egress to the estate very dangerous.”*
- 3.7 Separate to the proposed waiting restrictions, the issue has been discussed with the Greenspaces Manager, who is investigating the possibility of providing off-street parking facilities within the park, accessed off Plough Road, to accommodate visitors’ vehicles.

3.8 Member Comments: A County Member for the area has stated that he *"would generally support the objectors as people need to access the country park, however a temporary lay-by would seem to be a compromise before a permanent solution can be implemented"*. Another County Member has stated that *"knowing this area very well, the introduction of yellow lines would make this junction far more palatable"* and was *"in full support of this initiative"*. No further comments have been received at the time of writing this report.

Proposed Double Yellow Lines – Ashford Road, Faversham – Information Only

3.9 Following the recent installation of a single yellow line on the east side of Ashford Road, Faversham, proposals were added to our latest Traffic Regulation Order for double yellow lines to be installed from the end of these restrictions to the recently constructed roundabout into the new development, off Tettenhall Way.

3.10 The purpose of these restrictions is to prevent vehicles parking between the new single yellow line and the roundabout. Three indications of support were received during the formal consultation period, but as no objections were made this is reported to the Swale Joint Transportation Board for information only and no recommendation is required.

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 single yellow line in South Street, Queenborough, be progressed but with revised times of **8pm** to 6am on all days;

(2) the proposed double yellow lines in Court Tree Drive, Eastchurch, either be progressed or abandoned.

5. Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Cost of Advertising Made Order, Cost of Installing Lines and Signs on site.
Legal and	Sealing of Traffic Regulation Order by Kent County Council.

Statutory	
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 single yellow lines in South Street, Queenborough, will improve the area for local residents by removing overnight parking by motorhomes which may cause noise issues as well as impacting on the visual aspect of the area. The installation of double yellow lines in Court Tree Drive, Eastchurch, may deter visitors to the local country park and open space amenities unless a suitable off-street car park is provided. However, equally the restrictions will have a positive effect on residents by alleviating vehicle movements from early in the morning until late in the evening, reducing both noise and air pollution, and improving the safety of vehicles entering and exiting the estate. In addition to this, by preventing vehicles from parking on the footway at this location, this will improve access for pedestrians and encourage greater use of the footway for shorter journeys.

6. Appendices

- 6.1 Annex A – Extracts from Traffic Regulation Order Swale Amendment 18
Annex B – Extracts from Statement of Reason
Annex C – Copy of Formal Objections & Indications of Support Received
Annex D – Plan of Proposals Subject to Formal Objections and Support
Annex E – Photographs of Parked Vehicles & Letter – Court Tree Drive, Eastchurch

7. Background Papers

- 7.1 None

**THE KENT COUNTY COUNCIL (VARIOUS ROADS, BOROUGH OF SWALE)
(WAITING RESTRICTIONS AND STREET PARKING PLACES)
(AMENDMENT No.18) ORDER 2020**

**SECTIONS OF TRAFFIC REGULATION ORDER WHERE OBJECTIONS AND SUPPORT
HAVE BEEN RECEIVED.**

**PROPOSED SINGLE YELLOW LINE WITH RESTRICTIONS FOR MOTORHOMES ONLY –
SOUTH STREET, QUEENBOROUGH**

**2 No. SUPPORT & REQUEST TO CHANGE TIMES TO 8PM-6AM FROM QUEENBOROUGH
TOWN COUNCIL**

The following shall be inserted in Part B Table (Article 6) of the 2019 Order (Prohibition on Waiting by Motor Caravans) in place of the existing Table:-

TABLE (Article 6)

1	2	3	4
Item	Name of Road	Specified Length	Specified Days and Times
2	South Street, Queenborough	(1) On the northern side, from a point in line with the rear boundary of 99/101 High Street, west to a point in line with the western boundary of 28 South Street. (2) On the southern side, from a point 18 metres west of the western boundary of 111 High Street, west to a point in line with the eastern kerbline of West Street.	On All Days, between 6pm and 6am

PROPOSED DOUBLE YELLOW LINES – COURT TREE DRIVE, EASTCHURCH

5 No. OBJECTIONS & 3 No. SUPPORT RECEIVED

Roads in Eastchurch in the Borough of Swale

Court Tree Drive, Eastchurch

The following shall be inserted in the First Schedule of the 2019 Order (*No Waiting At Any Time*) in the correct alphabetical sequence:-

COURT TREE DRIVE, EASTCHURCH

(1) On the northwest side of the Road, from the radius kerb of the roundabout on Eastchurch Road to a point 6 metres south of the southern kerblines of Coultrip Close.

(2) On the southeast side of the Road, from the radius kerb of the roundabout on Eastchurch Road to a point 2 metres south of the southern kerblines of Coultrip Close.

PROPOSED DOUBLE YELLOW LINES – ASHFORD ROAD, FAVERSHAM

3 No. SUPPORT RECEIVED (FOR INFORMATION ONLY)

Roads in Faversham

Ashford Road

The following shall be inserted in the First Schedule of the 2019 Order (*No Waiting At Any Time*) in place of the existing entry:-

ASHFORD ROAD

(1) On the eastern side

(a) between points 30 metres north and 30 metres south of the access Road to the south of 141 Ashford Road;

(b) between a point 24 metres north of the Junction with the Coast Bound M2 slip Road to a point 18 metres south of that Junction.

(2) On the western side, from a point opposite the southern boundary of 93 Ashford Road north to the junction with the roundabout to Tettenhall Way.

**STATEMENT of
REASON**



**THE KENT COUNTY COUNCIL (VARIOUS ROADS, BOROUGH OF SWALE)
(WAITING RESTRICTIONS AND STREET PARKING PLACES)
(AMENDMENT NO.18) ORDER 2020**

(Extract from Statement of Reason showing relevant sections)

To restrict the overnight parking by motorhomes, it is proposed to install a single yellow line on both sides of South Street in Queenborough, restricting the parking of these vehicles between 6pm and 6am on all days.

To improve highway safety on the approach to the new roundabout, it is proposed to install a section of double yellow lines on the west side of Ashford Road in Faversham, between the existing single yellow lines to the north of the M2 coast-bound slip road exit, to the new roundabout serving Tettenhall Way.

To improve sightlines and vehicle movements, it is proposed to install double yellow lines in Court Tree Drive in Eastchurch, on both sides of the road from the junction with the Eastchurch Road roundabout to the junction of Coultrip Close.

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Traffic Regulation Order – Swale Amendment 18 – Summary of Objections and Support

PROPOSED SINGLE YELLOW LINES (MOTORHOME RESTRICTIONS) – SOUTH STREET, QUEENBOROUGH

COMMENTS RECEIVED FROM QUEENBOROUGH TOWN COUNCIL

“The Town Council have now reviewed the traffic regulation order at its Planning Meeting held on the 24th August, in regards to the yellow lines at South Street in Queenborough.

In reply to the consultation, Town Councillors' would like to propose that the restrictions to be put in place, which will only apply to motor homes, are set between the hours of 8pm and 6am and not from 6pm as the consultation states.”

SUPPORT 1

“I am writing to you to confirm our support of the above traffic regulation order. As residents we believe the planned restrictions would be a good idea for the street as we have had many motorhomes park up over the whole summer causing congestion and litter . We hope that the proposed single yellow lines to restrict overnight motorhome parking will alleviate this issue.”

SUPPORT 2

“We refer to the notice given to introduce parking restrictions for motorhomes along South Street Queenborough.

We fully support this proposal. During the last two years motorhomes have made use of South Street to provide free long term accomodation. This has had a adverse effect due to:

- *The users of the motorhomes use residents wheelie bins for waste disposal*
- *The users obtain free water from the fishermans stand pipe*
- *How sewage is disposed of is unknown, but is probably poured into the Creek at high tide*
- *The large vehicles take up valuable parking spaces when the High Street is full*
- *The large vehicles can partially block access to delivery trucks to the MIT yard and trucks which attempt to use South Street to access Aesica works*
- *The large vehicles block the view of the Creek for residents of High Street and the many visitors to the fishing quay*

Residents Parking along the High Street would also be of great benefit to residents given the large amount of visitors to the various events held at the local pubs.

Best Regards and many thanks for proposing this order.”

PROPOSED DOUBLE YELLOW LINES – COURT TREE DRIVE, EASTCHURCH

OBJECTION 1

“With reference to the above amendment to install yellow lines in Court Tree Drive, I must express my concern that prohibiting parking will deny many local people access to Kingsborough Manor Community Woodland.

The woodland is a haven of nature and wildlife and used regularly by walkers, dog walkers and as an area for exercise etc. The location of the park means, unless you live ‘on the doorstep’, driving is the only safe option to visit the park. Therein lies the problem. A beautiful adventure in nature is limited to the lack of parking places installed when the park was developed.

On occasion, it is possible to park 2 vehicles at the Plough Road access point, but during the winter months the ground is often a muddy puddle and not suitable for 2 vehicles to squeeze into. Plough Road is also quite narrow which inhibits safe parking.

The alternative is to park near the red post box at the main entrance of the park on Court Tree Drive. To prohibit parking here, will only move the problem, not solve it. Visitors will park further into the estate, possibly causing angst and disruption to residents. It is also likely, that some visitors who may – for reasons of ability and disability – be excluded completely due to the extra distance of walking from a parking spot inside the estate.

I really feel the installation of yellow lines will deny many of us the use of this wonderful park.

We are currently living through an exceptional period of pandemic and social distancing and the park is an ideal outdoor area to exercise and adhere to social distancing during Covid19 and I believe it will not be in the best interest of the community to prohibit parking without providing an immediate alternative during these unprecedented times.”

OBJECTION 2

“I am writing to Object to the intention to put double yellow lines on both sides of Court Tree Drive Eastchurch.

For several years my wife and I have enjoyed walking around the Kingsborough green area. We have always parked by the gateway, there has never been any problems as the road at that point is very wide. With double yellow lines installed we, and other users of the green area, will have to park outside the properties along Court Tree Drive. The road is much narrower there. We are sure residents will not welcome that.

We can see that yellow lines on the north side, where we have not seen any parking, would ensure that any drivers entering the estate would have an unrestricted access.”

OBJECTION 3

“I wish to object to the proposed order to install double yellow lines on both sides of Court Tree Drive, Eastchurch from Eastchurch Road to the junction of Coultrip Close, because currently there is no alternative parking available for people using The Kingsborough Community Woodland and Park.... I do agree that there should be double yellow lines on the north side of Court Tree Drive, but regarding the south side, where the main entrance to the park is situated, there really needs to be a designated parking area between the main gate to the park to just past the letter box initially in the form of a temporary layby, until such time that a permanent car park can be constructed, on land within the park itself.

As you know, a (recent) resident of Court Tree Drive has instigated the proposal for double yellow lines and actually confronted me about 2 weeks ago when I'd parked just short of the main gate and taken my dog

for his (and my own) daily exercise in the park in the late afternoon, and he was very abusive, threatening and somewhat intimidating.... Other people who I've since spoken to have had, and continue to be the subject of similar experiences from this person, including some people who actually live on the estate.

The Kingsborough Community Woodland & Park is a great amenity and very popular and available to ALL residents and others on Sheppey including walkers, horse riders, dog walkers and others and it's the closest of such amenities to my home in Seaview Terrace in Plough Road. Unfortunately there is very limited and quite dangerous access on foot to Court Tree Drive and the Community Park as Eastchurch Road does not benefit from pedestrian footpaths from Chequers Road to the Lower Road. The road is one of the main roads on the island as well as a bus route resulting in it being very busy at most times of the day (and night). I agree that the layout of Court Tree Drive between the roundabout and Coultrip Close is badly planned, but the entrance to the park and people currently parking near the entrance aren't visible to any of the houses on the estate, also Court Tree Drive and the rest of the estate is subject to a 30mph speed limit and is busy because it's the only vehicular access to the estate, but I'd suggest that some, if not all the residents are obviously contravening the speed limit entering and exiting the housing estate.

There is, (unlike the estate), another entrance to the community park, that being in Plough Road almost opposite the Ashcroft Holiday Park, but Plough Road from Chequers Road to just past my house is subject to, (albeit rarely if ever enforced) a 30mph speed limit, but eastward from the end of Seaview Terrace and the old Plough PH, Plough Road becomes a single carriageway country lane with for whatever reason, a 60mph speed limit with very few passing places and is very busy, particularly in the summer when the holiday parks are open. I have used the Plough Road entrance to the Community Park quite often, but I have to say that Plough Road and access to the park is potentially a fatal accident just waiting to happen. However, the person who has instigated all of this, is adamant that Plough Road should have a car park and become the main entrance to the park rather than at the Court Tree Drive entrance to the community park or anywhere near his home.

To conclude, I do hope that something can be done by your department to satisfy all parties, but I do wonder why this community woodland and park appears to be the only one on Sheppey that does not have a designated permanent car park, and I feel that there are far more deserving sites that warrant double yellow lines, in particular Chequers Road from its junction with Plough Road and Eastchurch Road that is a very busy main road and bus route and is the subject to almost weekly accidents. Meanwhile, please don't hesitate to contact me should you require and further information or assistance from me."

OBJECTION 4

"Re the double yellow lines in Court Tree Drive, Eastchurch, the majority of people parking there are elderly and some disabled. What is the point of stopping them parking there and have to park further up the road? The bend in the road allows cars to park and still leave sufficient road space to overtake. Double yellow lines on the Chequers side makes sense but not on the Eastchurch side. I was informed by yourselves that the Council are reactionary, and has nothing changed why alter things now."

OBJECTION 5

"We as Dog Walkers wish to Object to the yellow lines being placed along Court Tree Drive adjacent to Kingsborough Manor Country Park as there is no Car Park into the Country Park where are we supposed to Park in order to walk our dogs.. This is a nonsense the road is wide enough for everyone, and we don't park outside anyones house because there is more than enough room to park along side the gate. On average dog walks are there for less than an hour. Will Swale Borough Council provide a Car Park? if this goes a head."

SUPPORT 1

“Following your recent letter and plan regarding the above proposal, we are in full support of the installation of double yellow lines.

*As residents of Number *, Court Tree Drive, our house is by far the most precarious to exit our drive with any degree of safety with the cars constantly parked opposite.*

Being the first house on a blind bend it's virtually impossible to see anything to the right with the oncoming cars (often driven at 40mph which should be 30mph) and better still at 20mph!! An appropriate sign showing 'Concealed Entrance' might at least make people aware and slow down, and maybe this could be considered by yourselves and included in the changes.

Kingsborough Manor has now been in existence for some 20 years and has expanded considerably in this time with 250 now built. As the highest council tax of any estate on Sheppey it has therefore generated millions of pounds in council tax revenue to SBC over this period.

In light of this it is not an unreasonable request to ask SBC to re-open the original car park to the green space situated in Plough Road for the many visitors who, at present, park at the entrance of Court Tree Drive and walk into the park.

Plough Road car park is made for purpose, already exists, only requiring the removal of the posts preventing access.

Since this green space has been advertised on the SBC site during the lockdown, it has brought it's existence to many people, who, having found it, now return daily and will continue to do so for dog walking and family walks. As many as 50 cars per day every day arrive outside to use the park. We know this will not change in the future and has now resulted in this dangerous situation for residents coming to and -fro and visitors who simply have nowhere to park.

I trust this matter will be executed with both the yellow lines and a proper and safe car park at your very earliest convenience.”

SUPPORT 2

*“I have seen the plans for Court Tree Drive to have yellow lines and support this. If the issue is sightlines rather than the owner of * Court tree drive just not wanting people to park outside his house I support them. However the verb expletive Laden tirade I got from him last Saturday when I parked there for the first time in the 5 years I have lived on Kingsborough Manor was not welcome.*

*Whilst on the subject of junction safety I would like to know the process for applying for double yellows for the junction of Carey Close and Hustlings Drive. There we have a situation where the owner of ** Hustlings Drive has built brick pillars with bushes in between which are a site hazard when pulling out from Carey close as the view is obscured. It's then exacerbated by him parking a 20 foot long 10 foot high camper van on the junction permanently which causes major sightline issues for people seeking to pull out of Carey Close onto the only road that 75% of the residents have to use to leave the estate and it is an accident waiting to happen.*

Please let me know how we start the process so we can have restrictions placed on the parking of mobile homes within 50 feet of a junction which I believe is contravention of the highway code.”

SUPPORT 3

“Thank you for your recent communication regarding the proposed double yellow lines at the entrance to Court Tree Drive, Kingsborough Manor.

We wish to add our support to this proposal.

We have ourselves had several near misses when entering Court Tree Drive from the B2008 roundabout due to vehicles leaving the estate having to drive on the wrong side of the road to avoid the line of cars parked at the entrance. Also when leaving our drive we have to take a wide turn on to the opposite side of the road to clear these vehicles whilst trying to avoid oncoming traffic.

This is a residential estate and 99% of the vehicles parked are from outside this area. They also park on the path which inhibits use of the pavement causing prams, pushchairs and mobility scooters / wheelchairs to have to use the road to get past them.

We have also noticed that during this summer there have been a record number of cars parking there and it is constant, as one vehicle leaves there is another waiting to park, all you can hear are car doors continuously slamming from first thing in the morning until dark.

On entering Court Tree Drive the vehicles stop opposite number 4 and reverse into Coultrip Close, then pull out and park near the entrance of the bridle path. We have seen numerous near misses where cars stop and start to reverse without checking if there is anything following them.

If the yellow lines only stretch as far number 2, they will park outside number 4 and this would cause a bottleneck and obstruct vehicles exiting Coultrip Close.

We have heard that there may be the possibility of a designated parking area in Plough Lane and as there are not any residential properties in the vicinity this may be an option."

PROPOSED DOUBLE YELLOW LINES – ASHFORD ROAD, FAVERSHAM

SUPPORT 1

"As a local resident, I am fully supportive of the proposal to install double yellow lines on Ashford Road, on the west side between the existing single yellow lines and the roundabout leading to Tettenhall Way.

Vehicles are currently using the grass verge/road area and causing a restriction to the flow of traffic where the road narrows, and it is only a matter of time before an incident occurs.

While supportive of the proposal, there are three additional points I would raise for your consideration:

- 1. Owners of vehicles are ignoring the recently installed single yellow lines on the west side of Ashford Road between the M2 Junction and Faversham, so it is important that action is taken. This does not currently appear to be happening; without action being taken the measures would be ineffective.*
- 2. Has consideration been given to putting single/double yellow lines on the east side of Ashford Road? If drivers no longer park on the west side, they may simply use the east side and obstruct the pavement and roadway.*
- 3. As an Ashford Road resident, I do have concerns that drivers may resort to using the private road between Nos 93 and 71 for parking, so some support for residents in preventing or dealing with this if it occurs may be required."*

SUPPORT 2

“As a resident living close to the proposed double yellow lines I would like to indicate my support for the proposal. Cars parking between the M2 junction and Tettenhall Way restrict the width of the A251, leaving insufficient room for traffic to pass safely. The speed limit of 40 mph is also too high especially as the road includes a roundabout and several pedestrian crossing points.”

SUPPORT 3

“I write to confirm my support for the double yellow lines on the A251. My reasons:-

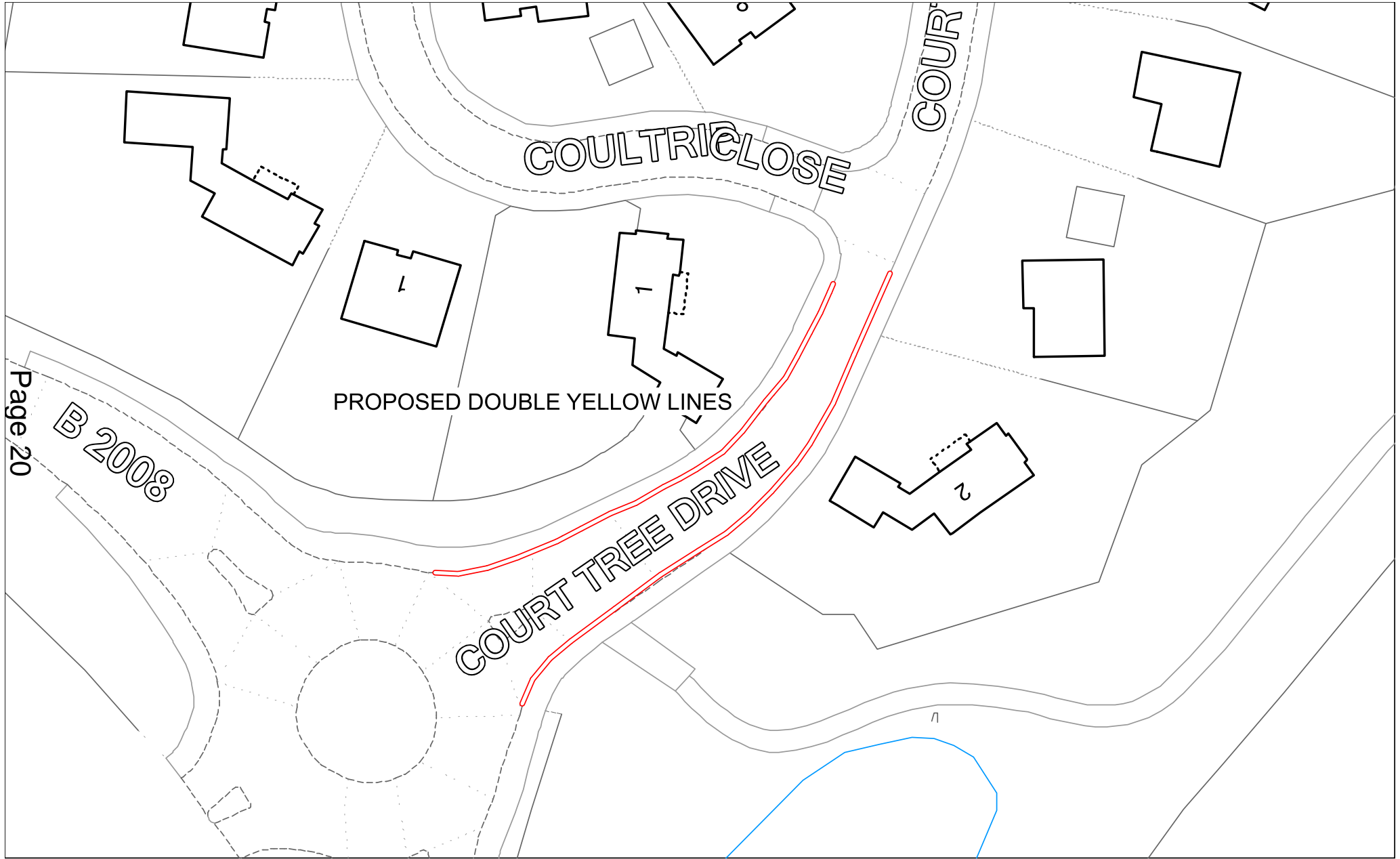
- 1. The inappropriate siting of the bus stop on the narrowest part of the road inhibits the free flow of traffic.*
- 2. I would remind the planners on this very site, a fatal accident occurred a few years ago. We are minded of how dangerous this part of the A251 is by the annual bouquet of flowers that appears.*
- 3. Today I witnessed two very large lorries trying to pass each other, almost impossible with the cars parked on the road at that point, holding up the traffic back to the roundabout one way and the motorway junction the other.*
- 4. Since the yellow lines were recently installed further along, the cars are already mounting the kerb cutting into the bank and hedgerow. Before long we have another LITTER STREWN LAYBY on one of the main entrances to the town. What an advertisement for the lovely town of Faversham!!”*

South Street, Queenborough – Proposed Single Yellow Lines – Restrictions for Motorhome Parking between 6pm and 6am on All Days

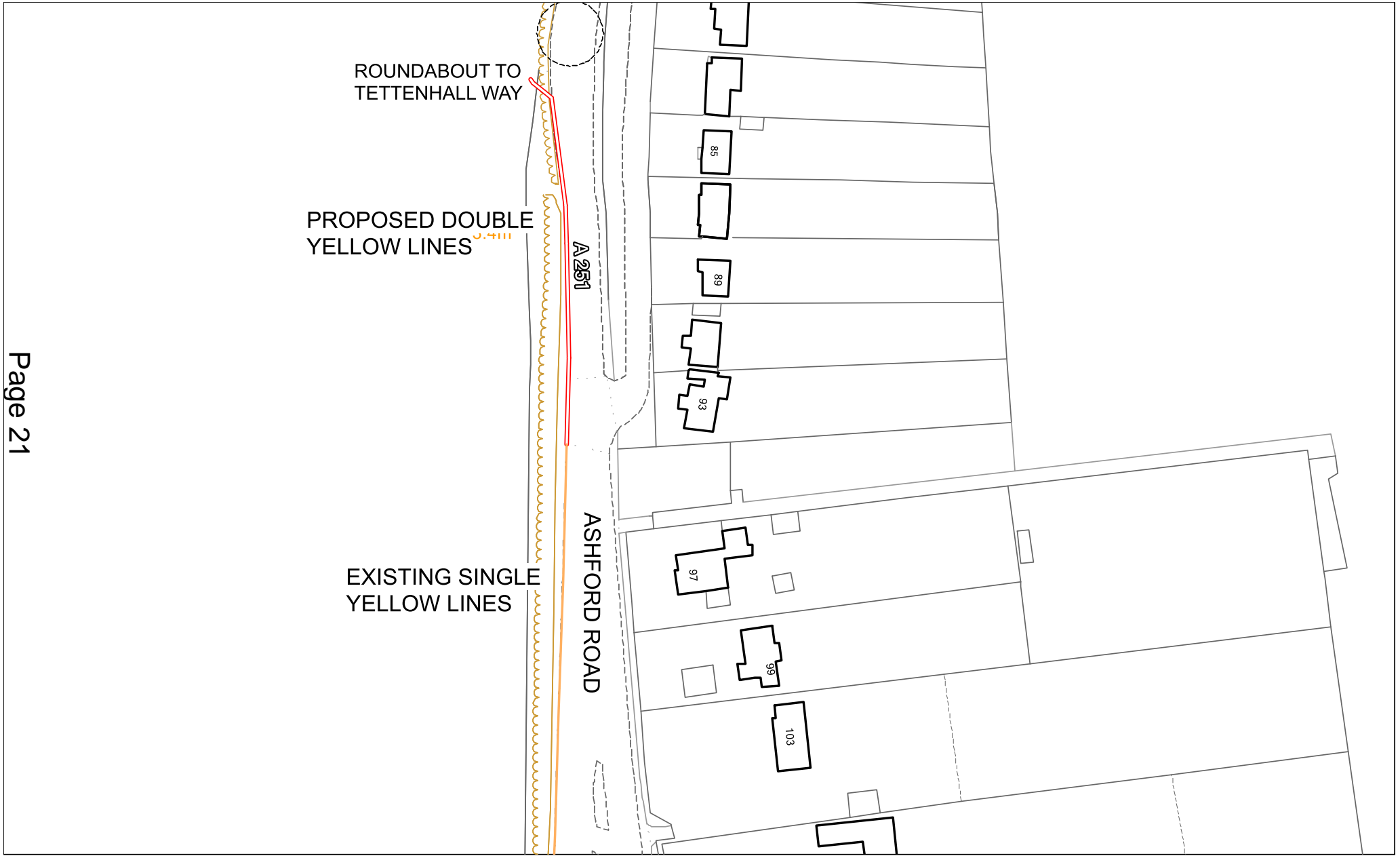


PROPOSED SINGLE YELLOW LINES WITH RESTRICTIONS FOR CAMPERVANS - 6PM TO 6AM ALL DAYS

Court Tree Drive, Eastchurch – Proposed Double Yellow Lines



Ashford Road, Faversham – Proposed Double Yellow Lines



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F.T.A .O. Swale Joint Transportation Board.

Dear Sirs,

Re: Proposal of double yellow lines at the entrance of Court Tree Drive, Eastchurch. Sheerness. In the forthcoming meeting of the Swale Joint Transport Board scheduled for 7th December 2020.

I write on behalf of the residents of Court Tree Drive to enlist your support for double yellow lines to be put in place at what has become a very real hazard for us all from early morning until dark seven days a week by daily dog walkers (often twice daily) and people arriving for leisure during summer months to use the green open space with children, chairs, picnics etc.. Ninety nine per cent of which do not live on this estate.

I must emphasise that the main reason for its new popularity has come about after the first lock down in March this year when the SBC advertised all green open spaces available, but, in this case provided no safe parking for visitors HAVING PREVIOUSLY CLOSED OFF THE CAR PARK IN PLOUGH ROAD EASTCHURCH. Now making many aware of the site (previously unknown to them) it has now become a "hot spot" which has exacerbated the problem. Visitors are no less at the onset of winter.

This road is the only entrance/exit to this estate comprising of some 211 houses, almost all having two or more vehicles. Other roads making up the estate all branch from Court Tree Drive. The estate known as Kingsborough Manor is now finished. Due to Covid 19, I have been unable to gather a petition but write on behalf of all the residents of Kingsborough Manor.

From Eastchurch Road (National Speed Limit) you enter Court Tree Drive (30 mph) from a ROUNDABOUT on a TOTAL BLIND BEND. Many vehicles therefore enter at 40mph having not reduced their speed sufficiently resulting in the sudden screeching of brakes where a vehicle leaving Court Tree Drive is forced onto the wrong side of the road to avoid the line of parked cars including the parking up of supermarket and other delivery trucks who use this exit to sit to complete their paperwork and often spend their lunch break before leaving. Cars all reverse into Coultrip Close (this being the first turning to back into, then drive out onto possible incoming cars to park up opposite.

Even the dustcart men having four trips a week to the estate have expressed their annoyance at this difficult situation in what should be an easy collection estate.

On a daily basis we now have a line of cars parked on the right hand side to make use of the green open space. I have during these past six months been in correspondence with Mr. Graham Tuff of SBC who recently informed me that steps had been taken to obtain a quotation for the necessary work to re-install the parking area. Plough Road is accessible for all vehicles as the transportation of the many caravan trailers to the various sites use this road. Entrance to our original car park from here is flat, causes no inconvenience and most importantly, safe. As far as i can see, there would be very little expense required other than the removal of the two bollards blocking the entrance. We also have daily horse-riders who enter at the Plough Road end and wish to leave at the entrance onto the main road. These horses and riders then need to cross the central road marking (pavement not available to pass on) making this very risky for fear of oncoming traffic.

WITH THE CARS LEAVING COURT TREE DRIVE AND THE VEHICLES ENTERING (OFTEN AT SPEED) IT IS AN ACCIDENT WAITING TO HAPPEN. THEY NEED SAFE AND PROPER PARKING. IT IS AVAILABLE BUT NOT ACCESSIBLE.

Finally, I have been informed that only three letters of support were received from residents following the proposal but may I point out that only three were ever sent. Namely, myself, my neighbour immediately opposite and the property next to him. Every one of the occupants of Court Tree Drive (not to mention the entire estate) are in favour of this proposal of double yellow lines and the re-opening of the car park which we feel is an absolute necessity for the safety of all.

I trust you will give this your urgent attention

Copy sent to Mr. Ken Pugh Mr. Bill Tatton. Mr. Andy Booth.

Yours sincerely,

P.S. Sending pictures under TWO separate emails to clearly show the problem and pictures of the EXISTING car park in Plough Road. Eastchurch. Only a stone's throw from Court Tree Drive.







SWALE JOINT TRANSPORTATION BOARD	Agenda Item: 6
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Meeting Date	Monday 7 th December 2020
Report Title	School Bus Parking in Swale
Cabinet Member	Cllr Richard Palmer, Cabinet Member for Communities
Head of Service	Martyn Cassell, Head of Commissioning, Environment and Leisure
Lead Officer	Mike Knowles (SBC)
Classification	Open

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

- 1.1 This report provides information around possible options that could be considered to address problems with school buses parking in the Borough, as requested by Members of the Swale Joint Transportation Board.

2. Background

- 2.1 A previous report was submitted to the Swale Joint Transportation Board in March 2020 following a Member’s request for an item to be added to the agenda around school buses parking in Swale Way, Sittingbourne, and other areas of the Borough. Members discussed the issues covered in the report, and requested that a further report be submitted with possible options to be discussed at a future meeting.

3. Issue for Decision

- 3.1 For a number of years, issues have been experienced with one particular bus operator parking multiple buses in different areas of Sittingbourne and the surrounding area.
- 3.2 As detailed in the previous report, It is understood that the depot for this bus operator is located in Sheerness, and to avoid the need to return this substantial number of vehicles back to the depot during the day and then back out to schools at

the end of the day, the operator instead parks the buses in and around Sittingbourne.

- 3.3 Members have asked that this report provides options available to tackle these issues, to provide a basis for further discussion. The reality is, the options available to the Borough Council are limited, but those considered are detailed below, with the various implications for each option.

Installation of Double Yellow Lines

- 3.4 One option for consideration is the installation of double yellow lines to prevent parking at specific locations. This requires the drafting and making of a Traffic Regulation Order, including the formal consultation process and the reporting of any formal objections to the Joint Transportation Board.
- 3.5 Advantages: Once installed, the double yellow lines would be legally enforceable, with the ability for the Council's Civil Enforcement Officers to issue fixed penalty notices to any vehicle in contravention of the restrictions. Signage is not required as part of the installation of double yellow lines.
- 3.6 Disadvantages: The process for Traffic Regulation Orders takes considerable resource, and on average around 12 months from inception to completion. In more urban areas, the Traffic Order may generate a substantial number of formal objections as double yellow lines would restrict any vehicle parking at that location, not just buses. Invariably, double yellow lines merely displace parked vehicles to other locations, as was demonstrated in Swale Way, Sittingbourne. The County Member funded the installation of a 200 metre length of double yellow lines on one side of the road to address the issue of bus parking, and this process then had to be repeated within 12 months for the other side of the road, as buses simply moved to the opposite side.

Installation of Single Yellow Line

- 3.7 An alternative to the installation of double yellow lines, which apply to all vehicles at all times, would be the installation of a single yellow line to control parking at specific locations. Again, this would require the drafting and making of a Traffic Regulation Order, with the formal consultation process and reporting objections to the Joint Transportation Board.
- 3.8 Advantages: As with double yellow lines, the restrictions would be legally enforceable. The advantage of single yellow lines over double yellow lines is that time or day defined restrictions can be introduced. Such restrictions are effective in preventing all day parking by introducing a one hour parking restriction during the day. To tackle the particular issues with bus parking during the day, a restriction between say 10am and 11am Monday to Friday would be effective for isolated areas.
- 3.9 Disadvantages: As with double yellow lines, new restrictions would require a Traffic Regulation Order which would take around 12 months to process. Also, similarly to double yellow lines, the restrictions would apply to all vehicles, so whilst the impact of the restrictions would be less as they only apply for one hour per day, they would disrupt parking by residents in more urban areas. Single yellow lines require the

installation of time plate signage and posts at specified intervals, which adds to the cost of implementation, visual impact and future maintenance.

Provision of Bus Parking Facilities – On the Public Highway

- 3.10 As stated above, the installation of any new restrictions to tackle parking problems invariably moves the problem to other areas, such as adjoining roads or other areas within the town or Borough. One option that could prevent this is the provision of dedicated parking areas for buses to park during the day.
- 3.11 Advantages: The obvious advantage is the fact that displacement of parked vehicles to other areas would be avoided. Areas deemed appropriate for buses to park during the day could be highlighted to the bus operator on an informal basis, or could be marked on site and covered by formal parking restrictions through the use of a Traffic Regulation Order, which could prevent other vehicles from parking in the bays during certain times.
- 3.12 Disadvantages The biggest challenge for this option is locating suitable areas on the highway. The area would need to be away from residential properties, as this would invariably produce substantial and understandable objection from nearby residents. It would also need to be an area where it was safe to accommodate parking by a large number of buses without impacting on traffic movements, sightlines and the overall appearance of the area, and close liaison with the Highway Authority would be required. Areas such as industrial estates would not be appropriate as the vehicles would be parked during the day when traffic around such estates would be at its highest volume. Finally, there would be no guarantee that such parking provisions would be used by bus operators, who may find alternative informal parking areas more attractive.

Provision of Bus Parking Facilities – Off the Public Highway

- 3.13 Although this is a more challenging option, the provision of dedicated bus parking facilities off the highway is far more effective and manageable. As part of their development works, Meadowfield School in Swanstree Avenue constructed a parking area within their grounds to accommodate daytime school bus parking and this is used on a daily basis by the bus operator, resulting in a reduction in the number of buses parking on-street, and no buses parked in the roads in the vicinity of the school.
- 3.14 Advantages: If the facilities were incorporated within school boundaries, they would be more secure than if placed within the highway, possibly at more remote locations. This, together with the reduced transport costs of travelling to and from schools, would be a more attractive option for bus operators. The facilities could be managed by the schools, and with no formal arrangements required could allow far more flexibility in terms of operation.
- 3.15 Disadvantages: The provision of any bus parking within school grounds is reliant on space being available to accommodate a number of buses. Add to this the physical costs associated with constructing parking areas, and unfortunately this option is just not viable for most schools.

- 3.16 When considering any of the above options, it would be beneficial to liaise with the bus operator to gauge whether such measures would be effective and whether any particular issues could be foreseen. The Quality Bus Partnership provides a forum for discussion between the three major commercial bus operators, the County and Borough Council, but operators with a lesser commercial presence (i.e with fewer main bus routes or services operated mainly for schools or under contract to the Council) are not part of the partnership, as is the case with this particular operator. They would therefore need to be approached separately, and this should be undertaken with some degree of caution as this is obviously a contentious issue, and expectations would need to be managed in terms of what local authorities are able to do to alleviate the issues.
- 3.17 Previously, buses have been witnessed parking in the laybys on the A249 between the Key Street roundabout and the Sheppey Crossing. It should be noted that any consideration for waiting restrictions in these laybys would come under Highways England who maintain the A249.
- 3.18 Issues around buses arriving at schools early in the afternoon, waiting for long periods of time and disrupting traffic in some areas, have also previously been mentioned. Whilst this has been discussed at previous Quality Bus Partnership Meetings, there is no simple solution to this issue. Ideally, the provision of drop off and collection points within the school grounds at designated times would greatly reduce these issues, and reduce the need for pupils to cross busy roads, but it is acknowledged that many schools have insufficient room to accommodate these arrangements and with some schools there is a reluctance to encourage moving vehicles on site. This may be something that could be addressed in School Travel Plans.
- 3.19 It should be noted that Officers have not received complaints around school bus parking for some considerable time. It is unclear whether this is an impact of the current pandemic situation, but it is something for consideration when committing resources to particular issues within the Borough.
- 3.20 Inevitably, as stated in the previous report to the Joint Transportation Board, the introduction of isolated waiting restrictions to tackle specific problem areas will displace the buses to other locations and unless alternative parking arrangements can be found it is difficult to envisage a solution to this issue.

4. Recommendation

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

5. Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Cost and Resource to prepare Traffic Regulation Orders, cost of installing lining and signing.
Legal and Statutory	Sealing by Kent County Council.
Crime and Disorder	None at this stage.
Risk Management and Health and Safety	None identified at this stage.
Equality and Diversity	None identified at this stage.
Sustainability	None identified at this stage.
Health Implications	Acknowledged that these bus services provide essential transport for children living some distance from schools. If buses need to return to depot each day this would negate the environmental impact that the buses are currently having on the highway, but it is acknowledged that increased bus journeys may impact on air quality. If buses are displaced to other residential locations, this could impact on the wellbeing of residents through loss of on-street parking and/or highway safety reasons.

6. Appendices

6.1 None.

7. Background Papers

7.1 None

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SWALE JOINT TRANSPORTATION BOARD	Agenda Item: 7
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Meeting Date	Monday 7 th December 2020
Report Title	Informal Consultation Results – Proposed Parking Restrictions in Swale.
Cabinet Member	Cllr Richard Palmer, Cabinet Member for Communities
Head of Service	Martyn Cassell, Head of Commissioning, Environment and Leisure
Lead Officer	Mike Knowles (SBC)
Classification	Open

Recommendations	<p>Members are asked to note the results of the recent informal consultations and recommend that:-</p> <p>(1) the proposed double yellow lines for Forge Road/Milton High Street, Milton Regis be abandoned;</p> <p>(2) the proposed double yellow lines near Nos.1 & 12 Hilton Close, Faversham be progressed with slight amendments;</p> <p>(3) the proposed double yellow lines near Nos.13 & 30 Hilton Close, Faversham be abandoned;</p> <p>(4) the proposed double yellow lines near Nos.29 & 46 Hilton Close, Faversham be abandoned;</p> <p>(5) the proposed double yellow lines in Lammas Drive and Cortland Close, Milton Regis be progressed;</p> <p>(6) the proposed double yellow lines for Newlands Avenue and London Road, Sittingbourne be progressed;</p> <p>(7) the proposed double yellow lines for Periwinkle Close, Sittingbourne be progressed;</p>
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	<p>(8) the proposed double yellow lines for Queenborough Road and St Peter's Close, Halfway be progressed with slight amendments;</p> <p>(9) the proposed double yellow lines for Middletune Avenue, Milton Regis be progressed but the single yellow line be abandoned;</p> <p>(10) the proposed loading ban for Hope Way, Sheerness, be progressed;</p> <p>(11) the proposed double yellow lines for Gordon Square, Faversham be progressed;</p>
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1. Purpose of Report and Executive Summary

- 1.1 This report provides details of recent informal consultations undertaken on proposals for various waiting restrictions in the Borough. The requests for restrictions have come from Ward and County Members, and residents in the areas, with some proposals being funded through the County Member Grant Scheme.

2. Background

- 2.1 An example of the consultation material for the various waiting restrictions can be found in Annex A, and plans of the proposals for each location are shown in Annex B. The responses to the informal consultation for each area can be found in Annex C, and a summary of the consultation responses and suggested recommendations can be found in Annex D.

3. Issue for Decision

- (1) Proposed Double Yellow Lines – Forge Road/Milton High Street, Milton Regis
- 3.1 A request was received from Local and County Members for two sections of double yellow lines to be installed in the vicinity of the junction of Forge Road and Milton High Street, following reported problems with vehicles parking close to the junction.
- 3.2 Seven properties were consulted on the proposals, to be funded through the County Members' Grant Scheme. Four responses were received, one supporting the proposals and three objecting. Comments included a lack of on-street parking capacity, and vehicles parking from visitors and workers in the High Street. Based

on the responses, the Members who initiated the proposals agreed that they should be abandoned.

(2) Proposed Double Yellow Lines – Near Nos.1 & 12 Hilton Close, Faversham

3.3 A Ward Member for the area has requested the installation of double yellow lines at certain locations along Hilton Close in Faversham to ensure access is maintained, following a letter from a concerned resident. The consultations have been split into the three areas of the proposed restrictions, and the first of these is the junction near Nos.1 & 12 Hilton Close.

3.4 Of the 8 properties consulted, 7 responses were received, all supporting the proposals. Several comments suggested extending the proposed restrictions slightly to increase their effectiveness and these suggestions will be taken on board when drafting the Traffic Regulation Order.

(3) Proposed Double Yellow Lines – Near Nos.13 & 30 Hilton Close, Faversham

3.5 Of the 9 properties consulted, 6 responses were received, 2 supporting the proposals and 4 objecting. Comments included the fact that parked vehicles help to reduce traffic speeds in the area, there was no history of crashes at the location and that the installation of the restrictions would force vehicles to be displaced as there are limited spaces available for parking.

(4) Proposed Double Yellow Lines – Near Nos.29 & 46 Hilton Close, Faversham

3.6 Of the 9 properties consulted, 9 responses were received, all objecting to the proposed restrictions. Numerous comments were received in response to the informal consultation with a clear indication that there was not support for the proposals.

3.7 Member and Town Council Comments: The Ward Member who requested the proposals has stated *“I have spoken to the resident who originally contacted me and explained about the informal consultation, and that only the proposal at the entrance to Hilton Close would be going forward to the JTB. Although disappointed he accepted this as reasonable. Therefore I support the proposal for double yellow lines in the vicinity of Nos.1&12 Hilton Close, as I believe that it will improve the safety of vehicles exiting the close as they will be able to keep well to the left and avoid being in the path of fast moving vehicles leaving the A2.”* No other comments were received at the time of writing this report.

(5) Proposed Double Yellow Lines – Lammas Drive & Cortland Close, Milton Regis

3.8 A request was received from Local and County Members for double yellow lines to be installed on the junction of Cortland Close and Lammas Drive, and a short section at the end of Lammas Drive across a pedestrian dropped kerb leading to Milton Recreation Ground. This follows reports that vehicles are causing sightline and obstruction issues by parking close to the junction, and also preventing use of the dropped kerb by those with mobility issues.

3.9 Seven properties were consulted on the proposals, to be funded through the County Member Grant Scheme, and a total of 4 responses were received, 3 supporting the proposals and 1 objecting. The objection states that there has not been an issue

negotiating the junction with larger vehicles, and that the introduction of restrictions will displace parked vehicles onto the Recreation Ground. They do, however, support the installation of double yellow lines across the pedestrian access.

- 3.10 Members' Comments: The Members who requested these proposals have considered the consultation results and felt that the restrictions should be progressed as proposed.

(6) Proposed Double Yellow Lines – Newlands Avenue/London Road, Sittingbourne

- 3.11 A request was received via both the Ward and County Member for double yellow lines to be installed in Newlands Avenue, Sittingbourne, in the narrow section of road from the junction with London Road. It has been reported that vehicles are parking in this section of the carriageway, creating obstruction issues for refuse freighters and larger vehicles. The proposals include double yellow lines in London Road, either side of the Newlands Avenue junction.
- 3.12 Six properties were included in the informal consultation, and just one response was received, supporting the proposals. The responder has also requested that the proposed double yellow lines be extended to cover their vehicle access. Whilst the Traffic Regulation Order could be drafted to accommodate this request, there is some concern that this will double the length of the restrictions on this side of the road, and with neighbouring properties also have vehicle accesses there could be similar requests for the lines to be extended even further.
- 3.13 Members' Comments: The County Member has asked whether Biffa, who undertake refuse collections in the area, have commented on the access issues suggested by the resident. Although Biffa were contacted and asked for their comments prior to undertaking the informal consultation, no response was received and the consultation took place to avoid delaying the issue to a future JTB meeting. Biffa have been chased for a response but at the time of writing the report we have not received their response. Members may therefore wish to defer the implementation of these restrictions until Biffa have confirmed that they are experiencing issues with access due to parked vehicles.
- (7) Proposed Double Yellow Lines – Periwinkle Close, Sittingbourne
- 3.14 A request was received from residents of Periwinkle Close for double yellow lines to be installed on the junction of the spine road and spur road of the Close. It has been reported that vehicles parking on this junction are obstructing access for refuse freighters and larger vehicles.
- 3.15 Twelve properties were consulted on the proposals, and 3 responses were received, all supporting the proposals. Comments received included the fact that a large number of commercial vehicles and vans were causing issues, together with parking by residents of adjoining roads. As with many roads in the Borough, surrounding areas are now saturated with parked vehicles and the displacing of these vehicles into nearby roads is inevitable.
- 3.16 Members' Comments: The Ward Member has stated that parking is of a premium in the area and feels that the double yellow lines should be progressed but kept as

short as possible to minimise the impact on parking capacity. At the time of writing this report no further comments, including feedback from Biffa, have been received.

(8) Proposed Double Yellow Lines – Queenborough Road & St Peter’s Close, Halfway

- 3.17 Following a request from residents in the area, an informal consultation took place on proposals to install double yellow lines on and opposite the junction of St Peter’s Close and Queenborough Road in Halfway. It has been reported that vehicles parking close to this junction, and the junction opposite leading to Sheppey Sports and Social Club, are obstructing sightlines and creating a hazard.
- 3.18 A total of 16 properties were consulted, and 4 responses were received, all supporting the proposals. Several responses suggested that the proposed restrictions be extended by around 10 metres in Queenborough Road, either side of the St Peter’s Close junction, to ensure sightlines are maintained.
- 3.19 Member and Parish Council Comments: A Ward Member for the area has stated “*I understand the reason restrictions were requested was to tackle parking near the post box opposite St Peter’s Close. I am not sure that extending the lines either side of St Peter’s is warranted but I have no objection to what you have proposed nor do I have any objection to the lines being extended slightly if that is what residents desire and it is acceptable to SBC/KCC, although I do think the issue is more the other side of the road personally*”. At the time of writing this report, no further comments have been received.

(9) Proposed Double & Single Yellow Lines – Middletune Avenue, Milton Regis

- 3.20 A request was received from Local and County Members for double and single yellow lines to be installed in Middletune Avenue, Milton Regis. The proposals, to be funded through the County Members’ Grant Scheme, consisted of double yellow lines on the south side of Middletune Avenue from the School Keep Clear Markings, followed by a single yellow line with restrictions between 8am-9am and 3pm-4pm Monday to Friday. The proposals were requested to tackle parking and obstruction issues at school drop off and collection times.
- 3.21 Of the 9 properties consulted, 5 responses were received, 2 supporting and 3 objecting to the proposals. Whilst residents were happy with the proposed double yellow lines, which run across the frontage of just one property, objections were raised around the proposed single yellow line, as the restrictions would impact on residents who work shifts and would need to move their vehicles during the periods the restrictions were in force.
- 3.22 Members’ Comments: The County and Borough Members who had requested these restrictions considered the comments and objections received, and agreed that the double yellow lines should be progressed without the single yellow lines which should be abandoned.

(10) Proposed Loading Ban – Hope Way, Sheerness

- 3.23 A request has been received for a loading ban to be introduced along part of Hope Way in Sheerness. Currently, blue badge holders are parking on the existing double

yellow lines opposite the taxi rank for their permitted 3 hours, and these vehicles are preventing delivery vehicles from accessing businesses in Russell Street. One of the businesses has requested a loading ban, between the hours of 8am and 6pm Monday to Friday, to prevent blue badge holders obstructing this section of Hope Way.

- 3.24 Five properties were consulted, and 2 responses were received, both supporting the proposed loading ban.

(11) Proposed Double Yellow Lines – Gordon Square, Faversham

- 3.25 A request has been received from a resident of Gordon Square, Faversham, for a short section of double yellow lines to be installed to alleviate problems with the refuse freighter negotiating the tight corner due to parked cars. Conscious of the limited on-street parking capacity, the proposals have been kept to a minimum and just cover the inside of the bend adjacent to No.1 Gordon Square.
- 3.26 Of the 8 properties consulted, just one response was received supporting the proposals.
- 3.27 Member and Town Council Comments: At the time of writing this report, no comments have been received, and no response has been received from Biffa.

4. Recommendation

- 4.1 Members are asked to note the results of the recent informal consultations and recommend that:-

(1) the proposed double yellow lines for Forge Road/Milton High Street, Milton Regis be abandoned;

(2) the proposed double yellow lines near Nos.1 & 12 Hilton Close, Faversham be progressed with slight amendments;

(3) the proposed double yellow lines near Nos.13 & 30 Hilton Close, Faversham be abandoned;

(4) the proposed double yellow lines near Nos.29 & 46 Hilton Close, Faversham be abandoned;

(5) the proposed double yellow lines in Lammas Drive and Cortland Close, Milton Regis be progressed;

(6) the proposed double yellow lines for Newlands Avenue and London Road, Sittingbourne be progressed;

(7) the proposed double yellow lines for Periwinkle Close, Sittingbourne be progressed;

(8) the proposed double yellow lines for Queenborough Road and St Peter's Close, Halfway be progressed with slight amendments;

(9) the proposed double yellow lines for Middletune Avenue, Milton Regis be progressed but the single yellow line be abandoned;

(10) the proposed loading ban for Hope Way, Sheerness, be progressed;

(11) the proposed double yellow lines for Gordon Square, Faversham be progressed;

5. Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Cost of Drafting Traffic Regulation Order, Site & Press Notices and Letters to Residents. Processing Order, Cost of Installing Lines and Signs on site.
Legal and Statutory	Drafting of Traffic Regulation Order, Sealing of Order in due course.
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 double yellow lines on and around junctions to improve sightlines and vehicle movements could have a positive impact on the mental health of drivers by reducing stress levels and potential incidents of road rage. In areas where restrictions are

	proposed to assist the access by refuse freighters, the health and wellbeing of residents will be improved by ensuring the regular collection and emptying of bins.
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6. Appendices

- 6.1 Annex A – Example of Informal Consultation Material
- Annex B – Plans of Proposed Waiting Restrictions
- Annex C – Results of Informal Consultation
- Annex D – Summary of Responses and Suggested Recommendations

7. Background Papers

- 7.1 None



Proposed Double Yellow Lines Forge Road/Milton High Street, Milton Regis

We have received a request from the Local and County Councillors for two sections of double yellow lines to be installed in the vicinity of the junction of Forge Road and Milton High Street in Milton Regis. Problems have been reported with vehicles parking close to the junction and in the entrance of Forge Road.

A plan of the proposed parking restrictions, to be funded through the County Members Highway Grant, can be found overleaf. We would be most grateful to receive your views as to whether you support or object to the proposals, and the responses received will be reported to the Swale Joint Transportation Board to consider at their next meeting. 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 e-mail your comments to us at engineers@swale.gov.uk or alternatively complete the reply slip below and return to Swale Borough Council Engineering Services, Swale House, East Street, Sittingbourne, Kent, ME10 3HT, by **Friday 9th October 2020**. 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 – Forge Road/Milton High Street, Milton Regis

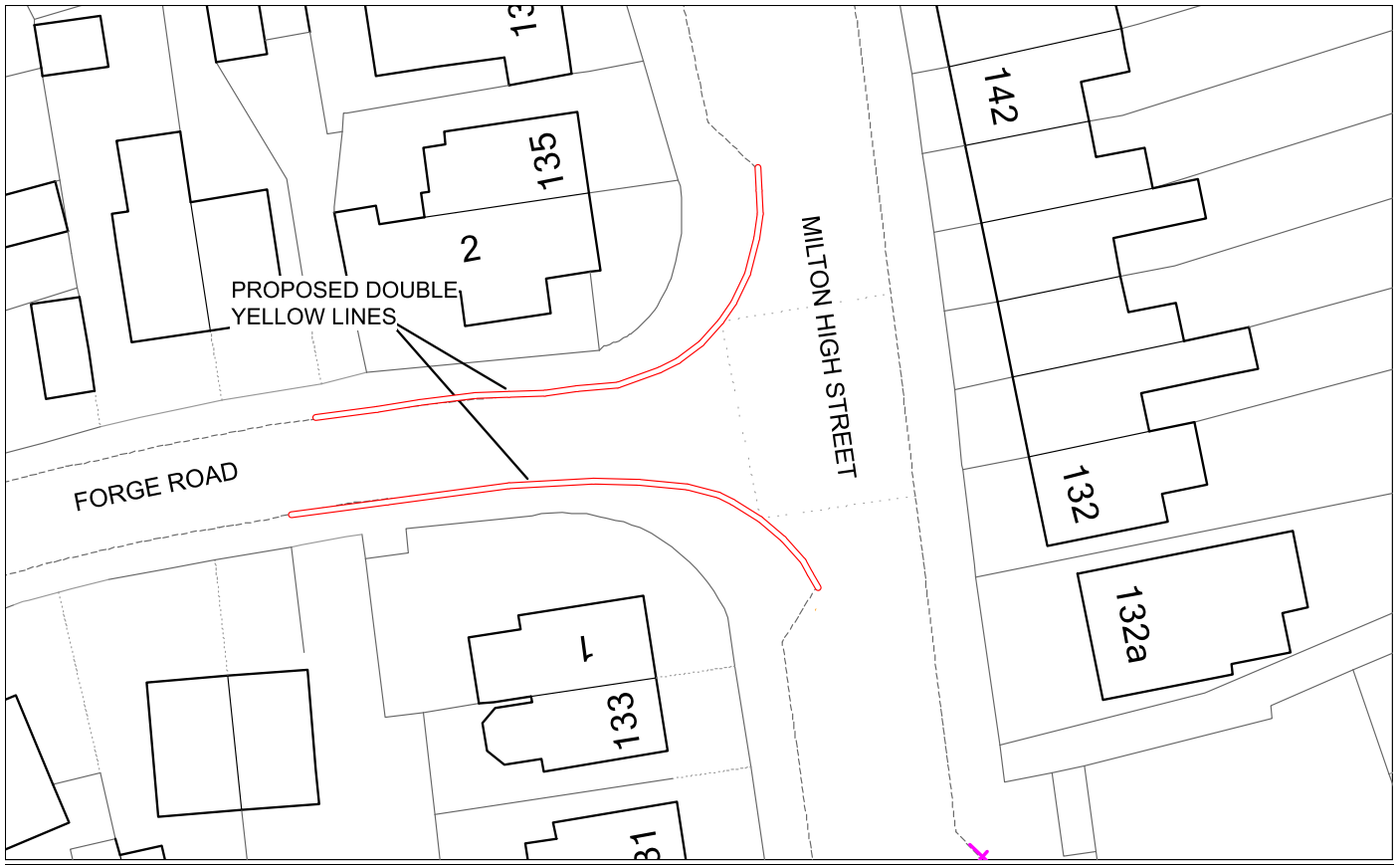
Please tick one of the following boxes

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

Name & Address	Comments

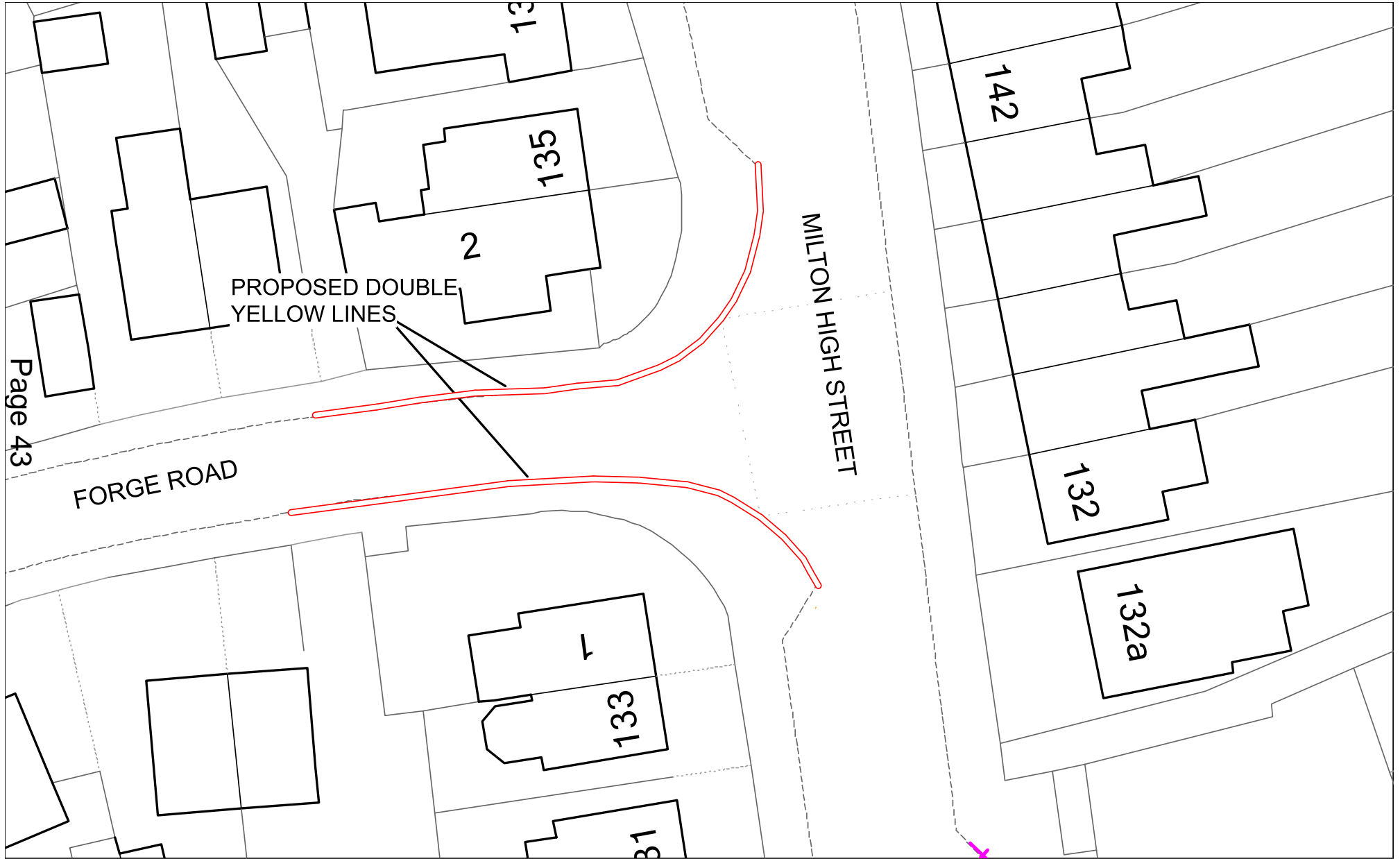
The information supplied will only be used in conjunction with this consultation

Plan of Proposed Double Yellow Lines (New Lining in Red)

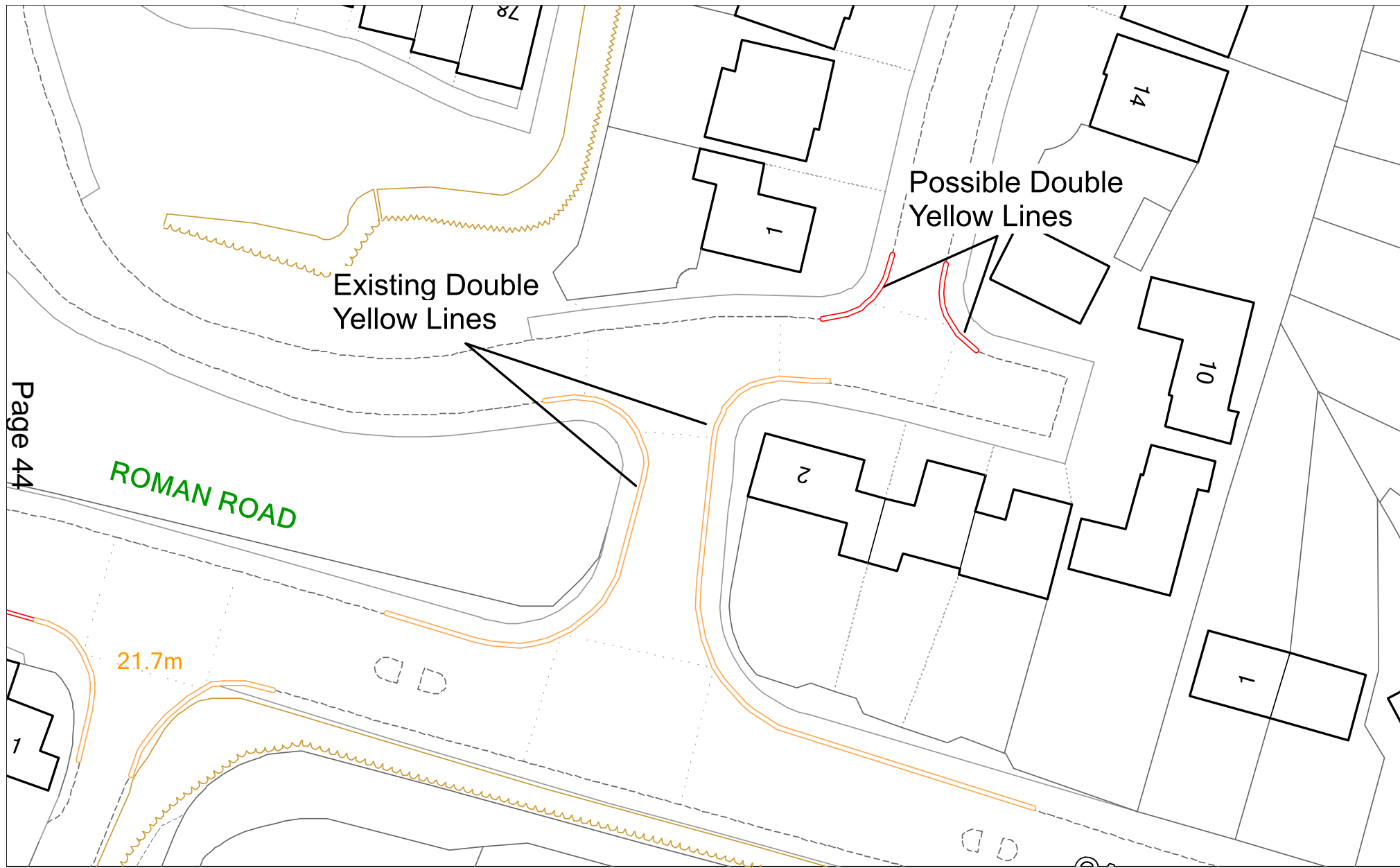


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(1) Proposed Double Yellow Lines – Forge Road/Milton High Street, Milton Regis



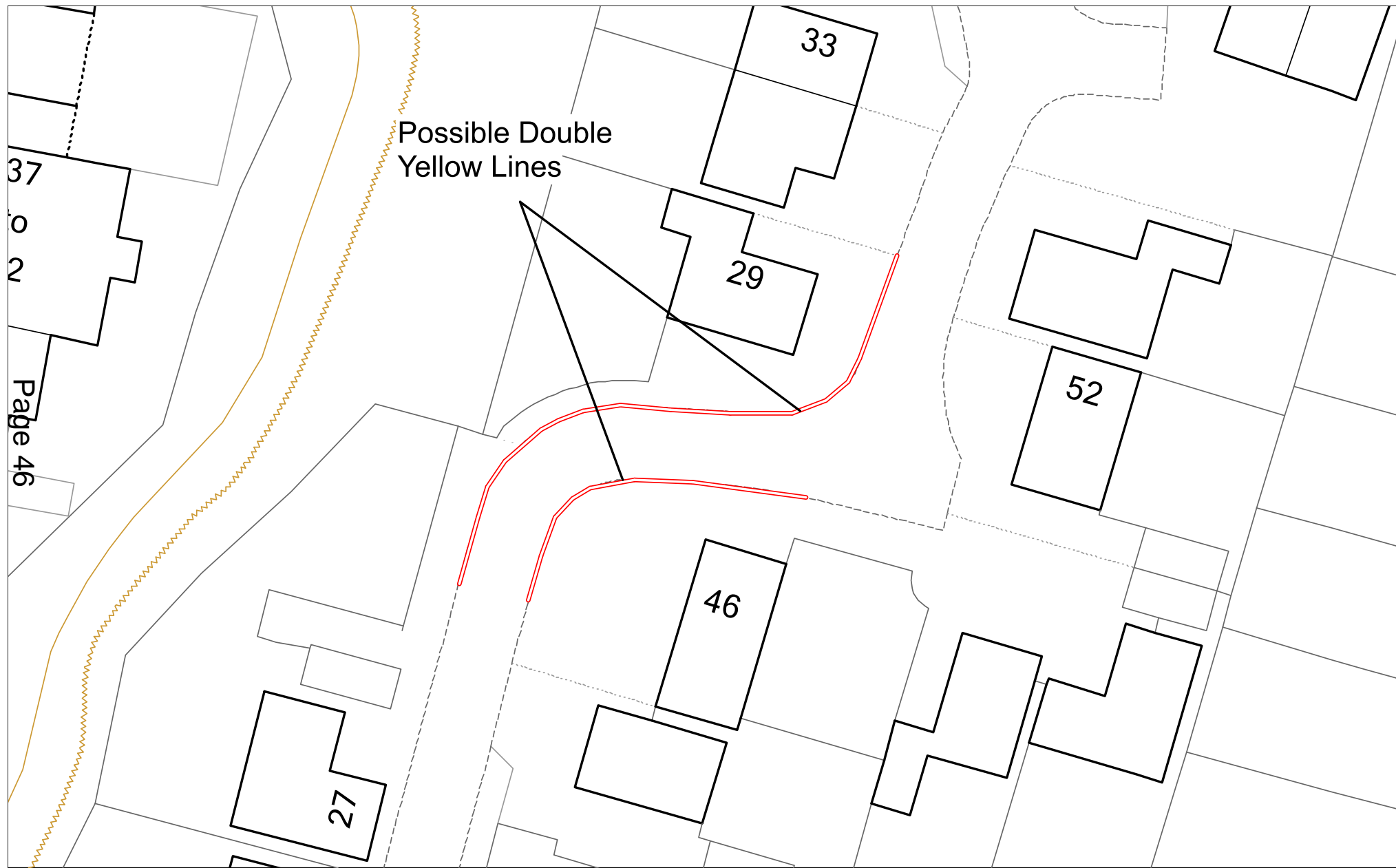
(2) Proposed Double Yellow Lines – Near Nos.1 to 12 Hilton Close, Faversham



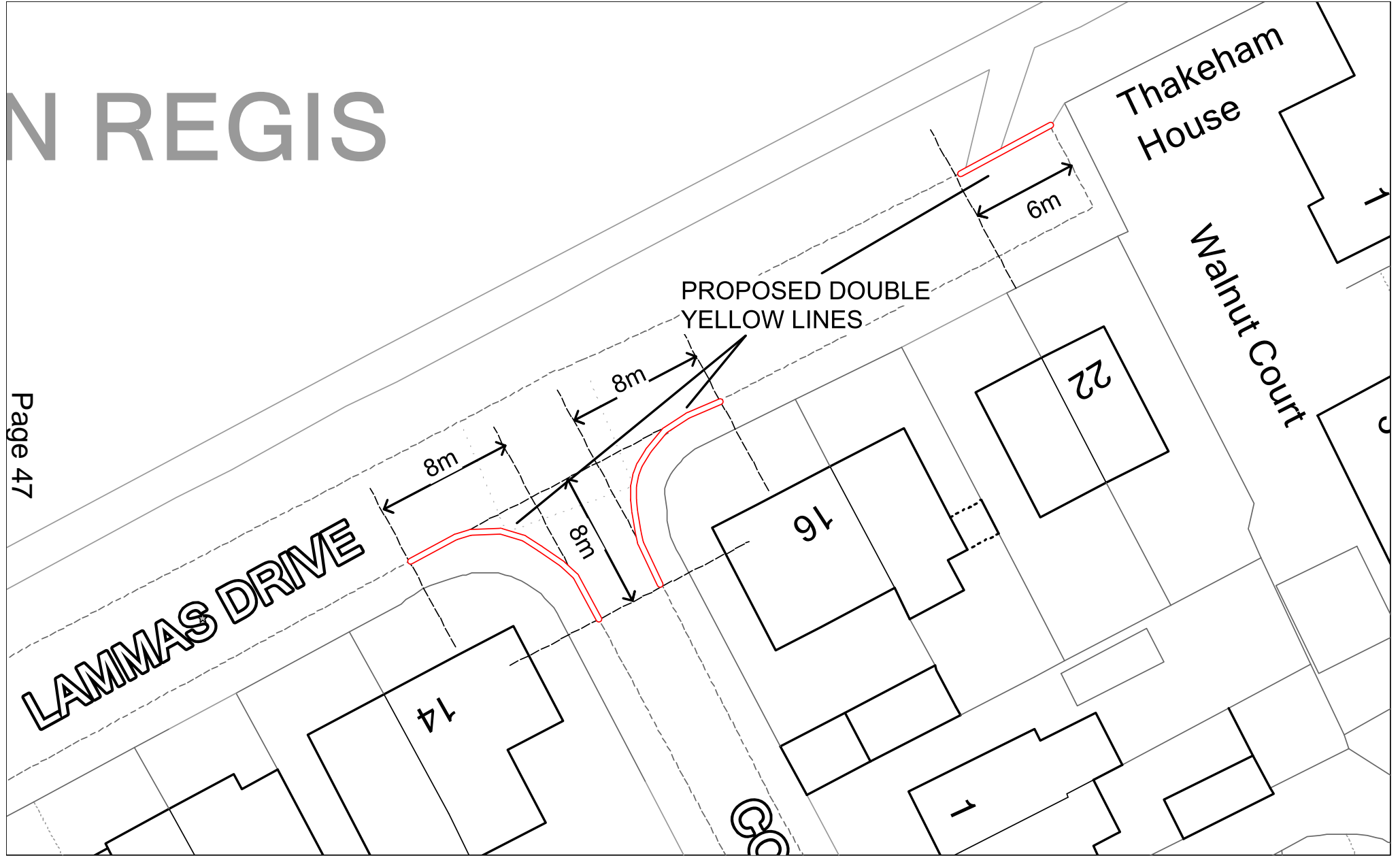
(3) Proposed Double Yellow Lines – Near Nos.13 to 30 Hilton Close, Faversham



(4) Proposed Double Yellow Lines – Near Nos.29 to 46 Hilton Close, Faversham

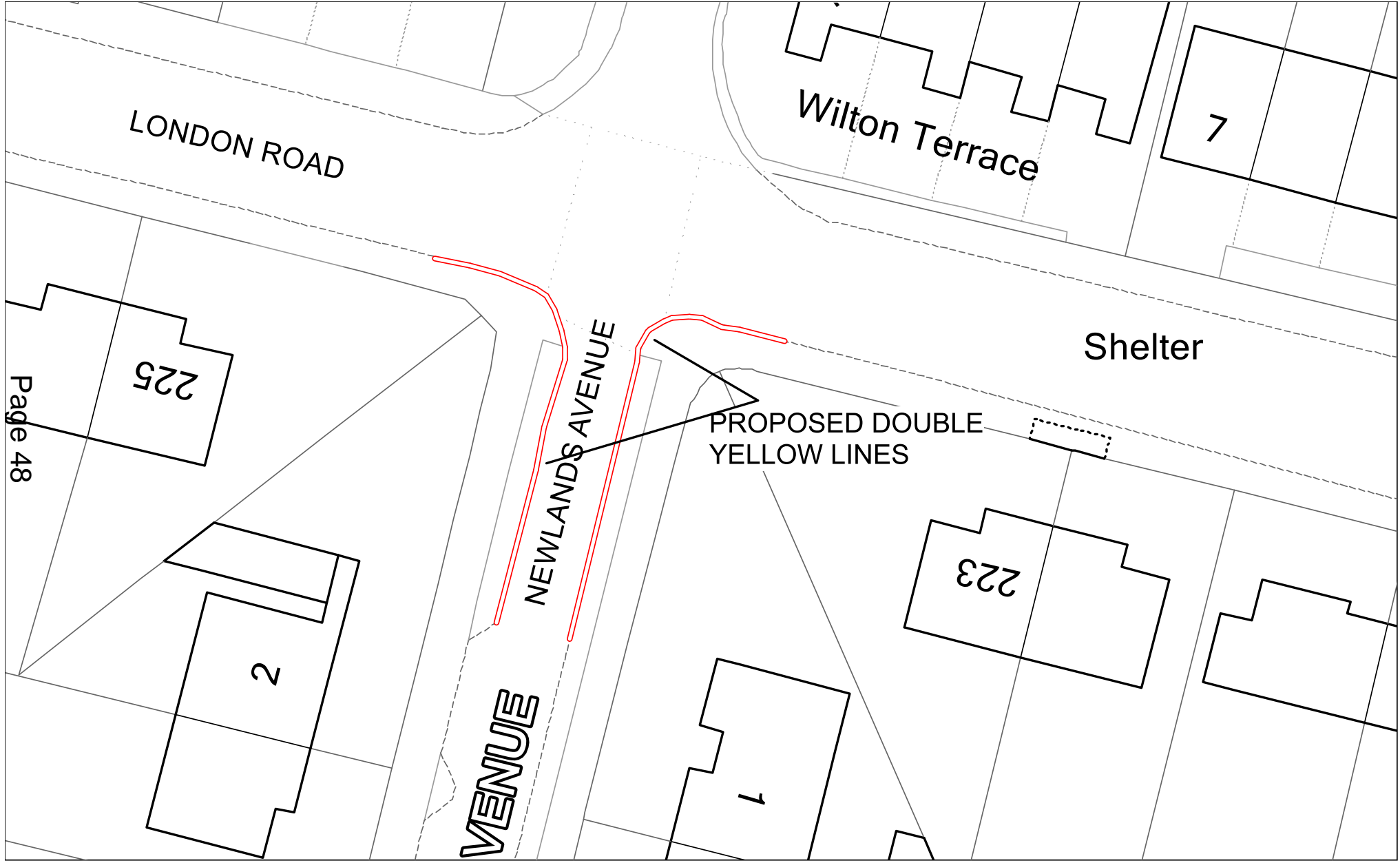


(5) Proposed Double Yellow Lines – Lammas Drive and Cortland Close, Milton Regis

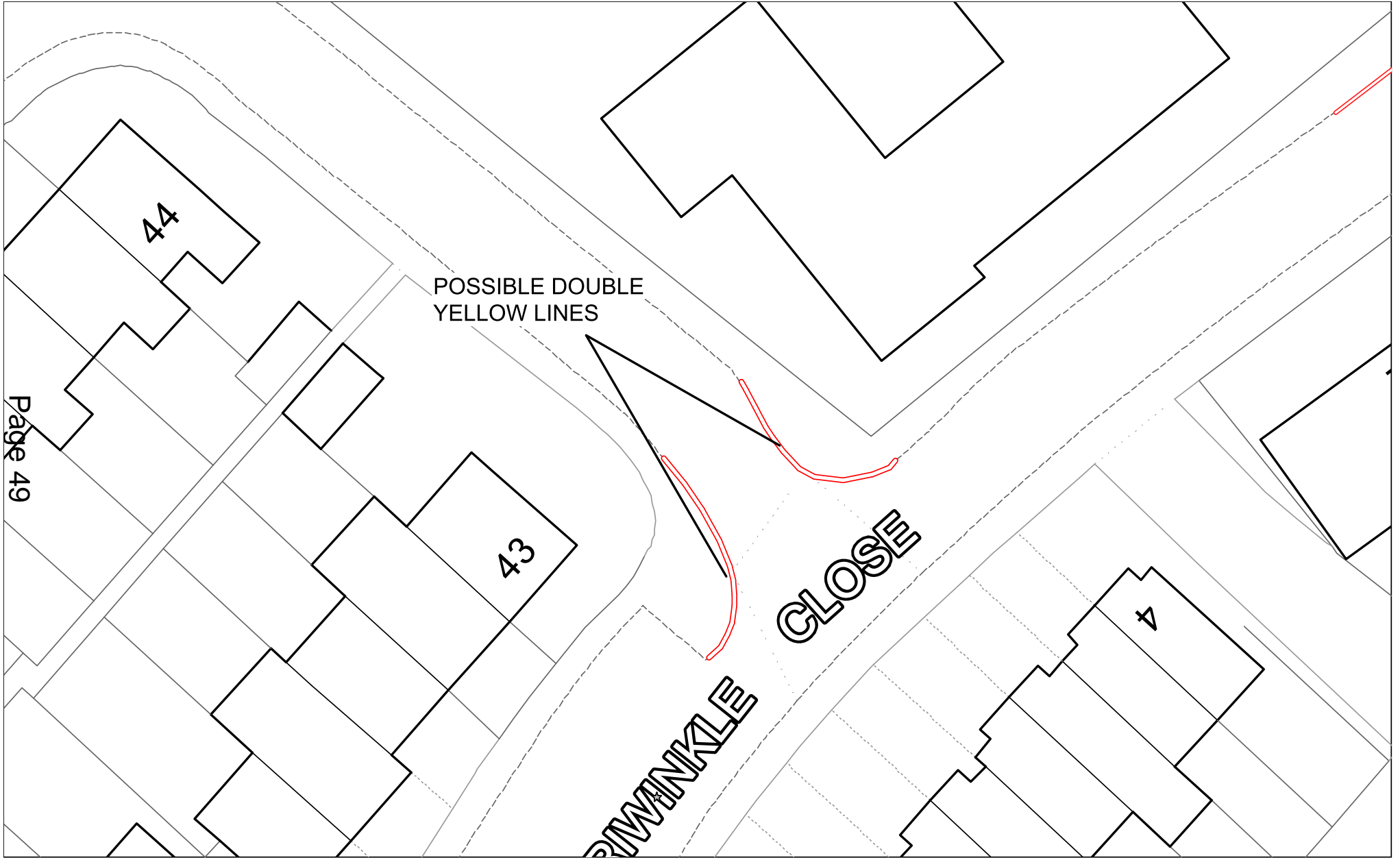


MILTON REGIS

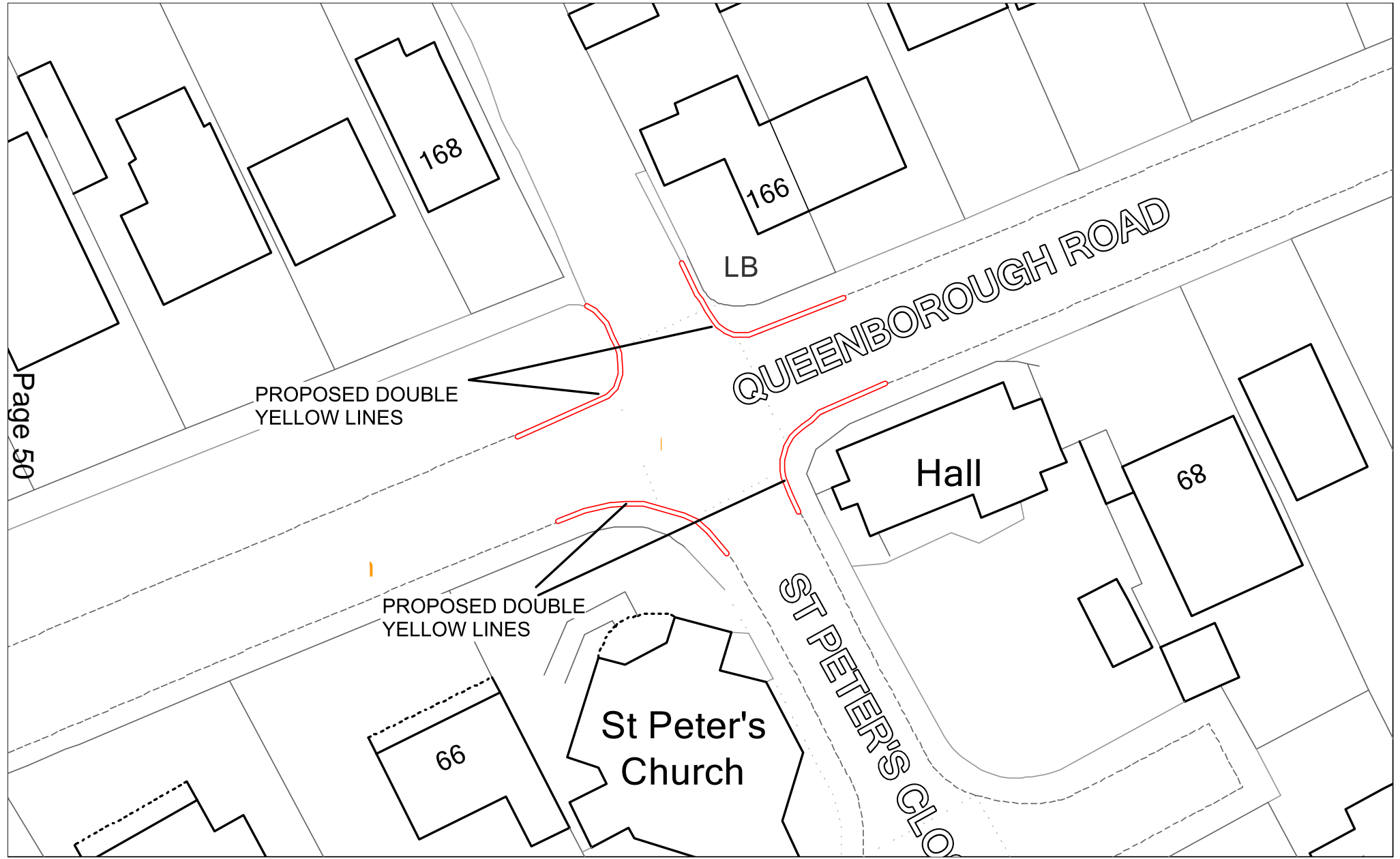
(6) Proposed Double Yellow Lines – Newlands Avenue and London Road, Sittingbourne



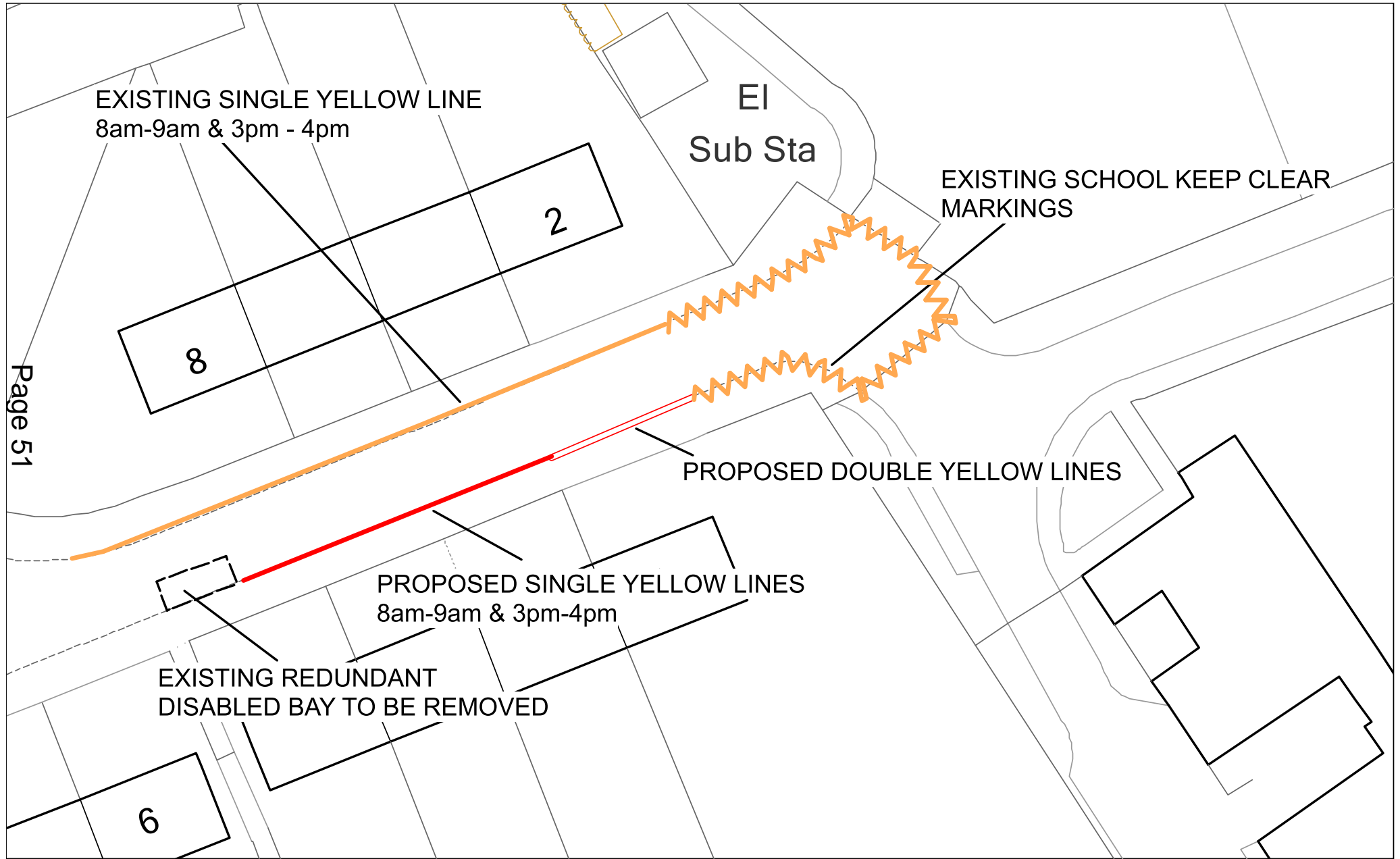
(7) Proposed Double Yellow Lines – Periwinkle Close, Sittingbourne



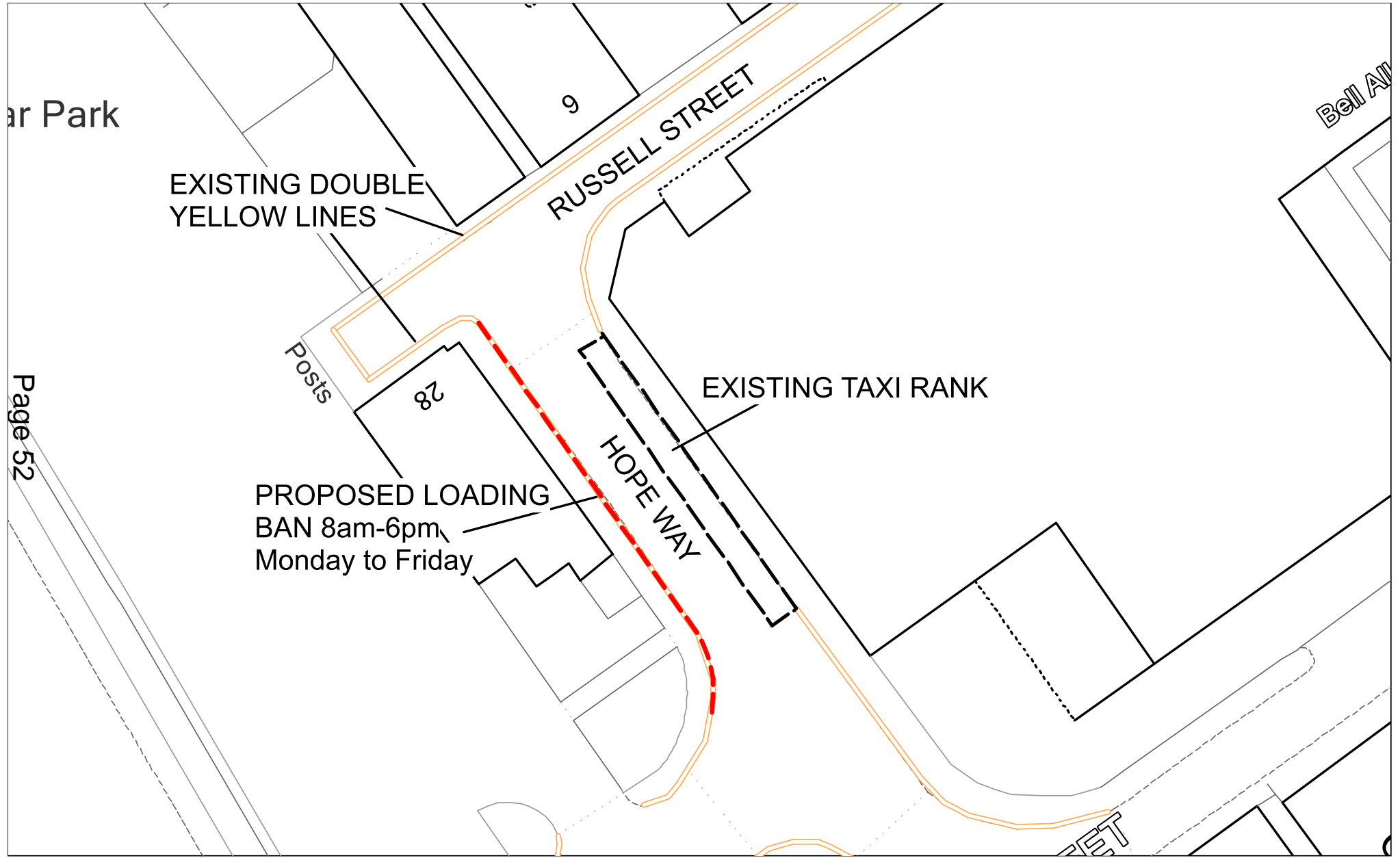
(8) Proposed Double Yellow Lines – Queenborough Road and St Peter's Close, Halfway



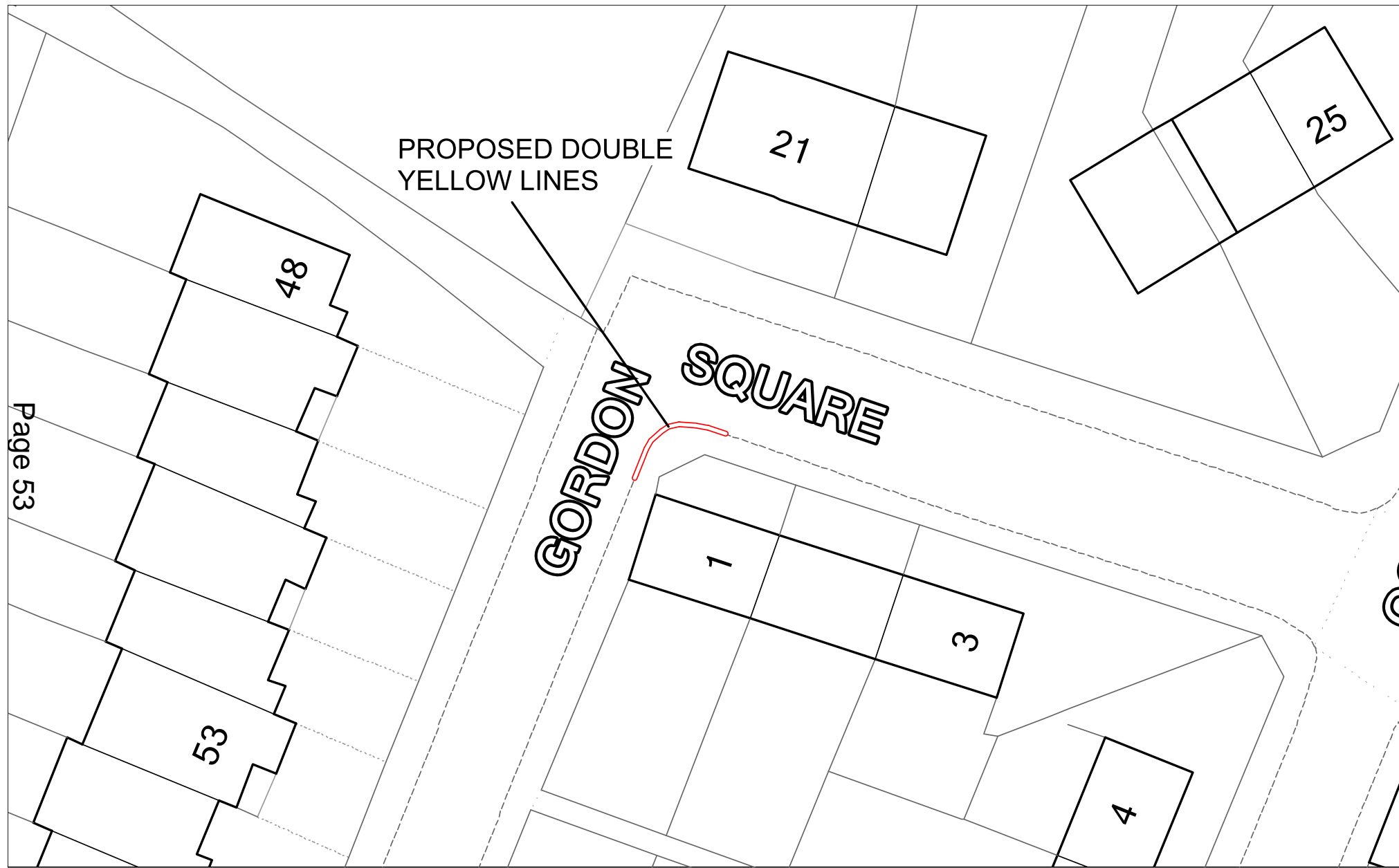
(9) Proposed Double and Single Yellow Lines – Middletune Avenue, Milton Regis



(10) Proposed Loading Ban – Hope Way, Sheerness



(11) Proposed Double Yellow Lines – Gordon Square, Faversham



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Proposed Double Yellow Lines - Forge Road/Milton High Street

Response	Support	Object	Comments
1		1	1. The proposed double yellow lines go back too far into Forge Road, they only need to stop at the front garden boundary line of 2 Forge Road. 2. The parking is already extremely busy with workers in the High Street and Milton School visitors (school run) often making it impossible for residents to park on the road remotely near their house, if the lines go back far back this will make the problem considerably worse. 3. Even without the double yellow lines, Forge Road and the High Street should have a 2 hour limit and no return within 4 hours, with the exception of the residents permits, which should be free. 4. Residents should have guest permits for visitors. 5. Parking bays should be put on the road, a small portion of the parking bay should be on the pavement to allow cars to park both sides.
2		1	I live on *** Milton High Street and I object to the proposal for double yellow lines on Forge Road and high Street, Milton Regis. You plan with the double yellow lines will leave 10-12 cars with no chance of finding a parking spot near our homes. It is very hard to find a place to park on Forge Road or Milton High Street even now. I hope you take my comments into consideration.
3	1		We support the proposal to install double yellow lines.
4		1	Could the yellow lines end 3.5 - 4 feet before my drive gates so that my children can park outside (over gates) when they visit or I can pull in. I have lived here since 1968 and have always had that space. I am 71 and if the children come to take me out, I will soon not be able to walk that far to a car. Without this space, it will be streets away to find one. Plan submitted. I believe it will devalue my property.
Total	1	3	

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		7	Properties Consulted
% Returned	57	4	No. Returned
% Support	25	1	No. Support
% Object	75	3	No. Object

Proposed Double Yellow Lines - Hilton Close (1 & 12), Faversham

Response	Support	Object	Comments
	1		I am in full support of these proposed lines. We would be in support of these lines being extended round the front of No.1 Hilton Close. I have made numerous complaints to the Council regarding cars parked on the pavement directly outside my house and over a junction. These cars cause obstructions to both pedestrians and other vehicles. I am pleased that at least some yellow lines are being installed, especially on this corner. Recently a delivery van drove into my hedge causing damage due to these parked cars.
	2	1	Not specified which section of Hilton Close - My husband and I support the proposal to install double yellow lines on our road. There are often cars parked on the proposed area making it a danger to both cars and pedestrians. Having yellow lines will improve the environment here on Hilton Close.
Page 56	3	1	I fully support your proposal for yellow lines on the corners next to No1 and No12. It is a dangerous, blind, narrow bend, and the cars parked there make it worse. In addition, the cars are often parked badly making it difficult for larger vehicles to get through. None of the cars parked are from residence of the road, so when an ambulance struggled to get down a few weeks back there was no way of asking the owner to move it. I would actually urge you to extend your proposal, with the lines also to the front of No1 and and extended along the side boundary of my property. Please see annotations on my attached photo. (Plan supplied)
	4	1	This suggestion is vital as there are frequent near accidents on this corner.
	5	1	This is the area that I think requires the greatest attention as vehicles regularly park on this corner creating possible hazards and restricting access particularly for larger vehicles which are often required to mount the footway to be able to negotiate the bend. The vehicles that are parked here do not belong to residents of the Hilton Close or to those visiting residents. I would therefore support the proposals but I am concerned that these restrictions will not solve the current problem. Vehicles currently park from the corner as far as the drive to No.14 and outside the front of No.1 which all cause problems when negotiating this junction. I would therefore suggest that the proposed yellow lines are extended as shown marked on the copy of your plan as attached.

Proposed Double Yellow Lines - Hilton Close (1 & 12), Faversham

Response	Support	Object	Comments
6	1		The sooner the better. I would like the yellow lines to be extended a little bit further (plan supplied) at both ends. This is because there has been a number of near accidents. People (not residents of Hilton Close) are parking on the pavements preventing pedestrian access and most importantly to allow access to emergency vehicles risk free.
7	1		While I agree with the new lines, the problem of car owners from Preston needing to park will continue and the Council needs to resolve this. Surely the use of our community football club's car park at Salters Lane would be a simple answer to this.
Total	7	0	

		8	Properties Consulted
% Returned	88	7	No. Returned
% Support	100	7	No. Support
% Object	0	0	No. Object

Proposed Double Yellow Lines - Hilton Close (13 & 30), Faversham

Response	Support	Object	Comments
1		1	Two letters submitted, and referred to Ward Member to respond. Comments included the fact that parking at this location has only recently been a problem due to works taking place nearby, and stating that parked vehicles will slow traffic which is a positive thing. Suggested focus should be on installing restrictions near No.1 Hilton Close.
2		1	As the owners of number ** Hilton Close and therefore being directly impacted by the proposal we are hereby writing to confirm our objection to it. We run two cars. The larger one is always parked on our driveway and with our garage used for storage have no other option but to park our other car, a small *****, outside our property in the area of the proposed yellow lines. If the proposal were to be accepted the only option to park near our property would be to park outside No.15. However, this would restrict access to larger vehicles, such as the refuse collection lorry or larger emergency vehicles coming round the corner between our property and No.15. We have witnessed the refuse lorry struggle and fail to get round the corner in the past with other vehicles parked there. On occasion we drive past our car parked in the area of the proposed yellow lines and it has never affected our sightlines or felt unsafe. Also, it is not parked in the area of the proposal between 8am to 5:30pm every week day and in the 7+ years we have lived here we are unaware of any road traffic accidents in the area of the proposed yellow lines and therefore feel the issues of safe movement and sightlines have been somewhat overstated. We also feel that adding yellow could have the adverse effect of allowing vehicles to negotiate the corner at higher speeds, thus increasing risk and not reducing it further. I understand there are multiple areas under review for yellow lines in Hilton Close and that not all residents have been consulted. I feel all residents should be notified of all the proposals as limiting parking further affects all of us. Parking availability for residents and visitors is already limited, restricting it further will only exacerbate existing parking availability issues. Finally, what is the Council's solution for parking in Hilton Close if this proposal goes ahead and who would monitor and enforce non-compliance?
3		1	I would like to register very strongly my objections to the proposed yellow lines in Hilton Close, Faversham. My reasons are:- your plan clearly shows that yellow lines would be in front of my drive. The previous owner of my house purchased a section of land from no. 30 (I live at no. **) which has extended my drive to reach the wall and front garden of no.30. The lines would prohibit any parking of my family, when visiting, (I have 2 cars already parked on my drive) even though it would not obstruct any passing traffic into or out of the close. I also feel that the yellow lines would result in people parking on the opposite side of the road ie: outside no. 22 and 24. In the close we have many cars parked that belong to people who live in the cottages on the A2. We also have numerous cars parked when Faversham have football matches being played, some even parked on the yellow lines at the entrance to Hilton Close. This obviously has not been the case recently due to Covid 19. In my opinion one or perhaps two additional speed bumps would help to solve the problem of cars driving too fast on the bend of the road.

Proposed Double Yellow Lines - Hilton Close (13 & 30), Faversham

Response	Support	Object	Comments
4		1	We object to the proposal to install double yellow lines outside No. 13 and No. 30 Hilton Close, Faversham. Whilst we acknowledge there is an issue with the corners on Hilton Close we believe this is more related to the speed at which people drive. Installing double yellow lines will obviously reduce the number of cars parked on corners but we think by doing this people will drive even quicker around the bend creating more near misses and potentially accidents too. If double yellow lines are installed where you have suggested, people will just park their vehicles on the opposite side of the road, directly outside No 24 and No. 22. This will mean the people exiting the close will automatically be on the wrong side of the road as they turn right, creating a greater risk of an accident occurring. If the double yellows do go ahead, then they should be installed on both sides of the road outside number 24. There is already a shortage of parking available when guests visit and this will be made worse by the installation of double yellow lines. We see the main issue is not related to parking but instead the speed at which people drive. We believe a better course of action is to install a further speed bump between the two bends or some other traffic calming system. It would also be beneficial to have the bushes trimmed on the corners to improve people's line of sight as they approach the bends (please don't remove them completely as they are popular with hedgehogs which are endangered). We also see people who do not live in the close parking here overnight. This is more often the case at the entrance to Hilton Close between Nos. 12 and 14 but vehicles are also left near number 13. I believe there is also an application to install double yellow lines near No 1 and No 12 Hilton Close. If this is done it will mean people living on the A2 will just park their cars further down Hilton Close. Perhaps the lack of parking for residents on the A2 should also be addressed
5	1		
6	1		In my view there is not a particular problem here currently. However, I suspect that if the proposals are approved near No.1 and No.10 then displaced parking may well occur further down the road and could result in vehicles being parked on this bend. I would therefore support these proposals.
Total	2	4	
		9	Properties Consulted
% Returned	67	6	No. Returned
% Support	33	2	No. Support
% Object	67	4	No. Object

Proposed Double Yellow Lines - Hilton Close (29 & 46), Faversham

Response	Support	Object	Comments
1		1	<p>We have received a letter from yourselves re the above proposal, and as the home owners of No.** (one of the two properties effected) We would like to strongly register our objection. There has never been an issue in the 14 years we have lived in Hilton Close and find the fact the road is narrow actually slows traffic down and therefor makes it safer for all concerned. We believe the money would be better spent adding the missing pathway for pedestrians around these bends, and not, as we believe listening once again to one cantankerous resident who seems to have made it his lives objective to make problems for all other residents. We're of course assuming that a resident has proposed this fictitious issue to you and led to this needless proposed action.</p>
2		1	<p>As residents and owners of ** Hilton Close we do not object in principle to the proposal as we appreciate the dangers that exist on several corners along Hilton Close as well as problems already experienced by refuse and other large vehicles needing access. However we are concerned that vehicles unable to park in the section of road affected will use the space outside our house which could lead to difficulties accessing and departing our drive due to vehicles obstructing our driveway entrance. Would it be possible to consider extension of yellow lines in the area to cover driveways to 48,50, 52 and 54. A greater level of parking outside our house would also create difficulties for the residents of nos. 29 and 31 when they wish to get cars in and out of their drives. We have lived here since 2014 and there has been a noticeable increase in the numbers of vehicles parking in the road which causes increasing pressure on the limited space available to park. As daily users of this road we would also be interested to see details of any other planned double yellow lines further down the road towards the A2.</p>

Proposed Double Yellow Lines - Hilton Close (29 & 46), Faversham

Response	Support	Object	Comments
3		1	I live at no.** and I object to the proposal put forward by the Swale Council. Reasons against the proposal: 1) This does not solve the issue reducing cars from parking on the estate. Instead this will move the problem further up the estate whereby cars will have to park outside other neighbouring buildings therefore potentially blocking other vehicles in their own driveways. The road along the whole estate is narrow. 2) In the 2.5 years I have lived on the estate, I have never experienced a problem with the people parking on the bend near No. 29 & No. 46. Dustbin lorries, food delivery lorries and other large vehicles have managed to drive around this bend without trouble. I do agree that there is a problem with the very first bend near No. 1 Hilton Close but that is because there is limited parking for the terraced houses on the A2. 3) I think is extremely unfair not to allow anyone visiting No.29 (either relatives or contractors working on their house) to park outside their house. Where do these visitors park when visiting? In my view, this end of the estate does not see a lot of traffic, has not experienced problems with parked vehicles on the bend and we all know each other well enough at this end of the estate to knock on neighbouring doors and politely ask if a vehicle can be moved if there is an issue. One very good solution which has been totally over looked, is if there really is an issue with parking on the bend, then can the foliage which is owned by the council (and there is lots of it all along the estate) be cut back and made into road allowing a wider road on the bend. This is a much better long term solution than the one on offer, especially as the council rarely ever comes and cuts this foliage back
4		1	1. Please elaborate on exactly what complaints/problems have been raised in relation to the above. 2. On what days of the week and times of the day would the double yellow lines be enforced? 3. Are there any additional proposals for parking restrictions in the rest of the Close? 4. We have lived in the Close for five years and neighbours that we know in the Close since its development in 2002, have never witnessed any parking problems that could not be resolved through neighbourly conversation. 5. We believe that this proposal would cause further problems by causing a parking issue in other parts of the Close. The number of cars will not diminish (particularly with more home-working). 6. We <u>strongly</u> disagree with this proposal and if it were to be enacted would raise strong grievances with our local Councillor and MP.
5		1	
6		1	I am not aware of there being a problem with parked vehicles on this bend in the road and I think it unlikely that displaced parking will occur this far down the road. I would therefore object to these proposals

Proposed Double Yellow Lines - Hilton Close (29 & 46), Faversham

Response	Support	Object	Comments
7		1	To whom it may concern: I object to the Proposal .I have recently contacted Swale Borough Council about my concerns of the protruding corners in Hilton Close, its the size of them that have been an issue since the road was adopted by the council. The shrubbery gets overgrown and the corners cause problems for passing vehicles and pedestrians. I was advised by Swale to put my concerns to Kent County Council and they in turn have contacted me to advise they will cut back the shrubbery but I would need to contact Swale about the parking in the close. My main concern as such is not the maintenance of the shrubbery outside our property of number ** or the other corners for that matter, as we try our best to keep it maintained, the KCC only come out once a year and unfortunately it can become an eyesore very quickly. It is the parking, or should I say the <u>lack</u> of parking! Yellow lines will only add to the frustration and arguments we already witness in the close. Yellow lines will only escalate the problem and move the issue somewhere else, within the close causing more mayhem. To be fair people do not park on the actual bends as its too dangerous, but of course will park outside properties. Visitors, family, friends and trade vehicles park outside these homes. Where are these vehicles supposed to go? These yellow lines will naturally make people park outside other people's homes that do not have lines and of course this will lead to many more frustrations. Has this local member who put this request in been in contact with a certain cantankerous person who lives in the close who seems to want to cause as much friction as possible? We want to try and find a solution not cause further problems. The most logical solution perhaps would be to reduce the size of the protruding corners, thus allowing additional vehicles to park outside homes and in turn allow the free flow of traffic, without the need to mount the corner kerbs, this to would reduce the maintenance problem with the messy shrubbery and allow residents to park without worry, have visitors, trade vehicles, refuse collection and large vehicles pass freely up and down Hilton Close because as you know it is a dead end!
8		1	Create problem for deliveries and service engineers, i.e gasboard, water supply, taxis, hospital transport which I use of necessity, and we use internet food deliveries.
9		1	If 2 of the so called flower beds were taken away on the middle corner and the lowest corner it would certainly widen these areas making it more safer. The 1st corner all that needs in the hedge cutting down which is causing blind spots coming into the estate and going out of the estate, thus it will stop friction between neighbours having to park elsewhere and there's enough friction on this estate without adding to it.
Total	0	9	

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		9	Properties Consulted
% Returned	100	9	No. Returned
% Support	0	0	No. Support
% Object	100	9	No. Object

Proposed Double Yellow Lines - Lammas Drive & Cortland Close, Milton Regis

Response	Support	Object	Comments
1		1	I object to the proposal. Comments; 14 Lammas drive was given permission by planning to change use of a dwelling into 5 flats with no allocated parking this has increased the number of vehicles horrendously and as such the already local residents have been paying the penance by not having anywhere to park after finishing work. Adding double yellow lines will only make this situation worse and also increase the number of cars parking on Milton recreation ground. I have lived in this road for 34 years (2 dwellings) and the parking situation is at an all time low unfortunately the lines installed earlier this year at the end of Lammas drive were very much needed the parking on the corner via beechwood Avenue was dangerous and perilous for residents leaving Lammas drive and much appreciated but this has caused a huge increase of parking on Milton recreation ground which is sad and causes horrendous damage to the park. I believe if the lines are implemented then the same will happen along our road. The lines for the disabled access and refuse/workmen access to the park should be put into place, many visitors to Milton high street (dentist, doctors and pharmacy) along with employees from the high street park on our road and in doing so park with no consideration for access to the park. The lines along Lammas and cortland are not needed, our household is the owner of a long wheel based ***** and on the return from work daily I have to navigate a reverse turn via cortland close and I have never not been able to access, turn or reverse because of the road being blocked in over 10 years of owning the vehicle. This is also a very quiet cul de sac road with no through traffic and it really is a waste of manpower and money that would only penalise the small amount of residents who already live here. I would rather the money was spent tackling the thoughtless people who constantly park on the recreation ground ruining what has always been growing up in my eyes a beautiful gift to the local community
2	1		I am very pleased that the above yellow lines are going ahead subject to the outcome of the consultation. The only concern I still have is will the refuse truck and emergency vehicles be able to get through as this depends on how cars park on the opposite side of the road.
3	1		
4	1		Whilst we fully agree with the current proposals we feel they do not go far enough to prevent vehicles from creating a blockage. In this respect we suggest that the double yellow line, placed opposite Cortland Close, would ensure the junction is kept free for all emergency and service vehicles.
Total	3	1	
		7	Properties Consulted
% Returned	57	4	No. Returned
% Support	75	3	No. Support
% Object	25	1	No. Object

Proposed Double Yellow Lines - Newlands Avenue/London Road, Sittingbourne

Response	Support	Object	Comments
1	1		I live at * Newlands Avenue and had a dropped kerb installed many years ago, but cars still park up on the pavement and sometimes over part of my dropped kerb and this makes it difficult to access my drive. I have asked about having double yellow lines in this area to stop cars parking on the pavement but have been told I have to apply to KCC. In view of the proposal to put double yellow lines in below my house, I wonder if you could apply them to the part of the pavement below my dropped kerb to solve my problem. The people who park on the proposed area in your plan will be looking for alternative parking areas and I fear this will only exacerbate my problem. I fully support this plan, it has been needed for some time
Total	1	0	
		6	Properties Consulted
% Returned	17	1	No. Returned
% Support	100	1	No. Support
% Object	0	0	No. Object

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Proposed Double Yellow Lines - Periwinkle Close, Sittingbourne

Response	Support	Object	Comments
1	1		Would it be possible for there to be no vans allowed as they will block elsewhere or permit parking which majority of residents are in favour as we get a lot of commuters parking here.
2	1		Yellow lines would make that part of Periwinkle Close more accessible for emergency vehicles etc to gain access. But with cars, vans and lorries that park there will have to go somewhere, and there is not enough spaces as it is, not enough space with commuters, Chalkwell Road and the flats parking their cars. We are used as a car park. The best thing is to have allocated parking outside each numbered house (property). At least we would be able to park outside ones own house.
3	1		The main problem in the road is the number of commercial vans in the road, combined with parking overflow from Charlotte Street and commuter traffic and parking.
Total	3	0	
		12	Properties Consulted
25	% Returned	3	No. Returned
100	% Support	3	No. Support
0	% Object	0	No. Object

Proposed Double Yellow Lines - Queenborough Road/St Peter's Close, Halfway

Response	Support	Object	Comments
1	1		I support the proposal to install double yellow lines. We feel that the lines proposed on Queenborough Road should be made longer because as you come out of Holm Place and look to your LEFT you still would NOT be able to see past the vehicles parked there.
2	1		Sketch submitted of requested extension to double yellow lines proposed for Queenborough Road, by additional 10 metres either side of St Peter's Close junction. I did make some notes but since lock down the speed of drivers on the Queenborough road had increased dramatically. Can you let me know who I would need to speak to about speed limits or cameras? I have lived at this address for over 20 years and this is the most dangerous I have ever seen it and im sure there will be a serious accident soon. I have always asked that the road surface be kept in good condition as when there are pot holes of poor repairs creating a bump our house shakes where heavy lorries speed past. I have actually put my house on the market as the road is now to unbearable to live next too but I would like to speak to someone regarding this in case I can't sell my house
3	1		I support the proposal to install double yellow lines.
4	1		In the past we have struggled to leave the close safely.
Total	4	0	

		16	Properties Consulted
% Returned	25	4	No. Returned
% Support	100	4	No. Support
% Object	0	0	No. Object

Proposed Double & Single Yellow Lines - Middletune Avenue, Milton Regis

Response	Support	Object	Comments
1		1	I live at * Middletune Avenue and would like to know if the lines would mean I cannot park outside my home between 8am-9am and 3pm-4pm. If this the case then I strongly object to the proposal as I do not leave for work until around 8.30am to 9am and some days I work from home, I would like to suggest that parking permits and temporary permits are issued for visiting family and friend, or the school open the gates and let parents drive them into the school directly rather than blocking the road.
2	1		I live at * Middletune Avenue where the proposed double yellow lines would be installed across my drive, I support this as it seems the only option available to stop people parking across it.
3	1		I support the proposal to install yellow lines, I am fed up of parents parking across my drive especially when there is school functions especially at school times and when the school hold their firework displays they have no Marshalls one of the stalls selling light up toys once set up on my drive but the school don't care, something should also be said about this.
4		1	I am a resident at * Middletune Avenue. We received a letter about single yellow lines outside our property, unfortunately I object to this proposal as myself and my sister both have vehicles and work shift work so it wouldn't be possible for us to try and move our cars. If we have days off or have worked all night, we shouldn't have to get up to move our vehicles for the restricted times. I feel this isn't helping us at all and actually makes it worse for us residents, we shouldn't be restricted to when we can park outside our own homes. Also there will be nowhere for us to move our vehicles too near us. We asked for help during school times so we could still park outside our homes after work at any time of the day, not for us to be restricted too. Thank you for taking the time to read my email. I'll look forward to hearing from you soon
Same address as response 4			<p>I have recently been notified on your decision to put yellow lines in front of my house to restrict parking at certain hours. As a resident at * Middletune Avenue, and I have been for 25 years, I feel as if this will not correct the problems we are currently having. Myself as well as my sister both drive and work shifts therefore we come home at different times of the day but when I finish at 3, I have to wait around till 20 past at work as I know I would not be able to get anywhere near my house to park. After working a ten hour shift I want to be able to come home and park outside my house, not have to park 10 minutes away and walk up. When I found out about the work being done in north street to make that an entrance for the school, I was delighted. Finally our problems with parking have gone and we don't have to worry about what time we have to get home because we would be able to get parked. However the problem is still occurring even though I was told that only people who walk could use the entrance near Middletune and those that drive use the one at north street? Was I mistaken? I think the best possible solution to this problem, and the cheapest, is to use the north street entrance for vehicles and to just leave it as it is. Thank you for taking the time to read my email. Look forward to hearing from you soon</p>

Proposed Double & Single Yellow Lines - Middletune Avenue, Milton Regis

Response	Support	Object	Comments
5		1	Do not agree, why should our residents have to suffer again because of school parking. Bring in resident permit parking. Do not agree with the single yellow lines.
Total	2	3	
		9	Properties Consulted
% Returned	56	5	No. Returned
% Support	40	2	No. Support
% Object	60	3	No. Object

Proposed Loading Ban - Hope Way, Sheerness

Response	Support	Object	Comments
1	1		Great idea as Hope Way is often too congested with the blue badge holders on top of the taxi rank
2	1		We as a company fully support this proposal. We often struggle with deliveries due to blue badge holders.
Total	2	0	
		5	Properties Consulted
% Returned	40	2	No. Returned
% Support	100	2	No. Support
% Object	0	0	No. Object

Proposed Double Yellow Lines - Gordon Square, Faversham

Response	Support	Object	Comments
1	1		
Total	1	0	

		8	Properties Consulted
% Returned	13	1	No. Returned
% Support	100	1	No. Support
% Object	0	0	No. Object

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Summary of Responses and Suggested Recommendations

Location	Consulted	RETURNED		SUPPORT		OBJECT		Suggested Recommendation
		No.	%	No.	%	No.	%	
Forge Road/Milton High Street, Sittingbourne - DYs	7	4	57	1	25	3	75	Abandon
Hilton Close (1 & 12), Faversham - DYs	8	7	88	7	100	0	0	Progress, extend proposals
Hilton Close (13 & 30), Faversham - DYs	9	6	67	2	33	4	67	Abandon
Hilton Close (29 & 46), Faversham - DYs	9	9	100	0	0	9	100	Abandon
Lammas Drive/Cortland Close, Sittingbourne - DYs	7	4	57	3	75	1	25	Progress as per proposals
Newlands Avenue/London Road, Sittingbourne - DYs	6	1	17	1	100	0	0	Progress as per proposals
Periwinkle Close, Sittingbourne - DYs	12	3	25	3	100	0	0	Progress as per proposals
Queenborough Road/St Peter's Close, Halfway - DYs	16	4	25	4	100	0	0	Progress, extend proposals
Middletune Avenue, Sittingbourne - DYs & SYs	9	5	56	2	40	3	60	Progress DYs only
Hope Way, Sheerness - Loading Ban	5	2	40	2	100	0	0	Progress as per proposals
Gordon Square, Faversham - DYs	8	1	13	1	100	0	0	Progress as per proposals

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SWALE JOINT TRANSPORTATION BOARD	Agenda Item: 8
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Meeting Date	Monday 7 th December 2020
Report Title	Review of Residents' Parking Schemes in Swale
Cabinet Member	Cllr Richard Palmer, Cabinet Member for Communities
Head of Service	Martyn Cassell, Head of Commissioning, Environment and Leisure
Lead Officer	Mike Knowles (SBC)
Classification	Open

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

- 1.1 This report provides details of the results of the recent survey undertaken on Residents' Parking Schemes in the Borough.

2. Background

- 2.1 At their meeting in March 2020, Members of the Swale Joint Transportation Board recommended that a full review of Residents' Parking Schemes in the Borough be undertaken, prior to considering a possible extension to the current Scheme in Sittingbourne.

3. Issue for Decision

- 3.1 Following discussions with Members, it was agreed that a survey be undertaken with residents of Swale on the current Residents' Parking Schemes. It was stated that the questions should be generic, to allow residents both within and outside of the current Schemes to take part and submit their views.
- 3.2 An introduction to the survey was produced, which also provided information on what Residents' Parking Schemes can and cannot achieve in terms of addressing parking issues, and a copy of this document can be found in Annex A.
- 3.3 The survey was based online, with links provided on our website, on social media and in the introduction document which was sent to Members to promote in their

respective areas. Paper copies of the survey were also made available to those residents who did not have access to the internet. The survey ran from Monday 26th October to Friday 20th November 2020

- 3.4 A copy of the survey questions can be found in Annex B.
- 3.5 A total of 119 responses were received to the survey, and a breakdown of the feedback to each question can be found in Annex C. The majority of responses were from the Faversham and Sittingbourne areas, which is as expected as these are the areas where there are existing Residents' Parking Schemes. For Faversham, 39% of responses were from residents within a current scheme, and of those responses 73% felt that they benefitted from being within the scheme. For Sittingbourne, 59% of responses were from residents within a current scheme, and of those 65% felt that they benefitted from being within the scheme.
- 3.6 The majority of responses from Faversham and Sittingbourne felt that the waiting limit for non-permit holders within the scheme areas should be 2 hours, although there was also significant support for a one-hour limit.
- 3.7 In terms of timing for the schemes, in Faversham the preferred start times were 9am (16 responses), 8am (15 responses) and 8.30am (13 responses). For Sittingbourne, the most preferred start time was 7am (13 responses), followed by 8am (10 responses) and 9am (9 responses). For the other areas, there was no clear preference. For finish times, in Faversham the preferred time was 6pm (16 responses) followed by 5pm (12 responses), in Sittingbourne it was 6pm (12 responses) followed by 7pm and 10pm (6 responses each). For the other areas, there was a slight majority for an 8pm finish time.
- 3.8 For both Sittingbourne and Faversham, the most popular suggested number of permits which should be available per household was 2 (37 responses in Faversham and 23 in Sittingbourne), followed by 3 permits (14 responses for Faversham and 15 for Sittingbourne). For the other areas the general consensus was 2 permits.
- 3.9 All of the responses received provided a general majority support for Residents' Parking Schemes, although there was a higher percentage of support in Faversham than in Sittingbourne.
- 3.10 Further data on the responses received can be found in Annex C, and a graphical representation of the results can be found in Annex D. A number of comments were also received in response to the survey, but these have not been included in this report to minimise volume of data. Should Members wish to see a summary of the comments received these can be provided, either directly to individual Members from Officers, or via a report to a future JTB Meeting.

4. Recommendation

- 4.1 Report for Information Only.

5. Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	None at this stage. Any changes to Residents' Parking Schemes would require a Traffic Regulation Order and amendments to on site lining and signing. Survey has taken significant response to prepare, and to compile and evaluate responses.
Legal and Statutory	Any changes to current Schemes would require a Traffic Regulation Order, including formal consultation process and Sealing by KCC.
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 – Copy of Introduction to Survey and Background Information
- Annex B – Copy of Survey Questions
- Annex C – Breakdown of Results of Survey
- Annex D – Graphical Summary of Survey Results

7. Background Papers

- 7.1 None

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Residents' Parking Schemes in Swale

We are currently undertaking a review of the existing Residents' Parking Schemes in the Borough and would welcome your views. Many schemes have been in place for a number of years, and as vehicle ownership increases so does the pressure on parking. It is therefore important for us to understand any particular issues within the current schemes to enable us to consider possible amendments.

What Residents' Parking Schemes Can Do

Residents' Parking Schemes can be introduced in central areas of towns, to restrict on-street parking by non-residents. Their purpose is to prevent long term parking by commuters and visitors to the town centre, by restricting the amount of time non-permit holders can park.

Permits can be purchased by eligible properties only, and those vehicles displaying a valid permit can park unrestricted. Those vehicles without permits will generally have a limited waiting time during the operating hours of the scheme. By controlling parking by non-permit holders, parking capacity for permit holders can be maximised.

What Residents' Parking Schemes Cannot Do

Residents' Parking Schemes cannot solve issues where there is simply not enough on-street parking capacity for the number of vehicles owned by residents. This is why we currently limit the number of permits to two per property. Because the schemes are designed to tackle issues associated with commuter and town centre visitor parking, they do not operate seven days a week, or for 24 hours a day.

In the majority of scheme areas, non-permit holders are permitted to park for a short period of time. This is to allow short-term visits to properties, for friends and family, trades people and deliveries, to park without the need to purchase a daily permit.

Residents' Parking Schemes are ineffective in tackling problems in an isolated road, as parked vehicles are merely displaced into adjoining roads. Even though schemes are introduced in larger areas, it is acknowledged that such displacement of parked vehicles still occurs to surrounding areas.

Residents' Parking Scheme Survey

We are always looking at ways to improve the service and respond to current trends. We would be most grateful to receive your feedback by completing the on-line survey which can found at the following link:

<https://www.surveymonkey.co.uk/r/SBCReview>

For those residents who do not have access to the internet, a paper copy of the survey can be obtained by telephoning our Customer Service Centre on 01795 417850. The closing date for this survey is **Friday 20th November 2020**.

Thank you for taking the time to respond to our consultation.

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Residents' Parking Scheme Review

Having read the information above, please can you answer the following questions. You do not need to live in a road with a current resident parking scheme in place to complete this survey.

1. Which road do you live in? Road: _____ Town: _____

2. Is your road currently within a Residents' Parking Scheme? (If not, please skip to Question 4)

Yes No

3. Do you feel that your road benefits from being included in the Residents' Parking Scheme?

Yes No

4. How long do you think a reasonable non-permit holder waiting time is?

20 minutes 30 minutes 45 minutes 1 hour 2 hours

5. What time do you think is best to have as a finish time for the restrictions?

4.30pm 5pm 5.30pm 6pm 6.30pm 7pm 8pm 10pm

Another time (please state)

6. What time do you think is best to have as a start time for the restrictions?

7am 7.30am 8am 8.30am

Another time (please state)

7. How many permits do you think each household should be eligible for (select one only)?

1 2 3

8. Overall, how supportive are you of the need for Resident Parking Scheme?

(1 being unsupportive, 10 being very supportive).

1 2 3 4 5 6 7 8 9 10

9. Do you have any other suggestions or comments?



Summary of Responses

Town/Village	No. of Responses	Within Scheme?			Beneficial Being Within Scheme?					
		Yes	No	Unknown	Yes	Yes %	No	No %	Unknown	(%)
Faversham	67	26	39	2	19	73%	4	15%	3	12%
Sittingbourne	44	26	16	2	17	65%	8	31%	1	4%
Newington	4	0	4	0	-	-	-	-	-	-
Sheerness	1	0	1	0	-	-	-	-	-	-
Minster	1	0	1	0	-	-	-	-	-	-
Lower Halstow	1	0	1	0	-	-	-	-	-	-
Graveney	1	0	1	0	-	-	-	-	-	-
TOTALS	119	52	63	4	36	69%	12	23%	4	8%

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Suggested Non-Permit Waiting Limit

Town/Village	20 Mins	30 Mins	45 Mins	1 Hr	2 Hr	No Answer
Faversham	6	9	3	18	24	7
Sittingbourne	3	3	1	16	17	4
Newington	2	1	0	0	0	1
Sheerness	1	0	0	0	0	0
Minster	0	1	0	0	0	0
Lower Halstow	0	0	0	0	1	0
Graveney	0	0	0	0	0	1
TOTALS	12	14	4	34	42	13

Preferred Start Time for Scheme

Town/Village	7am	7.30am	8am	8.30am	9am	Other	No Ans
Faversham	6	6	15	13	16	6	5
Sittingbourne	13	0	10	3	9	5	4
Newington	0	0	1	1	1	0	1
Sheerness	0	0	0	0	0	1	0
Minster	0	0	1	0	0	0	0
Lower Halstow	1	0	0	0	0	0	0
Graveney	0	0	1	0	0	0	0
TOTALS	20	6	28	17	26	12	10

Preferred Finish Time for Scheme

Town/Village	4.30pm	5pm	5.30pm	6pm	6.30pm	7pm	8pm	10pm	Other
Faversham	7	12	5	16	5	8	2	4	8
Sittingbourne	4	2	2	12	1	6	4	6	7
Newington	1	0	0	1	1	0	0	0	1
Sheerness	0	0	0	0	0	0	0	0	1
Minster	0	0	0	0	0	0	1	0	0
Lower Halstow	0	0	0	0	0	0	1	0	0
Graveney	0	0	0	0	0	0	0	0	1
TOTALS	12	14	7	29	7	14	8	10	18

Suggest Number Of Permits Per Household

Town/Village	1	2	3	No Ans
Faversham	11	37	14	5
Sittingbourne	2	23	15	4
Newington	0	1	2	1
Sheerness	0	1	0	0
Minster	0	1	0	0
Lower Halstow	0	0	1	0
Graveney	0	1	0	0
TOTALS	13	64	32	10

Overall Support for Residents Parking Scheme (1 to 10)

Town/Village	1	2	3	4	5	6	7	8	9	10
Faversham	7	2	1	0	3	4	6	10	5	23
Sittingbourne	9	1	2	0	0	3	4	3	1	17
Newington	1	0	0	0	0	0	0	0	1	1
Sheerness	0	0	0	0	0	0	0	0	0	1
Minster	0	0	0	1	0	0	0	0	0	0
Lower Halstow	0	0	1	0	0	0	0	0	0	0
Graveney	0	0	0	0	0	0	0	1	0	0
TOTALS	17	3	4	1	3	7	10	14	7	42

Breakdown of Responses by Road - Faversham Area

Road Name	No. of Responses	Within Scheme?			Support for Scheme?		
		Yes	No	Unknown	Yes (8-10)	No (1-3)	Neutral/Unknown
Abbey Road	1	0	1	0	1	0	0
Abbey Street	2	2	0	0	1	0	1
Arden Road	1	0	1	0	0	0	1
Ashford Road	1	0	1	0	0	0	1
Athelstan Road	6	4	1	1	3	2	1
Athol Place	1	0	1	0	0	1	0
Belvedere Road	1	0	1	0	0	0	1
Bramblehill Road	1	0	1	0	1	0	0
Bramley Avenue	1	0	1	0	0	0	1
Buttermere	1	0	1	0	1	0	0
Canute Road	1	0	1	0	0	0	1
Capel Road	1	0	1	0	0	1	0
Church Road	1	1	0	0	1	0	0
Cluny Road	1	0	1	0	0	0	1
Cressway	1	0	1	0	0	0	1
Edith Road	2	0	2	0	2	0	0
Fielding Street	1	1	0	0	0	0	1
Forbes Road	1	1	0	0	1	0	0
Garfield Place	1	1	0	0	0	1	0
Hugh Place	4	0	4	0	4	0	0
Kings Road	1	0	1	0	1	0	0
Kingsnorth Road	2	0	2	0	2	0	0
Lower Road	1	0	1	0	1	0	0
Newton Road	2	2	0	0	1	0	1
Nightingale Road	1	1	0	0	1	0	0
Ospringe Place	1	0	1	0	0	0	1
Ospringe Road	2	0	2	0	2	0	0
Plantation Road	2	0	2	0	2	0	0
Preston Park	2	0	2	0	2	0	0
Priory Row	1	0	1	0	1	0	0

Road Name	No. of Responses	Within Scheme?			Support for Scheme?		
		Yes	No	Unknown	Yes (8-10)	No (1-3)	Neutral/Unknown
Roman Road	2	2	0	0	0	1	1
Saxon Road	1	1	0	0	1	0	0
South Road	1	1	0	0	1	0	0
Spillett Close	1	0	1	0	0	1	0
St John's Road	1	1	0	0	0	0	1
St Mary's Road	2	2	0	0	1	0	1
Stone Street	2	2	0	0	1	0	1
Stonebridge Way	1	0	1	0	0	1	0
The Mall	4	4	0	0	4	0	0
Vicarage Street	1	1	0	0	0	0	1
Whiting Crescent	2	0	2	0	0	1	1
Whitstable Road	3	0	3	0	0	3	0
Wildish Road	1	0	1	0	0	1	0

Breakdown of Responses by Road - Sittingbourne Area

Road Name	No. of Responses	Within Scheme?			Support for Scheme?		
		Yes	No	Unknown	Yes (8-10)	No (1-3)	Neutral/Unknown
Adelaide Drive	1	0	1	0	0	0	1
Albany Road	1	1	0	0	0	0	1
Belmont Road	1	1	0	0	0	0	1
Berkeley Court	1	0	1	0	0	0	1
Borden Lane	4	4	0	0	2	2	0
Canterbury Road	1	0	1	0	0	0	1
Chestnut Street	1	0	1	0	0	1	0
College Road	1	0	1	0	1	0	0
Connaught Road	1	1	0	0	1	0	0
East Street	1	0	1	0	0	1	0
Epps Road	3	3	0	0	0	3	0
Gaze Hill Avenue	1	0	1	0	0	1	0

Road Name	No. of Responses	Within Scheme?			Support for Scheme?		
		Yes	No	Unknown	Yes (8-10)	No (1-3)	Neutral/Unknown
Harold Road	2	0	2	0	2	0	0
Hill Brow	1	0	1	0	1	0	0
Laburnum Place	1	1	0	0	1	0	0
Manor Grove	1	0	1	0	1	0	0
Park Road	18	17	1	0	10	5	3
Rock Road	1	1	0	0	1	0	0
Trotts Hall Gardens	1	0	1	0	1	0	0
Ufton Lane	2	1	0	1	2	0	0

Breakdown of Responses by Road - Sheerness Area

Road Name	No. of Responses	Within Scheme?			Support for Scheme?		
		Yes	No	Unknown	Yes (8-10)	No (1-3)	Neutral/Unknown
Strode Crescent	1	0	1	0	1	0	0

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Breakdown of Responses by Road - Minster Area

Road Name	No. of Responses	Within Scheme?			Support for Scheme?		
		Yes	No	Unknown	Yes (8-10)	No (1-3)	Neutral/Unknown
Lovell Road	1	0	1	0	0	0	1

Breakdown of Responses by Road - Newington Area

Road Name	No. of Responses	Within Scheme?			Support for Scheme?		
		Yes	No	Unknown	Yes (8-10)	No (1-3)	Neutral/Unknown
Bull Lane	1	0	1	0	0	0	1
High Street	1	0	1	0	0	1	0
Station Road	1	0	1	0	1	0	0
The Willows	1	0	1	0	1	0	0

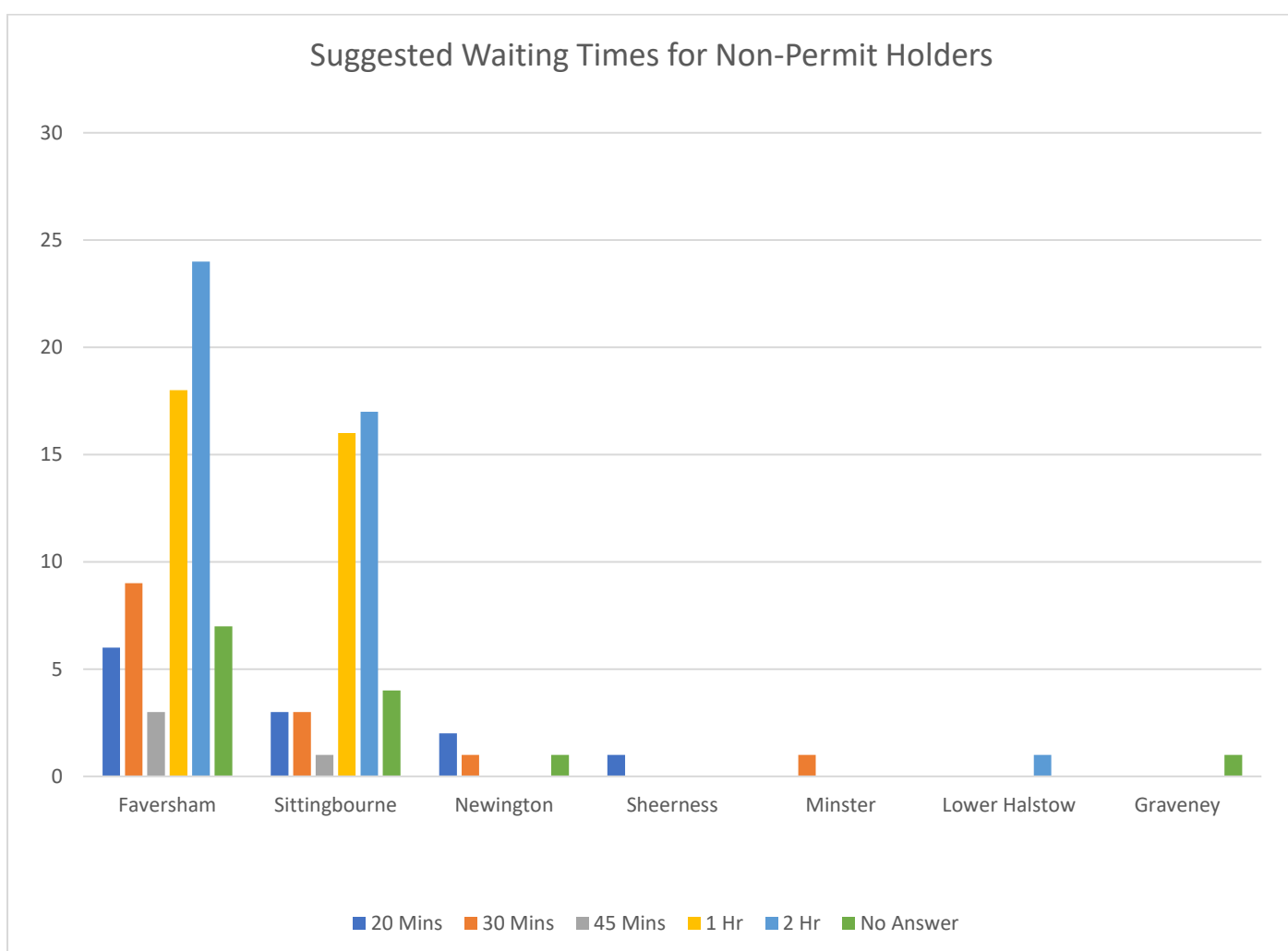
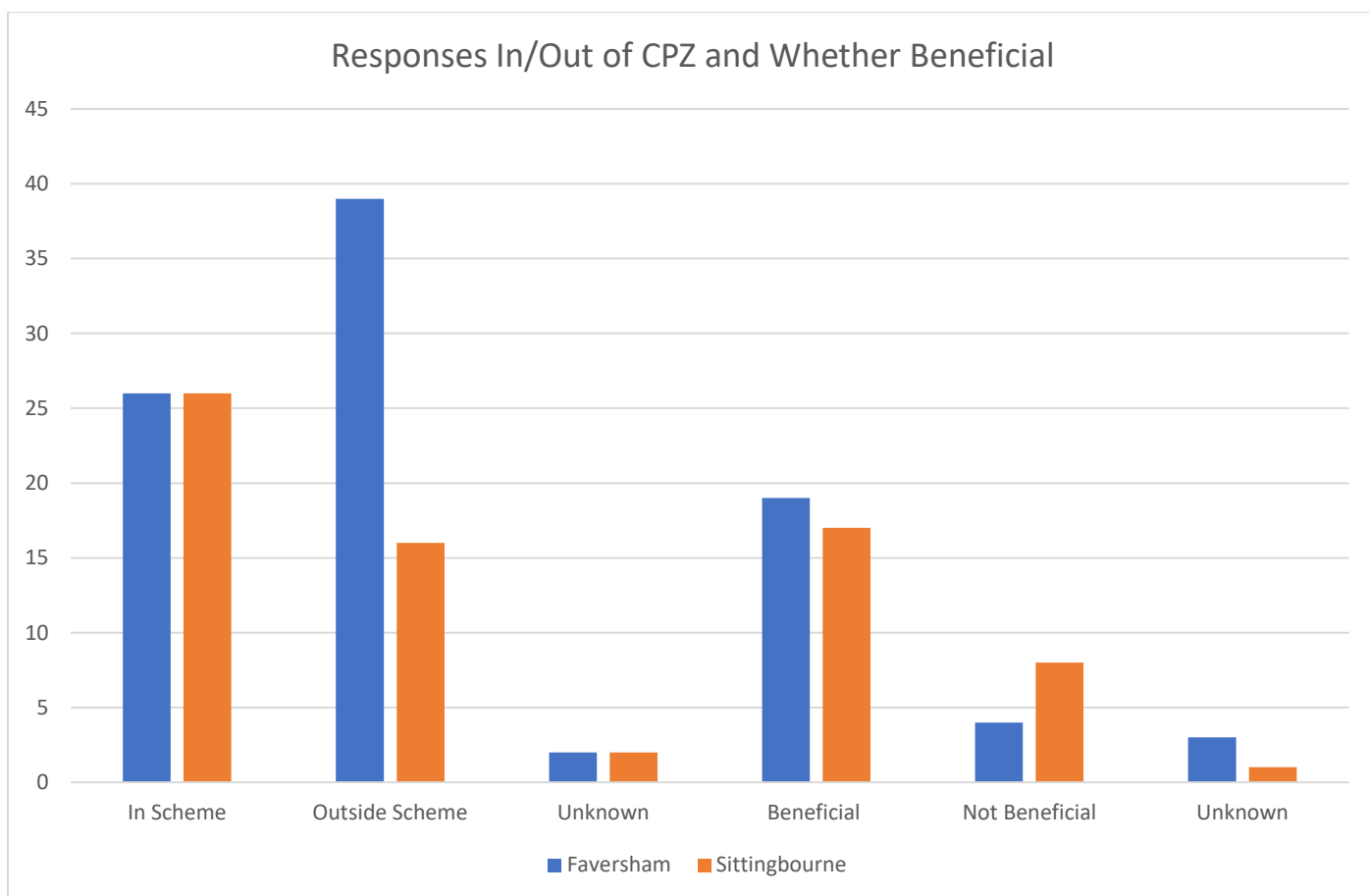
Breakdown of Responses by Road - Graveney Area

		Within Scheme?			Support for Scheme?		
Road Name	No. of Responses	Yes	No	Unknown	Yes (8-10)	No (1-3)	Neutral/Unknown
Murton Place	1	0	1	0	1	0	0

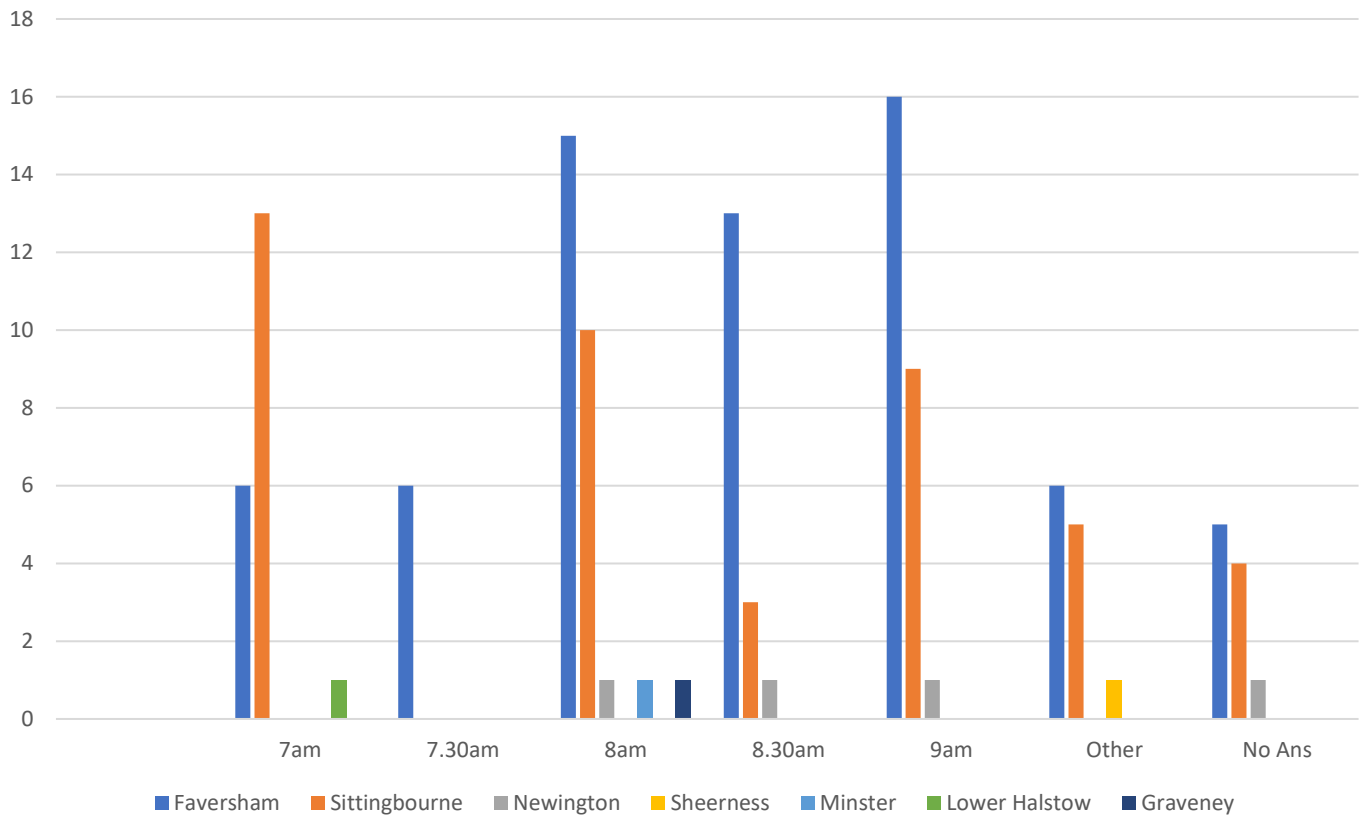
Breakdown of Responses by Road - Lower Halstow Area

		Within Scheme?			Support for Scheme?		
Road Name	No. of Responses	Yes	No	Unknown	Yes (8-10)	No (1-3)	Neutral/Unknown
Landrail Road	1	0	1	0	0	1	0

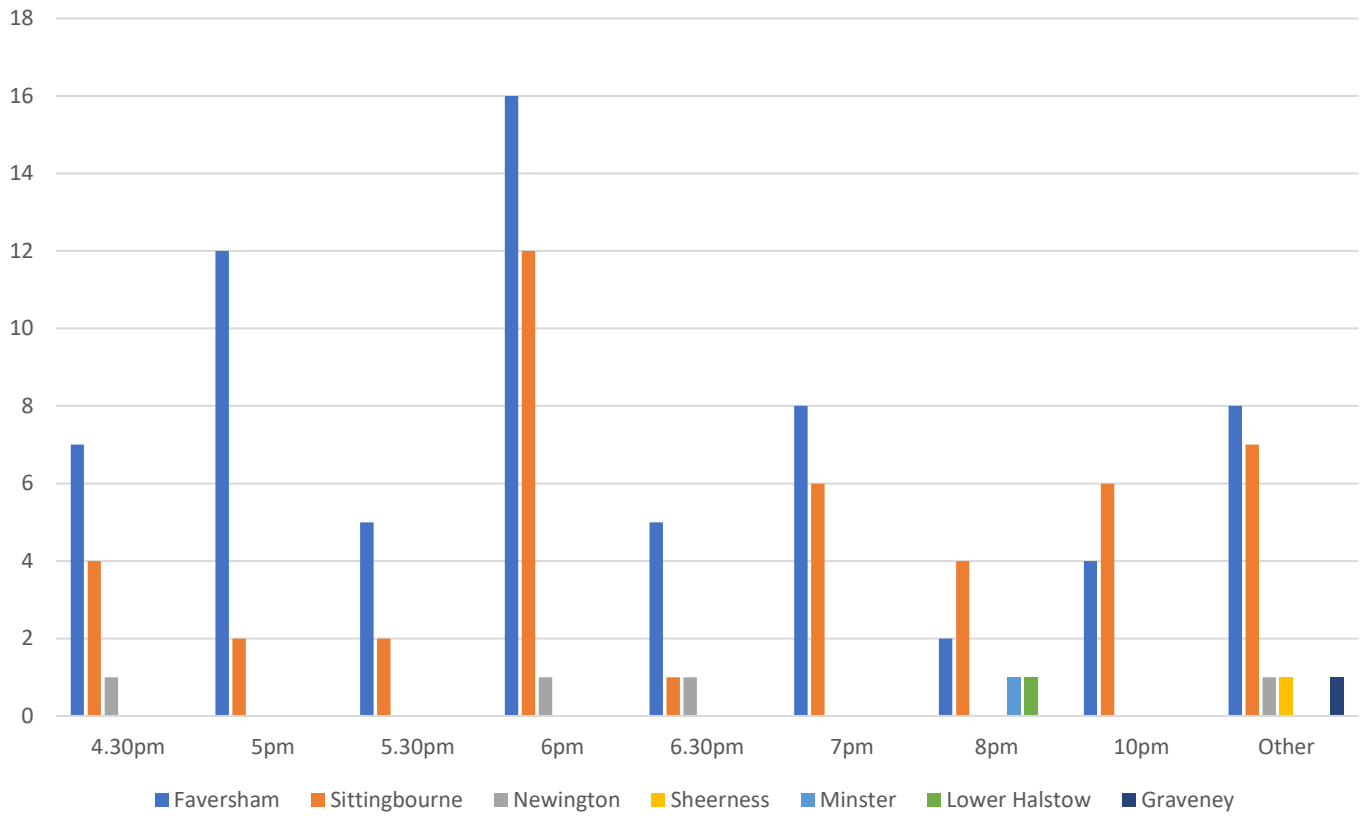
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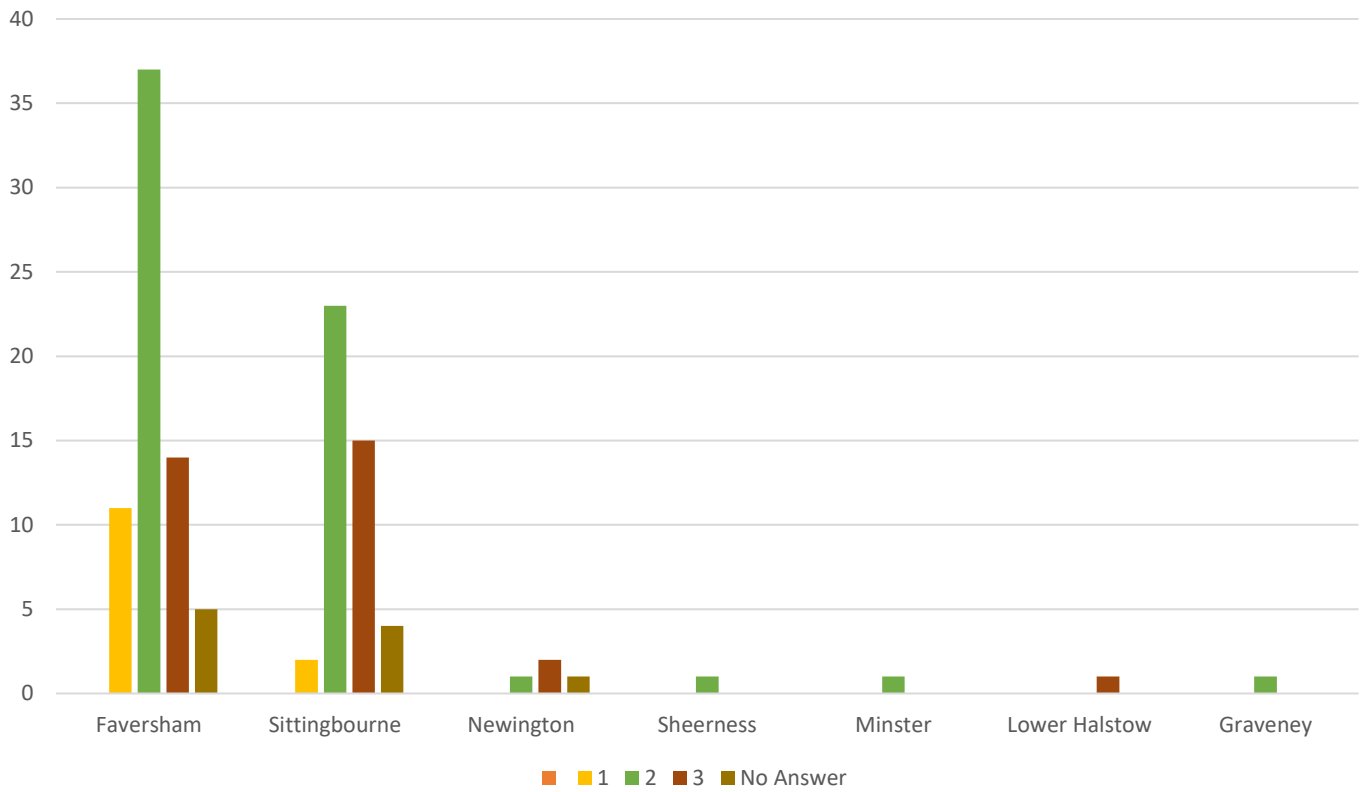
Preferred Scheme Start Times



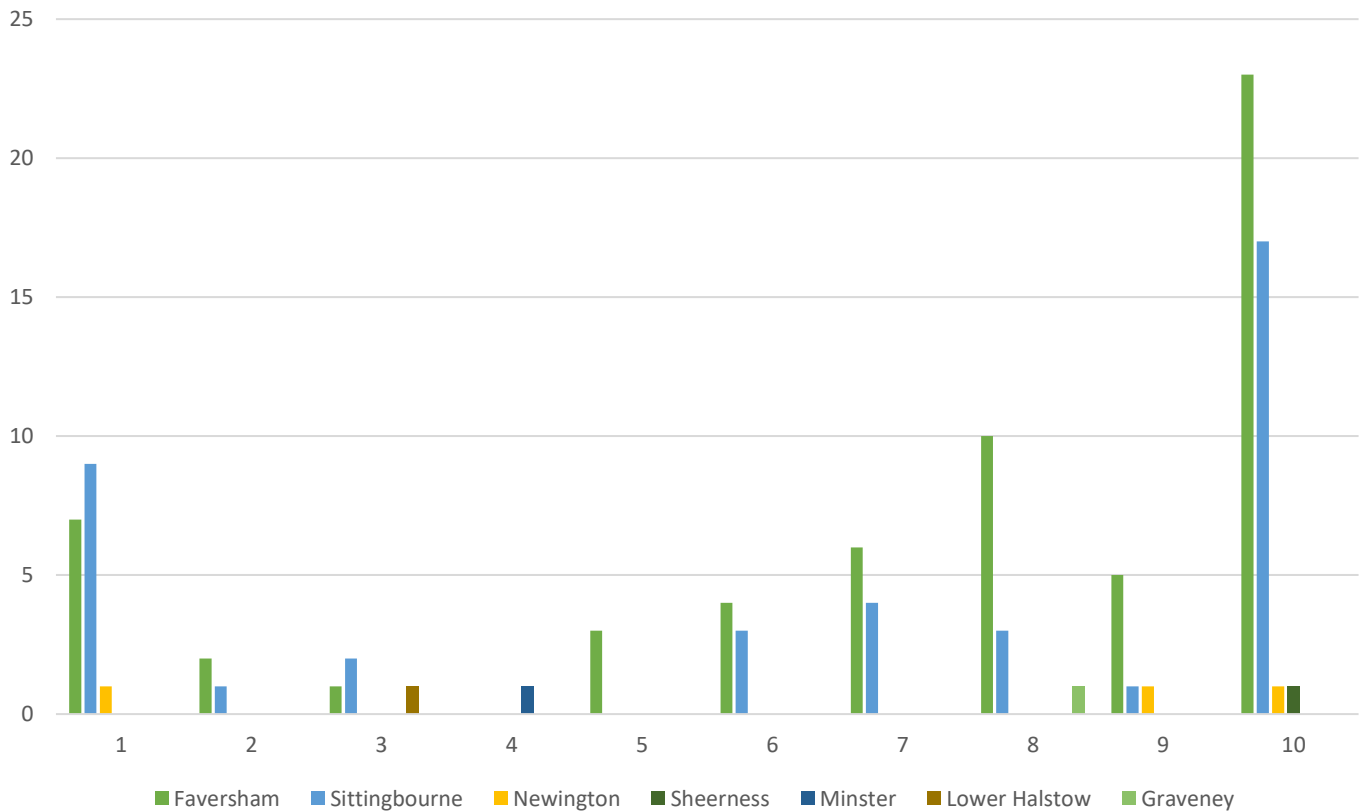
Preferred Scheme Finish Times



Suggested Number of Permits Per Household



Overall Support for Residents Parking Scheme 1 - No Support, 10 - Full Support



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SWALE JOINT TRANSPORTATION BOARD	Agenda Item:
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Meeting Date	Monday 7 th December 2020
Report Title	Proposed Waiting Restrictions – Arthur Street Junction with Laburnum Place, Sittingbourne
Cabinet Member	Cllr Richard Palmer, Cabinet member for Communities
Head of Service	Martyn Cassell, Head of Commissioning, Environment and Leisure
Lead Officer	Brett O'Connell (SBC), Engineer
Classification	Open

Recommendations	Members are asked to note the contents of the report and recommend that the restrictions be abandoned.
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1. Purpose of Report and Executive Summary

- 1.1 This report provides details of recent informal consultation undertaken on proposals to install double yellow lines at the vehicle access point for 17 – 20 Arthur Street in Sittingbourne. The request for restrictions has come from the owner of these properties.

2. Background

- 2.1 The consultation was undertaken in October/November 2020 and included residents in Arthur Street and Laburnum Place, Sittingbourne. A copy of the consultation material can be seen in Annex A.

3. Issue for Decision

- 3.1 It had been reported that access/egress for residents of 17 – 20 Arthur Street is impeded by vehicles that park at the entrance to the residents parking area. 17 – 20 Arthur Street is a reasonably new development and the vehicle access has been opened up to allow an off-street parking area for tenants. An objector's photographs are included in the comments showing a vehicle parked in the vicinity of the entrance, but still allowing unimpeded access. There is currently UK Power Networks roadworks outside 1A Laburnum Place which may have exacerbated the situation by taking away one car parking space? KCC have confirmed the works will be completed and the excavation reinstated very soon. A location plan of the area is included in Annex C.
- 3.3 The consultation received 4 responses. 1 of these responses supported the proposals and 3 objected. Due to the lack of support, it is recommended that the proposed restrictions are abandoned. Comments from the consultees are included

in Annex B. Any reference to property addresses or personal details has been blocked out or deleted for data protection purposes.

4. Recommendation

- 4.1 Members are asked to note the contents of the report and recommend that the restrictions be abandoned.

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	None identified at this stage.

6. Appendices

- 6.1 Annex A – Consultation Material
Annex B – Consultees Comments

7. Background Papers

- 7.1 None

Proposed Double Yellow Lines - Arthur Street junction with Laburnum Place, Sittingbourne

We have received a request from a resident for a section of double yellow lines to be installed in Arthur Street junction with Laburnum Place, Sittingbourne. It has been reported that vehicles are parking in front of the driveway entrance of 17 – 20 Arthur Street restricting access for vehicles entering/exiting the parking area of these properties.

The proposals consist of double yellow lines on the west side of Arthur Street and north side of Laburnum Place as per the enclosed plan. We would be most grateful to receive your views as to whether you support or object to the proposals, and the responses received will be reported to the Swale Joint Transportation Board to consider at their next meeting. 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 e-mail your comments to us at engineers@swale.gov.uk or alternatively complete the reply slip below and return to Swale Borough Council Engineering Services, Swale House, East Street, Sittingbourne, Kent, ME10 3HT, by **Friday 6th November 2020**. 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 – Arthur Street junction with Laburnum Place

Please tick one of the following boxes

I Support the proposal to install the 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



Annex B

Response No.	Comments	Support	Object	Not specified
1	<p>I am writing in response to a letter i have received regarding proposed double yellow lines at the Arthur street junction with laburnum place in Sittingbourne. I live at number [REDACTED]</p> <p>I would like you to find this email as my objection to the proposal. There is no vehicle restricting access for vehicles entering or exiting the parking area for these properties (17-20 Arthur street) at any time of any day (since i am currently working from home due to [REDACTED] therefore i am here 24 hours a day, every day). The area they have been allocated to park is very large and there is plenty of room for even a large van to move and turn easily here.</p> <p>Currently the elderly gentleman, who has a [REDACTED] and usually parks in the disabled space directly outside his property at [REDACTED] (directly next to the entrance to this said parking area) is having to park outside his OWN gates/ access to his garden because there are recurrent road works within his disabled space - this has been ongoing for some time and the road has been left dug up for an unacceptable length of time. This is actually what is causing the obstruction to laburnum place (nothing to do with the parking area for 17-20 Arthur street). Having these road works here for prolonged time with no one actually working on makes it dangerous for this gentleman to enter and exit his property, especially in the dark; it restricts access to ambulances and other emergency vehicles from accessing our houses in a timely manner and It also means he has no option but to park over these gates. This area overlaps VERY mildly with the huge opening to the parking area but is in absolutely no way obstructing anyone from getting in or out and is also outside his own property and gate entrance. For ease I have attached photographs of the road works inside his disabled space; the obstruction this is actually causing for all cars coming round the corner in to laburnum place and also how much space these vehicles have to get into their properties with this gentleman's car parked outside his gates. These have all been taken from my property</p>		Object	

	<p>windows so I can see very clearly there is no issue. Could you also take this e-mail as a complaint about the length of time these road works have been left here and the obstruction they are causing. Since this is the problem to all of the issues.</p>			
<p>2</p>	<p>I'm the [REDACTED] objects to having double yellow lines being put over the dog bone of 1a Laburnum Place or over the same at the entrance to 17-20 Arthur Street parking area.</p> <p>Please find pictures attached of the entrance to 17-20 Arthur Street parking area. You can also see pictures of work being carried outside 1a Laburnum Place which still have not been completed, they was started over a month ago and seem to be forgotten about.</p> <p>Please find more photos attached of the entrances of 17-20 Arthur Street and 1a Laburnum Place.</p> <p>[REDACTED]</p> <p>I [REDACTED] have obtained oral, photographic and video evidence to prove that this one resident that the council received a request from for double lines in Arthur Street and Laburnum Place was lying to the council. [REDACTED] at this present time I can do without all this aggravation that this one resident is causing me.</p>		<p>Object</p>	





3

Proposed Double Yellow Lines – Arthur Street junction with Laburnum Place

Please tick one of the following boxes

I Support the proposal to install the double yellow lines

I Object to the proposal

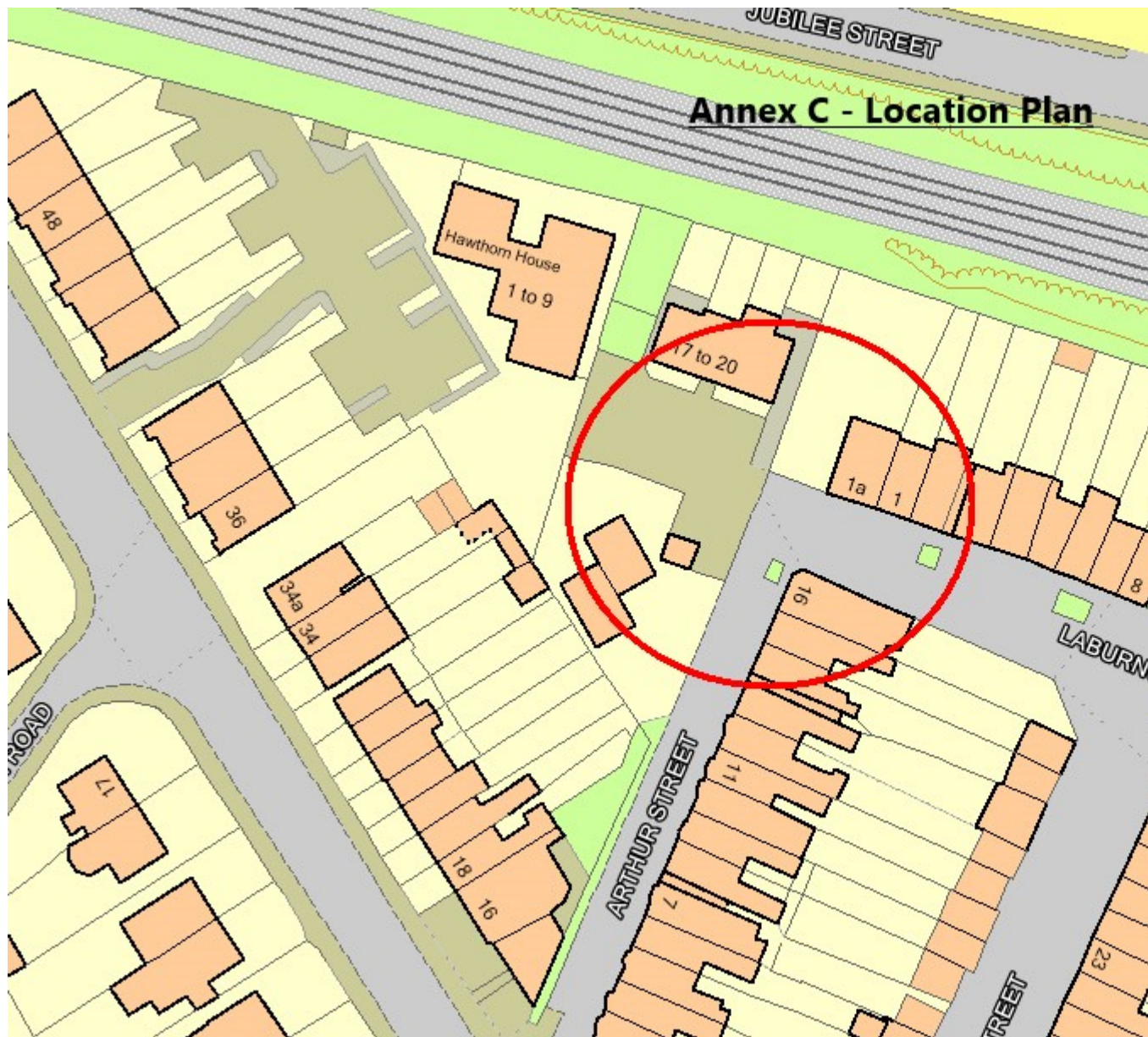
Name & Address	Comments
	<p>I LEAVE WORK AT 5:30AM AND CARS ARE PARKED ACROSS OUR ENTRANCE, CAUSING REVERSING TO BE A PAIN</p>

The information supplied will only be used to inform the public of the proposed works.

Support

4	<p>Proposed Double Yellow Lines – Arthur Street junction with Laburnum Place</p> <p>Please tick one of the following boxes</p> <p><input type="checkbox"/> I Support the proposal to install the double yellow lines</p> <p><input checked="" type="checkbox"/> I Object to the proposal</p> <table border="1"> <thead> <tr> <th data-bbox="367 403 920 435">Name & Address</th> <th data-bbox="920 403 1415 435">Comments</th> </tr> </thead> <tbody> <tr> <td data-bbox="367 435 920 671"></td> <td data-bbox="920 435 1415 671"> <p>AS THIS IS AN ACCESS AREA IT SHOULD NOT BE <u>BLOCKED</u> <u>WASTE OF RESOURCES</u></p> </td> </tr> </tbody> </table>	Name & Address	Comments		<p>AS THIS IS AN ACCESS AREA IT SHOULD NOT BE <u>BLOCKED</u> <u>WASTE OF RESOURCES</u></p>		Object	
Name & Address	Comments							
	<p>AS THIS IS AN ACCESS AREA IT SHOULD NOT BE <u>BLOCKED</u> <u>WASTE OF RESOURCES</u></p>							

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SWALE JOINT TRANSPORTATION BOARD	Agenda Item: 10
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Meeting Date	Monday 7 th December 2020
Report Title	Parking Proposals Consultation Abbey Street Area, Faversham – Abbey Neighbourhood Association
Cabinet Member	Cllr Richard Palmer, Cabinet Member for Communities
Head of Service	Martyn Cassell, Head of Commissioning, Environment and Leisure
Lead Officer	Brett O'Connell (SBC), Engineer
Classification	Open

Recommendations	Members are asked to note the contents of this report and recommend the proposed amendments be implemented.
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1. Purpose of Report and Executive Summary

- 1.1 This report provides the results of a consultation sent to residents in the Abbey Street area following further discussions with Abbey Neighbourhood Association (ANA). The consultation proposed parking amendments to promote improved vehicle movements in Abbey Street and Abbey Place, 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. A site survey was undertaken measuring parking capacity and assessing vehicle movements. The results were submitted via an update report to the JTB in September. Further discussions took place with ANA during the design stage, proposing amendments to the current layout in Abbey Street and Abbey Place.

3. Issue for Decision

- 3.1 A consultation with residents has taken place asking whether they support/object and have any comments relating to the proposed alterations. See Annex A for the consultation material.
- 3.2 The proposed alterations include three small areas along Abbey Street where double yellow lines are to be installed creating “passing places” where vehicles can pull in if confronted by a vehicle travelling in the opposite direction. The plan also

shows an extended bay in Abbey Street allowing a space for one vehicle and a new bay in Abbey Place to accommodate two vehicles. These three extra spaces should replace the loss of any bays due to the proposed double yellow lines, however, a parking space, not related to the amendments, will now be removed following a consultation comment from a resident (see paragraph 3.4).

- 3.3 The consultation received 67 responses. 42 of these responses supported the proposals, 22 objected and 3 did not specify either way. Comments from the consultees are included in Annex B. Any reference to property addresses or personal details has been blocked out for data protection purposes.
- 3.4 Following the consultation, we had a response from a resident highlighting an issue with the parking bay outside 58 – 61 Abbey Street. They commented that their brick pillar had been damaged by a vehicle and stated that the bay was sited too close to the vehicle entrance, thus reducing visibility for vehicles exiting the premises, especially when a larger vehicle was parked there. It was agreed that the parking bay did appear to terminate close to the vehicle entrance. It is therefore proposed to reduce this bay by approximately one car parking space to improve visibility making it safer for vehicle movements, and this amendment has been included in our latest Traffic Regulation Order, Swale Amendment 20, the formal consultation of which commenced on 4th December 2020. This will have a small impact on existing parking capacity, but regardless of the proposals would have required addressing on safety grounds.
- 3.5 It is noted that even though 42 indications of support were received to the proposals, there were 22 objections raised, and should the recommendation be for the proposals to progress, a Traffic Regulation Order will be required and it is envisaged that a number of formal objections will be received which would be reported back to the Board at a later date for consideration.

4. Recommendation

- 4.1 Members are asked to note the contents of this report and recommend the proposed amendments be implemented.

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	None at this stage.

Disorder	
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 – Consultation Material
- Annex B – Consultees Comments

7. Background Papers

- 7.1 None

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Proposed Parking Restrictions and Parking Bay Alterations – Abbey Street and Abbey Place, Faversham

A request was received, via a report to the Swale Joint Transportation Board, from the Abbey Neighbourhood Association (ANA) to investigate the possibility of installing passing places to improve vehicle movements and amend some parking bays in Abbey Street and Abbey Place in Faversham. ANA stated that due to the physical constraints of the highway, there are substantial sections of the road which only allow one vehicle to pass at a time. Consequently, vehicles are frequently required to use a few unintentional passing places in Abbey Street to negotiate vehicles travelling in the opposite direction.

The proposals consist of installing three sections of double yellow lines, which would act as passing places for vehicles to pull into. The three locations are between No.64 and 65, 92 and 94 and 99 and 100 Abbey Street, as shown on the plans included, with the latter areas being existing spaces. There are also proposals to extend the parking bay outside No.78/79 Abbey Street by one vehicle length and install a new parking bay in Abbey Place on the north side, to provide parking for two vehicles. These new bays will replace the three parking spaces lost by installing the proposed double yellow lines. See plans enclosed. We would be most grateful to receive your views as to whether you support or object to the proposals. The responses received will be included in a report and submitted to the Swale Joint Transportation Board in December 2020 to consider and make any recommendations. Please note comments unrelated to the proposals will not be included in the report.

Please e-mail your comments to us at engineers@swale.gov.uk or alternatively complete the reply slip below and return to Swale Borough Council, Engineering Services, Swale House, East Street, Sittingbourne, Kent, ME10 3HT, by **Friday 6th November 2020**. 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 Parking Restrictions and Parking Bay Alterations – Abbey Street and Abbey Place, Faversham

Please tick one of the following boxes

I Support the proposals

I Object to the proposal

Name & Address	Comments

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

Abbey Street Area, Faversham - Proposed Alterations

Map Key

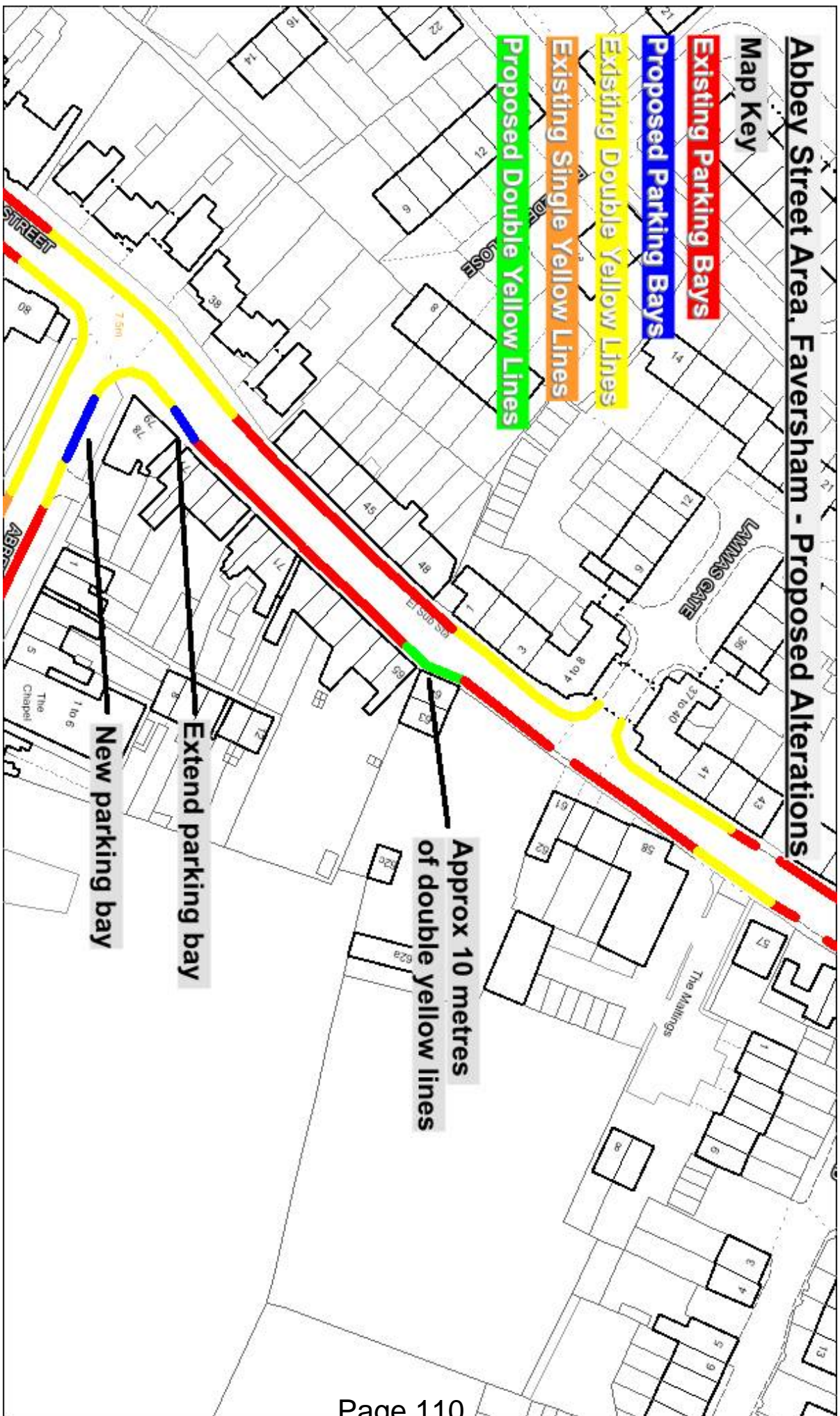
Existing Parking Bays

Proposed Parking Bays

Existing Double Yellow Lines

Existing Single Yellow Lines

Proposed Double Yellow Lines

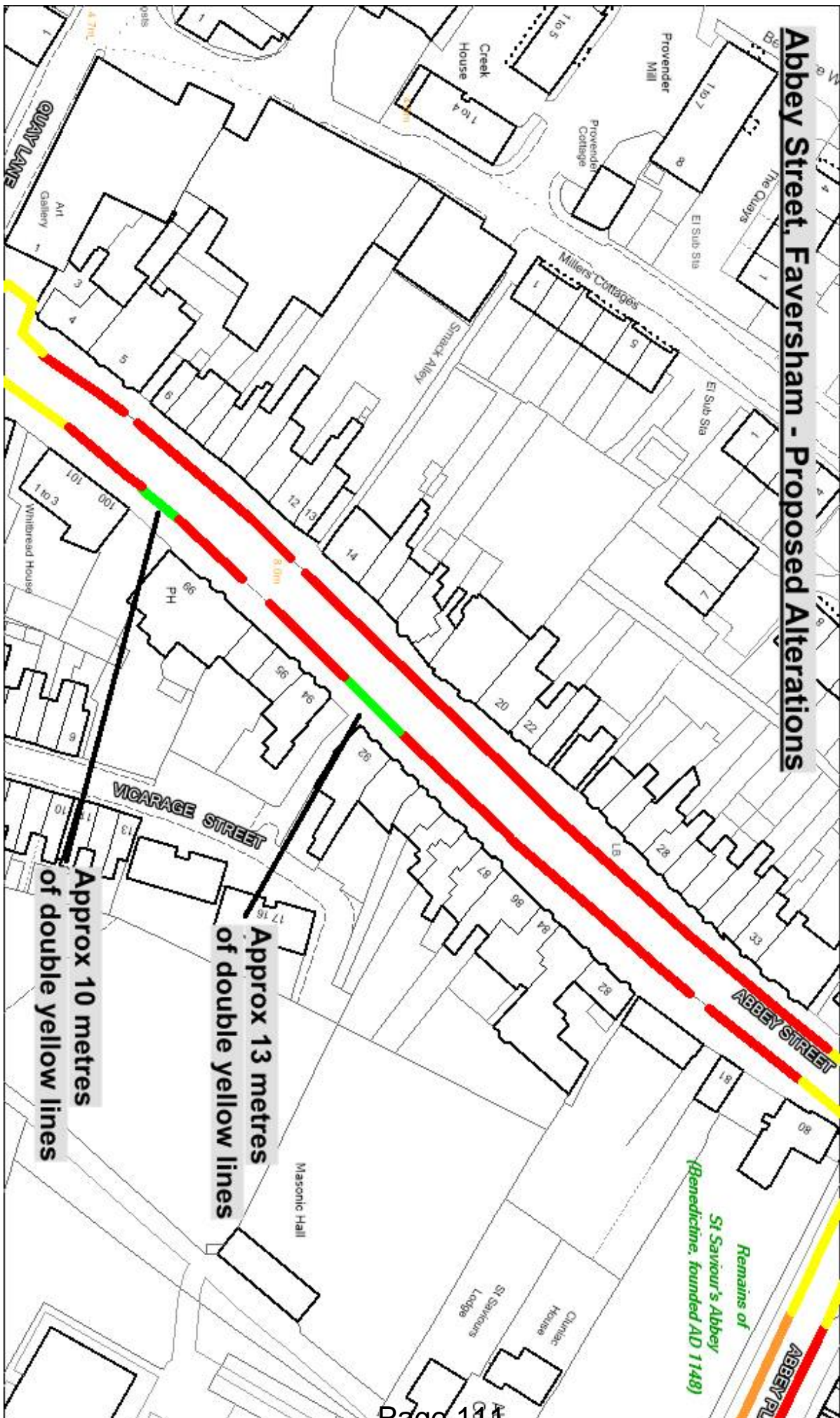


Approx 10 metres
of double yellow lines

Extend parking bay

New parking bay

Abbey Street, Faversham - Proposed Alterations



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Annex B

Response No.	Comments	Support	Object	Not specified
1	<p>We do not support the idea of the above parking restrictions and parking bay alterations. We live at the [REDACTED] of Abbey Street close to where one of the bays is proposed and feel strongly that its installation will do little to help the situation. The volume of traffic is the problem.</p> <p>Having lived here for over 34 years we know how much busier the road has become over time. When we moved in, heavy lorry traffic serving the still industrial creek was the problem. Now, living at the town end of Abbey Street we can easily see that the parking spaces at our end of the road are used by many non-residents - people using the hour (often more!) to visit shops/cafes, parents waiting in their cars for their children to walk up the street from the QE school and to visit the now thriving quay at the other end of the road. The problem lies simply with the volume of traffic using Abbey Street, which we presume must have been considered at length when planning permission was given for all the new housing around the creek.</p> <p>We are very aware of the frustrations people feel when they have trouble using the road but the situation needs a better solution. It has been made worse recently with the amount of trade / builders vans in the street but we have take into account that old houses need a lot of caring for!</p> <p>We have done what we can to help and become a 'one small car' house some time ago.</p>		Object	
2	<p>Thanks for the information about this proposal. Good idea, we support it.</p> <p>Our immediate concern was that the grass area alongside the proposed bay in Abbey Place would be lost but we are assured this is safe as the bay is on the existing road, as are the existing parking bays. Green is in very short supply and we must prevent any further loss!</p>	Support		
3	<p>Although the traffic along abbey Street has dramatically increased over the last year or two due to the new housing and business in and around Standard Quay I object to the proposed alterations to the parking bays along Abbey Street. [REDACTED] I already find it incredibly difficult to park early evening. The bays along this stretch are not only serving the</p>		Object	

	<p>adjacent houses but also the row of houses behind and visitors to the Anchor pub etc. I have 1 car/1 space and quite often find myself having to park some way from my house and even on Belvedere Rd!</p> <p>My suggestion is for a one-way system along Abbey Street looping back round Belvedere Road. This will involve opening up Standard Quay to Belvedere Road which I feel will be a much more sensible option in the long run, especially with the additional houses being built around Standard Quay and the commercial expansion of business in the Quay itself. It is not sustainable!</p>			
4	<p>Thank you for your letter re proposed parking restriction Abbey St.</p> <p>I strongly object to the installation of 3 sections of double yellow lines on Abbey Street. I live at [REDACTED] and it's important for me to be able to park outside my house as my husband [REDACTED]</p> <p>Currently cars have to drive slowly and carefully in order to allow room for each other to pass and it works well. I've lived at this address since July and do not see a need to remove parking places at this point. It would be a box ticking exercise and it won't improve traffic flow but will inconvenience residents. I know of at least one other resident who lives opposite me with [REDACTED]. It will make life difficult for us.</p> <p>I do not object to installing a new parking bay in Abbey Place.</p> <p>Thank you for considering my objection.</p>		Object	
5	I support the proposals which should help the traffic problems.	Support		
6	<p>Further to your recent circular and plan, we are against the proposals for the following reasons:</p> <ol style="list-style-type: none"> 1. In order to create passing places that would provide an improvement to the current arrangement, these would need to be both further apart than those proposed at No. 92-94, and 99-100, and also on both sides of the road. 2. This however would mean losing far too many existing parking spaces to alleviate a relatively minor problem. 3. The current arrangement works satisfactorily enough and would avoid losing desperately needed parking spaces at the top of Abbey Street (nearest the town). 		Object	

	<p>4. Consideration should be given to residents-only parking in Abbey Street.</p> <p>5. Consideration should also be given to limit on-street parking permits to one per household.</p> <p>6. Consideration should be given to prevent parents at QE school delivering and collecting their children. This creates problems morning and afternoon and must have a detrimental affect on air quality.</p> <p>NB: Arrangements at the bottom of Abbey Street (nearest the Creek) may benefit from some adjustment as the road is narrower, although there are already 2 passing points on opposite sides of the road.</p>			
7	<p>I object to the proposed parking bay restrictions between 99 The Phoenix public house, and number 100 Abbey Street.</p> <p>The parking at this end of Abbey Street is at a premium partly because of its proximity to the town centre and partly due to the development called the Old Brewery Lofts who's residents also have permits for parking in Abbey Street.</p>		Object	
8	<p>The proposals to alter the parking restrictions and bay alterations are welcome and hopefully will assist in alleviating the traffic problems of traffic movement in Abbey Street.</p> <p>I support the proposals.</p>	Support		
9	<p>Just to explain why I am against your proposed alterations in Abbey Street. Basically what you are proposing is making extra parking spaces in places where it beneficial not to have parking spaces eg outside 78/79.</p> <p>(For your information, that is exactly where some of the diesel guzzling four wheel tanks turn around after having dropped off their offspring for classes at QEII school situated at the end of Abbey Place).</p> <p>What you want to do is <u>reduce</u> the traffic - not making it easier for even more traffic to move in....There are now shops and restaurants opening at Standard Quay and in addition there will be more houses coming on the market soon. This will mean even more traffic...</p> <p>Creating sections where cars can pull in to wait for oncoming traffic does not solve traffic nightmare in Abbey Street, no on the contrary, it will make it even worse.</p> <p>Obviously the dire traffic situation we are now experiencing here in Abbey Street needs a thorough reworking of the surrounding infrastructure which should resolve this problem for once and for all.</p>		Object	

	<p><u>Here are some of my suggestions:</u></p> <ul style="list-style-type: none"> • Link up Abbey Fields with the QEII school which would reduced traffic in Abbey Street. • Relocate the QEII to a more suitable location. • Provide a drop off place near Cyprus Road/Whitstable Road where students of the QEII school can be dropped off. • Link up Belvedere Road with Abbey Street and make it one way. • Built a new (foot/cycle) bridge at standard Quay and a large car park / with small local shops on the other side. • Complete the Western Link - according to the 1960's plans! 			
10	I support the proposals and am relieved that the proposal to demarcate parking bays appears not to have been considered.	Support		
11	To whom it may concern, We, as residents at [REDACTED], support the proposals for the parking restrictions and bay alterations.	Support		
12	I wish to object to the proposed parking restrictions for Abbey Street and Abbey Place. My comments: 1. This will create a slalom where cars will accelerate to pass. 2. Fewer bays will cause parking issues elsewhere. 3. For houses with passing bays outside, this will become a nuisance as they will have a series of cars sitting outside their house with engines running which will increase pollution in the street.		Object	
13 (Kent Fire & Rescue)	As this will assist in vehicular access, we support this proposal.	Support		
14	I Object to the proposal. The problems of vehicles passing is as a result of the commercial activity at Standard Quay, the number of cars driving young people to Queen Elizabeth School, as well as the Council decisions to allow extraordinary housing development, with access solely through Abbey Street. The Abbey Neighbourhood Association reflects mainly the interests of those in the new developments all who claim private parking and were clearly aware of the access to their properties when they purchased. Abbey Street residents have to share opportunities to park their vehicles with those who live in Vicarage Street, Abbey Place and scandalously those in the new developments who are able and do buy residents permits as well as		Object	

	visitors who can park for limited periods to visit the two Pubs and the Gallery. Any reduction in parking bays would adversely affect the people in Abbey Street who have no other possible places to park.			
15	In response to your recent letter, I confirm that I support the proposed restrictions and alterations to parking in Abbey Street and Abbey Place, Faversham.	Support		
16	I thoroughly approve of the proposed alterations which can only help the situation. It is especially problematic at weekends school times. I have had further thoughts on the situation having spent about ten minutes on Friday afternoon not moving on Abbey Street. Since the rebuilding of the 1960s, cars have got ever bigger which leads directly to the jams of today. The simplest way to ease the congestion is surely to take a foot or so off each very wide pavement so that two cars could (slowly) pass? Of course the trees prevent greater widening and I wouldn't like to see them removed - a wide road would just encouraging dangerous speeding! The goal must be to preserve two way traffic, as a one-way system returning via Belvedere Road, which I have heard has been suggested, would be madness.	Support		
17	<p>Your correspondence regarding 'Proposed Parking Restrictions and Parking Bay Alterations – Abbey St and Abbey PI Faversham arrived at an opportune moment, as we were about to send you the following regarding the layout of the parking bay between ■ and ■ Abbey Street. It reads as follows:</p> <p>One of the entrance pillars to our premises at ■ Abbey St. has been badly damaged. This occurred between Friday 2.10.20 and the next day – Saturday 3.10.20. As you can see from the pictures below - a heavyish vehicle has either driven or reversed into it thereby weakening the structure and dislodging the corner stones and bricks. The cost of repairing this will amount to ■■■■■■■■■■, as quotes have already been sought.</p> <p>We are extremely surprised that it has taken this long for an 'incident' to occur. Whoever planned and ordered the layout of this particular residents bay by the entrance to no. ■, obviously did not give any thought as to how the occupants/visitors of ■ were to safely access the street from the driveway. It has long been extremely difficult and dangerous to drive out into the street, especially if there is a van or large vehicle parked right up to the limit – or even just over the double yellow lines outside our driveway. There is absolutely no way to view any traffic that may be heading down Abbey St. Added to these impracticalities is the parking bay opposite said drive – in front of no. 43 – and if in use, making vehicles use the right-hand lane when approaching The Anchor Inn – thereby endangering the front of any vehicle exiting our drive.</p> <p>We would welcome a meeting with your 'parking bay' planning dept. to discuss and actually look at the</p>	Support		

	<p>problems. We fear that there will be further ‘incidents’ along this part of Abbey St with all the cars and very heavy goods vehicles that use this road. These 2 x parking bays MUST be reviewed A S A P. before there are more incidents.</p>			
<p>18</p>	<p>Thank you for seeking our views regarding the proposed changes to the parking restrictions and parking bay alterations in Abbey Street and Abbey Place, Faversham.</p> <p>We live on Abbey Street and both object to the proposals.</p> <p>We are concerned that the proposals would make Abbey Street easier to navigate by car and thus see a further increase in traffic volume and speed of road users. Some people already bomb down the street at what looks like over 30mph despite the 20mph speed limit. These changes would we fear only encourage such behaviour.</p> <p>Instead of these proposals we feel a more radical approach needs to be taken. Abbey Street is of important historic interest and a key tourist attraction within the town and needs to be protected from an ever-increasing amount of traffic.</p> <p>Ideally, we think that the council should seek to link up Belvedere Road with Standard Quay and place a barrier at the Anchor end of Abbey Street making it a no through road only used by residents. This would protect Abbey Street as it should be due to its important historic nature and its key role in attracting tourists into the town. All traffic for Standard Quay could use Belvedere Road. If the cost of joining up the road were an issue I'm sure Abbey Street residents would be keen to fundraise for this project.</p> <p>Failing this we suggest that Swale Borough Council seek to link up Belvedere Road and Standard Quay but create a one-way system using both Abbey Street and Belvedere Road. This would halve the traffic in Abbey Street and deal with the problem of cars struggling to pass one another.</p> <p>Failing this we think the Council should seek to encourage Standard Quay users to park in town and stroll down historic Abbey Street. This would be good for shops in town and create revenue for the Council from the car park charges. They should create a safe space to walk around the corner from Abbey Street to Standard Quay where there is currently no pavement.</p> <p>In conclusion, we object to the proposed changes and sincerely hope the Council will take a more</p>		<p>Object</p>	

	radically positive approach.			
19	I support the proposed changes as shown in the plan received but I do not think it goes far enough in eliminating the problems experienced, especially with the increased housing that has and still is going up in the surrounding areas I.e. Standard Quay and Belvedere Road.	Support		
20	<p>I live at [REDACTED], Abbey Street [REDACTED]</p> <p>I am in favour of the proposal. My front window faces onto Abbey Street and every day I witness cars reaching a stalemate because they cannot pass one another due to the double parking immediately outside my house. At best it involves one vehicle being forced to reverse a considerable distance, which is further hampered if there are other cars behind them, but frequently it also escalates into confrontation and altercation between drivers.</p> <p>I would add that this problem has been terrible for years and your records should show that in 2011 after pressure from myself and other residents in [REDACTED] who lobbied our local counsellors you agreed to install bollards in the pavement outside my and my neighbours properties [REDACTED] which front onto Abbey Street because cars were frequently mounting the pavement outside our front doors in order to pass one another. On one occasion a member of my family pushing a [REDACTED] as they left my house was nearly clipped by a car which had mounted the pavement outside of my front door.</p> <p>So whilst the bollards have stopped cars from mounting the pavement, the problem continues with cars unable to pass which has been further exasperated by the increased traffic travelling to the various new activities at Standard Quay.</p> <p>So I think this your plans to create a passing place are needed and overdue to avoid continued problems in Abbey Street.</p>	Support		
21	<p>Thank you for giving residents the opportunity to comment.</p> <p>I confirm that I support the proposals. I would add that many drivers do not know who has right of way and who should give way which causes the problems in Abbey Street. If these people</p>	Support		

	exercised a little consideration and adhered to rules of the road then there would be no need to introduce these measures at all!			
22	I support the proposals.	Support		
23	<p>I would like to object to the proposed parking restrictions on the following grounds.</p> <ul style="list-style-type: none"> • Most episodes of congestion arise during the school run or at weekends when the traffic levels are higher and tend to be the result of poor and aggressive driving which the provision of passing bays will not resolve. During this time, a high percentage of drivers do not pull into empty parking bays to let others pass, and it is therefore unlikely that passing bays will have an impact. • At this time the junction of Abbey Street/Church Street/Court Street can become problematic and potentially dangerous for pedestrians. This proposal will not resolve this. • Traffic levels during the weekdays are low and the traffic flow runs smoothly at these times. • Where there times of high traffic flow, the aim should be to reduce/manage the levels of traffic rather than facilitating it. Greater promotion of parking elsewhere in the town and initiatives to encourage people to visit the street/quay on foot could be considered. Passing bays will not improve the experience of pedestrians which should be a key consideration • The reduction of parking bays will have a knock-on effect, and reduce the overall number of spaces available as part of the residents' parking scheme. • There will be a negative environmental impact for those houses who have passing bays immediately outside. This will be particularly acute in this narrow street. • It is likely that passing bays will be used by delivery drivers to facilitate a fast drop-off <p>Given the points above, an alternative option might be to trial a 'rights of way' approach.</p>		Object	
24	<p>Please see below my comments</p> <p>There should be double yellow lines at the top of Abbey Street on the side of the Phoenix. Currently there are single yellow which always causes congestion into Quay Lane and Court Street as cars need to queue to get down Abbey Street and if cars are parked on the current single lines that means blocking the above mentioned roads as the cars coming up Abbey Street block those cars attempting to go down.</p> <p>I am at a loss to see how adding an additional parking bay outside 78\79 will do anything other than add to the congestion. With permission given for so many additional houses and business increasing traffic &</p>			Not specified

	<p>this area of Abbey Street being the narrowest and on a bend making seeing down very difficult I would have expected additional yellow lines between 71 and 79 and not more parking which will add to the lack of visibility.</p>			
25	<p>I am the resident and owner of [REDACTED] Abbey Street.</p> <p>I support any proposal which improves the traffic flow down Abbey Street and increases the passing places - I am fed up with my car being scratched and dented by impatient drivers who attempt to pass oncoming cars when there is clearly insufficient space and have no respect for residents' cars.</p> <p>However I do have another suggestion which would lose less parking spaces and still increase the room for cars to pass each other.</p> <p>Leave the 3 parking spaces outside 64 and 65 as now but remove 1 parking space opposite 65 and in front of the electricity sub station. This would provide the same room for passing and save a nett 2 parking places.</p> <p>I hope that this is helpful and will be given serious consideration.</p>	Support		
26	I support the proposal named above.	Support		
27	<p>I support the proposals.</p> <p>Abbey Street has always been difficult for passing approaching cars. The development of Standard Quay and the increase in housing in that area have worsened the problem. Faversham is trying to encourage a 20 mph speed limit but cars try to speed down Abbey Street because of the difficulty caused by a lack of passing areas. People in the Standard Quay area have no alternative but Abbey Street in order to go anywhere and it will be a solution to the difficulty of travelling up and down Abbey Street.</p>	Support		
28	<p>Abbey Street certainly has traffic problems, but this proposal treats the whole street as one problem when it is in fact more than that. The section from Court Street to Abbey Place takes the school traffic, the section north of that does not, but is very narrow. Both sections suffer from too little space, and sudden bursts of speed from drivers trying to get through before the cars in the other direction block them. Aggression by drivers is noticeably on the increase. We have lived here since [REDACTED] and have watched it all happen.</p> <p><u>Speed</u> is actually the main problem which we can address. The whole Abbey Street zone should have a greatly reduced speed limit and signs showing it is a residential and play area. That would calm the whole area down.</p>		Object	

	<p>We do not want yellow lines outside our house. We strongly object to yellow lines which are unsightly in this most beautiful of streets, and add to tensions and confrontations... When globally-recognised streetscape consultant [REDACTED] addressed the Abbey Neighbourhood Association he said yellow lines were not the solution and are to be avoided, for many reasons, not least emphasising 'ownership' or possession which raises tempers.</p> <p>There are three categories of kerbside: yellow lines at the road junctions, the parking bays, and access areas some of which also serve as passing places. These latter are not parking bays and have no yellow lines. They function perfectly well without yellow lines. They serve various purposes, including access to and from private property, as at our house [REDACTED]). And - most important - they offer very brief parking places for delivery vehicles and sometimes ambulances. Yellow lines would render this vital function illegal.</p> <p>We do not object to lengthening the passing place outside our house, but we think you are proposing to remove too much parking.</p> <p>Actually the street needs more parking spaces, rather than fewer. It also desperately and obviously needs a much lower speed limit, which could be achieved by signage (cheap) or bumpy rumble-surfaces (very expensive). The odd police patrol wouldn't go amiss either. Motor bikes are a problem re bursts of speed, and at least one dog has been injured by speeding traffic. This is a residential area, with young children, elderly people, and pets all needing to cross it the road. Electric vehicles (cars and bikes) are now almost silent... they are very dangerous in this area. You just can't hear them coming. They must be made to SLOW DOWN.</p> <p>The problems are exacerbated by recent developments permitted at the northern end of the street, which as local residents we objected to, but had no support from SBC when predicting increased congestion. There are safety implications for all this too, should a fire engine or ambulance be required. Also the loss of a stretch of Belvedere Road to a property developer who proposes to build on it, thus rendering any future one-way system impossible.</p>			
29	I am in favour of the alterations proposed in the undated letter (which included no reference number) from Swale Borough Council, in which comments were requested by 6 November 2020.	Support		
30	I support the proposed parking arrangements which are badly needed.	Support		
31	Thank you for your letter regarding the above. The proposed measures will not affect me, as I have my own driveway, but I would suggest that traffic flow would be easier if, instead of removing three/four			Not specified

	parking places adjacent to no.64, the same ease of passing could be achieved by removing just one parking space on the other side of the road, outside the electricity sub-station.			
32	<p>I object to the proposal</p> <p>██</p> <p>Comments</p> <p>Many large vehicles use the wide entrance to abbey place to pass each other, turn round and manoeuvre including school deliveries that cannot get through the gates. Putting parking bays in this space will cause additional stress on the roads as this area will become jammed more quickly instead. Thus reducing the benefit of fewer parking bays in abbey street.</p> <p>I think that the best solution is that number of parking bays should be reduced overall.</p>		Object	
33	<p>Dear Engineers</p> <p>I support these proposals.</p> <p>Yours sincerely</p>	Support		
34	<p>We support the proposals.</p> <p>We support the proposals because currently there are only 3 or 4 places that two vehicles can pass each other for the entire length of Abbey Street.</p> <p>We would like to see reminder 20mph signs painted on the road surface (one for each direction of travel) as has been done in Forbes Road and Court Street. There is a tendency for drivers (delivery vans especially) to sprint between the passing places to avoid having to give way.</p>	Support		
35	Following the recent letter regarding the proposed parking restrictions and parking bay alterations on Abbey Street and Abbey Place in Faversham, we would like to advise that we completely support the proposals, as outlined in the letter and accompanying plan.	Support		
36	<p>Quite simply there are two concerns in respect of parking in Abbey street and Abbey Place.</p> <p>One)</p> <p>Resident parking, if one takes the number of houses and equates that to the total allotted area within the two street's for parking, there is ample space. Add to that vehicles from Vicarage road, and church street, the one hour occasional parking for shoppers, parking permits handed out for visitors, tradesmen, etc, and in some cases, multi occupancy, the remaining spaces are soon taken.</p>			Not specified

	<p>Quite simply put it's a number's thing, the demand for parking is higher than the current space permits, although this is not always apparent, and can change depending on the time of day, town's business activities' including the Phoenix public house.</p> <p>Two)</p> <p>Through traffic, over the years there has been, and continues to be an increase in the amount of traffic passing through Abbey street. This includes the Anchor public house, businesses on Standard quay, new housing developments, and the Queen Elizabeth school. The traffic varies from heavy construction, council services, various deliveries' including articulated HGV's, and shopper's cars.</p> <p>The two issues are not connected however, on the occasions when/if Abbey Street is full the reduced passing/parking spaces creates traffic blockages. That coupled with apparent poor driving skills and driver courtesy creates an issue. The proposed scheme for the introduction of passing bays, and marking out parking bay's may, for a time, ease the situation. But cannot be considered a long term solution.</p> <p>Air quality)</p> <p>Moreover, and additionally, the current level of traffic through Abbey Street will inevitably increase. The current level of noise, medieval timber framed houses vibrating from the effects of HGV's passing, the dirt and grime from traffic is, and will, become an issue that'll require a solution.</p>			
37	<p>This is to support fully the proposals for the changes to the parking restrictions and parking bay alterations to Abbey Street and Abbey Place Faversham.</p> <p>Thank you and well done.</p>	Support		
38	<p>Re Your UNDATED letter regarding the above seeking my views by 6th November 2020</p> <p>I strongly object to the Proposed Parking Restrictions and Parking Bay Alterations for Abbey Street for the section between the junction with Quay lane and Abbey Place. I only make my comment on this section of the proposal, as I have no strong view on use of the section to the north.</p> <p>I also wish to point out that this matter was not, unanimously approved by the Abbey Neighbourhood Association (ANA). I personally objected to the suggestion of proposed passing place enhancement of the Phoenix entrance at the meeting on 3 June 2019.</p> <p>At that ANA meeting [REDACTED] gave an interesting talk and accompanying slide show illustrating how streets can be better organized to benefit residents/business/community, by using the space between</p>		Object	

	<p>buildings more effectively.</p> <p>He felt it is important to treat Faversham's Heritage with respect, <u>and he said 'yellow lines, including those painted with polluting yellow paint are not the answer'.</u></p> <p>His presentation led to a discussion on how the Abbey Street parking areas could be better laid out with appropriate marking of spaces, in keeping with the area, with regular parking delineation allowing an increase in the number of spaces. This was quite sensible and logical and had much merit in countering the current inefficient parking space utilization,</p> <p>However I was against enhancing and formalising the Phoenix entrance as a passing place as this would do little to address the issue and would only further encourage excessive speed of vehicles moving between that area and Abbey Place. My objection then and now is that cars currently wait for the road to clear to make the movement, often waiting at the entrance to Abbey Street because the sight lines do not show any alternative. It is an approach requiring caution and courtesy.</p> <p>At the present time the Phoenix entrance does act as a recess for southbound traffic to avoid oncoming northbound traffic, with little patience, entering Abbey Street whilst their exit is not clear. I would respectfully point out that the Phoenix entrance is a working entrance to the Phoenix car park, and also an area frequently used by their delivery vehicles, and therefore restricting waiting here is impracticable as there is no alternative option for vehicles with a legitimate need to service those premises. In addition the entrance is the vehicle access for the Whitbread House residential parking.</p> <p>If it is considered that there is a traffic-passing problem, causing slight delays, it will not be solved by proposing some double yellow lines because it does nothing to provide any clearly identifiable intermediate passing space. At the moment without such spaces the movement of traffic is self-regulating, slowing down speeds and deterring some vehicles.</p> <p>Yes, the traffic has seen an increase over the years but Swale Borough Council saw no significant Highway impact preventing approval of an additional 50 new houses in just over 20 years, and the current commercial development of Standard Quay (coaches welcome!).</p> <p>Finally on the idea of bright double yellow lines I would remind Swale Council that its own Faversham conservation area character appraisal says (Extract from report to Planning Committee 9 September 2004 (Agenda item 1.1, Annex B.)</p> <p>3.22. Abbey Street,These present-day elevations combine to form an outstanding example of a pre-C19 street which is ranked, by common consent, as a place of national importance.</p> <p>In summary the proposals will have no beneficial impact on parking, will encourage excessive speeding of vehicles on this residential street and will also have a detrimental visual impact on a area of outstanding historic character. Given the adverse impact of the proposal I consider its implementation</p>			
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	would be a disgraceful waste of public money. Local government time and funds should be much better spent.			
39	<p>We support the proposals.</p> <p>Further, we ask that Swale paints space lines within the bays to mark where each individual car can park. Many people park without care to use space well and thus occupy two spaces. This means up to 25% of the available parking space is wasted. Given that this consultation is about improving the efficiency of traffic flow, this measure would make a major contribution to the order of the street by creating additional passing spaces when the street is below 100% parking capacity.</p>	Support		
40	<p>Thank you for the letter sent to local residents about the proposed parking changes along Abbey Street to allowing passing along Abbey Street.</p> <p>We would like to add our support to these proposed parking changes, which will ensure there are passing places along Abbey Street.</p> <p>Negotiating access along Abbey Street, which is effectively single lane along most of its length, has become much more difficult in recent years particularly due to the development of shopping and restaurant, and parking facilities at Standard Quay. Vehicles often end up having to reverse to allow vehicles to progress where there are no passing places, traffic often becomes gridlocked, which can cause tailbacks along Court Street particularly at school run times when there is more traffic also accessing The Queen Elizabeth School. We are also aware that there has been damage to residents' vehicles parked on Abbey Street due to these access difficulties.</p> <p>The changes in the position of the parking bays will particularly affect our neighbours in Abbey Street who use them, we hope these changes in the parking bays are acceptable to them. We are affected by the access issues where we live, as there is no alternative route to avoid Abbey Street; all access to houses, QE School, businesses at Standard Quay, and some traffic to Iron Wharf use Abbey Street for access.</p> <p>Thank you for your help in trying to find a solution to these access difficulties</p>	Support		
41	<p>I object to the proposals.</p> <p>I note from the minutes of the Swale Joint Transportation Board meetings of 2 March 2020 and 7 September 2020 that the ABNA have proposed that individual bays should be marked out but I see no</p>		Object	

	<p>mention of such in your undated note seeking comments from residents of Abbey Street, and to which I am responding. In your note you refer to “bays” when outlining the introduction of yellow lines so am I to conclude you do intend to mark out individual bays throughout Abbey Street? It’s clear from the discussion at the meeting on 7 September 2020 that the benefits of doing so are dubious and I contend that parking in Abbey Street would not be made easier.</p> <p>I am at a loss as to why the ABNA feel that the volume of through traffic and the problems it causes on occasion, should be dealt with by tinkering with the parking amenities of residents. If parking control is to be the route to the solution why has no consideration been given to alternative strategies, such as, say, restricting the issue of permits to one per household, or allowing only permit holders to park?</p>			
42	<p>To Whom it may concern, I am writing regarding the proposed parking restrictions and parking bay alterations to Abbey Street. I would like to object to the current proposals.</p> <p>While I agree that traffic can be frustrating along the street, I feel that by placing parking bays in Abbey place/street would actually cause more traffic congestion. By creating parking bays in Abbey Place, this would make the road almost into a single lane road, which blocks traffic wanting to turn into Abbey place and in turn would create more traffic congestion along Abbey Street.</p> <p>Maybe an alternative would be to give resident permits only to people on Abbey street/place, or have parents drop children for Queen Elizabeth school off at Tesco car park, as congestion is always bad at school drop off/pick up.</p> <p>Thank you for your time,</p>		Object	
43	<p>I support the proposals for the proposed alterations in abbey street and abbey place in Faversham.</p> <p>It would also be good to have parking time limits on a Sunday as well. Or residents only the entire time!? Unlikely I know but worth a punt...</p> <p>With developments at standard quay there is a lot more traffic and HGV’s using the abbey street; many don’t stick to the speed limit.</p>	Support		

<p>44</p>	<p>Proposed Parking Restrictions and Parking Bay Alterations – Abbey Street and Abbey Place, Faversham Please tick one of the following boxes <input checked="" type="checkbox"/> I Support the proposals <input type="checkbox"/> I Object to the proposal</p> <table border="1"> <thead> <tr> <th data-bbox="383 365 972 400">Name & Address</th> <th data-bbox="972 365 1503 400">Comments</th> </tr> </thead> <tbody> <tr> <td data-bbox="383 400 972 592"></td> <td data-bbox="972 400 1503 592">A fantastic proposal.</td> </tr> </tbody> </table>	Name & Address	Comments		A fantastic proposal.	<p>Support</p>		
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46

Proposed Parking Restrictions and Parking Bay Alterations – Abbey Street and Abbey Place, Faversham

Please tick one of the following boxes

I Support the proposals

I Object to the proposal

Name & Address	Comments

Support

47

I return the slip indicating my support for the proposals together with your drawing showing the details.

I must however point out that the double yellow line shown on your drawing between Whitbread House and the entrance (corner) to Church Street is at present a single yellow. It would be beneficial to change this to a double yellow as it forms part of a very busy four-way junction – Abbey Street, Court Street, Quay Lane, Church Street. Traffic often builds up here particularly during school run periods and with traffic turning right from Abbey Street into Quay Lane.

Yours faithfully

cc. Abbey Neighbourhood Association

Proposed Parking Restrictions and Parking Bay Alterations – Abbey Street and Abbey Place, Faversham

Please tick one of the following boxes

I Support the proposals

I Object to the proposal

BUT EVERY - SEE ATTACHED COUNCIL DRAWING & MY LETTER 18-10-2

Name & Address	Comments

The information supplied will...

Support

Proposed Parking Restrictions and Parking Bay Alterations – Abbey Street and Abbey Place, Faversham

Please tick one of the following boxes

I Support the proposals

I Object to the proposal

Comments

• Several streets park with permit in Abbey St. There are not enough spaces anyway.
 • There are two public houses both with no car parks, they park also in Abbey St.

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

• The grammar school uses Abbey street to drop off and pick up pupils. This creates many problems for residents.
 • With the many houses being built in the new estates and the inadequate car parks, Abbey street will undoubtedly be used by the newcomers to the town.
 P.T.O.

• We need a council that looks out for the populace not one that does not consider that 'we live here'!
 • To allow further development in Standard Quay whilst there is a completely inadequate access route is only in the interests of the developer and certainly not the residents needs.

Object

<p>49</p>	<p>Proposed Parking Restrictions and Parking Bay Alterations – Abbey Street and Abbey Place, Faversham Please tick one of the following boxes <input checked="" type="checkbox"/> I Support the proposals <input type="checkbox"/> I Object to the proposal</p> <table border="1"> <thead> <tr> <th data-bbox="398 363 1005 395">Name & Address</th> <th data-bbox="1005 363 1550 395">Comments</th> </tr> </thead> <tbody> <tr> <td data-bbox="398 395 1005 592"></td> <td data-bbox="1005 395 1550 592"> <p><i>Apart from the yellow lines, will there be any additional signage to indicate a passing place?</i></p> </td> </tr> </tbody> </table>	Name & Address	Comments		<p><i>Apart from the yellow lines, will there be any additional signage to indicate a passing place?</i></p>	<p>Support</p>		
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Name & Address	Comments							
This is just a small step to solving the traffic problem here								

Results Total

Support	Object	Not Specified
42	22	3

To: Swale Joint Transportation Board
By: KCC Highways, Transportation & Waste
Date: 7th December 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

Combined Member Fund – see Appendix H

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	Completed
A2 London Road	Sittingbourne	From the Billet Pub for a distance of 100m east towards Sittingbourne Town Centre / Between Adelaide Drive and Lydbrook Close	Completed
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)	Completed
Broom Road	Sittingbourne	Exact sections to be determined. (Footway	Completed

		Reconstruction)	
Queens Way (Phase 1)	Sheerness	Full length (Including Linden Drive). (Footway Reconstruction)	Completed
River View	Queenborough	Entire Length (Footway Protection Treatment)	Completed
Wellington Road	Sittingbourne	Entire Length (Footway Protection Treatment)	Completed
Collingwood Walk	Sittingbourne	Entire Length (Footway Protection Treatment)	Completed
Nelson Walk	Sittingbourne	Entire Length (Footway Protection Treatment)	Completed
Allenby Walk	Sittingbourne	Entire Length (Footway Protection Treatment)	Completed
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	Socks 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 Bourner			
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.	Assessment report completed May 2020. KCC FWM Team to progress detailed design
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. KCC 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
Blind Mary's Lane / Swanton Street	Bredgar	Installation of deep bore to existing soakaway	Works completed 27/05/2020
		Improvements to existing gully system following previous soakaway improvement	Road closure required – to discuss with Streetworks Team to determine best timing due to long diversion route
Canterbury Road	Faversham	Repairs to existing drainage system	Job passed to contractor
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
		Improvement to gully system following deep bored soakaway installation	With engineer to develop proposal
Whitstable Road	Faversham	Drainage Improvement near Park Road comprising new Beany block system and associated works	Works Programmed 26/10/2020

Cowstead Corner Roundabout	Minster-on-Sea	Repairs to damaged kerb drain units around roundabout	With engineer to raise works order
Lansdown Road & Coombe Drive	Sittingbourne	Consultant commission to review flood risk in the Vincent Park Estate and produce outline measures to increase standard of protection against flooding	Work commenced on design and assessment for issue Feb/March 2021
The Street	Bapchild	Replacement of broken aco channel drains	Works Programmed 1 st December 2020
Bull Lane	Newington	Desilting of existing drainage pond	Job passed to contractor
Tonge Corner Road	Tonge	Additional drainage improvement to reduce surface water flood risk to property	With engineer for review
Ashtead Drive	Bapchild	Cleaning and testing of existing soakaways completed. Drainage improvement likely to be required due to ongoing flooding issues	With engineer for review

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
Tanners Street	Faversham	Replacement of 1 no street light complete with LED Lantern	COMPLETED
West Street	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	COMPLETED
Pepys Avenue	Sheerness	Replacement of 1 no street light complete with LED Lantern	COMPLETED
The Broadway	Minster	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2021 2021
Milton Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	COMPLETED
Railway Road	Sheerness	Replacement of 1 no street light complete with LED Lantern	COMPLETED
Bramley Avenue	Faversham	Replacement of 2 no street lights complete with LED Lanterns	COMPLETED
Bonham Way	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	COMPLETED
Cyprus Road	Faversham	Replacement of 1 no street light complete with LED Lantern	COMPLETED
Portland Avenue	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	COMPLETED
Church Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	COMPLETED
Fairview Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	COMPLETED
Godwin Close	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	COMPLETED
Peel Drive	Sittingbourne	Replacement of 2 no street lights complete with LED Lanterns	COMPLETED

Newman Drive	Sittingbourne	Replacement of 3 no street lights complete with LED Lanterns	COMPLETED
Hazebrouck Road	Faversham	Replacement of 2 no street lights complete with LED Lanterns	COMPLETED
Noreen Avenue	Sheerness	Replacement of 1 no street light complete with LED Lantern	COMPLETED
Burkeston Close	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	COMPLETED
Southsea Avenue	Minster	Replacement of 5 no street lights complete with LED Lanterns	COMPLETED
Langley Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	COMPLETED
North Street	Sittingbourne	Replacement of 5 no street lights complete with LED Lanterns	COMPLETED
Bellevue Road	Minster	Replacement of 1 no street light complete with LED Lantern	COMPLETED
Dyngley Close	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	COMPLETED
School Road	Faversham	Replacement of 1 no street light complete with LED Lantern	COMPLETED
Forge Road	Sittingbourne	Replacement of 2 no street lights complete with LED Lanterns	COMPLETED
Marine Parade	Sheerness	Replacement of 1 no street light complete with LED Lantern	COMPLETED
Kent Avenue	Minster	Replacement of 5 no street lights complete with LED Lanterns	COMPLETED
Wildish Road	Faversham	Replacement of 2 no street lights complete with LED Lanterns	COMPLETED
Alma Street	Sheerness	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2021
Spillett Close	Faversham	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2021
Ridham Avenue	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2021
Hearne Close	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2021

Oak Road	Sittingbourne	Replacement of 17 no street lights complete with LED Lanterns	Works awaiting programming by the end of February 2021
Saffron Way	Sittingbourne	Replacement of 3 no street lights complete with LED Lanterns	Works awaiting programming by the end of February 2021
Broom Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2021
Fielder Close	Sittingbourne	Replacement of 4 no street lights complete with LED Lanterns	Works awaiting programming by the end of February 2021
Burnup Bank	Sittingbourne	Replacement of 8 no street lights complete with LED Lanterns	Works awaiting programming by the end of February 2021
Harris Gardens	Sittingbourne	Replacement of 12 no street lights complete with LED Lanterns	Works awaiting programming by the end of February 2021
Lower Road	Sittingbourne	Replacement of 2 no street lights complete with LED Lanterns	Works awaiting programming by the end of February 2021
Ufton Lane	Sittingbourne	Replacement of 2 no street lights complete with LED Lanterns	Works awaiting programming by the end of February 2021
Waterloo Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2021
College Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2021
Manor Grove	Sittingbourne	Replacement of 2 no street lights complete with LED Lanterns	Works awaiting programming by the end of February 2021
Whitehall Road	Sittingbourne	Replacement of 2 no street lights complete with LED Lanterns	Works awaiting programming by the end of February 2021
Park Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2021
Northwood Drive	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of February 2021

Appendix D – Transportation and Safety Schemes

Casualty Reduction Measures

The Schemes Planning & Delivery team is implementing schemes within Swale District, in order to meet Kent County Council's (KCC) strategic targets (for example, addressing traffic congestion or improving road safety). Casualty reduction measures have been identified to address a known history of personal injury crashes. Current status correct as of 17/11/20.

CASUALTY REDUCTION MEASURES			
Identified to address a known history of personal injury crashes			
Road Name	Parish	Description of Works	Current Status
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.	Vegetation clearance due to be completed before nesting season starts
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

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 inspection imminent 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. Date for remedials TBC
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	Final inspection imminent to progress Cert 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. Date for remedials TBC.
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	Confirmation of final remedial items having been actioned required from developer. 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 Stage 3 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 carried out. Awaiting H&S File, as-Built Drawings to progress Certificate 2.
SW003048	Parsonage House, School Lane, Newington	Newington	Provision of New Access to Housing site and Traffic Calmed footway crossing	Remedial works carried out. Awaiting H&S file and As-Built Drawings to progress Certificate 1.
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	Certificate 2 issued - road adopted.
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	Certificate 2 issued -road adopted.
SW/003055	Scocles Court	Minster on Sea	New access to Private Housing development	S278 Certificate 1 (partial) issued – Serving Maintenance Period.
SW/003056	Sittingbourne Community College, Canterbury Road, Murston	Sittingbourne	New access for School bus drop off park	Minor remedials to be carried out. Awaiting corrected As-Built drawings prior to issue of 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	CRL, Canterbury Road, Sittingbourne	Sittingbourne	Revision of existing footways to proposed Retirement Home frontage	Agreement in place. Remedial works required. Date for remedials TBC.
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	Footway remedials required. 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	End of Maintenance Inspection carried out. 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	Certificate 2 issued – road adopted.
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	Certificate 1 issued – serving maintenance period
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. Date for remedials

				TBC
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.
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 by developer.
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. Remedials to be actioned following Structures Inspection.
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. LoA now redundant – developer chosen to withdraw from Agreement.
SW003115	Regis House, New Road, Sheerness	Sheerness	New vehicle access and footway to industrial	Agreement not yet in place. Awaiting confirmation of developer details to finalise Agreement.

			development	
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 carried out. H&S File & As-Built Drawings submitted for review 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	Certificate 2 issued – road adopted.
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 underway.
SW003260	Leaveland Corner, Faversham	Leaveland	Minor road widening and access for small housing	Technical Acceptance given. Agreement in place. Works underway.

			development	
SW003266	Station Road, Teynham	Teynham	New bellmouth on to station road, footway works, new lining and a build out.	Design approved. Agreement in place. Works underway.
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 in place. Works to commence Jan 2021.
SW003337	Chequers Road, Minster, Sheppey	Minster on Sea	Frontage Footway for Small Housing development	Footway works design granted technical acceptance. Awaiting final 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	S278 Technical Vetting Underway.

			relating to sccess arrangements to new development 146 no. housing development and associated 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 - Combined Member Grant programme update

Member Highway Fund programme update for the Swale District.

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

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

The list is up to date as of 17/11/20.

The details given below are for highway projects only. This report does not detail

- Contributions Members have made to other groups such as parish councils
- highway studies
- traffic/ non-motorised user surveys funded by Members.

More information on the schemes listed below can be found by contacting the District Manager for the Swale District, Alan Blackburn.

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	Consultation currently running. Expected delivery Dec 2020
20/21-CMG-SW-1247 Tonge Road, Sittingbourne Traffic calming scheme	Awaiting application confirmation from members hub expected delivery March 2021

Mike Whiting

Details of Scheme	Status
(1819-CMG-SW-877) Chestnut Street Width restriction scheme	Awaiting consultation expected delivery March 2021

Appendix I – Update - Richard Shelton – Grovehurst Road Improvements

A249 Key Street and Grovehurst Road Improvements – Swale HIF Fund

You may be aware of the award to the county council in November 2019 of

£38.1m of Housing Infrastructure Fund Forward Funding , from the Ministry of Housing, Communities and Local Government (MHCLG) for the highway improvements of the junction on the A249 at Key Street and Grovehurst Road. A Grant Determination Agreement has now been signed although it should be noted that the funding is conditional on the M2J5 improvements

The aim of the improvements is to reduce existing congestion, improve journey time reliability, and provide additional road capacity for planned new housing as well as to improve facilities for pedestrians and cyclists.

Following the award of the funding consultants were engaged to undertake the necessary surveys and to develop the outline designs. Initial discussion have also taken place with Highways England and Sheppey Route DBFO who manage the A249.

A public consultation exercise showing the outline designs is planned to run from 2 December 2020 to 26 January 2021 via a web based virtual exhibition, which will be available from the following web page kent.gov.uk/a249swalejunctionimprovements.

The outline programme for these works is

- for submission of a planning application in Summer 2021
- start of construction in March 2020
- Completion of works March 2024

A full report will be present to the JTB once all the responses to the consultation have been analysed early in 2021.

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.	<p><i>Dec 2020 update:</i> <i>The consultation has been completed with the main feedback highlighting the proposals need to include pedestrian and cycle facilities. 2 meetings have taken place between KCC officers and Faversham Town Councillors and KCC Member to discuss further improvements and at present the designs are being addressed to see if the south of A2 can accommodate a footway and a cycle facility.</i> <i>There is not enough available space to provide a cycle facility along A251 to the jct with A2. Push button pedestrian crossing facilities can be provided on A251 and on A2.</i> <i>On completion of the design, the plans will be presented to the local Councillors and KCC Member and results of the consultation will be published.</i></p> <p><i>The intention, if designs and land can be complete and approved in time, is for a July 2021 start on site with hopefully earlier vegetation removal and Utility plant diversions.</i></p>
	Subsequent related Minute No. 72/06/14 A2/A251 Junction, Faversham Highway Improvement	KCC	(1) That Option B (roundabout) be progressed as the preferred option for the A2/A251 junction, Faversham.	

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
	Scheme			
218/09/14	Lower Road Junction with Barton Hill Drive, Isle of Sheppey	KCC	(1) That the preferred option for the Lower Road junction with the Barton Hill Drive junction be a small roundabout, rather than a mini-roundabout.	<i>Lower Rd Improvements Phase 1 – the Barton Hill Drive roundabout - completed and fully opened to traffic Jan 2019. Lower Road Improvements Phase 2 - Cowstead corner Roundabout and new footway cycleway, completed and fully opened to traffic January 2020.</i>
1079/12/16	Update on the 20's Plenty for Faversham Working Group	Third-party scheme	(1) That the JTB supports the recommendations put forward by the Working Group, and officers submit a report to the next JTB meeting on the feasibility of the proposals. (2) That the officers' report considers how proposals might be rolled-out across the Borough.	<i>The trial for a town wide 20mph commenced in September 2020 using an experimental traffic regulation order which allows the installation followed by the consultation. The consultation will close on 3 March after which a report will collate all the feedback and will also include speed surveys, attitudinal and observational surveys as well as pedestrian and cycle counts pre and post installation.</i>
490/03/19	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>Ryan Shiel sent letter to both schools via post, and a copy of the letter was also emailed to the school generic mailbox. No response has been received so far. A copy of the letter has been forwarded to the JTB officer and Highway Operations Manager to share as required.</i>
445/02/20			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>Highways officers spoke with KCC Education and they advised that KCC have no jurisdiction over the land associated with these schools as they are private/academy's so any land enquiries have to be agreed via the Academy Trust(s). As outlined at the previous JTB meeting KCC Highways have sought legal advice and have been advised that a CPO would likely not be successful.</i>

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
				<i>No funding stream has been identified to carry out any additional works or investigation at this location.</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.	
436/01/20	<i>Petition to prevent over 7.5T vehicles using The Street, Boughton and Dunkirk</i>	KCC	<i>That the petition be formally accepted and a report from the KCC Schemes Planning and Delivery Team be submitted to the next JTB meeting.</i>	<i>Kent County Council has installed the new 7.5t weight limit. Some minor snagging works are still being processed by our contractor, but the scheme is generally complete.</i>
442/01/20 Page 167	<i>Bus Only Lane – Eaves Drive to Oak Road, Sittingbourne</i>	KCC	<i>(1) That the report be noted and no further action be taken in respect of removing the current vehicle restrictions. (2) That the KCC Public Transport Team and the Seafront and Engineering Manager meet with the Quality Bus Partnership to look into finding a solution to ensure that buses were able to use the link, and to report back to the JTB if necessary.</i>	<i>KCC Public Transport held a meeting on the 6th February with Arriva, Chalkwell and Kent Police to discuss the enforcement of the bus gate. Arriva to discuss inhouse whether a possible introduction of reduced service is feasible. KCC are currently in discussions with the developer to adopt the bus gate as soon as possible.</i>
444/02/20	<i>School Buses – Adelaide Drive, Sittingbourne</i>	KCC	<i>(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>	<i>Following review of the traffic regulation orders for Adelaide Drive and Sydney Avenue the following update is provided. Adelaide Drive. KCC Highways have reviewed the matter and conclude that no further action is required. Sydney Avenue. As requested by members at the last JTB KCC officers have made arrangement for a localised consultation to determine whether or not residents wish to see the single yellow lines on Sydney Avenue removed or retained. This consultation is expected to commence</i>

Minute No	Subject	SBC/KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
				<i>on the 25th November. JTB members will be sent the consultation details at that time.</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. Report on Residents' Parking Scheme Review submitted to December 2020 JTB.</i>
587/03/20	Formal objection to Traffic Regulation Order Swale Amendment 9 - Proposed Double Yellow Lines, Sandford Road, Sittingbourne	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 considered alternative solutions.	<i>(1) Proposed double yellow lines for Sandford Road, Sittingbourne, removed from Traffic Regulation Order Swale Amendment 9 prior to sealing.</i> COMPLETED
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> COMPLETED
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. Report on Residents' Parking Scheme Review submitted to December 2020 JTB.</i>
591/03/20	School buses parking in Swale Way and other surrounding	SBC	(1) That a report from SBC officers with options of actions and possible solutions be brought back to a future JTB meeting.	<i>Report submitted to December 2020 JTB.</i>

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
	areas			
76/09/20	Formal Objections to Traffic Regulation Order – Swale Amendment 14	SBC	<p>(1) That the proposed loading ban in The Mall/Nelson Street, Faversham, be progressed.</p> <p>(2) That the proposed double yellow lines in The Street, Oare, be progressed</p> <p>(3) That the proposed double yellow lines in Addington Road, Sittingbourne, be progressed.</p> <p>(4) That the proposed double yellow lines in Coldharbour Lane, Kemsley, be progressed.</p> <p>(5) That the proposed double yellow lines in Hilton Drive, Sittingbourne, be progressed.</p> <p>(6) That the proposed formalising of the disabled bay in Harris Road, Sheerness, be progressed.</p> <p>(7) That the proposed formalising of the disabled bay in Harold Road, Sittingbourne, be progressed.</p>	<p>(1) – (7) – Traffic Regulation Order Swale Amendment 14 sealed by KCC on 23rd October 2020, and came into effect on 16th November 2020.</p> <p>(4) – Lining outstanding despite several visits – residents refusing to move vehicles – legal advice sought.</p> <p style="text-align: right;">COMPLETED.</p>
77/09/20	Petition for Double Yellow Lines – Nutfields, Sittingbourne	SBC	(1) That the report be noted and a Traffic Regulation Order for proposed double yellow lines as shown in the report be drafted.	Proposals included in latest Traffic Regulation Order, Swale Amendment 20. Formal consultation estimated to commence on 4 th December 2020.
78/09/20	Proposed Double Yellow Lines – Cormorant Road,	SBC	(1) That the report be noted and that a Traffic Regulation Order for proposed double yellow lines on the junction of Cormorant Road and	Proposals included in latest Traffic Regulation Order, Swale Amendment 20. Formal consultation estimated to commence on 4 th December 2020

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
	Iwade		Wigeon Road in Iwade, as shown in the report be drafted.	
79/09/20	Parking Proposals Abbey Street Area, Faversham – Abbey Neighbourhood Association	SBC	(1) That the report be noted.	<i>Update Report Submitted to December 2020 JTB.</i>
80/09/20	Yellow Line at the junction of Gore Court Road and Whitehall Road (Verbal Report)	SBC	(1) That TRO Swale Amendment 7 2020 be amended to extend the double yellow lines in Whitehall Road at the junction of Gore Court Road, Sittingbourne, by 2 metres.	<i>Following legal advice, we are not permitted to extend double yellow lines following initial installation. The existing shorter restrictions are therefore included in our next Traffic Order, Swale Amendment 20, after which another Traffic Order Amendment can be drafted to extend these restrictions.</i>

To: Swale Joint Transportation Board

By: Andrew Loosemore – Head of Highway Asset Management

Date: 07 December 2020

Subject: Local Winter Service Plan

Classification: Information only

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

1. Introduction

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

1(2) HTW prepares an annual Winter Service policy and plan which are used to determine actions that will be taken to manage its winter service operations. The policy was presented to the Environment and Transport Cabinet Committee on 15th September 2020 and subsequently approved by the Cabinet Member.

2. District based winter service plans

2(1) The Local Winter Service Plan for the Swale District is a working document which will evolve and be revised as necessary throughout the year. This document complements the KCC Winter Service Policy and Plan 2020/21; the Policy is available on the KCC website.

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

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

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

3. Pavement clearance

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

4. Farmers

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

5. Conclusion

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

6. Recommendations

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

Background documents: Kent County Council Winter Service Policy and Plan 2020/21

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