



AGENDA

SWALE JOINT TRANSPORTATION BOARD MEETING

Date: Monday, 21 June 2021

Time: 5.30 pm

Venue: Virtual Meeting Via Skype*

Membership:

Councillors Simon Clark, Alastair Gould, Peter Macdonald, Benjamin Martin, Richard Palmer, Julian Saunders (Chairman), Paul Stephen, Bill Tatton, Eddie Thomas and John Wright (Vice-Chairman).

Kent County Council Members:

Kent County Councillors Mike Baldock, Cameron Beart, Andy Booth, Mike Dendor, Antony Hook and Rich Lehmann and John Wright (Vice-Chairman).

Parish Council Members:

Kent Association of Local Council's representatives: Peter MacDonald, Richard Palmer and Jeff Tutt (KALC).

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

RECORDING NOTICE

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

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

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

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

*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 on 18 June 2021.

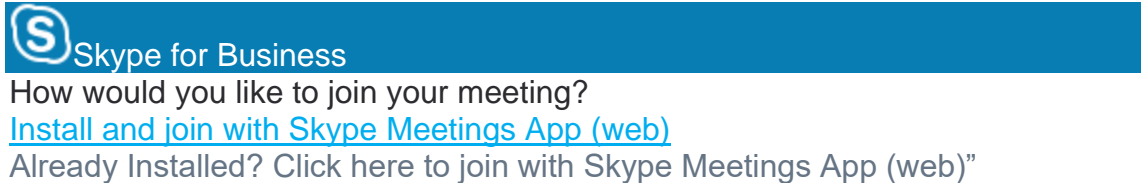
Updated Friday 18 June 2021

Joining Instructions – Swale Joint Transportation Board Monday, 21 June 2021

Please see click on the link below to join the meeting:

[Meeting Swale Joint Transportation Board \(21.06.21\)](#)

You will then receive the message below:



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- Click on install and join with Skype Meetings App (web);
- a message will then appear at the bottom of your screen, please click on 'Run' once downloaded you will then be asked if you want to join the meeting please click 'Yes';
- please enter your name and click 'Join'; and
- the meeting organiser will then let you into the meeting.

If you experience any issues joining the meeting please email democraticservices@swale.gov.uk

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You will then be asked to dial in the following numeric code followed by 5863561 #. (Note the code is different for each Skype meeting). Follow the audio instructions to join the call. If asked for a PIN please just hit the # button. You will then be held in a lobby until the meeting organiser lets you in.

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duration of the meeting. Your telephone number will not be retained after the meeting is finished.

If you have any concerns or questions about how we look after your personal information or your rights as an individual under the Regulations, please contact the Data Protection Officer by email at dataprotectionofficer@swale.gov.uk or by calling 01795 417179.

1. Minutes

To approve the [Minutes](#) of the Meeting held on 1 March 2021 (Minute Nos. 485 - 498) as a correct record, subject to an amendment to Minute No. 493, that recommendation (1) be amended to read: progressing the scheme to construction.

2. 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 Interests (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.

3. 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 18 June 2021. Questions that have not been submitted by this deadline will not be accepted. Only two people will be allowed to speak on each item and each person is limited to asking two questions. Each speaker will have a maximum of three minutes to speak.

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

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

- | | | |
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| 4. | Results of Informal Consultations - Faversham & Minster Area | 7 - 34 |
| 5. | Formal Objections to Traffic Regulation Order - Swale Amendment 24 2021 | |
| 6. | Formal Objections to Traffic Regulation Order - Swale Amendment 22 2021 | 35 - 60 |
| 7. | Formal Objections to Extension to Sittingbourne Resident's Parking Scheme - Park Road and Ufton Lane, Sittingbourne | 61 - 96 |
| 8. | Results of Informal Consultation - Grovehurst Road, Sittingbourne | 97 - 104 |
| 9. | Proposed Parking Amendments - The Street, Oare | 105 -
122 |
| 10. | Formal Objections to traffic regulations order - Swale amendment 23 2021 | 123 -
146 |

Part Two - Items from Councillors for action by Kent County Council

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| 11. | Requests made by Councillors and Members of JTB | 147 -
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Part Three - Information Items

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| 12. | Highways Work Programme | 149 -
172 |
| 13. | Progress Update Report | 173 -
182 |

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

- | | | |
|-----|----------------------|--|
| 14. | Date of Next Meeting | |
|-----|----------------------|--|

The next meeting will be held on 6 September 2021 at 5:30pm.

Issued on Friday, 11 June 2021

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

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

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SWALE JOINT TRANSPORTATION BOARD	Agenda Item: 4
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Meeting Date	Monday 21 st June 2021
Report Title	Informal Consultation Results – Proposed Amendments to Parking Restrictions in Swale.
Cabinet Member	Cllr Richard Palmer, Cabinet Member for Community
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 and bus clearways at the entrance to Tin Bridge Cottages, Faversham, <u>either</u> be progressed <u>or</u> abandoned;</p> <p>(2) the proposed double yellow lines on the junction of Kings Road and Queens Road, Minster, be progressed;</p> <p>(3) the proposed double yellow lines on the junction of Princes Avenue and Queens Road, Minster, be progressed;</p> <p>(4) the proposed double yellow lines on the junction of Imperial Avenue and Queens Road, Minster, <u>either</u> be progressed <u>or</u> abandoned;</p> <p>(5) the proposed double yellow lines on the junction of Stanley Avenue and Queens Road, Minster, <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 recent informal consultations undertaken on various proposed amendments to waiting restrictions in the Borough. The requests for changes to parking restrictions have come via Ward Members and County Members, with the proposed double yellow lines off Queens Road, Minster, being funded through the County Members' Highway Grant.

2. Background

- 2.1 Copies of the informal consultation material sent to residents, including plans of the proposals, can be found in Annex A. The responses to the informal consultation for each area can be found in Annex B. One of the responders to the consultation for proposed double yellow lines on the junction of Stanley Avenue and Queens Road, Minster, sent in photographs of the junction with their response, and these can be found in Annex C.

3. Issue for Decision

- (1) Proposed Waiting Restrictions – Entrance to Tin Bridge Cottages, Faversham
- 3.1 Following a request from the Ward Member for the area, an informal consultation took place with residents on proposed double yellow lines on the north side of Canterbury Road, near the entrance to Tin Bridge Cottages to tackle reported problems with vehicles parking at the location and obstructing the safe movement of vehicles. Of the 10 properties consulted, 5 responses were received, 3 supporting the proposals, 1 objecting and 1 supporting but with reservations.
- 3.2 Following the comments received, a second informal consultation took place, with the proposals revised to reduce the amount of double yellow lines and introduce two bus clearway markings. This second informal consultation returned a total of 4 responses, 2 supporting the proposals and 2 objecting.
- 3.3 The proposed bus clearways were requested by the bus operator for the area, who expressed concern that by introducing waiting restrictions in the area vehicles would be displaced into the bus stops, creating issues with the bus services. Concerns were raised by some residents that the layby on the north side of Canterbury Road is essential parking for those residents without off-street parking facilities, with no alternative parking available for half a mile in either direction. It was felt that introducing waiting restrictions in this area would displace the parked vehicles onto nearby footways outside Boughton Field Cottages which would create a hazard for pedestrians and block sightlines for those residents with off-street parking.
- 3.4 Having investigated the possible options for waiting restrictions at this location, and balancing the needs of residents to be able to park on-street whilst maintaining clear bus stops, it is concluded that the introduction of restrictions would potentially create more issues than they would solve.

3.5 Ward Member & Town Council Comments: No specific comments were received from the Ward Members or Town Council.

Proposed Double Yellow Lines – Junctions off Queens Road, Minster

3.6 A request was received via a Ward Member, to be funded through the County Members' Highway Grant, for double yellow lines to be installed on the four northern junctions off Queens Road in Minster. This follows concerns raised by a local resident around parking close to the junctions, which it is reported has contributed to at least two serious accidents due to lack of visibility for vehicles exiting the side roads onto Queens Road. The resident stated that if double yellow lines were not considered to be an option, perhaps a 20 mph speed limit in Queens Road could be explored.

3.7 The informal consultations were deliberately split into separate junctions to allow the decision to be made as to whether to progress waiting restrictions on all, some or none of the junctions, and the results are discussed below:

(2) Junction of Kings Road and Queens Road

3.8 Informal consultation leaflets on proposed double yellow lines on this junction were sent to 10 properties in the area. A total of 6 responses were received, all supporting the proposals. It is therefore recommended that the proposals be included in the next Traffic Regulation Order.

(3) Junction of Princes Avenue and Queens Road

3.9 Informal consultation leaflets on proposed double yellow lines on this junction were sent to 12 properties in the area, and just one response was received, supporting the proposals. It is therefore recommended that the proposals be included in the next Traffic Regulation Order.

(4) Junction of Imperial Avenue and Queens Road

3.10 Informal consultation leaflets on proposed double yellow lines on this junction were sent to 10 properties in the area, and a total of 4 responses were received. Two responses supported the proposals, one objected and one stated that they did not see the necessity for the lines but if it was decided to install them they suggested a length of 10 metres of restrictions from the edge of the carriageway in Imperial Avenue, to maintain sightlines but also a degree of on-street parking. Other comments included the fact that the introduction of waiting restrictions will cause more parking issues along Queens Road through displacement, and also displace parked vehicles into the unmade roads which cannot have waiting restrictions installed, leading to issues with blocked driveway entrances and confrontation.

(5) Junction of Stanley Avenue and Queens Road

3.11 Informal consultation leaflets on proposed double yellow lines on this junction were sent to 12 properties in the area, and a total of 5 responses were received. Although three responses supported the proposals, the two objections received contained a substantial amount of detail, including a series of photographs which can be found in Annex C. Comments included statements that the sightlines out of Stanley Avenue were clear without the need for double yellow lines due to the gradient of the road,

that there were other junctions nearby such as Baldwin Road/Chapel Street that were in greater need of restricted parking and that the issue in Queens Road was one of speed and that the funding could be better utilised on speed humps.

3.12 County Member Comments. The County Member has confirmed that he is fully supportive of the proposals.

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 and bus clearways at the entrance to Tin Bridge Cottages, Faversham, **either** be progressed **or** abandoned;

(2) the proposed double yellow lines on the junction of Kings Road and Queens Road, Minster, be progressed;

(3) the proposed double yellow lines on the junction of Princes Avenue and Queens Road, Minster, be progressed;

(4) the proposed double yellow lines on the junction of Imperial Avenue and Queens Road, Minster, **either** be progressed **or** abandoned;

(5) the proposed double yellow lines on the junction of Stanley Avenue and Queens Road, Minster, **either** be progressed **or** abandoned.

5. Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Cost of Drafting and Advertising Traffic Regulation Order, Cost of Installing Lines and Signs on site.
Legal and Statutory	Advertising of Traffic Regulation Order, reports back to JTB with formal objections, and Sealing by Kent County Council.
Crime and Disorder	None at this stage.

Risk Management and Health and Safety	None identified at this stage.
Equality and Diversity	None identified at this stage.
Sustainability	None identified at this stage.
Health Implications	<p>The introduction of double yellow lines at the entrance to Tin Bridge Cottages could reduce potential driver stress caused by negotiating the parked vehicles. However, there could be negative impact on the mental health of residents who would experience a reduction in on-street parking capacity, and those with mobility issues could be seriously affected as there is no alternative on-street parking nearby. In addition to this, displacement of vehicles onto nearby footways would impact on those relying on mobility scooters, wheelchairs and those with pushchairs, potentially forcing them out onto the busy main route to negotiate obstructions. The introduction of waiting restrictions without provision for keeping the bus stops clear could impact on bus services, negatively affecting those who rely on public transport.</p> <p>The introduction of double yellow lines on the junctions off Queens Road in Minster could positively impact on those motorists suffering stress on their mental health by having to negotiate the junctions with limited visibility, but could also have a negative impact on those residents living in the roads off Queens Road by displacing parked vehicles into these unadopted roads, potentially obstructing driveway entrances.</p>

6. Appendices

- 6.1 Annex A – Copy of Consultation Material and Plans of Proposals
Annex B – Results of Informal Consultation
Annex C – Photographs of Stanley Avenue/Queens Road junction from Resident

7. Background Papers

- 7.1 None

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FIRST CONSULTATION

ADDRESS

Proposed Double Yellow Lines Entrance to Tin Bridge, Canterbury Road, Faversham

We have received a request via the Local Member for double yellow lines to be installed on the north side of the entrance to the Tin Bridge, off Canterbury Road in Faversham. This follows concerns from some residents that parked vehicles are obstructing the safe entrance and exit to Tin Bridge Cottages.

A plan of the proposed parking restrictions can be found overleaf. As well as the proposed double yellow lines, we are currently in discussion with Kent County Council as to whether they would consider marking out the bus stop. 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 20th 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 – Tin Bridge, Canterbury Road, Faversham

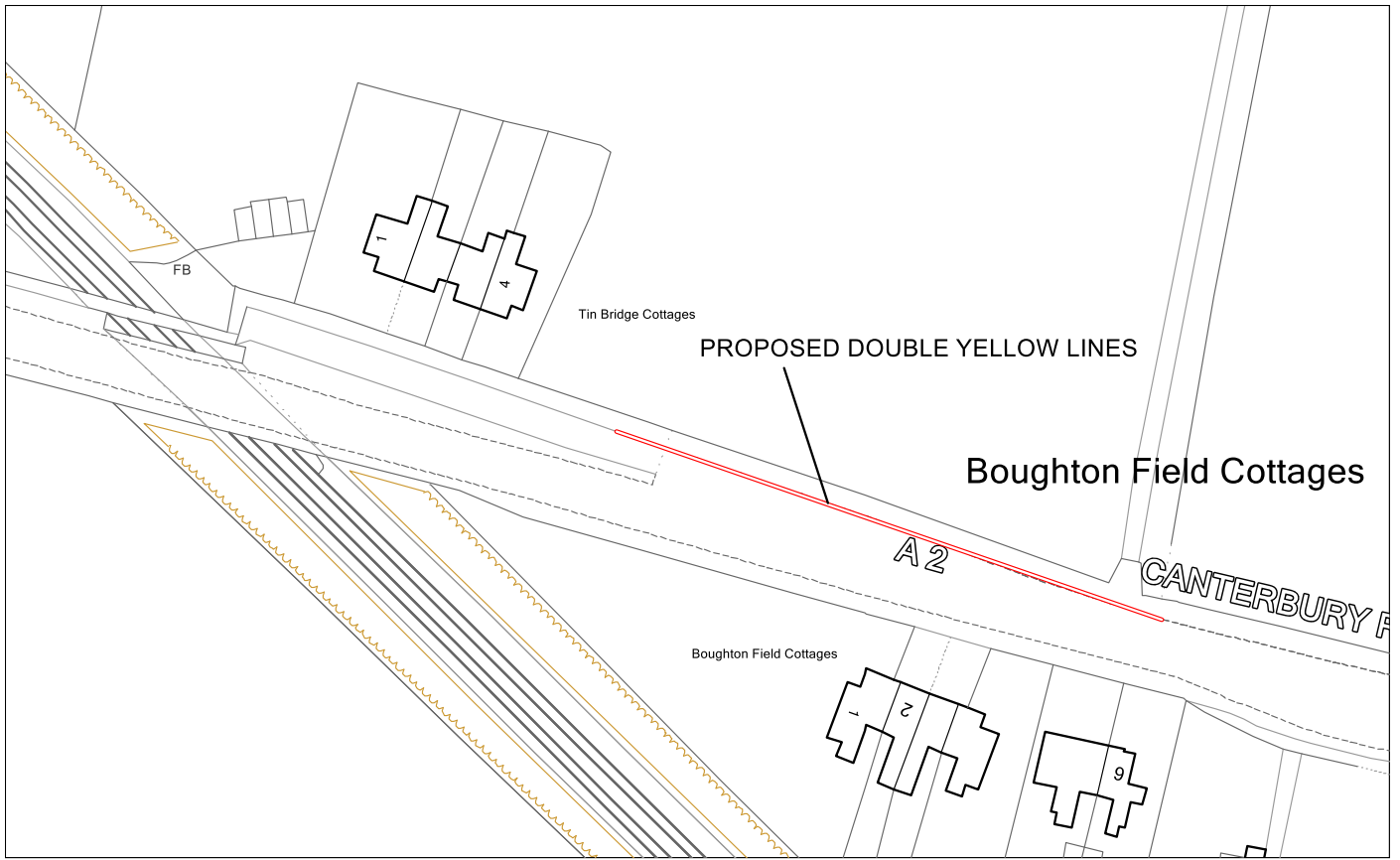
Please tick one of the following boxes

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 Restrictions in Red)



ADDRESS

Proposed Double Yellow Lines Entrance to Tin Bridge Cottages, Canterbury Road, Faversham - Second Consultation

You may recall our previous consultation back in November last year, on proposed double yellow lines at the entrance to Tin Bridge Cottages. Firstly, we would like to thank everyone who took the time to respond to our consultation and provide valuable comments. We received 5 responses, 2 supporting the proposals and 3 objecting. Based on the feedback, including comments from the bus company, we have amended the proposals as shown overleaf. We have tried to strike a balance between keeping the access to Tin Bridge Cottages clear whilst maintaining some parking capacity for residents who do not have off-street parking facilities, as well as marking the bus clearways to ensure parked vehicles are not displaced to obstruct the bus stops.

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 12th March 2021**. 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 – Tin Bridge Cottages, Faversham – 2nd Consultation

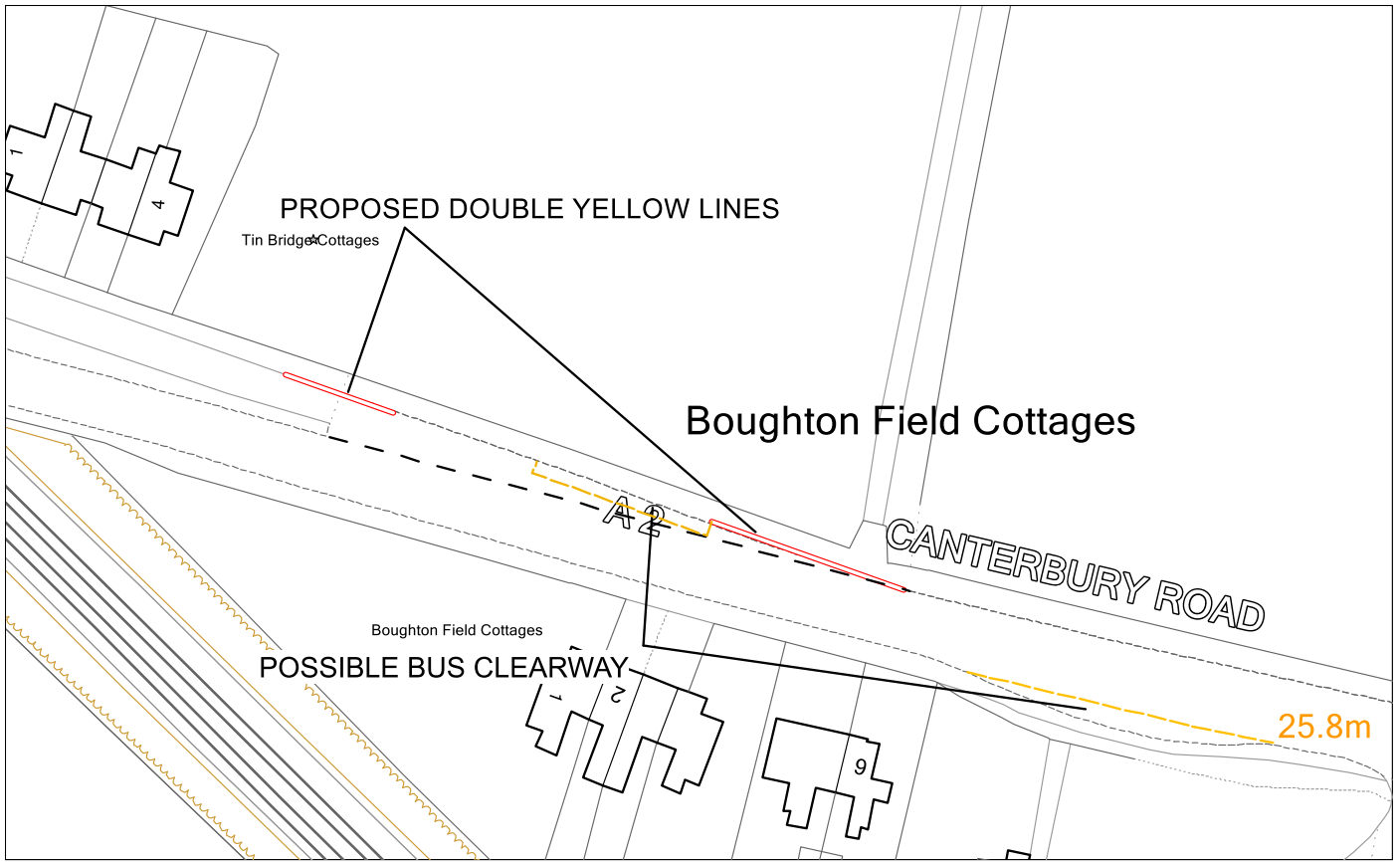
Please tick one of the following boxes

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 & Bus Clearways – 2nd Consultation



IMPORTANT – NOT A CIRCULAR

ADDRESS LINE 1
 ADDRESS LINE 2
 ADDRESS LINE 3
 ADDRESS LINE 4
 ADDRESS LINE 5

Proposed Double Yellow Lines Kings Road/Queens Road junction, Minster-on-Sea

We have received a request for double yellow lines to be installed on either side of the junctions off the north side of Queens Road in Minster-on-Sea, including the junction of Kings Road. It has been reported that vehicles are parking close to these junctions, obstructing the sightlines for motorists exiting onto Queens Road.

A plan of the proposed double yellow lines, 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 26th February 2021**. 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 – Kings Road/Queens Road, Minster-on-Sea

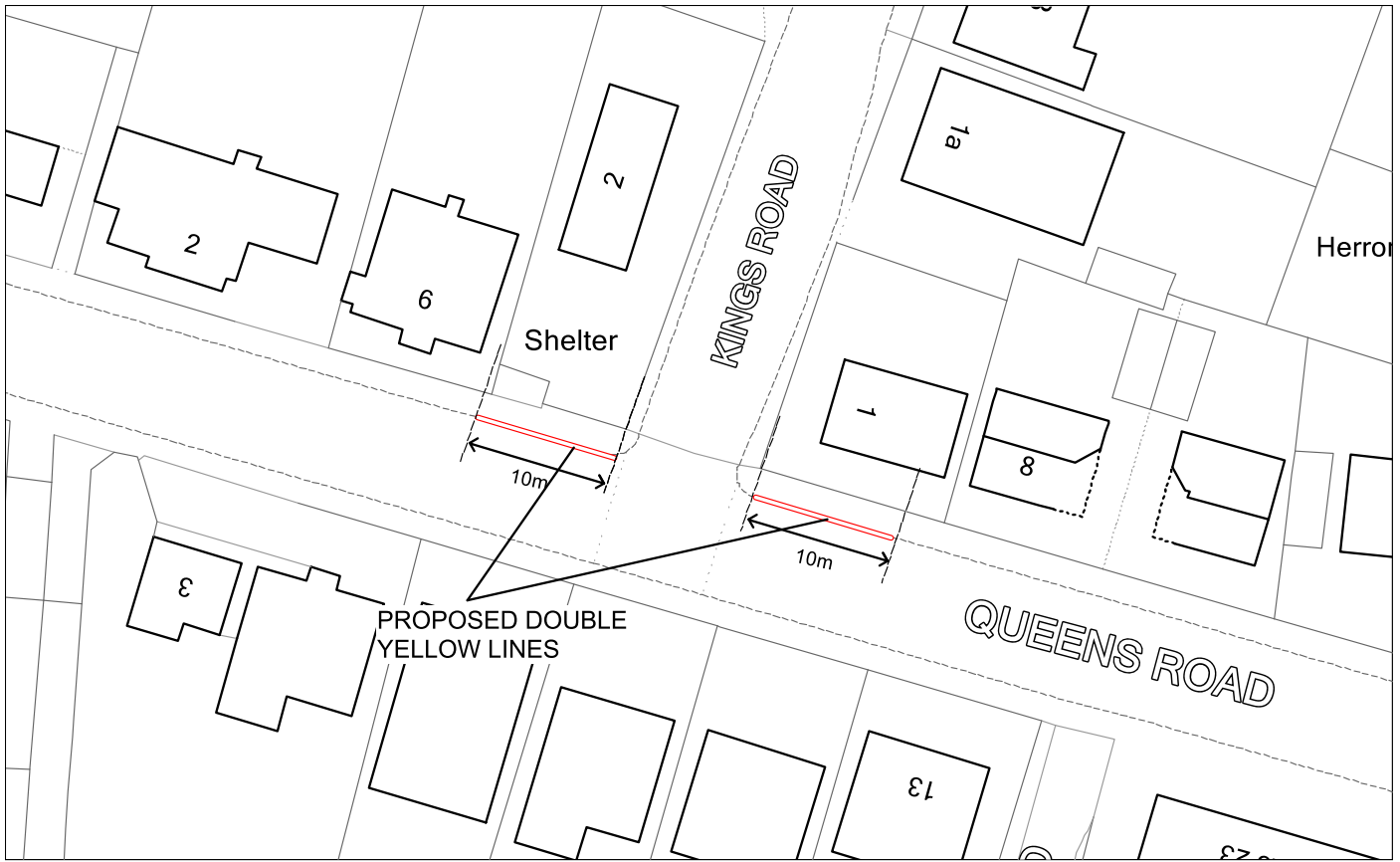
Please tick one of the following boxes

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

Name & Address	Comments

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

Plan of Proposed Double Yellow Lines



IMPORTANT – NOT A CIRCULAR

ADDRESS LINE 1
 ADDRESS LINE 2
 ADDRESS LINE 3
 ADDRESS LINE 4
 ADDRESS LINE 5

Proposed Double Yellow Lines Princes Avenue/Queens Road junction, Minster-on-Sea

We have received a request for double yellow lines to be installed on either side of the junctions off the north side of Queens Road in Minster-on-Sea, including the junction of Princes Avenue. It has been reported that vehicles are parking close to these junctions, obstructing the sightlines for motorists exiting onto Queens Road.

A plan of the proposed double yellow lines, 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 26th February 2021**. 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 – Princes Avenue/Queens Road, Minster-on-Sea

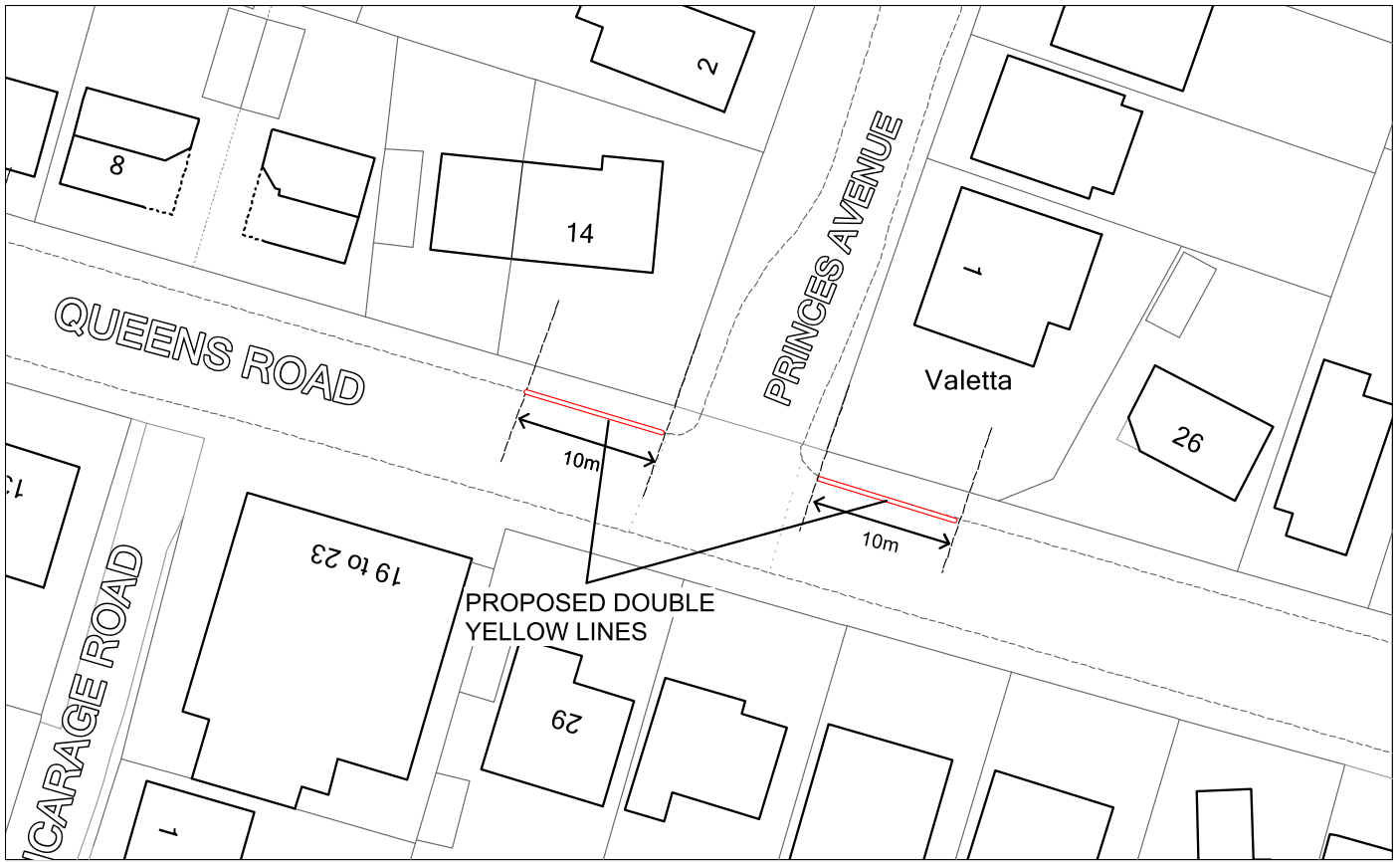
Please tick one of the following boxes

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

Name & Address	Comments

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

Plan of Proposed Double Yellow Lines



IMPORTANT – NOT A CIRCULAR

ADDRESS LINE 1
 ADDRESS LINE 2
 ADDRESS LINE 3
 ADDRESS LINE 4
 ADDRESS LINE 5

Proposed Double Yellow Lines Imperial Avenue/Queens Road junction, Minster-on-Sea

We have received a request for double yellow lines to be installed on either side of the junctions off the north side of Queens Road in Minster-on-Sea, including the junction of Imperial Avenue. It has been reported that vehicles are parking close to these junctions, obstructing the sightlines for motorists exiting onto Queens Road.

A plan of the proposed double yellow lines, 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 26th February 2021**. 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 – Imperial Avenue/Queens Road, Minster-on-Sea

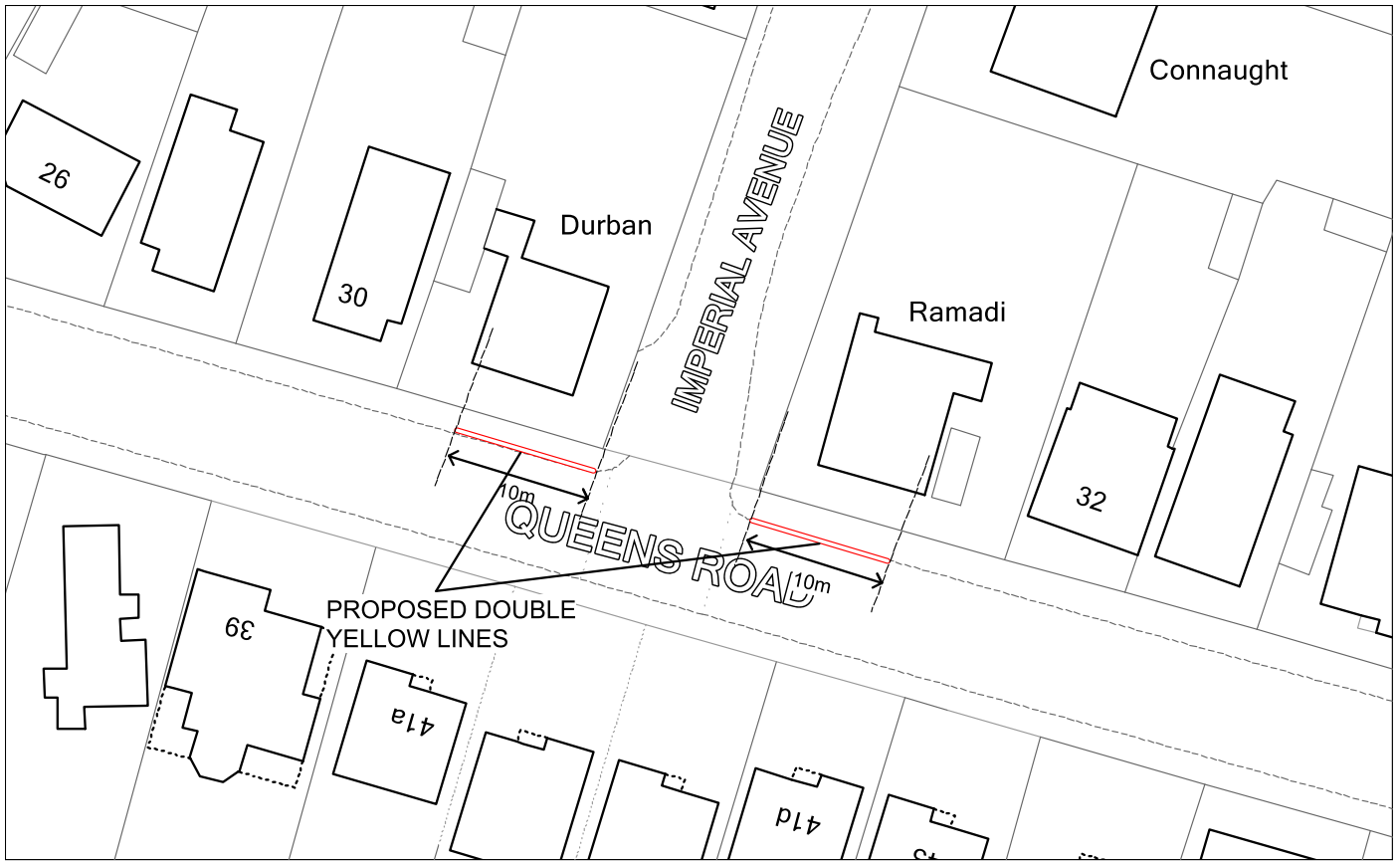
Please tick one of the following boxes

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

Name & Address	Comments

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

Plan of Proposed Double Yellow Lines



IMPORTANT – NOT A CIRCULAR

ADDRESS LINE 1
 ADDRESS LINE 2
 ADDRESS LINE 3
 ADDRESS LINE 4
 ADDRESS LINE 5

Proposed Double Yellow Lines Stanley Avenue/Queens Road junction, Minster-on-Sea

We have received a request for double yellow lines to be installed on either side of the junctions off the north side of Queens Road in Minster-on-Sea, including the junction of Stanley Avenue. It has been reported that vehicles are parking close to these junctions, obstructing the sightlines for motorists exiting onto Queens Road.

A plan of the proposed double yellow lines, 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 26th February 2021**. 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 – Stanley Avenue/Queens Road, Minster-on-Sea

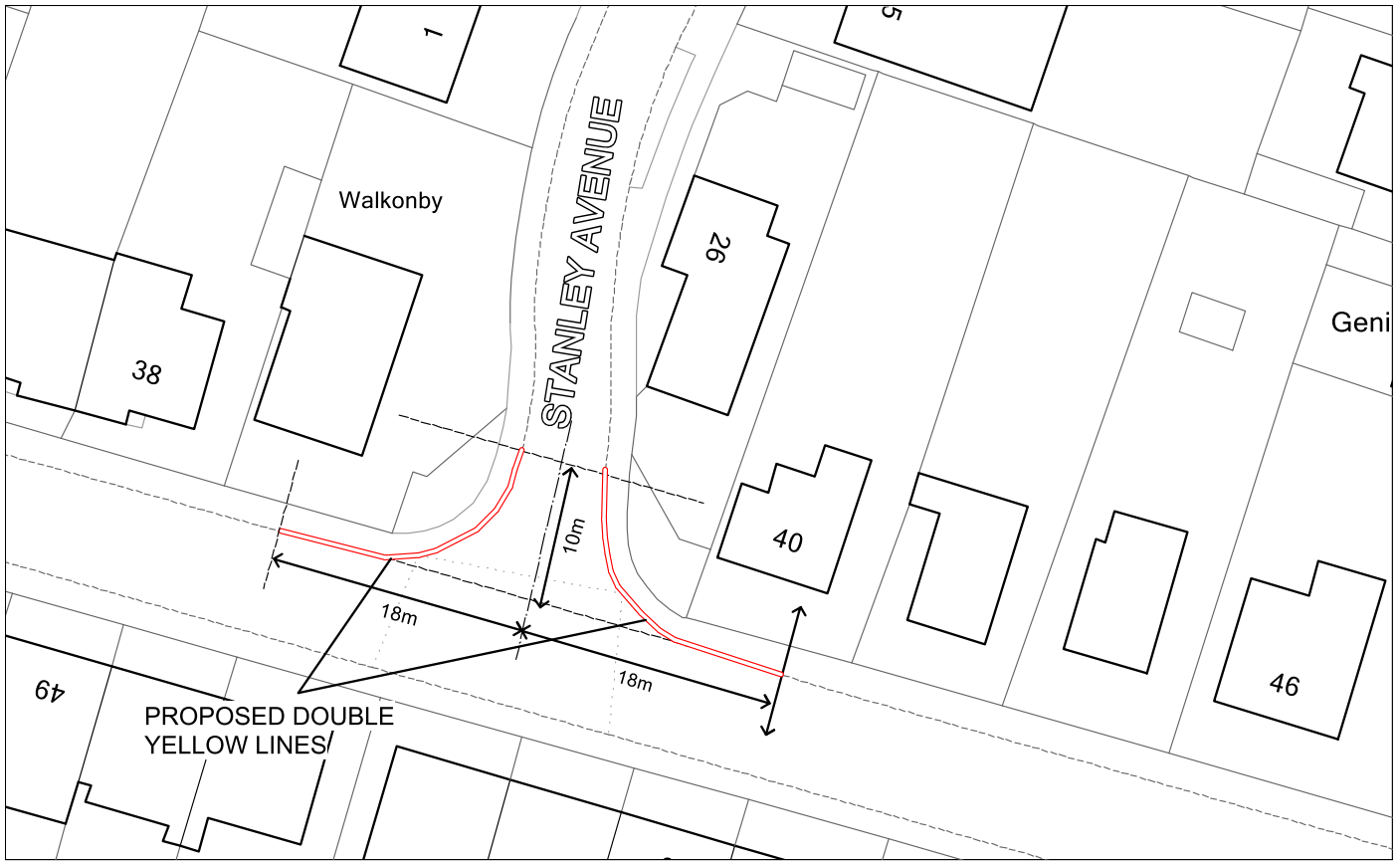
Please tick one of the following boxes

I Support the proposed 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



Entrance to Tin Bridge Cottages, Faversham - Proposed Double Yellow Lines - FIRST CONSULTATION

Response	Support	Object	Comments
1	1		Just a length of a car to let us pull into our layby, which is our entrance to our home. It would be a great help. Please keep our bus stop.
2		1	This parking area is essential to some of the residents of Boughton Field Cottages, their visitors and deliveries. The problem is non-residents leaving vehicles for days on end, cars for sale, commercial vans left, overnight lorry parking etc. I would suggest restricted parking for a limited time period or residents parking only opposite Boughton Field Cottages, double yellow lines from the tin bridge access to bus stop markings and either side of residents parking bays to keep clear entrance to Tn Bridge Farm and Tin Bridge Cottages (I work for Highways, Medway Council, so have experience)
3	0.5	0.5	Support with reservations. The area circled over the eastern end of the proposed line is a road entrance anyway and already comes under relevant rules. The area circled over the western end of the proposed lines does not impinge on traffic or bus stop. Otherwise the proposal is acceptable to us. Please note: Bus drivers frequently miss the bus stop because of greenery sticking outwards and obstructing the view of the bus stop. Please sort it out. We use this bus stop every day.
Page 25		1	Just a note to confirm that we object to the proposed yellow lines at Tin Bridge, Canterbury Rd, Faversham. We have lived at the above address for 34 years and have always parked our vehicles in the layby as we have nowhere else to park. Even if we could park at the front of our house, no family or friends could visit us as they have nowhere to park, neither would any delivery drivers or workers who we may need at our house for repairs or maintenance work. This applies to our neighbours as well. We would also like to say that in the 34 years we have lived here, we cannot remember any accident or incident caused by vehicles entering or exiting to Tin Bridge Cottages, this includes the dustcart lorry and cesspool lorry and delivery vans. I feel a check on police accident records would confirm this.
	5	0	1
Total	1.5	3.5	

Prop. Consult	10		
No. returned	5	50	% Response
No. Support	1.5	30	% Support
No. Object	3.5	70	% Object

Stagecoach Bus Company Comments	Thank you for keeping us updated with this consultation. Whilst I fully support this proposal can I ask that the bus stops in the below picture are properly marked as Bus Clearways as I fear adding these lines will either be ignored by residents or just force them over to the Bus Stop layby circled in red (bus layby opposite, east of properties)
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Entrance to Tin Bridge Cottages, Faversham - Proposed Double Yellow Lines - SECOND CONSULTATION

Response	Support	Object	Comments
1	1		have you actually been in contact with the farmer whose farm entrance you plan to put the yellow lines across? It is in constant use throughout the day and is also the entrance to the Tinbridge campsite used by a large community of resident farm workers. It's just unusual to paint double yellows across a road - they would be quickly obliterated by heavy vehicles and crossing traffic.
2		1	<p>We would like to object to the proposal to install double yellow lines and bus stop clear way at Tin Bridge Cottages. Although in some ways we can see benefits from this proposal in preventing the lay-by from filling up with non- residential vehicles particularly commuters who use it as a park and ride area and businesses that leave their commercial vehicles there for sometimes weeks at a time in actual fact this proposal would not prevent this. We know that one of the reasons for this proposal was to leave a clear turning area for residents at Tin Bridges and we support this idea and in principle the idea of a balance between double yellow lines, some parking and a bus clear way is a good one. However when you look at how big the area is it is clear that there would then only be two or three parking spaces available. Some of our neighbours have no other choice but to park opposite in this area and as two of them work early shift hours this would mean that they would return home from work with nowhere for them to park. That's nowhere else to park for at least half a mile in any direction. We are afraid that this would lead to them and others beginning to park on the pavement outside their homes at Boughton Field Cottages on the opposite side of the road. This would obstruct the way for pedestrians, pushchairs etc who would then have to walk in the road and also block line of sight for the other residents who have drive ways to drive on and off of creating additional difficulties on what is already an extremely dangerous high speed road with a blind crest at tin bridge and a busy entrance to tin bridge campsite and Edward Vinson Farm. A farm worker was seriously injured on this road and airlifted to hospital a couple of weeks ago. Apart from residents there are other people who use this parking area. Network rail have a railway access point at Tin Bridge and regularly have three or more mini buses parked here when they have gangs performing works on the line here. Any deliveries to any of the properties here use this parking area On a daily basis, Amazon, Hermes, Tesco's the post van. Once you start thinking of the negative implications of this proposal it is clear that it's implementation will create far more problems than it solves and probably lead to dangerous consequences.</p>

3	1		If we could have lines from (No.4 down ways) leaving parking for our 4 houses. But it would help us a lot with having lines, because we have problem getting in and out of our access when people leave their cars parked there all day.
4		1	As stated previous, we have lived at our address for 34 years, the layby size has not been altered, the width at the entrance to Tin Bridge is wide enough for lorries to pass any parked vehicle so it is wider than most country roads in the area. When exiting or entering, the only danger is the traffic on the A2. In the 34 years we have lived here we cannot remember any accident or incident caused by vehicles entering or exiting the layby, this should be checked through accident reports. We note you had feedback from the bus company, once again in the 34 years we have lived here we are unaware of any complaints or problems that warranted a complaint to the Council, again this should be checked. The yellow lines opposite Boughton Field Cottages are where we have parked for 34 years without receiving any complaint from the Council, bus company, police or anyone else. The layby is well used by passing traffic, visitors to Boughton Field Cottages, anyone doing work at any of the properties, and especially deliveries. Considering how much more needs to be delivered, the little space left in the layby to park would not be enough for the many that now use it. This would force us (my, my wife and family) and all the others we have mentioned to park on the A2. This stretch of road is 50mph and has had its fair share of accidents, again you should check this. The vehicles these proposals would force onto the A2 would not just be parked, people would be getting in and out of them also unloading from them. Someone will definitely be seriously hurt or worse if you alter the use of this layby. There's a saying that goes if it ain't broke don't fix it, please please leave it (the layby) alone.
Total	2	2	
Prop. Consult	10		
No. returned	4	40	% Response
No. Support	2	50	% Support
No. Object	2	50	% Object

Kings Road/Queens Road, Minster - Proposed Double Yellow Lines

Response	Support	Object	Comments
1	1		I support the proposal for double yellow lines. Since planning was granted on the south side to #'s 7 and 9 for off road parking, this junction has become a hazard for access both in and out. The whole street has been developed and family cars, in conjunction with trade at the COOP and part of the bus route means this road is often congested, especially come the summer months with thru traffic via the holiday areas to the east of the Island. You should also consider the junction with Union road and Queens Rd. This junction is often used to provide overflow for both the COOP and Friendship house access/ parking.
2	1		Hooray I fully support the proposed double yellow lines outside my house. I've been complaining for years that this is a dangerous corner, there has been so many near misses and incidents that are not reported so this is great news, the amount of times people park over my driveway is infuriating, they park dangerously on the corner so I cannot manoeuvre into my drive, i have a disabled husband who cannot walk far so this makes it really awkward, please will someone be monitoring this when it is done as there are many selfish drivers out there that will still park over yellow lines so they need to be fined.
3	1		I welcome the double yellow lines on this junction, I have witnessed many accidents and near collisions and verbal abuse at this junction, and imagine it will be a huge relief to all of Kings Road residents to pull out safely from their homes. Well done SBC.
4	1		Not only is this junction dangerous so is the Vicarage Road/Queens Road one. Although there is a keep clear marking there when trying to exit or enter Vicarage Road. Cars parked here (plan included) also block vision from left to right of Vicarage Road. Keep clear area regularly parked on blocking access to rear of 11/9/7 and access to 3 Queens Road in Vicarage.
5	1		I use a mobility scooter, I use the road but sometimes tend not to because I can't see past lorries so use pavement. I've had one near miss. Pavement are not ideal either.
6	1		I think this is an incredibly good idea, as it is becoming increasingly more difficult to see anything when trying to pull out of Kings Road. It would be nice to have the double yellow lines across the bottom of Vicarage Road too, as this is continuously blocked by people using the Co-op, making access for the houses there impossible and also pulling out of my own driveway difficult at times.
Total	6	0	

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Prop. Consult	10		
No. returned	6	60	% Response
No. Support	6	100	% Support
No. Object	0	0	% Object

Princes Avenue/Queens Road, Minster - Proposed Double Yellow Lines

Response	Support	Object	Comments
1	1		I can see this change may increase the parking outside of my property, however, I am supporting this proposal due to safety concerns and for the greater good.
Total	1	0	

Prop. Consult	12		
No. returned	1	8	% Response
No. Support	1	100	% Support
No. Object	0	0	% Object

Imperial Avenue/Queens Road, Minster - Proposed Double Yellow Lines

Response	Support	Object	Comments
1		1	If this proposal goes through it will cause more parking issues along Queens Rd and you'll then get cars/vans parking down and close to the junction on Imperial Ave so I don't agree. We are in the middle of a pandemic and I'm guessing the people who are complaining should not be going out??Could you please inform the residents of imperial Ave of this as all this is obviously their doing. Why is it necessary? Is it because they clearly cannot manoeuvre or judge pulling out of the junction? If this is the case do you not think it's time to hang up them keys and consider public transport. I live at ** Queens Rd and have for 15 years and I'm very sure it's not the parking that's a concern it's the speed in which cars travel along Queens Rd that's the issue. Get the speed cameras up there, make it a 20 mph zone but don't take away our parking. If you put a double line there then there's argument for double yellows on the other junctions along Queens Rd. I work in and around Kent and come across some very challenging roads and junctions in residential areas far worse than at the end of Imperial Ave Minster. I've currently been working all through lockdown working in 7 to 8 properties a day doing essential work ***** risking my health my family's health so I have enough stress to deal with and I get this letter on my doorstep telling me that I may have trouble finding a parking space *** near my house, well I tell you now if I do have trouble it will be parked down Imperial so please inform the complaining residents of this.

2	0.5	0.5	I don't really see the necessity for these yellow lines, but if it decided to install them, I suggest the 10 metres be measured from the edge of the carriageway in Imperial Avenue (the edge of the grass vere). This would relate to the view from any car leaving Imperial Avenue and also allow a little more room for the owner of **** to continue to park his van in Queens Road, However, I don't see that the volume of traffic in either Imperial Avenue or Queens Road warrants this.
3	1		I wholeheartedly 100% agree with the proposals or double yellow lines. However, I think you could go a lot further and provide DYLS the entire length of Queens Road on the side you indicate. There have been accidents at the junction of Imperial Avenue/Queens Road in the past and I am sure also at other junctions along Queens Road. All due to drivers visual impairment due to vehicles parked on the junctions. My suggestion to extend the entire length is due to obvious problems emergency services, buses and large delivery vehicles experience navigating Queens Road when vehicles are parked both sides plus when joining Queens Road from the junction such as Imperial Ave. This has resulted in traffic jams in the past & this is detrimental to effective attendance to emergencies by the emergency services. Though the Coop mini market is a much-needed local service in Minster and on Queens Road area many shoppers cause a bottle neck when parking to use the shop. This has caused unnecessary traffic issues over an exceptionally long period. Please consider this as homes on that side of the road have driveways plus most on the opposite do as well. Effective monitoring of offenders in necessary as a lot of people ignore DYLS on the Island.
30		1	I live at *** Imperial Ave. I object to the proposal of double yellow lines at the junction of Imperial Ave/Queens Road, I have lived at this property for 27 Years, parking has never been a problem or I have never known of any accidents at this junction. By adding yellow lines you will be forcing residents/visitors to park, down a unmade road (imperial Ave) and park at a narrow stretch of road which is right outside my house and it can already be difficult to park, causing congestion and more confrontation between residents/visitors . As I understand you do not own imperial Ave it is privately owned which will lead to more confrontation. If there is a problem with this junction it is not that drivers can't see at the junction, ITS THE Speeding DRIVERS going down Queens Road, so I think council money would be better spent on stopping the speeding drivers,(who don't live near here) than penalising the residents who do live there.
Total	1.5	2.5	

Prop. Consult	10		
No. returned	4	40	% Response
No. Support	1.5	37	% Support
No. Object	2.5	63	% Object

Stanley Avenue/Queens Road, Minster - Proposed Double Yellow Lines

Response	Support	Object	Comments
1	1		we support your proposal to put yellow lines at the junction of Stanley Avenue and Queens Road Minster, also our Road which is Queens Road is a very busy road used like a race track and would welcome a camera to slow traffic down
2		1	I live at number ** Queens Road and have never in the 5 years of living here had issues with cars / vans parked on the corners of Stanley avenue, there are never cars parked in these places so I can't see where this has come from. If these proposed double yellow lines come round past my house like in the image you've supplied this will inconvenience us at number ** because we won't be able to ever park outside our house if we wanted to which isn't on that corner, we always park on the drive anyway but having this taken away would make things awkward if we needed to park there. We wanted to maybe have a dropped curb in the centre of our house because we are renovating at the moment and was looking into this for the future and these yellow lines would mean we can't have a dropped curb there if these lines we're out in place. We already have a dropped curb for access to our driveway that's almost on the corner of the junction already so no one parks there like I said above. I'm not sure if it's viable but could somebody not come and monitor this so called parking issue before the councils money is wasted.
3	1		
4	1		

5		1	<p>(Attached are photos as supporting evidence) We feel there is a clear and an unobstructive view for vehicles as they turn in and out of Stanley Avenue, and there is no requirements for double yellow lines. As you will see from the photos there are rarely any vehicles parked in the area where the yellow lines are being proposed, and on the odd occasion where there has been a vehicle parked in the proposed area there is still an ample observation area to view oncoming traffic as reflected in the photos. Queens Road has a number of roads that lead off of it, Stanley Avenue being the least populated. Having observed traffic parked at all other junctions on Queens Road (Especially near the COOP) I cannot see the justification for using allocated funding for Stanley Avenue. The population is only a quarter compared to other roads that lead off of Queens Road, it is the least utilized, it has the least traffic parked on the junction compared to all other roads and we believe it has the best observation viewing due to it being on a slight hill (rather than the others being on a flat road) and therefore entering or leaving the junction allows you to clearly assess the risk. We have attached two further photos illustrating the lack of double yellows and vision on a main road off Baldwin Road (Chapel Street). In our view there are a number of higher priorities that we feel would benefit the wider neighborhood safety than providing Stanley Avenue with double yellows. We accept that Queens Road is often used as a cut through, which maybe what has instigated this requested, however it would not fix the root cause. Providing speed bumps on Queens Road would be more value and a better use of the funding/grant, this will support the safety of all turning in and pulling out Stanley Avenue, as well as all other residents along Queens Road. I would also reiterate that the funding is better placed in other areas, ie. -Nearer the COOP or on Baldwin Avenue, leading into Chapel Street (See Attachment 3). Queens Road could benefit from traffic calming which would benefit all residence, rather than budget being used on a unnecessary project that would add no real value to the traffic risk. As a side note not only do we feel this proposal will add no real value it will provide negativity and parking issues for Queens Road. Albeit small the inability for the two houses affected not being able to park outside their own homes, will have a catalogue effect on all other residence</p>
Total	3	2	

Prop. Consult	12		
No. returned	5	42	% Response
No. Support	3	60	% Support
No. Object	2	40	% Object

Sample of Photographs from Responder 5 – Stanley Avenue/Queens Road junction, Minster - ANNEX C



SWALE JOINT TRANSPORTATION BOARD	Agenda Item: 6
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Meeting Date	Monday 21 st June 2021
Report Title	Formal Objections to Traffic Regulation Order – Swale Amendment 22 2021
Cabinet Member	Cllr Richard Palmer, Cabinet Member for Community
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 double yellow lines in Hilton Close, Faversham, be progressed and the comments around sightline obstructions by private hedges be forwarded to Kent County Council for consideration;</p> <p>(2) the proposed double yellow lines in Queenborough Road/St Peter’s Close, Minster, be progressed as advertised;</p> <p>(3) the proposed double yellow lines in Lammas Drive and Cortland Close, Sittingbourne, either be progressed or abandoned;</p> <p>(4) the proposed extension to the double yellow lines in Gore Court Road and Whitehall Road, Sittingbourne, either be progressed or abandoned;</p> <p>(5) the proposed double yellow lines in Periwinkle Close either be progressed or abandoned.</p>
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1. Purpose of Report and Executive Summary

- 1.1 This report provides details of objections and comments received in relation to the recently advertised Traffic Regulation Order, Swale Amendment 22, which covers various amendments to on-street waiting restrictions in the Swale area.

2. Background

- 2.1 A Traffic Regulation Order has been drafted for various proposed amendments to on-street waiting restrictions in Swale, and the formal consultation took place between 12th February 2021 and 5th March 2021. Extracts from this Order where objections and comments 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 the proposals in the Traffic Order, and these are discussed below.

3. Issue for Decision

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

(1) Proposed Double Yellow Lines – Hilton Close, Faversham

- 3.2 A Ward Member for the area previously requested the installation of double yellow lines at various locations along Hilton Close in Faversham to ensure access along the road. Informal consultations took place with residents on the proposals, and the results were reported to the Swale Joint Transportation Board in December 2020. Members considered the responses received and recommended that restrictions at just one of the locations be progressed, near Nos.1 and 12 Hilton Close. The proposals were therefore included in our recent Traffic Regulation Order.
- 3.3 During the formal consultation process, we received two formal objections and two indications of support. One objector stated that the proposed restrictions will displace parked vehicles further up Hilton Close, and also states that the main issue is the sightlines around the corner being obstructed by a large hedge in a private property. The introduction of any new restrictions inevitably moves parked vehicles into other areas, but at the last Joint Transportation Board meeting the feedback from the informal consultations was discussed and it was agreed that double yellow lines should be installed on this corner. With regard to the comments around sightlines being obstructed by the hedge, presumably this would be something for Kent County Council to investigate as the highway authority, and these comments will therefore be forwarded.

3.4 Member and Town Council Comments: The Ward Member had no further comments to add.

3.5 (2) Proposed Double Yellow Lines – Queenborough Road/St Peter’s Close, Minster
Following a request from residents, an informal consultation took place to install double yellow lines near the junction of Queenborough Road and St Peter’s Close in Minster, to provide corner protection from parked vehicles. Various comments were received around extending the proposed restrictions, and at their meeting in December 2020 Members of the Swale Joint Transportation Board recommended that the proposals should progress, with slightly extended lengths of lining.

3.6 The proposals were included in our latest Traffic Regulation Order, and during the formal consultation one comment was received, supporting the proposed restrictions and requesting that they be extended further into St Peter’s Close to prevent residents from Queenborough Road parking in this area. As the proposed restrictions have already been extended from the original proposed lengths, it is felt that they should not be extended further at this time, to minimise impact on the on-street parking capacity for those residents relying on it.

3.7 (3) Proposed Double Yellow Lines – Lammas Drive/Cortland Close, Sittingbourne
Following a request from Ward Members an informal consultation took place with residents to install double yellow lines in Lammas Drive, on the junction with Cortland Close and also across the pedestrian dropped kerb leading to the Recreation Ground, at the end of the road. The results of the consultation on the proposals (3 indications of support and 1 objection), to be funded through the County Members’ Highway Grant, were reported to the Swale Joint Transportation Board at their meeting in December 2020, where Members recommended that the proposals should be progressed.

3.8 The proposed double yellow lines were included in our following Traffic Regulation Order, and during the formal consultation one objection was received. The objector stated that installing double yellow lines on the junction of Cortland Close was a good idea, but added that the reason for vehicles parking here is because there is nowhere else for residents to park. They added that the introduction of these waiting restrictions would displace vehicles into other areas, resulting in an increase in footway parking in Cortland Close creating additional problems for wheelchair users and the elderly.

3.9 The objector stated that consideration should be given to where people will park and suggested that the grassed verge between Lammas Drive and the Recreation Ground be converted into a layby. This work would require a substantial amount of funding to complete. It was also suggested that if the restrictions are progressed, double yellow lines should also be installed on the junction of Cortland Close and Cortland Mews, and Lammas Drive and Beechwood Avenue, although restrictions already exist at the latter. The introduction of any additional waiting restrictions will obviously place further pressure on already limited on-street parking capacity in the area.

- 3.10 Member Comments: One Ward Member stated that whilst they appreciate the concerns at the loss of parking spaces, the areas for the proposed lines are to prevent loss of life. Another Ward Member stated that they were happy for the proposed restrictions to proceed. The County Member has confirmed that he is happy with the comments received by Ward Members who have local knowledge of the area.

(4) Proposed Extension to Double Yellow Lines – Gore Court Road/Whitehall Road, Sittingbourne

- 3.11 Back in 2019, a request was received for double yellow lines to be installed on the junction of Gore Court Road and Whitehall Road to provide corner protection from parked vehicles. During the formal consultation for the Traffic Regulation Order, one objection was received, and this was considered by the Swale Joint Transportation Board at their meeting in September 2019 where Members recommended that the restrictions should be installed but at a reduced length.
- 3.12 At the Swale Joint Transportation Board Meeting in September 2020, a Member raised the issue again and stated that the restrictions were too short and should be installed as per the original Traffic Regulation Order, and Members recommended that this should be actioned.
- 3.13 Following legal advice, the Traffic Regulation Order was amended to match the existing shorter restrictions and then a further Traffic Regulation Order was drafted to extend them as recommended by the Swale JTB. During the formal consultation process for this Order, one objection was received to the proposed extension of the double yellow lines. The objector states that they had previously objected to the original Traffic Regulation Order to install double yellow lines on this junction and that Members of the Swale Joint Transportation Board had agreed that 10 metres was sufficient length for the double yellow lines in Gore Court Road and Whitehall Road, and has asked for justification for changing this ruling.
- 3.14 Member Comments: The County Member stated that as this is a highway safety issue they would be guided by the officer as to the necessity or not of the proposals. The Ward Member states *“I am in full support of extending the double yellow line at the junction of Gore Court Road and Whitehall Road. Whitehall Road is a relatively narrow road and when cars are parked close to the junction this narrows the road even more, especially when vehicles are exiting, as it prevents vehicles turning into Whitehall Road. Also it will improve safety on Gore Court Road as vehicles travelling south would need to move into the oncoming lane when cars are parked close to the junction, at a point where vehicles travelling north are negotiating a bend in the road.”*

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

- 3.15 Following requests from residents, an informal consultation took place on proposals to install double yellow lines on the junction of the spine road and spur road of Periwinkle Close in Sittingbourne. The results of the informal consultation (3 indications of support), were considered by the Swale Joint Transportation Board at their meeting in December 2020 where Members recommended that the proposals should be progressed.

- 3.16 The proposed double yellow lines were therefore included in the following Traffic Regulation Order, and during the formal consultation a total of 3 objections were received and one comment. The comment supported the new restrictions but asked that they be extended to cover the carriageway opposite their vehicle access to allow them to reverse onto their driveway.
- 3.17 Objections to the proposals included statements that they would reduce the already limited on-street parking capacity by a further 6-8 parking spaces and that there is already pressure on parking availability due to commuter and town centre parking. Further comments stated that the existing parking arrangements do not cause any issues with access around the junction and that vehicles are parked responsibly. It has been witnessed that the road is heavily parked due to limited on-street parking capacity for the number of properties, and one objector has stated that whilst parking on the corner is not ideal, sometimes there is just nowhere else to park and every single parking space in the close is very much needed.
- 3.18 Member Comments: The Ward Member has stated that Periwinkle Close has been a problem area as regards parking for many years, and added the following comments in priority order: - *Provide access for emergency vehicles, ensure buggies have sufficient room on pavements (I would not suggest that cars should be forced to keep clear of pedestrian pavements – be pragmatic), within the above constraints any reduction in parking spaces should be kept to a minimum.* The County Member has stated he is happy for the Traffic Regulation Order to proceed as proposed. Biffa were also invited to comment on the parking around the junction, but no response was received at the time of writing this report.

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 double yellow lines in Hilton Close, Faversham, be progressed and the comments around sightline obstructions by private hedges be forwarded to Kent County Council for consideration;

(2) the proposed double yellow lines in Queenborough Road/St Peter's Close, Minster, be progressed as advertised;

(3) the proposed double yellow lines in Lammas Drive and Cortland Close, Sittingbourne, **either** be progressed **or** abandoned;

(4) the proposed extension to the double yellow lines in Gore Court Road and Whitehall Road, Sittingbourne, **either** be progressed **or** abandoned;

(5) the proposed double yellow lines in Periwinkle Close **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 Statutory	Sealing of Traffic Regulation Order by Kent County Council.
Crime and Disorder	None at this stage.
Risk Management and Health and Safety	None identified at this stage.
Equality and Diversity	None identified at this stage.
Sustainability	None identified at this stage.
Health Implications	<p>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.</p> <p>However, where on street parking capacity is limited there may be some negative mental health effects on residents who may be forced to park further away from their properties, potentially increasing the distance to walk at night.</p>

6. Appendices

- 6.1 Annex A – Extract from Traffic Regulation Order Swale Amendment 22 2021
- Annex B – Extract of Statement of Reason
- Annex C – Copy of Formal Objections, Indications of Support & Comments
- Annex D – Plans of Proposals Receiving Objections and Support

7. Background Papers

- 7.1 None

**THE KENT COUNTY COUNCIL (VARIOUS ROADS, BOROUGH OF SWALE)
(WAITING RESTRICTIONS AND STREET PARKING PLACES)
(AMENDMENT No.22) ORDER 2021
OBJECTIONS & SUPPORT RECEIVED**

SUPPORT 1 – DOUBLE YELLOW LINES, HILTON CLOSE, FAVERSHAM
SUPPORT 2 – DOUBLE YELLOW LINES, HILTON CLOSE, FAVERSHAM
**SUPPORT 3 – DOUBLE YELLOW LINES, QUEENBOROUGH ROAD/ST PETER’S CLOSE,
MINSTER**

OBJECTION 1 – DOUBLE YELLOW LINES, HILTON CLOSE, FAVERSHAM
**OBJECTION 2 (PLUS COMMENTS) – DOUBLE YELLOW LINES, HILTON CLOSE,
FAVERSHAM**
**OBJECTION 3 – DOUBLE YELLOW LINES – LAMMAS DRIVE/CORTLAND CLOSE,
SITTINGBOURNE**
**OBJECTION 4 – DOUBLE YELLOW LINE EXTENSION, GORE COURT
ROAD/WHITEHALL ROAD, SITTINGBOURNE**
OBJECTION 5 – DOUBLE YELLOW LINES, PERIWINKLE CLOSE, SITTINGBOURNE
OBJECTION 6 – DOUBLE YELLOW LINES, PERIWINKLE CLOSE, SITTINGBOURNE
OBJECTION 7 – DOUBLE YELLOW LINES, PERIWINKLE CLOSE, SITTINGBOURNE

COMMENT 1 – DOUBLE YELLOW LINES – PERIWINKLE CLOSE, MILTON REGIS

The Kent County Council, acting as the local traffic authority and in exercise of its powers under sections 1(1), 2(1) to (3), 3(2), 4(1) and (2), 32(1), 35(1), 45, 46, 49 and 53 of the Road Traffic Regulation Act 1984, ('the Act') and of all other enabling powers, and after consultation with the chief officer of police in accordance with Part III of Schedule 9 to the Act, propose to make the following Order:-

A - This Order may be cited as “The Kent County Council (Various Roads, Borough of Swale) (Waiting Restrictions and Street Parking Places) Amendment No.22 Order 2021” ('this Order') and shall come into force on the xx day of xxxxx 2021.

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

In the Schedules to the 2019 Order

FIRST SCHEDULE

Roads in Faversham

Hilton Close

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

HILTON CLOSE

(1) On the eastern side

(a) from the Junction with Canterbury Road ~~for a distance of 22 metres in a northerly direction~~ to the southern kerblines of Hilton Close;

(b) from the northern kerblines of Hilton Close to a point in line with the southern building line of 14 Hilton Close.

(2) On the western side

(a) from the Junction with Canterbury Road to the Junction with Finch Close;

(b) from the northern kerblines of Hilton Close for a distance of 6 metres in a northerly direction.

(3) On the northern side

(a) from the Junction of The Finches to the western kerblines of Hilton Close;

(b) from the eastern kerblines of Hilton Close for a distance of 5 metres in an easterly direction.

(4) On the southern side from the junction of The Finches to a point 9 metres east of the eastern kerblines of Hilton Close.

OBJECTION 1 & 2
SUPPORT 1 & 2

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

St Peter's Close

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

ST PETER'S CLOSE On both sides, from the southern kerblines of Queenborough Road for a distance of 6 metres in a southerly direction.

SUPPORT 3

Queenborough 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:-

QUEENBOROUGH ROAD

(1) On the northern side

(a) from the Junction with Halfway Road for a distance of 69 metres in a westerly direction;

(b) between the boundary of 28/26 Queenborough Road and the boundary of 16/14A Queenborough Road;

(c) from a point opposite the boundary of St Peter's Church and 99 Queenborough Road to a point in line with the boundary of 162/164 Queenborough Road

(2) On the southern side

(a) from the Junction with Halfway Road to a point 17 metres west of the Junction with Southdown Road;

(b) between points 10 metres west and 10 metres east of the Junction with Queenborough Road (cul-de-sac fronting 27-45 Queenborough Road);

(c) from a point in line with the boundary of St Peter's Church and 99 Queenborough Road to point opposite the boundary of 162/164 Queenborough Road

(3) On both sides of the cul-de-sac fronting 27-45 Queenborough Road for a distance of 10 metres from the Junction with Queenborough Road.

SUPPORT 3

Roads in Sittingbourne

Cortland Close

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

CORTLAND CLOSE On both sides from the south-eastern kerbline of Lammas Drive, for a distance of 8 metres in a south-easterly direction.

OBJECTION 3

Gore Court 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:-

GORE COURT ROAD (1) On the eastern side

(a) from the Junction with Park Road to a point 6 metres south of the boundary of 3/4 Roonagh Court;

(b) between points 10 metres north and 10 metres south of the Junction with Roonagh Court.

(2) On the western side from the Junction with Park Road to a point 6 metres south of the boundary of 3/4 Roonagh Court.

(3) On the north-eastern side

(a) between points 15 metres northwest and southeast of the vehicle entrance to former UK Paper Pavilion and Grounds;

(b) from a point 15 metres northwest of the north-western kerbline of Whitehall Road to a point 10 metres southeast of the south-eastern kerbline of Whitehall Road in line with the boundary of 3/5 Gore Court Road.

OBJECTION 4

Lammas Drive

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

LAMMAS DRIVE (1) On both sides, from the north-easterly kerbline of Beechwood Avenue for a distance of 14 metres in a north-easterly direction.

(2) On the northwest side, from the north-easterly highway boundary at the end of the road for a distance of 6 metres in a south-westerly direction

(3) On the southeast side, from a point 8 metres southwest of the south-western kerbline of Cortland Close to a point 8 metres northeast of the north-eastern kerbline of Cortland Close.

OBJECTION 3

Periwinkle Close

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

PERIWINKLE CLOSE (1) On both sides, from the south-western kerbline of Church Street, for a distance of 19 metres in a south-westerly direction.

(2) On the north-western side, from the point in line with the north-eastern building line of 43 Periwinkle Close to a point in line with the south-western boundary of Watermill Mews.

(3) On both sides of the spur road, from the north-western kerbline of Periwinkle Close north-west to a point in line with the south-eastern building line of 43 Periwinkle Close.

OBJECTION 5, 6 & 7

COMMENT 1

Whitehall 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:-

WHITEHALL ROAD (1) On the western side from the southern kerbline of Capel Road to a point 12 metres south of the centre line of the Hanover Close Junction.

(2) On the eastern side from the southern kerbline of Capel Road for a distance of 27 metres in a southerly direction.

(3) On both sides, from the north-eastern kerbline of Gore Court Road for a distance of 10 12 metres in a north-easterly direction.

OBJECTION 4

Given under the Common Seal of the Kent County Council

This xx day of xxxxx 2021

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

Authorised Signatory

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STATEMENT of REASON



**THE KENT COUNTY COUNCIL (VARIOUS ROADS, BOROUGH OF SWALE)
(WAITING RESTRICTIONS AND STREET PARKING PLACES)
(AMENDMENT NO.22) ORDER 2021
Road Traffic Regulation Act 1984**

To facilitate the safe passage of vehicles, it is proposed to install additional double yellow lines around the entrance to Hilton Close from the A2 in Faversham, new double yellow lines in Queenborough Road, Halfway at the junctions of St Peter's Close and the access road to Holm Place, on the junction of Lammas Drive and Cortland Close and to facilitate the safe passage of pedestrians across the dropped kerb to the Recreation Ground at the eastern end of Lammas Drive in Sittingbourne.

In Sittingbourne, it is also proposed to extend the existing double yellow lines on both sides of Whitehall Road, for an additional 2 metres from the junction of Gore Court Road, and on the north side of Gore Court Road from the Whitehall Road junction to the boundary of 3/5 Gore Court Road. It is proposed to install double yellow lines in Periwinkle Close on the junction with the spine road and spur road, to facilitate the safe passage of vehicles.

For the following purposes:

- To preserve or improve the amenities of the area through which the road runs;
- To avoid danger to persons or other traffic using the road or any other road or to prevent the likelihood of any such danger arising;
- To facilitate the passage on the road or any other road of any class of traffic (including pedestrians).

Dated 15th January 2021

MIKE KNOWLES

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Proposed Double Yellow Lines – Hilton Close, Faversham

2 Indications of Support, 2 Formal Objections

First Indication of Support (TRO Support 1)

I wish to support the extension of the double yellow lines at the beginning of Hilton Close. Currently the pavement (on the even side of the road) is used to avoid restricting the normal flow of traffic and this means that there is not enough room for disabled people to either walk round with assistance or in a mobility scooter without venturing into the road. In spite of asking for them to move their cars there is a persistent refusal. Most of the owners who park their cars live on the other side of the A2 even though there is room for cars to use available spaces in the road. On the odd number side of the road frequent parking takes place, again using the pavement. Some of these people use this in car sharing exercises on work days.

Second Indication of Support (TRO Support 2)

I refer to your letter of 8th February (Ref: H4.1/TRO AM 22) regarding the proposed additional double yellow lines around the entrance to Hilton Close. I support the proposals which will greatly improve the safety of the junction.

First Formal Objection (TRO Objection 1)

I refer to your letter of 08 02.21 concerning proposed double yellow lines on the corner in Hilton Close and comment as follows

The road is very narrow and parked vehicles cause a dangerous hazard when coming out of my drive my vision is obscured and therefore your proposal will just move the parked vehicles down the road to the straight section causing further hazards which we definitely do not want

You need to put a parking time restriction of 30 minutes in the straight section at all times

If you go ahead with the proposal we require a parking time limit of 30 minutes in the straight section to avoid potential accidents

Second Formal Objection (TRO Objection 2) (plus comments)

Please find attached observations concerning the above proposals.

I also wish to re-iterate my willingness to meet with any involved representative of the Council who may be interested in a full on-the-spot appraisal of the situation.

I refer to your letter concerning the above, received yesterday.

- 1) ***The situation near the exit from Hilton Close outside House No 1 has simply been ignored for almost 20 years now. Drivers of vehicles entering and leaving the Close are almost without vision at all at the point of the 'S' turn. It therefore seems to me to be important that several measures are applied in this vicinity.***

*Because in this general vicinity not only are vehicles commonly parked within 10m. of a corner, but those that are not, even if thoughtfully parked, are partly on and partly off the pavement – and these cause the driving line to approach the corner (from within Hilton Close) to have restricted vision, **I support double lines being located on the corner outside No 1.***

*However, in my opinion, on its own, this will do almost nothing. Unfortunately, people widely ignore double lines when parking, however inappropriate that may be. **So, in addition, you will need to ensure that there is regular enforcement of the Traffic Regulation.** I would point out that the authorities could have been doing this for a*

long time now – as vehicles parked within 10m of a road junction are already violating Traffic regulations. **It does not require double lines to address this issue.**

On a separate and more difficult point, the problem outside No 1 is mainly a problem of adequate vision – so that drivers entering Hilton Close can see beyond the large dense hedge in the garden at No 1. I cannot understand then why those who gave planning permission to Crest Nicholson to build in this pattern did not require a significantly better proposal for the entrance.

Truthfully, I believe you should approach the owners at No. 1 and negotiate with them over the size and height of their hedge in order to arrive at much better sight lines. This would make a huge difference.

2) With regard to vehicles being parked on the opposite corner, between No 14 and the small cul-de-sac, objectively speaking it would seem logical to install double yellow lines here also as vehicles exiting Hilton Close have to sit wide in the road to avoid parked cars, thus reducing the drivers' vision around the corner in question. **However, I would caution against doing so at this stage.** My reasons for saying that are :-

(i) If lines are in place outside No. 1 and no parking at any time is enforced here and if sight lines are significantly improved through negotiation with the occupants at No. 1, **safety in this vicinity will be much improved.**

(ii) If lines are put in/ near the cul-de-sac area - **parked vehicles, of which there are quite a few regularly there, will be displaced. Where will they go? I fear some at least will come further down into Hilton Close and outside our front door.** Already, for some long time now, as soon as a parking problem of any sort occurs nearby, we see people parking directly outside our home, thus restricting our own access, particularly when we need to get heavier items into the house from our car. Vehicles come from Finch Close, The Football Club (which has its own parking area), the cottages on the main A2 near Salter's lane – and elsewhere.

In other words, you will simply displace the parking issue to another location and in so doing will create significant problems for pedestrians. Whenever vehicles are outside our home for any period of time, young Mums with pushchairs and children are unable to remain safely on the pavement and are forced into the road, where they are much more vulnerable. Cars parked between No 14 and the cul-de-sac do not have this effect on pedestrians as extremely few people walk on the pavements in that area.

So, both because the problem will not be solved by putting double lines on the Eastern corner and because of our own vested interest in maintaining such degree of privacy as we currently have, I believe you should not do so and am against such a proposal.

(our house is the ONLY house that sits forward and vehicles parked directly outside it are particularly intrusive in noise from engines and doors, in air pollution, and in people going about their lives).

I am more than willing to speak with any representative of those charged with deciding on this issue in order to clarify my perspective and discuss my general observations (as a retired person, I am often here at home and see the various situations which arise).

Finally, I take this opportunity to ask you to communicate with all elected and appointed personnel who may deal with Planning Permissions of all types, to take note of the many difficulties that arise if sight lines and parking issues are not properly addressed prior to construction.

I look forward to hearing more in due course.

Proposed Double Yellow Lines – Queenborough Road/St Peter's Close, Minster

1 Indication of Support

Indication of Support (TRO Support 3)

Thank you for your letter dated 8th February 2021.

In this letter, you reference previous informal consultation back in September 2020. I would like to point out that I did not receive any correspondence in relation to this matter. Nevertheless, I am in full support of this action.

My email is not only for support, but I would like to enquire into the possibility of the double yellow lines being extended further up St Peters Close than proposed. My reason for this request is that, residents from Queenborough Road regularly park on the left hand side as you look out of St Peters Close towards Queenborough Road. By parking here, and so close to the junction; this leaves only one side of the road to enter and exit into the close. The entrance to the close from Halfway is blind due to the high hedge row and St Peters Church.

As a resident of St Peters Close, the additional double yellow line would improve the overall safety of the junction, make it safe for pedestrians crossing and when Sheppey United play a home game, stop the close being used as an overspill car park.

Thank you for taking the time to consider my request.

Proposed Double Yellow Lines – Lammas Drive/Cortland Close, Sittingbourne

1 Formal Objection

Formal Objection (TRO Objection 3)

Whilst it is a good idea to install double yellow lines on this junction, consideration should be given as to why people park there in the first place and where they will park once the yellow lines are installed. Parking occurs at the junction for different reasons at different times of day.

Overnight, it tends to be residents of Lammas Drive, where there is a multi-occupancy property with insufficient off-road parking for the five occupants, plus the residents of Cortland Mews regularly park in Cortland Close as there is insufficient space in Cortland Mews for all the residents. Two other households in Lammas Drive have multiple white vans and other vehicles and do not use their off-road parking for any of them, preferring to line their vehicles along the street.

During the daytime, visitors to Cortland Close and Cortland Mews park in Cortland Close.

Visitors to the shops, chemist and dentist in Milton High Street including staff who park all day, park in Lammas Drive and Cortland Close as it is the nearest free parking to the High Street. Residents of Cortland Close are plagued by non-resident parking on the pavements and opposite the entrance to Cortland Mews making manoeuvring tricky in such a narrow road.

Consideration needs to be given to where people will park. I suspect there will be even more pavement parking in Cortland Close, blocking access to wheelchair users and forcing the elderly and parents with prams to walk in the road. A possible solution is to follow what other areas have done and create layby spaces along Lammas Drive and Beechwood Avenue and possibly also Forge Close. There is space between the Kerb and Milton recreation Ground in the shape of the grass verge to achieve this without any loss of amenity in the park itself.

Please consider the "knock-on effect" before implementing this double yellow line solution. People only park there because there is nowhere else to park. please solve the parking problem, not just apply a bandaid to this one junction. If this must go ahead, please also consider double yellow lines to the following junctions, to stop the problem being pushed to another area:

Junction of Cortland Mews/Cortland Close & Junction of Lammas Drive/Beechwood Avenue

Proposed Extension to Double Yellow Lines – Gore Court Road/Whitehall Road, Sittingbourne

1 Formal Objection

Formal Objection (TRO Objection 4)

I am mythed to find that a further notic has gone up with proposals to extend the double yellow lines by a further 2 meters into Whitehall Road.

In October 2019 I objected to the proposal of excessive 15 meters double yellow lines into Whitehall Road and it was agreed that 10 meters was sufficient as per the highway code.

I note that nothing has changed with the junction layout in that time to now mean that there need be another 2 meters or indeed a justification for it. I object on the same grounds as my previous objection. The road is not a highway, 10 meters is sufficient. The transportation board also agreed with this previously.

I would expect a full justified and legally arguable reason as to why this is now looking to be extended despite the previous ruling.

Proposed Double Yellow Lines – Periwinkle Close, Sittingbourne

1 Comment, 3 Formal Objections

Comment (TRO Comment 1)

I'm writing regarding the double yellow lines on the corner. I think this is a great idea as it's so dangerous. Especially when commercial vehicles park on the corner. I have seen two accidents where children have been hit off their bikes where you can't see around the corner and a car has hit them, luckily it wasn't serious.

*I live at ** and would like the double yellow*

Lines to go across opposite my driveway please so that people can't block me in so I can't reverse onto my driveway. I have attached some pics of yesterday outside my driveway, usually there is also a van parked on the far corner as well. I think we need to put a rule that no commercial vehicles are allowed to park down our road, they can park along the road where the flats are or even the road where the chip shop is and it won't obstruct anyone's view or cause accidents. They park on the pavements which meant that people can't get by. They also block the road so wide vehicles like fire engines can't get by.





First Formal Objection (TRO Objection 5)

I am writing to you to register my objection to the proposed double yellow lines on the junction with the spine road and spur road in Periwinkle Close.

Parking is a problem, not helped by also having commuters leaving their vehicles parked in the close as well as people who work in the town. If the proposed double yellow lines go ahead, this will take out a further 6-8 parking spaces. We currently have three empty houses within the close (house numbers 44-72) and when these houses are sold/let, further cars will need spaces to park.

Within the close with numbers 44-72 we generally park responsibly on the exit onto the spine road, giving consideration in the event of fire engines or ambulances requiring access to the close, as they have had to unfortunately attend certain neighbours recently. Neighbours who have company vans, there being only two who do not have a designated parking space, do park responsibly.

I quite often dread coming home when it is dark as it is difficult to park and do not like having to park out of the close and having to walk back. A few years ago there was the suggestion of parking permits, but there is definitely not enough space to cater for on average two cars per house, although this would help with the problem of commuters parking within the close and on the spine road of Periwinkle.

On the above grounds, I strongly object to the proposed double yellow lines.

Second Formal Objection (TRO Objection 6)

*Regarding said yellow lines to be painted in periwinkle close, there are not enough parking spaces as it is in periwinkle close so doing this will make things worse, the parking does not affect anybody except possible number ** has complained because she puts notes on peoples cars that park near her drive which are not blocking her drive, she*

has two drives on her house one at front and back which she does not use because she only has one car, pics supplied

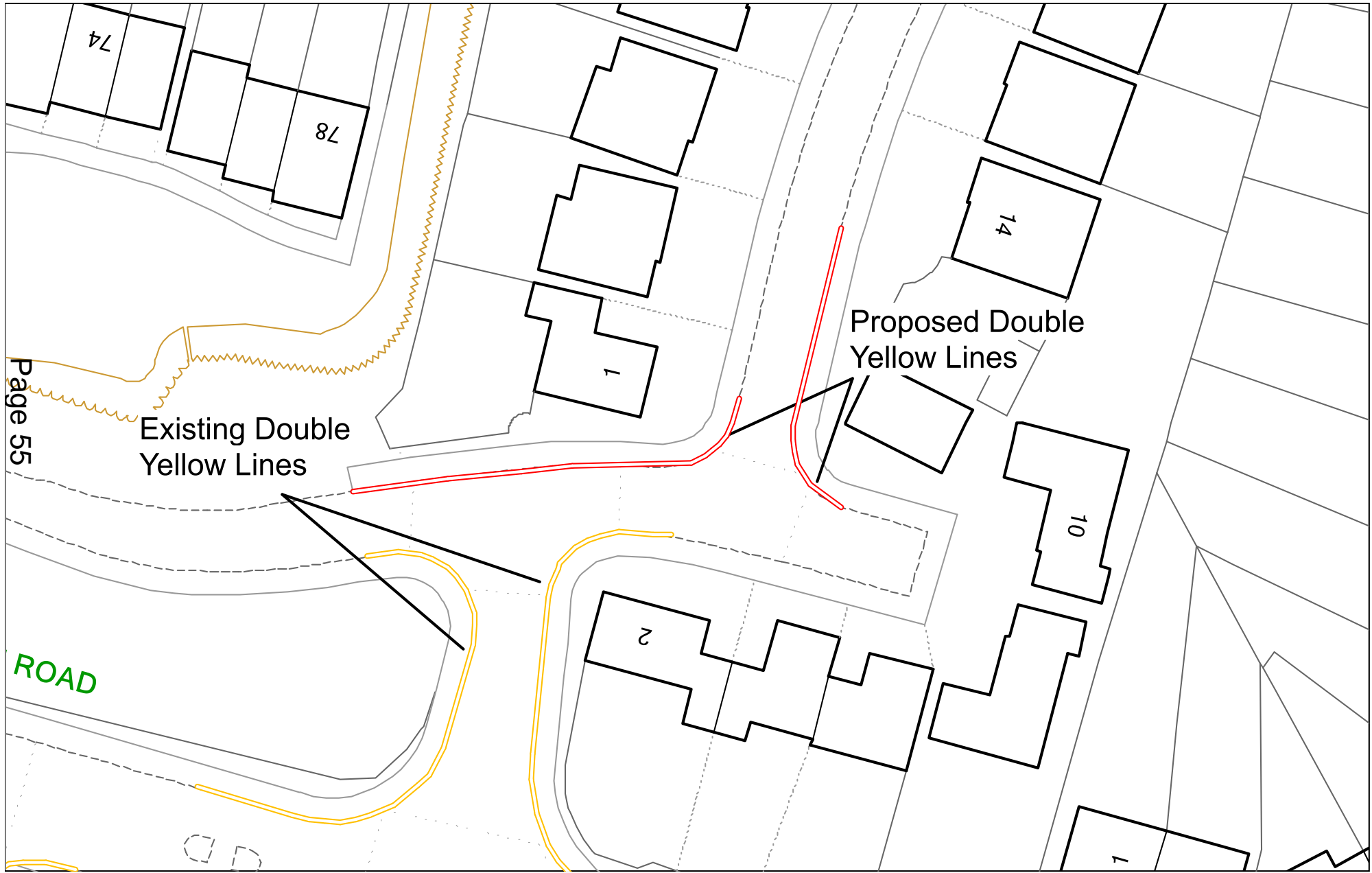


(other photos omitted to preserve anonymity)

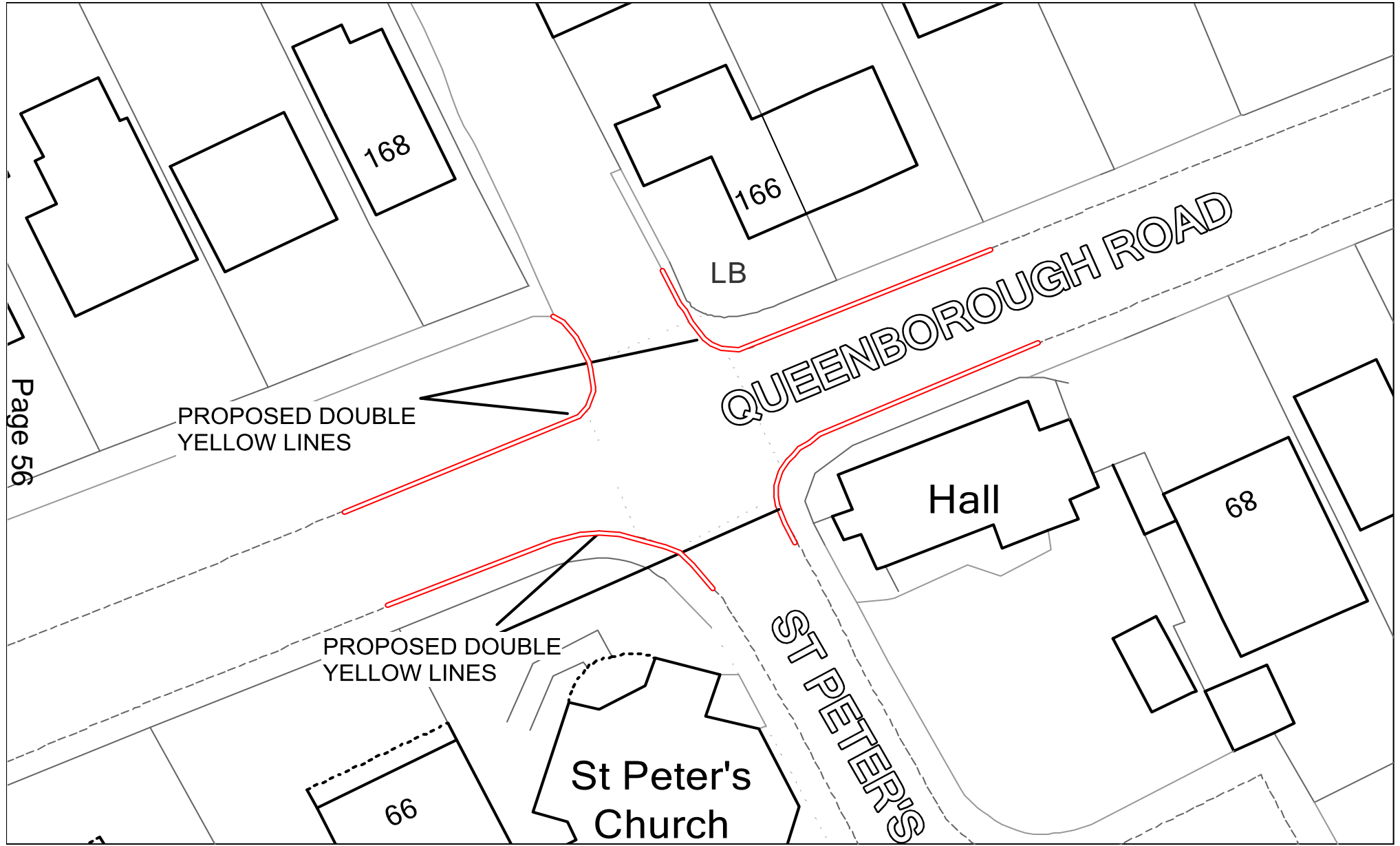
Third Formal Objection (TRO Objection 7)

I am writing to complain about the proposed Order to introduce double yellow lines on the junction of the spur road and spine road of Periwinkle Close. The residents of Periwinkle Close find it extremely hard to park as many households have more than one car and are often hard pressed to find parking as it is. The introduction of double yellow lines will make parking even harder and for some, almost impossible in this road. Whilst I appreciate parking on those corners is far from ideal, sometimes there is just nowhere else to park, and every single parking space in this close is very much needed. I therefore object most strongly to the implementation of these measures.

(1) Proposed Double Yellow Lines – Hilton Close, Faversham



(2) Proposed Double Yellow Lines – Queenborough Road/St Peter's Close, Minster



PROPOSED DOUBLE
YELLOW LINES

PROPOSED DOUBLE
YELLOW LINES

LB

QUEENBOROUGH ROAD

Hall

68

ST PETER'S

66

St Peter's
Church

REGIS

PROPOSED DOUBLE
YELLOW LINES

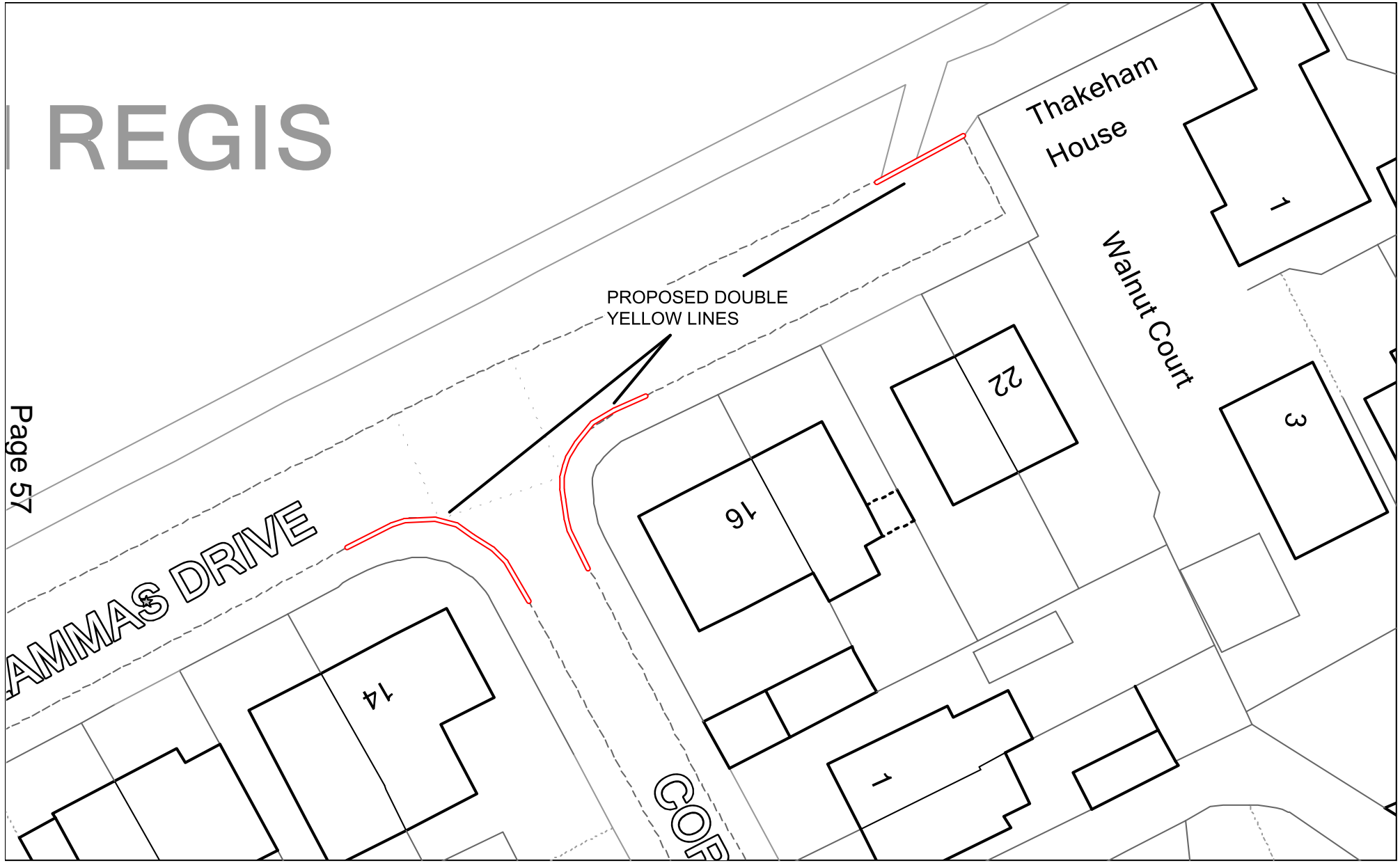
Thakeham
House

Walnut Court

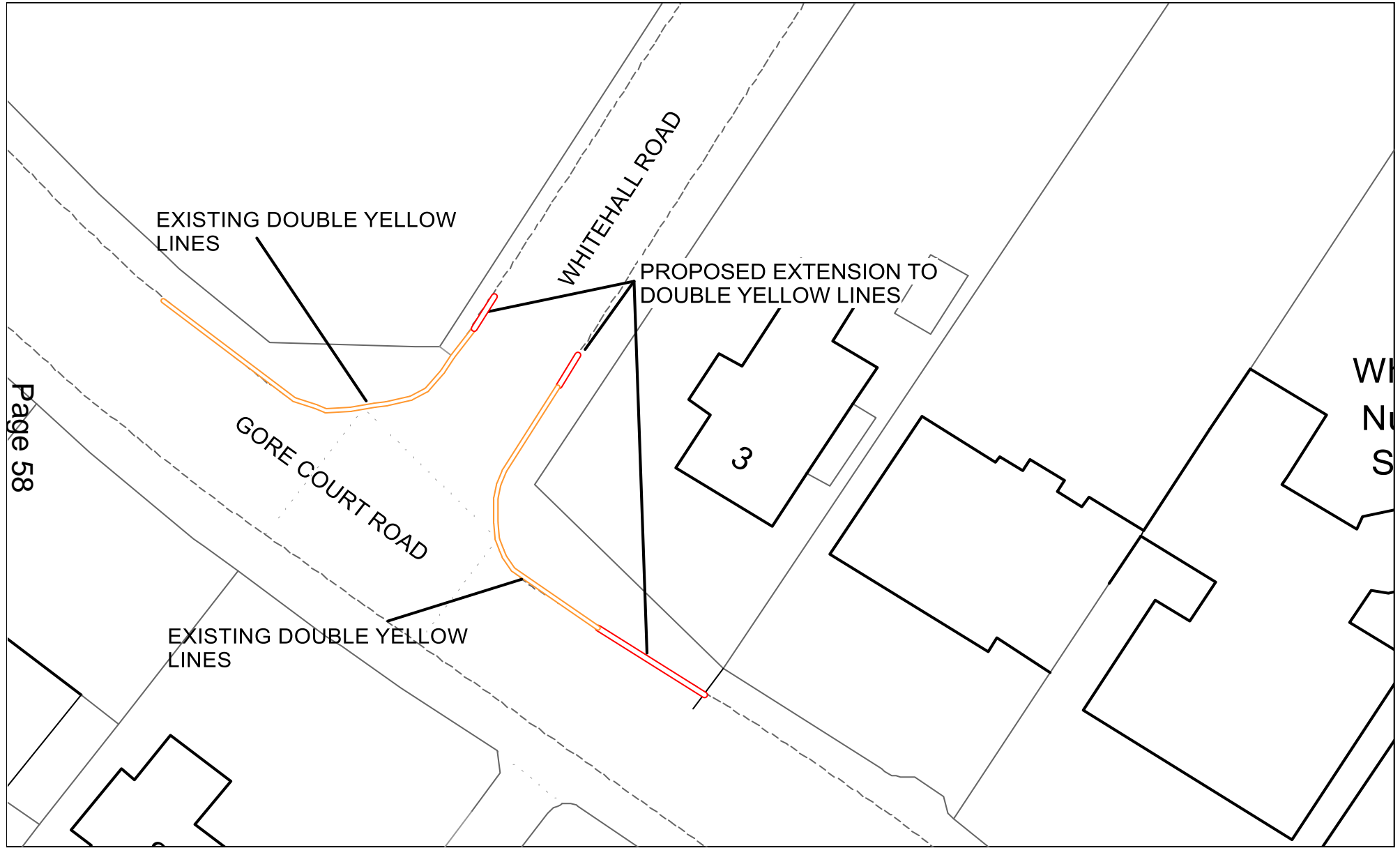
Page 57

LAMMAS DRIVE

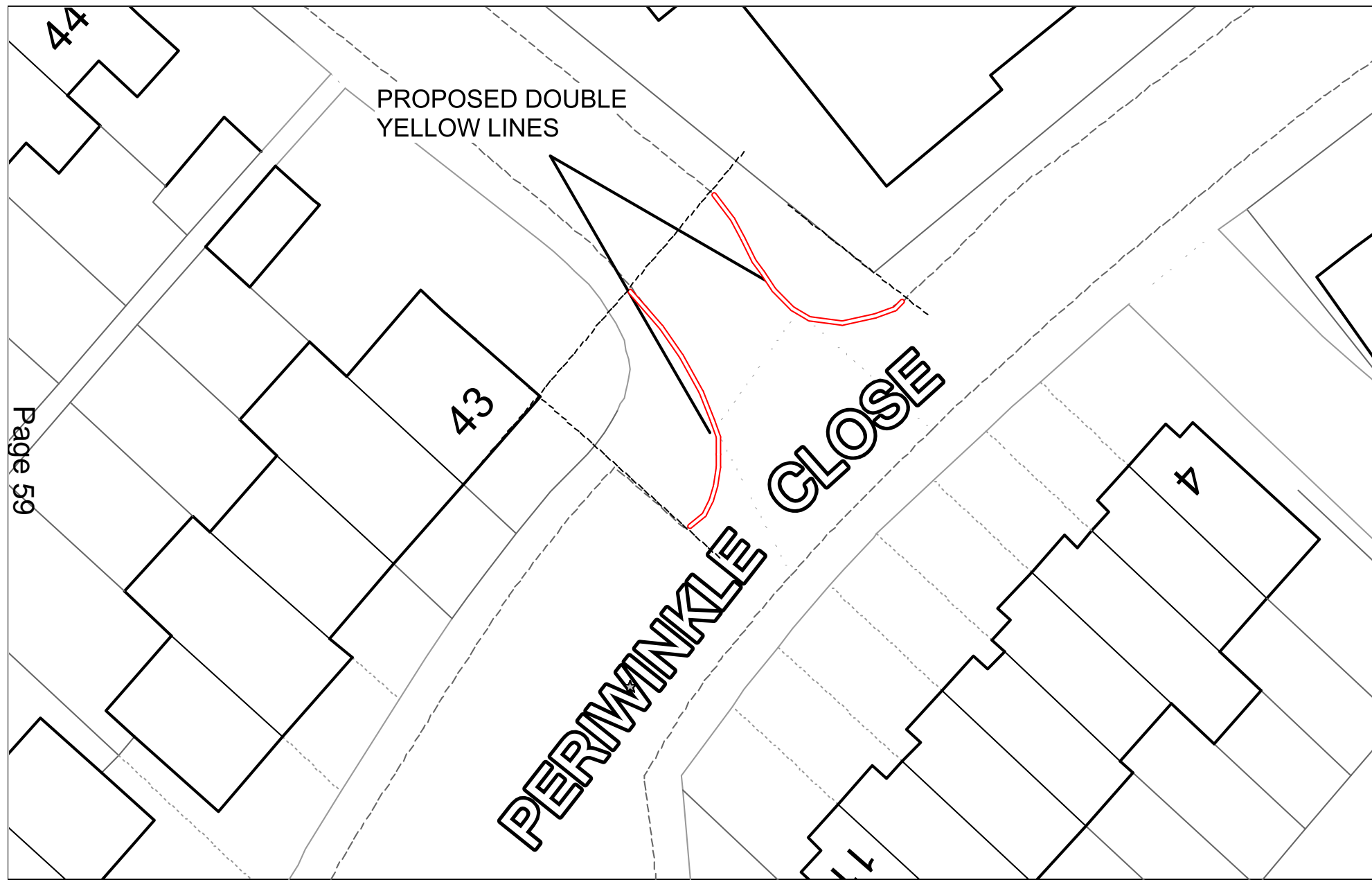
CORTLAND
CLOSE



(4) Proposed Extension to Double Yellow Lines – Gore Court Road/Whitehall Road, Sittingbourne



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



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SWALE JOINT TRANSPORTATION BOARD	Agenda Item: 7
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Meeting Date	Monday 21 st June 2021
Report Title	Formal Objections to Traffic Regulation Order – Swale Amendment 25 2021 – Extension to Sittingbourne Residents’ Parking Scheme
Cabinet Member	Cllr Richard Palmer, Cabinet Member for Community
Head of Service	Martyn Cassell, Head of Commissioning, Environment and Leisure
Lead Officer	Mike Knowles (SBC)
Classification	Open

Recommendations	Members are asked to note the formal objections and comments received to the advertised Traffic Regulation Order and recommend that the proposed extension to the Sittingbourne Residents’ Parking Scheme is either progressed as per the advertised Order or abandoned.
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1. Purpose of Report and Executive Summary

- 1.1 This report provides details of objections, indications of support and comments received in relation to the recently advertised Traffic Regulation Order, Swale Amendment 25, which covers the proposed extension of the existing Sittingbourne Residents’ Parking Scheme to include the full length of Park Road and Ufton Lane.

2. Background

- 2.1 The Traffic Regulation Order has been drafted following the recommendation from the Swale Joint Transportation Board at their meeting in March 2021. Full details of the consultations and process to date can be found below. The formal consultation for this Traffic Order ran from 14th May 2021 to 4th June 2021.
- 2.2 A copy of the Traffic Regulation Order can be found in Annex A, and a Statement of Reason summarising the contents of the Order can be found in Annex B.

3. Issue for Decision

- 3.1 A copy of the formal objections, indications of support and comments received can be found in Annex C, and a plan for the proposed scheme extension layout can be found in Annex D.
- 3.2 A petition was submitted to the Swale Joint Transportation Board in June 2019 by a Ward Member requesting the extension of the current Residents' Parking Scheme to cover the full length of Park Road. An informal consultation was subsequently undertaken with residents in this section of Park Road, and a similar consultation took place with residents in the southern end of Ufton Lane on proposals to extend the scheme to cover the full length of their road, to avoid vehicle displacement issues.
- 3.3 The Swale Joint Transportation Board considered the results of the informal consultations at their meeting in September 2019 and recommended that further consultation took place on a proposed layout for the scheme extension. This consultation was completed in December 2019 and the results reported to the Swale JTB in March 2020. At this meeting, Members recommended that any extension to the scheme should be put on hold until a full review of Residents' Parking Schemes in the Borough had been undertaken.
- 3.4 This review was subsequently completed, and the results reported to the JTB in December 2020. A further report was submitted to the March 2021 JTB meeting requesting a definitive recommendation from Members as to whether to proceed with the proposed extension to the current Sittingbourne Residents' Parking Scheme, and at this meeting Members of the Board recommended that the extension be progressed. The Traffic Regulation Order, Swale Amendment 25 2021, was subsequently drafted and the formal consultation took place between 14th May 2021 and 4th June 2021.
- 3.5 During this formal consultation, a total of **13** indications of support were received from 12 properties, with one of these indications of support stating that the times of the current scheme should be amended. By contrast, a total of **41** formal objections have been received from 39 properties, and one comment has also been received. Details of these can be found in Annex C.
- 3.6 The comments received, both for and against the proposed Traffic Regulation Order, are self-explanatory, however one comment that seemed to feature quite heavily in responses was that many residents felt that they had provided their views on several occasions and expressed some frustration that they were being asked to respond once again, albeit as part of the formal Traffic Regulation Order process in this instance. It is therefore felt that any further consultations within these roads should be avoided for the foreseeable future.

4. Recommendation

- 4.1 Members are asked to note the formal objections and comments received to the advertised Traffic Regulation Order and recommend that the proposed extension to the Sittingbourne Residents' Parking Scheme is **either** progressed as per the advertised Order **or** abandoned.

5. Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Cost of Advertising Made Order, Substantial Cost of Installing Lines and Signs on site.
Legal and Statutory	Sealing of Traffic Regulation Order by Kent County Council.
Crime and Disorder	None at this stage.
Risk Management and Health and Safety	None identified at this stage.
Equality and Diversity	None identified at this stage.
Sustainability	None identified at this stage.
Health Implications	The extension of the existing Residents' Parking Scheme could have a positive impact on the mental health of residents who currently suffer stress of non-residents' vehicles parking near to their properties forcing them to park further away, but could also negatively impact on those residents who feel they do not currently experience problems with parking and believe the introduction of the Scheme will add financial burden and limit the number of vehicles they can park near to their properties, forcing them to find alternative parking further afield. Residents in nearby streets may also be impacted negatively by an increase in vehicles in their roads due to the displacement of parked vehicles.

6. Appendices

- 6.1 Annex A – Copy Traffic Regulation Order Swale Amendment 25 2021
- Annex B – Statement of Reason
- Annex C – Copy of Formal Objections, Indications of Support & Comments
- Annex D – Plan of Proposed Scheme Extension Layout

7. Background Papers

- 7.1 None

**THE KENT COUNTY COUNCIL (VARIOUS ROADS, BOROUGH OF SWALE)
(WAITING RESTRICTIONS AND STREET PARKING PLACES)
(AMENDMENT No.25) ORDER 2021**

The Kent County Council, acting as the local traffic authority and in exercise of its powers under sections 1(1), 2(1) to (3), 3(2), 4(1) and (2), 32(1), 35(1), 45, 46, 49 and 53 of the Road Traffic Regulation Act 1984, ('the Act') and of all other enabling powers, and after consultation with the chief officer of police in accordance with Paragraph III of Schedule 9 to the Act, propose to make the following Order:-

A - This Order may be cited as "The Kent County Council (Various Roads, Borough of Swale) (Waiting Restrictions and Street Parking Places) Amendment No.25 Order 2021" ('this Order') and shall come into force on the xx day of xxxxx 2021.

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

In the Schedules to the 2019 Order

FIRST SCHEDULE

Roads in Sittingbourne

Park 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:-

PARK ROAD

(1) On the eastern side

(a) from the Junction with West Street to a point in line with the boundary of 1/5 Park Road;

(b) from a point in line with the southern boundary of 27 Park Road to a point opposite the boundary of 46/48 Park Road;

(c) from a point in line with the boundary of 71/73 Park Road to a point in line with the boundary of 77/79 Park Road;

(d) from a point in line with the south building line of 83 Park Road to a point in line with the north building line of 85 Park Road;

(e) from a point 2 metres south of the boundary of 99/101 Park Road to a point 2 metres south of the boundary of 105/107 Park Road;

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

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

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

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

(j) from a point 1 metre north of the southern building line of 245 Park Road to a point 1 metre south of the northern building line of 247 Park Road;

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

(2) On the western side

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

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

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

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

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

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

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

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

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

(j) from a point 1 metre north of the southern building line of 200 Park Road to a point in line with the northern building line of 204 Park Road;

(k) from a point 4 metres north of the boundary of 214/216 Park Road to a point 1 metre south of the boundary of 214/216 Park Road;

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

Ufton Lane

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

UFTON LANE

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

(2) On the eastern side

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

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

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

(d) from a point 3 metres north of the rear boundary of 154/156 Park Road to a point in line with the rear boundary of ~~186/188~~ 188/190 Park Road;

(e) from a point in line with the rear boundary of 190/192 Park Road to a point in line with the rear boundary of 194/196 Park Road;

(f) from a point 6 metres north of the southern boundary of 64 Ufton Lane to a point 1 metre north of the northern boundary of 64 Ufton Lane;

(g) from a point in line with the boundary of 64 Ufton Lane/204 Park Road to a point in line with the rear boundary of 204/206 Park Road;

(h) from a point in line with the rear boundary of 206/208 Park Road to a point in line with the rear boundary of 208/210 Park Road;

(i) from a point in line with the boundary of 212 Park Road/74 Ufton Lane to a point in line with the boundary of 76/78 Ufton Lane;

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

(3) On the western side

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

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

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

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

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

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

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

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

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

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

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

(l) from a point in line with the boundary of ~~179/181~~ 157/159 Ufton Lane to a point in line with the northern boundary of 187 Ufton Lane;

(m) between points 17 metres and 24 metres south of the northern boundary of 187 Ufton Lane;

(n) from a point 1 metre south of the boundary of 187 Ufton Lane and Dene Court for a distance of 13 metres in a southerly direction;

(o) from the Junction with Park Road to a point 17 metres south of the northern building line of the Gore Court Arms Public House.

FIFTH SCHEDULE

The following shall be inserted in the Fifth Schedule of the 2019 Order (*Residents Parking*) in place of the existing entry:-

PART 1**ZONES FOR RESIDENTS' PARKING SCHEMES****Roads in Faversham**

Zone : Faversham FAA **Zone Code :** FAA

Residents having an address described in this column	may purchase a Residents' Parking Permit to park without limit of time in a designated Residents' parking bay in any of these Roads.
Abbey Street Abbey Place Church Street Lammas Gate (1-4 and 40-43) Vicarage Street	Abbey Street Abbey Place Church Street Vicarage Street

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

Aldred Road Athelstan Road (odd numbers up to 55; even numbers up to 48). Bank Street Beaumont Terrace Beckett Street Briton Road Caslocke Street Chapel Street Church Road Court Street Cross Lane Davington Hill Dorset Place Edith Road Fielding Street Flood Lane Forbes Road Garfield Place (Nos 1-6) Gatefield Lane Hatch Street Institute Road Market Place Market Street Mendfield Street	Aldred Road Athelstan Road Beaumont Terrace Beckett Street Briton Road Caslocke Street Chapel Street Church Road Court Street Davington Hill Edith Road Fielding Street Flood Lane Garfield Place Hatch Street Mendfield Street Napleton Road Newton Road Norman Road Orchard Place Park Road Preston Street Roman Road Saxon Road School Road
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<p> Middle Row Napleton Road Nelson Gardens Nelson Street Nelson Terrace Newton Road Norman Road Orchard Place Park Road Partridge Lane Preston Street Queens Parade, East Street Roman Road Saxon Road School Road St. John's Road St. Mary's Road Station Road Stone Street Tanners Street The Mall Thomas Road Union Street Victoria Place Water Lane West Street William Street </p>	<p> St. John's Road St. Mary's Road Station Road Stone Street Tanner Street The Mall Union Street Victoria Place West Street William Street </p>
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Roads in Sittingbourne and Milton

Zone : Sittingbourne A Zone Code : SA

Residents and businesses having an address described in this column	may purchase a Residents' or Business Parking Permit to park without limit of time in a designated Residents' parking bay in any of these Roads.
Arthur Street Barker Court Chalkwell Road (133-195 and 128-144) Frederick Street Gibson Street Hawthorn Road Laburnum Place London Road (2-14)	Arthur Street Barker Court Chalkwell Road Frederick Street Gibson Street Hawthorn Road Laburnum Place

Zone : Sittingbourne B Zone Code : SB

Residents and businesses having an address described in this column	may purchase a Residents' or Business Parking Permit to park without limit of time in a designated Residents' parking bay in any of these Roads.
Addington Road Albany Road (3-45 and 2-98, plus School House and School Court) Anselm Close Belmont Road Burley Road Connaught Road Epps Road West Street (23, 25, 53 and 71 only) London Road (1-21 and 16-34) Nativity Close Park Road (5-165 and 2-176) Rock Road Ufton Lane (even numbers to 62; odd numbers to 155 plus Excelsior House; King Arthur Court; Knights Court) Unity Street Valenciennes Road William Street	Addington Road Albany Road Anselm Close Belmont Road Burley Road Connaught Road Epps Road Park Road Rock Road Ufton Lane Unity Street Valenciennes Road William Street

Zone : Bapchild A Zone Code : BA

Residents and businesses having an address described in this column	may purchase a Residents' or Business Parking Permit to park without limit of time in a designated Residents' parking bay in any of these Roads.
Fox Hill, Bapchild (Nos.19 to 51 odd)	Fox Hill, Bapchild

FIFTH SCHEDULE

The following shall be inserted in the Fifth Schedule of the 2019 Order (*Residents Parking*) in place of the existing entry:-

1	2	3	4	5
Name of Road	Length of Road	Days and times on which restriction applies	Maximum Permitted waiting time	Period to elapse since last period of Permitted parking
Roads in Sittingbourne				
PARK ROAD	(1) On the eastern side (a) from a point in line with the boundary of 77/79 Park Road to a point in line with the south building line of 83 Park Road; (b) from a point in line with the northern building line of 85 Park Road to a point 2 metres south of the boundary of 99/101 Park Road; (c) from a point 2 metres south of the boundary of 105/107 Park Road to a point 2 metres north of the boundary of 131/133 Park Road; (d) from a point in line with the boundary of 139/141 Park Road to a point 4 metres north of the northern boundary of 143 Park Road;	Monday to Saturday 8.00am to 6.00pm	2 hours	2 hours

1	2	3	4	5
Name of Road	Length of Road	Days and times on which restriction applies	Maximum Permitted waiting time	Period to elapse since last period of Permitted parking
Roads in Sittingbourne				
PARK ROAD	<p>(e) from a point in line with the northern boundary of 143 Park Road to a point in line with the boundary of 159/161 Park Road;</p> <p>(f) from a point 10 metres south of the southern kerbline of Valenciennes Road to a point 13 metres north of the northern building line of 189 Park Road;</p> <p>(g) from a point in line with the northern building line of 189 Park Road to a point 1 metre north of the southern building line of 245 Park Road;</p> <p>(h) from a point 1 metre south of the northern building line of 247 Park Road to a point in line with the boundary of 263/265 Park Road.</p> <p>(2) On the western side</p> <p>(a) from a point in line with the boundary of 86/88 Park Road to a point in line with the southern boundary of 112 Park Road;</p> <p>(b) from a point 6 metres south of the southern boundary of 112 Park Road to a point in line with the boundary of 136/138 Park Road;</p> <p>(c) to point in line with the boundary of 140/142 Park Road to a point in line with the boundary of 168/170 Park Road;</p> <p>(d) from a point in line with the boundary of 170/172 Park Road to a point in line with the boundary of 176/178 Park Road. 1 metre north of the boundary of 196/198 Park Road;</p>	<p>Monday to Saturday</p> <p>8.00am to 6.00pm</p>	2 hours	2 hours

1	2	3	4	5
Name of Road	Length of Road	Days and times on which restriction applies	Maximum Permitted waiting time	Period to elapse since last period of Permitted parking
Roads in Sittingbourne				
PARK ROAD	<p>(e) from a point 5 metres south of the boundary of 196/198 Park Road to a point 1 metre north of the southern building line of 200 Park Road;</p> <p>(f) from a point in line with the northern building line of 204 Park Road to a point 4 metres north of the boundary of 214/216 Park Road;</p> <p>(g) from a point 1 metre south of the boundary of 214/216 Park Road to a point 12 metres north of the northern building line of the Gore Court Arms Public House.</p>	<p>Monday to Saturday</p> <p>8.00am to 6.00pm</p>	2 hours	2 hours

1	2	3	4	5
Name of Road	Length of Road	Days and times on which restriction applies	Maximum Permitted waiting time	Period to elapse since last period of Permitted parking
Roads in Sittingbourne				
UFTON LANE	<p>(1) On the eastern side</p> <p>(a) from a point 1.7 metres south of the northern boundary of 26 Ufton Lane to a point in line with the boundary of 60/62 Ufton Lane;</p> <p>(b) from a point 4 metres south of the boundary of 123/125 Ufton Lane for a distance of 12 metres in a southerly direction;</p> <p>(c) from a point in line with the rear boundary of 194/196 Park Road to a point 1 metre north of the northern boundary of 64 Ufton Lane;</p>	<p>Monday to Saturday</p> <p>8.00am to 6.00pm</p>	2 hours	2 hours

1	2	3	4	5
Name of Road	Length of Road	Days and times on which restriction applies	Maximum Permitted waiting time	Period to elapse since last period of Permitted parking
Roads in Sittingbourne				
UFTON LANE	<p>(d) from a point in line with the southern boundary of 64 Ufton Lane for a distance of 6 metres in a northerly direction;</p> <p>(e) from a point in line with the rear boundary of 204/206 Park Road to a point in line with the rear boundary of 206/208 Park Road;</p> <p>(f) from a point in line with the rear boundary of 208/210 Park Road to a point in line with the boundary of 212 Park Road/74 Ufton Lane;</p> <p>(g) from a point in line with the boundary of 76/78 Ufton Lane to a point in line with the boundary of 86/88 Ufton Lane.</p> <p>(2) On the western side</p> <p>(a) from a point in line with the rear boundary of 53 West Street to a point 2 metres north of the entrance to Carmel Hall car park;</p> <p>(b) from a point in line with the boundary of 19/21 Ufton Lane to a point 10 metres north of the centre of the junction of Nativity Close;</p> <p>(c) from a point in line with the northern boundary of 61 Ufton Lane to a point 1 metre north of the boundary of 69/71 Ufton Lane;</p> <p>(d) from a point in line with the boundary of 83/85 Ufton Lane to a point in line with the northern boundary of 99 Ufton Lane;</p>	<p>Monday to Saturday</p> <p>8.00am to 6.00pm</p>	2 hours	2 hours

1	2	3	4	5
Name of Road	Length of Road	Days and times on which restriction applies	Maximum Permitted waiting time	Period to elapse since last period of Permitted parking
Roads in Sittingbourne				
UFTON LANE	<p>(e) from a point in line with the boundary of 109/111 Ufton Lane for a distance of 5 metres in a southerly direction;</p> <p>(f) from a point 1 metre south of the boundary of 113/115 Ufton Lane for a distance of 9 metres in a southerly direction;</p> <p>(g) from a point in line with the northern building line of 117 Ufton Lane to a point in line with the boundary of 121/123 Ufton Lane;</p> <p>(h) from a point in line with the boundary of 123/125 Ufton Lane to a point in line with the southern building line of 125 Ufton Lane;</p> <p>(i) from a point in line with the boundary of 125/127 Ufton Lane to a point 13 metres north of the centre of the junction of Connaught Road;</p> <p>(j) between point 3 metres north and 7 metres south of the centre of the junction of Connaught Road;</p> <p>(k) from a point in line with the northern building line of 135 Ufton Lane to a point in line with the boundary of 139/141 Ufton Lane;</p> <p>(l) from a point in line with the boundary of 141/143 Ufton Lane to a point in line with the boundary of 147/149 Ufton Lane;</p>	<p>Monday to Saturday</p> <p>8.00am to 6.00pm</p>	2 hours	2 hours

1	2	3	4	5
Name of Road	Length of Road	Days and times on which restriction applies	Maximum Permitted waiting time	Period to elapse since last period of Permitted parking
Roads in Sittingbourne				
UFTON LANE	<p>(m) from a point in line with the boundary of 149/151 Ufton Lane to a point in line with the southern boundary of 155 Ufton Lane;</p> <p>(n) from the northern boundary of 157 Ufton Lane to a point 17 metres south of the centre of the Junction of Homewood Avenue;</p> <p>(o) from a point in line with the northern boundary of 187 Ufton Lane for a distance of 17 metres in a southerly direction;</p> <p>(p) from a point 24 metres south of the northern boundary of 187 Ufton Lane to a point 1 metre south of the boundary of 187 Ufton Lane and Dene Court;</p> <p>(q) from a point 14 metres south of the boundary of 187 Ufton Lane and Dene Court, to a point 17 metres south of the northern building line of the Gore Court Arms Public House.</p>	<p>Monday to Saturday</p> <p>8.00am to 6.00pm</p>	2 hours	2 hours

**STATEMENT of
REASON**



**THE KENT COUNTY COUNCIL (VARIOUS ROADS, BOROUGH OF SWALE)
(WAITING RESTRICTIONS AND STREET PARKING PLACES)
(AMENDMENT NO.25) ORDER 2021
Road Traffic Regulation Act 1984**

The Kent County Council acting as the Local Traffic Authority intends to make the Order referred to above and as shown on the drawings accompanying this document in the interest of preventing long term parking by non-residents:

- **To preserve or improve the amenities of the area through which the roads run**

by extending the current area of the Sittingbourne Residents' Parking Scheme to include the full lengths of Park Road and Ufton Lane in Sittingbourne.

Dated 22nd April 2021

MIKE KNOWLES

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13 INDICATIONS OF SUPPORT**Support 1**

Parking for us is horrendous, sometimes we've been forced to park a street away which is not good enough when others not related to the road park here. I appreciate some households have more than one car but each household should have a space outside their property also for the safety of their vehicle. I strongly suggest this be made a priority. This is the reason why we should have permits. The benefits are that parking in the road is then for residents only. This displaces all the people who park their cars and then catch a train to work, or those that park and walk into town to work. They often don't leave until after most residents are trying to return home. It also stops those in the permit areas from parking in the non permit areas. It also displaces the residents in the areas that do have a permit but choose not to buy one and just park in the non permit area.

It also displaces and depending on your point of view makes parking fairer by limiting the number of cars each household can park. At one time there was a house in the permit area with 8 cars in the household. So those houses with more than two cars are not taking up quite so much road.

If you look back at the permit system it was partly to deal with all the London coach commuters and town workers parking in resident roads all day long. This is why the scheme really needs to be run till later in the day as it is in other towns. A later finish will help the scheme work better.

No one expects or thinks they will get a magic piece of paper that means they can park outside their own house. (There are a few who seem to think the piece of road outside their home is their own personal property but no scheme will help deal with them) I will be asking along with others in other roads that I know of for the scheme to be extended time wise. I know this does not help everybody especially Delph but no scheme can help everybody.

Support 2

I am so happy and pleased you are going ahead with this parking plan. We have been living a nightmare here. I drive around all day trying to park. I work from home a lot of the time and every day it's the same commuters going to the train station. And people leaving their work vans getting into their cars and going home. It's worse at the weekend with everyone going into town then picking cars up the next day when they sober up.

Support 3

We are writing in full support of the proposed extension to the residents parking scheme. Although we feel that the times do need to be amended on the standing traffic regulation order, we feel strongly that this will help immensely with the commuters and shoppers who use Park Road as a car park. Also people from the permit end who park their third/fourth vehicles outside our homes for weeks on end without moving them.

Support 4

Please record my total support for the proposed TRO changes. This is a sensible approach, taking into account the current patterns of parking.

Support 5

*We live at *** Park Road and are supportive of the proposal to extend the Residents Parking Scheme in our area.*

Support 6

I live on Ufton Lane. I am supportive of these proposals.

Support 7

We still would like this extension of permits to go ahead, the problem is still there absolutely fed up with inconsiderate people leaving their cars for weeks days at a time or they park so you cannot even open your boot of

your car just for the sake of free parking. The farm shop have the yellow lines but people park on them because there are stones all over them.

Support 8

*As a resident of Park Road (***), I would like to offer my unconditional support to the plan to extend the parking resident plans in the area, for the following reasons;*

1 – Cars often block the road when they are dropping school children off, having officers in the area will promote safety.

2 – Whilst our family has 1 car there are at least two 3-person households that have 5 cars parked in the street.

3 – By offering resident parking in other streets in the locale, people are opportunistically leaving their cars in Park Road and Ufton Lane.

4 – A lot of sports / vintage / commercial vehicles are left in the street (I counted 6 in upper Park Road today). There is even a van stuffed full of toys which remains there for months on end.

5 – On Friday thru to Sunday it becomes almost impossible to park your car due to visitors – if there are a couple of parties expect to walk ¾ mile to be able to park your car.

6 – Reducing congestion, idling traffic and school runs will lead to improvements in air quality. I do hope you can understand my reasons for SUPPORTING the parking extension.

Support 9

Hi I'm am writing to support the permit scheme, I live in a no permit part of park road and pay for a permit just to get parked . Looking out my window now and there is only 3 cars out there that belong to the residents, the rest are mainly people that live in the permit areas that are to tight to pay for a very well priced permit . The other cars are from quealy estate agents , people walking into town , and people that must commute and leave there cars all day or sometimes all week . I understand I'm not going to get parked outside my house all the time but getting parked near would be nice . So hopefully the decision will be the correct one.

Support 10

*I live at the top end of Park Road, Sittingbourne at ***. Just writing as regards H4.1/TRO AM 25, the proposed amendment to the parking scheme. I am in favour of extending the scheme to cover where I live, as I feel that it would make parking easier.*

Support 11

*I live at the top end of Park Road, Sittingbourne at ***. Just writing as regards H4.1/TRO AM 25, the proposed amendment to the parking scheme. I am in favour of extending the scheme to cover where I live, as I feel that it would make parking easier.*

Support 12

I live in Ufton Lane and just wanted to confirm I am wholeheartedly in favour of the scheme however we do not understand why there is a proposed Residential parking bay between Homewood Avenue and number 157 . As this is a busy road all this would do is restrict the flow of traffic and cause congestion at that point which could potentially result in collisions. We think the double yellow lines should go all the way from 181 past 157 to Homewood Avenue.

Support 13

Just to let you know I am in full approval of the Scheme. It is just the Hours that I think need to alter ie:- 0800 – till 2000hrs or later.

41 FORMAL OBJECTIONS

Objection 1

I am writing for the 3rd time regarding Permit Parking at the top end of Park Road. The reason for my objection are still the same as it was the last two times. The problem of lack of parking spaces at top of Park Road is from 4pm with school mums, the vets and the pub. During the day its not a problem. For an example, someone arrived for a drink at the pub say 4pm, they can stay parked for 2hrs, that brings it to 6pm, from 6pm the 2hr parking restrictions stop so the car doesn't have to move till 8am the next day. So where can paying for Parking permits benefit us? The people visiting the vets in the late afternoon/evening session sit in their cars awaiting results ect and that is about the time Park Road residence come home from work so again there are no spaces. There is no justification for there to be Parking Permits unless its just a Money Making scheme by the Council.

Objection 2

I would like to object to the proposed order to extend parking in Park Road and Ufton Lane, Sittingbourne. A full review of parking in these roads needs to take place, rather than just extend the existing problems. There isn't a parking problem at the top end of the road.

Objection 3

Here we go again...

Please excuse the above flippant comment, it is the result of being fobbed off and ignored for many years.

I would like to formally object to the proposed extension to the existing res parking scheme for the following reasons.

Parking at the top of Park Road is not an issue. I can see no other motivation for this other than the council clearly wanting more revenue. If this is being requested by residents in the proposed extension then, I would be interested to see the requests at a planning meeting.

Because to my knowledge, nobody is asking for this.... please correct me if I am wrong. What people are asking for, and have been for some time is a full review of the residents parking scheme.

Also it would massively impact the small businesses in the area as people will most likely only have 2 hours.

Once it is implemented, it won't go away or be reviewed and the cost will increase as time goes by.

The council will also keep removing parking spaces for garage access and new properties that are squeezed in. Obviously these are looked at separately, but represent a reduction in residents bays available to all.

I have campaigned for a review of timings for years, others have taken the time and effort to raise at least one petition in regard to this. The reply to my comments was that it was too expensive to alter the traffic order. Then almost immediately SBC proposed altering the traffic order to extend the existing scheme. So if they can extend the scheme already in place... why would it not be fair to consult all residents in the scheme area and review at the same time. I believe that this is fair and measured. And would avoid additional costs of a review at a later date. This scheme was introduced many years ago and the times have not changed, yet vehicle ownership has.

The scheme allows parking with two different restrictions. The original area up to the Park Tavern is 9am- 6pm with one hour parking by non permit holders. Meaning you can park all night from 5pm. From the Park Tavern up, you have 2 hours for non permit holders. Meaning you can park from all night 4pm. During the hours of operation, the parking even near town is not normally a problem. After 4pm parking in the area is almost impossible at the town end of the scheme with lessening affect as you move up Park Road (where the extension is suggested).

This area of town is the most likely to not have off street parking and residents face the extra cost and restrictions. As a 'Residents Parking Scheme' should it not serve the residents. The times are not standard, they vary across Swale. In fact the suggestion to alter the timings was made by a Parking Warden who suggested 'contact the council, and get it extended as it doesn't work'. And this has been going on for 6 years.

I asked on numerous occasions for details of the person in Swale council and get fobbed off contractors in Maidstone.... These contractors are responsible for enforcing the scheme not the policy, the policy rests with SBC.

Obviously, if people feel residing in the extension feel they need it, fine that is their choice. But in fairness, no alterations should be made to the scheme without full consultation, in the light that there have been petitions and numerous complaints and suggestions from various residents. And as they directly stated 'cost of altering the traffic order' was the barrier to a review, I believe it is an absolute abuse of power by SBC to conduct this alteration of the traffic order without consulting the residents in the existing area.

On this basis the permission should not be granted.

Please also take into account previous communications:

TS/CZL/01

TRO AM14

In relation to parking in the area.

Please send details of the full planning meeting which I intend to attend in person.

Objection 4

I am writing to express my objection to the proposition of imposing parking permits to the top end of park road/ ufton lane. I run a small salon based at the above address, where there is only myself and one other person who work here. So, with only a few clients being in the salon at one time my customers that do park in park road for short periods of time has a minimal effect on the local residents. There is usually plenty of space for everyone during our trading hours. I am sure you can appreciate that the past year has been very difficult for many businesses, especially those in the hair and beauty industry. Having deciding to open a new business in March 2020 to then be told that the country was entering into a national lockdown was a huge blow both financially and emotionally, no one expected it to last as long as in did. We were very happy to be able to finally open up in July 2020 and have had amazing support from the residents in park road. Everyone has been thrilled with the way the salon looks and have enjoyed the services we are able to offer. However this was short lived as not only was we shut down in November but again in December. Having reopened again on 12th April business has been going really well, and customers are once again able to enjoy being pampered. To hear of this proposition is just another blow to my business which I am hoping you will be able to empathise. I feel that the implementation of parking permits would have a huge negative impact on my business; the fact I was able to offer free parking close by to my customers was actually one of the reasons I chose to open up in this location. Although we do have a number of local customers who are able to walk to the salon as live close by I also have a number of customers who travel by car so need to park close. For some of those clients it's a matter of being necessary to park close by for mobility reasons. I appreciate that customers can park for 2 hours without permits but some of the services I provide can take longer and just not feasible to expect customers to have to move their car mid way through a treatment. Not only because on the inconvenience to the customers but also into my time. The nearest car park is some walk away which would take some time for a customer to walk to the salon. Yes I could buy books of visitors permits but that comes at further cost and also I have a lot of customers..... if I am limited to how many I can buy it's not fair to say some can have one and some can't so not an option I can consider. I hope you will take into account the reasons for my opposition and consider them when making the decision to implement or not.

Objection 5

*In connection with your recent letter, which once again proposes and extension to residents' parking at the top of Park Road, my response is no different to that below which I previously submitted in early 2020. So, PLEASE, No thank you very much. I do not want to be charged to park in the road in which I live. I pay my council tax. I pay my road tax. I even pay the council to empty my brown bin every two weeks. I absolutely do not agree with being held to ransom by the council when it can decide at any time to increase the cost of this scheme, having already risen by 50% since it's inception. I absolutely do not agree with paying £45 to park in the road that I live in. In the 15 years that I have lived in this property [*** Park Road] I have never had a problem in parking. How many houses in Park Road,*

probably most paying for 2 permits ...what a fabulous income! I have seen only some of the bays re-painted once and I would assume that the traffic wardens cost is self funding from all the tickets issued. Wonderful! So, who does this benefit. All I see it as, is a money making scheme for SBC. If you want to create an income, put parking meters in and charge non-residents to park in the bays for no longer than 3 hours????? And give the poor bloody residents two free parking permits per year. You will still make money on fines too???? I absolutely feel that this proposed scheme is totally immoral and unethical. I no longer wish to keep being bullied in having to pay to park outside in the road in which my house resides. Seriously, why are we being penalised just because of the location of our houses. When I moved here there was no bay parkingnever had trouble parking. The parking got a little worse when SBC put in Bay parking lower down in Park road as clearly residents don't agree with it and don't want to pay so park up the topYET, after you created this problem I still DO NOT have any problem in parking my cars in the vicinity of my house at the top of Park Road, apart from when I come home late after a cricket match which is always after 6pm ...which the scheme doesn't accommodate. PLEASE STOP this nonsense. And surely the wonderful new, expensive to park in, Spring Lane Parking should alleviate any parking problems in town!????

Objection 6

*****of ** Ufton Lane , can see no advantage to the suggested scheme as, since the addition of double yellow lines at the corner of Ufton Lane towards the Gore Court Arms, parking on Ufton Lane is less congested than previously. We are happy with the status quo. Please let us know if there is any further way of contributing to the consultation.

Objection 7

I am writing yet again in response to your proposed extension to Residents Parking Scheme - Park Road and Ufton Lane. I do not consider this to be in the best interest because it does not cover evenings and weekends when we find it very difficult to park. It is also inconvenient if we need work to be carried out over a longer period of time than 2 hours! We can usually find a place to park during daytime therefore we would be paying for something we can already do! If the scheme was for 24 hours a day it would be more acceptable to us. The scheme does not guarantee that we will be able to park near our home or find a parking space, we could find ourselves still looking for somewhere else to park and paying for it! This could also cause parking problems in other areas not covered by parking permits. It would appear to me that the Council benefit most from this money making scheme! I hope you will consider the points made seriously.

Objection 8

I'm emailing to express my dismay at the proposed plans to further restrict parking in Park Road/Ufton Lane. As a resident of Roonagh Court, I can tell you that the school run parking here and in Gore Court Road/Bradley Drive, Lyndhurst Grove is already abysmally dangerous. To restrict the proposed roads even further will only add to the pressure on our residential streets, all of which have 3 primary schools within a close proximity. I urge you to think about the follow on effects these restrictions could have.

Objection 9

Yet again I would like to make it clear that all residents of *** Park Road are not happy with the proposed parking scheme extension, unless the times are changed as its totally pointless otherwise. If the times are left the same it is clear it is nothing more than a money spin

Objection 10

With regards to the parking permit extension proposal. We wish to confirm that we are totally opposed to this proposal, which offers only negatives to the residents and businesses within this road. We've lived here since 2006, and see no need for this scheme, other than being a revenue generator.

Objection 11

I am a resident of Park Road and am writing to you to formally object to the planned parking permits to be put in place at the top end of Park Road. I for one, wouldn't be able to afford a permit for a start. Secondly I do not think this will help with the parking situation at all. I have a car parked in Brambledown Farm Shop to the rear of my

property and I fear all this would cause is congestion and dangerous parking around there for farm shop customers and vet customers. This is going to cause chaos and I am concerned for the safety of my children when walking around that area. We live at *** park road so right next to this access. Parking permits will cause more hassle and dangerous parking than ever before.

Objection 12

I am writing to you regarding the proposed parking permits in Park Road. All of my neighbours and I did a petition last time you were going to do this, saying that we didn't want this to happen! None of us want this as there isn't any problems parking along the top end!! We personally think that you are only doing this to get more revenue!!!! So we all absolutely oppose this little venture of yours

Objection 13

I would like to lodge my concern and advise I am against the scheme. Living on Bradley Drive we already are subjected to traffic issues at school times with disrespectful parking and traffic jams. I've even had to instal a white bar to deter people from parking across my drive way. We are also subjected to cars parking here when the Appleyard have their football games on and events. Which then people leave litter in the street. Taking any parking away from these roads clearly leaves no where for people to park or go. The council offers no plan for this. Why on earth don't the council get a drop off zone at Minterne School is ridiculous and shows a real lack of wisdom in this council. The Appleyard also clearly needs to take more cars off the road and onto their grounds.

Objection 14

I would like to register my objection to proposals to extend double yellow lines in Ufton Lane and introduce further parking permits in Park Road. I believe it will do no more than move parked cars and commercial vehicles to my road, Bradley Drive Sittingbourne. The road is already plagued with parked cars during peak periods especially school drop offs and collections. Please think again

Objection 15

I am objecting to the Proposal for new double line joining the existing one from the top of Ufton Lane all the way to Homewood Ave and installing parking permits all along Park Road from Valenciennes to the top. 1)As the closest road we will undoubtedly see an increase in Parked vehicles in Lyndhurst Grove.

2)Almost 50% of people opposed the Scheme therefore some of the residents will refuse to purchase the permits and park here.

3)We will have the impact of the displaced vehicles whose owners exceed the amount of permits they can purchase, Pub Patrons, school parents and the visitors to the households who will need permits. The increased traffic could cause safety issues. Our own parking spaces in the Grove will be reduced, then where do you suggest we and our visitors should park?

Objection 16

I am writing to object to the proposed charging of parking at the top end of Park Road like everybody else in the country it has been hard due to the epidemic so the council decides to put more hardship for a few more for what nothing we don't gain anything from this and nor has anybody who already pay for a permit

Objection 17

As I have already Registered my Opposition to this parking scheme at the top end of Park Road, (email on the 5/2/2020) how many times do we need to say NO please do not do this as it is not Solving the problem just moving it on. I wonder if you have worked out how much money it will make you in Park Road alone? I am sure you have!!

Objection 18

As a resident of Roonagh Court, I must object to the proposal to add new double yellow lines to Ufton Lane and additional parking permits for the south end of Park Road. We already have too many non-residents parking in

Roonagh Court, especially during the school runs, and this proposal will make it far worse. If it does go ahead, can you at least make parking in Roonagh Court for Roonagh Court residents only and/or mark it as a private road

Objection 19

I'd like to express my disapproval of the proposed parking permits on park road unless the times are revised. If the timings aren't changed, then it just proves that it's a money maker, and not to actually help control the parking situation. If the times change to something far more reasonable then I will be fully in support.

Objection 20

As a resident of Lyndhurst Grove, Sittingbourne, I strongly object to the new proposals for put double yellow lines from the top of Ufton Lane to the junction of Homewood Avenue along with the other local parking proposals in this vicinity as this will have a knock-on effect to Lyndhurst Grove.

Objection 21

I OBJECT to the proposed extension to the residents parking scheme in Park Road. I live at the top end of Park Road. The only times when parking is difficult is the evenings eg after 4pm. The scheme will allow cars to park without a residents permit from 4pm onwards. This will mean there is no change in my ability to find a parking space in the evening so it is of no help to residents like me. It can be difficult to find a parking space in the evenings & it will continue to be difficult to find a parking space in the evenings. The only difference is if I had to buy a permit I would be paying £45 for the privilege. This proposal is a money making scheme which does not benefit us, the residents. I strongly OBJECT to the proposal of the extension of the parking permit scheme in Park Road.

Objection 22

With reference to your public notice for parking and waiting restrictions for Park Road and Ufton Lane, please accept this correspondence as an official objection to the above order. Reasons:

- 1. Three vehicle family limited to registering only two cars.*
- 2. Current parking restrictions for residents unfair, too costly for parking near your home.*
- 3. Not enough consideration/thought/space within parking bays for light commercial vehicles.*
- 4. This pushes resident's vehicles up Park Road or into surrounding roads.*
- 5. Unfair situation from my own experience attempting to find a parking space (non permit).*
- 6. Having to park third vehicle on Saturdays due to the parking restrictions nearest Gore Court Road on occasions Capel Road and further afield.*
- 7. Escalated problem for working at home or booked personal holidays.*
- 8. Experienced vandalism on a brand new car worth £32k (I might have heard the persons responsible for jumping on the roof if the vehicle was parked near my home).*
- 9. Stop developers buying houses in Park Road or surrounding roads so they can convert into flats.*
- 10. Re-assess the positioning of particular parking bays as these contribute to a dangerous road junction re- Homewood Avenue and Ufton Lane.*

Objection 23

Will make no easier for residents to park outside their property. Total waste of time and expense.

Objection 24

I would like this to be taken as an objection to the scheme as I cannot see any way for us to be able to keep our vehicles in Park Rd. We would have to find alternative parking for one of our vehicles as we do not have a garage or any off-road parking available to us - this is the same for many in this part of the road. Any alternative place we

choose to park would only be moving the problem from here to another road outside of the scheme. Allowing residents to purchase as many permits as the household needs would help reduce the need to find alternative parking and stop the problem creeping into other areas. Can you please tell me how many permits are available for each house? We have 3 cars, mine, my wife's and my son's, all are in regular use and although we would like to get rid of one they are essential to us. I do understand that parking in Park Road is difficult at all times, but the majority of problems are caused by those in the existing permit area parking their work vans and cars this end of the road to avoid permits. There is also the issue of those from other parts of town using this end of the road to avoid parking charges in town for both shopping trips and leaving cars here whilst at work. Does the council have any plans to make low cost - or better still no cost - daily parking available?

Objection 25

I am writing to inform you of my objection to the proposed extension of the residents' parking scheme. Having spoken to neighbours at the top end of Park Road everybody is opposed to the extension and a full consultation should take place. The operating times of the scheme are ridiculous, they should be extended to 10 pm with only 1 hour waiting time, otherwise people can still park at 4pm for the whole evening without a permit! There doesn't appear to be a limit on the size of vehicle that can park in the scheme which will not stop the builders vans/flatbed lorries parking outside the pubs in the early evening. I myself work in London and am rarely home before 6pm, so this scheme will have no benefit to me. If anyone should be paying to park in Park Road it should be non-residents via parking metres

Objection 26

I would like to lodge my objection and opposition to the new parking proposal for Ufton Lane and Park Road. With double yellow lines along Ufton Lane it will make parking very difficult and inconvenient, parking in a residence parking bay that we will have pay for is also reason for objection.

Objection 27

I understand your latest proposals for restricting parking in and around the school area of Ufton Lane are about to be submitted to council for approval.

I would like, once again, to voice my concerns, not about your proposals themselves, which are understandable, but about your inability to look at the bigger picture and the inevitable knock on effect to surrounding areas and adjacent road, such as ours, Roonagh Court.

I have lived in Roonagh Court for over 40 years and until your recent proposals I have had not to previously object to your proposal to the parking restrictions in Park Road, which without doubt have subsequently impacted on the residents of our road. Since then, we have seen a significant increase in the number of Park Road residents, not prepared to pay for a parking permit (not our problem) that are now parking in our road. Our road is constantly double parked making it a danger for council services - our dustbin collection, and access to services such as Fire and Ambulance. Add to this the additional danger of the school run, twice daily when many parents park across our gates and garages, albeit but inconsiderate times of the day. Would they be happy if you cannot get to your drives or garages as a result.

You may well see the immediate Ufton Lane school run problem with this approach.

BUT - Your next urgent proposal, after this one, is surely now and always will be how can you solve the parking in Roonagh Court and surrounding area. You cannot keep driving the problem further and further out of area. Woodstock Road and Gore Court Road residents certainly won't tolerate parking outside their properties. So, as part of your solution, you need to find a proper longer term answer to this problem.

I have not, as yet touched on the safety aspects of your proposal, which I voiced concerns about in 2020.

Previously I made the point about your earlier proposal, that your proposals are likely to increase the road safety pressure on the area around the Oaks School, Bradway Drive and Roonagh Court. This area is already heavily

congested at key school times, coupled with poor visibility when exiting Roonagh Court, which is used by parents dropping off/collecting their children.

Parent attitude to parking around this junction consistently borders on the inconsiderate and adds significantly to the dangers of causing a serious accident. Extending the double yellow lines by a few feet, is really not the answer.

There is also a wider issue here. Despite previous representations, UK Paper continues to fail in its play. It continues to accept it has any responsibility for maintaining the level of its hedging and ivy growth, which is a major factor to the lack of visibility when exiting Roonagh Court.

By rough calculation the visibility point of traffic coming from Bell Road at 30mph barely gives them legal braking time and distance to avoid a collision with any exiting vehicle from Roonagh Court. I also have to say that some are in excess of this legal speed restriction, which significantly adds to the potential dangers. Perhaps either a Police speed monitoring program or, like other areas, a 20mph restriction needs to be implemented. The fact there are a number of vehicles parked outside the school entrance limits the driver's options to avoid a collision.

This is a difficult junction for any driver and requires a driver to assess traffic approaching from Bell Road/ Bradley Drive and Park Road before exiting. I have previously raised these concerns with our local councilor but this met with crashing silence, Why represent these people if concerns fall on deaf ears. Perhaps they don't want to hear something that is not in their agenda.

In summation, I would respectfully ask you to then address the issues that concern us as part of your overall parking strategy for this whole area. This started off as a proposal to address the Park Road parking problem and I am aware that our local councillor lives in this road. But why should surrounding areas suffer because Park Road residents want pay for a parking permit. Perhaps you should address the cost of permits as an alternative solution.

I totally accept a permit does not guarantee a parking space otherwise I would suggest it as an alternative solution for Roonagh Court.

If our local council actually listens to its residents genuine concerns, then if nothing more, I would also like some reassurance as part of your final decision, there is no undue lobbying to allow your local councillor to park outside his house at our expense.

Objection 28

Once again, I have to respond with our objections to the latest proposal to extend controlled parking to the south end of Park Road and Ufton Lane.

As this is the fourth time the proposal has been raised and challenged since first mooted in 2009 (the others made in Aug 2019 and Jan 2020), this is clearly something that SBC doesn't appear to wish to let this go. Therefore, please register this as my new, reiterated and strong objection to this proposal.

The grounds, once again, are as follows:

1. It is unnecessary. There are demonstrably no issues with daytime (week day or weekend) parking in the top section of Park Road. (Any - minor - 'issues' occur outside of the scheme's operational hours on residents' return home - but generally everyone tend to get a space, even if they need to forego the luxury of parking directly outside their own home).

2. In 2009, objections to the first proposal of the scheme extension were submitted to SBC in the form of a petition representing a significant no. of residents of Park Road and Ufton Lane, which then (as now, I suspect) far outweighed calls in favour of it. This was covered by the Sittingbourne KM, and I attended the council chamber vote on the matter.

Casual polling amongst all of our immediate neighbours in Q4 2019, early in 2020 and presently reveal few in favour of the scheme, for reasons stated.

3. Cost - why should residents (especially the elderly or families with young children) be forced to pay to park in their own neighbourhood (?) when the scheme is:

i. demonstrably unjustified.

ii. Of SBC's own making (in that controlled schemes tend to push any issues into a neighbouring area (and, in this area, with three schools on our doorstep (The Oaks Infants, Minterne Junior, St. Peter's)), generating potentially new safety concerns).

iii. Offers absolutely NO advantages to residents.

It is indeed still hard to overlook the idea, as raised again this time, that that its intention is less to keep residents happy than to generate revenue.

So, once again, please close this matter once and for all and cancel this and any future plans for this unwanted scheme.

Thank you. I look forward to your response.

Objection 29

Once again I would like to object to the above scheme.

I live in the closest road to both schemes and the displaced vehicles caused by the schemes will be then parked where I live, taking up the few spaces we have available. These schemes do not solve issues, just move them and as such should be banned. During school time, the subsequent increased traffic in the neighbouring roads will undoubtedly be dangerous to the young children walking to school and crossing in between the parked cars. Not to mention deterring cars from parking at the top of Ufton Lane, will clear the road for cars to speed down it, particularly from the Gore Court Road junction, which will be very dangerous both to motorists and pedestrians who rarely glance back to check the road is clear when crossing. It would be negligent of the council to implement this scheme and after causing its first inevitable serious accident, it would need to be reversed.

Objection 30

I wish to **object AGAIN** to the scheme proposed for Park Road and Ufton Lane. I can only assume that the constant surveys are an attempt by Cllr Clark to exhaust residents into submission. I would hope that all the previous opposing comments are being taken into account, given it is the same proposal.

Safety – Increased Risk of Accidents

Despite being raised in the resident responses, the **safety of the young children** attending the three primary schools located nearby have been ignored in this decision. The displaced vehicles resulting from this scheme will add to the school traffic in the neighbouring roads. There has already been two near misses that the Headteacher has raised concerns over and therefore this will **just add risk of there being a serious accident**. The schools have no onsite parking; therefore, parents will inevitably have to abandon vehicles where they can. **Surely the safety of our children must take priority.**

The cars that park at the top of Ufton Lane, narrow the road and effectively slow the traffic. Without them, cars will speed around the corner from Gore Court Road. **This will be dangerous for children, motorists and pedestrians**, given most forget to look back down the road before crossing. Most properties in Ufton Lane have driveways, therefore parking is not an issue, it is simply a case that they are trying to reduce the cars parked in their road. In any case, Ufton Lane is only being included to support the Park Road scheme.

Displaced Vehicles Crowding Neighbouring Roads

The proposal covers a huge area and those residents who oppose and exceed the number of vehicles allowed in the scheme will naturally park in the neighbouring roads. The closest road and as the Engineers have already

highlighted, this will cause Lyndhurst Grove significant obstruction issues as it is such a small cul-de-sac. Cllr Clark's argument for proposing the scheme is to alleviate issues caused by displaced vehicles from other neighbouring schemes. This proves that **these schemes are ineffective, because they do not resolve parking issues, they simply move it**. If this is implemented, Lyndhurst Grove will then be overflowing, and then will another scheme be required? Where will it end?

Dwindling Support for the Scheme

The Ufton Lane scheme is subject to the Park Road scheme proceeding. The Engineer's informal Park Road consultation had only a two-vote majority in support, however in the second consultation, **55% of residents opposed the scheme**. Support drastically dwindled further after it was explained to residents how permits work. **The most recent survey resulted in only one vote supporting the scheme and 16 opposing** (Engineer's totals missed one comment carrying two votes) out of 94 properties, (point 3.5 Swale JTB Agenda Item 7 March 2021). In the Borough Wide Parking Review, there was 100% opposition to the schemes. (All figures taken from Annex D). All of which questions why this scheme is proceeding, particularly when two JTB members used the democratic argument to overturn the Engineer's original recommendation to reject the scheme.

Alternative Solutions

Park Road residents knew they were purchasing a property with only one parking space in front of their house therefore they have to take accountability; parking efficiently and renting spaces from the public house are possible solutions. Due to COVID, there are currently no commuters parking in the road (not that I ever seen any fellow commuters parking there whilst travelling myself!) Perhaps the council could review it's no parking signs in the wasteground and **if the neighbouring schemes are the cause of the problem, they need to be reviewed**. Perhaps the lower end of Park Road could use some of the many empty spaces in the underused neighbouring town car park, which would relieve some of the pressure further up. These are actual solutions that do not risk lives or negatively impact the local community.

Objection 31

I am lodging a concern re yellow lines and parking permits in Park Road. We live in Roonagh Court and have nowhere else to park, if the yellow lines and parking permits go ahead it will create even more problems for us, we already have some houses in Park Road parking in our road, one small terraced house has three cars and a van parking in Roonagh Court pushing our residents out, these proposed parking restrictions will make our little road even more congested.

Objection 32

With regards to the proposal to add more yellow lines from the top of Ufton Lane to Homewood Avenue and installing parking permits all along Park Road, we would strongly object to this happening! We live in Lyndhurst Grove and this would dramatically impact on us. We already have to contend with the vans of some customers of the Gore court pub parking huge vans on the entrance to the Grove and this would undoubtedly be made worse by this proposal as every customer that currently parks in Ufton lane would use the Grove to park in as it's so close! It's basically an accident waiting to happen as most of the customers after work seem to drive work vans and they park both sides of the entrance to the Grove as it is! Also the residents of park Road who refuse to buy permits or have more than 2 cars would again use the Grove as a car park which some already do when they can't park there and we barely have enough parking spaces for the residents of the Grove as it is. We already have to contend with parents of the Oaks school children just dumping their cars in the middle of the Grove at school time when they are in a hurry!! This proposal would basically turn the Grove into a massive carpark for Park Road residents and customers of the Gore Court Pub and when cars park both sides of the entrance you cannot see to get in it out and cannot use the path to walk on as it's blocked by cars. By agreeing to this proposal you are basically going to make the lives of every resident in Lyndhurst Grove an absolute misery and it would cause huge arguments with the people that would use the Grove as a car park and stop the actual residents of the Grove being able to park here

Objection 33

I have seen a copy of the parking proposals concerning the above roads. I am aware that in these circumstances NIMBY kicks in. I presume parking permits for now the whole of Park Road is a money making exercise. But it will push resident parking nearer the Infant school. I am not sure what the justification is for yellow lines down Ufton Lane. That too will impact on the schools. My worry is the safety of the children. Three primary schools in very close proximity are always going to create a traffic problem especially as the children come from a wide catchment area. I feel these proposals will just add to this. I live in Bradley Drive, so I see daily the school run problems. I am not complaining about this, parents have to park somewhere. But by squeezing the availability of parking you are worsening an already fraught situation.

Objection 34

We object on the basis that this will result in increased, possibly unsafe, parking in Lyndhurst Grove creating congestion, inconvenience and possibly safety risk.

Objection 35

Regarding your proposal to add double yellow lines from the top of Ufton lane all the way to Homewood Avenue and parking permits. I am strongly against this proposal, as a resident of Lyndhurst Grove, it is already a struggle to park outside my own house as people from Park Road, schools and people going to the pub already park outside. With this new proposal it'll bring in more people needing to park and as the closet road, it will undoubtedly make our parking issue worse. This will obviously cause more unneeded hassle and conflict as like I said, we already cannot park outside our one

Objection 36

I am strongly against the proposal for double yellow lines from Ufton Lane to Homewood avenue. Also installing parking permits all along park road operating mon-sat. The impact to Lyndhurst grove where I live is bad enough with all the cars from the grove let alone residents from park road that dump there cars here because of the overcrowding. Where do you think people of Ufton lane and park road will park. With the proposed parking permits all along park road that will be limited to be purchased by residents so we will have pub patrons, more school parents and visitors to families to these households that will need parking, so the nearest small car park is Lyndhurst grove! We have 16 houses here and about 1-2 cars per household on average as most family members use cars for work where do you expect all these other cars to park and us residents? We have enough problems from the Oaks and minterne school and this is only an hour or so a day mon to fri in school term. So I strongly disagree to the proposals. I really hope you take our thoughts into consideration

Objection 37

I wish to lodge my objection to the proposal to have parking permits from the top of Upton Lane to Homewood Ave and installing permits all along park road. This will have a massive impact in my road (Bradley Drive) and the surrounding Roads which are already very congested with the number of schools close by. Residents who refuse the permits will also park here as some already currently do. It will be complete mayhem as it is every morning and afternoon school times now but this will increase to 24 hours every day. I have people parking over my drive blocking access and many park on the pavement blocking the disabled access.

Objection 38

I am writing to object to the proposed extension to the residents' parking scheme in Park Road and Ufton Lane. I live in one of the closest roads to the proposed area and I am concerned about the impact that it will have with increased parked vehicles in my road, especially around school dropping off and picking up times. Already cars are parking here for the school but with a lot of pedestrians crossing the road from the end of the footpath that comes past the cemetery to the Albany park and towards the town, an increase in traffic and parked cars could potentially cause a safety issue. Additionally, with the public house, the Gore Court Arms, now open again, there will be excess cars to the size of their car park which will again leave the patrons of the pub parking in nearby roads. There is already an issue with glass bottles and glasses being left in the immediate vicinity of the pub but this rubbish would be likely to

spread further afield if the customers are having to walk further to their vehicles. I hope that you will take my concerns into consideration when making a decision about this proposal.

Objection 39

Referring to your letter dated 12 May 2021, we noted that the Council has agreed to extend the scheme contrary to objections made. There would seem therefore little to be gained by reiterating 'in-principle' objections to the scheme itself.

This decision having been taken, our concerns relating to the proposed Order itself are:

- 1. The waiting time without a permit is too long (given 2 below) and should be reduced to 1 hour.*
- 2. As the extended scheme will be at the periphery of the original schemes and will represent a very large zone overall, we are very doubtful as to whether the Council will provide resources adequate enough to enforce the scheme. By making a charge to residents, it creates expectations as to an adequate system of enforcement. We suspect that a non-permit driver will stand a good chance in this location of extending their 2 hour allowance without adequate resourcing and patrolling by wardens.*
- 3. It seems likely that the Council will be petitioned in future by residents in West Ridge when non permit holders seek to park there for extended periods; such is the effect of these schemes.*
- 4. The Zone including Ufton Lane is far too large and should be sub-divided, otherwise cars, especially those that are not the main vehicle of the household, will potentially be left considerable distances away to the inconvenience of residents elsewhere.*

We would be grateful if you would draw these matters to the attention of the Committee.

Objection 40

We wish to comment on the proposed amendment to parking restrictions in Park Road and Ufton Lane, Sittingbourne, as we are very concerned about the potential negative impact on residents of Roonagh Court and other surrounding roads (Lyndhurst Grove and Bradley Drive in particular). We note the council's own advice to its members states: the extension of the Residents' Parking Scheme should minimise longer term parking in the area by non-residents and increase the likelihood of residents being able to park within a reasonable distance to their properties. This is a laudable aim. However: There is a risk that increasing the Scheme area will result in displacement of parked vehicles into adjoining roads which could have a negative effect on other residents. This is our concern. Roonagh Court is a narrow service road designed to allow vehicular access to the rear of 24 detached properties built 50 years ago and one Victorian cottage. It is not a full-width road and residents are forced to park on the pavements to leave an access lane down the middle. Two cars parked directly opposite each other on the carriageway would block the road. There are times when emergency vehicles would have extreme difficulty in gaining access due to an influx of parked cars that are nothing to do with the residents - such times include sporting and entertainment events at the adjacent sports ground and in the mornings and evening of school days when the road is used as a pick-up and drop-off zone by parents. This problem is exacerbated by staff from the Gore Court Road primary school site who park their cars every day at the entrance to the road which creates a dangerous hazard for drivers turning into the blind corner into Roonagh Court from the direction of Park Road. School traffic also parks directly opposite the entrance to Roonagh Court in Gore Court Road creating a further hazard for residents trying to leave the road at peak times. Roonagh Court is used as an access road for staff parking in the rear garden of the Park Road Fern Cottage veterinary practice, a use for which it was never intended, and also by Park Road residents whose gardens back on to Roonagh Court. Several Park Road residents already use Roonagh Court as their personal overnight parking area which has led to ill-feeling on the occasions when non-residents block access to driveways, garages or entrance gates. If you own a property here your only vehicular access and parking opportunity is at the rear of your house in Roonagh Court, No-one here has a front driveway. The Law of Unintended Consequences dictates that in solving one parking issue the council creates an identical issue for people living in the adjacent roads. We therefore object to the amendment.

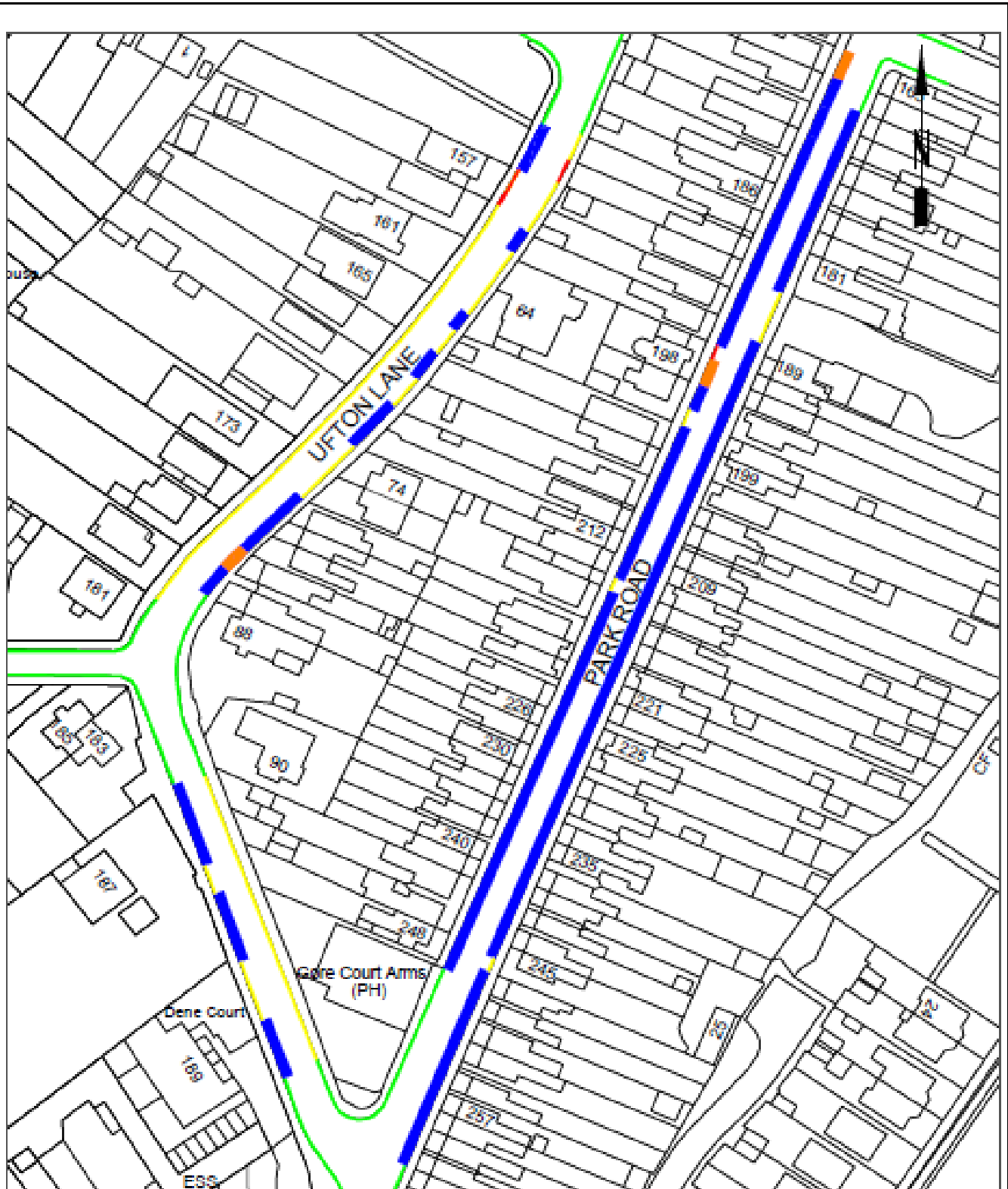
Objection 41

Please tell us you are not serious about parking proposals in Park Road/Ufton Lane!! This is already an accident waiting to happen with serious congestion already especially at school time drop offs. I know for a fact the teachers

and headmistress have already raised concerns over safety for young children. The parking in Lyndhurst Grove is already horrendous. Please think again for safety's sake. What is happening to Sittingbourne when residents have no say at all.

1 COMMENT

Having no objections of extending the residents parking scheme along Park Road, my only concern is that the access road side of 181 will be more congested with parking of those who will refuse to pay for the permits, although there are signs along access road telling people not to park there at any time, people continue to do so, would there be a way to enforce people not to park there when the scheme comes into effect.



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KEY

- Proposed Parking Bays █
- Proposed Double Yellow Lines █
- Existing Double Yellow Lines █
- Existing Disabled Parking Bay █
- Requested White Bar Marking - - -

TITLE

Sittingbourne Residents Parking Scheme - Proposed Extension



DRAWN	BOC
DATE	March 2021
SCALE	NTS

DRAWING NO.
TS/CPZ/02

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SWALE JOINT TRANSPORTATION BOARD	Agenda Item: 8
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Meeting Date	Monday 21 st June 2021
Report Title	Informal Consultation Results – Possible Removal of One-Hour Waiting Restriction – Grovehurst Road, Sittingbourne.
Cabinet Member	Cllr Richard Palmer, Cabinet Member for Community
Head of Service	Martyn Cassell, Head of Commissioning, Environment and Leisure
Lead Officer	Mike Knowles (SBC)
Classification	Open

Recommendations	Members are asked to note the results of the recent informal consultation and recommend that the existing one-hour parking restriction between 10am and 11am in Grovehurst Road either be removed or left in place.
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1. Purpose of Report and Executive Summary

- 1.1 This report provides details of a recent informal consultation with residents in a section of Grovehurst Road, Sittingbourne, on the possible removal of an existing one-hour waiting restriction outside of their properties. The request for changes to the parking restrictions have come from a resident of one of the properties, who has stated that residents are being inconvenienced by the restrictions which were originally introduced to assist them.

2. Background

- 2.1 Copies of the informal consultation material sent to residents can be found in Annex A and the responses received can be found in Annex B.

3. Issue for Decision

- 3.1 Back in 2010, a one-hour waiting restriction was added to the existing single yellow line on the west side of Grovehurst Road in the vicinity of Blue Houses. The existing single yellow line consisted of an HGV parking restriction, in force overnight and at weekends, but residents were experiencing issues with vehicles advertised for sale being parked in the layby for long periods of time. Following an informal consultation at the time, it was agreed that a one-hour parking restriction between the hours of

10am and 11am Monday to Friday would be introduced to prevent all day parking, and a Traffic Regulation Order was subsequently completed and came into effect in September 2010.

- 3.2 A resident who moved into one of the properties after this date has now requested that the one-hour restriction be removed, and that an alternative solution is found to the long-term parking by non-residents. The resident has approached the Ward Member and has also written to the local MP regarding this issue. It has been reported that because of the existing one-hour restriction and regular issuing of parking fines, residents are forced to park in neighbouring roads where it is alleged damage has been caused to vehicles and car owners have suffered verbal abuse. The resident who has been campaigning for a change to the restrictions has advised us that they suffer health issues but are not eligible to apply for a blue badge.
- 3.3 An informal consultation has taken place with residents on the possible removal of the one-hour restriction from the single yellow line. Of the 7 properties consulted, 5 responses were received, 2 objecting to the proposals, 1 commenting, and 2 supporting the proposals. Four of the five responses have stated that permit parking is the preferred option.
- 3.4 Residents have previously requested some form of exemption permit to allow them to park on the single yellow line during the one-hour restriction without receiving parking fines but having discussed this with the Parking Manager it has been concluded that we are not legally permitted to issue such permits under the Traffic Regulation Order and the associated Acts.
- 3.5 Some residents have also requested that this section of road becomes permit parking only, with the residents in these properties being eligible to purchase permits, and this has been echoed in responses received during the informal consultation.
- 3.6 Previous requests to introduce resident parking schemes in isolated roads and areas of similar size have always been declined, as residents' parking schemes are not designed to manage parking in these cases. It is important to consider that residents' parking schemes are designed for large densely populated areas mainly in town centre locations where limited road space creates high demand, with no other options available to local residents. Their primary purpose is to tackle issues relating to commuter and town centre visitor parking, which do not apply in this case. Such schemes place a financial burden and restriction on local residents and therefore should only be used as a last resort. Should permit parking be granted in Grovehurst Road, this decision will establish a new threshold benchmark, which will allow many similar examples to succeed which will place considerable administrative and financial burden on the council in managing and enforcing schemes in isolated areas. It is therefore strongly advised not to introduce a resident parking scheme at this location.
- 3.7 Having discussed the issue of enforcement against vehicles being advertised for sale, our Enforcement Officer and Warden Supervisor within the Environmental Services Team has advised that legislation has not changed and that the previous

issue was individuals advertising cars for sale, as the legislation only covers two or more vehicles being sold by the same person. She added that whilst the number of reports of vehicles advertised for sale has dropped the issue may return if the one-hour restriction is removed from Grovehurst Road.

3.8 Ward Member Comments. The Ward Member has provided the following comments in relation to the issue: - *"I have exchanged a number of emails with 2 residents of the Blue Houses on this matter. I got involved some months ago when Kier construction traffic was blocking the whole of that parking area whilst they were working on the Mill pipeline. I have a lot of sympathy with the 4 residents who are between a rock and a hard place. They have no alternative for parking other than adding to existing problems in surrounding streets some distance from their houses. The obvious answer is to establish permits. I don't quite understand the comment from the Parking manager ".....we are not legally permitted to issue such permits under the Traffic Regulation Order and the associated Acts.". I presume this relates to a single yellow line. I disagree with the statement "Should permit parking be granted in Grovehurst Road, this decision will establish a new threshold benchmark, which will allow many similar examples to succeed which will place considerable administrative and financial burden on the council in managing and enforcing schemes in isolated areas." This not an isolated area. The layby is on a very busy main arterial road that serves as the main route from the north of Sittingbourne and Swale Way into the northern side of Sittingbourne and its "large densely populated" environs (and soon to become even more densely populated). I do not see that it creates a precedent for ".....resident parking schemes in isolated roads.....". As I have said, this is absolutely not an isolated road. If it is not possible to install parking permit bays, and the hourly restrictions are removed, can I ask what can be done to stop commercial activities taking place on the layby i.e. sale of cars. I believe that the current signs stop commercial trucks and vans parking there?"*

4. Recommendation

4.1 Members are asked to note the results of the recent informal consultation and recommend that the existing one-hour parking restriction between 10am and 11am in Grovehurst Road **either** be removed **or** left in place.

5. Implications

Issue	Implications
Corporate Plan	Improving Community Safety through safer Highways.
Financial, Resource and Property	Cost of Preparing & Advertising Traffic Regulation Order, Cost of Amending Lines and Signs on site.
Legal and	Following Traffic Regulation Order process.

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	It has been reported that the existing one-hour restriction impacts on the mental health of residents by creating stress associated with finding alternative parking arrangements during this hour and experiencing confrontation with residents of nearby roads. The removal of the one-hour restriction would allow residents to park here at all times therefore reducing this stress, but by removing the restrictions there is the risk that vehicles advertised for sale will return to the area creating a different stress for residents. The removal of the one-hour restriction will mean those residents with mobility issues or young families will be able to park closer to their properties without the need to re-locate their vehicles during this hour.

6. Appendices

- 6.1 Annex A – Copy of Consultation Material and Plan of Proposals
Annex B – Results of Informal Consultation

7. Background Papers

- 7.1 None



IMPORTANT – NOT A CIRCULAR

Possible Removal of 1 Hour Parking Restriction Grovehurst Road, Sittingbourne

You may recall the introduction of the one-hour parking restriction back in 2010, between the hours of 10am and 11am Monday to Friday on the west side of Grovehurst Road as shown on the plan overleaf.

The restrictions were introduced to tackle problems with vehicles advertised for sale being left along this section of road for long periods of time, and were added to the existing single yellow line restriction preventing HGV parking overnight and at weekends. We have now received a request from a resident in the area for the one-hour restriction to be removed, to allow residents to park here at all times. It is not proposed to remove the HGV parking restriction.

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 28th May 2021**. 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.

Possible Removal of 1 Hour Restriction – Grovehurst Road, Sittingbourne

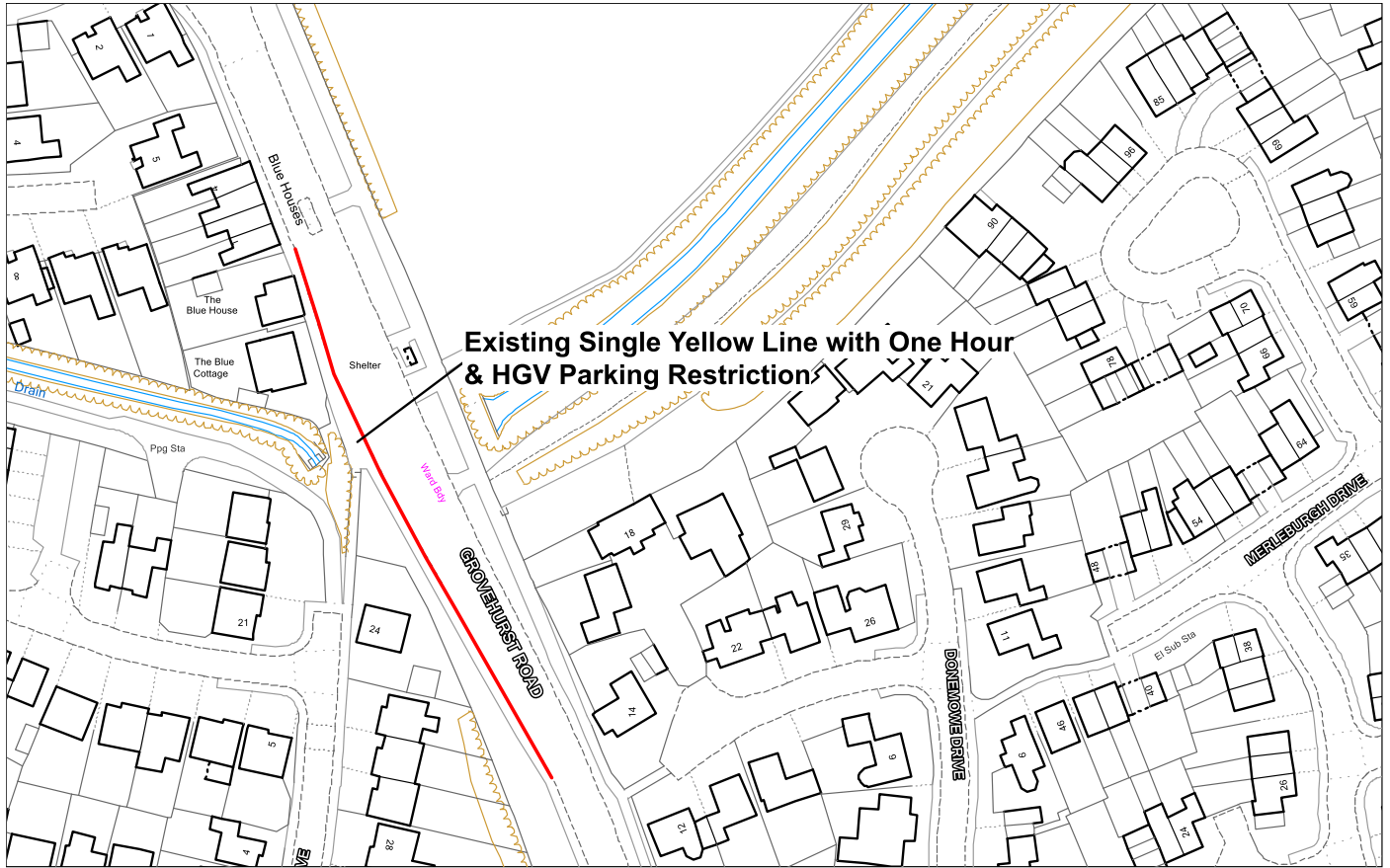
Please tick one of the following boxes

I Support the proposal to remove the 1 hour restriction
 I Object to the proposal

Name & Address	Comments

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

Plan of Single Yellow Line with Current 1 Hour Restriction – Grovehurst Road, Sittingbourne



Proposed Removal of 1 Hour Restriction - Grovehurst Road, Sittingbourne

Response	Support	Object	Comments
1			I am the owner of one of the Blue Houses who will be affected by this though I have no objections to say of as it will make parking a lot better, I still do not understand why you can not simply make half the bay permit holders only like other parts of Sittingbourne you gain money by us paying for a permit which I would guess probably works out being more then the amount you gain from parking ticket as we residents do move our cars by the odd mistake everyday, and it would stop the for sale cars parking in there to. Most people who use the park don't even park in the lay-by they choose to park down Grovehurst Ave. Seems to me like a win win idea which you seem to be objecting to for some reason. This idea was put to you by us the residents back in 2010 as well would you please reconsider this idea as we do not need for sale cars blocking up the only place we have to park.
2		1	The two options presented fail to take into consideration what is in the resident's best interests. Of which I propose parking permits to be given to the occupiers of the Blue Houses, this allows the local residents to park as required but stops unwanted build up (cars being sold, thou not as frequent, which continues to happen even with the restrictions). We have regular confrontation with residents behind us to where we have to move our vehicles too on a daily basis, thou I understand they have not legality to stop us parking on a public road, it does not mean they can confront us and damage our vehicles when left on roadsides near their properties. Happens too often. The council operates permit systems in other parts of the borough, allowing their residents to obtain parking badges to park outside their homes, so why not offer to only 4 more houses, where you have imposed this restriction?
3		1	I believe the 1 hour restriction should stay, but I think residents should be given parking permits
4	1		Permits would still be preferred as a more sensible idea
5	1		This is our place of work and so have to park on the road, therefore removing the restriction would benefit us.
Total	2	2	

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		7	Properties Consulted
% Returned	71	5	No. Returned
% Support	40	2	No. Support
% Object	40	2	No. Object
% Comments	20	1	No. Comments

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SWALE JOINT TRANSPORTATION BOARD	Agenda Item: 9
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Meeting Date	Monday 21 st June 2021
Report Title	Proposed Parking Amendments – The Street, Oare
Cabinet Member	Cllr Richard Palmer, Cabinet Member for Community
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 proposed restrictions and bus stop clearway in The Street, Oare be abandoned due to the low response rate and objections received.
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1. Purpose of Report and Executive Summary

- 1.1 This report provides details of a recent informal consultation undertaken on proposals to install parking restrictions and a bus stop clearway at The Street, Oare, following a request from a local resident.

2. Background

- 2.1 The proposals consist of a bus stop clearway on the southwest side of The Street, from the existing double yellow lines on the junction of Western Link, and a section of restrictions limiting parking to a maximum of three hours, with no return with one hour, between the hours of 8am and 6pm Monday to Friday. The consultation was undertaken in February/March 2021 and included residents in the nearby area, and a plan showing the proposed restrictions can be seen in Annex A. Please note, the consultation plan showed a proposed area of single yellow lines, this was an error and should have showed parking bays instead to accommodate the three-hour waiting limit. The error has no bearing on the consulted proposed restrictions as they would remain as stated, the only change being the physical lining on site.

3. Issue for Decision

- 3.1 It had been reported that vehicles park at this location for long periods of time, reducing short term parking for residents that want to access the local businesses and leisure activities. It had also been reported that all day parking by employees of a company in the nearby trading estate was a regular occurrence, even though the company appears to have its own car park. It is therefore presumed that many of the parked vehicles were overflow from that car park. The proposed bus stop clearway

will improve access for buses as it had been reported that vehicles park here forcing passengers to step out into the road to access the service. KCC have been consulted and have agreed installation of the bus stop clearway if the proposed parking restrictions are installed.

- 3.3 Of the 149 properties consulted, we received **17** responses, producing a response rate of just 11%. **9** of these responses supported the proposals and **8** objected. Some consultees were concerned that the restrictions would push the parking problems further into the residential area of Oare. Also, it will restrict parking for residents that have to park here due to a lack of parking availability outside their property. 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 proposed restrictions and bus stop clearway in The Street, Oare be abandoned due to the low response rate and objections received.

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 Lining and Signing and Bus Stop Clearway
Legal and Statutory	Drafting of Traffic Regulation Order, Formal Consultation and Sealing by Kent County Council.
Crime and Disorder	None at this stage.
Risk Management and Health and Safety	None identified at this stage.
Equality and Diversity	None identified at this stage.
Sustainability	None identified at this stage.
Health Implications	The proposed restrictions could have positive health implications by improving access on and off buses by those residents who rely on the bus service, and also by improving access to the nearby open spaces for recreational activities by removing long term daytime parking. Potential negative health implications could be experienced through increased stress by those residents further

	along The Street who may experience an increase in parking vehicles due to displacement.
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6. Appendices

- 6.1 Annex A – Plan of Proposed Restrictions
- Annex B – Consultees Comments

7. Background Papers

- 7.1 None

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



RESIDENT/OCCUPIER

Proposed Parking Amendments – The Street, Oare

We have received a request to amend the parking restrictions in The Street, Oare. It has been reported that vehicles park at this location for long periods, preventing short term parking by those wishing to access to local businesses and leisure activities. It is proposed to install a single yellow line to restrict daytime parking for a maximum of 3 hours between 0800 and 18:00 Monday to Friday, and a bus stop clearway to maintain bus access to the existing bus stop.

A plan of the proposed parking amendments 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 12th March 2021**. 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 Amendments – The Street, Oare

Please tick one of the following boxes

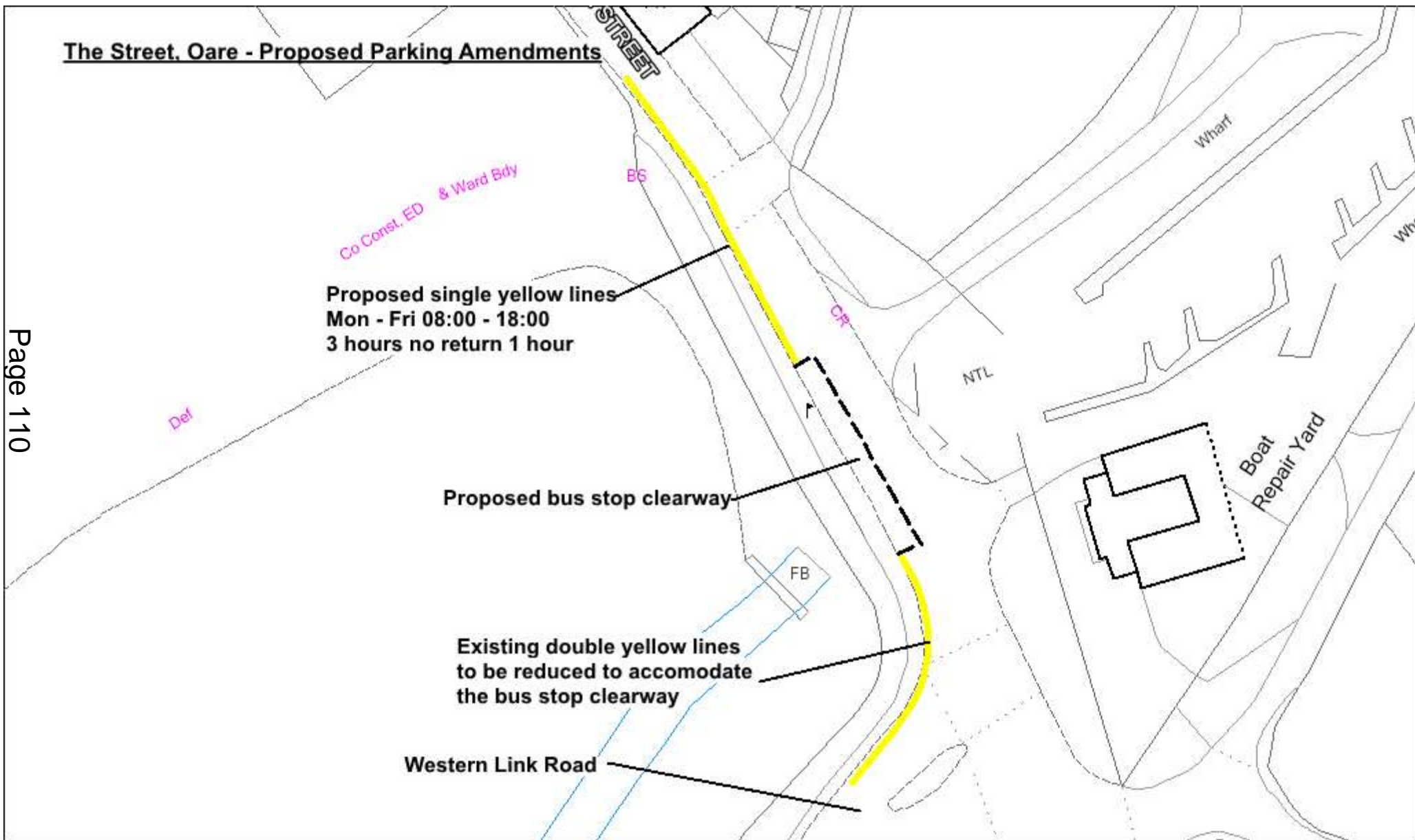
I Support the proposed amendments

I Object to the proposal

Name & Address	Comments

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

The Street, Oare - Proposed Parking Amendments



Proposed Parking Restrictions, The Street, Oare - Annex B

Response No.	Comments	Support	Object	Not specified
1	<p>I am emailing to object to the proposal of the proposed parking amendments to the Street Oare. My home address is [REDACTED] and I have been a resident for 15 years.</p> <p>The stretch of terraces from the start of the street at the Castle Pub, No 2 up to the car park at the Mariners are 8 dwellings, outside of these houses are parking spaces for 7 cars. This is not enough space if each house had one car. Very often, due to my and my partners working hours we cannot park outside of our house, as our neighbours have done so, we then park opposite the car park of the Castle on the Street, where the new single yellow line is proposed. This would impact on my life due to the hours we work, as front-line staff, our hours are not either side of the stated 8am – 6pm Monday to Friday and I could find myself parking at any time of the evening or night on that part of the road and having to then move my car the next day or receive a penalty notice for parking over three hours.</p> <p>If this is enforced all that will happen is that people will simply park in front of the row of terraces in the Street, forcing residents to park further up the road into the village. The roads in the village are already crammed with cars having to park on the street due to few driveways due to the ages of the properties</p> <p>The local businesses in the area are the Castle public house, which has its own parking, Hollow shore boat yard, has it own parking, the creek side café, has own parking, the Mariners public house, has it own and extended car park . The only small business without it own parking it the fisherman’s yard behind our houses, this is a business open only two days per week, Friday and Saturday.</p> <p>I cannot see any benefit from additional yellow line, apart from to add further car parking congestion to an already crammed little village and mean that the residents of the houses 2- 20 The Street will struggle to park near their homes</p>		Object	

2	<p>I write further to the letter I received with regard to the parking amendments.</p> <p>After looking at the proposals, as a resident of the street, I object. I have laid out the reasons below:</p> <p>1) parking for the row of houses on the street from The Castle to The Three Mariners is already extremely limited. Residents often need to park further down the road, where you have suggested limiting the parking to 3 hours. This would cause a great deal of trouble for the residents.</p> <p>The only way this would be acceptable would be if residents were issued permits to park there without restrictions or if the small area next door to number 11 , opposite the row of houses, where the electricity box is converted into parking for the residents. This area is often left to become overgrown and recently some engineers began clearing it but didn't finish.</p> <p>2) the "businesses" mentioned in the proposals all have their own parking already; the pubs and the cafe by the creek all have private car parks for their customers so do not need space on the road. The fishmongers is only open 2 mornings a week and I cannot see that parking for that warrants causing such inconvenience for the multiple residents who rely on the area in which to park their cars.</p> <p>Some of residents have young children, or are elderly, and asking them to park away from their house for this is, in my opinion, unreasonable.</p> <p>I have no objection to the bus stop clear way being set out as a no parking zone.</p> <p>Often lorries, which I assume are associated with Gist, park on the double yellows or on that area for several days at a time, which cause problems to the parking for residents and leisure visitors alike.</p> <p>Thank you for considering my comments. Should you have any queries, please do not hesitate to contact me.</p>		Object	
3 (Stagecoach)	<p>Thank you for consulting us on this.</p> <p>In principle, we have no objections. However, please could you clarify the length of the proposed bus stop clearway. The standard length is 31 metres. (5 metres forward of the bus stop pole, and 26 metres back towards the junction with Western Link Road.</p>	Support		

	<p>The first bus to Oare is at 08:25 and the last bus is at 14:30, Mondays to Saturdays, so the clearway needs to apply at least at those times. Normally, if the clearway does not apply 24/7, we work to 07:00 - 19:00, which leaves some flexibility in altering the timetable. With reference to your email of 15 April, I confirm that Stagecoach supports these proposals.</p>			
4	<p>I am horrified to read of the proposed parking amendments and beg you to not introduce the proposed parking restrictions.</p> <p>Parking in Oare is extremely limited and is an ongoing issue! I live in [REDACTED] and there is no available parking for myself or my neighbour. The Street is an area which is densely populated by terraced housing which creates significant demand for on street parking by residents. At present, due to its closure, I am able to park in the Three Mariners car park (along with many other residents in The Street) however once the pub reopens, I will then seek to park in the area for which you are proposing restricted parking. I am retired and so need to park my car during the daytime, not simply after 1800 hours. If I am unable to park here, the only potential option would be in Uplees Road which is dimly lit and a significant walk from my property – I live on my own and this is not something I would wish to do on a regular basis. The area opposite the castle is well illuminated.</p> <p>My understanding of the problem is that members of the GIST workforce choose to park in the area opposite the Castle for long periods. It would seem hugely unfair to punish residents of Oare by restricting their parking in an attempt to solve the problem which relates to the GIST workforce – who have ample parking on their own site. My suggestion would be to introduce a residents' permit parking scheme for which I would be very happy to pay, relating to this area. This would limit daytime parking to residents only and the 3 hour restriction would enable customers of Castle and the Café to still access parking during their visits.</p> <p>I would be extremely happy to meet with anyone onsite to discuss the potential problems, but I implore you to not introduce this restriction as it will just heighten an extremely difficult and challenging issue.</p> <p>What we need is increased opportunity for parking not the withdrawal of existing parking opportunities.</p> <p>Thank you for your time and please keep me informed of any developments. I would appreciate an acknowledgement of this email.</p>		Object	
5	<p>We have lived at [REDACTED] for over 23 years and have a perfect view of the part of The Street in question.</p>		Object	

	<p>We strongly object to the proposed parking restrictions proposed for the following reasons;</p> <ol style="list-style-type: none"> 1) We have never seen any evidence of problems relating to access for local businesses. An example being The Castle Inn nearby which has operated successfully for years by previous owners without any problems. 2) From Mount Pleasant to the Castle Inn there are 13 properties, only 3 including ourselves have any off street parking. The remaining properties use the road in front of Castle Row which provides parking for 8 cars only, the other cars often park in the area of this proposal. The restrictions proposed, would make the use by the residents of these essential spaces, during daytime difficult if not impossible. There is often nowhere else to park, sometimes the whole village is full! 3) It is unfair and unrealistic to expect our small village to provide parking for people to do leisure activities. Often and particularly during the lockdowns the village is packed with cars with no spaces available for residents or their occasional visitors. <p>We regularly see people park in the higher part of The Street and walk off for the day, there are only a few properties again with off street parking in this area, the proposal will just move the problem of visiting cars into the more restricted and narrower part of The Street where access for the essential bus service and farmers is already compromised by parking.</p> <ol style="list-style-type: none"> 4) If this restriction was imposed it would on occasion provide space for the HGV lorries to park in this area, they already do this and often park dangerously on double yellow lines and overnight. <p>We understand why people want to visit the area, particularly at the moment, but our little village cannot provide parking for them all. The residents must be able to live and park in their own village; many do shift work and need to be able to leave their cars during the daytime.</p> <p>A far more important issue which requires your attention is proper signage and restrictions to prevent the large HGV lorries which come into the village and cause damage and distress to the residents on a regular basis.</p>			
6	I support the proposed parking amendments.	Support		

<p>7</p>	<p>I object to the proposal.</p> <p>Reasons being parking is very limited in The Street therefore it is often needed as a resident to park in that area. If it was limited to 3 hours it would make it very difficult as a resident to park unless you issued free vouchers for residents.</p> <p>It is used by employees of Gist who park there for long period of times rather than using Gist car park.</p>		<p>Object</p>					
<p>8</p>	<p>Proposed Parking Amendments – The Street, Oare Please tick one of the following boxes</p> <p><input type="checkbox"/> I Support the proposed amendments <input checked="" type="checkbox"/> I Object to the proposal</p> <table border="1" data-bbox="495 592 1301 823"> <thead> <tr> <th data-bbox="495 592 920 624">Name & Address</th> <th data-bbox="920 592 1301 624">Comments</th> </tr> </thead> <tbody> <tr> <td data-bbox="495 624 920 823"></td> <td data-bbox="920 624 1301 823"> <p>FINDING A PARKING SPACE FOR RESIDENTS IS HARD ENOUGH WITHOUT ADDING MORE RESTRICTIONS. FOR YOU RESIDENTS ALWAYS (LIKE LAST DON'T DO IT!</p> </td> </tr> </tbody> </table> <p>The information supplied will only be used in conjunction with this consultation</p> <p>WHAT LOCAL BUSINESS AND ITS WALKERS WHO ARE CAUSING THE SHORTAGE OF CAR PARKING SPACES IN THE FIRST PLACE!</p>	Name & Address	Comments		<p>FINDING A PARKING SPACE FOR RESIDENTS IS HARD ENOUGH WITHOUT ADDING MORE RESTRICTIONS. FOR YOU RESIDENTS ALWAYS (LIKE LAST DON'T DO IT!</p>		<p>Object</p>	
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<p>9</p>	<p>Proposed Parking Amendments – The Street, Oare Please tick one of the following boxes <input checked="" type="checkbox"/> I Support the proposed amendments <input type="checkbox"/> I Object to the proposal</p> <table border="1" data-bbox="577 352 1496 612"> <thead> <tr> <th data-bbox="577 352 1066 384">Name & Address</th> <th data-bbox="1066 352 1496 384">Comments</th> </tr> </thead> <tbody> <tr> <td data-bbox="577 384 1066 612"></td> <td data-bbox="1066 384 1496 612"> <p>I SUPPORT THE PROPOSAL HOWEVER AM CONCERNED THAT THE CARS IN QUESTION WHICH PARK FOR LONG PERIODS WILL JUST MOVE UP TO CHURCH ROAD AND CREATE PROBLEMS FOR RESIDENTS LIKE MYSELF</p> </td> </tr> </tbody> </table> <p>The information supplied will only be used in conjunction with this consultation</p>	Name & Address	Comments		<p>I SUPPORT THE PROPOSAL HOWEVER AM CONCERNED THAT THE CARS IN QUESTION WHICH PARK FOR LONG PERIODS WILL JUST MOVE UP TO CHURCH ROAD AND CREATE PROBLEMS FOR RESIDENTS LIKE MYSELF</p>	<p>Support</p>		
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<p>10</p>	<p>We would like to support the proposed parking amendments at The Street Oare. There is clearly a problem with parking for visitors to the village & this restriction should help matters.</p>	<p>Support</p>						
<p>11</p>	<p>We are writing to support the proposed parking amendments at The Street, Oare. It seems there is often a problem for visitors to the village to find parking. With the proposed amendments local businesses such as our cafe and the two pubs in the village would be greatly benefited as parking is limited at all of these establishments. It would also be beneficial to dog walkers, ramblers and visitors who use the coastal paths around the creek.</p>	<p>Support</p>						
<p>12</p>	<p>I support the proposed amendments.</p> <p>Within the Street there is limited parking for walkers and visitors to the Castle The Café on the Creek and the Hollow Shore fish shop.</p> <p>Taking into account parking on both sides of the road there are circa 13 roadside parking slots available. We previously had 2 members of East Kent Recycling parking here for the day but managed to stop this by contacting [REDACTED] their MD who stopped the parking.</p> <p>It has not been so straightforward with the Gist workers who park on the Street even though they have on-site parking.</p> <p>We have approached the Gist General Manager who tried to stop the workers parking for the day but this was not successful.</p> <p>On an average day there are between 9-11 Gist workers parked all day which restricts visitor parking and therefore retail trade for the pub shop and Café.</p>	<p>Support</p>						

	<p>Please see attached photos showing vehicles parked in the Street today. Five out of the six vehicles on the right are Gist workers including the white van which is partly parked on the pavement. One out of the two vehicles on the left is a Gist worker. To add to this problem we regularly have 40ft articulated lorries parked over for many hours at a time either taking breaks or waiting on entry to Gist. The Monday- Friday restrictions would help but as the weekend is the retail trades busiest period then ideally these restrictions should include the weekend. The recent introduction of parking charges for the Harty Ferry marshes will now see more visitors parking on the Street and then walking out to the marshes for the day again impacting business. The proposed bus stop clearway would also be useful as the local bus often has to park in the middle of the road as no other space is available. On a separate note will resident parking permits be available.</p>			
<p>13</p>	<p>I live [REDACTED] The pub has limited parking circa 6 bays. When the on street parking is full we often have the public parking in [REDACTED] spaces without using the pub which is somewhat annoying. Much of the on street parking is used by workers at Gist who will park for the duration of there working shift. Generally at least 8-10 slots are lost to Gist for the complete day including weekends. The weekday restrictions would help however our busiest period is the weekend especially Sunday for dinners. I would support the bus stop clearway as the bus often has to stop in the middle of the road to allow customers on/off. On street parking will become even harder with the introduction of parking charges to the Oare marshes, visitors will now park on the street rather than pay to park at the marshes. Please see attached photos taken this morning. Five out of six of the vehicles on the right belong to Gist workers and two out of three on the left also belong to Gist workers. Are resident parking permits going to be available.</p>	<p>Support</p>		
<p>14</p>	<p>I live in [REDACTED] Oare there is limited parking for residents , I often have to park in the Mariners car park as the street is full . I am in favour of the proposed parking amendments, it would help the local</p>	<p>Support</p>		

	businesses and stop people leaving there vehicles parked in that area sometimes for days. With the parking charges now in place at Harty Ferry we will have more visitors trying to park in the village. I work in [REDACTED] Oare and am fully aware of the impact lack of parking has on the business.							
15	<p>Proposed Parking Amendments – The Street, Oare Please tick one of the following boxes</p> <p><input type="checkbox"/> I Support the proposed amendments <input checked="" type="checkbox"/> I Object to the proposal</p> <table border="1"><thead><tr><th data-bbox="445 501 956 533">Name & Address</th><th data-bbox="956 501 1406 533">Comments</th></tr></thead><tbody><tr><td data-bbox="445 533 956 772"></td><td data-bbox="956 533 1406 772">Please see attached letter</td></tr></tbody></table> <p>The information supplied will only be used in conjunction with this consultation</p>	Name & Address	Comments		Please see attached letter		Object	
Name & Address	Comments							
	Please see attached letter							

Too whom it may concern at Swale Council Engineering Services

1. The bus stop in question, (The Castle) is barely used by anyone from the village as it is down/and back, up a steep hill, and outside the village, which proves too much for the many elderly who use the bus service. Virtually all of them use the bus stop in the middle of the village, called The Street, to catch the bus, and the stop at the terminus, Colegates Close is also quite popular. But bus parking at this particular stop at The Castle has never been an issue at all, and barely warrants a bus stop "clearway". Cars will simply park on it, as they already do on the present double yellow lines. It will not be enforced.
2. It is widely believed that the local pub has made complaints about the parking opposite The Castle, stating that its customers cannot park, (yet most of their customers are local from the village, and arrive on foot), and it also begs the question as to why one public house licensee, if that is the case, is able to dictate the parking in a third of the village street, when the rest of us have been ignored for years about the dangerous parking **throughout** the village.
3. The Castle's own customers, who do park near the pub are a nuisance, and narrow the road by parking opposite each other, so that just one car can barely get through, especially in the evenings. Buses also fail to get through, (nor fire appliances), and this is an ongoing issue with Arriva and Stagecoach.
4. For years the local councils and others have been encouraging tourists and walkers and cyclists to Oare, it being on the Saxon Shore Way. You are now proposing to limit their parking to 3 hours, when many of them require a day for their activities. One couldn't even walk down the side of Oare Creek to the seawall and back again in 3 hours. The long parking periods you mention are mostly daytime tourists in the form of walkers, the vast majority being elderly, who park their vehicles here in order to then walk the Saxon Shore Way, possibly as far as Faversham Creek or Conyer. Where else can they park? This is the village's only local tourist industry that you are about to kill off by limiting the parking.
5. So it begs the question, of exactly where will they park? There is nowhere at all, except further up into the village, in The Street, and in Colegates Close, where local residents are already finding the parking situation intolerable, and are often unable to park in the evenings. Your plan will simply move the parking problem to another part of this very small village.
6. Parking is already very common on the double yellow lines by the Western Link junction, and also on other double yellow lines opposite Uplees Road, and in the bus layby in The Street, but no one ever seems to receive a PCN. It is not enforced.
7. That's because Enforcement Officers rarely visit this village, (I have seen two in 15 years), so cars are parked with impunity knowing that the chances of getting a ticket are virtually zero, day or night.

8. Which begs the question as to who will be enforcing these time limits? Unless Enforcement Officers are around every day, there is little point in having single yellow lines with a 3 hour limit.
9. And there has recently been a problem with huge HGVs parking and sleeping overnight on the double yellow lines, within 2 metres of the Western Link junction, and along to the bus stop. A serious accident waiting to happen. Mostly EU lorries but occasionally British. No one seems interested in dealing with the problem. Not the police, nor Swale Council nor the parish council. The lorries never get PCNs either.
10. I therefore object to the proposals, as in my opinion it will not make any improvement to the problems of parking in this village, but actually exacerbate them. The rules will not be enforced and will simply affect parking in the rest of the village. What the village needs is a dedicated car park for visitors, and the wasteland opposite The Castle, on the electricity Board land would be ideal. But no one is interested.
11. Please see your proposals in the wider context of the whole village and its parking problems rather than just a localised problem on a short stretch of road near The Castle pub, where actually, there is really no parking problem at all at the moment.
12. As a point of interest, Swale Customer Services tell residents in this village that they have to report parking offences to the council themselves. Why should we have to do that? It is not our job to be unpaid Enforcement Officers! Other towns and villages do not have that rule, and in any case, how can you ring the Council after office hours, and early in the mornings and at weekends when many of the transgressions take place?

16	<p>Proposed Parking Amendments – The Street, Oare Please tick one of the following boxes <input type="checkbox"/> I Support the proposed amendments <input checked="" type="checkbox"/> I Object to the proposal</p> <table border="1" data-bbox="544 357 1440 609"> <thead> <tr> <th data-bbox="544 357 1019 387">Name & Address</th> <th data-bbox="1019 357 1440 387">Comments</th> </tr> </thead> <tbody> <tr> <td data-bbox="544 387 1019 609"></td> <td data-bbox="1019 387 1440 609"> THE PROPOSALS ARE NOT GOING TO RESOLVE THE PROBLEM / THE ISSUES </td> </tr> </tbody> </table> <p>The information supplied will only be used in conjunction with this consultation</p>	Name & Address	Comments		THE PROPOSALS ARE NOT GOING TO RESOLVE THE PROBLEM / THE ISSUES		Object	
Name & Address	Comments							
	THE PROPOSALS ARE NOT GOING TO RESOLVE THE PROBLEM / THE ISSUES							
17 (Faversham Town Council)	<p>SBC CONSULATATION – THE STREET, OARE The meeting received the consultation documents from Swale Borough Council to amend the parking at the Street, Oare. The meeting expressed support for the proposals.</p>	Support						

Results Total

Support	Object	Not Specified
9	8	0

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SWALE JOINT TRANSPORTATION BOARD	Agenda Item: 10
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Meeting Date	Monday 21 st June 2021
Report Title	Formal Objections to Traffic Regulation Order – Swale Amendment 23 2021
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)
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>The proposed parking amendments and waiting restrictions in Abbey Street/Abbey Place, Faversham be installed as per the Traffic Regulation Order Amendment 23 2021.</p>
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1. Purpose of Report and Executive Summary

- 1.1 This report provides details of objections and comments received in relation to the recently advertised Traffic Regulation Order, Swale Amendment 23, which covers various amendments to on-street waiting restrictions and parking in Abbey Street and Abbey Place, Faversham.

2. Background

- 2.1 A Traffic Regulation Order has been drafted for amendments to on-street waiting restrictions and parking in Abbey Street and Abbey Place, Faversham. The Statement of Reason summarising the contents of the Order, amendments to the Order and proposed plan can be found in Annex A.

3. Issue for Decision

- 3.1 A member of the Abbey Neighbourhood Association (ANA) submitted a document to the JTB in March 2020 proposing alterations to the parking in Abbey Street and Abbey Place. The 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

proposals also included an extension of an existing parking bay in Abbey Street and a new bay in Abbey Place for two vehicles.

- 3.2 An informal consultation took place in October 2020 and it received 67 responses. 42 of these responses supported the proposals, 22 objected and 3 did not specify either way. The results of the consultation were submitted in a report to the JTB in December 2020. The JTB recommended the proposals be progressed.
- 3.3 A Traffic Regulation Order has now been advertised stating the details of the proposals. The consultation received 12 comments, 6 of which supported the Order and 6 objected. Comments from the consultation were varied, and a copy of the formal objections, indications of support and comments received can be found 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 formal objections and comments received to the advertised Traffic Regulation Order and recommend that: -

The proposed parking amendments and waiting restrictions in Abbey Street/Abbey Place, Faversham be installed as per the Traffic Regulation Order Amendment 23 2021.

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 Statutory	Sealing of Traffic Regulation Order by Kent County Council.
Crime and Disorder	None at this stage.
Risk Management and Health and Safety	None identified at this stage.
Equality and Diversity	None identified at this stage.
Sustainability	None identified at this stage.
Health Implications	The introduction of double yellow lines as “passing places” throughout Abbey Street could have a positive impact on the mental health of drivers by reducing stress levels and potential

	<p>incidents of road rage.</p> <p>However, parking areas that are to be removed due to the proposed installation of double yellow lines, may have some negative effect on mental health as some residents may be forced to park further away from their properties, potentially increasing the distance to walk at night.</p>
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6. Appendices

- 6.1 Annex A – Statement of Reason, Contents of Am23 Order and Plan
- Annex B – Copy of Formal Objections, Indications of Support & Comments

7. Background Papers

- 7.1 None

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**DOCUMENTS
ON DEPOSIT**



**These documents should
remain available for public
inspection until
12th March 2021**

THE KENT COUNTY COUNCIL
(VARIOUS ROADS, BOROUGH OF SWALE)
WAITING RESTRICTIONS AND STREET PARKING
PLACES (AMENDMENT 23) ORDER 2021

Please return to:

**Engineering Team
Swale Borough Council
Swale House
East Street
Sittingbourne
Kent
ME10 3HT**

At expiry of deposit period

STATEMENT of REASON



**THE KENT COUNTY COUNCIL (VARIOUS ROADS, BOROUGH OF
SWALE)
(WAITING RESTRICTIONS AND STREET PARKING PLACES)
(AMENDMENT NO.23) ORDER 2021
Road Traffic Regulation Act 1984**

To facilitate the safe movement of vehicles, it is proposed to install three short sections of double yellow lines, outside 64-65, 92-94 and 99-100 Abbey Street in Faversham, to create passing places for vehicles travelling in opposite directions.

It is also proposed to replace the existing single yellow line on the southeast side of Abbey Street, Faversham, from the junction with Church Street, with double yellow lines to maintain the safe movement of vehicles.

To minimise the impact on the on-street parking capacity as a result of the proposed double yellow lines, it is proposed to extend the existing parking bay outside 78/79 Abbey Street, and to install a new parking bay in Abbey Place, Faversham, at the side of 78/79 Abbey Street.

For the following purposes:

- **To preserve or improve the amenities of the area through which the road runs;**
- **To avoid danger to persons or other traffic using the road or any other road or to prevent the likelihood of any such danger arising;**
- **To facilitate the passage on the road or any other road of any class of traffic (including pedestrians).**

Dated 26 January 2021

MIKE KNOWLES

**THE KENT COUNTY COUNCIL (VARIOUS ROADS, BOROUGH OF SWALE)
(WAITING RESTRICTIONS AND STREET PARKING PLACES)
(AMENDMENT No.23) ORDER 2021**

The Kent County Council, acting as the local traffic authority and in exercise of its powers under sections 1(1), 2(1) to (3), 3(2), 4(1) and (2), 32(1), 35(1), 45, 46, 49 and 53 of the Road Traffic Regulation Act 1984, ('the Act') and of all other enabling powers, and after consultation with the chief officer of police in accordance with Part III of Schedule 9 to the Act, propose to make the following Order:-

A - This Order may be cited as "The Kent County Council (Various Roads, Borough of Swale) (Waiting Restrictions and Street Parking Places) Amendment No.23 Order 2021" ('this Order') and shall come into force on the xx day of xxxxx 2021.

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

In the Schedules to the 2019 Order

FIRST SCHEDULE

Roads in Faversham

Abbey Place

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

ABBEY PLACE (1) On the northern side

(a) from the Junction with Abbey Street to a point 9 metres northwest of the south-eastern building line of 78/79 Abbey Street; ~~5 metres north-west of the north-western boundary of 1 Abbey Place;~~

(b) from a point 1 metre southeast of the south-eastern building line of 78/79 Abbey Place to a point 5 metres northwest of the north-western building line of 1 Abbey Place.

(2) On the southern side from the eastern kerbline of Abbey Street for a distance of 31 metres in an easterly direction.

Abbey Street

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

ABBEY STREET (1) On the eastern side

(a) from the Junction with Abbey Road to a point in line with the boundary of 55-56 Abbey Street;

(b) from a point in line with the southern building wall of 57 Abbey Street to a point 5 metres southwest of the north-eastern building line of 58 Abbey Street;

~~(e) between points 20 metres south west and 20 metres north east of the centre of the Junction with Abbey Place;~~

(c) from a point in line with the northern building line of 64 Abbey Street to a point in line with the boundary of 65/66 Abbey Street.

(d) from a point 8 metres southwest of the south-western building line of 77 Abbey Street to a point in line with the south-western building of 80 Abbey Street;

(e) from a point in line with the boundary of 91/92 Abbey Street to a point in line with the north-eastern building line of 94 Abbey Street;

(f) from a point in line with the north-eastern building line of 100 Abbey Street, for a distance of 10 metres in a north-easterly direction;

(g) from the north-eastern kerbline of Church Street for a distance of 19 metres in a north-easterly direction;

(2) On the western side

(a) from the Junction with Quay Lane to a point 3 metres north-east of the boundary of 3-4 Abbey Street;

~~(b) between points 20 metres south west and 20 metres north east of the centre of the Junction with Abbey Place;~~

(b) from a point in line with the south-western building line of 80 Abbey Street to a point 5 metres northeast of the boundary of 39/40 Abbey Street;

(c) from a point 4 metres north of the boundary of 51 Lammas Gate/Old Granary ~~18 metres north east of the southern boundary of 50 Lammas Gate~~ to the Junction with Abbey Road;

(d) from a point 4 metres south of the boundary of 1/2 Lammas Gate ~~in line with the southern building wall of 1 Lammas Gate~~ to a point in line with the boundary of 42-43 Lammas Gate.

THIRD SCHEDULE

The following shall be deleted from the Third Schedule of the 2019 Order (*Daytime Waiting Restrictions*) in place of the existing entry:-

1	2	3	4
Name of Road	Length of Road	Days on which restriction applies	Times at which restriction applies
Roads in Faversham			
ABBEY STREET	(1) On the eastern side from the north-eastern kerbline of Church Street for a distance of 23 metres in a north-easterly direction.	Monday to Saturday	8.30am to 6.30pm

FIFTH SCHEDULE

The following shall be inserted into the Fifth Schedule of the 2019 Order (*Residents Parking*) in place of the existing entry:-

1	2	3	4	5
Name of Road	Length of Road	Days and times on which restriction applies	Maximum Permitted waiting time	Period to elapse since last period of Permitted parking
Roads in Faversham				
ABBEY STREET	<p>(1) On the eastern side</p> <p>(a) between points 23 metres and 38 metres north east of the north eastern kerbline of Church Street;</p> <p>(b) between points 47 metres and 62 metres north east of the north eastern kerbline of Church Street;</p> <p>(c) between points 67 metres and 85 metres north east of the north eastern kerbline of Church Street;</p> <p>(d) between points 95 metres north east of the north eastern kerbline of Church Street and 43 metres south west of the south-western kerbline of Abbey Place;</p> <p>(e) between points 17 metres and 38 metres</p>	<p>Monday to Saturday</p> <p>8.00am to 10.00pm</p>	1 hour	2 hours

1	2	3	4	5
Name of Road	Length of Road	Days and times on which restriction applies	Maximum Permitted waiting time	Period to elapse since last period of Permitted parking
	<p>south-west of the south-western kerbline of Abbey Place;</p> <p>(f) between points 16 metres and 101 metres north-east of the north-eastern kerbline of Abbey Place;</p> <p>(a) from a point in line with the south-westerly building line of 101 Abbey Street to a point in line with the north-easterly building line of 100 Abbey Street;</p> <p>(b) from a point 10 metres northeast of the north-eastern building line of 100 Abbey Street for a distance of 14 metres in a north-easterly direction;</p> <p>(c) from a point 6 metres southwest of the south-western boundary of 95 Abbey Street to a point in line with the north-eastern building line of 94 Abbey Street;</p> <p>(d) from a point in line with the boundary of 91/92 Abbey Street to a point 6 metres northeast of the north-eastern building line of 82 Abbey Street;</p> <p>(e) from a point 7 metres southwest of the south-western building line of 81 Abbey Street to a point in line with the south-western building line of 80 Abbey Street;</p> <p>(f) from a point 8 metres southwest of the south-western building line of 77 Abbey Street to a point in line with the boundary of 65/66 Abbey Street;</p> <p>(g) from a point in line with the northern building line of 64 Abbey Street to a point opposite the northern building line of 4 to 8 Lammas Gate;</p> <p>(gh) between a point 5 metres southwest of the north-eastern building line of 58 Abbey Street and a point opposite the centre of the entrance to Lammas Gate;</p> <p>(hi) from a point in line with the south-western boundary of 57 Abbey Street to a point in line with the north-eastern building line of 57 Abbey Street; opposite the southern boundary of 50 Lammas Gate;</p>			

1	2	3	4	5
Name of Road	Length of Road	Days and times on which restriction applies	Maximum Permitted waiting time	Period to elapse since last period of Permitted parking
	<p>Abbey Street for a distance of 9 metres in a north-easterly direction;</p> <p>(ij) from a point in line with the boundary of 55/56 Abbey Street for a distance of 6 metres in a south-westerly direction.</p>			
<p>ABBEY STREET</p>	<p>(2) On the western side</p> <p>(a) from a point 3 metres northeast of the boundary of 3/4 Abbey Street for a distance of 18 metres in a north-easterly direction to a point in line with the north-eastern building line of 5 Abbey Street;</p> <p>(b) between points 25 metres and 59 metres north-east of the boundary of 3/4 Abbey Street;</p> <p>(b) from a point 3 metres southwest of the boundary of 6/7 Abbey Street to a point 4 metres southwest of the south-western building line of 14 Abbey Street;</p> <p>(c) between points 63 metres north-east of the boundary of 3/4 Abbey Street and 20 metres south-west of the centre of the Junction with Abbey Place;</p> <p>(c) from a point in line with the south-western building line of 14 Abbey Street to a point in line with the south-western building line of 80 Abbey Street;</p> <p>(d) between points 20 metres north-east of a point in line with the centre of Abbey Place and 37 metres south-west of the centre of the Junction with Lammas Gate;</p> <p>(d) from a point 5 metres northeast of the boundary of 39/40 Abbey Street to a point 4 metres south of the boundary of 1/2 Lammas Gate;</p> <p>(e) from a point 28 metres north-east of the centre of the Junction with Lammas Gate for a distance of 6 metres in a in a north-easterly direction;</p> <p>(e) from a point in line with the boundary of 42/43 Lammas Gate to a point 1 metre south of the northern building line of 43 Lammas</p>	<p>Monday to Saturday</p> <p>8.00am to 10.00pm</p>	<p>1 hour</p>	<p>2 hours</p>

1	2	3	4	5
Name of Road	Length of Road	Days and times on which restriction applies	Maximum Permitted waiting time	Period to elapse since last period of Permitted parking
	<p>Gate;</p> <p>(f) from a point in line with the southern boundary of 50 Lammas Gate to a point 4 metres north of the boundary of 51 Lammas Gate/Old Granary. Abbey Street for a distance of 18 metres in a north-easterly direction.</p>			



**THE KENT COUNTY COUNCIL (VARIOUS ROADS, BOROUGH OF SWALE)
(WAITING RESTRICTIONS AND STREET PARKING PLACES)
(AMENDMENT NO.23) ORDER 2021**

PLANS OF PROPOSED AMENDMENTS

Abbey Street Area, Faversham - Proposed Alterations

Map Key

Existing Parking Bays

Proposed Parking Bays

Existing Double Yellow Lines

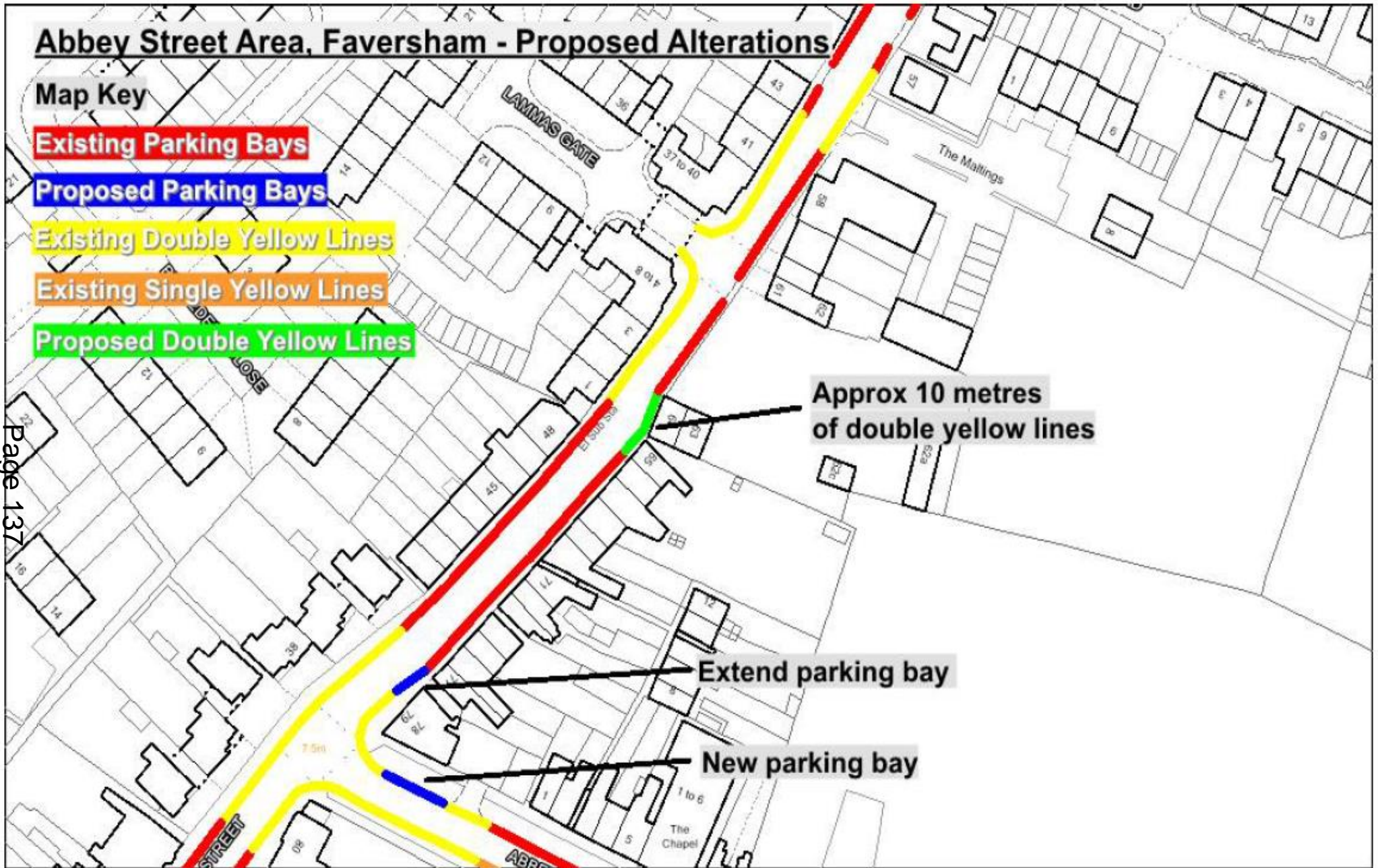
Existing Single Yellow Lines

Proposed Double Yellow Lines

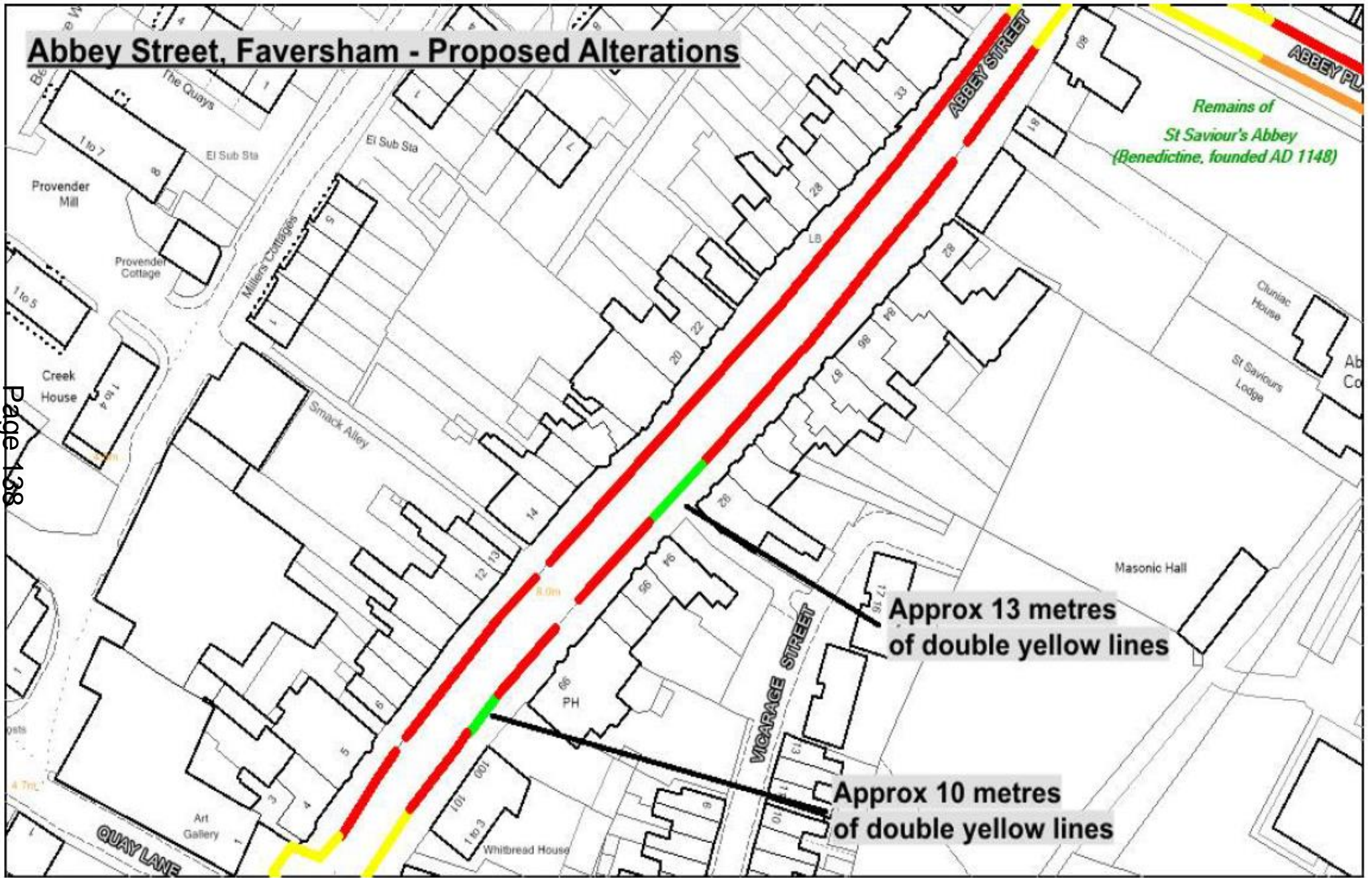
Approx 10 metres
of double yellow lines

Extend parking bay

New parking bay



Abbey Street, Faversham - Proposed Alterations



Remains of
St Saviour's Abbey
(Benedictine, founded AD 1148)

Approx 13 metres
of double yellow lines

Approx 10 metres
of double yellow lines

Formal Objections and Comments of Support to Traffic Regulation Order – Swale Amendment 23 2021

– ANNEX B

Response No.	Comments	Support	Object	Not specified
1	<p>Thank you for sending me a copy of the revised plans for the parking restrictions and parking bays in Abbey Street and Abbey Place, Faversham.</p> <p>I agree with the plan and the alterations and am delighted that the proposals will hopefully be passed and implemented.</p>	Support		
2	<p>Further to our earlier comments on the proposed parking changes in Abbey Street, and relating ONLY to the wide or southern end of the street</p> <p>1. We really do not think it is a good idea to put more yellow lines on the road. Marking the parking areas clearly - as happens at the moment - has not led to random parking outside the parking areas, ever. This is arguably one of the most beautiful streets in the country, and yellow lines are not popular. They are ugly. In this case they would add nothing except disfigurement. Has anyone consulted the SPAB or other Conservation Body about these proposals? There must surely be a better way.</p> <p>2. There is at present a stretch of road in front of the two vehicle-access points at our house (no **), and next door (no **). (Please note this does not have yellow lines yet no-one parks in it!) It is used every day, all the time, for short-term delivery stops, postal vans, increasingly for ambulances, and of course as a convenient passing place when oncoming traffic cannot get along the main part of the road. It also helps with visibility for pedestrians crossing the road, not least for those coming down the alley beside our house. In fact it is quite a busy pedestrian area, compared to the rest of this part of the street. Your proposal extends this by quite a lot, mostly in front of our house. Extending its use as a passing space will act against pedestrians, and will we think lead to increased speeding and aggression by drivers... more drivers will dash towards it, faster and faster.</p> <p>3. Moreover, those vehicles who want to get through waiting in this space will of course have their engines running, and you are just permitting more diesel fumes to be sent out, right in front of our</p>		Object	

	<p>house. We would prefer to see it left as it is. If it has to be extended it should be spread evenly between no 92 and no 94 and not created just in front of no 92.</p> <p>4. However, this is not really tackling the main problem - which is the speed which drivers think is ok. We think the whole street should be controlled as to speed ... by signage at the south end of the street, saying PEDESTRIAN ZONE or PLAY ZONE. Speed bumps are not suitable next to these medieval houses, but the whole street should be subject to a 5 or max 10 mph limit. That may sound extreme, but if priority were given to residents, pedestrians, children, pets etc, that would seriously modify the behaviour of the drivers.</p> <p>5. As far as we can see, having lived here for nearly ■ years, the problem is really the belligerence of the drivers, esp dropping their children off to school, or collecting them, and it's noticeably worse with all the new houses at the northern end of the street and the restaurants and shops now operating at Standard Quay. We think all these drivers - especially visitors - should be made aware of the very special and sensitive and fragile area they are coming into... There is nothing to show them that children or old people or dogs may be crossing the road, and with the silence of electric vehicles now this is an increasingly dangerous situation. So, we urge you to consider zoning the whole of the street and its off-shoots as Pedestrian Priority.</p>			
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3	<p>Re: your ref.: H4.1/TRO AM 23 Objection to Traffic Regulation Order – Swale Amendment 23</p> <p>In response to your letter of 15 February 2021, I am writing to strongly object to the above proposal to install double yellow lines in front of 63–64 and 65 Abbey Street.</p> <p>In our conversation this morning, you mentioned that the Council likes to take advice from local residents’ associations. I also wish to emphasise that I was never at any point consulted by the Abbey Street Residents’ Association about their suggestion, and in fact it was sent to the Council without any knowledge on my part. I would certainly never have given it any support.</p> <p>I completely agree that there is a serious issue about traffic on Abbey Street. From having once been a residential street, it is now a major access road, and the irreversible surge in traffic has been caused by the significant additional housing developments further down the road and the significant increase in commercial activity at Standard Quay. And for obvious reasons, there is no other point of access. The road is far too narrow to allow for the easy passage of cars, let alone all the vans and lorries. Therefore I do welcome the Council looking at ways of easing the flow of traffic, and reducing the frequent and recurring damage to parked cars (of which I myself have regularly been the victim). However, some more comprehensive plan is required. Some of the local residents consider that the only way to resolve the problem permanently,</p>		Object	
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rather than applying another short-term sticking-plaster solution that will in itself cause more problems, is to create a one-way system, incorporating Belvedere Road.

I object to this current proposal for the following reasons:

1. There will be a loss of three parking spaces in the immediate area, when there is an alternative solution that would achieve the same objective with the loss of only one parking space. This is to leave the parking outside 63–64 and 65 Abbey Street as it is, and on the other side of the road extend the existing double yellow lines to include the frontage of the electricity substation, between nos. 48 Abbey Street and 1 Lammas Gate. (This would have the additional benefit of allowing clear emergency access to the substation.)
The proposed compensating parking spaces on Abbey Place are at some considerable distance, and will be no help to the infirm, the elderly carrying heavy shopping, or parents carrying small children.
2. From past experience on Abbey Street, drivers regularly mount the pavement where there are double yellow lines. This is why the three bollards became essential outside nos. 2, 3 and 4 Lammas Gate, because there were near-misses with the residents and other pedestrians (and this was when there was less traffic). Cars mounted the pavement at that point even when there were already pedestrians there. That pavement is 2.1 metres wide. The pavement outside 63–64 and 65 Abbey Street is considerably narrower than that one (at its narrowest it is less than a metre, only 80 centimetres) and therefore it is inevitable that some protection will be required for pedestrians, as this will now become another danger spot. This will entail additional expense for the Council; or the possibility of the Council being involved in litigation and compensation if a pedestrian is injured. Arguably, the proposal also puts the frontage of 63–64 at greater risk of being hit by passing traffic.
3. The removal of parking places outside would result in a serious financial impact on the value of the property. This opinion is

	<p>supported by the advice of both a local estate agent and a highly experienced chartered surveyor. Whilst it may not be an absolute right to park outside one's home (and certainly not guaranteed on Abbey Street, where the parking is so pressured), completely removing the existing benefit of the possibility of parking outside one's home is another matter altogether. I am investigating with my solicitor whether there would be the potential to bring a case for compensation against the Council.</p> <p>4. Finally, as happens now with the other areas of double yellow lines, the space outside 63–64 and 65 Abbey Street will in practice be used as temporary parking by delivery vans, thereby negating any theoretical positive impact on traffic flow. The delivery drivers do not obey the parking restrictions, and the restrictions are not enforced in a way to deter such behaviour. They also leave their engines running. Therefore there will be a significant detrimental impact on my home, especially in terms of pollution.</p> <p>I hope very much that the Council committee will take my objection seriously. This is a matter of grave concern to me.</p>			
4	<p>I refer to the above TRO and in particular to paragraph 1C relating to the Eastern Side of Abbey Street where it suggests the removal of existing parking bays in favour of double yellow lines outside/adjacent to 64 & 65 Abbey Street.</p> <p>I would like to suggest that in fact a better solution, in terms of traffic movement and allowing the passing of vehicles in a narrow gap, is to actually make these changes on the western side of the street, i.e. directly opposite the proposed changes on the eastern side of the street, such that you remove a parking bay adjacent to the end of the current yellow lines and effectively continue the yellow lines to a point parallel with the boundary of 48 Abbey St. where it meets the Lammas Gate building.</p> <p>I understand the owner of [REDACTED] has already suggested these changes but feels you may have misunderstood his comments by proposing the changes to the eastern side of the road directly outside</p>		Object	

	<p>64 & 65 Abbey St. instead of on the western side of the road such as I am now suggesting.</p> <p>As local residents, and regular users of this stretch of Abbey Street, we wholeheartedly agree that some changes are required to improve traffic flow in the area, but feel that changes to the western edge of the road will have a better impact than on the proposed eastern side of the road.</p>			
5	<p>As resident of [REDACTED], I wish to object to the unsightly double yellow lines being proposed.</p> <p>There has long been a pull in for traffic by the drive ways of Nos. 92 to 94, and this has worked well.</p> <p>Any extension of parking restrictions will just reduce available space (already at a premium) and tend to speed up the traffic (in spite of the 20mph limit) as drivers try to get through without stopping.</p> <p>With more and more home deliveries, the yellow lines will just be ignored, or the road will be blocked.</p> <p>Please leave it as it is.</p>		Object	
6	<p>I support the proposals as described in your letter of 15 February, ref. H4.1/TRO AM 23.</p>	Support		
7	<p>Further to this application to make double yellow lines adjacent to 101 Abbey Street, I wish to protest this proposal. I live at [REDACTED] and as someone who is nearly [REDACTED] years old having single yellow line helps my [REDACTED] parking when she visits me on a [REDACTED] or late on a weekday evening. Anything that reduces parking, for no apparent reason, could have a negative impact on my visitors and me.</p> <p>I hope this decision can be reconsidered as I really don't understand the problem you're trying to solve.</p>		Object	
8	<p>Re: Proposed Parking Restrictions and Parking Bay Alterations - Abbey Street and Abbey Place, Faversham Your Ref: H4.1/TRO AM 23</p> <p>We are writing to confirm that we are in favour of these plans for new double yellow lines and altered parking bays. Although these won't completely solve the dire traffic situation in Abbey Street, they will go a long way to improving things.</p>	Support		
9	<p>To confirm I am in support of the changes to the parking on Abbey street Faversham.</p>	Support		
10	<p>Further to your letter and enclosure of 15 February 2021, my objections to these proposals remain the same as those detailed in my email of 18 October 2020, see below.</p>		Object	

	<p>Traffic in Abbey Street has become intolerable, due in part to all the new properties which have been built around Standard Quay. Unfortunately, these proposals will not deal with the issue and will, in fact, cause additional problems due to the loss of too many existing parking spaces at the top end of Abbey Street nearest the town centre.</p> <p>Restricting parking to residents only, and to one vehicle per household, would help to alleviate the traffic problems faced by those living in the street. At that point, consideration could then be given to these proposals.</p>			
11	In response to your letter dated 15/2/21, I am writing to inform that I am favour of the proposals which will assist the traffic flow in Abbey Street and the surrounding neighbourhood.	Support		
12	To confirm I am in support of the changes to the parking on Abbey street Faversham.	Support		

Results Total

Support	Object	Not Specified
6	6	0

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The Swale SPD officer has made contact with each of the members/parishes who have raised enquiries to the Swale Borough Council Democratic Services officer and is in discussion with them regarding the issues raised.

There was 13 Item requests made to JTB meeting which included;

- Plough Road, Sheerness, Speed Limit Update;
- Minster Broadway, Minster Petition Update;
- illegal Lorry Traffic in Windmill Road/ Laxton Way/ Vicarage Road, Milton Regis;
- safety of mini-roundabouts in Saffron Way, Milton Regis, Sittingbourne;
- HIF Projects at Key Street and Grovehurst roundabouts;
- no Right turn into Eastchurch CE Primary School St Clements, Leysdown Road, Sheerness;
- Shortlands Road, Sittingbourne;
- salt bins for Roads;
- verge and Road side spraying;
- Bredgar PC - Kent Highways Improvement Plan;
- double yellow lines installation at Broadway, Minster Close;
- double yellow lines on A2 Junction at Preston Avenue, Faversham;
- HGVs travelling south on Ospringe Road, Faversham;
- road traffic collisions on Tin Shop Hill;
- re-align junction of Gore Court Road/ Park Road/ Ufton Lane;
- right turn filter at St Michaels Road/Crown Quay Lane, Sittingbourne traffic lights; and
- yellow Lines on high street, Eastchurch.

The Committee are asked to note the above and if any members have any concerns or wish to raise enquiries they should contact the relevant KCC officer direct.

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To: Swale Joint Transportation Board
By: KCC Highways, Transportation & Waste
Date: 21st June 2021
Subject: Highways Forward Works Programme: 2021/22 and 2022/23
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 2021/22 and 2022/23.

Kent County Council has recently published a forward works programme for the next five years covering planned maintenance of our highway assets. It is in two parts: the first concerns the next two years (2021/22 - 2022/23), and most of the sites included have already been verified by our engineers. The second part relates to years three to five of our five-year programme (2023/24 - 2025/26), and is largely based on data from our asset management systems, so may be subject to more changes as the schemes are verified.

This programme is subject to regular review and may change for a number of reasons including budget allocation, contract rate changes, and to reflect our changing priorities. The programme and extent of individual sites within the programme may also be revised following engineering assessment during the design phase, and additional sites may be added or others advanced if their condition deteriorates rapidly so that we need to react in order to keep the highway in a safe and serviceable condition.

Further information about how we manage our highway infrastructure, including our county-wide five-year forward works programme, may be found on our website:

<https://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/managing-highway-infrastructure>

In addition to planned maintenance of our highway assets, this report includes transportation and safety schemes, developer funded works, Combined Members Grant schemes, and planned maintenance of public rights of way.

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**

Developer Funded Works – see Appendix E

Bridge Works – see Appendix F

Traffic Systems – see Appendix G

Combined Members Grant – Member Highway Fund – see Appendix H

Public Rights of Way – see Appendix I

Conclusion

1. This report is for Members' information.

Contact Officers:

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

Pauline Harmer	Highway Manager Mid Kent
Alan Blackburn	Swale District Manager
Alan Casson	Strategic Asset Manager
Earl Bourner	Drainage Asset Manager
Neill Coppin	Structures Operations Team Leader
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 London Road	Norton, Buckland and Stone	Norton Crossroads	Completed
Quinton/Vicarage Road	Sittingbourne	From Laxton Way to Knightsfield Road	Completed
High Street	Sheerness	From Victoria street to Bridge	Completed
A249 Bobbing Interchange	Bobbing	<u>Retexturing</u> Gyratory	Completed
B2040 Quay Lane	Faversham	Court St to Bridge Rd	Programmed 25 th June 2021
A299 Thanet Way	Staplestreet	Brenley Corner to Staple Street (Coastbound)	Programmed 21 st June 2021
A2 Boyces Hill	Sittingbourne	Eden Meadow to Keycol Farm House	Programmed 21 st September 2021
B2005 Grovehurst Interchange	Kemsley	Bridge over A249	To be programmed Summer 2021
Canterbury Road (Boughton Hill)	Boughton-under-Blean	<u>Stabilisation Works</u> East of Staplestreet Road	To be programmed
Footway Improvement - Contact Officer Neil Tree			
Road Name	Parish	Extent and Description of Works	Current Status
Leysdown Road	Leysdown	<u>Footway Reconstruction</u> From the junction with Warden Bay Road to approx. o/s the exit of the bus layby (North side).	To be designed and Programmed.

Queensway and Coats Avenue (Phase 2)	Sheerness	<u>Footway Reconstruction</u> Entire extent of Coats Avenue and the remaining sections of Queensway not completed in Phase 1	To be designed and Programmed.
Bramley Ave	Faversham	<u>Footway Protection Treatment</u> Including Worcester Close, Laxton Way, Russet Avenue, Blenheim Avenue. (exact extents to be defined at design stage.	To be designed and programmed.
Noreen Avenue	Minster-on-Sea	<u>Footway Protection Treatment</u> Entire Length	Completed
Longridge	Sittingbourne	<u>Footway Protection Treatment</u> Entire Length	Completed
Step Style	Sittingbourne	<u>Footway Protection Treatment</u> Entire Length	Completed
Penn Close	Sittingbourne	<u>Footway Protection Treatment</u> Entire Length	Completed
Fairleas	Sittingbourne	<u>Footway Protection Treatment</u> Entire Length	Completed
London Road	Faversham	<u>Footway Protection Treatment</u> From the junction of Love Lane to Preston Avenue	Postponed until 2022 due to A251/A2 road works.

Leysdown Road	Leysdown	<u>Footway Reconstruction</u> From the junction with Warden Bay Road to approx. o/s the exit of the bus layby (North side).	To be designed and Programmed.
Surface Treatments - Contact Officer Jonathan Dean			
Road Name	Parish	Extent of Works	Current Status
Head Hill	Graveney with Goodnestone	From A2 to Sportsman Pub	Programmed for July 2021
Parsonage Stocks Road	Throwley	Bagshill Road to Old Badgins Road	Programmed for July 2021
Hickmans Green (Horselees)	Boughton Under Blean/Dunkirk	Snake Lane to Thunderhill Business Park	Programmed for July 2021
Hearts Delight Road	Tunstall	From Wrens Road to Bredgar Road	To be Programmed
Scotts Lane	Painters Forstal	From Hansletts Lane to Eastling Road	Programmed for July 2021
Crouch Lane	Selling	Selling Road to South Street	Programmed for July 2021
South Street	Dunkirk	From Church to Nine Ash Lane	To be Programmed
Breach Lane	Upchurch	Landrail Road to Home Farm	Programmed for July 2021

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.	KCC FWM Team progressing design with Project Centre Consultants.
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 Complete
Church Lane	Newington	CCTV survey of gullies and associated pipework due to local flooding of cellars	Only minor defects found in highway drains. No further issues reported at this location.
Blind Mary's Lane / Swanton Street	Bredgar	Improvements to existing gully system following previous soakaway improvement	With engineer to develop proposal and agree suitable working window with streetworks team
Canterbury Road	Faversham	Repairs to existing drainage system	Job passed to contractor
Crosier Court	Upchurch	Soakaway cleanse	Works Completed
South Bush Lane	Rainham	Improvement to gully system following deep bored soakaway installation	Works Completed
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	Outline Design Complete. Ground investigations and surveys passed to contractor.
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	Trial holes complete. With engineer to progress further works.
Ashtead Drive	Bapchild	Cleaning and testing of existing soakaways completed. Drainage improvement likely to be	Outline design complete. To be reviewed by Team Leader.

		required due to ongoing flooding issues	
Lower Road	Brambledown, Minster-on-sea	CCTV survey of highway drainage due to ongoing flooding issues west of farm shop. Flooding to east outside FCC Environment already resolved.	Works Completed. Further issues reported nearer farm shop. Further surveys planned.
Warden Road	Eastchurch	Site inspected due to ongoing flooding issues. Majority of flooding being caused by field run-off. CCTV survey of highway assets has been carried out.	Works in progressing 1 st June for 2 weeks.
Grovehurst Road	Iwade	Investigation of flooding issue at gateway into Iwade identified damaged pipe	Works Completed.
Sheerstone	Iwade	Improvement to highway drainage to discharge downstream of culvert rather than upstream side	Job to be passed to contractor June 2021.

Appendix C – Street Lighting

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

Street Lighting Column Replacement – Contact Officer Sue Kinsella			
Road Name	Parish	Description of Works	Status
The Broadway	Minster	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of July
The Mead Avenue	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Completed
Clyde Street	Sheerness	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of July
Halfway Road	Sheerness	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of July
Scarborough Drive	Sheerness	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of July
Oak Drive	Sheerness	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of July
Thorn Hill Road	Sheerness	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of July
<u>Love Lane</u>	Faversham	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of July
Murston Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of July
Harris Gardens	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of July
Eagles Close	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of July
Roonagh Court	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of July
Sunnybank	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of July
Blackthorne Road	Minster	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of July

Staplehurst Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of July
Castle Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of July
Warden Bay Road	Leysdown	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of July
Swale Way	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of July
The Leas	Minster	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of July
Unity Road	Sheerness	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of July
Glebe Lane	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Completed
Satis Avenue	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Completed
Windmill Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Completed
Volante Drive	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Completed
Shortlands Road	Sittingbourne	Replacement of 6 no street lights complete with LED Lanterns	Completed
Millcourt	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Completed
Merlin Close	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Completed
Canterbury Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of July
Conduit Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of July
Peregrine Drive	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Completed
Stanhope Avenue	Sittingbourne	Replacement of 4 no street lights complete with LED Lanterns	Completed
South Avenue	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Completed

Walsby Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Completed
Broom Road	Sittingbourne	Replacement of 8 no street lights complete with LED Lanterns	Completed
All Saints Avenue	Sittingbourne	Replacement of 4 no street lights complete with LED Lanterns	Completed
George Street	Sittingbourne	Replacement of 5 no street lights complete with LED Lanterns	Completed
Bracken Court	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Completed
Hutching Close	Sittingbourne	Replacement of 5 no street lights complete with LED Lanterns	Completed
Fairservice Close	Sittingbourne	Replacement of 5 no street lights complete with LED Lanterns	Completed
London Road	Sittingbourne	Replacement of 8 no street lights complete with LED Lanterns	Works awaiting programming by the end of July
Lower Road	Sheerness	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of July
Royal Road	Sheerness	Replacement of 1 no street light complete with LED Lantern	Completed
Strode Crescent	Sheerness	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of July
School Lane	Bapchild	Replacement of 1 no street light complete with LED Lantern	Completed
Newcomen Road	Sheerness	Replacement of 1 no street light complete with LED Lantern	Completed

Appendix D – Transportation and Safety Schemes

Casualty Reduction Measures

The Schemes Planning & Delivery team is implementing schemes within Swale Borough, in order to meet Kent County Council's 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 20/05/2021.

CASUALTY REDUCTION MEASURES			
Identified to address a known history of personal injury crashes			
Road Name	Parish	Description of Works	Current Status
A2 London Road JW Faversham Road	Norton, Buckland and Stone	Vegetation Clearance, High friction surfacing and signage	Detailed design stage
Lower Road JW Queenborough Road	Queenborough	Road markings and signage removal	Detailed design stage
Lower Road JW Scoccles Road	Minster on Sea	Road Markings, signage installation and vegetation clearance	Detailed design stage
High Street JW Bull Lane	Newington	Speed reduction, implementation of 1 way	Outline design stage
Dover Street JW West Street	Sittingbourne	Road marking refresh	Programmed for end of July.
Queenborough Road JW Belmont Road	Minster on Sea	Road Markings and additional warning signs	Detailed design stage

INTEGRATED TRANSPORT SCHEMES			
Local Transport Plan funded non-casualty reduction schemes			
Road Name	Parish	Description of Works	Current Status
Tonge Road, Murston	Sittingbourne	Traffic calming scheme	Outline design stage
Dark Hill/ Stonebridge Pond	Faversham	Footway widening, crossing improvements	Outline design stage
Staplehurst Road	Sittingbourne	Continuous footway remedial works	Detailed design stage

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	Minor remedial/maintenance works required by developer 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 by developer
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. Date for remedials TBC
SW/003025	Sheppey Way, Iwade	Iwade	Provision of New Junction/Access for Housing Development	Remedial/maintenance works required by developer 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 carried out. H&S File & As-Built Outstanding.
SW/003035	109-111 Staplehurst Road, Sittingbourne	Sittingbourne	Provision of revised traffic calming and vehicle access for Housing	Scheme being progressed by Default S38 & S278 Agreement Specialists. KCC awaiting update.

			developments	
SW/003040	Otterham Quay Lane, Upchurch	Upchurch	Provision of Right Turn Lane / Junction and Footway for Housing Development	Remedial and completion works still required. Awaiting confirmation of date for these.
SW/003041	Larkrise, Conyer Road, Conyer	Teynham	Provision of footway to Small Housing Development	Works Completed. Serving Maintenance Period.
SW/003043	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/003046	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 Material Testing Results, 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	Certificate 1 issued. Serving Maintenance Period.
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. End of Maintenance period imminent. Inspection forthcoming.
SW/003053	Barge Way, Kemsley	Sittingbourne	Provision of Revised Access Arm from Existing Roundabout	Certificate 1 issued. Serving Maintenance Period.
SW/003055	Scocles Court	Minster-on-Sea	New access to Private Housing development	S278 Certificate 1 (partial) issued – End of Maintenance Inspection. Remedials and outstanding

				works (relating to boundary wall obstruction) required - date TBC
SW/003056	Sittingbourne Community College, Canterbury Road, Murston	Sittingbourne	New access for School bus drop off park	S278 Certificate 1 issued – Serving Maintenance Period.
SW/003057	Spirit of Sittingbourne SECTION 6 Eurolink Way Retail Access - Town Centre Highway Revisions	Sittingbourne	Provision of Revised Highway Access for Retail Park	Certificate 1 issued. End of Maintenance period imminent. Inspection forthcoming.
SW/003058	Spirit of Sittingbourne SECTION 6 Milton Road - Town Centre Highway Revisions	Sittingbourne	Provision of Pelican Crossing Upgrade for Existing Zebra Crossing	Certificate 1 issued. End of Maintenance period imminent. Inspection forthcoming.
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. V/C remedial works completed satisfactorily; footway surfacing and MH resetting on Gazehill Avenue required once Southern Water rectify collapsed brickwork in chamber Date for outstanding 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	Certificate 1 issued. End of Maintenance period imminent. Inspection forthcoming.
SW/003074	School Lane, Bapchild	Bapchild	Provision of Vehicle access and new footway connection for	Remedial works undertaken. Final remedial works to 1no. ped crossing to prevent ponding prior to

			small housing development	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	Certificate 1 issued. End of Maintenance period imminent. Inspection forthcoming.
SW/003081	Ham Road, Oare Road, Faversham	Faversham	Provision of Access Road to new Housing Development and Revision of Ham Road from Junction	S278 Certificate 1 issued – Serving Maintenance Period.
SW/003082	Brogdale Road, Ospringe	Ospringe	Provision of Access Road to new Housing Development	Agreement in place. Works underway.
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/003090	Minster Road, Minster, Sheppey	Minster-on-Sea	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. End of Maintenance period imminent. Inspection forthcoming.
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

SW/003094	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 for internal roads. Works underway.
SW/003101	Lower Road, Teynham	Teynham	Provision of Footway for small Housing Development	Technical approval given. Agreement not progressed by developer.
SW/003103	Oak Lane, Upchurch	Upchurch	Traffic Calming/Footway Access to Small Housing Development	Design Technical Submission to be Re-Submitted by developer. Still awaiting.
SW/003104	Spirit of Sittingbourne Section 1 – St Michaels Road	Sittingbourne	Traffic Calming and access to new Housing development	Certificate 1 issued. End of Maintenance period imminent. Inspection forthcoming.
SW/003105	Spirit of Sittingbourne Section 2 – St Michaels Road/Dover Street/Fountain St	Sittingbourne	Traffic Calming and access to new Housing development	Certificate 1 issued. End of Maintenance period imminent. Inspection forthcoming.
SW/003108	Chequers Road, Minster, Sheppey	Minster-on-Sea	Frontage Footway and Access for Small Housing development	Letter of Agreement in place for construction access. Works underway.
SW/003109	Spirit of Sittingbourne – Street Lighting Michaels Road/Dover Street/Fountain St Milton Road	Sittingbourne	Street Lighting Submission for Overall Sprit of Sittingbourne Schemes	Certificate 1 issued. End of Maintenance period imminent. Inspection forthcoming.
SW/003110	Spirit of Sittingbourne – Retaining Wall Fountain St	Sittingbourne	Fountain Street turning Area Retaining Wall	S278 Certificate 1 issued – Serving Maintenance Period
SW/003115	Regis House, New Road, Sheerness	Sheerness	New vehicle access and footway to industrial development	Agreement not yet in place. Awaiting confirmation of developer details to finalise Agreement.
SW/003117	North Street, Milton Regis	Sittingbourne	Permanent School Drop-off facility and Zebra crossing	Default proceedings taken as works not completely to acceptable standard within Agreement timeframe. Highways to appoint contractor to complete outstanding remedial works to adoptable standard upon receipt of default notice

				payment & carry out RSA Stage 3.
SW/003118	Grovehurst Road, Sittingbourne	Sittingbourne	Provision of Access for new small Housing Development	Works Completed. Cert 1 issued. Serving Maintenance Period.
SW/003119	Station Street, Delivery Road Access, Sittingbourne	Sittingbourne	Footway alongside of delivery road through to High Street	S278 Certificate 1 issued – Serving Maintenance Period
SW/003141	Stones Farm, Canterbury Road, Bapchild	Bapchild	Traffic Signal Junction and Access for Private Housing Development	Agreement in place. Works underway.
SW/003191	Admirals Walk, Halfway, Sheppey	Halfway	Highway Drainage and Access works for new Housing Development	Initial Design Submission received. Tech Acceptance not granted.
SW/003196	Church Road, Sittingbourne Golf Centre - Material Movements	Sittingbourne	Addition of passing places on Lomas Road, Church Road for Golf Centre Material Movements	S278 Certificate 1 issued. Serving Maintenance Period. End of Maintenance Inspection due end of June 2021
SW/003199	Swale Way, Great Easthall, Sittingbourne – Toucan	Sittingbourne	Provision of a Toucan Crossing for the Eurolink 5 Industrial Estate development	Technical Vetting underway.
SW/003205	Wellesley Road, Sheerness	Sheppey	Existing footway modifications created by new terraced housing to street frontage.	Letter of Agreement in place. Remedial works and RSA 3 required prior to issue of Cert 1.
SW/003260	Leaveland Corner, Faversham	Leaveland	Minor road widening and access for small housing development	Works complete – As-Built required prior to issue of Cert 1.
SW/003266	Station Road, Teynham	Teynham	New bellmouth on to station road, footway works, new lining and a build out.	Agreement in place. Works underway.
SW/003400	Lucas Close, Queenborough	Queenborough	Provision of access for private housing development.	End of Maintenance Inspection due end of May 2021.

SW/003318	Cooks Lane, Sittingbourne	Milton Regis	Access arrangements for new private housing development.	Agreement in place. Works complete. Minor remedial items required following RSA3. Remedials on-going.
SW/003337	Chequers Road, Minster, Sheppey	Minster-on-Sea	Frontage Footway for Small Housing development	Letter of Agreement in place. Awaiting works start date confirmation following change of contractor.
SW/003416	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 Acceptance granted. Awaiting Cost of Works figure to calculate agreement fees. Agreement drafting in progress.
SW/003418	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. Awaiting updated design submission.
SW/003314	Belgrave Road, Minster-on-Sea	Minster-on-Sea	Widening to existing Belgrave Road prior to proposed S38 highway works relating to access arrangements to new development 146 no. housing development and associated highway works.	S278 Technical Acceptance granted. Agreement drafting in progress.
SW/003315	Belgrave Road, Minster-on-Sea	Minster-on-Sea	Temporary sales access	Letter of Agreement in place. Awaiting works start date confirmation.
SW/003316	The Crescent Signalling, Belgrave Road, Minster-on-Sea	Minster-on-Sea	Signalling and junction improvements	Stage 1 submission received and review underway by Development Planners.

SW/003419	The Thanet Way/Dargate Interchange, Hernhill, ME13 9EN	Hernhill	Bellmouth and frontage footway works to facilitate proposed development of 34 commercial units at The Thanet Way/Dargate Interchange, ME13 9EN	Technical Vetting underway. Awaiting revised submission.
SW/003420	Aldi, Queenborough Road, Sheppey	Queenborough	Temporary Construction Access for new Aldi Store	Technical Acceptance granted & Letter of Agreement drafting underway. Planning Permission subsequently quashed by Secretary of State – awaiting validated permission from LPA
SW/003423	The Slips, Scocles Road_Elm Lane, Minster-on-Sea	Minster-on-Sea	New footways, carriageway widening, gateway feature and 2no. bellmouth accesses on Scocles Road to facilitate access to new development of 62 no. residential dwellings.	Stage 2 Design submission received. Tech vetting underway – awaiting revised submission

Appendix F – Bridge Works

Bridge Works – Contact Officer: Neill Coppin			
Road Name	Parish/Town	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
B2008 Minster Road near Lowfield Street, Halfway	Renewal and upgrade of traffic signal controlled crossing	Proposed August 2021
A250 Halfway Road near School Access, Halfway	Upgrade existing crossing to near-sided Puffin	Proposed August 2021
A2 The Street near School Lane, Bapchild	Renewal and upgrade of traffic signal controlled crossing	Proposed August 2021

Appendix H - Combined Members Grant programme update

Member Highway Fund programme update for the Swale Borough.

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 18/05/2021.

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 Borough, Alan Blackburn.

2020/21 Combined Member Grant Highway Schemes- none outstanding

Appendix I – Public Rights of Way

Public Rights of Way – Contact Officer – Matthew Fox			
Path No	Parish	Description of Works	Current Status
ZS9 – Just north of Parish Road ME12 3NU. Small section surfaced as you cross bridge and path turns in south east direction.	Minster	Compacted stone path to be made up to remove trip hazard	Works complete
ZSX77 Path runs next to the A249 north end postcode for works is ME12 1SR and runs to steps further south.	Sheerness	Elevated footpath to be repaired and resurfaced with tarmac finish	Works complete

1.1 Legal Implications

1.1.1 Not applicable.

1.2 Financial and Value for Money Considerations

1.2.1 Not applicable.

1.3 Risk Assessment

1.3.1 Not applicable.

Contacts: Pauline Harmer/ Alan Blackburn 03000 418181

SWALE JOINT TRANSPORTATION BOARD (JTB)

Updates are in italics

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
235/09/13	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>Feb 2021 update: Vegetation removal to allow the Utility companies to divert their services took place in February prior to the bird nesting season along A251 and A2 near the junction.</p> <p>The March JTB s to receive a report on the junction designs which now incorporate a shared footway/cycleway to the south side of A2 between Abbey School entrance and A251 and a footway from A251 to the new development east of the junction.</p> <p>The programme pending land approvals is for the main work to start in April/May for upto 7 months. The work will be undertaken using 2 way lights and the closure of A251 at its junction with A2 however this has not be confirmed with Highway England yet.</p> <p><u>Suggest deleting item.</u></p>
	Subsequent related Minute No. 72/06/14 A2/A251 Junction, Faversham Highway Improvement Scheme	KCC	(1) That Option B (roundabout) be progressed as the preferred option for the A2/A251 junction, Faversham.	<p><u>Suggest deleting item.</u></p>

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
1079/12/16	Update on the 20's Plenty for Faversham Working Group	Third-party scheme	<p>(1) That the JTB supports the recommendations put forward by the Working Group, and officers submit a report to the next JTB meeting on the feasibility of the proposals.</p> <p>(2) That the officers' report considers how proposals might be rolled-out across the Borough.</p>	Feb 2021 update: 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. KCC is working closely with Faversham TC on the potential for further improvements to compliment the existing signing and lining.
445/02/20		KCC	<i>Propose that item be removed as no funding source to carry out works and no change from previous update.</i>	
436/01/20		KCC	<i>Propose that this item be removed as the scheme has now been complete for some months.</i>	
442/01/20	<i>Bus Only Lane – Eaves Drive to Oak Road, Sittingbourne</i>	KCC	<p><i>(1) That the report be noted and no further action be taken in respect of removing the current vehicle restrictions.</i></p> <p><i>(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</i></p>	There is currently no agreements in place to adopt the section of road including the bus gate area and won't be for some time as a section of Eaves Drive (Phase 2 spine road) has been changed by a third party developer with no involvement, approval or agreement with KCC. This has been the subject to extensive discussion and the two developers are now

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
			<i>to ensure that buses were able to use the link, and to report back to the JTB if necessary.</i>	working together (with recent remedial works being undertaken) and will be with us to get this section to an adoptable standard which will unlock the rest of this site for adoption including the bus gate, but at the moment it's with the developers to now approach KCC for adoption.
444/02/20	School Buses – Adelaide Drive, Sittingbourne	KCC	(1) That the report be noted. (2) That the bus clearways not be agreed, that there be a full consultation with residents of Adelaide Drive and Sydney Avenue on the buses and the yellow lines, and idling, with guidelines and legal advice on term-time restrictions, with a report back to the JTB.	No restrictions and no consultation is progressing as per previous feedback reports.
490/03/20	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.	(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. Report submitted to March 2021 JTB requesting recommendation as to whether to proceed with Scheme extension into Park Road and Ufton Lane south <i>Suggested deletion of this item – replaced by minute no. 490/03/21 below</i>
591/03/20	School buses parking in Swale Way and other surrounding areas	SBC	(1) That a report from SBC officers with options of actions and possible solutions be brought back to a future JTB meeting.	Report submitted to December 2020 JTB. <i>Completed - Delete</i>
77/09/20	Petition for Double Yellow Lines Nutfields,	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.

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
	Sittingbourne			Traffic Regulation Order Swale Amendment 20 formally consulted – report on formal objections received submitted to March 2021 JTB <i>Completed - Delete</i>
78/09/20	Proposed Double Yellow Lines on Cormorant Road, Iwade	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 Wigeon Road in Iwade, 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 Traffic Regulation Order Swale Amendment 20 formally consulted – report on formal objections received submitted to March 2021 JTB <i>Suggested deletion of this item – replaced by minute no. 489/03/21 below</i>
09/20	Parking Proposals Abbey Street Area, Faversham – Abbey Neighbourhood Association	SBC	(1) That the report be noted.	Update Report Submitted to December 2020 JTB. Traffic Regulation Order Swale Amendment 23 drafted. Formal consultation to take place between 19 th February and 12 th March 2021, formal objections to be reported to June 2021 JTB – <i>See Formal Objections to TRO Am 23 Report submitted to June 2021 JTB Meeting</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.	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. Proposals to extend restrictions now included in draft Traffic Regulation Order Swale Amendment 22. Formal consultation to take place between 12 th February and 5 th March 2021, formal objections to be reported to June 2021 JTB – <i>See Formal Objections to TRO Am 22 Report submitted to June 2021 JTB Meeting</i>

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
305/12/20	Petition — Alterations to Promenade, Neptune Terrace, Sheerness	SBC	The petition was noted and passed to Officers to report back at a future meeting.	The Head of Commissioning, Environment and Leisure has spoken to Mrs Reed from Sheerness Town Council and confirmed that the sea defence is owned by the Environment Agency, and that the Town Council will be drafting a design for submission to the EA to consider. <i>Completed – Delete?</i>
306/12/20	Formal Objections to TRO Swale Amendment 18 2020	SBC	(1) That 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 be progressed.	Traffic Regulation Order programmed for sealing by KCC on 5 th February 2021, to come into force on 22 nd February 2021. <i>Completed</i>
307/12/20	Bus Parking in Swale	SBC	(1) That the Swale JTB wrote to Swale Borough Council and Kent County Council asking that where, appropriate, proper drop-off, pick up and parking facilities were installed for buses, in any proposed new schools, particularly the planned school at Grovehurst, Sittingbourne.	A letter was sent on behalf of the Chairman to the Corporate Director, Growth, Environment & Transport and the Head of Planning Applications, Growth, Environment & Transport, KCC. This was shared with planning officers and those at KCC responsible for promoting education development. <i>Completed - Delete</i>
308/12/20	Informal Consultation Results	SBC	(1) That the proposed double yellow lines for Forge Road/Milton High Street, Milton Regis be abandoned. (2) That the proposed double yellow lines near Nos. 1 & 12 Hilton Close, Faversham be progressed with slight amendments. (3) That the proposed double yellow lines near Nos. 13 & 30 Hilton Close, Faversham be abandoned.	(1) Consultees advised that proposals are abandoned (2) Traffic Regulation Order Swale Amendment 22 2021 drafted – formal consultation ends 5 th March 2021 – <i>formal objections being reported to Swale JTB Meeting in June 2021</i> (3) Consultees advised that proposals are abandoned

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
			<p>(4) That the proposed double yellow lines near Nos. 29 & 46 Hilton Close, Faversham be abandoned.</p> <p>(5) That the proposed double yellow lines in Lammas Drive and Cortland Close, Milton Regis be progressed.</p> <p>(6) That the proposed double yellow lines for Newlands Avenue and London Road, Sittingbourne be progressed.</p> <p>(7) That the proposed double yellow lines for Periwinkle Close, Sittingbourne be progressed.</p> <p>(8) That the proposed double yellow lines for Queenborough Road and St Peter's Close, Halfway be progressed with slight amendments.</p> <p>(9) That the proposed double yellow lines for Middletune Avenue, Milton Regis be progressed but the single yellow line be abandoned.</p>	<p>(4) Consultees advised that proposals are abandoned</p> <p>(5) Traffic Regulation Order Swale Amendment 22 2021 drafted – formal consultation ends 5th March 2021 – <i>formal objections being reported to Swale JTB Meeting in June 2021</i></p> <p>(6) Traffic Regulation Order Swale Amendment 22 2021 drafted – formal consultation ends 5th March 2021 – <i>no objections received, Traffic Order will be progressed after June 2021 JTB Meeting</i></p> <p>(7) Traffic Regulation Order Swale Amendment 22 2021 drafted – formal consultation ends 5th March 2021 – <i>formal objections being reported to Swale JTB Meeting in June 2021</i></p> <p>(8) Traffic Regulation Order Swale Amendment 22 2021 drafted – formal consultation ends 5th March 2021 – <i>comment received during formal consultation being reported to Swale JTB at June 2021 meeting</i></p> <p>(9) Traffic Regulation Order Swale Amendment 22 2021 drafted for double yellow lines only – formal consultation ends 5th March 2021 – <i>no objections received, Traffic Order will be progressed after June 2021 JTB Meeting</i></p>

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
			<p>(10) That the proposed loading ban for Hope Way, Sheerness, be progressed.</p> <p>(11) That the proposed double yellow lines for Gordon Square, Faversham be progressed.</p>	<p>(10) Traffic Regulation Order Swale Amendment 22 2021 drafted – formal consultation ends 5th March 2021 – <i>no objections received, Traffic Order will be progressed after June 2021 JTB Meeting</i></p> <p>(11) Traffic Regulation Order Swale Amendment 22 2021 drafted – formal consultation ends 5th March 2021 – <i>no objections received, Traffic Order will be progressed after June 2021 JTB Meeting</i></p>
311/12/20 Page 129	Proposed Parking Restrictions and Parking Bay Alterations – Abbey Street/Abbey Place, Faversham	SBC	(1) That Members note the report and recommend the proposed amendments be implemented.	Traffic Regulation Order Swale Amendment 23 drafted. Formal consultation to take place between 19 th February and 12 th March 2021, formal objections to be reported to June 2021 JTB. <i>Traffic Regulation Order Swale Amendment 23 formally consulted, objections to be reported to June 2021 JTB Meeting.</i>
489/03/21	Formal objections to Traffic Regulation Order Swale Amendment 21	SBC	(1) That the formal objection and comments received to the advertised Traffic Regulation Order be noted and the Order be progressed as advertised.	<i>Traffic Regulation Order progressed and sent to KCC to seal on 28th May 2021, to come into effect from 14th June 2021.</i>
489/03/21	Formal objections to Traffic Regulation Order Swale Amendment 20	SBC	<p>(1) That the proposed double yellow lines in Cormorant Road and Wigeon Road, Iwade, be progressed.</p> <p>(2) That the proposed double yellow lines in Dark Hill, Faversham, be progressed.</p> <p>(3) That the proposed extension to the double yellow lines, and reduction of residents' parking bay at the side of 6 East Street, in St Mary's Road, Faversham, be progressed.</p>	<i>(1) – (3) Traffic Regulation Order progressed and sent to KCC to seal on 21st May 2021, to come into effect from 7th June 2021. Lining and signing orders issued.</i>

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
			<p>(4) That the proposed double yellow lines in Nutfields, Sittingbourne, be abandoned.</p> <p>(5) That the proposed formalising of the existing disabled persons' parking bay in Invicta Road, Sheerness, be progressed.</p>	<p>(4) Proposed restrictions removed from Traffic Order, objectors advised.</p> <p>(5) Traffic Regulation Order progressed and sent to KCC to seal on 21st May 2021, to come into effect from 7th June 2021</p>
490/03/21	Extension to Sittingbourne Residents' Parking Scheme	SBC	(1) That the report be noted and that officers proceed with drafting a Traffic Regulation Order to extend the current Sittingbourne Residents' Parking Scheme to include all of Park Road and Ufton Lane.	Traffic Regulation Order (Swale Amendment 25 2021) drafted, formal consultation runs from 14 th May 2021 to 4 th June 2021. Report submitted to June 2021 JTB Meeting, may also require verbal update due to tight timescales.
491/03/21	Informal consultation results - various proposals	SBC	<p>(1) That the proposed double yellow lines in Clarence Row, Sheerness, be progressed.</p> <p>(2) That the proposed reduction of the existing single yellow line outside Nos.2-8 St Catherine's Drive, Faversham, be progressed.</p> <p>(3) That the proposed double yellow lines in Monarch Drive, Sittingbourne, be abandoned.</p> <p>(4) That the proposed double yellow lines in Attlee Way, Milton Regis, be progressed.</p>	<p>(1), (2) and (4) Traffic Regulation Order Swale Amendment 24 2021 Drafted. Formal Consultation due to run from 28th May 2021 to 18th June 2021 – any formal objections to be reported to September 2021 JTB Meeting.</p> <p>(3) Proposals abandoned – consultees advised.</p> <p>(4) See Above</p>
492/03/21	Request for extension to Residents' Parking Scheme, Edith Road, Faversham	SBC	(1) That the report be noted and that officers proceed with an informal consultation with residents of Edith Road on a possible extension to the Residents' Parking Scheme.	Informal consultation documents being prepared, consultation put on hold until after purdah.
493/03/21	A251 Ashford Road and A2 Canterbury Road, Faversham -	KCC	<p>(1) That construction of the scheme be recommended.</p> <p>(2) That in implementing the scheme KCC</p>	Jamie Watson to give verbal update on the night.

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
	junction improvements scheme		<p>should continue to work actively with the Town Council and the local community to:</p> <ul style="list-style-type: none"> a. Further address the constraints on cycling and walking around this junction and on the A2; b. create a better sense of place at the junction; and that it should report back regularly to the JTB on progress against this condition. 	

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