



## AGENDA

### SWALE JOINT TRANSPORTATION BOARD MEETING

Date: Monday, 28 February 2022

Time: 5.30 pm

Venue: Virtual Meeting Via Microsoft Teams

#### **Membership:**

Councillors Monique Bonney, Simon Clark, Alastair Gould, Elliott Jayes, Julian Saunders (Chairman), Paul Stephen and Eddie Thomas.

#### **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: John Arthur Fassenfelt, Peter MacDonald and Jeff Tutt.

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

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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.

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#### **Information for the Public**

\*Members of the press and public can listen to this meeting live. Details of how

to join the meeting will be added to the website after on Friday 25 February 2022.

Meeting Link: To be added.

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

To approve the [Minutes](#) of the Meeting held on 6 December 2021 (Minute Nos. 459 - 472) as a correct record.

3. Declarations of Interest

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

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

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

(b) Disclosable Non Pecuniary 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.

#### 4. Public Session

Members of the public have the opportunity to speak at this meeting. Anyone wishing to present a petition or speak on this item is required to register with the Democratic Services Section by noon on Friday 25 February 2022. 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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#### **Part Two - Reports for recommendation to Swale Borough Council's Cabinet and Kent County Council's Cabinet**

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

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#### **Part Four - Information Items**

8. Update on M2 Junction 5 Improvements - Presentation from National Highways
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10. Progress Update Report 143 - 144

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

- |     |  |              |
|-----|--|--------------|
| 11. | Requests made by Councillors and Members of the Swale Joint Transportation Board | 145 -<br>146 |
| 12. | Date of Next Meeting   |              |

The next meeting will be held at 5.30 pm on Monday 20 June 2022 (subject to confirmation).

**Issued on Friday, 18 February 2022**

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](http://www.swale.gov.uk)

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

<b>SWALE JOINT TRANSPORTATION BOARD</b>	<b>Agenda Item:</b>
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<b>Meeting Date</b>	Monday 28 <sup>th</sup> February 2022
<b>Report Title</b>	Faversham Residents' Parking Scheme – Permit Eligibility
<b>Cabinet Member</b>	Cllr Richard Palmer, Cabinet Member for Community
<b>Head of Service</b>	Martyn Cassell, Head of Environment and Leisure
<b>Lead Officer</b>	Mike Knowles (SBC)
<b>Classification</b>	Open

<b>Recommendations</b>	It is recommended to formalise the controls already in place to manage resident permits and for the Traffic Regulation Order to be amended accordingly.
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## 1. Purpose of Report and Executive Summary

- 1.1 This report provides details of the current administration of the Faversham Residents' Parking Scheme and the issuing of permits to residents located within the town centre.

## 2. Background

- 2.1 Following a recent request from a resident located in the partially pedestrianised section of Court Street in Faversham for a Zone B Parking Permit, the Parking Administration Team advised the applicant that they were not eligible to purchase a permit. This follows historical guidance which states that residents located within the partially pedestrianised areas of Faversham are not eligible to purchase permits.

## 3. Issue for Decision

- 3.1 Following a challenge by the resident, the Parking Administration Team have investigated this matter further and have concluded that whilst they have been following previous historic policies for the issuing of permits, the current Traffic Regulation Order does not reflect this policy.
- 3.2 The current Traffic Regulation Order does not differentiate between those properties located inside and outside of the partially pedestrianised area and their eligibility to purchase parking permits for Faversham Zone B. This leaves the Administration

Team in a weak position to respond to challenges around the issuing and refusal of permits.

3.3 An extract from the current Traffic Regulation Order can be found in Annex A, and a plan showing the area where roads are closed to vehicular traffic during certain times and days can be found in Annex B.

3.4 To ensure consistent and transparent operation for the issuing of parking permits moving forward, the policy for issuing permits needs to be aligned with the Traffic Regulation Order. There are two options available to achieve this, and these are discussed below:-

#### Option 1 – Amend Traffic Regulation Order

3.5 This option would involve amending the current Traffic Regulation Order to specify which properties would and would not be eligible to purchase permits for Zone B of the Faversham Residents' Parking Scheme in the town centre area. In accordance with the Traffic Regulation Order procedure, the proposed amended Order would be advertised for a minimum of 21 days to allow any formal objections to be submitted. These objections would be reported to a future Swale Joint Transportation Board meeting to be considered by Members.

3.6 Whilst this option would enable an up-to-date Traffic Order to be in place to regulate the issuing of permits, there is the risk that those properties which have previously been issued permits and would no longer be eligible could raise formal objections to the Order. To allow those residents time to make alternative parking arrangements, they could be issued with permits for an additional 12 months.

#### Option 2 – Administer Permits as Detailed in the Current Traffic Order

3.7 This option would not require any legal changes to the current Traffic Regulation Order but would instead define that all future permits are issued in accordance with the current Order.

3.8 In practice, this could allow permits to be purchased by those residents living in the partially pedestrianised area who have previously been refused. Because there are no permit parking bays located in this area, this would result in an increase in the demand on the on-street permit bays in the surrounding areas.

## **4. Recommendation**

4.1 It is recommended to formalise the controls already in place to manage resident permits and for the Traffic Regulation Order to be amended accordingly.

## 5. Implications

Issue	Implications
Corporate Plan	N/A
Financial, Resource and Property	Cost of Drafting and Advertising Traffic Regulation Order.
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	None identified at this stage.

## 6. Appendices

- 6.1 Annex A – Extract of Current Traffic Regulation Order  
Annex B – Plan of Roads Closed to Vehicular Traffic on certain days and times

## 7. Background Papers

- 7.1 None

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**Extract from Current Traffic Regulation Order**

**FIFTH SCHEDULE**

**PART 1**

**ZONES FOR RESIDENTS' PERMITS.**

**Roads in Faversham**

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

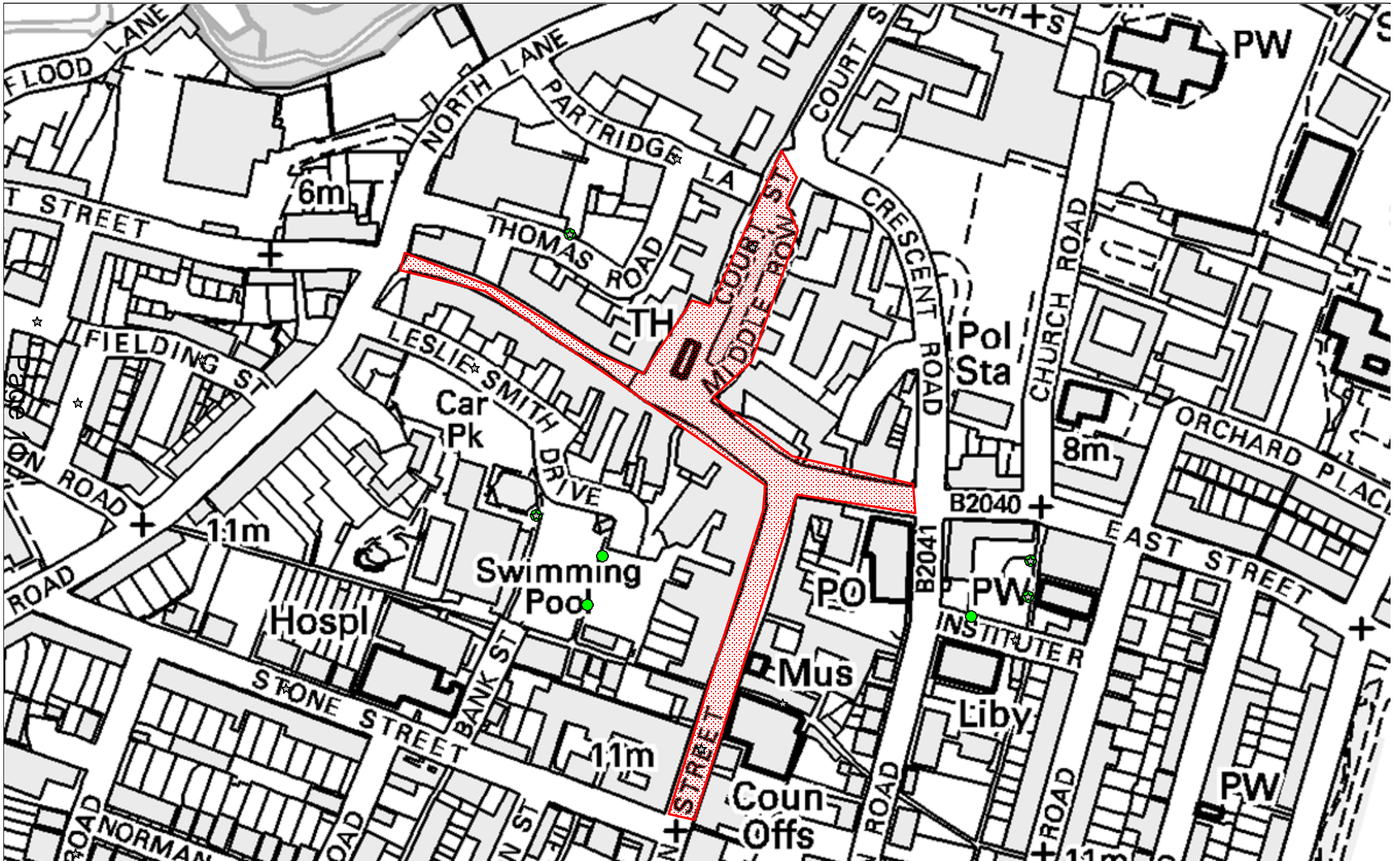
Residents and businesses having an address described in this column	may purchase a Residents' or Business Parking Permit to park without limit of time in a designated Residents' parking bay in any of these Roads.
Abbey Street Abbey Place Church Street (excluding Old Brewery Loft) Lammas Gate (1-4 and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

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

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.
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 (excluding Tun House, No.19-25 and businesses) Cross Lane Davington Hill Dorset Place East Street (excluding No.41 and businesses) Edith Road Elliotts Place Fielding Street Flood Lane Forbes Road Garfield Place (Nos 1-6)	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

Gatefield Lane Hatch Street Hugh Place Institute Road Jacobs Yard Limes Place London Road Market Place (excluding businesses) Market Street (excluding businesses) Mendfield Street Middle Row (excluding businesses) Napleton Road Nelson Gardens Nelson Street Nelson Terrace Newton Road (excluding Herbert Dane Court) Norman Road Orchard Place Park Road Partridge Lane Preston Place Preston Street (excluding businesses) Queens Parade, East Street Roman Road Saxon Road Solomons Lane South 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 (excluding businesses) William Street	Roman Road Saxon Road School Road St. John's Road St. Mary's Road Station Road Stone Street Tanner Street The Mall Union Street Victoria Place West Street William Street
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Area of Town Centre Partial Pedestrianisation - Faversham



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<b>SWALE JOINT TRANSPORTATION BOARD</b>	<b>Agenda Item:</b>
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<b>Meeting Date</b>	Monday 28 <sup>th</sup> February 2022
<b>Report Title</b>	Faversham Local Cycling and Walking Infrastructure Plan (LCWIP)
<b>Cabinet Member</b>	Cllr Mike Baldock, Cabinet Member for Planning
<b>SMT Lead</b>	James Freeman
<b>Head of Service</b>	James Freeman, Head of Planning Services
<b>Lead Officer</b>	Natalie Earl (SBC)
<b>Key Decision</b>	No
<b>Classification</b>	Open

<b>Recommendations</b>	<ol style="list-style-type: none"> <li>1. Note the contents of the document;</li> <li>2. Agree that the LCWIP is used as evidence base in Swale Borough Council (SBC) and Kent County Council (KCC) decisions, especially in KCC Highways Strategies and Plans, KCC and SBC Planning Applications and their associated Section 106s and to inform the SBC Local Plan Review; and</li> <li>3. Is used by both Swale Borough Council and Kent County Council to assist in applying for funding for active/sustainable travel initiatives.</li> </ol>
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After this report is presented consultant Adrian Berendt will do a presentation of the key elements of the Faversham LCWIP.

## **1. Purpose of Report and Executive Summary**

- 1.1 This report outlines the contents of the Faversham Local Cycling and Walking Infrastructure Plan (LCWIP) and sets out how it will be used by Swale Borough Council (SBC) in their decision making.
- 1.2 An LCWIP identifies priority investment in new infrastructure to support a greater number of people making journeys on foot or on cycle. The Faversham LCWIP has identified infrastructure interventions over a short, medium, and long-term horizon that meet the transport and movement objectives of Faversham. Having an LCWIP will enable Faversham Town Council, Swale Borough Council and Kent County Council to apply for any funding that becomes available under the Government's Cycling and Walking Investment Strategy as well as any other relevant funding streams. It will also assist with negotiating s106 agreements with developers.

- 1.3 It will also form an important part of Swale's Transport Strategy, The Local Plan Infrastructure Delivery Plan and the policies of the Local Plan Review itself.

## 2. Background

- 2.1 Local Cycling and Walking Infrastructure Plans (LCWIPs) are an initiative from Central Government asking local authorities to put together a long term strategic approach to identify the walking and cycling infrastructure which is required across an area. LCWIPs need to be in place to attract central government transport funding and are a new, strategic approach to identifying cycling and walking improvements required at the local level. LCWIPs provide a long-term approach to developing local cycling and walking networks, usually over a 10 year period. Future government funding for cycling and walking will only be allocated to local authorities that have these strategic plans in place.
- 2.2 The Swale Transport Assessment and Strategy prepared for the emerging Local Plan Review set out a requirement for a significant modal shift from car to active travel. Such a change is only likely to be delivered if improved walking and cycling infrastructure is provided for shorter journeys. It is recognised that car ownership in the Borough is, and will remain, high and people will still use cars for certain journeys, but the aim of the LCWIP is to facilitate and encourage active travel for shorter journeys. This links with the Council's commitment to reducing our impact on the environment and the Council's declaration of the climate change and ecological emergency.
- 2.3 Phil Jones Associates (PJA) was appointed last year by Faversham Town Council, and they led on the development of the LCWIP with the support of a working group made up of members of Swale Borough Council, Kent County Council, Berendt Consulting as well as local stakeholders and some members of the public. Since April 2021 the Town Council's LCWIP Working Group has met regularly to support it's development. The LCWIP was also developed in co-ordination with the Faversham Neighbourhood Plan.
- 2.4 The six key stages from the LCWIP methodology were:
- I. Determining Scope
  - II. Gathering Information
  - III. Network Planning for Cycling
  - IV. Network Planning for Walking
  - V. Prioritising Improvements
  - VI. Integration and Application
- 2.5 A final report has now been prepared by PJA summarising the process that has been gone through to develop an LCWIP, the results of that process and providing a set of recommendations to guide future infrastructure development in Faversham.

This is supported by a prioritised set of interventions which have been developed in consultation with the working group.

- 2.6 The LCWIP will be a “live document”, as per the Department for Transport’s guidance, so will need to be regularly reviewed to monitor progress and reflect changing circumstances. This provides local authorities with the flexibility to update their network plans to reflect local changes, including new development sites, funding opportunities and additional routes. On this basis, whilst the LCWIP has recommended initial sites in the town, future work streams will consider expanding and evolving these initial proposals to ensure that a consistent high quality of walking and cycling infrastructure is provided across Faversham.
- 2.7 A report on the Faversham LCWIP was taken to Faversham Town Council on 7<sup>th</sup> February where it was approved, and the prioritised set of interventions developed by the group and summarised in 8.2 of the report were also approved (on the understanding that they will be regularly reviewed and subject to change.)
- 2.8 It is hoped that this LCWIP can be used as an exemplar of joint working with Swale’s Town and Parish Councils and that other LCWIPs can be prepared for other areas of Swale to continue to work towards increasing active travel rates, reducing traffic congestion, improving health, reducing pollution and improving air quality.

### **3. Proposals**

- 3.1 The LCWIP is an important way of enabling a significant increase in the number of journeys people choose to make by cycle or on foot and help reduce emissions and congestion.
- 3.2 This LCWIP will act as an evidence base for the improvement of existing, and the development of future walking and cycling networks across Faversham; it will also support relevant external funding bids for these infrastructure schemes for many departments across the Council including tourism, planning, climate change and air quality.
- 3.3 The projects and interventions will be referenced in the emerging Local Plan Review in the housing and employment allocations in Faversham to ensure that walking and cycling is imbedded in new and existing developments and that the infrastructure is in place to enable this to happen. It will also be referenced in two documents that sit alongside the Local Plan; the Infrastructure Delivery Plan and the Transport Strategy. This should assist in getting funding for the projects.
- 3.4 It will be used as evidence base for planning applications when planning officers are negotiating with developers on the layouts of their schemes and to ensure that they fit into the overall cycling and walking network for Faversham and for s106 discussions to ensure that the necessary infrastructure is funded and provided for.

## 4. Alternative Options

- 4.1 Members could agree not to agree any of the recommendations or to just note the LCWIP. This is not recommended because it would be a loss for Faversham which will benefit hugely from the work undertaken and the interventions within the LCWIP once they start to be implemented.

## 5. Consultation Undertaken or Proposed

- 5.1 The development of this LCWIP has already been informed by the extensive Commonplace public consultation, undertaken by Faversham Town Council, on cycling and walking which took place in Summer 2020 as part of the launch of the 20mph scheme. Further public consultation on the content of the LCWIP, including an online questionnaire and a public exhibition linked to the Faversham Neighbourhood Plan will be undertaken by Faversham Town Council later this year.

## 6 Implications

Issue	Implications
Corporate Plan	The LCWIP supports the priority of the Council to invest in our environment and responding positively to global Challenges.
Financial, Resource and Property	The cost for the production of the LCWIP was met from a £30,000 award from the Swale Special Projects Fund.
Legal, Statutory and Procurement	Preparation of the local plan review is a priority of the Council and is being prepared in accordance with the relevant legal, statutory and procurement frameworks and the LCWIP will be part of its evidence base.
Crime and Disorder	None identified at this stage.
Environment and Climate/Ecological Emergency	The LCWIP inherently seeks to deliver proposals to reduce and mitigate the effects of climate change and congestion and improve air quality. Local Plan evidence base does not require an individual Sustainability Appraisal and Habitats Regulation Assessment
Health and Wellbeing	The LCWIP will benefit both mental and physical wellbeing through increased walking and cycling In Faversham.
Safeguarding of Children, Young People and Vulnerable Adults	None identified at this stage.



Risk Management and Health and Safety	None identified at this stage.
Equality and Diversity	Further public consultation by FTC will include specific work aimed at ensuring the plan meets the needs of specific groups including children and young people, those with disabilities and older people.
Privacy and Data Protection	None identified at this stage.

## 7 Appendices

7.1 The following documents are to be published with this report and form part of the report:

- Appendix I: Faversham Town Council Local Cycling and Walking Infrastructure Plan January 2022

## 8 Background Papers

None

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**Faversham Town Council**  
**Local Cycling and Walking Infrastructure Plan**

January 2022

Project Code: 05415

**PJA**  
G.03  
Wenlock Studios  
50 - 52 Wharf Road  
London  
N1 7EU  
[pja.co.uk](http://pja.co.uk)





## Version Control and Approval

Version	Date	Main Contributor	Issued by	Approved by
A	12 October 2021	Ben Coleman, Justin Yim + John McQueen	Ben Coleman	John McQueen
B	14 December 2021	Ben Coleman, Justin Yim + John McQueen	Ben Coleman	John McQueen
C	20 <sup>th</sup> January 2022	Ben Coleman, Justin Yim + John McQueen	Ben Coleman	John McQueen

Once approved by Faversham Town Council, Swale Borough Council and Kent County Council, Version C will be used as the definitive version of the LCWIP unless and until superseded by further versions. Updates to this Version C are expected from time to time, based on future feedback or additional information, including changes to funding availability or other circumstances. Any major changes to the document will be submitted for approval to the above authorities.

### Prepared for

#### Faversham Town Council

Faversham Town Council

12 Market Place

Faversham

Kent

ME13 7AE





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## I Introduction





## **I.1 Introduction**

This report summarises the findings from Faversham’s Local Cycling and Walking Infrastructure Plan (LCWIP) study. LCWIPs identify and prioritise investment in new infrastructure to support greater number of people making journeys on foot or on cycle. LCWIPs should identify infrastructure interventions over a short, medium, and long-term horizon that meet the transport and movement objectives of Faversham.

The development of the LCWIP was led by Faversham Town Council with the support of Swale Borough Council and Kent County Council as well as local stakeholders. These organisations were all represented on the LCWIP Working Group which co-ordinated the development of the LCWIP. The LCWIP was also developed in co-ordination with the Faversham Neighbourhood Plan and 20mph Design Intervention projects which were being developed at the time of the LCWIP.

The report summarises the LCWIP study based upon the six key stages from the LCWIP methodology:

- 1 Determining Scope
- 2 Data Collection
- 3 Network Planning for Cycling
- 4 Network Planning for Walking
- 5 Prioritisation
- 6 Integration

## 2 Study Context





This chapter summarises the context for this study with particular focus on the policy framework and major developments proposed in the Borough.

## 2.1 National Policy Context

### 2.1.1 Gear Change and LTN 1/20

The national policy context for active travel changed significantly in 2020 with the DfT's publication of 'Gear Change' and the revised Local Transport Note 1/20 'Cycle Infrastructure Design'. These two policies outline significant changes for the future of transport planning and design in the UK and the prioritisation of measures that encourage increased levels of walking and cycling.



'We want – and need – to see a step change in cycling and walking in the coming years. The challenge is huge, but the ambition is clear. We have a unique opportunity to transform the role cycling and walking can play in our transport system, and get England moving differently'

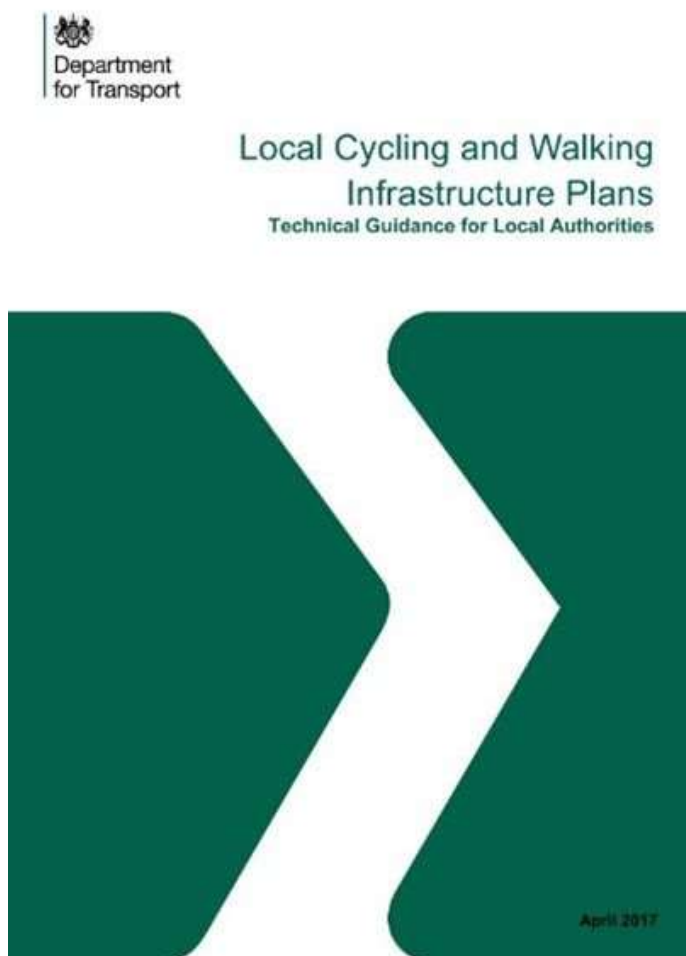
(Gear Change, 2020)

These new documents both fully endorse the Local Cycling and Walking Infrastructure Plan (LCWIP) and Low Traffic Neighbourhood (LTN) approaches as means to help improve conditions for walking and cycling.



### 2.1.2 Local Cycling and Walking Infrastructure Plans (LCWIP)

An LCWIP is a Local Cycling and Walking Infrastructure Plan that identifies priority investment in new infrastructure to support greater number of people making journeys on foot or on cycle. The LCWIP should identify infrastructure interventions over a short, medium, and long-term horizon that meet the transport objectives of Faversham.



The process for undertaking an LCWIP is set out in the Department for Transport's (DfT) process guidance, issued in 2017 as part of the Cycling & Walking Investment Strategy (CWIS). A fundamental aim of an LCWIP should be to help meet the government's aspiration of doubling the number of journeys undertaken by walking or cycling, and as such planning infrastructure around existing or forecast travel patterns is a core principle of an LCWIP. A key consideration in the development of an LCWIP is understanding existing conditions for active travel, and how these facilities can be incorporated into the LCWIP networks. The key outputs of an LCWIP are as follows:

- A network plan for walking and cycling which identifies preferred routes and core zones for further development (Appendix A combines all GIS mapping completed for the LCWIP)



- A prioritised programme of infrastructure improvements for future investment
- A report which sets out the underlying analysis completed to support the LCWIP's development and recommended LCWIP network

LCWIPs are produced with a ten year timeframe for delivery, however the DfT's intention is that the documents are flexible and therefore should be considered as 'live' documents. This provides local authorities with the flexibility to update their network plans to reflect local changes, including new development sites, funding opportunities and additional routes. On this basis, whilst the plan has recommended initial sites in the town, future work streams should consider expanding and evolving these initial proposals to ensure that a consistent high quality of walking and cycling infrastructure is provided across Faversham.

The Department for Transport are currently reviewing the LCWIP guidance and are intending to 'refresh' the guidance in 2021/22. The changes are not intended to be significant and instead will be focussed on refreshing specific elements of the methodology to provide more information and to expand on some technical aspects.

### 2.1.3 National Planning Policy Framework (NPPF)

The NPPF has been revised to implement policy changes in response to the Building Better Building Beautiful Commission "Living with Beauty" report and incorporate the increased focus on design. The NPPF sets out the Government's planning policies for England and how these should be applied. It must be considered in preparing local development plans, and is a material consideration in planning decisions. At the heart of the framework, is a 'presumption in favour of sustainable development'.

Within Chapter 9 'Promoting sustainable Transport', Paragraph 110 is of particular relevance requiring the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code. Paragraph 106 makes specific reference to LCWIPs as a means for providing attractive and well-designed walking and cycling networks.

Chapter 8 'Promoting healthy and safe communities' also recommends promoting social interaction with '*street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages*'.

### 2.1.4 National Model Design Code (2021)

Building on the 2019 National Design Guide, the National Model Design Code is intended to inform local design guides and codes or, in the absence of local guidance, act in their stead. It places local communities at the heart of plans to make sure that new developments reflect the history and unique character of their areas and are beautiful and well-designed. The code places great weight





on Manual for Streets and Manual for Streets 2, which continue to represent good practice on street design. Paragraph 58 outlines that ‘a connected network of streets, good public transport and the promotion of walking and cycling as key principles’.

## 2.2 Local Policy Context

### 2.2.1 Draft Transport Strategy 2022-2037 - Swale Borough Council (2021)

The Borough’s new Transport Strategy is intended to respond to the pressures created by the proposed 13,000 new homes and 10,900 new jobs being created in the Borough by 2037, as well as responding to Swale’s own climate and ecological emergency declaration in 2019. The Transport Strategy will ensure that ‘sustainable and active travel become real choices for people in the borough so that the borough can become a less car dependent place’. The transport strategy will support the delivery of Swale’s Local Plan.

The strategy consists of six overarching objectives which support its delivery:

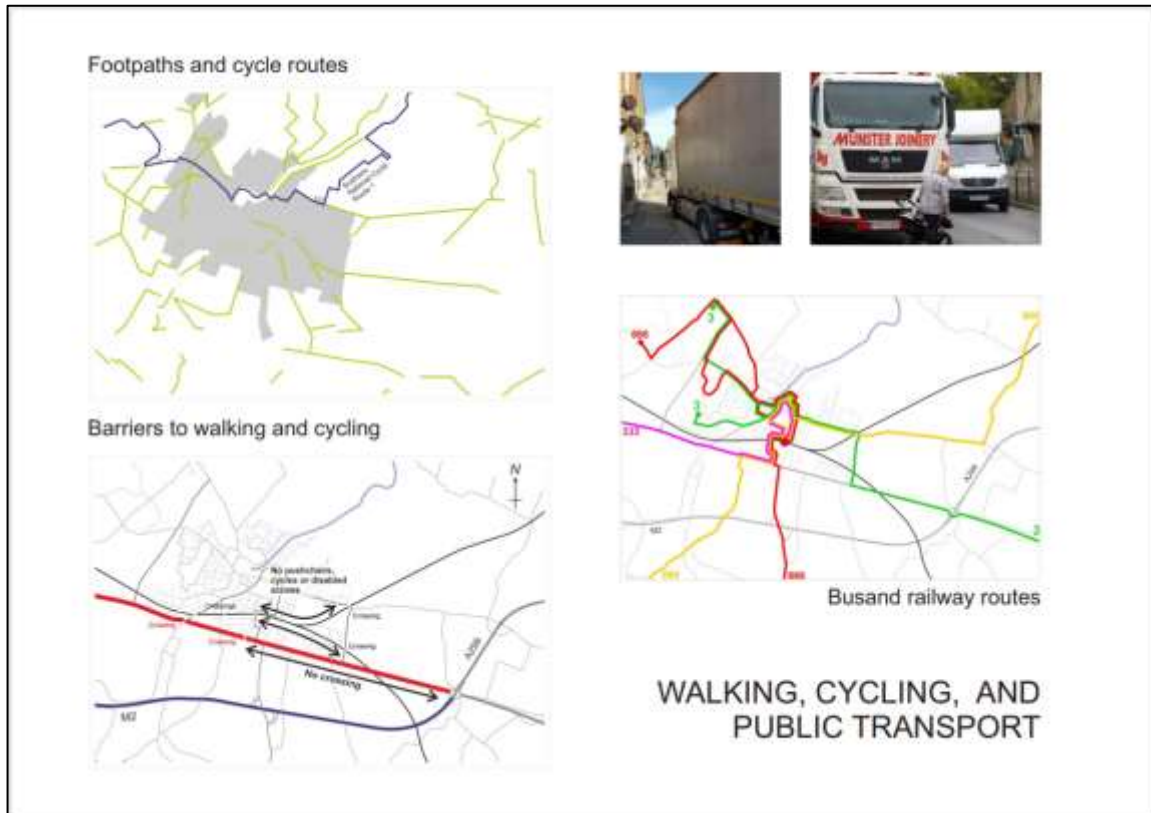
- To promote active and sustainable travel enabling residents to take up these modes
- To reduce and mitigate the impact of poor air quality related to transport whilst striving for net zero
- To improve the journey time reliability and resilience across the transport network
- To support the economic growth and development projected in the local plan review
- To consider the needs of all users across the transport network
- To substantially reduce all road casualties and progress towards zero killed and seriously injured (KSI) casualties

The LCWIP will support and complement the delivery of the Transport Strategy, and there are specific references throughout the document to improving conditions for walking and cycling.

### 2.2.2 Draft Faversham Neighbourhood Plan (2021)

Neighbourhood plans enable communities to plan positively for growth and change within their community, and the Faversham Neighbourhood Plan provides an opportunity to translate elements of this document into planning policy. The LCWIP provides a robust evidence base to support the emerging policies of the neighbourhood plan. Together these documents will inform the growth strategy and future decisions in the neighbourhood area (<https://favershamtowncouncil.gov.uk/neighbourhood-plan/>)

The LCWIP and Neighbourhood Plan working groups have been in contact throughout the projects to ensure that the contents and outputs are co-ordinated and complementary. The LCWIP working group provided specific advice on the content of ‘Movement and Sustainable Transport’ sections within the Neighbourhood Plan.



**Figure 2-1: Neighbourhood Plan overview of key movement challenges in Faversham**

### 2.2.3 Faversham Town-Wide 20mph Speed Limit (2020)

PJA were initially appointed by the Town Council in 2018 to provide technical advice on implementing a town-wide 20mph speed limit in Faversham. A town-wide limit was identified as the preferred approach as it would require less signage, would provide a consistent layout and therefore was more likely to increase compliance with the new speed limit.



**Figure 2-2: 20mph gateway feature**

The report reviewed data on existing road collisions, local people’s perceptions of road danger and the existing patterns of trip-making across the town. The results from the review suggested that there was significant potential for an increase in walking and cycling and a commensurate reduction in short car trips; and that a town-wide 20mph limit would help to achieve this. Such a shift in travel mode throughout the town would improve road safety, air quality and public health. The report recommended a staggered delivery approach to the implementation of 20mph in Faversham, based on three criteria:

- Streets considered acceptable for 20mph by KCC
- Streets considered acceptable based on further analysis by PJA
- ‘Edge’ streets where existing traffic speeds or conditions may not be appropriate for 20mph implementation in their current state (e.g. Love Lane)

Based on the above classifications, 83% of streets in Faversham were considered suitable for a sign-only 20mph limit (or had an existing 20mph limit).

The 20mph town-wide limit was introduced in 2020 as part of the town’s Emergency Active Travel Fund (EATF) response measures and was supported by complementary ‘gateway’ features which were installed at key locations around the town to raise awareness of the scheme. (<https://www.kent.gov.uk/roads-and-travel/road-projects/in-progress-road-projects/emergency-active-travel-fund-schemes/faversham-20mph-limit>)



### 2.2.4 Kent County Council Active Travel Strategy (2017)

This strategy, produced at a County level, aims to ‘make active travel an attractive and realistic choice for short journeys in Kent’. This Active Travel Strategy supports the ambitions within the Department for Transport’s Cycling and Walking Investment Strategy. It sits alongside several other plans and policies within KCC and both complements and strengthens the commitments already being worked towards. A few of the main related policies are outlined below. In addition to these, this strategy will help to support District Council Plans such as Cycling Strategies and Air Quality Management Plans. KCC has set the following targets to help us achieve the County’s ambition:

- 2 in 3 primary children and 1 in 3 secondary children will travel actively to school.
- the proportion of people that work within 5km of their home and actively travel to work in Kent, to increase to 40%.
- the number of people cycling along key routes monitored by the Department of Transport in Kent to increase by 10%.

### 2.2.5 Sustrans’ Audit

Sustrans was appointed by Swale Borough Council and Kent County Council in 2020 to complete a cycling and walking audit of Faversham.. The results from that document have been considered by PJA in the development of this document.

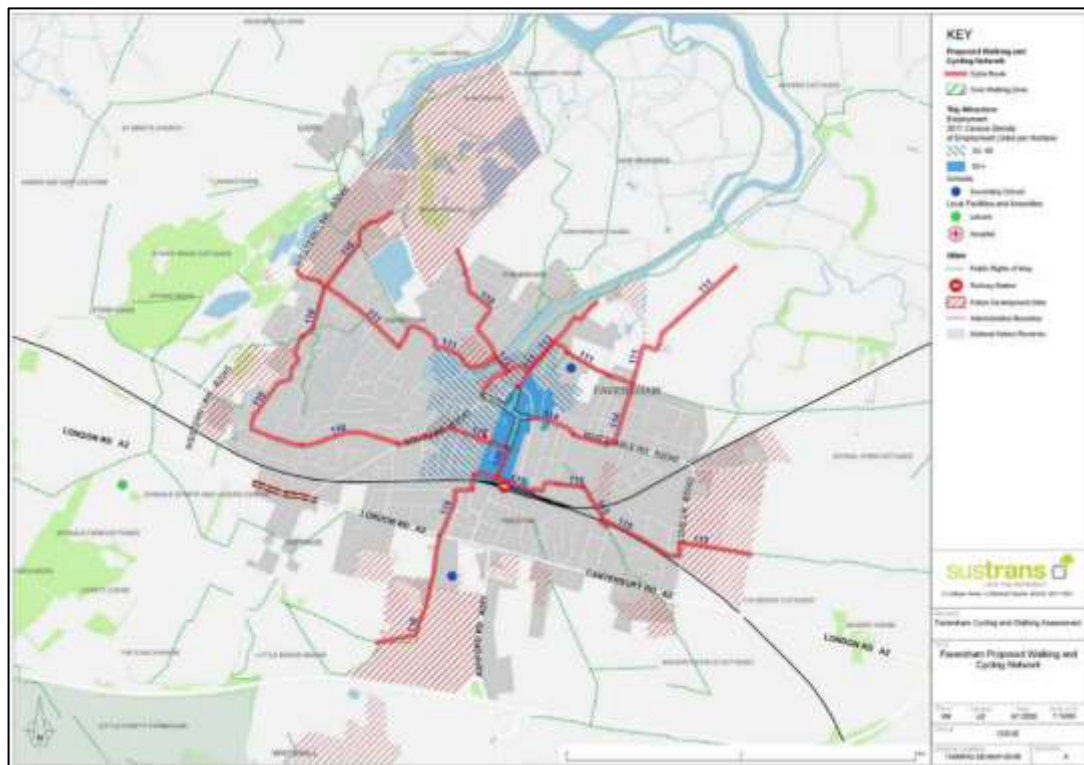


Figure 2-3: Sustrans’ Audit Cycle Network



## 2.3 Faversham 20mph Scheme: Commonplace Feedback

In 2020, Faversham Town Council asked local residents how they would like to make Faversham's streets 'Healthier, Safer and Cleaner' using a Commonplace portal. During the engagement period, the Commonplace site was visited 3000 times and over 1000 contributions were made. The feedback provides a comprehensive body of information on travelling behaviours, feedback on the 20mph scheme, support for walking and cycling proposals, air quality, and key areas for improvement.

Based on the feedback gathered, the three key design themes identified for improvement were:

- Slower traffic to make it safer and easier for vulnerable road users to walk and/or cycle
- Improve provision of crossing points
- General improvements to streetscapes

The key areas identified for improvements included: Whitstable Road, London Road (A2), Bysing Wood Road South, South Road/Ospringe Road, Saxon Road, Newton Road, Love Lane, Athelstan Road and Forbes Road/The Mall.

## 2.4 Emergency Active Travel Fund (EATF) Response



**Figure 2-4: Gate closure of East Street to vehicular traffic**

In July 2020, Swale Borough Council introduced temporary road closures in Sittingbourne, Sheerness and Faversham town centres to enable social distancing during the pandemic. The closures were part of a nationwide response to the COVID-19 Pandemic and the Department for Transport's Reopening High Streets Safely Fund which provided funding to local authorities to install temporary measures to enable social distancing. Informal consultation took place with local residents and businesses in Faversham prior to implementation. The Faversham closure restricted vehicle access through to the town centre by closing access points at the junctions of Court Street/Crescent Road and East Street/Newtown Road. The road closures have now been removed



however Swale Borough Council are currently developing a proposal for a pedestrianisation scheme in the town centre which can go out for formal consultation.



**Figure 2-5: Gate closure of Market Place to vehicular traffic**

### 3 LCWIP Methodology





This chapter provides an overview of the LCWIP process and how it has been applied in Faversham. The DfT technical guidance for authorities developing an LCWIP sets out a methodical approach to the planning and delivery of cycling and walking infrastructure and the process is based on the six stages listed below.

LCWIPs should be evidence-led, and comprehensive. An LCWIP should identify a pipeline of investment, ideally over a ten year period, so that a complete walking and cycling network is delivered at an appropriate geography (see LCWIP Stages 1 and 2) and that walking and cycling improvements are delivered coherently, in particular within core walking zones (see Stage 4 – Planning for Walking). The goal of an LCWIP should be to increase the use of cycling and walking, which means looking at routes and areas where more people could choose these modes in preference to other means of travel. Therefore, an LCWIP should consider travel demand regardless of mode, rather than looking just at existing walking and cycling trips.

The geographic scope for the cycling element and walking elements need not be the same, but there can be efficiencies where cycling infrastructure also considers walking and vice-versa, and planning them together can avoid one mode compromising the other. Given the compact scale of Faversham, it is anticipated that there will be overlap between the networks.

LCWIP Stage	Name	Description
1	Determining Scope	Establish the geographical extent of the LCWIP, and arrangements for governing and preparing the plan.
2	Gathering Information	Identify existing patterns of walking and cycling and potential new journeys. Review existing conditions and identify barriers to cycling and walking. Review related transport and land use policies and programmes.
3	Network Planning for Cycling	Identify origin and destination points and cycle flows. Convert flows into a network of routes and determine the type of improvements required.
4	Network Planning for Walking	Identify key trip generators, core walking zones and routes, audit existing provision and determine the type of improvements required.
5	Prioritising Improvements	Prioritise improvements to develop a phased programme for future investment.
6	Integration and Application	Integrate outputs into local planning and transport policies, strategies and delivery plans.

**Table 3-1: LCWIP Stages**





## 4 LCWIP Stage I: Determining Scope





The purpose of Stage 1 is to establish the Geographic Scope of the LCWIP which forms the subsequent basis of the LCWIP Data Analysis and Site Auditing. The DfT guidance recommends that LCWIPs are concentrated on more urban settlements, with a focus of typical trip lengths of up to 10km for cycling and 2km for walking.

Our approach to determining the scope includes a high-level review of the below datasets which we have found to be highly influential on the extents of LCWIPs:

- Walking + Cycling Catchment Areas: Walking and cycling isochrones help to provide a sense of scale and to better understand the extent to which trips could be walked and cycled. Comparing the isochrones also helps to understand the relationship between future walking and cycling routes in the LCWIP.
- Key Developments: New developments, particularly major housing and employment sites, have significant impacts upon trip generation and also trip distribution. Plotting future development sites therefore is essential for understanding the impacts of developments and how these relate to existing settlements.
- First Impressions: Providing a summary of our first impressions helps

#### **4.1 Walking + Cycling Catchment Areas**

The purpose of walking and cycling isochrones is to understand the potential for walking and cycling based on the area covered by 20 minute walking and cycling catchment areas. Faversham is a small and compact town with a current population of around 20,000. The town is generally low-lying with a historic core alongside the Creek, which flows into the Swale Estuary. Future developments around Faversham will affect the distribution of the local population which in turn will impact upon movement behaviours in the town. It is important therefore to also consider the relationship of the future developments to the town and how the LCWIP incorporates these developments.

The catchment area plans are based on straight-line ('as the crow flies') distributions to provide an indication of the distances that can be travelled. This point is particularly important in Faversham given the impact of severance features, including the railway line, Faversham Creek and the A2, which have a significant impact upon the overall permeability of Faversham for walking and cycling.



The walking plan suggests that a majority of Faversham is located within a 20 minute walk of the town centre. The potential development sites to the south-east and north of the town are slightly beyond the 20 minute area, and are likely to be longer than a 20 minute walk given the impact of severance in these areas caused by Faversham Creek and the Railway line. The impact of severance features is a key feature in Faversham’s walking and cycling networks, particularly in relation to neighbourhoods/developments which are further from the town centre.

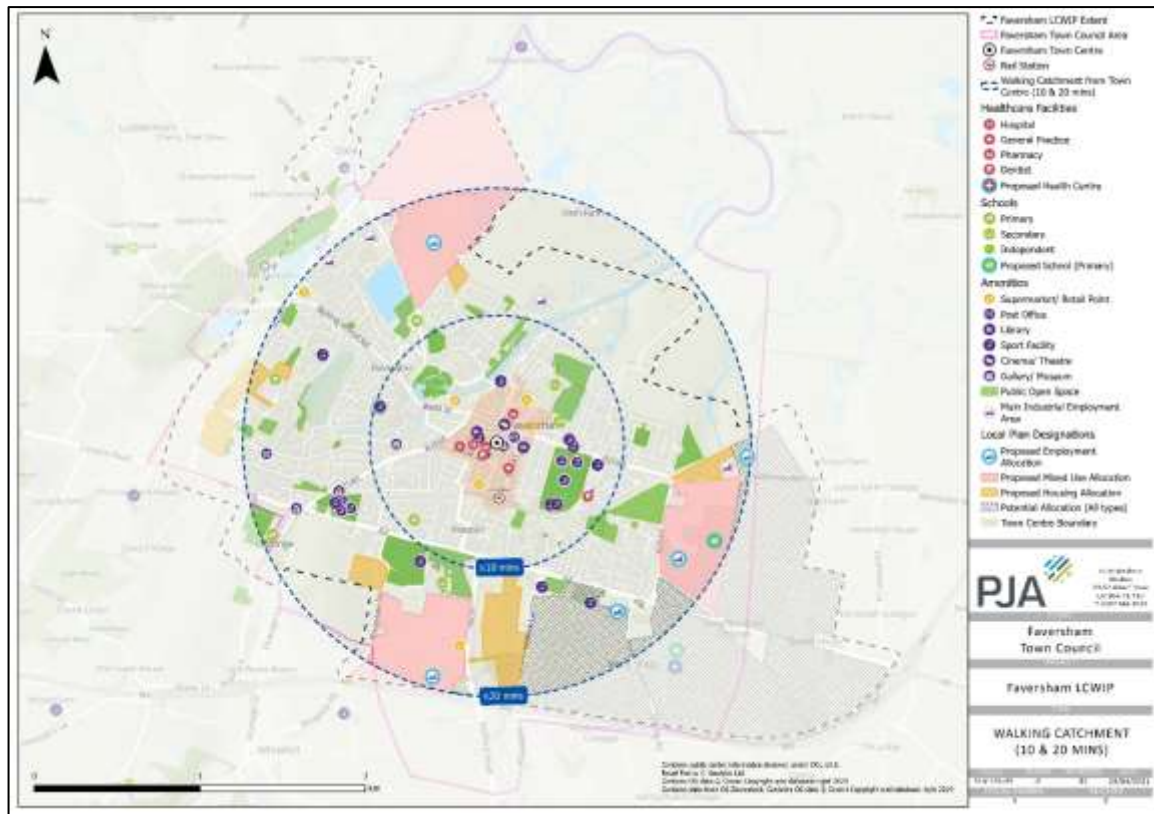


Figure 4-1: 20 minute walking catchment area from Faversham Town Centre



The cycling plan illustrates that all of the LCWIP study area falls within a 10 minute cycle from the town centre, and that the full width of the town can therefore be cycled in under 20 minutes. The wider 20 minute isochrone extends to include several local settlements, including: Teynham, Boughton-under-Blean, Graveney and Selling.

Faversham Town Council is in the early stages of planning a complementary ‘Town to Parishes’ project to develop routes between Faversham and surrounding settlements. The project will build on the LCWIP cycling network when complete and could be integrated with a wider cycle network that builds on the existing National Cycle Network (NCN) Route 1, to link Faversham with Sittingbourne, Whitstable and Canterbury. Seed funding for the project has been provided by Swale Borough Council, and Kent County Council has applied for additional funding from the Department for Transport (DfT) for Mini Holland development funding which could potentially include a wider network.

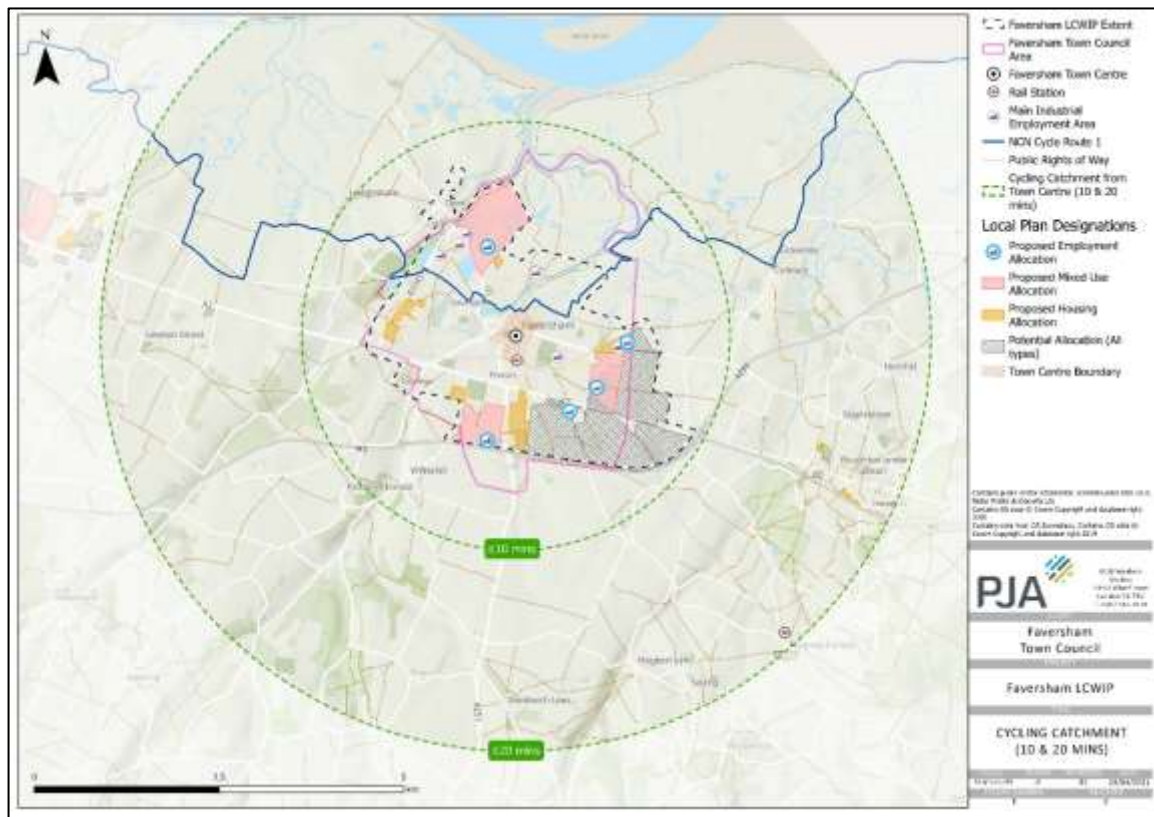


Figure 4-2: 20 minute cycling catchment area from Faversham town centre

## 4.2 Key Developments

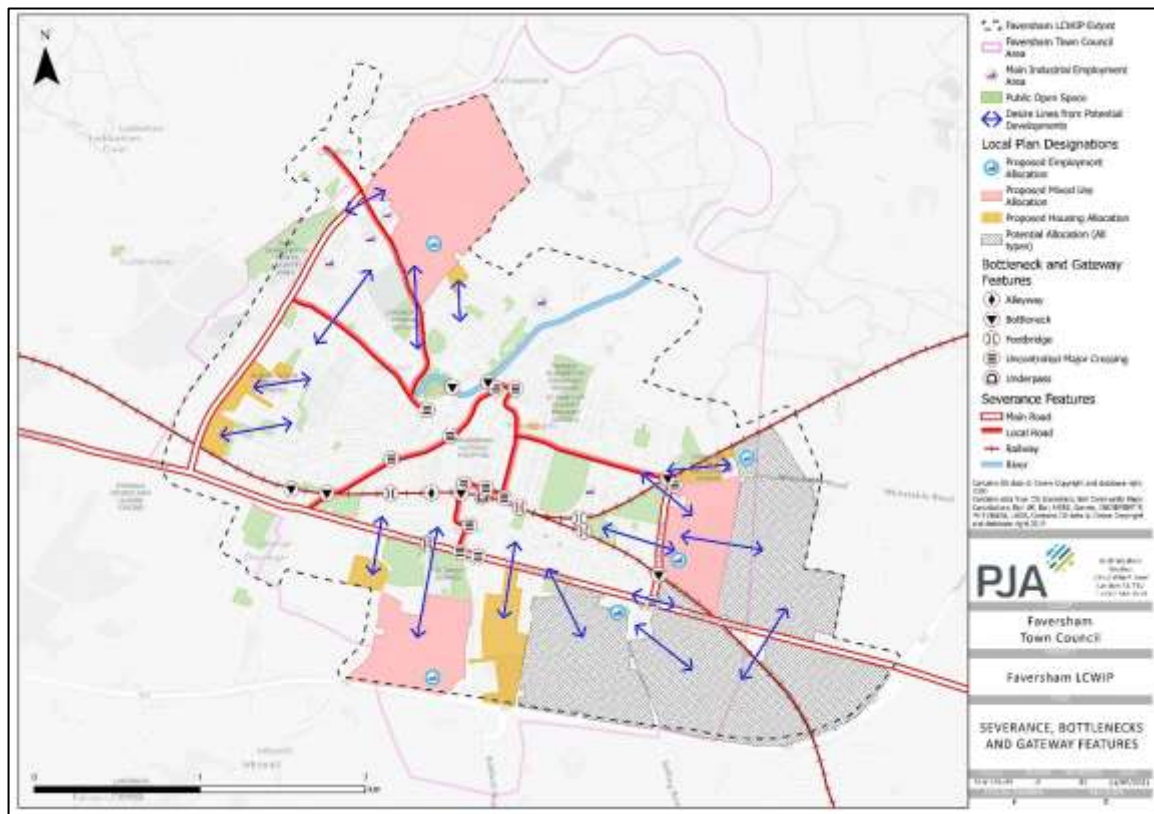
SBC’s preferred option for its developing Local Plan suggests a significant volume of development in Faversham. The plan below identifies all agreed and potential developments. Understanding the location of the developments and the likely desire lines will help to integrate the sites into the town’s walking and cycling networks and the LCWIP.



The allocated and potential development sites are a mixture of mixed use, housing and employment allocations, the most significant housing developments are as follows:

- 2500 x Dwellings at south-east Faversham (SLA18/226)
- 600 x Dwellings at Lady Dane Farm (SLA18/091)
- 370 x Dwellings at Perry Court Farm
- 330 x Dwellings at Oare Gravel Works
- 260 x Dwellings at Lady Dane Farm
- 250 x Dwellings at Western Link (Mixed-Use)
- 240 x Dwellings at Graveney Road (SLA18/135)
- 217 x Dwellings at Preston Fields

The plan also includes indicative desire lines to/from the potential developments to help illustrate their potential movement relationship with the existing town. The future access routes to/from the town and new developments to the south and south-east of Faversham will be particularly important given the combined impact of the railway line and A2.



**Figure 4-3: Future Development Sites and Movement Patterns**



### 4.3 First Impressions

This section briefly summarises the project team’s first impressions of Faversham from our inception site visit. The purpose of the site visit was to better understand the local context, and to review conditions for walking and cycling. We have summarised the findings into the following groups:

- **Walkability:** The compact nature of Faversham combined with its dense urban network create an environment which is inherently walkable. The town is concentrically designed with a majority of Faversham within a 20 minute walk from the centre. This is further complemented by a series of pedestrianised streets and alleys within the town which prioritise pedestrians over other modes. The trial removal of general traffic in the town centre and the forthcoming plans for permanent proposals could result in a transformational scheme which creates a significant pedestrianised area.



- **Historic Streetscapes:** Faversham benefits from a network of streets with high-quality public realm within its historic town centre. The Market Square, West Street, East Street, Napleton Road and Court Street are examples of particularly high-quality streetscapes which combine sensitive heritage materials with low-traffic conditions.



- **Cycling Network:** there is currently limited cycle infrastructure within the town except for the protected cycle facilities on Bysing Wood Road (which form part of the NCN1 route). Despite the limited infrastructure, we observed many cyclists moving through the town from all ages.



- **Severance + Connectivity:** the combined impact of Faversham Creek, railway lines and the A2 have a significant impact upon the permeability of Faversham and its walking and cycling networks. A majority of key routes into the town have to negotiate at least one of these severance features at some point. The south and south-eastern parts of Faversham are particularly affected by the combination of the railway line and A2 which both run east-west across the town, and this issue is likely to be exacerbated with these future development sites also impacted by the issues of severance and connectivity



- **Onward Connectivity:** there is a surrounding network of cycling routes and Public Rights of Way (PRoW) around Faversham which provide onward connections to local settlements and destinations. Several local settlements, including: Teynham, Boughton-under-Blean, Graveney and Selling are within a 20 minute cycle of Faversham.





## 5 LCWIP Stage 2: Data Collection







The focus of Data Collection (LCWIP Stage 2) is to understand the local context to inform the development of the LCWIP walking and cycling networks. DfT guidance recommends that a broad range of information should be gathered to inform the preparation of the LCWIP, including the below:

- Local Context
- Location of significant trip generators;
- Transport network;
- Travel patterns; and
- Existing barriers to cycling and walking.

## 5.1 Local Context

Given the compact nature of Faversham, the focus of the data collection was understanding the local context and travel patterns within the existing historic townscape of Faversham, and also to understand how future developments could impact upon the town and movement patterns. The isochrone plans illustrated that a majority of the existing town is within a 20 minute walk and the 20minute cycle isochrone covers a significant catchment area beyond Faversham.

### 5.1.1 Key Destinations

The below plan summarises the distribution of key destinations within the town, including schools, future development sites, leisure and retail facilities, cycle routes, Public Rights Of Way (PRoW), open spaces, and key employment sites. The plan highlights the main cluster of destinations in the town centre extending to the train station and Faversham Recreation Ground. This cluster includes the majority of the town's leisure and retail destinations, transport connections and medical facilities. The remaining key destinations in Faversham are spread across the town within residential areas.

The plan also illustrates the significance of the potential development sites and how these will alter the geography of Faversham. The possible future sites were a key consideration in the development of the LCWIP to ensure that future demand generated by these sites was incorporated into the walking and cycling networks. The proposed sites to the south and east of Faversham are expected to introduce at least 4,000 new residential units in addition to new employment sites, two schools and a supermarket. Sites to the south and east were of particular interest as they are anticipated to generate significant levels of activity from parts of the town which already have limited porosity due to the severance caused by the London Road (A2) and railway lines.

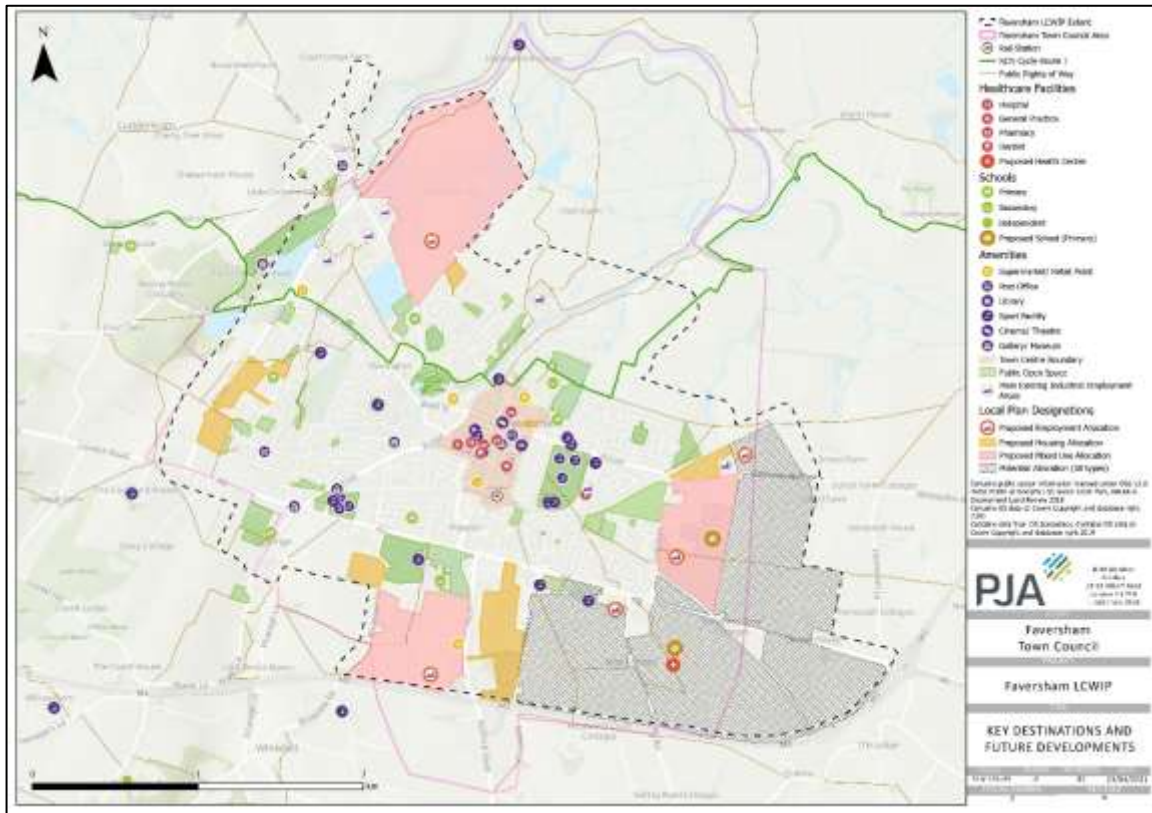


Figure 5-1: Local Context + Future Developments

5.1.2 Air Quality

The A2/Ospringe Street AQMA was originally introduced in 2011 and extended in 2016 and is one of six AQMAs within Swale. AQMAs are declared at sites which are unable to achieve the national air quality objectives and therefore management is required to respond to identified issues.

The below plan summarises Annual NO2 Concentrations across the LCWIP study area and also identifies the existing A2/Ospringe Street Air Quality Management Area (AQMA). NO2 is a gas that is mainly produced during the combustion of fossil fuels along with nitric oxide (NO). The plan summarises the results from Mid Kent’s Annual Survey Results (ASR) for air quality sites in Faversham. The results suggest that all sites in Faversham in 2021 exceeded the WHO recommendation of 10µg/m3. The UK average annual mean concentration of NO2 at urban background sites in 2020 was at a record low of 15.1µg/m3).



**Figure 5-2: Air Quality NO2 Concentrations (2021 – Annual Survey Result Outputs)**

5.1.3 Indices of Multiple Deprivation (IMD)

The Indices of Multiple Deprivation (IMD) is a notational dataset calculated using seven ‘domains of deprivation’ and ranks all LSOAs in England. Each domain is individually weighted in the final IMD calculation: Income (22.5%), Employment (22.5%), Education (13.5%), Health (13.5%), Crime (9.3%), Barriers to Housing and Services (9.3%), and Living Environment (9.3%). The below plan summarises the 2019 results for Faversham based on 10% intervals and provides insight into levels of deprivation across the town. The plan highlights four areas which are within the ‘top 30%’ most deprived LSOAs in England:

- Most deprived 10%: Swale 15D (North Faversham)
- Most deprived 20%: Swale 14C (West Faversham) and 14F (South-West Faversham)
- Most deprived 30%: Swale 15B (East Faversham)

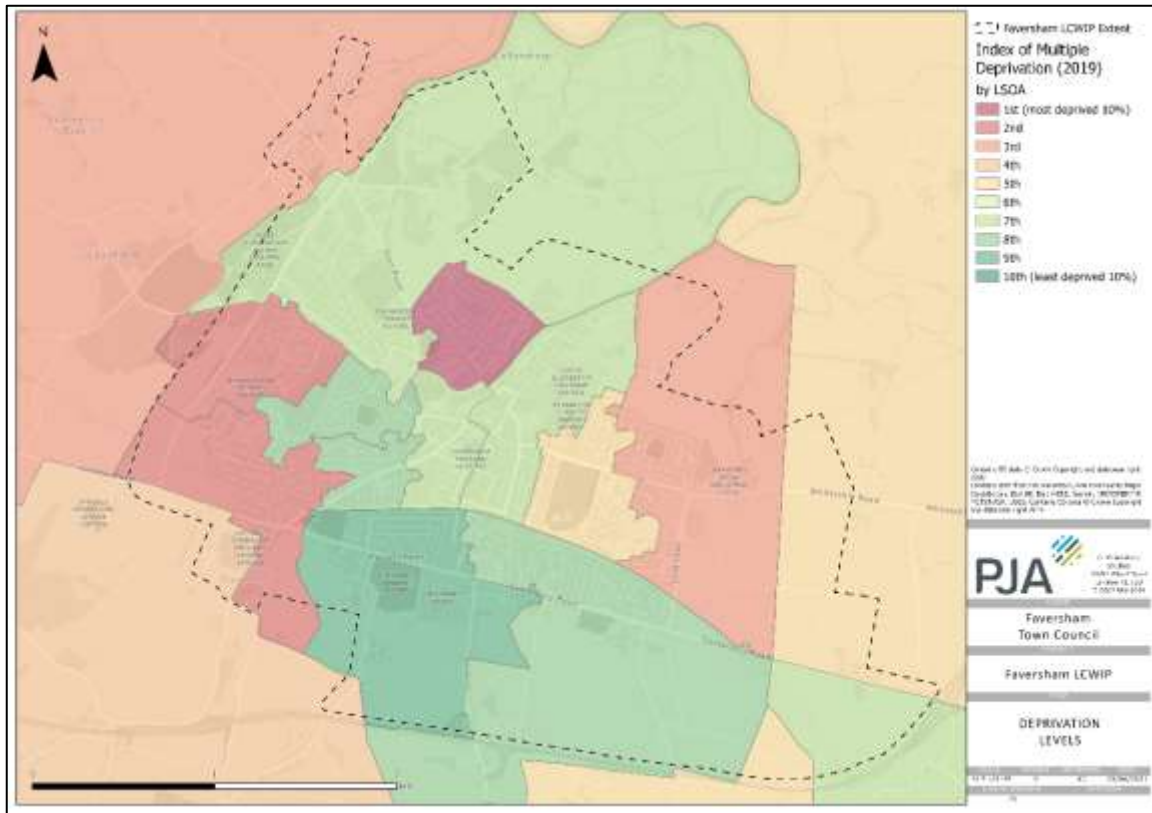


Figure 5-3: Index of Multiple Deprivation (2019)

## 5.2 Transport Network

Although there are numerous roads serving Faversham, the town’s location away from the principal road network means that the largest volumes of vehicular traffic are concentrated on the A2. The A2 connects Faversham with Sittingbourne (7.5miles) and Canterbury (8 miles), and the A299 connects onto Whitstable (7 miles), and the A251 connects to Ashford (11 miles). Faversham’s compact layout – roughly a mile across north-south and two miles across east-west – means that many internal trips in the town could feasibly be undertaken on foot or by cycle. Because of its location and the nature of the roads within the town, there are few roads where the primary or sole function is for the movement of vehicular traffic. The majority of roads and streets are residential, commercial, or are fronted by community facilities.

Faversham is connected to various towns via the Southeastern High Speed Rail line including Dover (42 minutes), London St. Pancras International (68 minutes), and Ramsgate (40 minutes). The town’s station is an important location and is situated immediately south of the town centre, within walking distance of most of the town and comfortably within cycling distance of the whole town.

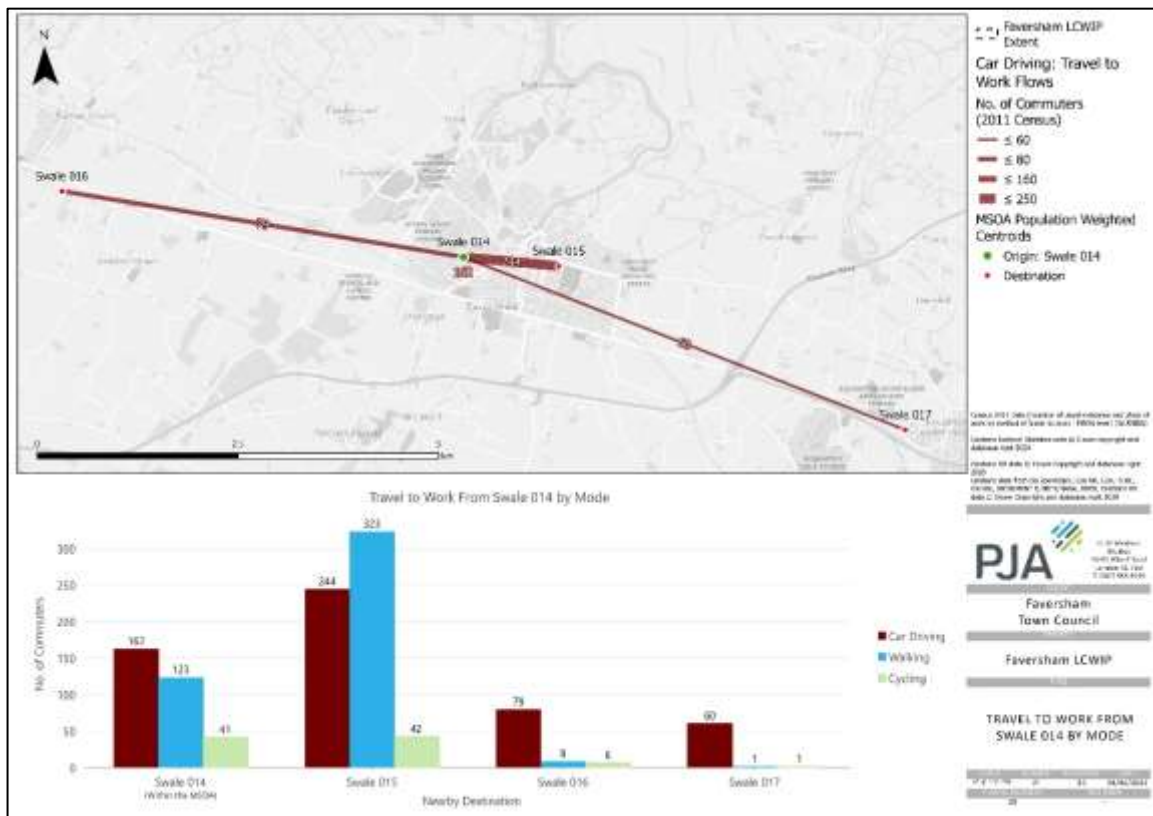


### 5.3 Travel Patterns

Understanding existing and potential future travel patterns is an important step in developing the LCWIP networks to ensure they reflect local demand. Our analysis of travel patterns has combined analysis of existing commuter patterns (Census 2011 Commuting Data), and non-commuter travel patterns (School Trips, Everyday Trips and Strava analysis),

#### 5.3.1 Commuting Behaviours

To better understand commuting trip behaviours, data was extracted from the 2011 Census to summarise modes of travel for commuting trips originating from Faversham. The census asks participants ‘How do you usually travel to work?’, and the results therefore reflect the main mode of travel for commuting (In 2017, Commuting trips accounted for 19% of all trips (‘Modal Comparisons’, DfT, 2017). The modal commuting data is only available at Middle Super Output Area (MSOA) scale, Faversham consists of two MSOAs: Faversham West (MSOA 014) and Faversham East (MSOA 015). The following figures summarise the distribution of car based commuting trips from each of the MSOAs, and the preferred mode of travel from each MSOA to local destinations.



**Figure 5-4: Travel to Work plans from Faversham West (MSOA 014)**

The results suggest that Faversham East is the most frequent destination for commuting trips for residents of Faversham West (609 commuters), compared to 326 commuters that both work and



live in Faversham West. Walking to Faversham East was the common journey and mode of commute for residents of Faversham West (323 commuters = 53%), although interestingly private vehicle was the preferred mode of travel for commuting trips that stayed within MSOA 014 (162 commuters). The plan also illustrates that 244 commuters are using private vehicles to commute to Faversham East. Private vehicle was also the preferred mode of commute for trips to outside of Faversham (Swale 016 and Swale 017).

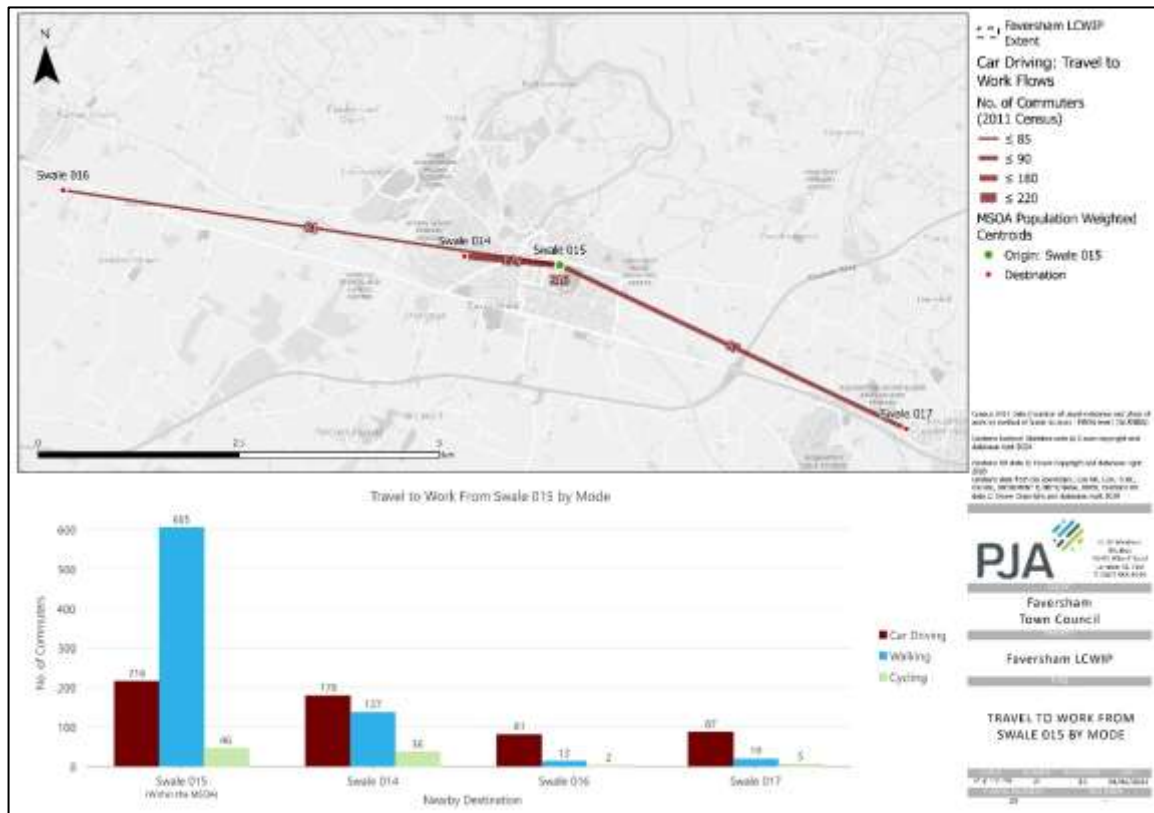


Figure 5-5: Travel to Work plans from Swale 015 (east)

The results from Faversham East suggest a significant proportion of its residents are employed in Faversham East (867 commuters) and 75% of commuters either walk or cycle to work (651 commuters). 252 residents commute to Faversham West and 71% of those commuters preferred to drive to work.

### 5.3.2 Propensity to Cycle Tool (PCT)

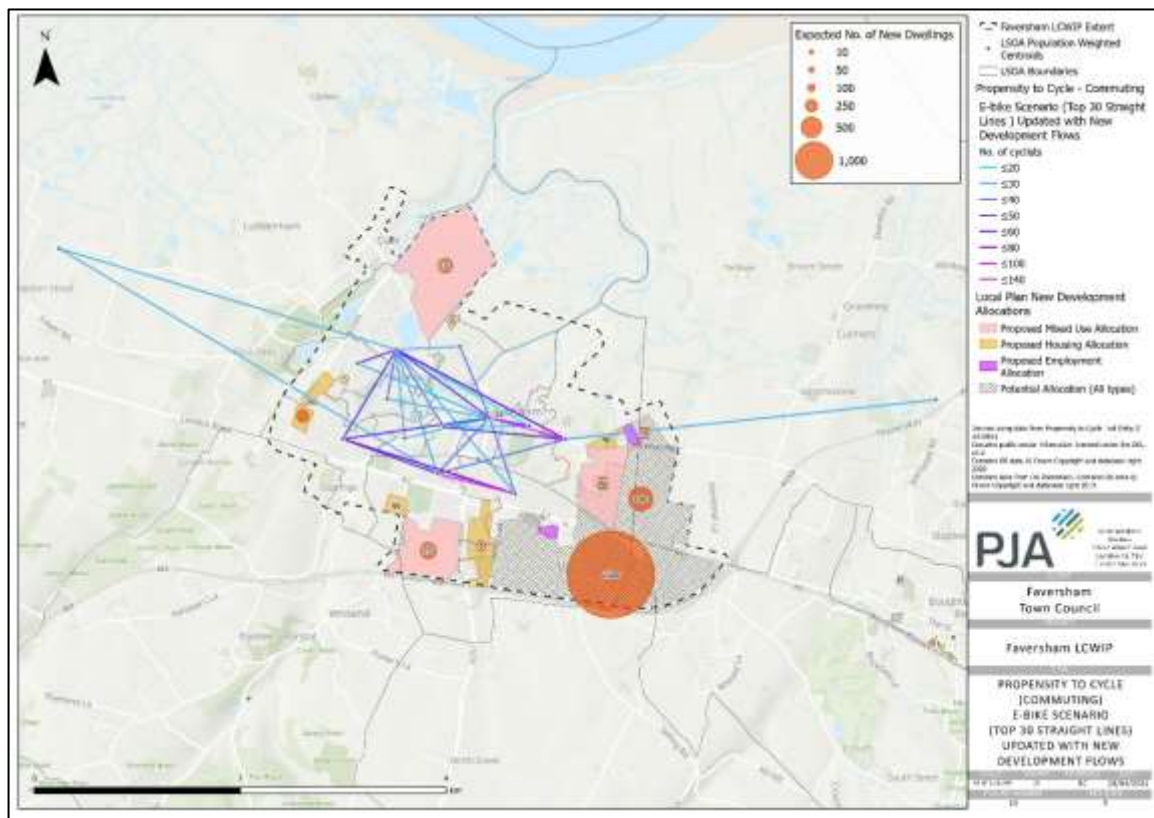
The Propensity to Cycle Tool ([www.pct.bike](http://www.pct.bike)) is a nationwide model that identifies where increases in the rates of cycling can be expected through the provision of better infrastructure. It uses census travel to work data and school travel data, and looks at trip distances to see where there may be scope for more short journeys to be undertaken by cycling. The PCT provides seven scenarios for forecasting future levels of cycling which range in ambition from the ‘Government Target’ (assumes



6% of commuting trips by bicycle) up to the ‘E-Bike’ scenario (assumes 22% of commuting trips by bicycle and improved access to e-bikes). The PCT provides two sets of mapping outputs:

- Straight-Line Networks – these plans show direct paths between LSOA Origin-Destination points which gives an overview of the key desire lines for cycling flows
- Applied Networks – applies the straight desire line to the existing road network to provide a more detailed summary of where increased cycle flows would take place on the local network

The PCT tool was used to identify the greatest latent demand for cycle and school commuting. The PCT analysis used the ‘E-Bike’ scenario, which models the same mode share for cycling as in the Netherlands, adjusting for trip distance and topography and includes improved access to E-Bikes. Using the ‘E-Bike’ scenario provides a more ambitious and longer-term outlook for cycling flows which is advantageous in network planning as it ensures that the LCWIP cycle network will provide for assumed future advances in the town’s cycle network. To accommodate for future commuting demand from proposed developments, the population forecasts for each proposed site were incorporated into the PCT forecasts to provide a more accurate reflection of a potential future scenario. The forecast populations were assigned to the nearest available LSOA to each development site (n.b. this approach is limited as some development sites, including sites each of Love Lane, are currently >1km from the nearest LSOA).



**Figure 5-6: PCT: Top 30 Straight Desire Lines**



The results suggest that future commuting demand would be concentrated both in the town centre and to the east of Faversham. It's worth noting that the areas of high demand in the east of Faversham will include future demand from the development sites to the south and east of town. The desire lines with the highest number of commuters are as follows:

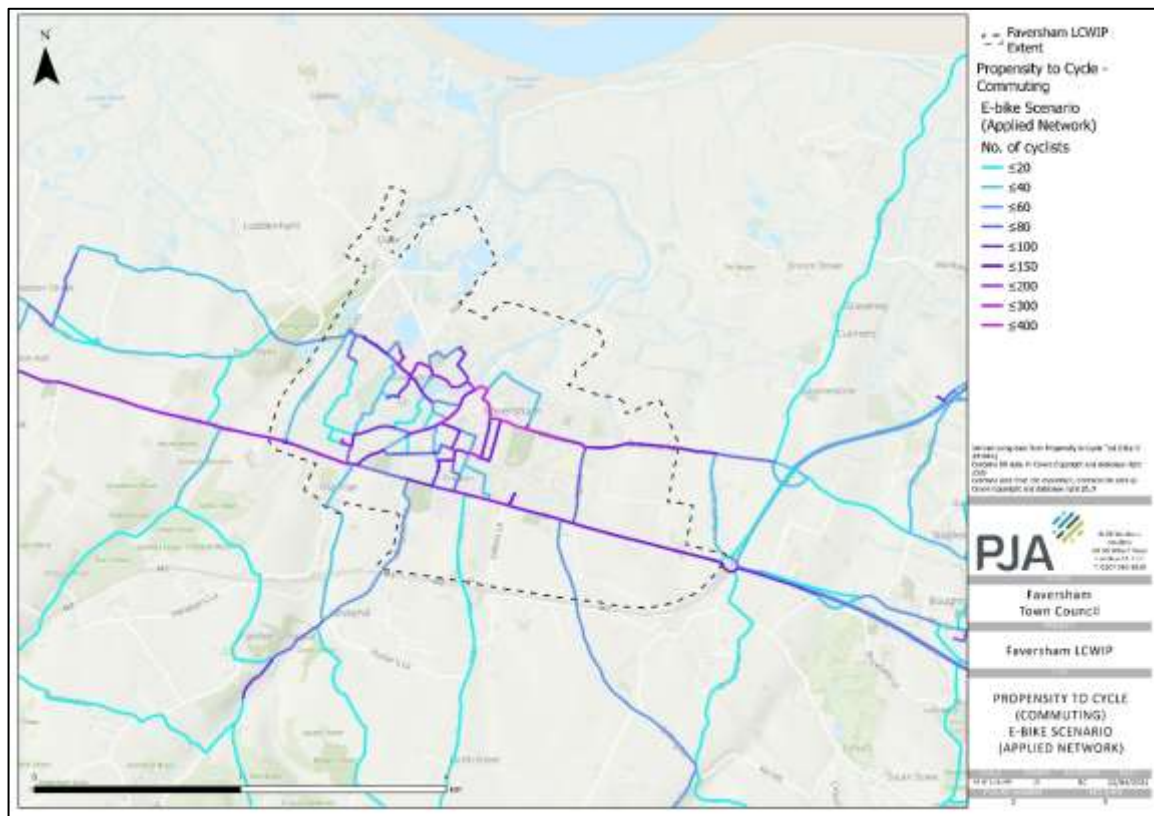
- Faversham North East (015B) - Faversham Town Centre (015C) (140 commuters)
- Faversham South East (015F) – Faversham South (014E) (116 commuters)
- Faversham East (015A) – Faversham Town Centre (015C) (61 commuters)
- Faversham South East (015F) - Faversham South West (014F) (57 commuters)
- Faversham North West (015D) - Faversham Town Centre (015C) (56 commuters)

The PCT tool also provides an 'applied network' scenario which snaps the straight-line desire lines to closest applicable road alignment to provide an indication of more applied demand.

- Faversham North East (015B) - Faversham Town Centre (015C) = Whitstable Road
- Faversham South East (015F) – Faversham South (014E) = London Road (A2)
- Faversham East (015A) – Faversham Town Centre (015C) = East Street/Whitstable Road
- Faversham South East (015F) - Faversham South West (014F) = London Road (A2)
- Faversham North East (015B) - Faversham Town Centre (015C) = Brent Hill/Conduit Street/East Street

The plan suggests future demand would be concentrated on the main road network, specifically Whitstable Road, London Road (A2), Court Street, Station Road, Bysing Wood Road. Whilst the applied network outputs are useful, it should be noted that the tool does not consider non-highway route, such as Faversham Recreation Ground.





**Figure 5-7: Top 30 Routes - Applied network**

The PCT tool also provides a school travel scenario using the travel to school results from the 2011 Census. The below plan presents the ‘Go Dutch’ school travel results for Faversham which assumes a cycle mode share of 41% of trips being cycled to school (the plan also includes existing and proposed school locations in the town). The plan highlights the location of several clusters of routes which are anticipated to have significant increases in the number of cycling trips to school, including:

- Watling Street (A2) Corridor (between Water Lane – Kingsnorth Road)
- Kingsnorth Road/Athelstan Road/Forbes Road (between Watling Street – Train Station)
- South Road/Conduit Street (between Napleton Road – Abbey Street)
- Abbey Street (between Conduit Street – Abbey Road)

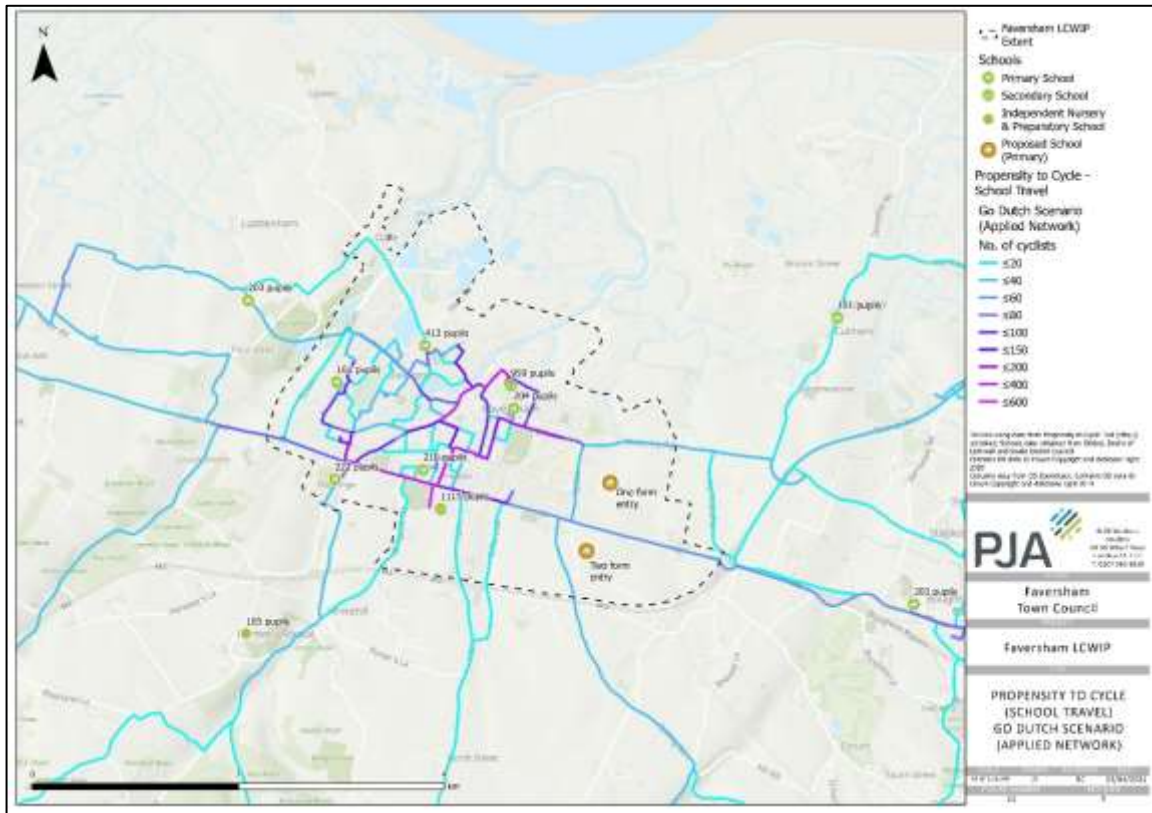


Figure 5-8: PCT School Travel – ‘Go Dutch’ Applied Network

A limitation of the PCT is its focus on commuting and school trips which tends to produce outputs focussed around key employment and education sites. The PCT results were used alongside an analysis of non-commuting, and leisure trips to enable the development of a cycle network that also includes leisure and recreation trips.

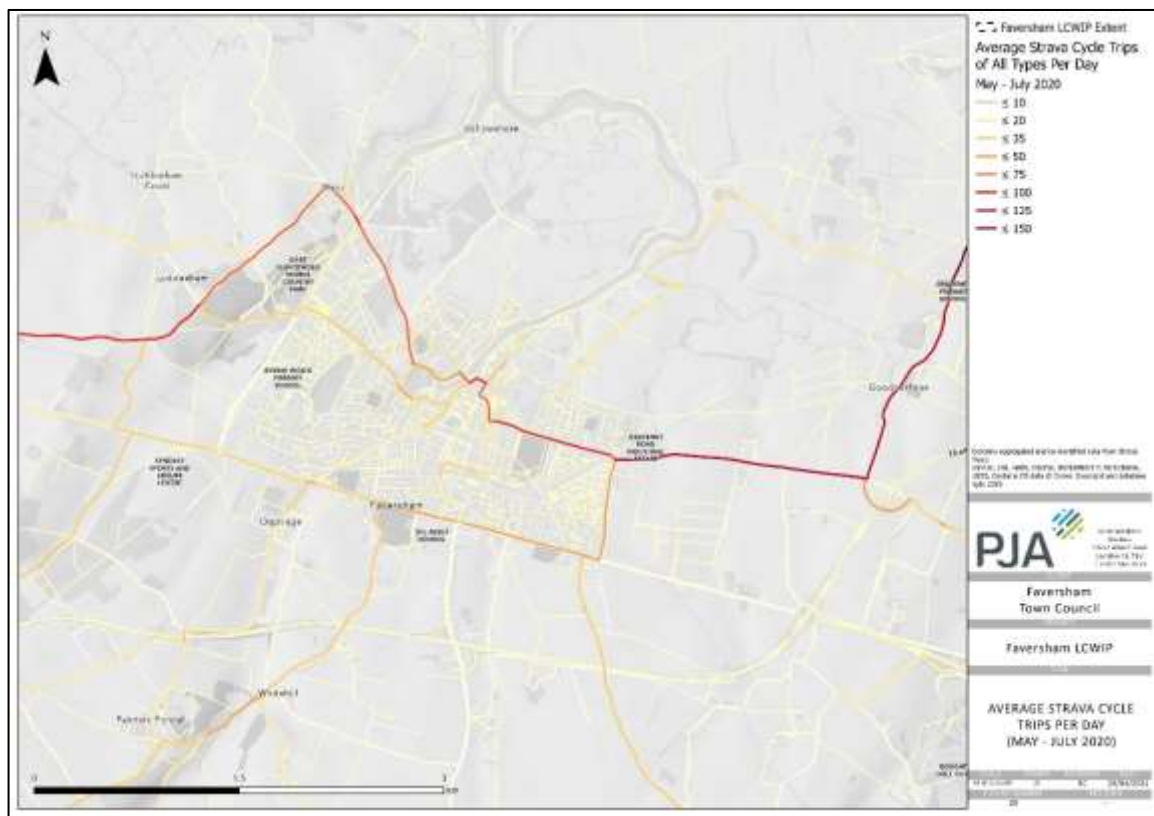
### 5.3.3 Strava Data

To help supplement the PCT results, Strava data was used to provide additional information on trips ‘on foot’ (including walking, running, hiking etc.) and trips ‘on bike’. Strava data is available in batches of three consecutive batches, data was therefore obtained for the most recent dataset available (January – March 2021) and data was also obtained for May – July 2020 to provide context (this was the busiest three month period in 2020 based on daily trips). Strava data consists predominantly of leisure and recreational trips, however it also includes commuter trips which generally account for c.5-10% of entries. Comparing the patterns of ‘on foot’ to ‘cycling’ trips illustrates some interesting differences in the preferred routes being used in and around Faversham. The cycle results will also be particularly useful for informing the development of the ‘Parish to Towns’ network for routes beyond Faversham.



The May-July 2020 results highlights several alignments where daily cycle trip volumes were significantly higher, including the below. The distribution of cycle routes is predominantly focussed on carriageway based routes with a clear east-west desire line through the town.

- West of Faversham: Colegates Road – The Street – Oare Road – Brent Hill – Town Centre
- East of Faversham: Town Centre – Whitstable Road – Graveney Road – Head Hill – Goodnestone – Graveney
- London Road (A2) between Brogdale Road and Love Lane
- Bysing Wood Road
- Brogdale Road
- Love Lane
- Selling Road



**Figure 5-9: Strava Daily Cycling Trips: May – July 2020**

The overall number of cycle trips recorded in the January – March 2021 were lower than the May-July 2020 period however the trends for key routes remained consistent particularly on the ‘West of Faversham’ routes via Oare, and the ‘East of Faversham’ routes to Goodnestone.

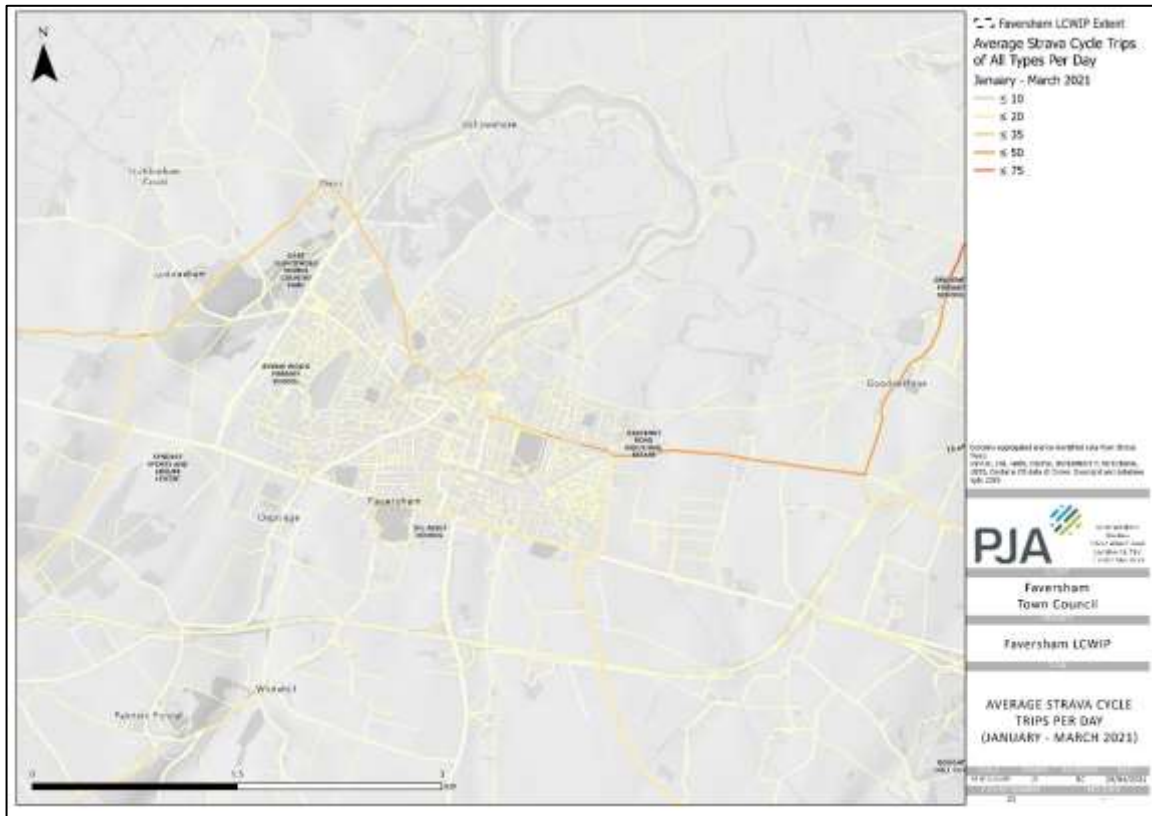


Figure 5-10: Strava Daily Cycling Trips: January – March 2021



Interestingly, whilst the Strava cycling results were reasonably consistent between the two datasets, the results for the ‘on foot’ Strava trips are quite different. The January – March 2021 trip distribution is more concentrated in the town centre, particularly on Whitstable Road and the Recreation Ground, whilst the May-July 2020 were more widely distributed beyond Faversham. The difference in overall distribution could be a result of the time of year and people’s willingness to travel further in the summer period, however the COVID-19 restrictions could have also affected results. Despite the differences in overall distribution, several corridors are highlighted in both datasets for having higher levels of ‘on foot’ trips:

- A2 (between Western Link and Love Lane)
- Whitstable Road
- Oare Road (between Oare and Stonebridge Ponds)
- Faversham Recreation Ground
- Abbey Fields
- Ospringe Road (between Water Lane and Stone Street)

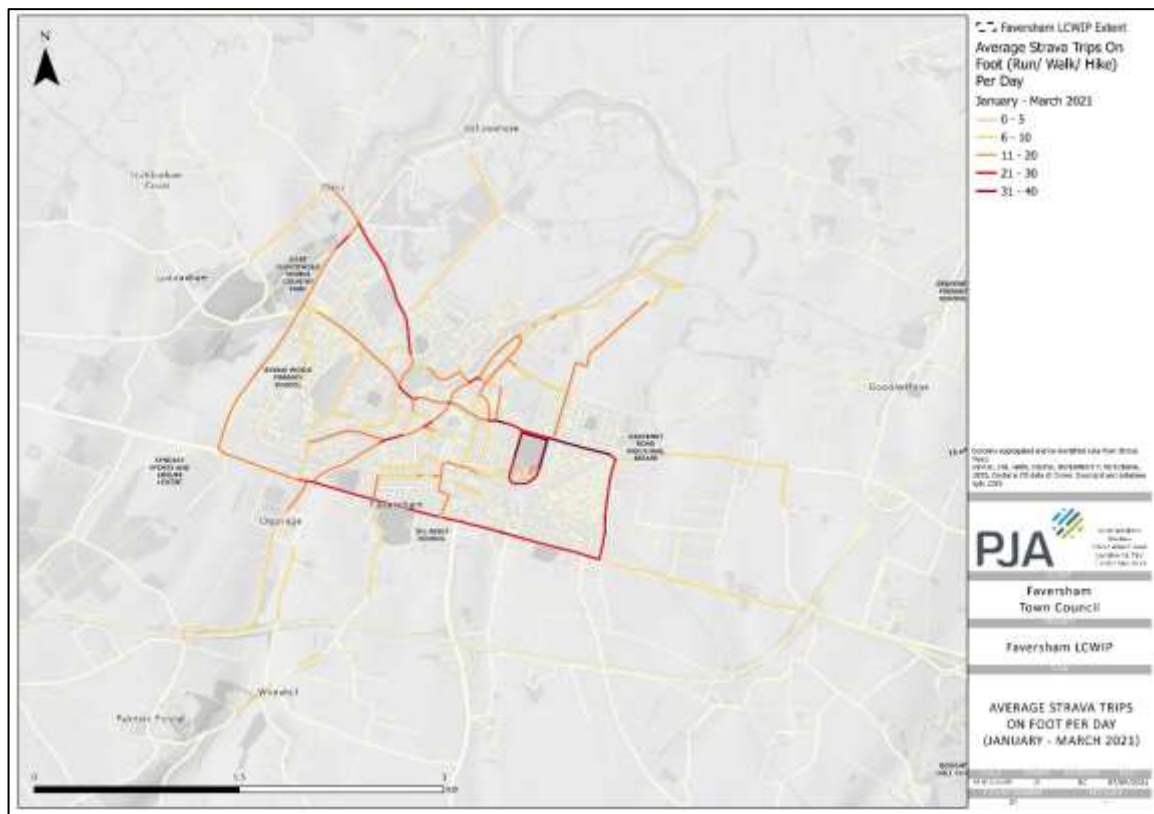
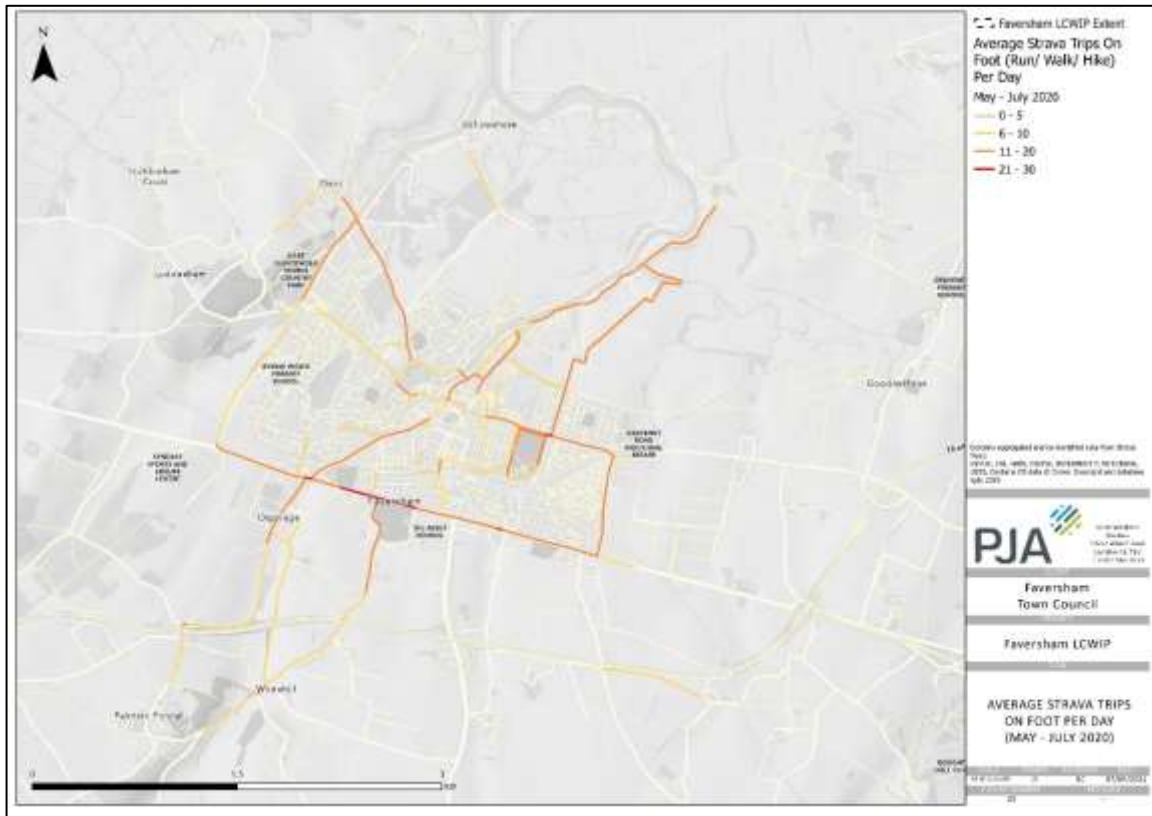


Figure 5-11: Strava Daily ‘On-Foot’ trips: January – March 2021



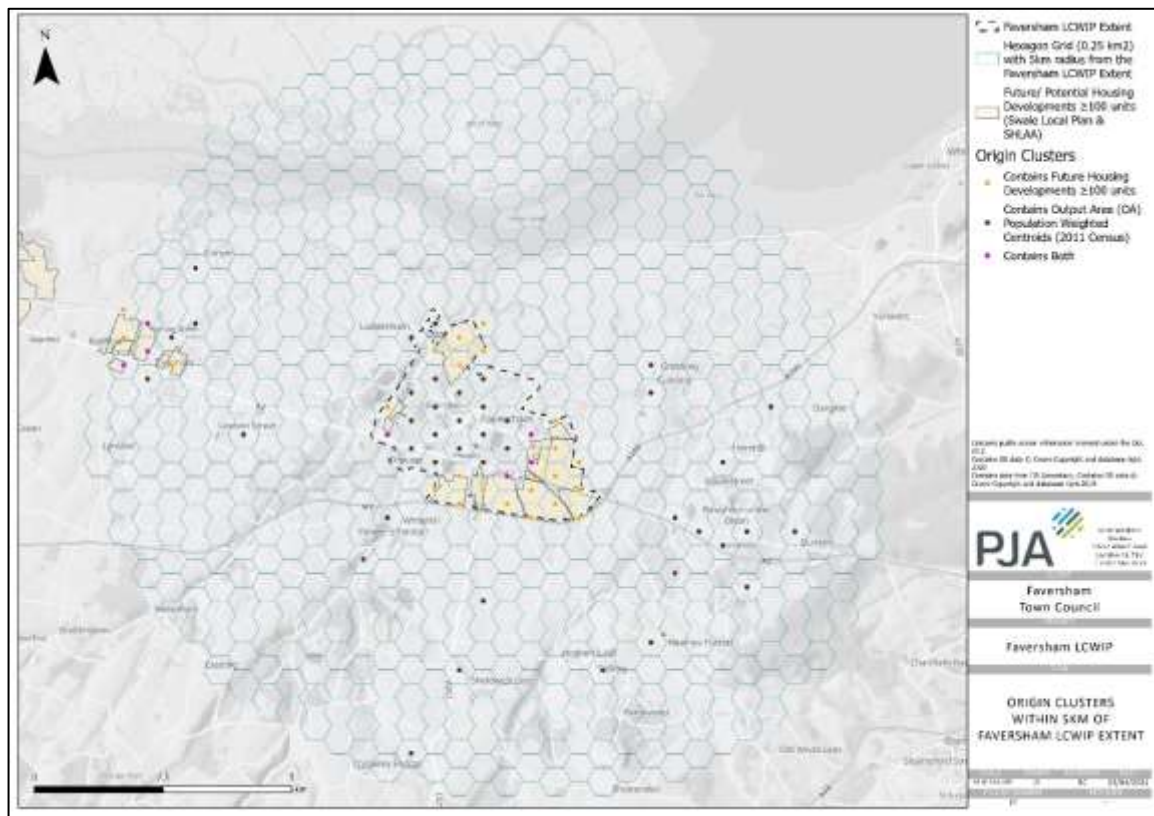
**Figure 5-12: Strava Daily ‘On-Foot’ trips: May – July 2020**

5.3.4 ‘Everyday’ Trips

The PCT outputs provided indicative cycling networks based on commuting and school trips, whilst the Strava data is generally focussed on trips for recreation and/or exercise. The purpose of the Desire Line Clustering therefore was to provide an additional layer of analysis that focussed on ‘Everyday’ cycling trips which would include: leisure and recreation, trips to local centres, and amenity trips. Combining the ‘Everyday’ trips, Strava and PCT outputs provided a comprehensive demand model for developing the LCWIP network. It should be noted that desire lines that were longer than 5km were removed from the analysis for consistency with the LCWIP approach. This should not preclude the development of longer distance cycling routes in the wider area which could connect into Faversham. Indeed, future development of ‘inter-urban’ cycling routes will be an important step in the future ‘Parish to Towns’ project.

Developing the Desire Lines required the identification of all Origins and Destinations within a 5km catchment area of Faversham using data supplied by the client team. The catchment area was divided into a hexagon grid using 0.25km<sup>2</sup> hexoids.

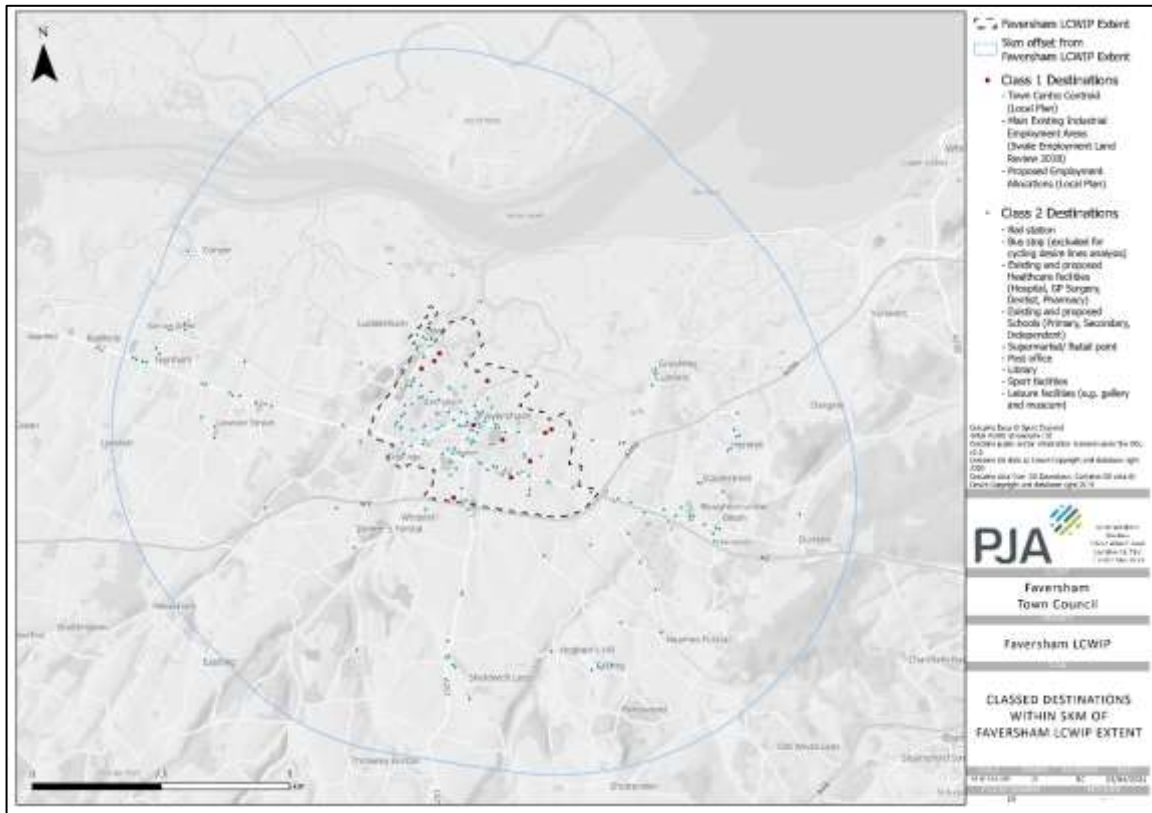
For the purposes of the analysis, all hexoides which currently contain >100 residential dwellings and/or are anticipated to include >100 residential dwellings in the future were included as Origins.



**Figure 5-13: Origin Clusters**

Having identified the Origins, Destinations were identified based on data provided by SBC. All destinations were categorised as below:

- Class 1: Town, Village and Local Centres; Key Employment Sites.
- Class 2: Bus Stops, Existing and Proposed Schools, Railway Stations, Hospitals, Supermarkets, Leisure Centres and Libraries.

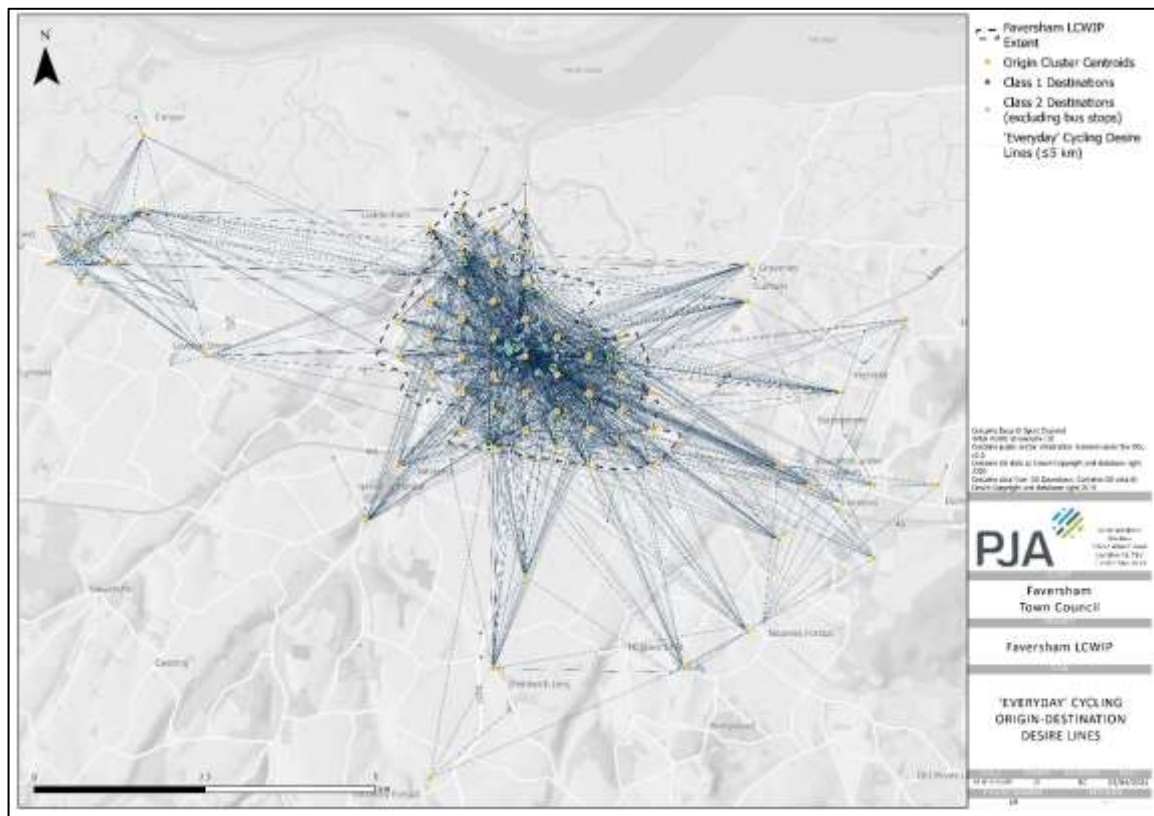


**Figure 5-14: Destination Clusters**

The combined Origin and Destination datasets were used to develop the walking and cycling networks in Stages 3 and 4. This analysis provided an important non-commuting dataset which was compared against the Propensity to Cycle Tool (PCT) outputs to provide a comprehensive review of desire lines within Faversham and also to the proposed development sites. It was assumed in the analysis that Class 1 destinations would generate a higher number of cycling trips and that they are also likely to have a larger catchment area of cyclists from across Faversham, compared to Class 2 destinations which would generate more locally based trips.

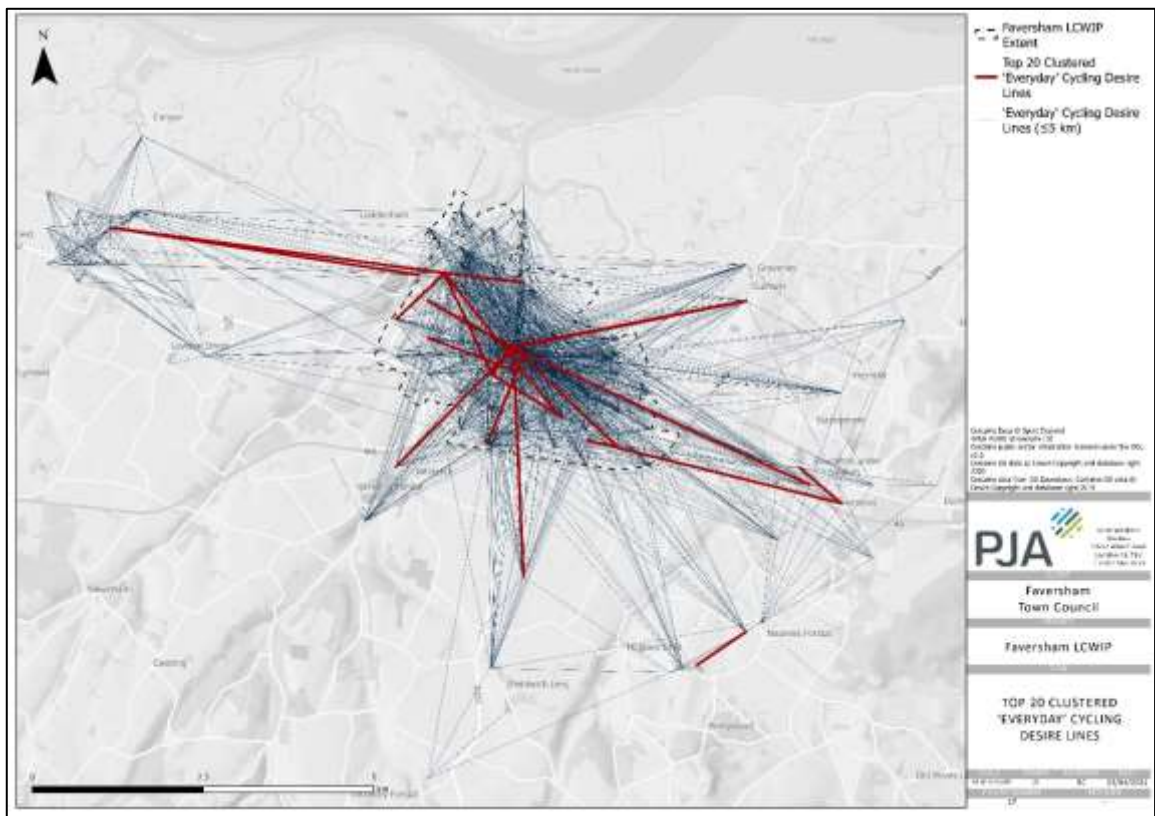
To determine the key desire lines for Faversham’s LCWIP, the spatial relationship between Origin and Destinations was analysed. ‘Everyday’ Origin-Destination desire lines were created from each origin centroid to its nearest Class 2 destination, and then also to all Class 1 destinations in the Study Area (all desire lines >5km were excluded from the analysis). This was based on the assumption that the Class 1 destinations would generate a higher number of trips and that they are also likely to have a larger catchment area of trips from across the study area, compared to Class 2 destinations which would generate more locally based trips. The below figure provides an indication of the volume of desire lines that were considered in the development of the LCWIP network.





**Figure 5-15: Origin: Destination pairs**

Having identified all available desire lines, a “K-means” clustering analysis was used to cluster the above desire lines into a more refined plan which identified the top 20 desire line clusters. The K-means methodology identifies individual desire lines which are within close proximity to each other and combines these into grouped desire lines. The top lines therefore represent the general alignments which are likely to generate the highest number of everyday trips.



**Figure 5-16: Top 20 Desire Line Clusters**

To help compare the results from the PCT and Everyday Trip analysis, the below plan was prepared which highlights where the results overlapped. The areas highlighted in blue included both top desire lines from the PCT and Everyday results – these are largely concentrated in the town centre and in the north-west towards Oare. The combined results also illustrate that the PCT results (orange) are generally more concentrated in Faversham and the town centre, whilst the ‘everyday’ desire lines (green) extend beyond Faversham to nearby settlements.

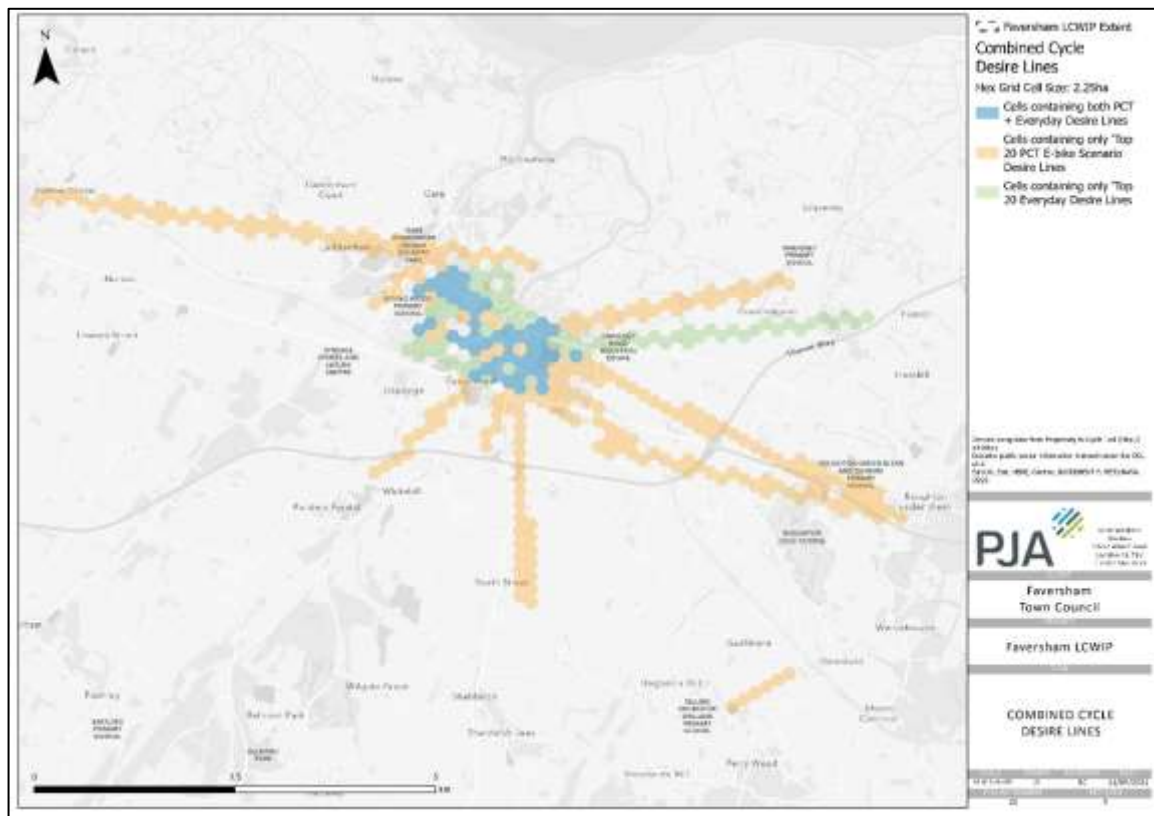


Figure 5-17: Comparison of Everyday and PCT Commuting Desire Lines

### 5.4 Existing barriers to walking and cycling

Severance has already been highlighted as a key challenge for Faversham and improving its walking and cycling networks. For the purposes of this analysis, severance has been defined as features which interrupt the visual and/or physical continuity of routes and sightlines. Severance inadvertently causes bottlenecks and specific sites which provide the only route to overcome the severance features, typical examples of bottlenecks in Faversham include subway and footbridge crossings, footbridges over the A2 and the temporary bridge over Faversham Creek.

Understanding the impact of severance on the town’s permeability is important for developing the LCWIP networks and locating sites which may require more substantial design intervention to overcome severance. The below plan identifies the key severance features in Faversham, namely: Faversham Creek, the railway lines, and the A2 corridor. The plan includes ‘desire lines’ from potential development sites to illustrate how these sites could interface with the severance features.

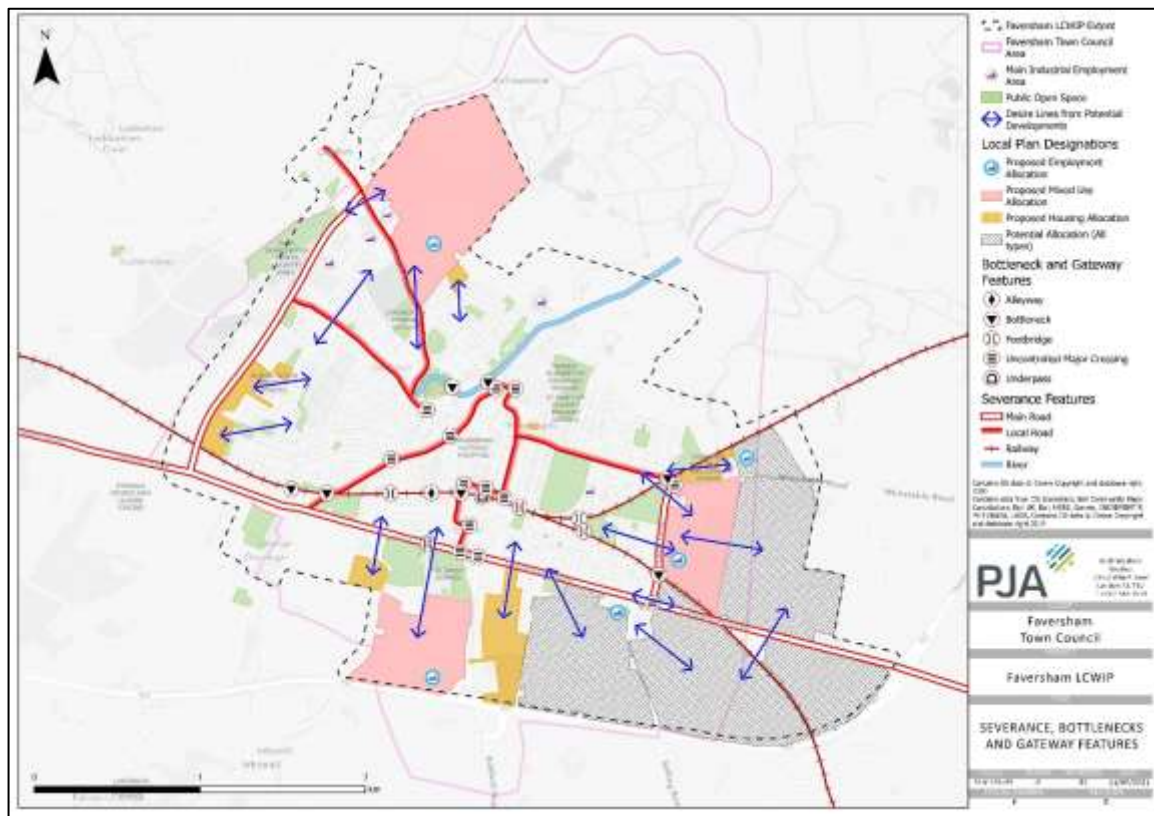


Figure 5-18: Key severance features in Faversham

### 5.5 LCWIP network recommendations

A workshop was held with the LCWIP Working Group to present the findings from Stage 2 and to recommend the LCWIP walking and cycling networks. For the purposes of the network development, the LCWIP methodology recommends developing ‘routes’ which form the basis of the auditing in Stages 3 and 4. The network therefore represent indicative routes which might be followed for walking and cycling, however they are not intended to be routes that will necessarily be followed from beginning to end. A mixture of route types was selected, ranging from main routes into the town centre, routes through residential areas, and routes that provided onward connectivity to the proposed development sites.

The recommended LCWIP walking and cycling routes overlapped with each other at several points in the town. This is perhaps unsurprising given the compact scale of Faversham and the limited number of major routes through the town. This was particularly applicable to the main road network, such as Whitstable Road, Bysing Wood Road, South Road and London Road (A2). This point was discussed with the LCWIP Working Group and it was agreed that a ‘whole street’ approach which responded to conditions for both walking and cycling would therefore be the most beneficial for the LCWIP where routes overlapped.



## 6 LCWIP Stage 3: Network Planning for Walking and Cycling





Stage 3 used the outputs from Stage 2 to develop a preferred cycle network for site auditing. The site audit results are then informed to develop a programme of cycle infrastructure improvements. The recommended cycle network consisted of 11 routes as shown below. The cycling network was developed with the LCWIP working group who provided feedback on the route alignments and provided recommendations for additional routes too. Currently, four of the proposed cycle routes include sections (denoted \*) which are do not allow cycle access. The closest alternative parallel routes to avoid these sections, if cycling is not permitted, have been identified in brackets.

- Route 1: Bysing Wood Road – Dark Hill – West Street\* – Market Street\* (alternative via Partridge Lane/Court Street/Crescent Road) - Whitstable Road
- Route 2: Ham Road – Broomfield Road – Conduit Street – Bridge Road – St. Mary’s Road – St. Catherine’s Drive
- Route 3: Brogdale Road – Upper St. Ann’s Road
- Route 4: Watling Street (A2)
- Route 5: Oare Road – Napleton Road – Stone Street – Preston Street – Solomons Lane\* (alternative via Station Road/Beaumont Terrace/ St. John’s Road) -Chapel Street – Long Bridge – Preston Avenue
- Route 6: Water Lane – South Road – Abbey Street
- Route 7: Ashford Road – Preston Grove
- Route 9: The Mall – Railway Underpass \* (alternative via Forbes Road) - Preston Street
- Route 10: Wildish Road – Lower Road – St. Ann’s Road – School Road – Briton Road
- Route 11: Love Lane

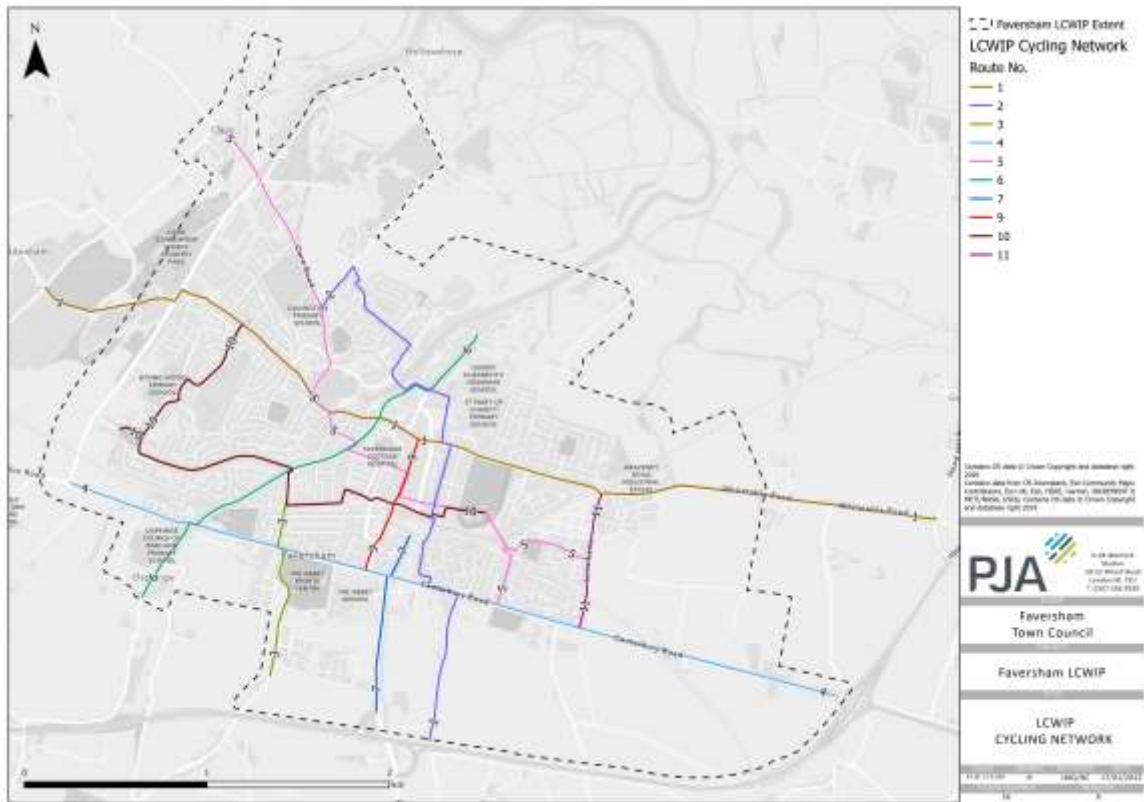


Figure 6-1: Map of recommended LCWIP cycling network

## 6.1 Route Selection Tool (RST)

Each route was audited using the “Route Selection Tool” as set out in the LCWIP guidance. The Route Selection Tool (RST) is an appraisal methodology that allows practitioners to determine the best route to fulfil a particular straight line corridor, referencing against existing conditions and the shortest available route. It considers the six important criteria that determine the quality of a cycling route which are described below. The RST divides routes into shorter sections which should reflect changes in the character and layout of the alignment.

- Directness: Compares the length of cycle route against the equivalent vehicle route with cycle routes that are shorter than the vehicle are scored positively for Directness. Higher scores can be achieved through the introduction of modal filters or routing cyclists through parks/open spaces to provide a more direct connection
- Gradient: Identifies the steepest section of route within the proposed alignment with gradients that exceed either 5% in gradient and/or 50m in length scoring lower



- Safety: Considers vehicle flows and speeds to better understand the exposure of cyclists to vehicular traffic. Routes with either protected cycle facilities or low traffic environments score highest
- Connectivity: Records the number of individual cycle connections into a section of route – routes should aim to have >4 connections per km.
- Comfort: Assesses the space available for cycling and the quality of surfacing with a preference for protected cycle facilities of >3m (bi-directional) or >2m (uniflow).
- Critical Junctions: Provides a number of critical junction design issues including: vehicle flows, protection from vehicular traffic, wide junction splays, and junction geometries





## 6.2 Audit Results

The RST results across the 11 routes ranged from 40% (Route 11) up to 87% (Route 3). The overall RST results were closely correlated to cyclists’ exposure to general traffic, which is reflected by the lowest scoring routes being Love Lane (Route 11) and London Road (A2) (Route 4). The next section provides a more detailed analysis of the overarching issues identified across the 11 routes.

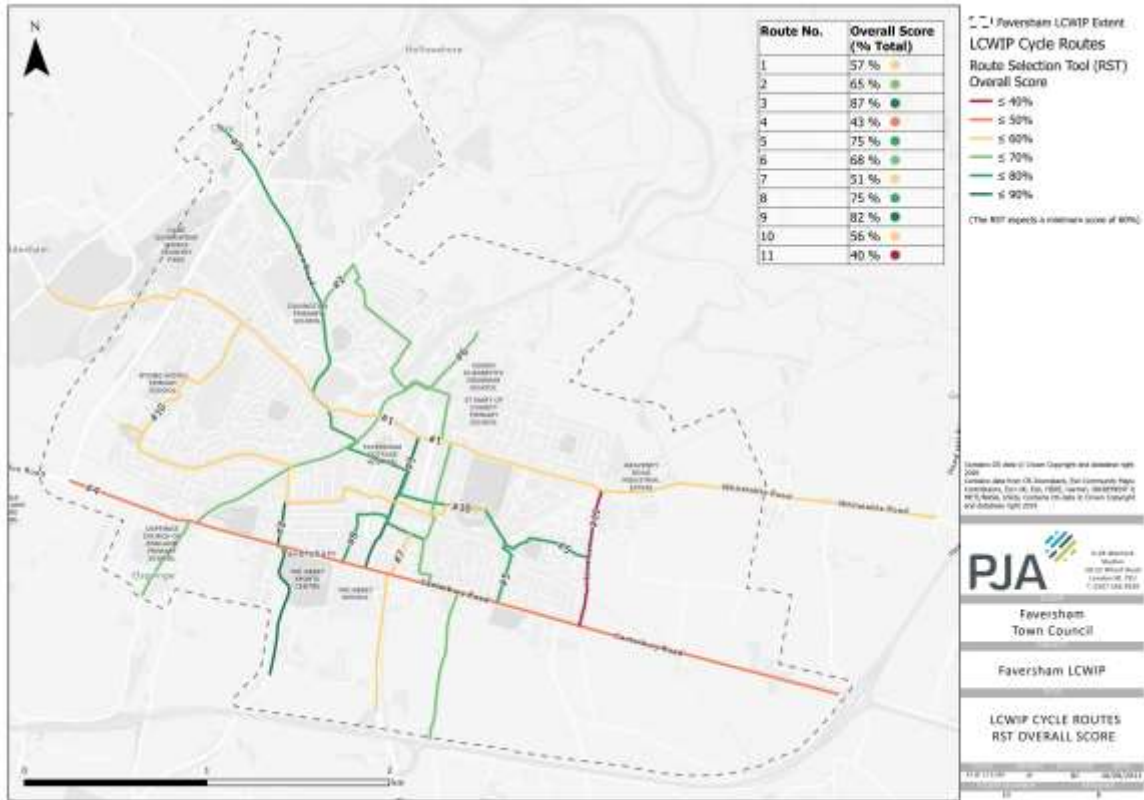


Figure 6-2: Map of recommended LCWIP cycling network

The Route Selection Tool consists of five scoring criteria (Directness, Gradient, Comfort, Connectivity, Safety) and the Critical Junctions assessment. The average score across the LCWIP routes was 63.5% and the individual route scores are presented below:

Table 6-1: RST Summary

Criteria	Highest Score (%)	Lowest Score (%)	Average Score (%)
Directness	100	60	90.9
Gradient	86	0	50.1
Safety	78.2	0	46.5
Connectivity	100	78.4	96.9
Comfort	89.6	0	33.3



The average criteria scores for Directness (90.9%) and Connectivity (96.9%) were the highest amongst the RST's scoring criteria. The results suggest that the proposed LCWIP routes are generally following direct alignments compared to equivalent vehicle route (and in some instances the cycle routes are shorter). The high score for Connectivity reflects the dense street network in Faversham which provides many adjoining links and therefore opportunities to join the cycle routes.

The average score for Comfort was 33.3% with 9 out of the 11 cycling routes scoring <60%. The lack of dedicated cycling infrastructure was the main factor behind the low Comfort results particularly on routes where cyclists have to mix with general traffic flows of >2500 vehicles per day (which automatically generates a zero score).

The average score for Safety was (46.5%), the scores for safety assess average vehicle speeds and flows and whether cyclists are protected from vehicular traffic. Similarly to the Comfort scores, the low scores are a reflection of lack of dedicated cycling infrastructure and sharing the road with vehicle flows of <2500 vehicles per day. The presence of the 20mph town-wide limit helped to improve the scores but the challenge remains of mixing cyclists with high volumes of vehicular traffic.



**Figure 6-3: Examples of cyclists mixing with general traffic on Bysing Wood Road (left) and Whitstable Road (right)**

The Critical Junctions assessed all junctions against nine different criteria, including vehicle speeds and volumes, junction geometries and visibility. The assessment records the number of junctions along a route which satisfy at least one of the criteria. It is worth noting that there were poor quality junctions in the town which did not satisfy the RST criteria however they will still be considered in the design development stage.



**Figure 6-4: Examples of major junctions in the town with no controlled crossing for either cyclists or pedestrians (Western Link/Bysing Wood Road (left) and Love Lane/A2 (right))**

The results from the Critical junction assessment were closely related to volumes and speeds of vehicular traffic at junctions – particularly on busier routes including Watling Street (A2) and Love Lane. The most common issue identified in the assessments was cyclists mixing with large volumes of vehicular traffic (>5000 vehicles per day). Other issues identified related to junctions where vehicle speeds were considered high (>35mph) and junctions with wide/flared junction entries.

### 6.3 Cycle Route Recommendations

There are relatively few controlled crossing points within Faversham for walking and cycling which was raised in both the RST and WRAT audits as an issue on routes with higher volumes of traffic. Cumulatively, the lack of crossings reduces the permeability of the town and is a particular challenge for more vulnerable groups when crossing larger roads.

#### 6.3.1 Junctions and Crossings

The RST audits scored poorly on the Critical Junctions assessments due to the lack of protected facilities at the main junctions in the town. The recommendation at major junctions is to incorporate dedicated cycle crossing facilities which protect cyclists from vehicular traffic. As well as improving facilities at major junctions, parallel pedestrian + cycle crossings could be considered in quieter locations.



**Figure 6-5: Controlled pedestrian and cycle crossing (Left - Lea Bridge Road), and parallel zebra crossing (Right – Richmond Road)**

### 6.3.2 Protected cycle facilities

There are few dedicated cycle facilities in the town except for National Cycle Network route 2 (NCN2). Consequently, the lack of dedicated facilities was an issue raised in the RST audits (Safety and Comfort) and was a particular issue on busier routes including Watling Street (A2), Love Lane and Whitstable Road. Where feasible, the recommendation would be to consider protected cycle facilities, recognising however that there is limited design scope on many of the town’s main corridors for introducing dedicated cycle facilities given the constrained highways layouts, narrow footways, and on-street parking facilities. Contraflow cycle facilities should also be considered on existing one-way streets in Faversham to improve the overall porosity of the cycle network whilst retaining restrictions of vehicle access.



**Figure 6-6: Examples of high-quality narrow protected cycling facilities (Lea Bridge Road (left) and cycle tracks incorporated into historic streetscape materials (Colombia Road (right))**

### 6.3.3 Low-Traffic alternatives



Given the limited design scope, an alternative approach may therefore be required to improve cycle conditions in Faversham without necessarily introducing dedicated facilities. ‘Low Traffic’ arrangements are an increasingly popular tool for reducing flows of vehicular traffic which in turn enables area-wide improvements to walking and cycling facilities. ‘Modal filters’ are used to remove vehicle access whilst retaining access for all other users. This approach significantly reduces volumes of vehicular traffic and therefore improves local conditions for cycling. Typically, modal filters are enforced using bollards, planters or even outdoor seating to physically prevent vehicle access. The development of low-traffic environments requires extensive data collection and stakeholder engagement to ensure that proposals do not adversely affect streets in surrounding areas and to maximise the benefits beyond focussing only on traffic flows.

Creating a series of low-traffic environments can help to increase network coverage at a lower cost than installing protected facilities. For example, the London Borough of Lambeth has started including streets within Low-Traffic areas in their Healthy Streets network to raise the profile of these routes as the vehicle volumes are sufficiently low to satisfy TfL’s requirements.



**Figure 6-7: Examples of ‘modal filters’ used to remove vehicle access and enforce ‘Low Traffic Neighbourhoods’ (LTNs) (Richborne Terrace using community adopted planters (left) and xxx using a bench instead of bollards (right))**

Both of these approaches would respond to the issues identified in the RST by reducing the scope for conflict between cyclists and vehicles and therefore improve the safety and comfort of these routes. The below example of Walthamstow Village illustrates how a ‘low-traffic’ approach was implemented using a combination of one-way restrictions and modal filters installed throughout the neighbourhood.

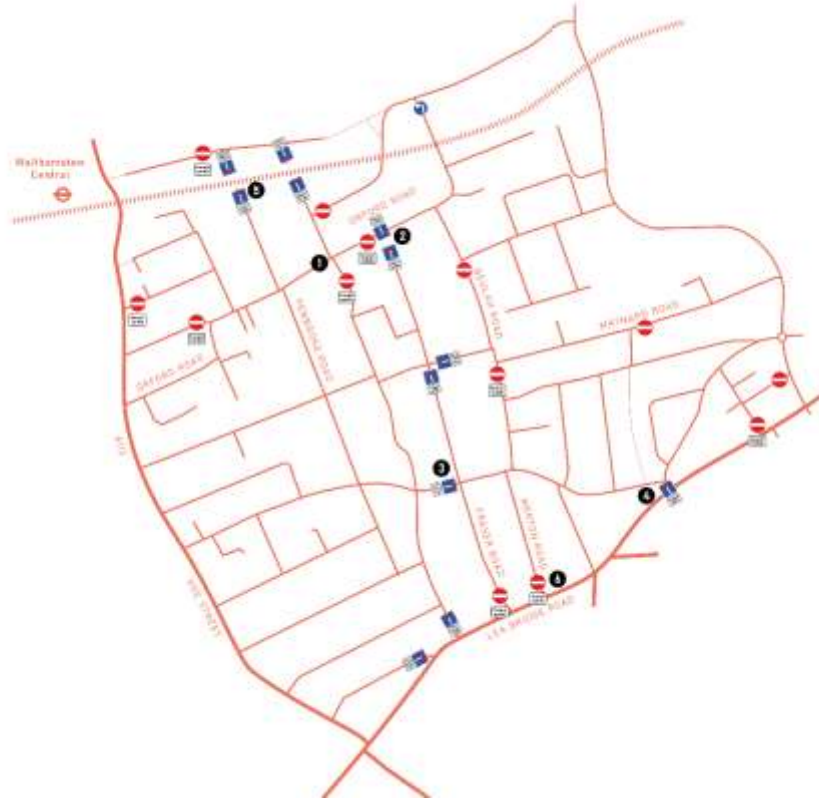


Figure 6-8: Walthamstow Village – example of a ‘Low Traffic Neighbourhood’ layout

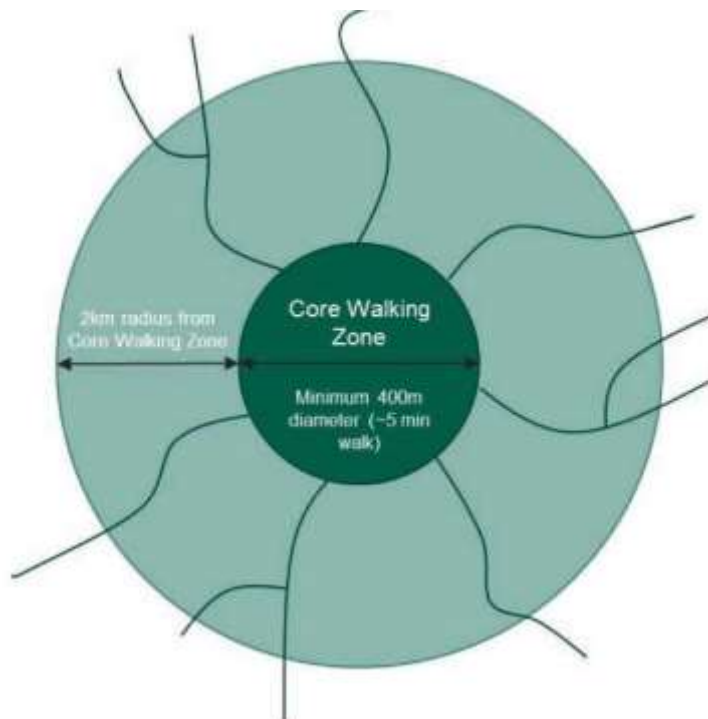


## 7 Network Planning for Walking





The purpose of Stage 4 is to develop a Network Plan of walking measures accompanied by a series of infrastructure improvements. The main focus of the infrastructure improvements is to upgrade and extend the quality and coverage of the existing walking network. The below figure illustrates how the development of the LCWIP walking network is based upon the identification of 'Core Walking Zones' (CWZ) which represent areas that are expected to contain key walking trip generators and therefore likely to create higher levels of footfall. For the purposes of Faversham's LCWIP, the town centre was identified as the Core Walking Zone. As well as reviewing walking conditions within the CWZ itself, the site audits review conditions on the key walking routes into the CWZ. This ensures that the wider connectivity and permeability of the CWZs is considered during the network development.



## 7.1 LCWIP Walking Network

The recommended walking network consisted of 11 routes:

- Route 1: Bysing Wood Road – Dark Hill – West Street – Whitstable Road
- Route 2: Ham Road – Broomfield Road – Conduit Street – Bridge Road – St. Mary's Road – Preston Lane
- Route 3: Brogdale Road – Upper St. Ann's Road
- Route 4: Watling Street (A2)
- Route 5: Oare Road – Napleton Road – Stone Street – Preston Street – Chapel Street – Long Bridge – Preston Avenue





- Route 6: Water Lane – South Road – Abbey Street
- Route 7: Ashford Road – Preston Grove
- Route 8: Kingsnorth Road – Athelstan Road
- Route 9: The Mall – Preston Street
- Route 10: Wildish Road – Lower Road – St. Ann’s Road – School Road – Briton Road
- Route 11: Love Lane

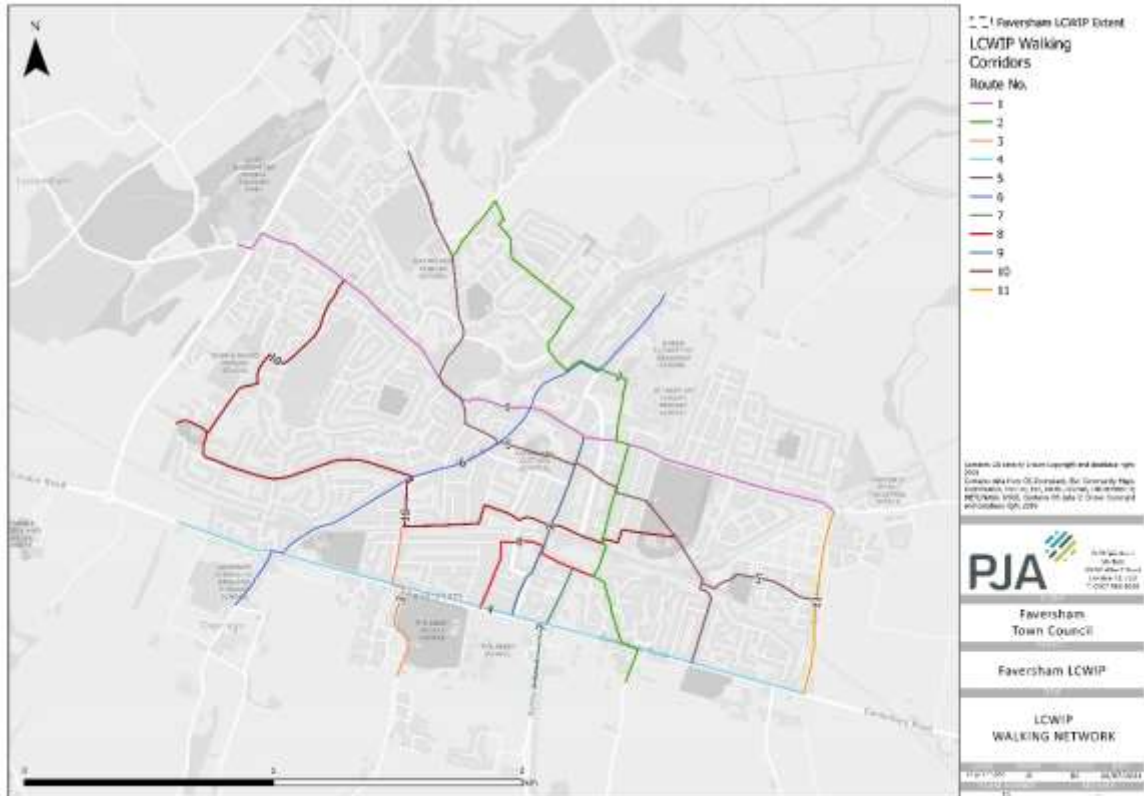


Figure 7-1: Map of recommended LCWIP walking route network

## 7.2 Walking Route Audit Tool

Having confirmed the Core Walking Routes, each route was then audited on site using the Walking Route Audit Tool (WRAT) methodology set out in the DfT LCWIP process guidance. The walking routes for each zone radiate out from the centre and connect out into surrounding areas based on a 20mins walking distance. Key walking routes were identified ideally radiating in all directions from the Core Walking Zone to ensure that the walking network catered for desire lines in all directions surrounding the zones. Walking audits were undertaken by a combined team of local volunteers and PJA. The Walking Route Audit Tool (WRAT) is divided into several categories for analysis and uses a Red Amber Green (RAG) scoring technique:



- Attractiveness: Considers the impact of maintenance, traffic noise, pollution and fear of crime upon the attractiveness of a route
- Comfort: Reviews the amount of space available for walking and the impact of obstructions upon walking such as footway parking, street clutter and staggered crossings
- Directness: Assesses how closely pedestrian facilities are aligned with the natural desire line and accommodating the crossing facilities are for pedestrians to follow their preferred route
- Safety: Focusses on the impact of vehicle volumes and speeds and interaction with pedestrians
- Coherence: Focuses on the provision of dropped kerb and tactile information for pedestrians

### 7.3 Audit Results

This section summarises the results from the on-site assessments focussing particularly on the performance of the walking routes against the 20 WRAT scoring factors. Analysis of the factors’ results provides a useful indication of the key strengths and weaknesses of Faversham’s walking network, and helps to identify the areas for improvement.

**Table 7-1: Summary of WRAT results by theme**

Theme	Criteria	Average score (out of 2)	Average score (%)
<b>Attractiveness</b>	Maintenance	1.39	69%
	Fear of crime	1.51	75%
	Traffic noise and pollution	1.33	67%
<b>Comfort</b>	Condition	1.20	60%
	Footway width	1.04	52%
	Width on staggered crossings / pedestrian islands/refuges	1.77	89%
	Footway parking	1.75	87%
	Gradient	1.63	81%
<b>Directness</b>	Footway provision	1.55	77%
	Location of crossings in relation to desire lines	1.31	65%
	Gaps in traffic (where no controlled crossings present or if likely to cross outside of controlled crossing)	1.39	69%
	Impact of controlled crossings on journey time	1.87	93%
	Green man time	1.80	90%
<b>Safety</b>	Traffic volume	1.23	61%
	Traffic speed	1.23	61%
	Visibility	1.60	80%
<b>Coherence</b>	Coherence	0.75	37%



The above table illustrates that the highest scoring factors were related to controlled crossing facilities (Impact of Controlled Crossings on Journey Time (97%), Green Man Time (94%) and Width on Staggered Crossings (93%)). However, given the limited provision of controlled crossings in Faversham, these scores are probably not the best reflection of the town's walking network. Other factors that achieved high scores included: Footway Parking (90%), Visibility (84%), Gradient (84%) and Footway Provision (80%).



**Figure 7-2: Example of footway parking reducing the footway width (Left – Bysing Wood Road) and wide junction radii prioritise turning vehicles and elongate pedestrian crossing (Right – London Road (A2))**

The lowest average scoring factors were: Coherence (38%), Footway Width (53%), Footway Condition (62%), Traffic Volume (62%) and Traffic Speed (62%). The low scores related to Coherence and Footway Width are particularly important as these factors suggest the basic functionality of the walking network is poor. Narrow footways combined with inconsistent provision of tactile information and dropped kerbs is ultimately not conducive to creating a comfortable and consistent walking network.



**Figure 7-3: Example of narrow footway (Left – West Street) and Pedestrian crossing away from desire line (Right – Bramble Hill Road)**



## 7.4 Walking Route Recommendations

The key issues raised in the WRAT for walking routes focussed on the condition and width of footways, and the provision of tactile/dropped kerb information at crossings. These factors combined undermined the continuity of walking routes and the comfort for pedestrians at crossing points. This section presents recommendations for improving conditions for walking based on the WRAT results.

### 7.4.1 Crossings

The WRAT assessments reviewed the 'Directness' of walking routes and the scores for these assessments were generally acceptable, however there were several important locations in the town where crossings were either missing or not on the natural desire line, for example: Napleton Road/Cross Lane, and The Mall/Forbes Road. Similarly to the recommendations for cycle crossings, the LCWIP will need to consider improving the provision of controlled crossing points on the main walking routes particularly around the town centre and at major junctions. This will help to enhance the continuity of key walking routes and prioritise the walking network over vehicular traffic. The below images provide examples of where the streetscape design embeds the natural pedestrian desire line over the carriageway.



**Figure 7-4: Implied crossing provides direct crossing on pedestrian desire line (Left- Downs Road), and example of a raised table crossing in Norwich (Left – Westlegate)**

### 7.4.2 Footway provision

The WRAT tool aims for a clear footway width of 2m (unfortunately this is not feasible in all locations given highways constraints, particularly on more historic streets, including West Street and Preston Street). However, the effective width of footways could still be enhanced by: removing street clutter and excess signage, prohibiting footway parking, providing recessed loading/parking bays to enable local footway widening and addressing issues of poor maintenance to maximise the use of existing footways and path. The examples below therefore focus on enhancements that could be made to maximise the effectiveness of footways even in more constrained environments.



**Figure 7-5: Example of clear footway space incorporating SUDs (Left – Crossway) and Recessed loading pads enable footway widening in constrained streetscapes (right – Clapham Old Town)**

#### 7.4.3 Continuity

Missing dropped kerbs/tactile information was an issue throughout the town and was further exacerbated by wide side-junction entries which increased crossing distances. Resolving these points in the LCWIP is a critical issue for creating a coherent and continuous walking network in Faversham. The examples below provide examples of side-entry junctions and headway treatments which have prioritised pedestrian desire lines over vehicle movements. This approach will reinforce the LCWIP's movement hierarchy with pedestrian needs as the first consideration.



**Figure 7-6: Continuous footway provision (Left – Claylands Road) and Dropped kerb with tactile paving (Right – Sans Walk)**

## 7.5 Severance and Connectivity

Severance was not an issue directly identified by the site auditing however it will be a key consideration in the design recommendations for the LCWIP. The three main severance features in



Faversham are the railway lines, Faversham Creek and the A2 corridor. These features reduce the permeability of the town for walking and cycling and each feature presents its own challenges:

- Railway Lines: the railway lines reduce north-south porosity for walking and cycling, and are a particular barrier to movements from the south-east of Faversham towards Love Lane and the development sites
- Watling Street (A2): there are very limited controlled crossing opportunities along the A2 corridor and consequently the route is a major barrier to north-south movements, and is also unpleasant to use in an east-west direction given the narrow footways and high volumes of vehicular traffic.
- Faversham Creek: The temporary bridge provides the only crossing point over the Creek and therefore a movement bottleneck for those moving through this area. The bridge's footways are narrow, and cyclists are expected to mix with vehicles on the narrow carriageway.

Given the scale of these severance features, a majority of the recommendations below are for major infrastructure improvements which are likely to require significant funding allocations. Nonetheless, addressing the points of severance will be essential in improving walking and cycling connectivity in the town as well as integrating with future development sites.



**Figure 7-7: Example of light installation used on railway bridge (Left – Southwark Street) and discreet markings used to highlight disjointed walking route (Right – Hannington Lane)**



**Figure 7-8: Example of a pedestrian + cycle bridge (Left – Mariabrug) and example of a new bridge incorporating access for steps, lift and ramps (Right – Wallis Road, Olympic Park)**

Legibility and wayfinding was also identified during the site audits as an opportunity to further improve the town's walking and cycling networks, and Swale BC has recently commissioned a separate Wayfinding Strategy to explore this subject further.



## 8 Prioritisation







The purpose of Stage 5 is to establish a prioritised programme for the delivery of the walking and cycling measures identified in Stages 3 and 4 of the LCWIP. The prioritised list of measures should aid future network development by outlining the top priority schemes for delivery. The results can also be used as a mechanism for funding applications or seeking developer contributions towards new walking and cycling infrastructure. As noted previously, LCWIPs are considered to be ‘live’ documents by the DfT and local authorities therefore should consider updating/revising the prioritisation table to reflect latest developments. The LCWIP methodology includes a suggested approach for prioritising measures however it also emphasises that the methodology should be tailored to the local context.

## 8.1 Walking and Cycling Measures

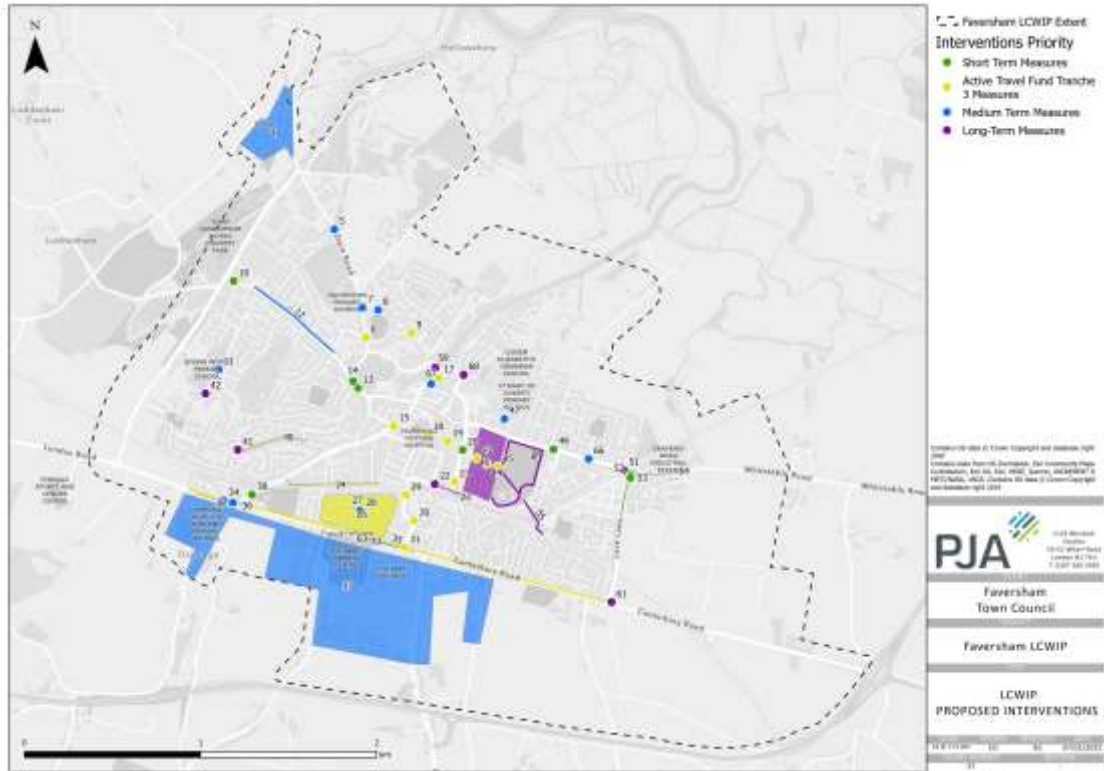
Faversham benefits from a pipeline of design measures which have been previously prepared as part of the 20mph scheme and these measures have been incorporated into the LCWIP where applicable. Kent CC also submitted bids to the Department of Transport in August 2021 for funding a ‘Mini Holland’ for Faversham and to implement further walking and cycling improvements.

Based on the findings from the RST and WRAT audits, design recommendations were made for each cycling and walking route and are summarised in the below plan. As well as developing measures based on the LCWIP networks, the designs have also been categorised based on the type and scale of intervention i.e. footway improvements, new crossing, protected cycle facilities etc (see below). Categorising the design recommendations provides an alternative option for the implementation of schemes, and some local authorities have opted to focus on the delivery of design categories rather than the LCWIP routes. For example, Brighton & Hove City Council used the findings from their pilot LCWIP to deliver a programme of dropped kerb and tactile paving improvements at sites identified in the study area

- **Individual Site Measures** – these measures focussed on individual sites for improvements and were generally focussed around junction improvements, including: provision of dropped kerb/tactile information, raised table treatments, new crossing points, maintenance issues, and footway widening.
- **Link/Corridor Schemes** – measures that would improve conditions for walking and cycling along a whole corridor, such as introducing protected cycling facilities or reviewing side-entry junction treatments along a whole corridor.
- **Area Based Measures** – these proposals targeted a wider neighbourhood/town scale for improvement and were generally focussed on reducing traffic volumes to improve conditions for walking and cycling.
- **Additional Measures** - In addition to identifying discreet design measures to improve both walking and cycling conditions, complementary measures have been identified which would produce more transformational changes in Faversham. These measures would help to reduce



the impact of general traffic on walking and cycling and would help to overcome issues related to severance caused by the railway line and main road network. Given the ambitious scale of these measures, it is likely that they will need to be considered as medium/long-term approaches.



**Figure 8-1: Summary of recommended design measures**

It was important during the development of measures to ensure that they were co-ordinated with ongoing programmes of work, development sites and funding bids for Faversham. Faversham benefitted from already having a pipeline of design measures which had been prepared previously as part of the 20mph town-wide limit and these were incorporated into the LCWIP’s recommendations. Kent CC also submitted a bid to the Department for Transport in August 2021 for ‘Mini-Holland’ funding for Faversham which applied for just over £1m of funding for the delivery of walking and cycling measures across the town.

## 8.2 Prioritisation Approach

The schedule of proposed interventions has been developed in the context of town, borough and county council policies and objectives and in line with national guidance. It forms part of Faversham’s Local Cycling and Walking Plan (LCWIP). The LCWIP methodology includes a suggested approach for prioritising measures however it also emphasises that the methodology should be tailored to the local context. On this basis, it was agreed with the LCWIP working group that members would rank the recommended design measures based on the below prioritisation factors



The schedule is intended to be dynamic, as circumstance change and more information becomes available. The priorities depend on multiple, sometimes conflicting considerations, with higher ranking for those that:

- Gain further compliance with 20mph and/or were in the original 20mph scheme;
- Have been identified as needed / wanted by the community in feedback to the council;
- Bring multiple benefits to the most number of people, particularly those walking, cycling or using other forms of sustainable transport;
- Represent good value for money (cost versus benefit);
- Have a degree of certainty over funding;
- Are designed in greater detail;
- Are capable of being delivered soonest;
- Have high visual impact and serve as examples of what could be achieved in other places;
- Number of interdependencies with other interventions e.g. changes to Kingsnorth Road junction with Watling Street might depend on land use changes; and/or
- Can be combined with other interventions to reduce costs /disruption. Project plans will need to be developed where multiple interventions exist in one location.

Interventions are grouped into four broad categories, based on the above, ranging from those with pre-existing designs and an identified funding source, through interventions with less well-defined designs / less certainty about the funding source, to concept projects which need further investigation. The schedule is based on a number of underlying assumptions:

The LCWIP and the proposed interventions support:

- 1 The strategic objectives and policies of Kent County Council, Swale Borough Council and Faversham Town Council, particularly regarding climate change, sustainability, pollution, active travel and transport.
  - the objectives and strategies in the emerging SBC Local Plan and the FTC Neighbourhood Plan
  - The overall policy objectives are to prioritise the needs of people over vehicles and of place over movement.
- 2 New developments and infrastructure will comply with the latest design standards, particularly with respect to the street scene – currently LTN 1/20 and Manual for Streets 2 – and with the latest guidance in, for example, the Highway Code, including:
  - A speed limit in all new developments of 20mph wherever people and motor vehicles mix
  - New cycling infrastructure to avoid mixing bicycles with pedestrians or motor vehicles
  - New junctions to reduce, rather than maximise, the speed of turning traffic in order to protect vulnerable road users



- New highway works to prioritise the needs of vulnerable road users above other road users
- General presumption that centre-lining will not be replaced

Priority Ranking	Scheme No.	Location	Intervention	Ward	Detail	Design & cost status	Potential funding
1	10	Enhance gateway	Bysing Wood Rd	Priory	Move west of Wildish Road	Detail	KCC
2	49	Crossing	Whitstable Rd	Abbey	@ Jubilee centre developer funded under s278	Detail	Developer
3	13	Crossing	Curtis Way / West St	St Ann's	@ Stonebridge Pond / Westbrook	Detail	KCC
4	14	Improve junction	Dark Hill	Priory	Plus crossing. Tighten junctions on Davington Hill and Stonebridge Way	Outline	KCC
5	20	Crossing	Newton Rd	Abbey	Gatefield Lane: includes parking reconfiguration	Outline	FTC
6	53	Crossing	Love Ln	Watling	New zebra at mini-roundabout by s278	Outline	Developer
7	39	Crossing	Ospringe Rd	Watling	Included in bid for KCC funding 2022/23 cost of £20,500	Detail	KCC
8	2	Extend 20mph	Multiple	Town wide	20mph in all new developments	Concept	Developer
9	57	Drop kerbs, tactiles	Town centre	Abbey	SBC installing in key places in town centre	Concept	SBC
10	65	Wayfinding signs	Town centre	Town centre	Signs with walking / cycling times to key destinations Multiple places	Concept	SBC
11	15	Improve junction	South Rd	St Ann's	Includes crossing @Napleton. End of x-town walking route Does this include cycle crossing?	Detail	ATF T3
12	40	Improve junction	Lower Rd	St Ann's / Watling	Tighten 4 junctions, buildouts, crossings, excludes South Rd	Detail	ATF T3
13	52	Enhance gateway	Whitstable Rd	Abbey	Move planters to Love Lane / Graveney Road	Concept	ATF T3
14	54	Extend 20mph	Love Ln	Watling	Consider with #52 and #53	Concept	ATF T3
15	29	Improve junction	Forbes Rd / Athelstan Rd	Watling	Tighten junction plus resite crossing. Included in bid for KCC funding 2022/23 for £55,000	Detail	ATF T3
16	30	Crossing	The Mall / Forbes Rd	Watling	Raised table and crossing	Outline	ATF T3
17	21	Improve junction	Newton Rd / Solomons Lane	Abbey	Includes crossing	Outline	ATF T3
18	9	Improve junction	Reedland Crescent	Priory	Public realm scheme to improve location - trees, seating, cycle parking	Concept	ATF T3
19	17	Crossing	North Ln	Abbey	Links town centre to North Preston	Concept	ATF T3
20	44	Crossing	St John's Rd	Abbey	Community feedback to say if sufficient, or need modal filter to remove through traffic	Outline	ATF T3
21	45	Crossing	Park Rd	Abbey	Community feedback to say if sufficient, or need modal filter to remove through traffic	Outline	ATF T3
22	43	Crossing	St Mary's Rd	Abbey	Community feedback to say if sufficient, or need modal filter to remove through traffic	Outline	ATF T3
23	24	Modal filter	C'bridge/School rds	St Ann's	Introduce modal filters to address through traffic issues as trial scheme	Concept	ATF T3
24	25	Modal filter	C'bridge/School rds	St Ann's	Full placemaking scheme if trial successful - community corners etc	Concept	ATF T3
25	60	Enhance gateway	Whitstable Rd	Abbey	Enhanced Gateway on Graveney Rd / Love Lane; drop 40/30 speeds to 30/20mph	Concept	ATF T3
26	26	Modal filter	Athelstan Rd	Watling	Buy-in from local community needed. Consider trial then permanent placemaking scheme	Concept	ATF T3
27	27	Crossing	Ethelbert Rd	Watling	School crossing and community corner; Possibly combine with #28 school street	Outline	ATF T3
28	18	Crossing	Bank St	St Ann's	Part of cross town walking route	Detail	ATF T3
29	31	Enhance gateway	The Mall / Watling St	Watling	Includes new crossing @ The Mall; space for community artwork; consider with #35	Outline	ATF T3
30	6	Improve junction	Priory Row	Priory	Junction tightening, road narrowing and others. Corner of Priory Rd?	Concept	ATF T3
31	19	Crossing	Preston St	Abbey		Outline	ATF T3
32	35	Improve junction	Watling St	Watling	Tighten junctions; possibly add modal filters. 5 @£15k	Concept	ATF T3
33	66	Crossing	Whitstable Rd	Abbey	Millfield	Concept	ATF T3
34	70	Crossing	Love Ln	Watling	New crossing at PROW ZF28	Concept	Developer
35	62	Drop kerbs, tactiles	Town centre	Abbey	Install on key desire lines where no other intervention planned. 100 pairs @£2,000/pair	Concept	TBC



Priority Ranking	Scheme No.	Location	Intervention	Ward	Detail	Design & cost status	Potential funding
36	63	Extend 20mph	London Rd	Watling	Around Abbey School, Canute Road etc	Concept	TBC
37	64	Extend 20mph	Canterbury Rd	Watling	Around Ashford Road	Concept	TBC
38	34	Modal filter	Grove Place	Watling	Add modal filter incorporating 2 way cycle access	Concept	TBC
39	36	Extend 20mph	Ospringe St	Watling	Around Ospringe Road / Water Lane etc	Concept	TBC
40	3	Speed cushions	Oare Rd	Priory	Under consideration	Outline	TBC
41	67	TBC	Partridge Ln	Abbey	Investigate desire line to town centre. Link to #17	Concept	TBC
42	68	Crossing	Abbey St	Abbey	Investigate solution for pedestrian crossing	Concept	TBC
43	38	School street	Water Ln	Watling	Ospringe: signs, tactical urbanism, plus engagement, publicity etc	Concept	TBC
44	8	Improve junction	Priory Row	Priory	Raised table @Barnfield Road, possibly pedestrianise	Concept	TBC
45	11	School street	Lower Rd	St Ann's	Kiln Court: signs, tactical urbanism, plus engagement, publicity etc	Concept	TBC
46	7	School street	Priory Row	Priory	Davington: Signs, tactical urbanism, plus engagement, publicity etc	Concept	TBC
47	47	School street	St Mary's Rd	Abbey	Orchard Place: Signs, tactical urbanism, plus engagement, publicity etc	Concept	TBC
48	4	Extend 20mph	Oare	Oare PC	Oare Parish Council to decide	Concept	TBC
49	28	School street	Ethelbert Rd	Watling	Ethelbert: Signs, tactical urbanism, plus engagement, publicity etc	Concept	TBC
50	5	Enhance gateway	Oare Rd	Priory	Consider with other Oare Road	Outline	TBC
51	12	Cycleway	Bysing Wood Rd	Priory	Priory Rd or Dark Hill? Part of NCN 1. identify route alignment to town centre; cycleway on Bysingwood Rd not LTN1/20 compliant (side junction crossings)	Concept	TBC
52	33	Improve junction	Canute Rd	Watling	No left turn, junction tightening and or no entry. Include Kingsnorth Rd Consider with #32	Concept	TBC
53	32	Crossing	Abbey School	Watling	@ Abbey School; combine with modal filter on Canute Road?	Concept	TBC
54	37	Extend 20mph	South of Watling St	Watling	Extend 20mph south of A2. Confirm 20mph on Perry Court & other new developments	Concept	TBC
55	23	Public realm	Station Rd	Abbey	"New Faversham Entrance". Access to station, bridge, St Mary's, Preston St	Concept	TBC
56	41	Modal filter	Lower Rd	St Ann's	Remove barrier to cycling @Judd Road	Concept	TBC
57	55	Remove severance	Long Bridge	Abbey / Watling	Potentially iconic; possibly expensive; detail design for cycling as well as walking?	Concept	TBC
58	42	Modal filter	Hazebrouck Rd	St Ann's	Remove barrier to cycling / walking @Kiln Court	Concept	TBC
59	48	Cycleway	Recreation ground	Abbey	Review existing cycle access; upgrade existing paths to permit cycling	Concept	TBC
60	46	Modal filter	St Mary's Rd	Abbey	Incl. St John's / Park Rd. Need community buy-in. 3 filters: trial then permanent placemaking scheme	Concept	TBC
61	69	Improve junction	Watling St	Watling	Additional junction tightening (lower priority) 5 @£15k	Concept	TBC
62	22	Crossing	Station Rd	Abbey	Upgrade existing zebra crossing at Station on to table top Gulleys in good location	Concept	TBC
63	51	Cycleway	Whitstable Rd	Abbey	Add cycle/footpath to existing railway bridge	Concept	TBC
64	56	Improve junction	Multiple	Town wide	Check junctions that need tightening (other than specific jns)	Concept	TBC
65	58	Drop kerbs, tactiles	Multiple	Town wide	Install on other desire lines without other interventions say 150 pairs at £2,000 per pair.	Concept	TBC
66	16	Modal filter	East St	Abbey	Allow west-east cycling	Concept	TBC
67	59	Remove severance	Swing Bridge	Abbey / Priory	Major project - must include benefits for cycling and walking	Concept	TBC
68	61	Improve junction	Love Ln / Watling St	Watling	Traffic lights to include pedestrian and cycle phase	Concept	Developer
69	50	Crossing	Whitstable Rd	Abbey	Enhance existing - move to desire line and upgrade to zebra	Concept	TBC

Table 8-1: LCWIP Recommended Measures



## 9 Recommendations





## 9.1 LCWIP Recommendations

The LCWIP has developed a comprehensive set of design measures which would improve conditions for walking and cycling across Faversham, and also integrated with future development sites. The recommended measures have also been prioritised and therefore provide a clear strategy for delivery over the next ten years.

It is recommended that the LCWIP is considered in all future developments and applications in the town which either directly impact upon the LCWIP networks or are likely to affect conditions for walking and cycling in general. Whilst the LCWIP has developed measures only for the LCWIP network, a majority of these recommendations could be adopted and applied to sites across the town to further improve the town's walking and cycling conditions. It is also recommended that the LCWIP is integrated with ongoing strategies and policies in the town, including the Faversham Neighbourhood Plan and further development of the 20mph town-wide speed limit.



**Figure 9-1: Looking north along Preston Street**





## **The Crescent Signal Junction and Carriageway Improvements to Remove Exit Movement from The Crescent into the Junction**

To: **Swale Joint Transportation Board**

By: **Lee Carl of JNP Group (on behalf of Keepmoat Homes)**

Classification: **Unrestricted**

Ward: **Swale**

Date **8th February 2022**

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### **Summary:**

**This report gives details of the proposed improvement works to the junction where Halfway Road, Minster Road, The Crescent and Queenborough Road meet. The Schemes, Planning and Delivery (SPD) Team are assisting with the writing and consultation of the traffic regulation order (TRO) for this scheme which is being funded and installed by Keepmoat Homes as part of the residential development on Belgrave Road.**

**This report seeks approval to proceed to make the Traffic Regulation Order following public consultation already completed.**

### **For Decision**

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

- 1.1 This report has been prepared in response to the Traffic Regulation Order objections that were raised against the proposed signal junction and carriageway improvements at the junction where Halfway Road, Minster Road, The Crescent and Queenborough Road meet.
- 1.2 The junction is located approximately 1.2km east of the proposed residential development site.
- 1.3 The improvements were proposed to improve the capacity of the junction as a result of the new residential development at Belgrave Road. The recent TRO application was in accordance with the works that were requested as part of the planning conditions for the Belgrave Road development.
- 1.4 A detailed transport assessment was undertaken by JNP Group in 2019 to understand the existing traffic movements, and this was followed up with a specific technical note (TN004) to assess the different opportunities to improve the junction capacity.
- 1.5 The transport assessment demonstrated all approaches to the junction were approaching capacity and that this will deteriorate further as a result of background traffic growth and commercial development alone.

## **2.0 Existing Junction Configuration**

- 1.6 There are single lane approaches into the junction from Halfway Road, The Crescent and Queenborough Road. Minster Road approach features a one lane plus flare arrangement accommodating vehicles intending on turning right into Halfway Road.
- 1.7 Through a combination of site observations, feedback received at a Meet the Developer event and use of Google Traffic Conditions, it was noted that queuing extends along Queenborough Road towards these signals, notably in the PM peak hour when commuters return from work.
- 1.8 Some users of Queenborough Road are utilising the residential roads of Holmside Avenue, Adelaide Gardens and Southdown Road/The Crescent to avoid queueing traffic for travel northward towards Sheerness. Other drivers travelling to Minster follow a similar route through the use of Highfield Road, Admirals Walk and Banner Way to avoid the signals entirely.
- 1.9 There are few traffic generating land uses to the south of The Crescent and the volumes of traffic particularly in the PM peak hour lend evidence to the fact that drivers of Queenborough Road are using this approach as a means to avoid queueing before heading north towards Sheerness.
- 1.10 As a result of steady demand for green time on The Crescent, its stage is called every cycle which in turns results in increased delays on other approaches such as that of Queenborough Road.

## **3.0 Opportunities to Improve Capacity**

- 1.11 A review of physical measures to provide any meaningful increase in capacity is limited due to the constraints of land available within the existing highway boundary at this time.
- 1.12 This is especially true for Queenborough Road where the building extents of Half-Way House (Mems Mezze) provide no space to accommodate a left-turn lane/flare.
- 1.13 There may be scope to provide a dedicated left turn lane/flare from Halfway Road through relocating the stop line closer to the junction and utilising part of the current footway in this location. Traffic signal equipment is located within this area which would require relocating and such improvements would not be of benefit to Queenborough Road or Minster Road.
- 1.14 If traffic flows were significantly lower on The Crescent, it may justify the potential to run this stage every other cycle and in turn give greater lengths of green time for the other approaches. In order for this to be effective, current use of The Crescent and the residential roads to the south of Queenborough Road would need to be deterred. It is considered the best method of doing so would be through the use of traffic calming features such as road narrowing's with priority/give way operating arrangements or speed cushions/road humps.
- 1.15 The most effective method of improving capacity across the junction would be to remove entry from The Crescent entirely with this approach serving exit traffic only. This approach was requested for consideration by KCC within a telephone conversation held on 22/07/2019. This approach is discussed further below.

#### **4.0 Introduction of One Way Entry into The Crescent**

- 1.16 The performance of the junction was assessed without the ability to exit from The Crescent into the junction.
- 1.17 The results of the assessment show that the junction will operate significantly better than that under the existing arrangements. Queue lengths are reduced under all scenarios and for all approaches.
- 1.18 The proposed configuration has the potential to maintain the status quo mitigating against background traffic growth, committed development and the proposals at Belgrave Road.
- 1.19 For both the existing and proposed arrangements, queueing is still forecast to occur along Queenborough Road however the incentive provided by removal of priority controlled exit at The Crescent should deter drivers from using residential roads to the south and emerging back onto Queenborough at Southdown Road.

#### **5.0 Consultation**

- 1.20 The County Council advertised its intention to implement the new junction arrangements from the 17th December 2021 to the 10th January 2022 and the order was advertised as shown in **Appendix A**.
- 1.21 Public notices were placed on site outlining the proposals and an advert was placed in the Kent Messenger in the week ending 17<sup>th</sup> December 2021.
- 1.22 Various statutory consultees were contacted directly about the proposals including Kent Police, South East Coast Ambulance Service, Kent Fire and Rescue Service, The Road Haulage Association and The Freight Transport Association;
- 1.23 The local County Council members and Swale Borough Council ward members were also issued a copy of the consultation notice.
- 1.24 The closing date for the consultation responses was on the 10th January 2022, the County Council had received written support from Kent Police and one other comment which is anonymous. 18 responses of objections from members of the public have been received. A summary of the messages of support and objections are included in **Appendix B**.
- 1.25 Following a thorough review of the objectors' comments, this detailed report outlines the benefits and improvement of the scheme, which were agreed as part of the planning process, and looks to alleviate the public concerns.

#### **6.0 Conclusion and Recommendations**

- 1.26 The consultation has not identified any safety or operational issues.
- 1.27 The scheme has been independently assessed by KCC Highway Transportation and Development and Intelligent Traffic Systems Teams and consultants employed by Swale Borough Council, all have concluded that the scheme provides significant junction performance improvement.

1.28 This is a deliverable scheme that has the support of the Parish Council. The scheme proposals should assist in improving congestion and pedestrian safety, it is requested that the proposed one way system be agreed and the TRO made.

## Appendix A – Deposit Document

## Appendix B – Consultation Responses

Respondent	Support/Object	Comments
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1	Kent Police	Support	<p>Kent Police have no specific observations to make regarding the proposed making part of The Crescent (16m in a north westerly direction) as one way, however in general terms we would expect the following:</p> <ul style="list-style-type: none"> <li>• The application meets the necessary criteria</li> <li>• The proposal complies in all respect with the Traffic Signs Regulations and General Directions 2016</li> <li>• The safety of other road users is not compromised by the introduction of these measures</li> </ul> <p>Our reference for your proposals is 354/21</p>
2	Participant	Support	<p>I support the efforts to simplify motor vehicle movements at this junction. I note that point 1 of the order includes an exemption for pedal cycles, which I welcome.</p> <p>The existing junction at the northern end of The Crescent is traffic light controlled. It is unclear how the ongoing safe movement of people on pedal cycles through the junction is to be accommodated. I trust that such movements will continue to be part of the traffic light sequence either through use of loop detection or a push button system.</p>
3	Participant	Objection	<p>The online pdf is not easy to read if you zoom into the read the detail. The order excludes pedal cycles from the one way restriction but gives no information as to what signage will be installed to allow this to happen. There also seems to be no signage warning other road users that cyclists could be coming towards them. It is important to ensure no restrictions are made to ban cycles from using the junction in any direction. Is it proposed to create shared space rather than on carriageway? There also seems to be no road markings where cyclists would wait for the traffic signals.</p>
4	Participant	Objection	<p>I don't believe it will help the traffic flow and will make exiting Southdown road impossible and dangerous.</p>
5	Participant	Objection	<p>As I use this road regularly for work and will not be able to if it's one way and will increase traffic on Queenborough Road</p>
6	Participant	Objection	<p>I regularly visit an elderly relative in Southdown and it is horrendous trying to exit or enter via that road with traffic constantly queued on the main road. If traffic no longer has the option to use the Crescent junction surely it will only get worse. Also, why oh why has a Housing Association agreed to fund???? Pretty obvious I would say YET MORE HOUSES BEING BUILT on our once green and pleasant Island. An Island being destroyed by the greed of so many and the ignorance of those chosen to protect and care for constituents. So so sad to see our Island being destroyed :(</p>
7	Participant	Objection	<p>I would like to know how this is going to benefit me as I live in the Crescent. Presently I am able to go straight across the traffic light to Halfway Road or right to Minster Road this will now mean I will need to go round the block to get on the Queenborough Road which is always a nightmare. Perhaps it would be better to make the road residents parking only to stop all the unnecessary parking from the garage people waiting to change their tyres or people parking to go and pick up a takeaway especially when there is already a car park,</p>

			near all the takeaways. The road is dangerous because of the speed of the vehicles that use it and I'm surprised that there has not been an accident. Also because of all the parking there is often a bottle neck of cars trying to leave the Crescent therefore making it difficult for emergency vehicles able to use it. I think by doing what you are doing will mean people will block my driveway more than they already do forcing me to park elsewhere in the road. Therefore parking outside my house is a nightmare.
8	Participant	Objection	Will make it difficult to get out of southdown Road. Turning right will be too busy to pull out and turning left is too tight already due to large volume of traffic and parked cars causes clipping kerb
9	Participant	Objection	It's going to be extremely hard for people trying to get out of said road due to the busy main roads. My grandparents and my auntie all live in this road and I don't believe this should be happening.
10	Participant	Objection	This would be more dangerous than it already is, not safe for anyone. Unfair to residents on this road and Southdown.
11	Participant	Objection	It's going to block our road and make it difficult for us to get out.
12	Participant	Objection	If you make the Crescent one way, you will cause awful congestion at the bottom of Holmside, with people wanting to turn right into Queenborough Road. There is a need for double yellows at the junction now..and the ridiculous move of making the crescent one way would make matters worse. At present, most residents in Rosemary Avenue, Adelaide gardens, and it's cul de sacs, and Furzehill Crescent use this as their Main route out towards Minster and Sheerness. To make it one way is just going to cause more traffic disruption as people try to turn right out of Holmside. In short, a badly thought out idea.!
13	Participant	Objection	Restricting traffic to / from the crescent would impact residents of the road and surrounding roads. During rush hour traffic joining the main road is near impossible and without access to this junction directly you would be making residents lives harder
14	Participant	Objection	I live in Adelaide Gardens and would be seriously affected by this proposal. Whilst it might limit the 'rat run' at certain times of day it will only move the problem to Highfield Road and Banner Way, which already takes its share. For residents in Adelaide Gardens, Southdown Road, Holmside Ave and Rosemary Ave who depend on this route for an easy route to Sheerness it will make turning right onto Queenborough Road a more hazardous event, especially in busy times. I realise that there is no easy answer to this issue, and I don't think this is it. At the risk of annoying residents of Rosemary Avenue and Holmside Avenue, an alternative would be to make Holmside one way at the northern end between Queenborough Road and Rosemary Avenue, or make a right turn from Queenborough Road into Holmside illegal, enforced by a traffic camera.
15	Participant	Objection	The area suffers with unmanageable traffic due to the amount of housing that is unsustainable for the island and continues to be built. Temporary traffic lights along Queenborough Road caused huge tail backs and queues throughout the island last month. This does not solve an issue of people trying to get around the island the best they can when more infrastructure is needed, not less!
16	Participant	Objection	Any local resident will tell you that this proposal will only increase current traffic problems, which will already become more severe once the 153 properties at Belgrave Place become inhabited. To the best of my knowledge there have been no traffic

			incidents at this location, so I don't understand the proposal at all
17	Participant	Objection	<p>This proposed action will make it very difficult for traffic seeking to cross the junction of Queenborough Rd/ Minster Rd/Halfway Rd towards Sheerness or to turn right into Minster Rd. Alternate methods of access by using Southdown Rd Lowfield Rd or Banner Way could become unnecessarily difficult or possibly dangerous as a result of the increased potential for accidents.</p> <p>It would seem to me that a modern installation of traffic controls utilising latest Traffic sensors both camera and wire loops in the road surface would make traffic flow at the Queenborough Rd/ Minster Rd/Halfway Rd junction more efficient.</p> <p>If the proposal is approved then I would ask that initially it is a temporary order subject to review after a period of to time to allow for consideration of the impact of the change</p>
18	Participant	Objection	<p>If you make the crescent one way, you will cause awful congestion at the bottom of Holmside and Southdown,with people trying to turn right into queenborough road, especially during the rush hours. .There is a need for double yellow lines at the corners of these junctions with Queenborough road now,and the ridiculous move of making the crescent one way would only make matters worse.. At present, residents of RosemaryAvenue, Adelaide gardens and it's cul de sacs, and Furzehill crescent use this as their main route out towards Minster and Sheerness.The lights give a regular easy access to the crossroads, and are only on green for about 30 seconds, letting half a dozen residents out each time. In fact, as they are camera controlled, if no car is seen waiting to exit the crescent, then that phase is missed out for that sequence of lights.. Making it one way will only cause more congestion. As it is almost impossible to turn into Holmside now because of bad parking, and if all residents have to access from there as well, tempers will fray, and accidents will happen. If no one let's cars out to turn right in the rush hour, the only option will be go halfway across the road, holding up the traffic coming down from the lights, and hope some kind soul coming up from Quenborough will let you in.If,not,cars coming down will have to stop as their route is blocked... and this could lead to a tailback up to the lights.. Unlikely, yes, but a possibility.</p> <p>The problem is obviously that the traffic on Queenborough road needs speeding up in the rush hours, and it does currently cause a few headaches. However, as its the rush hours that cause the traffic problem, why not alter the timing of the lights at Halfway? If you have them set to permanent red between 7.30and9.30am,and 4.30and7.00pm,with appropriate warning notices at the junction of Southdwn and the Crescent, this would mean rush hour traffic would get a slightly longer phase during the rush hours, and only a minor inconvenience would be caused to the residents of the surrounding areas. It would also cancel out a lot of people using the Holmside route as a ratrun during the rush hour.</p> <p>Costwise, this would also be a cheap option... the electronics and timers etc are already in situ, so it would mean a few adjustments by the traffic light engineers to reset them.</p> <p>Why not try this for a trial period of say a year, plus do traffic surveys on the corners of Holmlside, and Southdown.</p> <p>The situation needs to be looked at as a whole and a long term solution found.</p> <p>As for Keepmote homes, I am still at a loss as to why they are trying to fund this ridiculous proposal. You cannot get to their</p>



			<p>site from the Crescent, or is there a proposal that is yet to be discussed where they intend to build more houses and will require access from the top of Holmside and Southdown, the same way they opened up the top of Belgrave road?? Their money would be better spent getting Belgrave resurfaced. Many of the residents of the area are of a certain age, ie silver voters, and whilst we might forget what we went into the kitchen for, we don't forget crazy unnecessary schemes implemented by the council, or who was on the council when silly decisions are made. The silver vote is quite influential round here!</p>
19	Participant	Objection	<p>I object to the introduction of a one-way system on The Crescent as I do not think it will improve the traffic situation. I live in Southdown Road and use The Crescent to gain access to the main road into Sheerness and Minster, as do residents in Highfield, Adelaide, Furze Hill and the other surrounding roads in this area. The traffic lights at The Crescent only turn to green when there is a vehicle waiting, and are only on green for a very short period of time, compared to the other sets of lights on this junction. The residents of these roads would now only have the option to use the junction at the bottom of Southdown Road. This in itself is not great, it is a very narrow junction due to parked cars, both in Southdown Road and on the main Queenborough Road, and the entrance to Havill's Funeral Services, which requires access at all times. To turn left out of this junction towards Queenborough very often results in mounting the kerb as there is not enough room with the waiting cars at the traffic lights being in the middle of the road due to the parked cars on Queenborough Road. To turn right out of Southdown towards Sheerness and Minster will rely on cars waiting at the lights letting you out, and a gap in the traffic coming from Sheerness and Minster. This could in turn create a traffic problem in Southdown Road. All this for the sake of about 10 seconds of green light at The Crescent. This change to the road setup is only being brought about due to the development of yet more houses. The houses being built in Bellevue Road are a good half a mile from The Crescent so struggle to understand the logic in this. Surely it would be beneficial to see how the traffic changes once these houses are occupied. Has a traffic study been completed on this junction at various times of the day, and has the alternative route been looked at i.e the junction of Southdown Road. I feel many residents will be unaware of this proposal as I only found out about it via a Facebook post by our local councillor Cameron Beart. Some people do not have social media so will be unaware. No street notice has been posted either. Where is the opportunity for those who want to object? Surely consultation letters should be sent to every resident in this area to enable them to make their opinions.</p>
20	Participant	Objection	<p>By making the Crescent one way this will increase the traffic flow in Southdown Road. Traffic wishing to then turn right to access Sheerness or Minster will regardless of road markings block Queenborough Road. It will not stop traffic rat running as they will then use Highfield Road and then exit via Minster Road. All this for a housing estate being built half a mile away, I note that this project is being funded by Keepmoat Homes the builders of the estate. Why were the local residents not given written notice, as this will affect them rather than someone half a mile away?</p>

**Appendix C – Proposed One Way Exit from The Crescent  
Plan**



# **DOCUMENTS on DEPOSIT**

**These documents should remain  
available for public inspection until  
10 January 2022**

**In the Borough of Swale**

**THE KENT COUNTY COUNCIL  
(THE BOROUGH OF SWALE)  
(THE CRESCENT, QUEENBOROUGH)  
(ONE WAY TRAFFIC MOVEMENT)  
ORDER 2021**

**Road Traffic Regulation Act 1984**

Please return to:  
**Schemes Planning Delivery Team  
Ashford Highways Depot  
4 Javelin Way  
Henwood Industrial Estate  
Ashford. Kent  
TN24 8AD**

# PUBLIC NOTICE



## In the Borough of Swale

### THE KENT COUNTY COUNCIL (THE BOROUGH OF SWALE) (THE CRESCENT, QUEENBOROUGH) (ONE WAY TRAFFIC MOVEMENT) ORDER 2021

#### Road Traffic Regulation Act 1984

The KENT COUNTY COUNCIL, acting as the Local Traffic Authority and in exercise of its powers under Section 1(1), and (2), 2(1) to (3) and 4(1) and (2) of the Road Traffic Regulation Act 1984 (hereinafter referred to as “the Act of 1984”) as amended and Part 6 of the Traffic Regulation Act 2004 and of all other enabling powers, after consultation with the Chief Office of Police in accordance with Part III of Schedule 9 to that Act, hereby proposes to make the following order:-

The effect of the proposed Order will introduce one-way traffic on the following length of road in Queenborough, Swale:-

**THE CRESCENT** – From a point 16 metres southwest of its junction with Queenborough Road & Minster Road for a distance of 16 metres in a north easterly direction.

A full statement of the Council’s reasons for making the proposed Order, a plan indicating the location and the effect and a copy of any other Orders which will be amended by the proposed Order may be examined at Kent Highways, Transportation & Waste, Ashford Highway Depot, Henwood Industrial Estate, Unit 4 Javelin Way, Ashford, Kent TN24 8AD by appointment booked through [tro@kent.gov.uk](mailto:tro@kent.gov.uk) or viewed online from 17 December 2021 at [www.kent.gov.uk/highwaysconsultations](http://www.kent.gov.uk/highwaysconsultations)

Representations supporting or objecting to the proposed Order can be made via our website using the above link or alternatively you can write to The TRO Co-ordinator, Schemes Planning & Delivery Team, Highways, Transportation & Waste, Kent County Council, Ashford Highway Depot, Henwood Industrial Estate, Javelin Way, Ashford, TN24 8AD by 12 noon Monday 10 January 2022.

**Simon Jones**  
Corporate Director Growth, Environment & Transport

# STATEMENT of REASON

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



## In the Borough of Swale

### THE KENT COUNTY COUNCIL (THE BOROUGH OF SWALE) (THE CRESCENT, QUEENBOROUGH) (ONE WAY TRAFFIC MOVEMENT) 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

- for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.
- for preserving or improving the amenities of the area through which the road runs.
- for facilitating the passage on the road or any other road of any class of traffic (including pedestrians).

**Nikola Floodgate**

Schemes Planning and Delivery Manager  
Highways, Transportation & Waste

**THE KENT COUNTY COUNCIL  
(THE BOROUGH OF SWALE)  
(THE CRESCENT, QUEENBOROUGH)  
(ONE WAY TRAFFIC MOVEMENT)  
ORDER 2021**

**ROAD TRAFFIC REGULATION ORDER ACT 1984**

THE KENT COUNTY COUNCIL, acting as the Local Traffic Authority and in exercise of its powers under Section 1(1), and (2), 2(1) to (3) and 4(1) and (2) of the Road Traffic Regulation Act 1984 as amended, (hereinafter referred to as 'the Act') and of all other enabling powers, after consultation with the chief officer of police in accordance with Part III of Schedule 9 to the Act, hereby proposes to make the following order;

**Commencement and Citation**

1. No person shall, except under the direction or with the permission of a police constable in uniform, cause or permit any vehicle (excluding pedal cycles) to proceed along The Crescent, Queenborough from a point 16 metres south west of its junction with Queenborough Road and Minster Road in a north easterly direction.
2. Nothing in Articles 1 shall apply to any vehicle on an occasion when it is being used for Fire Brigade, Ambulance or Police purposes (in the event of an emergency), if the observance of that provision would be likely to hinder the use of that vehicle for the purpose for which it is being used on that occasion or a vehicle in the service of the local authority in the course of road cleansing or gully emptying.
3. The restrictions imposed by this Order shall be in addition to and not in derogation of any restriction or requirement imposed by any regulations made or having effect as if made under the Act.
4. The provisions of this order shall prevail over the provisions of any previous order.
5. This Order may be cited as "The Kent County Council (The Borough of Swale) (The Crescent, Queenborough) (One Way Traffic Movement) Order 2021" ("this Order") and shall come into force on the            day of            2021.

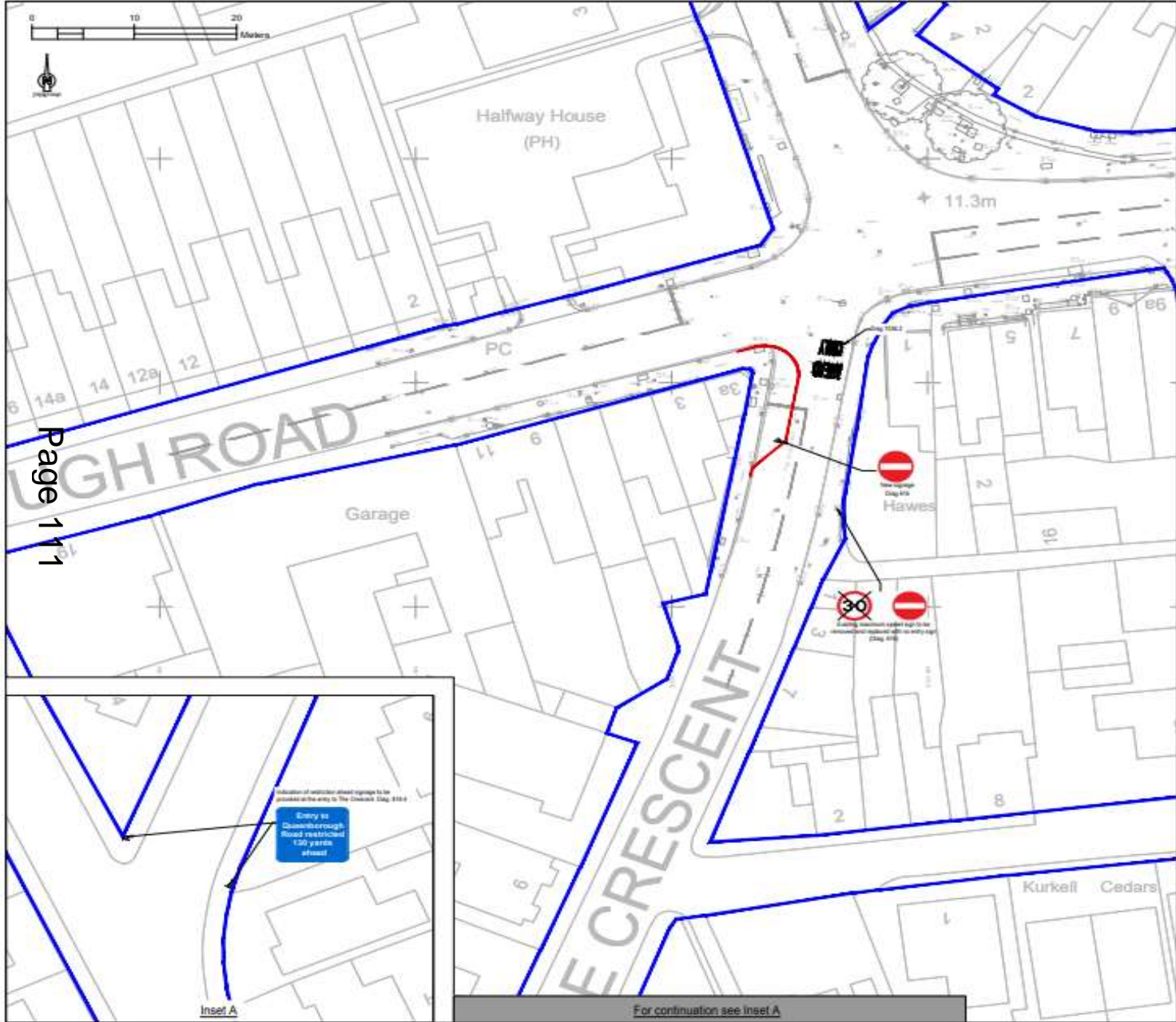
GIVEN under the Common Seal of The Kent County Council

This            day of            2021

**THE COMMON SEAL OF THE  
KENT COUNTY COUNCIL**

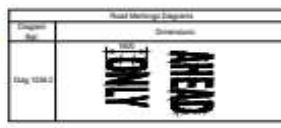
was hereunto affixed in the  
presence of: -

Authorised Signatory



Page 1 of 1

- Notes**
1. Where the drawing has been issued to electronic, any format it has been done in is part of the drawing and the user is responsible for any measures in the electronic file, which should be checked against the paper for any drawing issues. Any additional requirements should be consistently reported to JNPgroup. The electronic file should not be used to print or scale and should not be used for 'overlaying' with other drawings of any kind or any information. All dimensions should be taken from the paper for JNP version of the drawing. Electronic drawings may contain third party information, JNPgroup takes no responsibility for this information, which should be checked against the original paper drawings.
  2. All building dimensions to be checked on site.
  3. Do not scale.
  4. Any discrepancies between drawings of different scales, and between drawings and specifications where appropriate to be notified to The Engineer for decision.
  5. Copyright reserved. This drawing may only be used for The Client and location specified in the title block. It may not be copied or distributed to any third party without the prior written consent of JNPgroup.
  6. This drawing should only be used for construction of the drawing unless a 'Construction' JNPgroup file is responsible for construction works contained in drawings which are not treated with this status.



- References**
- S275 Drawings by JNP Group
  - 821-JNP-X3-DR-C-80-2001 - Construction and Setting Out
  - 821-JNP-X3-DR-C-80-2002 - Site Clearance Layout
  - 821-JNP-X3-DR-C-80-2003 - Levels and Drainage
  - 821-JNP-X3-DR-C-80-2004 - Storage and Waste Loading
  - 821-JNP-X3-DR-C-80-2005 - Standard Details
  - 821-JNP-X3-DR-C-80-2007 - Legal Boundaries
  - 821-JNP-X3-DR-C-80-2008 - Contained Materials
  - 821-JNP-X3-DR-C-80-2009 - Mobile Vehicle Design Path Analysis
- Prepared Signaling Schedule by Senercom**
- 88887601-08-00-03-001-0-0001 - Traffic Signal Design Drawing
  - 88887601-08-00-03-1-5-1-0001 - Technical Note
- Survey Information by BORO SERVICES Ltd**
- 82021700 - Topographic & Utility Details

Rev	Date	Author	Appr	By	CHK	APP
Status: For Approval						



Client: Keepmoat Homes  
 Job: Belgrave Road, Minor Site of Shoppa  
 Title: The Crescent Signal Junction and Carriageway Improvements One-way Signage

Scale: 1:200	as	Scale: 08/11/20
Drawn by: J2	Checked by: J2	Approved by: J2

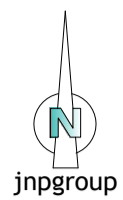
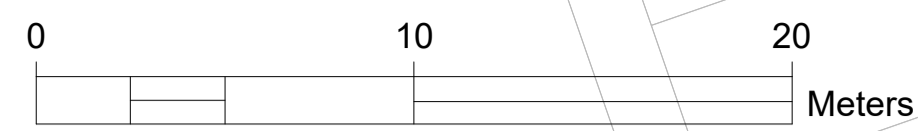
Drawing No: 931-JNP-XX-DR-C-90.2072	Sheet: A
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Inset A

For continuation see Inset A

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jnpgroup

Halfway House  
(PH)

+ 11.3m

QUEENBOROUGH ROAD

Garage

Hawes

E CRESCENT

Kurkell Cedars

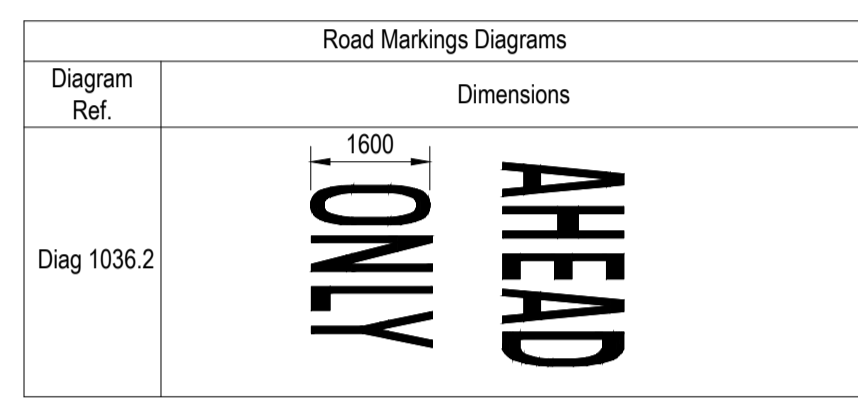
ONLY  
AHEAD

30  
Existing maximum speed sign to be removed and replaced with no entry sign (Diag. 616)

New signage  
Diag 616

- Notes**
1. White lining requirements are based on the proposed extents of the build-out and any resurfacing works as shown on the proposed construction and setting out drawing.
  2. All white lining and signage is in accordance with the Traffic Signs Manual and the requirements set out in the Traffic Signs Regulations and General Directions 2016 (as amended) (TSRGD).
  3. All road markings shall comprise white thermoplastic road marking material of paint in accordance with BS EN 1871 and SHW Clause 1212.
  4. All proposed sign posts to be located a minimum 450mm setback from the face of the kerb to the outside of the post.
  5. Highway boundary shown indicatively only. To be confirmed on receipt of highway boundary drawing from KCC

- Legend:**
- Proposed Kerb Line
  - Highway Boundary

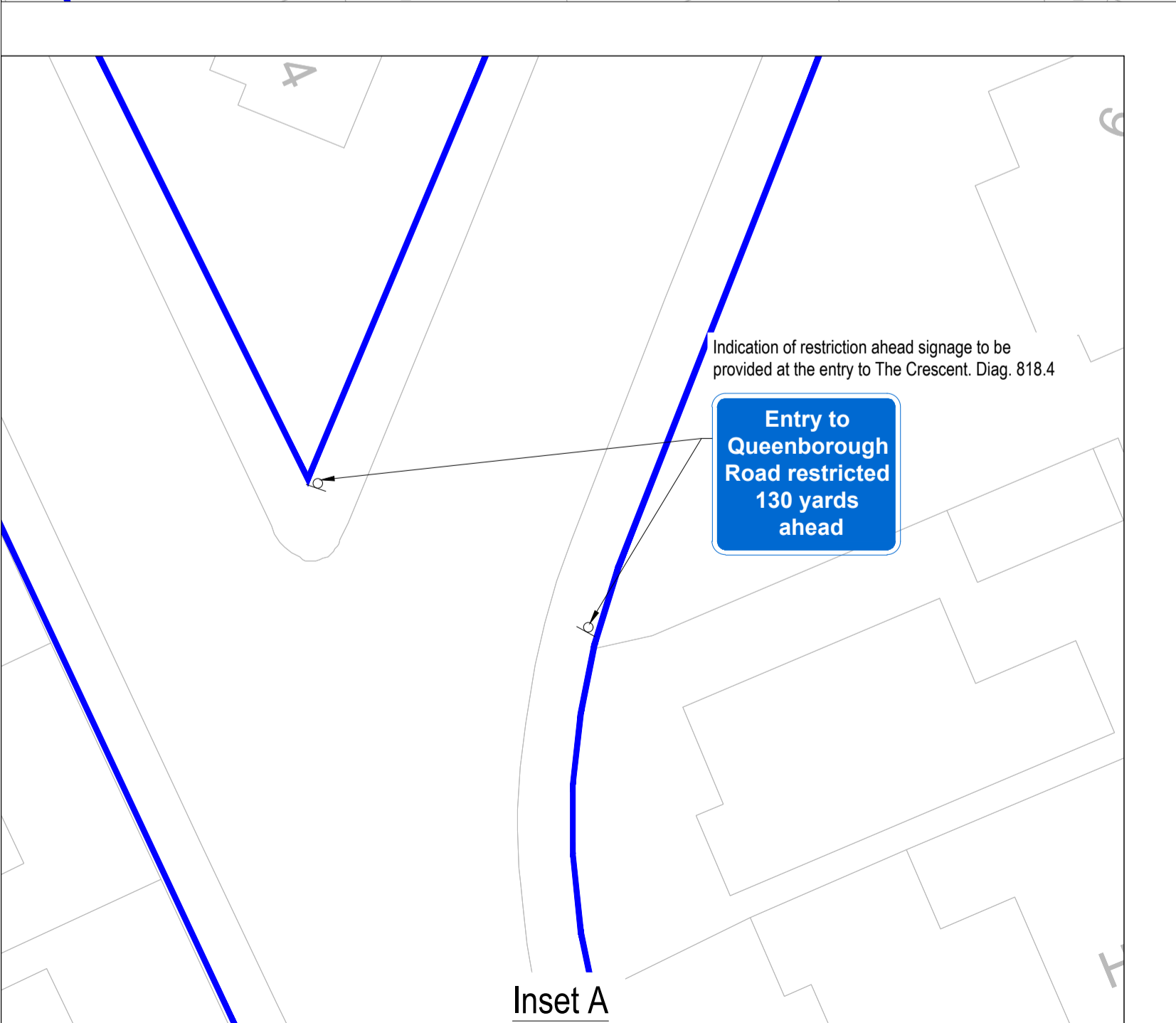


- Notes:-**
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  2. All working dimensions to be checked on site.
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  6. This drawing should only be used for construction if the drawing status is "Construction". jnpgroup take no responsibility for construction works undertaken to drawings which are not marked with this status.

**Health and Safety Note:**  
The details on this drawing have been prepared on the assumption that a competent contractor will be carrying out the works. If the contractor(s) considers that there is insufficient Health and Safety information on this drawing, this should immediately be brought to the attention of the designer.

Not for Construction. All details subject to S278 Approval.

Page 113



For continuation see Inset A

**References**

S278 Drawings by JNP Group  
 931-JNP-XX-DR-C-90-2062 - Construction and Setting Out  
 931-JNP-XX-DR-C-90-2063 - Site Clearance Layout  
 931-JNP-XX-DR-C-90-2064 - Levels and Drainage  
 931-JNP-XX-DR-C-90-2065 - Signage and White Lining  
 931-JNP-XX-DR-C-90-2066 - Standard Details  
 931-JNP-XX-DR-C-90-2067 - Legal Boundaries  
 931-JNP-XX-DR-C-90-2068 - Combined Services  
 931-JNP-XX-DR-C-90-2069 - Refuse Vehicle Swept Path Analysis

Proposed Signaling Works by Siemens  
 858478551-SIE-00-XX-DR-Y-0001 - Traffic Signal Design Drawing  
 858478551-SIE-00-XX-TN-Y-0001 - Technical Note

Survey Information by SUMO SERVICES Ltd  
 SOR017926 - Topographic & Utility Details

A	06/12/21	First Issue	CS	LC
Rev.	Date	Amendment	By	Chk.
Status	For Approval			



**Client** Keepmoat Homes

**Job** Belgrave Road, Minster Isle of Sheppey

**Title** The Crescent Signal Junction and Carriageway Improvements One-way Signage

Scale 1:200 @ A1 Date 09.11.20  
 Drawn by CS Checked by LC Approved by LC



Drawing No. 931-JNP-XX-DR-C-90.2072  
 Rev. A

QA Ref: 00019 Rev D

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**To:** Swale Joint Transportation Board  
**By:** KCC Highways, Transportation & Waste  
**Date:** 28<sup>th</sup> February 2022  
**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

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## 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 – Footway and Carriageway Improvement Schemes**

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

<b>Machine Resurfacing – Contact Officer Byron Lovell</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent of Works</b>	<b>Current Status</b>
B2005 Grovehurst Interchange	Kemsley	Bridge over A249	Awaiting on National Highways
Canterbury Road (Boughton Hill)	Boughton-under-Blean	<u>Stabilisation Works</u> East of Staplestreet Road	Investigation and design works being carried out. Construction works to begin Spring 2022
B2008 Minster Road	Minster-On-Sea	Between Halfway Crossroads to Barton Hill Drive	To be programmed Spring 2022
High Street	Sittingbourne	From Park Avenue to Central Avenue	To be programmed Spring 2022
<b>Footway Improvement - Contact Officer Neil Tree</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Extent and Description of Works</b>	<b>Current Status</b>
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).	Completed.
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	Commenced on the 3 <sup>rd</sup> January 2022 and on-going.

Bramley Ave	Faversham	<u>Footway Protection Treatment</u> Including Worcester Close, Laxton Way, Russet Avenue, Blenheim Avenue.	Completed.
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
Canterbury 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.

**Surface Treatments - Contact Officer Jonathan Dean**

Road Name	Parish	Extent of Works	Current Status
CHALKWELL ROAD	Sittingbourne	From A2 London Road to B2006 Roundabout	Programmed in June 2022
THE STREET	Lower Halstow	Vicarage Road to 30mph Gateway	Programmed in June 2022

B2231 SHEPPEY WAY	Minster	A2500 Lower Road to Old Ferry Road (Not including Bridge)	Programmed in June 2022
B2008 CHEQUERS ROAD	Minster-On-Sea	Back Lane to Plough Road	Programmed in June 2022
BORDEN LANE (INC THE STREET)	Borden	A2 to Bottom Pond Road	Programmed in June 2022
STAPLE STREET	Boughton Under Blean	Staple Street Road to Church Hill	Programmed in July 2022
TUNSTALL ROAD	Tunstall	From Cranbrook Drive to Hearts Delight Road	Programmed in July 2022

## Appendix B – Drainage Repairs & Improvements

<b>Drainage Repairs &amp; Improvements - Contact Officer Earl Bourner</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
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 and applications for external funding.
Blind Mary's Lane / Swanton Street	Bredgar	Improvements to existing gully system following previous soakaway improvement	Works due to commence 12/02/2022.
Lansdown Road	Sittingbourne	Phase 1 works near Peel Drive for additional drains and resurfacing road to restore camber and direct water into new drains.	Works Completed.
Lansdown Road & Coombe Drive	Sittingbourne	Phase 2 works near Woodberry Drive for additional new drainage to reduce flood risk at Lansdown Road, in turn alleviating flood risk from overland flow passing down into Coombe Drive.	Detailed design now complete. Delivery awaiting funding for scheme.
Bull Lane	Newington	Desilting of existing drainage pond	Job passed to contractor, to be reprogrammed when conditions are suitable to undertake work.
Tonge Corner Road	Tonge	Additional drainage improvement to reduce surface water flood risk to property	Investigation works planned 22/02/2022.
Ashtead Drive	Bapchild	New soakaway installation at School Lane junction to alleviate flooding into Ashtead Drive	Works Completed.
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.
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 on collapsed culvert completed Feb 2022, further works required programmed for March 2022
London Road	Tonge	Excavation and cleansing of large soakaway to alleviate carriageway flooding	Works Completed



Otterden Road	Eastling	Drainage improvement works to reduce flooding of carriageway near Eastling Centre	New soakaway liner installation complete. Siphon head to be fitted, works to be re-programmed during more favourable weather due to soft ground.
Tunstall Road	Tunstall	Replacement of pond liner and soakaway gravel pack under pond due to damage / wear of liner.	Works programmed for April 2022
Faversham Road	Newnham	Survey of highway drains due to flooding issues in area Further cleansing of soakaway and root cutting required	Works completed Jan 2022
Seed Road	Newnham	Drainage improvement works to reduce flooding near Sandhurst Farm	Works In Progress on site
Leysdown Road	Eastchurch	Clearance of ditch near Burden Bros to reduce highway flooding	Completed
The Street	Doddington	Survey of drainage near garage where reports received of gully overflowing to determine cause of issue.	Works carried out 17 <sup>th</sup> August 2021. Pipe jetted. No further issues reported to date.
Wrens Road	Borden	Kerbing works to reduce flood risk to property.	Works programmed for March 2022
Tanner Street	Faversham	Investigation into alleviation of flooding issues near junction with West Street in heavy rainfall.	CCTV Survey carried out. Joint working with Southern Water taking place for further measures to reduce flood risk.
Whitstable Road	Faversham	Investigation into alleviation of flooding issues near Park Row in heavy rainfall.	KCC Improvement works already carried out outside Park Row. Southern Water repaired CSO at Cyprus Road in October 2021. Joint working with Southern Water taking place for further measures to reduce flood risk.

Church Road, The Brents	Faversham	Investigation into alleviation of flooding issues caused by tidal water backing up through drains. KCC have undertaken CCTV survey. Road drains link to Southern Water surface water sewers which discharge into the creek via tidal flaps.	CCTV identified several damaged pipes on KCC owned gully leads. Job passed to contractor to undertake repairs commencing 14 <sup>th</sup> March 2022. Southern Water have raised a job to inspect all their tidal flaps in the area.
Selling Road	Selling	Flooding at low point east of Gushmere Court. Existing drainage discharges into ditch / scrub land at highway edge. Drainage improvement under consideration to implement more suitable drainage layout for easier future maintenance.	Ground investigations required to progress design. Job being raised for handover to contractor.
Selling Road	Selling	Flooding affecting area beneath Railway Bridge. Maintenance of drainage system to be carried out. Additional improvements under consideration to reduce flow into Selling Road / Fox Lane from the main road before it reaches the bridge to alleviate flooding.	Soakaway maintenance programmed 27 <sup>th</sup> January 2022. Ground investigations required to progress design. Job being raised.

## **Appendix C – Street Lighting**

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

<b>Street Lighting Column Replacement – Contact Officer Sue Kinsella</b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Status</b>
Strode Crescent	Sheerness	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Swale Way	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Canterbury Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of May 2022
Conduit Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Tanner Street	Faversham	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Diamond Court	Sheerness	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of May 2022
Marine Parade	Sheerness	Replacement of 1 no street light complete with LED Lantern	COMPLETE
Halfway Road	Minster	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of May 2022
Cress Way	Faversham	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of May 2022
Blaxland Close	Faversham	Replacement of 2 no street lights complete with LED Lanterns	COMPLETE
Church Road	Faversham	Replacement of 3 no street lights complete with LED Lanterns	Works awaiting programming by the end of May 2022
Roebuck Road	Faversham	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of May 2022
Forbes Road	Faversham	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of May 2022
The Finches	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of May 2022

Miller Close	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of May 2022
Vincent Gardens	Sheerness	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of May 2022
Mill Hill	Minster	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of May 2022
Brook Road	Faversham	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of May 2022
Grovehurst Avenue	Sittingbourne	Replacement of 2 no street lights complete with LED Lanterns	Works awaiting programming by the end of May 2022
Highsted Road	Sittingbourne	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of May 2022
Keycol Hill	Bobbing	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of May 2022
Kent Avenue	Minster	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of May 2022
Laxton Way	Faversham	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of May 2022
Bramley Avenue	Faversham	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of May 2022
Mountview	Borden	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of May 2022
Miranda Court	Sheerness	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of May 2022
Eurolink Way	Sittingbourne	Replacement of 2 no street lights complete with LED Lanterns	Works awaiting programming by the end of May 2022
Miller Close	Sittingbourne	Replacement of 6 no street lights complete with LED Lanterns	Works awaiting programming by the end of May 2022
Newman Drive	Sittingbourne	Replacement of 5 no street lights complete with LED Lanterns	Works awaiting programming by the end of May 2022
Otterham Quay Lane	Upchurch	Replacement of 1 no street light complete with LED Lantern	Works awaiting programming by the end of May 2022
London Road	Teynham	Replacement of 2 no street lights complete with LED Lanterns	Works awaiting programming by the end of May 2022

## **Appendix D – Transportation and Safety schemes**

The Schemes Planning & Delivery Team is implementing schemes within the Swale District, to meet Kent County Council's strategic targets (for example, addressing traffic congestion, or improving road safety). Contact Officer – **Vacant Please contact Schemes Planning and Delivery Team**

<b>CASUALTY REDUCTION MEASURES</b>			
Identified to address a known history of personal injury crashes			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
A2 London Road JW Faversham Road	Norton, Buckland and Stone	Vegetation Clearance, High friction surfacing and signage	Scheme has been partially completed; road markings to be refreshed
Lower Road JW Queenborough Road	Queenborough	Road markings and signage removal	Scheme has been completed; new bollard requires sign face change
Lower Road JW Scocles Road	Minster on Sea	Road Markings, signage installation and vegetation clearance	Scheme has been completed
High Street JW Bull Lane	Newington	Speed reduction, implementation of 1 way on Bull Lane	Scheme has been handed over to our contractors for delivery
Dover Street JW West Street	Sittingbourne	Road marking refresh	Scheme has been completed
Queenborough Road JW Belmont Road	Minster on Sea	Road Markings and additional warning signs	Scheme has been partially completed; Signs to be installed

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

Faversham Town wide 20mph trial	Faversham	Town wide 20mph	Trial ended and all roads within the trial to remain 20mph as recommended by the Swale JTB.
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<b>SMALL WORKS SCHEMES</b> Local Transport Plan funded non-casualty reduction schemes			
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Road Name	Parish	Description of Works	Current Status
High Street/Lower Hartlip Road	Hartlip	20mph/40mph scheme	Completed
Stockers Hill/Canterbury Road, Boughton	Boughton	Gateway enhancements	Completed
Various Roads, Queenborough	Queenborough	20mph speed limit enhancements	Completed
High Street, Sheerness	Sheerness	20mph speed limit enhancements	Completed
High Street, Sittingbourne	Sittingbourne	20mph speed limit enhancements	Scheme has been handed over to our contractors for delivery
Barton Hill Drive, Minster	Minster	Cycle route signs	Completed
Munsgore Lane, Borden	Borden	Road marking enhancement	Completed
Hearts Delight Road, Borden	Borden	Wildlife warning signs	Completed
School Lane, Newington	Newington	Wooden bollard installation	Completed
Oad Street, Borden	Borden	Bend warning signs	Scheme has been handed over to our contractors for delivery
Preston Park, Faversham	Faversham	Dropped kerbs at junction with A2	Defects noted (upstand of kerb to steep) contractor to carry out repairs.
Maidstone Road, Danaway	Borden	Speed limit signs	Scheme has been handed over to our contractors for delivery

## Appendix E – Developer Funded Works

Key:

	<b>Technical Vetting Underway</b>
	<b>S278 Agreement Not Progressed</b>
	<b>Significant Works Outstanding</b>
	<b>Maintenance Period</b>
	<b>Minor Works Outstanding</b>
	<b>Site Adopted Recently</b>

Developer Funded Works (Section 278 Works)				
File Ref.	Road Name	Parish	Description of Works	Current Status
SW/003014	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/003025	Sheppey Way, Iwade	Iwade	Provision of New Junction/Access for Housing Development	Remedial/maintenance works completed by developer. Adoption paperwork in progress.
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/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/003035	109-111 Staplehurst Road, Sittingbourne	Sittingbourne	Provision of revised traffic calming and vehicle access for Housing developments	Scheme being progressed by Default S38 & S278 Agreement Specialists. Agreements & Structures awaiting update regarding retaining wall construction details (not as per agreed design). Developer to demonstrate built to adoptable standards.
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.

<b>SW/003041</b>	Larkrise, Conyer Road, Conyer	Teynham	Provision of footway to Small Housing Development	Remedial works still required prior to sign off. Awaiting confirmation of date for these.
<b>SW/003043</b>	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/H&S File/As-Built Drawings required following completion of remedials.
<b>SW/003046</b>	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.
<b>SW/003048</b>	Parsonage House, School Lane, Newington	Newington	Provision of New Access to Housing site and Traffic Calmed footway crossing	Further remedial works following RSA3 Report to be carried out. Awaiting confirmation of date for works from Developer. Material Testing Results, H&S file and As-Built Drawings req'd to progress Certificate 1.
<b>SW/003049</b>	Sunny View, Scocles Road, Minster	Minster-on-Sea	Provision of entrance to Private Housing Site	Certificate 1 issued. Serving Maintenance Period. End of Maintenance Inspection due shortly.
<b>SW/003051</b>	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-	Minor remedial items carried out. Soft Landscaping Approval received. Awaiting Drainage CCTV and sign-off from Street Lighting Team prior to Certificate 2.
<b>SW/003053</b>	Barge Way, Kemsley	Sittingbourne	Provision of Revised Access Arm from Existing Roundabout	End of Maintenance Inspection carried out. Minor remedial works to be carried out prior to Certificate 2.
<b>SW/003067</b>	Old Brickworks, Western Link, Faversham	Faversham	Provision of New Roundabout Access for Housing Development	Awaiting start date for remedial works.
<b>SW/003068</b>	CRL, Canterbury Road, Sittingbourne	Sittingbourne	Revision of existing footways to proposed Retirement Home frontage	Outstanding remedial works completed acceptably by developer. Awaiting H&S File & As-



				Built Drawings prior to issuing Certificate 1.
<b>SW/003069</b>	Rushenden Road, Queenborough, Sheppey	Queenborough	Provision of New Access for Housing Development	Footway remedials and street lighting syphers required. Awaiting date for RSA Stage 3. H&S File & As-Built Drawings also required prior to Certificate 1.
<b>SW/003071</b>	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 Inspection carried out. Minor remedial items carried out. Awaiting reinstatement of Waiting Restrictions on Station St. Awaiting Drainage CCTV and Street Lighting inspection prior to Certificate 2.
<b>SW/003074</b>	School Lane, Bapchild	Bapchild	Provision of Vehicle access and new footway connection for small housing development	Final white lining completed satisfactorily. S278 Cert 1 issued 5 August 2021. Serving Maintenance Period.
<b>SW/003077</b>	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 Inspection carried out. Minor remedial items carried out. Soft Landscaping Approval received. Awaiting Drainage CCTV and Street Lighting inspection prior to Certificate 2.
<b>SW/003081</b>	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. Street Lighting installation test certificates, Street Lighting Team sign-off, H&S File and As-Built Drawings still outstanding prior to Certificate 2.
<b>SW/003082</b>	Brogdale Road, Ospringe	Ospringe	Provision of Access Road to new Housing Development	Agreement in place. Works underway.
<b>SW/003085</b>	Brogdale Road, Ospringe	Faversham	Provision of temporary construction access for housing development	S278 Certificate 1 paperwork being progressed. Maintenance period due to start.

<b>SW/003087</b>	A251 Ashford Rd & A2 London Rd, Faversham	Faversham	Provision of Roundabout access to Housing Development	Cert 1 issued. Street lighting remedial works completed acceptably by developer and Street Lighting Team sign-off received. Revised As-Built drawings requested to reflect cable run showing revised supply point for signs on the island and Gaz refs.
<b>SW/003088</b>	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.
<b>SW/003090</b>	Minster Road, Minster, Sheppey	Minster-on-Sea	Provision of Access for new small Housing Development	Outstanding remedial works. Date TBC by developer.
<b>SW/003091</b>	Eurolink Way, Milton Road, Sittingbourne	Sittingbourne	Footway Access to Retail Development	Certificate 1 issued. End of Maintenance Inspection carried out. Minor remedial items carried out. Soft Landscaping sign-off received. Awaiting Street Lighting Team inspection prior to Certificate 2.
<b>SW/003092</b>	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 by developer.
<b>SW/003094</b>	Nova, Graveney Road, Faversham	Faversham	Provision of Private Housing development Junction and Pedestrian Crossing	S278 Certificate 2 paperwork being progressed. Adoption imminent.
<b>SW/003101</b>	Lower Road, Teynham	Teynham	Provision of Footway for small Housing Development	Technical approval given. Agreement not progressed by developer.
<b>SW/003103</b>	Oak Lane, Upchurch	Upchurch	Traffic Calming/Footway Access to Small Housing Development	Design Technical Submission to be Re-Submitted by the developer's consultant. KCC still awaiting. Technical Acceptance not yet issued.

<b>SW/003104</b>	Spirit of Sittingbourne Section 1 – St Michaels Road	Sittingbourne	Traffic Calming and access to new Housing development	Certificate 1 issued. Minor drainage remedial items to be carried out. Soft Landscaping sign-off received. Awaiting Drainage CCTV and Street Lighting Team inspections prior to Certificate 2.
<b>SW/003105</b>	Spirit of Sittingbourne Section 2 – St Michaels Road/Dover Street/Fountain St	Sittingbourne	Traffic Calming and access to new Housing development	Certificate 1 issued. Soft Landscaping sign-off received. Awaiting Drainage CCTV and Street Lighting Team inspections prior to Certificate 2.
<b>SW/003108</b>	Chequers Road, Minster, Sheppey	Minster-on-Sea	Frontage Footway and Access for Small Housing development	Letter of Agreement in place for construction access. Works partially complete. Awaiting service connections prior to wearing course. As-Builts/H&S File/RSA 3 required prior to Certificate 1.
<b>SW/003109</b>	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 Inspection carried out. Minor remedial items carried out. Awaiting Street Lighting Team inspection prior to Certificate 2.
<b>SW/003110</b>	Spirit of Sittingbourne – Retaining Wall Fountain St	Sittingbourne	Fountain Street turning Area Retaining Wall	S278 Certificate 1 issued. Awaiting Structures Team sign-off RE Retaining Wall prior to Certificate 2.
<b>SW/003115</b>	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.
<b>SW/003117</b>	North Street, Milton Regis	Sittingbourne	Permanent School Drop-off facility and Zebra crossing	Default proceedings taken by Agreements. Planned remedial works due to be completed Easter school holidays (April 2022). As-Built Drawings, H&S File, RSA Stage 3 all still required prior to Certificate 1.

<b>SW/003118</b>	Grovehurst Road, Sittingbourne	Sittingbourne	Provision of Access for new small Housing Development	S278 Certificate 1 issued. End of Maintenance Inspection carried out. Minor remedial works agreed with developer. Awaiting confirmation from developer that these have been carried out.
<b>SW/003119</b>	Station Street, Delivery Road Access, Sittingbourne	Sittingbourne	Footway alongside of delivery road through to High Street	Minor remedial works completed acceptably by developer. Final adoption certification issued. Adopted 23 December 2021.
<b>SW/003141</b>	Stones Farm, Canterbury Road, Bapchild	Bapchild	Traffic Signal Junction and Access for Private Housing Development	Agreement in place. Remedial works outstanding following RSA3 – to be completed satisfactorily by developer prior to issue of Cert 1.
<b>SW/003191</b>	Admirals Walk, Halfway, Sheppey	Halfway	Highway Drainage and Access works for new Housing Development	Initial Design Submission received. Tech Acceptance not granted. Agreement not progressed.
<b>SW/003196</b>	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. End of Maintenance Inspection undertaken. Minor remedial works required prior to issue of Certificate 2. Awaiting confirmation from developer remedial works have been carried out.
<b>SW/003199</b>	Swale Way, Great Easthall, Sittingbourne – Toucan	Sittingbourne	Provision of a Toucan Crossing for the Eurolink 5 Industrial Estate development	Technical Vetting underway.
<b>SW/003205</b>	Wellesley Road, Sheerness	Sheppey	Existing footway modifications created by new terraced housing to street frontage.	Final adoption certification issued. Adopted 06 January 2022
<b>SW/003260</b>	Leaveland Corner, Faversham	Leaveland	Minor road widening and access for small housing development	Certificate 1 issued. Serving Maintenance Period. End of Maintenance Inspection due April 2022.
<b>SW/003266</b>	Station Road, Teynham	Teynham	New bellmouth on to station road, footway works, new lining and a build out.	Agreement in place. Works partially complete. Awaiting completion of the physical works as agreed on site with the developer. RSA 3/ As-

				Builts/H&S File required prior to Certificate 1.
<b>SW/003314</b>	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. S278 Agreement issued to developer for signing. Awaiting receipt of agreement fees/signed agreement from developer.
<b>SW/003315</b>	Belgrave Road, Minster-on-Sea	Minster-on-Sea	Temporary sales access	Letter of Agreement in place. Works underway.
<b>SW/003316</b>	The Crescent Signalling, Belgrave Road, Minster-on-Sea	Minster-on-Sea	Signalling and junction improvements	Technical Acceptance to be granted (subject to ITS/TRO/Southern Water sign offs). Agreement being drafted.
<b>SW/003318</b>	Cooks Lane, Sittingbourne	Milton Regis	Access arrangements for new private housing development.	Agreement in place. Works complete. Final Footway remedial works required prior to issue of Certificate 1.
<b>SW/003337</b>	Chequers Road, Minster, Sheppey	Minster-on-Sea	Frontage Footway for Small Housing development	Letter of Agreement in place. Works partially complete. Awaiting footway wearing course/As-Builts/H&S File/RSA 3 required prior to Certificate 1.
<b>SW/003416</b>	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. S278 Letter of Agreement issued to developer for signing. Awaiting receipt of updated cost of works estimate/ agreement fees/signed agreement/developer checklist.
<b>SW/003418</b>	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	Signed S278 Letter of Agreement in place. Awaiting confirmation of date works to commence.

			nearside approach to London Road.	
<b>SW/003419</b>	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.
<b>SW/003420</b>	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.
<b>SW/003422</b>	Staple Street, Hernhill, Faversham	Hernhill	New bell mouth access to 8 dwellings - road to remain private	Agreement in place. Works start date TBC by developer.
<b>SW/003423</b>	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.	Technical Acceptance granted – Agreement being drafted.
<b>SW/003426</b>	Oare Road, Faversham	Faversham	New footway/cycleway link to Oare Road - by traffic signals	Agreement in place. Works start date TBC by developer.
<b>SW/003427</b>	A2 Canterbury Rd J/W Love Lane, Faversham	Faversham	New traffic signal controlled junction	Civils approved. Awaiting signals and lighting sign-off. Agreement being drafted.
<b>SW/003428</b>	Whitstable Rd, Faversham - Zebra	Faversham	New zebra crossing	Civils approved. Awaiting Street Lighting sign-off. Agreement being drafted.
<b>SW/003429</b>	Love Lane, Faversham - Zebra	Faversham	New zebra crossing	Civils approved. Awaiting Street Lighting sign-off. Agreement being drafted.
<b>SW/003430</b>	Love Lane, Faversham – Bus Stop	Faversham	New Bus Stop layby	Civils approved. Awaiting Street Lighting sign-off. Agreement being drafted.

<b>SW/003432</b>	Scocles Farm, Scocles Road, Minster-on-Sea	Minster-on-Sea	S278 Bellmouth and associated footway works to facilitate access to new development.	Technical Acceptance granted. Agreement being drafted.
<b>SW/003433</b>	Quinton Rd/Sonora Way, Sittingbourne	NCP	2 no. zebra crossings and roundabout improvements	Technical Acceptance granted for Northern Zebra Crossing (between Sapphire Close and Olivine Close). Letter of Agreement signed (northern crossing) and works due to commence imminently. NB Southern Zebra Crossing to be included in separate S278 Agreement which is currently under review.
<b>SW/003435</b>	ATS Site, Crown Quay Lane, Sittingbourne	NCP	New Footway/cycleway	Technical Vetting ongoing. Awaiting Street Lighting Team sign-off of the design prior to issuing formal Technical Acceptance.
<b>SW/003436</b>	Chestnut Street, Sittingbourne	Borden	New bellmouth access	Technical Acceptance granted. Agreement being drafted.
<b>SW/003441</b>	Pond Farm, Iwade, Sittingbourne – S278 Sheppey Way and Grovehurst Rd	Iwade	Road improvements on Sheppey way and Grovehurst Road, Sittingbourne, to facilitate access to new residential development at Pond Farm in the parish of Iwade. Sheppey Way traffic calming improvements comprising widening of the existing refuge island and associated road widening. New site access on Grovehurst Road with associated road widening and existing footway/cycleway to be extended to 3m in width and continue to Grovehurst Rd roundabout.	Technical Vetting ongoing.

<b>SW/003442</b>	Land at Southsea Avenue, Augustine Rd, Sexburga Drive, Minster-on-Sea	Minster-on-Sea	S278 highway works comprising bellmouth accesses, vehicular crossover accesses and footway works in Augustine Road, Sexburga Drive and Southsea Avenue, Minster-on-Sea, to facilitate residential development comprising 72no. 3- and 4- bedroom dwellings with associated garaging, parking and infrastructure.	Technical Vetting ongoing. Awaiting revised submission.
<b>SW/003446</b>	London Road, Faversham	Faversham	Bus Stop Amendments on A2	Technical Vetting ongoing. Awaiting revised submission with recent comments addressed by designer prior to issuing formal Technical Acceptance.
<b>SW/003453</b>	Chestnut Street, Sittingbourne	Borden	New four arm roundabout - access to A249 and Borden/Wises Lane Development	Technical Vetting underway.



**Appendix F – Bridge works**

<b>Bridge Works – <i>Contact Officer Helen Rowe</i></b>			
<b>Road Name</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
Whitstable Road	Faversham	Lady Dane Footbridge (KCC No.3065) bridge refurbishment / replacement works	Feasibility / design option stage.

## **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.

<b>Traffic Systems - <i>Contact Officer: Toby Butler</i></b>		
<b>Location</b>	<b>Description of Works</b>	<b>Current Status</b>
B2008 Minster Road near Lowfield Street, Halfway	Renewal and upgrade of traffic signal controlled crossing	Completed August 2021
A250 Halfway Road near School Access, Halfway	Upgrade existing crossing to near-sided Puffin	Completed August 2021
A2 The Street near School Lane, Bapchild	Renewal and upgrade of traffic signal controlled crossing	Completed October 2021

## **Appendix H - Combined Members Grant programme update**

### **Member Highway Fund programme update for the Swale Borough Council.**

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 31<sup>st</sup> January 2022

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 Brough Council.

### **Cameron Beart**

<b>Details of Scheme</b>	<b>Status</b>
<b>21/22-CMG-SW-01 Cowstead Corner</b> New Merge signs	Scheme has been handed over to our contractors for delivery

**Appendix I – Public Rights of Way**

<b>Public Rights of Way – Contact Officer – Matthew Fox</b>			
<b>Path No</b>	<b>Parish</b>	<b>Description of Works</b>	<b>Current Status</b>
ZR518 – London Road (High Wood)	Dunkirk	Bridleway surface to be constructed of stone	Works complete
ZSX62 – End of Seager Road	Sheerness	Add tarmac to existing path	Works assigned to contractor – programmed for 24/2/22
ZSX64 – End of Wheatsheaf Gardens	Sheerness	New tarmac path constructed	Works assigned to contractor - programmed for before end of Feb 22
ZU1	Sittingbourne		Initial planning stages-seeking contribution
ZR547	Dunkirk	Stone surface through boggy section of wood	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.

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**Contacts: Pauline Harmer/ Alan Blackburn 03000 418181**

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**SWALE JOINT TRANSPORTATION BOARD (JTB)**

*Updates are in italics*

<b>Minute No</b>	<b>Subject</b>	<b>SBC/ KCC</b>	<b>Recommendations Made by Board</b>	<b>KCC/SBC - Comments/date due back to JTB</b>
462/12/21	Formal Objections to Traffic Regulation Order – Swale Amendment 28 2021	SBC	<p>(1) The proposed double yellow lines in Dolphin Road, Sittingbourne be installed as advertised in the Traffic Order.</p> <p>(2) The proposed extension to the double yellow lines in Canute Road, Faversham be progressed.</p> <p>(3) The proposed double yellow lines on the junction of Queens Road and Imperial Avenue, Minster-on-Sea be progressed.</p> <p>(4) The proposed reduction of the double yellow lines in St Georges Avenue, Sheerness, be abandoned.</p> <p>(5) The disabled persons' parking bay in Colegates Close, Oare be relocated and formalised.</p>	<p><i>(1),(2),(3),(5) – Traffic Regulation Order Sealed on 4<sup>th</sup> February 2022 to come into effect from 21<sup>st</sup> February 2022.</i></p> <p><i>(4) Removed from Traffic Regulation Order prior to progressing.</i></p>
463/12/21	Results of Informal Consultation – Proposed Double Yellow Lines, Cortland Close, Milton Regis	SBC	<p>(1) That the results of the recent informal consultation on the proposed double yellow lines in Cortland Close, Milton Regis, be noted and that a Traffic Regulation Order for the proposals be progressed but at a slightly reduced length following consultation feedback.</p>	<p><i>(1) Traffic Regulation Order drafted, formal consultation runs from 4<sup>th</sup> February 2022 – 25<sup>th</sup> February 2022. Any formal objections received will be reported to JTB in June 2022.</i></p>
464/12/21	Design Consultation	SBC	<p>(1) That the comments on the recent</p>	<p><i>Traffic Regulation Order being drafted. Formal</i></p>

Minute No	Subject	SBC/ KCC	Recommendations Made by Board	KCC/SBC - Comments/date due back to JTB
	Results – Extension of residents’ parking scheme Edith Road, Faversham		informal design consultation be noted and that the extension of the existing Residents’ Parking Scheme to include Edith Road, Faversham be progressed. (2) That the amended plan (Annex C) be agreed	<i>consultation anticipated to take place between 4<sup>th</sup> March 2022 and 25<sup>th</sup> March 2022. Any formal objections will be reported to JTB in June 2022.</i>
465/12/21  Page 14	Faversham Town Wide 20 MPH Trial	KCC	(1) That the full extent of the 20mph limit as per the trial be extended.  (2) That additional engineering measures at Bysing Wood Road, Oare Road, Lower Road and Newton Road be explored.  (3) To raise awareness and change the behaviours of drivers in Faversham.	<i>Trial ended and all roads within the trial to remain 20mph as recommended by the Swale JTB.</i>
467/12/21	Swale Drainage	KCC	Resolved: (1) That the report be noted and that KCC officers be asked to make a presentation at the next meeting of the JTB on 28 February 2022.	<i>Now changed to JTB meeting of 20 June 2022 for presentation by KCC Drainage Team</i>



# Agenda Item 11

The KCC Swale Schemes Planning & Delivery (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:

- Petition requesting one way traffic flow in Crown Road, Sittingbourne.
- Closing Nellie Alley High Street, Sittingbourne to traffic.

This item has been turned down for discussion due to having insufficient fit with the JTB terms of reference.

- Presentation on transport modelling for inclusion in the evidence base for the Local Plan Review.

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